



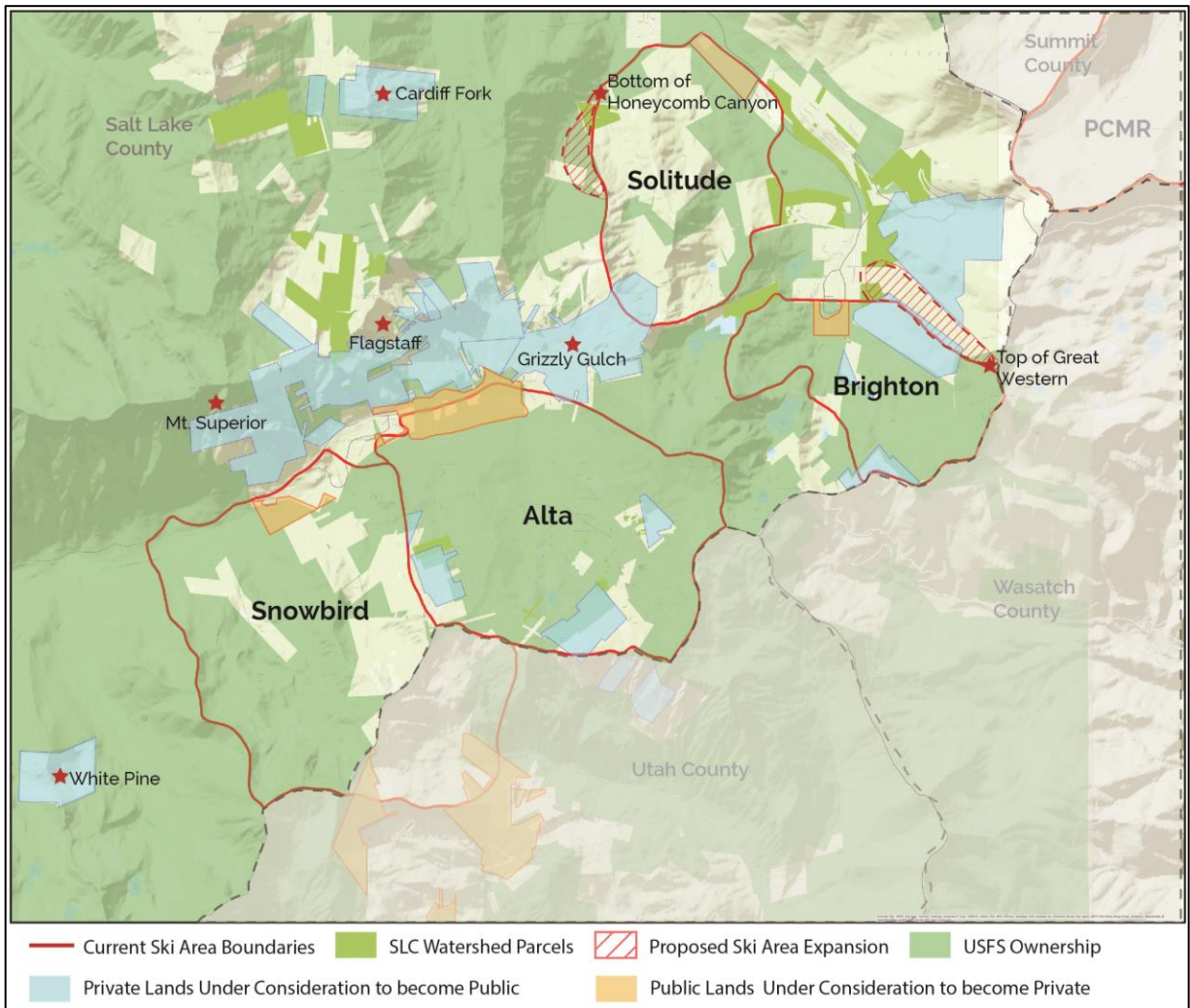
## Proposed Cottonwood Canyons Scenario for Public Consideration

The Cottonwood Canyon Task Force has negotiated a recommendation for a package of land-use protections and adjustments in Big and Little Cottonwood Canyons. The recommended actions would provide key public benefits by permanently protecting iconic landscapes and ridgelines from development (Figure 1), preserving important backcountry areas for dispersed recreation, and increasing environmental and watershed protections.

Under this recommendation, the four Cottonwood Canyon Ski Areas, local and federal government partners, and conservation and outdoor interests would partner to preserve, for public benefit, about **2,150 acres of Ski-Area owned lands** in the Cottonwood Canyons (Figure 2). At the headwaters of Little Cottonwood Canyon, preserved lands would include the areas of Mt. Superior, Flagstaff, Emma Ridge, Grizzly Gulch (under consideration), and White Pine. At the headwaters of Big Cottonwood Canyon, the preserved lands would include Ski Area holdings in the Guardsman Pass, Cardiff/Days Fork, and Hidden Canyon areas.



Figure 1: Mt. Superior Ridgeline



In return for placing these land holdings into public ownership and protection, the Ski Areas would propose and benefit from:

1. Station stops on a mountain-rail system which would provide reliable, fast, unique, and marketable transit to the resorts and to major dispersed recreation access points. The canyon road would still be open to vehicular traffic.
2. Approximately 258 acres for base-area management and future development (with new culinary water for up to 108 units at Alta) to support activity at transit stops.
3. Additional water for snowmaking.
4. Ski permit boundary expansions of 210 acres (140 in Hidden Canyon, 70 in lower Silver Fork).
5. Approximately 416 acres in American Fork Canyon.

The protective aspects of this recommendation address critical components of Mountain Accord's proposed actions, including widespread watershed and environmental protections outlined in the goals and metrics of the environment and recreation system groups. The Ski Area and transportation aspects of this proposal would potentially align with the goals and metrics of the economy and transportation system groups.