



FLAGSTAFF MOUNTAIN RESORT
A PLANNED RESORT COMMUNITY
DEER VALLEY, UTAH

HISTORIC PRESERVATION PLAN
EXHIBIT 6

MAY 2001
REVISED AND APPROVED DECEMBER 2001

PREPARED FOR:
FLAGSTAFF MOUNTAIN PARTNERS
P.O. BOX 1450
PARK CITY, UTAH

HISTORIC PRESERVATION PLAN

Prepared for

FLAGSTAFF MOUNTAIN RESORT

Plan Summary

Exhibit 6

May 2001

Revised and Approved December 2001

TABLE OF CONTENTS

Executive Summary	1
Historic Sites and Preservation Plan Chart	2
Figure A – Historical Preservation Map	

EXECUTIVE SUMMARY

The Historic Preservation Plan dated August 2000 is a 127-page detailed document produced for Flagstaff Mountain by SWCA, Inc., Environmental Consultants. The document describes in great depth the history of the area and the historic sites found within the Flagstaff Mountain Annexation Boundary.

Accompanying this plan summary is a chart that reviews the same information in an abbreviated format. It includes a brief description of every important site within the Boundary, together with a short history, an overview of the existing conditions, and recommendations for preservation work associated with each. Additionally, the chart includes information regarding a proposed phasing timeline for restoration or remediation of the sites together with a proposed signage format.

Figure A is a map depicting the Historic Sites and is intended as an aid to the reader in locating each site within the Flagstaff Mountain Annexation Boundary.

Concurrent with the first CUP authorizing construction of residential units, FMP will submit to Staff a plan detailing the repairs and stabilization of the historic structures and public protection plan for these structures and mining features. The maintenance and ongoing protection efforts for those buildings, which are not part of an ongoing operation, will become the responsibility of the master homeowners association.

FLAGSTAFF MOUNTAIN

Historic Sites and Preservation Plan

CHART – 5 PAGES

NAME	HISTORY	DESCRIPTION	EXISTING CONDITIONS	WORK RECOMMENDATION
Ontario Mine Shaft No.3	The shaft was used to haul ore and waste rock from the workings and to transport miners and equipment in and out of the mine. It also served as an extra exit point and ventilation shaft.	The No.3 shaft is located in the middle Ontario Canyon, west of and adjacent to State Road 224. The associated complex is situated atop a large historic mine waste dump. All of the surface works were replaced in 1970s and consist of a complex of metal buildings that houses offices, a workshop or garage, concentrator equipment, conveyors, the shaft works, and the Silver Mine Adventure museum in the shaft works building. This site is located on 6.19 acres.	The No.3 shaft and the modern surface works appear to be in good overall condition. Despite the end of the mining activities in the area, the shaft is still operational, and still serves the needs of underground work crews who continually maintain several miles of drain tunnels that supply water to the Park City Culinary water system and to the Jordanelle Water Conservancy district.	Revegetation of this mine feature will involve, from time to time, broadcasting mulch from the top and bottom of the mine dump. This will be followed by the addition of a seed mix that will consist of species as close to native as possible but focusing on the ability to have sustainable growth and foster soil stability with minimal maintenance. The steepness of the slope of this feature will restrict and lengthen the revegetation process. With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity.
Anchor (Daly-Judge) Drain Tunnel	The tunnel and its portal are associated with ventilation, water drainage, ore haulage, and access for equipment, utilities, and employees.	The drain tunnel is located approximately one mile up Empire Canyon. The portals covered extension is directly adjacent to the east wall of the Judge Mining & Smelting Company office building. Access to the tunnel is secured with a hinged steel grating that allows ventilation. A doorway in the changing room in the rear section of the office building connects directly to the tunnel. This opening is covered with steel grating. The portal itself is of concrete construction, and its covered extension is a wood frame structure with galvanized corrugated steel panels.	The portal appears to be in generally good condition. The tunnel is being maintained as part of Park City' culinary water system, and it is assumed that this feature is still structurally sound. However, there are some wooded patches on the east wall of the portal extension that may need to be secured. The condition of the sills and the bottoms of the wooden posts in the east wall is unknown. There are some loose corrugated roofing panels at the northeast corner of the roof of the Judge Mining & Smelting Company Office building, this problem would be addressed by deficiency mitigation work on that structure.	With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity.
Judge Mining & Smelting Company Office	The building housed administrative offices for the Judge Mining & Smelting Company operations, which include mining, milling, and smelting operations, and their continued maintenance. It also provided shower and lavatory facilities for mine workers.	The office is located adjacent to the extension of the Anchor (Daly-Judge) Drain tunnel portal. It is a simple, front-gabled, one-story, concrete-walled structure that is divided into two functional areas. The front section was used as an office and is subdivided into six rooms. The rear section consists of a large Changing Room for miners that connects with the Anchor (Daly-Judge) Drain tunnel via a doorway in its east wall. A small shedroofed extension on the west side of the building serves as an entry to the rear section.	All of the building's walls, plus at least one internal wall, are constructed of poured concrete. The exterior walls are finished with stucco, which shows no obvious evidence of paint and retains its natural appearance. The stucco appears to be original and has the logo "J.M. & S. Co. -1920" incised into the front gable above to the original entrance. All of the windows, with the exception of three windows on the east wall of the Changing Room, are wood-framed, double-hung windows, without counterweights or springs. The building appears to be in fair condition, but is in need of some repairs.	The building site will be cleaned of debris in summer 2001. With the first phase of Flagstaff development the restoration of the building will be initiated, interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity. After restoration, the building is anticipated to serve as office and recreation uses for the Flagstaff development.

NAME	HISTORY	DESCRIPTION	EXISTING CONDITIONS	WORK RECOMMENDATION
Explosives Bunker	The bunker was used to store explosives, which is clear from the large incised sign on the façade.	This feature is located against a hillside, a few hundred feet north of the Judge Mining & Smelting Company office building. It consists of a concrete explosives bunker that appears to have been used by the Judge Mining & Smelting Company.	This bunker appears to be in excellent condition and unaltered, with the possible exception of some hasps or locking hardware that might be original, but could have been welded to the steel door at a later date. However, the interior of the structure was not available for inspection, so its condition is unknown.	With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity.
American Flag Mine Waste Dump	This dump represents the discarded waste rock that was removed from a mine in order to access high-grade ore deposits.	This feature is located one mile up Empire Canyon, on the east side of the canyon and opposite the site of the Daly-Judge Mill. Very little remains of the American Flag Mine itself, although it may have some potential to yield archaeological remains. This site is located on .60 acres.	The basic form of the waste dump has been significantly altered by landslides and other activities in the area. Vegetation has been growing up on portions of the dump.	Revegetation of this mine feature will involve, from time to time, broadcasting mulch from the top and bottom of the mine dump. This will be followed by the addition of a seed mix that will consist of species as close to native as possible but focusing on the ability to have sustainable growth and foster soil stability with minimal maintenance. The steepness of the slope of this feature will restrict and lengthen the revegetation process. Stabilization of some of the mine waste will likely be necessary. With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity.
Daly Mine No.1 Waste Dump	This dump represents the discarded waste rock that was removed from a mine in order to access high-grade ore deposits.	The dump is located in upper Empire Canyon, About a half mile further up the canyon than the Anchor (Daly-Judge) Drain Tunnel portal. This site is located on .51 acres.	This basic form of the waste dump remains intact. Some recontouring has taken place in portions of the dump. It is a highly visible feature of a mining land landscape. Vegetation has grown up on portions of the dump, although there is still a small amount of bare material exposed to view.	Revegetation efforts have already begun on this mine site. A mulch has been spread over the dump and a seed mix used that contained species as close to native as possible but focusing on the ability to have sustainable growth and foster soil stability with minimal maintenance. With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity.
Daly Mine No.2 Shaft	The shaft was used to haul ore and waste rock from the workings and to transport miners and equipment in and out of the mine. It also served as an extra exit point and ventilation shaft.	The shaft is located in upper Empire Canyon, About a half mile further up the canyon than the Anchor (Daly-Judge) Drain Tunnel portal. Little remains today from these operations, except some scattered rock foundations or retaining walls, composed of coursed and uncoursed rough stone.	The rock walls are in poor condition and the area has been heavily disturbed.	Much of this mine feature has been covered. A thick soil cover will be placed on this mine dump. This will be followed by the addition of a seed mix that will consist of species as close to native as possible but focusing on the ability to have sustainable growth and foster soil stability with minimal maintenance. With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity.
Daly - West Mine Headframe, Shaft and Hoist	The headframe, shaft, and hoist was used to haul ore and waste rock from the workings and to transport miners, equipment, and supplies in and out of the mine. It also served as an extra exit point and ventilation shaft.	The headframe, shaft, and hoist are located in upper Empire Canyon, about a quarter of a mile above the Daly No.2 Shaft.	These features are still in operable condition and are maintained as an emergency exit and ventilation source for the drain tunnels.	With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity.

NAME	HISTORY	DESCRIPTION	EXISTING CONDITIONS	WORK RECOMMENDATION
Daly - West Mine Fire Hydrant Shacks	These features provided sources of pressurized water for fire fighting or other purposes.	These three fire hydrant or water connection shacks are located at the Daly-West Mine, just upslope from the headframe. One shack has a fire hydrant inside and the others have smaller water pipes and valves. All are painted red with white trim, perhaps as a requirement to indicate their function as water sources for fire fighting.	Other than some missing galvanizing roofing panels and typical weathering, these sheds are in reasonably good condition and do not appear to have been significantly altered over time.	With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity.
Daly - West Mine Waste Dump	The dump represents the discarded waste rock that was removed from a mine in order to access high-grade ore deposits.	This feature is a large waste dump in the middle part of the Empire Canyon that is associated with the Daly-West mine. This site is located on 14.55 acres.	This basic form of the waste dump remains intact. Some recontouring has taken place in portions of the dump. It is a highly visible feature of a mining land landscape. Vegetation has grown up on portions of the dump, although there is still a large amount of bare material exposed to view.	Revegetation of this mine feature will involve, from time to time, broadcasting mulch from the top and bottom of the mine dump. This will be followed by the addition of a seed mix that will consist of species as close to native as possible but focusing on the ability to have sustainable growth and foster soil stability with minimal maintenance. With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity.
Quincy Mine Hoist Plant	The boiler and hoisting engine were used to operate the Quincy Mine shaft equipment, which was used to carry miners, equipment, and supplies in and out of the mine workings, and to haul ore out of the mine.	This feature consists of the remains of the hoist plant for the Quincy Mine Shaft. It is located in middle Empire Canyon, just upslope of the Daly-West Mine. A rectangular area and traces of rock foundations define the area that was occupied by the hoist building.	The hoist building is no longer standing, but some pieces of lumber and roofing material can be seen on the ground within the area defined by the hoist building foundations. These items are badly deteriorated and mixed with forest detritus.	With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity.
Quincy Mine Shaft and Waste Dump	The shaft was used to haul ore and waste rock from the workings and to transport miners, equipment, and supplies in and out of the mine. It also served as an extra exit point and ventilation shaft. The dump was used to discard waste rock that was removed from a mine in order to access high-grade ore deposits.	These two features are located in the middle Empire Canyon area, directly above the Daly-West Mine site. Little remains of the shaft, since it has been filled in. However, the fill has settled, and a depression clearly shows where the shaft is located. This site is located on 1.92 acres.	The shaft has been filled in and concavity exists over the filled shaft to suggest its location adjacent to the hoist plant. The basic form of the waste dump remains intact.	Revegetation efforts of the top of this mine dump has already started. The upper slopes have also been mulched. There is a good population of pine trees on the slope of the dump and efforts to cover the steep slope of the dump have been restricted by the trees. A seed mix that consists of species as close to native as possible but focusing on the ability to have sustainable growth and foster soil stability with minimal maintenance was used. With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity.
Little Bell Mine Ore Bin	The ore bin was used for short-term storage and redistribution of ore from the Little Bell mine, sometimes called "staging."	The bunker is located in middle Empire Canyon, on the east-facing slope of the Little Bell Mine waste dump and approximately 175 feet east of the Little Bell Mine shaft. The ore bin is constructed of wood, excepting the steel-and-iron loading gate doors, nails, steel bracing rods, and other fasteners. The footprint of the structure measures 12' x 24'.	The overall effect of the damage to the ore bin is that the entire structure is supported only by the central support posts and cross braces at the front and rear of the structure, making its support base effectively much smaller and creating a precarious and dangerous situation.	With the first phase of Flagstaff development the Little Bell Ore bin will be provided permanent shelter in the form of all weather roofing, and interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity. Additional building stabilization will occur in summer 2001.

FLAGSTAFF MOUNTAIN
Historic Sites and Preservation Plan - CHART

NAME	HISTORY	DESCRIPTION	EXISTING CONDITIONS	WORK RECOMMENDATION
Little Bell Mine Waste Dump	This feature represents the discarded waste rock that was removed from a mine in order to access high-grade ore deposits.	The waste dump is located in middle Empire Canyon adjacent to Little Bell ore bin and shaft and south of the Quincy Mine. The mine shaft has been filled in and very little remains of that feature, but the dump is still visible. This site is located on 2.82 acres.	The dump is essentially unaltered part of a mining landscape. Vegetation has been growing up on portions of the dump, although there is still a considerable area of bare material exposed to view.	This feature has been partially revegetated. Efforts will continue by adding mulch and available soil to the surface. A seed mix that will consist of species as close to native as possible but focusing on the ability to have sustainable growth and foster soil stability with minimal maintenance will be used. With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity.
Diamond-Nemrod Mine Waste Dumps	This feature represents the discarded waste rock that was removed from a mine in order to access high-grade ore deposits.	The dump is located high on the steel hillside above the Daly-West Mine, and are clearly visible from a distance.	The basic form of the dump remains relatively intact. Vegetation has been growing up on portions of the dump, although there is still some bare material exposed to view.	These mine dumps will be mulched with a seed mix that will consist of species as close to native as possible but focusing on the ability to have sustainable growth and foster soil stability with minimal maintenance. However, access to these sites is limited and the merits of establishing access for the purpose of revegetating the mine dumps will have to be made prior to any work. With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity.
Anchor Mine Waste Dumps	This feature represents the discarded waste rock that was removed from a mine in order to access high-grade ore deposits.	The dump is a massive feature located in upper Empire Canyon. It is clearly visible from a great distance and is one of the largest and best preserved of the dumps in Empire Canyon.	The basic form of the dump remains relatively intact. It is a large waste dump and a highly visible part of a Mining land landscape, although there has been major recontouring of the east side of the dump for a ski run. Vegetation has been growing up on portions of the dump, although there is still a considerable area of bare material exposed to view.	Some revegetation has already taken place on this mine feature. This is one of the largest mine features in the Flagstaff Project. The steep long slopes of the mine dump will make any revegetation efforts difficult. The surface of the dump will be covered with soil as it is available. The top of the steep slopes will be mulched seeded with a mix that will consist of species as close to native as possible but focusing on the ability to have sustainable growth and foster soil stability with minimal maintenance. With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity.
White Pine Mine Log Structure	The original purpose of this structure has not been determined. It may have been a residence, or it could have functioned as an administrative building.	The remains of the log structure are located below the White Pine Mine and above the Anchor Mine. The structure consists of a one-room, one story log building, with a footprint of approximately 16' x 22'. The highest point of the remaining structure is the northwest corner, which is about nine feet above the current ground level.	The roof is missing and may have fallen in. The attic or loft has fallen down, and a few of its remaining structural elements are still visible, mixed in among the debris inside the structure. These components are in poor condition, due to normal processes of weathering and decay.	With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity.
White Pine Mine Waste Dumps	This feature represents the discarded waste rock that was removed from a mine in order to access high-grade ore deposits.	The Ridge-Line Waste Dump is located on a saddle at the ridge line at the top of Empire Canyon. The Downslope Waste Dump is located a short distance downslope and to the north of the ridge-line waste dump. This site is located on .43 acres.	The ridge-line waste Dump has been altered significantly by recontouring operations and other work in the area. The downslope waste dump appears to be intact and in stable condition.	This small mine dump will be mulched and a seed mix that will consist of species as close to native as possible but focusing on the ability to have sustainable growth and foster soil stability with minimal maintenance will be used. With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity.

NAME	HISTORY	DESCRIPTION	EXISTING CONDITIONS	WORK RECOMMENDATION
Flagstaff Mine Shaft	The shaft was used to haul ore and waste rock from the workings and to transport miners, equipment, and supplies in and out of the mine. It also served as an extra exit point and ventilation shaft.	The shaft is located near the top of the Flagstaff Mountain, which lies between Empire Canyon and Ontario Canyon. The shaft has been capped with a concrete slab and very little remains of the mining operation other than its waste dump and some scattered materials.	The structural integrity of the slab is unknown. Some dilapidated fencing surrounds the concrete slab, but is no longer protecting it.	With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity.
Flagstaff Mine Waste Dumps	This feature represents the discarded waste rock that was removed from a mine in order to access high-grade ore deposits.	The dump is located near the top of the Flagstaff Mountain, between Ontario Canyon and Empire Canyon. It is a tall feature, but is spread over fairly wide area around the shaft location. This site is located on 1.07 acres.	The basic form of this waste dump appears to be intact and more or less in its original form. Some vegetation is growing on parts of the waste dump, but there is still a considerable amount of bare material exposed to view.	This mine dump will be mulched and a seed mix that will consist of species as close to native as possible but focusing on the ability to have sustainable growth and foster soil stability with minimal maintenance will be used. With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity.
Naildriver Mine Waste Dump	This feature represents the discarded waste rock that was removed from a mine in order to access high-grade ore deposits.	The dump is located in the eastern portion of the Flagstaff Mountain Resort project area. It is the only remaining historic feature of the Nail Driver Mine. This site is located on .43 acres.	The dump has not been significantly altered. Some vegetation is growing on parts of the waste dump, but there is still a considerable amount of bare material exposed to view.	This mine dump will be mulched and a seed mix that will consist of species as close to native as possible but focusing on the ability to have sustainable growth and foster soil stability with minimal maintenance will be used. However access is restricted and an evaluation will need to be completed to assess the merits of establishing access to the mine dump to revegetate it. With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity.

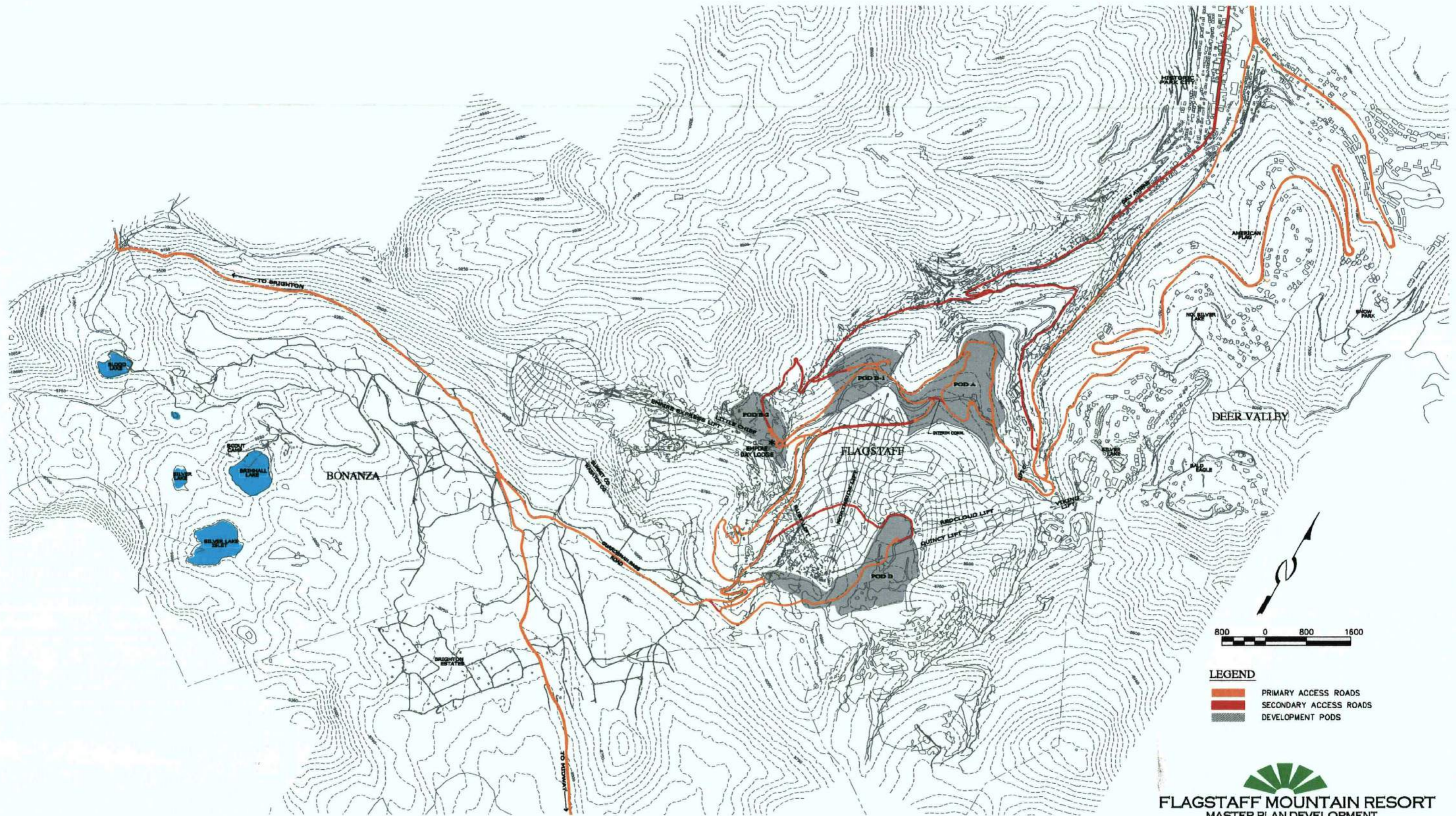


FLAGSTAFF MOUNTAIN RESORT
A PLANNED RESORT COMMUNITY
DEER VALLEY, UTAH

EMERGENCY RESPONSE PLAN
EXHIBIT 7




MAY 2001
REVISED AND APPROVED DECEMBER 2001

PREPARED FOR:
FLAGSTAFF MOUNTAIN PARTNERS
P.O. BOX 1450
PARK CITY, UTAH



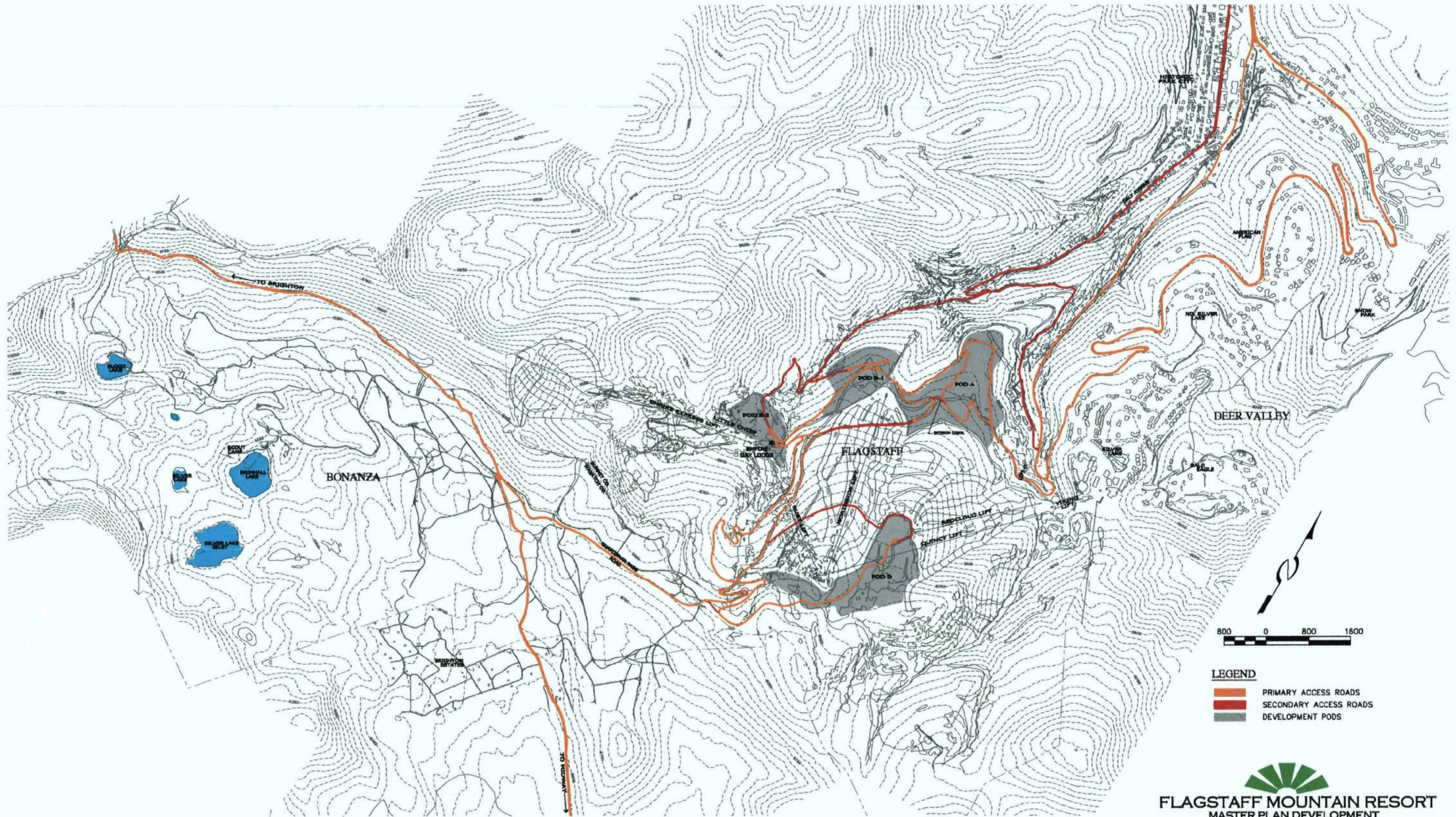
EMERGENCY RESPONSE PLAN

**ON-SITE TRAFFIC CIRCULATION PLAN
EXHIBIT "E"**

- LEGEND**
-  PRIMARY ACCESS ROADS
 -  SECONDARY ACCESS ROADS
 -  DEVELOPMENT PODS


FLAGSTAFF MOUNTAIN RESORT
MASTER PLAN DEVELOPMENT
 A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH.

DEVELOPED BY:
 UNITED PARK CITY MINES COMPANY
 P.O. BOX 1450 PARK CITY, UTAH 84060
 PHONE (435) 649-8011 FAX (435) 649-8095
 PLANS PREPARED BY:
 ALLIANCE ENGINEERING INC. ENGINEERS, SURVEYORS, & PLANNERS
 DOUGLAS CLYDE, PLANNING, PERMITTING, & ENTITLEMENTS



EMERGENCY RESPONSE PLAN

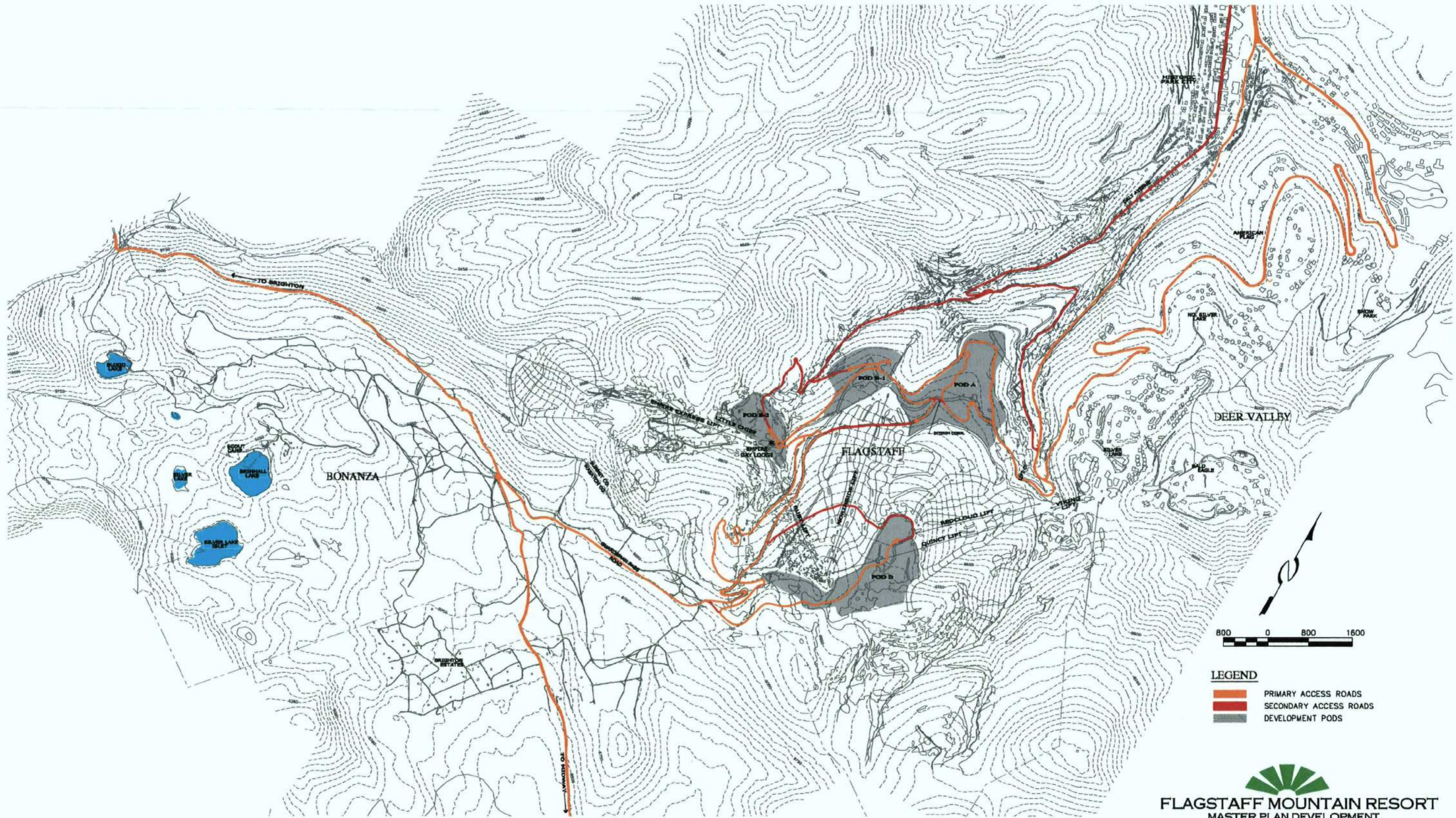
**ON-SITE TRAFFIC CIRCULATION PLAN
EXHIBIT "E"**

- LEGEND**
- PRIMARY ACCESS ROADS
 - SECONDARY ACCESS ROADS
 - DEVELOPMENT PODS




FLAGSTAFF MOUNTAIN RESORT
MASTER PLAN DEVELOPMENT
A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH.

DEVELOPED BY:
 UNITED PARK CITY MINES COMPANY
 P.O. BOX 1480 PARK CITY, UTAH 84060
 PHONE (435) 649-8011 FAX (435) 649-8035
PLANS PREPARED BY:
 ALLIANCE ENGINEERING INC. ENGINEERS, SURVEYORS, & PLANNERS
 DOUGLAS CLYDE, PLANNING, PERMITTING, & ENTITLEMENTS



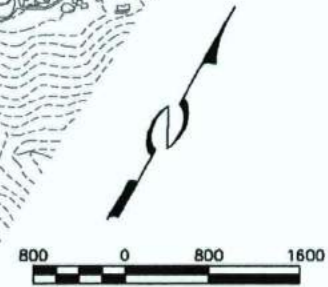
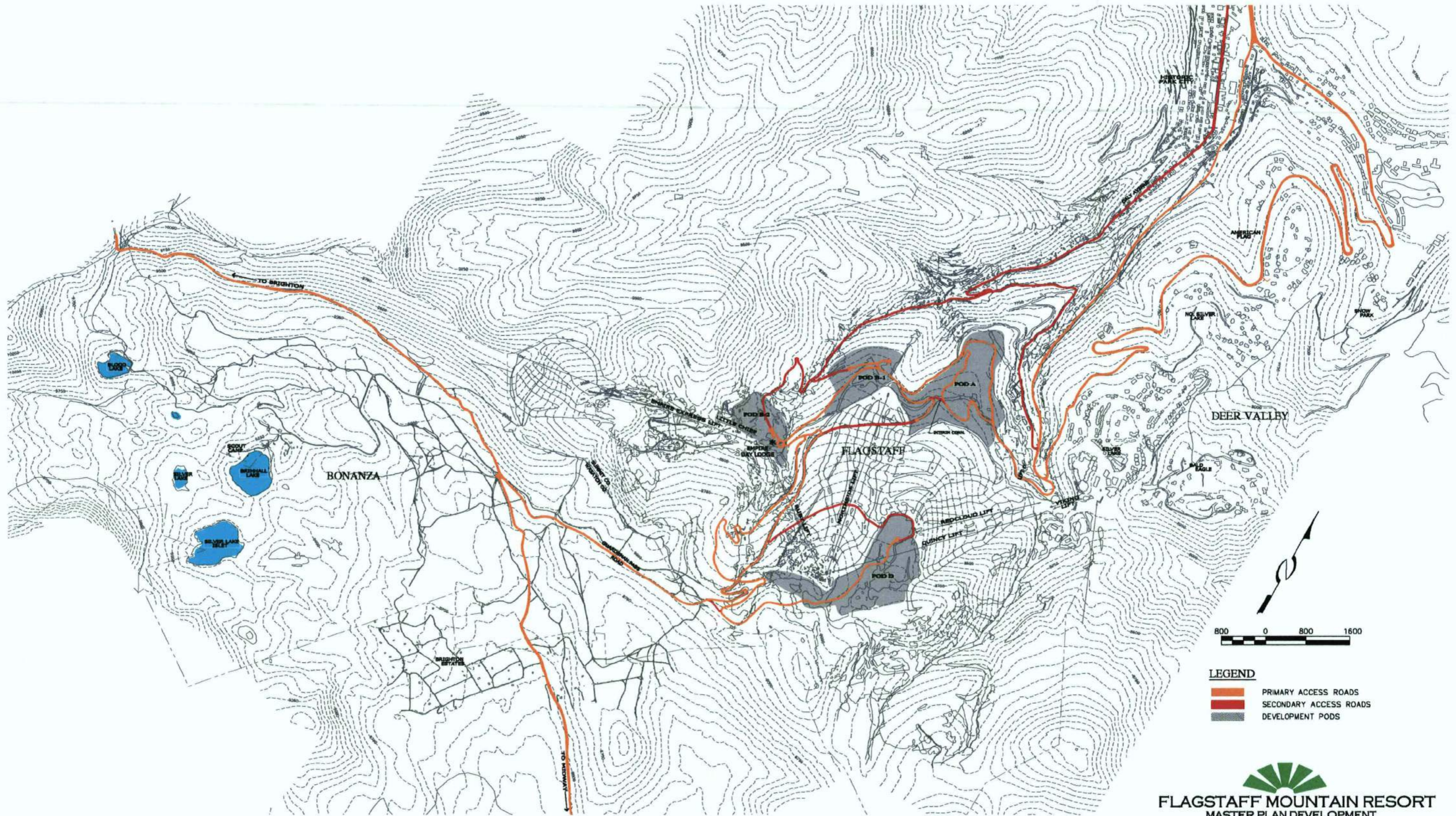
EMERGENCY RESPONSE PLAN

**ON-SITE TRAFFIC CIRCULATION PLAN
EXHIBIT "E"**

- LEGEND**
- PRIMARY ACCESS ROADS
 - SECONDARY ACCESS ROADS
 - DEVELOPMENT PODS


FLAGSTAFF MOUNTAIN RESORT
MASTER PLAN DEVELOPMENT
 A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH.

DEVELOPED BY:
 UNITED PARK CITY MINES COMPANY
 P.O. BOX 1450 PARK CITY, UTAH 84060
 PHONE (435) 649-9011 FAX (435) 649-8035
PLANNED BY:
 ALLIANCE ENGINEERING INC. ENGINEERS, SURVEYORS, & PLANNERS
 DOUGLAS CLYDE, PLANNING, PERMITTING, & ENTITLEMENTS

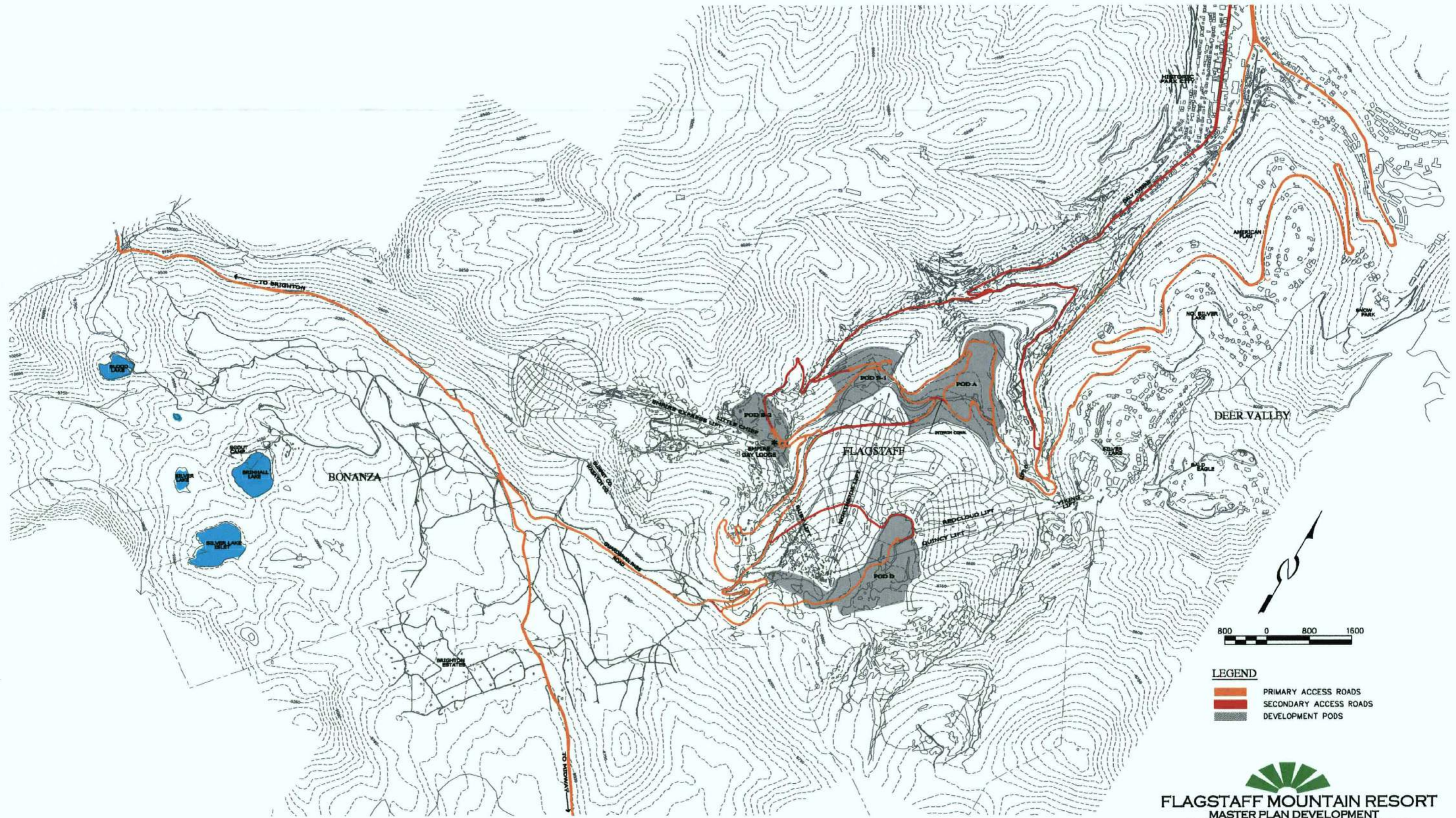


- LEGEND**
- PRIMARY ACCESS ROADS
 - SECONDARY ACCESS ROADS
 - DEVELOPMENT PODS

EMERGENCY RESPONSE PLAN

**ON-SITE TRAFFIC CIRCULATION PLAN
EXHIBIT "E"**


FLAGSTAFF MOUNTAIN RESORT
 MASTER PLAN DEVELOPMENT
A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH.
DEVELOPER:
 UNITED PARK CITY MINES COMPANY
 P.O. BOX 1450 PARK CITY, UTAH 84060
 PHONE (435) 649-8011 FAX (435) 649-8035
PLANS PREPARED BY:
 ALLIANCE ENGINEERING INC. ENGINEERS, SURVEYORS, & PLANNERS
 DOUGLAS CLYDE, PLANNING, PERMITTING, & ENTITLEMENTS

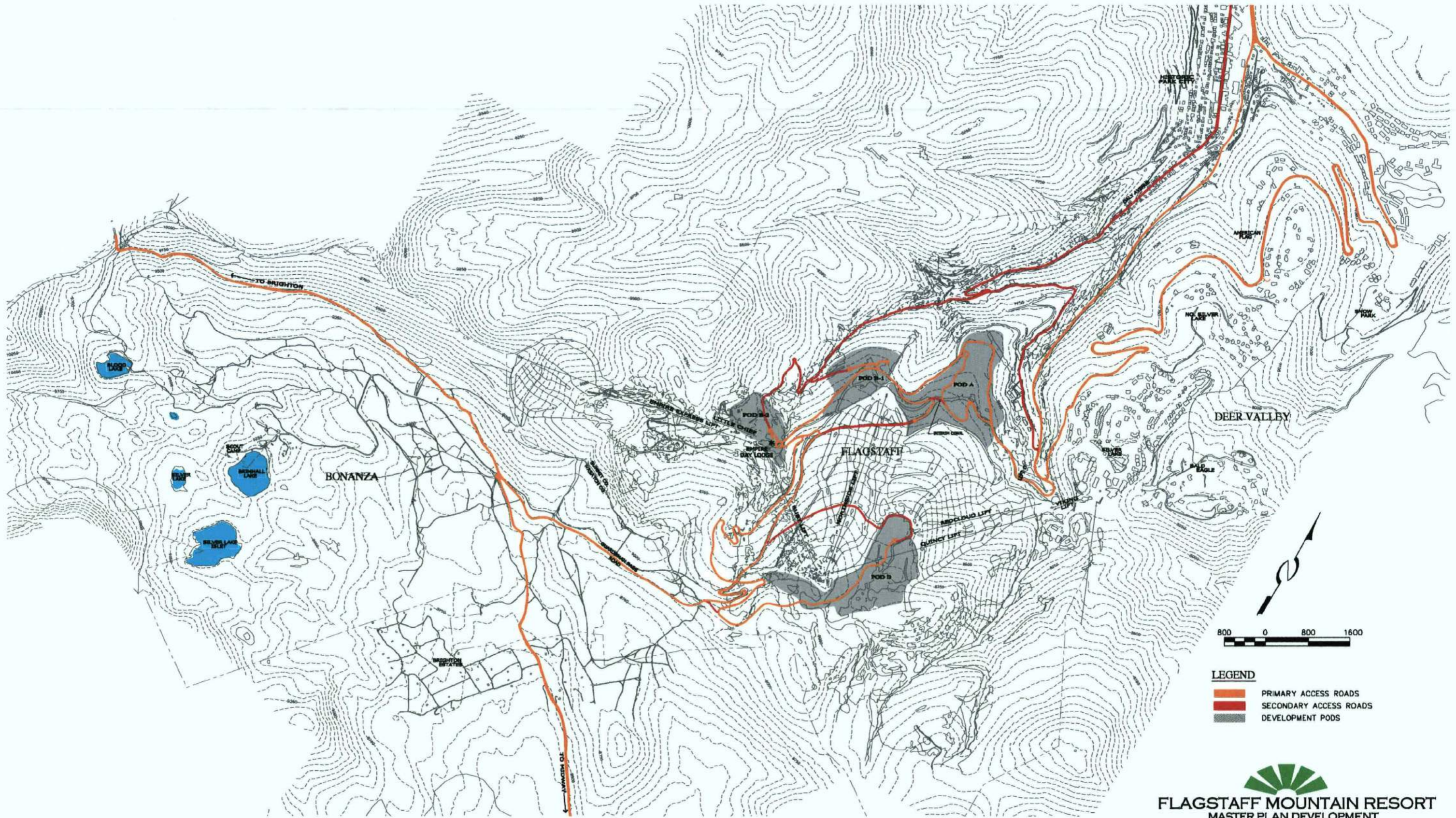


EMERGENCY RESPONSE PLAN

**ON-SITE TRAFFIC CIRCULATION PLAN
EXHIBIT "E"**


FLAGSTAFF MOUNTAIN RESORT
MASTER PLAN DEVELOPMENT
 A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH.

DEVELOPED BY
 UNITED PARK CITY MINES COMPANY
 P.O. BOX 1450 PARK CITY, UTAH 84060
 PHONE (435) 649-8011 FAX (435) 649-8035
 PLAN PREPARED BY
 ALLIANCE ENGINEERING INC. ENGINEERS, SURVEYORS, & PLANNERS
 DOUGLAS CLYDE, PLANNING, PERMITTING, & ENTITLEMENTS



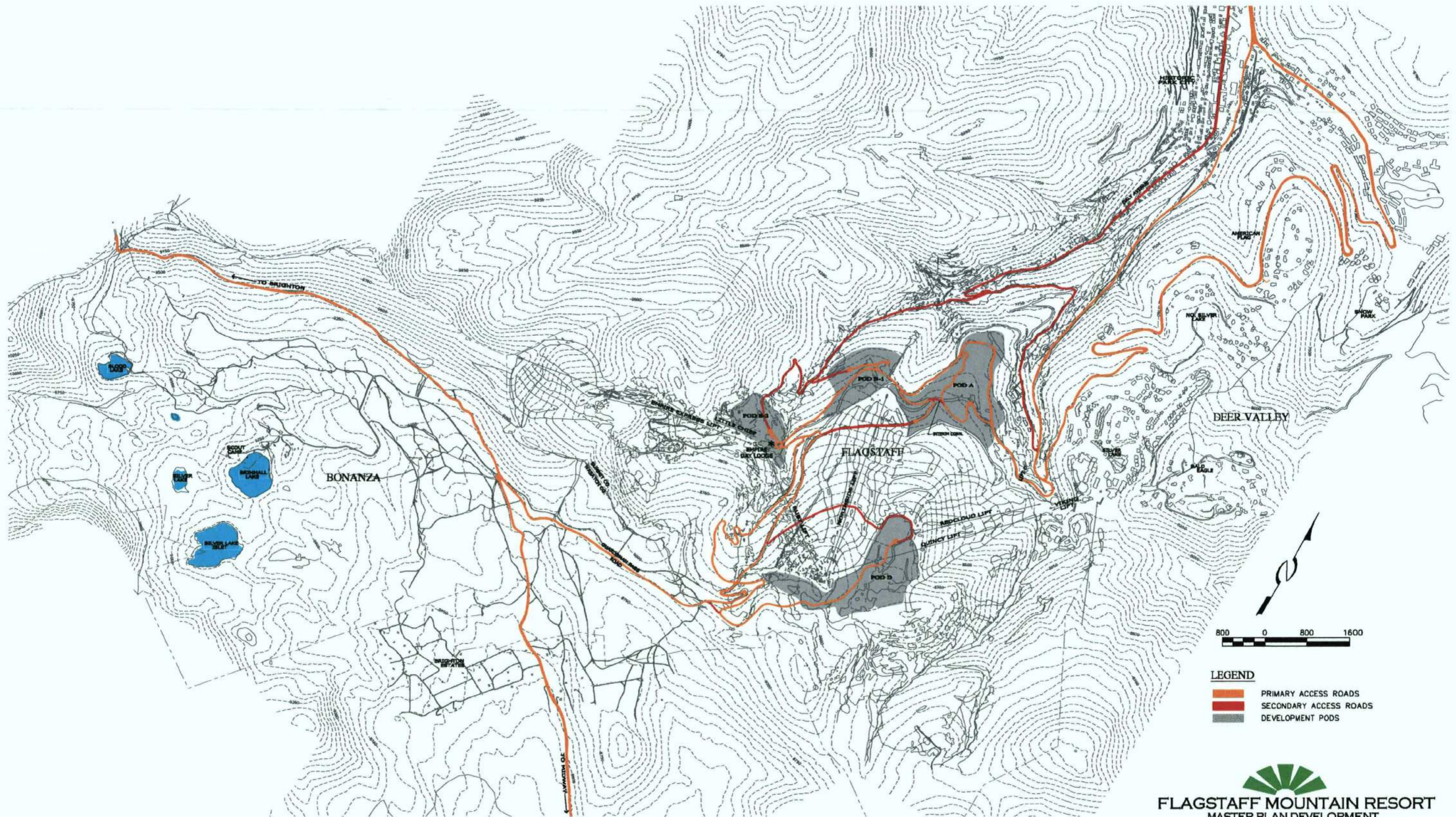
- LEGEND**
- PRIMARY ACCESS ROADS
 - SECONDARY ACCESS ROADS
 - DEVELOPMENT PODS



FLAGSTAFF MOUNTAIN RESORT
MASTER PLAN DEVELOPMENT
 A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH.

DEVELOPED BY:
 UNITED PARK CITY MINES COMPANY
 P.O. BOX 1450 PARK CITY, UTAH 84060
 PHONE (435) 649-8011 FAX (435) 649-8095
 PLAN PREPARED BY:
 ALLIANCE ENGINEERING INC. ENGINEERS, SURVEYORS, & PLANNERS
 DOUGLAS CLYDE, PLANNING, PERMITTING, & ENTITLEMENTS

EMERGENCY RESPONSE PLAN
ON-SITE TRAFFIC CIRCULATION PLAN
EXHIBIT "E"



EMERGENCY RESPONSE PLAN

**ON-SITE TRAFFIC CIRCULATION PLAN
EXHIBIT "E"**

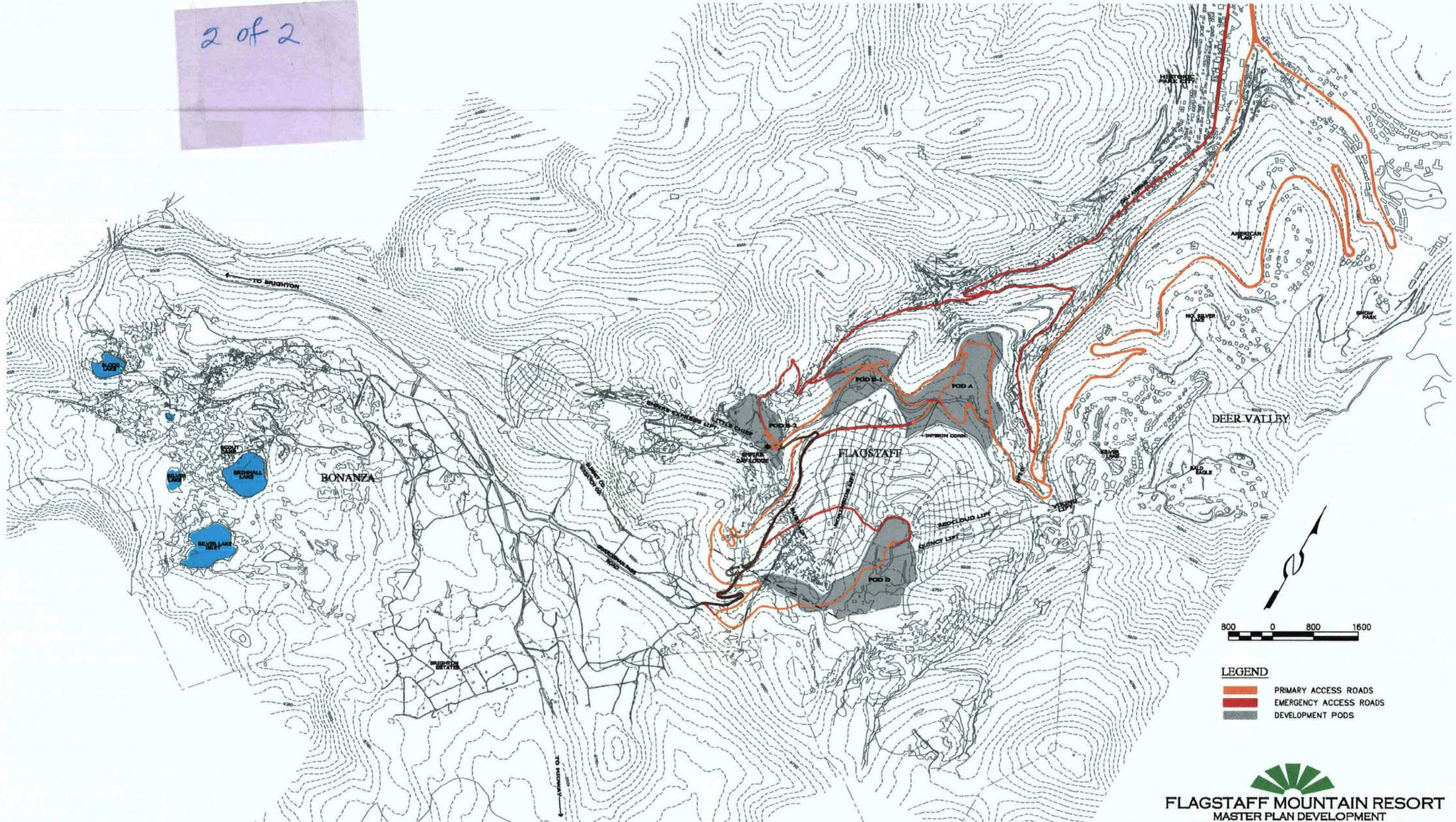
- LEGEND**
- PRIMARY ACCESS ROADS
 - SECONDARY ACCESS ROADS
 - DEVELOPMENT PODS




FLAGSTAFF MOUNTAIN RESORT
MASTER PLAN DEVELOPMENT
A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH.




DEVELOPED BY
 UNITED PARK CITY MINES COMPANY
 P.O. BOX 1480 PARK CITY, UTAH 84060
 PHONE (435) 649-8011 FAX (435) 649-8095
PLANS PREPARED BY:
 ALLIANCE ENGINEERING INC. ENGINEERS, SURVEYORS, & PLANNERS
 DOUGLAS CLYDE, PLANNING, PERMITTING, & ENTITLEMENTS

2 of 2



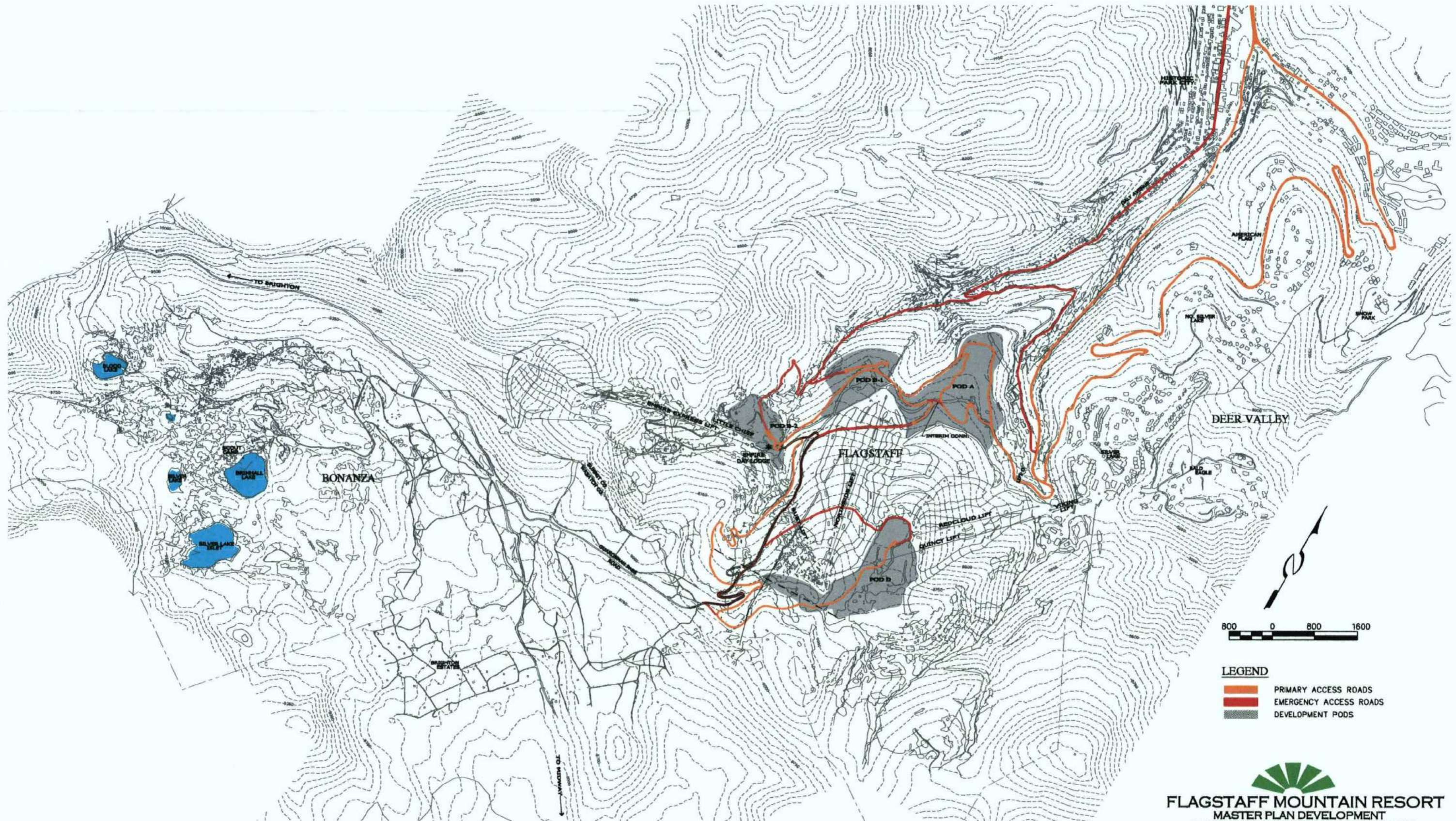
EMERGENCY RESPONSE PLAN

ON-SITE TRAFFIC CIRCULATION PLAN EXHIBIT "E"

- LEGEND**
-  PRIMARY ACCESS ROADS
 -  EMERGENCY ACCESS ROADS
 -  DEVELOPMENT PODS

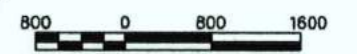

FLAGSTAFF MOUNTAIN RESORT
MASTER PLAN DEVELOPMENT
A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH.

DEVELOPED BY:
UNITED PARK CITY MINES COMPANY
P.O. BOX 1480 PARK CITY, UTAH 84060
PHONE (435) 649-6011 FAX (435) 649-6035
PLANNED BY:
ALLIANCE ENGINEERING INC. ENGINEERS, SURVEYORS, & PLANNERS
DOUGLAS CLYDE, PLANNING, PERMITTING, & ENTITLEMENTS



EMERGENCY RESPONSE PLAN

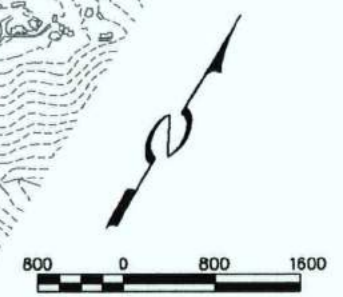
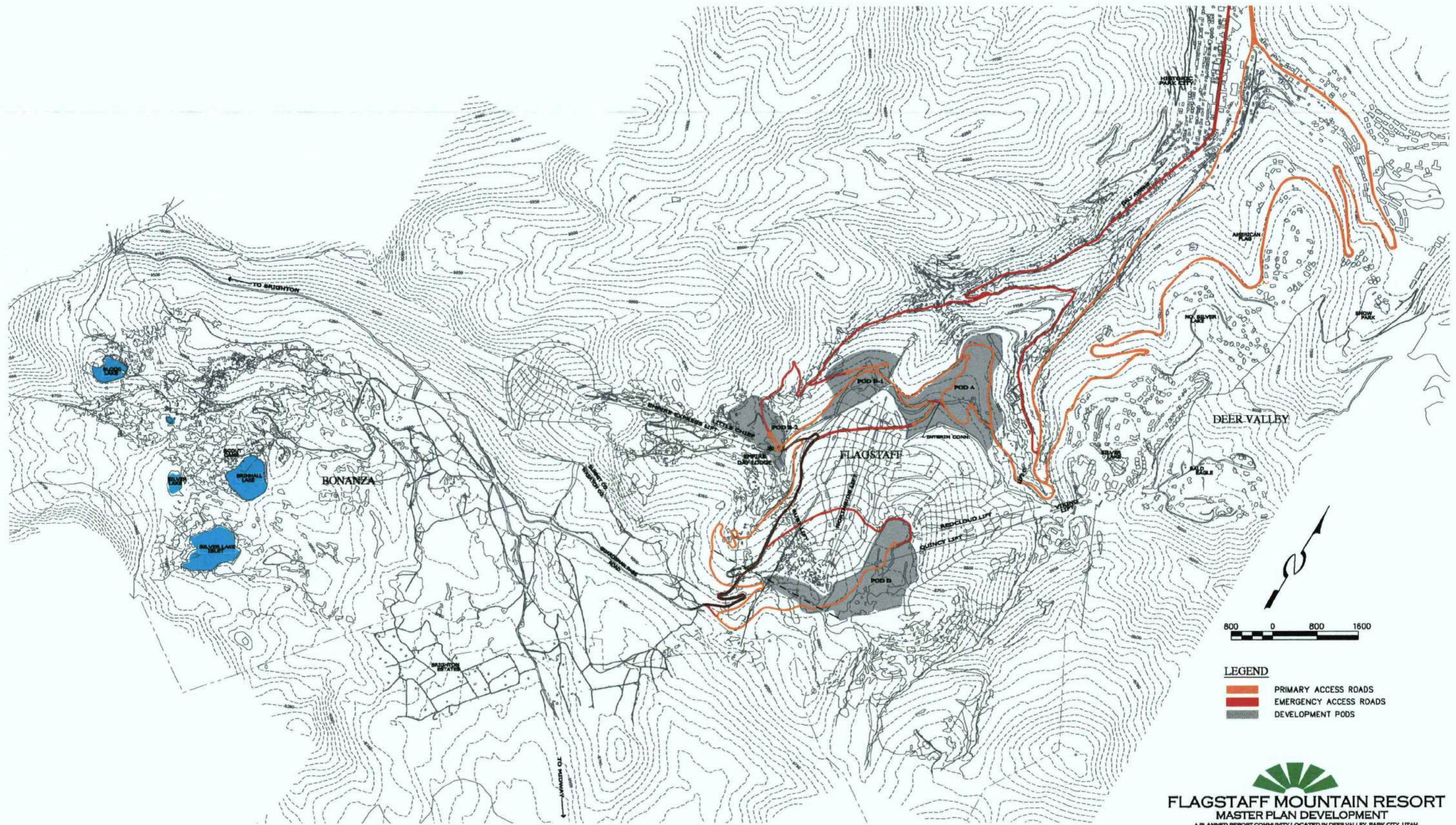
ON-SITE TRAFFIC CIRCULATION PLAN EXHIBIT "E"





- LEGEND**
- PRIMARY ACCESS ROADS
 - EMERGENCY ACCESS ROADS
 - DEVELOPMENT PODS


FLAGSTAFF MOUNTAIN RESORT
MASTER PLAN DEVELOPMENT
A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH.

DEVELOPED BY:
 UNITED PARK CITY MINES COMPANY
 P.O. BOX 1480 PARK CITY, UTAH 84060
 PHONE (435) 649-8011 FAX (435) 649-8035
PLANNED BY:
 ALLIANCE ENGINEERS INC. ENGINEERS, SURVEYORS, & PLANNERS
 DOUGLAS CLYDE, PLANNING, PERMITTING, & ENTITLEMENTS



LEGEND

	PRIMARY ACCESS ROADS
	EMERGENCY ACCESS ROADS
	DEVELOPMENT PODS

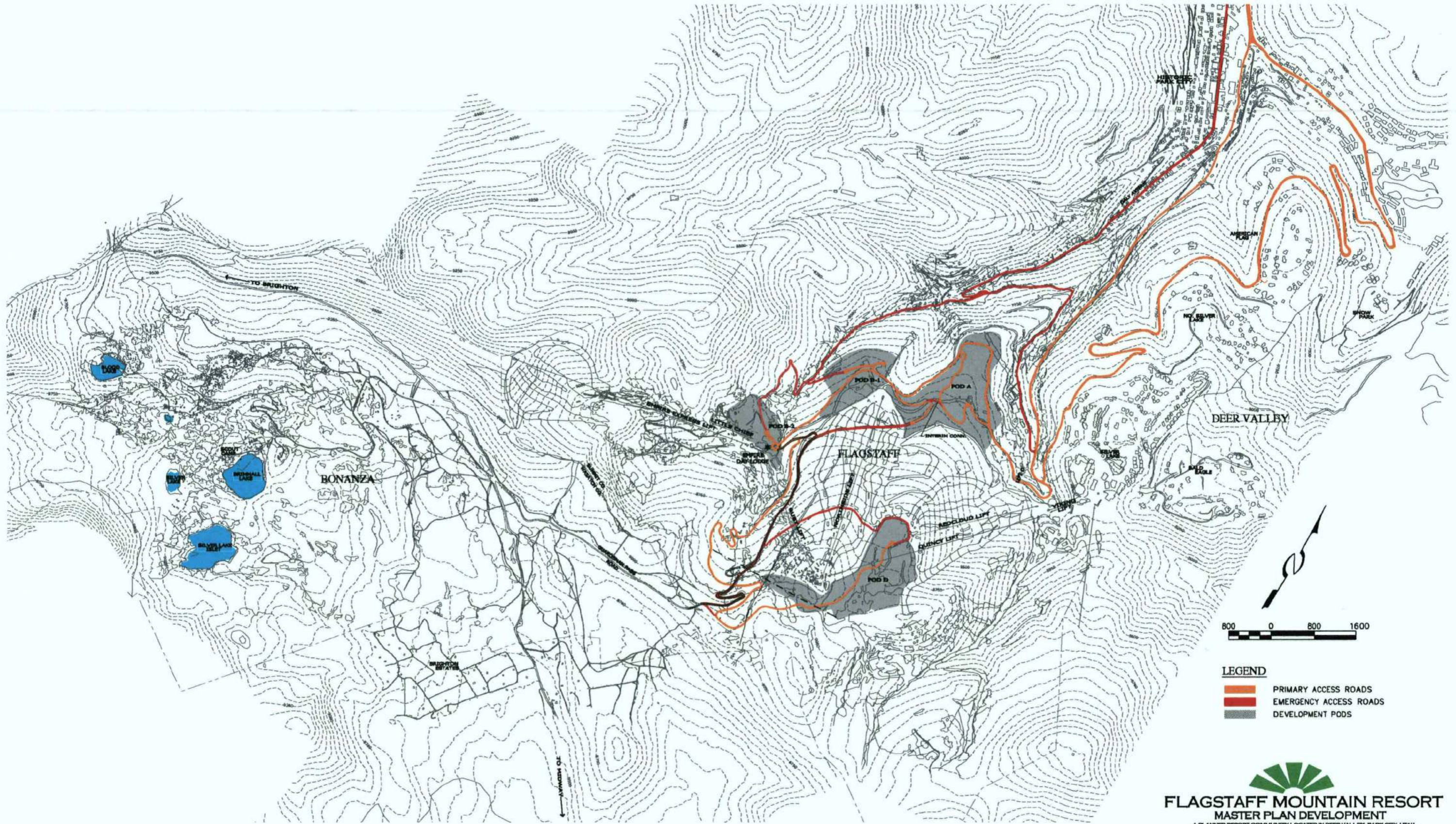
EMERGENCY RESPONSE PLAN

ON-SITE TRAFFIC CIRCULATION PLAN EXHIBIT "E"


FLAGSTAFF MOUNTAIN RESORT
 MASTER PLAN DEVELOPMENT
 A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH




DEVELOPED BY:
 UNITED PARK CITY MINES COMPANY
 P.O. BOX 1450 PARK CITY, UTAH 84060
 PHONE (435) 649-6011 FAX (435) 649-6035
 FLAGSTAFF, UTAH

ALLIANCE ENGINEERING INC. ENGINEERS, SURVEYORS, & PLANNERS
 DOUGLAS CLYDE, PLANNING, PERMITTING, & ENTITLEMENTS



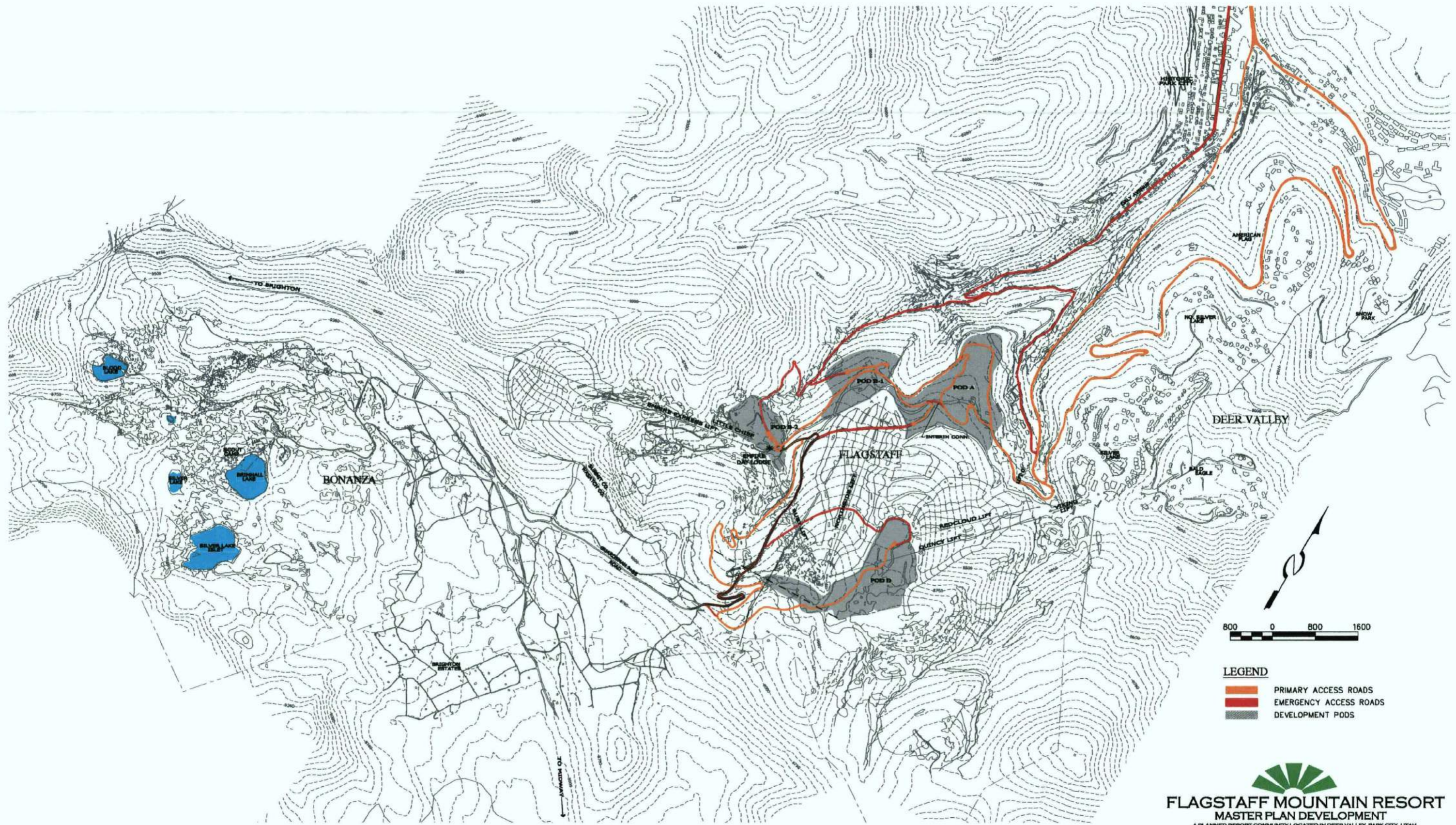
EMERGENCY RESPONSE PLAN

ON-SITE TRAFFIC CIRCULATION PLAN EXHIBIT "E"

- LEGEND**
-  PRIMARY ACCESS ROADS
 -  EMERGENCY ACCESS ROADS
 -  DEVELOPMENT PODS


FLAGSTAFF MOUNTAIN RESORT
MASTER PLAN DEVELOPMENT
 A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH.

DEVELOPED BY:
 UNITED PARK CITY MINES COMPANY
 P.O. BOX 1480 PARK CITY, UTAH 84060
 PHONE (435) 649-6011 FAX (435) 649-8035
 PLANNED BY:
 ALLIANCE ENGINEERING INC. ENGINEERS, SURVEYORS, & PLANNERS
 DOUGLAS CLYDE, PLANNING, PERMITTING, & ENTITLEMENTS



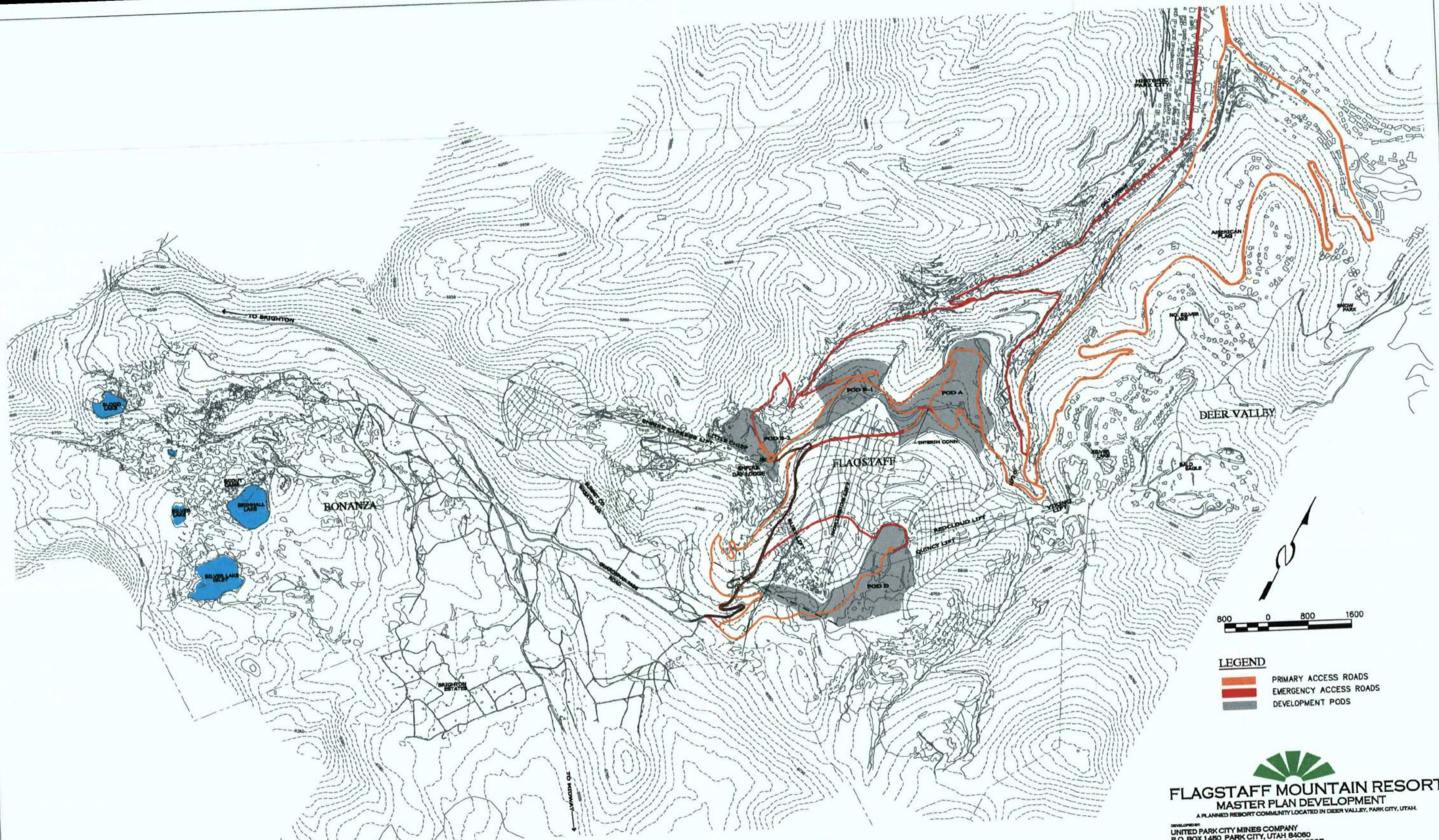
EMERGENCY RESPONSE PLAN

**ON-SITE TRAFFIC CIRCULATION PLAN
EXHIBIT "E"**


FLAGSTAFF MOUNTAIN RESORT
MASTER PLAN DEVELOPMENT
 A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH.




DEVELOPED BY:
 UNITED PARK CITY MINES COMPANY
 P.O. BOX 1480 PARK CITY, UTAH 84060
 PHONE (435) 649-9011 FAX (435) 649-9035

PLANNED BY:
 ALLIANCE ENGINEERING INC. ENGINEERS, SURVEYORS, & PLANNERS
 DOUGLAS CLYDE, PLANNING, PERMITTING, & EXHIBITMENTS

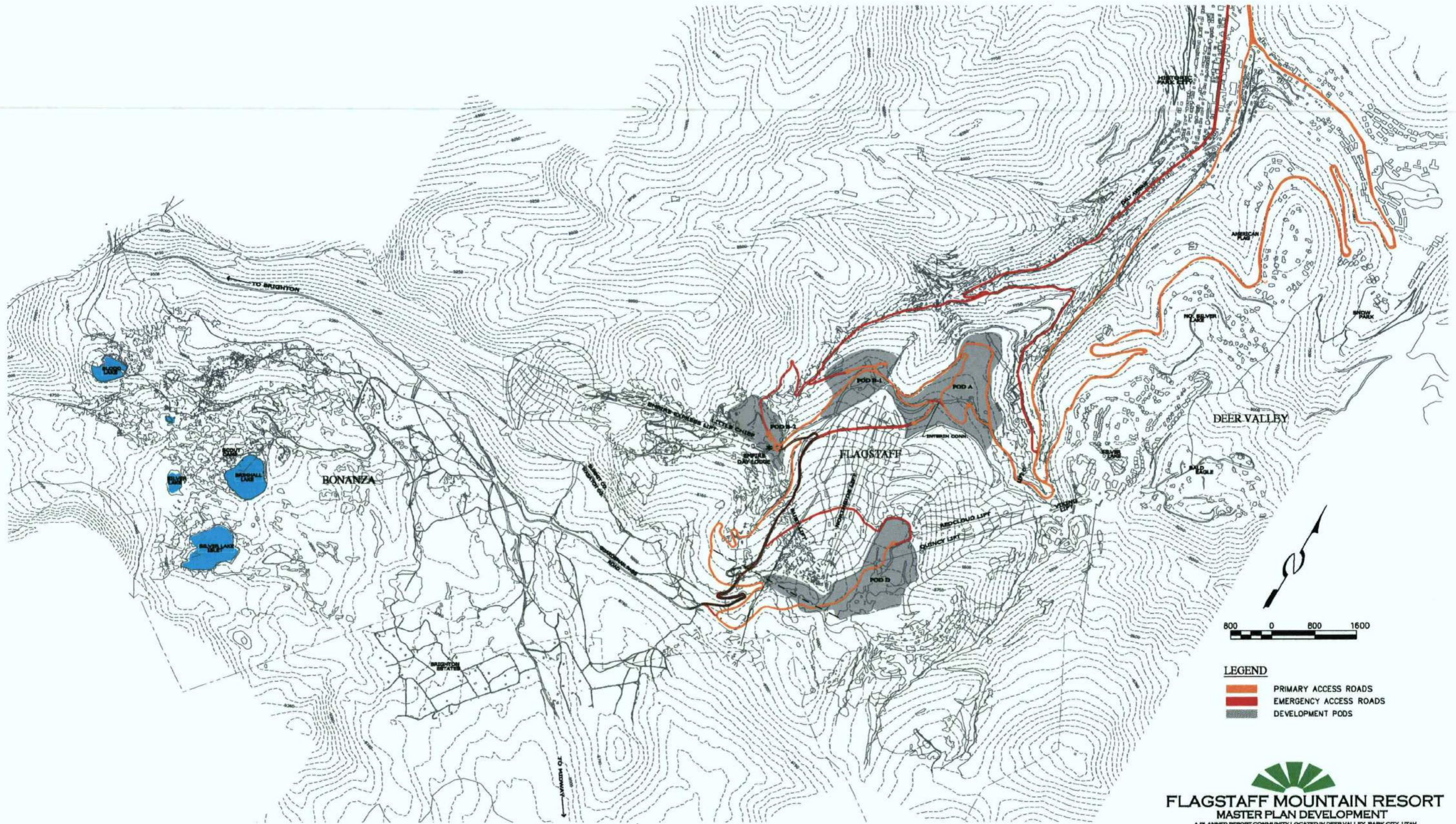



EMERGENCY RESPONSE PLAN

**ON-SITE TRAFFIC CIRCULATION PLAN
EXHIBIT "E"**

- LEGEND**
-  PRIMARY ACCESS ROADS
 -  EMERGENCY ACCESS ROADS
 -  DEVELOPMENT PODS


FLAGSTAFF MOUNTAIN RESORT
MASTER PLAN DEVELOPMENT
 A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH
 DEVELOPED BY:
 UNITED PARK CITY MINES COMPANY
 P.O. BOX 1480 PARK CITY, UTAH 84080
 PHONE (435) 649-8011 FAX (435) 649-8035
 PLANS PREPARED BY:
 ALLIANCE ENGINEERING INC. ENGINEERS, SURVEYORS, & PLANNERS
 DOUGLAS CLYDE, PLANNING, PERMITTING, & ENTITLEMENTS



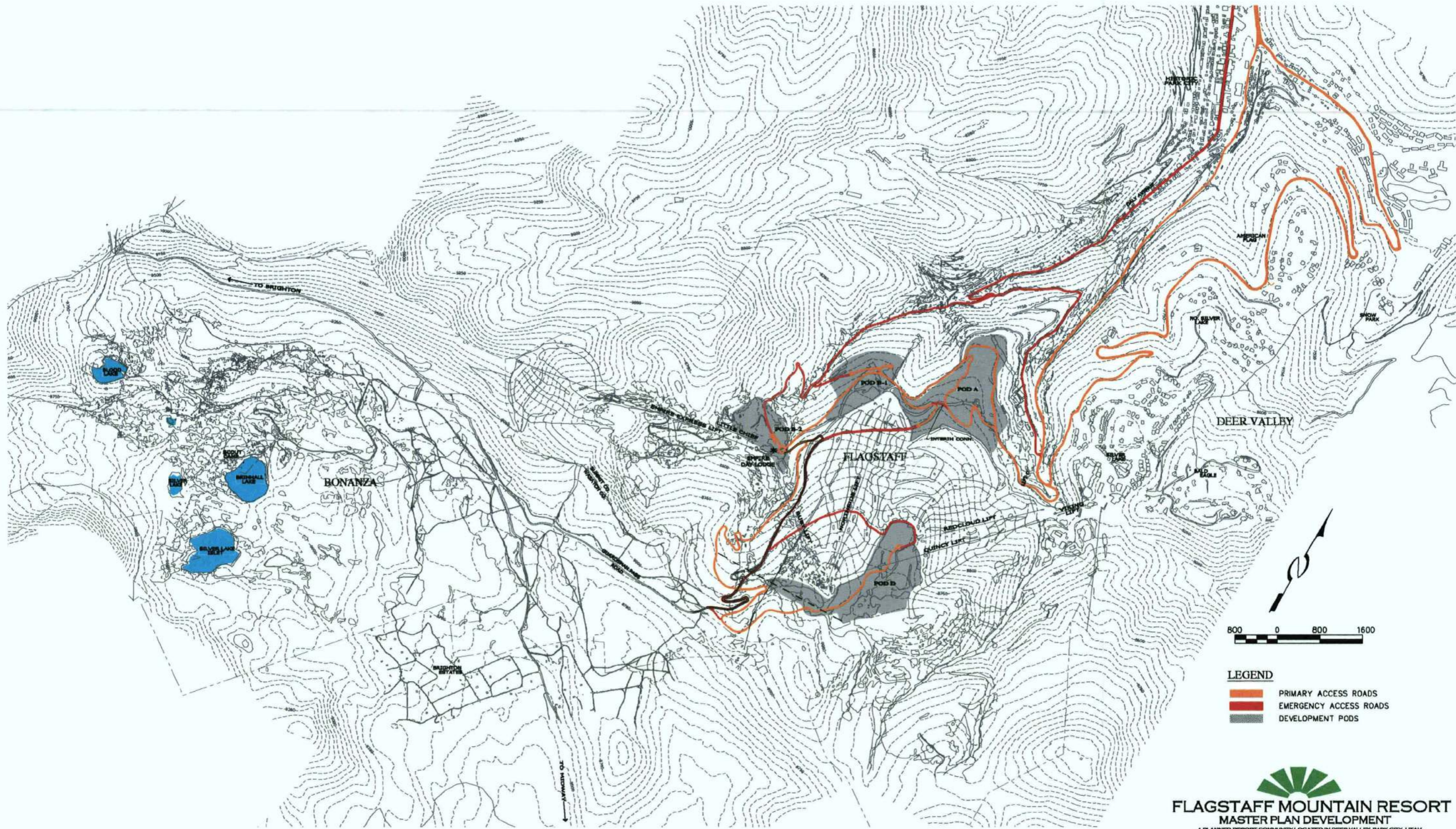
- LEGEND**
-  PRIMARY ACCESS ROADS
 -  EMERGENCY ACCESS ROADS
 -  DEVELOPMENT PODS


FLAGSTAFF MOUNTAIN RESORT
 MASTER PLAN DEVELOPMENT
 A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH.

DEVELOPED BY:
 UNITED PARK CITY MINES COMPANY
 P.O. BOX 1450 PARK CITY, UTAH 84060
 PHONE (435) 649-6011 FAX (435) 649-6035
 PLANNED BY:
 ALLIANCE ENGINEERING INC. ENGINEERS, SURVEYORS, & PLANNERS
 DOUGLAS CLYDE, PLANNING, PERMITTING, & ENTITLEMENTS

EMERGENCY RESPONSE PLAN

ON-SITE TRAFFIC CIRCULATION PLAN EXHIBIT "E"



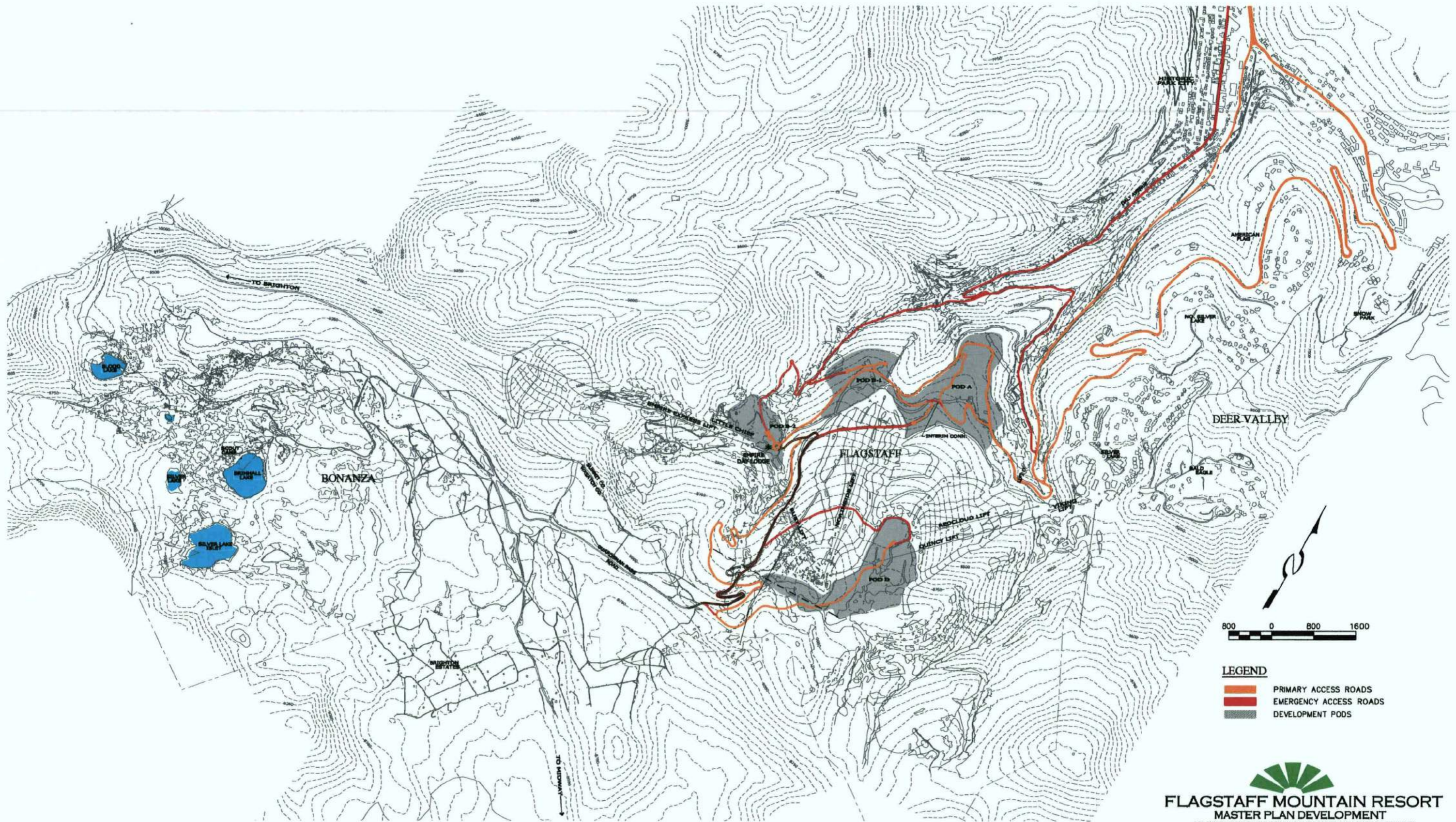
EMERGENCY RESPONSE PLAN

ON-SITE TRAFFIC CIRCULATION PLAN EXHIBIT "E"

- LEGEND**
- PRIMARY ACCESS ROADS
 - EMERGENCY ACCESS ROADS
 - DEVELOPMENT PODS


FLAGSTAFF MOUNTAIN RESORT
MASTER PLAN DEVELOPMENT
A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH.

DEVELOPED BY:
 UNITED PARK CITY MINES COMPANY
 P.O. BOX 1480 PARK CITY, UTAH 84080
 PHONE (435) 649-8011 FAX (435) 649-8035
PLANNED BY:
 ALLIANCE ENGINEERING INC. ENGINEERS, SURVEYORS, & PLANNERS
 DOUGLAS CLYDE, PLANNING, PERMITTING, & ENTITLEMENTS



EMERGENCY RESPONSE PLAN

ON-SITE TRAFFIC CIRCULATION PLAN EXHIBIT "E"



LEGEND

- PRIMARY ACCESS ROADS
- EMERGENCY ACCESS ROADS
- DEVELOPMENT PODS


FLAGSTAFF MOUNTAIN RESORT
 MASTER PLAN DEVELOPMENT
 A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH.

DEVELOPED BY:
 UNITED PARK CITY MINES COMPANY
 P.O. BOX 1480 PARK CITY, UTAH 84060
 PHONE (435) 649-8011 FAX (435) 649-8035
 PLANS PREPARED BY:
 ALLIANCE ENGINEERING INC. ENGINEERS, SURVEYORS, & PLANNERS
 DOUGLAS CLYDE, PLANNING, PERMITTING, & ENVIRONMENTAL

EMERGENCY RESPONSE PLAN

for

**FLAGSTAFF MOUNTAIN RESORT
PARK CITY, SUMMIT COUNTY, UTAH**

also know as

EMPIRE PASS

Exhibit 7

May 21, 2001

Revised and Approved December 2001

Revised February 2004

Prepared by

UNITED PARK CITY MINES COMPANY



TABLE OF CONTENTS

I.	Introduction	1
	A. General Property Description	1
	B. Park City Fire District.....	2
	C. Park City Police Department	3
	D. Goals and Objectives of the Emergency Response Plan	3
II.	Existing Conditions and Constraints	4
III.	Emergency Response Plan	5
	A. Water	5
	B. Primary Access	5
	C. Emergency Secondary Access	6
	D. Fire Prevention.....	8
	E. Fire Suppression and Paramedic/Ambulance.....	9
	F. Police Protection	9
	Exhibit A1-A2 (Winter-Summer) – Emergency Access Plan	
	Exhibit B – Road Cross Sections	
IV.	Contributions and Funding.....	10

I. INTRODUCTION

The Emergency Response Plan (the "ERP") was approved in December of 2001, and is one of several technical reports prepared to support the United Park City Mines Company ("UPK") Large Scale Master Plan Development (LSMPD) application filed in October of 2001. Since LSMPD's are programmatic in nature and subject to evolution and refinement at the time of subsequent Master Planned Development (MPD) and Conditional Use Permit (CUP) applications, this report was viewed in 2001, and should be viewed now, as conceptual in nature, and subject to change as specific plans are developed. The 2001 Emergency Response Plan also stated that details developed at future MPD or CUP stages would not require a modification of such plan provided they comply with the Goals and Objectives stated therein. As a result of ongoing discussions between UPK and Park City, a number of improvements to the ERP have been agreed to, and accordingly, we would like to take to update the ERP.

A. Property Description

Empire Pass is an assemblage of mining claims comprising about 1,655 acres of land located at the southwestern corner of Summit County, Utah. In December of 2003, UPK changed the project name from Flagstaff Mountain Resort to Empire Pass (the "Property"). The Property is bordered by Deer Valley Resort to the east and State Highway 224 (Marsac Avenue) to the northeast, and the Park City Mountain Resort to the northwest. The southern boundary of the Property coincides with the Summit County/Wasatch County line. The Property was annexed into the corporate limits of Park City Municipal Corporation ("Park City") and an Annexation and Development Agreement was executed on June 24, 1999 (the "Development Agreement").

The Development Agreement limited development to the "Mountain Village", which consists of three Development Pods ("A", "B-1" & "B-2") with up to of 84 acres, and the "Northside Neighborhood" (Development Pod "D") with up to 63 acres. In 2002, UPK platted and improved Development Pod B-1, which is located at the base of Deer Valley's Northside lift, and this area has become known as "Northside". To avoid confusion, UPK recently named Development Pod D "Red Cloud", and named Pod A "The Village at Empire Pass".

The maximum density allowed within the Mountain Village by the Development Agreement is 705 Unit Equivalents configured in no more than 470 multi-family or PUD or hotel residential units. Section 1.18 of the Development Agreement states that "each multi-family and PUD residential structure shall consume 1 Unit Equivalent for each 2,000 square feet". In addition, the Mountain Village may also contain up to 16 single-family lots and up to 75,000 square feet of Resort Support Commercial space.

Red Cloud may contain up to 30 single-family lots, and up to 8 "bonus" lots if certain adjacent lands are acquired by UPK or otherwise subjected to the provisions of the Development Agreement.

Current uses include skiing, snowshoeing and snowmobiling in the winter and hiking, biking and horseback riding in the summer. Deer Valley uses adjacent to the Property include hotel lodging facilities, resort support commercial, a variety of multi-family residential units, and single-family lots.

In addition to the residential construction, UPK plans to build a comprehensive package of amenities, including, but not limited to, a transit hub, a social and fitness club (the "Empire Club") in a large, mixed-use building in Pod A, the "Nugget", an on-mountain restaurant similar to "Beano's Cabin" at Beaver Creek, and several ski lifts. To minimize private vehicular use, UPK will connect the residences and the amenities with a dial-a-ride service, sidewalks, ski trails, and hiking and biking trails.

Park City Fire Service District

The Park City Fire Service District (the "District") is a full service emergency services agency that provides fire protection and emergency medical services to an area of approximately 100 square miles of western Summit County, Utah, including all of Park City. The District is bordered by the fire districts serving Morgan County, Salt Lake County, Wasatch County and the North and South Summit County. Approximately 25,000 residents live within the District, while another 1,000,000 plus guests visit the area each year.

The District is governed by an Administration Control Board appointed by the Summit County Commission and employs approximately 65 full-time and part-time firefighters, emergency medical technicians (EMTs) and Paramedics. In addition to fire suppression, emergency medical, rescue and hazard mitigation services, the District provides fire protection planning and inspection services and community education programs. The District has four (4) staffed and one (1) "call" fire stations as described below:

Station #31: Located at 1353 Park Avenue in Park City, Station #31, is the District Headquarters. In addition to the District's administrative offices, and depending upon the time of year, this Station houses a variety of emergency response equipment including two (2) engines, one (1) ladder truck, one (1) auxiliary "brush" truck, one (1) water tank truck and two (2) ambulances. The Station is staffed by six (6) firefighters.

Station #32: Located at 180 Maple Drive in Summit County, the "Summit Park" Station, is an unmanned "call" station primarily used to store equipment during the off-season and to provide an equipment depot for this outlying area.

Station #33: Located at 730 Bitner Road in Summit County, the "Burns" Station, houses one (1) engine with a ladder, one (1) water tanker and two (2) ambulances. The Station is staffed by four (4) firefighters.

Station #34: Located at 7805 Royal Street in Park City, the "Deer Valley" or "Silver Lake" Station, houses one (1) engine and one (1) auxiliary "brush" truck. The Station is staffed by two (2) firefighters.

Station #35: Located at 2575 W. Kilby Road in Summit County, the "Pine Brook" Station, houses one (1) engine, one (1) auxiliary "brush" truck and one (1) ambulance. The Station is staffed by four (4) firefighters.

The District currently has preliminary plans for two (2) future fire stations, one (1) proposed in the area of The Canyons development and one (1) in the area of the Deer Valley Resort and Empire Pass. No firm timetable for these stations has been set.

The District responds to both structure fires and wildfires, and is the first to respond to wildfires within its District boundaries. It has the ability to request support from adjoining fire districts as well as the State of Utah, United States Forest Service and the United States Bureau of Land Management.

Park City Police Department

The Park City Police Department (the "Department") is a full service law enforcement agency that provides police protection and investigation services within the city limits of Park City, Utah, an area of approximately ten (10) square miles. Approximately 6,500 residents live within the city limits while another 1,000,000 plus guests visit the area annually.

The Department is governed by the Park City Council, and employs approximately 25 sworn officers, including four (4) investigators, and ten (10) civilian employees along with ten (10) reserve officers. All of the officers qualify as "state wide enforcement" officers. The Department's Headquarters is located in City Hall. A sub-station is located within the Recreation Building adjacent to the Park City Miner's Hospital in City Park. A second sub-station is planned for the Old Town Transit Center currently under construction adjacent to City Hall, and a third sub-station is planned for the Empire Club building in Pod A of Empire Pass. The Department currently operates 25 patrol vehicles (one vehicle per officer), and is augmented by inter-local cooperation agreements with the Summit County, Wasatch County and Morgan County Sheriff's Departments along with the State of Utah Wildlife Resources Department.

The proposed facility will consist of 3 office spaces, approximately 12' x 12' each, with a combined square footage not less than 500 square feet, plus two reasonably proximate parking spaces. The unit will be made available to Park City as an empty "white box" for no cost, and not subject to HOA dues or other assessments, as soon as occupancy permits are ready to be issued. UPK has agreed that the Empire Club building will be the second stacked-flat building constructed within Pod A.

Goals and Objectives of the Emergency Response Plan

The primary goal and objective of the ERP is to ensure the health and safety of the residents, guests, visitors and employees of Empire Pass, and to protect the built environment and the property of the landowners.

To accomplish this goal, the ERP must provide appropriate infrastructure and access to the Park City Fire Service District and the Park City Police Department, along with other city, county, state and private entities to enable them to efficiently and safely perform their duties, during emergency conditions, or while engaged in education and prevention.

II. EXISTING CONDITIONS AND CONSTRAINTS

Empire Pass is located in heavily vegetated, steeply sloped terrain at elevations from between 7,370 and 9,580 feet above sea level. Together with high precipitation rates, primarily in the form of snowfall, these conditions present several emergency response challenges including the following:

Vegetation: Although the primarily north facing aspect of the Annexation Area decreases the threat of wildfire on this heavily forested area, a lengthy period of drought could easily produce a significant wildfire threat.

Terrain: The general slope of the property, coupled with the numerous steep slopes associated with the primary canyons and ravines create a climate for fast moving fires easily spread by the frequent erratic wind conditions. These conditions present a potential threat of wildfires from off-site ignition points. The geographical terrain of the area limits the fire attack options available.

Climatic Conditions: The high rate of precipitation primarily in the form of snowfall limits wildfire opportunities for much of the year, but complicates emergency access. Conversely, summer drought conditions can significantly increase the threat of wildfire.

Access: Access to the property from Park City is via either Guardsman Road or Daly Avenue. In 2003, UPK finished reconstructing Guardsman Road to current UDOT standards from the Ontario Mine bench up to just beyond the Empire Day Lodge. From this point on, Guardsman Road is a narrow and steep, minimally maintained road, with a surface of deteriorating asphalt. In 2004, UPK plans to construct a new Guardsman Road from above the Empire Day Lodge to the Summit County line, and thereafter, UPK plans to reconstruct Guardsman Road from the County line to its Bonanza Flats property. Daly Avenue provides direct access from Old Town to lower Empire Canyon and then Empire Pass. Daly Avenue has historically been gated to prevent inappropriate uses. The existing gates shall remain.

III. EMERGENCY RESPONSE PLAN

Water

Water will be provided to the Resort by the Park City Municipal Corporation in accordance with i) an *AGREEMENT FOR A JOINT WELL DEVELOPMENT PROGRAM*, dated January 14, 2000 and ii) a *MEMORANDUM OF UNDERSTANDING BETWEEN PARK CITY MUNICIPAL CORPORATION AND UNITED PARK CITY MINES COMPANY CLARIFYING AND IMPLEMENTING THE WATER SERVICE AND WATER SOURCE DEVELOPMENT PROVISIONS OF THE DEVELOPMENT AGREEMENT* dated June 24, 1999, dated January 14, 2000, and iii) numerous other water agreements between the parties, and iv) any future agreements.

Water will be delivered to the 1,000,000 gallon storage tank (Water Tank #1) that UPK constructed on the east side of Guardsman Road, just above the Empire Day Lodge. The primary source of water for Tank #1 is planned to be the Spiro Water Treatment Plant via the 13th Street Pump Station and the Woodside Tank. After necessary upgrades to the existing system are completed, water will be pumped from the Woodside Tank up Empire Canyon to the Pod B-2 Tank via a 10" ductile iron water line. The secondary source that presently supplies Tank #1 is the existing Bald Eagle Tank at the Deer Valley Resort. Water gravity flows to Tank #1 from the Bald Eagle Tank through the water line that feeds the Empire Day Lodge at Pod B-2 via a 10" ductile iron water line that runs along the Banner Ski Trail and across the Northside Ski Runs. Tank #1 is located at an operating elevation of approximately 8,450 feet above sea level and provides approximately 540,000 gallons of fire storage for Pods A, B-1 and B-2. This storage capacity has been calculated to provide the necessary 3,000 gallons per minute for the three-hour duration in accordance with the requirements of the Park City Building Department.

Tank #1 will provide water via a pump station and a 10" ductile iron water line to a second tank (Tank #2) of approximately 500,000 gallons to be located along the ridgeline in the area above Red Cloud. Tank #2 will be located at an operating elevation of approximately 9,150 feet above sea level and will provide approximately 300,000 gallons of fire storage for Red Cloud and for UPK's property in the Bonanza Flats area of Wasatch County. This storage capacity has been calculated to provide 2,500 gallons per minute for the two-hour duration. The fire flow assumptions for this tank have been reduced since the buildings served will be much smaller than those programmed for Pods A, B-1 and B-2. Water will be distributed from these tanks via a series of water mains, with fire hydrants installed along the roads and throughout the development Pods as required by Park City and the District. In addition to the required fire hydrants, fire department connections and standpipe systems, fire hose storage cabinets and their appurtenances will be provided in strategic locations throughout Empire Pass to ensure appropriate resources are available in the event of a fire.

Primary Access

Once certain improvements have been made, Marsac Avenue and Guardsman Road will continue be the primary means of access from Park City to and through Empire Pass.

The Development Agreement describes the required improvements for Marsac Avenue, and sets forth the requirements for a new private road from Pod B-2 to Red Cloud.

In 2001, UPK completed the construction of a runaway truck ramp along the northbound, downhill lane at a location just above the intersection of Hillside Avenue. In 2003, UPK completed the reconstruction and realignment of Marsac Avenue from the Deer Valley turn-off just south of the Ontario Mine bench, to Pod B-2, and UDOT abandoned the corresponding section of the Guardsman Road.

In 2004, UPK is planning to complete the reconstruction of Marsac Avenue from the roundabout below City Hall to the Deer Valley turn-off just south of the Ontario Mine bench. This work will add a passing lane for uphill traffic on Marsac Avenue. Also in 2004, and subject to Park City's approval, UPK plans to build a new private road from Pod B-2 to Red Cloud. Per Park City's LMC, private roads can be dedicated as public streets with approval of the City Council. This road will be built to meet UDOT specifications, and in the future, this road will serve UPK's property at Bonanza Flats. This road will not meet PCMC's requirement for a maximum 10% grade. The proposed road cross sections included in the Emergency Response Plan approved in December of 2001 have changed, and are attached hereto as Exhibit B.

Emergency Secondary Access

There are three primary types of emergencies:

- 1) The first is an isolated, short-term emergency (i.e. medical emergency, automobile accident, structure fire, etc.). These emergencies usually do not have significant secondary access requirements, however, depending on the extent of the fire and climate conditions, may require a total or partial evacuation of Empire Pass.
- 2) The second type of emergency is one that would require an immediate full evacuation of all, or a portion of Empire Pass, such as in the event of a wildfire. This type of an emergency requires immediate secondary access options.
- 3) Finally, the third type of emergency is a long-term, non-life-threatening situation, such as a road or bridge failure due to landslide, avalanche, collapse or structural failure. This type of an emergency requires a long-term secondary access option.

UPK will develop and implement alliances and procedures with the District, Deer Valley Resort and other pertinent agencies and entities relating to the use of alternative modes of transportation in the event of an emergency situation.

In the event of a long-term closure of Marsac Avenue below Empire Pass, various alternative access routes are available:

- 1) All-season access is available using Royal Street and the Silver Lake area of Deer Valley Resort to South Deer Valley Drive.

2) Winter emergency access, other than Royal Street, is proposed as an all-weather gravel road with a minimum 20' width that will run from Red Cloud down to Marsac Avenue as shown on Exhibit A1. This is a new route from the previously approved plan. Emergency access will be cleared at the expense of the Master Owners Association under the order of the Police Chief or Fire Marshal.

3) Additional winter access could be utilized by plowing the existing gravel and dirt roads that are also shown in Exhibit A1. They include:

a) The "drift road" that runs from the Ontario Mine bench, around Prospect Ridge and connects with Lower Empire Canyon and then north to Daly Avenue. This road is currently used as a year round access to the Empire Canyon Water Tank and Utah Power's Judge Switchback Substation. The portion that is not open year round could be plowed in the event of a long-term closure. In addition, the maintenance road overlying the new utilities from Daly to B-2 could also be used. This section of road will be a 20' wide platform with a gravel surface.

b) The existing Guardsman Road alignment between Pod B-2 and Red Cloud, could be plowed for emergency use in the event of a long-term problem along the private road from Pod B-2 to Red Cloud.

4) Summer emergency access is considerably more abundant and comes in the form of public roads, and privately maintained dirt roads (see exhibit A2):

a) On the Bonanza side of Guardsman Road, existing roads provide summer access through both Brighton Canyon to Salt Lake and Pine Canyon Road to Midway City in Wasatch County.

b) Finally, there are numerous existing dirt roads, snow cat trails and ski runs available for use if an emergency evacuation is required during the summer months.

c) UPK will ensure that emergency access routes are provided, identified and maintained during the summer months and in other times of high fire danger.

The current infrastructure plan requires of the construction of several bridges and tunnels to provide grade separation for vehicles and recreational users (hikers & skiers). These structures are designed with so-called "dry crossings" to allow vehicular access in the event of a structural failure. In case of a failure, the Fire Marshal and/or the City Police Chief shall direct the Master Owners Association to grade/clear the dry crossings or will facilitate the grading/clearing of the dry crossing at the Master Owners Associations expense.

Before any infrastructure construction is allowed to begin, UPK will submit detailed construction drawings, defensible space drawings, and a construction mitigation plan describing access, staging of materials and equipment, trash management, construction

parking and fire protection measures to Park City and the District for their approval. The proposed road cross sections included in the Emergency Response Plan approved in December of 2001 have changed, and are attached hereto as Exhibit B. No vertical construction will be allowed to commence until the subject parcel has all-weather access and an operational water distribution system to meet fire flow requirements.

Fire Prevention

As previously discussed, wildfires could pose a significant threat to properties at Empire Pass. Accordingly, UPK will incorporate a variety of fire protection measures into the design and operation of Empire Pass so as to prevent fires from starting and to minimize potential losses.

To prevent wildfires, UPK will establish a program to educate its residents, visitors and the general public about fire risk and prevention. This program will include signage at trailheads, posters on bulletin and information boards, pamphlet distribution with equipment rentals, notices on the Empire Pass-intranet system, defensible space requirements in the CC&Rs, and safety talks by trail guides.

Measures such as strategically placed firebreak clear zones would be difficult, at best, to construct and maintain and would create significant visual scarring and disturbance to vegetation and wildlife habitat. However, the existing and proposed ski runs, roads and other clearings provide some firebreak zones and will be considered in the overall fire protection strategy for the perimeter of the Development Pods. UPK may also establish the following additional fire protection zones around the Development Pods to slow the spread of wildfires:

Zone 1 – The area immediately adjacent to combustible vertical construction will be i) cleared of existing trees, ii) cleaned of downed trees, branches and forest under-story and iii) re-vegetated with fire-resistant, irrigated ground cover, shrubs and trees carefully located to prevent erosion and hinder the spread of wild fire. This zone will be a minimum of 50 feet wide.

Zone 2 – The area immediately adjacent to Zone 1 will be i) cleared of existing downed trees and branches along with the forest under-story and ii) thinned by removing dense groupings of trees and limbing-up trees that are to remain. This zone will be a minimum of 25 feet wide. In some instances roadways will provide a clear zone corridor in excess of the 25-foot minimum.

Finally, all structures will be designed and constructed with fire prevention in mind. In addition to the perimeter protection measures for the Development Pods noted above, each individual development project will be required to submit defensible space plans for its buildings.

To the extent possible, roofs and exteriors of structures will be constructed of fire-resistant materials, in compliance with materials permitted by amendments to the International Building Code for the District and for Park City. Structural projections such as balconies, decks and roof gables will be constructed of materials that are fire-resistant or of non-combustible materials. Combustible materials can be used on decks and eaves provided that they are sprinkler-protected, and allowed by the IBC for that building type. To control the fire prior to the District's arrival on site, every building will be equipped with an approved fire suppression sprinkler system. These systems will be designed to protect all areas under roof including all interior spaces, exterior areas and roof overhangs, including balconies and decks.

Fire Suppression and Paramedic/Ambulance

The most effective means of combating a fire, whether a wildfire or a structure fire is to be able to quickly deliver a well-supported suppression attack before the fire can gain momentum. A critical component of this response is early detection. Every building will be equipped with approved fire alarm systems able to detect smoke and heat. These systems will be connected to and monitored by an independent central alarm monitoring station, and by the Empire Pass Master Owners Association. Policy will dictate that the first action by any person monitoring the fire alarm system, on or off site, will be to put in an Emergency 911 call to the Fire District. All other calls and verifications will be secondary to that first call. Once a fire is detected and the alarm is received, the District's response time to the emergency is critical.

Station #34, located within Deer Valley Resort at Silver Lake, is currently the station located closest to the Resort and would provide the first response to an emergency. This station is manned 24 hours per day by two (2) fire fighters and houses one (1) engine and one (1) auxiliary "brush" truck. Station #31, located on Park Avenue in Park City, would provide backup to Station #34 and primary ambulance service.

The District has recently expanded and remodeled Station # 34 to accommodate the development of Empire Pass. Since this facility has the potential to provide back-up services to The Wasatch County Fire District and protect the UPK's Bonanza Flats property in Wasatch County, an inter-local cooperation agreement may be negotiated with and executed by the Park City Fire Service District and the Wasatch County Fire District. To accommodate any future needs for an on-site public safety facility, UPK has designated and will plat and convey a site in the vicinity of Pod B-2 to Park City. This site will have appropriate access.

Police Protection

Police protection for Empire Pass will be coordinated from the Department Headquarters located in City Hall. In addition, UPK will dedicate space for a police sub-station within the mixed-use Empire Club building in Pod A. The Development Agreement requires that 65% of the units be located in Pod A and an additional 15% is approved for Pod B-1 which is contiguous, making 80% of the density in that general area. The building is the location of the transit hub and the general store, and will be core of the Mountain Village.

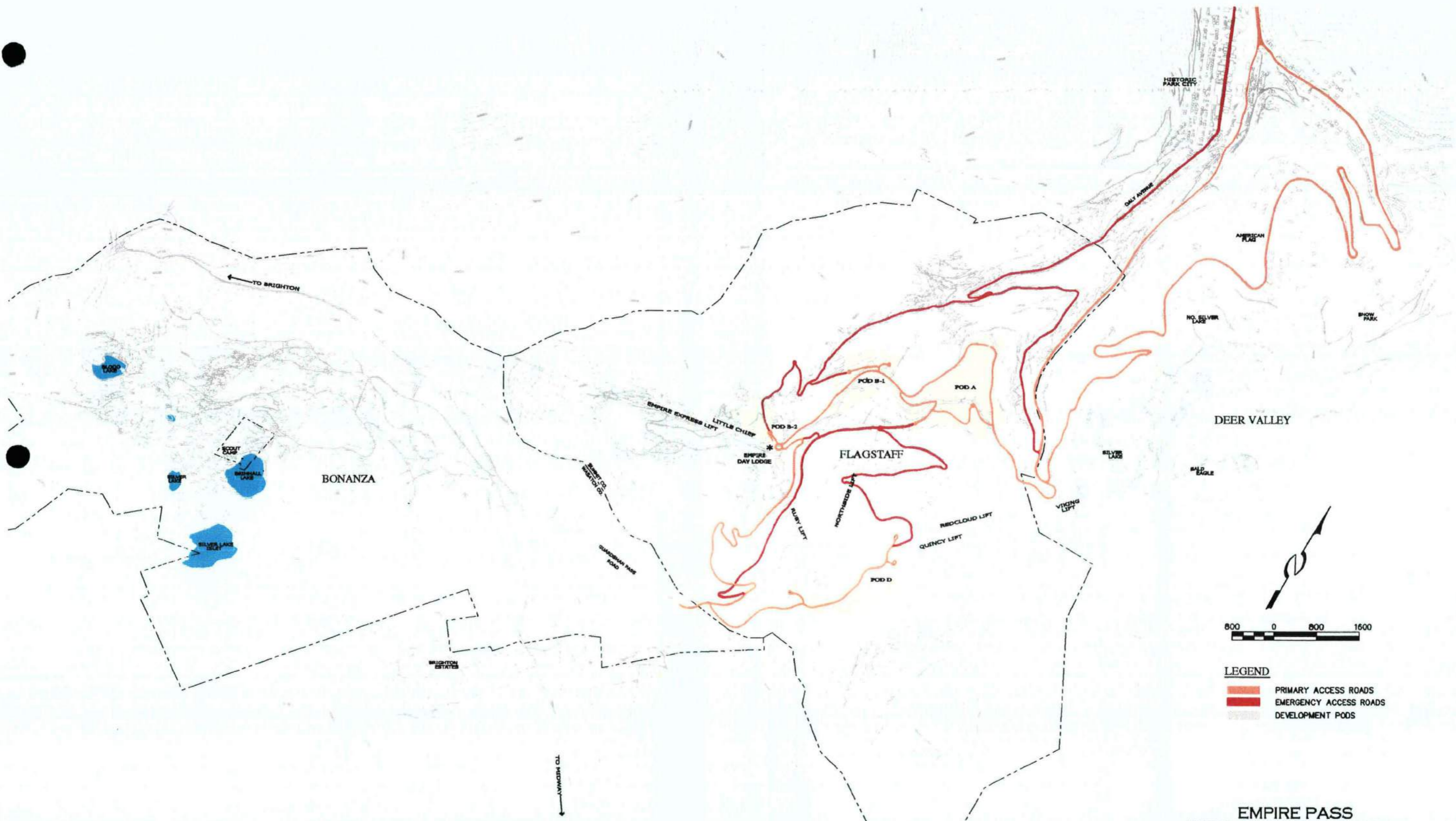
The proposed facility will consist of 3 office spaces, approximately 12' x 12' each, with a combined square footage not less than 500 square feet, plus two reasonably proximate parking spaces. The unit will be made available to Park City as an empty "white box" for no cost, and not subject to HOA dues or other assessments, as soon as occupancy permits are ready to be issued. UPK has agreed that the Empire Club building will be the second stacked-flat building constructed within Pod A.

IV. CONTRIBUTIONS AND FUNDING

UPK will meet its obligations to fund the remodeling and expansion and further equipping of Silver Lake Station # 34, namely:

- 1) A payment of \$350,000 has been made for the remodel and expansion of Station # 34
- 2) A payment of up to \$100,000 has been made for the cost of a new ambulance for Station # 34
- 3) A payment will be made on or before December of 2006 of up to \$350,000 for the cost a new all-wheel drive Class A fire truck for Station #34
- 4) A payment will be made for the cost of personnel necessary to increase the daily staffing of Station #34 from two (2) emergency personnel to four (4), for two years as these costs are incurred by the District.

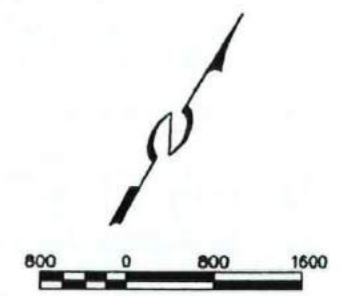
UPK is prepared to draft and execute appropriate agreements with the District to memorialize the covenants outlined in this Emergency Response Plan.



EMERGENCY RESPONSE PLAN

REVISED: FEBRUARY 16, 2004

EMERGENCY ACCESS PLAN EXHIBIT "A-1" - WINTER

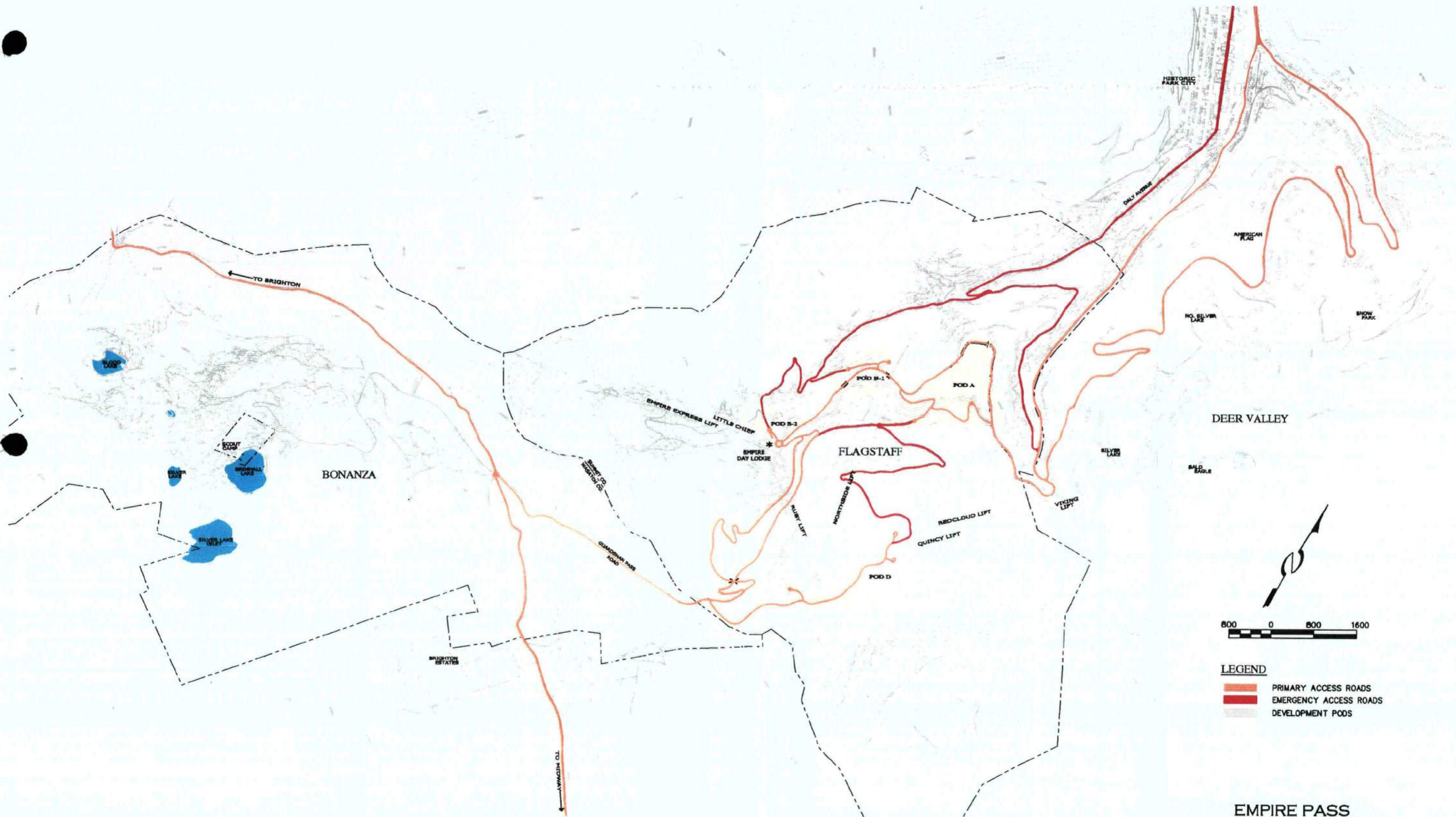


LEGEND

—	PRIMARY ACCESS ROADS
—	EMERGENCY ACCESS ROADS
	DEVELOPMENT PODS

EMPIRE PASS

A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH.
 DEVELOPED BY:
 UNITED PARK CITY MINES COMPANY
 P.O. BOX 1450 PARK CITY, UTAH 84060
 PHONE (435) 649-8011 FAX (435) 649-8035
 PLANS PREPARED BY:
 ALLIANCE ENGINEERING INC. ENGINEERS, SURVEYORS, & PLANNERS
 DOUGLAS CLYDE, PLANNING, PERMITTING, & ENTITLEMENTS



EMERGENCY RESPONSE PLAN

REVISED: FEBRUARY 16, 2004

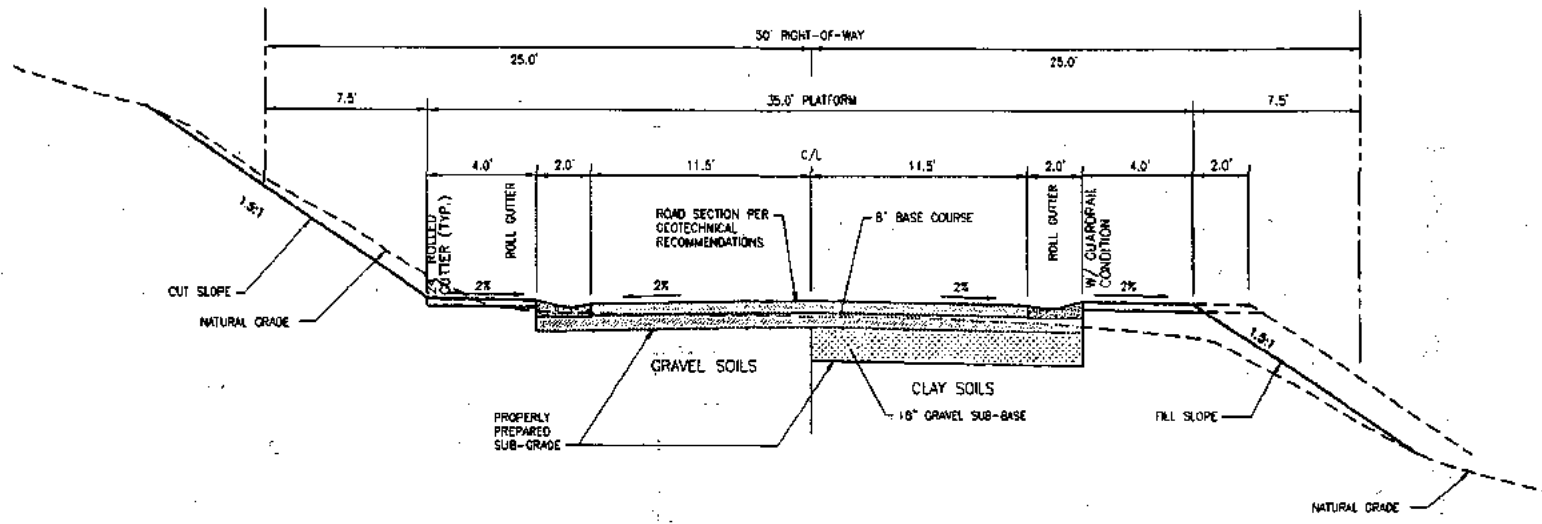
EMERGENCY ACCESS PLAN EXHIBIT "A-2" - SUMMER

LEGEND

- PRIMARY ACCESS ROADS
- EMERGENCY ACCESS ROADS
- DEVELOPMENT PODS

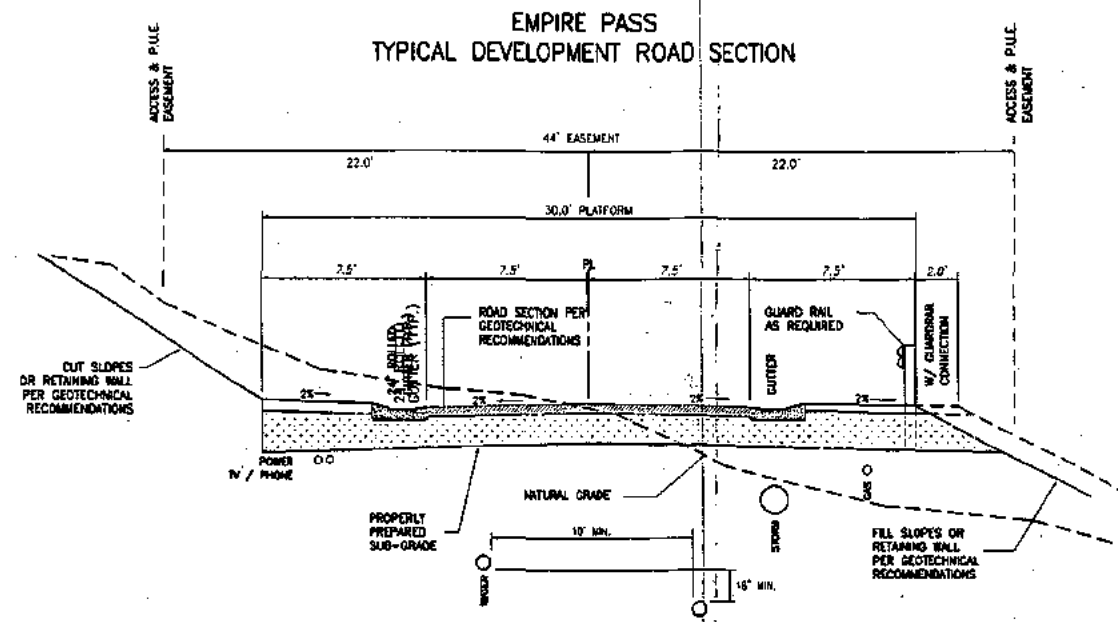


EMPIRE PASS
 A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH.
 DEVELOPED BY:
 UNITED PARK CITY MINES COMPANY
 P.O. BOX 1450 PARK CITY, UTAH 84060
 PHONE (435) 649-6011 FAX (435) 649-6035
 PLANNED BY:
 ALLIANCE ENGINEERING INC. ENGINEERS, SURVEYORS, & PLANNERS
 DOUGLAS CLYDE, PLANNING, PERMITTING, & ENTITLEMENTS



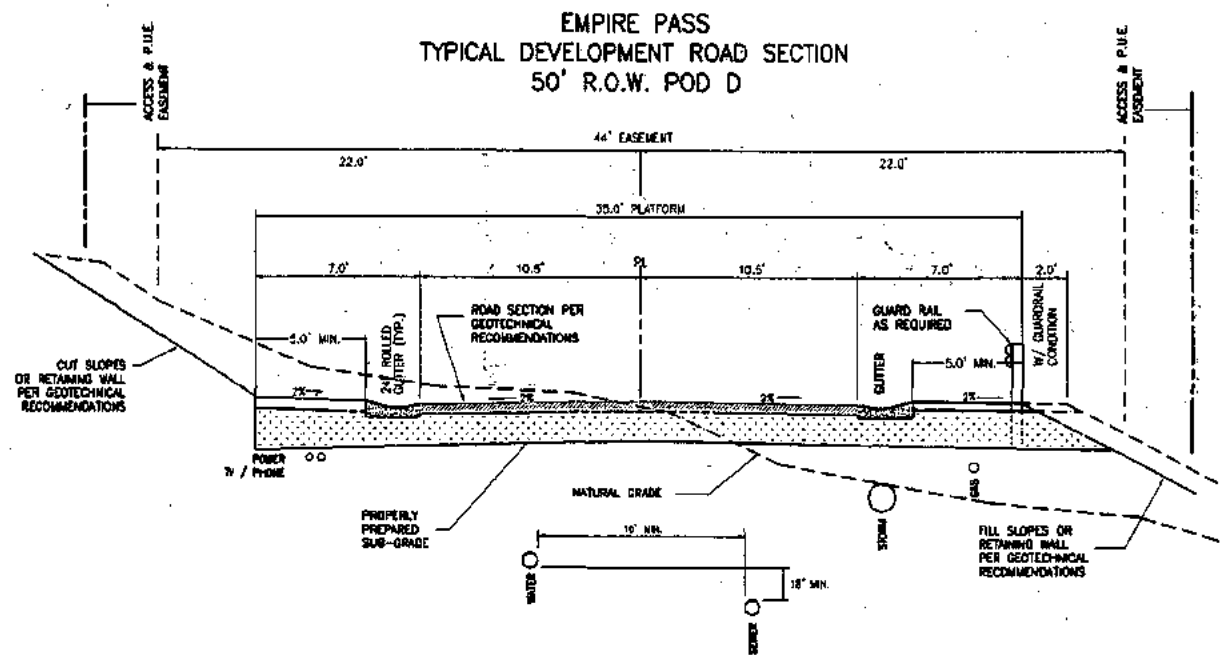
ACCESS ROAD OUTSIDE DEVELOPMENT SITES

I:\Empire\dwg\base\rdsect\road section1-2311 asphalt.dwg



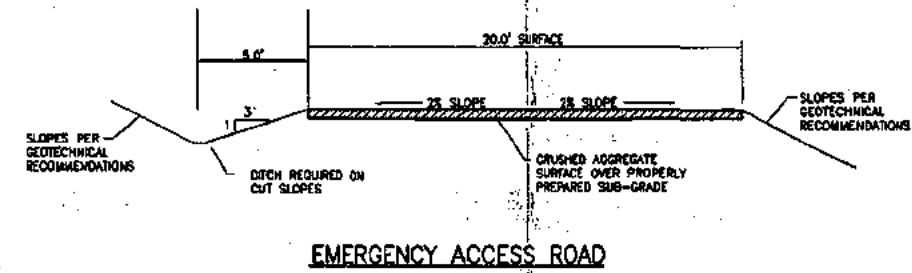
PRIVATE ROAD 2 WITHIN DEVELOPMENT SITES

Z:\UPCMC\VLG\STFF\OVERALL\ROAD SECTIONS\PRIVATE1-REV1



PRIVATE ROAD 1 WITHIN DEVELOPMENT SITES

Z:\UPCMC\VLG\STFF\OVERALL\ROAD SECTIONS\PRIVATE1-REV1



EMERGENCY ACCESS ROAD

EMERGENCY RESPONSE PLAN

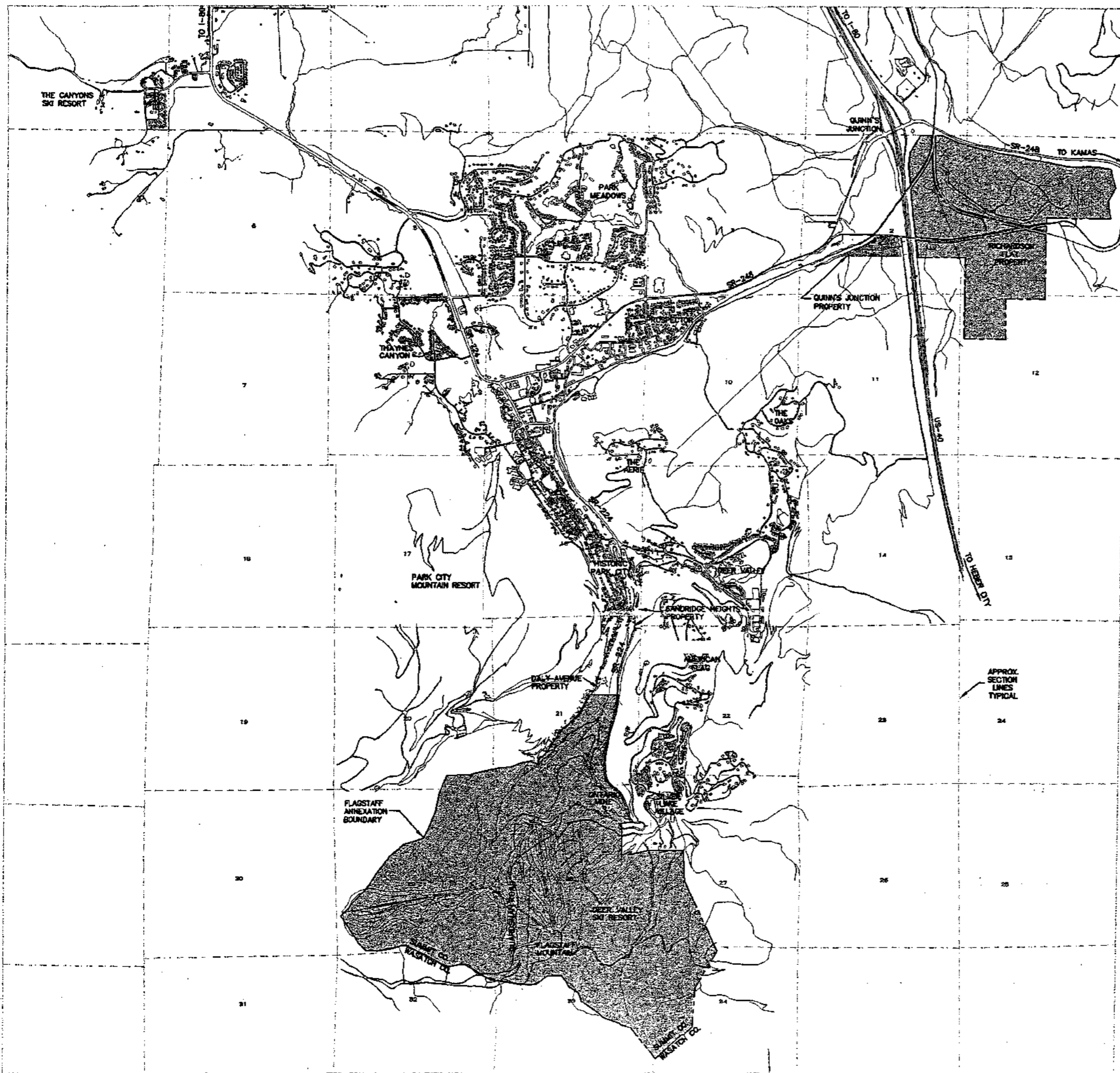
REVISED FEBRUARY 16, 2004

ROAD CROSS SECTIONS EXHIBIT "B"

EMPIRE PASS

A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH
 DEVELOPED BY
 UNITED PARK CITY MINES COMPANY
 P.O. BOX 1480 PARK CITY, UTAH 84060
 PHONE (435) 649-6011 FAX (435) 649-6035
 PLANNED BY
 ALLIANCE ENGINEERING INC. ENGINEERS, SURVEYORS & PLANNERS
 DOUGLAS CLYDE PLANNING, PERMITTING & DEVELOPMENT
 REVISED JANUARY 13, 2004

Z:\UPCMC\DWG\UPCMC\OVERALL\EMR\2004



EMERGENCY RESPONSE PLAN

REGIONAL MAP EXHIBIT "A"

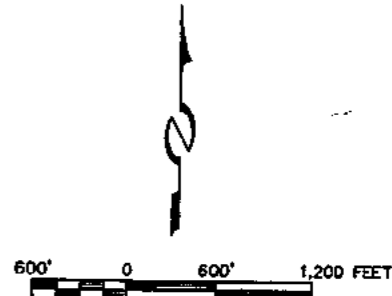


FLAGSTAFF MOUNTAIN RESORT SMALL SCALE MASTER PLAN DEVELOPMENT

A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH.

DEVELOPED BY:
FLAGSTAFF MOUNTAIN PARTNERS
 P.O. BOX 1450 PARK CITY, UTAH 84060
 PHONE (435) 649-8011 FAX (435) 649-8035

RESORT DESIGN ASSOCIATES, SAN FRANCISCO, CA
 LEI JOSEPHSON, PLANNING, LANDSCAPE ARCHITECTURE
 JACK JOHNSON COMPANY, ENGINEERS, SURVEYORS, & PLANNERS
 ALLIANCE ENGINEERING INC. ENGINEERS, SURVEYORS, & PLANNERS
 JACKSON & ASSOCIATES, P.C. ARCHITECTURE



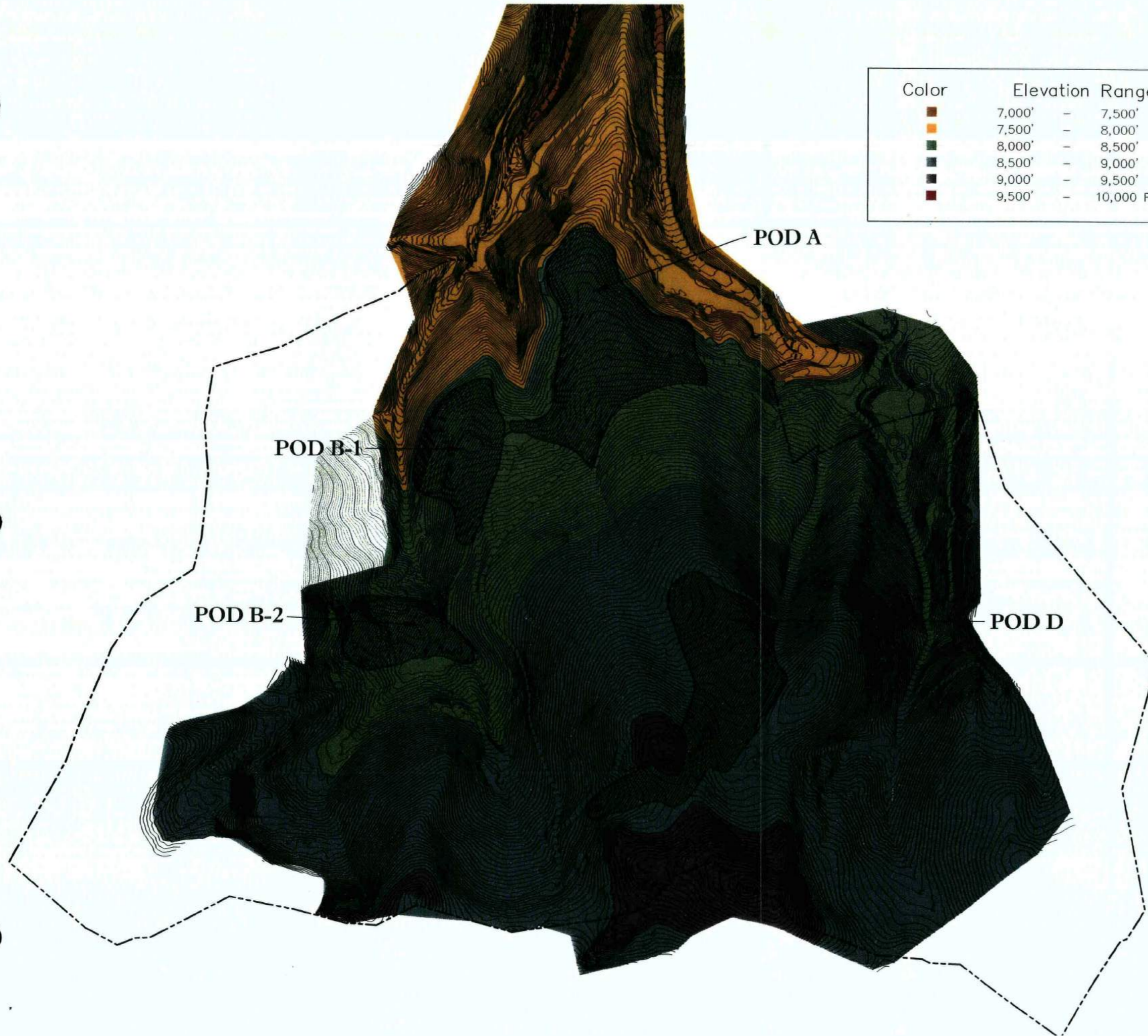
EMERGENCY RESPONSE PLAN

**SITE PLAN
EXHIBIT "B"**

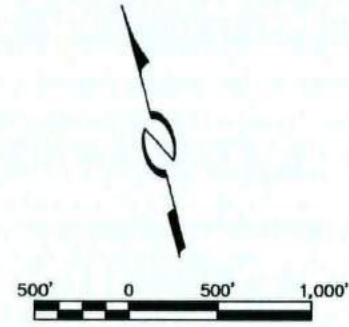
FLAGSTAFF MOUNTAIN RESORT
SMALL SCALE MASTER PLAN DEVELOPMENT
A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH.

DESIGNED BY:
 FLAGSTAFF MOUNTAIN PARTNERS
 P.O. BOX 1450 PARK CITY, UTAH 84060
 PHONE (435) 649-6011 FAX (435) 649-8035
PLANNED BY:
 RESORT DESIGN ASSOCIATES, SAN FRANCISCO, CA
 UZ JOSEPHSON, PLANNING, LANDSCAPE ARCHITECTURE
 JACK JOHNSON COMPANY, ENGINEERS, SURVEYORS, & PLANNERS
 ALLIANCE ENGINEERING INC., ENGINEERS, SURVEYORS, & PLANNERS
 JACK THOMAS ASSOCIATES, P.C. ARCHITECTURE

ANNEXATION
BOUNDARY



Color	Elevation Range
Light Brown	7,000' - 7,500'
Orange	7,500' - 8,000'
Light Green	8,000' - 8,500'
Dark Green	8,500' - 9,000'
Black	9,000' - 9,500'
Dark Red	9,500' - 10,000 FEET



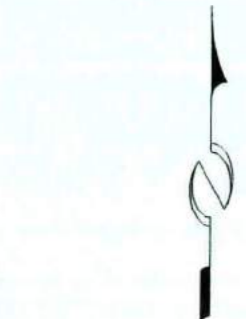
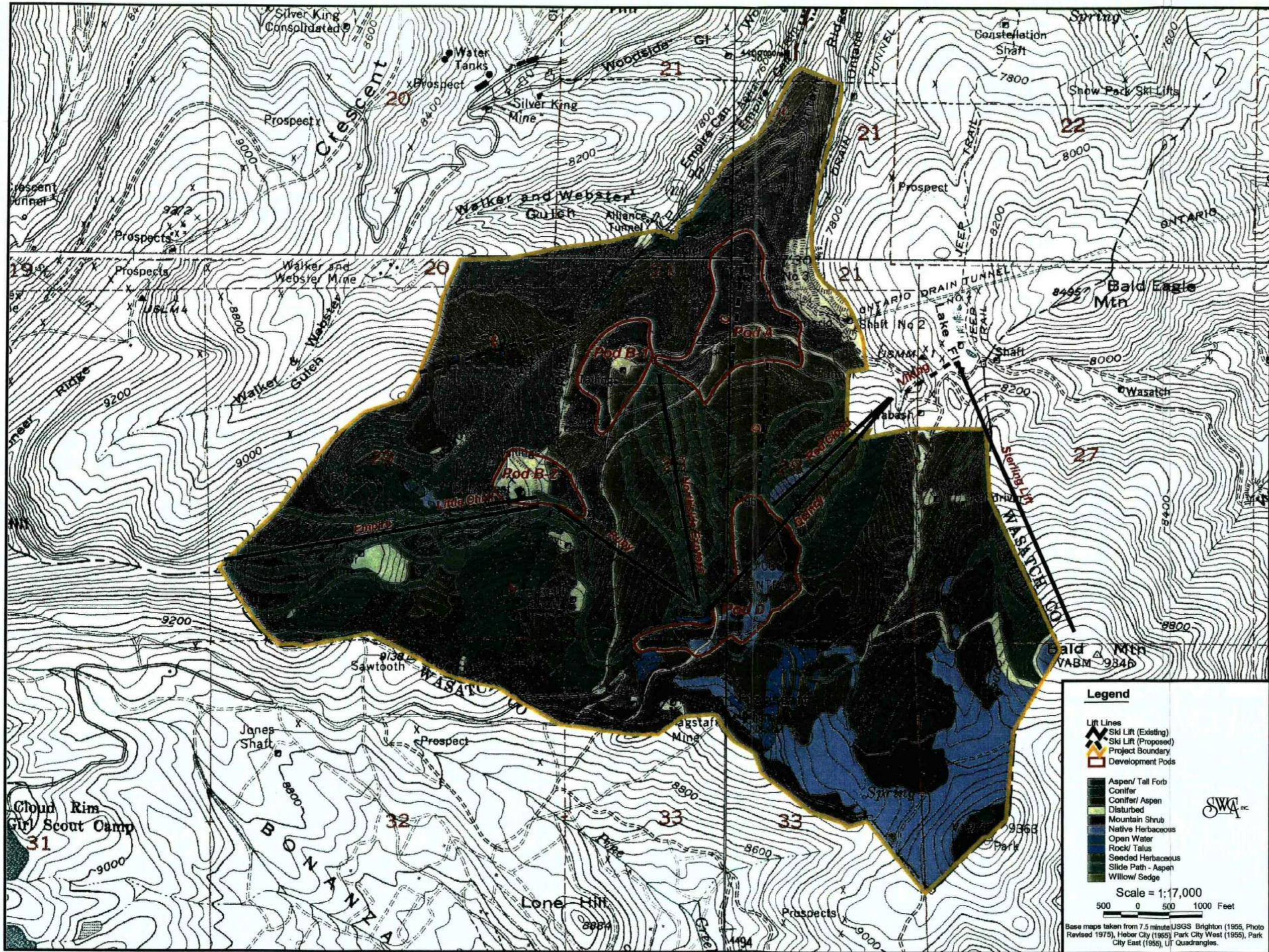
EMERGENCY RESPONSE PLAN

**ELEVATION MAP
EXHIBIT C**

FLAGSTAFF MOUNTAIN RESORT
SMALL SCALE MASTER PLAN DEVELOPMENT
A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH.

DEVELOPED BY:
 FLAGSTAFF MOUNTAIN PARTNERS
 P.O. BOX 1450 PARK CITY, UTAH 84060
 PHONE (435) 649-8011 FAX (435) 649-8035

PLANNED BY:
 RESORT DESIGN ASSOCIATES, SAN FRANCISCO, CA
 LIZ JOSEPHSON, PLANNING, LANDSCAPE ARCHITECTURE
 JACK JOHNSON COMPANY, ENGINEERS, SURVEYORS, & PLANNERS
 ALLIANCE ENGINEERING INC. ENGINEERS, SURVEYORS, & PLANNERS
 JACK THOMAS ASSOCIATES, P.C. ARCHITECTURE



Legend

- Lift Lines
- Ski Lift (Existing)
- Ski Lift (Proposed)
- Project Boundary
- Development Pods
- Aspen/ Tall Forb
- Conifer
- Conifer/ Aspen
- Disturbed
- Mountain Shrub
- Native Herbaceous
- Open Water
- Rock/ Talus
- Seeded Herbaceous
- Slide Path - Aspen
- Willow/ Sedge

Scale = 1:17,000
 500 0 500 1000 Feet

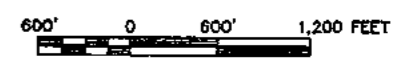
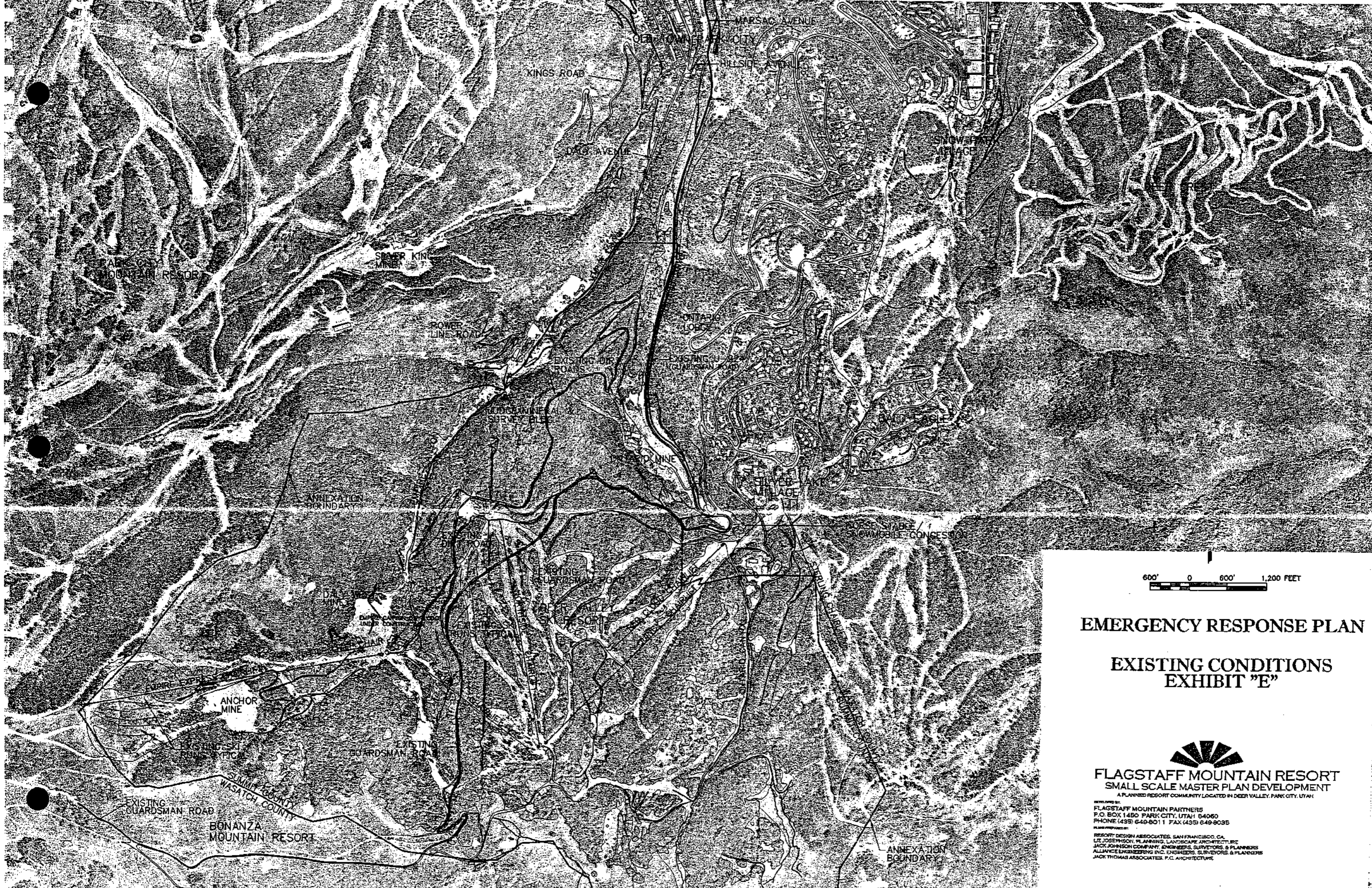
Base maps taken from 7.5 minute USGS Brighton (1955, Photo Revised 1975), Heber City (1955), Park City West (1955), Park City East (1955), UT Quadrangles.

EMERGENCY RESPONSE PLAN
 VEGETATION MAP
 EXHIBIT "D"



FLAGSTAFF MOUNTAIN RESORT
 SMALL SCALE MASTER PLAN DEVELOPMENT

A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH.
 FLAGSTAFF MOUNTAIN PARTNERS
 P.O. BOX 1450 PARK CITY, UTAH 84060
 PHONE (435) 648-8011 FAX (435) 648-8035
 PLANNED BY
 RESORT DESIGN ASSOCIATES, SAN FRANCISCO, CA
 LEE JOSEPHSON, PLANNER, LANDSCAPE ARCHITECTURE
 JACK JOHNSON COMPANY, ENGINEERS, SURVEYORS, & PLANNERS
 ALLIANCE ENGINEERING INC. ENGINEERS, SURVEYORS, & PLANNERS
 JACK THOMAS ASSOCIATES, P.C. ARCHITECTURE



EMERGENCY RESPONSE PLAN

**EXISTING CONDITIONS
EXHIBIT "E"**

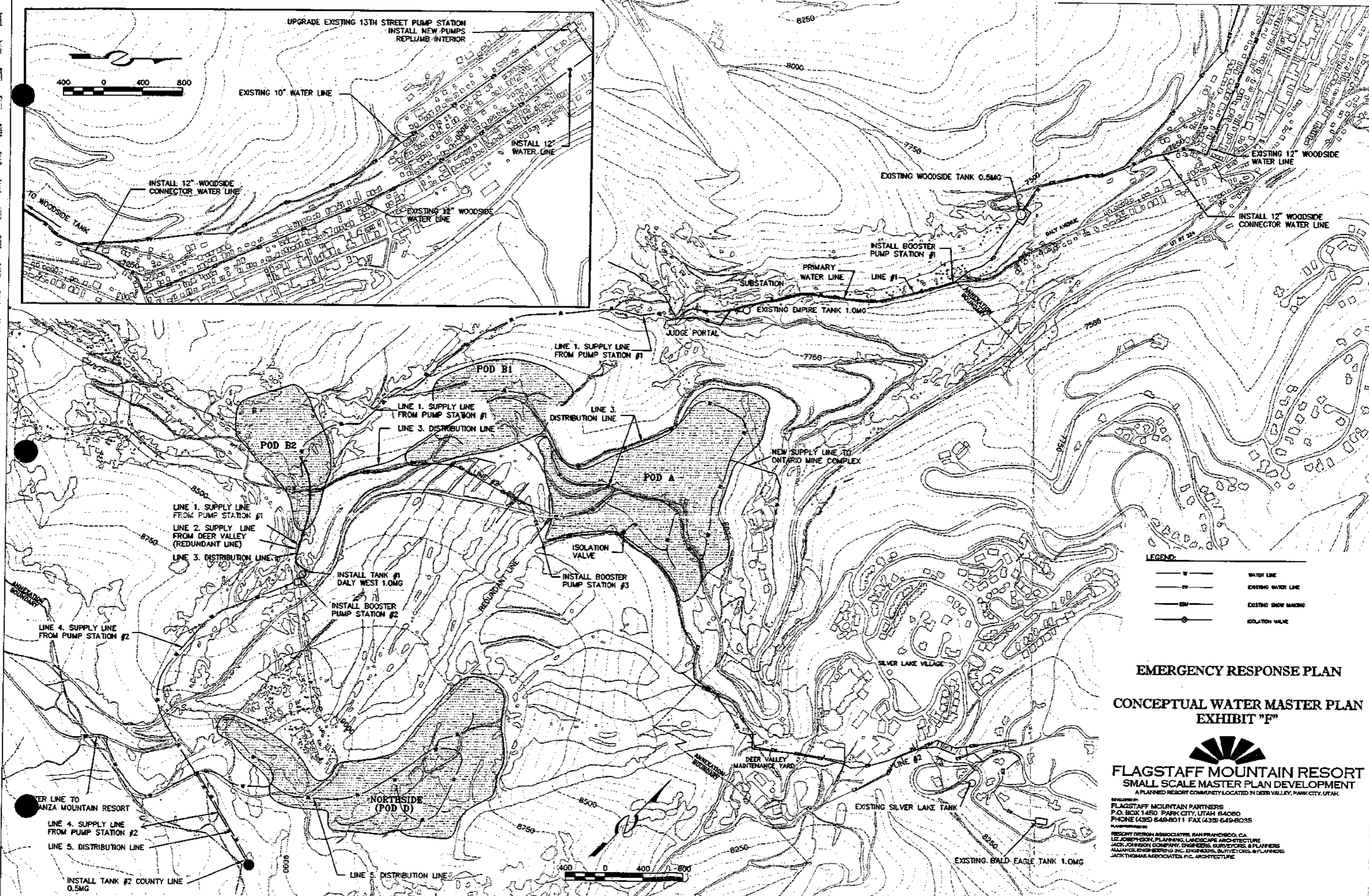
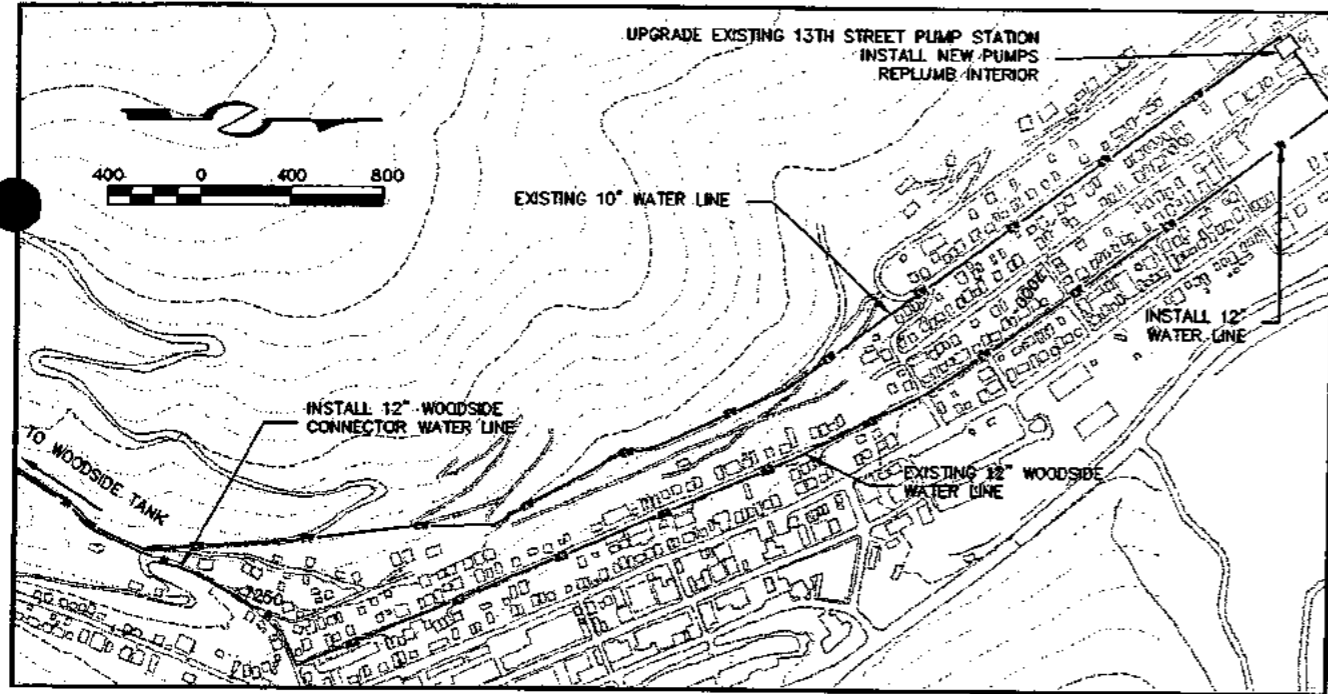


**FLAGSTAFF MOUNTAIN RESORT
SMALL SCALE MASTER PLAN DEVELOPMENT**

A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH

DEVELOPED BY:
 FLAGSTAFF MOUNTAIN PARTNERS
 P.O. BOX 1480 PARK CITY, UTAH 84060
 PHONE (435) 649-8011 FAX (435) 649-9035

PLANNED BY:
 RESORT DESIGN ASSOCIATES, SAN FRANCISCO, CA
 LIZ JOSEPHSON, PLANNING, LANDSCAPE ARCHITECTURE
 JACK JOHNSON COMPANY, ENGINEERS, SURVEYORS, & PLANNERS
 ALLIANCE ENGINEERING INC. ENGINEERS, SURVEYORS & PLANNERS
 JACK THOMAS ASSOCIATES, P.C. ARCHITECTURE



LEGEND:

— W —	WATER LINE
— EW —	EXISTING WATER LINE
— EW —	EXISTING SNOW MAKING
— O —	ISOLATION VALVE

EMERGENCY RESPONSE PLAN

CONCEPTUAL WATER MASTER PLAN

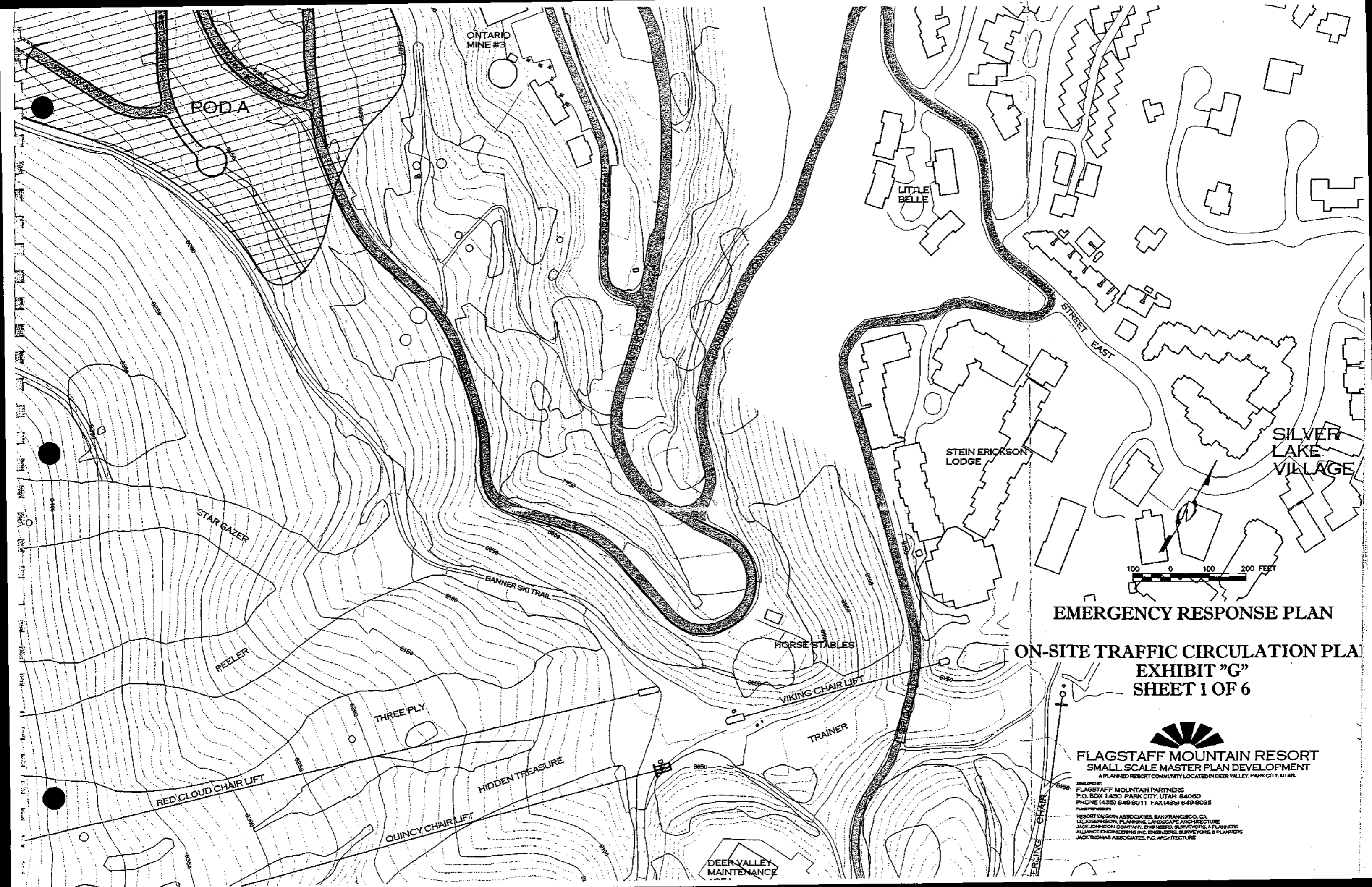
EXHIBIT "F"

FLAGSTAFF MOUNTAIN RESORT
SMALL SCALE MASTER PLAN DEVELOPMENT
A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH.

DEVELOPED BY:
FLAGSTAFF MOUNTAIN PARTNERS
P.O. BOX 1450 PARK CITY, UTAH 84060
PHONE (435) 649-8011 FAX (435) 649-8035

DESIGNED BY:
RESORT DESIGN ASSOCIATES, SAN FRANCISCO, CA
LIZ JOHNSON, PLANNING, LANDSCAPE ARCHITECTURE
JACK JOHNSON COMPANY, ENGINEERS, SURVEYORS, & PLANNERS
ALLIANCE ENGINEERING INC., ENGINEERS, SURVEYORS, & PLANNERS
JACK THOMAS ASSOCIATES, P.C. ARCHITECTURE





PODA

ONTARIO MINE #3

LITTLE BELLE

SILVER LAKE VILLAGE

STEIN ERICKSON LODGE

STAR GAZER

PEELER

BANNER SKI TRAIL

HORSE STABLES

THREE PLY

VIKING CHAIR LIFT

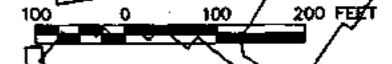
RED CLOUD CHAIR LIFT

HIDDEN TREASURE

TRAINER

QUINCY CHAIR LIFT

DEER VALLEY MAINTENANCE



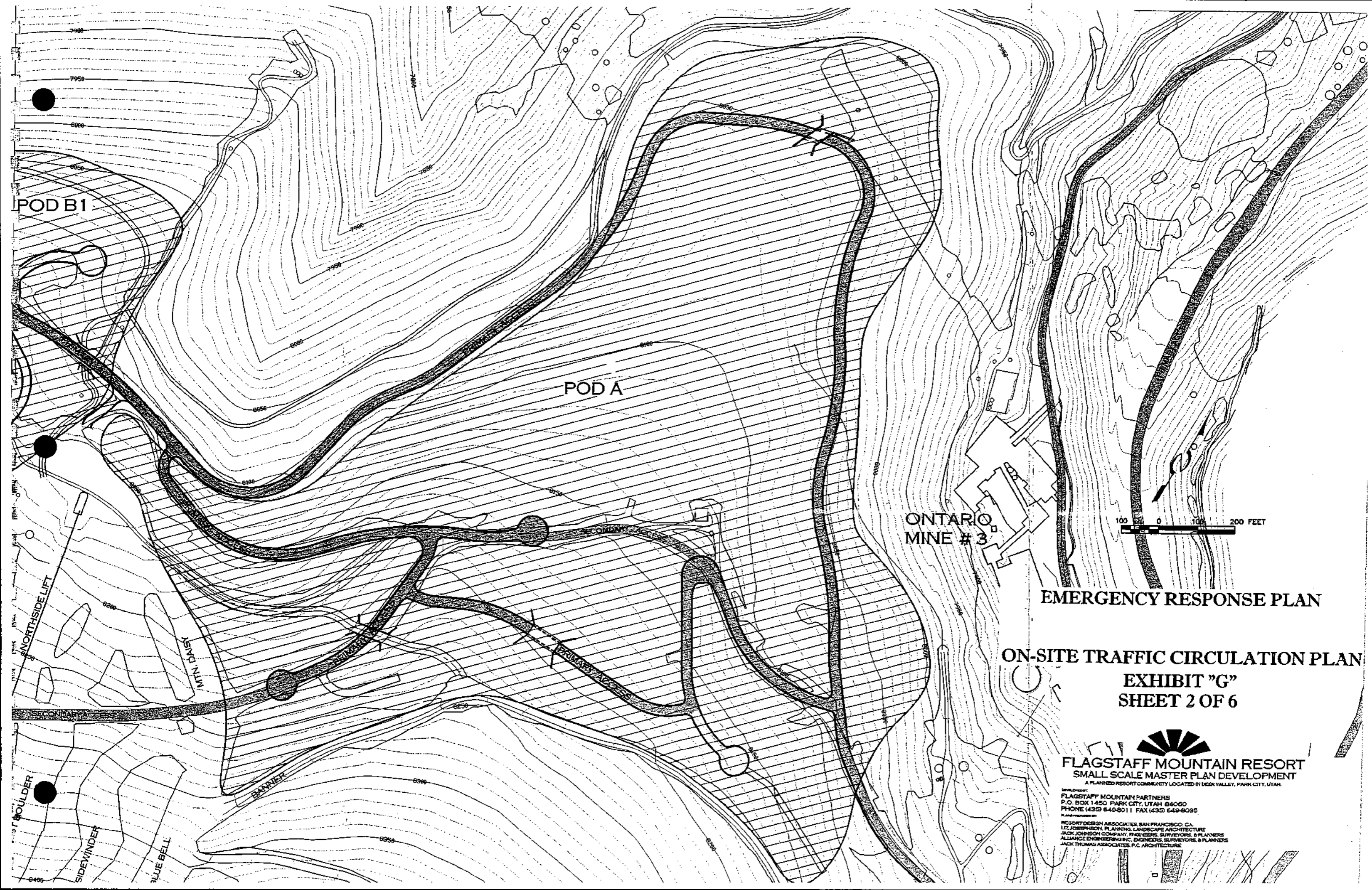
EMERGENCY RESPONSE PLAN

ON-SITE TRAFFIC CIRCULATION PLAN EXHIBIT "G" SHEET 1 OF 6


FLAGSTAFF MOUNTAIN RESORT
SMALL SCALE MASTER PLAN DEVELOPMENT
A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH

DEVELOPED BY:
FLAGSTAFF MOUNTAIN PARTNERS
P.O. BOX 1450 PARK CITY, UTAH 84060
PHONE (435) 649-8011 FAX (435) 649-8035

PLANNED BY:
RESORT DESIGN ASSOCIATES, SAN FRANCISCO, CA
LE JOSEPHSON, PLANNING, LANDSCAPE ARCHITECTURE
JACK JOHNSON COMPANY, ENGINEERS, SURVEYORS, & PLANNERS
ALLIANCE ENGINEERING INC. ENGINEERS, SURVEYORS & PLANNERS
JACK THOMAS ASSOCIATES, P.C. ARCHITECTURE



POD B1

POD A

ONTARIO
MINE #3

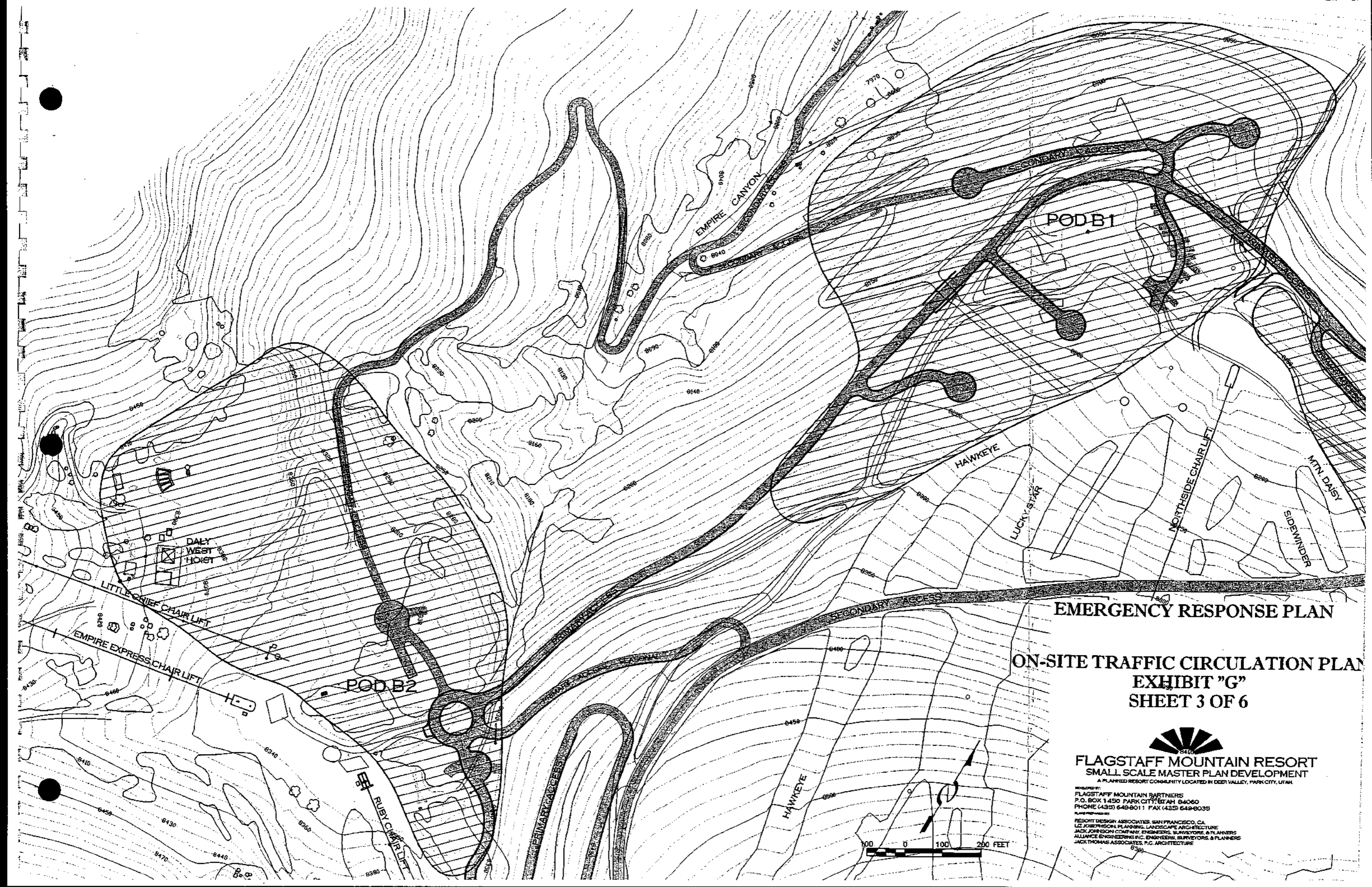
EMERGENCY RESPONSE PLAN

ON-SITE TRAFFIC CIRCULATION PLAN

EXHIBIT "G"
SHEET 2 OF 6


FLAGSTAFF MOUNTAIN RESORT
SMALL SCALE MASTER PLAN DEVELOPMENT
A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH

DEVELOPER:
FLAGSTAFF MOUNTAIN PARTNERS
P.O. BOX 1450 PARK CITY, UTAH 84060
PHONE (435) 649-8011 FAX (435) 649-8095
LAND DESIGNED BY:
RESORT DESIGN ASSOCIATES, SAN FRANCISCO, CA.
LEZ JOHNSON COMPANY, PLANNING, LANDSCAPE ARCHITECTURE
JACK JOHNSON COMPANY, ENGINEERS, SUPERVISORS, & PLANNERS
ALLIANCE ENGINEERING INC., ENGINEERS, SUPERVISORS, & PLANNERS
JACK THOMAS ASSOCIATES, P.C. ARCHITECTURE



POD B1

POD B2

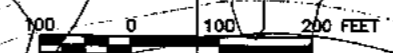
EMERGENCY RESPONSE PLAN

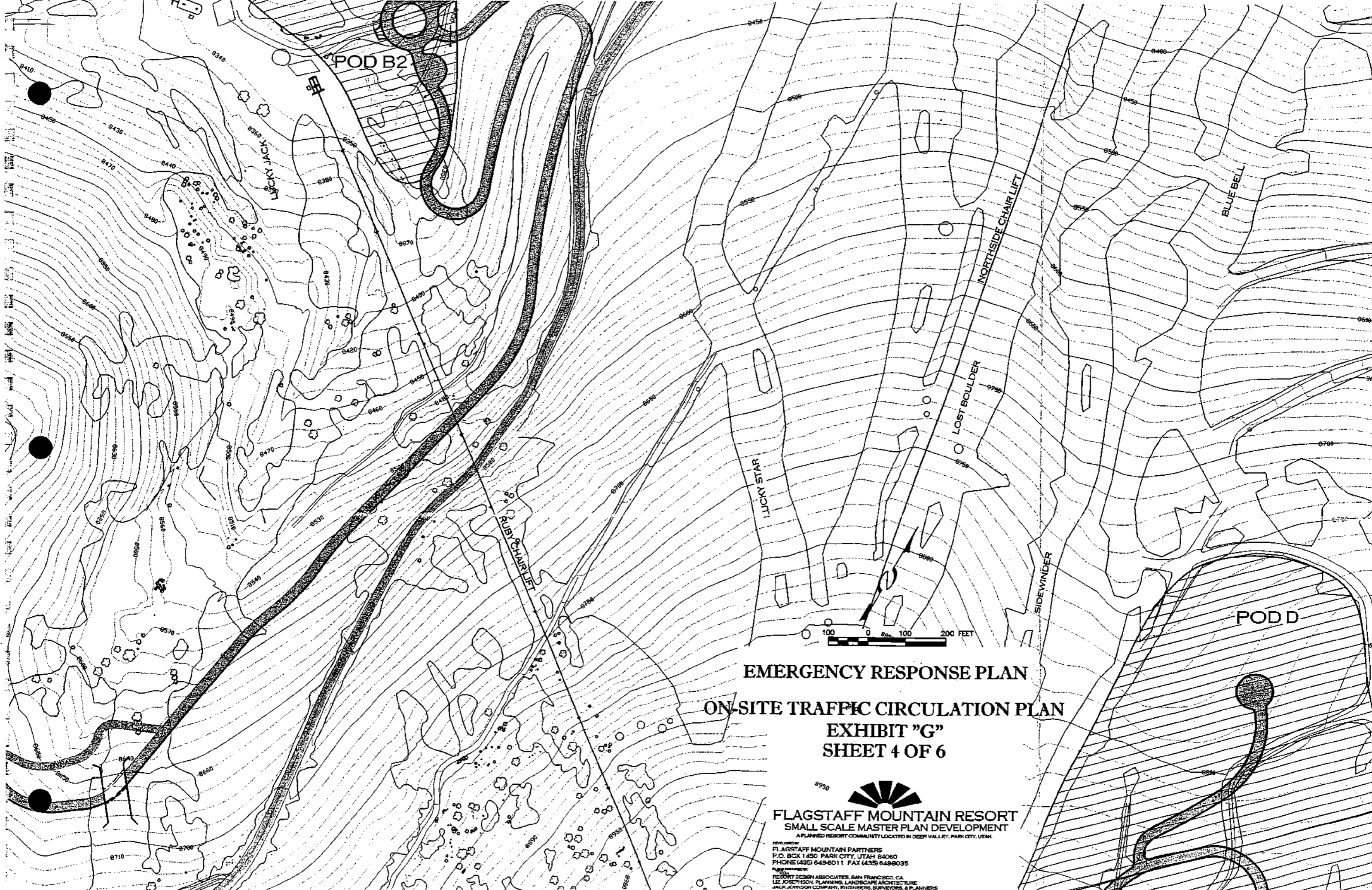
**ON-SITE TRAFFIC CIRCULATION PLAN
EXHIBIT "G"
SHEET 3 OF 6**



FLAGSTAFF MOUNTAIN RESORT
SMALL SCALE MASTER PLAN DEVELOPMENT
A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH

DESIGNED BY:
FLAGSTAFF MOUNTAIN PARTNERS
P.O. BOX 1450 PARK CITY, UTAH 84060
PHONE (435) 649-8011 FAX (435) 649-8035
PLANNED BY:
RESORT DESIGN ASSOCIATES, SAN FRANCISCO, CA
LIZ JOHNSON PLANNING, LANDSCAPE ARCHITECTURE
JACK JOHNSON COMPANY, ENGINEERS, SURVEYORS, & PLANNERS
ALLIANCE ENGINEERING INC. ENGINEERS, SURVEYORS, & PLANNERS
JACK THOMAS ASSOCIATES, P.C. ARCHITECTURE



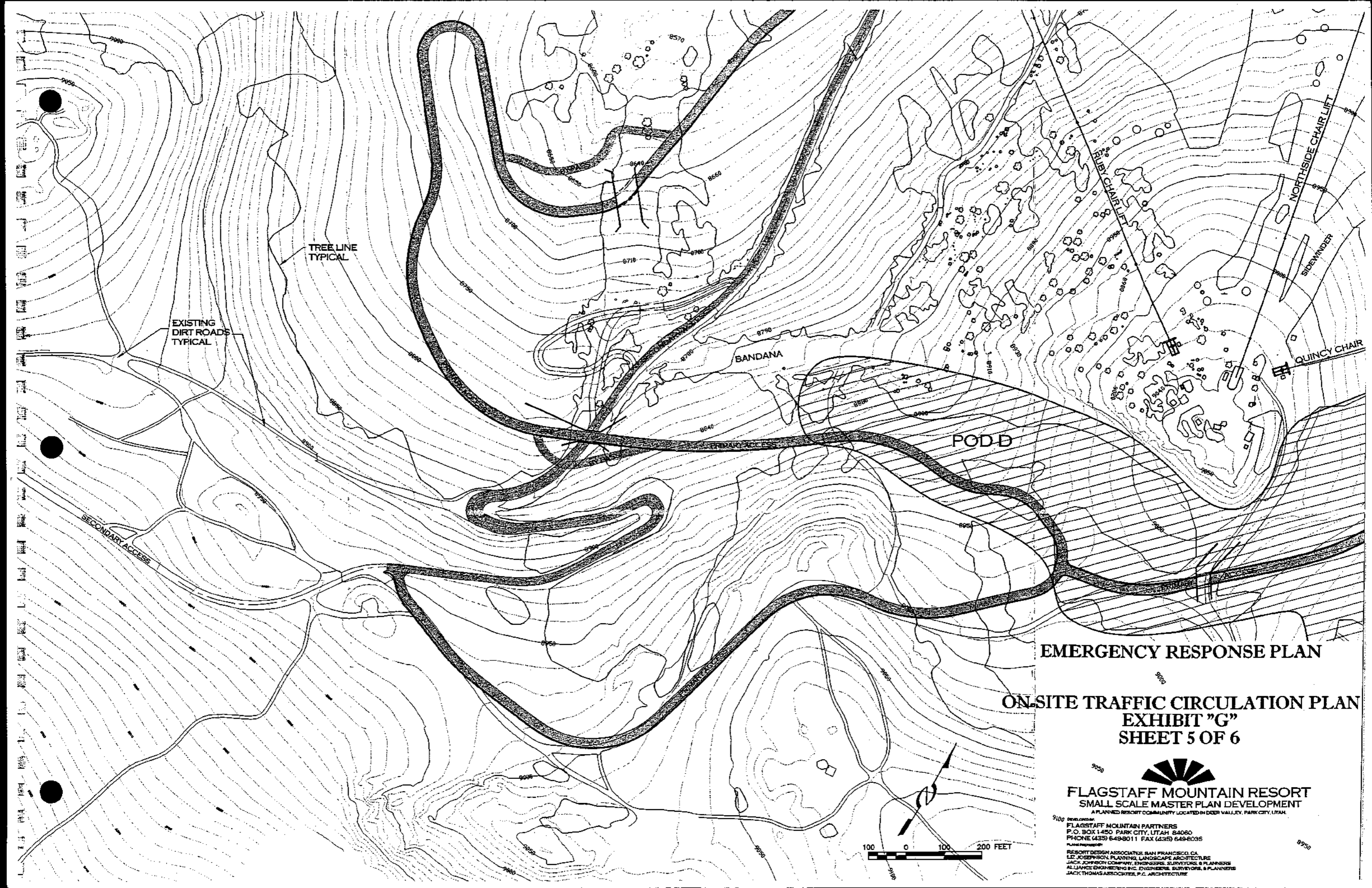


EMERGENCY RESPONSE PLAN
ON-SITE TRAFFIC CIRCULATION PLAN
EXHIBIT "G"
SHEET 4 OF 6

FLAGSTAFF MOUNTAIN RESORT
SMALL SCALE MASTER PLAN DEVELOPMENT
A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH.

DESIGNED BY:
 FLAGSTAFF MOUNTAIN PARTNERS
 P.O. BOX 1450 PARK CITY, UTAH 84060
 PHONE (435) 649-6011 FAX (435) 649-6035

PLANNED BY:
 RESORT DESIGN ASSOCIATES, SAN FRANCISCO, CA
 LIZ JOSEPHSON, PLANNING, LANDSCAPE ARCHITECTURE
 JACK JOHNSON COMPANY, ENGINEERS, SURVEYORS, & PLANNERS
 2711 116 AVENUE, SUITE 200, DENVER, CO 80202



TREE LINE
TYPICAL

EXISTING
DIRT ROADS
TYPICAL

SECONDARY ACCESS

BANDANA

PODD

MILBY CHAIR LIFT

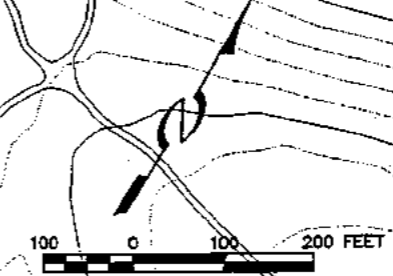
NORTHSIDE CHAIR LIFT

SIDEMINDER

QUINCY CHAIR

EMERGENCY RESPONSE PLAN

ON-SITE TRAFFIC CIRCULATION PLAN EXHIBIT "G" SHEET 5 OF 6

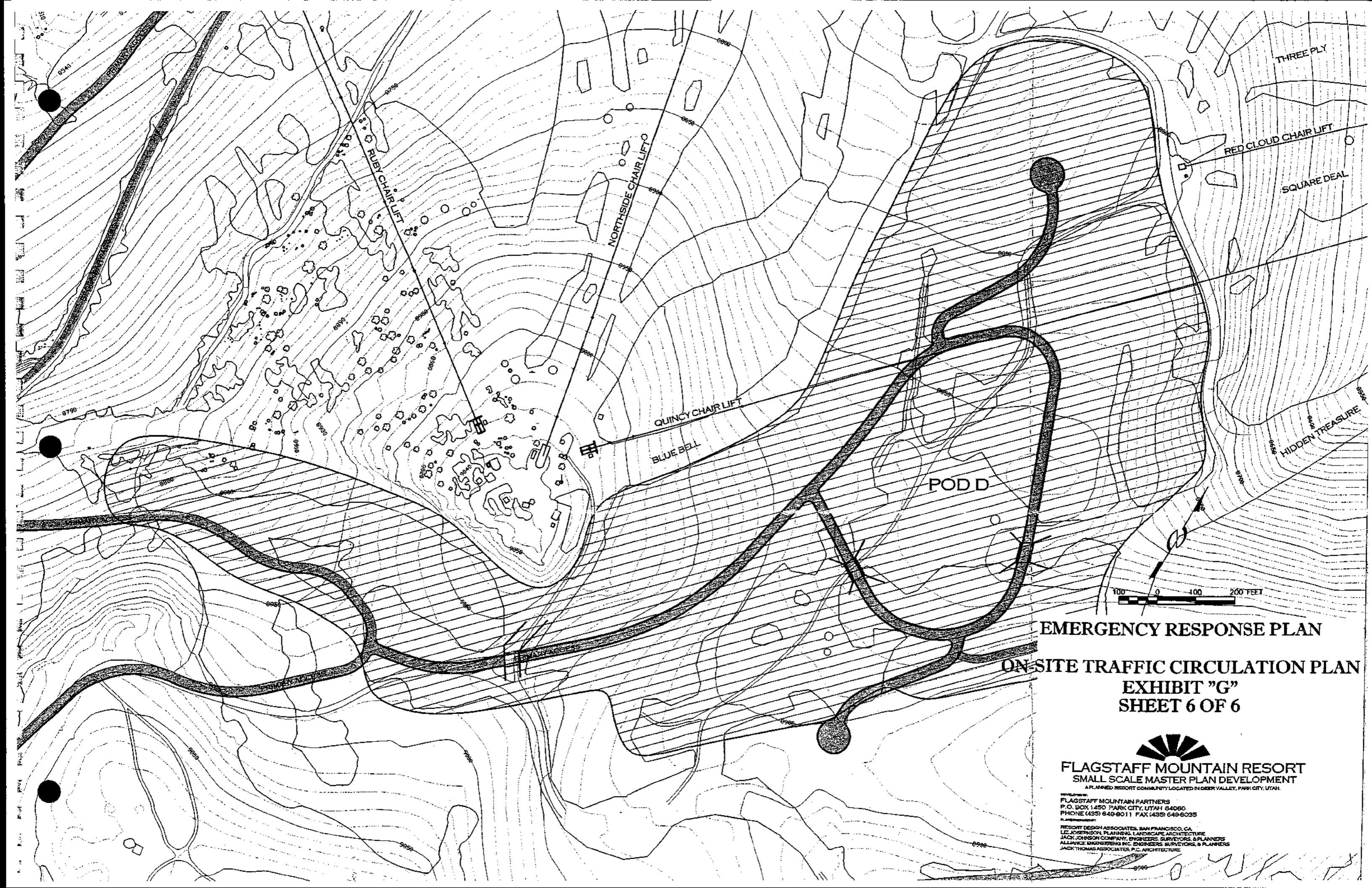



FLAGSTAFF MOUNTAIN RESORT
SMALL SCALE MASTER PLAN DEVELOPMENT
A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH

9100
9050
9000
8950

DEVELOPER:
FLAGSTAFF MOUNTAIN PARTNERS
P.O. BOX 14250 PARK CITY, UTAH 84060
PHONE (435) 649-8011 FAX (435) 649-8035

PLANNED BY:
RESORT DESIGN ASSOCIATES, SAN FRANCISCO, CA
LEE JOHNSON, PLANNING, LANDSCAPE ARCHITECTURE
JACK JOHNSON COMPANY, ENGINEERS, SURVEYORS, & PLANNERS
ALLIANCE ENGINEERING INC. ENGINEERS, SURVEYORS, & PLANNERS
JACK THOMAS ASSOCIATES, P.C. ARCHITECTURE



EMERGENCY RESPONSE PLAN

ON-SITE TRAFFIC CIRCULATION PLAN

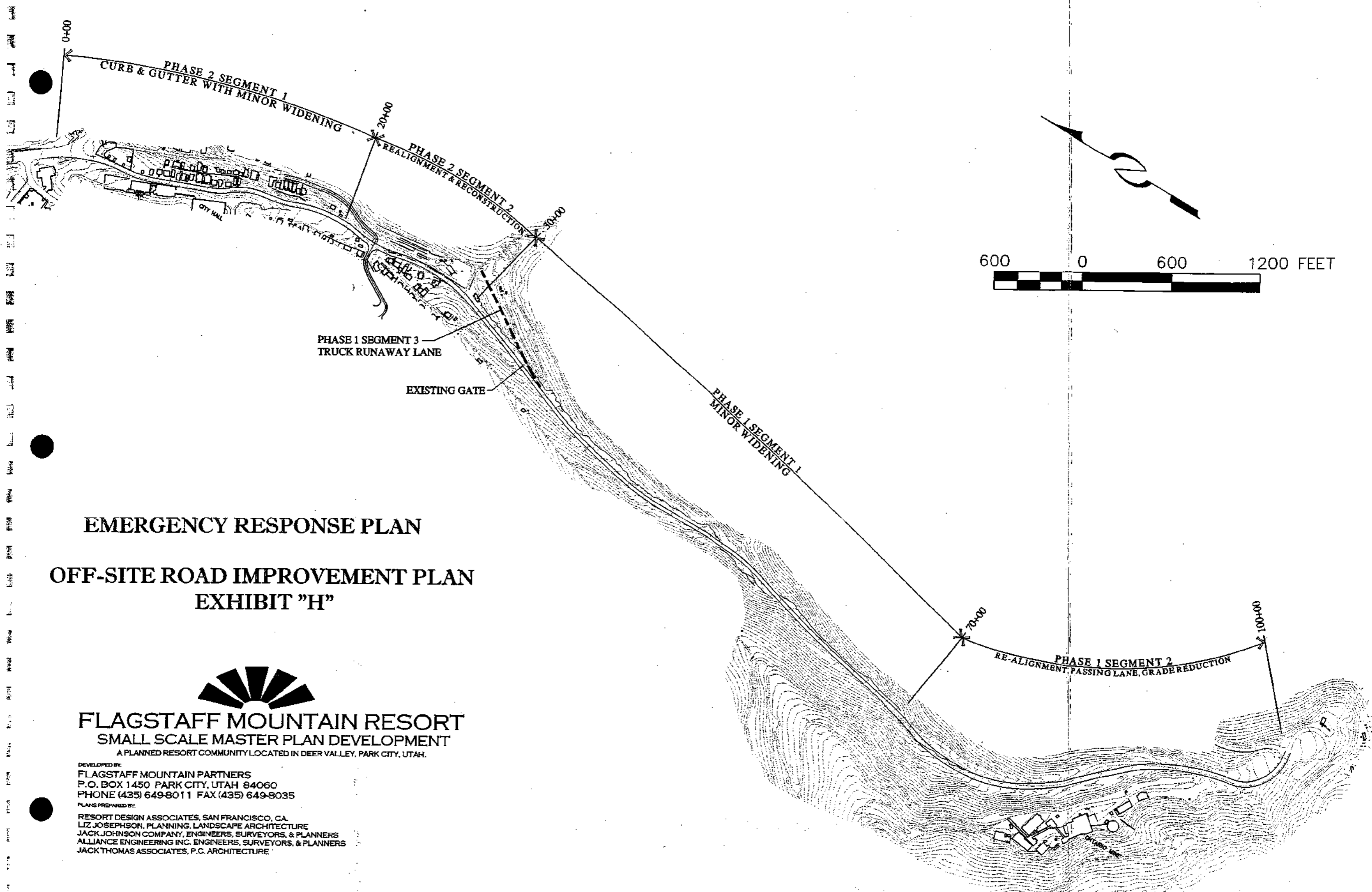
**EXHIBIT "G"
SHEET 6 OF 6**



FLAGSTAFF MOUNTAIN RESORT
SMALL SCALE MASTER PLAN DEVELOPMENT
A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH.

DEVELOPER:
FLAGSTAFF MOUNTAIN PARTNERS
P.O. BOX 1450 PARK CITY, UTAH 84060
PHONE (435) 649-8011 FAX (435) 649-8035

PLANNED BY:
RESORT DESIGN ASSOCIATES, SAN FRANCISCO, CA.
LEE JOSEPHSON, PLANNING, LANDSCAPE ARCHITECTURE
JACK JOHNSON COMPANY, ENGINEERS, SURVEYORS, & PLANNERS
ALLIANCE ENGINEERING INC. ENGINEERS, SURVEYORS, & PLANNERS
JACK THOMAS ASSOCIATES, P.C. ARCHITECTURE



EMERGENCY RESPONSE PLAN

**OFF-SITE ROAD IMPROVEMENT PLAN
EXHIBIT "H"**

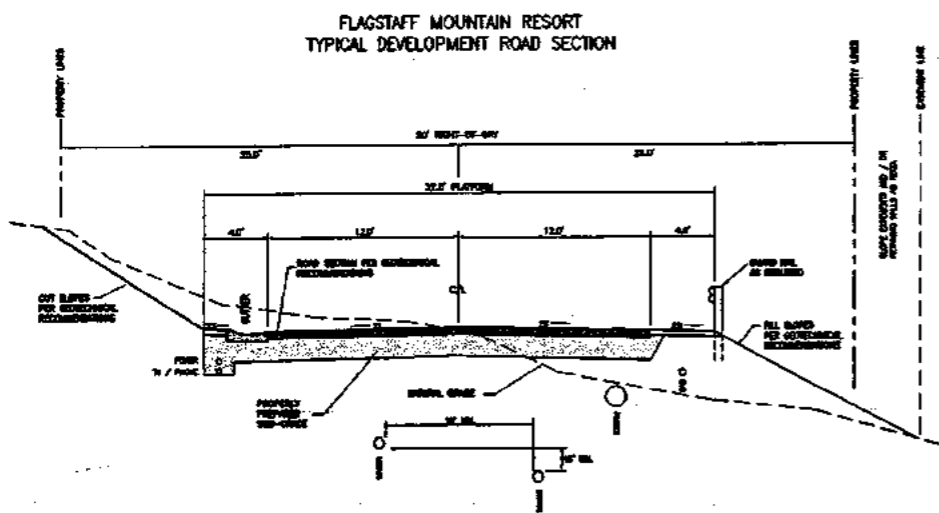


**FLAGSTAFF MOUNTAIN RESORT
SMALL SCALE MASTER PLAN DEVELOPMENT**

A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH.

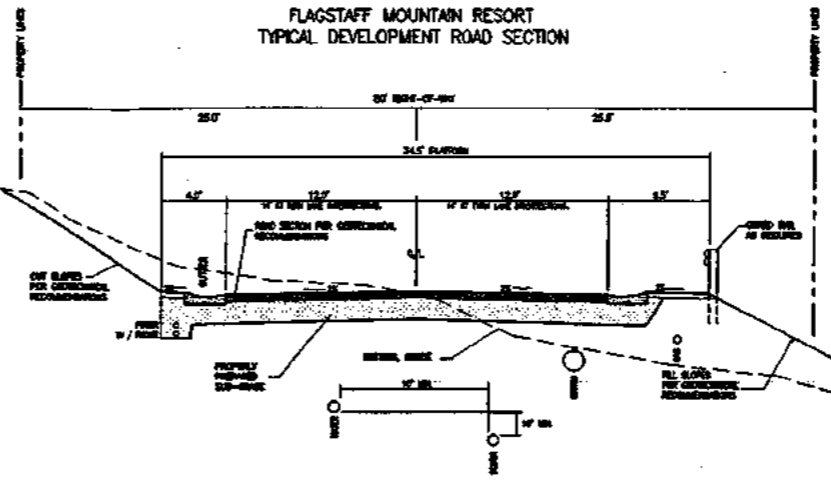
DEVELOPED BY:
FLAGSTAFF MOUNTAIN PARTNERS
 P.O. BOX 1450 PARK CITY, UTAH 84060
 PHONE (435) 649-8011 FAX (435) 649-8035

PLANS PREPARED BY:
 RESORT DESIGN ASSOCIATES, SAN FRANCISCO, CA
 LIZ JOSEPHSON, PLANNING, LANDSCAPE ARCHITECTURE
 JACK JOHNSON COMPANY, ENGINEERS, SURVEYORS, & PLANNERS
 ALLIANCE ENGINEERING INC. ENGINEERS, SURVEYORS, & PLANNERS
 JACK THOMAS ASSOCIATES, P.C. ARCHITECTURE



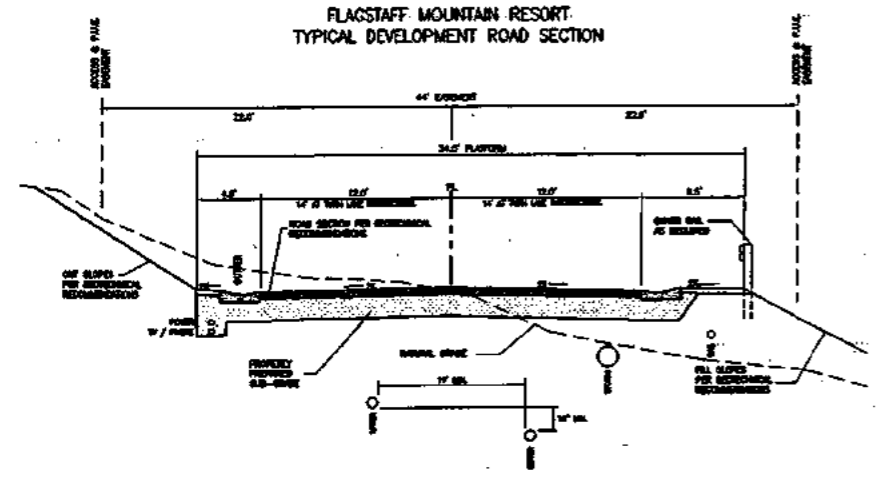
GUARDSMAN ROAD OUTSIDE DEVELOPMENT SITES

2490CYL87TYP0801406 SC00170003_00000



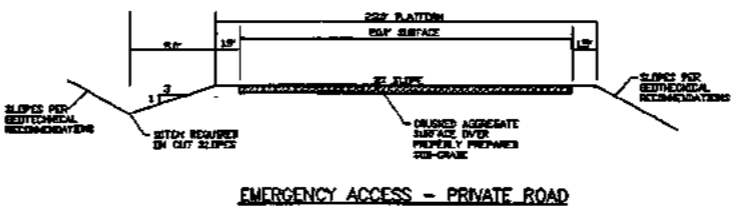
GUARDSMAN ROAD WITHIN DEVELOPMENT SITES

2490CYL87TYP0801406 SC00170003_00000



TYPICAL DEVELOPMENT ROAD

2490CYL87TYP0801406 SC00170003_00000



EMERGENCY ACCESS - PRIVATE ROAD

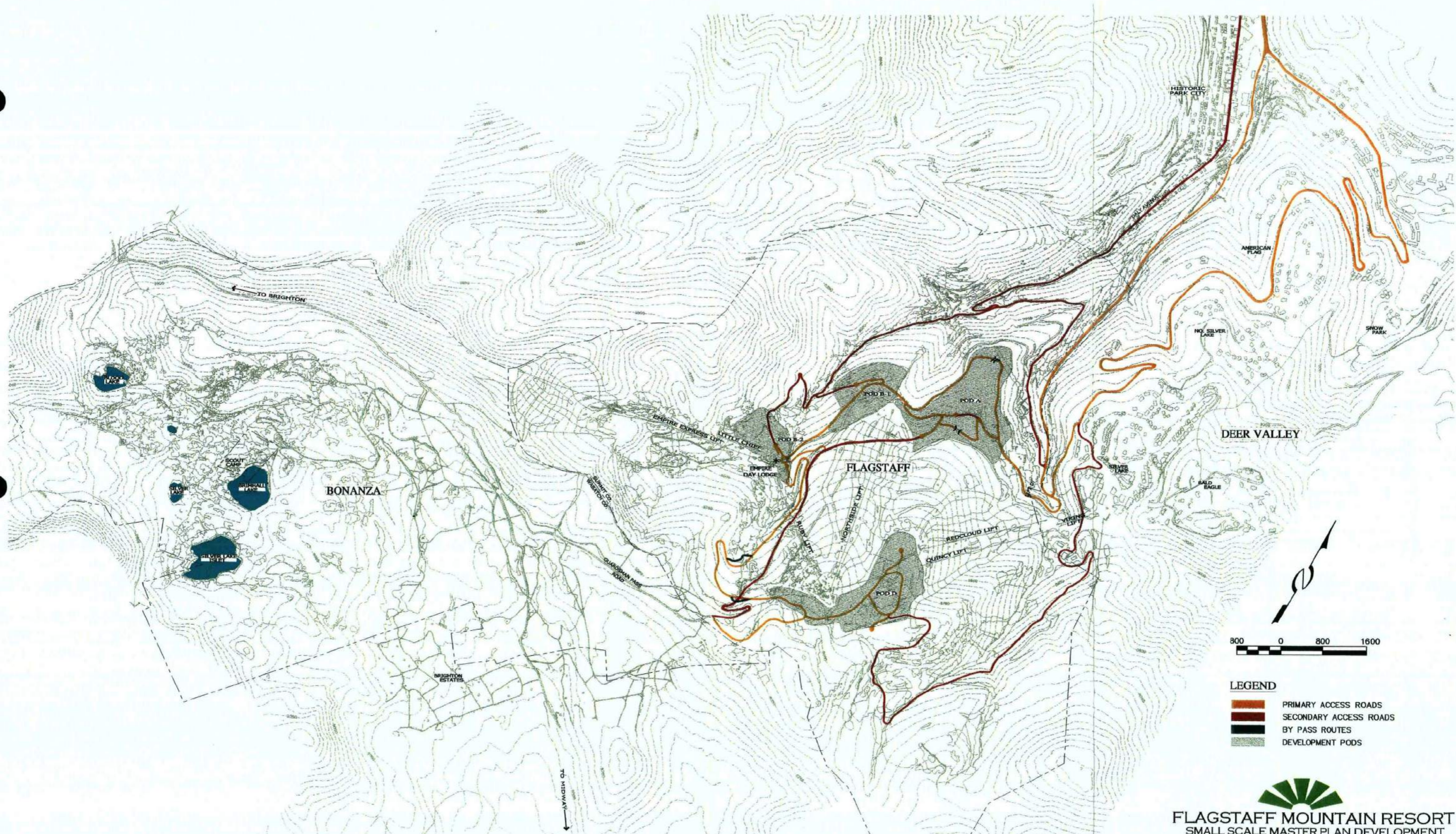
EMERGENCY RESPONSE PLAN

**ROAD CROSS SECTIONS
EXHIBIT "I"**



**FLAGSTAFF MOUNTAIN RESORT
SMALL SCALE MASTER PLAN DEVELOPMENT**
A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH

DEVELOPER:
FLAGSTAFF MOUNTAIN PARTNERS
 P.O. BOX 1450 PARK CITY, UTAH 84060
 PHONE (435) 649-8011 FAX (435) 649-8035
 PLANNERS:
 RESORT DESIGN ASSOCIATES, SAN FRANCISCO, CA
 LT. JOSEPHSON PLANNING, LANDSCAPE ARCHITECTURE
 JACK JOHNSON COMPANY, ENGINEERS, SURVEYORS, & PLANNERS
 ALLIANCE ENGINEERING INC. ENGINEERS, SURVEYORS, & PLANNERS
 JACK THOMAS ASSOCIATES, P.C. ARCHITECTURE



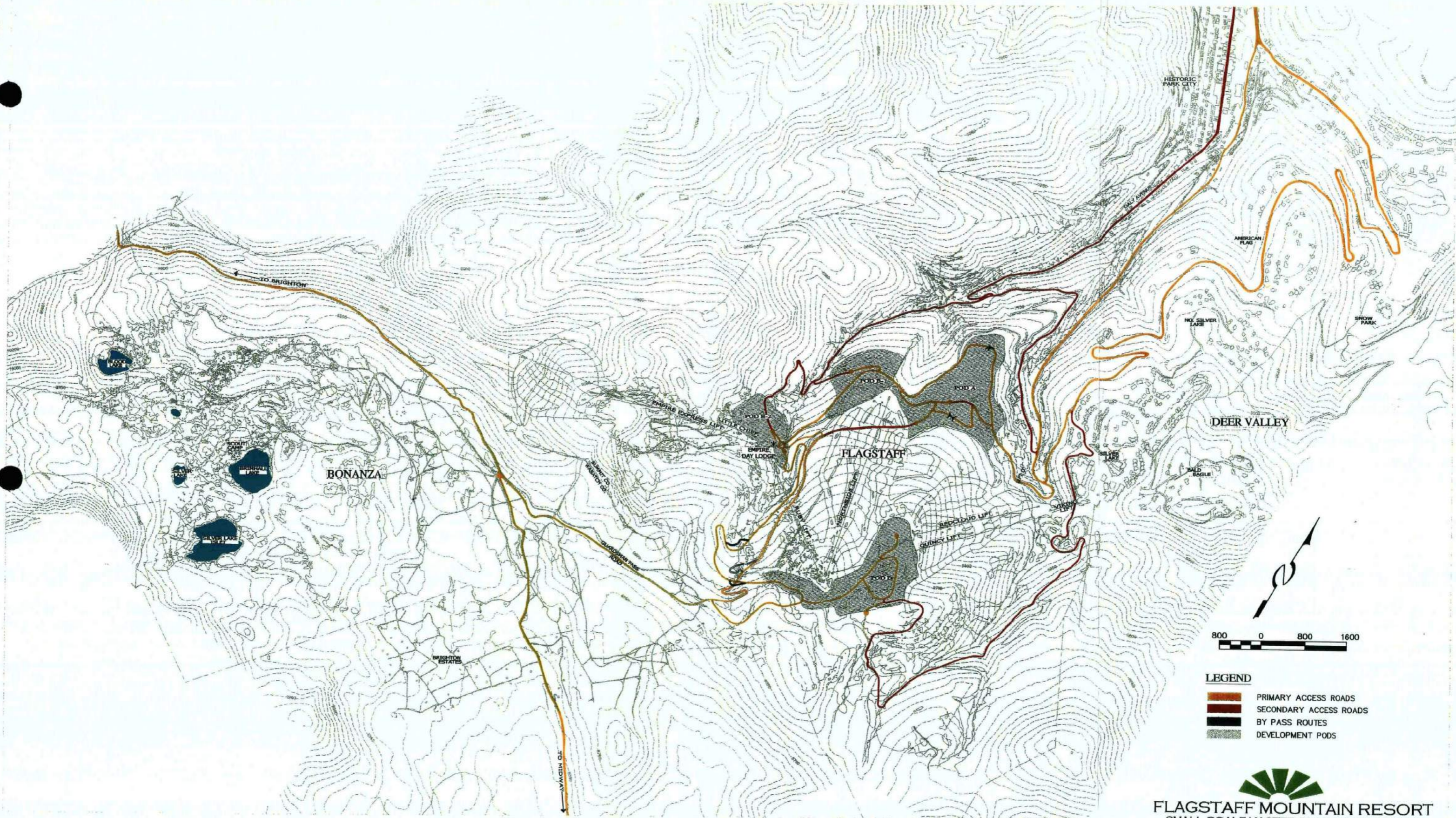
EMERGENCY RESPONSE PLAN

**SECONDARY EMERGENCY ACCESS PLAN
EXHIBIT "J" WINTER**

- LEGEND**
- PRIMARY ACCESS ROADS
 - SECONDARY ACCESS ROADS
 - BY PASS ROUTES
 - DEVELOPMENT PODS






FLAGSTAFF MOUNTAIN RESORT
 SMALL SCALE MASTER PLAN DEVELOPMENT
 A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH.

DEVELOPED BY:
 FLAGSTAFF MOUNTAIN PARTNERS
 P.O. BOX 1450 PARK CITY, UTAH 84060
 PHONE (435) 649-8011 FAX (435) 649-8035
PLANNED BY:
 RESORT DESIGN ASSOCIATES, SAN FRANCISCO, CA.
 LIZ JOSEPHSON, PLANNING, LANDSCAPE ARCHITECTURE
 JACK JOHNSON COMPANY, ENGINEERS, SURVEYORS, & PLANNERS
 ALLIANCE ENGINEERING INC. ENGINEERS, SURVEYORS, & PLANNERS
 JACK THOMAS ASSOCIATES, P.C. ARCHITECTURE



EMERGENCY RESPONSE PLAN

**SECONDARY EMERGENCY ACCESS PLAN
EXHIBIT "J" SUMMER**

- LEGEND**
-  PRIMARY ACCESS ROADS
 -  SECONDARY ACCESS ROADS
 -  BY PASS ROUTES
 -  DEVELOPMENT PODS


FLAGSTAFF MOUNTAIN RESORT
 SMALL SCALE MASTER PLAN DEVELOPMENT
 A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH.

DEVELOPED BY:
 FLAGSTAFF MOUNTAIN PARTNERS
 P.O. BOX 1450 PARK CITY, UTAH 84060
 PHONE (435) 649-8011 FAX (435) 649-8035

PLANNED BY:
 RESORT DESIGN ASSOCIATES, SAN FRANCISCO, CA
 LEZ JOSEPHSON, PLANNING, LANDSCAPE ARCHITECTURE
 JACK JOHNSON COMPANY, ENGINEERS, SURVEYORS, & PLANNERS
 ALLIANCE ENGINEERING INC. ENGINEERS, SURVEYORS, & PLANNERS
 JACK THOMAS ASSOCIATES, P.C. ARCHITECTURE



FLAGSTAFF MOUNTAIN RESORT
A PLANNED RESORT COMMUNITY
DEER VALLEY, UTAH

TRAILS MASTER PLAN
EXHIBIT 8

MAY 2001
REVISED AND APPROVED DECEMBER 2001

PREPARED FOR:
FLAGSTAFF MOUNTAIN PARTNERS
P.O. BOX 1450
PARK CITY, UTAH

TRAILS MASTER PLAN

Exhibit 8

Prepared for

FLAGSTAFF MOUNTAIN RESORT

May 2001

Revised and Approved December 2001

Prepared by

SWCA, INC.
Environmental Consultants

TABLE OF CONTENTS

Executive Summary	1
1.0 Introduction	2
1.1 Flagstaff Mountain Resort	2
1.2 Trail Planning Goals and Objectives	3
2.0 Inventory of Existing Conditions and Information	5
2.1 Existing Trail Recreation Opportunities	5
2.2 Existing Trails and Trailhead Facilities	5
2.3 Empire Canyon Survey Results	5
2.4 Related Trail Planning Efforts	6
2.4.1 Deer Valley Resort	6
2.4.2 Park City Mountain Resort	6
2.4.3 Bonanza Mountain Resort	6
2.4.4 Summit County	7
2.4.5 Mountain Trails Foundation	7
3.0 Management Plan	8
3.1 Trailheads	8
3.1.1 Empire Canyon	8
3.1.2 Ontario Mine	9
3.1.3 Guardsman Saddle	9
3.1.4 Development Pods	9
3.1.5 Other Existing Trailheads	10
3.2 Trails	10
3.2.1 Existing Trails	10
3.2.2 Future Trails	12
3.3 Phasing of Plan Implementation	12
3.4 Erosion Control	14
3.5 Safety	14
3.6 Trail Conflict Management	14
3.7 Trail Management and Maintenance	15
4.0 Recommended Standards for Trail Design	17
4.1 Criteria for Trail Design	17
4.1.1 Pedestrian/Hiking Trails	17
4.1.1.1 Trail Surface	17
4.1.1.2 Difficulty Standards	17
4.1.1.3 Other Considerations	18
4.1.2 Equestrian Trails	18
4.1.2.1 Trail Surface	18
4.1.2.2 Difficulty Standards	18

4.1.3	Mountain Biking Trails	19
4.1.3.1	Trail Surface	19
4.1.3.2	Difficulty Standards	19
4.1.3.3	Other Considerations	19
4.1.4	Cross-Country Skiing/Snowshoeing	20
5.0	Related Planning Documents	21
5.1	Flagstaff Mountain Resort Open Space Plan	21
5.2	Flagstaff Mountain Resort Wildlife Plan	21
5.3	Deer Valley Resort Trails Plan	21

APPENDIX A – Empire Canyon Survey

APPENDIX B – Figures

- Figure 1 Location of Plan Area
- Figure 2 Existing Trails
- Figure 3 Future Trails

LIST OF TABLES

TABLE 1 – Existing Trails Within and Adjacent to the Plan Area 11

TABLE 2 – Summary of Proposed Trail Maintenance Within Plan Area 16

TABLE 3 – Hiking Trail Design Guidelines 18

TABLE 4 – Equestrian Trail Design Guidelines 19

TABLE 5 – Mountain Biking Trail Design Guidelines 19

EXECUTIVE SUMMARY

This Trails Master Plan outlines the goals and objectives of trails planning for the proposed Flagstaff Mountain Resort located in Park City, Summit County, Utah (Figure 1). It presents an inventory of existing conditions, summarizes the results of a recreational use survey for Empire Canyon, and describes other trail planning efforts in the surrounding region.

The management section of this master plan describes the opportunities and constraints related to trail and trailhead development and management at Flagstaff Mountain Resort. The two main public trailheads identified in the Plan Area include the Empire Canyon trailhead located at the top (southern) terminus of Daly Avenue and the Guardsman Saddle trailhead located on the Wasatch/Summit County line. In addition to these public trailheads, the development pods will contain internal trailheads for access to the Plan Area's trail system by resort residents. Deer Valley Resort's Silver Lake Village trailhead, while outside of the Plan Area, provides access to the Flagstaff Mountain Resort trail network and is, therefore, described in this master plan.

Existing trails within the Plan Area are inventoried and presented in Figure 2. The name of each trail, its starting and ending elevation, distance (where possible), and difficulty level are summarized in Table 1. Where existing trails pass through development pods, they will be left intact where possible or rerouted to maintain overall trail connectivity during and after construction. In addition, a variety of new trails will be constructed over the next three years to accommodate increased use by future residents as well as the general public. Proposed, upgraded, and rerouted trails are also described and are depicted in Figure 3.

Detailed design standards including maximum grade and slope angle are provided for various ability levels on pedestrian/hiking trails, equestrian trails, and mountain biking trails. Erosion control, safety, and trail conflict management concerns are addressed along with trail management and maintenance responsibilities.

1.0 INTRODUCTION

1.1 Flagstaff Mountain Resort

This study is one of several reports that have been prepared to support the Flagstaff Mountain Resort's Large Scale Master Plan Development (LSMPD) application. As LSMPDs are programmatic in nature and subject to refinement at subsequent Master Planned Development (MPD) or Conditional Use Permit (CUP) stages, correspondingly, the contents of this report should be viewed as conceptual in nature and subject to change as specific plans are developed. Details developed at the MPD or CUP stage will not require a modification of this plan provided that they comply with the Goals and Objectives of this Plan.

The Flagstaff Mountain Resort (FMR) Plan Area is a 1,600-acre parcel of land located in the southwest corner of Summit County, Utah. Ranging from elevations of 7,800 to 9,000 feet above sea level, it forms the western portion of Deer Valley Resort, a four-season resort facility that specializes in alpine skiing in the winter; hiking, mountain biking, and horseback riding in the summer. Four distinct sites will be developed by Flagstaff Mountain Partners (FMP) as additional year-round residential communities within the boundary of the existing ski area. These sites, or development pods, are depicted along with the overall Plan Area in Figure 1. The proposed development pods include the Mountain Village area (Pods A and B-1), the Daly West area (Pod B-2), and the Northside Neighborhood (Pod D). These pods conform to those sites identified in the Annexation Resolution: Development Agreement for Flagstaff Mountain, Bonanza Flat, Richardson Flat, the 20-acre Quinn's Junction Parcel, and Iron Mountain (Park City Municipal Corporation Ordinance no. 99-30) hereafter referred to as the Development Agreement. It should be noted that ownership of the portion of the Plan Area lying outside of the development pods will ultimately be conveyed from United Park City Mines Company to Deer Valley Resort.

Within the Plan Area, native vegetation comprises a mosaic of quaking aspen and coniferous (primarily Engelmann spruce, subalpine fir, and Douglas fir) forests, Gambel oak, and mountain shrub communities. A few natural meadows occur in the area and are characterized by a variety of native grasses and wildflowers. Wet areas are dominated by willows, sedges, and rushes. Rock outcrops occur on the eastern boundary of Pod D and along the ridge line at the head of Empire Canyon.

Some of the most notable features of the Plan Area are, however, of human origin. Large piles of mine waste rock, or overburden, are located in the FMR Plan Area. These features consist predominantly of un-vegetated grayish-white crushed rock associated with the former Flagstaff, Little Bell, Quincy, Anchor, and Daly West Mines. Ski lifts and runs are another notable human-made feature of the Plan Area. Within the Flagstaff Mountain portion of Deer Valley Resort, there are six existing ski lifts and approximately 36 ski runs, many of which have been cut through forest stands, graded, and seeded with non-native grasses and forbs. Four additional lifts are currently planned for Flagstaff Mountain. One of these will serve the ski-in/ski-out needs of Pod A, one will access existing terrain between the Red Cloud and Northside Lifts (Ski Pod D), and the other two (Ski Pods X and Z) will access new intermediate and advanced ski terrain in Empire Canyon.

1.2 Trail Planning Goal and Objectives

The goal of this document is to establish guidelines to maintain and enhance public access and provide quality public recreation opportunities for hikers, mountain-bikers, and equestrians by guiding the prioritization and development of trail facilities while ensuring the protection of key environmental and wildlife amenities at Flagstaff Mountain Resort.

Any trails or portions of trails that must be closed as a result of development will be rerouted prior to their closure. Thus, trail continuity will be maintained during and after construction. While it may not be possible to recreate the quantity of trails following development, it is the intent of FMP to maintain and, where possible, enhance the quality of the trail experience within the Plan Area. There may be periods during construction when portions of trails must be closed due to the presence and operation of heavy equipment and associated safety concerns. In these cases, notice of trail closures will be publicized at trailheads and via radio announcements. The duration of such trail closures will be minimized. Where and when feasible, temporary trail detours will be established to maintain trail continuity during closures.

In order to comply with the Development Agreement and meet the needs of current and future recreationists, FMP will follow the recommendations outlined in this report. This Trails Master Plan will guide the development and maintenance of trail facilities within the Plan Area. The master plan provides an inventory of existing trails and a conceptual layout of future trails and trail reroutes. Trail design standards and management are also described. As per the Development Agreement, this plan has been submitted to the Park City Community Development Department as a portion of the Large Scale Master Plan Development submittal for Flagstaff Mountain Resort. Details of the plan (e.g., the design of trail relocations and road crossings) will be refined as part of subsequent MPD submittals and, ultimately, the Conditional Use permitting for the individual development projects. Details of trail head design, parking and access will be determined at the subsequent MPD permit level.

A requirement of the subsequent MPDs and CUPs will be that all trails will be surveyed after construction and the location will be submitted to the Community Development Department. The maintenance of the trails as described in the survey will be the responsibility of the underlying landowner to the standards described in this report, and will become a condition of the respective approval. Where the trails fall within a subdivision they will be platted Rights of Way on the final subdivision map dedicated to the City. Trails can be relocated as an administrative action at the mutual consent of the landowner and the City provided that the relocation meets the Goals and Objectives of this Plan. Relocation of Trails throughout the Open Space zones will be required from time to time in order to manage the multiple uses and changes to the operation of the Ski Area or management of the protected open space that would be expected to occur over time.

2.0 INVENTORY OF EXISTING CONDITIONS & INFORMATION

2.1 Existing Trail Recreation Opportunities

Currently, the roads and trails of the Plan Area exhibit a range of non-motorized uses. Several locations within the Plan Area are favored for equestrian and pedestrian uses and mountain biking. Off-road vehicles (ORVs) and high-clearance four-wheel drive vehicles have utilized the Plan Area in the past but public recreational use of these vehicles is currently prohibited. During the winter, alpine skiing and some backcountry skiing and snowshoeing are the preferred trail uses. Residents of Brighton Estates enjoy snowmobile access through Flagstaff Mountain Resort but recreational use of snowmobiles is discouraged within the Plan Area. The distribution of trails and trailheads is discussed in the following section.

2.2 Existing Trails and Trailhead Facilities

Numerous trails currently exist within the Plan Area. These include improved roadways, jeep trails, single-track trails, and undeveloped game trails. Many of the undeveloped trails are used on a limited basis by local hikers and equestrians. Other trails receive more frequent use and are recognized as serving a broader spectrum of public use. In an attempt to provide a current inventory, existing trails identified by Deer Valley Resort, the 2000 Hiking/Biking Trail Map, and recent field surveys, are displayed in Figure 2. Table 1 identifies and provides information on all of the named trails within the Plan Area. Where trail distance data was available from Deer Valley Resort, this information was included. It should be noted, however, that the Plan Area contains several unnamed trails and trails with no distinct starting and ending points. Thus, while the information on existing trails presented here is the best available at this time, it should not be considered a comprehensive inventory of trails within the Flagstaff Mountain Plan Area.

2.3 Empire Canyon Survey Results

A survey of trail users regarding trail usage was conducted in 1999 by United Park City Mining Company (UPCMC) (Appendix A). Of the 41 respondents, it is unknown how many were mountain bikers versus hikers or equestrians. The survey yielded the following results:

Seventy-six percent of the respondents hike, snowshoe, ski, or bike on trails at least once a week in Empire Canyon;

- Eighty-five percent of the respondents were at least somewhat concerned about access to trails due to UPCM development plans;
- Eighty-five percent of the respondents do not want a paved trail connecting Park City's Old Town area to the Empire Canyon area;

- Seventy-seven percent of the respondents felt that there should not be a separation of trails for hikers and bikers;
- Seventy-seven percent of the respondents felt that motorized uses were either not at all compatible with existing trail uses in Empire Canyon or compatible only on separate trails;
- Fifty-one percent of the respondents felt that there should be at least some increased signage within the Plan Area; and
- Fifty-five percent of the respondents do not think that trash receptacles should be placed throughout the Empire Canyon trail network.

2.4 Related Trail Planning Efforts

2.4.1 Deer Valley Resort

Deer Valley Resort has developed a brochure and map that describes twenty hiking and mountain biking trails in and around Flagstaff and Bald Mountains. Trail difficulty ranges from beginner to expert. Trail distances range from ½ mile for the "G.S. Trees" Trail to 9 miles for the "TG" Trail. A majority of the established trails are designed for mountain biking use only (trails originating from Bald Mountain are exclusively for biking with the exception of the Hiking Trail), four of the trails are shared hiking and biking use, and one has been set aside for hikers only.

2.4.2 Park City Mountain Resort

Although Park City Mountain Resort (PCMR) does contain a summer trail system, according to Rick Silver, trail manager at the resort, a trail-planning document has not been written for PCMR.

2.4.3 Bonanza Mountain Resort

This is a proposed four-season resort development located just south of the FMR Plan Area in Wasatch County. Public trails in this system will likely interconnect with trails in Wasatch Mountain State Park, Park City Resort, Wasatch-Cache National Forest, and Flagstaff Mountain Resort.

2.4.4 Summit County

Summit County has produced a map entitled "Snyderville Basin Recreation District Trails Master Plan." The intent of the map is for master planning purposes only. The map is intended to minimize adverse impacts to the environment and adjacent private property. Trail corridors may vary to avoid natural resource constraints such as wetlands and steep slopes. The primary link between the Snyderville Basin Trails Plan and this plan is the proposed Mid-Mountain (8,000-foot) trail. This trail is described in more detail in Section 3.2.2, below.

2.4.5 Mountain Trails Foundation

The Mountain Trails Foundation assisted in development of the Snyderville Basin Recreation District Trails Master Plan, which includes areas in unincorporated Summit County. The Mountain Trails Foundation also participated with Snyderville Basin Recreation District and Park City in developing the 2000 Hiking/Biking Trail Map. This map is the most comprehensive and widely distributed documentation of trails in the Park City area. The 2000 Hiking/Biking Trail Map was initially used for depicting existing trails within the Plan Area (Figure 2). This coverage was subsequently revised with input provided by John Gonthier of Rocky Mountain Trails Design for the Empire Canyon portion of the Plan Area. Troy Duffin, Executive Director of the Mountain Trails Foundation, has also been instrumental in the development of the Flagstaff Mountain Resort Trails Master Plan.

3.0 MANAGEMENT PLAN

The intent of the Flagstaff Mountain Resort Trails Master Plan is to provide an array of publicly accessible, non-motorized trail experiences for a variety of trail users of different skill levels on a trail system that is well-linked to destinations beyond the boundaries of the Plan Area. Minor upgrade or development of two trailhead areas is proposed. No overnight camping facilities or designated trail-based picnic areas are being considered. The network of trails evaluated under this plan include beginner to expert mountain biking, hiking, and equestrian trails. While there is and will continue to be snowshoeing and cross-country skiing within the Plan Area, these activities are largely independent of the summer trail system. With the exception of resort maintenance and management uses, snowmobiling and other forms of motorized trail use will be discontinued within the Plan Area.

One of the most important components of the Trails Master Plan is the location of the designated trailhead facilities. All of the trails discussed in this plan are accessible from four identified trailhead locations. These trailheads are integral to the plan's phasing and implementation.

The following section presents the key elements of the trails plan. Some of the proposed trail alignments will require further coordination with adjacent landowners or Deer Valley Resort prior to development.

3.1 Trailheads

This section includes a discussion of trailhead opportunities and constraints with regard to public access (traffic and parking), viewsheds, historic sites, environmental protection, and a description of proposed uses and improvements recommended for each trailhead.

3.1.1 Empire Canyon

Currently, the primary users of the Empire Canyon trailhead (located at the top of Daly Avenue) consist of hikers and mountain bikers. The area is also popular for snowshoeing and cross-country skiing in the winter. No improvements, such as developed parking or interpretive facilities, are currently located at the trailhead. This trailhead is the starting point for the Lower des Suds hiking/biking trail and it serves as an access point for many other trails including Grave Digger, King Road, Daly Grind, Tour des Suds, Black Forest, Jurassic Park, Powerline and others.

While there is space for several cars to park along the sides of Daly Avenue near its terminus at the existing gate, there is not a developed parking area at the Empire Canyon trailhead. FMP will construct improved parking and trailhead facilities at this site. These improvements would clearly delineate the beginning of a trail and would concentrate automobile traffic. Trash cans and trail maps placed on a kiosk are other possible improvements for this trailhead. Several abandoned mine facilities lie in close proximity to the proposed trailhead. The Judge Mill and Tunnel, Alliance Mine and Tunnel, Explosive Bunker, and the Anchor Tunnel are all within a half-mile of the trailhead. Given the inherently unsafe conditions of these facilities, the trailhead will display caution signs regarding the old mines. For more information about safety issues and cautionary signage, please refer to the "Treatment Plans" section of the *Historic Preservation Plan for the Proposed Flagstaff Mountain Resort*.

3.1.2 Ontario Mine

There is no existing trailhead in the vicinity of Ontario Mine. Thus, the Ontario Mine Trailhead would be constructed in conjunction with the development of Flagstaff Mountain Resort. The trailhead would be located at approximately 7,700 feet elevation near the entrance to the old "Silver Mine Adventure." Parking for six vehicles will be provided at this trailhead. The Ontario Mine Trailhead will provide access to the Petty Coat Junction and Tour de Suds trails and thereby interconnect with both the Flagstaff Mountain Resort and Deer Valley Resort trail systems.

3.1.3 Guardsman Saddle

This trailhead is located at approximately 9,000 feet on the Summit County/Wasatch County line adjacent to Guardsman Pass Road. Currently, the primary users of the Guardsman Saddle trailhead consist of hikers and mountain bikers. Due to winter road closures, this trailhead is inaccessible (except by snowmobile) during the winter. While there is not a developed parking area at this trailhead, there is space for approximately eight cars to park along the sides of the road. This trailhead is an access point for the Tour des Suds, Game, and T.G., T.G. 1, and T.G.2 hiking/biking trails.

FMP will construct improved parking and trailhead facilities at this site. These improvements will clearly delineate approved trail access points and would minimize ground disturbance caused by unauthorized parking. Trash cans and trail maps placed on a kiosk are other possible improvements being considered for this trailhead.

3.1.4 Development Pods

Trailheads at each of the four development pods will provide access to several existing, rerouted, and new trails within the Plan Area. The development pods will not include public parking areas and will thus primarily serve as trailheads for resort residents only.

3.1.5 Other Existing Trailheads

The following areas have historically served as popular trailhead locations. The Silver Lake trailhead is located outside of the Plan Area at the base of Deer Valley Resort's Sterling Lift. Current use is primarily during late spring, summer and fall. This trailhead provides access to several trails originating from Deer Valley's Bald Mountain including Homeward Bound and Deer Camp. Deer Valley Resort provides lift service for mountain bikers on the Sterling Lift.

Parking facilities for the Silver Lake trailhead currently include three lots. Approximately 75 public parking spaces are available in the underground Silver Lake Village parking garage which allows for free summer season parking. A nearby outdoor lot provides an additional 50-60 spaces on a temporary basis (this lot is on property that will ultimately be developed). Deer Valley Resort also owns an additional 125 parking spaces in the Chateaux at Silver Lake parking garage. Improvements during the summer of 2000 will make this latter space unavailable during this time. It is slated to reopen to the public in 2001. Deer Valley Resort is planning to provide additional underground parking spaces in this area in the future.

Deer Valley's Snow Park Lodge serves as another trailhead. According to the Deer Valley Resort Summer 2000 hiking/biking map, one recognized expert trail, the Four Point Trail, links Snow Park Lodge with Silver Lake Village.

3.2 Trails

3.2.1 Existing Trails

Several existing trails have been documented within the Plan Area. Table 1, below, lists the existing trails within the Plan Area that have been identified by Deer Valley Resort and the 2000 Hiking/Biking Trail Map. Starting and ending elevations and some distance measurements were determined using ArcView GIS software. Where possible, distance measures were derived from Deer Valley Resort's trail map. Where trail data was unavailable, table entries read "n/a."

TABLE 1
Existing Trails Within and Adjacent to the Plan area

No.	Trail Name	Starting Elevation (ft)	Ending Elevation (ft)	Distance (miles)	Difficulty ¹
1	Nail Driver	9,281	8,402	2.9	I
2	Homeward Bound	9,281	8,130	3.0	I/E
3	Super G Trees	8,993	8,875	0.8	I
4	G. S. Trees	8,858	8,701	0.5	I
5	Aspen Slalom	9,183	8,733	2.0	E
6	Twist & Shout	8,707	8,478	0.3	E
7	Deer Camp	9,006	8,793	2.0	I/E
8	Flagstaff Loop	8,927	8,789	4.0	I/E
9	Lower des Suds/Tour des Suds/Chainless Downhill	7,329	9,281	6.0	I/E
10 ²	McHenry's Practice Loop	8,087	8,083	0.5	B/I
11 ²	Sultan Road	8,083	7,907	0.9	B
12	Uphill Route	9,231	8,087	1.8	I
13 ²	Hiking Trail	8,130	9,281	2.0	I
14 ²	Four Point Trail	8,087	n/a	0.5	E
15	Team Big Bear	8,248	8,986	2.0	I
16	Ontario Loop	8,914	8,904	0.3	E
17 ²	Freestyle	8,733	8,425	0.3	E+
18	TG Trail	8,820	8,000	9.0	E
19	Sunset	9,153	8,396	2.5	I
A	Bed Springs	8,361	8,086	0.6	E
B	Bomber	8,329	8,093	0.2	E
C	Daly Grind	7,720	9,210	n/a	I
D	Detour des Suds	8,368	8,293	0.3	E
E	Game Trail	8,865	9,258	1.0	I
F ²	Grave Digger	7,606	7,743	1.0	I
G ²	Black Forest	8,963	7,701	1.5	E
H	Sams/John's 99	8,198	8,129	2.5	I
I	Jurassic Park	8,087	7,926	1.0	I
J	Lower Speedbag	7,756	8,212	0.7	E
K	Missing Link	8,378	8,459	0.5	I
L	Ore Cart/Upper Speedbag	8,325	7,838	0.7	E
M	Petty Coat Junction	8,012	8,054	0.4	E
N ²	Powerline Downhill	8,257	7,616	0.9	I
O	Prospect Ridge	7,884	7,299	0.7	I
P ²	SST	7,697	8,350	0.3	E
Q	Shovel	8,212	8,386	0.3	E
R	TG I	8,560	8,861	1.0	I
S	TG II	8,448	8,560	0.9	I

¹ Difficulty: B= Beginner, I = Intermediate, E = Expert

² Trails connected to the Flagstaff Mountain Trails Network but located outside of the Plan Area.

3.2.2 Future Trails

A few existing trails will be modified as a result of development. These include the Ontario Loop, Bed Springs, Tour de Suds, Team Big Bear, Jurassic Park, and Petty Coat Junction trails. The general designs of these modifications are shown in Figure 3.

New trails to be developed in accordance with this master plan include the 8,000-Foot or Mid-Mountain Trail which has been proposed for development by the Snyderville Basin Recreational District. This trail is proposed to start near the Winter Sports Park and extend to Silver Lake Village. Near the Plan Area, this trail would run from PCMR's Maintenance Area to Silver Lake Village, a length of approximately four miles (Figure 3). One of the main objectives in the design of this trail is to maintain an elevation as close as possible to the 8,000-foot contour (with minor exceptions due to local terrain features and the avoidance of development pods) so that it will remain a beginner-level trail throughout its entire length. This trail will extend through the Plan Area in the approximate location as shown on Figure 3. Other new trails are proposed to be constructed on the east side of Pod A, around Pod D, and over the top of Flagstaff Peak (Figure 3). These include approximately two and a half miles of beginner trails, three and one-third miles of intermediate trails, and one-half mile of expert trails.

Development of the Mountain Village (Pods A, B-1, and B-2) and Northside Neighborhood (Pod D) will not result in the permanent closure of any major trails. Existing trails that cross through one or more of the proposed development pods will be rerouted around the perimeter of the pod if it is not feasible to retain them in place.

Development of the pods and infrastructure will result in permanent rerouting of the following trails:

- Pods A & B-1 and associated infrastructure will reroute portions of Lower des Suds;
- The new Guardsman Road and Pods B-1 & B-2 will reroute the Bed Springs trail;
- Pod D will reroute portions of the Flagstaff Loop, Ontario Loop, Team Big Bear and Tour des Suds trails.

3.3 Phasing of Plan Implementation

Phasing of trail rerouting and construction will take place over a five-year time period beginning in the late summer and fall of 2001 and extending into the fall of 2004. The infrastructure (roads and utilities) for Pods A, B-1, and B-2 will be in place by 2002. All trails crossing through the construction zones of these three development pods will be permanently rerouted during the 2001 and 2002 construction seasons.

The water and high-pressure natural gas lines extending from Silver Lake Village to Pod B-2 will cause intermittent closure of the Tour des Suds Trail where it coincides with the Banner Trail and Team Big Bear and where it crosses the existing access road to Pod B-1. These closures are expected to last no more than one or two days and the public will be notified of their closure via radio (Troy Duffin of the Mountain Trails Foundation will provide information to the public every Friday morning on KCPW 91.9 FM), newspapers, and detour signs posted at trailheads. A variety of alternate routes exist and brief closures of portions of this trail due to the installation of water and gas lines are not expected to be a problem.

The design and construction of the Mid-Mountain Trail are expected to be completed in the summer of 2001. This trail is expected to play a pivotal role in linking the existing Empire Canyon trails (e.g., Daly Grind, Tour des Suds) with other Northside trails (e.g., Team Big Bear) and Silver Lake Village following the initiation of construction within Pods A, B-1, and B-2.

Construction of the new Flagstaff Mountain Resort road system will begin in the summer of 2001. These roads and development of Pods A, B-1, and B-2 will necessitate the permanent relocation of portions of the Tour des Suds, Chainless Downhill, and Bedsprings Trails. Relocation of these trails may begin as early as fall of 2000 and be completed at the end of the construction season in 2002. Construction of these trails will be completed prior to construction-related closures of existing trails.

Although subject to a yet-to-be-approved phasing plan, the construction of roads and utilities between Pod B-2 and Pod D is scheduled to begin in 2003 and be completed in 2004. Accordingly, trails currently located within Pod D will be reconfigured and/or relocated as shown in Figure 3 during the 2002-2003 construction seasons. Additional beginner-level trails shown in Figure 3 will be constructed in 2004.

As stated in Section 1.2 Trail Planning Goals and Objectives, any trails or portions of trails that must be closed as a result of development will be rerouted prior to their closure. Trail continuity will, therefore, be maintained during and after construction. While it is the intent of FMP to maintain and, where possible, enhance the quality of the trail experience within the Plan Area, there may be periods during construction when portions of trails must be closed due to the presence and operation of heavy equipment and associated safety concerns. In these cases, notice of trail closures will be publicized at trailheads and via radio announcements. The duration of such trail closures will be minimized. Where and when feasible, temporary trail detours will be established to maintain trail continuity during closures.

3.4 Erosion Control

The potential for erosion will be addressed during trail layout and construction. Soil type, slope, and impacts to the slope from human and/or wildlife use affect erosion potential. Characteristics of areas vulnerable to soil erosion include poorly drained soils with a high clay content, steep slopes, and areas experiencing high equestrian and mountain bike use. The Plan Area has a wide variety of soil conditions including some soils susceptible to erosion on steep slopes in areas that are used by OHVs, mountain bikes and equestrians. Generally, the slope soils are very shallow in the Plan Area and, therefore, are highly susceptible to erosion and gully formation. Soil analyses and other special precautions, such as the installation of switchbacks and rolling dips, will be taken on a site-specific basis where necessary to minimize erosion during the construction and use of new and rerouted trails.

3.5 Safety

Safety issues to be addressed within the Plan Area include the potential for human injury due to exposed, rocky, steep terrain; mine hazards; extreme seasonal weather; avalanche; and interface involving hikers, bikers, or equestrians with each other and with wildlife (e.g., moose). FMP will provide adequate information on trail conditions and suggested uses to recreationists before they enter the trail network in order to minimize these problems. During trail design, layout, and construction, FMP will ensure the maintenance of adequate sight distances to minimize the potential for collisions at trail intersections.

3.6 Trail Conflict Management

Equestrians, bikers, and hikers have different requirements for making their trail use experience enjoyable. These requirements can be in direct conflict with other user needs. These conflicts will be minimized by educating users as to proper trail etiquette through the use of signs and literature. Bikers will be informed to yield to hikers and equestrians, and hikers will be instructed to yield to equestrians. In addition, passing will occur on the left and the person passing will give adequate warning to the person he or she is going to pass. One way to avoid conflicts between users is to designate specific trails for specific uses. Given the results of UPCMC's Empire Canyon Survey (see Section 2.3, above), however, FMP does not propose to segregate trail uses. Nevertheless, as some trails are more desirable for a particular use, users may separate themselves out accordingly. For example, bikers cannot travel over as steep and rugged terrain as hikers, so they may avoid the higher gradient trails. Hikers generally do not cover as much ground as bikers or equestrians and are, therefore, likely to stay on shorter trails. Development of a varied trail system can help separate users in this manner.

Trail design will address the tendency for recreationists to wander off the designated pathway. Keeping people on the trail has always been a challenge to trail planners. Some trail users are not satisfied with existing trails and feel the need to explore on their own. Others may simply be trying to find a shortcut to a desired destination. In either case, disruptions to the environment can be significant, particularly impacts to wildlife and vegetation. Choosing appropriate trail alignments, proper switchback construction, defining the trail well, and educating users about the impacts of off-trail use will help to alleviate this problem. Ideally, desirable destinations should not be visible along the entire length of the trail unless there is only one way to reach that destination. Long switchbacks up a steep open slope can encourage shortcutting the switchbacks. Instead, where possible, new trails will be routed through terrain or vegetation that does not provide constant visual access to a destination. Although the Forest Service has developed switchback construction guidelines that help to reduce shortcutting, education is likely to be the best approach for keeping people on the trail. Signage and information materials given to resort visitors will discourage people from disturbing wildlife and creating erosion problems by shortcutting. Boulder or log piles may be used to restrict recreationists from accessing unauthorized trails.

Sufficient parking facilities and trail access are important considerations for trail design. If the parking area is difficult to access, the trail will not be utilized or makeshift parking areas will develop. However, limited parking can also serve to restrict the number of recreationists using a certain trail or trailhead, which may be desirable in some of the more sensitive areas.

Within the portions of Deer Valley Resort that have been developed for downhill skiing, winter use of trails by snowshoers, cross-country and backcountry skiers has the potential to generate conflict with alpine skiers and resort maintenance personnel. Wintertime public access to these areas will thus be coordinated with and governed by Deer Valley Resort in order to ensure adequate safety to skiers and trail users.

3.7 Trail Management and Maintenance

This section designates responsibility and tasks associated with general trail management and maintenance activities.

Trails within the Plan Area will be managed jointly by Deer Valley Resort, FMP, Snyderville Basin Recreation District, and possibly the Mountain Trails Foundation or other volunteer efforts. Deer Valley Resort's maintenance efforts will focus on the trails that are of easy and intermediate difficulty and are linked with other major regional trails. FMP's focus will be on trails immediately adjacent to and connected with the development pods. The Snyderville Basin Recreation District will be responsible for maintenance of the proposed Mid-Mountain Trail. The Mountain Trails Foundation and associated volunteer efforts may focus on the smaller, more difficult trails in the area. Table 2, below, summarizes these maintenance duties.

TABLE 2	
<i>Summary of Proposed Trail Maintenance within the Plan Area</i>	
Maintenance Entity	Proposed Maintenance Areas
FMP	Trailheads at the development pods, trails leading to existing trails from the development pods
Deer Valley Resort	Trail heads and primary trails such as Tour des Suds, Daly Grind, and Team Big Bear (See Deer Valley Summer 2000 pamphlet)
Snyder Basin Recreation District	Mid-Mountain Trail
Volunteers and/or Mountain Trails Foundation	Historically popular trails and more difficult trails such as TG-I and TG-II, Ore Cart, Lower Speedbag, Black Forest

An appropriate agreement will be executed between Deer Valley Resort, FMP and Park City that preserves the right of the public to enjoy trail use in perpetuity throughout the Plan Area.

4.0 RECOMMENDED STANDARDS FOR TRAIL DESIGN

4.1 Criteria for Trail Design

Constraints of trail design include the need to utilize existing topography, minimize the potential for erosion, provide for the safety of users, adhere to appropriate construction standards, minimize user conflicts and off-trail use, and provide adequate access to the trailheads.

Trail design must incorporate existing topography while providing terrain for a variety of users. This means using available meadows, basins, benches, saddles, and ridges over different trail distances to provide for beginner to expert skill levels. This would include the range from a short, low-gradient walking trail easily accessible at low elevations, to longer high elevation trails requiring advanced technical hiking, mountain biking, or equestrian skills. The following standards for trail design are broken down for each of the identified user groups.

4.1.1 Pedestrian/Hiking Trails

While it is FMP's intention to provide multiple use trails, to the extent that any future trails not covered in the current plan are designed exclusively for hiking use, these trails will conform to the following standards.

4.1.1.1 Trail Surface

In most circumstances, trails will be a natural dirt surface, compacted during construction. Width of trails will be four feet to six feet depending on anticipated use. In general, a two percent cross slope will be provided on all trails. Rolling dips and drains will be installed as necessary to protect the trail from erosion and to minimize the trail's ability to capture small drainages crossing the trail. Where perpetually moist areas exist, gravel surface or elevated gravel trail segments may be required.

4.1.1.2 Difficulty Standards

Table 3 presents the general standards adapted from those used by the Forest Service in designing and designating hiking trails for different uses and ability levels.

TABLE 3
Hiking Trail Design Guidelines

Activity	Level	Maximum Grade (%)	Length of Maximum Grade (Feet)
Hiking	Beginner	20	100
	Intermediate	30	300
	Expert	30	500

4.1.1.3 Other Considerations

Family-oriented trails will not exceed the easiest hiking standards. Average trail gradient for these trails will not exceed seven percent. Trails such as the proposed Mid-Mountain Trail will be constructed to this standard. However, for trails in the most difficult category, average gradient is not necessarily a good indication of how steep the trail gets. It is, therefore, important to keep in mind that maintenance and construction costs are higher for trails with steeper sections, even if they possess the same average gradient as other, less difficult trails. In addition, the potential for resource damage and visual impacts is greater on steeper trails.

4.1.2 Equestrian Trails

It is important to note that FMP will not be developing new equestrian trails nor promoting equestrian use in general within the FMR Plan Area. Equestrian trail design guidelines are, therefore, presented here primarily for completeness and for guiding the maintenance of existing equestrian trails where appropriate.

4.1.2.1 Trail Surface

In most circumstances, trails will be a natural dirt surface, compacted during construction. Width of trails will be four feet to eight feet depending on anticipated use. In general, a two percent cross slope will be provided on all trails. Rolling dips and drains will be installed as necessary to protect the trail from erosion and to minimize the trail's ability to capture small drainages crossing the trail. Where perpetually moist areas exist, gravel surface or elevated gravel trail or wood bark segments may be required.

4.1.2.2 Difficulty Standards

Table 4 presents the general standards adapted from those used by the Forest Service in designing and designating equestrian trails for different ability levels.

Activity	Level	Maximum Grade (%)	Length of Maximum Grade (Feet)
Equestrian	Beginner	15	200
	Intermediate	25	300
	Expert	30	500

4.1.3 Mountain Biking Trails

4.1.3.1 Trail Surface

Single-track, unpaved trails characterize the majority of trails in the Plan Area. In most circumstances, trails will be a natural dirt surface, compacted during construction. Width of trails will be three feet to six feet and, in general, a two percent cross slope will be provided on all trails to prevent water from ponding on the trail surface. Rolling dips and drains will be installed as necessary to protect the trail from erosion and to minimize the trail's likelihood of capturing small drainages crossing the trail. Where perpetually moist areas exist, a gravel surface or elevated gravel trail segments may be required.

4.1.3.2 Difficulty Standards

Table 5 presents the general standards used by the Forest Service in designing and designating mountain biking trails for different uses and ability levels.

Activity	Level	Maximum Grade (%)	Length of Maximum Grade (Feet)	Maximum Sustained Grade (%)	Turning Radius (Feet)
Biking	Beginner	10	100	7	15
	Intermediate	20	100	10	10
	Expert	≤30	200	15	6

4.1.3.3 Other Considerations

Trails with long straightaways can lead to excessive speeds, and these trails will provide a good line of sight so there are no blind corners. Orange trail signs will be used since mountain bikers tend to see these signs better than the less obtrusive, brown carsonite signs. Orange signs allow bikers to make trail choice decisions more efficiently with minimal stop/start and backtracking action. An average overall trail gradient of three to four percent is recommended for the easiest mountain bike trails.

4.1.4 Cross-country Skiing/Snowshoeing

FMP will not be providing maintained cross-country skiing/snowshoeing trails within the Plan Area. While these activities are certainly permissible within the Plan Area, trail breaking and maintenance will be the responsibility of individual back-country recreationists.

5.0 RELATED PLANNING DOCUMENTS

5.1 Flagstaff Mountain Resort Open Space Plan

The Open Space Management Plan has been prepared in accordance with the Flagstaff Mountain Resort Development Agreement. The goals and objectives of open space planning are discussed. An inventory of existing conditions is provided and related planning efforts are summarized. Opportunities and constraints associated with open space planning at Flagstaff Mountain Resort are discussed and Developed Recreational Open Space (DROS), Undeveloped Recreational Open Space (UROS), and Protected Open Space (POS) are identified, described, and delineated within the Plan Area. Management goals and approaches associated with the different open space types are described on both general and site-specific bases.

5.2 Flagstaff Mountain Resort Wildlife Management Plan

The Wildlife Management Plan was prepared to facilitate the preservation of wildlife habitat values within the Plan Area by minimizing habitat loss and human/wildlife conflicts. This plan identifies existing wildlife species and habitats that occur within the Flagstaff Mountain Resort Plan Area, and establishes management guidelines to help maintain the biotic integrity of the area while ensuring the long-term attractiveness and marketability of the proposed developments.

5.3 Deer Valley Resort Trails Plan

Deer Valley Resort's Trails Master Plan is a component of its open space management plan. Trails within the Deer Valley ski area or on non-development lands controlled by Deer Valley are the subject of this plan.

Trail maintenance of the biking and pedestrian trails within the Deer Valley ski area or on other non-development lands controlled by Deer Valley is the responsibility of Deer Valley. Maintenance of these trails includes erosion control and prevention.

Deer Valley permits public use of the hiking and biking trails designated on its Trails Master Plan for no fee or charge. Use by the public will be subject to reasonable rules and regulations established from time to time by Deer Valley.

Deer Valley's trail use rules and regulations are intended to and may, among other things:

1. Minimize conflict between trail uses;
2. Prevent abuses and allow for exclusion of abusing parties at the discretion of Deer Valley;

3. Provide for seasonal, field condition and weather closure of trails;
4. Restrict animals; and
5. Prevent motorized vehicles other than service vehicles required by Deer Valley for maintenance and management of the area.

APPENDIX A

Empire Canyon Survey

EMPIRE CANYON survey

United Park City Mines Company

1999

Reference Number (For Chart)

Questions Asked

A

How frequently do you hike, snowshoe, ski, or bike on trails in Empire Canyon?

B

Are you concerned that the access you are used to will change because of the development planned by UPGMC?

C

Would you like to have a paved trail connect parkcity's old town area to the Empire Canyon Area?

D

Would you prefer a connection from?

E

Do you think there should be separate trails for bicyclists and Pedestrians?

F

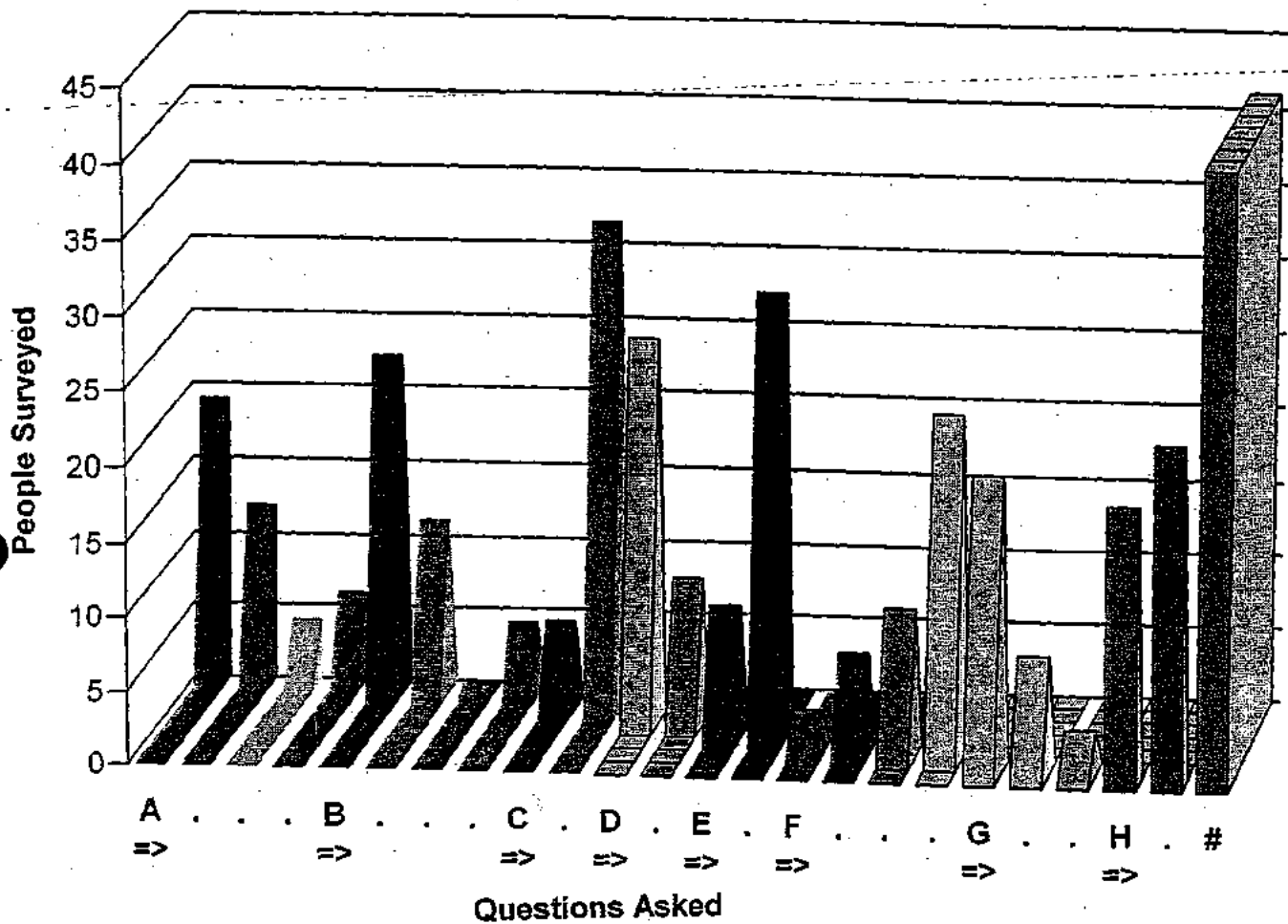
Do you think that motorized trail use, for example snowmobiles and dirt bikes, are appropriate in Empire Canyon?

G

Would you like to see an improved signage system for the trails in?

H

Should trash receptacles be put into place in the Empire Canyon trail network?



Question A

HOW FREQUENTLY DO YOU HIKE, SNOWSHOE, SKI, BIKE, ON TRAILS IN EMPIRE CANYON?

MORE THAN ONCE PER WEEK	19
WEEKLY	12
MONTHLY	4
INFREQUENTLY	6

Question B

ARE YOU CONCERNED THAT THE ACCESS YOU ARE USED TO WILL CHANGE BECAUSE OF THE DEVELOPMENT PLANNED BY UPGMC?

VERY CONCERNED	23
SOMEWHAT CONCERNED	14
NOT AT ALL	1
NEED MORE INFORMATION	3

Question C

WOULD YOU LIKE TO HAVE A PAVED TRAIL CONNECT PARK CITY'S OLD TOWN AREA TO THE EMPIRE CANYON AREA?

YES	6
NO	33

Question D

WOULD YOU PREFER A CONNECTION FROM:

DAILY AVE.	26
THE TOP OF PROSPECT AVE.	10

Question E
DO YOU THINK THERE SHOULD BE SEPERATION OF TRAILS FOR BIKERS AND HIKERS?

YES	9
NO	30

Question F
DO YOU THINK THAT MOTORIZED TRAIL USE, FOR EXAMPLE SNOWMOBILES AND DIRT BIKES, IS APPROPRIATE IN EMPIRE CANYON?

VERY COMPATABLE	6
SOMEWHAT COMPATABLE	7
COMPATABLE ON SEPARATE TRAILS ONLY	10
NOT AT ALL COMPATABLE	23

Question G
WOULD YOU LIKE TO SEE AN IMPROVED SIGNAGE SYSTEM FOR THE TRAILS IN EMPIRE CANYON?

NO, I LIKE THE TRAILS THE WAY THEY ARE	20
SOME INCREASED SIGNAGE, BUT NOT MUCH	18
MUCH MORE SIGNAGE	

Question H
SHOULD TRASH RECEPTICALS BE PUT INTO PLACE IN THE EMPIRE CANYON TRAIL NETWORK?

YES	19
NO	23

(LAST UPDATE 5/21/1999)

APPENDIX B

Figures

- Figure 1. Location of Plan Area
 - Figure 2. Existing Trails
 - Figure 3. Future Trails
-

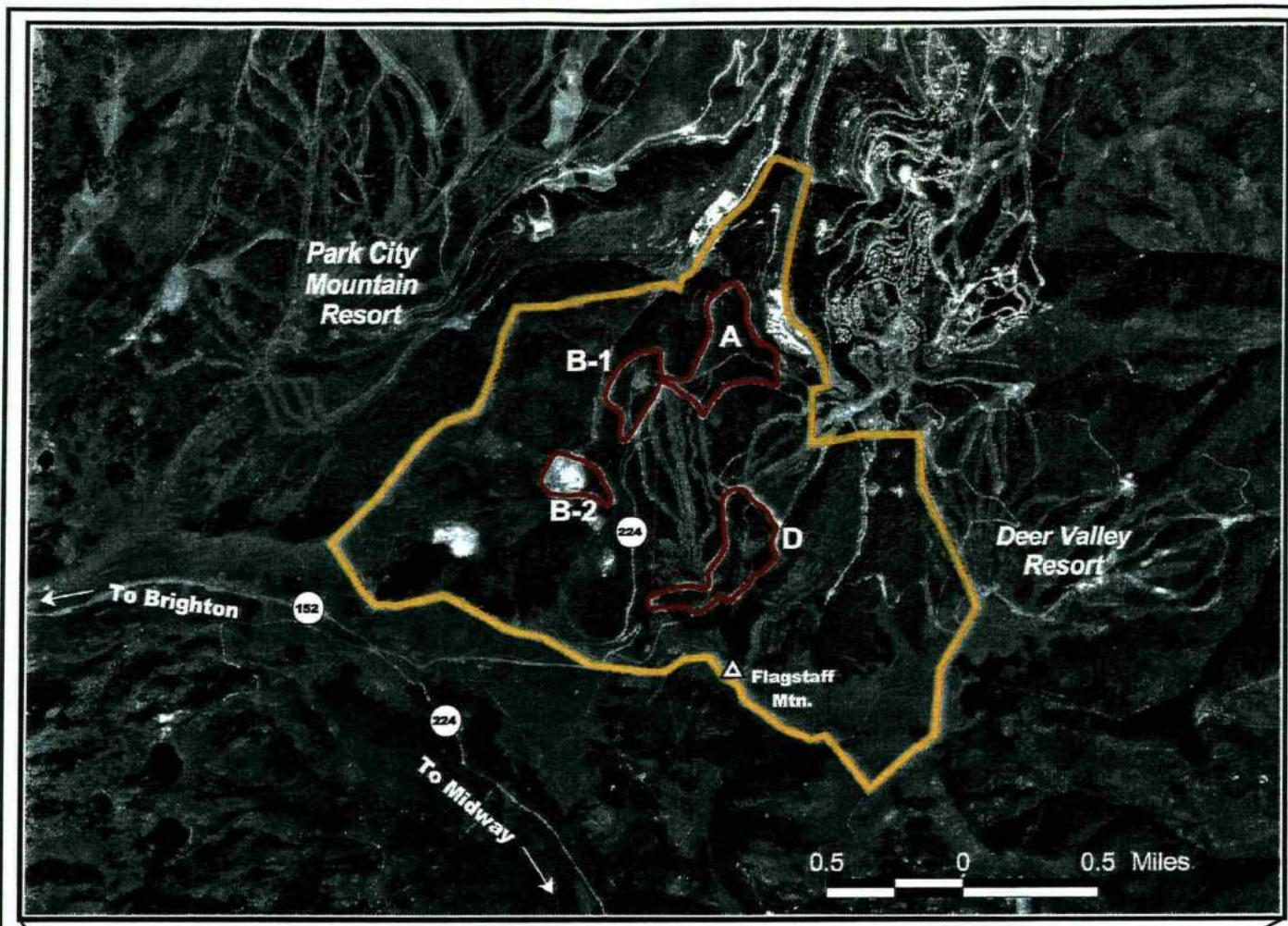


Figure 1. Location of Flagstaff Mountain Resort Plan Area, Summit County, Utah.

SWCA INC.



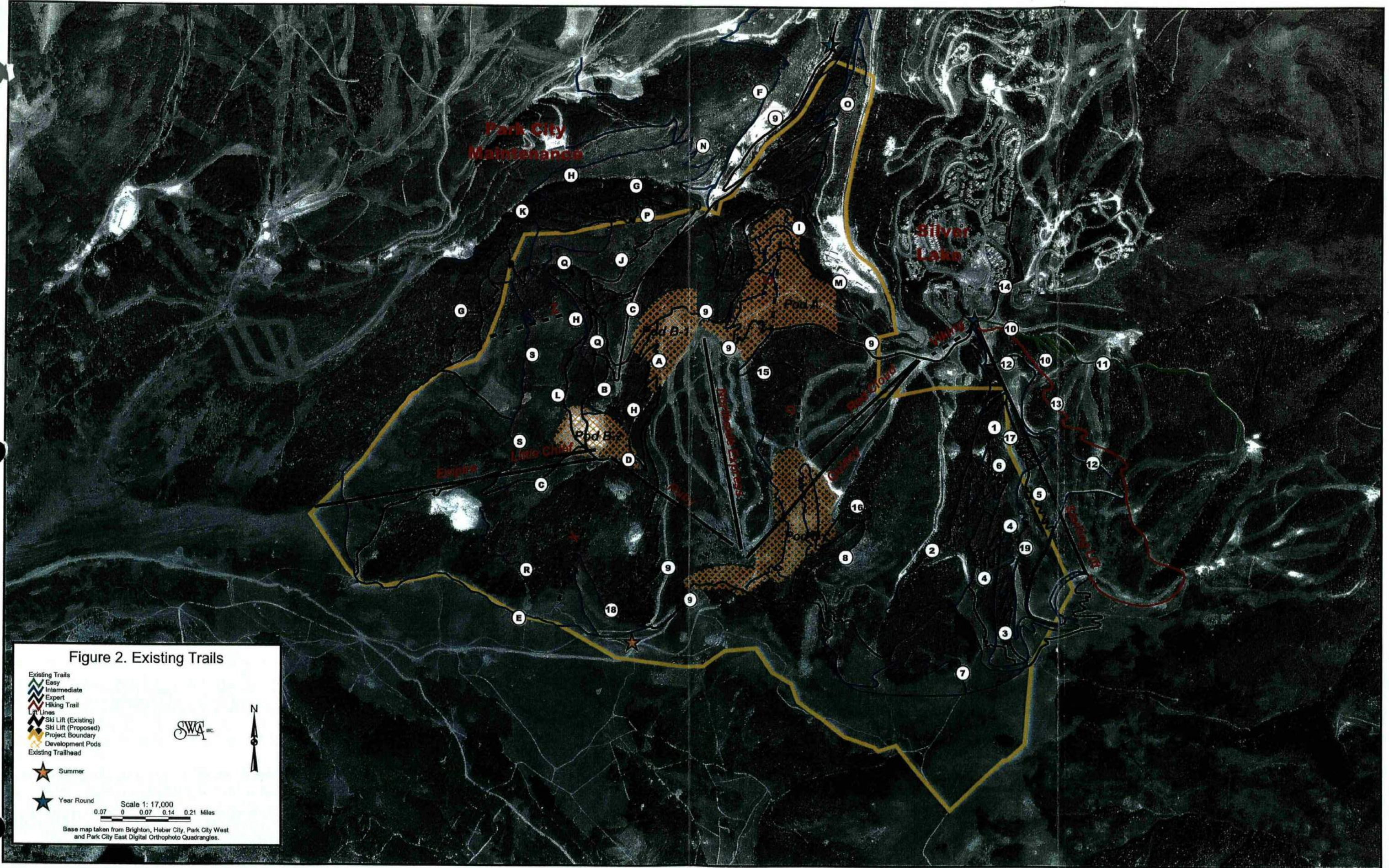


Figure 2. Existing Trails

Existing Trails
 Easy
 Intermediate
 Expert
 Hiking Trail
 Lift Lines
 Ski Lift (Existing)
 Ski Lift (Proposed)
 Project Boundary
 Development Pods
 Existing Trailhead
 Summer
 Year Round

Scale 1: 17,000
 0.07 0 0.07 0.14 0.21 Miles

Base map taken from Brighton, Heber City, Park City West and Park City East Digital Orthophoto Quadrangles.



Figure 3. Future Trails

- Future Trails**
- 8000' Mid-Mountain Trail
 - Future Easy Trail
 - Future Intermediate Trail
 - Future Expert Trail
- Existing Trails**
- Easy
 - Intermediate
 - Expert
 - Hiking Trail
- Lift Lines**
- Ski Lift (Existing)
 - Ski Lift (Proposed)
- Future Trailhead**
- Year Round
- Existing Trailhead**
- Summer
 - Year Round
- Project Boundary**
- Development Pods**

Scale 1: 17,000
0 0.07 0.14 0.21 Miles

Base map taken from Brighton, Heber City, Park City West and Park City East Digital Orthophoto Quadrangles.



©Silver valley/trails/3/2001 Figure 3. Suggest Future trails layout (5-9-2001)



FLAGSTAFF MOUNTAIN RESORT
A PLANNED RESORT COMMUNITY
DEER VALLEY, UTAH

PRIVATE ROAD ACCESS LIMITATION PROCEDURES
EXHIBIT 9

MAY 2001
REVISED AND APPROVED DECEMBER 2001

PREPARED FOR:
FLAGSTAFF MOUNTAIN PARTNERS
P.O. BOX 1450
PARK CITY, UTAH

**Private Road Access Limitation Procedures
for
Flagstaff Mountain Resort
Park City, Summit County, Utah**

Exhibit 9

Prepared By:

FLAGSTAFF MOUNTAIN PARTNERS (FMP)

May 2001

(Revised and Approved December 2001)

TABLE OF CONTENTS

I.	Introduction	1
II.	Existing Conditions	4
III.	Proposed Improvements	5
IV.	Proposed Access Limitation Procedures	6

EXHIBITS

- Exhibit A – Regional Map
- Exhibit B – Site Plan
- Exhibit C – Existing Improvements
- Exhibit D – On-Site Traffic Circulation Plan
- Exhibit E – Private Road Plan

I. INTRODUCTION

This study is one of several reports that have been prepared to support the Flagstaff Mountain Resort's Large Scale Master Plan Development (LSMPD) application. As LSMPDs are programmatic in nature and subject to refinement at subsequent Master Planned Development (MPD) or Conditional Use Permit (CUP) stages, correspondingly, the contents of this report should be viewed as conceptual in nature and subject to change as specific plans are developed. Details developed at the MPD or CUP stage will not require a modification of this plan provided that they comply with the Goals and Objectives of this Plan.

General Description of the Property

Flagstaff Mountain Resort ("the Resort") is an assemblage of mining claims totaling approximately 1,655 acres of land (the "Annexation Area") located at the southwestern corner of Summit County, Utah. The Annexation Area is bordered by Deer Valley Resort to the east and State Highway 224 (Marsac Avenue) to the northeast. The southern boundary coincides with the Summit County/Wasatch County line. The Park City Mountain Resort borders the Annexation Area to the west and northwest. The Resort was annexed into the corporate limits of Park City, Utah on June 24, 1999 (refer to Figure "A" attached).

The proposed areas of development will be restricted to i) the "Mountain Village" consisting of three (3) Development Pods ("A", "B-1" & "B-2") limited to a maximum of 84 acres and ii) the "Northside Neighborhood" (Development Pod "D") limited to a maximum of 63 acres (refer to Figure "B" attached).

The maximum density allowed within the Mountain Village is 705 Unit Equivalents configured in no more than 470 residential units. The residential units may be multi-family units, hotel room units or PUD units. In addition to the above-described residential units, the Mountain Village may also contain a maximum of: a) 16 single-family home sites and b) 75,000 sq. ft. of resort support commercial uses.

The Northside Neighborhood may contain a maximum of 38 single-family home sites of which 30 are currently entitled and eight- (8) are subject to further requirements under the Development Agreement.

The Annexation Area is situated on the northern slope of Flagstaff Mountain between Ontario Canyon and Walker and Webster Gulch and includes Empire Canyon. The majority of the Annexation Area is located on a general north-south oriented ridge bounded on the east by Ontario Canyon and on the west by Empire Canyon. Elevations range from 7,370 to 9,580 feet above sea level.

With the exception of the bottoms of the canyons, several high mountain meadows and land developed by Deer Valley Resort as ski area, the Annexation Area is vegetated with a mix of aspen, conifer and mountain shrubs each with its own mix of understory groundcover.

While similar to the greater Park City area in general climatic conditions, Flagstaff Mountain Resort relates more closely with the conditions experienced at upper Deer Valley Resort and upper Park City Mountain Resort. An average of 45 inches of precipitation falls annually, the majority in the form of snowfall between late fall and early spring. This equates to approximately 350 inches of total annual snowfall resulting in an average snow pack in late March of approximately 70 inches.

As mentioned earlier, the Resort is uniquely situated as an expansion of Deer Valley Resort immediately adjacent to the Park City Mountain Resort. Current uses include skiing, snowshoeing and snowmobiling in the winter and hiking, biking and horseback riding in the summer (refer to Figure "C" attached). Adjacent to the Resort, Deer Valley Resort uses include hotel lodging facilities, resort support commercial, multi-family residential units and single-family home sites.

Planned uses for the Resort are intended to include hotel lodging facilities, resort support commercial, multi-family residential units, PUD residential units and single-family home sites. With the exception of snowmobiling, which will be discontinued, recreational uses will remain similar to the current uses described above.

Access to the Resort is via State Route 224 (SR 224). Traveling south in Park City along SR-224 (Marsac Avenue) from the roundabout at the intersection of Deer Valley Drive, SR 224 enters the Resort below the Deer Valley Resort "Silver Lake" area just south of the United Park City Mines Company's Ontario #3 Mine Building Complex. Also known along this stretch as Guardsman Pass Road, SR 224 winds its way up Flagstaff Mountain to the Summit County/Wasatch County Line. Guardsman Pass Road continues down the southern face of the slope within Wasatch County to a point of intersection with Pine Canyon Road. Pine Canyon Road runs in a southeasterly direction through the Brighton Estates Subdivision, Midway City and on into Heber. Guardsman Pass Road continues in a westerly direction to Salt Lake County (refer to Figure "D" attached).

Guardsman Pass Road and Pine Canyon Road have historically been closed during the winter months south of the Silver Lake area and northwest of Midway City. Access along this alignment has been limited to skiing, snowshoeing and snowmobiling.

Goals of the Private Access Limitation Procedures

The primary goal and objective of these procedures is to preserve the existing limited winter time public access to Park City from Wasatch County by continuing the seasonal closure of Guardsman Pass Road through the Resort.

II. EXISTING CONDITIONS

As mentioned above, Guardsman Pass Road is the primary access to and through the Annexation Area and on into Wasatch County.

Guardsman Pass Road through the Resort is a narrow and steep, minimally maintained road with a surface of either deteriorating asphalt or gravel. In Wasatch County, Guardsman Pass Road and Pine Canyon Road are unimproved gravel roads.

The Brighton Estates is a subdivision with 504 platted lots located south and east of Flagstaff Mountain Resort in Wasatch County (refer to Figure A attached). Of the total 504 platted lots within the subdivision, only approximately 63 lots have been developed. The majority of these developed lots are "summer" residences with a limited number used year-round as primary residences.

From late Spring through mid-Fall, Guardsman Pass Road and Pine Canyon Road are used not only by the local residents as primary access to their homes, but are also routes used by tourists to view the countryside.

These alignments have historically been closed from the base of Flagstaff Mountain and above Midway after the first significant snowfall of the season and have not been reopened until the majority of the snow has melted in the spring.

Historically during this winter closure period, year-round residents of Brighton Estates have parked their cars along either Guardsman Pass Road at the base of Flagstaff Mountain or at Wasatch State Park at the base of Pine Canyon Road and have used snowmobiles, traveling along the respective road alignments, to complete their approximately four- (4) to six -(6) mile trek to and from their homes.

III. PROPOSED IMPROVEMENTS

In accordance with the terms of the Development Agreement, Flagstaff Mountain Resort will make certain improvements to Marsac Avenue beginning at the Deer Valley Drive "Roundabout" south to the northern Resort boundary in the area of the existing horse stable/snowmobile concession. Included as part of this work will be the construction of a runaway truck ramp along the northbound, downhill lane at a location just above the intersection of Hillside Avenue and an uphill passing lane just below the Ontario #3 Mine Building Complex.

Guardsman Pass Road from the top of Marsac Avenue to Development Pod B-2 will be re-aligned. This new alignment will have a typical graded platform of 34.5 feet consisting of two- (2) 12 foot paved travel lanes with a 2.5 foot rolled curb & gutter on each side with 1.5 foot gravel shoulder on the uphill side and a 4 foot gravel shoulder on the downhill side providing a total travel surface of 29 feet.

Access to the existing alignment of Guardsman Pass Road will be re-established in the vicinity of Development Pod B-2 for use by the public.

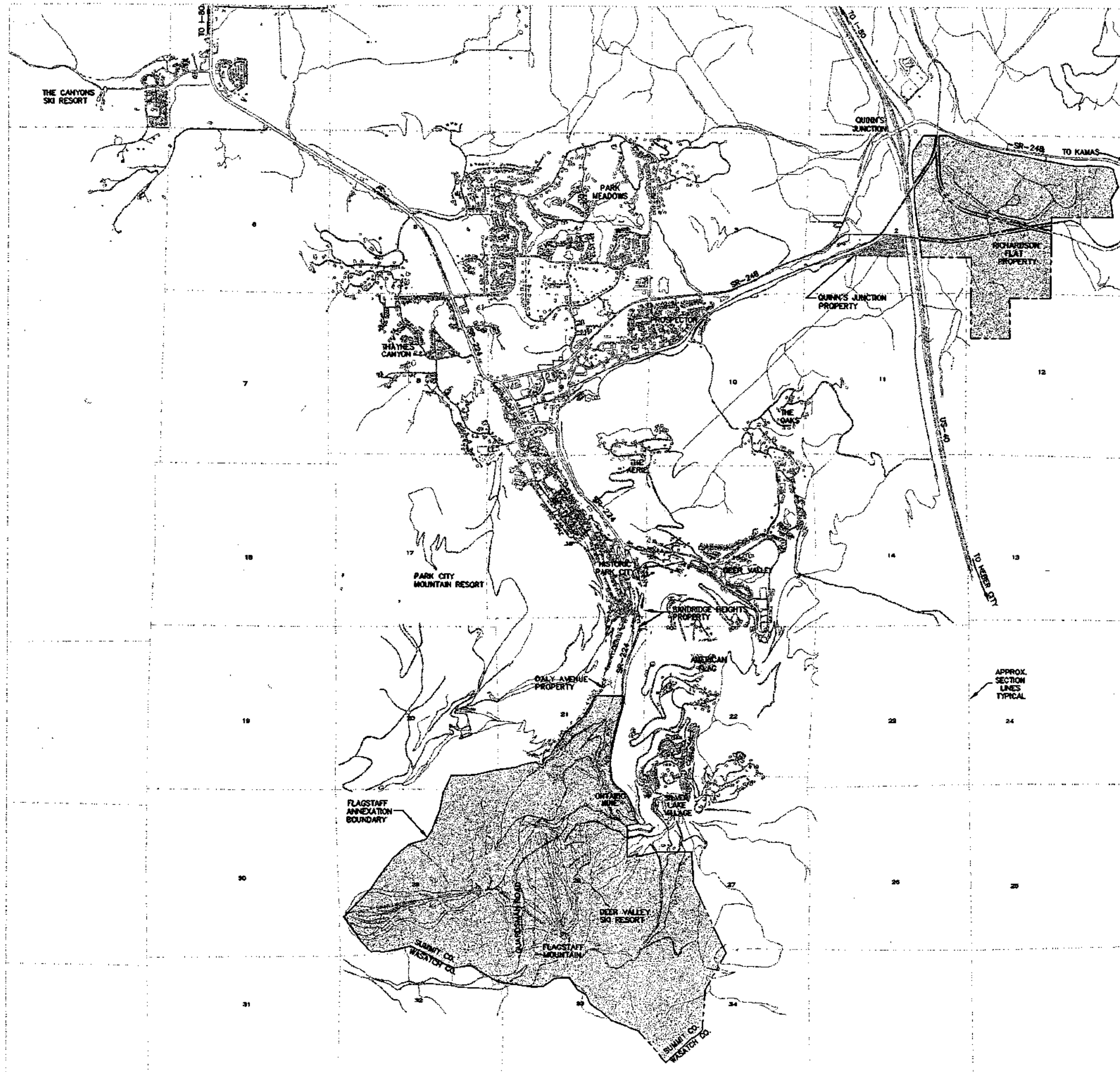
A private road, constructed to the same cross-section described above for the re-aligned portion of Guardsman Pass Road, will be built to serve Development Pod D and the proposed Bonanza Mountain Resort located in Wasatch County (refer to Figure "E" attached). Access to this private road will be limited to the residents of Flagstaff Mountain Resort and Bonanza Mountain Resort along with their respective visitors, guests, employees and service personnel.

IV. PROPOSED ACCESS LIMITATION PROCEDURES

Upon arriving at Development Pod B-2, residents of Flagstaff Mountain Resort and Bonanza Mountain Resort wishing to travel to Development Pod D or Bonanza Mountain Resort via the proposed private road will be required to pass through an access-controlled gate. The type of control feature (*i.e.*; card key, access code, etc.) proposed has not yet been determined, however, only residents will have access to the method of entry. Visitors, guests, employees and service personnel of residents will be allowed through the gate via an intercom/remote access connection to the respective resident of the Resort.

In a similar manner, a gate located near the ridgeline will restrict access to the southern end of the proposed private road. As was described above, residents of Flagstaff Mountain Resort and Bonanza Mountain Resort, along with their respective visitors, guests, employees and service personnel, wishing to travel back to Development Pods D, B-2, B-1, A and/or beyond via the proposed private road will be required to pass through the access-controlled gate in the same manner in which they accessed the gate at Development Pod B-2 upon their arrival. Once on the proposed private road, the gates at either end will open automatically when approached by a vehicle.

Motorists traveling south along Guardsman Pass Road with out the appropriate method of access will be unable to gain access to the private road and will be forced to turn around and return down the mountain.

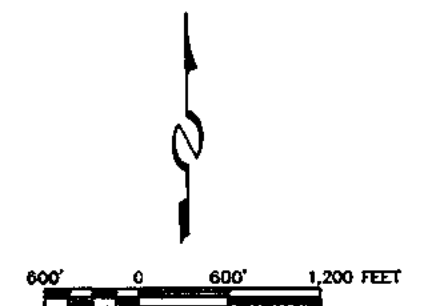


**PRIVATE ROAD ACCESS
LIMITATION PROCEDURES**

**REGIONAL MAP
EXHIBIT "A"**


FLAGSTAFF MOUNTAIN RESORT
 SMALL SCALE MASTER PLAN DEVELOPMENT
 A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH

DEVELOPED BY:
 FLAGSTAFF MOUNTAIN PARTNERS
 P.O. BOX 1450 PARK CITY, UTAH 84060
 PHONE (435) 648-8011 FAX (435) 648-9035
 PLANNED BY:
 RESORT DESIGN ASSOCIATES, SAN FRANCISCO, CA.
 IZZ JOSEPHSON PLANNING, LANDSCAPE ARCHITECTURE
 JACK JOHNSON COMPANY, ENGINEERS, SURVEYORS, & PLANNERS
 ALLIANCE ENGINEERING INC. ENGINEERS, SURVEYORS, & PLANNERS
 JACK THOMAS ASSOCIATES, P.C. ARCHITECTURE



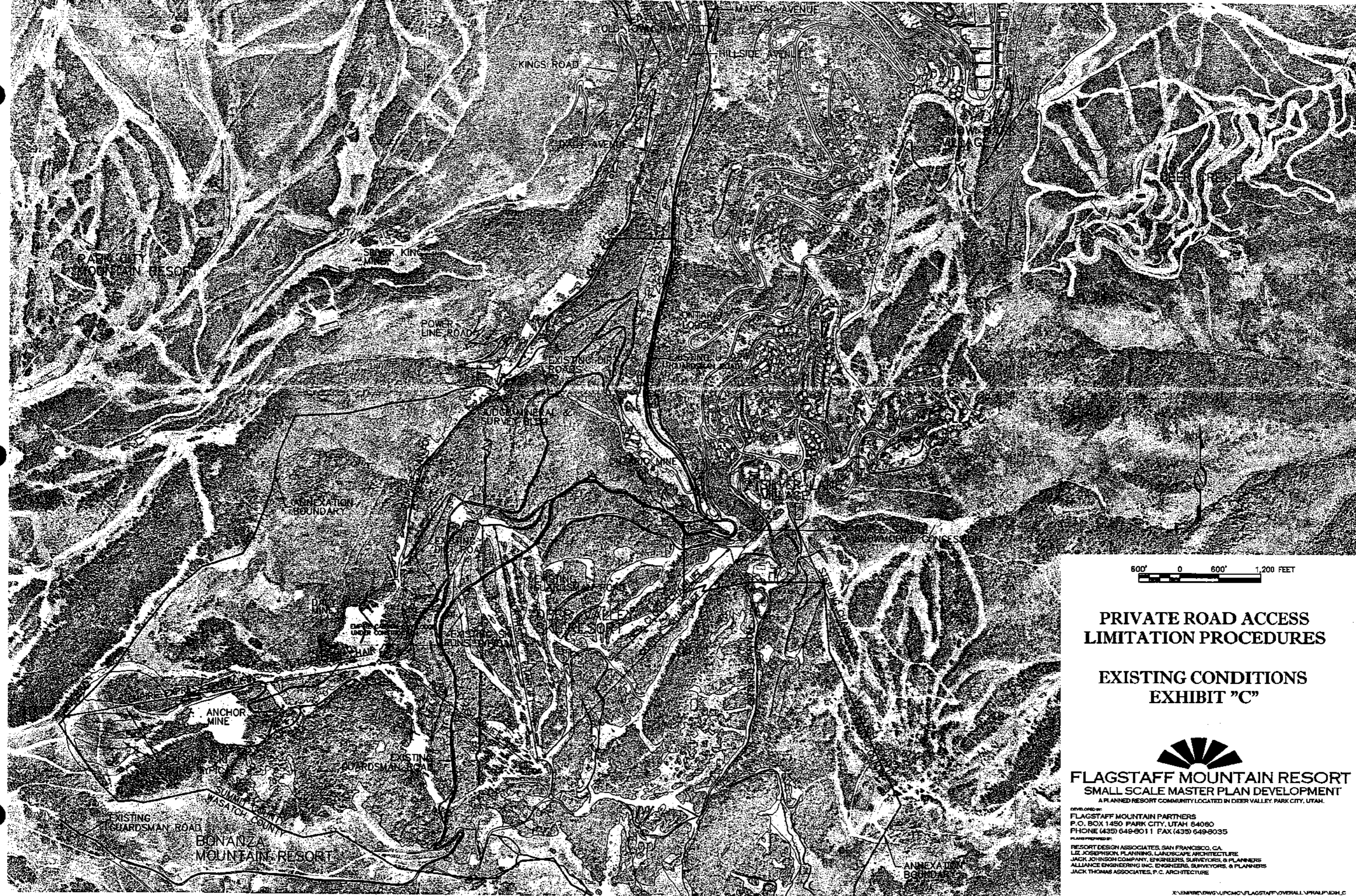
**PRIVATE ROAD
ACCESS LIMITATION PROCEDURES**

**SITE PLAN
EXHIBIT "B"**

FLAGSTAFF MOUNTAIN RESORT
SMALL SCALE MASTER PLAN DEVELOPMENT
 A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH.

DEVELOPER:
 FLAGSTAFF MOUNTAIN PARTNERS
 P.O. BOX 1450 PARK CITY, UTAH 84090
 PHONE (435) 648-9011 FAX (435) 648-9035

PLANNED BY:
 RESORT DESIGN ASSOCIATES, SAN FRANCISCO, CA
 LIZ JOSEPHSON, PLANNING, LANDSCAPE ARCHITECTURE
 JACK JOHNSON COMPANY, ENGINEERS, SURVEYORS, & PLANNERS
 ALLIANCE ENGINEERING, INC. ENGINEERS, SURVEYORS, & PLANNERS
 JACK THOMAS ASSOCIATES, P.C. ARCHITECTURE



PRIVATE ROAD ACCESS LIMITATION PROCEDURES

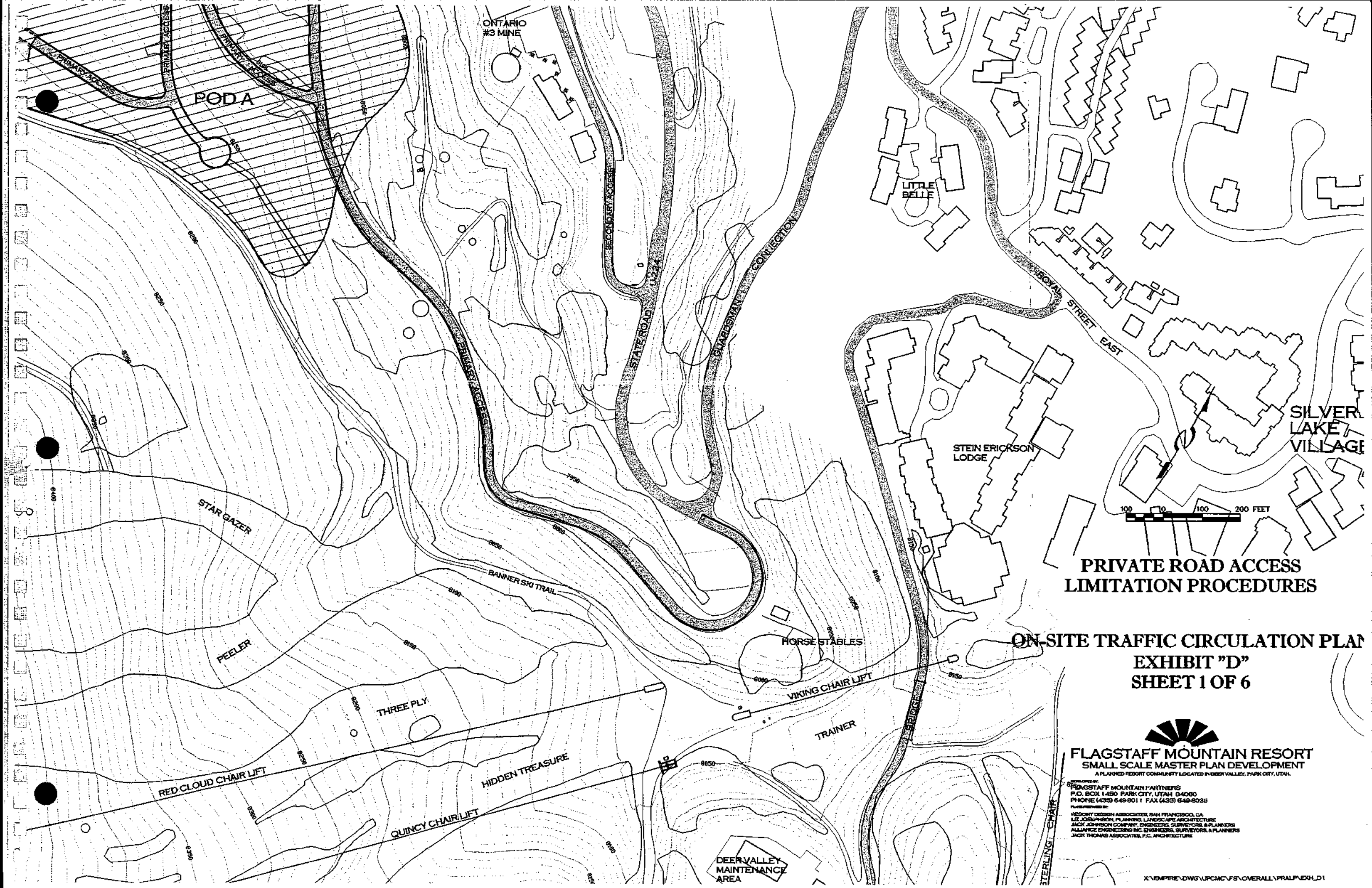
EXISTING CONDITIONS EXHIBIT "C"



FLAGSTAFF MOUNTAIN RESORT
SMALL SCALE MASTER PLAN DEVELOPMENT
A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH.

DEVELOPED BY:
FLAGSTAFF MOUNTAIN PARTNERS
P.O. BOX 1450 PARK CITY, UTAH 84060
PHONE (435) 649-8011 FAX (435) 649-8035

PLANS PREPARED BY:
RESORT DESIGN ASSOCIATES, SAN FRANCISCO, CA.
LIZ JOSEPHSON, PLANNING, LANDSCAPE ARCHITECTURE
JACK JOHNSON COMPANY, ENGINEERS, SURVEYORS, & PLANNERS
ALLIANCE ENGINEERING INC. ENGINEERS, SURVEYORS, & PLANNERS
JACK THOMAS ASSOCIATES, P.C. ARCHITECTURE



ONTARIO #3 MINE

POD A

LITTLE BELLE

SILVER LAKE VILLAGE

STEIN ERICSON LODGE

100 100 200 FEET

**PRIVATE ROAD ACCESS
LIMITATION PROCEDURES**

**ON-SITE TRAFFIC CIRCULATION PLAN
EXHIBIT "D"
SHEET 1 OF 6**

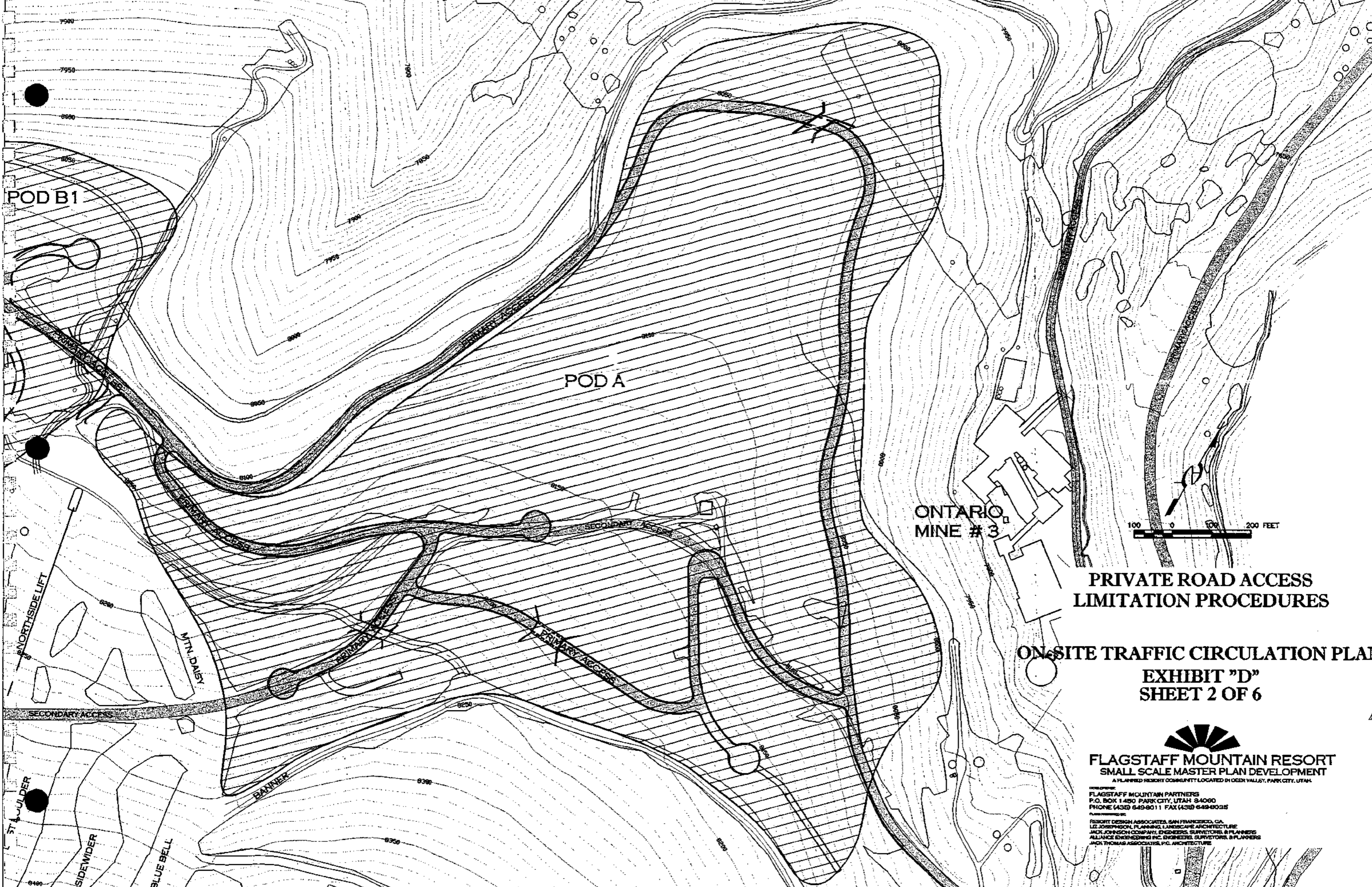


**FLAGSTAFF MOUNTAIN RESORT
SMALL SCALE MASTER PLAN DEVELOPMENT**
A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH

DEVELOPED BY:
FLAGSTAFF MOUNTAIN PARTNERS
P.O. BOX 1450 PARK CITY, UTAH 84080
PHONE (435) 649-8011 FAX (435) 649-8025

DESIGNED BY:
RESORT DESIGN ASSOCIATES, SAN FRANCISCO, CA
LIZ JOSEPHSON, PLANNING, LANDSCAPE ARCHITECTURE
JACK JOHNSON COMPANY, ENGINEERS, SURVEYORS & PLANNERS
ALLIANCE ENGINEERING INC. ENGINEERS, SURVEYORS & PLANNERS
JACK THOMAS ASSOCIATES, P.C. ARCHITECTURE

DEER VALLEY
MAINTENANCE
AREA



POD B1

POD A

ONTARIO
MINE #3



**PRIVATE ROAD ACCESS
LIMITATION PROCEDURES**

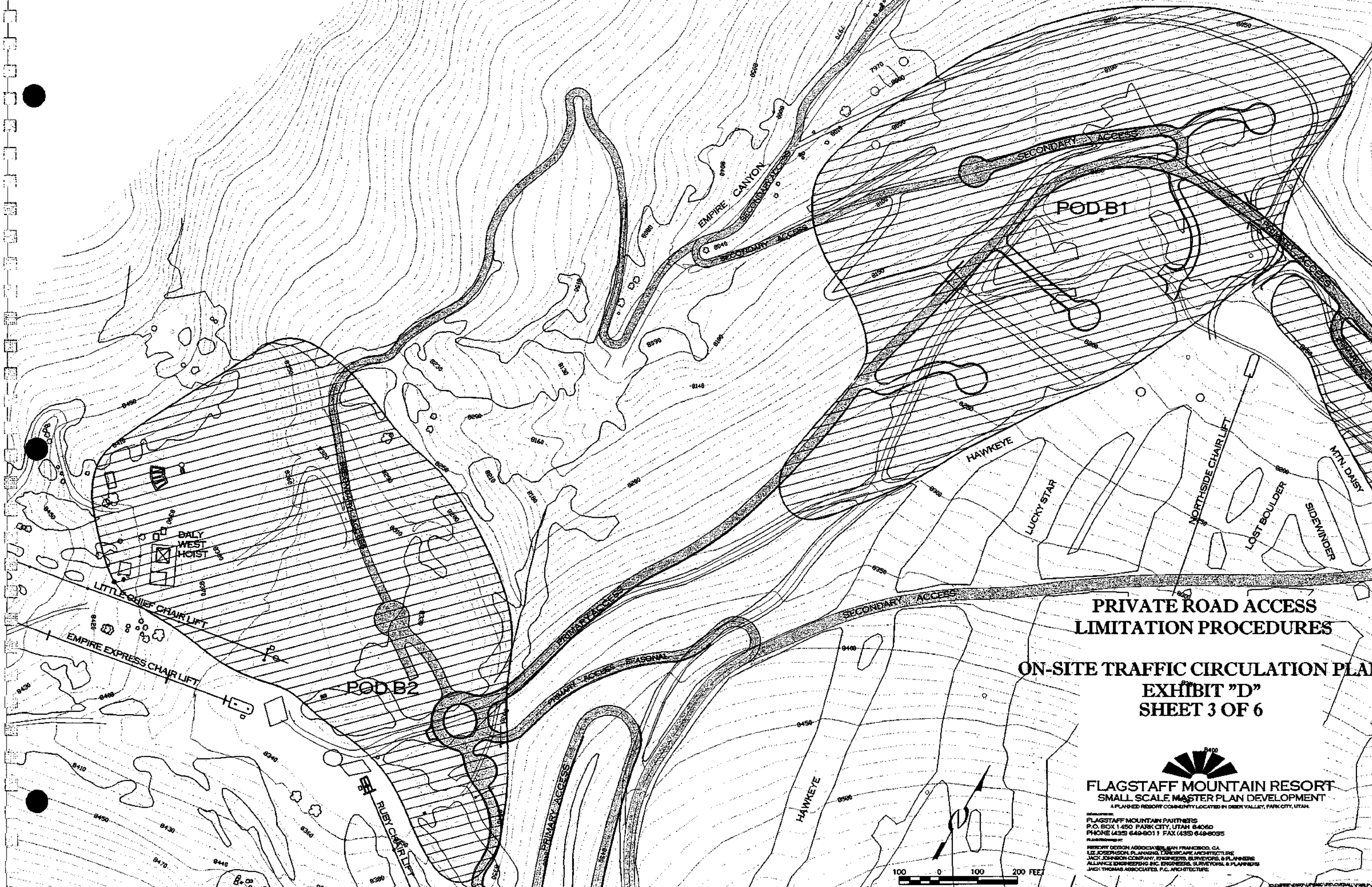
**ON-SITE TRAFFIC CIRCULATION PLAN
EXHIBIT "D"
SHEET 2 OF 6**



FLAGSTAFF MOUNTAIN RESORT
SMALL SCALE MASTER PLAN DEVELOPMENT
A PLANNED RESORT COMMUNITY LOCATED IN OGDEN VALLEY, PARK CITY, UTAH.

DEVELOPER:
FLAGSTAFF MOUNTAIN PARTNERS
P.O. BOX 1480 PARK CITY, UTAH 84060
PHONE (435) 649-8011 FAX (435) 649-8035

PLANNED BY:
RESORT DESIGN ASSOCIATES, SAN FRANCISCO, CA.
LIZ JOSEPHSON, PLANNING, LANDSCAPE ARCHITECTURE
JACK JOHNSON COMPANY, ENGINEERS, SURVEYORS, & PLANNERS
ALLIANCE ENGINEERING INC. ENGINEERS, SURVEYORS, & PLANNERS
JACK THOMAS ASSOCIATES, P.C. ARCHITECTURE

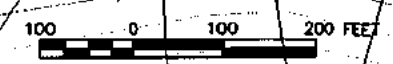


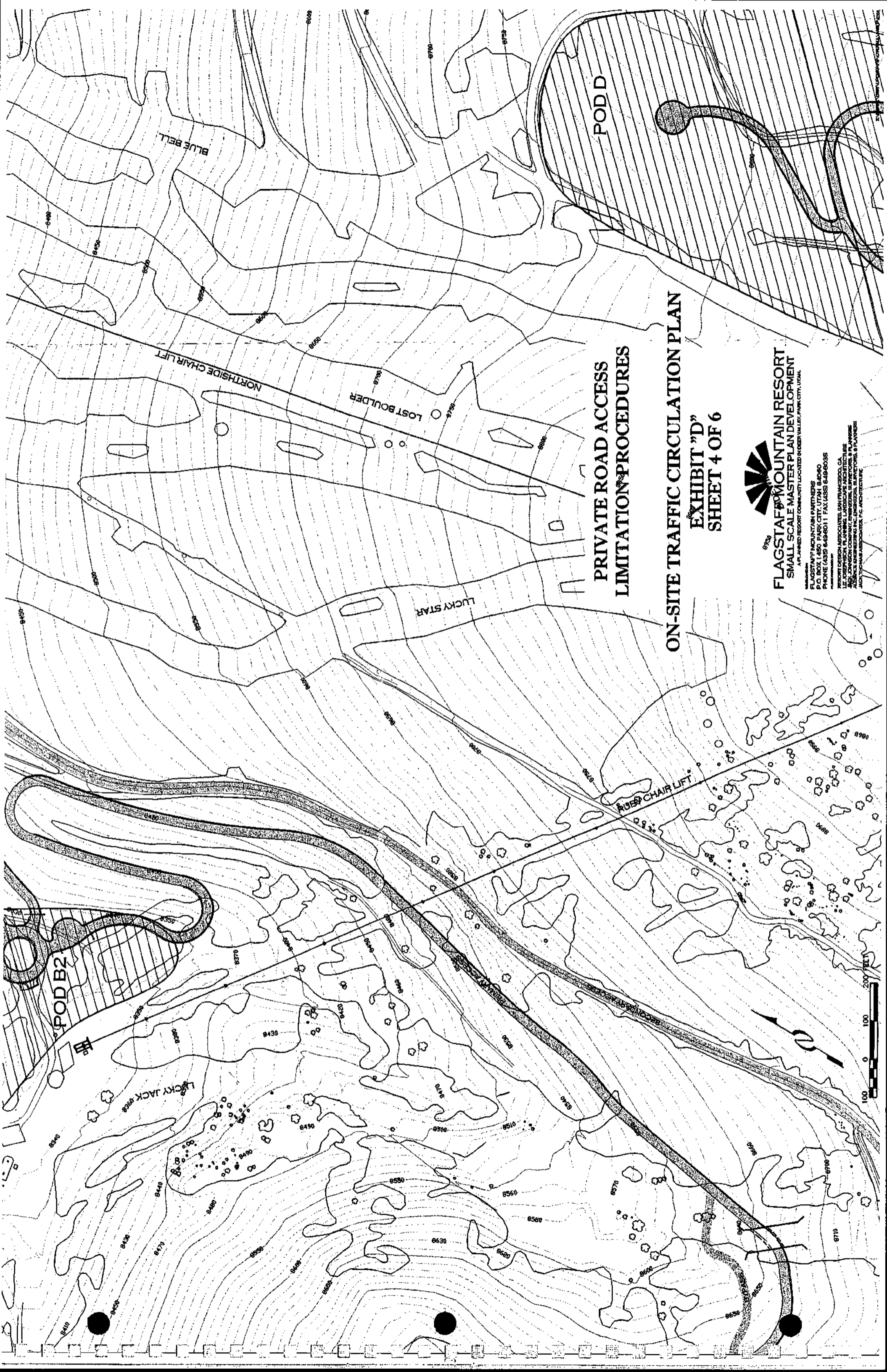
**PRIVATE ROAD ACCESS
LIMITATION PROCEDURES**

**ON-SITE TRAFFIC CIRCULATION PLAN
EXHIBIT "D"
SHEET 3 OF 6**

FLAGSTAFF MOUNTAIN RESORT
SMALL SCALE MASTER PLAN DEVELOPMENT
A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH

DEVELOPED BY:
FLAGSTAFF MOUNTAIN PARTNERS
P.O. BOX 1450 PARK CITY, UTAH 84060
PHONE (435) 649-8011 FAX (435) 649-8035
PLANNED BY:
RESORT DESIGN ASSOCIATES, SAN FRANCISCO, CA
LIZ JOHNSON, PLANNING, LANDSCAPE ARCHITECTURE
JACK JOHNSON COMPANY, ENGINEERS, SURVEYORS, & PLANNERS
ALLIANCE ENGINEERING INC. ENGINEERS, SURVEYORS, & PLANNERS
JACK THOMAS ASSOCIATES, P.C. ARCHITECTURE





NORTHSIDE CHAIR LIFT

LOST BOULDER

LUCKY STAR

PODD

PODB2

LUCKY JACK

**PRIVATE ROAD ACCESS
LIMITATION PROCEDURES**

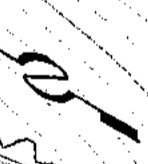
**ON-SITE TRAFFIC CIRCULATION PLAN
EXHIBIT "D"
SHEET 4 OF 6**

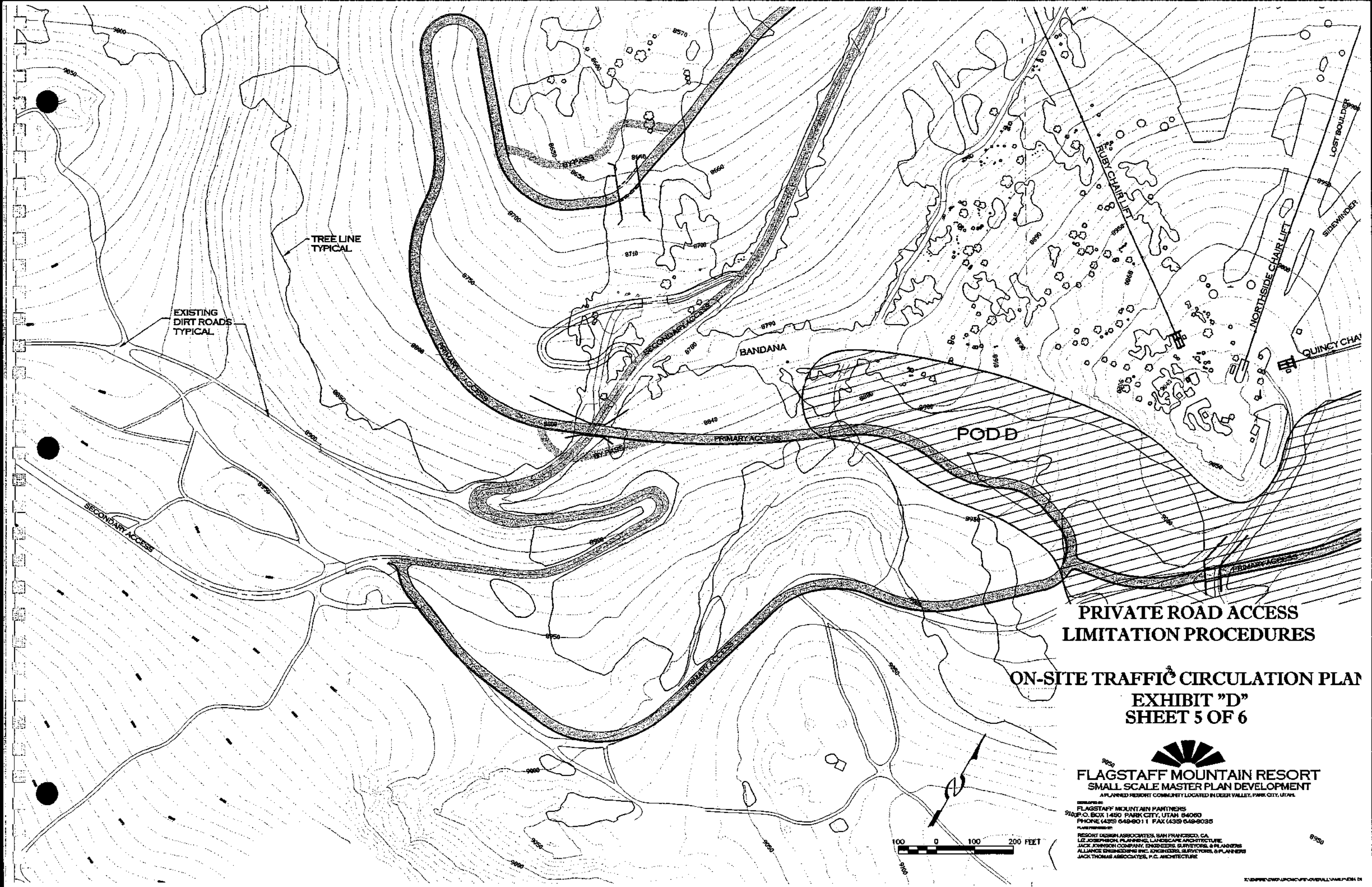


FLAGSTAFF MOUNTAIN RESORT
SMALL SCALE MASTER PLAN DEVELOPMENT
A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH

FLAGSTAFF MOUNTAIN PARTNERS
P.O. BOX 1480 PARK CITY, UTAH 84090
PHONE (435) 649-6011 FAX (435) 649-6035

DESIGNED BY
THE DESIGN ASSOCIATES GROUP (PARASOOL, CA)
ARCHITECTS
AND LANDSCAPE ARCHITECTS
PLANNERS
AND ENGINEERS
AND ARCHITECTS





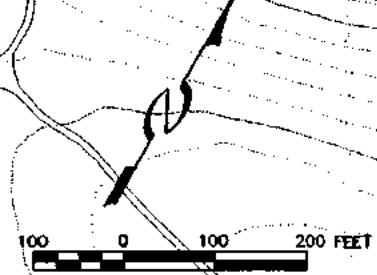
TREE LINE TYPICAL
EXISTING DIRT ROADS TYPICAL

BANDANA

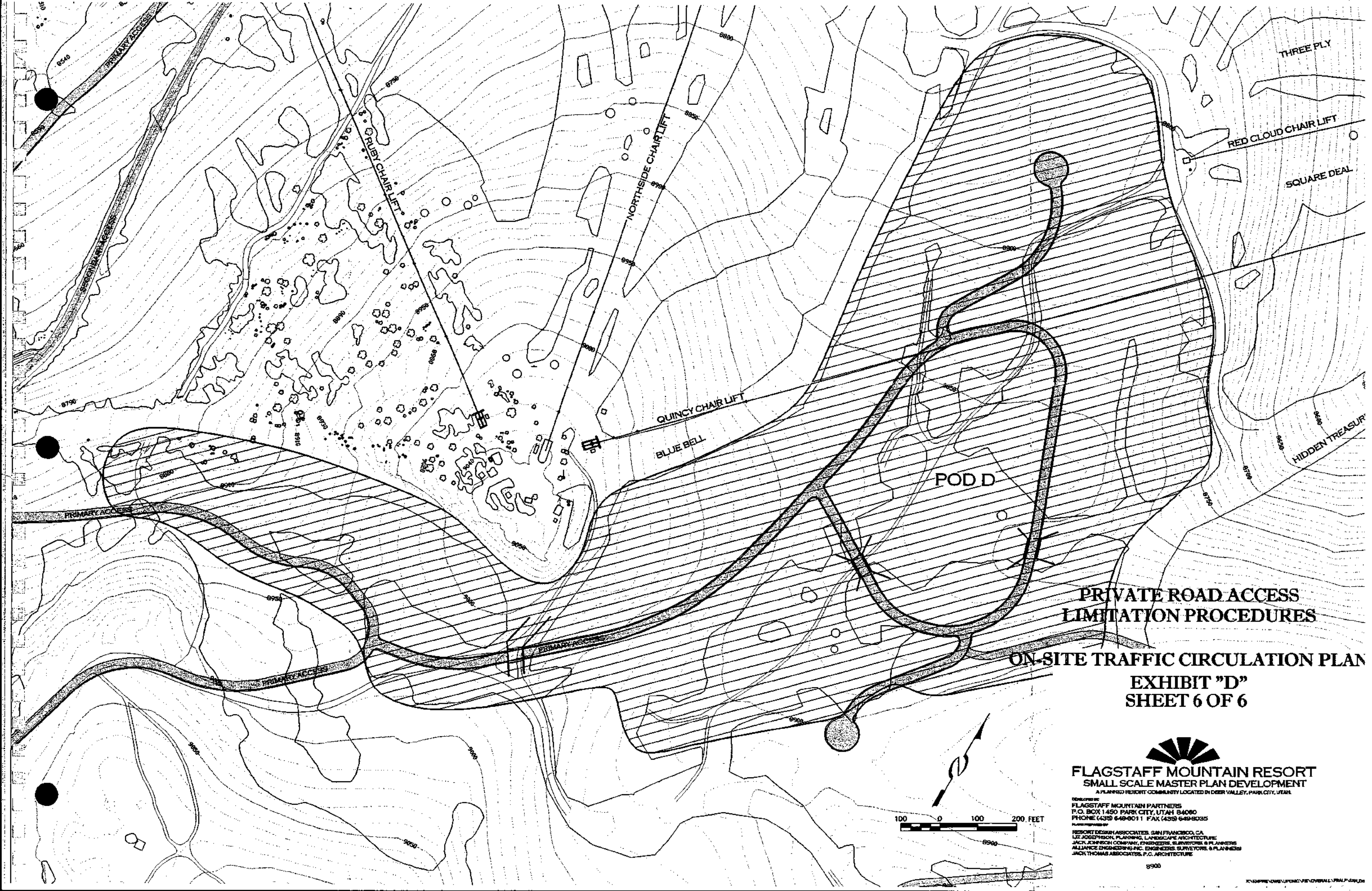
PODD

**PRIVATE ROAD ACCESS
LIMITATION PROCEDURES**

**ON-SITE TRAFFIC CIRCULATION PLAN
EXHIBIT "D"
SHEET 5 OF 6**




FLAGSTAFF MOUNTAIN RESORT
SMALL SCALE MASTER PLAN DEVELOPMENT
A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH
DESIGNED BY:
FLAGSTAFF MOUNTAIN PARTNERS
5120 P.O. BOX 1450 PARK CITY, UTAH 84060
PHONE (435) 649-8011 FAX (435) 649-8035
PLANNED BY:
RESORT DESIGN ASSOCIATES, SAN FRANCISCO, CA
LIZ JOHNSON, PLANNING, LANDSCAPE ARCHITECTURE
JACK JOHNSON COMPANY, ENGINEERS, SURVEYORS & PLANNERS
ALLIANCE ENGINEERING INC., ENGINEERS, SURVEYORS & PLANNERS
JACK THOMAS ASSOCIATES, P.C. ARCHITECTURE



**PRIVATE ROAD ACCESS
LIMITATION PROCEDURES**

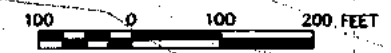
ON-SITE TRAFFIC CIRCULATION PLAN

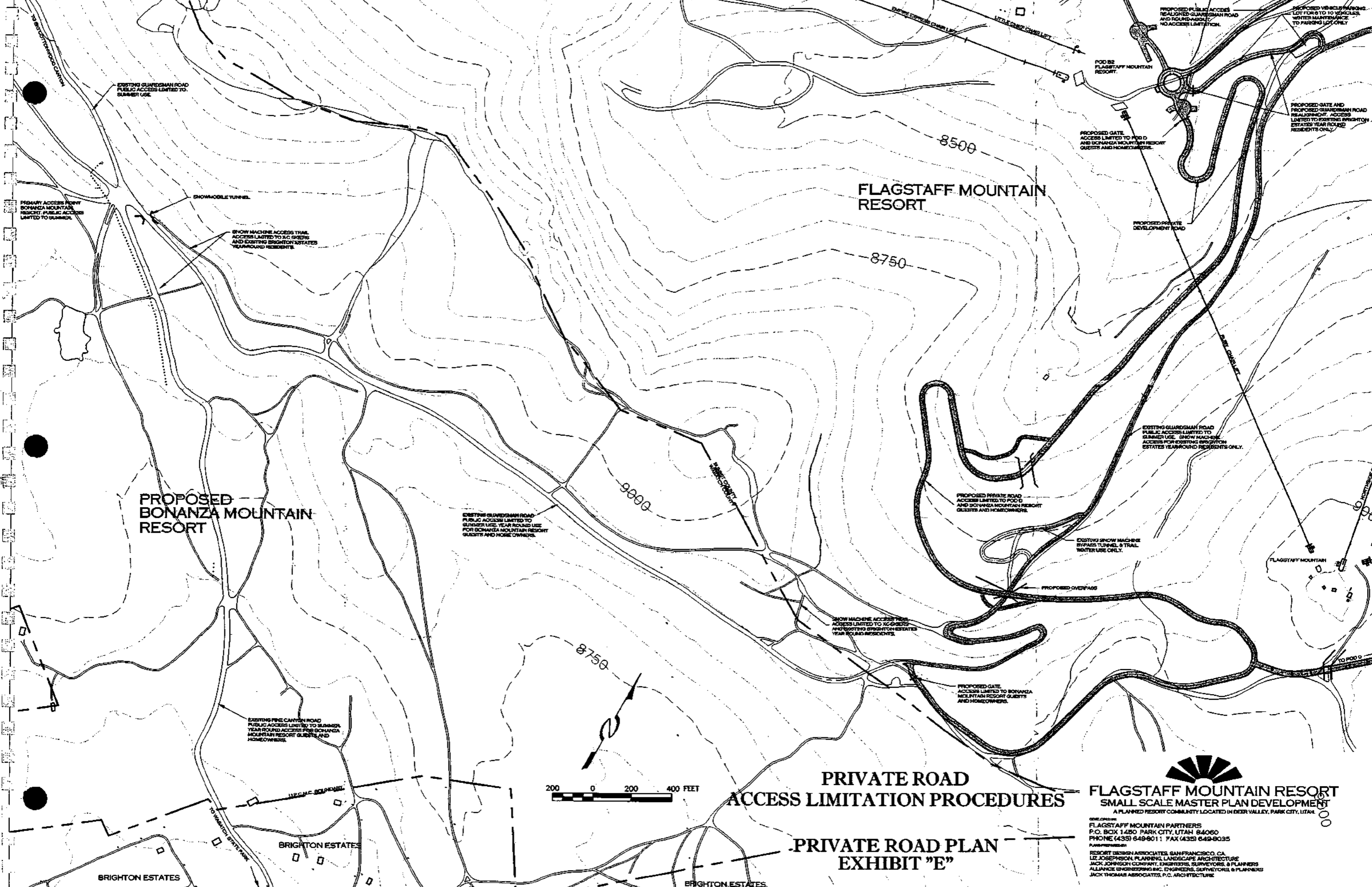
**EXHIBIT "D"
SHEET 6 OF 6**

FLAGSTAFF MOUNTAIN RESORT
SMALL SCALE MASTER PLAN DEVELOPMENT
 A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH

DEVELOPED BY
 FLAGSTAFF MOUNTAIN PARTNERS
 P.O. BOX 1450 PARK CITY, UTAH 84060
 PHONE (435) 649-6011 FAX (435) 649-8035

DESIGNED BY
 RESORT DESIGN ASSOCIATES, SAN FRANCISCO, CA
 LIZ JOSEPHSON, PLANNING, LANDSCAPE ARCHITECTURE
 JACK JOHNSON COMPANY, ENGINEERS, SURVEYORS & PLANNERS
 ALLIANCE ENGINEERING, P.C., ENGINEERS, SURVEYORS, & PLANNERS
 JACK THOMAS ASSOCIATES, P.C., ARCHITECTURE





EXISTING GUARDSMAN ROAD PUBLIC ACCESS LIMITED TO SUMMER USE.

PRIMARY ACCESS POINT BONANZA MOUNTAIN RESORT. PUBLIC ACCESS LIMITED TO SUMMER.

SNOWMOBILE TUNNEL.

SNOW MACHINE ACCESS TRAIL ACCESS LIMITED TO XC SKIERS AND EXISTING BRIGHTON ESTATES YEAR-ROUND RESIDENTS.

PROPOSED BONANZA MOUNTAIN RESORT

EXISTING GUARDSMAN ROAD PUBLIC ACCESS LIMITED TO SUMMER USE. YEAR-ROUND USE FOR BONANZA MOUNTAIN RESORT GUESTS AND HOME OWNERS.

9000

SMALL CANYON

FLAGSTAFF MOUNTAIN RESORT

8750

8500

PROPOSED PRIVATE ROAD ACCESS LIMITED TO POO D AND BONANZA MOUNTAIN RESORT GUESTS AND HOMEOWNERS.

EXISTING SNOW MACHINE BYPASS TUNNEL & TRAIL WATER USE ONLY.

PROPOSED OVERPASS

SNOW MACHINE ACCESS TRAIL ACCESS LIMITED TO XC SKIERS AND EXISTING BRIGHTON ESTATES YEAR-ROUND RESIDENTS.

PROPOSED GATE ACCESS LIMITED TO BONANZA MOUNTAIN RESORT GUESTS AND HOMEOWNERS.

PROPOSED GATE ACCESS LIMITED TO POO D AND BONANZA MOUNTAIN RESORT GUESTS AND HOMEOWNERS.

PROPOSED PRIVATE DEVELOPMENT ROAD

EXISTING GUARDSMAN ROAD PUBLIC ACCESS LIMITED TO SUMMER USE. SNOW MACHINE ACCESS FOR EXISTING BRIGHTON ESTATES YEAR-ROUND RESIDENTS ONLY.

PROPOSED PUBLIC ACCESS REALIGNED GUARDSMAN ROAD AND ROAD SHOULDER. NO ACCESS LIMITATION.

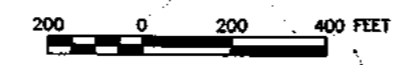
PROPOSED VEHICLE PARKING LOT FOR 8 TO 10 VEHICLES. WINTER MAINTENANCE TO PARKING LOT ONLY.

EXISTING PINE CANYON ROAD PUBLIC ACCESS LIMITED TO SUMMER. YEAR-ROUND ACCESS FOR BONANZA MOUNTAIN RESORT GUESTS AND HOMEOWNERS.

BRIGHTON ESTATES

BRIGHTON ESTATES

BRIGHTON ESTATES



PRIVATE ROAD ACCESS LIMITATION PROCEDURES

PRIVATE ROAD PLAN EXHIBIT "E"

FLAGSTAFF MOUNTAIN RESORT
SMALL SCALE MASTER PLAN DEVELOPMENT
 A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH

DEVELOPED BY:
 FLAGSTAFF MOUNTAIN PARTNERS
 P.O. BOX 1450 PARK CITY, UTAH 84060
 PHONE (435) 649-8011 FAX (435) 649-8035

DESIGNED BY:
 RESORT DESIGN ASSOCIATES, SAN FRANCISCO, CA
 LIZ JOSEPHSON, PLANNING, LANDSCAPE ARCHITECTURE
 JACK JOHNSON COMPANY, ENGINEERS, SURVEYORS, & PLANNERS
 ALLIANCE ENGINEERING INC. ENGINEERS, SURVEYORS, & PLANNERS
 JACK THOMAS ASSOCIATES, P.C. ARCHITECTURE

CONSTRUCTION AND DEVELOPMENT PHASING PLAN

for

**FLAGSTAFF MOUNTAIN RESORT
PARK CITY, SUMMIT COUNTY, UTAH**

Exhibit 10

MAY 2001

Revised and Approved December, 2001
Revised and Approved April, 2005

Prepared by

**United Park City Mines Company
(UPK)**

TABLE OF CONTENTS

I. Introduction	1
A. General Property Description.....	1
B. Goals and Objectives of the Phasing Plan.....	2
II. Project Phasing	4
A. Phasing Schedule	4
B. Permitting and Entitlement Processing	6
III. Construction Phasing Plan	9
A. Off-Site Infrastructure	9
B. On-Site Infrastructure.....	11
C. Project Amenities	12
IV. Development Phasing	14
V. Phasing of Additional Commitments.....	15
VI. Conclusion	17

Exhibits

- Exhibit A – Regional Map
- Exhibit B – Site Plan
- Exhibit C – Existing Conditions
- Exhibit D – Off-Site Road Improvement Plan
- Exhibit E – On-Site Traffic Circulation Plan
- Exhibit F – Construction Phasing

I. INTRODUCTION

This study is one of several reports that have been prepared to support the Flagstaff Mountain Resort's Large Scale Master Plan Development (LSMPD) application. As LSMPD's are programmatic in nature and subject to refinement at subsequent Master Planned Development (MPD) or Conditional Use Permit (CUP) stages, correspondingly, the contents of this report should be viewed as conceptual in nature and subject to change as specific plans are developed. Details developed at the MPD or CUP stage will not require a modification of this plan provided that they comply with the Goals and Objectives of this Plan.

A. General Property Description

The Flagstaff Mountain Resort Property is an assemblage of mining claims totaling approximately 1,655 acres of land located at the southwestern corner of Summit County, Utah. The Property is bordered by Deer Valley Resort to the east and State Highway 224 (Marsac Avenue) to the northeast. The southern boundary coincides with the Summit County/Wasatch County line. The Park City Mountain Resort borders the Property to the west and northwest. The Property was annexed into the corporate limits of Park City Municipal Corporation ("Park City") on June 24, 1999 (refer to Exhibit A attached).

The proposed areas of development will be restricted to i) the "Mountain Village" consisting of three Development Pods ("A", "B-1" & "B-2") limited to a maximum of 84 acres and ii) the "Northside Neighborhood" (Development Pod "D") limited to a maximum of 63 acres (refer to Exhibit B attached).

The maximum density allowed within the Mountain Village is 705 Unit Equivalents configured in no more than 470 residential units. In addition to the above-described residential units, the Mountain Village may also contain a maximum of i) 16 single-family home sites and ii) 75,000 sq. ft. of Resort Support Commercial uses.

The Northside Neighborhood may contain a maximum of 38 single-family home sites of which eight are subject to further requirements under the Development Agreement.

The Property is situated on the northern slope of Flagstaff Mountain between Ontario Canyon and Walker and Webster Gulch and includes Empire Canyon. The majority of the Property is located on a general north-south oriented ridge bounded on the east by Ontario Canyon and on the west by Empire Canyon. Elevations range from 7,370 to 9,580 feet above sea level. The Property slope analysis reveals the following acreage breakdown:

0-10% slopes	less than 100 acres
10-20% slopes	less than 250 acres
20-30% slopes	less than 400 acres
30%+ slopes	approximately 900 acres

Slope aspects generally face north and west with steeper slopes fronting both west and east.

With the exception of the bottoms of the canyons, several high mountain meadows and land developed by Deer Valley Resort as ski area, the Property is densely vegetated with a mix of aspen, conifer and mountain shrubs each with its own mix of understory groundcover (refer to Exhibit C attached).

While similar to the greater Park City area in general climatic conditions, Flagstaff Mountain Resort relates more closely with the conditions experienced at upper Deer Valley Resort and upper Park City Mountain Resort. An average of 45 inches of precipitation falls annually, the majority in the form of snowfall between late fall and early spring. This equates to approximately 350 inches of total annual snowfall resulting in an average snowpack in late March of approximately 70 inches.

As mentioned earlier, the Property is uniquely situated as an expansion of Deer Valley Resort immediately adjacent to the Park City Mountain Resort. Current uses include skiing, snowshoeing and in the winter and hiking, biking and horseback riding in the summer. Adjacent to the Property, Deer Valley Resort uses include hotel lodging facilities, resort support commercial, multi-family residential units and single-family home sites.

In addition to the Deer Valley Resort "Empire" Day Lodge, uses for the Property are intended to include hotel lodging facilities, resort support commercial, multi-family residential units, PUD residential units and single-family home sites. With the exception of snowmobiling, which has been discontinued, recreational uses will remain similar to the current uses described above.

B. Goals and Objectives of the Phasing Plan

The primary goal of this Plan is to provide an overall summary of the proposed construction and development of Flagstaff Mountain Resort including milestones related to: i) the construction of off-site and on-site infrastructure, extension of services and Project amenities; and, ii) the development of the proposed residential and commercial product.

The City's intent is that the multifamily product gets the highest priority in terms of development and that sufficient resources are committed to the Village area early

in the development process to maximize the marketability of the stacked condominium product. It is important that something more than just infrastructure needs to be provided and that some "sense of place" needs to be developed in order to attract developers for high-density product. The success of this product has been confirmed by existing sales and pending projects and the Village is well on its way to fulfilling the concepts in the current Village Master Plan.

UPK phasing plan starts with the facilities that are in place to service Deer Valley's day lodge in 2001. This work provided complete facilities for the stacked units on the west end of pod "A" and the single family and PUD's in B1 around the base of the North Side Lift. The summers of 2002-03 included extending infrastructure to the balance of pod "A" with vertical construction commencing in the fall 2003. The Development Agreement restricts phasing to infrastructure and the amenities set out in the Development Agreement; however, UPK will extend the commitment to include the first phase of the club facilities and the village ski lift in the phasing plan.

As is the case with all projects at this stage of their development, the information provided herein is the best information available at this time. The actual schedule of construction and development will be influenced by a wide range of factors including, but not limited to, the entitlement process, weather conditions, the state of the economy and various market influences.

II. PROJECT PHASING

A. Phasing Schedule

The following schedule lists the activities by year. A more complete description of the proposed activity is found in the following text.

Year	Off Site	On Site	PROJECT AMENITIES, MITIGATION, APPROVALS and CONSTRUCTION PHASING	Comments
2000	♦	♦	<ul style="list-style-type: none"> • Water and Gas lines from Bald Eagle to Village and Deer Valley Day Lodge • Mine Site Reclamation 	<ul style="list-style-type: none"> • Complete • Required by DA with Project
2001	♦	♦	<ul style="list-style-type: none"> • Runaway Truck Ramp • Realign Guardsman Pass Road from the North Side lift to Day Lodge • Sewer from Daly to Day Lodge • Mine Site Reclamation 	<ul style="list-style-type: none"> • Complete • Complete • Complete • Required by DA with Project
2002	♦	♦	<ul style="list-style-type: none"> • Mine Road Improvements from Gate to project entry (delayed to avoid Olympics) • Connect Water to Woodside Tank • Water Tank # 1 above pod B-2 and water line extension from Daly • Complete infrastructure to Plat 1 of Phase 1 • Pioneer Road and Infrastructure to Pod A • Divide Well construction or City approved alternative • Mine Site Reclamation 	<ul style="list-style-type: none"> • Scheduled for 2005 • Required prior to Tank # 1 • Complete • Complete • Existing Guardsman provides access to Plat 1 • Required prior to projects 2nd or 3rd Phase • Reclamation Substantially Completed; however, Anchor and Daly W. remain borrow sites deposit for construction
	♦	♦	<ul style="list-style-type: none"> • Trail Construction 8000-foot trail • Roundabout Payment (\$120,000) • Stabilize Ore Bin and Fire Buildings and install interpretive signs throughout the project • Process Village MPD (VMPD) • Process CUP for Alpine Club and 1st Phase Amenities • Process Pod Z CUP 	<ul style="list-style-type: none"> • Completed in 2004 • Paid 2002 • Plan complete Historical Society (Interpretive signs have been installed) • Completed in 2004 • In process • Planned for 2005/2006
2003	♦	♦	<ul style="list-style-type: none"> • Mine Road Improvements from Northside to Stables • Finish infrastructure to Pod A 	<ul style="list-style-type: none"> • Complete • Complete
		♦	<ul style="list-style-type: none"> • Begin construction on phase 1 of 	<ul style="list-style-type: none"> • Scheduled for 2005

Year	Off Site	On Site	PROJECT AMENITIES, MITIGATION, APPROVALS and CONSTRUCTION PHASING	Comments
2003(con t.)		♦	<ul style="list-style-type: none"> Alpine Club Subdivision Plat Parcel D 	<ul style="list-style-type: none"> Completed in 2004. Plat is conditioned to require certain Village amenities before vertical construction can begin in 2006 (see text pgs. 3 and 4) Scheduled for 2006/7
		♦	<ul style="list-style-type: none"> Pod Z Ski Lift open for skiing '03/'04 	<ul style="list-style-type: none"> Scheduled for 2006/7
		♦	<ul style="list-style-type: none"> Construct Transit Hub in Pod A 	<ul style="list-style-type: none"> Begin 2005
	♦	♦	<ul style="list-style-type: none"> Judge Mine Building Stabilized Employee Shuttle Bus 	<ul style="list-style-type: none"> Historic Mitigation Scheduled for 2008
		♦	<ul style="list-style-type: none"> Prospector Ridge Open Space (PROS) Deed Restrictions 	<ul style="list-style-type: none"> Completed in 2003
		♦	<ul style="list-style-type: none"> PROS Deed Restrictions Lady Morgan/Pod Z 	<ul style="list-style-type: none"> Completed in 2003
	♦	♦	<ul style="list-style-type: none"> Ski Terrain Deed Restrictions Iron Mountain Open Space Easement 	<ul style="list-style-type: none"> Completed in 2004 Pending
	♦		<ul style="list-style-type: none"> Quit Claim Sand Ridge Lots to City Deed Restricts Sand Ridge Heights to Open Space or Affordable Housing 	<ul style="list-style-type: none"> Completed in 2003 Pending affordable housing plan implementation
		♦	<ul style="list-style-type: none"> Trail Construction 	<ul style="list-style-type: none"> See Trails Master Plan
		♦	<ul style="list-style-type: none"> Infrastructure to Pod D 	<ul style="list-style-type: none"> Scheduled for completion in 2006
2004		♦	<ul style="list-style-type: none"> Open Club phase 1 	<ul style="list-style-type: none"> Scheduled for 2006.
		♦	<ul style="list-style-type: none"> Install Village Ski Lift for winter '04/'05 	<ul style="list-style-type: none"> Complete
		♦	<ul style="list-style-type: none"> Owners Shuttle service commences 	<ul style="list-style-type: none"> With opening of Club
		♦	<ul style="list-style-type: none"> Snowmaking & Ski Access to Pod A 	<ul style="list-style-type: none"> Complete
		♦	<ul style="list-style-type: none"> Trail Construction Complete 	<ul style="list-style-type: none"> See Trails Master Plan
		♦	<ul style="list-style-type: none"> Restore the Judge Building 	<ul style="list-style-type: none"> Coordinating with PC Historical Society
		♦	<ul style="list-style-type: none"> Infrastructure to D complete 	<ul style="list-style-type: none"> Scheduled for 2005-6

Trigger		EVENT RELATED PROJECT MITIGATION	Comments
Units	300 450 600	GONDOLA ALTERNATIVE FEE 1 st Payment \$250,000 2 nd Payment \$250,000 3 rd Payment \$250,000 4 th Payment \$250,000	Employee Shuttle in 2008 Mine Road Buses Project Related Transit Mitigation Project Related Transit Mitigation
Units	0 - 100	TRANSIT MITIGATION VEHICLES 2 - 6 Shuttles	As detailed in Transit Plan
	- 200	6 - 9 Shuttles	

Trigger		EVENT RELATED PROJECT MITIGATION	Comments
	- 300 - 400 - 500 - 600 - 700	9 - 12 Shuttles 12 - 16 Shuttles 16 - 18 Shuttles 18 - 20 Shuttles 20 - 22 Shuttles	
Units Increment	150	EMPLOYEE HOUSING 10% at each 150 UE incremental C-of-O	As detailed in the Affordable Housing Plan. City sites to be developed first
EPA		OTHER Richardson Flats	Schedule and Use pending results of EPA remediation plan

B. Permitting and Entitlement Processing

1) Village Master Plan

The Development Agreement dated June 24, 1999 between UPK, Deer Valley and Park City grants to UPK "the equivalent of a Large Scale Master Planned Development ("Large Scale MPD") for Flagstaff Mountain." As required by the Development Agreement, UPK has submitted separate reports and plans relating to the Large Scale MPD for Flagstaff Mountain Resort. The DA anticipated that the LSMPD would be followed by a series of SSMPD's that would further refine the project plan. To accomplish this next step, UPK has submitted a Village MPD application that was approved in 2004. The purpose of the Village MPD is to establish unit mix and density for the Mountain Village. The application also addressed overall project infrastructure (including water, sewer, storm drainage, roads and trails) throughout the Annexation Area, along with general building location, architectural themes and elements, grading, building heights, volumetrics, and building massing.

This Village MPD has established the building volumes, location, and density within Pod A. The subsequent CUP's for each multi-family parcel and/or building are intended to provide final architectural review by the Park City Staff and Planning Commission and to demonstrate compliance with the Village MPD and LSMPD. Single family, Town Homes and Planned Unit Developments (PUD's) will be subject only to Staff review for compliance with the LSMPD, VMPD and related Studies.

2) Phase 1 Alpine Club and Project Amenities CUP

Subsequent to the processing of the VMPD, UPK has submitted a CUP for the first phase of the project amenities. This CUP includes details of the phase 1 of the Alpine Club (see discussion in amenities section of this report), the Village Ski Lift, Transit Hub, and Village ski runs and related landscaping. Phase 2 of the Alpine Club will consist of the residential component and will be the subject of a separate CUP.

3) Pod Z CUP

Pod Z is the ski terrain and related lift located to the north of development Pod B2. It provides ski access for a portion of the Village. Wildlife value (primarily elk caving) has been noted in previous studies and the area has been set out as Protected Open Space through the LSMPD process. The DA set forth a limit on the number of ski runs and type of ski run clearing for this Pod. The commission wants further study of the wildlife habitat and usage in order to establish how to implement the concepts in the DA for development of this Pod while minimizing impacts.

4) Pod D CUP and Subdivision Plat

The final subdivision plat for Pod D was completed in 2004, with the first possible vertical construction beginning in 2006, but in no event prior to the issuance of a Certificate of Occupancy for the Phase 1 Alpine Club building and the Phase 1 Project Amenities are built and operational, and/or, for those facilities scheduled for operation in the winter of 2005/06, that they are bonded for completion. In addition, at least one building permit must be issued for a multi-family project in the Village. To date several multi-family units are near completion, under construction or in for building permit. No vertical construction shall begin in Pod D until the following items are completed:

- Approval of the Mountain Village Master Planned Development application (including, but not limited to, the Alpine Club Phase 1, Village Ski Lift, transit hub, village ski runs, and related landscaping) and all related conditional use permits;
- Approval of the Pod D MPD and subdivision plat;
- The Alpine Club Phase 1 resort amenity package shall have commenced in the summer of 2005 or be bonded for completion, including at a minimum a restaurant, bar, convenience store, landscaping, ski runs/pedestrian connections, and concierge's services operated by a management company. Phase 1 of the Alpine Club will consist of approximately of 8,900 square feet of building area;

-
- A building permit shall be issued for the Mountain Village transit hub and the hub shall be bonded for completion during the winter of 05/06;
- The Village ski lift and run has been constructed
- A building permit shall be issued for construction of at least one multi-family building within the Mountain Village (as approved in the Mountain Village MPD) (Currently one stacked flat is under construction (building 2) and CUP has been granted on two others (Arrowleaf and Grand Lodge)

III. CONSTRUCTION PHASING PLAN

A. Off-site Infrastructure

For the purposes of this Plan, reference to Off-site Infrastructure includes two primary components. The first component consists of the improvements associated with Marsac Avenue and the Mine Road from above the existing roundabout at Deer Valley Drive to the entry to the Project. These improvements include a runaway truck ramp located south of the Hillside Avenue intersection, a passing lane below the Ontario #3 Mine Building Complex, the addition of curb and gutter in the area of City Hall and the residences between the roundabout and Hillside Avenue, and the general widening, resurfacing and drainage improvements associated with the entire length of the road (refer to Exhibit D attached).

The second off-site component is the extension of utility services, including water, sanitary sewer, electric power, telephone, natural gas and cable television, to the Project.

1) Marsac Avenue and Mine Road:

The improvements to the Mine Road began during the Year 2000 construction season. At the request of Park City, UPK began the design and approval process relating to the runaway truck ramp. The construction of this facility was substantially completed prior to the end of the Year 2000 construction season. Revegetation and landscaping of this facility was completed during the Spring of 2001.

In accordance with the terms of the Development Agreement, UPK will address the reconstruction of Marsac Avenue and the Mine Road in two primary phases. Due to the anticipated flurry of events expected in the summer of 2001, the last construction season prior to the 2002 Olympics, the City requested that reconstruction of Marsac Avenue and the Mine Road be postponed until the Summer of 2002. In the summer of 2002 the section of Marsac from the Stables to the Northside lift was started and was substantially complete by winter of 2003. In the summer of 2004 the section of Marsac from Hillside to the Roundabout was completed. However, UDOT did not allow the construction to advance above Hillside due to permit requirements for cultural resources which required an MOA for mitigation between UPK, the City, UDOT and the State Historic Preservation Officer.

The final phase will include the section of Marsac beginning with the reconstruction of the Hillside intersection and finishing at the Guardsman Connection road. This is expected to begin in the summer of 2005.

2) Utility Service Extensions:

As was the case with the Marsac Avenue and Mine Road improvements, extension of utility services to the Project began during the Summer of 2000. Deer Valley Resort, working in concert with UPK, began construction of a water line extension from the existing Bald Eagle Tank, located in Deer Valley Resort, to the site of the Empire Canyon Day Lodge located within Development Pod B-2, also known as the Daly West area. This line will ultimately provide a secondary source of water to Water Tank #1, the primary water storage component for Development Pods A, B-1 and B-2, proposed for this location. This line extension was completed by the end of the Year 2000 construction season.

In addition to the water line extension, Deer Valley Resort entered into an agreement with Questar Natural Gas Company, to extend a high-pressure natural gas line from the Silver Lake area of Deer Valley Resort to the site of the Empire Day Lodge. This line provides natural gas service to the day lodge and to the entirety of Flagstaff Mountain Resort. Construction of this natural gas line extension was completed during the Year 2000 construction season.

In the Spring of 2001, the construction of the balance of the utility services to the Project began. The initial phase of the utility construction was the extension of a sanitary sewer line to the Empire Canyon Day Lodge. This new line now extends from the day lodge through Pods B-2, B-1 and down to a manhole located at the top of Daly Avenue. This line connects to the existing sanitary sewer line in Daly Avenue in lower Empire Canyon

The primary water line in Empire Canyon has been completed up to Tank 1. In 2005 pump station #1 will be constructed which will take water from the Woodside and Empire Tank and deliver it to tank 1.

B. On-site Infrastructure

1) Initial Phase:

The primary focus of the first phase of on-site infrastructure construction is twofold: the first was providing year-round access and sanitary sewer service to the Deer Valley Empire Canyon Day Lodge; and the second was to accommodate initial sales of real estate to third party developers.

Access to the Deer Valley Day Lodge has been provided by the new section of Guardsman Road, which was constructed during the summer of 2001. The new alignment of Guardsman Pass Road extends from the

western edge of Pod A through Development Pod B-1, to Development Pod B-2 (refer to Exhibit E-Sheets 1 through 6). All of the utility distribution lines to the Development Pods are located within or adjacent to this road platform. This work was completed between 2002 and 2004.

Another critical component of this initial phase is the construction of Water Tank #1 in the area of Development Pod B-2. The construction of this tank was completed in 2003. The tank provides domestic water and fire flow capacity for all of the Mountain Village.

Construction of the secondary roads within Development Pods A and B-1 and the emergency secondary access roads servicing all three of the Development Pods are pending the final remediation within Empire Canyon which is expected to be completed in 2006.

Summertime public access to the existing Guardsman Pass Road alignment has been maintained throughout the entirety of this initial phase of construction.

2) Second Phase:

The second phase of on-site infrastructure construction is focused on extending a private road from Development Pod B-2 to the Wasatch County line to provide access to the Northside Neighborhood (Development Pod D) and the proposed Bonanza Mountain Resort.

It is anticipated that the construction of this private road connection to the County line will commence in the Spring of 2005. The extension of this road will include the requisite utility line extensions including the construction of Water Tank #2 that will provide both domestic and fire storage to Development Pod D and the proposed Bonanza Mountain Resort. Construction of these improvements is again anticipated to take two construction seasons and will be substantially complete by the end of the Year 2006 construction season; consequently, the first possible vertical construction start for Pod D is in 2006.

As stated in the Development Agreement, United Park City Mines Company (UPK) agreed to delay development of Development Pod D until after June 24, 2002. Accordingly, absent any additional agreements relating to this development pod, it is anticipated that construction of the private roads leading to and running throughout Development Pod D will commence in the Spring of 2005. The construction of this infrastructure should be complete by the Fall of 2006. See Exhibit F attached for a graphic representation of Construction Phasing.

C. Project Amenities

UPK will develop two primary amenities for use by the residents of Flagstaff Mountain Resort. The first will be an "Alpine Club" providing a wide range of social, recreational and dining opportunities to its members. The second will be ski facilities throughout the Project, primarily Development Pod A, tied into those existing facilities provided by the Deer Valley Resort.

UPK will begin construction of the Alpine Club in the Spring of 2005. This facility is projected to be one of the finest of its kind and the social center of Flagstaff Mountain Resort.

The Alpine Club will offer a full concierge program as well as a fitness and spa facility. The fitness facility will provide cardio-vascular and resistance exercise equipment, aerobic exercise rooms, and a swimming pool. The spa facility will provide the latest in massage therapy and spa services. The Club's living room will provide a considerable range of social activities and amenities such as board games, book and video libraries and a large screen television. An internet/business center ("e"-lounge) will also be a prominent component of the program. A general store will offer residents an assortment of retail items and staples. Ski equipment storage will provide residents a central location to store their ski equipment. Well-appointed locker rooms will provide residents a relaxed atmosphere, both as they prepare for their day of skiing and unwind afterward. Finally, the Club will provide lounge and dining experiences located both indoors and outdoors.

1) Phase I Club Facilities

Phase I of the Alpine Club will be open for the winter of 2005/06. The Club will include a restaurant and bar, convenience store, exercise facilities, aerobic facilities, locker rooms, steam, massage, concierge service and living room. The Club facility will be approximately 8,900 sq. ft. The first phase of the Club will be adjacent to the Village lift and the ski run and will serve as the focus of the Village. The access road to the facility will be marked by quality landscaping that will define the sense of arrival. Ski trails will be merged into the landscaping plan with an emphasis on bringing the outdoor activities within the project to the Club.

2) Club Construction and Management

The Club will be built by UPK and operated under contract by a management company. Memberships will be sold to the public and, over time will be managed by the members through a structure that will be established in the bylaws of the Club, but is essentially the same as the structure that would be found in a private golf club.

UPK has completed the Project related ski facilities for use in the winter of 2004/2005. These facilities include the construction of the central ski run within Development Pod A and the ski-to/ski-away access-ways, along with the related snowmaking facilities, and the village ski lift that will provide access to the Alpine Club and Deer Valley Resort's ski facilities.

3) Additional Amenities

Additionally, UPK is considering the development of a golf amenity at Richardson Flats. Construction of the 18-hole golf course at the Richardson Flats site is contingent upon an approval of this use by the United States Environmental Protection Agency and the Utah Department of Environmental Quality. UPK has been working diligently with these agencies to satisfy their concerns related to the tailings impoundment area located on this site and other wildlife mitigation issues.

In addition to the above-described amenities, UPK is committed to maintaining and expanding the existing trails system through the Project area. Existing trails have been re-routed around existing construction in conjunction with those construction activities. New trailheads and trails have been and will be constructed as part of each phase of development.

IV. DEVELOPMENT PHASING

As expressed in the Development Agreement, UPK has proceeded with a variety of housing types in each phase of development. To that end, Flagstaff Mountain Resort is providing a wide range of single-family lots, PUD units and multi-family units in the Mountain Village.

In order to accommodate this philosophy, 16 single-family residential lots along with a select group of PUD units and multi-family units throughout Development Pods A, B-1 will be developed beginning in the Spring of 2003. A mix of additional units will be offered as market conditions dictate.

V. PHASING OF ADDITIONAL COMMITMENTS

There are numerous other project commitments that need to be phased-in over the project's development and build out. Most of these issues and commitments are described in greater detail in other studies or reports. This document will attempt to summarize most of those issues.

Construction Mitigation – From the outset UPK will have construction staging locations available at the Ontario Mine yard and at the Daly West Mine location. The Daly West Mine overburden material will be used as the source for road base, sub-base, and pipe bedding materials where possible. This location will also be one of the sites designated as a receiving zone for site excavation materials. During initial development and build-out the construction staging sites will also be used for recycling centers for building materials and removed vegetation.

Mine/Soil Hazard Mitigation – Mine sites and soils issues have been identified and inventoried. Studies have been prepared and submitted to EPA and UDEQ. The majority of anticipated mitigation work has been accomplished during the Summer of 2001-2004, well in advance of development work.

Historic Preservation – Commencing the Summer of 2005 the remaining historic mine sites are scheduled for mitigation and revegetation. After this work is accomplished UPK has funded the Park City Historic Society to complete signage efforts already in process. Beginning in the summer of 2002, UPK has initiated restoration/protection work on the Judge Mining Company Office, the Daly West fire hydrant shacks and the Little Bell Ore Bin. Preservation and signage efforts will continue in the summer of 2005.

Trails – Trail work completed to date includes the re-routing of the lower section of Tour de Suds, the construction of the Ontario bypass trail, the construction of Little Chief and the Mid Mountain link between Pod B2 and the Mountain resort. As construction in Pod D progresses the portion of Team Big Bear that intersects that development will be rerouted. UPK recognizes the importance of trail access to the community and it is UPKs' goal to maintain trail availability during all construction phases.

Water Source Development – UPK and City Public Works are collaborating on Well Source development. UPK has been a participant in the development of the City's Divide Well and is a participant in the Hidden Meadows Well development program. All of this source development work is in advance of demand being created by Flagstaff.

Affordable Housing Plan – The Affordable Housing Plan includes a schedule that will commit the development of affordable housing to the development of Flagstaff housing and demand. The Affordable Housing Plan includes a matrix

that will allow the City and others to track the development of affordable housing as Flagstaff is being developed.

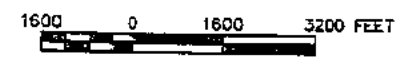
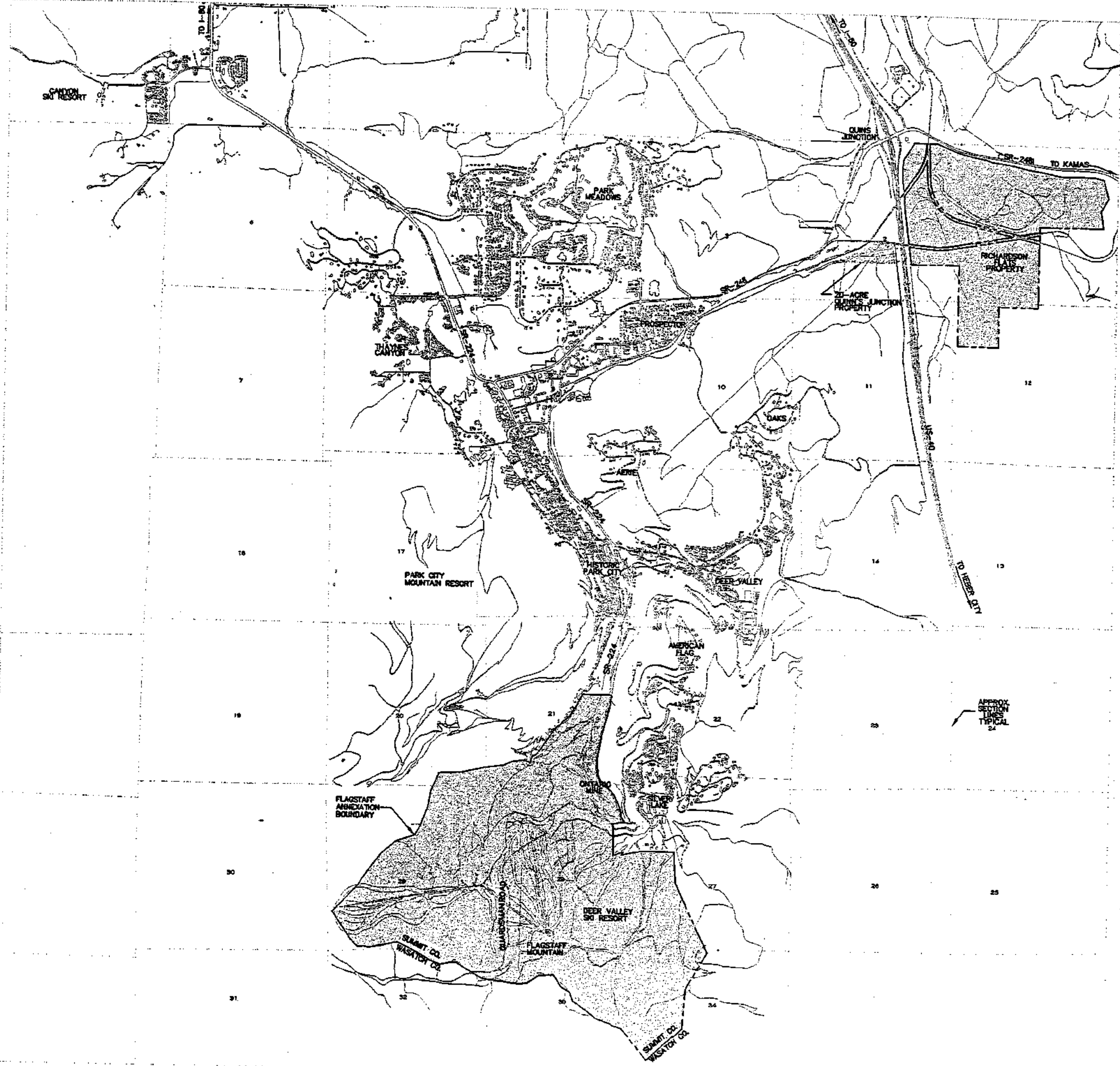
Transit Plan – The Transit Plan relies on an on-demand shuttle service to help alleviate traffic impacts. This component of the Transit plan needs to grow over time to accommodate anticipated demand. It is essential that the shuttle service is in place from the outset to ensure that this service is an integral part of the Flagstaff experience. The Transit Plan includes a commitment of vehicle numbers and type that relates to onsite demand

Public Facilities – The Emergency Response Plan addresses the need for an additional fire station within the boundary of the Flagstaff development and suggests a method and timing for its development and construction. The police facility specified in the Emergency Response Plan is planned in Phase 2 of the Club (the residential phase). This facility will be made available when that project is built, but no later than the granting of the certificate of occupancy for 50% of the residential units in Pod A.

VI. CONCLUSIONS

In conclusion, UPK is committed to an orderly and systematic construction and development phasing plan that extends access and utility services to and through the Project in a timely fashion to facilitate the sale of a wide range of real estate product without undue impacts to Park City, its residents or the environment.

This systematic approach requires the extension of utilities and access to Development Pod B-2 to: i) allow the Deer Valley "Empire" Day Lodge to open by the Winter 2001; and, ii) to provide the potable and fire water storage tank and distribution system required to service any portion of the Project within Development Pods A, B-1 and B-2 that may be constructed.



CONSTRUCTION PHASING PLAN

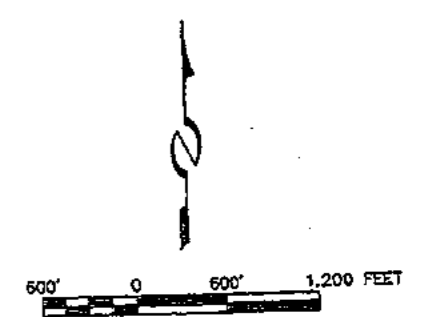
**REGIONAL MAP
EXHIBIT "A"**



FLAGSTAFF MOUNTAIN RESORT
SMALL SCALE MASTER PLAN DEVELOPMENT
 A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH

DEVELOPED BY:
 FLAGSTAFF MOUNTAIN PARTNERS
 P.O. BOX 1450 PARK CITY, UTAH 84060
 PHONE (435) 649-8011 FAX (435) 649-8035

PLANNED BY:
 RESORT DESIGN ASSOCIATES, SAN FRANCISCO, CA.
 LEZ JOSEPHSON, PLANNING, LANDSCAPE ARCHITECTURE
 JACK JOHNSON COMPANY, ENGINEERS, SURVEYORS, & PLANNERS
 ALLIANCE ENGINEERING INC., ENGINEERS, SURVEYORS, & PLANNERS
 JACK THOMAS ASSOCIATES, P.C. ARCHITECTURE



CONSTRUCTION PHASING PLAN

**SITE PLAN
EXHIBIT "B"**

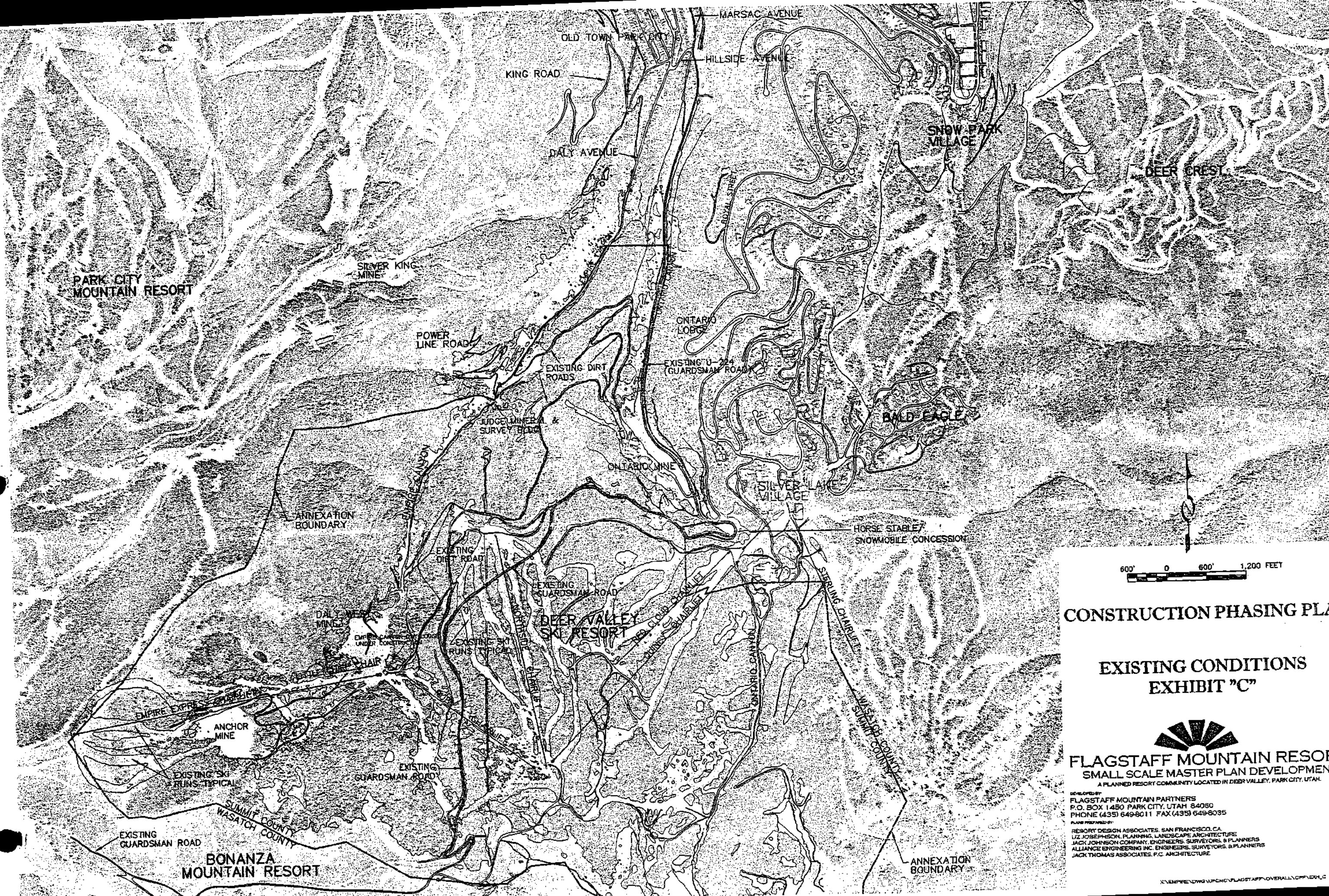
FLAGSTAFF MOUNTAIN RESORT
SMALL SCALE MASTER PLAN DEVELOPMENT
 A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH.

DEVELOPED BY:
 FLAGSTAFF MOUNTAIN PARTNERS
 P.O. BOX 1450 PARK CITY, UTAH 84060
 PHONE (435) 649-8011 FAX (435) 649-8035
 PLANNED BY:
 RESORT DESIGN ASSOCIATES, SAN FRANCISCO, CA
 LIZ JOSEPHSON, PLANNING, LANDSCAPE ARCHITECTURE
 JACK JOHNSON COMPANY, ENGINEERS, SURVEYORS & PLANNERS
 ALLIANCE ENGINEERING INC. ENGINEERS, SURVEYORS & PLANNERS
 JACK THOMAS ASSOCIATES, P.C. ARCHITECTURE

BONANZA MOUNTAIN RESORT

DEER VALLEY SKI RESORT

ANNEXATION BOUNDARY



CONSTRUCTION PHASING PLAN

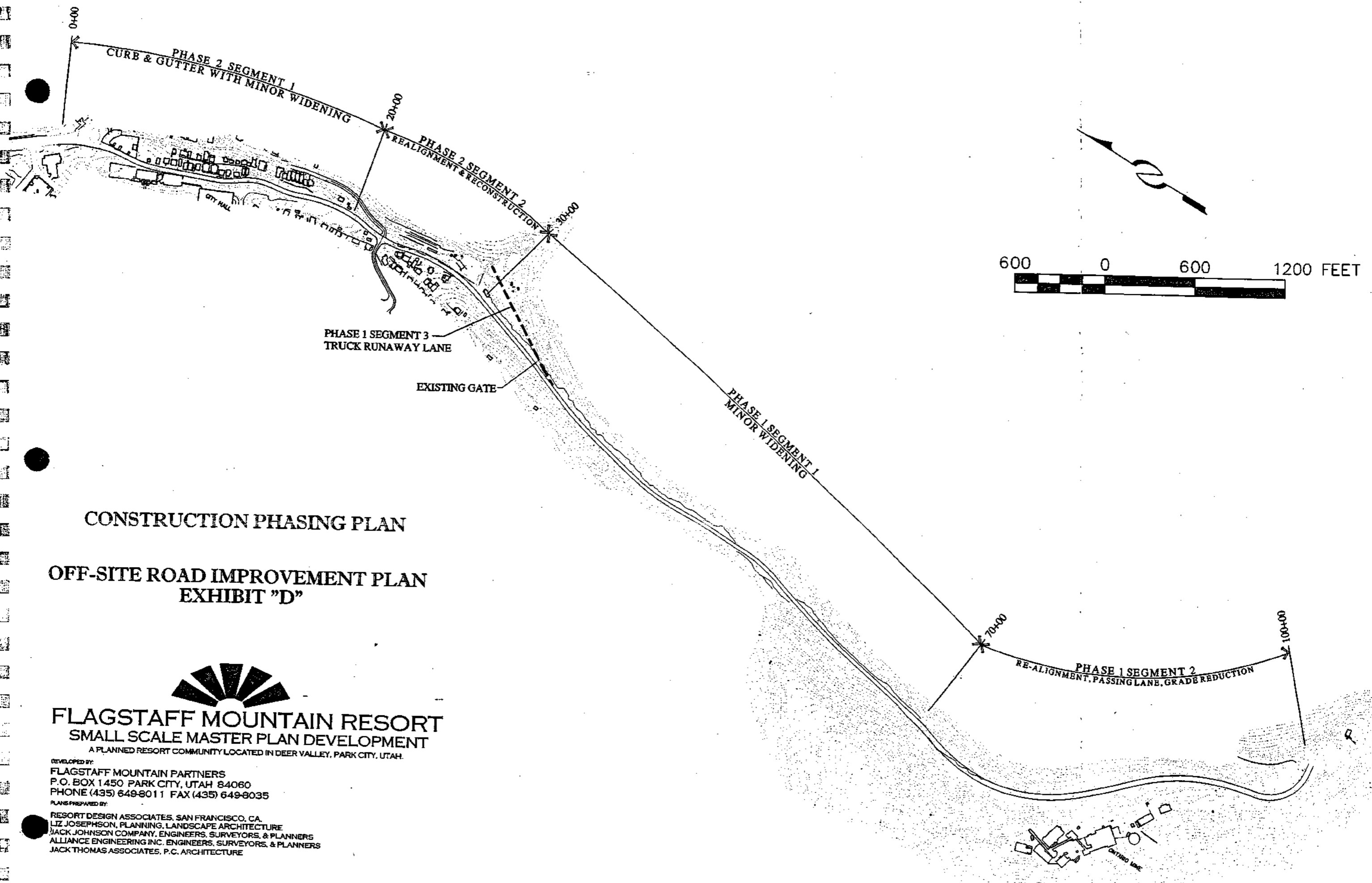
**EXISTING CONDITIONS
EXHIBIT "C"**



FLAGSTAFF MOUNTAIN RESORT
SMALL SCALE MASTER PLAN DEVELOPMENT
 A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH.

DEVELOPED BY:
 FLAGSTAFF MOUNTAIN PARTNERS
 P.O. BOX 1450 PARK CITY, UTAH 84060
 PHONE (435) 649-8011 FAX (435) 649-8035

PLANS PREPARED BY:
 RESORT DESIGN ASSOCIATES, SAN FRANCISCO, CA
 LUZ JOSEPHSON, PLANNING, LANDSCAPE ARCHITECTURE
 JACK JOHNSON COMPANY, ENGINEERS, SURVEYORS, & PLANNERS
 ALLIANCE ENGINEERING INC. ENGINEERS, SURVEYORS, & PLANNERS
 JACK THOMAS ASSOCIATES, P.C. ARCHITECTURE



CONSTRUCTION PHASING PLAN

**OFF-SITE ROAD IMPROVEMENT PLAN
EXHIBIT "D"**

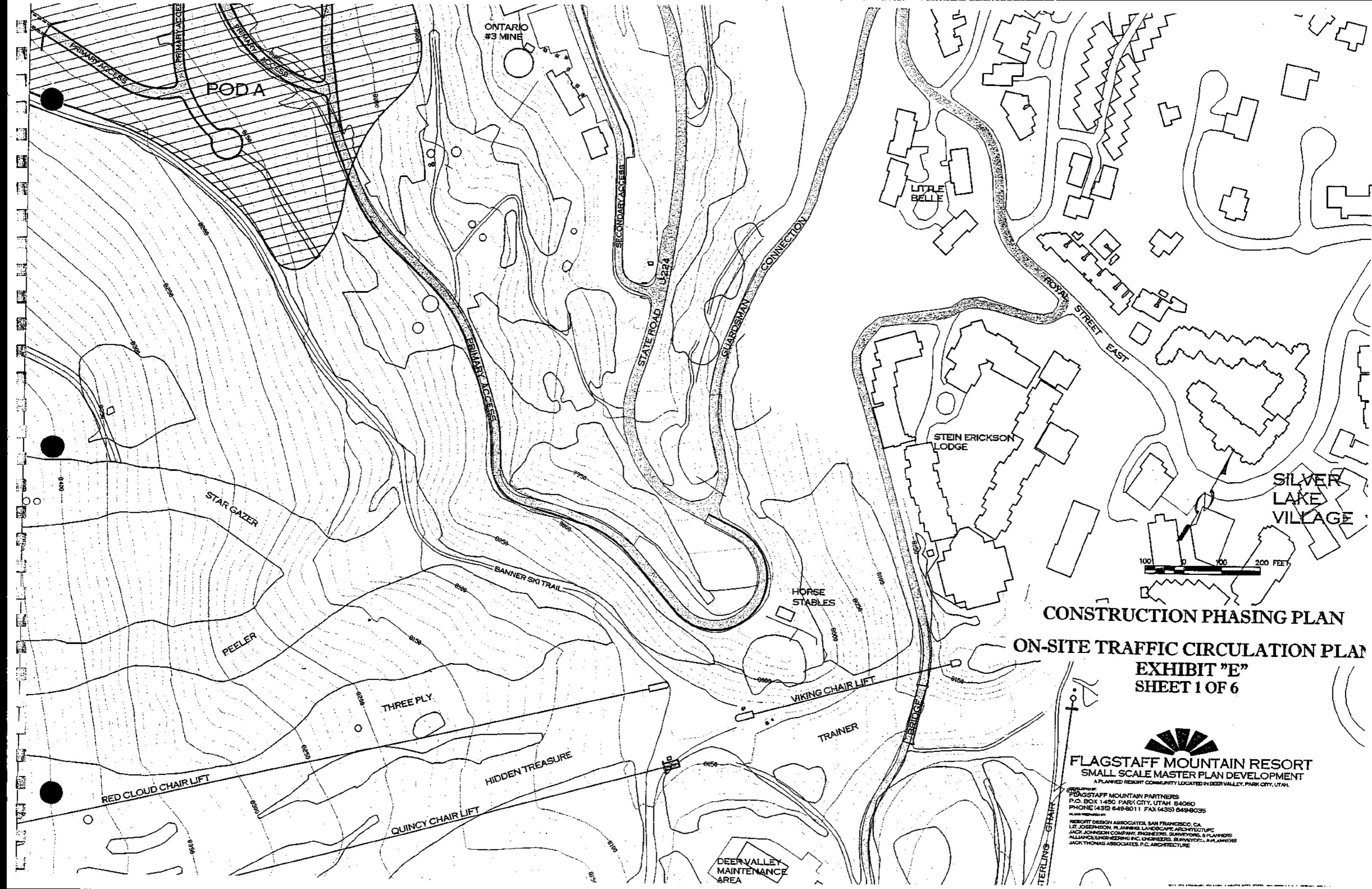


**FLAGSTAFF MOUNTAIN RESORT
SMALL SCALE MASTER PLAN DEVELOPMENT**

A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH.

DEVELOPED BY:
FLAGSTAFF MOUNTAIN PARTNERS
 P.O. BOX 1450 PARK CITY, UTAH 84060
 PHONE (435) 649-8011 FAX (435) 649-8035

PLANS PREPARED BY:
 RESORT DESIGN ASSOCIATES, SAN FRANCISCO, CA.
 LIZ JOSEPHSON, PLANNING, LANDSCAPE ARCHITECTURE
 JACK JOHNSON COMPANY, ENGINEERS, SURVEYORS, & PLANNERS
 ALLIANCE ENGINEERING INC. ENGINEERS, SURVEYORS, & PLANNERS
 JACK THOMAS ASSOCIATES, P.C. ARCHITECTURE



PODA

ONTARIO #3 MINE

LITTLE BELLE

STEIN ERICKSON LODGE

SILVER LAKE VILLAGE



CONSTRUCTION PHASING PLAN

ON-SITE TRAFFIC CIRCULATION PLAN

EXHIBIT "E"
SHEET 1 OF 6

FLAGSTAFF MOUNTAIN RESORT
SMALL SCALE MASTER PLAN DEVELOPMENT
A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH

DEVELOPED BY:
FLAGSTAFF MOUNTAIN PARTNERS
P.O. BOX 1450 PARK CITY, UTAH 84060
PHONE (435) 649-8011 FAX (435) 649-8035
PLANS PREPARED BY:
RESORT DESIGN ASSOCIATES, SAN FRANCISCO, CA
LIZ JOSEPHSON, PLANNING, LANDSCAPE ARCHITECTURE
JACK JOHNSON COMPANY, ENGINEERS, SURVEYORS, & PLANNERS
ALLIANCE ENGINEERING INC., ENGINEERS, SURVEYORS, & PLANNERS
JACK THOMAS ASSOCIATES, P.C. ARCHITECTURE

DEER VALLEY
MAINTENANCE
AREA

TERLING CHAIR

RED CLOUD CHAIR LIFT

QUINCY CHAIR LIFT

VIKING CHAIR LIFT

TRAINER

HIDDEN TREASURE

THREE PLY

PEELER

STAR GAZER

HORSE STABLES

BANNER SKI TRAIL

SECONDARY ACCESS

GUARDSMAN CONNECTION

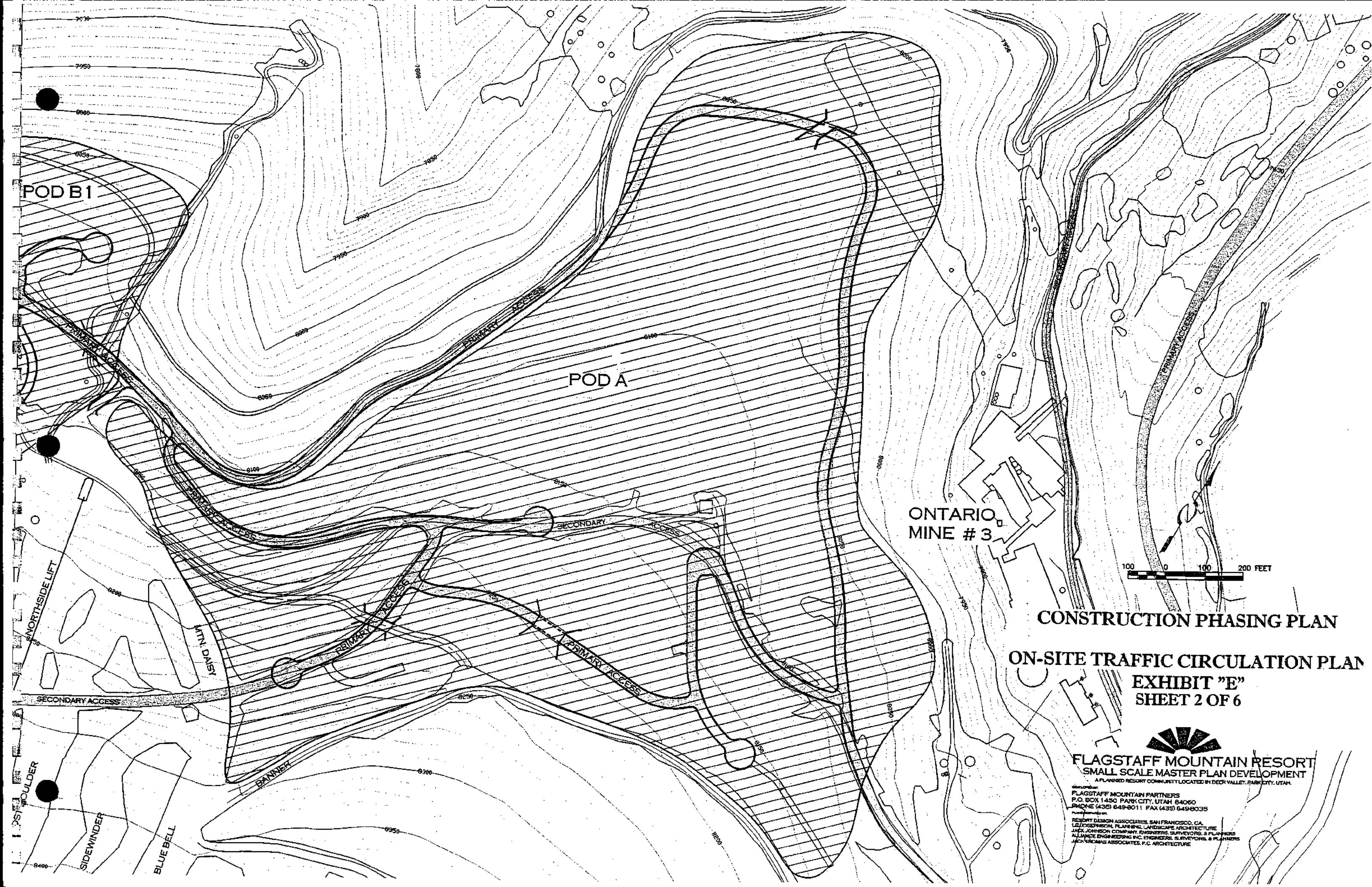
STATE ROAD 3224

ROYAL STREET EAST

PRIMARY ACCESS

PRIMARY ACCESS

PRIMARY ACCESS



POD B1

POD A

ONTARIO
MINE # 3



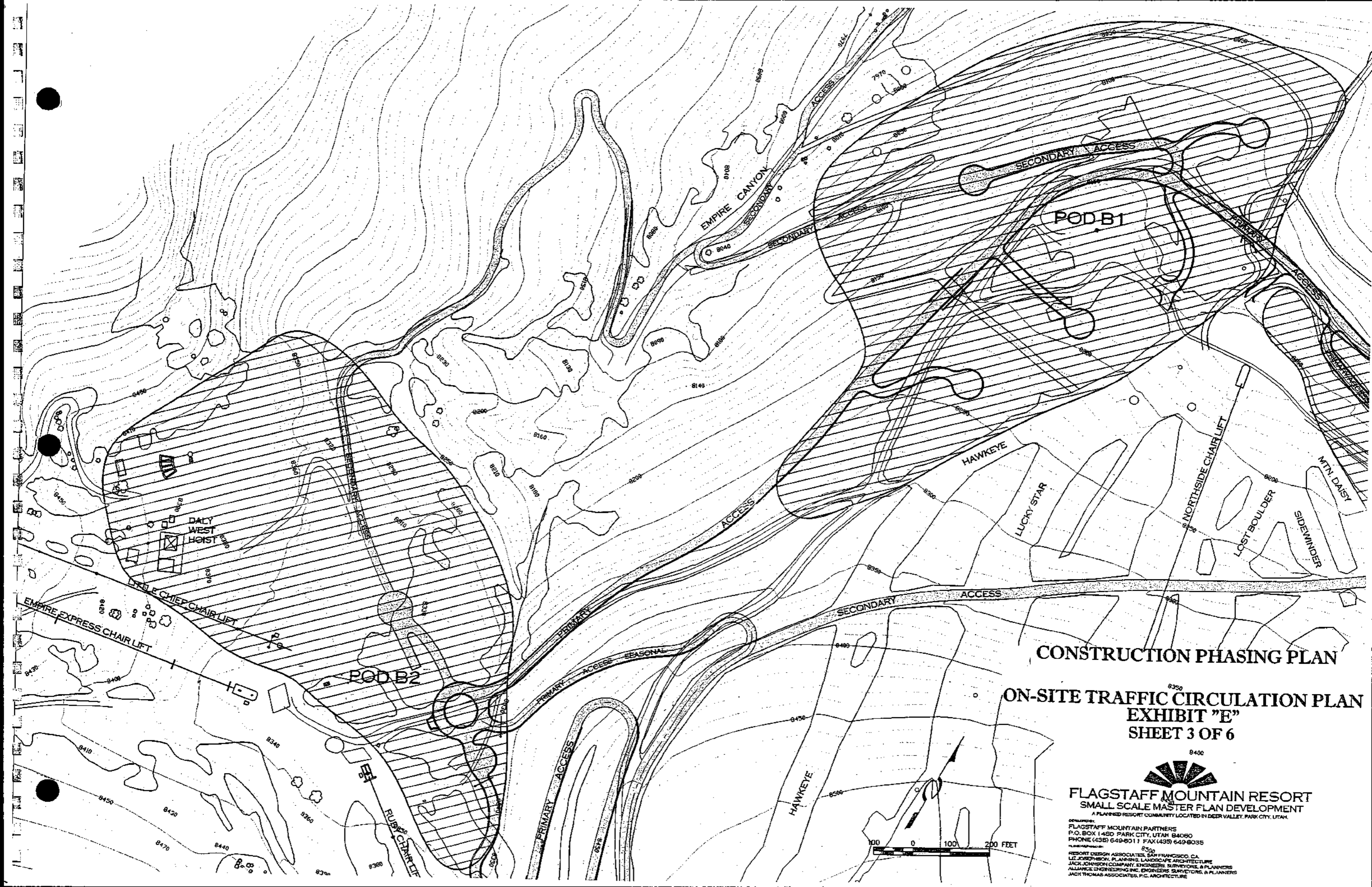
CONSTRUCTION PHASING PLAN

ON-SITE TRAFFIC CIRCULATION PLAN

EXHIBIT "E"
SHEET 2 OF 6


FLAGSTAFF MOUNTAIN RESORT
SMALL SCALE MASTER PLAN DEVELOPMENT
A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH.

Developed by:
FLAGSTAFF MOUNTAIN PARTNERS
P.O. BOX 1450 PARK CITY, UTAH 84060
PHONE (435) 649-8011 FAX (435) 649-8035
Developed for:
RESORT DESIGN ASSOCIATES, SAN FRANCISCO, CA
LEI/JOSEPHSON PLANNING, LANDSCAPE ARCHITECTURE
LEE/JOHNSON COMPANY, ENGINEERS, SURVEYORS, & PLANNERS
ALLIANCE ENGINEERING INC. ENGINEERS, SURVEYORS, & PLANNERS
JACK THOMAS ASSOCIATES, P.C. ARCHITECTURE

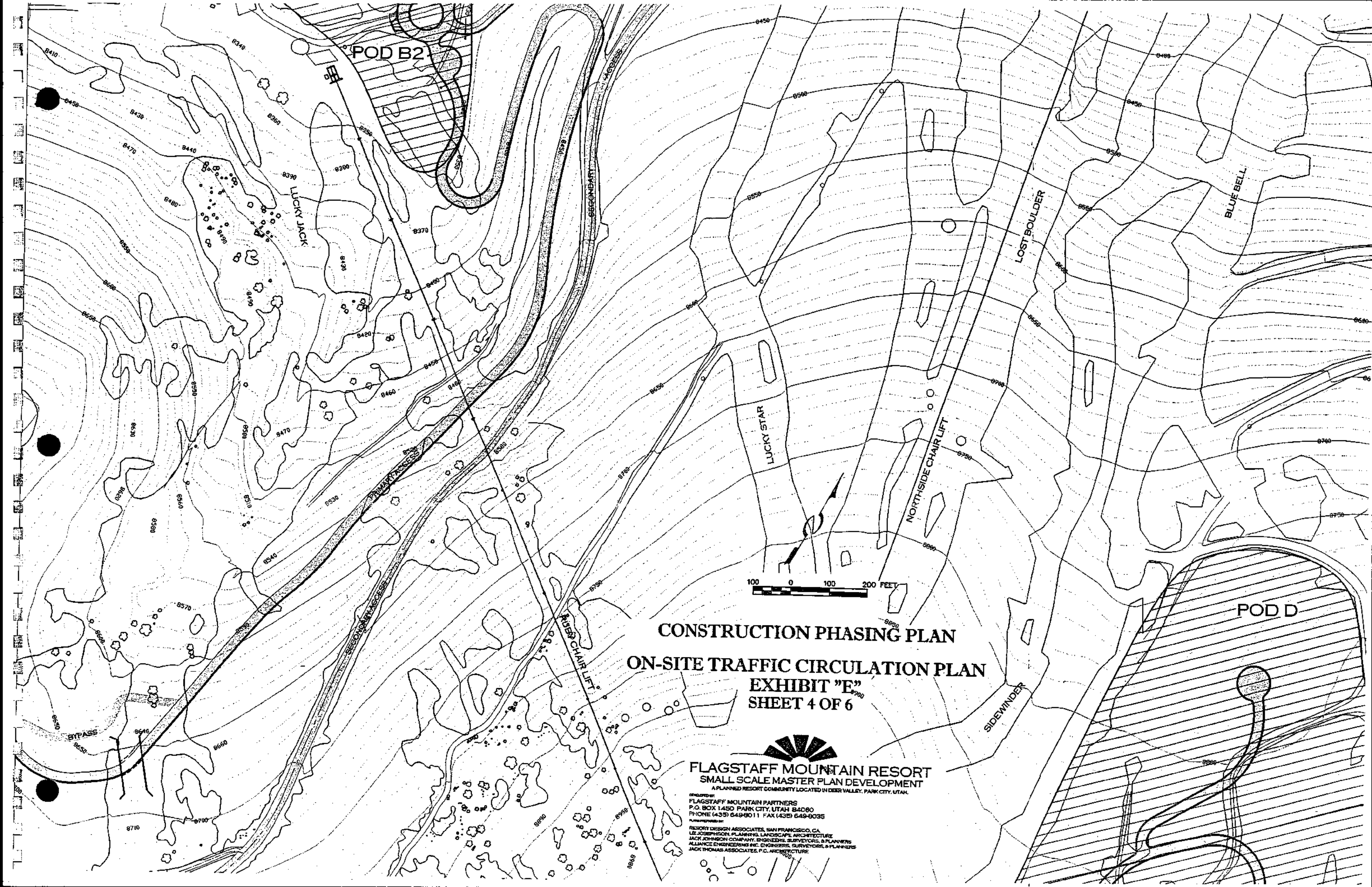


CONSTRUCTION PHASING PLAN

**ON-SITE TRAFFIC CIRCULATION PLAN
EXHIBIT "E"
SHEET 3 OF 6**

FLAGSTAFF MOUNTAIN RESORT
SMALL SCALE MASTER PLAN DEVELOPMENT
 A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH.

DEVELOPER:
 FLAGSTAFF MOUNTAIN PARTNERS
 P.O. BOX 1450 PARK CITY, UTAH 84060
 PHONE (435) 649-8011 FAX (435) 649-8035
 ARCHITECT:
 RESORT DESIGN ASSOCIATES, SAN FRANCISCO, CA.
 L.T. JOSEPHSON, PLANNING, LANDSCAPE ARCHITECTURE
 JACK JOHNSON COMPANY, ENGINEERS, SURVEYORS, & PLANNERS
 ALLIANCE ENGINEERING INC., ENGINEERS, SURVEYORS, & PLANNERS
 JACK THOMAS ASSOCIATES, P.C., ARCHITECTURE



POD B2

LUCKY JACK

LUCKY STAR

NORTHSIDE CHAIR LIFT

LOST BOULDER

BLUE BELL

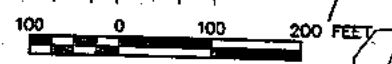
POD D

RUBBER CHAIR LIFT

SIDEWINDER

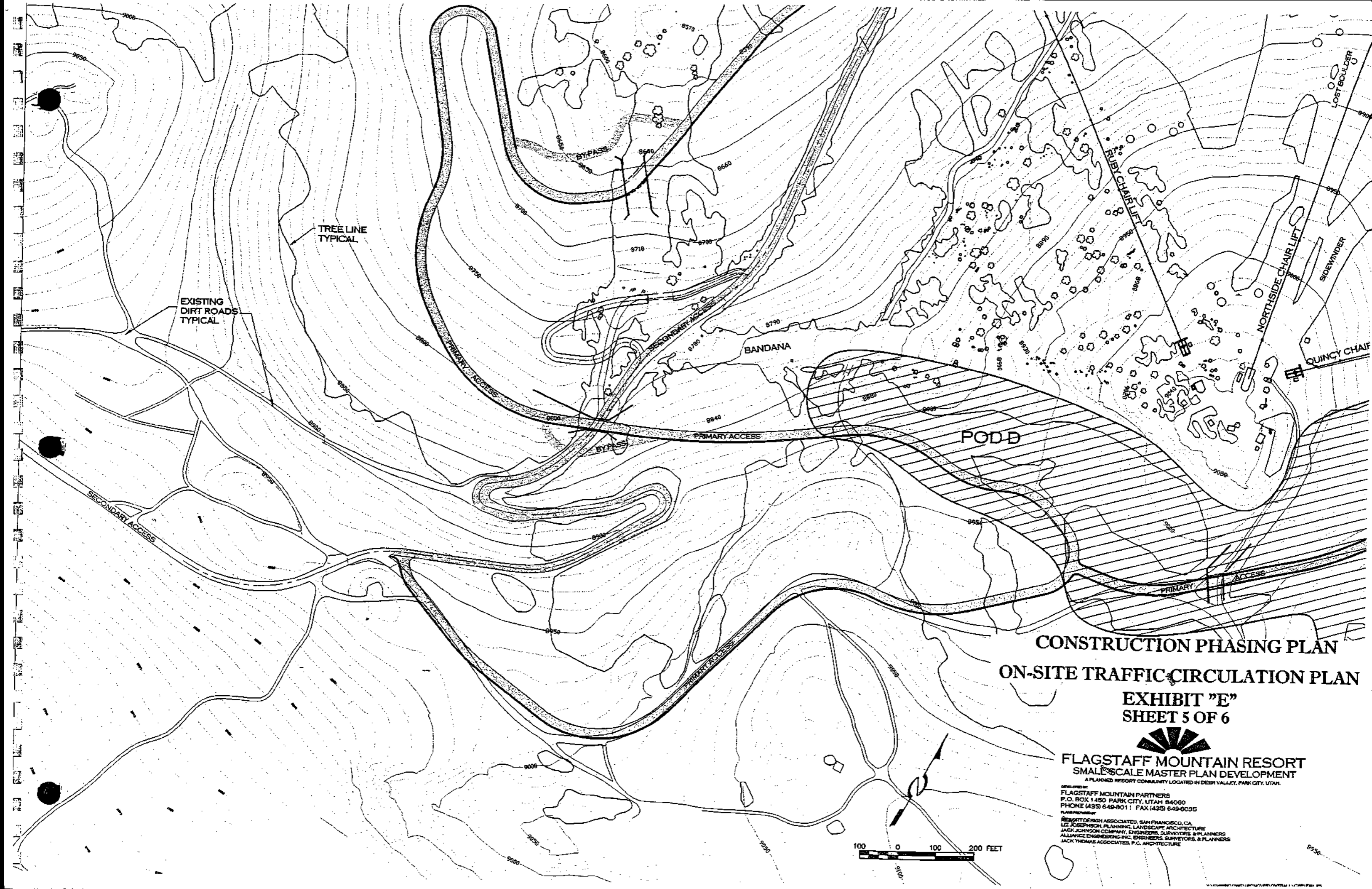
BYPASS

CONSTRUCTION PHASING PLAN
ON-SITE TRAFFIC CIRCULATION PLAN
EXHIBIT "E"
SHEET 4 OF 6



FLAGSTAFF MOUNTAIN RESORT
SMALL SCALE MASTER PLAN DEVELOPMENT
A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH.

DESIGNED BY:
FLAGSTAFF MOUNTAIN PARTNERS
P.O. BOX 1450 PARK CITY, UTAH 84400
PHONE (435) 649-8011 FAX (435) 649-8035
www.flagstaffmt.com
RESORT DESIGN ASSOCIATES, SAN FRANCISCO, CA
LIZ JOSEPHSON, PLANNING, LANDSCAPE ARCHITECTURE
JACK JOHNSON COMPANY, ENGINEERS, SURVEYORS, & PLANNERS
ALLIANCE ENGINEERING INC. ENGINEERS, SURVEYORS, & PLANNERS
JACK THOMAS ASSOCIATES, P.C. ARCHITECTURE



TREE LINE
TYPICAL

EXISTING
DIRT ROADS
TYPICAL

BANDANA

PODD

**CONSTRUCTION PHASING PLAN
ON-SITE TRAFFIC CIRCULATION PLAN**

**EXHIBIT "E"
SHEET 5 OF 6**

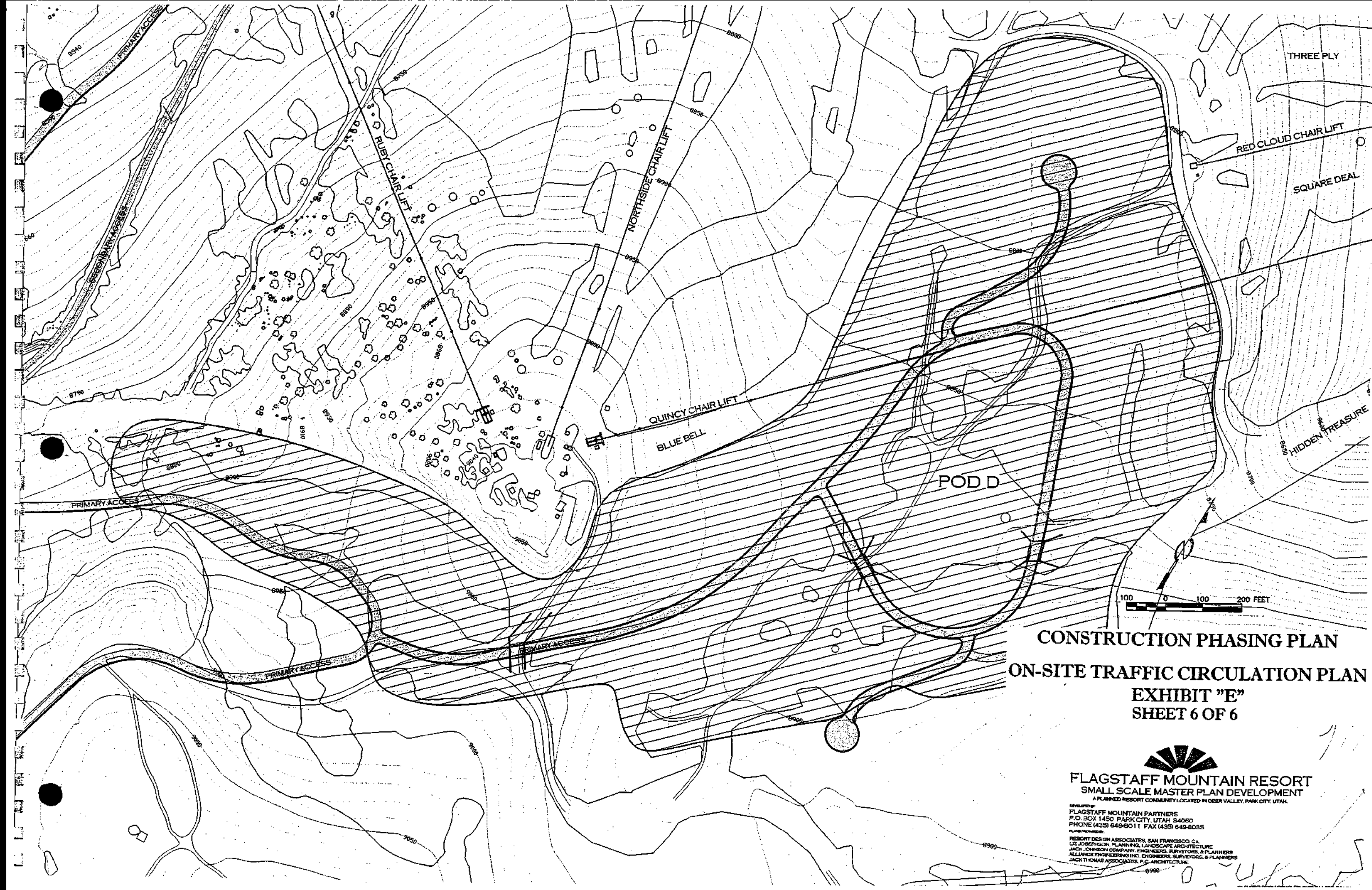
**FLAGSTAFF MOUNTAIN RESORT
SMALL SCALE MASTER PLAN DEVELOPMENT**

A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH

DESIGNED BY:
FLAGSTAFF MOUNTAIN PARTNERS
P.O. BOX 1450 PARK CITY, UTAH 84060
PHONE (435) 649-9011 FAX (435) 649-6035

PLANNED BY:
RESORT DESIGN ASSOCIATES, SAN FRANCISCO, CA
LIZ JOSEPHSON, PLANNING, LANDSCAPE ARCHITECTURE
JACK JOHNSON COMPANY, ENGINEERS, SURVEYORS, & PLANNERS
ALLIANCE ENGINEERING P.C., ENGINEERS, SURVEYORS, & PLANNERS
JACK THOMAS ASSOCIATES, P.C., ARCHITECTURE

100 0 100 200 FEET

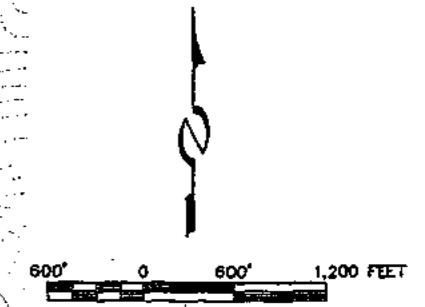
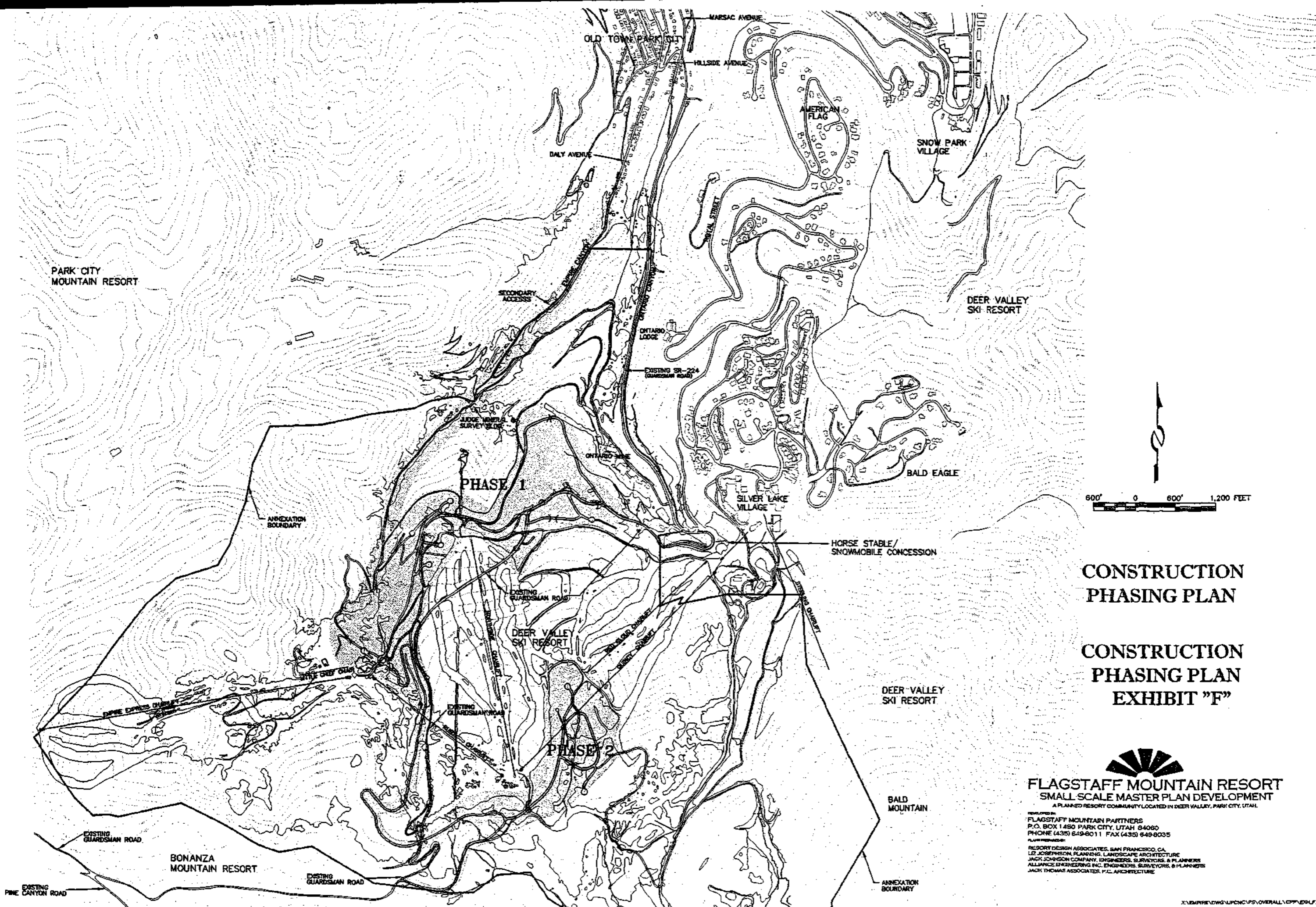


CONSTRUCTION PHASING PLAN
ON-SITE TRAFFIC CIRCULATION PLAN
EXHIBIT "E"
SHEET 6 OF 6



FLAGSTAFF MOUNTAIN RESORT
SMALL SCALE MASTER PLAN DEVELOPMENT
A PLANNED RESORT COMMUNITY LOCATED IN OBER VALLEY, PARK CITY, UTAH.

DEVELOPER:
 FLAGSTAFF MOUNTAIN PARTNERS
 P.O. BOX 1450 PARK CITY, UTAH 84060
 PHONE (435) 649-8011 FAX (435) 649-8035
 PLANNING:
 RESORT DESIGN ASSOCIATES, SAN FRANCISCO, CA
 UZ JOSEPHSON, PLANNING, LANDSCAPE ARCHITECTURE
 JACK JOHNSON COMPANY, ENGINEERS, SURVEYORS, & PLANNERS
 ALLIANCE ENGINEERING INC., ENGINEERS, SURVEYORS, & PLANNERS
 JACK THOMAS ASSOCIATES, P.C. ARCHITECTURE



CONSTRUCTION PHASING PLAN

CONSTRUCTION PHASING PLAN EXHIBIT "F"

FLAGSTAFF MOUNTAIN RESORT
SMALL SCALE MASTER PLAN DEVELOPMENT
 A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH.

DEVELOPED BY:
 FLAGSTAFF MOUNTAIN PARTNERS
 P.O. BOX 1480 PARK CITY, UTAH 84060
 PHONE (435) 649-8011 FAX (435) 649-8035
 PLANNED BY:
 RESORT DESIGN ASSOCIATES, SAN FRANCISCO, CA.
 LEZ JOSEPHSON, PLANNING, LANDSCAPE ARCHITECTURE
 JACK JOHNSON COMPANY, ENGINEERS, SURVEYORS, & PLANNERS
 ALLIANCE ENGINEERING INC. ENGINEERS, SURVEYORS, & PLANNERS
 JACK THOMAS ASSOCIATES, P.L.L. ARCHITECTURE