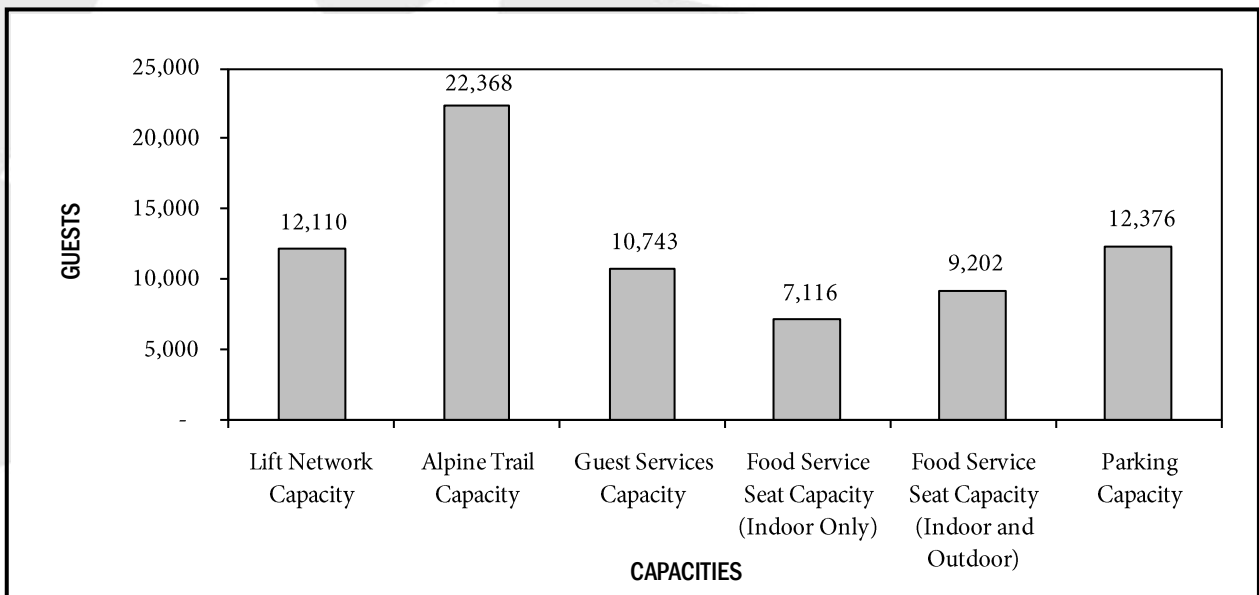


L. BALANCE OF FACILITIES

The overall balance of the existing ski area is evaluated by calculating the capacities of the resort's various facilities and comparing those facilities to the resort's CCC. The above discussed capacities are shown in the following chart.

**Chart 4-3:
Resort Balance – Existing Conditions**



As the above chart indicates, the existing resort needs to achieve an improved balance of support facilities, i.e., guest services, restaurant seating and parking. Guest service space is recognized as a specific constraint at Keystone, with existing facilities falling short of accommodating the existing resort capacity.

The restaurant seating capacity for only the indoor seating is significantly lower than the existing CCC of 12,110; even with the inclusion of all of the outdoor seating, the seating capacity is only 9,202 guests per day, a number still lower than existing CCC of 12,110.

M. OPERATIONS & INFRASTRUCTURE

Existing infrastructure is depicted on Figure 4.5.

1. Ski Patrol/First Aid

Ski patrol headquarters (PHQ) is currently located at the Summit House and contains lockers, dispatch and offices. The Keystone Medical Center at Mountain House is used to treat and transfer injured people coming to the bottom of the mountain. Two additional small buildings are located at the top of North Peak and The Outback where patrollers can get quick access to any injured guests. Ideally, patrollers would be located so that they can quickly and easily access any injured guest by simply skiing to them.

2. Maintenance Facilities

The existing maintenance shop is located at the Mountain House base area. Its current location provides convenient access for workers; however, it is an extremely long snowmobile or snowcat drive from the Mountain House base area to North Peak and the Outback. Relocating the maintenance shop closer to the center of the resort, while remaining out of the public's view, is desirable from an operational, environmental and financial perspective:

- It would save time as well as fuel when groomers are moving between the maintenance shop and their assigned grooming areas.
- It would minimize the instances of groomer “dead-heading” – i.e., driving back to the maintenance shop after a shift on terrain that has already been groomed or that does not need to be groomed.
- It would avoid driving through the night skiing area altogether, thus avoiding interaction with night skiers/riders.

3. Utilities

The existing utilities that supply water, sewer, gas, power, fuel storage, and communications to on-mountain facilities, including restaurants, lifts, duty stations, and snowmaking (discussed above) are adequately sized and include sufficient supply loads. Further, existing capacities sufficiently cover peak days. Xcel Energy provides electric power and gas, and the Snake River Water and Sanitation District provides sewer service. Water and fuel storage are discussed below in greater detail.

a. Fuel Storage

Keystone maintains 27 fuel storage tanks across public and private lands – 10 are underground and 17 are above-ground. Twenty-one of these tanks store diesel fuel, four store unleaded gasoline, and two store used oil. Tanks range in size from 56 gallons (e.g., the Argentine and A-51 lift backup generators) to 10,000 gallons (e.g., Keystone Gulch Refueling Area and Keystone Vehicle Maintenance Shop). Total fuel storage is 56,082 gallons.

Within Keystone's SUP area, tanks exist at the general following locations:

- Control Building 2 (CB2) at the base of the Ruby Express
- Upper and lower terminals of lifts throughout the SUP area
- The Outpost Restaurant
- The top of Dercum Mountain

Outside of the SUP area, tanks exist at the following areas:

- The Vehicle Maintenance Shop
- Keystone Lodge
- River Run Gondola Base
- River Course Maintenance Shop
- Ranch Golf Maintenance

Keystone's Spill Prevention Control and Countermeasure Plan (SPCCP) was updated in 2007. The SPCCP was done by Braun Environmental, Inc and certified by Charles A. Braun, Professional Engineer.

b. Power

Electrical power for all mountain operations at Keystone originates from a single meter located near the Sagebrush Employee Housing complex at the base of Dercum Mountain.

The entire distribution network of cables (40,000 feet) is buried and forms a loop system for reliability. All the equipment is pad-mounted on the surface. The majority of the system was installed in 2003 and is operating at 65 percent of capacity. A web-based monitoring system tracks the resort's electricity demand and consumption.

The typical maximum load of 13 megawatts occurs during the months of November through January. Snowmaking operations are a major source of the energy consumption during this time. The remainder of the winter months' energy consumption average roughly 4.5 megawatts. The off-season months average 1.2 megawatts of energy consumption.

The existing equipment consist of two primary metering cabinets, 52 transformers and 13 switches that supply electricity to: two gondolas; eleven chairlifts; three restaurants; three snowmaking plants; one snowmaking pumping station; and a variety of small facilities and surface lifts located across the mountain.

The highest priority for improving the distribution system would be to install 10,000 feet of 25kv cable and required pad-mount equipment from Control Building (CB) III to the summit of the Outback. The existing radial 480-volt cable, originating from the same location, is a very poor installation and cannot supply any additional load. In the event of a failure during winter season, facilities located on the summit would be without power indefinitely.

c. Sewer & Water

Summit House

The Summit House water system was built in 1970 and has been upgraded and modified over the years to meet increasing demands. The system consists of two wells – approximately 290 feet deep – with submersible pumps, two 25,000-gallon buried steel water tanks, a 13-foot by 26-foot concrete pump house, two 10 hp centrifugal pumps, a 2,100-gallon pressure tank with accessories and controls, hypochlorination, and post disinfection. In addition, a fire pump with both an electric motor and diesel drive is contained in the pump house. The operating season is from November through April for the winter season and June through September for the summer season.

The wastewater system includes four 5,000 gallon septic tanks, a leach field (installed in 1983), and a sewage lagoon with a system flow of 0.21 MGD. The system was upgraded in 2001 with the installation of ten new drain fields.

The Outpost

The Outpost water system was built in 1991 and consists of two wells – approximately 275 feet deep – with submersible pumps, a 100,000 gallon buried steel water tank, a 12-foot by 15-foot concrete water treatment room with accessories and controls, hypochlorination, and post disinfection. The operating season is from November through April for the winter season and June through September for the summer season. The average annual diversion is 13 acre-feet.

A 10,000-gallon capacity underground grease trap is located on the west side of the building.

A 6-mile wastewater service line extends down Keystone Gulch to the Snake River Wastewater collection system at Soda Ridge Rd.

La Bonte's Cabin

The La Bonte's Cabin water system was built in 1998. The system consists of two wells – approximately 60 feet deep – with submersible pumps, a 5,000 gallon above ground water tank, and a 24 foot by 18-foot wood framed water treatment building with accessories and controls. The operating season is from November through April for the winter season and closed for remaining months except for minimal restroom use.

A 500-gallon underground tank serves as a grease trap.

The La Bonte's Cabin wastewater system is tied into the Keystone Gulch 8-inch PVC sewer line to Snake River Sewer.

N. SUMMER RECREATIONAL ACTIVITIES

Summer activities are extremely important to the success of the resort's year round recreational operations. In addition to adding diversity to a resort's recreation offerings and potential, summer activities can make use of a resort's infrastructure and facilities that are already in place for winter recreation. Given its abundant recreational opportunities, pleasant climate, and proximity to Denver, Summit County is an enormously popular day and destination area in the summer. Keystone both benefits from, and contributes to, Summit County's summer-based recreational opportunities and associated tourism.

Keystone Resort and Summit County currently have good summer utilization, with activities including golf, mountain biking, fishing, horseback and wagon rides, tennis, boating, festivals and shows and conferences and retreats. In the future, the demand for, and diversity of, summer use in Summit County is anticipated to increase.



1. Scenic Chairlift Rides

Throughout North America, scenic chairlift ride programs are offered to provide lift access to scenic vistas. Scenic chairlift rides cater to all walks of life – from casual sightseers and families to the elderly and physically challenged. Generally speaking, mountain resorts with a restaurant, or other recreational amenities at the top of the scenic ride lift, typically experience higher summer and shoulder season utilization than resorts without specific activities. Further, the quality of the scenery also plays a large role in determining the overall success of the program.

The Summit Express and River Run gondola are operated throughout the summer season (weather permitting), taking guests to the top of Dercum Mountain. The Outback Gondola takes guests to North Peak and the Outpost – home to the Alpenglow Stube and Der Fondue Chessel.

2. Mountain Biking

Keystone operates one of the most progressive and extensive systems of cross country and downhill bike trails in North America, making for a world-class riding experience. Keystone's trails can be loosely divided into four categories:

1. traditional cross country
2. lift-served downhill
3. lift served cross country
4. free-ride parks and features

The Keystone Bike Park encompasses 55 miles of trails and, combined with the trails branching from the nearby Colorado Trail on the White River National Forest, this system provides abundant downhill and cross country riding opportunities. On adjacent White River National Forest, riders can venture onto the Keystone Ranch Loop, West Ridge Loop and the Aquaduct Trail.

Lift-served mountain bike operations typically begin in mid- to late June (dependent on snow and mud conditions on the higher elevation trails), and run through early September. Hours of operation are from 9 a.m. to 5 p.m. throughout the summer. Keystone's mountain bike headquarters is Keystone Sports, located in River Run. This is Keystone's only full-service bike shop specializing in full-suspension demo and rental bikes.

The Keystone Bike Park consists of some of the country's best downhill trails with progressive terrain for riders of all abilities. Riders can take the Summit Express to the top of Dercum Mountain and gain access to Colorado's most extensive array of lift-served terrain – from double-black diamond expert terrain including rock gardens, rock drops and high-speed features; to gentler green and blue runs that are perfect for novices and more traditional cross-country riders.



Existing mountain bike trails are depicted on Figure 5.11.

a. Beginner and Intermediate Trails (Green and Blue)

Keystone's beginner and intermediate trails provide great opportunities to enjoy the downhill experience without being an expert biker. Runs like *Let it Ride* and *Mosquito Coast* offer roller coaster rides over bridges and berms without the steepness or rock gardens that are associated with other areas of the park.

Single track dirt trails range from 18" to 36" wide, with relatively gentle grades (averaging 6 percent). Trails pass through open and forested areas, and riders may encounter smaller embedded rocks, loose rocks, and tree roots, requiring basic mountain bike handling skills.

b. Intermediate Trails (Blue)

Keystone's blue trails are more difficult versions of green trails, with steeper grades that average 10 percent. Riders may encounter larger rocks and roots, as well as moderate free-ride features such as bridges, bermed turns, and small table top type jumps. These trails require riders to possess good mountain bike handling skills.

c. *Most Difficult Trails (Black)*

Keystone's black trails are very difficult, steep, single track trails. Riders can expect to encounter stair-type drops that can be rolled down or dropped, with large rock gardens and roots. Larger free-ride features are to be expected. These trails require expert mountain bike handling skills.

d. *Expert Trails (Double-Black)*

On double-black diamond trails, riders should expect to encounter extremely rocky, steep terrain including challenging free-ride features such as skinny bridges, step-ups, drops, and gap jumps. These trails are designed for professional downhill mountain bikers.

e. *Drop Zone (Double Black)*

The Keystone Bike Park crew has transformed a ridge line of drops into a free fall area – the Drop Zone. Riders may choose from four alleys of multiple features all located off Paid-in-Full.

3. Road Biking/Touring

Summit County, combined with the nearby Vail Valley, offer road cyclists nearly 200 miles of paved bike paths and 400 miles of back-country roads and trails. The main attraction to bikers is the vast network of paved bike paths that connect the towns and resorts in Summit and Eagle counties. These paved trails feature trailhead parking, directional signage, and rest stops. The variety of options and terrain ensure that every level of rider can be satisfied or challenged – from a brief afternoon cruise between Breckenridge and Frisco, to full-day explorations connecting numerous towns. Riders may chose to forgo the challenge of riding up Vail Pass and instead arrange to be dropped off at the top of the Pass for a more relaxing descent east or west to Frisco or Vail, respectively.

Breckenridge, Frisco, Dillon, Copper Mountain, Vail, Avon, Silverthorne, Keystone are all ideal starting points for bike rides. Each town contains several top-notch bike shops featuring services and rentals for any level of rider, including families.

4. Weddings

Keystone's picturesque alpine setting combined with its abundance of lodging and facilities make it a popular location for weddings. Five venues are available for weddings – three of these are on-mountain, and two are on private lands near the River Run base area.

Two of the on-mountain venues are located at The Outpost Restaurant (elevation, 11,444 feet) on North Peak. As previously noted, the Alpenglow Stube is the highest gourmet restaurant in North America. This is an elegant dining and reception location that accommodates 85 guests. Timber Ridge offers a spacious mountain lodge atmosphere with cathedral ceilings and a two-story stone fireplace. Timber Ridge accommodates 250 guests in the summer.

Located at the top of Dercum Mountain, the Summit House offers a timber lined venue in a casual, rustic setting. This facility accommodates 200 guests in the summer. The adjacent deck, Mozart Deck, has a magnificent backdrop of the Gore and Ten Mile Ranges.

Private facilities that cater to weddings include the Keystone Ranch and Ski Tip Lodge – both of which offer more intimate settings. The Keystone Ranch (a former ranch house) includes a formal dining room, a great room, and a patio overlooking Keystone Ranch Golf Course with spectacular views of Swan Mountain and Ten Mile Range. The Ski Tip Lodge is reminiscent of a classic Swiss hotel.

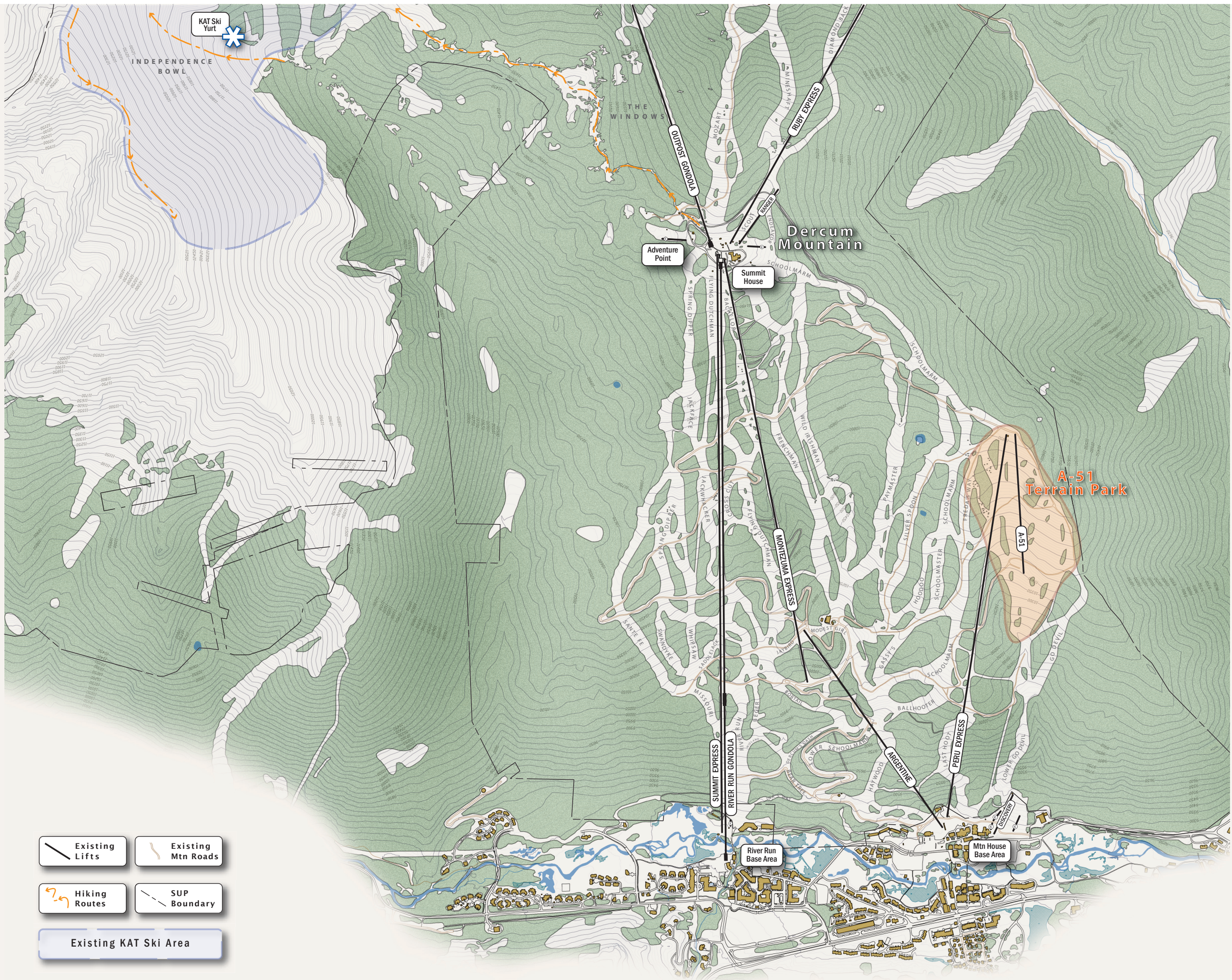




KEYSTONE
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2009
MDP

**Dercum Mountain
Existing Conditions**
Figure 4.1



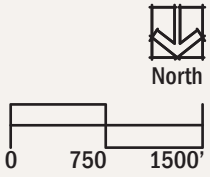
Existing Lifts

Existing Mtn Roads

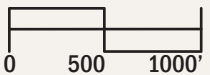
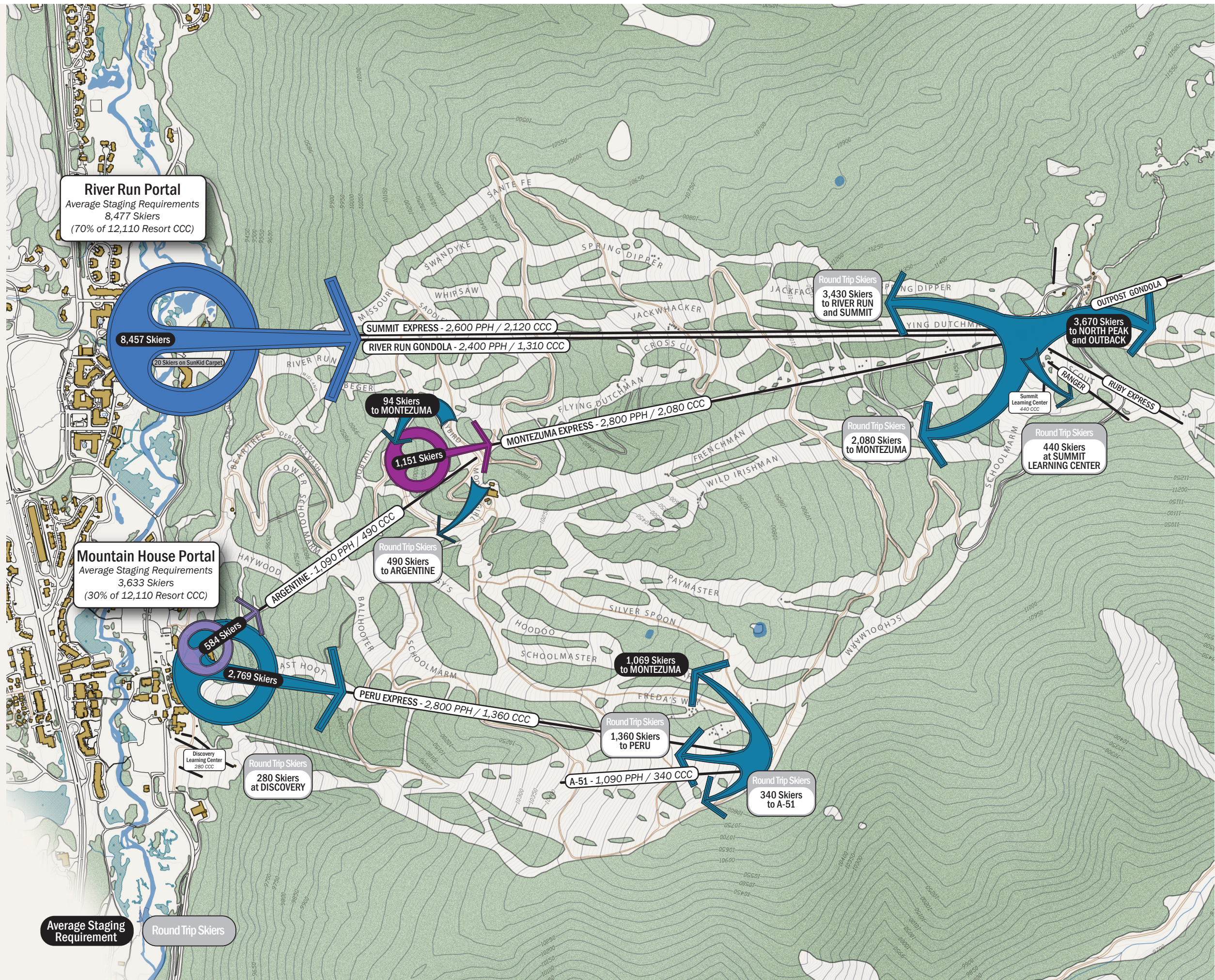
Hiking Routes

SUP Boundary

Existing KAT Ski Area



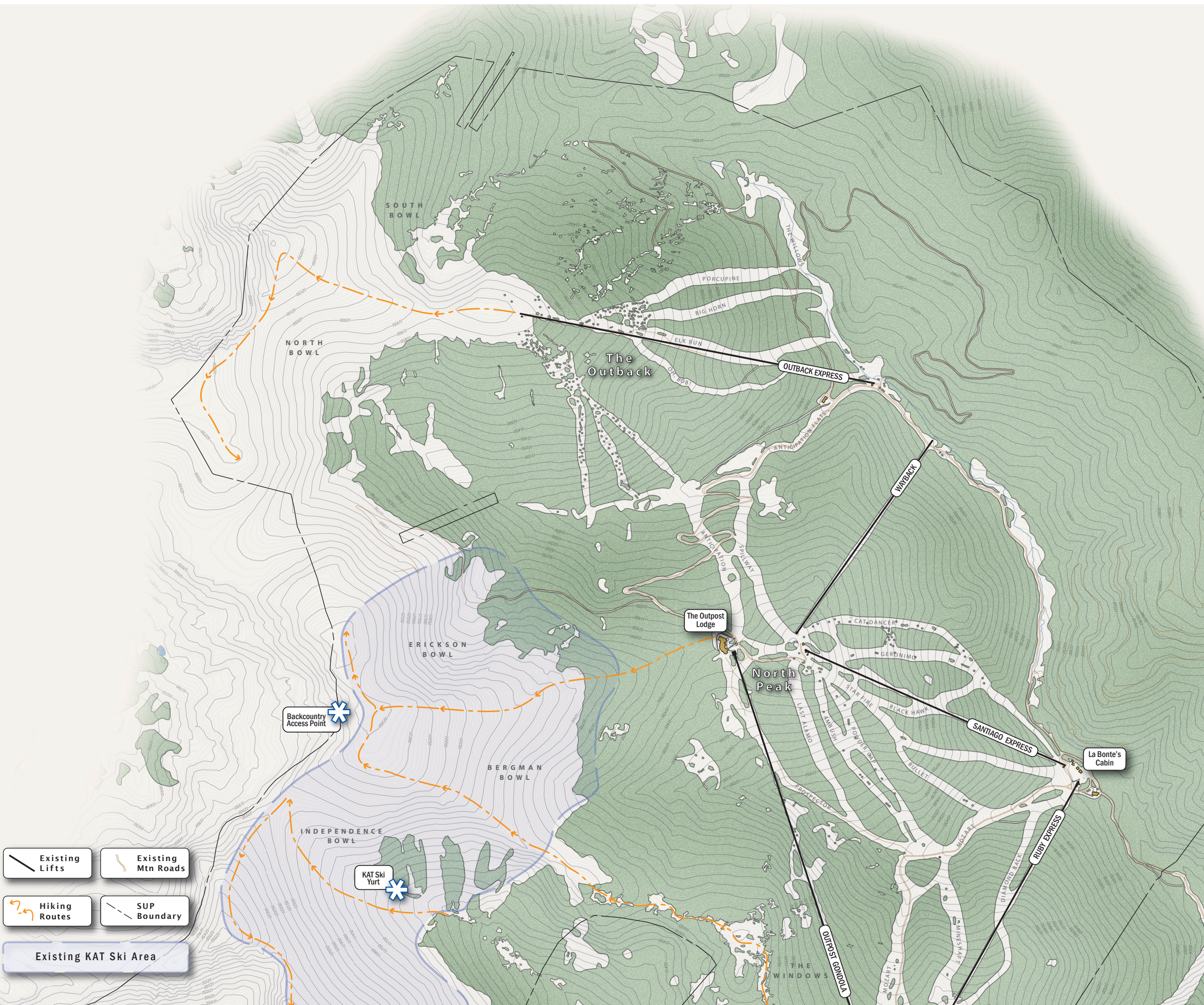
**Portal Staging Capacity
Existing Conditions**
Figure 4.2



Prepared By:



**North Peak and The Outback
Existing Conditions**
Figure 4.3



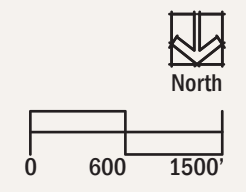
 Existing Lifts

 Existing Mtn Roads

 Hiking Routes

 SUP Boundary

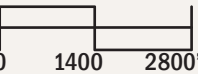
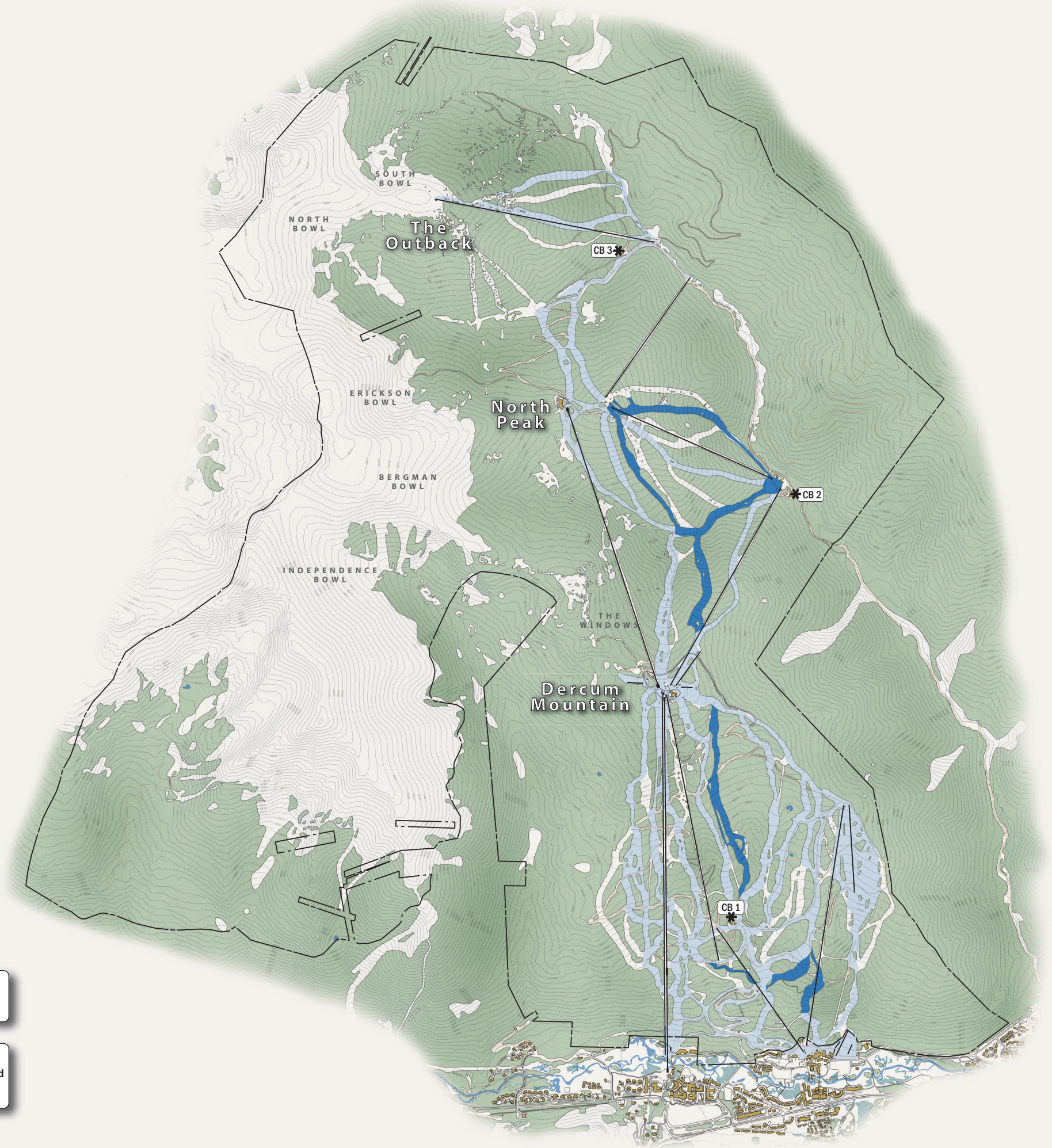
 Existing KAT Ski Area



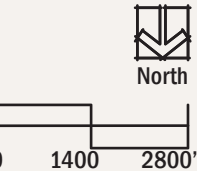
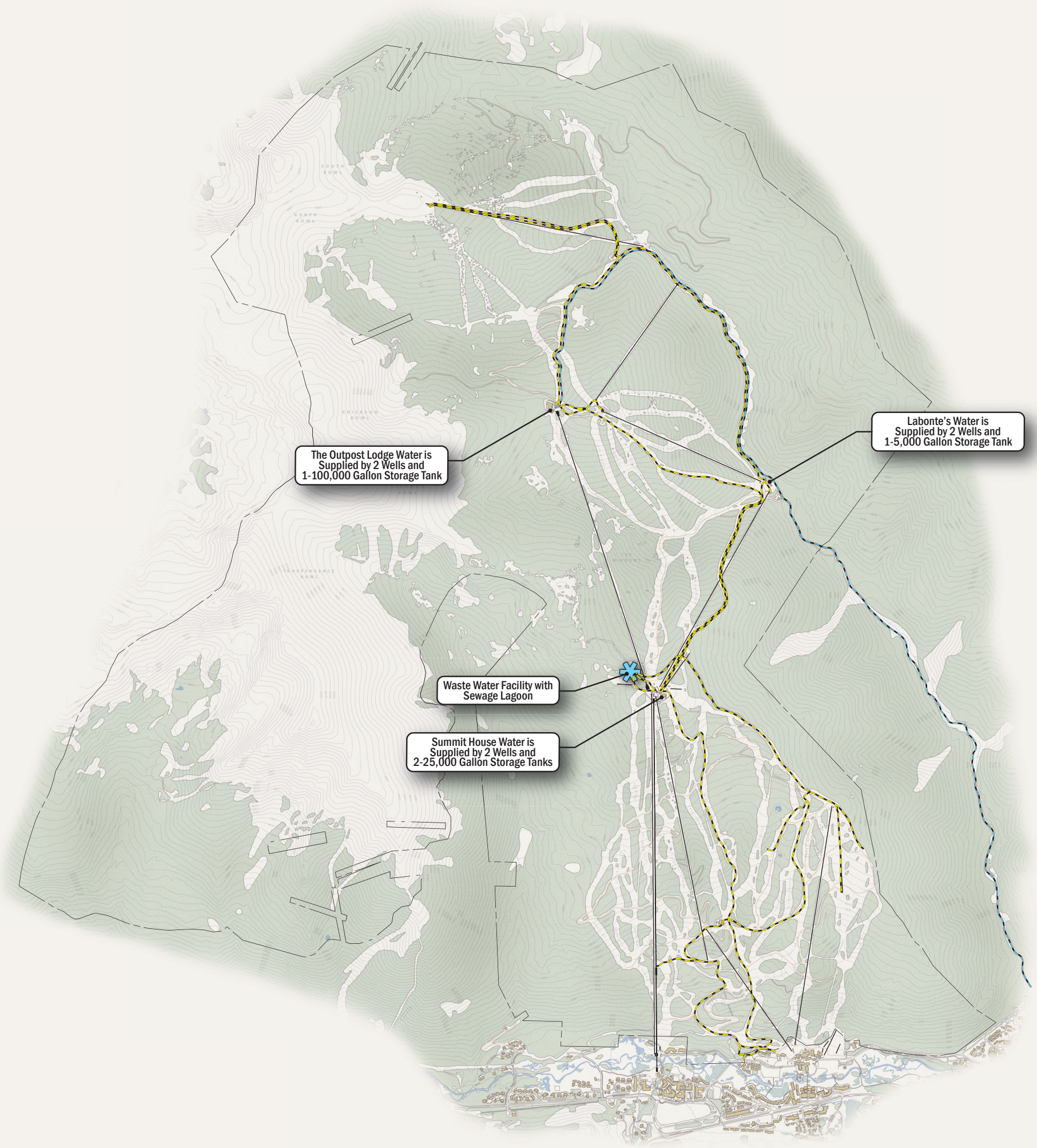
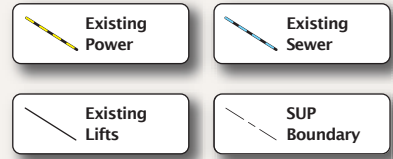
**Existing
Snowmaking Coverage**
Figure 4.4

 Existing Snowmaking
560 Acres

 Existing Snowmaking
Infrastructure to be Upgraded
100 Acres



**EXISTING
INFRASTRUCTURE**
Figure 4.5





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2009 MASTER DEVELOPMENT PLAN

**CHAPTER 5: PROPOSED
UPGRADING PLAN**

5. PROPOSED UPGRADING PLAN

Projects contained in the Proposed Upgrading Plan – individually and as a whole – were designed to address the Goals and Objectives of the 2009 MDP (refer to Chapter 1, Section F for more information). Proposed project elements located on National Forest System lands within Keystone’s SUP area will be required to undergo analysis and approval via the National Environmental Policy Act (NEPA) process prior to implementation.

The proposed upgrading plan for Keystone is illustrated on Figures 5.1 through 5.11. As shown, four lifts (Argentine, A-51, Outback, and Wayback) are planned to be replaced, upgraded, and/or realigned.²¹ Several new lifts will service terrain on Dercum Mountain, North Peak, The Outback, and Bergman/Erickson/Independence bowls. Existing trails will be improved by realigning, widening, and/or regrading to improve circulation, and several new trails will be established. Finally, replacement and installation of snowmaking infrastructure on Dercum Mountain, improvements to guest service facilities, and various infrastructural enhancements, are designed to allow Keystone to better, and more efficiently, serve its clientele.

A. COMFORTABLE CARRYING CAPACITY (CCC)

Inherently, any proposal to augment a resort’s lift and trail network with additional lift served terrain will affect CCC. Therefore, full build-out of the MDP will increase Keystone’s CCC by 34 percent, to 16,120 guests per day - an increase of 4,060 guests over the existing condition. As stated in Chapter 4, Keystone’s existing CCC of 12,060 is exceeded throughout the season (primarily during holiday weekends and during spring break in March) due to the popularity of the resort and the broad range of guests it serves. It is expected that a resort will continue to experience peak day visitation that is over and above its design CCC.

B. MOUNTAIN ACCESS PORTALS

The out-of-base lift capacity between the River Run and Mountain House base areas will increase from 8,290 people per hour (pph) to 9,000 pph.²² With the addition of the Ski Tip portal and its’ out-of-base capacity of 2,000 pph, the total out-of-base capacity for Keystone will be 11,000 pph. This represents a 33 percent increase over existing conditions (refer to Figure 5.2). The proposed CCC of 16,120 skiers/riders will be accommodated over a 1 hour and 25 minute morning ingress period.

The average staging requirements between the Mountain House, River Run, and Ski Tip portals are 30 percent, 57 percent, and 13 percent, respectively.

Mountain access portals are discussed in a broad context here, with specifics on individual lifts addressed in Section C.

²¹ The capacity of the Outback chairlift is proposed to increase by adding new chairs.

²² This is assuming that the River Run Gondola and proposed Argentine lift bottom terminal capacities are at 1,800 pph and the mid-stations are at 600 pph.

1. River Run

The River Run Gondola and Summit Express are the out-of-base lifts that transport skiers during the morning access period. The existing out-of-base capacity is 4,400 pph. Improvements to the out-of-base capacity are not proposed at the River Run portal.

The total hourly capacity (2,400 pph) of the River Run Gondola is a product of separate loading capacities for both the bottom and mid-load terminals. Keystone staff will have the ability to adjust the hourly capacity at each terminal as needs change throughout the day. For example, during the



busy morning ingress period, every fourth cabin moving through the bottom terminal will remain empty. Therefore, the bottom terminal capacity will be 1,800 pph, reserving an hourly capacity of 600 pph for the mid-load station during the morning access period. As the day progresses, more hourly capacity will be needed at the mid-terminal and less at the bottom terminal and staff will adjust the capacities accordingly. For the Portal Staging Capacity Analysis, 1,800 pph was used in the modeling.

2. Mountain House

The Peru Express and the Argentine lift are the out-of-base lifts that transport skiers during the morning access period. The existing out-of-base capacity is 3,890 pph and it is proposed to increase to 4,600 pph, a 19 percent increase. The existing Argentine fixed-grip lift will be removed and a detachable quad chairlift with an hourly capacity of 2,400 pph will be installed in a new alignment with a mid-terminal that will function similar to the mid-terminal on the River Run Gondola.

3. Ski Tip

Ski Tip will become an additional base area portal under the upgrading plan. The Ski Tip Lift will have an hourly capacity of 2,000 pph and is expected to transport approximately 13 percent of the proposed CCC (2,096 guests) during the morning access period. Use of the Ski Tip Lift will be attributed to a mix of overnight guests staying at accommodations at the new Ski Tip portal, and day skiers and riders who park at the Powerline parking lot on Montezuma Road. It is assumed that 40 percent of the guests that park at the Powerline lot will use the Ski Tip lift. The remaining 60 percent would be using the Keystone free shuttle to the River Run portal.

C. LIFT NETWORK

Keystone currently operates 20 chairlifts, surface lifts and beginner carpets. This will increase to a total of 29 under this plan. With the upgrading plan:

- Five new aerial chairlifts will be installed
- Two new beginner carpets and one relocated carpet will be installed
- One new surface lift will be installed to access North and South Bowls
- Four existing aerial chairlifts will be upgraded and/or realigned

Specifics of lifts and the desired goals of lift upgrades are detailed by location throughout the SUP area in the discussion below. Trails associated with new and upgraded lifts are discussed separately.

1. Dercum Mountain

a. Ski Tip Lift

A 2,000 pph lift is proposed to be constructed between private, base area lands in the Ski Tip neighborhood (east of River Run) and a mid-mountain location along *Santa Fe*. The total length of the Ski Tip Lift will be approximately 3,400 feet, over approximately 1,154 vertical feet.

It is anticipated that approximately 13 percent of Keystone's guests will access the mountain through the Ski Tip Portal. Therefore, pressure will be taken off the River Run portal, and access through that portal is expected to decrease to approximately 57 percent of the daily CCC.

As opposed to previous concepts for the Ski Tip portal, this project does not include any associated ski trails or snowmaking. Therefore, this portal can be considered to provide "lift-to/lift-from" access for Keystone's day and destination guests. In order for the lift to be fully downloadable, a gondola or cabriolet (open carrier) configuration is proposed. Cabriolet cabins are easier to maintain, less costly to purchase, and have a higher capacity than a chairlift (eight passengers) therefore requiring less total carriers.

Because the lift will not extend to the summit of Dercum Mountain, after unloading, guests will traverse west to the River Run Gondola mid-terminal or the Montezuma Express for transportation to the summit of Dercum Mountain.

b. A-51 Lift and User Education Centers

Lift A-51 (serving the A-51 Terrain Park) is antiquated and does not efficiently service the terrain park due to its short length. It is proposed to be replaced with another fixed-grip chairlift in a similar alignment. The top terminal will be in a similar spot, but the bottom terminal will be moved downhill near the bottom of the A-51 Terrain Park slope. The hourly capacity of the A-51 Lift will increase from 1,090 to 1,800 pph.

Two User Education Centers are proposed to be constructed on decks at the A-51 Terrain Park. One deck (approximately 35'x40' in area) will be located at the entry to the terrain park.

Informational/safety signage will accompany this viewing deck. The other deck will be located at the midway point of the park (connecting to an existing building) and will include space for a BBQ grill.

c. Argentine Lift

The fixed-grip Argentine double chairlift is proposed to be removed and a detachable quad chairlift will be installed with a mid-load terminal. The bottom portion of the upgraded lift alignment will follow a similar alignment as the existing Argentine Lift until it reaches a flat section on *Ballhooter*, where the mid-terminal will be located. At that point, the alignment will bend, extending to the top of Dercum Mountain, topping out at *Schoolmarm*. A new skiway (the “*Jimmy Connector*”) will be created from the top terminal towards the south, providing direct skiing access to *Diamond Back*, *Mozart* and the Santiago Lift (see “Terrain” discussion, below). This will expedite skier and rider migration from Mountain House to the southern portion of the ski area, and will also reduce congestion on the three trails that provide access from Dercum Mountain to the Santiago Express (*Mozart*, *Mine Shaft*, *Diamond Back*).

Similar to the River Run Gondola replacement, the bottom terminal will have an hourly capacity of 1,800 pph during the morning access period and the overall lift will have an hourly capacity of 2,400 pph.

The upper section of this lift will enable round-trip skiing and riding on some of the most popular terrain on the front side of Dercum Mountain, while enabling guests to avoid the congested *Lower Schoolmarm* skiway or steep slopes of *Haywood*, *Last Hoot*, and *Lower Go Devil*. Furthermore, this will improve skier circulation across the front-side of Dercum Mountain.

d. Ski School Learning Center at the River Run Gondola Mid-Terminal

Two surface conveyors are proposed at the mid-terminal station of the River Run gondola. A complete description of this Learning Center is contained in “Teaching Terrain” discussion under Section D – Terrain Network.

e. Ranger Teaching Carpet

A new teaching conveyor is proposed adjacent to the Ranger teaching lift. The new conveyor will improve Keystone’s on-mountain ski school offerings and better meet existing and anticipated teaching/learning demands.

f. Schoolmarm Ski School Lift

A new fixed-grip triple chairlift is proposed at the top of *Schoolmarm*. The top terminal will be located adjacent to the Summit House facility, and the lift will extend approximately 1,650 feet down *Schoolmarm*. The lift will run at a slower speed that is more comfortable for beginner skiers and will have an hourly capacity of 1,000 pph. The proximity of this chairlift to the Ranger conveyors will provide the ideal learning progression for never-ever and beginner skiers in a well-managed setting.

2. North Peak

a. Wayback Lift

Currently, long lift lines are typical at the Wayback lift during the afternoon egress period, especially on peak visitation days. The existing Wayback lift (a fixed-grip quad) is proposed to be upgraded to a detachable quad in the same alignment. The lift will have a capacity of 2,400 pph. The increase in capacity will reduce the wait times at this important lift, which provides the sole means of egress from the Outback and will also help with transporting the additional traffic from Erickson Bowl once the Bergman Bowl lift is installed.

3. The Outback

a. Outback Express

The Outback Express (a detachable quad chairlift) was originally approved with a capacity of 2,400 pph. However, due to the number of chairs that were originally hung on the lift line, the lift is currently operating at a capacity of 1,800 pph. Adding additional chairs is anticipated 2010, and will increase the capacity to 2,400 pph. This action is anticipated to reduce lift wait times in this popular skiing pod.

b. Outback Surface Lift

As proposed, the new Outback surface lift will be approximately 3,425 feet long and have a capacity of 1,200 pph. It will provide access to the North and South Bowls which are currently accessed by hiking or the Outback Cat Shuttle. The popularity of the Outback Cat Shuttle indicates a growing desire for guests to access this off-piste terrain. Therefore, a surface lift was determined to be the appropriate transport to provide improved access for guests, while maintaining a low capacity within North and South Bowls (see “Terrain Network” below, for a description of North and South Bowls). The bottom terminal will be located on the north side of the ridge that separates North and South bowls, approximately 60 feet vertical down from the high point of that ridge. The bottom terminal will be accessed from the top terminal of the Outback Express.

4. Erickson/Bergman/Independence Bowls

a. Windows Lift

The proposed Windows lift (a fixed-grip triple) will provide access to terrain in *The Windows* as well as new lifts in Bergman and Independence Bowls. Access to this new lift from the top of Dercum Mountain will be gained by a new trail (Map Ref. 15-1), which is currently part of the KAT access route to Bergman and Independence Bowls. The lift will have a capacity of 1,800 pph.

From the top of this lift, skiers and riders will have three options:

- Descend southwest through *The Windows* terrain to either the Santiago Express or Ruby Express
- Descend southeast on a new trail (Map Ref. 16-1) to the new Bergman Lift

- Hike east across the ridge that separates Bergman and Independence Bowls, and descend terrain on the north facing terrain of Independence Bowl, then ride the new Independence Lift

b. Bergman Bowl Express

A new chairlift is proposed to access terrain in Bergman and Erickson Bowls. This detachable quad chairlift will be located in the center of Bergman Bowl with its top terminal located above tree line at an elevation of approximately 12,200 feet. The bottom terminal will be located approximately 1,000 vertical feet lower (below tree line). This lift will provide round-trip access to an abundance of primarily low intermediate and intermediate, open-bowl terrain, but also terrain below tree line.

From the Bergman Bowl lift, skiers and riders can access the Outback Express, the Outpost Restaurant and terrain on North Peak, or return to Dercum Mountain via the Ruby Express. Skiers and riders could also access Dercum Mountain by hiking along the ridge on the northern boundary of Bergman Bowl to the high point above *The Windows*, ski that terrain and continue to the Ruby Express. If skiers and riders choose to descend Erickson Bowl, they will need to ride the Wayback Express if they plan on returning to the Bergman Bowl lift.



c. Independence Bowl Lift

The Independence Bowl Lift is proposed to top-out above tree line at approximately 12,250 feet and extend 300 vertical feet down (below tree line) providing access to open bowl terrain (primarily expert) on the northern aspects of Bergman Bowl. This will be a fixed-grip triple with a capacity of approximately 1,200 pph. The bottom terminal has been strategically located on an upland “island” near the headwaters of Jones Gulch. With this location, impacts to Jones Gulch stream health can be minimized and/or avoided.

D. TERRAIN NETWORK

The developed ski trail network accommodates the entire range of skier ability levels from beginner to expert. Keystone currently controls, patrols, and maintains approximately 891 acres of developed, lift-served terrain and approximately 2,149 acres of gladed and managed hike-to terrain. The proposed trail network additions at Keystone will account for an approximate total of 1,732 acres of developed skiable terrain. In total, there will be approximately 3,188 acres that Keystone will patrol, control and maintain for skiing/riding.

With the proposed upgrading plan, approximately 42 new trails will be created, increasing the formally named trail network to approximately 130 trails, totaling approximately 1,732 acres. The proposed terrain additions (accessing high alpine, hike-to areas) are designed to better accommodate the ski area's niche within the ski industry, as described in Chapter 2. Furthermore, Keystone's diverse clientele expects terrain of varying degrees of difficulty with a low-density experience. The proposed upgrades aim to meet that desire.

The following tables compare the existing distribution of terrain capacity by skier ability level with the distribution after upgrading. These exhibits show that the upgraded trail network at Keystone will continue to accommodate a range of skier ability levels from beginner to expert.

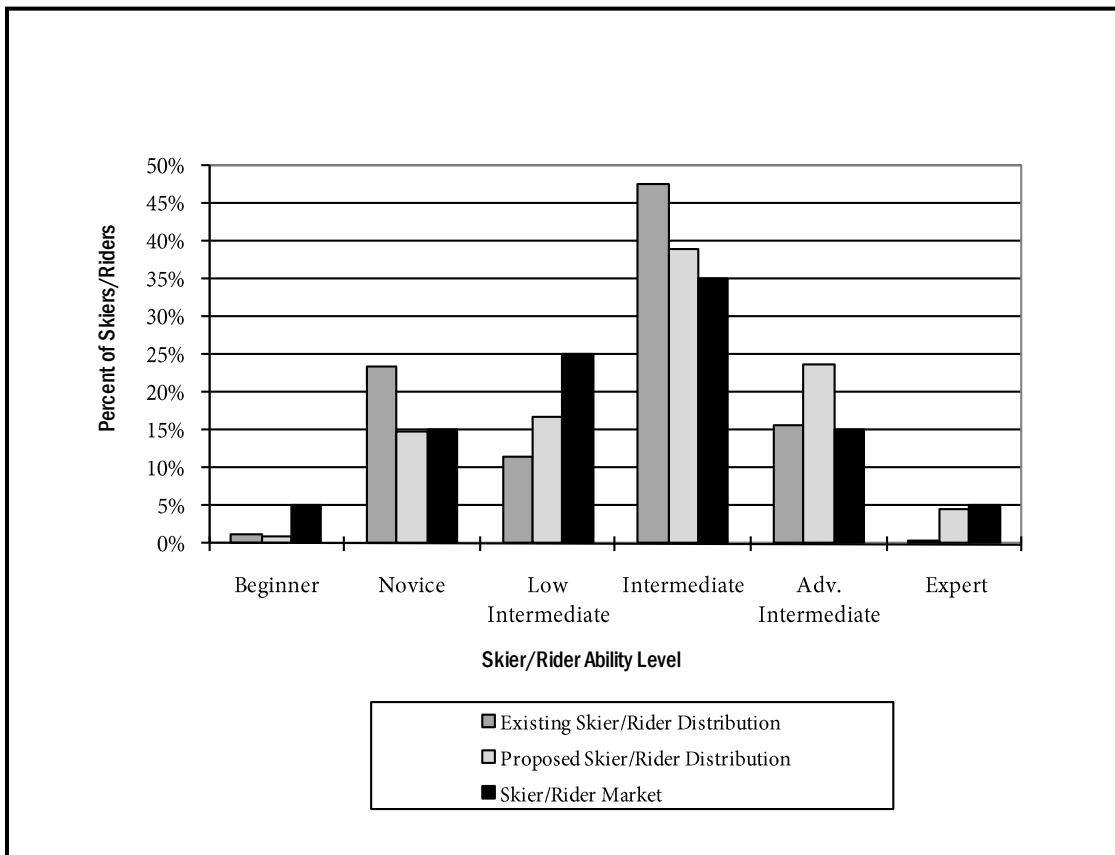
**Table 5-1:
Terrain Distribution by Ability Level – Upgrading Plan**

Skier/Rider Ability Level	Trail Area	Keystone Skier/Rider Distribution ^a	Skier/Rider Market
	(acres)	(%)	(%)
Beginner	4.8	1%	5%
Novice	131.8	15%	15%
Low Intermediate	191.1	17%	25%
Intermediate	620.6	39%	35%
Adv. Intermediate	538.8	24%	15%
Expert	244.6	5%	5%
TOTAL	1,731.8	100%	100%

^a Keystone's Skier/Rider Distribution is based on terrain capacity.

Source: SE GROUP

**Chart 5-1:
Terrain Distribution by Ability Level – Upgrading Plan**



With the proposed upgrades, the Beginner percentage of terrain remains the same, while the Novice and Intermediate terrain fall closer to the levels expected by the market. The highly desired Low Intermediate terrain increases from 12 percent to 18 percent, closer to the market expectation of 25 percent. The addition of lifts in Independence Bowl and above The Outback increases the lift served Expert terrain from 0.4 to 5 percent, which is exactly what the skier/rider market distribution is looking for. As a result of these additional lifts, the Advanced Intermediate terrain increases from 16 percent to 24 percent, this exceeds the skier/rider market distribution of 15 percent.

It should be noted that the national skier/rider market distribution for Advanced Intermediate and Expert terrain is 15 percent and 5 percent, respectively. With the improvements of ski equipment technology and the advent of shaped skis, a greater percentage of intermediate skiers are pushing themselves into advanced terrain. This situation occurs when the appropriate conditions are present, and is becoming a more common occurrence in open bowls where fewer obstacles exist (e.g., trees).

Proposed trails are depicted on Figures 5.3, 5.5, and 5.6 and correspond to map reference numbers (e.g., “Map Ref. 1-18”) included in the following descriptions.

1. Dercum Mountain

a. New Trail Bypasses on Dercum Mountain

Four trail bypasses are proposed on Dercum Mountain. These bypasses are designed to improve circulation on existing trails by allowing less skilled skiers and riders to avoid steep trail sections.

Jackface/Burro Alley Bypass (Map Ref. 1-18)

A roughly 4,000-foot long intermediate trail is proposed to the east of *Spring Dipper* connecting to the upper half of *Sante Fe*. This will enable low intermediate skiers/riders to bypass of the steep sections on *Jackface* and *Burro Alley*.

Beger Bypass (Map Ref. 1-24)

A short (approximately 600-foot) intermediate trail is proposed to the west of *Beger* to enable intermediate skiers/riders to bypass this steep section of trail.

Schoolmarm Bypass (Map Ref. 3-11 and 3-12)

The proposed *Schoolmarm Bypass* will be constructed immediately north of the existing *Schoolmarm* trail. This trail is designed to separate novice skiers/riders from more advanced guests and will allow *Upper Schoolmarm* to be converted to teaching terrain. Thus, novice skiers and riders can utilize teaching terrain on *Upper Schoolmarm* and then descend *Schoolmarm*, while intermediate and advanced skiers and riders will be diverted on the bypass to access trails such as *Frenchman*, *Wild Irishman*, and *Paymaster*, as well as the A-51 Terrain Park. The two sections of the *Schoolmarm Bypass* will be approximately 1,800 and 1,050 feet long, respectively. A tunnel under *Schoolmarm* is proposed at the western end of the second section of this bypass. This tunnel will allow the A-51 Terrain Park traffic, which will be rerouted on the *Schoolmarm Bypass*, to cross underneath *Schoolmarm* without interfacing with the novice skiers and riders on *Schoolmarm*.

b. New Connector Trails on Dercum Mountain

Four connector trails are proposed on Dercum Mountain. Each trail is intended to expedite access between specific points on the mountain, as defined below.

Ski Tip Connector Trail (Map Ref. 1-21)

A short (~600-foot) intermediate trail connection is proposed to enable skiers/riders who download from the top of the proposed Ski Tip Lift to access the River Run Gondola mid-terminal and the Montezuma Express.

Silver Spoon/Paymaster Connector (Map Ref. 3-7)

The *Silver Spoon/Paymaster* connection is proposed to improve access to *Paymaster* from the Peru Express. In conjunction with this new connection, an existing segment of trail between *Silver Spoon* and *Paymaster* will be closed and revegetated.

“Jimmy Connector” (Map Ref. 4-9)

The new advanced-intermediate “*Jimmy Connector*” trail is proposed to tie the upgraded/relocated Argentine top terminal to *Diamond Back*, on the western slope of Dercum Mountain. This trail will provide expedited access to North Peak and will dramatically improve circulation and decrease skier