
BUTTERMILK MOUNTAIN
MOUNTAIN MASTER PLAN
AMENDMENT

ASPEN  **SNOWMASS**

MAY 2008

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INTRODUCTION

This Buttermilk Mountain Master Development Plan Amendment (Master Plan) formally amends the 1986 Master Plan document currently acknowledged as the primary reference documents. This Mountain Master Plan Amendment incorporates planning concepts and components from previous planning documents prepared by Aspen Skiing Company (ASC), as well as previous environmental analyses. This Master Plan Amendment evaluates the existing mountain facilities and future upgrades to the existing resort that provide an improved balance of services to meet the needs of the guest at the resort.



This Master Plan document focuses on major mountain infrastructure that will allow Buttermilk Mountain to operate effectively and efficiently into the future. The goals and objectives of this Master Plan are intended to enhance and improve the guest experience and allow ASC to provide the best possible customer service.

When the USFS accepts this 2007 Master Plan, this "acceptance" is consistent with the requirements of the Buttermilk Mountain Special Use Permit (SUP). USFS "acceptance" of this Master Plan does not however imply authorization to proceed with any of the proposed projects. All projects in this Master Plan will require site-specific review and/or environmental analysis, and USFS approval, prior to implementation. Furthermore, implementation of the decision is dependent upon approval of detailed plans contained in the annual summer operations/construction plans.

Additional planning concepts not included in previous planning and approval documents include:

- Additional snowmaking coverage,
- Snowmaking storage reservoirs,
- Lift maintenance facility.

ASPEN SKIING COMPANY GUIDING PRINCIPLES

Aspen Skiing Company acknowledges its Guiding Principles document as a primary resource. ASC's Guiding Principles embodies our core purpose, values and strategies while providing direction to the Master Plan's stated goals and objectives. The Guiding Principles also articulates ASC's direction as a company and community partner. A summary of those Guiding Principles is as follows:

Core Purpose

We provide the opportunity for renewal of the human spirit

Core Values

- We believe in creating and maintaining a place where the mind, body and spirit are all invigorated.
- We stand for excellence in outdoor recreation, awareness of the mountain environments and athletic achievement.
- We must ensure financial success for Aspen Skiing Company.

Core Strategy

- Our sustainable business success will be achieved by recognizing and supporting the interdependence between the community, the resort, the environment, our guests and ASC staff.

Objectives

- Preserve, enhance and stimulate community /resort balance and character.
- Provide and market a high quality skiing, lodging and mountain experience.
- Initiate new opportunities for our guests to access and enjoy the mountains.
- Ensure that Aspen Skiing Company is a fun place to work.

GOALS AND OBJECTIVES

This Buttermilk Mountain Master Plan Amendment outlines improvements in both facilities and programs that will improve the experience for mountain visitors. The plan provides state-of-the-art technology intended to improve the mountain experience without overcrowding terrain or compromising the unique character of the mountain.

These commitments will enhance the values of the Aspen Community, the business objectives of the Aspen Skiing Company, and the environmental recreational management policies of the White River National Forest. This plan is based on the belief that guests are attracted to Aspen because it is a special place which has focused on the preservation of the natural and cultural heritage of the area. Visitors and residents both benefit from a mountain experience that brings them closer to nature.

In numerical terms, this translates to maintaining trail density standards of 5 skiers per acre on expert terrain, 8 skiers per acre on intermediate slopes and no more than 12 on beginner terrain. Lift specifications will ensure that the average skier can ski more than 20,000 vertical feet per 6-hour day, even with consideration for a long lunch.

The selection of mountain improvements was guided by several goals:

- Preserve the existing character of the valley by ensuring employment for many permanent residents who are living and raising families here.
- Reinvesting in an area that has excellent children's programs. Generations of children have learned to ski or snowboard at Buttermilk and we want to ensure that future generations also have this opportunity.
- Provide new recreational opportunities that address changing trends such as terrain parks and more diversified terrain.
- Provide a venue for world class events and create national/international exposure for Aspen thereby sustaining its role as a premier destination ensuring Aspen's economic sustainability.
- Maintain sound environmentally sustainable policies and practices.
- Uphold the many public policy decisions, including the Entrance to Aspen FEIS, the Colorado Department of Transportation's Record of Decision, and the Aspen Area Community Plan.
- Create a high-quality working environment for a staff that, in turn, will be passionate about providing consistent outstanding service.

The objectives of these improvements are to:

- Upgrade on-mountain facilities and lifts to be consistent with industry trends by offering a competitive product to guests.
- Ensure consistent early and late season snow conditions on the upper portion of the mountain.
- Provide additional snowmaking efficiencies available through on-mountain water storage.
- Improve guest circulation at the summit.
- Improve and expand childcare offerings.
- Remodel and/or rebuild the Cliffhouse Restaurant to improve the guest's experience.



BACKGROUND

Most of the Buttermilk Ski Area is located on land in the White River National Forest. There is, however, private land at the base of Tiehack, West Buttermilk and Main Buttermilk. The mountain includes 470 total acres of skiing and riding terrain.

Friedl Pfeifer and Art Pfister developed the Buttermilk Ski Area which opened in 1958. Table 1 provides a history of skier visits at Buttermilk since 1983. In the past fourteen years, annual skier visits have varied from 131,070 in 1986-87 to 188,984 in 1989-90. The median number of annual skier visits was 161,463. The annual number of skier visits is affected by the number of days in the ski season which has varied from 107 days in 1985-86 to 130 days in 1987-88, 1988-89 and 1989-90. Buttermilk skier visits are also affected by snow conditions, weather, ski area upgrades and the status of other valley ski areas.



TABLE 1:
Buttermilk Mountain Skier Visits

YEAR	DAYS IN SEASON*	VISITS
1983-84	108	164,611
1984-85	115	163,035
1985-86	107	134,824
1986-87	114	131,070
1987-88	130	151,220
1988-89	130	177,364
1989-90	130	188,984
1990-91	130	144,419
1991-92	130	163,658
1992-93	113	161,643
1993-94	114	172,948
1994-95	121	168,439
1995-96	121	175,940
1996-97	116	154,940
1997-98	122	180,005
1998-99	118	178,093
1999-00	113	158,194
2000-01	111	148,826
2001-02	113	145,682
2002-03	111	141,077
2003-04	113	139,214
2004-05	113	148,018
2005-06	113	159,081
2006-07	113	142,227

* Only the Panda Peak lift (no other lifts) operated for 14-16 additional days annually in 1994-95, 1995-96, 1996-97 and 1997-98.

Source: Aspen Skiing Company, May 2007

In 1958, The Buttermilk Ski Area was served by a T-Bar lift and the old Main Buttermilk Restaurant. A lift ticket cost \$3.00. In the following seasons, the area was served by a baby T-Bar at Main Buttermilk, the Savio Chairlift #2 and the Cliffhouse Restaurant.

In 1963, the Aspen Skiing Corporation purchased the Ski Area. The Aspen Skiing Corporation replaced the T-Bar at Main Buttermilk with a Riblet Chairlift to mid-way (Lift #1) and relocated the T-Bar to Tiehack (Sterner T-Bar). In 1965, the West Buttermilk lift was installed (Lift #3). Cafe West was constructed at West Buttermilk in 1966.

In 1969, the Tiehack Sterner T-Bar was replaced by the Herron Chairlift. In 1970, Chairlift #4 was opened at the bottom of Tiehack. Snowmaking was installed in 1977 and expanded in 1984. In 1982, the Panda Peak baby T-Bar was replaced with a chairlift.

On December 20, 1984, the Pitkin County Board of County Commissioners approved Resolution 84-138 adopting the AF-SKI zone district and rezoning the Buttermilk Ski Area from AF-1 to AF-SKI. In February 1985, the Pitkin County Planning and Zoning Commission approved Resolution 85-2 adopting the **State Highway 82 Corridor Master Plan**. The Plan established land use and visual planning guidelines for the State Highway 82 corridor. The Plan specifically called for improving the appearance of the base of the Ski Area.

On August 25, 1986 the Pitkin County Board of County Commissioners approved Resolution 86-81 (see Appendix 1) establishing the **Buttermilk Ski Area Master Plan** (AF-SKI Plan).

On April 18, 1989, the Planning and Zoning Commission approved Resolution 89-16 (see Appendix 2) granting a commercial Growth Management Quota System (GMQS) exemption to the Aspen Skiing Company for a 600 square foot addition to the Buttermilk base area for a shipping and receiving area. The County found the proposal to be consistent with the **1986 Buttermilk Ski Area Master Plan**.

In the winter of 1993, the United States Forest Service (USFS) prepared an Environmental Assessment for the Tiehack/Buttermilk Ski Area to replace Lift #1 and shorten Lift #2 (see Appendix 3). On April 29, 1993 District Ranger Y. Robert Iwamoto issued a Decision Notice and Finding of No Significant Impact for the Buttermilk Ski Area Lift Replacement (see Appendix 4).

On July 20, 1993, the Pitkin County Planning and Zoning Commission approved Resolution PZ 93-20 granting Scenic Foreground Overlay Review for the relocation of the Main Buttermilk Restaurant (see

Appendix 5). On July 27, 1993, the Board of County Commissioners approved Resolution 93-120 (see Appendix 6) granting approval for a minor amendment to the **Buttermilk Ski Area Master Plan** to allow for the relocation of the existing Main Buttermilk Restaurant.

Based upon the **1986 Buttermilk Ski Area Master Plan** and the preceding County and Federal approvals, in the summer and fall of 1993, the Aspen Skiing Company replaced Lift #1 with the Summit Express detachable quad chairlift and moved the bottom terminal of Lift #2 was moved up the mountain. The Lower Tiehack Lift was relocated and Romeo's Restaurant was demolished and replaced with a small ticket office and restroom/warming hut facility. The base of Tiehack was reconfigured as part of the Maroon Creek golf course construction. The number of parking spaces at the base of Tiehack was reduced from 291 to 120. Bump's Restaurant was constructed at Main Buttermilk to replace the old Main Buttermilk Restaurant.

On September 17, 1994, Y. Robert Iwamoto issued a Decision Notice and Finding of No Significant Impact for the Tiehack Ski Area Short Term Improvements Proposal (see Appendix 12). The short-term improvements approved by the Forest Service are incorporated in this document (see Table 2 below).

Table 2

1994 USFS Approved Short-Term Improvements

- o **Lift Accessed Summer Use Program** - Summer operation of the Summit Express and Cliffhouse Restaurant from June 20th until September 30th. Biking and Hiking Trails
- o **New Ski Trail** - A new ski trail to alleviate congestion on Homestead Road.
- o **Utility Corridor** - A new water line easement as proposed by the City of Aspen and the Maroon Creek Development Company.
- o **Replacement of the Cliffhouse Restaurant** - The restaurant is to be located in the same general area as the existing restaurant.
- o **New Sewer and Water Line System**
- o **Mountain Vehicle Maintenance & Snowcat Storage Facility**
- o **Snowcat Storage Facility**
- o **Lift System Upgrades to Both Tiehack and West Buttermilk Lifts**

On December 13, 1994, the Board of County Commissioners approved a request by the Aspen Skiing Company to use the Stapleton property for overflow parking for the 1994-95 ski season (see Appendix 13, Board of County Commissioners Resolution No. 94-232). As a condition of the approval, the Aspen Skiing Company was required to submit a Ski Area Maser Plan Amendment by March 15, 1995.

The Aspen Skiing Company submitted the Plan Amendment in March of 1995 in response to requests from the Board of County Commissioners. The Plan Amendment addressed short-term housekeeping improvements to the ski area. The Planning and Zoning Commission considered the Plan Amendment on August 23, 1995. The Planning and Zoning Commission recommended a short- term plan for parking and postponement of consideration of other elements of the Plan amendment. The Board of County Commissioners followed the recommendations of the Planning and Zoning Commission and granted temporary approvals for overflow parking at Buttermilk and chose not to review the Plan Amendment. Since 1995, the Board of County Commissioners has annually approved temporary overflow ski area parking on the Stapleton property. Parking has been limited to 95 vehicles per day. During the annual trade show overflow parking may be increased by adding another 120 vehicle parking lot (total overflow parking of 215 vehicles).

In October of 1997, the Board of County Commissioners approved the **Aspen Highlands AF-SKI Master Plan**. The Plan incorporated the Revised Maroon Creek Corridor Transportation Plan which recommended the development of a 135 car remote skier parking lot at Buttermilk when the day skier parking at Aspen Highlands Village is reduced to 450 day skier parking spaces. The Board of County Commissioners required the Aspen Skiing Company to submit a request for a temporary 135 vehicle remote parking lot for the 1998-99 ski season. The Aspen Skiing Company has complied with this condition, although there are in excess of 450 day-skier parking spaces located at Aspen Highlands Village as of the 1998-99 ski season.

In August of 1998, the Colorado Department of Transportation issued the **State Highway 82 Entrance to Aspen Record of Decision (ROD)**. The preferred alternative in the ROD is a combination of highway and intersection improvements, a transit system and incremental transportation management (TM) program. The highway component consists of a two-lane parkway following the existing SH 82 from Maroon Creek Road to Buttermilk. Owl Creek Road and West Buttermilk Road will be relocated to create a new signalized intersection with SH 82, approximately 400 feet down valley (west) of the existing entrance to Main Buttermilk.

In 1999 Aspen Skiing Company contracted Western Bionomics, LLC to prepare a Natural Resource Management Plan. This plan was required by the USFS and provided valuable baseline data for the vegetation, soils and biology of Buttermilk. The NRMP has been a useful tool that prescribed best management practices for the mountain management personnel.

In September 1999 Aspen Skiing Company submitted a Buttermilk Ski Area Master Plan Amendment application that addressed a redevelopment of the Base Area facilities in addition to mountain improvements. This application was subsequently tabled and eventually withdrawn.

On June 19, 2001, Aspen District Ranger Jim M. Upchurch issued a Decision Notice and Finding of No Significant Impact for the Proposed Improvement to the Existing Buttermilk Ski Area. The following Table 3 identifies the USFS approvals from 1994 and 2001, and the project implementation status:

Table 3 - Past Project Approval/Implementation Status

Project	Date Approved	Implemented	Approval Reference
Summit Express installation	4/29/03	Yes - 1993	1993 EA, DN/FONSI
Lift Accessed Summer Use Program	9/27/1994	No	1994 EA, DN/FONSI 2001 EA, DN/FONSI
Biking/hiking Trails	9/27/1994	Partially	1994 EA, DN/FONSI
Cliffhouse Summer Use	9/27/1994	Occasionally	1994 EA, DN/FONSI
Uncle Chuck's Glade trail development	9/27/1994	Yes - 1998	1994 EA, DN/FONSI 2001 EA, DN/FONSI
Utility Corridor	9/27/1994	No	1994 EA, DN/FONSI 2001 EA, DN/FONSI
Cliffhouse Restaurant Replacement	9/27/1994	No	1994 EA, DN/FONSI 2001 EA, DN/FONSI
Mid-way Snowcat Maintenance and Storage Facility	9/27/1994	No	1994 EA, DN/FONSI
Tiehack lift replacement	9/27/1994	No	1994 EA, DN/FONSI
Panda Peak Lift Replacement (Private Lands)	6/19/2001	No	2001 EA, DN/FONSI
Savio Lift Removal	6/19/2001	Yes - 2004	2001 EA, DN/FONSI
West Buttermilk Lift Replacement	6/19/2001	Yes - 2004	2001 EA, DN/FONSI
Homestead Road Widening	6/19/2001	No	2001 EA, DN/FONSI

In December 2001, Pitkin County and the City of Aspen issued the first Special Event Permit for Aspen Skiing Company to stage the ESPN Winter X Games VII at Buttermilk Mountain. The event has proven

to be major success, both from an economic and marketing standpoint, for the entire Aspen Community. Buttermilk Mountain has continued to host the event, completing Winter X Games XI this past season. The contract to continue hosting the Winter X Games with ESPN has been extended through January 2010.

In September, 2001, the Pitkin County Board of County Commissioners passed Resolution 172-2001, authorizing the construction of a new Powder Pandas facility in the Base Area to replace the aging and inadequately sized facility at the Pfeifer House (currently the Jim Crown residence.) This facility is a temporary facility and intended to provide an interim solution to the pre-school aged ski school needs until a new facility can be constructed as part of a future proposed Buttermilk Base Area Redevelopment.

Since 2001 there have been various Pitkin County authorized Minor Mountain Master Plan Amendments that approved a several grading and mountain improvements.

In 2002, US Forest Service and the White River National Forest completed the White River National Forest Land and Resource Management Plan - 2002 Revision (2002 Forest Plan). Each of the above previously approved projects may require additional Forest Service review (e.g., Forest Plan consistency analysis, Supplemental Information Report as well as new analyses and decisions) due to the approval timing of these documents preceding the current 2002 Forest Plan, its standards and guidelines along with any changed environmental/operating conditions. The previously-approved projects are included in the "Proposed Upgrades" section to ensure that they remain consistent with any changed conditions, either politically, regulatory or environmentally in nature.



EXISTING CONDITIONS

This section of the application describes the existing facilities at Buttermilk in the following Sections:

- Lifts
- Trails
- Ski Area Capacity
 1. Delivery Capacity
 2. Initial Lift Access
 3. Terrain Capacity
 4. Lift/Trail Capacity
- Snowmaking
- Utilities
- Restaurants and Buildings
- Winter On-Mountain Programs and Uses
- Summer Programs and Uses
- Transportation
- Employees

Figure 1, "Buttermilk Ski Area: Existing Conditions," depicts the ski area. The figure shows existing trails and lifts, the ski area permit boundary, the ski area operational boundary and the extent of existing snowmaking.

Lifts

Table 4:
Existing Lift Specifications

Name/Type	Installed (year)	Length (feet)	Vertical Rise (feet)	Capacity (people/hr)	Ride Time (min)
Summit Express/ D4C	1993	9,570	1,834	1,800	9.5
West Buttermilk Express/ D4C	2001	5,740	1,170	1,800	6.0
Lower Tiehack/ F2C	1993	1,280	275	1,200	3.0
Upper Tiehack/ F2C	1969	5,916	1,438	1,200	12.0
Panda Peak/ F2C	1982	1,180	113	900	3.0
Ski School Lift/ Surface	1988	407	35	415	1.5
Ski School Magic Carpet/ Surface	2003	85		400	1.0
Upper Tow/ Surface		310		400	1.5

Ski Area Capacity Analysis (SAOT)

Buttermilk Mountain has been analyzed by the following four indicators of ski area capacity: delivery capacity, initial lift access capacity, terrain capacity, and SAOT capacity. Table 2 summarizes these capacity indicators and shows that the delivery capacity limits the daily capacity of the ski area to approximately 2,841 skiers per day. This is less than the Forest Service rated capacity of 4,000 skiers per day.

Table 5:
Existing Ski Area Capacity

Capacity Indicator	Daily Capacity
Delivery Capacity	2,841
Initial Lift Access Capacity	4,273
Terrain Capacity	3,839
SAOT Capacity	4,000

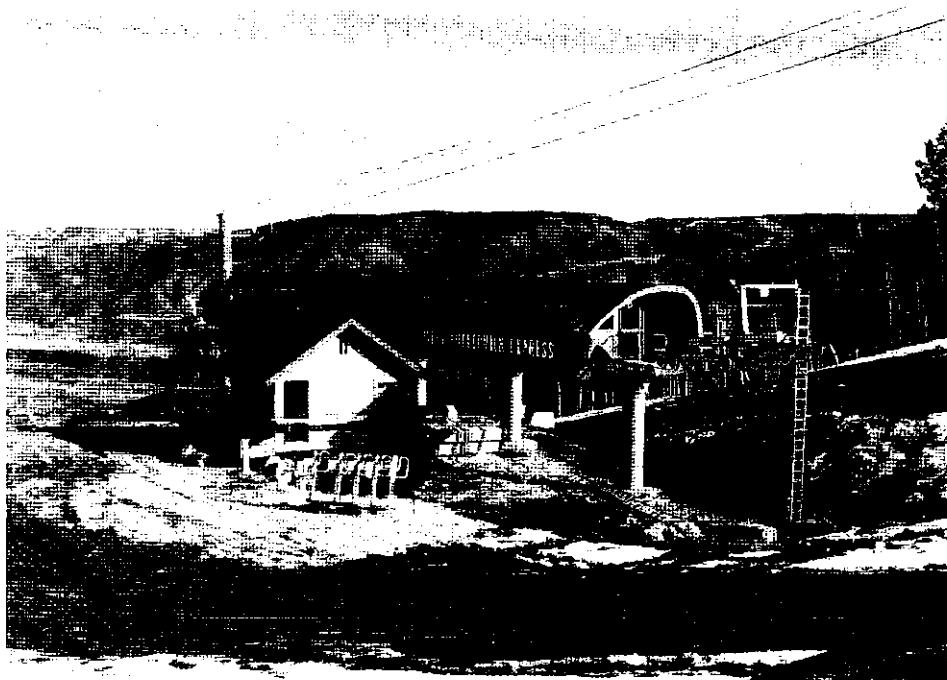
Existing Delivery Capacity

Delivery capacity is the capability of the ski area portals to absorb and distribute skiers onto the mountain in a typical three-hour access period based upon the total bed base plus parking and transit delivery capacity. Skiers and guests arrive at Buttermilk Mountain in one of the following ways: from lodging adjacent to the base, from the skier shuttle or RFTA commuter service, from private buses, from private

automobiles, or from being dropped off by auto, limo or private van. The parking capacity is calculated at 2.1 skiers per vehicle using survey data collected during the 1994/95 season.

Table 6:
Existing Delivery Capacity

Access Mode	Description	Skiers
Parking		
Main Buttermilk	– 425 spaces @ 2.5 skiers/car	1,062
Tiehack	– 120 spaces @ 2.5 skiers/car	300
West Buttermilk	– 50 spaces @ 2.5 skiers/car	125
<i>Sub-Total</i>		<i>1,487</i>
Transit		
RFTA Buses	– 6 buses/hour, 6 x 44 skiers/bus x 3 hours	792
Drop-offs	– private/public vans, limos, autos	225
<i>Sub-Total</i>		<i>1,017</i>
Bed Base		
Buttermilk	– Inn @ Aspen	223
Tiehack	– Maroon Creek	128
Eagle Pines	– Private residences	20
<i>Sub-Total</i>		<i>371</i>
Total Skiers		2,875



Initial Lift Access Capacity (ILAC)

LAC is a function of initial lift capacities and their ability to distribute skiers onto the mountain from each portal within a three-hour period. Some lifts are limited in delivering their full capacity due to access or available parking such as on the mountain's Tiehack side. Another factor in initial access is that a certain percentage of users are repeat skiers, completing laps on an initial access lift. The Summit Express lift serves as the primary access lift, and it is assumed that 60 percent of the skiers utilized the capacity of this lift during the three-hour morning period. The West Buttermilk Express serves a minor role in initial lift access, due to parking limitations and remote access.

Table 7:
Existing Initial Lift Access Capacity

Lift	Access	Skiers
Summit Express	@ 1,800 skiers/hour or 4,500 skiers/2.5 hours with 60% access and 0.95 L.E.F.*	2,565
Lower Tiehack	@ 1,200 skiers/hour or 3,000 skiers/2.5 hours with 25% access and 0.90 L.E.F.*	675
West Buttermilk Express	@ 900 skiers/hour or 2,250 skiers/2.5 hours with 15% access and 0.95 L.E.F.	320
Total Initial Lift Access		4,273

L.E.F. (Load Efficiency Factor) – It is assumed that lifts will not operate at full capacity due to load inefficiencies (e.g., dropped equipment, skier inexperience, and off-loading).

Existing Trail Capacity

The existing terrain network totals approximately 470 acres. Trail capacities are based on the maximum number of skiers per acre that can satisfactorily and safely ski on a trail intended for a specific ability level. Generally, the more steep or difficult the terrain, the less capacity that terrain supports. The trail capacities used in this analysis were as follows: 12, 8, and 5 skiers per acre for beginner, intermediate, and advanced skiers, respectively.

Table 8:
Existing Terrain Capacity

Trail Name	Area (acre)	Skiers per Acre	Terrain Capacity
Beginner			
Baby Doe	0.8	12	9.6
Blue Grouse	2.1	12	25.2
Homestead Road	23.7	12	284.4
Larkspur	7.8	12	93.6
Oregon Trail	3.9	12	46.8
Panda Peak	7.1	12	85.2
Panda Hill	1.2	12	14.4
Red's Rover	17.5	12	210.0
Ridge Trail	6.3	12	75.6
Spruce	14.8	12	177.6
Sterner Catwalk	5.7	12	68.4
Tom's Thumb	1.7	12	20.4
Westward Ho	14.6	12	175.2
<i>Sub-Total</i>	<i>107.2</i>	<i>12</i>	<i>1286.4</i>
Intermediate			
Bear	3.2	8	25.6
Buckskin	19.5	8	156.0
Campbird	20.0	8	160.0
Columbine	21.0	8	168.0
Eagle Hill	16.0	8	128.0
Friedl's	5.9	8	47.2
Government	10.1	8	80.8
Jacobs Ladder	7.0	8	56.0
Lover's Lane	4.0	8	32.0
Magic Carpet	7.5	8	60.0
Midway Avenue	10.2	8	81.6
No Problem	6.1	8	48.8
Northeast Passage	3.2	8	25.6
Ptarmigan	9.9	8	79.2
Rabbit Run	0.5	8	4.0
Ridge Trail	6.3	8	50.4
Ridge Woods	9.3	8	74.4
Lower Savio	6.9	8	55.2
Upper Savio	24.9	8	199.2
Sterner Gulch	23.8	8	190.4
Teaser	15.0	8	120.0
Tiehack Parkway	8.7	8	69.6
Uncle Chuck's Glade	7.0	8	56.0
<i>Sub-Total</i>	<i>246.0</i>	<i>8</i>	<i>1968.0</i>

Table 8:
Existing Terrain Capacity

Trail Name	Area (acre)	Skiers per Acre	Terrain Capacity
Advanced			
Javelin	21.6	5	108.0
Little Teaser	3.4	5	17.0
Lower Larkspur	2.0	5	10.0
Pete's Pit	2.0	5	10.0
Ptarmigan Glade	7.4	5	37.0
Racers Edge	16.5	5	82.5
Spruce Face	4.9	5	24.5
Sterner	18.0	5	90.0
Tiehack Trail	17.1	5	85.5
Timber Doodle Glades	24.0	5	120.0
<i>Sub-Total</i>	<i>116.9</i>	<i>5</i>	<i>584.5</i>
Total	470.1		3,838.9

The following table provides total area of ski terrain by ability level and the total terrain capacity for each ability level calculated by the planned skier density by ability level.



Table 9:
Existing Terrain Capacity by Ability Level

Ability Level	Area (acre)	Skiers per Acre	Total Terrain Capacity
Beginner	107.2	12	1,286.4
Intermediate	246.0	8	1,968
Advanced	116.9	5	584.5
Trail Capacity	470.1		3,838.9

SAOT Capacity

Pod analysis compares the uphill capacity of each lift within the ski area to the terrain that it serves. The purpose of this exercise is twofold: to ensure that a reasonable balance exists between lift and trail capacity, and to calculate the daily capacity of the ski area to allow informed planning for other, ancillary support services. Capacities are expressed as “Skier at One Time” (SAOT) and are based upon trip interval and lift utilization. Lift lines are planned to allow access in less than 10 minutes for all skiers. The authorized SAOT capacity for Buttermilk is 4,000.



Snowmaking

Snowmaking on Buttermilk Mountain is critical to provide consistent, high-quality conditions in the early part of the season, and to ensure that adequate snowcover remains through the end of the season, especially on the lower mountain. Snowmaking operations normally begin in late October and end in late December, unless special needs require snowmaking in other parts of the year (i.e., X-Games, drought, warm periods that reduce coverage, etc.). The existing system was installed in 1977 following a major drought season, when it became apparent that snowmaking was necessary even in the Rockies to ensure ASC's financial viability. The system was expanded in 1984.

Existing Terrain Coverage

There are currently 119 acres of snowmaking located on nine trails, including Midway Avenue, Homestead Road, Lower Savio, Bear, Baby Doe, Columbine, Government, Spruce, and Lower Tiehack.

The existing snowmaking system is designed to cover this area with an average of 18 inches of machine-made snow. (At approximately 175,000 gallons/acre-foot of snow, this equates to an average of 30 million gallons of water per season. This number varies from season to season based on natural snow fall amounts, early season temperature and humidity ranges, and specific ski area operational needs.)

Existing Facilities

The system consists of water pumps, underground piping and wiring, air compressors, snowmaking hydrants, air-water snowguns and electric fan (also known as airless) snow guns. Facilities include a primary pump station located near Maroon Creek, which delivers water supply to either the Tiehack pump station, the main pump station on the Maroon Creek Golf Course, or Lake One at the Maroon Creek Club. Water is distributed via underground welded steel pipe to 95 hydrants located on the trails listed above. Air compressors are located in the control building near Upper Spruce trail. This control building is approximately 6,000 square feet, and houses the snowmaking system controls as well as the snowmaking crew quarters.

On-Mountain Utilities

Generally, the existing utilities on Buttermilk Mountain are typical of any developed area. The required utilities include electricity, telephone, water, sewer, natural gas and cable TV. In addition, ski area-specific utilities may include snowmaking lines and on-mountain snowcat fuel storage.

Some of these utility facilities are maintained solely by the respective public utilities. Others are maintained by Buttermilk Mountain staff. Still others are maintained by a combination of the public utility and Buttermilk Mountain. The existing “utility corridor”, by default, has been originally established by and follows the existing Holy Cross transmission lines. The corridor is described below.

Electrical Lines

Holy Cross Energy maintains the primary transmission lines on Buttermilk Mountain. Although most of these transmission lines are underground, a few remain overhead. Holy Cross continually upgrades these facilities as needed and complies with county requirements as necessary.

The primary transmission line extends from the base area, near the Vehicle Maintenance Facility, and continues up Spruce and Government trails past Midway (the former top terminal location of the Lift#1). From Midway, this line continues up Midway Avenue, Lover’s Lane and Savio to the summit. This route establishes the main utility corridor for all primary utilities.

From the summit, an additional line feeds the top of the existing West Buttermilk Lift. Additional lines from Midway also feed the Tiehack base area as well as the West Buttermilk base area from Lover’s Lane.

Additional “secondary” lines feed various ski area facilities such as lift shacks, snowmaking hydrants, on-mountain concierge buildings, etc.

Telephone Lines

The telephone lines on Buttermilk Mountain are primarily owned by Aspen Skiing Company, however, Qwest maintains a trunk line on the area.

The primary telephone trunk line up the mountain follows the same route as the primary electric transmission line. In addition, there exists telephone lines from top to bottom of both the Tiehack lifts and the West Buttermilk lift.

Lastly, telephone “drops” exist to all on mountain patrol phones, lift operator buildings, the lift maintenance facility, snowmaking control building and on-mountain concierge.

Domestic Water Lines

The Cliffhouse Restaurant is served by Buttermilk wells Nos. 1 and 2. The wells are located in Lover's Lane. Each are 150 feet deep with adjudicated flow of .044 cubic feet per second. The wells pump to a 6,000 gallon storage tank. The water is chlorinated and then re-pumped through a 3,600 foot long pipeline to two 10,000 gallon storage tanks located just below the West Buttermilk Summit. Water is gravity fed to the Cliffhouse.

Domestic water for the Café West restaurant is supplied from a well near the West Buttermilk upper parking lot. Water is pumped into a 10,000 gallon storage tank and pumped to the restaurant.

Additional water lines exist on the lower half of Main Buttermilk where collection facilities direct spring water to some residences east of the Buttermilk Ski Area.

Sanitary Sewer

The Cliffhouse is served by a 2,000 gallon leach field, one 1,250 gallon grease trap, two 1,250 gallon septic tanks, two 500 gallon dosing tanks and a drywell surrounded by 3/4" screened rock. The underdrain to the leach field drains to a four foot diameter by eight foot high drywell surrounded by 3/4" screened rock.

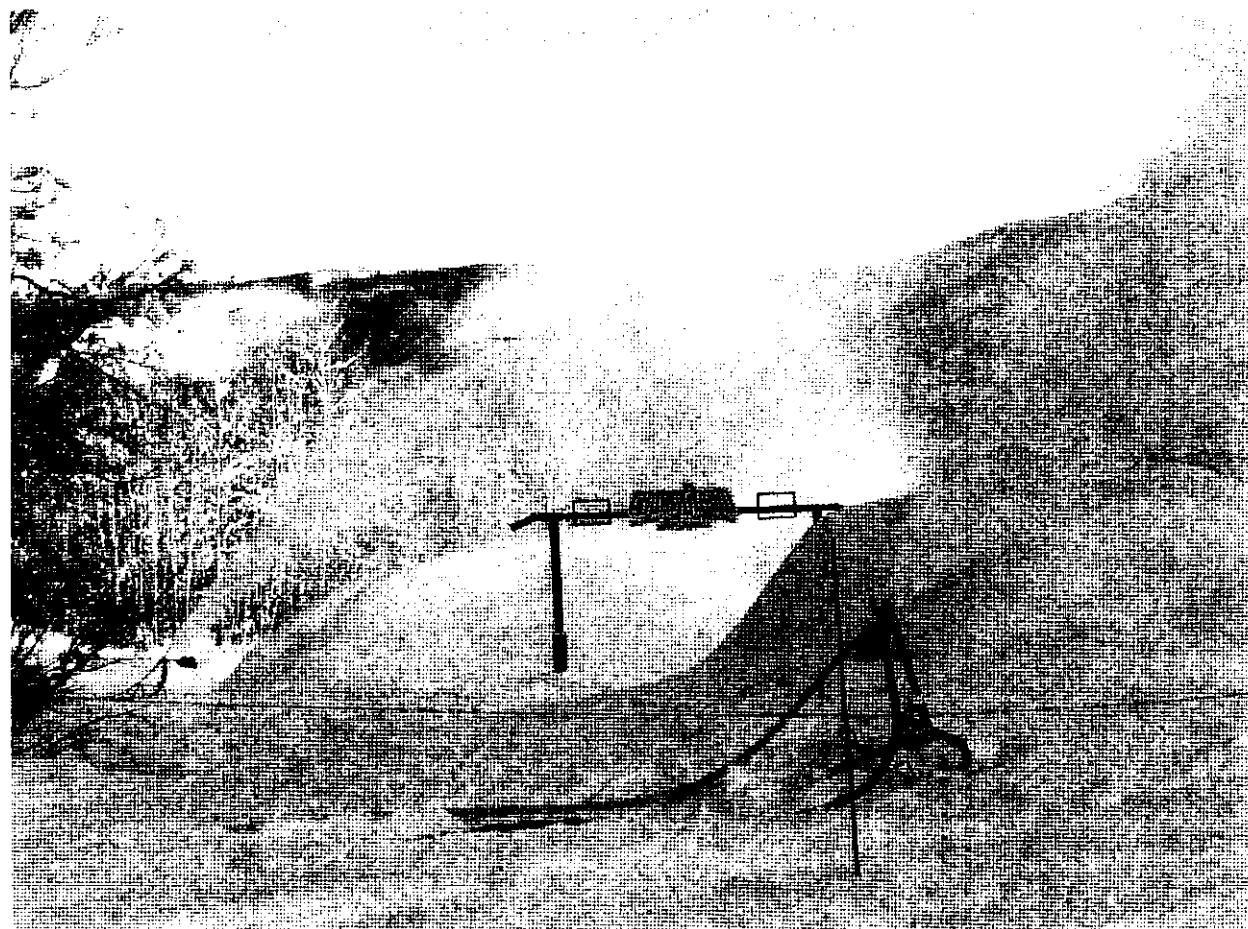
Café West is also served by a septic tank/leach field at the base of the West Buttermilk Lift.

Natural Gas

KN Energy supplies natural gas to the Cliffhouse Restaurant. A gas line begins from West Buttermilk Road and follows the mountain access road to Midway. The gas line then follows the utility corridor described above to the summit.

Snowmaking

All related underground snowmaking utilities are identified in the snowmaking portion of this document.



Restaurants and Support Buildings

Restaurants

The mountain is presently served by two dining facilities: Bumps (at the base of Main Buttermilk), and the Cliffhouse (at the summit of the mountain).

Table 10: Restaurant Capacities

<u>Restaurant</u>	<u>Indoor Seats</u>	<u>Outdoor Seats</u>
Bumps (at base of Main Buttermilk)	254	96
Cliffhouse	220	80
Café West	(currently used as a warming hut only)	
TOTAL EXISTING SEATS	474	176

On-Mountain Support Facilities

The existing Vehicle Maintenance Facility (VMF) at the Main Buttermilk base area currently provides for wheel and track vehicle maintenance for Buttermilk Mountain. This location also serves as a fueling location as well as a vehicle and lift parts shipping and receiving area for Buttermilk, Aspen Mountain and Aspen Highlands.

Wheel vehicle maintenance for Aspen Mountain and Aspen Highlands vehicles also takes place at the Buttermilk location as the on mountain VMF locations for these areas preclude the ability to maintain wheel vehicles in them. In addition, inoperative Snowcats from these areas are brought to the Buttermilk VMF when maintenance personnel are unable to return these vehicles to the on mountain VMF location. The Buttermilk location is also where new Snowcats are delivered each season, assembled and taken to their respective home mountains.

The current maintenance facility is approximately 4,300 square feet with 2-15' x 14' foot bays and 1-24' x 14' bay. In addition, there is a 3,200 square foot vehicle storage facility in the maintenance complex. Table 10, which follows, identifies all other mountain support facilities.

Table 11:
Buttermilk Mountain - Existing Buildings

STRUCTURE	FLOOR AREA (Sq. Ft.)	DECKS (Sq. Ft.)
Buttermilk Cafe West	2,070	858
Buttermilk/Tiehack Rest Room Ticket Office	677	655
Bumps	18,236	3,695
Buttermilk Ski Rental Shop	3,200	1,398
Buttermilk administrative offices	3,200	
West Buttermilk Pumphouse	96	
Lovers Lane Pumphouse	135	
Powder Pandas	2,632	940
Cliffhouse Restaurant (Garage 600)	12,148	2,000
OS Start Shack/Racer's Edge	32	
Sterner Start Shack	48	
Race Finish Shack	131	
Summit Express - Terminal Top	1,625	
Summit Express - Terminal Bottom	1,625	
Summit Express - Top Shack	120	
Summit Express - Bottom Shack	115	
Old Lift #3 Motor Room/Stg Rm.	1,056	
West Buttermilk Lift - Top Shack	216	
West Buttermilk Lift - Midway Terminal	2,250	
West Buttermilk Lift Midway shack	216	
West Buttermilk Lift - Bottom Shack/Tickets	167	
Lower Tiehack - Bottom Shack	108	
Lower Tiehack - Motor Room	170	
Lower Tiehack - Top Shack	72	
Upper Tiehack - Top Shack & Race Stan	106	
Upper Tiehack -Motor Room	503	
Upper Tiehack -Bottom Shack & Stg Rm.	126	
Panda Peak Lift -Top Shack	126	
Panda Peak Lift -Bottom Shack	72	
Handle Tow - Shack	48	
Maintenance Shop - Midway	1,071	
Patrol Room and Lift #2 Op. Shack	1,186	
Buttermilk Cat Storage & Work Area	3,150	
Buttermilk Vehicle Maintenance Shop	4,388	
Main Pumphouse (Snowmaking)	672	
Primary Pumphouse (Snowmaking Panda Peak)	672	
Snowmaking Control Bldg (Midway)	2,767	
Tiehack Pumphouse (Snowmaking)	418	
No Problem Cabin	196	
Fort Frog Building (Video)	253	
Mail Room	196	
Ski School Storage	100	
TOTAL. SQUARE FEET:	66,394	9,545

Existing Winter Programs and Uses

Buttermilk Mountain, both the base and the summit, have become a focal point and meeting place for alpine and nordic skiers, snowboarders, snowshoers, hikers, bikers, visitors and residents. Aspen Skiing Company supports the diversity that is found at Buttermilk and the other mountains.

Environmental/Nature Tours

Free environmental tours are conducted on Buttermilk Mountain (and on the other ASC-operated mountains) as part of the Fresh Tracks Nature Tours program, which is a joint effort by ASC, The U.S. Forest Service, the Colorado Division of Wildlife and the Aspen Center for Environmental Studies (ACES). Also offered are paid snowshoe nature tours on Buttermilk, Aspen Mountain and Snowmass, conducted by ACES.

Hiking, Skiing and Snowshoeing

Access on Buttermilk Mountain for hikers, cross country skiers and snowshoers is allowed during the winter season under certain guidelines.

Ski and Snowboard Competitions

Ski and snowboard competitions and related events such as picnics and award ceremonies are held during the winter season.

Educational Programs

Educational programs focused on skier safety and responsibility for local school children are held during the winter season at all four ASC-operated ski areas.

Interpretive Signage

An interpretive signage program was established on Aspen Mountain, Buttermilk and Snowmass in the early 1990s. The interpretive signs include wildlife track identification signs mounted on lift towers on the West Buttermilk Lift. The signs were developed in conjunction with the Aspen Center for Environmental Studies. There is also an interpretive sign outside the Cliffhouse Restaurant at the top of Buttermilk that explains the geology of the Maroon Creek Valley.

Special Events

Special events such as uphill races, on-snow bike races, cross-country ski races, snow sculptures, promotions, picnics, etc. are held periodically during the winter season.

Since 2002, the premier winter special event has been the ESPN Winter X Games. This event has featured world class athletes completing in skiing, snowboarding, motorcycle and snowmobile competitions. Competitions includes half pipe, slopestyle, skier/boarder cross, snowcross, big air, etc. This event helps boost the economy of the entire Aspen Community while showcasing the Aspen area to millions of television viewers. The current contract with ESPN retains this event, which is usually in late January, through the year 2010.



Terrain Park and Half-Pipe

Terrain Parks have become a major necessity for any major destination resort. Marketing surveys indicate that the quality/expanse of an area's terrain park are significant deciding factors for a guest's winter vacation decision. As a result, free riding, free-style skiing and snowboarding have become a mainstay at

any mountain resort. Free Ride and Terrain Park features include: hits (jumps), table tops, rails, boxes, halfpipes, quarter pipes, wall rides, etc. Terrain Parks are currently categorized into 3 degrees of difficulty (beginner, intermediate and expert) just as the individual slopes are categorized.

Terrain Park development continued over the years until Buttermilk Mountain became one of the first areas to offer a top-to-bottom terrain park. Currently, terrain features exist on Teaser, Uncle Chuck's Glade, Jacob's Ladder, Government, Spruce, Midway and Red's Rover. The existing terrain park's upper section (Teaser to Chuck's to Jacob's) includes a series of intermediate/ advanced hits and rails. The lower section (Government to Spruce) contains the advanced/expert features as these are also those used for the ESPN Winter X Games. Beginner level features exist on Red Rover or Midway.

Most features are constructed from snow and some have earthen forms to lesson the snow requirements. The function, shape, purpose, placement and popularity of such features continually changes as trends change.

Ski and Snowboard School

The Ski and Snowboard Schools of Aspen offer a full range of on-mountain instructional programs in alpine skiing, snowboarding and telemark skiing.

Fort Frog

Fort Frog is a log façade structure located on No Problem trail and is used as a gathering spot for children's ski school activities such as Max the Moose races and picnics.



Existing Summer Programs and Uses

Although there are currently no formal Aspen Skiing Company on-mountain summer programs or uses other than maintenance and preparation activities related to the winter operation, there are a number of public and private activities that take place on Buttermilk Mountain. They include hiking, biking, horseback riding, mountain boarding, running and bike races, disc golf, alpine slide, bungee trampoline, photo and film shoots, concerts and other similar activities not specifically mentioned.

Buttermilk is a popular destination for summer recreationalists. Hiking and biking along the Government Trail and summer road draw residents and visitors alike. Only ASC authorized and U.S. Forest Service vehicles are allowed to access the Buttermilk summit.

Special Events

Private and public groups regularly request use of Buttermilk's facilities, including Bumps, the Cliffhouse and the parking lot, for special events. Weddings, biking and running races, dinners, picnics, bar mitzvahs, concerts, and commercial and photo shoots are examples of typical requests. These functions are currently applied for on an event-by-event basis by filing a temporary use permit application with Pitkin County. The volume of requests is very high since there is a lack of large public spaces in Aspen, but our ability to accommodate them has been limited given the nature of the temporary use permit application process.

Summer Base Area Programs and Uses

Existing base area programs and uses include:

- fruit stand
- concerts
- occasional special events at Bump's and in the parking lot
- Aspen Skiing Company meetings and corporate training events
- Job Fairs
- pre-season pass sales
- construction staging for on-mountain projects

The fruit stand, operating at the southern end of the main parking lot next to Highway 82, is a popular amenity that operates into the early fall. Fruits and vegetables from local farms are available to residents and visitors. The operator of the fruit stand is not associated with Aspen Skiing Company.

Employees

Aspen Skiing Company, along with the Aspen/Pitkin County Housing Office, has developed a labor schedule-based approach for calculating employees and associated employee generation requirements on ASC Mountains. This methodology had been used in the 1997 Aspen Highlands AF-SKI Master Plan and the 1997 Aspen Mountain AF-SKI Master Plan with regard to employee generation. Pitkin County formulated this approach for ASC mountains because employee related changes rarely generate new building area, which is the primary employee generation analysis tool use by the Housing Office.

Using ASC payroll data, the table below provides employment information for Buttermilk Mountain and compares annual employee hours for the 1997/98 fiscal year, a similar baseline used for the Aspen Mountain and Aspen Highlands Master Plans, to the annual employee hours of the recent completed 2007/08 fiscal year. The total number of labor hours by department is converted to Full Time Equivalents (FTE) by dividing total hours by 2,080 hours. This format was agreed upon by Pitkin County and ASC during the Aspen Mountain and Aspen Highlands master planning process because this format is auditable in the future.

A summary of the table below indicates:

- 1) Minor decreases in FTE's for Lift Operations, Ski Patrol, Ticket Sales, Guest Services, Lift Maintenance, Parking Lots, Ski School and General Administration.
- 2) Moderate decreases in Winter Trails, Ski School Administration, Café West (now closed) and Rental Shop.
- 3) Minor increases in Summer Trails, Vehicle Shop, Bumps Restaurant, Cliffhouse Restaurant and Mountain Photo.
- 4) Moderate increases in Snowmaking.
- 5) Significant increases in Powder Pandas and Terrain Park (a department that did not exist in 1997).

Many of the annual hourly labor decreases can be attributed to "downsizing", making operations more labor efficient and/or simply having difficulty filling positions.

The increase in Powder Pandas labor is a direct result of program popularity and expansion. The quality of the program, and its proximity to the primary bed-base in Aspen, are the primary reasons for this growth.

The Table below indicates the overall increase in employee generation at Buttermilk Mountain over the 10 year period has increased by 2.7% of 3.3 FTE's.

Table 12:
Employee Generation Analysis

Department	FY 96-97	FY 06-07	CHANGE	FTE
7120 - Lift Operations	28,487	26,708	-1,779	-0.9
7130 - Ski Patrol	14,994	13,161	-1,833	-0.9
7140 - Ticket Sales	9,840	8,556	-1,285	-0.6
7145 - Guest Services	4,287	3,681	-606	-0.3
7150 - Lift Maintenance	11,974	10,408	-1,566	-0.8
7155 - Snowmaking	6,853	10,502	3,649	1.8
7160 - Winter Trails Maintenance	7,175	4,459	-2,716	-1.3
7165 - Summer Trails Maintenance	2,168	3,022	854	0.4
7167 - Parking Lots and Roads	1,444	1,323	-121	-0.1
7170 - Vehicle Shop	6,542	7,251	709	0.3
7250 - Ski School	71,267	70,078	-1,189	-0.6
7260 - Ski School Administration	17,117	11,746	-5,371	-2.6
7280 - Powder Pandas SS Nursery	19,001	36,946	17,945	8.6
7300 - Cliffhouse Restaurant	10,630	11,741	1,111	0.5
7320 - Bumps Restaurant	21,420	22,238	818	0.4
Café West	4,357	-	-4,357	-2.1
7350 - Ski Rental Shop	18,670	12,834	-5,836	-2.8
7360 - Mountain Photography	1,972	2,211	239	0.1
7410 - Buttermilk Terrain Park	-	8,629	8,629	4.1
7900 - General & Administrative	2,080	1,705	-375	-0.2
Total	260,278	267,198	6,920	3.3

PROPOSED CONDITIONS

This section of the application describes the proposed facilities at Buttermilk in the following sections:

- Lifts
- Trails
- Ski Area Capacity Analysis
 1. Delivery Capacity
 2. Initial Lift Access
 3. Terrain Capacity
 4. Lift/Trail Capacity
- Snowmaking
- Utilities
- Restaurants and Buildings
- On-mountain Support Facilities
- Plan for Summit Facilities
- Winter On-Mountain Programs and Uses
- Summer On-Mountain Programs and Uses
- Powder Pandas addition
- Listing of Uses

Figure 2, "Buttermilk Ski Area: Proposed Conditions," shows the proposed trails, lifts, facilities, the USFS permit boundary, the patrol boundary and the extent of proposed snowmaking.

Lifts

Lift changes include increasing the capacity of Summit Express to 2,400 people per hour; removing Lower and Upper Tiehack lifts and installing a high-speed, detachable quad chairlift; and upgrading Panda Peak to a fixed grip quad chairlift.

The primary purpose for the Summit Express capacity increase is improved guest service by reducing lift lines. ASC strives to design lift capacities to maintain lift lines no longer than 10 minutes. Although such lift lines on the Summit Express currently only occur during peak periods, ASC will complete this capacity increase, at its discretion, at a time when it feels that guest service is compromised.

The primary purpose for the upgraded Tiehack lift offers an improved guest experience at the Tiehack area by reducing lift ride time. The existing Lower and Upper Tiehack lifts are proposed to be upgraded to a single high-speed four-person lift. The proposed new lift's capacity would remain at the same 1,200 people per hour of the existing lifts. Ride time will be reduced from 15 minutes to 7 minutes. This ride time reduction would attract more users to this area thereby reducing some congestion currently experienced in the Summit Express area of the mountain. The top terminal will also be lowered approximately 12 feet, providing an unload platform elevation similar to that of the existing Summit Express. Providing similar elevations will greatly improve user circulation at the Buttermilk Summit. This lift replacement was previously approved by two separate NEPA reviews. (See pages 9 and 11 for more information on these approvals.)

Once consolidated, the upgraded lifts would enhance the recreational experience for guests on NFS lands at Buttermilk Mountain by providing additional out-of-base access, more balanced traffic patterns across the mountain and expedited access to the top of the mountain through an accelerated lift ride time.

Table 13:
Proposed Lift Specifications

Name/Type	Length (feet)	Vertical Rise (feet)	Capacity (people/hr)	Ride Time (min)
Summit Express/ D4C	9,570	1,834	2,400	9.5
West Buttermilk Express/ D4C	5,740	1,170	1,800	6.0
Tiehack Express/ D4C	6,830	1,650	1,200	7.0
Panda Peak/ F4C	1,180	113	1,200	3.0
Ski School Lift/ Surface	407	35	415	1.5
Ski School Magic Carpet/ Surface	85	5	400	1.0
Upper Tow/ Surface	310	24	400	1.5
Nordic Jump Platter./Surface	540	150	300	2.0

Ski Area Capacity Analysis

Buttermilk Mountain has been analyzed utilizing the following four indicators of the ski area capacity: delivery capacity, initial lift access capacity, terrain capacity, and SAOT capacity. The capacity analysis shows that the delivery capacity would continue to be the limiting factor affecting capacity. This is less than the Forest Service's approved capacity of 4,000 daily skiers.

Table 14:
Proposed Ski Area Capacities

Capacity Indicator	Daily Capacity
Delivery Capacity	3,271
Initial Lift Access Capacity	3,925
Terrain Capacity	3,844
SAOT Capacity	4,000

Proposed Delivery Capacity Analysis

Skiers and guests would continue to arrive at Buttermilk Mountain in one of the following ways: from lodging adjacent to the base, from the skier shuttle or RFTA commuter service, from private buses, from private automobiles, or from being dropped off by auto, limo or private van. The parking capacity is calculated at 2.1 skiers per vehicle using survey data collected during the 1994/95 season. The Entrance to Aspen planning efforts call for a light rail system which may replace or supplement the skier shuttle service from Aspen. Due to the conceptual nature of the light rail system plans, this analysis does not incorporate those strategies.

Table 15:
Proposed Delivery Capacity

Access Mode	Skiers
Parking – 595 spaces @ 2.5 skiers/car*	1,487
RFTA Buses – 9 buses/hour, 6 x 44 skiers/bus x 3 hours	1,188
Drop-offs – private/public vans, limos, autos0	225
Buttermilk Bed Base	
Inn @ Aspen	223
Maroon Creek	128
Private Residences	20
Total Delivery Capacity	3,271

Parking spaces: 425 parking spaces in the Main lot (the number of HOV spaces will be determined in the future), 50 spaces at West Buttermilk and 120 spaces at Tiehack. Delivery capacity analysis does not include employee parking spaces at Inn at Aspen.

Initial Lift Access Capacity (ILAC)

The Summit Express lift will continue to serve as the primary access lift, and it is assumed that 50 percent of the skiers will utilize the capacity of this lift during the three-hour morning period. Both the Tiehack and West Buttermilk lift will continue to serve a minor roll in initial lift access due to parking constraints and remote access. The Summit Express lift serves as the primary access lift, and it is assumed that 60 percent of the skiers utilized the capacity of this lift during the three-hour morning period.

Table 16:
Proposed Initial Lift Access Capacity

Lift	Access	Skiers
Summit Express	@2,400 skiers/hour or 6,000 skiers/2.5 hours with 60% access and 0.95 L.E.F.	3,420
Tiehack	@1,200 skiers/hour or 3,000 skiers/2.5 hours with 25% access and 0.95 L.E.F.*	712
West Buttermilk Express	@900 skiers/hour or 2,250 skiers/2.5 hours with 15% access and 0.95 L.E.F.*	320
Total Initial Lift Access		4,452

*adjusted to delivery capacity constraint

Proposed Terrain Capacity

ASC has historically maintained low trail densities to offer the high quality of skiing expected by destination guests. The following trail capacities are based on acceptable trail densities. Buttermilk Mountain offers a lower number of skiers per acre within the skiable terrain than most other ski areas in the region. Buttermilk Mountain has a proposed average of approximately 8 skiers per acre.

No major terrain expansion is anticipated from that which currently exists and is described in the existing conditions sections of the Master Plan.



The following table provides total area of proposed ski terrain by ability level and the total proposed terrain capacity for each ability level calculated by the planned skier density by ability level.

Table 17:
Proposed Terrain Capacity by Ability Level

Ability Level	Area (acre)	Skiers/Acre	Total Terrain Capacity
Beginner	107.5	12	1,290.0
Intermediate	246.2	8	1,969.6
Advanced	116.9	5	584.5
Trail Capacity	470.6		3,844.1

Proposed SAOT Capacity

Pod analysis compares the uphill capacity of each lift on the mountain to the terrain that it serves. The purpose of this exercise is twofold: to ensure that a reasonable balance exists between lift and trail capacity, and to calculate the daily capacity of the mountain to allow informed planning for other, ancillary support services. Capacities are expressed as SAOT and are based upon trip interval and lift utilization. Lift lines are planned to allow access in less than 10 minutes for all skiers. The authorized SAOT capacity for Buttermilk will continue to be 4,000.

Snowmaking

Proposed Terrain Coverage

The purpose for upgrading and expanding the snowmaking system offers an improved guest experience by providing superior top-to-bottom snow condition early in the season, and/or during lean snow years. The system improvements will also allow snow coverage in specific problem areas while utilizing more state-of-the-art technology to achieve a higher level of operational efficiency, i.e. to produce more snow by the same critical coverage dates, in a more energy efficient and less costly manner.

The primary system additions include:

1. Snowmaking lines and hydrants described in the table below
2. On-Mountain water storage ponds
3. An on-mountain booster pump station

The existing system was adequate for the original two-lift system to the top of the mountain. Replacing those lifts with the Summit Express essentially eliminated the Midway drop-off area. Now, even with adequate snowmaking facilities on the lower half of the mountain, it is conceivable that satisfactory early season openings are in jeopardy should there ever be inadequate natural snow on the top of the mountain.

Also, in the past 7 years terrain parks have become significantly in demand by Aspen Skiing Company's guests and a wildly popularity mountain amenity at every resort in the country. Buttermilk Mountain has gained significant notoriety (not only as the Winter X Games host) because of the Crazy Train top to bottom Terrain Park. Many of the features of this park require some additional man made snow (especially in early season) and currently exist above the upper most reaches of the existing snowmaking system. The additional snowmaking will make it possible to offer these features consistently to maintain Buttermilk's current reputation as a premier "Free Ride" destination.

It should be stressed that this snowmaking system addition will not change the rate at which water is drawn for the source on Maroon Creek. The inclusion of the storage ponds into the snowmaking system and into this proposal make this possible.

To augment Buttermilk's existing snowmaking, ASC proposes additional snowmaking on 10 trails (see Table 13) to provide guaranteed coverage to maintain acceptable snow conditions on areas of the trail network receiving high skier use, on connector ski trails and the terrain parks. Existing and proposed snowmaking coverage is provided below.

Table 18:
Proposed Snowmaking Coverage

Trail	Coverage Area (acre)
Existing	119
Proposed Snowmaking	
Homestead Road	3.8
Upper Savio	26.5
Upper and Lower Ridge	12.7
Upper Westward Ho	14.2
Jacob's Ladder	7.5
Tom's Thumb	2.3
Teaser	4.5
Uncle Chuck's Glade	5.1
Tiehack Parkway	16.8
Racer's Edge	9.4
<i>Total Proposed Snowmaking</i>	<i>102.8</i>
Total Snowmaking	221.8

Snowmaking Storage Reservoirs

In order to provide for Buttermilk Mountain's existing and proposed snowmaking needs, additional storage is needed to enhance early-season operational flexibility by maximizing snowmaking production during cold periods when weather conditions are optimal. On-mountain water storage also minimizes instantaneous drawdown on the creek. In order to develop storage, two snowmaking storage ponds are proposed, located near the existing compressor building on the west side of Homestead Road. Two natural depressions in this location provide a viable setting to develop additional storage. Storage at the upper depression would be developed by constructing an off-channel earthen embankment dam approximately 20 feet in height. The lower pond would be constructed by excavating material from the existing natural depression. Material excavated from the lower depression would be used to construct the upper earthen embankment dam. The dam would be a jurisdictional dam under State of Colorado Dam Safety Regulations. The water would be pumped into the ponds from Buttermilk's diversion point on Maroon Creek via the snowmaking system. The ponds would provide approximately 4.8 million gallons (15.7 acre-feet) of water storage for the Buttermilk Mountain snowmaking system.

An additional pump station will maximize the use of the stored water and will be situated on Private Lands near the existing Snowmaking Control Building. Further detail occurs in a later section of this Master Plan.

On Mountain Facilities

Proposed upgrades to on-mountain facilities have been referenced in previous planning documents and environmental analyses. The following describes each facility in greater detail.

Lift Maintenance Facility

The purpose for the proposed Lift Maintenance Facility (LMF) on the upper part of the mountain is to improve lift maintenance efficiency. Buttermilk Mountain conducts a portion of lift maintenance practices in the old West Buttermilk Motor Room, but does not have a specified LMF near the summit. A summit based LMF would be located approximately 600 feet northeast of West Buttermilk Express top terminal, between *Tom's Thumb* trail and Westward Ho trail. The 3,000 square foot LMF will include a 0.5 acre shop yard with a 30-foot paved apron to provide maintenance services near the top (drive) terminals of the West Buttermilk Express, Summit Express, and Tiehack Express detachable lifts, which require on-going and scheduled annual maintenance. A key component of the maintenance is the continuous Non-Destructive Testing (NDT), a form of x-ray testing, for the grip mechanisms of the detachable lifts.

The proposed LMF would utilize water from the water storage tank northeast of the West Buttermilk top terminal on skier's right of *Tom's Thumb* ski trail. Wastewater would either be treated via construction of an on-site septic system or connected to the Cliffhouse Restaurant septic system. Power would be supplied from the existing mountain road line that extends to the West Buttermilk top terminal.

On Mountain Vehicle Maintenance Facility

The Vehicle Maintenance Facility (VMF) currently at the base of Buttermilk will be relocated to a mid-mountain location (near the existing Snowmaking Control Building) on private lands.

The VMF will be approximately 6,000 square feet and serve primarily for snowcat maintenance allowing the existing facility at the base to service wheeled vehicles.

A more detailed description of the VMF will become available at the time which a Building Permit Application is submitted.

Snowmaking Pumphouse and/or Control Building Addition

The snowmaking system additions will require an additional on-mountain pumping station to utilize the water stored in the ponds and boost this water the upper mountain. This Pumphouse will be a separate 1,000 square foot structure near the existing Control Building. The Control Building and Proposed Pumphouse exist on Private Lands and not USFS Lands.

A more detailed description of the Pump Station will become available at the time which a Building Permit Application is submitted.

Summit Grading Plan

The purpose of the Summit Grading Plan is to improve traffic flow on the Buttermilk Summit, making it more convenient to circulate between all lifts, all slopes and the restaurant. The grading intends make the unload platforms of the Summit Express and the proposed Tiehack Express lifts the same elevation. The current unload platform of the Tiehack lift is 14.6 feet that that of the Summit express. (This grading is also referred to in the Tiehack lift replacement description, earlier in this document.) To accomplish this, the summit area will be graded to the elevation of the existing unload area of the Summit Express -- 9,712 feet. The existing summit elevation, at the existing Tiehack Lift motor room, is 9,726.6 feet. The entire area of disturbance will cover approximately six acres and involves approximately 8,000 cubic yards of cut and fill. The overall grading plan balances cut and fill quantities and will not require material export.

Replace Patrol Headquarters Building

As part of the Summit Regrading, the existing Patrol Headquarters will be removed since it currently exists on the area that will be regraded. A replacement building will be constructed approximately the same location on the new grade. The new Patrol Headquarters building will be approximately the same size as the existing 1,186 square foot facility. The new building will comply with the USFS guidelines set forth in the Built Environment Image Guide (BEIG).

Nordic Jump Venue

A Nordic jump venue is proposed to be constructed between the lower portions of *Racer's Edge* and *Javelin* trails on the Tiehack side of Buttermilk Mountain. The venue would consist of three permanent jump structures, measuring 65 meters (m), 38 m and 15 m; two seasonal, beginner jumps measuring 5 m and 10 m constructed entirely of snow; a coaching/judging platform; a surface lift; and an access road.

The jump venue would only operate in the winter season during daylight hours (i.e., no lighting and summer use is proposed), but may be open after normal ski area operating hours, since it will be operated by AVSC. Anticipating the participation in the Aspen Valley, up to 10 athletes would use the venue for training and competitions. This user group would be expected to grow to as many as 30 athletes as the sport attracts greater attention in the Valley.

The 65 m and 38 m jumps would consist of a raised structure 18 feet wide at the top where the athlete loads, and 10 feet wide at the jump track. Athletes would access the in-run (jump structure) via a zigzag staircase at the top of the jump. A concrete foundation would be required at the base of each piling of the jump. The 65 m jump structure would be approximately 220 feet in length and 55 feet tall at its highest point. The 38 m structure would be approximately 120 feet in length and 15 feet tall at its highest point. The 15 m jump start/in-run ramp would be constructed by regrading the existing terrain. For training and competition, an elevated coaching platform/judging tower would be constructed on Private Lands measuring approximately 20 ft tall in a central location for viewing all three jumps.

The jump venue would be serviced by one 540 foot long "platter" surface lift to provide repeat use of the jumps by the athletes. Approximately 180 feet of the surface lift would be located on NFS lands (refer to the attached site plan). The platter surface lift would be constructed and managed to comply with Colorado Passenger Tramway Safety Board (CPTSB) rules and regulations. The lift is located in a central position to all jumps; athletes would hike from the top of this lift to the jump locations. Furthermore, athletes using the 65 m jump would contour from the top of the surface lift to the jump structure and walk beneath to the staircase.

There has not been a local jumping venue in the Aspen Valley since the Willoughby jump was removed from the base of Aspen Mountain. Therefore, athletes must travel out of the valley to train and compete, and the nearest jumping venue is in Steamboat Springs on Howelson Hill, which is nationally recognized for its Nordic jumping programs. Therefore, there is an identified need for a Nordic jump training and competition venue for AVSC youth programs and competitors in the Aspen Valley, who currently travel out of valley to train and compete. Additionally, a Nordic jump venue would broaden the variety of winter sports activities offered at Buttermilk.

Coupled with the Alpine Training Center, the freestyle venue and pipe and park features, Nordic jumping will enhance Buttermilk's image as a mountain for all winter sports athletes.

Utilities

The purpose for the utilities upgrades is to improve the deteriorating (or add non-existing) utility services. The intent is to consolidate resource disturbance by combining the majority of the on-mountain utilities in a common “utility corridor”, from base to summit, where the primary existing utilities currently run. The conditions proposed in this Master Plan require multiple upgrades to existing on-mountain utilities. Some of the proposed upgrades to existing utilities will be undertaken by the public utilities themselves through a separate permitting process, while other utility upgrades will be taken on by Aspen Skiing Company. This proposed utility corridor could be as wide as 50 feet. Some utilities may share a common trench while other may require separate trenches within the corridor.

Electric Lines

Generally, Holy Cross Energy's transmission lines have a life expectancy of 20 years and upgrades take place on the mountain as necessary. The energy supply facilities to the summit may require upgrades to supply adequate power for the new Tiehack Express, and the upgraded Cliffhouse restaurant.

Telephone

Existing telephone lines also deteriorate over time. The existing 200 pair telephone trunk line will be replaced with a 400 pair line installed in the existing utility corridor. This will also supply the necessary upgraded telephone and computer service to the Cliffhouse.

Domestic Water

Domestic water supply to the Cliffhouse will be upgraded to supply a peak demand of 8,000 gallons per day. This will require new pumping stations, and a new 2" water line to supply water to the existing 20,000-gallon storage facility near the top of West Buttermilk. The condition of the underground storage tanks will be evaluated at that time and replaced as necessary. Additional water storage may also be necessary for fire suppression needs of an upgraded restaurant facility.

Aspen Skiing Company will retain the option to either upgrade the Lover's Lane wells and pumping facility or tap into the City of Aspen water system to supply the additional water service needed at the summit.

If the option to tap into the city's water system is exercised, Aspen Skiing Company will tie in directly below the city's water storage tank on Buttermilk Mountain (just below the Snowmaking Control Building). Through a previous agreement between the City of Aspen and Aspen Skiing Company to provide a site for this storage tank within the ski area permit boundary, the City of Aspen will waive all water tap fees if this option is used.

The primary water system for Cafe West will remain unchanged, and will be upgraded as necessary. Additional domestic water will be supplied to the Snowmaking Control Building, which currently does not have water or sewer facilities.

Sanitary Sewer

Installing a 6" PVC sewer line as part of the utility corridor will provide sanitary sewer service for the Cliffhouse. Manholes and/or clean-outs will be installed every 300 feet. This line will adequately accommodate the estimated 60-gallon per minute peak flows from the restaurant. This sewer main will connect to the Aspen Consolidated Sanitation District's sanitation system.

The septic tank/leach field system at Cafe West will remain in place and will be upgraded as necessary until a cost-effective option to tap into a District sanitary sewer line is available in the West Buttermilk area. The Snowmaking Control Building sewer line will also connect to this main sewer line.

Natural Gas

The natural gas line to the summit will also require replacement. The existing line has limited capacity and shows signs of deterioration. The new gas line will be installed in conjunction with other utility corridor construction.

Snowmaking

All related proposed underground snowmaking utilities are identified in the "Proposed Snowmaking" portion of this document.

On-Mountain Fuel Storage

On-Mountain fuel storage will be required in conjunction with the new VMF. Approximately 60,000 gallons of diesel fuel, and 1,000 gallons of gasoline, are required to accommodate snowgrooming and

snowmobile needs during the winter. All installations will comply with State of Colorado fuel storage regulations. Details of on-mountain fuel storage will be provided as a separate development permit.

Restaurants

Buttermilk Mountain is served by two restaurants: Bumps at the base area and the Cliffhouse at the summit. Both restaurants have both indoor and outdoor seating and operate every day of the winter season. Additionally, Bumps and the Cliffhouse occasionally host special events. Future plans for each of these facilities are discussed in this section.

Bumps

Bumps will provide food service while the lifts are operating. It may also be open, as a use by right, during normal summer operations hours.

Bumps is often requested for events and activities during times other than during ski season. For example, during the past five years, the following events and activities been granted temporary use permits:

- Food service associated with the Food and Wine Classic
- Wedding receptions
- Fund raising dinners (example: Aspen Art Museum, AVSC)
- ASC use of the kitchen during hotel remodels
- Award ceremonies for bike races, running races, etc.
- Overflow meeting space for the Inn at Aspen
- RFTA training sessions

It is proposed that Bumps accommodate such events as necessary in the off-season. The ability to accommodate these events will give the Buttermilk Mountain Manager and other ASC staff flexibility in granting requests to use Bumps for special events. Additionally, it will make more efficient the Pitkin County review process by a voiding a separate special use permit for each and every special event. These event sizes will be limited to Bumps' legal occupancy limit.

Review of the previous temporary use permits for special events at Bumps shows that Pitkin County has regularly approved such events under the following conditions:

- Fire access to and emergency egress from Bumps will remain open and unobstructed for the duration of each event.
- The Inn at Aspen and the West Buttermilk Homeowners Association will be notified in advance of any events exceeding 100 guests.
- Event capacity, including staff and guests, will not exceed the posted capacity limits.
- Aspen Skiing Company's insurance covers liability issues relative to use of Bumps.
- Parking will be contained in the main Buttermilk parking lot. Employee and guest parking will not be allowed on West Buttermilk Road.
- Bumps will maintain current Colorado Food Service and Liquor Licenses.

Any special events held at Bumps will continue to adhere to these conditions.

Café West

Café West currently does not function as a food service facility but simply as warming hut for guests who use the West Buttermilk side of the mountain. However, now that the West Buttermilk chair has been replaced with a detachable lift, the demand for services at Café West is expected to once again be necessary and perhaps increase. A building size increase of 1000 square feet (and some increased seating capacity) is proposed as part of this Master Plan in the event that demand exceeds capacity.

Cliffhouse

The Plan proposes to remodel the existing Cliffhouse Restaurant and/or replace the existing aging structure which is energy inefficient. A new restaurant building would be oriented to maximize the views of the Maroon Creek valley but the design and orientation will ensure that Forest Service standards and guidelines for visual quality from the Maroon Creek valley are maintained. The structure will also comply with USFS B.E.I.G. guidelines.

The new Cliffhouse restaurant would be constructed in the same general location. The remodel or rebuild is intended to provide an improved guest service through enhanced restaurant cooking/servery operations, a more practical floor plan and modernized appliances.

If a new building is constructed it may include ski patrol facilities and an environmental awareness/interpretive exhibit (per USFS Decision Notice and Finding of No Significant Impact for the

Tiehack Ski Area Short-term Improvements Proposal, September 29, 1994). This upgrade will modernize utility and communication service for mountain operations and improve public safety.

The Cliffhouse will operate during normal summer operating hours as a use by right. This use has been permitted by the US Forest Service (1994 Decision Notice and Finding of No Significant Impact) during Summit Express operational hours. In addition, in order to retain the flexibility to accommodate events such as weddings and bar mitzvahs that typically take place in the late afternoon, we request the right to use the Cliffhouse later in the summer for these events. Similar to Cliffhouse events in the past, guest parking will be limited to the base of Buttermilk, with shuttles taking visitors to the top and transporting them down. Or, attendees can ride the Summit Express chairlift to the Cliffhouse during normal summer operating hours. The number of attendees will be limited to the Cliffhouse's legal occupancy limit.

Powder Pandas Expansion

It is proposed to add a 1,250 square foot addition to the existing Powder Pandas 2,500 square foot facility in the Buttermilk Base Area. In September, 2001, the Pitkin County Board of County Commissioners passed Resolution 172-2001, authorizing the construction of the existing Powder Pandas facility in the Base Area to replace the aging and inadequately sized facility at the Pfeifer House (currently the Jim Crown residence.) This facility is a temporary facility and intended to provide an interim solution to the pre-school aged ski school needs until a new facility can be constructed as part of a future proposed Buttermilk Base Area Redevelopment.

Since 2001, the popularity of the Powder Pandas program has increased dramatically. The quality of the program, and its proximity to the primary bed-base in Aspen, are the primary reasons for this growth. The existing facility currently is not able to adequately meet the demand and needs of our resort guests with the quality of service they deserve.

This modular addition to the existing facility is still intended to provide an interim solution, to meet the needs of the winter time guests to the Aspen Community, until a permanent facility is available. Unfortunately, the time required to complete development proposals and continue through the Land Use Approval, that would include such a permanent facility could be as long as 2 to 5 years.

Winter On-Mountain Programs and Uses

The following existing Winter On-Mountain programs and uses will continue as part of the proposed conditions:

- Skiing, Snowboarding and other snow riding activities
- Ski and Snowboard lessons – group and private
- Ski, Snowboard and other on snow competitions
- Snow Tubing and/or future appropriate snow riding innovations
- Hiking, Snowshoeing and other uphill recreation
- Environmental/Nature Tours
- Educational Programs
- Interpretive Signage
- Special Events
- Terrain Park and Half-Pipe development and activity

Terrain Parks have become a major necessity for any major destination resort. Marketing surveys indicate that the quality/expanse of an area's terrain park are significant deciding factors for a guest's winter vacation decision. As a result, free riding, free-style skiing and snowboarding have become a mainstay at any mountain resort. Free Ride and Terrain Park features include: hits (jumps), table tops, rails, boxes, halfpipes, quarter pipes, wall rides, etc. Terrain Parks are currently categorized into 3 degrees of difficulty (beginner, intermediate and expert) just as the individual slopes are categorized.

Most of the existing features are constructed from snow and some have earthen forms to lesson the snow requirements. These currently exist on Teaser, Uncle Chuck's Glade, Jacob's Ladder, Government, Spruce, Midway and Red's Rover. Although there are no specific changes identified in this Master Plan, the function, shape, purpose, placement and

popularity of such features will continually change as trends, and the needs of the guest, needs warrant.

In some instances, terrain features are created by moving some earth, reducing the need for excessive machine made snow. Such changes will require USFS approval for each specific project. Additional approval will be required for Pitkin County as prescribed by the earthmoving permit application and review process.

- Nordic Skiing and Jumping

The Government Trail (Brush Creek Trail) traverses the Buttermilk Ski Area. Aspen Skiing Company will continue to manage the ski area to accommodate Nordic skiing on the Government Trail as it crosses the ski area. Some Nordic skiers park at West Buttermilk to Nordic ski west of the ski area. Pitkin County Resolution requires the West Buttermilk portal to remain available to Nordic skiing. Aspen Skiing Company will continue to make provisions for Nordic skiing to the west of the Buttermilk Ski Area permit area.

A Nordic jump venue is proposed to be constructed between the lower portions of *Racer's Edge* and *Javelin* trails on the Tiehack side of Buttermilk Mountain. There is an identified need for a Nordic jump training and competition venue for AVSC youth programs and competitors in the Aspen Valley, who currently travel out of valley to train and compete. Additionally, a Nordic jump venue would broaden the variety of winter sports activities offered at Buttermilk.

Additional Winter On-Mountain Uses are listed in the "Permitted Uses" section.

Summer On-Mountain Programs and Uses

Buttermilk has proven to be a popular outdoor destination all year. Hiking and mountain biking at Buttermilk along the Government trail and the summer road are favorite summer activities for many locals, and the periodic community concerts and special events at Bumps, the base area, and the Cliffhouse have been well received by the community.

Buttermilk is an ideal location for summer activities and events. The connection to Highway 82 and the regional transit system and trail network, in addition to plenty of parking, make for easy access. Bumps, the rental and retail outlets, and lodging at the adjacent Inn at Aspen, would provide the necessary services to support summer activities.

All hiking, biking and horseback riding activities are proposed to continue using the existing mountain roads and/or the Government Trail. Currently there exists no significant user conflicts for these multiple trail uses and, therefore, no new trail development is proposed in this Mountain Master Plan Amendment. However, the continued and future public participation in these activities will be monitored for potential use conflicts. If such conflicts are determined to be significant, then additional trail development will be proposed and subject additional review as necessary.

More specifically, the proposed horseback trail offering will include a "Short Ride" and a "Long Ride". The Short Ride uses the existing roads known as the Oregon Trail and the Sterner Catwalk on the lower mountain between Main Buttermilk and the Tiehack side of the mountain. The Long Ride uses the upper mountain roads, with an existing "cattle grazing trail" connection between Main Buttermilk and Tiehack side, to the summit and back. These trail routes will change periodically as needs dictate but will still use only existing trails and roads.

Generally, summer operations are expected to occur during daylight hours from on or about June 20th through September 30th. The following programs are intended to broaden the range of activities offered at the Buttermilk Ski Area during the summer:

- Lift served and non-lift served Mountain Biking and Hiking
- Summit Express operation for access to Cliffhouse activities
- Rental/retail operations at the Base Area and/or the Cliffhouse

- Children's day care
- Children's Summer Camp activities including outdoor education, sports/athletics, and arts/crafts
- Horseback trail rides
- Fruit Stands, Farmer's Market and other retail opportunities
- Special events at Bumps
- Concerts, Performances and Competitions



LISTING OF PERMITTED USES

The following listing of uses shall serve as a guide for the administration of the zoning process for the lands within the Buttermilk "AF-SKI" Zone Boundary.

The uses are divided into the following three categories:

- Activities and uses allowed all year;
- Activities and uses allowed during the traditional winter ski season;
- Activities and uses which are allowed by further review

Activities and Uses Allowed All Year

Activities which are allowed all year are those uses which are typically associated with the year-round recreational use of the mountain and have little or no environmental and service related impacts.

Refer to the Buttermilk Mountain Master Plan illustration (Figure 2, Proposed Conditions) which shows locations of buildings, lifts, ski terrain, catwalks and utility corridors. Permanent uses allowed by right year round include the following:

1. All existing uses and activities.
2. General maintenance activities normally associated with the operation of the recreation area including but not limited to:
 - a) Construction of new ski lift facilities as shown on the plan as well as lift renovation, relocation, upgrading and maintenance to the extent there is no significant increase in either the bulk of the top or bottom terminals or that there is no increase in ski area capacity as a result of such work beyond the ski area capacity identified in the Master Plan.
 - b) Removal of lifts.
 - c) All ski trail work including grading, clearing, glading, fine grooming, revegetation and other such activities normally associated with the construction, maintenance and improvement of trails.

- d) Construction of terrain parks, terrain features, Nordic jump structures and ancillary snowmaking.
 - e) All hiking, biking and equestrian trail work including grading, clearing, glading, fine grooming, revegetation and other such activities normally associated with the construction, maintenance and improvement of trails.
3. General maintenance and construction and reconstruction and renovation of mountain buildings, subject to local building permit regulations.
 4. Construction of the utility trenches as needed for the repair and maintenance of all utility and snowmaking systems.
 5. Maintenance of all mountain facilities.
 6. Extension of snowmaking terrain depicted in the Plan.
 7. Grazing on Forest Service lands when allowed by Special Use Permits through the Forest Service.
 8. Hunting on Forest Service lands where and when allowed by governing state, federal and local authorities.
 9. Hiking, biking, horseback riding on mountain roads and trails and other recreational endeavors on federal, state and locally controlled areas, except when prohibited due to on-mountain construction.
 10. Water lines, water treatment facilities, sewer lines, compressed air lines and other such utilities required for the operation of existing snowmaking machinery, restaurants and other such facilities in the area.
 11. Existing access roads for maintenance and construction of facilities within the ski area.
 12. Fuel farms.

13. High explosives storage including construction of the Powder Mixing and Storage Magazine Facility.
14. Communication transmission sites.
15. Aspen Skiing Company offices.
16. Picnics.
17. Modifications, renovations, upgrading and/or the demolition and reconstruction of existing restaurant facilities.
18. Tube, lattice and other types of lift towers needed to achieve optimum lift operations..
19. Expansions of any individual building on the mountain other than restaurants and lift top and bottom drive terminals by 10 % or 2,000 square feet, whichever is less.
20. New or replacement top and bottom drive and return stations and lift operator cabins.
21. Annual maintenance and or replacement of lift machinery and systems as long as such work does not significantly result in change to the lift's capacity, alignment or length.
22. Snowboarding, snowshoeing and skiing, both Nordic and Alpine.
23. Storage of ski area equipment and construction staging.
24. Special events including weddings, concerts, children's activities, private parties, worship services and other group activities and social events.
25. Guided and self guided environmental tours.
26. Accessory recreational facilities and structures designed to support specific recreational endeavors.
27. Operation of the mountain restaurants.

28. Operation of the Powder Pandas children's center.
29. Information shelters and cookie stands on the mountain.
30. Parking lot use through continued agreements –county owned lands.
31. Overnight truck parking.
32. Rental and sales of recreational equipment and goods.
33. Night operations of the Summit Express Lift.
34. Night operations of the Cliffhouse restaurant until 12:00 a.m.

Uses Allowed by Right During the Traditional Winter Season or During the Preparation for the Opening of the Ski Area.

Uses and activities allowed during the traditional winter season or during the preparation for the opening of the ski area are set by the adoption of this plan.

"Activities which are allowed during the traditional winter season are those uses which provide basic support services for mountain operations and have little or no environmental and service related impacts"

1. Ski/Snowboard School and toddler skiing activities including meeting areas and structures.
2. Restaurants, including indoor and outdoor eating and drinking establishments.
3. Places for retailing of goods in support of mountain operations.
4. Personal service outlet including minor equipment repair activities in support of mountain operation.
5. Public restrooms.

6. Lift operation of all lifts shown and described in accompanying plan.
7. Trails operation on all trails shown and described in accompanying plan.
8. Existing accessory buildings including, but not limited to patrol stations, warming huts, equipment storage buildings and lift operator huts. Replacement of such buildings.
9. Indoor recreational facilities including but not limited to video games and table games.
10. Ticket sales areas.
11. Snowboarding, skiing, and snowshoeing.
12. Snowmaking in areas depicted on Figure insert.
13. Avalanche control work accomplished by the use of high explosives.
14. Snow grooming including, but not limited to, rolling, tilling, compaction, cutting, dozing and relocating.
15. Outdoor recreational uses and facilities set in a natural environment including but not limited to ski racing, free-style contests, Nordic jumping and other such organized special events utilizing amplified public address systems.
16. Establishment of lift opening times, trail closures, grooming schedules, snowmaking efforts and other on-going mountain management issues.
17. Professionally guided fee based tours.
18. Guided environmental tours.
19. Guided skiing tours within and outside the ski area permit boundary.
20. Private dining ski clubs on the private lands located on the mountain.

21. Professional and amateur ski racing, freeriding and Nordic events.

Uses allowed by special review

1. Special on mountain events designed to host more than 500 people at one time.
2. Special summer attractions including: hang gliding, zip line, commercial jeeping, and commercial mountain biking.
3. Overnight accommodations which are tied to the operation of the mountain and do not involve private vehicular access.
4. New shelters or restaurant facilities not identified on the current plan submission.

BUTTERMILK MOUNTAIN MASTER DEVELOPMENT PLAN

ACCEPTED BY:

**MARIBETH GUSTAFSON
FOREST SUPERVISOR
WHITE RIVER NATIONAL FOREST**

DATE

BUTTERMILK

BUTTERMILK MOUNTAIN PROPOSED SKI AREA IMPROVEMENTS

LEGEND

-  Existing Lifts
-  Paved Roads
-  Mountain Access Roads
-  Occasional Access
-  Existing Buildings
-  Existing Snowmaking
-  SUP Boundary
-  Private Lands (ASC)
-  Existing Maintenance Facility
-  Existing Horse Corral

Project Components

-  Lifts to be Removed
-  Proposed Lifts
-  Proposed Snowmaking Ponds
-  Proposed Snowmaking
-  Horse Trail (short loop)
-  Horse Trail (long loop)
-  Proposed Utilities
-  Proposed Stream Armoring
-  Proposed Lift Maintenance Facility
-  Proposed Terrain Park Overpass
-  Proposed Grading on Uncle Chuck's Glade
-  Proposed Nordic Jump Venue

0 300 600 1,200 1,800 Feet

Date: 05.05.2008
Photography: 9/2006
Created By: TW

Prepared By:  S E G R O U P