

**TABLE 3-7:
EXISTING RESTAURANT SEATING**

Restaurant	Indoor Seating	Outdoor Seating	Total Seating	Average Seat Turnover	Nice Day Capacity	Adverse Day Capacity
Market Place	415	40	455	3.0	1,365.0	1,245.0
Blue Moon	120	120	240	3.0	720.0	360.0
Wildwood	280	220	500	4.0	2,000.0	1,120.0
Buffalo's	60	120	180	4.0	720.0	240.0
Two Elk	1,100	600	1,700	3.5	5,950.0	3,850.0
Belle's Camp	50	120	170	3.5	595.0	175.0
Dawg House	0	48	48	3.0	144.0	0.0
Mid-Vail	700	260	960	4.0	3,840.0	2,800.0
Gondoli's Pizza	50	0	50	10.0	500.0	500.0
Chaos Canyon	170		170	4.0	680.0	680.0
Black Forest	80	280	360	4.0	1,440.0	320.0
Game Creek Club	194		194	2.5	485.0	485.0
Golden Peak Grill	160		160	3.0	480.0	480.0
Golden Peak bakery	25	0	25	5.0	125.0	125.0
TOTAL	3,404	1,808	5,212		19,044	12,380

Table 3-7 illustrates that on nice days Vail has a capacity for 19,044 guests while on an adverse weather day the capacity is 12,380. Given the Manage-To capacity of 19,900 guests, there is adequate seating on busy days when the outdoor decks can be utilized. Even on busy days when the weather precludes use of the decks and or peak days with visitation above their Manage-To planning number, Vail does not have a shortage of seats because of seating capacity in base area restaurants operated by other entities.

The number of men's and women's restrooms, as indicated in Table 3-8, is considered adequate on Vail Mountain. Restrooms at the base area further offset the need for restroom facilities at Vail. In addition, single-unit lavatories at the top and bottom terminals of lifts across Vail Mountain that are primarily for lift operations personnel are periodically used by guests. These facilities are being updated over time with pre-fabricated Forest Service-style units.

**TABLE 3-8
ON-MOUNTAIN RESTROOM FACILITIES
(INDIVIDUAL FIXTURES)**

	Men	Women
Eagles Nest	8	22
Mid-Vail	14	36
Game Creek Club	2	6
Buffalo's PHQ	6	10
Wild Wood	3	7
BSB	2	2
Black Forest	1	1
TOTAL	36	84

L. ARCHITECTURAL THEMES

The architectural theme for the existing facilities on Vail Mountain may be characterized as being reminiscent of the influences of high, alpine design techniques while reflecting the western heritage of the Rocky Mountains.

Buildings are typically one to three stories, have simple gable roof forms at pitches between 4:12 and 6:12, with broad overhangs to stimulate shelter. Individual building designs have avoided modern trends and are inspired by more traditional, historic examples. Roofs have been designed to retain snow. Structure is expressed in both scale and detailing to clearly communicate the extraordinary snow and wind loads that the structure must withstand.

Materials are natural and indigenous; such as stone, log timber, wood or stucco. Synthetic materials which simulate natural materials have been used. Detailing has been hewn, rugged and less refined. The exterior and interior use of materials conveys simplicity and craftsmanship. Use of materials expresses mass at the base of the building, with lighter materials occurring toward the top of the structure.

While these are the current architectural themes for the on-mountain facilities at Vail, future construction and/or remodeling may explore a departure from these themes.

1. Mid-Vail

Originally designed as an extension of Vail Village, Mid-Vail was initially viewed as out of place architecturally in this high alpine setting. Subsequent additions and remodeling in 1986 successfully evolved the building to an alpine form, with appropriate use of materials and detailing. While this building continues to function, from a space use and circulation perspective it is inefficient.

2. Eagles Nest

Designed as an extension of Lionshead Village, the original design of Eagles Nest was inappropriate for its location. An addition and remodeling in 1996 moved the style in a more appropriate direction. A final, future expansion could complete the transformation of Eagles Nest into an alpine form with appropriate use of materials and detailing.

3. Wildwood Smokehouse

Wildwood smokehouse was expanded and remolded in the mid-1990's to appropriately reflect the desired architectural theme for Vail Mountain. Its composition, simple forms and use of indigenous materials have been well received by Vail's guests.

4. Two Elk Lodge

Two Elk Lodge epitomizes the desired architectural style for Vail Mountain. Careful use of materials and detailing, both inside and outside of this structure, effectively communicate an alpine design, inspired by the western Rocky Mountain location. Subtle details celebrate the heritage of the Ute Indian Tribe who inhabited the region. The form of the building is simple and conforms to the site while the scale of the footprint results in an impressive volume.

5. Buffalo's/PHQ

This building fits comfortably into the boundaries for the preferred theme for Vail Mountain. Its modest size fits into the contours of the site. The form, use of materials, and detailing are consistent with the preferred style of architecture.

6. Belle's Camp

This complex of small buildings is comprised of perhaps the most heavily themed facilities on Vail Mountain. The design is intended to simulate a high-alpine homestead which might have been salvaged and remodeled. Despite the slight departure from the themes of Wildwood and Two Elk; the composition, forms, detailing and use of materials are comfortably within the context of the desired architectural theme. Fireproof materials which accurately simulate natural materials were successfully used on these buildings.

7. Game Creek Club and Chalet

The Game Creek Club and Chalet are more highly stylized as a Bavarian-inspired replica in deference to the architectural styles of Vail Village. The scale and form of these two buildings are well adapted to their site. Use of materials is appropriate within the parameters of the architectural theme for Vail Mountain.

M. PARKING

On busy days parking demand is driven by skiers arriving in their personal vehicles, as well as the mountain's employees, the village's non-mountain employees, village shoppers and construction workers. On most days the existing parking lots are adequate and the supply meets the demand. On up to 30 days per seasons all parking areas are completely full and overflow parking occurs on the South Frontage Road.

The existing public and employee parking lots and their vehicles capacities are shown in Table 3-9.

**TABLE 3-9:
PARKING LOTS AND CAPACITIES – EXISTING CONDITIONS**

Parking Supply	Public	Employee	TOTAL
Town of Vail	--	--	--
Village Structure	1,150	--	1,150
Lionshead Structure	1,200	--	1,200
Ford Park	90	--	90
Soccer Field Lot	50	--	50
East Vail Interchange	12	--	12
Stephens Park	15	--	15
North Frontage Rd F-S	180	--	180
North Trailhead	6	--	6
Vail Resorts, Inc.	--	--	--
North Day Lot	--	102	102
Holy Cross Lot	--	194	194
Children's Center (drop off)	2	--	2
TOTAL	2,653	296	2,999

Source: SE GROUP

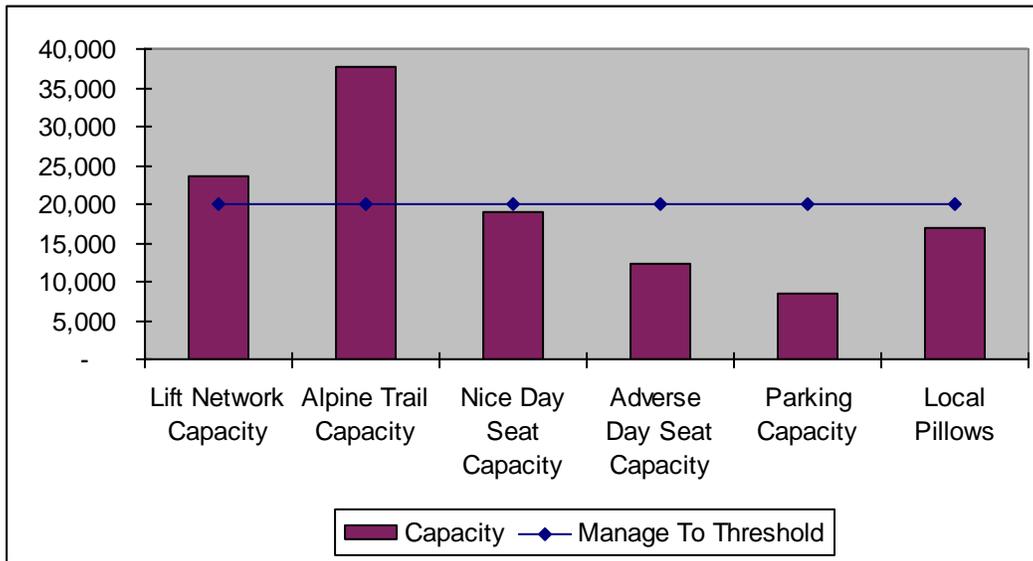
Assuming average vehicle occupancies of 2.8 persons, 2,999 parking spaces would provide parking for 8,397 users.

The periodic deficit of parking at Vail is offset by Vail's free bus systems, the Eagle County bus system, and the parking associated with lodging and private clubs. In addition, parking capacity is planned to be increased to meet current and future demands with projects at Lionshead and at Ever Vail.

N. RESORT BALANCE AND LIMITING FACTORS

The overall balance of the existing ski area is evaluated by calculating the capacities of the resort's various capacities, lifts, terrain, skier services, food service seating and parking, as compared to the Manage-To threshold planning number. The capacities discussed above are shown in Chart 3-3.

**CHART 3-3:
RESORT BALANCE – EXISTING CONDITIONS**



As the above chart shows, and considering the Manage-To planning number of 19,900, the existing resort has above adequate capacity for alpine trails and adequate capacities for lift network and nice day seating. There is a deficiency in adverse day seating and parking. The seating deficiency is offset by the numerous restaurants available in Vail Village and at the base of the lifts at Lionshead.

The parking deficiency, which is caused by a combination of skier parking, employee parking, construction parking and village shoppers, is accommodated on peak days by overflow parking being allowed on the South Frontage Road. However, there are many destination/local skiers that do not contribute to parking needs/constraints. This parking deficiency ignores Vail’s bed base, which off-sets parking demands because guests staying in local accommodations do not utilize day skier parking. Private parking and the Town of Vail’s and Eagle’s free bus system (the largest free bus system in the State of Colorado), further off-set parking needs.

O. VEGETATION MANAGEMENT

Due to natural process as well as approved treatment practices, the health and diversity of forests in the Vail Valley will continue to change related to mountain pine beetle tree mortality. A natural process of the forest, mountain pine beetle outbreaks occur somewhere in Colorado roughly every 20 to 30 years. The scale of this outbreak is enormous and is not only occurring in Colorado, but runs from Mexico to Canada. More than 2 million trees were killed in Colorado during the 1970s. A current outbreak is killing large numbers of lodgepole pine trees in the Vail Valley, with over 75,000 infected trees visible from I-70 between Lionshead and Dowd Junction area alone. Vail’s surrounding forest could expect to lose hundreds of thousands of trees over the next five years.

Beetles attack over-mature (>6” dbh), densely spaced lodgepole pines in the Vail Valley. Over 90 percent of the lodgepole pines in the area are 80 years or older. Trees that are stressed from drought, dwarf mistletoe and root diseases are also more susceptible to mountain pine beetle infestation. Some younger lodgepole pine trees have also been attacked by these beetles.

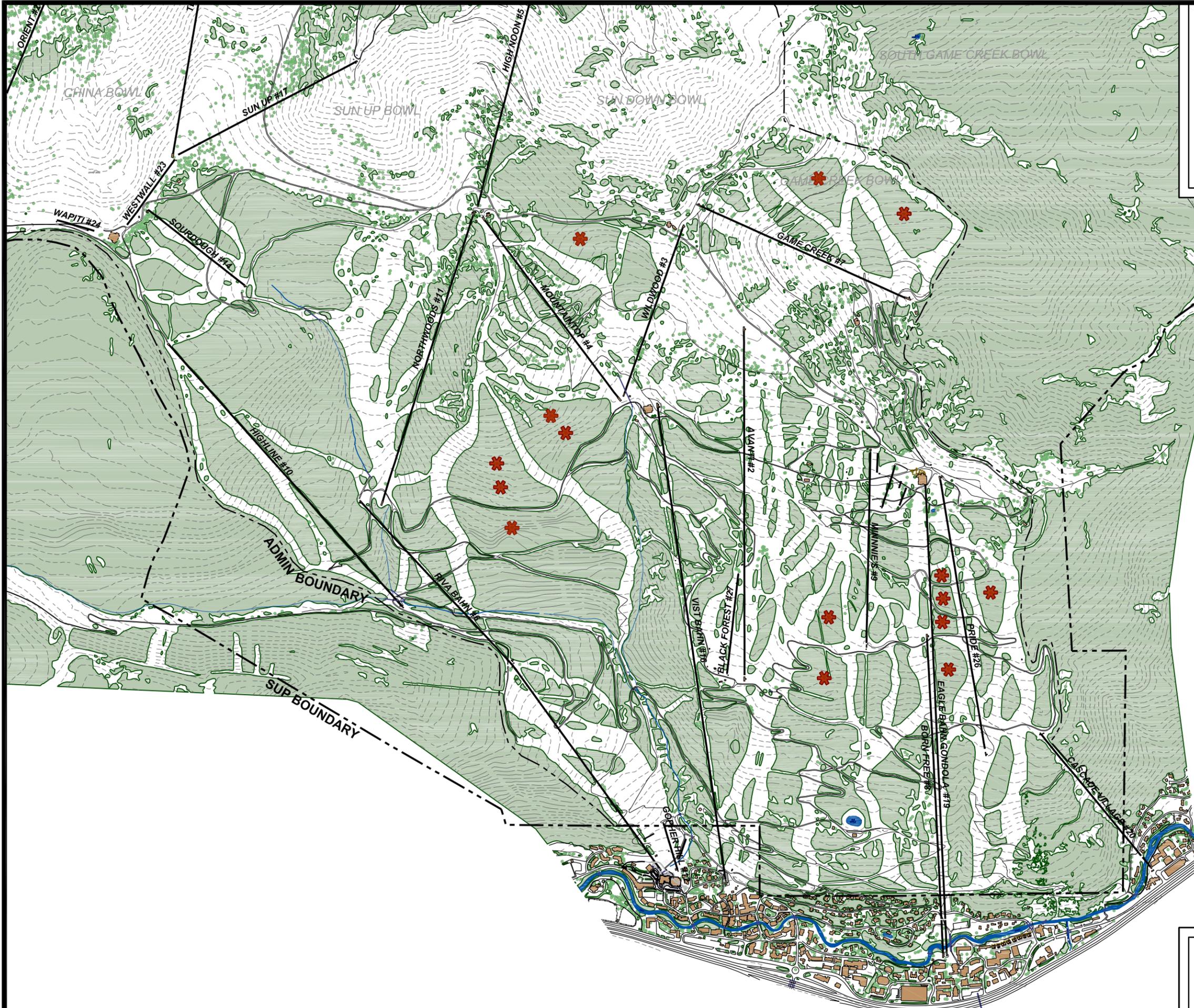
The mountain pine beetle infestation has the potential to affect the ecological, physical and visual attributes of Vail's current and future operations. This is a complex issue with many local stakeholders (including the Forest Service, Town of Vail, Eagle County, Vail Associates, and the general public); there are no fast, easy, or cheap solutions as it goes without saying that the beetles do not respect political or social boundaries. Therefore, dialogue between the stakeholders is ongoing as effective and realistic preventative/prescriptive treatment methods are explored.

Recent and future mountain pine beetle treatments that are a result of both the 1992 Vail Mountain Vegetation Management Plan (and subsequent 2005 amendment) and the 2003 Vail/Beaver Creek Bug Tree Environmental Assessment, Decision Notice/FONSI are highlighted below:

- 1999 Bug Tree salvage – treated 392 trees
- 2001 Salvage – treatment on 2,527 infested trees and 688 dead trees across 55 acres
- 2005 Gondola Salvage: treated 600 trees on 15 acres
- Selective timber removal jointly conducted by the Forest Service, the Town of Vail, and Vail was approved through the Vail Ski Area 2001 Mountain Pine Beetle Control Timber Sale Assessment. Portions of the project area that are on private property were also part of the mountain pine beetle treatment area.
- The Town of Vail has partnered with the U.S. and Colorado State Forest Service to remove trees that are dead or infested by mountain pine beetles on Town-owned land, located on the upper bench of Donovan Park. As part of a program known as the Town of Vail Forest Health Project, this will be the first of many phases to mitigate trees infested or killed by the mountain pine beetle on Town-owned land. Many of the trees were cut and hauled from the area, while the other trees were piled and will be burned during a controlled burn. Benefits of the project will include a reduction in wildfire fuels, aspen tree enhancement, and maintenance and rejuvenation and vegetative diversity of the forest, which will begin to be noticeable during the next 20 years.
- The Town of Vail, Forest Service and Eagle County are in early stages of creating a mitigation program for the area of west Lionshead to Dowd Junction. Pending funding, the program could include mitigation of up to 500 acres per year, for the next five to ten years.
- The Forest Service currently has two large scale projects to remove mountain pine beetle infested trees and create vegetative diversity around the Town of Vail and the Minturn area. They are the Vail Valley Forest Health Project and the Piney River Project. Implementation of these projects is planned between 2006 and 2010.

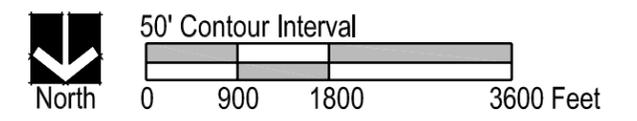
- Locations within Vail's SUP area that have been identified for future vegetation management projects are depicted on Figure 3-10 and 3-11. These activities may include:
 - patch cutting throughout lodgepole stands to promote a diversity of species, e.g., aspen, spruce, and fir
 - danger tree removal
 - tree island removal/thinning
 - cooperation with the Forest Service to propagate cones for a pilot program of reforestation in select areas

**FRONT SIDE VEGETATION
MANAGEMENT**
JUNE 27, 2007



LEGEND

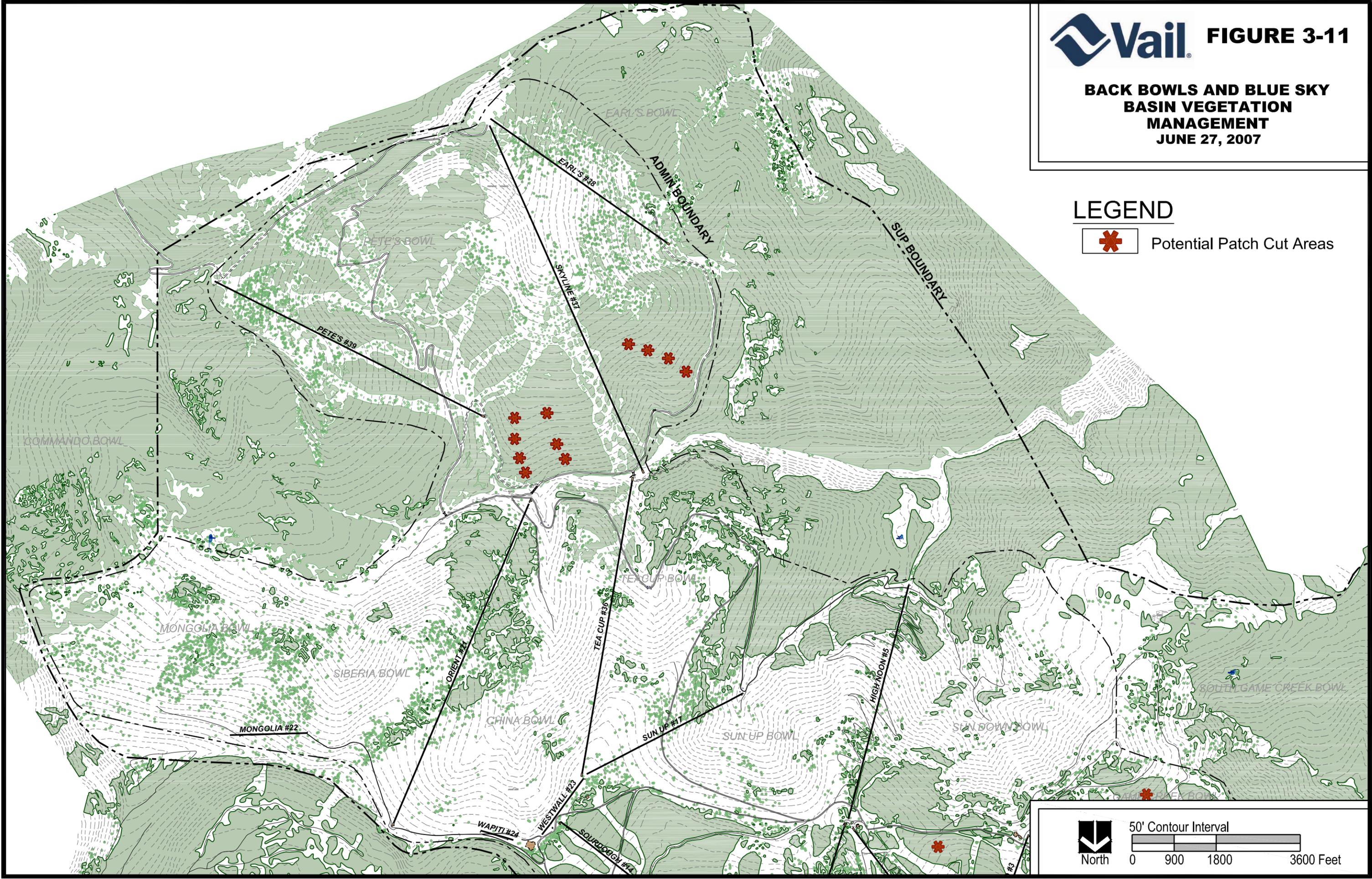
 Potential Patch Cut Areas



**BACK BOWLS AND BLUE SKY
BASIN VEGETATION
MANAGEMENT
JUNE 27, 2007**

LEGEND

 Potential Patch Cut Areas



4. PREVIOUSLY-APPROVED, UNIMPLEMENTED PROJECTS

The following upgrades have been previously approved, but have not yet been implemented. Approvals are contained in either the 1996 (August) Final Environmental Impact Statement and Record of Decision – Vail Category III Ski Area Development, the 2002 Revision to the White River Forest Land and Resource Management Plan, the 2005 Environmental Assessment Chairs 10 and 14 Upgrade Proposal, or the 2006 Vail Ski Area Proposed West Lionshead Lift Environmental Assessment.

A. LIFTS

1. West Lionshead Lift

This lift is planned to originate in West Lionshead on the site of the old Amoco Gas Station and terminate just above and west of Chair 26. Planned as a gondola to facilitate downloading, the lift will provide out of valley transport from proposed transit, parking, and lodging facilities. A minor modification in the lift being evaluated is to add a mid station at Moore's Meadow for enhanced downloading.

This project was approved through the 2006 Vail Ski Area Proposed West Lionshead Lift Environmental Assessment.

2. Upgrade of Highline 10 Lift

Chair 10 is a 32 year old, fixed grip, double chairlift that is 6,900 feet long and requires a 14 minute lift ride. Its replacement is part of the solution to spreading out the guests during the up mountain load in the morning as well as to improve usage of underutilized terrain.

This project was approved through the 2005 Environmental Assessment Chairs 10 and 14 Upgrade Proposal.

3. Replace Gopher Hill 12 Lift

Chair 12 is a 30 year old, low capacity, double chair lift located entirely on private property.

4. Replace Sourdough 14 Lift

Chair 14 is a 32 year old, fixed grip, triple chairlift that is the main access to the Two Elk Restaurant and a major portal to China Bowl and Blue Ski Basin. Its replacement is also a part of the solution to spreading out the guests during the up mountain load in the morning.

This project was approved through the 2005 Environmental Assessment Chairs 10 and 14 Upgrade Proposal.

B. TERRAIN

1. Cascade Cat Route

This cat route is located entirely on private property and will provide an alternative up mountain access route to Vail Mountain for the snow cat fleet. Currently the fleet utilizes West Forest Road, a public right of way, to access the mountain. This is not planned as a ski route.

2. Blue Sky Basin Trails

As part of the 1996 (August) Final Environmental Impact Statement and Record of Decision – Vail Category III Ski Area Development, 597 acres of ski terrain were approved. Of that 460 acres have been constructed to date, leaving approximately 135 of the approved acres yet-to-be constructed. Vail does not have plans to construct this approved terrain in the immediate future, but may choose to do so during the life of this MDP.

C. FACILITIES

1. Blue Sky Basin Restaurant

As part of the 1996 (August) Final Environmental Impact Statement and Record of Decision – Vail Category III Ski Area Development, a 20,000 square foot restaurant was approved adjacent to Two Elk Creek just west of the Pete’s Bridge. Vail may construct the Blue Sky Basin restaurant in the future, but has no plans to construct this restaurant during the life of this MDP.

5. PROPOSED ZONE DESIGNATIONS

This MDP incorporates the use of “Zones” to define the current and intended use of National Forest System (NFS) lands within Vail’s SUP area for various recreational/operational attributes. The process of identifying the seven zones across Vail Mountain that are discussed below involved grouping areas with similar recreational and operational attributes, while taking into consideration the areas’ potential for meeting future needs of the resort.

As is apparent on the attached Front Side and Back Side Zone Designations figures, the majority of the SUP area is logically allocated to two zones that provide for existing and potential winter and summer recreation: “Winter Recreation” and “Four Season Recreation”. The “Potential Four Season Recreation” zone in South Game Creek Bowl constitutes the next largest zone. The remaining four zones include more isolated and specialized activities, primarily throughout the front side of the resort, such as “Guest Service Facilities”, “Mountain Operations/Infrastructure”, “Special Events”, and “Alternative Experience”. With the exception of Guest Service Centers in Blue Sky Basin, these last four zones are all found on the front side of Vail Mountain.

Within the context of resort master planning, zoning is intended to enable Vail Resorts to better inventory its recreational/operational constraints, surpluses, and potentials in order to more effectively articulate its short- and long-term planning needs to the Forest Service and public. In short, the use of zones in this MDP will allow Vail Resorts and the Forest Service to employ a more strategic and focused method for planning at Vail Mountain.

The following table defines the seven zones and is intended to be used in conjunction with the Front Side and Back Side Zone Designations figures (Figure 5-1 and 5-2) as well as the following Proposed Upgrading Plan contained in Section 6.

**TABLE 5-1:
ZONING DESIGNATIONS**

	Setting	Activities	Experience	Summer	Infrastructure/ Facilities
Winter Recreation (Zone 1)	Characterized by open bowls and gladed forest both natural and man-made. Ski area facilities are those needed for transportation and support of skiing.	Lift served skiing. Groomed runs are available but not prevalent. Special Events may occur but are temporary in nature and do not dominate available activities. Maintenance, grooming, and construction takes place during all unrestricted time periods.	Intermediate, advanced, and expert terrain. Skiing experience is not restricted by conventional trail design, rather it is open and determined by natural topography. Provides for a sense of personal challenge in a winter outdoor setting typical of ski resorts.	No organized or sponsored summer recreation activities are permitted. Area access is restricted from May 6 through June 30 annually for elk calving. Maintenance and approved construction activities take place outside of the restricted period.	Typical skiing related infrastructure including, but not limited to, ski lifts, roads, snowmaking infrastructure (hydrants, valve houses, block houses), closures, signs, telecommunications infrastructure, etc.
Four-Season Recreation (Zone 2)	Mixture of cleared ski trails, inter-trail tree islands, and areas of high density forest. Characterized by a modified natural environment. Typical ski area infrastructure and vegetative modifications are evident and prevalent.	Lift served skiing. Special Events may occur. Slope grooming, maintenance, and construction are common. Authorized maintenance, grooming, and construction activities take place routinely.	Terrain exists for all skier ability levels. Trails are well marked and maintained. Interaction with moderate to large number of other visitors should be expected. Grooming and other maintenance activities may be encountered.	Summer activities may include developed and maintained mountain biking and hiking trails, scenic lift rides, interpretive hikes, and other resource based activities. Normal summer maintenance and construction takes place routinely.	Skiing related infrastructure including but not limited to, ski lifts, roads, bridges, snowmaking infrastructure (hydrants, valve houses, block houses), closures, signs etc.
Guest Service Centers (Zone 3)	Areas dedicated for the purpose of guest services. These areas serve large numbers of people and are located for accessibility. This setting is characterized by a substantially modified environment dominated by the built environment whose function is primarily guest service related.	Lift served skiing and non-skiing activities that are directly related to the service of the skiing and non skiing public. Services include, but are not limited to, food and beverage, restrooms, first aid, ski school, and retail sales.	Numerous modern resort conveniences and services. High densities of public activity should be expected, including amplified music, colors, and animations.	Activities and visitors are supported via the winter infrastructure. Facilities and amenities may be utilized year-round.	Infrastructure may include but is not limited to: buildings, restaurants, warming huts, restrooms, retail opportunities, first aid, ski school, equipment rental, lockers, and secondary maintenance facilities including ancillary fuel storage.

**TABLE 5-1:
ZONING DESIGNATIONS**

	Setting	Activities	Experience	Summer	Infrastructure/ Facilities
Mountain Operations Centers (Zone 4)	Areas dedicated for the technical support of ski area operations and equipment maintenance.	These areas do not provide public recreation services but are the work centers that support the rest of the mountain. Guest services are not provided.	Equipment noise, odor, and visuals relate to regular maintenance and ski area operations.	Areas and facilities are used for operations and maintenance year-round.	May include but is not limited to: vehicle maintenance, storage, snowmaking facilities, lift maintenance, fueling and fuel storage.
Winter Events (Zone 5)	Similar to Four Season Recreation (Area 2) in setting, but with additional specialized facilities, equipment and terrain modifications for winter events. Events include ski racing and terrain parks for public and special event use.	Races, park and pipe events, public use of park and pipe features and race venues, training. Special events (long-term and short-term) are appropriate.	In this zone experiences may include, but are not limited to: high levels of animation and color, event-related sponsorships, amplified music, public announcement systems, high densities of participants and spectators, multi-media input and output, event-related lighting.	No planned recreational activities in these areas other than biking and hiking trails. Special Events may occur. Maintenance and construction equipment is common.	Infrastructure may include but is not limited to: fixed and mobile terrain park elements, half-pipes, earthen forms for features and half-pipes, race gates, storage and maintenance buildings, start and finish houses, ski lifts, snowmaking infrastructure, netting/fencing, signage, scoreboards, short-term large format television monitors, and event related food service facilities.
Alternative Experience Area (Zone 6)	Highly developed facilities for the purpose of recreational enjoyment in an outdoor environment, including skiing.	Ice skating, interpretive centers, tubing hills, disc golf, concerts, snowmobiles, snowshoeing, bike skills course, temporary food services, ceremony venues, outdoor sliding devices and systems and a variety of resource/gravity based recreational amenities. Ski school may be included here.	May include but not limited to: amplified music and public address systems, event related sponsorships, high levels of animation and color, night-time activities in illuminated areas, high densities of participants and spectators, multi-media input and output.	Activities are supported by operation of the Eagle Bahn Gondola. Paved pathways, hardscape and decks exist. Activities include those that are gravity-powered - mountain biking, bmx terrain park – as well as disc golf, weddings and ceremonies among others.	Similar to Guest Service Centers (Area 3). May include but not limited to: restaurants, warming huts, restrooms, retail opportunities, first aid, ski school, equipment rental and lockers. Maintenance and operations utilizes ancillary fuel storage. Activity related infrastructure may include ice skating facilities and equipment, tubing facilities and equipment, tents and constructed sliding infrastructure, trampolines, horseshoes, volleyball courts, and netting.

**TABLE 5-1:
ZONING DESIGNATIONS**

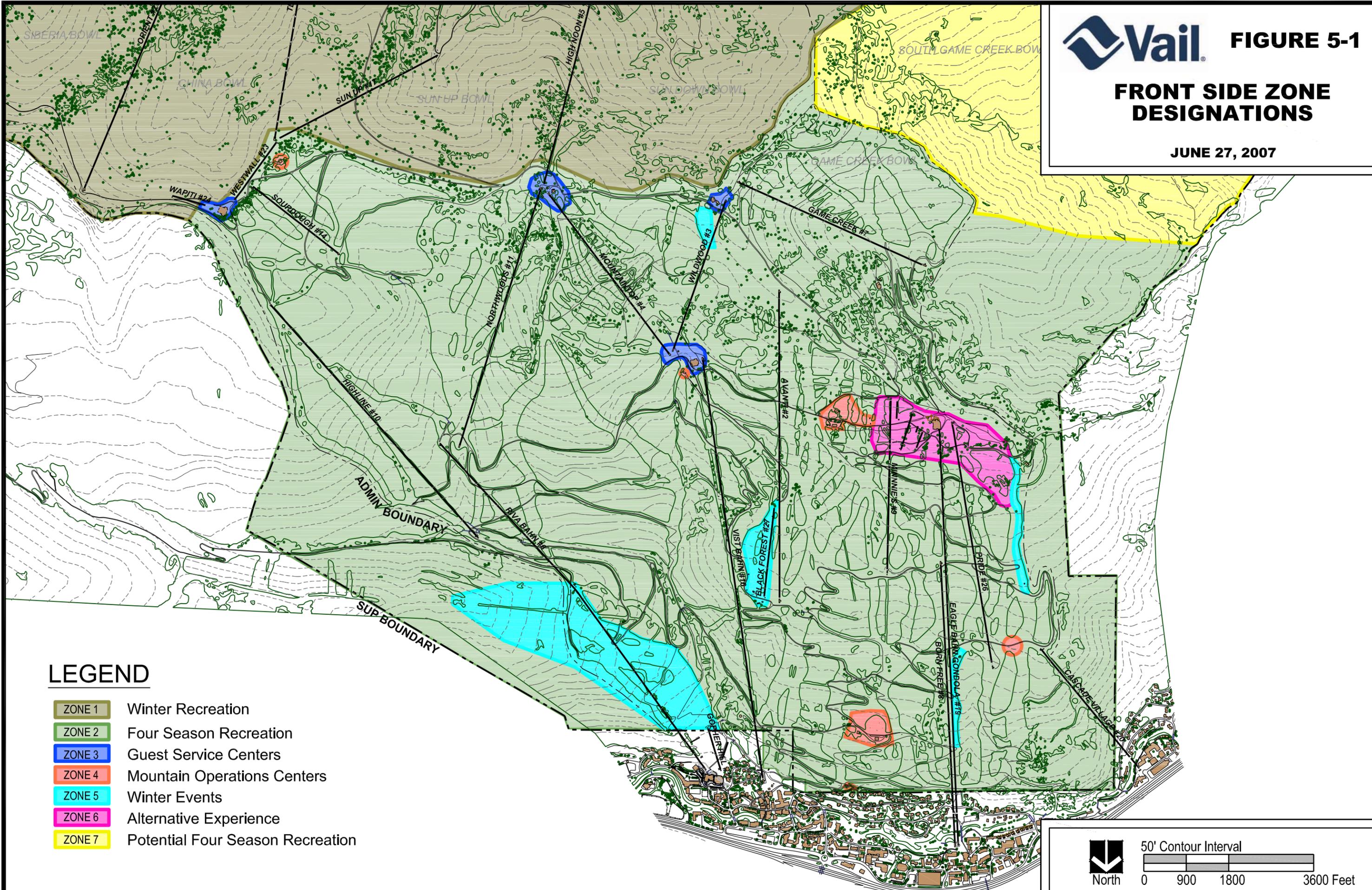
	Setting	Activities	Experience	Summer	Infrastructure/ Facilities
Potential Four-Season Recreation (Zone 7)	The area has all the characteristics that are necessary for lift served recreation. This setting is characteristically undeveloped in appearance although old roads may exist.	Area is highly used as a lift accessed, back country ski experience in the winter. There are no resort services offered or provided.	Un-maintained, backcountry skiing conditions that may not be normally available within the existing area. On some days these areas are heavily used by the public.	Summer use on existing roads and trails.	Previously developed roads may still exist.



FIGURE 5-1

FRONT SIDE ZONE DESIGNATIONS

JUNE 27, 2007

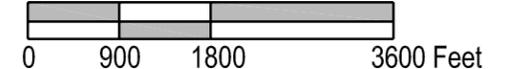


LEGEND

- ZONE 1 Winter Recreation
- ZONE 2 Four Season Recreation
- ZONE 3 Guest Service Centers
- ZONE 4 Mountain Operations Centers
- ZONE 5 Winter Events
- ZONE 6 Alternative Experience
- ZONE 7 Potential Four Season Recreation



50' Contour Interval

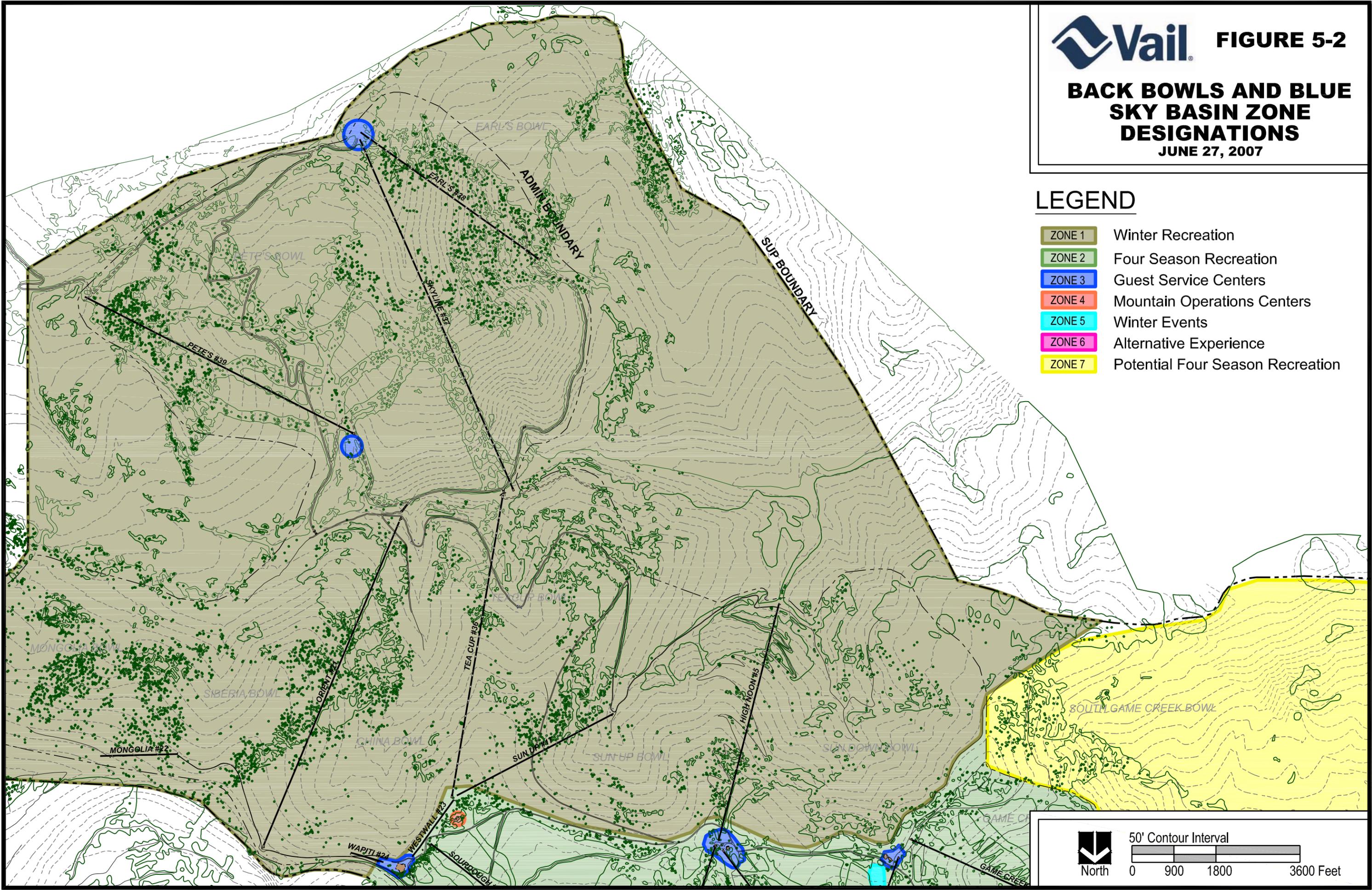


BACK BOWLS AND BLUE SKY BASIN ZONE DESIGNATIONS

JUNE 27, 2007

LEGEND

- ZONE 1 Winter Recreation
- ZONE 2 Four Season Recreation
- ZONE 3 Guest Service Centers
- ZONE 4 Mountain Operations Centers
- ZONE 5 Winter Events
- ZONE 6 Alternative Experience
- ZONE 7 Potential Four Season Recreation



6. PROPOSED UPGRADING PLAN

The purpose of the upgrading plan is to produce a guide for ski area development that ensures the greatest practical use of the existing lands while remaining sensitive to the environment. The goal of the proposed upgrading plan for Vail is to increase the level of customer satisfaction by improving the guest experience throughout the recreational area. Accordingly, the upgrading plan is tailored to improve Vail's ability to respond to its changing market/guests' demands through maintaining a variety of terrain that continues to provide a challenge for the majority of the ski/snowboard market, improving inter-mountain circulation, providing a more efficient lift system utilizing high speed lift technology, and creating additional seating and parking.

This section reflects the findings of the existing facilities analysis, with the assumption that many of the Previously Approved, Not Yet Implemented projects, as previously discussed, will be implemented. Unless stated otherwise, the proposed conditions detailed in this section reflect a full build-out scenario, with all projects being completed.

The projects outlined in Section 6 are consistent with the zones defined in Table 5-9, as well as depicted in Figures 5-1 and 5-2.

A. LIFTS

The lift upgrading plan calls for the installation of four new lifts, the removal of one lift, and the replacement of six existing lifts. The lift upgrading plan is not aimed at increasing the Manage To planning number, but rather at improving the customer experience through shortened lift lines and improved circulation around the mountain.

For the most part, the installation, removal, and replacement of lifts will occur in Zone 1 (Winter Recreation) and Zone 2 (Four-Season Recreation). However, as indicated in Figures 5-1 and 5-2, there are inevitably overlaps into other zones.

1. New Lifts

The proposed lifts include the previously approved West Lionshead lift, as well as the new Sundown Lift and the GP Race lifts 1 and 2.

2. Removed Lifts

Once Chair 14 Sourdough is upgraded to a detachable quad chairlift, Chair 23 Westwall will be removed. This lift is used solely for horizontal transport between the top of Chair 36 Tea Cup and Chair 17 Sun Up and the Two Elk Lodge. In future, guests wishing to access the Two Elk Lodge from the tops of Tea Cup and Sun Up will do so via the new Chair 14.

3. Upgraded Lifts

The Vista Bahn Express (Chair 16) is currently planned to be upgraded to a six-passenger detachable chairlift with a higher capacity than the current lift. There are also ongoing investigations going on looking at an option that would utilize a gondola instead of a six passenger chairlift. As part of this

planning exercise, the option of turning a gondola at Mid-Vail and continuing on to the top of the Mountain will be explored. Any replacement of the Vista Bahn Express will continue to be the only out-of-village access lift and is a critical component of the mountain operation, both summer and winter.

Per a 2007 Categorical Exclusion, Little Eagle (Chair 15) will be upgraded to a triple chairlift. Both of these lifts access beginner terrain, and triple chairlifts are effective lifts from a beginner perspective. Chair 12 Gopher Hill is entirely on private property.

As of summer 2007, Chair 10 Highline and Chair 14 Sourdough are being replaced by a detachable quad chairlift. Both lifts were approved for replacement in the 2005 Decision Notice and Finding of No Significant Impact - Environmental Assessment Chairs 10 and 14 Upgrade Proposal.

Chair 5 High Noon will be replaced by a detachable quad chairlift. While the existing fixed grip triple chairlift is in good operating condition, it is routinely overwhelmed by demand and the ride time is beyond what today's skier finds to be acceptable.

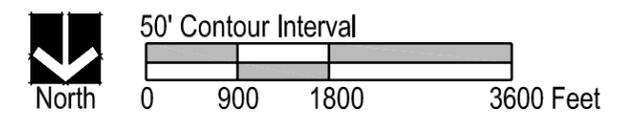
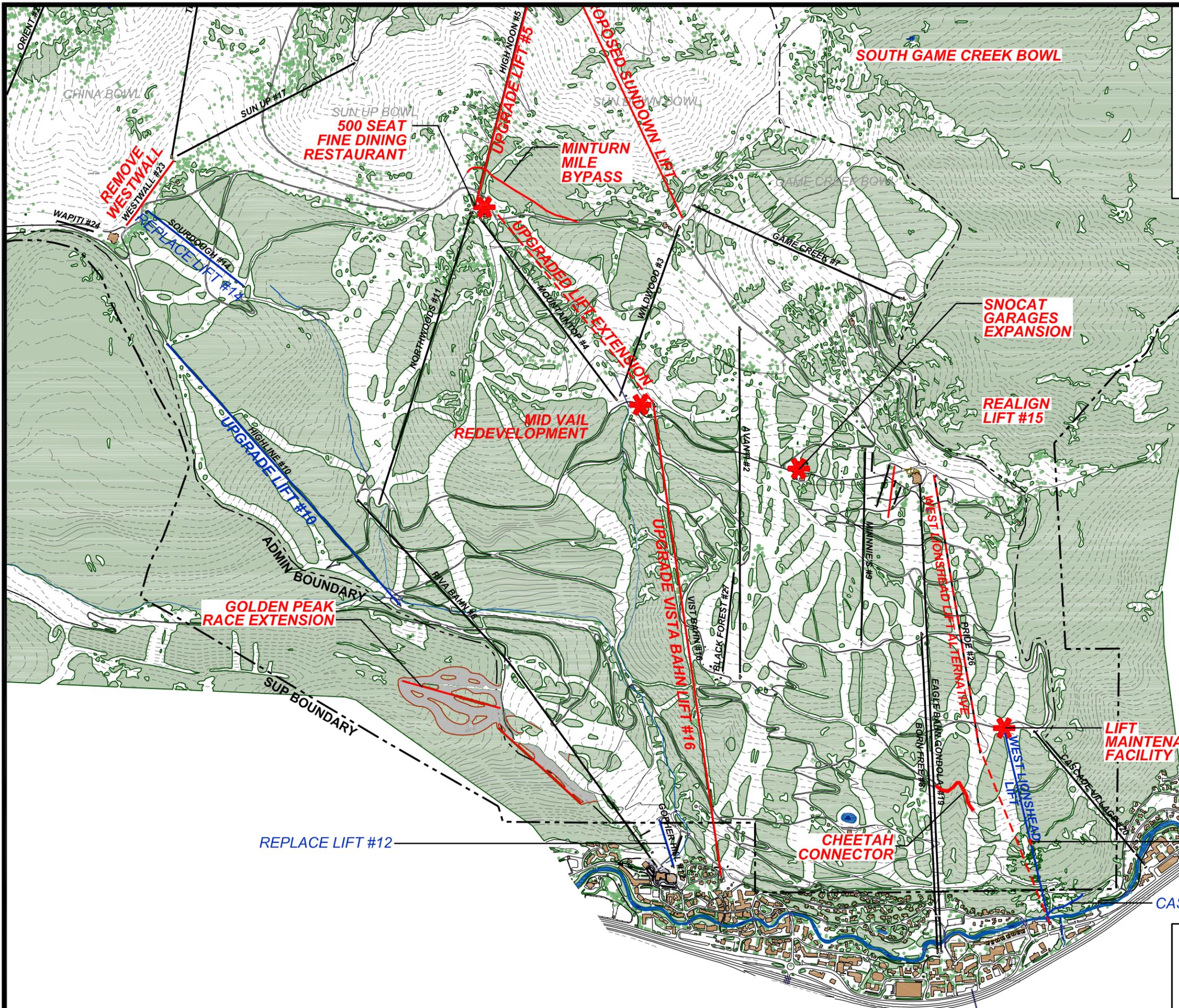
The proposed Sundown Lift would run from the bottom of the Back Bowl adjacent to Chair 5 up to a location between the top of Chair 7 and the Wildwood Smokehouse. The proposed Lift would provide a critical cross mountain connection by providing a one lift connection for those leaving Blue Sky Basin wanting to get to Lionshead. This lift would also provide access for round trip skiing on the west portion of Sundown Bowl, which currently cannot be round trip skied and is underutilized.

FRONT SIDE PREVIOUSLY APPROVED AND PROPOSED PROJECTS
JANUARY 26, 2007

LEGEND

-  Existing Lifts and Trails
-  Previously Approved Projects
-  Proposed Projects

**Note: Projects drawn in blue are previously approved projects and projects drawn in red are proposed projects.*

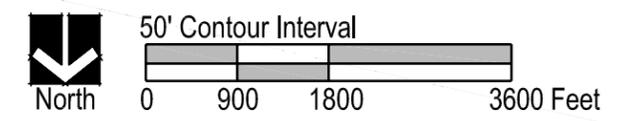
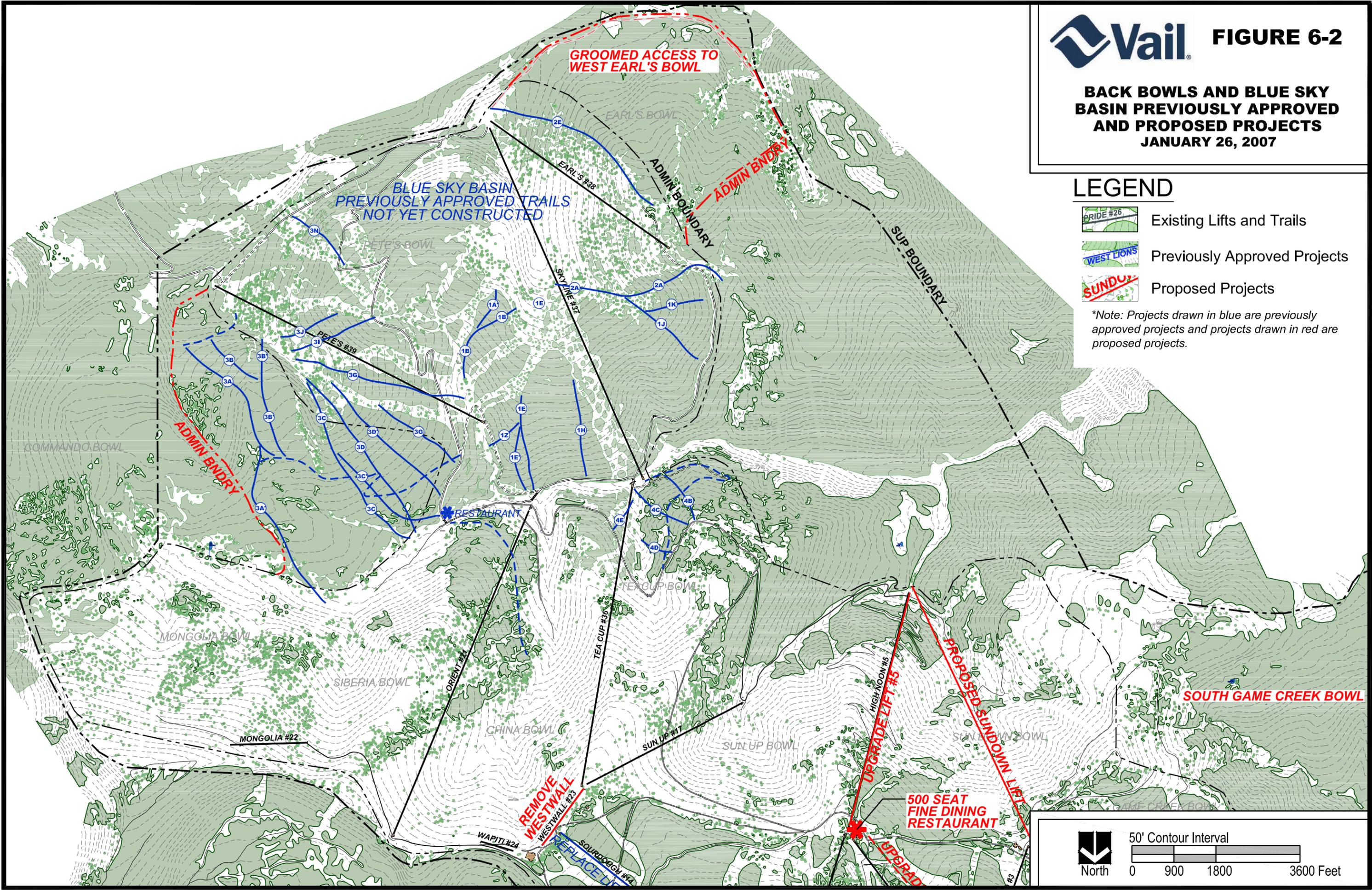


BACK BOWLS AND BLUE SKY BASIN PREVIOUSLY APPROVED AND PROPOSED PROJECTS
JANUARY 26, 2007

LEGEND

-  Existing Lifts and Trails
-  Previously Approved Projects
-  Proposed Projects

**Note: Projects drawn in blue are previously approved projects and projects drawn in red are proposed projects.*



The following table details the lift specifications of the Upgrade Plan. Previously approved lifts are in **bold**, while newly proposed lifts are in *italicized bold*.

**TABLE 6-1:
SKI LIFT SPECIFICATIONS – UPGRADE PLAN**

Lift Name and Type	Top Elevation	Bottom Elevation	Vert. Rise	Slope Length	Avg. Grade	Hourly Capacity	Rope Speed	Carrier Spacing	Type and Year Installed	Guests per Carrier
	(ft.)	(ft.)	(ft.)	(ft.)	(%)	(per/hr.)	(fpm)	(ft.)		
2 - Avanti Express	10,596	9,131	1,465	6,588	23%	2,800	1,000	86	Doppelmayr/1989	4
3 - Wildwood Express	10,988	10,155	833	3,470	25%	2,400	1,000	100	CTEC/1995	4
4 - Mountain Top Express	11,256	10,155	1,101	4,257	27%	2,800	1,000	86	Doppelmayr/1985	4
5 - High Noon	11,252	9,395	1,857	5,502	36%	2,400	1,000	100	Upgrade	4
6 - Riva Bahn	9,750	8,220	1,530	9,031	17%	2,400	1,000	100	CTEC/1996	4
7 - Game Creek Express	10,980	9,800	1,180	4,358	28%	2,800	1,000	86	Doppelmayr/1985	4
8 - Born Free Express	9,713	8,120	1,593	6,076	27%	2,800	1,000	86	Doppelmayr/1988	4
9 - Minnie's	10,433	9,655	778	3,743	21%	1,333	450	41	Riblet/1972	2
10 - Highline	11,032	9,270	1,762	6,804	27%	2,600	1,000	92	Previously Appr	4
11 - Northwoods Express	11,259	9,715	1,544	5,783	28%	2,400	1,000	100	Doppelmayr/1985	4
12 - Gopher Hill	8,376	8,230	146	930	16%	1,440	350	44	Upgrade	3
14 - Sourdough	11,236	10,720	516	2,375	22%	2,400	1,000	100	Previously Appr	4
15 - Little Eagle	10,346	10,235	111	829	14%	1,440	350	44	Upgrade	3
16 - Vista Bahn Express	10,197	8,200	1,997	9,115	22%	3,400	984	104	Upgrade	6
17 - Sun Up	11,235	10,135	1,100	3,894	29%	1,445	475	59	Doppelmayr/1979	3
18 -Lightning Coyote	10,290	10,254	36	360	10%	1,500	157	6	Magic Carpet/2002	1
19 -Eagle Bahn	10,324	8,120	2,204	9,135	25%	1,800	1,000	400	CTEC/1993	12
20 -Cascade Village	9,328	8,050	1,278	3,486	39%	1,800	450	60	CTEC/1987	4
21 - Orient Express	11,390	9,825	1,565	7,658	21%	2,400	1,000	100	Doppelmayr/1988	4
22 - Mongolia	11,477	11,165	312	1,611	20%	503	412	49	Doppelmayr/1988	1
23 - Westwall									Removal	-
24 - Wapiti	11,237	11,220	17	710	2%	701	413	35	POMA/1992	1
25 - Elvis Bahn	8,305	8,250	55	395	14%	1,500	157	6	Magic Carpet/2002	1
26 - Pride Express	10,342	9,140	1,202	5,399	23%	2,400	984	98	CTEC/1993	4
27 - Black Forest	9,726	9,325	401	1,919	21%	650	500	46	Doppelmayr/1995	1
29 - Pinos del Norte	8,254	8,230	24	301	8%	450	240	32	Schipper/1999	1
33 - Golden Peak Carpet	8,270	8,250	20	201	10%	600	60	6	Magic Carpet/1990	1
34 - Lionshead Carpet	8,120	8,110	10	100	10%	600	60	6	Magic Carpet/1994	1
35 - Thunder Cat Carpet	10,290	10,280	10	100	10%	600	60	6	Sunkid/1998	1
36 - Teacup Express	11,244	9,580	1,664	6,704	26%	2,400	1,100	110	POMA/1999	4
37 - Skyline Express	11,479	9,555	1,924	8,391	24%	2,400	1,100	110	POMA/1999	4
38 - Earl's Express	11,482	10,125	1,357	4,834	29%	1,200	1,100	220	POMA/1999	4
39 - Pete's Express	11,577	9,995	1,582	6,677	24%	1,800	1,100	147	POMA/2000	4
40 - Sundown Lift	10,988	9,380	1,608	6,177	27%	2,400	1,000	100	Proposed	4
41 - West Lionshead Lift	9,255	8,100	1,155	3,887	31%	2,000	1,000	240	Previously Appr	8
42 - GP Race 1	9,370	8,485	885	2,956	31%	600	600	60	Proposed	1
43 - GP Race 2	10,045	9,355	690	2,040	36%	600	600	60	Proposed	1

B. SKI TERRAIN

1. Blue Sky Basin

As part of the 1996 (August) Final Environmental Impact Statement and Record of Decision – Vail Category III Ski Area Development, 597 acres of constructed ski terrain was approved for construction in Blue Sky Basin. Of that 460 acres were constructed. Approximately 135 of the approved acres have not been constructed. Vail does not have plans to construct this approved terrain at this time, but may during the life of this MDP.

Blue Sky Basin is entirely within Zone 1 (Winter Recreation), with two areas allocated to Zone 3 (Guest Service Centers).

2. West Earl's Bowl

Additional terrain improvements include the provision of groomed access to West Earl's Bowl. The proposed West Earls Access Route will provide a maintainable skiway between the current administrative boundary at Belle's Camp to the chutes and glades of West Earl's Bowl that are routinely round trip skied via Earl's Express. The skiway will require approximately 1.5 acres of clearing to connect a series of existing meadows across the ridge between Belle's Camp and West Earl's. Currently, a narrow track provides access in a backcountry setting but is not adequate for day to day ski area personnel. If constructed, the new route would allow the Vail to include West Earl's within its administrative boundary.

The West Earl's skiway is entirely within Zone 1 (Winter Recreation).

3. Gold Peak Race Venue Extension

In order to provide a competitive ski racing arena on Vail Mountain that is separate from the general skiing public, a proposed expansion of the existing Gold Peak Race Center will be able to host a FIS-sanctioned Women's Downhill or a Men's Super G course. As it is a FIS requirement that all World Cup level race venues must have the capability for snowmaking, sufficient infrastructure is proposed to meet these requirements. Segregating skiers who are racing and training from the general public will meet the growing demand for competitive ski racing venues for various groups who are seeking more access for training and races. New race expansion trails total approximately 41 acres (refer to Table 6-2).

The proposed expansion of the existing Gold Peak Race Center is entirely within Zone 5 (Winter Events).

4. Cheetah Connector Trail

The proposed Cheetah Connector would link Lower Buana to Lower Cheetah, allowing skiers from Mid-Vail to access the Cascade Way. This proposed connector follows the route of an existing bike trail.

Table 6-2 below outlines the terrain that constitutes Vail's ski trail network with the addition of the previously approved Blue Sky Basin trails, Gold Peak Race Extension, and groomed access to West

Earl's Bowl. Previously approved terrain is indicated in **bold**, while newly proposed terrain is indicated in *italicized bold*.

**TABLE 6-2:
TERRAIN SPECIFICATIONS – UPGRADING PLAN**

Trail Name	Top Elev.	Bottom Elev.	Vert Drop	Horiz. Length	Slope Length	Avg Width	Area	Avg. Grade	Max Grade	Ability Level
	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	(acre)	(%)	(%)	
02 Avanti Lower	9,824	9,315	510.0	2,845	2,890.3	367	24.3	18%	34%	Low Intermediate
02 Avanti Upper	10,750	10,083	667.3	2,784	2,862.9	368	24.2	23%	36%	Intermediate
02 Avanti-Cookshack	10,083	9,824	258.2	654	703.1	221	3.6	37%	47%	Advanced Intermediate
02 Berries	10,585	10,120	465.7	2,125	2,175.1	208	10.4	21%	38%	Intermediate
02 Berries Catwalk	10,624	10,579	45.4	599	601.2	44	0.6	8%	13%	Novice
02 Berries-Cookshack	10,120	9,746	373.4	1,268	1,321.7	204	6.2	28%	48%	Advanced Intermediate
02 Chair 2 Lift Line	10,067	9,739	327.2	1,267	1,308.6	98	2.9	25%	44%	Intermediate
02 Chaos Canyon	9,850	9,667	182.9	1,920	1,928.7	40	1.8	9%	20%	Novice
02 Cold Feet	10,088	9,992	95.8	793	798.7	41	0.8	12%	21%	Novice
02 Cookshack	10,169	9,879	290.6	775	828.0	149	2.8	35%	50%	Advanced Intermediate
02 Lodgepole	10,537	9,307	1,229.5	5,646	5,778.3	226	30.0	21%	37%	Intermediate
02 Mid-Vail Express	10,760	10,169	590.5	2,611	2,677.0	315	19.3	22%	35%	Intermediate
02 Overeasy	10,567	10,237	330.1	1,764	1,794.3	238	9.8	18%	31%	Low Intermediate
02 Pickeroon	10,710	10,111	598.7	2,584	2,652.0	279	17.0	23%	40%	Intermediate
02 Pickeroon Lower	9,790	9,700	90.1	696	701.8	240	3.9	13%	17%	Novice
02 Pickeroon-Cookshack	10,111	9,790	321.4	869	926.4	215	4.6	35%	50%	Advanced Intermediate
02 Ricochet	9,890	9,745	145.0	500	520.6	236	2.8	28%	33%	Low Intermediate
03 Challenge	10,659	10,297	361.2	1,224	1,276.3	426	12.5	28%	56%	Expert
03 Eagles Nest Ridge	10,990	10,330	660.0	6,579	6,612.1	209	31.8	10%	21%	Novice
03 Hunky Dory	10,980	10,469	510.8	2,019	2,082.8	505	24.1	25%	46%	Advanced Intermediate
03 Kangaroo Cornice	10,840	10,640	200.0	624	655.3	736	11.1	31%	46%	Advanced Intermediate
03 Lookma	10,526	10,180	345.7	988	1,046.3	395	9.5	33%	70%	Expert
03 South Lookma	10,443	10,170	273.1	1,182	1,213.1	392	10.9	23%	54%	Advanced Intermediate
03 The Meadows	10,768	10,156	612.1	3,920	3,967.9	324	29.5	15%	31%	Low Intermediate
04 Cappuccino	10,897	10,484	413.1	1,371	1,431.9	164	5.4	29%	37%	Intermediate
04 Christmas	10,801	10,160	641.8	2,596	2,674.3	24	1.5	24%	34%	Low Intermediate

**TABLE 6-2:
TERRAIN SPECIFICATIONS – UPGRADING PLAN**

Trail Name	Top Elev.	Bottom Elev.	Vert Drop	Horiz. Length	Slope Length	Avg Width	Area	Avg. Grade	Max Grade	Ability Level
	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	(acre)	(%)	(%)	
04 Espresso	10,944	10,305	639.1	2,104	2,199.1	169	8.5	29%	42%	Intermediate
04 Mountain Top Lift Line	11,078	10,398	679.9	1,960	2,075.0	157	7.5	33%	73%	Expert
04 Powerline Glade	11,202	10,731	470.2	2,047	2,100.8	438	21.1	22%	31%	Glade
04 Powerline Trees	10,830	10,425	405.0	933	1,017.1	360	8.4	40%	65%	Glade
04 Ramshorn	11,238	10,461	777.0	3,332	3,421.6	269	21.1	23%	43%	Intermediate
04 Ramshorn Glade	11,126	10,726	400.2	1,717	1,763.1	200	8.1	23%	44%	Glade
04 Swingsville	10,908	10,237	671.7	2,513	2,601.5	262	15.6	26%	37%	Intermediate
04 Swingsville Ridge	11,250	10,791	459.3	3,228	3,260.2	173	13.0	14%	24%	Novice
04 The Skipper	10,912	10,600	311.4	1,067	1,111.3	123	3.2	28%	59%	Expert
04 Whistle Pig	11,028	10,739	289.0	925	969.4	146	3.2	30%	41%	Intermediate
04 Windows Road	11,163	10,901	262.3	2,534	2,547.8	113	6.6	10%	20%	Novice
04 Zot	11,173	10,372	801.3	2,689	2,805.6	170	10.9	29%	63%	Expert
05 Apres Trees East	10,245	9,810	435.0	402	592.3	415	5.6	73%	80%	Glade
05 Apres Trees West	10,245	9,810	435.0	759	874.8	703	14.1	50%	80%	Glade
05 Apres Vous	10,570	9,750	820.0	1,646	1,838.9	1,236	52.2	45%	54%	Exp Bowl
05 Campbell's	10,954	10,127	826.5	1,935	2,104.1	257	12.4	39%	51%	Exp Bowl
05 Chicken Yard	10,571	9,753	817.4	1,648	1,839.3	358	15.1	44%	70%	Exp Bowl
05 Cow's Face	10,718	10,025	692.4	1,507	1,658.6	318	12.1	42%	50%	Exp Bowl
05 Forever	11,081	9,670	1,411.2	3,528	3,799.9	1,369	119.4	37%	53%	Exp Bowl
05 Headwall	11,085	10,904	181.9	3,308	3,313.3	1,055	80.3	5%	11%	Exp Bowl
05 High Noon	11,172	10,886	285.7	1,543	1,568.8	264	9.5	18%	46%	Exp Bowl
05 Ho Chi Min Trail	11,090	11,090	0.0	3,200	3,200.0	101	7.4	0%	5%	Intermediate
05 Milt's Face	11,070	10,244	826.0	2,132	2,286.7	580	30.4	36%	50%	Exp Bowl
05 Morning Side Ridge	10,943	9,993	950.2	2,143	2,344.6	459	24.7	41%	56%	Exp Bowl
05 Never	10,359	9,646	713.1	1,546	1,702.5	714	27.9	42%	66%	Exp Bowl
05 OS	10,350	9,563	787.3	2,567	2,685.1	1,309	80.7	29%	76%	Glade
05 Ptarmigan Cornice	11,005	10,835	169.8	461	490.9	1,550	17.5	35%	47%	Glade
05 Ptarmigan Ridge	10,739	10,373	366.8	2,325	2,353.3	727	39.3	16%	38%	Intermediate
05 Ricky's Ridge	10,878	9,935	942.7	2,535	2,704.8	872	54.1	35%	55%	Exp Bowl
05 Sama's	9,910	9,550	360.0	760	841.0	625	12.1	43%	47%	Glade
05 Seldom	10,588	9,747	840.5	2,651	2,780.9	807	51.5	30%	74%	Exp Bowl
05 Straight Shot	10,943	10,030	913.3	2,194	2,376.9	669	36.5	38%	53%	Exp Bowl
05 Sun Up Catwalk	10,138	9,402	736.0	4,836	4,892.1	116	13.0	15%	25%	Exp Bowl