

ATTACHMENT 1

Crested Butte Mountain Resort 2009 Snodgrass Mountain Proposal

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Proposed Snodgrass Mountain Lift Network

Specifications for the four aerial lifts and one surface lift proposed in conjunction with this proposal for Snodgrass Mountain are detailed in the table below. Total capacity for the Snodgrass Mountain lift network would be approximately 9,400 people-per-hour.

Snodgrass Mountain Proposed Lift Specifications						
Map Ref.	Description	Lift Type	Vert. Rise (ft.)	Slope Length (ft.)	Avg. Grade (%)	Hourly Capacity (persons/hr.)
1	Frontside C-3	Fixed Triple	783	3,192	25%	1,800
2	Westside DC-4	Detachable Quad	1,428	4,932	31%	1,800
3	Eastside DC-4	Detachable Quad	1,310	6,171	22%	2,400
4	Beginner Carpet C	Surface Conveyor	40	402	10%	600
5	Interconnect Gondola	Gondola	644	7,446	9%	2,800

The proposed Snodgrass mountain lift network would contribute approximately 2,630 to CBMR's existing CCC of 5,940.

Interconnect Gondola

As shown on Figures 1 and 2, access to the proposed Snodgrass Mountain area would be accomplished via a proposed interconnect gondola from the Main Mountain; however, bus service would likely also be available between Mountaineer Square and the North Village gondola mid-station.

In order to access the interconnect gondola at the Main Mountain, it will be necessary for guests to ride the Red Lady Express, as well as the Painter Boy lift. Once guests board the gondola, the ride time will be approximately seven and-a-half minutes to Snodgrass Mountain. The first stage of the interconnect gondola would travel entirely across private land from the existing Main Mountain to a mid-station at the new North Village development. The second stage of the interconnect gondola would travel from the North Village mid-station onto to Snodgrass Mountain. A new on-mountain guest services facility would be located adjacent to the top terminal of the interconnect gondola.

It will be necessary to ride the interconnect gondola to return to the Main Mountain. Once there, guests will ride the Gold Link lift for access to other Main Mountain lifts or

Mountaineer Square. In the 2008 Decision Notice that approved CBMR's 2006 Mountain Improvements Plan both the Painter Boy and Gold Link lifts were approved to be upgraded to higher capacity lifts. These upgrades will enable both lifts to function efficiently in conjunction with use of the interconnect gondola.

It is important to note that, due to the flat topography, it will not possible to ski/ride continuously back to North Village from Snodgrass Mountain. While an egress trail is proposed back to the upper reaches of North Village (see Figures 1 and 2), the terrain is too flat to descend all the way to the Village Center. A roughly 600 foot walk would therefore be necessary to reach the Village Center from the end of this trail. *While it can be assumed that some Advanced level skiers will use these routes to return to North Village from Snodgrass Mountain, the vast majority of skiers will use the gondola to return to North Village or the Main Mountain.*

Proposed Snodgrass Mountain Terrain Network

The upgrading plan included in CBMR's 2009 MDP focuses on increasing the quantity and variety of ski terrain, with an emphasis on the Intermediate and developed Advanced ability levels.

The proposed terrain network at Snodgrass Mountain primarily focuses on the development of "traditional" trails, which are typically defined as having left and right edges, many of which will be graded during construction. Grooming and snowmaking coverage are often included, as well. These "traditional" trails will be complimented by alternative style ("non-traditional") terrain that capitalizes on the natural features of the area, including: interconnected areas (i.e., between defined runs), naturally open areas, open bowls, and trees. By design, this variety will create a diverse and interesting trail system. The proposed ski trail layout of Snodgrass Mountain is specifically designed to bring the feel of a true undeveloped alternate terrain-style skiing and riding experience to the maximum number of CBMR's guests, by mixing traditional and innovative trail design with regard to fall line, solar aspect, ability gradient, and the use of existing open meadows. This design incorporates the latest trends in terrain design by bringing the feel and spirit of undeveloped skiing and riding for Intermediates to the developed terrain network.

Snodgrass Mountain terrain has been identified as either "traditional" or "non-traditional." It is important to note that, while the terrain network design and associated acreages noted below represent CBMR's proposal, trail designs may undergo adjustments as these alignments are ground-truthed and analyzed in conjunction with site-specific NEPA analyses.

Traditional Trails

This proposal includes construction of 44 "traditional" ski trails, totaling approximately 276 acres, within the Snodgrass Mountain portion of CBMR's SUP area.

These 276 acres of trails will be regularly maintained (groomed). Of the 276 acres of developed terrain, approximately 75 acres will utilize existing clearings, meaning that approximately 201 acres of clearing will be required for construction of lift lines, lift terminals, and other ski facilities. Trails will be constructed by flush cutting and stump removal, attempting to avoid sensitive areas – including the Water Influence Zone and designated waters of the United States, including wetlands – as much as possible.

Approximately 20 percent of the “traditional” trails proposed on Snodgrass Mountain – roughly 55 acres – will require grading during construction. The areas that will require grading are either trails that are planned to traverse across the fall-line (i.e., skiways), or sections of trails that need to be graded to improve the skiing/riding experience and ensure compliance with maximum grade criteria for a given ability level category. The areas that are planned for grading are shown in Figure 6.1 of the 2009 MDP.

The following table shows the proposed terrain capacity distribution by ability level for the “traditional,” developed terrain network on Snodgrass Mountain. The intention of this plan is to provide attractive terrain for skiers/riders of all ability levels and at the same time compensate for the identified deficiency of Intermediate and developed Expert terrain at CBMR’s Main Mountain.

**Snodgrass Mountain
Proposed Terrain Ability Level Distribution by Capacity**

Skier/Rider Ability Level	Trail Area	Skier Capacity	Skier Distribution	Skier Market
	(acres)	(guests)	(%)	(%)
● Beginner	1.5	44	2%	5%
● Novice	30.2	543	21%	15%
■ Low Intermediate	28.4	398	15%	25%
■ Intermediate	117.5	1,175	45%	35%
◆ Advanced	43.3	303	12%	15%
◆ Expert ^a	55.5	167	6%	5%
TOTAL	276.3	2,629	100%	100%

^a: does not include “non-traditional,” undeveloped terrain such as that found in the Extreme Limits at the Main Mountain.

Non-Traditional Terrain

The 2009 Snodgrass Mountain Proposal incorporates groomable trails that are designed to feel like traditional trails. As depicted on Figure 1, in addition to traditional trails, five different styles of “non-traditional” terrain are incorporated into the design of Snodgrass Mountain: 1) interconnected areas; 2) groomable glades; 3) open bowls; 4) natural openings; and 5) tree skiing.

Interconnected Ski Spaces

Large regions of the “interconnected ski spaces” design technique (i.e., where a connected web of routes with a minimum/maximum width of 30/60 feet, respectively) have been incorporated between large tree islands. This terrain type is designed for areas under proposed Lifts 1 and 2. This will allow skiers and riders to have a more adventurous, unique experience, discovering a new route with each run they make.

Approximately 120 acres on Snodgrass Mountain will be defined as interconnect ski spaces.

Groomable Glades

The “groomable glading” technique, where an area is gladed to the extent that winding, groomable routes are created through the tree stand, is proposed on the south facing slopes off the top of proposed Lift 3.

Approximately 10 acres on Snodgrass Mountain will be defined as groomable glading.

Open Bowls

A large, natural, open bowl, with defined groomed routes, is proposed off the north side of Lift 3.

Approximately 30 acres on Snodgrass Mountain will be defined as open bowls.

Natural Openings

The natural openings near the top of the proposed interconnect gondola and at the bottom of Lift 2 will create opportunities for skiers and riders to explore these areas with a very un-developed feel (i.e., minimal tree clearing would be required). Routes will be groomed through these areas, possibly varying throughout the season. The large natural openings around the top of the proposed interconnect gondola will be particularly important, as these will provide lower ability level guests with the opportunity to ski and ride in an area that has an undeveloped feel.

Approximately 100 acres on Snodgrass Mountain will be defined as natural openings.

Tree Skiing

Snodgrass Mountain has exceptional tree skiing opportunities, and limited clearing is proposed in several areas across Snodgrass Mountain to facilitate this. These areas – totaling approximately 125 acres – are not proposed to be groomed or otherwise maintained. These areas are depicted on Figure 1.

The variety of tree cover in these areas, including aspen, spruce/fir, and lodgepole pine, highlight the importance of considering vegetation cover with deference to the pine beetle epidemic in the Rocky Mountains. For example, a design measure may emerge through the site-specific NEPA analysis that focuses (to a practical extent) on retention

of healthy spruce/fir stands and the removal of beetle-susceptible lodge pole pine. At this time, no specific tree-removal percentage is proposed for these areas, as field reconnaissance will be necessary to determine the optimum tree density for meeting both ecosystem and recreational objectives.

Proposed Snowmaking

In order to ensure quality snow cover on high-traffic runs and circulation routes on Snodgrass Mountain, particularly during the critically important early and holiday seasons, approximately 102 acres of snowmaking coverage is proposed for Snodgrass Mountain. Proposed snowmaking coverage is depicted on Figure 2. Water for the snowmaking system is planned to come from Crescent Lake. A pumphouse facility would be required in the immediate vicinity of the lake, on private land, to serve both the Main Mountain and Snodgrass Mountain. Site-specific engineering of the snowmaking system will determine if and where an additional pump station would be located on Snodgrass Mountain. Snowmaking pipelines will be buried on the western side new trails to take advantage of prevailing winds.

Proposed Skier Service Facilities

To accommodate guests using the Snodgrass Mountain area, two guest service facilities are proposed. These will entail food, beverage, restroom, ski patrol skier and services, as depicted on Figure 1. The lower facility would be located at the top of the proposed interconnect gondola. This facility would be approximately 9,000 square feet in size and will seat approximately 200 guests. The upper facility will be located at the top of Snodgrass Mountain, adjacent to the top terminals of proposed Lifts 2 and 3. This facility is planned at approximately 3,500 square feet in size, seating approximately 75 guests. This would incorporate space dedicated to ski patrol operations.

These buildings would be designed and constructed in coordination with Forest Service landscape architects and in compliance with the Americans with Disabilities Act, Architectural Barrier's Act and the Forest Service's Built Environment Image Guide.

Proposed SUP Boundary Reduction

Our proposal removes the Glory Hole area from the SUP area and reduces the Snodgrass Mountain portion of the SUP boundary by approximately 383 acres (from approximately 1,476 acres to 1,102 acres).

Backcountry Access Point

In order to facilitate backcountry skiing and riding on the northern aspect of Snodgrass Mountain, an access trail is planned from the Gothic Road trailhead to the top of Snodgrass Mountain. We would support the GMUG locating and maintaining a

backcountry access point along the northern boundary of the SUP area to facilitate backcountry access to this popular area.

Proposed Construction/Maintenance Access Routes

Lift towers would be transported to the site by helicopter. Primary access to most construction locations will be via the existing Snodgrass Road. As shown on Figure 2, access from the Snodgrass Road to the lower and mid terminals for proposed Lift 3, the top and bottom terminals for proposed Lift 1, the top of the proposed interconnect gondola, and the lower proposed skier service facility, will be on proposed ski runs (labeled “Construction/Maintenance Access Spurs” on Figure 2). These sections will be short – roughly 500 feet in most cases, and will not require any construction other than what is proposed for the ski runs.

A construction access route is also proposed to reach the bottom terminal of Lift 2 from the Washington Gulch Road, also shown on Figure 2.

Proposed Infrastructure and Utilities

Power to the proposed on-mountain guest service facilities would be provided via a new power line alignment. Wastewater disposal would occur in the form of an on-site septic system at each of the proposed facilities or with connections to sewer line in the new North Village base area via a wastewater line buried within the existing Snodgrass Road corridor. Similarly, domestic water for the proposed on-mountain facilities would be accommodated through either an on-site water source or through a buried water line within the existing Snodgrass Mountain road corridor (with the required vertical/horizontal off-sets should sewer be included within the same trench).

Power for lifts would be trenched in areas (to the greatest extent practicable) that are already proposed for ground disturbance (trail grading, snowmaking, etc.). Communication lines would include a similar method of installation.