

Snowbasin 1

TABLE V.1
SNOWBASIN
MASTER PLAN SUMMARY

	Lift Development	Trail Development
Existing SCC = 4,850	Lift 1 - Wildcat - 3C - 1,200pph Lift 2 - Littlecat - 2C - 1,200pph Lift 3 - Middlebowl - 3C - 1,500pph Lift 4 - Becker - 3C - 1,800pph Lift 5 - Porcupine - 3C - 1,800pph	262 Acres 3,460 Skiers/Day
Phase 1 SCC = 6,630	Replace: Lift 2 - Littlecat - 2C - 1,200pph with Lift 2R - Littlecat Express - D4C - 1,800pph Install: Lift 6A - Ogden Bowl - 4C - 2,400pph Lift 6B - John Paul Express - D4C - 1,900pph Lift 7 - Olympic Jigback - 500pph Lift 8 - D4C - 2,000pph Lift 9 - Strawberry Express - D4C - 1,900pph	850 Acres 9,810 Skiers/Day
Phase 2 SCC = 10,200	Replace: Lift 3 - Middlebowl - 3C - 1,500pph with Lift 3R - Middlebowl - D4C - 2,000pph Lift 4 - Becker - 3C - 1,800pph with Lift 4R - Becker - D4C - 2,000pph Install: Lift 10 - Upper Strawberry - D4C - 2,000pph Lift 12 - Strawberry Beginner - D4C - 2,000pph	850 Acres 9,880 Skiers/Day
Phase 3 SCC = 17,680	Replace: Lift 1 - Wildcat - 3C - 1,200pph with Lift 1R - Wildcat Express - D4C - 1,800pph Install: Lift 11 - Village Quad - D4C - 2,400pph Lift 13 - Moonshine - D4C - 2,800pph Lift 14 - Lower Strawberry - D4C - 2,000pph Lift 15 - Upper Porky - 3C - 1,800pph Lift 16 - No Name - D4C - 1,700pph Lift 17 - 3C - 1,400pph	1,180 Acres 13,830 Skiers/Day

.5 Connector Road Alternatives

See map in appendix entitled Phase 1 Connector Road Alternatives. The Forest Service and Sun Valley Company agree that, for safety, aesthetic or other reasons, the Connector road alignment may cross Forest Service property without sacrificing the accelerated approval status granted for Phase 1 facilities in the Snowbasin Land Exchange Act.

.6 Energy - Natural Gas and Electric Power Line Upgrade

See map in appendix entitled El Monte-Eden 46 Kv Line, Tap to Snow Basin, Proposed Route. The power line to Snowbasin from Ogden Canyon will be upgraded from 12 KV to 46 KV as part of Phase 1. Plans call for 'raptor-safe' construction techniques and materials to be used. Old power poles will be removed and new poles installed as part of this project. Final alignment decisions will be made after a final location is identified for a substation at Snow Basin.

Natural gas facilities will be developed as part of Phase 1.

.7 Ski Lifts

See map in appendix entitled Phase 1 Ski lifts. There are 4 lift corridors that are approved for construction in Phase 1 on National Forest System lands. Lifts entirely on private land do not require Forest Service approval and are not shown. The Phase 1 lift corridors are shown with green lines on the map and are named the Strawberry Express, the Middlebowl Express, the John Paul Express and the Olympic Tram. Mountain restaurants are approved for Phase 1 construction adjacent to the top terminals of the lifts ending in Strawberry Bowl and Middle Bowl.

The Middlebowl Express and John Paul Express cross the Mens and Ladies Olympic race courses a total of six times. If a safety or visual impact concern should arise with either of these lifts, at Sun Valley Company request, a modified lift corridor will be included in Phase 1. Any modified lift corridor will require on-the-ground study to determine wildlife and safety impacts prior to approval.

These Phase 1 lifts will be high speed detachable cableways, and will have carriers that are either 4 seat chairs, 6 seat chairs, 6 passenger gondola cars, 8 passenger gondola cars, trams or a combination of these.

.8 Grading, Glading and Trail Work

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See map in appendix entitled Phase 1 Grading, Glading and Trail work.

Any expansion of development and increase in skier carrying capacity also requires a commensurate increase or renovation of skiing terrain by the re-design and extension of some existing trails and addition of new terrain. The development of the John Paul terrain (including the Olympic courses) and the Strawberry Bowl terrain adds almost 600 skiable acres to the existing area, for a total of approximately 850 acres at the completion of Phase 1. See the following appendix items: a) Mitigation Measures - Snowbasin Ski Area - where environmental safeguards relating to ski trail construction are outlined, and b) the map entitled Phase 1 Grading, Glading and Trail work, where the following categories of trail work are identified.

Cutting Standard 1 (shown in red on the map) Construction technique where the vegetation is removed with power equipment. Trees and roots are removed from the soil and either chipped or burned. Rocks are buried or moved outside of the ski run. The ski slope is graded and reshaped to a desirable surface and finished following mitigation guidelines. Drainage will be altered to ditches and channels.

Cutting Standard 2 (shown in blue on the map) Construction technique where the vegetation is removed with mechanized equipment with specialized blades with oversized teeth. Large stumps are cut flush with the ground. Large rocks are buried or moved. Trees and roots are piled and either chipped or burned. Natural drainage is maintained. The existing soil and terrain is altered to a limited degree only. Mitigation guidelines are followed.

Cutting Standard 3 (purple) Cutting technique consisting of brush and tree removal to a height of less than one foot in height. Rocks are blasted or relocated. Soil disturbance occurs only where rocks affect the ski surface.

Glading (shown in green on the map) Removal of selected trees to the point that race spectators or advanced skiers can pass through, but not to the degree that a noticeable ski run is created.

The John Paul and Strawberry areas will need a combination of glading, new trail construction, and fine summer grooming of existing trails. This includes the removal of large rocks, removal of stumps, removal of significant outcroppings, the construction of water bars (and other erosion control features) and revegetation. Summer grooming will be needed on all the Olympic runs, all runs serviced by snowmaking and any areas that may receive thin snow cover. Ideally, all runs should receive fine summer grooming to provide the best skiing on limited snow cover. The discussion and capacity calculations of trails at Snowbasin does not include large extents of naturally gladed terrain which are used by skiers during powder conditions. On days when these pockets of terrain are heavily utilized, the trails will be much less crowded, providing the skier with an even better quality experience.

Trails within the existing area may require modification through widening and/or regrading to ease the flow of skiers and mitigate any safety concerns in "bottleneck" zones. The trail specifications including capacities are listed in Table V.4. of the October 1995 Snowbasin Master Plan. Trails such as Bear Hollow and Chicken Springs will need to be widened in sections to 250 feet or more and recontoured due to the funneling of skiers into these zones. Recontouring on Bear Hollow, in particular, must concentrate on recontouring between the 7,000 and 7,400 foot elevations to reduce the steep break over and effects of the road transition. Excessive wear and tear on the snow in heavily skied zones could also be partially mitigated by the Phase I installation of snowmaking to build and maintain the snow surface. It would also be recommended to perform other recontouring, signage, etc. to encourage skiers to use other trails thereby avoiding these potential bottlenecks. Recontouring may also be needed in some flat areas to make the trails more convenient for skiers and more easily accessible to snowboarders.

In addition to the new trails added and trail renovations, the following specific projects should be implemented in Phase I:

- a) Widen and realign Penny Lane so that it skis much better
- b) Summer groom Middle bowl trails where required.
- c) "Millers" trail to be discontinued as a ski trail and allowed to grow back in.
- d) Widen and recontour Willow Springs
- e) Widen and recontour lower Wildcat Bowl
- f) Easter Bowl exit trail
- g) Wheeler Spring exit trail
- h) Bear Hollow watercourse re-channeling
- i) Add new signage throughout the ski area, on existing and new trails alike

As illustrated in the Inventory section of the October 1995 Masterplan, Snowbasin does not always have sufficient snow in the lower elevations by mid December to provide skiing for significant numbers of skiers. As pre-Olympic test races will be held in November and December, Snowbasin in Phase I will provide snowmaking on many of its trails at the lower elevations in order to provide a consistent high quality ski experience, and to facilitate training by visiting ski teams awaiting their time slots on the race courses. In order to minimize the amount of snowmaking required, the trails equipped for snowmaking should be sufficiently groomed so that minimal snow cover is needed to provide a good skiing surface.

Snowboarding is becoming a significant part of the "skiing" business and Snowbasin may want to construct a snowboard park, depending on market demand. This park could include features such as a halfpipe(s), boarder cross course, table top jumps, rails, splines, etc. Depending on the market and trends, these features could be located in one location on the mountain, scattered around the ski area or stretched over a significant length of trails.