

1 INTRODUCTION

1.1 PURPOSE OF THE MASTER PLAN AMENDMENT

In 1996, a twenty year Master Plan for the improvement, expansion, and management of summer and winter uses and support facilities at the Heavenly Resort - Lake Tahoe Nevada/California was developed. This Master Plan document was approved by the United States Forest Service (USDA Forest Service), Tahoe Regional Planning Agency (TRPA), and other involved agencies in 1996.

As identified in section 1.4, page 1-11, of the Master Plan 1996 (MP '96), 'because of changing needs or conditions and monitoring, this Master Plan may be amended.' Due to change in ownership, as well as change in general conditions at Heavenly Resort, the Master Plan (1996) has been reviewed and is proposed for amendment through this document, Heavenly Master Plan Amendment 2007 (MPA '07).

This Master Plan Amendment provides a history of the resort, presents the goals and objectives of Heavenly Resort and regulatory agencies, describes the existing facilities and describes the amendments to the approved Heavenly projects presented in the existing Master Plan (1996).

The Master Plan Amendment provides:

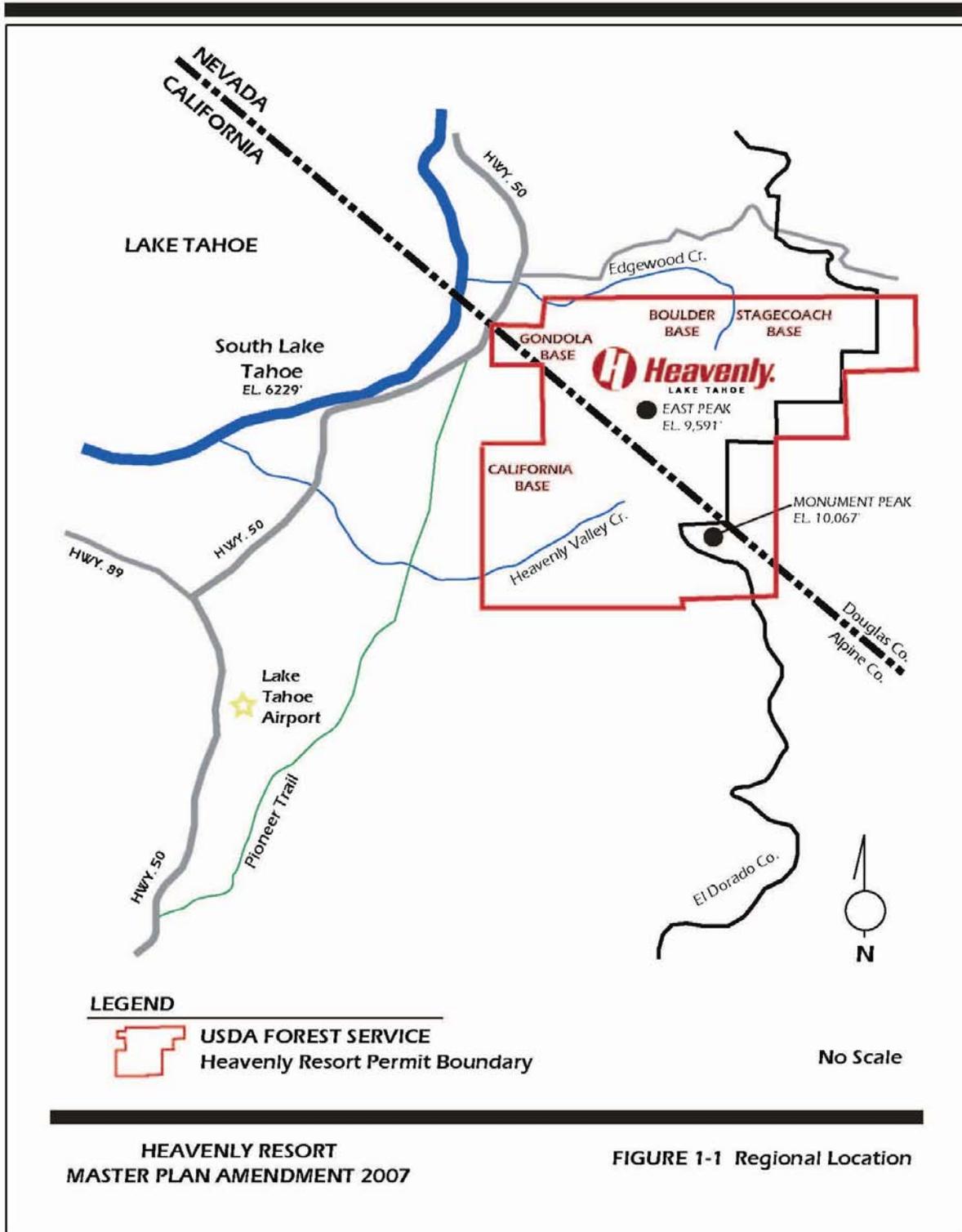
- Heavenly Resort to make known their intentions and expectations for future use and development of the area;
- The regulatory agencies with the ability to review and approval of projects which were contemplated and evaluated in the Master Plan; and
- The ability to disclose and analyze the environmental effects of Heavenly Resort Master Plan.

1.2 LOCATION

Heavenly Resort is located in the States of Nevada and California on the south shore of Lake Tahoe, as shown on Figure 1-1. The ski resort lies within El Dorado and Alpine Counties in California and within Douglas County in Nevada. A small parcel of the resort and gondola alignment lies within the City of South Lake Tahoe. The resort is also situated partially within the boundaries of the Tahoe Regional Planning Agency, partially on Federal lands of the USDA Forest Service, and partially on private lands of Heavenly Resort.

Ownership

Land ownership within the development boundaries Heavenly Resort is shared between the United States of America (USDA Forest Service) and the Heavenly Resort as shown on Figure 1-2. Property not owned or controlled by the United States or Heavenly Resort is not included in this Master Plan.



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Figure 1-2 Property Ownership Map 1 (11 X 17)

Forest Service Special Use Permit and Boundary

The Special Use Permit Boundary was established by the USDA Forest Service Lake Tahoe Basin Management Unit in their 1989 permit to Heavenly Resort. This boundary encompasses approximately 10,530 acres of National Forest and Heavenly Fee Lands.

Governmental Jurisdictions

USDA Forest Service

The USDA Forest Service Lake Tahoe Basin Management Unit boundary encompasses approximately 7,020 acres of the 10,530 acres within the Heavenly permit boundary.

California/Nevada

The California/Nevada state line divides the special use permit boundary with approximately 60% (6,210 acres) of the ski area in Nevada and 40% (4,320 acres) in California.

Tahoe Regional Planning Agency (TRPA)

The TRPA Regional Boundary defines that portion of the Heavenly Resort which lies within the jurisdiction of the Tahoe Regional Planning Agency. Approximately 60% (6,470 acres) of the USDA Forest Service permit area is within the Lake Tahoe Basin.

Alpine County

Approximately 370 acres of the ski resort, as defined by the special use permit boundary, lies within Alpine County. The top station of the Comet & Dipper Chair and associated ski patrol building lie within Alpine County.

El Dorado County

Approximately 3,950 acres of land in the western portion of the resort, including the California Base, lie within El Dorado County.

Douglas County

Approximately 6,210 acres of land in the eastern portion of the resort, including the Stagecoach Base and Boulder Base areas, lie within Douglas County.

City of South Lake Tahoe

A total of 296 acres of the permit area lies within the City of South Lake Tahoe, however only a small portion of the resort is within the City. Access to the California Base is through the City via Ski Run Boulevard, Wildwood Avenue and Keller Road. The gondola base terminal is located within the City, adjacent to the California/Nevada state line, within Heavenly Village at Lake Tahoe.

Utility Districts

In addition to the afore mentioned jurisdictional boundaries, Heavenly Resort lies partially within the service districts of the South Tahoe Public Utility District (STPUD) in California and the Kingsbury General Improvement District (KGID) in Nevada. Sierra Pacific Power provides the electrical service to the resort. Southwest Gas provides natural gas to the Nevada side and Avista provides natural gas to the California portion of the resort.

JURISDICTION/AREA	ACREAGE*
USDA Forest Service	7,020
California/Nevada	6,210/4,320
Tahoe Regional Planning Agency	6,470
Alpine County	370
El Dorado County	3,950
Douglas County	6,210
City of South Lake Tahoe	296

*** Acreage of Jurisdiction within the Heavenly Special Use Permit boundary
(Total area of the permit boundary is equal to 10,530 acres)**

1.3 PROJECT HISTORY

USDA Forest Service – Skiers At One Time (SAOT)

In 1955, Heavenly Resort was issued its first special use permit by the USDA Forest Service and El Dorado County. Heavenly Resort continued expansion of its facilities until 1965 when the USDA Forest Service required the preparation of a master plan. The first Heavenly Master Plan (1966) was prepared and approved by the USDA Forest Service on March 3, 1966. This Master Plan called for a total of 14,719 Skiers At One Time (SAOT) at buildout.

On December 1, 1980, the USDA Forest Service adopted the Land Management Plan for the Lake Tahoe Basin. This plan would provide Heavenly Resort with an additional allocation of 5,400 Skiers at One Time (SAOT) 'in basin' and 3,600 SAOT 'out of basin'. Heavenly, however, was precluded from expanding the uphill capacity from its existing base condition until a new Tahoe Regional Planning Agency (TRPA) Regional Plan and a new ski area master plan were developed for the resort and approved by the TRPA and USDA Forest Service. Because no Master Plan was prepared for the resort, these SAOT allocations were not used.

In December 1988, the USDA Forest Service adopted a new Forest Land and Resource Management Plan (Forest Service LMP), again allocating to Heavenly, upon approval of a master plan, 5,400 SAOT over the then present level of 8,230 SAOT 'in basin' and 3,600 SAOT over the then present 4,470 SAOT 'out of basin'. This allocation would allow for a total of 21,700 SAOT at Heavenly. Table 1-1 provides a record of the USDA Forest Service historic, existing and proposed SAOT allocations for Heavenly Resort.

Table 1-1

Historical, Existing and Proposed Skier Allocations
Skiers At One Time (SAOT)

	In Basin	Out of Basin	Totals
1966 Heavenly Master Plan (Phase I)	11,424 SAOT (Eldorado Forest)	3,295 SAOT (Toiyabe Forest)	14,719 SAOT
1988 USDA Forest Service Land Management Plan (pending approval of Master Plan)	Existing 8,230 SAOT + Additional 5,400 SAOT	Existing 4,470 SAOT + Additional 3,600 SAOT	21,700 SAOT (pending approval of Master Plan '96)
1996 Master Plan Approved SAOT	10,980 SAOT	7,120 SAOT	18,100 SAOT
2004 Existing SAOT	9,619 SAOT	3,807 SAOT	13,426 SAOT
Master Plan Amendment 2007 SAOT	11,214 SAOT	6,220 SAOT	17,434 SAOT

Notes:

* Skiers At One Time (SAOT) is a formula used by the ski industry to determine operating balance

Tahoe Regional Planning Agency – *Persons At One Time (PAOT)*

The TRPA uses a different classification system from the USDA Forest Service to determine capacity and use in the Lake Tahoe Basin. Rather than using a Skiers At One Time (SAOT) standard like the Forest Service, TRPA uses a Persons At One Time (PAOT) standard. As a result, a separate analysis of PAOT has been conducted for the TRPA and outlined below. PAOT calculations are shown in Appendix 1. Table 1-2 provides a record of TRPA historic, existing and proposed PAOT allocations for the Lake Tahoe Basin – as it relates to Heavenly Resort.

In 1987, the TRPA Regional Plan & Plan Area Statements allocated an additional 12,400 persons at one time (PAOT) to the Lake Tahoe Basin for winter day use ski facilities. Of the 12,400 PAOT for the region, Heavenly was allocated an additional 5,400 PAOT in the Lake Tahoe Basin through adoption of the Plan Area Statements (PAS).

Heavenly lies within two TRPA Plan Area Statements. A PAS outlines how land areas should be developed to achieve regional environmental and land use objectives. In 1996, the 1987 approved Plan Area Statements were amended upon adoption of the Master Plan (1996), in order to provide specific PAOT allocations. PAS 087 (entitled “Heavenly Valley California”) allocates 5,050 additional PAOT to Heavenly. PAS 086 (entitled “Heavenly Valley Nevada”) allocates 350 additional PAOT to Heavenly. Heavenly’s adopted Master Plan (1996) proposed to utilize only 4,471 of the 5,400 PAOT’s allocated to the ‘in basin’ portion of the resort.

Table 1-2

Historical, Existing and Proposed Skier Allocations
Persons At One Time (PAOT)

	In Basin	Out of Basin	Totals
1986 TRPA Regional Plan (pending Master Plan approval)	Additional 5,400 PAOT	N/A	17,800 PAOT
1996 Existing PAOT (prior to Master Plan approval)	6,751 PAOT	2,513 PAOT	9,264 PAOT
1996 Master Plan Approved PAOT	11,222 PAOT	4,903 PAOT	16,125 PAOT
2004 Existing PAOT	10,604 PAOT	2,914 PAOT	13,518 PAOT
Master Plan Amendment 2007 PAOT	11,910 PAOT	4,402 PAOT	16,312 PAOT

Notes:

- 1 Refer to Appendix 1 for definition of PAOT
- 2 Refer to Appendix 1 for explanation of how PAOT is calculated

Master Plan (1996)

In August of 1989, the USDA Forest Service renewed the Heavenly special term use permit for forty (40) years. The permit incorporated the 1966 Heavenly Master Plan and directed that a new Heavenly Master Plan be prepared. Heavenly initiated the Master Plan process by meeting with the TRPA and requesting that a Master Plan be prepared in compliance with Chapter 16.7 of the TRPA Code of Ordinances. Accordingly, a memorandum of understanding (MOU) that created an interagency steering committee was executed between Heavenly Resort, TRPA, USDA Forest Service, El Dorado County, Douglas County and the City of South Lake Tahoe.

Heavenly Resort contracted Sno-Engineering (Sno-E) in the summer of 1990 to inventory existing skier facilities including lifts, trails, and skier support facilities, and to proposed expansion to meet predicted demand. Based on the capacity analysis of Sno-E, Heavenly contracted with Design Workshop in 1992 to prepare a base areas and Mountain Facilities Master Plan. These documents, along with an operations plan, were submitted by Heavenly as a basis upon which to prepare the Master Plan.

In 1996, public hearings and workshops were held to receive comment on the Heavenly Master Plan and associated EIR/EIS. These meetings were held during the public circulation period of the Draft EIR/EIS. Public hearings were also held during the approval process for the Final Master Plan and environmental documentation. Agencies which required the public hearings were: TRPA, USDA Forest Service (called workshops), El Dorado County and Douglas County.

The Master Plan was adopted as follows:*USDA Forest Service*

EIS Record of Decision	August 20, 1996
Master Plan Adoption	August 20, 1996

TRPA

EIS certification	June 26, 1996
Master Plan Adoption and Regional Plan Amendment	June 26, 1996

El Dorado County

EIR certification	September 17, 1996
Master Plan Adoption	September 17, 1996
General Plan/Zone Change Amendments	September 17, 1996

Douglas County

Master Plan Adoption	October 24, 1996
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City of South Lake Tahoe

General Plan/Zone Change Amendments	April, 1997
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Responsible agencies included: the California Regional Water Quality Control Board, Lahontan Region which may issue a Waste Discharge Permit, the United States Fish and Wildlife Service which may issue a biological opinion on threatened and endangered species, and the U.S. Army Corps of Engineers - which may issue a Wetlands 404 Permit for specific projects if fill is proposed in a jurisdictional wetland.

1996 – Present

In 1997, following the approval of the Master Plan, a new forty year term special use permit was issued by the Forest Service. Also at this time, the American Skiing Company (ASC) acquired the resort. Heavenly Resort and ASC participated as full partners to build the Park Avenue Redevelopment Project. The project would include a new high speed gondola, two hotels and a pedestrian oriented retail village. That same year, Heavenly Resort implemented a new chairlift and three new trails approved in the Master Plan 1996, including lift GG (Tamarack Express), trails 29A, 29B, & 82.

In 1998, Heavenly Resort upgraded lift B (Gunbarrel) and lift R (Stagecoach) to detachable quad lifts. Also that year, lift K (First Ride) was installed and Lift C (West Bowl) was removed.

The first phase of the Park Avenue Redevelopment Project (now Heavenly Village at Lake Tahoe) was completed in 2000 with installation of the Gondola. The Redevelopment Project is now generally complete. Access to Heavenly Resort via the gondola has met or exceeded original estimates and the community now has a true downtown area for residents and visitors.

In May 2002, Vail Resorts, Inc. acquired Heavenly from ASC, and a new forty year term special use permit was issued by the Forest Service. During 2003, four new lifts were installed (Canyon Express, Big Easy, Von Schmidt I Mitey Mite and Von Schmidt Magic Carpet). This included a high speed quad to replace the Canyon and Ridge lifts & development of a new beginner area at the top of the gondola. These improvements are proving to have positive impacts on resort operations. The Existing Conditions Map (Figure 1-3), located at the end of this chapter, identifies Heavenly Resort facilities as of September 2004.

Master Plan Amendment (2007)

After acquisition of Heavenly in 2002, Vail Resorts pursued comprehensive studies and review of the facilities and operations at Heavenly. A major focus of these studies was to review the resort operations, the viability of the Master Plan and to determine the impact that the Stateline Gondola, installed in 2000, had on the operation of the resort, as well as the numerous other Master Plan approvals.

In the summer and fall of 2002, Heavenly contracted Ecosign Mountain Planners to conduct an extensive inventory and review of all facilities including lifts, trails, and skier support facilities. This inventory was reviewed extensively by Vail and Heavenly management staff and other ski area planning firms. It was determined that based on changes in conditions, consumer expectations, planning expertise, and lift technology, that the direction for Heavenly should be slightly different from that approved in the 1996 Master Plan.

In the winter of 2003, Heavenly contracted International Alpine Design (IAD) to assist in review of the Master Plan and conceptual planning of a more efficient, sustainable and balanced mountain plan. Over the summer of 2003, IAD conducted capacity and facility studies, as well as site meetings with Heavenly operational staff. After completing extensive review of the existing conditions and future needs of the resort, Heavenly operational staff and IAD had identified several 'areas of concerns' which are discussed in section 1.5, later in this chapter. IAD pursued more detailed planning to address these concerns and find efficient, sustainable solutions.

The result of this extensive planning is presented in the form of this Master Plan Amendment 2007. This plan provides for more optimal use of ski facilities and summer activities, a better balance of skiers/riders between lifts and trails, and overall, a more consistent distribution of skiers/riders on the mountain. Particular focus has been paid to improvement of the facilities within the existing, developed ski area to maximize the comfort and experience of the guest. The goal of the Master Plan Amendment is not focused expansion but rather on improvement, carried out through the use of modern lift technology and planning practices that are driven by efficiency, balance, and distribution.

1.4 MASTER PLAN AMENDMENT (2007) OBJECTIVES

This Master Plan Amendment represents a renewed, comprehensive development plan for Heavenly Ski Resort. The Heavenly Ski Resort, Tahoe Regional Planning Agency and USDA Forest Service objectives are:

Heavenly Ski Resort

- To comply with the directives of the State of California Resources Agency, Tahoe Regional Planning Agency and USDA Forest Service that within the Lake Tahoe Basin new ski resorts will not be allowed, but expansion of existing ski resorts may be permitted;
- To create an improved, multi-seasonal visitor/skier experience that is competitive with the experience offered by other destination resorts and reflects current market trends and preferences;
- To better integrate the operation of Heavenly Ski Resort into the evolving land use and economic goals of the Stateline and South Lake Tahoe community;
- To create a flexible ski area development implementation plan that allows realization of Heavenly Ski Resort's allocation of PAOTs (persons at one time), accommodates possible future market growth, and encourages investment decisions based upon evolving market and financial conditions;
- To make optimal use of the natural attributes of the site without creating a significant impact on the environment;
- To provide a cohesive theme throughout the entire mountain by means of new and remodeled skier support facilities;
- To modify and improve existing facilities for more efficient use;
- To supplement existing facilities to serve the number of people seeking recreation in the future as defined by the USDA Forest Service in its 1988 Land and Resource Management Plan and the Tahoe Regional Planning Agency in its 1986 Regional Plan;
- To more efficiently disperse traffic on the ski slopes through an expanded system of ski trails;
- To provide sufficient interconnection of the facilities and ski trails between Nevada and California;
- To assure that the Heavenly Ski Resort's support facilities on the mountain and at the base areas, together with accessory uses to the ski area, are in balance with the designed skiing capacity;
- To restore the health of the sub-watersheds and other natural resource values disturbed by past activities.

USDA Forest Service

- To assure that people enjoy the skiing and other recreation opportunities authorized for the site;
- To protect the environmental quality of the area;
- To provide a quality ski resort with ski runs and other disturbed areas stabilized to reduce the potential for soil erosion; and
- To improve the visual quality of the area.

Tahoe Regional Planning Agency

- To provide a fair share of the total basin capacity for public outdoor recreation;

- To provide for the appropriate type, location and rate of development of outdoor recreational uses in response to demand and in compliance with the Regional Plan;
- To provide for the efficient use of outdoor recreation resources, balancing seasonal and off-season utilization;
- To provide for the long-term preservation and restoration of Stream Environment Zones (SEZ);
- To reduce dependency on the automobile by making more effective use of existing transportation modes and to reduce air pollution caused by automobiles; and
- To effectively implement the environmental improvement program (EIP) for outdoor recreation.

The objectives of the TRPA are evaluated using the Planning Criteria established by the TRPA in Section 1.5 of this Master Plan Amendment (2007).

1.5 TRPA PLANNING CRITERIA

The 1990 Ski Area Master Plan Guidelines planning criteria provide guidance in the development of this Master Plan Amendment.

Criteria 1 - Expansion of existing ski areas to meet increased demand and needs is preferable to the development of new ski areas in the Tahoe Region.

Criteria 2 - The location and citing of expanded ski terrain and facilities shall be responsive to both environmental concerns and site amenities.

Criteria 3 - Expansion of existing ski areas is both targeted and limited during the twenty year life (1987 – 2007) of TRPA's Regional Plan, to expansions which accommodate a total of 12,400 new Persons At One Time.

Criteria 4 - Expansion of ski areas shall be consistent with TRPA's Regional Plan.

Criteria 5 - Expansion of ski areas shall be consistent with the availability of accommodations and infrastructure necessary to support visitors attracted to such ski areas.

Criteria 6 - All expansions of existing ski areas shall be implemented so as to not permit the expansion of existing day-use parking facilities at such ski areas.

Criteria 7 - All proposed expansions shall comply with the applicable requirements of other local, state, and federal laws.

Criteria 8 - The planning time frame for master plans is recommended to be at least ten years.

Criteria 9 - The master plan shall achieve a balanced facility as measured by the following criteria: A. Cumulative Watershed Effects; B. Skier density; C. Uphill lift capacity/ski run capacity; and D. Skier support facilities.

1.6 MASTER PLAN AMENDMENT (2007) FOCUS AREAS

Critical analysis of the existing conditions at Heavenly identified several major ‘areas of concern’ that are detracting from the guest experience and overall efficiency of the resort. These concerns are the driving factors of the MPA (07), requiring improvement to ensure a positive guest experience at Heavenly Ski Resort. Improvement in these areas, as well as others, will improve circulation and balance on the mountain. Listed below is each major concern and brief discussion of the MPA (07) proposed improvements that address these long-term challenges.

- ***Higher distribution of skiers and snowboarders occurs on certain lift & trail pods served by detachable lifts creating distribution imbalance***
- ***The MP (96) does not effectively consider detachable lift technology***

This over concentration of skiers is most notable in the Dipper/Comet Pods, and the Sky Express/Canyon Pods. The MPA (07) proposes the installation of new high-speed, detachable technology in appropriate locations to attract skiers to new locations and create an even distribution of skiers (capacities) at the resort.

- ***Trail construction improvements in certain areas have lagged behind lift capacity improvements***

Detachable lift equipment delivers skiers onto slopes at much higher hourly rates than fixed-grip lift equipment, resulting higher skier densities on the trails. This impact is most notable in narrow or steep trail sections. These trail sections have been inventoried and where possible, the MPA (07) proposes widening and/or grading projects to improve skier circulation and visibility. These trail improvements will take priority over new trail construction. New trail construction has been designed to be balanced with new lift installations.

- ***Beginner skiers and snowboarders are currently limited to very isolated training zones on the mountain***

Review of the trail network at Heavenly indicates that there are no beginner trails on the upper half of the mountain, primarily the areas above Sky Meadows, The Top of The Gondola, and East Peak Lodge. Notably, many trail sections on the upper half of the mountain are consistently used as beginner routes but contain one or more steep areas that are not negotiable by beginners. The MPA (07) proposes to identify appropriate skier circulation routes and trail construction projects to allow safe, convenient, beginner access to more areas of the upper mountain.

- ***Current on mountain warming and restaurant facilities are undersized to provide adequate service***
- ***The MP (96) adequately addresses volume needs but not proper locations for mountain facilities***

Studies indicate that 1,200 – 2,000 additional seats are needed to adequately meet the current demand at Heavenly. The MPA (07) has prioritized three on mountain food service sites for new lodge construction. All proposed facilities are sized at or below the approved capacities of the MP (96).

- ***Skiers and snowboarders become “trapped” at certain locations***

The MP (96) did not address this issue. This issue is most notable at the East Peak Lodge site. Passage behind the restaurant, around the Lake and onto the Nevada Trail is very difficult, and requires all skiers and boarders to walk several hundred feet. Convenient skier circulation around all parts of the mountain is limited by skiways and roads that were built with long, flat sections, below acceptable industry design standards. The MPA (07)

proposes to inventory all reasonable solutions to these circulation constraints and design mitigations and/or new alignments where appropriate.

- ***The Gondola has become the predominant destination resort access point***

Destination skiers who stay in or near the Stateline area access the resort via the Gondola. As a result, the full range of adequately sized, on-mountain services is needed. This includes Ski School, Food and Beverage, Rentals, Retail, and Guest Services. The Ski School learning terrain should be expanded. The lodge at the Top of the Gondola should provide the services in an appropriately designed setting.

1.7 MASTER PLAN AMENDMENT (2007) SUMMARY

The purpose of the 1996 Master Plan was to guide the development of Heavenly Resort over a twenty year period and to provide a framework against which specific projects and development would be evaluated. The main emphasis of the 1996 Master Plan was to secure the approval and construction of the Stateline Gondola from South Lake Tahoe to the Mountain. Since the installation of this transportation system in 2000, a careful study and evaluation of the impacts on the operation of the resort has been conducted. Based on these findings and other current conditions, Heavenly Resort has prepared a Master Plan Amendment for submittal in 2004. The Master Plan Amendment (2007) submittal is carefully based on the Master Plan (1996) with a focus on updated and renewed details for all projects presented in the original plan.

Wherever possible, MP (96) projects have been critically studied and when necessary, redesigned to reflect the most current mountain conditions at Heavenly and latest technology options so that improved distribution and utilization of facilities can be achieved. The revised plans presented in the MPA (07) also minimize environmental impacts associated with the approved expansion of the existing, permitted ski area.

The overall concept contained in the MPA (07) is to improve rather than expand the resort. The MPA (07) provides for more efficient use of ski facilities and summer activities, a better balance of skiers and riders between lifts and trails, and a more consistent distribution of skiers and riders throughout the mountain. Particular focus has been paid to improving facilities within the existing, developed ski area in order to maximize the guest's experience. The goal of the MPA (07) is not focused on expansion, but rather on improvement, carried out through the use of modern lift technology and planning practices that are driven by efficiency, balance, and distribution.

Most notably, the MPA (07) proposes the use of high-speed, detachable lift equipment to replace older, fixed-grip lift equipment. By doing so, the renewed plan effectively reduces the total number of lifts required to improve the guest experience at Heavenly Ski Resort and improves overall balance, distribution and utilization of facilities by skiers. The MPA (07) lift proposals have been carefully planned and designed to meet the existing, approved persons at one time (PAOT) and skiers at one time (SAOT) limitations imposed by the MP (96). The goal of the MPA (07) is not to develop more 'skiable acres' outside of the USDA Forest Service permitted ski area but rather to focus improvement on the experience in the existing, approved ski area.

Lodge and facilities plans have been updated with a focus on improvements to the quality of the goods and services offered, site planning, on-mountain accessibility and guest service amenities. Major expansion plans for East Peak and Sky Meadows Lodges approved in the MP (96) have been relocated from their original

locations to different sites in the MPA (07) in order to meet these objectives. The lodge at the top of the gondola will be reduced in size and program in order to better respond to the known circulation patterns and distribution of resorts guests.

The Master Plan Amendment provides for improved year-round recreational opportunities through a series of upgrading and improvement programs. The major components of the MPA (07) are highlighted below, and shown in Table 1-3.

Lifts

The MP (96) approved a build out level of 33 lifts with a combined total capacity of 52,620 persons per hour (pph). The MPA (07) proposes a build out level of 38 lifts with a combined total capacity of 52,620 pph. The MPA (07) will achieve this capacity with a slightly larger amount of In-Basin capacity, and a slightly smaller amount Out-of-Basin. The MPA (07) effectively reduces major lift infrastructure while maintaining capacity without exceeding approved levels. The MP (96) includes twenty-nine aerial lifts and four surface lifts. The MPA (07) includes twenty-three aerial lifts and fifteen surface lifts (including two snow tubing-only lifts), a reduction of six major aerial lifts. As a result, there is a significant reduction in the number of the larger, aerial lifts in the amendment. Three new transport lifts with no uphill capacity are proposed as short, tow lifts that serve as surface transport along flat road segments that are identified as trapped areas. Proposed lift changes are categorized into lift consolidations, minor lift capacity changes, training lift installations, tubing-only lifts and transport/convenience lifts.

In California, the aerial tram will be replaced with a detachable lift as planned, however, it will extend further to land near the proposed Powderbowl Lodge site near the top of the Powderbowl Express lift. It will be a two-way lift that is capable of downloading. A small handle tow lift with no uphill capacity will allow skiers to exit the top of the gondola and enter California Trail. Currently, they have to walk or push across this very flat access route (approximately 320 feet in length) in order to reach the trail network. A second handle tow lift will connect skiers from the Gondola to the Ski School area located past the Tamarack Express lift. Approved but unbuilt lift capacity associated with the HH Lift will be reused for a short beginner-level chairlift at the Top of the Gondola.

In Nevada, the Mott Canyon lift will be extended to a new top station near the top of the existing Dipper Express lift. This will permit skiers to reach all of the Mott Canyon entrance gates and many of the Killebrew Canyon gates by riding only one lift. Presently, many of the gates cannot be reached without riding two existing lifts. Its capacity will increase from 1,000 to 2,000 skiers/hour. New express lifts will replace the existing North Bowl and Olympic lifts in their existing alignments. Galaxy lift (Lift U) will be upgraded to a detachable lift with a one-hour capacity increase of 600. A new East Peak Lake surface transport lift will assist skiers below East Peak Lodge on the flat section of Nevada Trail near East Peak Lake. The Alderman's lift (Lift EE) and trail pod will be eliminated. Stagecoach 2 lift (Lift Y) will also be eliminated.

Trails & Snowmaking

Additional trail capacity is needed in order to balance uphill lift capacity. The new trails will infill areas between existing trails. Overall, the MPA (07) proposes to implement 67.3 more acres of trails than in the MP (96). 23.9 of the 67.3 acres are located In-Basin, and 43.4 acres are located Out-of-Basin.

In California, one new run near the Powderbowl lift (trail G9) and two new trails in the Skiways area (trail I4 & I5) will be added. The Skiways trails will be semi-gladed and will contain some amount of trees within the runs (approximately 25% trees and 75% run area) but are not typical gladed areas (50% trees & 50% run area). A new gladed run will be created in the Maggie's Canyon area (trail I2). Advanced Round-A-Bout (trail 1) will be relocated to an improved location connecting the existing Groove and Round-A-Bout trails. A short segment of trail (trail H12) will improve the connection between Ridge run and Double Down near Woods Trail. An improved route down Lower California Trail (trail 5A) will be added for low-level skiers. Trail widening will occur primarily along specific sections of the existing Liz's, Ellie's, Powderbowl, Ridge and Jackpot trails in order to enhance circulation. On the existing High Roller trail (formerly Steamboat), a new, in-ground half-pipe will be constructed to provide roughly one-half of the height of the ultimate pipe dimensions. This will significantly reduce energy and water consumption associated with snowmaking.

In general, snowmaking in California remains the same as was approved in 1996 with the following changes. New snowmaking will be added to the new Powderbowl run described above and to the existing section of High Roller trail containing the half-pipe. In addition, snowmaking will be added to the relocated Advanced Round-about run. Snowmaking will be deleted from the West Bowl trail (trail B4) and a section of the Pistol trail located near the Gunbarrel Express lift.

In Nevada, new trails are proposed to infill areas between existing trails, or to provide balanced capacity associated with upgraded lifts. A new gladed trail (trail W5) will be created near the existing Aries trail. New trails serving the Northbowl Express lift will be added (trails S8, S9 and S10). Trails S9 and S10 will be gladed with no more than 50% of the vegetation removed with the ski trail area. New trails serving the Galaxy Express lift (trails U3 and U4) will infill between the existing Galaxy and Perimeter trails. Three new trails will be added near the Upper Stagecoach run (R3, R4 & 14) in areas that are presently used for tree skiing. The Wells Fargo pod will include three additional trails not included in the MP (96) (trails 17, Z5 and Z7). A new trail (trail V12) from Orion's run to the base of the Dipper Express lift will be added as an infill trail. A short trail connecting Lower Stagecoach run to the Ridge Tahoe will allow guests direct ski access to the Ridge Tahoe property (trail 18). The upper sections of the Nevada Trail near East Peak Lake (trail 6) which are too flat to allow gliding, will be replaced with a surface transport lift and a new, steeper trail alignment that will enter Stagecoach run at a location slightly lower than it presently does. Minor trail widening is proposed near the confluence of Orion's and Little Dipper trails. Other trail expansion that is contained in the MP (96) will remain as planned, except for trails contained in the Alderman's lift pod. These trails will be eliminated along with the lift.

New snowmaking in Nevada includes most of the trails that are described above except for trails R3 and R4. Under the MPA (07), new snowmaking will be added to with Jack's Run along with the trails in the Wells Fargo pod (Z1, Z3, Z5, Z6 & Z7).

Snowmaking system improvements are centered around improved safety, reliability and efficiency of energy and water consumption. The MPA (07) decreases snowmaking on in-basin trails by 7.5 acres, and increases it on out-of-basin trails by 37.3 acres for a net increase of 29.8 acres. However, snowmaking water consumption is increased by a total of only 2.0 acre-feet annually based on more precise applications and using lower volumes on certain trails.

Facilities

Overall, the total capacity of the base lodges and on-mountain lodges will not increase. Redevelopment plans for the California Base Lodge remain as approved in the MP (96), except for a 10,000 square foot reduction in food service. Plans for the Stagecoach and Boulder Lodges remain generally as indicated in the MP (96) except for minor outdoor deck additions at both lodges. These are shown in Chapter 4. The most significant change proposed for the Boulder Lodge site is to relocate the Boulder lift terminal and children's ski school facilities out of the Edgewood Creek stream environment zone and site it at the edge of the existing parking area. Implementation of the lift terminal location will occur when the lift is upgraded.

On the mountain, lodge capacity will be rearranged within the overall approved levels in order to provide better locations and accessibility for where guests are expected to be. Compared to the MP (96), on-mountain lodge changes will reduce capacity at East Peak Lodge and the Top of the Gondola. Lodge capacity will be eliminated at Sky Meadows Deck and Lodge. Capacity will be increased at the Lakeview Lodge at the Top of the Tram and Snow Beach (formerly Patsy's Hut). New lodge sites will be developed utilizing the reduced or eliminated capacity described above at the Sand Dunes and Powderbowl sites. See Chapter 4.

On-mountain maintenance and support facilities will also be reconfigured. The proposed new vehicle and lift maintenance facility proposed for the top of the gondola in MP (96) will be eliminated. In its place, expansion will occur at the existing Upper Vehicle Maintenance Shop site. A new lift maintenance building will be built near the Upper Shop. Minor expansion will occur at the existing East Peak lift maintenance facility. The Lower Vehicle Maintenance Shop will be relocated off of the California Base Lodge site as planned in the MP (96).

Activities

Several changes in activities, both winter and summer, are planned. In winter, the area between the gondola mid-station and top station will be used for cross-country and snowshoe trails. See Chapter 4. In summer, the area will be used for summer hiking and interpretive trails. A new year-round activity will be the Zipline adventure ride. Originating from the top of Tamarack Express lift, riders will slide on a cable down to the top of the gondola. The Discovery Forest, located near the new gondola lodge, will contain seasonal attractions for adults and children. In winter, the area will primarily focus on children's activities such as forest wildlife and related environmental education exhibits. A second tubing lift will be added along the same hillside as the existing tubing lift. The second one will be located slightly closer to the gondola.

In summer, a paved, barrier-free path will wind through the mature forest in the Discovery Forest area with interpretive and environmental exhibits. Active sports such as a climbing wall, bungee trampoline and similar outdoor activities will be added near the lodge. In summer, an outdoor performance amphitheater will be implemented near the existing tubing lift. Performances will include interpretive talks, presentations, theatrical and musical events. No large concerts are planned. The ultimate seating capacity will not exceed 1,100 persons. A stage, lighting and sound systems will be set up on a seasonal basis and removed each fall.

Two new destination-oriented hiking trails will be added for summer hikes. The first trail will leave the Discovery Forest area described above and end at the Sand Dunes Lodge site. The second trail will start at roughly the same place and wind its way down to East Peak Lodge. Both lodges will offer summer activities, including food and beverage services and sightseeing. Fishing and other guest amenities will be offered at East Peak Lodge.

Table 1-3

2007 Master Plan Amendment - Facility Summary at Buildout

	<i>CA In-Basin</i>		<i>CA Out-of-Basin</i>		<i>NV In-Basin</i>		<i>NV Out-of-Basin</i>		<i>Totals in- and Out-of-Basin</i>
Total Lifts	25		0		6		7		38
Hourly Capacity (pph)	28,620		0		9,800		14,200		52,620
VTF/Hour (000)	29,248		0		5,866		18,208		53,322
Ski Trails (acres)	251.4		65.8		78.8		416.5		812.5
Beginner/Novice	77.7	31%	0.0	0%	21.6	27%	21.7	5%	121.0
Low. Int./Intermediate	109.9	44%	19.1	29%	44.4	56%	193.8	47%	367.2
Adv. Int./Expert	54.1	22%	45.6	70%	12.0	15%	198.8	48%	310.5
Other	9.8	13%	1.1	2%	0.8	1%	2.1	1%	13.8
Snowmaking (acres)	210.8		19.1		76.5		222.0		528.4
Beginner/Novice	79.9	38%	0.0	0%	23.4	31%	20.3	11%	123.6
Low Int./Intermediate	90.8	43%	19.1	100%	41.1	54%	183.4	100%	334.4
Adv. Int./Expert	40.4	19%	0.0	0%	12.0	16%	18.3	10%	70.7
Support Facilities	6		1		1		2		10
No. of Buildings	3,050		1,000		250		831		5,131
Seats	158,317		36,000		18,340		35,025		247,682
Space (sq. feet)	158,317		36,000		18,340		35,025		247,682
Maintenance Facilities	2		0		1		1		4
No. of Buildings	14,620		0		1,500		18,000		34,120
Space (sq. feet)	14,620		0		1,500		18,000		34,120
Parking/Access	1,310		None		450		410		2,170
Vehicles Parked (onsite)	1,310		None		450		410		2,170
Satellite Parking (offsite)	0		None		600		600		1,200
Structured Parking	822		0		0		0		822
Avg. Car Occupancy	2.8		2.8		2.8		2.8		2.8
Skiers/Visitors	5,970		None		2,940		2,828		11,738
Gondola (cap/day)	6,000		0		0		0		6,000
Utilities	10.2		2		2.1		4.7		19
Domestic Water	10.2		2		2.1		4.7		19
Snowmaking (acre/ft. avail)	92		8		29		593		722
Sewer	STPUD		STPUD		KGID		KGID		
Power	Round Hill		Kingsbury		Kingsbury		Buckeye		
Skiers At One Time / CCC (SAOT)	7,739		0		3,475		6,220		17,434
PAOT	8,872		0		3,038		4,402		16,312

Notes: