EH 2717835 PG 1 OF 113 LEANN H KILTS, WEBER COUNTY RECORDER 14-JAN-15 1132 AM FEE 1.00 DEP TOT REC FOR: WEBER-COUNTY PLANNING

C 2015-6

WEBER COUNTY ZONING DEVELOPMENT AGREEMENT



W2717835

PARTIES: The parties to this Zoning Development Agreement ("Agreement") are Summit Mountain Holding Group, L.L.C., a Utah limited liability company and owner of the property commonly known as Powder Mountain (herein "Developer") and Weber County, a body politic in the State of Utah (herein "County"). The Developer and the County are collectively referred to herein as the "Parties."

EFFECTIVE DATE: The effective date of this Agreement will be the date that rezoning approval is granted as outlined below by the Weber County Commission ("Commission").

RECITALS

WHEREAS, the Developer seeks to rezone certain property located within the Ogden Valley Township of unincorporated Weber County, Utah from Forest Valley-3 (FV-3), Commercial Valley Resort Recreation-1 (CVR-1), and Forest-40 (F-40) to the Ogden Valley Destination and Recreation Resort-1 Zone (DRR-1 Zone) for the general purpose of developing a year round destination resort upon property that consists of approximately 6,198 acres and is more particularly described in Exhibit A attached hereto and incorporated herein by this reference ("Property"); and

WHEREAS, the County seeks to promote the health, welfare, safety, convenience and economic prosperity of the inhabitants of the County through the establishment and administration of zoning regulations concerning the use and development of land in the unincorporated area of the County as a means of implementing the General Plan as adopted for all or part of the County; and

WHEREAS, the Developer has requested that the above referenced Property be rezoned for the purposes of allowing it or its designees to develop the Property in a manner that has been presented to the County and that is represented in the Master Plan described and shown in the rezone application for the DRR-1 Zone ("Rezone Application"); and

WHEREAS, the Developer considers it to its advantage and benefit for the County to review its petition and supplementary information having prior knowledge of the development, so as to more completely assess its compatibility with applicable zoning ordinances, the County's General Plan, the surrounding area, and those uses that exist on the lands surrounding the property; and

WHEREAS, the County is desirous of rezoning the property for the purpose of developing it in the manner presented, but the County does not feel that the property should be rezoned unless the proposed development is commenced as soon as conditions allow and completion is pursued in good faith; and

NOW THEREFORE, for good and valuable consideration in receipt of which is hereby acknowledged and accepted by both Parties, the Parties hereto mutually agree and covenant as follows:

AGREEMENT

1. General

- 1.1. The County shall rezone the Property described in Exhibit A from Forest Valley-3 (FV-3), Commercial Valley Resort Recreation-1 (CVR-1), and Forest-40 (F-40) to the Ogden Valley Destination and Recreation Resort-1 (DRR-1) Zone for the purpose of allowing the Developer to construct its conceptually pre-designed project on the subject Property.
- 1.2. The responsibilities and commitments of the Developer and the County, as detailed in the Developer's Rezone Application and this document when executed, shall constitute a covenant and restriction that shall run with the land and be binding upon the Developer, its assigns and successors in interest.
- 1.3. Both Parties acknowledge that this Agreement will be recorded in the Office of the Weber County Recorder, and recognize the advantageous nature of this Agreement which provides for the accrual of benefits and protection of interests to both Parties.
- 1.4. This Agreement constitutes the entire Agreement between the Parties; however, the Parties acknowledge that an official, recorded copy of the Rezone Application will be kept in the Weber County Clerk/Auditors Office and the Planning Division Office for reference purposes. The Parties may consider amendments or modifications to the provisions of this Agreement and/or the Master Plan only by written instrument. In the event that an amendment to the Master Plan included in the Rezone Application ("Master Plan") is sought, it may only be made after considering the recommendation of the County Planning Commission which may hold a public meeting to obtain public input on the proposed amendment or modification of the Master Plan.
- 1.5. This Agreement with any amendments or modifications shall be in full force and effect according to this approved Agreement until the property covered herein has been reverted to its former zone designation as a result of default.
- 1.6. Nothing contained in this Agreement constitutes a waiver of the County's sovereign immunity under any applicable state law.

2. Health and Safety

- 2.1. Developer shall address reasonable site specific avalanche hazards at the site plan level of approvals for development.
- 2.2. Developer agrees to grant access or convey property along (SR158) for, at least two, run-away truck ramps (or other safety facilities) at a time and location that UDOT determines is beneficial.
- 2.3. The Developer is committed to utilizing efficient low-emission fireplaces in future development on the Property, including but not limited to, natural gas, liquid propane and high efficiency wood burning systems. The Developer will work with the County to facilitate the use of such heating methods, but the Developer shall not be prohibited from utilizing traditional log-burning fireplaces on a limited basis in lodges, hotels, corporate retreats, commercial areas and single-family homes, so long as the Developer shall comply with all applicable federal, state and local regulations.

- 2.4. The Developer shall construct and provide a combined facility or individual facilities for the Weber County Sheriff and Weber Fire District at a time that is deemed necessary and practical as determined by the jurisdictions. The facility may be integrated to accommodate both agencies and shall meet the requirements of both the Weber Fire District and the Weber County Sheriff's Office. Accommodations include, but are not limited to, those outlined in the Emergency Services Plan provided on page 50 of Exhibit B. The facility location(s), design, and floor plan shall be approved by the Weber County Sheriff's Office and the Weber Fire District.
- 2.5. The Developer shall seek input from the U.S. Forest Service or the Utah Department of Natural Resources, Division of Forestry, Fire and State Lands to develop and implement a wildfire prevention, evacuation and suppression plan for the entire Project no later than 18 months after the date of this Agreement. Developer shall address phase and site specific wildfire hazards and management plans at the time of and within all development review applications.
- 2.6. Developer agrees to follow the recommendations of the State of Utah Department of Environmental Quality and Utah Geological Survey as outlined in letters dated October 12, 2007 and September 18, 2007 respectively.

3. Master Plan

- 3.1. County hereby adopts the Master Plan found in Exhibit B. It is recognized that the Master Plan may be amended by the Developer from time to time, subject to the provisions of Section 1.4, above.
- 3.2. Developer shall also prepare more detailed development plans for the various neighborhoods ("Development Areas"), so long such plans are consistent with the Master Plan. The Master Plan includes the following six Development Areas: (i) Development Area A Mid-Mountain, (ii) Development Area B The Ridge, (iii) Development Area C Earl's Village, (iv) Development Area D Summit Village, (v) Development Area E Gertsen, and (vi) Development Area F The Meadow. Each Development Area may contain multiple subdivisions. In connection with the development of such subdivisions, each subdivision plat shall be approved by the County so long as all applicable standards are met and such subdivision plats are reasonably consistent with the Master Plan.

4. Development

- 4.1. Developer shall develop the subject property based upon representations made in the Rezone Application and the approved Master Plan (Exhibit B). The Master Plan may be refined, in accordance with provisions of the DRR-1 Zone, but material changes to the general concept of the Master Plan will not be changed without prior formal approval of the County.
- 4.2. Developer agrees that development, consistent with the Master Plan, will be subject to and part of a more specific and more detailed subdivision and/or plan review. Development inconsistent with the Master Plan will not be approved.
- 4.3. In the event that a new wastewater treatment facility is constructed within the resort boundary, such facility shall be approved by Utah DEQ and the County Health

Department to provide a level of effluent quality that will allow the re-use of treated water for snowmaking, aquifer recharge, and irrigation of fields, forests, and/or landscaping.

- 4.4. Developer acknowledges that by rezoning the Property, the County is not representing or guaranteeing that there are readily available services to support the entire project. Further, the Developer agrees that no development shall be allowed unless Developer demonstrates the ability to provide water, sewer and other necessary infrastructure in accordance with state laws, rules and regulations, and county codes.
- 4.5. Developer agrees to dedicate a public road right-of-way (at least 66 feet wide) from an existing public road within the Property to a point on the project boundary that provides area for the full development of a secondary public road. The right-of-way, which may need to be entirely located on Powder Mountain Resort property, shall be dedicated by the Developer within six months of any County request for such dedication. At the County's discretion and at a minimum, the road right-of-way shall be generally located in an area represented in the attached Exhibit C.
- 4.6. Developer agrees to dedicate a public road right-of-way (at least 66 feet wide) for a secondary public road across property that is currently owned (as of November 30th, 2014) by Summit Mountain Holding Group and that lies in Cache County and is traversed by an existing dirt road that is called out on Exhibit C. The right-of-way shall be dedicated by the Developer within six months of any County request for such dedication.
- 4.7. The proposed boutique hotel, located near the top terminal of the existing Sundown chairlift, may only be constructed if methods or technology can be applied (at the time of construction) in such a manner so as to limit light emissions to an imperceptible level as seen from the developed camping areas of North Fork Park. The methods and technology shall be approved by the Ogden Valley Planning Commission at the time of site plan review.
- 4.8. At minimum all "regional public trails" and "loop trails", shown on page 45 of Exhibit B, shall be open to the public as a fee free recreational activity. "Regional public trails" shall be constructed and open to the public by fall of 2017. "Loop trails" shall be constructed and open to the public by fall of 2018.
- 4.9. The County will review more detailed development plans and will approve/issue Land Use, Conditional Use, and Building Permits based on compliance with applicable standards including but not necessarily limited to State Law, the Weber County Zoning Ordinance, Building Code and/or Health Regulations.
- 4.10. Developer shall incorporate principles of sustainability into the development when practical and feasible. Developer shall demonstrate practicality and feasibility at the time of and within all development review applications.
- 4.11. Developer shall consider comments made by the State of Utah Division of Wildlife Resources (DWR) at the site plan level of approvals for all development applications per the existing Resource Development Coordinating Committee (RDCC) process including trails and wildlife buffers. DWR comments, eligible for consideration, shall be those submitted prior to a Planning Commission meeting where the related

- application is being considered for the first time. Where not otherwise required by the DRR-1 Zone, reasonable and customary wildlife buffers will be part of the Developer submittals for design review/subdivision applications.
- 4.12. The Developer has submitted a Recreation Facilities Plan as part of the Rezone Application. Recreation facilities shall be provided commensurate with the level of residential development and consistent with the Recreation Facilities Plan. Beginning two years after approval of the Rezone Application, the Developer shall provide a biennial report to the Planning Division Staff that inventories all existing (constructed) recreation facilities and approved commercial projects and residential units or lots to date. The inventory shall include, but not be limited to, the number, type and general location of facilities and lots or units. Recreational facilities and commercial projects shall be represented in terms of acreage or square footage, whichever is more appropriate. General location(s) shall be provided in terms of development area as illustrated on the Overall Land Use Plan.
- 4.13. In connection with the development, the Developer or its successors in interest shall make the following donations to the County, which sums shall be used solely for the benefit of the local community by purchasing and maintaining open lands or other community projects, as determined by the County: i) upon completion (completion shall mean the issuance of a permanent certificate of occupancy) and sale of the 1st unit, the Developer or its successors in interest shall donate \$100,000; ii) upon completion and sale of the 100th unit, the Developer or its successors in interest shall donate \$100,000; iii) upon completion and sale of the 1,000th unit, the Developer or its successors in interest shall donate \$350,000; iv) upon completion and sale of the 2,000th unit, the Developer or its successors in interest shall donate \$500,000; and v) upon completion and sale of the 2,800th unit, the Developer or its successors in interest shall donate \$500,000. In the event that Developer establishes permanent open space, public use space, conservation areas or similar community benefits within Powder Mountain or the surrounding area, the County will consider applying the value of the land and improvements included in such community benefits as a credit against the amounts to be donated by Developer at the time of the sale of the 1,000th unit and thereafter, as set forth above. Failure of the Developer to pay the donations, in cash or community benefits acceptable to the County, in accordance with the above schedule will be deemed to be sufficient reason for County to deny additional building permits until the donation is received.
- 4.14. Developer agrees that all construction will utilize best management practices. Final site plan applications made to Weber County shall be accompanied by a summary of the best management practices being utilized.

5. Density

5.1. Residential and commercial density shall not exceed 2,800 units which include the units that have been approved and recorded since the approval date of Zoning Development Agreement C2012-212 (E#2607988). The number of units will be applied in two density phases. Multiple development phases are anticipated within each density phase.

- 5.2. The Developer shall be entitled to the following density on the following terms and conditions: Phase 1 Density: 1,477 units which may include condominiums, single-family dwelling units, multi-family dwelling units, hotel rooms, corporate retreats, and others listed and allowed in the DRR-1 Zone. Hotel rooms shall count as the equivalent of one-third (1/3) of a single family dwelling unit. In other words, a 100 unit hotel would count as 33 units. Condominium units containing lock out rooms that can be separately rented shall be counted as one unit (including the lock out rooms). Commercial development is not included in the density limitation. Following the construction of the first 250 units by Developer, recreational and commercial uses shall be developed as needed, in Developer's commercially reasonable judgment, to support the resort.
- 5.3. Phase 2 Density. Upon meeting the requirements specified in Section 5.2 above and the conditions and benchmarks specified in this Agreement, the Developer shall be entitled to proceed with Phase 2 Density, an additional 1,323 units, which may include condominiums, single-family dwelling units, multi-family dwelling units, hotel rooms, corporate retreats, and others listed and allowed in the DRR-1 Zone. Hotels and lock out rooms shall count as described in Section 5.2. Attached is Table 5.3 that sets forth the approved Phase 1 and Phase 2 density.

Type of Use	Density Equivalent
Single-Family Dwelling	1 unit
Multi-family Dwelling ,	1 unit per dwelling unit
Hotel Room	.33 units
Commercial Square Footage	N/A. Does not count toward unit density.
Corporate Retreats	First 36 corporate retreat rooms do not count toward unit density. Each room after 36 counts as .33 units.
TOTAL PHASE 1 DENSITY PERMITED:	1,477 units
TOTAL PHASE 2 DENSITY PERMITED:	1,323 units

TOTAL PROJECT DENSITY PERMITTED: 2,800 units

Workforce housing units shall not be counted toward density of the Project regardless of where they are located, as provided by the DRR-1 Zone.

5.4. The first 36 corporate retreat rooms shall not count against the Project's density entitlement. Additional corporate retreats may be added, however, such additional corporate retreat rooms will count towards the density limitations and each corporate retreat room shall count as .33 units for density purposes.

6. Traffic Mitigation

- 6.1. The provisions of this Article 6.1 shall apply after the completion (completion shall mean the issuance of a permanent certificate of occupancy) of the first 1,477 units. Following the completion of the first 1,477 units, County shall issue a scoping letter and the Developer shall pay for a traffic safety/impact study by an entity acceptable to the Parties (the "Traffic Study" or "Study"). The Study shall address the existing access road for the Property and shall make recommendations for improvements to the existing access road and related safety issues, including but not limited to guard rails, additional signage, flashing lights in dangerous areas, and runaway ramps. The Parties shall forward the study to the Utah Department of Transportation ("UDOT") and actively seek UDOT's implementation of the study's recommendations. The study shall also determine whether a secondary access is necessary for emergency purposes and/or general use and provide cost estimates for improvements to the "Powder Mountain Road" and the secondary access in a location approved by the County.
- 6.2. Developer agrees that air transportation into the Resort and Resort air operations will comply with the standards and requirements for heliports in the Ogden Valley. Heliports are allowed only in the DRR-1 and F-40 Zones, subject to applicable standards and requirements. "Resort air operations" refers to those aerial operations vital to construction and management of the resort, i.e., lift installation and avalanche control.
- 6.3. Weber County shall retain the right to define the scope of and, as part of any development application, require the Developer to submit a traffic analysis that can be used to verify representations made in the Powder Mountain Resort Traffic Impact Analysis dated September 26, 2014 and attached as Exhibit D. In the event that representations are/were incorrect and anticipated levels of service are not as expected, the Developer agrees to investigate the traffic volumes, utilizing a qualified traffic/transportation consultant, determine the impacts attributable to Powder Mountain and provide mitigation designed to return service to anticipated levels as represented in Exhibit D.
- 6.4. Developer agrees to continue providing employee transit for Powder Mountain employees in perpetuity and implement and perpetually continue providing a minimum of 5 travel demand reduction methods as proposed on page 44 of the Powder Mountain Resort Traffic Impact Analysis dated September 26, 2014 and attached hereto as Exhibit D. These methods may be changed and others implemented as proposed by Summit Mountain Holding Group and approved by Weber County.
- 6.5. The Parties will work together collectively and with local residents to set reasonable limitations on construction traffic to provide a safe working environment on the existing access road and surrounding roads. These limitations will be presented to the Planning Commission for approval prior to or in conjunction with any site plan/ subdivision submittal. Developer shall make reasonable accommodations to ease construction traffic, such as placing staging areas in appropriate areas and providing lower level parking areas and shuttles for construction workers.

7. Reinvestment Fee Covenant

- 7.1. The Developer agrees to keep in place the reinvestment fee covenant ("Reinvestment Fee Covenant") as recorded on January 27, 2014 (document entry number 2672941) and amended on October 1, 2014 (document entry number 2704954).
- 7.2. A notice of Reinvestment Fee Covenant, that complies with the provisions of Utah Code, shall also be kept in place. The Reinvestment Fee Covenant, as described in section 7.1, shall require that every purchaser of a unit shall pay the master association a reinvestment fee of one and one-half percent (1.5%) of the purchase price of such unit. Notwithstanding the preceding sentence, this Section shall not apply to any of the following: (a) the creation of any mortgage for refinancing purposes; (b) any foreclosure of a first mortgage; (c) the exercise of a power of sale available under a first mortgage; (d) the taking of a deed or assignment in lieu of a foreclosure by a first mortgagee; (e) the conveyance by a first mortgagee of a deed to a parcel, lot, dwelling unit or improvement, or part thereof or interest therein, to a grantee if such first mortgagee shall have obtained title to such parcel, lot, dwelling unit or improvement, or part thereof or interest therein, pursuant to subclause (b), (c) or (d) above; (f) any transfer, sale or conveyance by the Developer, including without limitation any transfer from Developer to a neighborhood developer; (g) any transfer, sale or conveyance by a neighborhood developer, including without limitation all initial sales to end purchasers; (h) any transfer to a family trust or other closely held entity solely for estate planning purposes; or (i) conveyance by will, intestate succession, or trust to a deceased owner's heir. For purposes of the reinvestment fee, a "transfer" shall mean, whether in one transaction or in a series of related transactions, any sale, conveyance, assignment, or other transfer of any beneficial ownership of or interest in any parcel, lot, or dwelling unit, including but not limited to (1) the conveyance of fee simple title to any parcel, lot, or dwelling unit, (2) the transfer of any ownership interest in any timeshare, fractional ownership interest, or vacation club interest, (3) the transfer of more than 50 percent (50%) of the outstanding shares of the voting stock of a corporation which, directly or indirectly, owns one or more lots, parcels, or dwelling units and (4) the transfer of more than 50 percent (50%) of the interest in net profits or net losses of any partnership, limited liability company, joint venture or other entity which, directly or indirectly, owns one or more parcels, lots, or dwelling units.

8. Vested Rights

- 8.1. This Agreement shall vest with respect to the Property, all of the uses, densities, maximum building heights, the ability to transfer density and earn bonus density, design guidelines and design review procedures set forth in the Master Plan and this Agreement.
- 8.2. Notwithstanding any other provision of this Agreement, this Agreement shall not preclude the application of changes in laws, regulations, plans or policies, to the extent that such changes are specifically mandated and required by changes in state or federal laws or regulations ("Changes in the Law") applicable to the Property. In the event that Changes in the Law prevent or preclude compliance with one or more provisions of this Agreement, such provisions of the Agreement shall be modified or

suspended, or performance thereof delayed, as may be necessary, to comply with the Changes in the Law.

9. Reserved Legislative Powers: Compelling Countervailing Public Interest

9.1. Nothing in this Agreement shall limit the future exercise of the police power of the County in enacting zoning, subdivision, development, growth management, platting, environmental, open space, transportation and other land use plans, policies, ordinances and regulations after the date of this Agreement. Notwithstanding the retained power of the County to enact such legislation under its police power, such legislation shall only be applied to modify the vested rights described in Section 8.1 and the other provisions of this Agreement, based upon policies, facts and circumstances meeting the compelling, countervailing public interest exception to the vested rights doctrine in the State of Utah, as set forth in Western Land Equities, Inc., v. City of Logan, 617 P.2d 388 (Utah 1980) or successor case and statutory law. Any such proposed change affecting the vested rights of the Developer and the Property, or other provisions of this Agreement, shall be of general application to all development activity in the area included within the Rezone Application, unless the County declares an emergency. The Developer shall be entitled to prior written notice and an opportunity to be heard with respect to any proposed changes and its applicability to the Property under the compelling, countervailing public policy exception to the vested rights doctrine. In the event that the County does not give prior written notice, the Developer shall retain the right to be heard before an open meeting of the County Commission in the event that Developer alleges that its rights under this Agreement have been adversely affected.

10. Default and Enforcement

- 10.1. The Developer acknowledges that the County's granting of the rezoning outlined herein is contingent upon the Developer proceeding expeditiously with the implementation of its development plan. The County acknowledges that the development of the Property will occur in phases over an extended period of time. Nevertheless, in the event that the Developer does not begin construction of its first phase of improvements within one year following the Effective Date, as evidenced by Developer submitting a complete building permit application and paying all applicable fees for the construction of any portion of the first 1,477 units, the County shall have the right to process a rezone of the Property to reinstate the zoning classifications of the Property to those that existed immediately prior to the Effective Date.
- 10.2. The following conditions, occurrence and/or action will constitute a default by the Developer, its assigns and/or its successors in interest:
 - 10.2.1. A breach of any provision, responsibility, or commitment presented in the Rezone Application (or other required rezone submittals) and agreed to through this Agreement.
 - 10.2.2. Failure to present a detailed development plan, gain County approval and obtain Land Use/Conditional Use and Building Permits and commence construction within the manner of time specified in Section 10.1 of this Agreement.

- 10.3. In the event that any of the conditions constituting default, by the Developer (including its assigns or successors in interest) occur, the County may examine the reasons for the default and at its discretion, modify the terms of this Agreement, approve a change to the Master Plan or initiate steps to revert the zoning designation to its former zones.
- 10.4. Neither this Agreement nor any of the provisions, terms or conditions hereof can be assigned or transferred to any other party, individual or entity without assigning also the responsibilities arising hereunder.
- 10.5. In the event that any provision of this Agreement is found by a court of competent jurisdiction to be invalid the remainder of the Agreement shall remain in full force.
- 10.6. This Agreement does not create any joint venture, partnership, undertaking or business arrangement between the Parties hereto nor any rights or benefits to third parties, except as expressly provided herein.
- 10.7. This Agreement contains the entire Agreement between the Parties with respect to the subject matter hereof and integrates all prior conversations, discussions or understandings of whatever kind or nature and may only be modified by a subsequent writing duly executed and approved by the Parties hereto.
- 10.8. The Exhibits to the Agreement are incorporated herein by the reference to them in the Agreement.
- 10.9. Any notices, requests, or demands required or desired to be given hereunder shall be in writing and shall be delivered personally to the party for whom intended, or, if mailed be certified mail, return receipt requested, postage prepaid to the Parties as follows:

For Developer:

Summit Mountain Holding Group, L.L.C. 3923 N. Wolf Creek Drive Eden, UT 84310

Attn: Paul Strange

For Weber County:

Weber County Planning Division 2380 Washington Blvd., Suite 240 Ogden, UT 84401

Any party may change its address by giving written notice to the other party in accordance with the provisions of this section.

11. Exhibits

- A. Property Description
- B. Master Plan
- C. Secondary County Public Roadway Proposal Dated October 9, 2014
- D. Powder Mountain Resort Traffic Impact Analysis Dated September 26, 2014

IN WITNESS WHEREOF, the Parties hereto, having been duly authorized, have executed this Agreement to be effective upon date of approval.

Approved by the Parties herein undersigned this _

3 day of

, 2015.

Weber County Corporation

"County"

Kerry W Gibson

Chair, Weber County Commission

ATTEST:

Ricky D. Hatch, CPA

Weber County Clerk/Auditor

Summit Mountain Holding Group, L.L.C.

"Developet"

Name: Pall Strains

Its: Authorized Sigurtaro

CORPORATE ACKNOWLEDGMENT

State of Tatch	
County of Willy)ss.	2015
a Notary Public in and for the State, personally apperbasis of satisfactory evidence, to be the <u>Authoriz</u>	year 2014, before me, Films M. Heskelis ared, Paul Strange proved, on the ed Signatory of Summit Mountain Holding Group UC
corporation which executed the foregoing instrument behalf of said corporation by authority of a Resolution corporation executed the same.	t, and that said instrument was signed on
Witness my hand and official seal.	
Notary Public Hernelius	FATIMA M FERNELIUS NOTARY PUBLIC + STATE OF UTAH COMMISSION NO. 808229 COMM. EXP. 04-01-2015

APPROVED AS TO FORM:

Weber County Attorney

Date

Exhibit A

Powder Mountain Legal Description for DRR-1 Rezone

The following metes and bounds description has been put together primarily from record information and the bearings and dimensions are intended to follow various parcel lines, section lines, and the county line, and those line locations as they actually exist are to preside over these metes and bounds calls.

Beginning at the Weber County Monument at the Intersection of the Weber/Cache County Line and the North Line of Section 1, Township 7 North, Range 1 East, Salt Lake Base and Meridian (Basis of Bearings is North 89°55'51" West between the Northeast Corner of Section 1 Township 7 North, Range 1 East, Salt Lake Base and Meridian and the Weber County Monument at the intersection of the Weber/Cache County Line and the Section Line); Running thence along the Weber/Cache County Line the following (81) Courses: 1) South 26°39'20" East 457.03 feet. 2) South 36°45'22" East 374.24 feet,3) South 66°54'26" East 745.76 feet, 4) South 67°48'15" East 1,214.23 feet, 5) South 68°53'51" East 618.68 feet, 6) South 32°02'26" East 1,432.62 feet, 7) South 47°01'38" East 1,561.89 feet, 8) South 74°16'55" East 602.01 feet, 9) South 84°37'17" East 129.79 feet, 10) North 74°55'18" East 101.38 feet, 11) South 76°31'57" East 92.39 feet, 12) South 65°19'33" East 171.60 feet, 13) North 89°40'40" East 28.76 feet, 14) North 89°40'40" East 75.92 feet, 15) North 52°55'34" East 193.59 feet, 16) North 69°40'16" East 221.91 feet, 17) North 59°06'24" East 118.16 feet, 18) South 67°13'20" East 69.76 feet, 19) North 86°54'23" East 63.24 feet, 20) South 86°25'04" East 100.69 feet, 21) South 74°00'19" East 244.83 feet, 22) North 74°03'46" East 521.31 feet, 23) North 66°25'48" East 317.77 feet, 24) North 70°24'30" East 153.33 feet, 25) North 58°12'10" East 285.32 feet, 26) South 84°07'27" East 53.98 feet, 27) South 87°03'34" East 69.14 feet, 28) North 81°05'29" East 97.39 feet, 29) South 42°06'19" East 88.79 feet, 30) South 29°32'36" East 90.02 feet, 31) South 60°56'58" East 66.00 feet, 32) North 89°45'17" East 75.88 feet, 33) South 40°32'55" East 57.25 feet, 35) North 79°41'20" East 72.99 feet, 36) North 82°58'43" East 52.82 feet, 37) North 72°17'57" East 58.58 feet, 38) South 82°52'28" East 50.93 feet, 39) North 75°58'50" East 120.54 feet, 40) South 63°46'05" East 276.76 feet, 41) North 82°55'41" East 343.76 feet, 42) North 64°52'15" East 188.03 feet, 43) South 83°46'40" East 176.84 feet, 44) South 70°02'49" East 59.60 feet, 45) North 73°42'12" East 72.74 feet, 46) North 59°12'49" East 102.26 feet, 47) North 25°41'17" East 70.59 feet, 48) North 66°03'04" East 70.31 feet, 49) North 42°54'13" East 128.35 feet, 50) North 54°47'53" East 84.47 feet, 51) North 49°51'28" East 87.14 feet, 52) North 38°48'21" East 141.86 feet, 53) North 36°53'14" East 116.00 feet, 54) North 70°56'50" East 94.54 feet, 55) North 52°44'33" East 145.13 feet, 56) North 59°00'12" East 111.75 feet, 57) North 55°28'15" East 198.69 feet, 58) North 61°38'46" East 91.96 feet, 59) South 87°10'59" East 103.70 feet, 60) North 80°38'14" East 286.76 feet, 61) North 84°30'35" East 198.43 feet, 62) North 61°36'18" East 92.91 feet, 63) North 50°22'10" East 103.07 feet, 64) North 27°03'07" East 101.09 feet, 65) North 42°50'05" East 153.03 feet, 66) North 38°49'16" East 262.69 feet, 67) North 44°43'21" East 190.34 feet, 68) North 81°07'16" East 180.14 feet, 69) North 70°39'00" East 172.83 feet, 70) North 73°43'10" East 165.69 feet, 71) South 88°30'22" East 241.18 feet, 72) North 89°39'35" East 108.74 feet, 73) North 83°37'52" East 170.29 feet, 74) North 84°51'13" East 215.80 feet, 75) South 81°51'43" East 144.54 feet, 76) North 73°14'01" East 160.54 feet, 77) North 89°12'59" East 152.04 feet, 78) South 86°20'53" East 125.49 feet, 79) North 89°57'00" East 141.72 feet, 80) South 84°52'46" East 141.65 feet, 81) South 73°46'48" East 11.88 feet To the Center Section Line of Section 4, Township 7 North, Range 2 East Salt Lake Base and Meridian; thence South 00°19'06" East 3,583.87 feet along said Section Line to the Quarter Corner of Section 4 and 9, Township and Range aforesaid; thence South 00°03'35" West

along the Center Section line 5,405.90 feet to the Quarter Section corner of Sections 9 and 16, township and range aforesaid; thence South 86°20'47" East along the South Section Line 2,617.49 feet to the Corner of Sections 9, 10, 15 and 16, township and range aforesaid; thence South 46°37'20" West 3,639.90 feet to the center of Section 16; thence South 00°43'08" West along the Center Section Line 2,358.71 feet to the Quarter Corner of Sections 16 and 21 township and range aforesaid; thence South 86°47'40" West along the Section Line 2,650.21 feet to the Corner of Section 16, 17, 20 and 21, township and range aforesaid; thence North 85°54'28" West along the section line 2,614.70 feet to the Quarter Corner of Sections 17 and 20, Township and Range aforesaid; thence South 87°20'03" West along the Section Line 2,432.26 feet to the Corner of Sections 17, 18, 19 and 20, Township and Range aforesaid; thence North 03°35'27" West along the Section Line 2,575.97 feet to the Quarter Corner of Sections 17 and 18, Section and Range Aforesaid; thence North 85°39'14" West along the Quarter Section Line 1,270.03 feet; thence North 04°19'32" West 3,520.00 feet; thence West 2,460.69 feet; thence South 02°20'05" East 659.64 feet to the West Sixteenth Corner of Sections 7 and 18; thence North 84°07'08" West along the Section Line 1,197.28 feet to the Corner of Sections 7 and 18, Township 7 North, Range 2 East, and Sections 12 and 13, Township 7 North, Range 1 East; thence North 89°39'48" West along the Section Line 1,322.81 feet; thence North 00°06'22" West 2,681.08 feet to the Quarter Section Line; thence North 89°50'14" West along said Quarter Section Line 1,322.49 feet to the Center of Section 12, Township 7 North, Range 2 East; thence North 00°04'52" West along the Quarter Section Line 1,344.10 feet; thence South 89°45'43" East 1,319.67 feet; thence North 00°12'08" West 1,340.37 feet to the Section Line; thence North 89°45'21" West along said Section Line 1,317.72 feet to the Quarter Corner of Sections 1 and 12, Township and Range Aforesaid; thence North 89°50'36" West along the Section Line 2,635.43 feet to the Corner of Sections 1, 2, 11 and 12, Township and Range Aforesaid; thence South 00°01'44" East along the Section Line 5,346.97 feet to the Corner of Sections 11, 12, 13 and 14, Township and Range Aforesaid; thence South 89°26'58" West along the Section Line 2,647.58 feet to the Quarter Corner of Sections 11 and 14, Township and Range Aforesaid; thence South 89°26'58" West along the Section Line 2,647.58 feet to the Corner of Sections 11, 10, 14 and 15, Township and Range Aforesaid; thence North 89°19'32" West along the Section Line 2,134.72 feet; thence North 2,637.58 feet; thence North 03°52'25" East 3,942.57 feet; thence North 38°42'06" East 668.17 feet; thence North 64°01'06" East 1,766.53 feet to the Quarter Corner of Sections 2 and 3, Township and Range aforesaid; thence North 02°39'45" East along the Section Line 2,514.91 feet to the Corner of Sections 2 and 3, Township and Range Aforesaid, and Sections 34 and 35, Township 8 North, Range 1 East, Salt Lake Base and Meridian; thence North 01°11'03" East along the Section Line 3,223.27 feet More or Less to the Weber and Cache County Line; Running Northeasterly and Southeasterly 11,901 feet More or Less along said Weber and Cache County Line to the point of beginning.

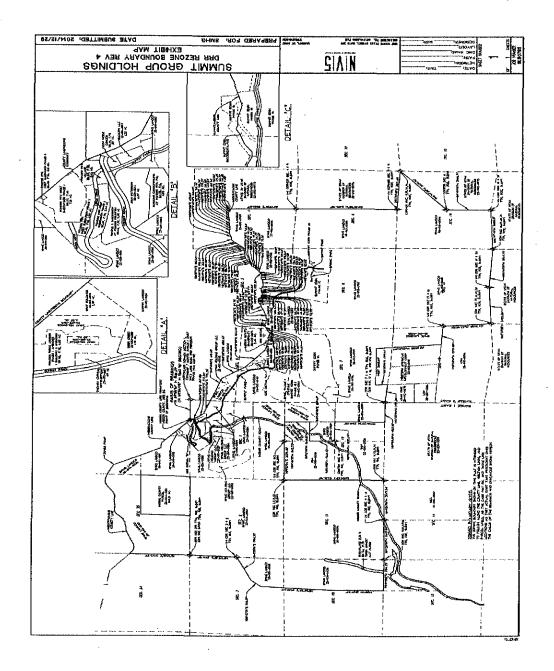
Less and Excepting the following:

Aspen Drive, Powder Mountain West Subdivision Phase 1, Powder Mountain West Subdivision Phase 2, Powder Mountain West Subdivision Phase 3, Sundown Condominiums at Powder Mountain Phase 1, Moon Ridge Condominiums, Powder 11 Subdivision at Powder Mountain, Powder Mountain Village, Powder Ridge Condominiums Phase 1, Powder Ridge Condominiums Phase 1 Building 3 Amended, Weber State Parcel 23-012-0109, Powder Mountain West Subdivision Phase 4, Powder Ridge Condominiums Phase 1 Amended, Snowflake Subdivision 3 "Open Space", Tax Parcel 23-044-0012, Tax Parcel 22-001-0014, Tax Parcel 22-001-0017, Tax Parcel 23-012-01082, Tax Parcel 23-012-0105, Tax Parcel 23-012-0106, Tax Parcel 23-012-0107, and Tax Parcel 23-012-0119.

Containing Approximately: 6198 Acres

27-001-0035,0036,0037 22-001-003Z,0034,0038,0039,001Z,0033,0011 Page 2 of 3 23-01Z-0140,0141,014Z,0134,0133,0136,012Z, 23-01Z-0028,0033,0034,0035,0130,013Z,0139,0138,0135 0131,0027, 22-006-0007,0020,0034,0005,001Z 23-044-0010,0008,0011 23-128-0001 to 0031 23-129-0001 to 0011,0013

23-130-0001 to 0072 23-131-0001 to 0026 23-132-0001 to 0007



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Destination and Recreation Resort Zone: DRR1



Exhibit B

■ Confidence of the Confidence of

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SUMMIT MOUNTAIN HOLDING GROUP, L.L.C.

Applicant:



Atm: Eric Langvardt 1525 East Westmoreland Drive Salt Lake City, Utah 84105 801.505.8090 LANGVARDT DESIGN GROUP Land Planning

Murray, Utah 84107 801.743.1300 Civil Engineering NV5 5217 South State Street, Suite 200 Arm: Ryan Cathey, P.E.

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PROJECT ENGINEERING CONSULTANTS 986 West 9000 South Attn: Gary Horton

Arm: Russ Warts 5200 S. Highland Drive Salt Lake Ciry, Utah 84117 801.272.7111 WAT'TS ENTERPRISES Fiscal Analyst

POWDER MOUNTAIN HISTORY

herders taking his pay in sheep until he built a herd of his own. went to work for Charley Scmaltz. He tended camp for Charley's orphaned at age 15, moved around from family to family until he range for Frederick James Cobabe's sheep herd. Frederick, who was Powder Mountain Resort had humble beginnings as the winter

Wasatch Mountains. Mountain now is known as one of the best watersheds in the conservation practices greatly improved the vegetation and Powder owners and hardly a blade of grass could be found. Fred's soil timers say that this property was severely overgrazed by previous accumulated land for a summer range around Eden, Utah. Old into the national forest system. Between 1902 and 1948, Fred prohibition on grazing was enacted when the land was incorporated Frederick established a summer range in the Grand Targhee area. A

Fred's son, Alvin F. Cobabe bought the livestock company with its 8,000 acres in 1948. Just a few months later, Fred was killed in an

graduate from the school. and returned to the upper Ogden Valley to establish a medical practice. At that time, Dr. Alvin Cobabe was the oldest person to graduated from the University of Utah Medical School at age 45 Although the businesses were sold, he retained the property. He sold the companies to enroll in pre-med classes at Weber College. When the ranch needed a reservoir, Alvin bought heavy earth construction, however, just did not satisfy Alvin. In 1956, at 42, he help pay for the machinery. A career in ranching, livestock and moving equipment. He delved into the earth moving business to

his father. When the resort opened on February 19, 1972, he owned 1950's, someone casually mentioned that the terrain would make a great ski resort. The idea rang true with Dr. Cobabe and he began 14,000 acres. to amass adjacent property adding to the thousands acquired from While horseback riding with friends along Lightning Ridge in the

operations for the 72/73 season. first season. The area was lit for night skiing and a ski school was Lodge, the Sundown Lodge and the Timberline lift were added to established. Food was prepared on an outdoor barbecue. The Main Only the Sundown lift was open during Powder Mountain's

management team, led by Aleta Cobabe, daughter of Alvin, during the 2006/07 season. Western American Holdings. The resort remained under the same Dr. Alvin Cobabe, at age 88, sold Powder Mountain in 2006 to

Mountain development agreement establishing new zoning for the In 2010, Western American Holdings finalized the Powder

> 2,800 units of density. Weber County portion of the property and vesting the project with

as the permanent home of Summit. Mountain and establishing the Summit Powder Mountain Village, Powder Mountain Resort with the vision of revitalizing Powder Eden to pursue that dream and began the process of acquiring the throughout the world? Within months, Summit had moved to the potential to be a positive force not just in the Ogden Valley but and community? What if Powder Mountain became a place with and purchased the mountain to create a home for the organization Series was founded in 2008 by entrepreneurs Elliott Bisnow, Brett of the flagship event series operated by Summit Series. Summit Greg had attended "Summit at Sea," a conference which is part in 2011, education entrepreneur and venture capitalist Greg Summit team with an idea: what if Summit partnered with Greg Leve, Jeff Rosenthal and Jeremy Schwartz. Greg approached the Mauro had a residence in the Ogden Valley for several years.

completed in summer 2015. in early 2014 with the first home on the mountain anticipated to be innovation within the resort. Phase 1 plat approvals were completed center for gathering, community events, shops and the epicenter of In mid 2013, the group closed on the nearly 10,000 acre resort Village will be the keystone for the Summit Community as the ranging from 1/2 acre to 20 acres as well as the initial phase of the Residential Unit Development (PRUD) including residential lots development includes 154 units approved as part of a Planned for the first phase of the development. The first phase of the revamped food and beverage services as well as obtaining approvals the top of the Hidden Lake lift, resort improvements including mountain. This included construction of a world class lodge at property and immediately began to implement their plan for the dummit Powder Mountain Village. The Summit Powder Mountain

to the vibrant community center of the Summit Powder Mountain bringing additional visitors to the community. These areas will add activities and will enhance the Summit Powder Mountain Village by Mountain Village will be focused on recreation and vacation The additional development areas outside of the Summit Powder

TIMELINE

Ski School began. Powder Mountain opened February 19 with Sundown Lift.

Timberline Lift opened. Sundown Lodge opened Main Lodge opened.

1975-76 Season hidden Lake Lift added.

1971-72 Season

1972-73 Season

Powder Mountain was the first Utah resort to allow snowboarding. 1984-85 Season Shuttle service for employees and for Powder Country started. 1981-82 Season

Hidden Lake Lodge opened 1986-87 Season

1989-90 Season

rooms. Calumbine Inn opened with two condominiums and five hotel

1990-91 Season

Peak and at the Hidden Lake parking lot. Diamond Peaks Heli-skiing started providing service between James

Sumrise Lift opened 1994-95 Season

accessed terrain. Paradise Laft, a quad, opened up an additional 1300 acres of lift 1999-2000 Ѕеаѕоп

Cat skiing moved to Lightning Ridge accessing an additional 700

Powder Mountain became resort with the most ski able terrain in America

Terrain Park added off Hidden Lake run Rails added at the Sundown Lift area

2006-07

with people mover. The snowmobile tow at Lightning Ridge was replaced with snow cat High-speed quad replaced the double chair lift at Hidden Lake.

Powder Mountain was sold to Western American Holdings.

2007-08

one of the first, if not the first, resort in the US to offer a snow kite A snow kitting area was designated and Powder Mountain become

The Snow cat Powder Safari began in January 2008

Summit relocates its operations to Eden, Utah from Malibu,

Summit Mountain Holding Group, L.L.C. ("SMHG") begins the Sky Lodge construction begins. acquisition process to acquire the approximate 10,000 acre resort

SMHG assumes Mountain operations for the 2012/2013 ski season.

Introduction

Summit Powder Mountain Village phase 1 PRUD of 154 units is Summit Outside is held over 3 days at the future Village site. the Summit community to the Phase 1 development Summit holds a Founders weekend on the Mountain to introduce The Sky Lodge at Hidden Lake is completed

SMHG closes on Powder Mountain's 10,000 acres.

Phase 1 plats approved for 154 units.

PURPOSE OF THE REZONE APPLICATION

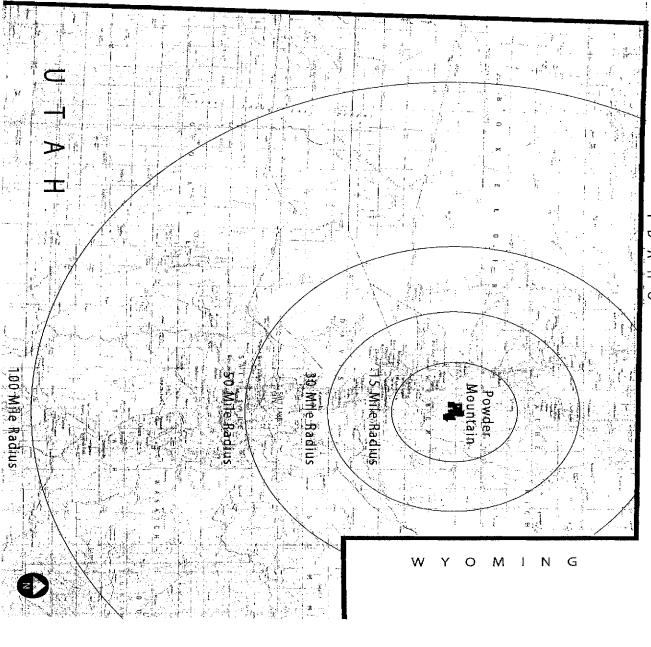
center for its unique community and to maintain and advance neighborhoods and on mountain experiences with appropriately Mountain Village such as Mid-Mountain, The Ridge, Earl's Village, Mountain Village as the center of this Summit community. Gersten and the Meadow provide the community with varied the 6,240 acres within Weber County with the Summit Powder destination with varied vibrant neighborhoods clustered throughour has been placed. The Master Plan provided herein establishes the where development has not been placed as it is where developmen studies, programming, visioning and processing is as much about Powder Mountain Resort as a destination four-season resort, the To aid in the creation of Powder Mountain as the entrepreneurial scaled developments and important open space preservation. Additional development areas surround the Summit Powder foundation for Powder Mountain to create an authentic mountain Plan contained within this document that is a result of months of acres in the Powder Mountain area began in 2012. The Master process of creating a Master Plan for the approximately 6,160

and out of the property) and open space preservation, all of which resort will be one of the most sensitively designed master planned are incorporated within this application. zones, wind and solar aspect studies, access feasibility, ski terrain and resort connectivity, wildlife corridors, existing trails, viewsheds (into existing vegetation mapping, geotechnical investigation, avalanche site observations and design development studies to ensure the The Master Plan process began with substantial base mapping, This process included comprehensive development of slope maps, projects in the West as well as one of the most unique and diverse.

as one of the world's most unique mountain destinations combining within Weber County. Rezoning the property to a Destination and created to enable quality resort development in appropriate locations 6,160 acre Powder Mountain project area per the Ogden Valley an enhanced mountain experience with a truly cutting edge master signed on August 18, 2009 (Ord. 2009-16). This ordinance was Recreation Resort will allow Powder Mountain to realize the vision The Applicant requests a zoning change for the approximately Destination and Recreation Resort Ordinance (DRR1) passed and

91.

H631



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> Powder Mountain is located in Northeastern Utah just north and east of the City of Ogden. The reson property is located in both Cache and Weber Counties above the Ogden Valley and the communities of Eden, Huntsville and Liberty. The property is approximately 55 miles from Salt Lake City International Airport It is accessed from the south by Highway 158 from the Ogden

Location Map

to Powder Mountain: Driving Distance from notable Locations

T On Cot INCOLUMN.	
nowbasin Resort	22 Miles
)gden	27 Miles
аусоп	36 Miles
alt Lake City	60 Miles
ark City	80 Miles
точо	101 Miles
boise	328 Miles
t. George	360 Miles
heyenne	441 Miles
as Vegas	480 Miles
)enver	540 Miles
eno	570 Miles

POWDER MOUNTAIN

PROCESS

coordination with the Weber County Planning Department. and Recreation Resort Ordinance (DRR-1) and thru close been prepared in accordance with the Weber County Destination Powder Mountain Property identified herein. This application has Weber County in order to obtain zoning and entitlements for the application contains all documents as required and requested by This Destination and Recreation Resort Rezone (DRR-1)

this document and to build upon their Phase 1 approvals and in the Ogden Valley Destination and Recreation Resort Ordinance. compiled in accordance with the application requirements outlined placement. The information within this document has been development progress with more flexibility in design and density Mountain to continue with the development plans outlined in This application and subsequent approval will allow Powder

the County Commission to obtain full rezone approvals. Following the OVPC findings, a public hearing(s) will be held with staff, the applicant will fulfill all necessary requests for approvals. Public comments on the rezone application. Working with Planning Commission (OVPC) as necessary to receive Commission and is prepared to present the plan to the Ogden Valley Planning Upon acceptance of the rezone application documents, the applicant

WHY PRESENT ZONING SHOULD BE

spaces and contributing to the surrounding community's long term resort and retreats industry while still preserving abundant open extraordinary recreation and residential experience while preserving to allow Powder Mountain to maximize its potential as a unique and promoting the goals and objectives identified within the Ogden and Recreation Resort will enable the land owner to create an mountain destination. Rezoning the property to Destination adequate development of the mountain but is not fully appropriate other amenities. The current zoning on the property allows for Powder Mountain to the front of the mountain community, ski resort development planning strategies to be implemented lifting Valley General Plan. The rezone will enable new and yet traditional retreats, top notch food and beverage, ski lifts, lodges, retail and destination resort, such as high quality and diverse accommodations, within Utah as a mountain with abundant terrain and great value for destination in northern Utah and Weber County and is well known Powder Mountain Resort has been a popular ski mountain skier guests. This all despite missing key elements for a successful

PUBLIC INTEREST

the recreational focus as identified by the County. grow and will benefit the community as a whole while continuing additional tax revenues to Weber County. These new uses will give recreational uses and open spaces at Powder Mountain will provide developments supporting the proposed residential, hotel(s), recreational properties within the project. The new commercial and unique mountain experience for both visitors and residents. The Master Plan for Powder Mountain Resort will provide a diverse Powder Mountain a sustainable development base from which to The Master Plan provides for both residential communities and

The rezone will allow the development to move forward with

approval process that would otherwise not be available under the resort and will insure public input is provided as part of the rezone Rezone area. This will provide the public with the vision for the The process requires the development of a full Master Plan for the

and provides for a much broader scope of review than if the project DRR1 rezone application. This review is expansive and thorough includes reviews by: was submitted in piecemeal fashion under current zoning. This

- Weber County (Assessor, Economic Development, Engineering,
- Utah Division of Wildlife Resources Utah Department of Transportation
- US Forest Service

of 30% of the adjusted gross acreage being provided as conservation open space identified within the Master Plan and with a minimum Substantial Open Space will be guaranteed with the location of the

the area as open space. Much of this property includes the Regional development rights from this additional property while preserving development application approval and proposes to strip all trail to Wolf Canyon Trailhead The rezone adds approximately 1,940 acres of land to the previous

All proposed recreational amenities will be publicly accessible

SUBSTANTIAL PUBLIC BENEFITS

development plans that will provide the following Substantial Public

current zoning approval process and development applications.

Substantial agency review of the project is required as part of the

- Planning, School District, Sheriff, Treasurer)

- Rocky Mountain Power
- Powder Mountain Sewer and Water

future communities within Weber County. This includes the integrating the new community with those existing and

as identified on the Open Space and Trails Plan. implementation of important public trail links to and thru the resort

and its allowed uses, building heights and overall design flexibility: The rezone allows the development to further cluster development areas preserving more open spaces thru the flexibility of the rezone

Establishes Design Guidelines and Sustainability practices within requirements minimizing the overall impact of the community as a the rezone application far superior to current zone development

Establishes traffic mitigation practices with the rezone application requirements. These proposed mitigation practices include: reducing the overall traffic impacts to the existing transportation hybrid vehicles and other low-emissions vehicles. a healthier environment, preferred parking could also be extended to three or more occupants. To promote reduced vehicle emissions and system and existing community that far exceed current zone Providing preferred parking in the day skier lots for vehicles with

- skier transit services. Implement the use of alternative fuel shuttles for the employee!
- require the employees to use them to access the resort Provide transit passes to all employees not housed on-site and

THE ADOPTION OF THE GENERAL PLAN CHANGES TO THE GENERAL AREA SINCE

is an ideal location for responsible, well balanced and sustainable resort development facilities as a major element within the County. Powder Mountain The County General Plan supports and promotes appropriate resort in ownership since the adoption of the General Plan marks a substantial expansion and diversity of this amenity. This change economic stability for the existing resort while also providing Summit Mountain Holding Group. This group aims to create a the General Plan, the Powder Mountain Resort and adjoining and sustainability requirements as outlined within this document. sabstantial shift in project vision with enhanced traffic mitigation village and associated mountain neighborhoods that would provide unique destination community with a vision for a diverse mountain undeveloped acreage within Weber County was purchased by development in appropriate locations. Since the adoption of and Recreation Resort Ordinance was written to allow resort the resort providing a viable long term project. The Destination support and enhance the existing recreational components within resort area that has potential for further development that would The Powder Mountain Resort area is recognized as a recreation/

PROMOTE HEALTH, SAFETY AND WELFARE TO WEBER COUNTY

Process & Project Overview

significant open space within the project. County and in particular the Ogden Valley while also preserving diversity will provide stability and long term benefits to Weber Powder Mountain promotes the health, safety and welfare of Weber County residents by creating a diverse year-round resort. This The Master Plan as proposed within this rezone document for

the Benefits Analysis ensuring the County and its residents are not negatively impacted fiscally The project will provide long term economic benefits as outlined in

access to the vast outdoors in Weber County. residential neighborhoods continuing the important community Resort to the Valley floor providing access to important recreational into and thru the Resort property. These trail connections link the and Liberty through the regional trail links that have been extended neighborhoods and within the surrounding communities of Eden amenities while limiting impacts to existing communities and The Master Plan includes important trail connections between

those impacts to existing and future neighborhoods in the Valley providing safe a appropriate access to the mountain while mitigating development impacts to existing and future roadways are minimized Iraffic mitigation plans will be implemented to ensure that all new

to the owners, Weber County and the community. consideration to ensure a quality destination that provides benefits environmental, community and aesthetic benefits were taken into corridors and to avoid sky lining. The importance of economic, respect to the land artributes preserving sensitive lands and stream The development areas within the project were designed with

the project meets the approval criteria as follows: As outlined in Chapter 35 of the Weber County code (35-3),

Overlay District, or the Weber County Zoning Ordinance. sensitive lands as identified in Chapter 43, Ogden Valley Lands will not substantially degrade natural/ecological resources or A. The proposed Resort can be developed in a manner that

within this important wildlife habitat area. existing highway access to the Resort. No development is proposed within the Southwest portion of the property and involving the the important wildlife habitat area with the only interface occurring shows that the Powder Mountain project area is generally outside Weber County Code are provided on pages 13-15 with the Powder Mountain project boundary indicated. The Wildlife Habitat exhibit · The Sensitive Lands Areas as outlined in Chapter 43 of the

proximity to any proposed development area within the rezone access to the Resort. No other stream corridors exist within close have previously been mitigated as this roadway serves as the existing primary area of potential impact includes the Powder Mountain While there are stream corridors within the project area, the Road and Wolf Creek interface. The Road exists and all impacts

scenic roadway impacts exist as defined within these exhibits. Due to Powder Mountain's proximity above the valley floor, no

fiscal impact are as follows: of Salt Lake City, Utah. Highlights of the market, economic and Exhibit A. This study was conducted by Bonneville Research out being. A fiscal impact and cost benefit analysis is attached as and contributes to the surrounding community's economic well determining that the proposed Powder Mountain Resort is viable B. A professional study has provided substantial evidence

MARKET FEASIBILITY

considered some of the best in the world. close proximity to resorts and typically abundant snowfall that is and road infrastructure, a large local sliter and recreational base in International Airport, large and well maintained local highway advantages due to their close proximity to the Salt Lake Utah's mountain resorts are provided with unique market

and prioritizing it as one of the major comerstones of long term revenue generators for the state. recreational marketing promoting Utah as a recreational destination The State of Utah is also progressive in its ski and outdoor

Mountain are poised to maintain a consistent rate of growth within both summer and winter visitors, the Ogden Valley and Powder With the region established as a well developed destination for

> strong. The Summit community and their unique gathering of second home buyers from regions throughout the west remains communities among others, the opportunity to capture first and to the area that is spearheaded by Park City and Deer Valley these recreational and residential markets. With the proximity to outdoors with the new and local communities creating a unique entrepreneurial guests will also bring together this love for the the Salt Lake International Airport and the continued exposure

only continue to grow as the project develops on the mountain. implementation of the Phase 1 infrastructure and momentum will more recognized by a greater audience as already seen with the The Powder Mountain Resort will continue to become more and mountain destination.

ECONOMIC IMPACT

impacts are projected to provide continued positive effects as Mountain Village grows. After full build out, ongoing economic new recreational amenities and the synergy of the Summit Powder addition of hotels, corporate and educational retreats, expanded and anticipated to continually increase as the project builds out with the Total economic impacts of the Powder Mountain project are

output (including direct output plus secondary or "multiplier" impacts) is projected at \$112 million. Direct annual output is projected as \$60 million, and total annual

Direct jobs created by the development are projected at 1,623 at full

Direct labor income is projected at \$24 million annually

FISCAL IMPACT

substantially positive fiscal impact for Weber County. The proposed Powder Mountain project is identified to provide a

service profile which is consistent with similar projects throughout spending and resulting sales tax revenues and a moderate cost of units will be at full market value. This will result in high per capita resort projects in the west with these values creating the very positive budgetary impact. Most residential units will be second Mountain project is anticipated to be one of the highest valued approximately \$55 million in annual taxable revenue. The Powder After project build out, Powder Mountain is projected to generate nomeowner classification while the assessment of most residential

period of the project and after build out providing a broad fiscal experience positive fund balances throughout the construction Other growth-sensitive Weber County funds are projected to

benefit to the County. (See attached Bonneville Research Study)

plans will prevent transportation corridors, serving the Project, substantial evidence determining that proposed traffic mitigation from diminishing below an acceptable Level of Service. C. A professional traffic study has explored and provided

Lake City is attached as Exhibit 2. The Transportation Element study prepared by PEC out of Salt

mitigation as the project is built out Overall the road network can and will provide appropriate access to and from Powder Mountain, with some improvements required for

provide an exceptional recreational experience by enhancing quality public recreational opportunities. provided by the Resort, shall constitute a primary attraction and D. The natural and developed recreational amenities,

camping, rental of non-occupied units and other outdoor special resort. The proposed Master Plan is designed to enhance the biking and cyclocross trails, horseback riding, naturalists tours, include walking/hiking trails, biking trails including mountain Powder Mountain as a year-round destination. These activities and activities are planned throughout the project area to establish destination attractions. Publicly accessible recreation facilities including restaurants, a mountain village main street, and varied diverse overnight accommodations, varied retail shops and services visitor experience with expanded recreational services, new and Powder Mountain Resort is currently a well established ski

provide a socially, economically and environmentally responsible E. The proposed Seasonal Workforce Housing Plan will

workforce housing units. Resort will generate 1,623 full-time equivalent employees and 984 At full project build-out, it is estimated that Powder Mountain The seasonal workforce housing plan is provided on page 43.

will provide at least 98 seasonal workforce housing units As calculated in the table on Page 43, Powder Mountain Resort

> County Commission. available to serve the Resort in a manner that is acceptable to the F. Public safety services are and/or will be feasible and

Approval Criteria

discussions with these public safety providers, Powder Mountain Station as per the discussions with the emergency providers. the scope of services provided will be modeled after the Huntsville manner that fits the development setting in which it is located but providers. This parcel will be integrated within the Resort in a the time the services are deemed necessary by the emergency service services on mountain. A preliminary parcel has been identified will provide a facility to house both the Sheriff and Fire Department departments with regard to necessary Emergency Services. Per the input to the plans and incorporating that input into this application Department and Emergency Medical Service providers gathering continually met with representatives from the Sheriff's office, Fire the DRR1 Master Plan development, The development team has Department are attached on Page 47. Feasibility letters from both the Fire Department and Sheriff's within Summit Powder Mountain Village and will be provided at The proposed Master Plan reflects the input received from these Throughout the development of the Phase 1 plans as well as

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this application is in compliance with the Ogden Valley General Plan Goals and Objectives as outlined in the Ogden Valley General The proposed Master Plan for Powder Mountain presented in

AND NATURAL RESOURCES OF THE VALLEY 3.01 VISION: PROTECT THE NATURAL BEAUTY

Goal: Protect Air Quality and Water Resources

construction stages include: beauty of the Ogden Valley during and after both the planning and natural environments. Measures to protect the natural resources and greatest extent possible providing a balance between the built and all development impacts should be minimized or mitigated to the with the ethos that all development must be light on the land and resources of the Ogden Valley. The Master Plan was developed Weber County's goal of preserving the natural beauty and natural Powder Mountain maintains a strong commitment to

development impacts thus maximizing significant and important Clustering all development within areas that allow for minimized

the size of the project "footprint" on the mountain. allowing for walkable trips or reduced traffic impacts and limiting Much of the development is centered around "village" infrastructure

protect the Valley's air quality thru the reduced trip counts. mountain services reducing off-mountain trips all of which will help within the resort property and the provisions of essential onresort shuttles from the Valley via Park and Ride lots, shuttles A comprehensive transportation plan will be implemented providing

Water quality controls will be implemented on the following levels

is using an integrated water management strategy in an effort to develop a truly sustainable project. than almost any project yet envisioned in Utah. Powder Mountain Mountain has a goal to introduce a higher level of implementation and implementation of sustainable practices grows, Powder As awareness of the importance of conservation of resources

the project a leader in the State of Utah Powder Mountain is adopting water conservation and efficiency requirements for both indoor and outdoor water use that will make essential resource. To minimize impacts to groundwater resources, Powder Mountain understands the value of groundwater as ar

water by limiting grading and preparing erosion control plans drainages, wedands and surface waters. and Stormwater Pollution Prevention Plans (SWPPPs) that will incorporate the appropriate best management practices to protect Powder Mountain will also focus on the protection of surface

Water Conservation

low water use plant types and limiting grading areas to protect as well as requiring weather based irrigation controllers, native and restricting the total landscape area of each unit that can be irrigated reduce per person indoor water use to less than half of the State of the use of low flow appliances and fixtures that are expected to is conserved both indoors and outdoors. The Guidelines require 3 within this application, have been written to ensure that water Utah's design code requirement. In addition, Powder Mountain is Powder Mountain's Design Guidelines, attached as exhibit

Joal: Protect Open Space and Sensitive Lands

identified as important wildlife habitats or within stream corridors to ensure that all proposed development does not occur on areas Additionally and as part of this application requirement, Weber wildlife corridors, recreational open spaces and open space buffers. drainages but it also factored in visually sensitive lands, important Plan is what is not being developed. The Master Plan was sensitive and scenic road buffers. See Pages 13-15. County's sensitive land maps were overlaid on the Master Plan to not only identified steep slopes, wetlands, stream corridors and

Goal: Preserve Wildlife and Wildlife Habital

gross acres located in Weber County. The remaining 82 percent is will allow all proposed development to work in harmony with to this area. However, it is recognized that wildlife can be found available for wildlife habitat and open space. proposes clustered development parcels on only 18 percent of the the natural environment. The master plan for Powder Mountain throughout the property and providing well placed wildlife comidors this important wildlife area and in fact creates a substantial buffer the detailed Master Plan does not propose any development within wildlife habitat areas as designated by Weber County. However, proposed development boundary does overlap upon important As shown on the Sensitive Lands Exhibit on Page 13, the

The most substantial and important portion of the Master

Conform with the Valley's Natural Resource Capabilities Goal: Require that Development and Community Services

of units, concurrency measures for water and sewer as well as proposed development. This will include calculated phasing plan and provide for adequate infrastructure to support all Throughout the development process the Applicant will

Goal: Provide Adequate Emergency and Medical Services

of feasibility from each. Emergency and medical services will be phased appropriately and adequately as development occurs and as Departments has been implemented in the Master Plan. The required by these Emergency Service Providers. the discussions with the Sheriff and Fire Marshall as well as letters Emergency Services Plan on page 47 of this application outlines

ATMOSPHERE AND RURAL LIFESTYLE 3.02 VISION: MAINTAIN THE VALLEY'S RURAL

Goal: Promote a Sense of Pride in the Valley's History and

as a community resource. Powder Mountain is committed to committed to preserving the existing ski area at Powder Mountain resort special and enhancing those elements. providing tasteful upgrades and updates to the facilities. We are maintaining the wide open and rustic nature of the resort while within the Powder Mountain project area. The applicant is dedicated to appropriately addressing the elements that make the There are no identified cultural and/or historical resources

Rural Character and Natural Setting: Goal: Require that Development be Compatible with the Valley's

part of the landscape, not dominate the landscape. materials and requires structures to be placed sensitively to become from the Valley's architectural vernacular, utilizes timeless forms and the Valley's rural character and natural setting, a set of Design characteristics of buildings, landscaping, signage, etc. This style pulls Guidelines has been established that will govern the style and In order to ensure that development is compatible with

establish required funding mechanisms for required development

Substantial coordination with the County Emergency Services

Goal: Promote Agricultural Land

Compliance with the General Plan

currently contain an abundance of agricultural uses and therefore is focus of the existing mountain property, the project does not above the valley floor as well as the steep slopes and recreational not conducive to provide agricultural uses in the proposed plan for Due to the proximity of the project property at elevations well

Goal: Recognize and Respect Private Property Rights

private land. owned by the applicant and does not negatively impact any adjacent The proposed Master Plan is fully located on private property

Valley Goal: Facilitate the Smooth Flow of Traffic In and Out of the

to provide adequate operations throughout the valley as the project to ensure the existing and future road systems continue provides an analysis of phased development steps to identify what development progresses ti build out. and identifies any traffic mitigation measures to be utilized by the and when any necessary roadway improvements would be needed, impacts anticipated to be associated with the proposed Master Plan application as Exhibit 2. The report studies the transportation Project Engineering Consultants (PEC) and is included with this A comprehensive transportation study has been prepared by

Goal: Enhance Quality Recreational Opportunities

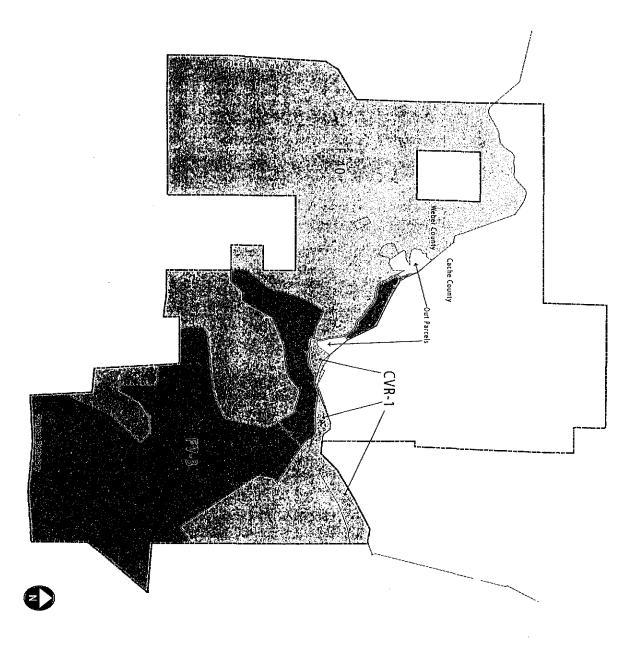
trails plan highlights trail linkages to the Ogden Valley via Gertsen existing within the project and as part of the existing ski area. The outline the recreation opportunities that are proposed for Powder also providing a substantial and diverse trail network internal to the regional trial connections both east and west thru the project while Canyon and the existing Gertsen Canyon trail and also provides for amenities that may be provided in addition to those that currently Mountain. These plans highlight the additional recreational The Recreation Plan and the Open Space and Trails Plan

such as hiking, mountain biking, glamping, ice skating, fishing, as expands the recreation opportunities to include non-skiing activities, In addition to skiing, snowboarding, snowshoeing, etc., which are well as facilities for special events and equestrian experiences. already enjoyed at Powder Mountain, the recreation facilities plan

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Existing Zoning



The Powder Mountain property located in Weber County is currently zoned Commercial Valley Resort Recreation Zone (CVR-1), Forest Valley (FV-3) and Forest Zone (F-40).



Recreation Zone
The purpose of this zone is to provide locations in the Ogden Valley and at major recreation resort areas, where service facilities and goods normally required by the public in the pursuit of general recreation activities can be obtained.

्रे CVR-1 - Commercial Valley Resort



FV-3 - Forest Valley Zone
The purpose of the Forest Valley Zone is to
provide area for residential development in
a forest setting at a low density, as well as to
protect as much as possible the naturalistic

environment of the development.

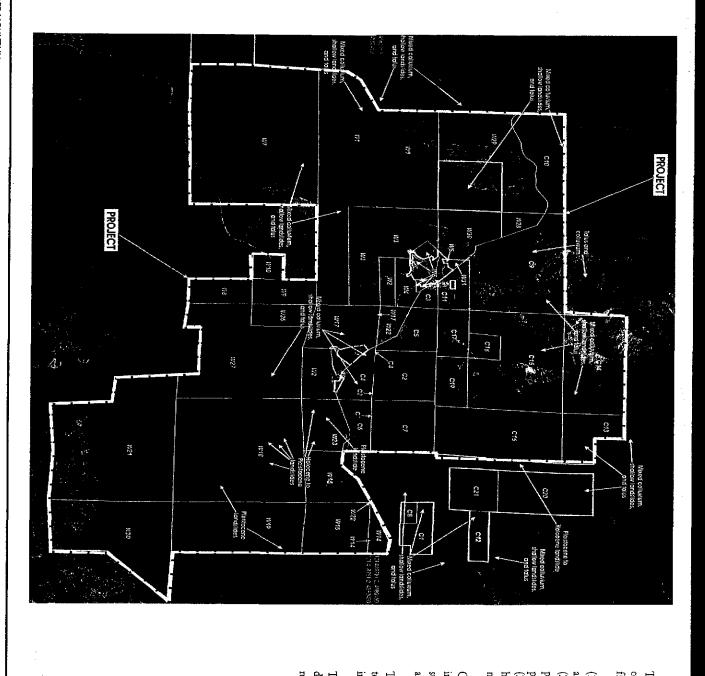


Forest Zone - F-40

The intent of the Forest Zones is to protect and preserve the natural environment of those areas of the County that are characterized by mountainous, forest or naturalistic land, and to permit development

compatible to the preservation of these areas.

Geologic Hazards



conditions at the Project and identifies potential risk from geologic hazards. This investigation is intended to: The Geologic Hazards map identifies surficial geologic

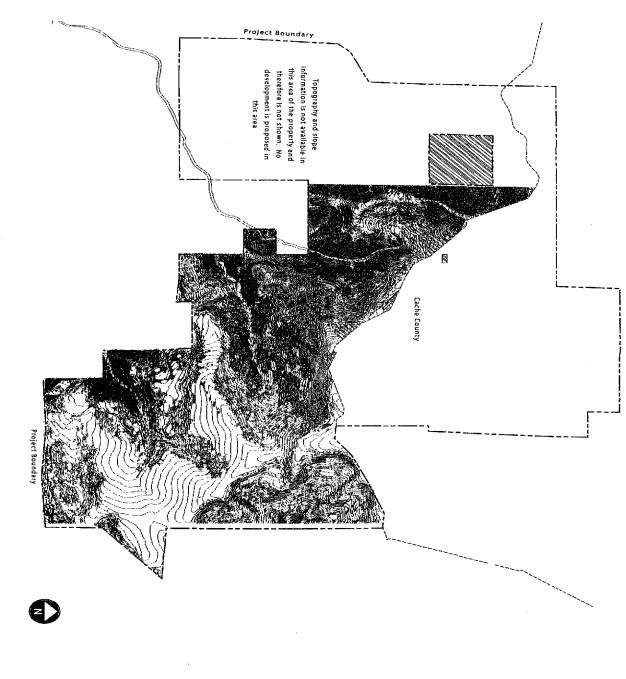
- assessment of geologic conditions; (1) provide preliminary geologic information and
- present and qualitatively assess their risks to the intended (2) identify potential geologic hazards that may be project; and
- needed based on our findings. hazard-specific studies or mitigation measures as may be (3) provide recommendations for additional site- and

and should be expected. surficial conditions and geologic hazards risk may occur included with this investigation, small variations in Given the large Project size and scale of the mapping

impacts from high-risk geologic hazards. to assist with Project planning, and reduce and minimize This report is intended to be a reconnaissance-level tool

report that is included as Exhibit 1 of this submission. detail in the preliminary Geologic Hazard Evaluation The known geologic conditions are explained in greater

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The Slope Analysis illustrates that much of the Powder Mountain property contains slopes most suitable to ski terrain. The projects topography does vary greatly from flat meadows and ridges to steep ski terrain and mountain slopes. The Master Plan was developed with sensitivity to placing development on steep slopes with the majority of the project density clustered around the more gentle meadows and saddles that exist throughout the development.

Slope Legend

0%-15%

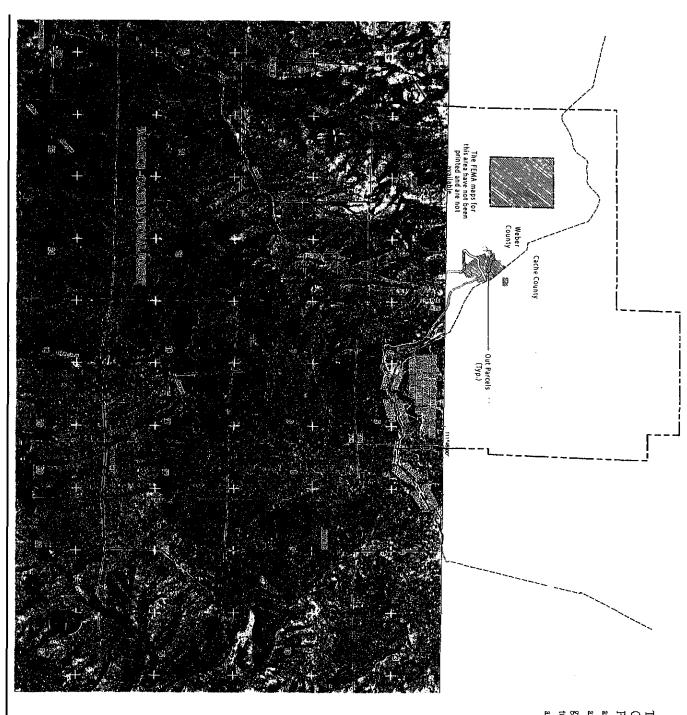
15%-20%

20%-25%

25%-30%

30%-40%

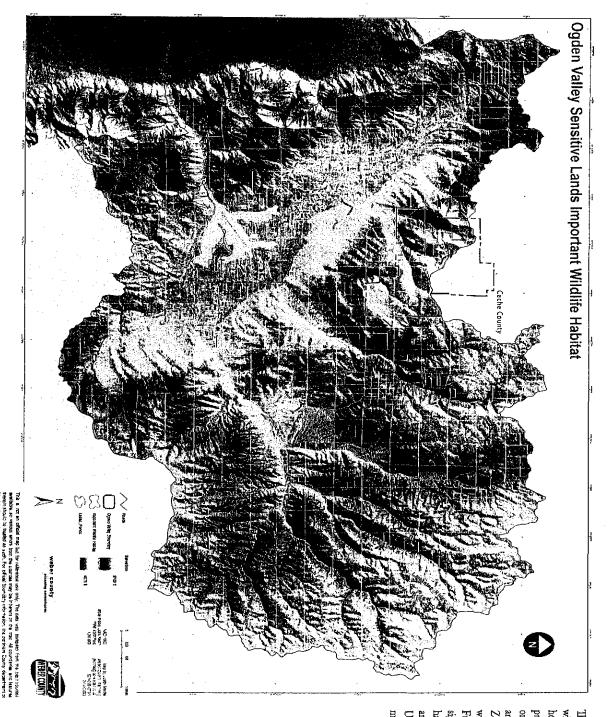
40% & Above



The FEMA Flood Insurance Rate Maps for Weber County illustrate that all areas mapped within the Powder Mountain project boundaries are identified as Zone D. As defined, Zone D area flood hazards are undetermined. The Powder Mountain property is generally located at an elevation above flood hazards due to its proximity to the top of the drainages within the

by commity ag make kinny per a congress again, also b to Company, and the Company of Com	SHECTIVE DATEGY CHARGOST TO THE PARK.	EMECTIVE DATE OF COUNTYMEE ACCOS MEGRANIC BATT MAR	uso-nemography Sulman Repository Listing on Indian May	ī	DXSSTD X Barrier reput ton marketering in Nation to Union statute, at	School on gold hads	Of the Second Sec	(E)(E)	(E) Dans Sendin (Au	(f), set) supplies to feet supplies to feet *Referenced to the state of the set of the	lare Ford Berston in and when devaluate in	STATE OF THE PERSON OF T	Carry and Oak Impedient	Zon D browden	O.T. Lawrel described data housing	1% execute depress frequency because	OTHERWISE PROTECTED AREAS (OPAG)	Care in General Accountings of Size (Falls) Action	COLORA DE LA COLORA DEL COLORA DE LA COLORA DEL COLORA DE LA COLORA DE	20ml N. Area determined to be enabled that Q.Yii around sharing Ready late. 20ml D. Areas in width found transfer are proper symbols, the property.	OTHER AREAS	DAILS. And at Eath annual decay field; over of VK errord draws fined and the company decay of the DAIL Took or the Arrays area fined and the part of the real of the Control of the Contro	OTHER RLOOD AREAS	The feedbary is the cleared of a stream place any optioners thoughts a sum that most be larger and expendently on the the 1% arrand charter fixed par to coming without materials in a year to past to appear.	RODOWAY ABBAS IN ZONE AF	22998 VE Cannot Sand your with valuely haved drawn arrive hand \$1946 absolutely committee.	2006 V Canada Royal power with velocity basered beaver animate, we beneat these describeds	2008 686 Arm to be personed from 1% armed dynam from over by a finished better the control of the control of the fine final determined.	Ration Note and his best passed private best and administrative for the street of the	apple food hazed hemody presented has	EDMEAN Point imples at 1 to 3 feet leavely some at profugir than board the market feet and the second	22MA All Jan Street Street Street Street Street	and I'm away (proving look) (1977-m look), any observed to be bread for the look of the former of the proving a management of the proving a management of the proving a former of the look	STEDAL PLOOD HAZ BY THE 1% ANNUAL	

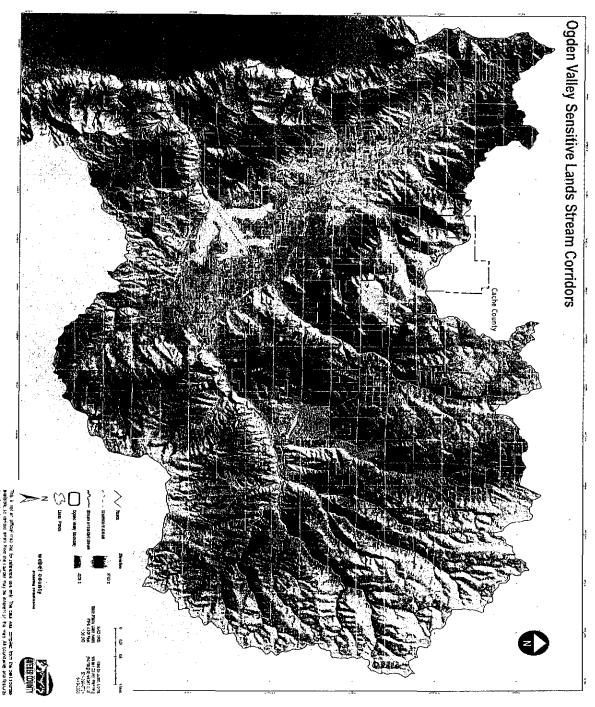
Sensitive Land Areas: Wildlife Habitat



or near these areas. Although the proposed development The Powder Mountain property does slightly overlap areas are outside of the Important Wildlife Habitat project area. No development plans are proposed within here but both areas are located at the periphery of the with the Important Wildlife Habitat Zone as indicated wildlife habitats exist within the project boundary. Future development has been located to account for Zones, it is recognized that smaller yet still significant maintain these habitats throughout the project. Utah Division of Wildlife Resources will be a priority to and continued coordination with Weber County and the nabitat and wildlife corridors throughout the project significant open spaces and buffers to facilitate wildlife

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The Powder Mountain property is affected by the Ogden Valley Sensitive Lands Overlay District for streams corridors, wetlands and shorelines. The Master Plan has conformed to the development standards outlined in Chapter 43-2. The primary impacts are associated with the Wolf Creek and South Fork drainages in the Southwest portion of the property. These drainages have already been impacted and mitigation measures introduced as part of the existing roadway access to the Powder Mountain resort and any further impacts due to future roadway modifications will conform to the Weber County development standards.

In coordination with the Utah Division of Wildlife Resources (UDWR) all existing riparian corridors within proximity to proposed development areas within the project will be identified and protections put in place at the time of individual project approvals to insure these areas are preserved.

An approved jurisdictional wetland delineation report and concurrence report from the United States Army Corps of Engineers shall be required with the submittal for each phase of development if it is determined that jurisdictional wetlands may exist within any proposed development areas on the property.

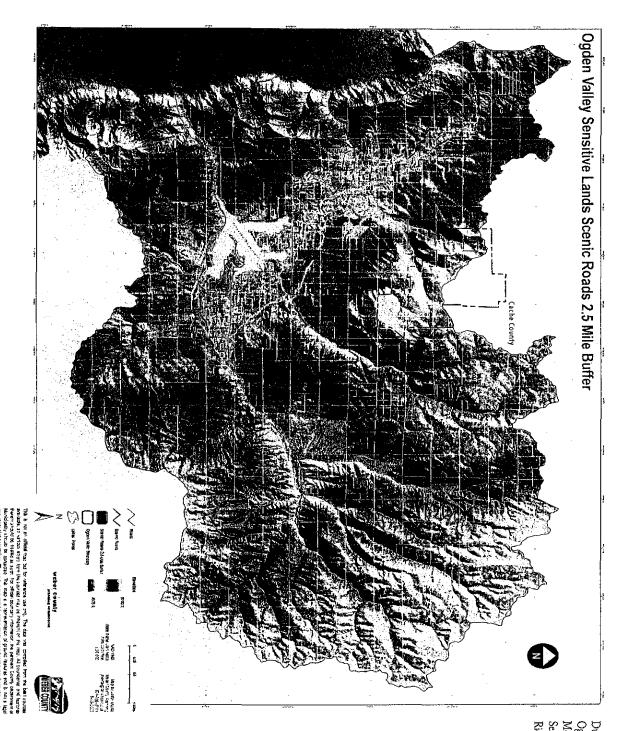
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Sensitive Land Areas: Scenic Roads 2.5 Mile Buffer



Due to its physical location and relationship to the Ogden Valley and its Scenic Roadways, the Powder Mountain property is not affected by the Ogden Valley Sensitive Lands Overlay District for Scenic Corridors, Ridgelines and Historical/Cultural Resources.

Waster

PLANNING AND DESIGN PRINCIPLES

part of this rezone application. space with the additional potential density stripped as additional acreage will be committed to project open total of 6,160 acres to be processed for rezone. This an additional 1,860 acres to the rezone property for a units. This application for the DRR1 rezone will add established density for the property totaling 2,800 acres of the Weber County portion of the project is vested by an approved Development Agreement dated November 29, 2012, Entry # 2607988 that acres are located within Weber County with the vast located within Weber County. Approximately 4,300 within Cache County with only a small area currently majority of this area undeveloped. The existing County and Cache County. Approximately 6,160 10,000 acres with property that spans both Weber The Powder Mountain Resort totals approximately Powder Mountain Resort Ski Area terrain is primarily

and snow removal strategies. This planning process was thorough and extensive. design from roadway and ski design to snow storage professionals and focused on every aspect of mountain planning process involved dozens of varied and skilled of design and development professionals to initiate integrate the vision for Powder Mountain. This the Master Plan development that would appropriately In 2012, Powder Mountain began to assemble a team

area identifying anticipated densities, uses, amenities to further illustrate anticipated master plans for each planning area is then detailed within this application Use Plan with a letter (Areas A through F). Each denoted on the Overall Master Plan and Overall Land and broken into separate, smaller planning areas DRR1, the proposed development has been organized Due to the size of the property proposed for rezone to

"villages" that are appropriately located and provide County emphasizes the development of mountain The proposed plan for the property within Weber

> proposed functions within the resort. amenities and open spaces based on their locations and suitable land uses, vehicular and pedestrian access,

Mountain area a true ski village mass and energy Road and adjacent to the existing single family and providing direct mountain access. This area also throughout the year. multi family homes at Mid Mountain to give the Midhomes located along the Sliver above Summit Pass lift as well as a mix of single family and multi-family includes potential Hotel uses at the top of the Sundown becomes the primary destination for year round visitors at the existing base of the mountain. This area hotels and condominiums for overnight accommodations and Sundown (Area A - Mid Mountain) by including enliven the existing mountain base at Mid Mountain The first of these mountain villages includes uses to

hotels, townhomes and various residential properties include Ski Lodges, Conference and Meeting spaces, of this planning area. The Ridge development area will ranging from small "nests" to 20+ acre ranches. Lake Express top terminal which will become the core The Ridge (Area B) builds upon the existing Hidden

and skiing down. Earl's Village provides a mix of hotel Earl's Village (Area C) continues the Powder Mountain providing the classic ski mountain village anchor to the are unmatched in the West. Earl's Village sits above and multi-family development parcels with ski access tradition of starting your day at the top of the mountain the more boutique Summit Powder Mountain Village in three directions and properties with views that

protected environment. This village provides for ski Summit Powder Mountain Village (Area D). The The heart of the Powder Mountain project is the location preserves views and provides for a secluded and being tucked away from the rest of the mountain. This providing commanding views while simultaneously Summit Powder Mountain Village is the center of the Summit Community and is located on a saddle

> residential development tucked amongst the existing lot types including ranch lots. the density transition to the open spaces with larger include single family residential products that begin trees and just beyond the village core. These areas Village Main Street and forms the core of the Summit detached single family and "nests" of all types. This boutique shops, community amenities, public places Village contains a mix of hotels, boutique hotels and at Powder Mountain. The Summit Powder Mountain providing immediate access to the world class skiing access into Mary's Bowl, Lefty's and Gertsen Canyon Powder Mountain Village. It also includes clustered including townhomes, condominiums, attached and and spaces, multifamily and single family home sites mix of uses surrounds the Summit Powder Mountain

into large expanses of aspens and along the edge of the the hill. Here larger estate and ranch lots are tucked of the proposed Vern's and Gertsen lifts with lots smaller lot single family units anchor the top terminals organized node of multi family townhomes, "nests" and moves toward the project boundary. A small, well multi family and single family units as the project Mountain Villages to less intense yet still clustered Enchanted Forest. getting progressively larger as you move west and down The Gertsen development area (Area E) transitions from the more dense Earl's and Summit Powder

Mountain Village to the project's south edge. The this development pattern thru the meadow and out to Summit Powder Mountain Village but begins to loosen north edge of the Meadow development area maintains the structured road and lorting systems found in the from the most dense area of the Summit Powder The Meadow Master Plan (Area F) transitions density

> with views overlooking the Ogden Valley and Mount retreat providing a destination anchor to the resort The south edge of the development area is a location identified for a small, exclusive boutique hotel and the rock outcropping with larger estate and ranch lots

much of this natural environment as possible. within the project remains accessible and preserves as on the Open Space and Trail Plan. This ensured that corridors and connections took center stage as seen Throughout the planning process, open spaces and trail access to the beautiful and abundant natural features

mountain uses that will provide Powder Mountain goals of a Destination Recreation Resort. providing a unique on-mountain development that The proposed Powder Mountain project is compatible project that is sustainable and advances the community and maybe just as importantly, Weber County, with a will include a well placed and well balanced mix of boost to the Powder Mountain Ski Area while also Plan for Powder Mountain will add a much needed Benefit Analysis. The impact on traffic congestion surrounding area will be positive as outlined in the in the Ogden Valley General Plan. The impact to the in compliance with the goals and objectives identified with surrounding land uses and, as outlined herein, is element which is included as Exhibit 2. The Master traffic study completed as part of the transportation through the Valley will be minimal as outlined in the

SUSTAINABILITY

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of the natural landscape. Summit community and celebrates the inherent beauty create a setting that exemplifies the core values of the The vision for development on Powder Mountain is to

Core Values. We will create a built environment that:

- Is made for people and promotes quality of life.
- result of our innovative mind-set and high level of Pushes the limits of sustainable performance, as a
- Merges urban living with the qualities of nature.
- · Achieve net zero emissions over it's lifespan.
- building on the best of the regional design tradition. Is functional, smart and aesthetically appealing, Is robust, durable, flexible and timeless - built to
- Utilizes local resources and is adapted to local
- conditions. and disciplines. founded on transparent collaboration across borders Is produced and maintained through partnerships
- Employs concepts that are scalable and used globally.
- Profits people, business and the environment

environmental stewardship that encompasses waste, transportation throughout our village among others best practices that will lead the region in our approach water, power, our building standards and the flow of We are filtering our decisions through the lens of to sustainability and community development. goal to uplift the economy and community through adherence to these core values and principles. It is our that currently exists on Powder Mountain through We are actively working to complement the ecosystem

ECONOMIC SUSTAINABILITY

substantial local and regional economic benefits. that will stand on its own two feet while providing As identified within the provided Benefit Analysis County with an economically sustainable development (Exhibit 4) the proposed Master Plan will provide the

COMMUNITY SUSTAINABILITY

Sustainable Development:

to insure the construction and maintenance of the building practices as part of the Design Guidelines wide sustainable development and is requiring green Powder Mountain aspires to a higher level of project

> and limiting building footprint, using sustainable building heights to protect view. The requirements are and locally sourced building materials, and limiting detailed in Exhibit 3 - Design Guidelines, attached as energy efficiency, water conservation, limiting grading project is sustainable. These requirements include part of this application.

Transportation:

services, utilizing park and ride locations to shuttle total number of trips to, from and within the resort. to incentivize skiers to use existing and expanded UTA development application. As identified in the traffic internal shuttle and car share services limiting the additional guests to the mountain as well as providing study, the project is providing mass transit alternatives aggressive traffic mitigating elements ever seen in a Powder Mountain is proposing some of the most

incorporating easy connections for pedestrian and bike orientation that emphasize connections to sidewalks transportation through site planning and building access to trails, sidewalks and streets. include encouraging alternative modes of Other methods to reduce transportation impacts and trail networks. Homes sbould be placed and built

required by guests within the resort villages reducing shopping and recreational amenities among others. will include such uses as a grocer, restaurants, theaters, the need for additional trips off the property. These The project is also providing those goods and services

Market Sustainability:

skiing, mountain biking, hiking and organized outdoor events such as music festivals, Summit Outside, poetry active and passive opportunities that range from further provide all residents and guests with both spaces and recreational opportunities will serve to commercial uses that will create real village life. Civic community with a mix of residential products and market sustainability as well as foster an authentic product variety within the project will provide for diverse community and ensure its sustainability. The Variety is important to serve the wants and needs of a

natural vistas that reinforce a sense of place and continuity of open space and preserve important connection to open space and parks. Provide maximum relationship to the natural environment. Integrate Encourage design that emphasizes the natural

from homes. Promote the development of site plans views and access into the open space trail network that create attractive, comfortable outdoor spaces.

Integrate natural site features such as topography, vegetation. preservation of views. Use topography to create opposite sides of the street, rather than siting homes views and vegetation into site design. Building continuous green space connectivity between homes. directly opposite one another, can provide better sloping sites, staggering placement of homes along placed at right angles to the prevailing slope. On placement should follow contours rather than being Retain the maximum possible amount of natural

Landscaping:

plans. schedules are to be included in all submitted landscape have similar water requirements," is a highly efficient impact irrigation methods, and efficient watering landscape planning. Strategies of hydrozoning, lowdesign strategy for water irrigation systems and Hydrozoning, defined as "the grouping of plants that

to any structure. potential for transmitting fire from the native growth used as the standard for all fire safety planning and the remaining development at Powder Mountain and initial Phase 1 PRUD approvals for the 154 units at landscape adjacent to all buildings to minimize the fire resistant vegetation or growth within the planned hazard severity. This places an emphasis on utilizing that creates a defensible space for calculating the fire Additionally, all structures will provide landscaping protection measures within the project. Powder Mountain. This plan shall be implemented for A Community Fire Plan for the Wild land - Urban Interface (Exhibit 5) has been developed for the

AESTHETICS

Waster Plan Continued

mountain architecture. oriented in clever ways to create truly progressive regionally sourced, familiar and heritage materials sustainably driven, site responsive structures using The goal of Summit Powder Mountain is to design

- Humble
- Site responsive Sustainably driven
- orientation. Classics with a twist. · Familiar, regional and heritage materials in clever
- Subtle elements of surprise, wonder, awe
- architecture Develop a new archetype of progressive mountain
- Frame up inspiring views
- · Build value through defining a functionally driven
- furnishings interiors to highlight Owner's preferred finishes and Create a cohesive exterior vernacular while allowing

living in the mountains. sesthetically timeless while featuring the pinnacle of Define Summit Powder Mountain architecture as new building methods that enhance the experience of

Master Plan Continued

ENVIRONMENTAL STEWARDSHIP

Development areas are planned as compact neighborhoods to create real places. These are clustered to limit the footprint of the development thru location and tighter massing of buildings and uses preserving as much of the natural character of the land as possible. This careful integration of all proposed development is further exemplified in the following critical areas of resource management:

Water:

E#

Powder Mountain is implementing requirements for indoor water as part of the Design Guidelines to reduce the project's average indoor water demand (and the associated wastewater generation) with a goal of 50 percent compared to State Water (and Wastewater) Design Requirements. This includes requirements for water efficient fixtures and appliances for new residential construction and limits on landscape irrigation to reduce the overall project water use by 20 to 25 when compared to other similar developments in Utah.

Powder Mountain is reducing irrigation water demands by limiting the amount of irrigated area allowed for each lot as part of the Design Guidelines. The Guidelines also require a water budget, weather based irrigation control, water efficient irrigation system, the use of native and low water plants and encourage opportunities for strategies that might include grey water and/or rainwater harvesting (in strict conformance with State law).

Wastewater:

Powder Mountain's goal to reduce indoor water use by 50 percent when compared to State requirements will also reduce wastewater generated by the project by 50 percent. The use of various advanced wastewater treatment techniques and reuse will also be considered for future phases of the project such as techniques for collecting and utilizing greywater (showers, bathroom sinks, washing machines) and rainwater are encouraged for use as supplemental landscape irrigation. Any storage and related equipment should be below grade or visually screened from neighbors and public paths. All gray and rainwater capture will comply with Utah State requirements.

tormwater

volumes, attenuate peak flows, and encourage filtering swales to slow down the rate of runoff, reduce runoff will also focus on reducing paved areas and directing degradation of downstream water quality. made to maintain natural conditions and prevent the and infiltration of stormwater. Every effort will be stormwater runoff to buffer strips, and vegetated impervious areas to route runoff from impervious been implemented. To help reduce runoff peaks and of the need to implement best management practice runoff and promote infiltration. Powder Mountain surfaces over landscaped or natural areas to slow down will emphasize minimizing directly connected volumes from development areas, Powder Mountain (BMPs) has grown and NPDES regulations have significantly over the past several years as an awareness The state of the practice for drainage has progressed

nergy

Reducing energy use with more efficient buildings as well as incorporating solar, solar domestic hot water, geothermal and ground source heat pump to reduce traditional energy sources are all under consideration for Powder Mountain.

lar Energy

Site and building designs are to implement orientation strategies that optimize solar exposure and incorporate passive and active solar systems. Proper solar orientation can substantially reduce energy costs and should be applied wherever possible. Site and building design are to be energy efficient and incorporate natural cooling and passive solar heating. This may include:

- a. Thermal or Active Solar Panels (can incorporate radiant heating systems)
 b. Extended Eaves
- Window Shade Elements
- d. Awnings
- e. Strategic Tree Placement
 (for both shading and wind buffering)
- f. Strategic Building and Window Orientation

The Design Guidelines address increasing the efficiency of heating buildings using passive solar and day-lighting energy building design, solar hot water and space or water heating using solar-thermal panels. The Design Guidelines include opportunities for direct solar (photo-voltaic panels) as well as increasing the efficiency of heating buildings using passive solar and day-lighting energy building design, solar hot water, and space or water heating using solar-thermal panels.

Powder Mountain is also exploring a solar garden approach to delivering power to the community. A solar garden approach would require the placement of solar panels in locations that are environmentally appropriate and aesthetically pleasing and Powder Mountain would work with the Utah Division of Wildlife Resources to ensure that any proposed site would minimize potential impacts to wildlife and wildlife habitat.

Geothermal Energy:

Powder Mountain's Design Guidelines also encourage alternative energy strategies like geothermal exchange hear pumps. Heat pumps utilize the subsurface ground which maintains an almost constant temperature of 50-60 degrees Fahrenheit. Since the ground is warmer than the air above the surface in the winter and cooler in the summer, geothermal heat pumps use a ground heat exchanger and a pump unit to heat and cool buildings and heat water. They use less energy than conventional heating and cooling systems and are more efficient, saving energy, money and reducing air pollution. Powder Mountain is also exploring community wide geothermal solutions.

Wind:

Wind energy systems may be allowed and should be considered as portions of the Powder Mountain property offer the potential for ideal wind energy systems but these systems must be sensitive to the community and environmental impacts they can create and any system proposed must comply with local land use code requirements and will be subject to review and approval by the Architect's Review Committee as well as coordinated with the Utah Division of Wildlife Resources.

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The Overall Land Use Plan depicts general areas for

Overall Land Use Plan

Each development area identified is represented in circulation proposed. These areas indicate general land use areas and roadway development within the proposed Rezone boundary.

DEVELOPMENT AREAS

greater detail within this Rezone Application.

A - Mid-Mountain

B - The Ridge

C - Earl's Village

D - Summit Village

- Gertsen

The Meadow

DEVELOPMENT LEGEND	LEGEND	DEVELOPMENT DATA
	MIXED USE	
	HOTELS	1,218 ROOMS*
	COMMERCIAL/SKIER	159,000 SF
	SERVICES/CONF. CENTER	
	RETREATS	180 ROOMS*
	MULTI FAMILY	1,256 אוואט
18 T. S.	SINGLE FAMILY	

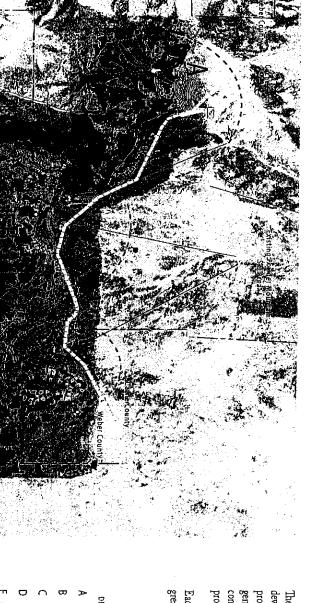
TOTAL UNITS

2,800 UNITS

SINGLE FAMILY LOTS NESTS

738 UNITS 340 NESTS

* HOTEL AND RETREAT ROOMS EQUAL .33 UNITS EACH FOR DENSITY CALCULATIONS



Overall Master Plan

The Overall Master Plan depicts conceptual development patterns and connectivity within the Each development area identified is represented in general development massing, open spaces, recreational components and pedestrian and roadway circulation proposed Rezone boundary. These areas identify the

greater detail within this Rezone Application.

DEVELOPMENT AREAS

A - Mid-Mountain

- The Ridge

C - Earl's Village

D - Summit Village

Gertsen The Meadow

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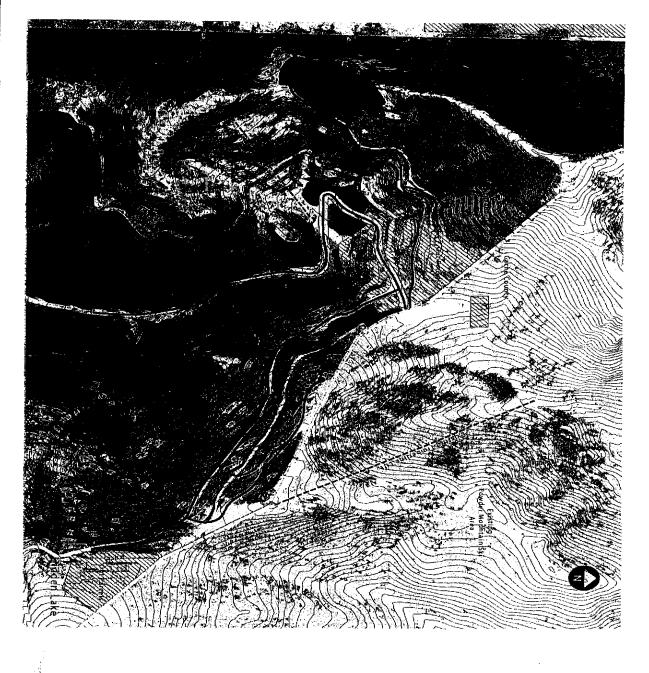


Existing Phase 1 Approval

units and as shown here. all units and the roadways dedicated to serving these Mountain Village and includes approvals and plats for single family nests, single family village lots and single of a mix of large ranch lots, estate single family lots, project area that includes 154 units and is identified as This Master Plan exhibit identifies the approved PRUD Ridge development area and into the Summit Powder Mountain Village. Phase I approvals stretch across the This approval includes 154 units that are comprised Phase 1 of the Summit at Powder Mountain community family zero lot line lots within the Summit Powder

The map exhibit identifies the proposed development areas in relation to existing slopes and existing vegetation. Development areas have generally been

placed on those slopes below 30%.











SINGLE FAMILY

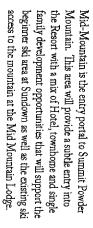
SLOPE LEGEND

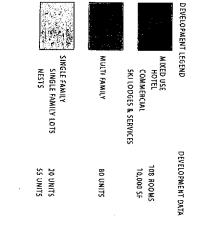
SLOPES 30-40%

SLOPES 40% AND ABOVE











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Mid-Mountain Illustrative Plan



as identified in the Design Guidelines. would require access via a private roadway (Aspen Drive) of the Sundown Lift is proposed as a dramatic Boutique multi-family ski village units. The saddle near the top Sundown lift and the existing Mid Mountain Lodge for intrusion to the project and to those residents of Ogden potential hotel location and ultimate building design will Road. It is recognized that any development utilizing currently serving existing lots above Powder Mountain Hotel location located just above the lift. This hotel site The illustrative plan identifies the areas near the also be studied further to mitigate any possible dark sky all entities controlling those private roadways. This private roadways for access would require approval from Valley with the preservation of a dark night sky a priority

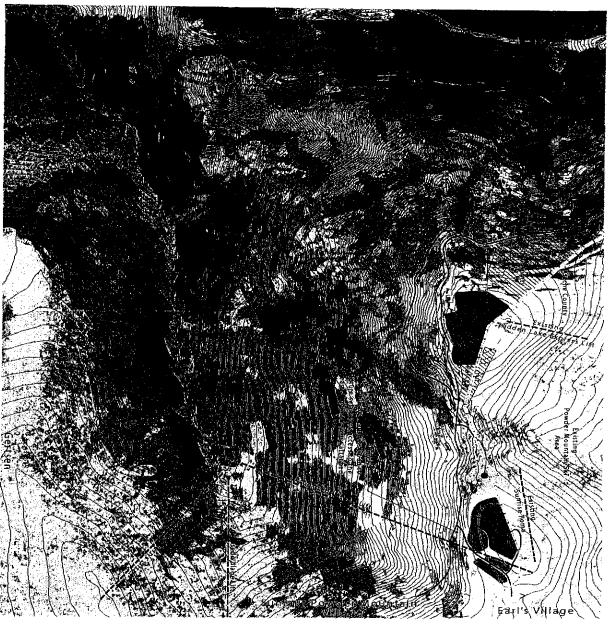
views with ski-in/ski-out access while maintaining the in an area called The Sliver providing dramatic long existing ski terrain and mountain access. are proposed along the south slopes of the County line A mix of single family home sites and single family nests

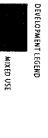


areas in relation to existing slopes and existing vegetation.

Development areas have generally been placed on those

The map exhibit identifies the proposed development











SINGLE FAMILY



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SLOPES 40% AND ABOVE

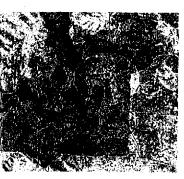
SLOPES 30-40%

SLOPE LEGEND

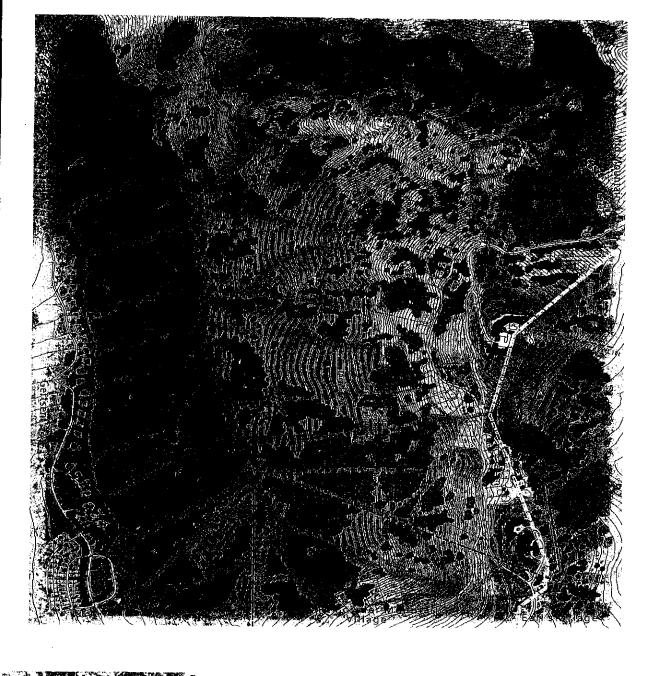


associated skier lodges/skier services as well as multi of single family lot sizes providing dramatic views to mountain" and existing and proposed top lift terminals family units all centered around the "top of the The Ridge development area includes hotel and Mount Ogden, the Wasatch Range and the Great Salt providing the classic Powder Mountain ski experience nests" tucked among existing vegetation and a mix Remaining development areas provide a mix of small

All a				DEVELOPMENT LEGEND
SINGLE FAMILY SINGLE FAMILY LOTS NESTS	CENTER MULTI FAMILY	COMMERCIAL SKI LODGES & CONE	MIXED USE	,EGEND
33 UNITS	84 UNITS	9,000 SF 10,000 SF	180 ROOMS	DEVELOPMENT DATA



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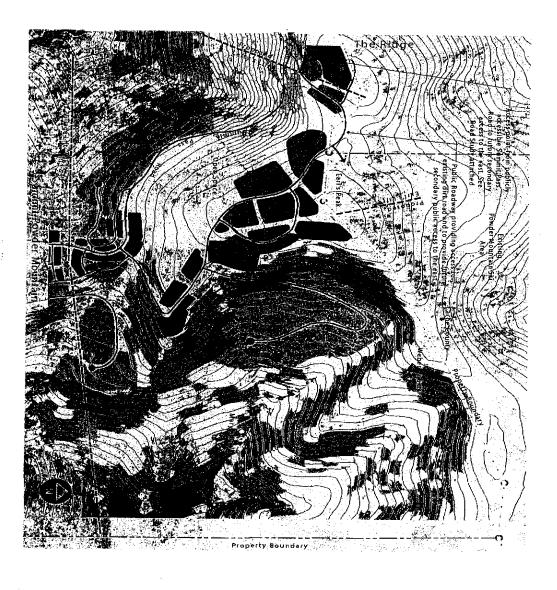
and physical protection as well as to maintain those important open meadow and hillsides for the remainder mountain within existing tree massing to provide visual accesses. Single family units have been located on the existing mountain while maintaining the existing ski at Powder Mountain with future hotels and multi has been sensitive to the existing ski experience Placement of development within the Ridge area family units designed to be within ski access to the



POWDER MOUNTAIN

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vegetation. Development areas have generally been areas in relation to existing slopes and existing

The map exhibit identifies the proposed development

placed on those slopes below 30%.





MIXED USE





POWDER MOI INTAIN

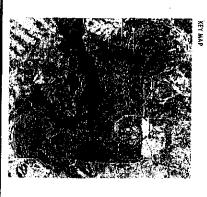
SLOPE LEGEND SLOPES 30-40% SINGLE FAMILY

SLOPES 40% AND ABOVE



Earl's Village continues the Summit Powder Mountain tradition of starting your day at the peak skiing down from the top of the mountain. The Village provides a mix of hotel and multi-family development parcels with ski access in three directions and with views that are unmatched in the West. Earl's Village sits above the more boutique Summit Village providing the classic ski mountain village anchor to the Resort.

			DEVELOPMENT LEGEND
SINGLE FAMILY 10TS	MULTI FAMILY	MIXED USE HOTELS COMMERCIAL/SKI LODGES & CONF. CENTER	LEGEND
24 UNITS	790 UNITS	320 ROOMS 40,000 SF	DEVELOPMENT DATA



DOMINE MOVING

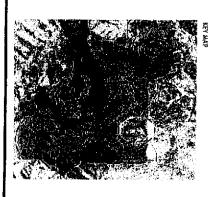
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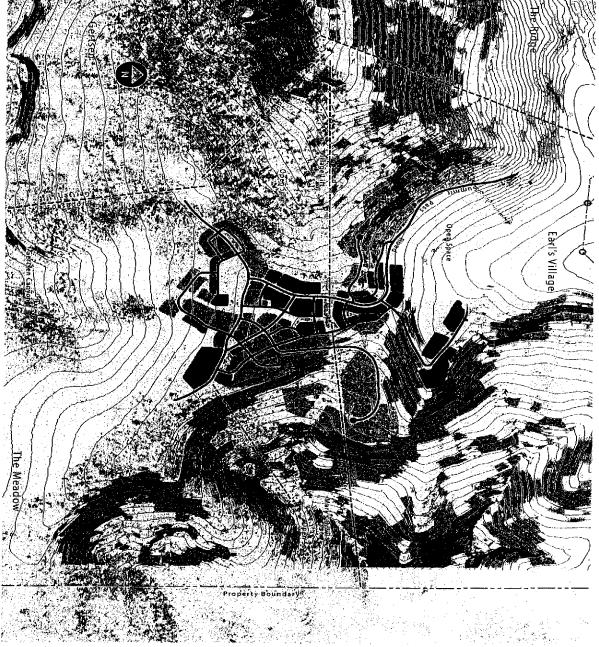
located around the south side of Earl's Peak. The Village the resort with hotels, townhomes and condominiums Earl's Village is the high mountain ski destination within contains a limited number of ski-in/ski-out estate single Mary's Bowl and to the Summit Village. Earl's also Mountain. Ski access out of the Village leads to Lefty's, Mountain Ski terrain while providing development provides for excellent access to the existing Powder family lots at the top of Mary's bowl. parcels with commanding views from the top of the

existing dirt road where the most feasible fiture roadway Earl's Village also provides a secondary access stub has been provided to Weber County engineering to connection to the east exists. A separate roadway study Road with a roadway stubbed to the adjacent parcel and project area. This access is provided via Summit Pass properties north and east of the Powder Mountain for the project providing public access to the adjacent illustrate this connection feasibility.



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DEVELOPMENT LEGEND MIXED USE







SINGLE FAMILY

SLOPE LEGEND

SLOPES 30-40%

SLOPES 40% AND ABOVE

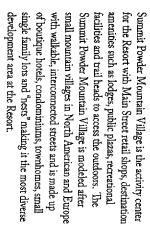


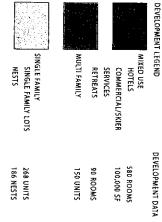


areas in relation to existing slopes and existing placed on those slopes below 30%. vegetation. Development areas have generally been

The map exhibit identifies the proposed development

POWDER MOLINTAIN





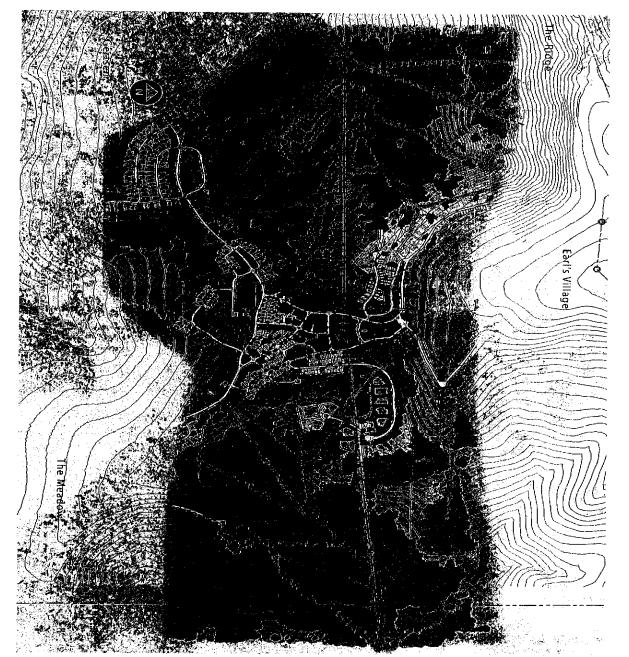


POWDER MOUNTAIN

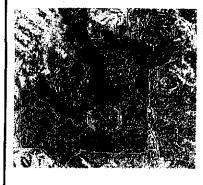
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Summit Powder Mountain Village Illustrative Plan

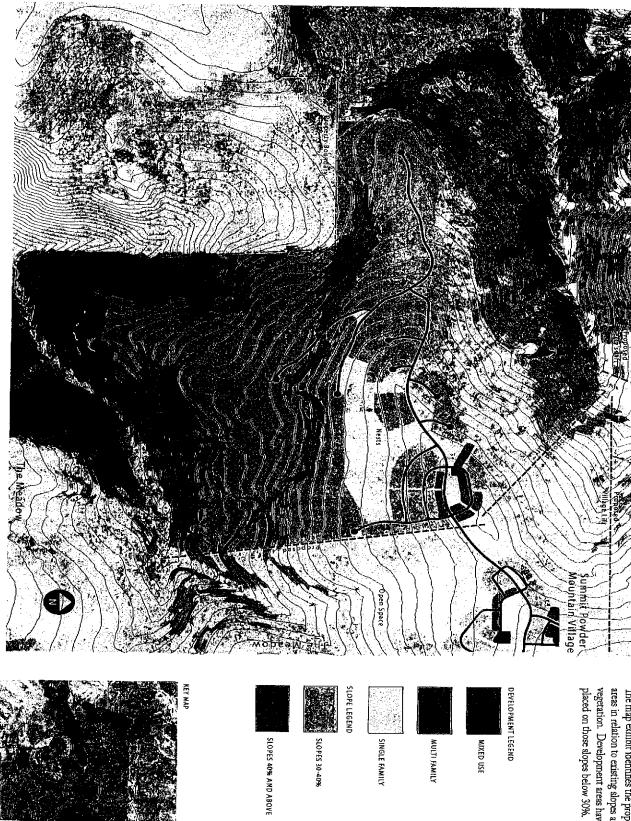


The heart of the Summit Powder Mountain Village is Main Street. Main Street will be comprised of boutique hotels and shops, residential lofts over retail, various lodges and amenities all focused around vibrant pedestrian streets littered with public spaces and access to the abundant outdoors. The Summit Powder Mountain Village was located to provide access to three drainages from its core; East to Mary's Bowl, South to Gertsen Canyon and West to Lefty's while also positioning this diverse development area to be in the least visually sensitive area on the mountain.



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Gertsen Slope Map & Aerial Photo

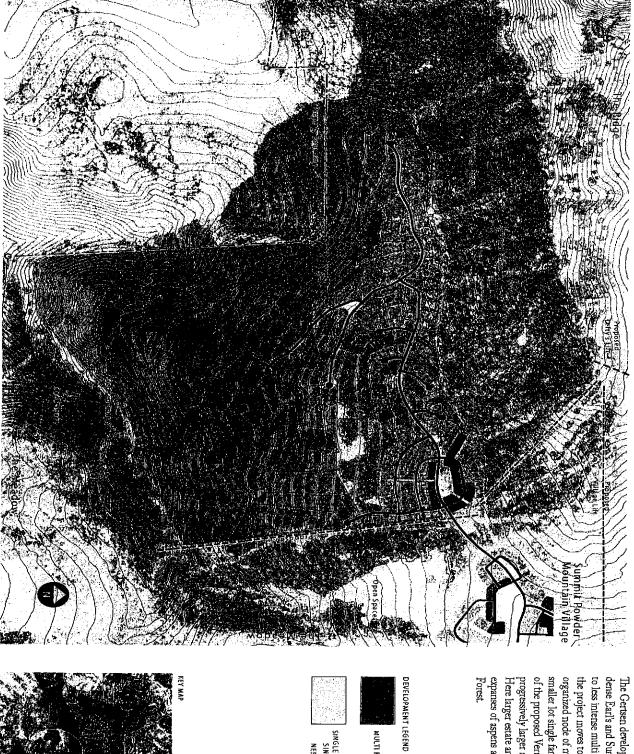


vegetation. Development areas have generally been areas in relation to existing slopes and existing The map exhibit identifies the proposed development

POWDER MOUNTAIN

Gertsen Master Plan

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expanses of aspens and along the edge of the Enchanted Forest. of the proposed Vern's and Lefty's lifts with lots getting smaller lot single family units anchor the top terminals the project moves to the project boundary. A small, to less intense multi family and single family units as dense Earl's and Summit Powder Mountain Villages Here larger estate and ranch lots are tucked into large progressively larger as you move west and down the hill. organized node of multi family townhomes, "nests" and The Gertsen development area transitions from the more



DEVELOPMENT DATA



7)45777

Gertsen Illustrative Plan



and Gertsen lifts provide the recreational and density node for the development area. This ski node provides access to Lefty's, Gertsen Canyon and to the Summit a unique setting with southern exposure and views to edge of Lefty's drainage and sits just above the Gertsen Powder Mountain Village via the Village Lift. Mount Ogden. The top terminals of the proposed Vern's Canyon and is heavily wooded with aspen providing The Gertsen development area straddles the south



POWDER MOUNTAIN

The Meadow Slope Map & Aerial Photo

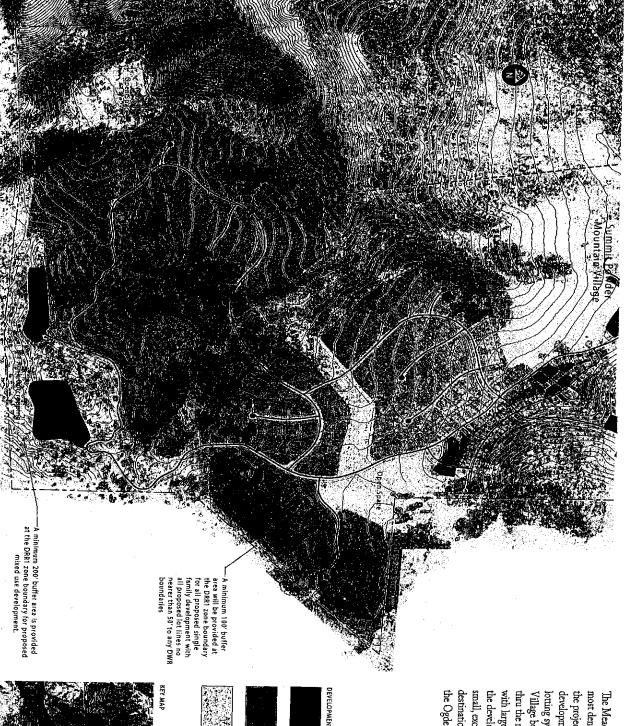
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The map exhibit identifies the proposed development areas in relation to existing slopes and existing vegetation. Development areas have generally been placed on those slopes below 30%.

The Meadow Master Plan



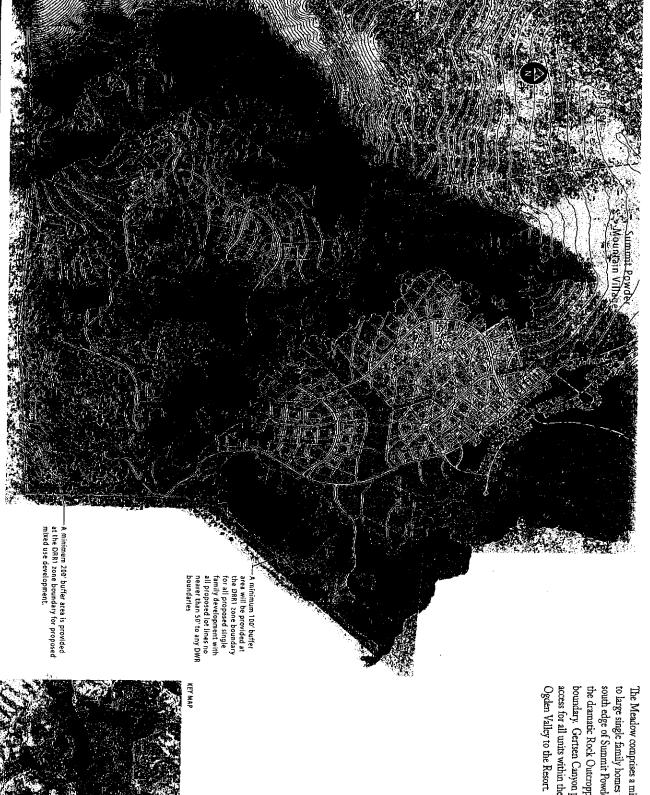
destination anchor to the resort with views overlooking small, exclusive boutique hotel and retreat providing a with larger estate and ranch lots. The south edge of thru the meadow and out to the rock outcropping the Ogden Valley and Mount Ogden. the development area is a location identified for a Village but begins to loosen this development pattern lotting systems found in the Summit Powder Mountain development area maintains the structured road and the project's south edge. The north edge of the Meadow most dense area of Summit Powder Mountain Village to The Meadow Master Plan transitions density from the

			/ELOPMENT LEGEND
SINGLE FAMILY SINGLE FAMILY LOTS NESTS	MULT) FAMILY	MIXED USE HOTEL RETREATS	
272 UNITS 25 UNITS	62 UNITS	90 ROOMS	DEVELOPMENT DATA





The Meadow Illustrative Plan

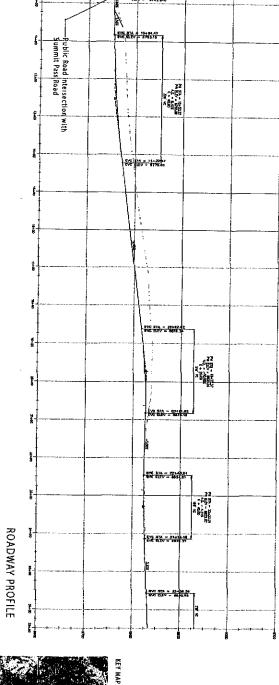


boundary. Gertsen Canyon provides open space and trail south edge of Summit Powder Mountain Village to to large single family homes that stretch from the access for all units within the development linking the the dramatic Rock Outcropping at the south project The Meadow comprises a mix of townhomes and small





and is not part of this rezone application. property owners to provide access. This access extension, that is feasible for a roadway extension. Any roadway a feasible point of connection for a future roadway resort to the east via Cache County. This public access of way that will enable a secondary roadway link thru the design, location etc. is to be determined at a later date the subject property and would therefore require those alignment provided further east of this point is off of County and is stubbed at a location with topography adjacent to the Stonefield, Inc. parcel within Cache access to the east. This stub is being provided at a point Summit Pass and this proposed roadway to provide road right of way would utilize Powder Mountain Road, Powder Mountain is committing to a public road right

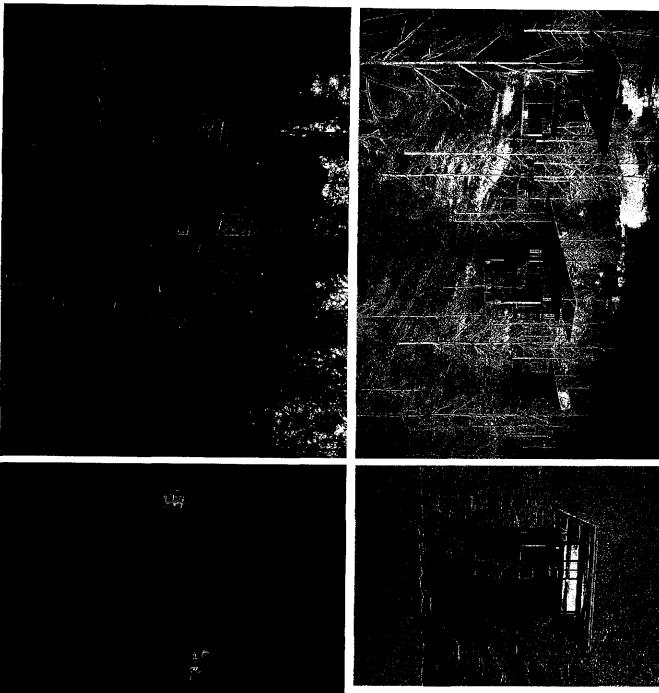




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Architectural Precedents: Nests



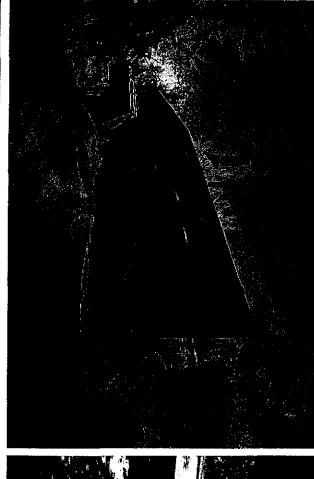


creativity to add value to the community. essential and should be interpreted with innovation and materials, like stone and wood, that suit the local to incorporate cutting-edge sustainability systems and and energy conservation guidelines will be provided design will meet recognized environmental standards open space in wildlife-sensitive areas. Each building be dense with living accommodations to allow for more in the Wasatch mountain range. Homes will be tucked core principles come to life in a mountain development environmental conservation. At Powder Mountain, those landscape. This modern mountain design aesthetic is and indoor-outdoor spaces and will emphasize natural materials. Buildings will incorporate broad roof lines views for all community members and The Village will in clusters of pine and aspen trees to maintain natural lively village center on 6,160 acres of untouched land of single-family home sites, clusters of nests and a innovation, creativity, cultural enrichment and The Summit community shares a philosophy of

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POWDER MOUNTAIN

Architectural Precedents: Mountain Houses

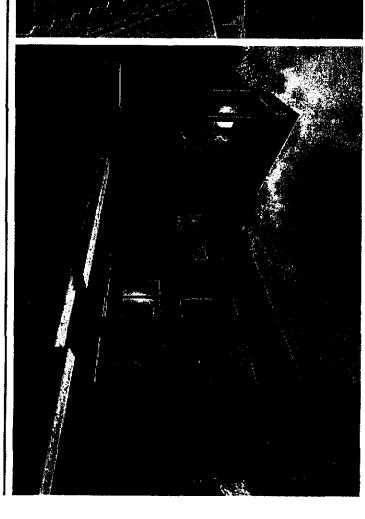






will adhere to specific site, landscape, massing and an identifiable and cohesive modern mountain design the pristine views and natural beauty while creating Architecture is subservient to the natural landscape. innovation and creativity, are considered an ethos and to be applied with sustainability requirements, the architectural guidelines ended in its definition. While designers and architects aesthetic. "Modern mountain" is intentionally open-Building design at Powder Mountain will preserve

recede into the landscape rather than dominate it. create shadow, texture, and patterns that help buildings grading by following the natural undulation of the enhanced by building and site design. The land and topography. Building masses and articulation are to maintain a low profile and are to be sited to minimize from the site's natural surroundings. Buildings should its magnificent panoramas shall remain the dominant Fenestration open to mountain views should be design feature, and improvements are not to detract

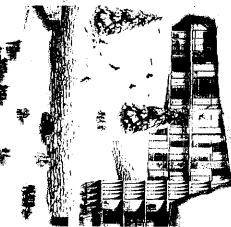


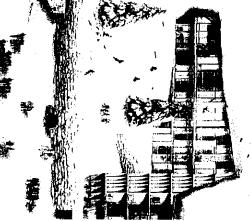
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Architectural Precedents: Hotels & Commercia







reinforce the connection between buildings and their taken from the site and/or nearby resources in order to are to be built of materials that appear to have been natural in appearance and available locally or regionally, natural surroundings. All houses and landscape structures at Powder Mountain Building and landscape materials will be used that are

construction waste, utilization of natural day lighting and at Powder Mountain should be healthy, durable, energy systems, green building materials, recycling of sustainable building design and construction practices, The design of the site and buildings must incorporate All buildings, site landscaping and construction water conservation measures. including: utilization of renewable and highly efficient restorative, and a complement to the natural landscape



of recreational activities for its residents, visitors and the The Powder Mountain Master Plan offers a wide variety

Recreation Plan

uses will be fee based such as skiing, guided events, spas, mountain biking, snowshoeing and equestrian uses. All property's open space and cater to walking, hiking, trails. Multi-use trails meander throughout the entire F offers more passive recreational activities including Recreation Facilities are available to the public. Some

Uses will be phased with the related development area

Area

Skiing/Snowboarding Kite Boarding Walking/Hiking Trails Biking Italis Equestrian Trails Events Plaza Ice Skating Spa Area

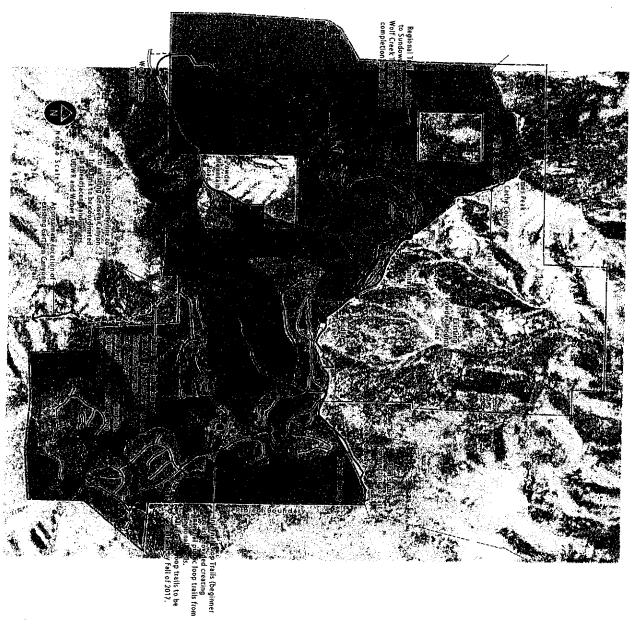
Geo-caching Spa Ice Skating Amphitheater Sledding/tubing Biking Trails Kid's Camp Swimming Indoor Recreation Facility Skiing/Snowboarding Walking/Hiking Trails Suided Snowshoeing

Area F

Watking/Hiking Trails Cross Country Skiing Biking Trails Equestrian Facility
Equestrian Trails
Adventure Course

Exhibit B

Open Space with Trails Plan



and general use trails for walking and hiking. project trails that will connect neighborhoods to one include multi-use trails, single-track for mountain biking within and around each development area that will shown. In addition, there will be a variety of trails loops within the project. The loop trails shown (in Mountain is committed to providing Regional Public Association to provide beginner level trail loops as Pathways and the International Mountain Biking Green) were developed in conjuction with Weber connections. A priority has been placed on creating UDWR and Weber Pathways to provide these Mountain will work with the adjacent landowners, insure public trail access to and thru the project. Powder Trail Connectors thru the project (shown in blue) to another and to the regional trail network. Powder The Open Space and Trails System diagram illustrates

OPEN SPACE CALCULATION

the Adjusted Gross Acreage preserved as open space. approximately 1,500 acres, leaving 2,560 acres or 63% of approximately 4,060 acres. Development is planned on total acres, resulting in an Adjusted Gross Acreage of slope more than 40 percent were subtracted from the order to calculate the open space per the DRR1 zone requirements, the approximate 2,100 acres that have total land has been preserved as total open space. In property are located in Weber County. In Weber Approximately 6,160 acres of the Powder Mountain county, approximately 76 percent (4,740 acres) of the

DEVELOPMENT LEGEND



MIXED USE

MULTI FAMILY

PUBLIC SPINE/ CONNECTOR TRAIL



OPEN SPACE



SINGLE FAMILY





LOOP TRAILS

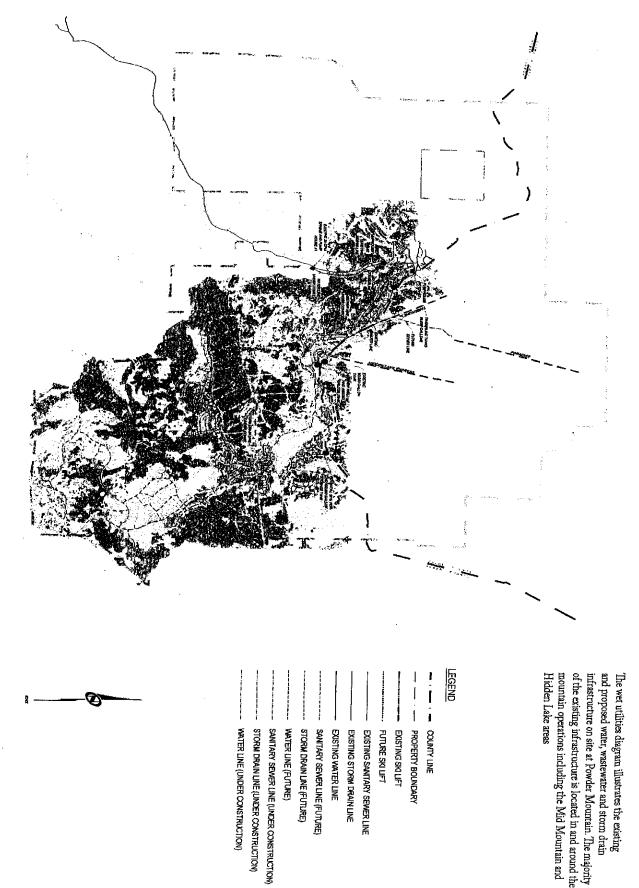


Seasonal Workforce Housing Plan

nestaurant/bar	Critice	Office	Rotsil	Multi Camily & North Bower	Overall - 2,800 Units Uses		vestari ai i habi	Rectairant/Bar	Office	Rotali Rotali	Adulti Tourist O State Tourist	Phase 1 - 1,477 Units Uses Uses	Estimated # of Employees in WF housing Unit Required # of Seasonal WF Housing Units	restaurant/bar	Office	Retail	Multi Family & Nests Rental	Hotel	Resort Operations	uses
30,000	29,000	100,000	1,596	1,218	Total Rooms or		25,000	000/67	75,000	656	818	Total Rooms or SF	0.1	. ?? 33	2.3	2	0.3	0.7		Generated
•	,	1	50%	•	% in Rental Pool		•	•	1	50%	,	% in Rental Pool		1,000 SF FF	1,000 SF	1,000 SF	1 Room	1 Room		Per Room/SF
•	•	ı	798	,	Rental Units		•	•		328		Rental Units	Weber County DRRO Weber County DRRO	Weber County DRRO	Weber County DRRO	Weber County DRRO	Canyons	Canyons	Powder Mountain Ops	Source
105	67	200	399	853	可EE Employees Gen.	952	88	44	150	98	573	FIEE Employees Gen							1	
64	40	121	242	517	Emps/WF Unit	57	53	26	91	60	347	Emps/WF Unit (/1.65)								
ഗ	4	Ħ	24	52	Required #	38	5	w	9	6	35	Required # Units (10%)								

a total of 1,623 full time equivalent employees (FTEE) County have been calculated as part of this plan. employees generated due to development within Weber communities throughout the project. Only those will be generated by Powder Mountain at full build out and Recreation Resort Ordinance. It is estimated that calculated according to the formula in the Destination Mountain Village but will include employees servicing be located within the Earl's Village and Summit Powder development. These workforce additions will primarily with 960 FTEE projected for the proposed Phase 1 Employee generation at Powder Mountain has been

request, an annual report that outlines the previous year's employment level, workforce housing needs, housing workforce housing units will be deed restricted. Upon and affordable in perpenuity, the on mountain seasonal goods and services such and schools and shops. reside on a day to day basis. Here, employees and their Ogden ideal for the majority of the employee base to presented to Weber County Planning Staff. In order to ensure affordable housing remain available families are near to and have reliable access to essential the upper alpine elevation and unpredictable nature of availability of mass transit alternatives and the further of Ogden and the Ogden Valley to the resort and the ype/availability and occupancy will be generated and the resorts winter weather makes the Ogden Valley and housing options to scrve the resorts needs. Additionally development of these mass transit alternatives as per the workforce housing requirements. With the proximity units will be located off-site to support the seasonal automobile use. It is estimated that the additional 886 as identified on the proposed Powder Mountain Master Traffic Study (Exhibit 2) there exists available seasonal Plan, nearest their employment to reduce the need for Mountain and Summit Powder Mountain Village Areas, and will be phased with development. Conceptually, dwelling (condominiums/townhomes) within the Resort, required to provide approximately 98 of these workforce overall need for 984 workforce housing units and will be At full build out, Powder Mountain will generate the the seasonal employees will be housed in the Mid the form of group dwelling (dormitories) or multi-family housing units. These housing units may be provided in



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mountain operations including the Mid Mountain and

The wet utilities diagram illustrates the existing

EXISTING SKILLFT PROPERTY BOUNDARY SINTI AUNIOO

FUTURE SKI LIFT

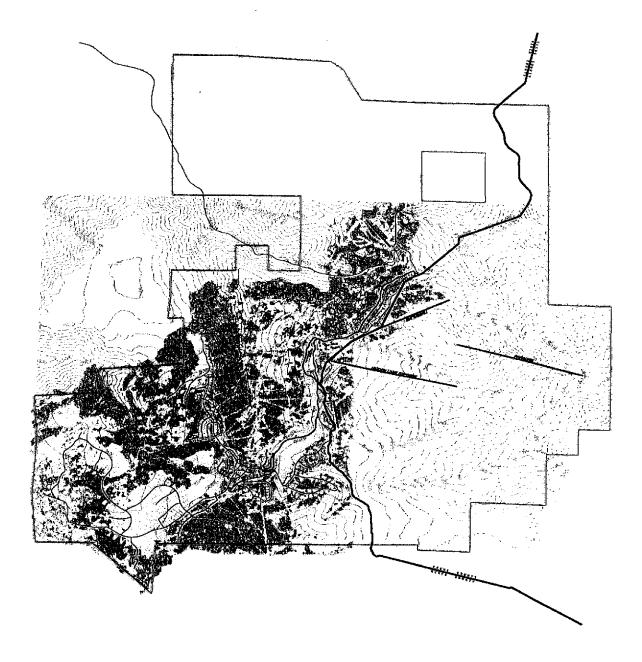
EXISTING SANITARY SEWER LINE

SANITARY SEWER LINE (FUTURE) EXISTING WATER LINE EXISTING STORM DRAIN LINE

STORM DRAIN LINE (FUTURE)

STORM DRAIN LINE (UNDER CONSTRUCTION) SANITARY SEWER LINE (UNDER CONSTRUCTION) WATER LINE (FUTURE)

WATER LINE (UNDER CONSTRUCTION)



LEGEND

COUNTY LINE

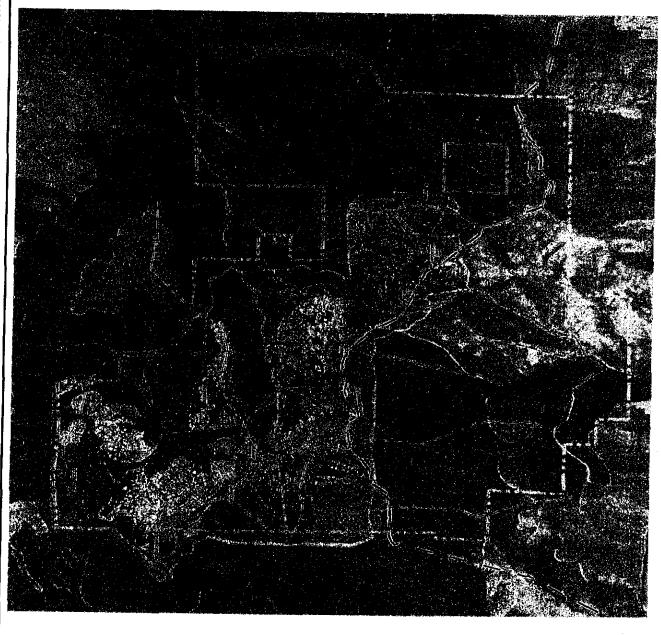
FUTURE COMMUNICATION LINE

PROPERTY BOUNDARY
EXISTING SKI LIFT
EXISTING POWER LINE
FUTURE POWER LINE

The existing and proposed dry utilities map illustrates the on and off-site power, gas and communications infrastructure at the Powder Mountain Resort.

0

7)11317 A.A. E.T.



LEGEND

PROPERTY BOUNDARY COUNTY LINE

DRAINAGE BASIN BOUNDARY EXISTING SKI LIFT FUTURE SKI LIFT

DRAINAGE CHANNEL

HYDROLOGIC SOIL GROUPS

Emergency Services Plan



Board of Trustees Blaine Holmes Kevin Ward Jim Truett Val Heiner Brad Ostler Michael Hanoook Kerry Gibson Scott VanLeeuwen aul Dinsdale

July 2, 2014

Salt Lake City, Utah 84117 Watts Enterprises 5200 South Highland Drive, STE 101

Rick Everson

RE: Will Serve Notice

District will serve the project area from these two locations supported by units from the lower Valley area that have been and will continue to serve the Powder Mountain area. The closest Weber Fire District. Weber Fire District currently has two fire stations located in the Upper potential of 2,800 residential units. The project area is within the junistictional boundaries of the station to the project site is Station 62, located at 5550 East 2200 North, Eden. Weber Fire The project at the Powder Mountain area includes multiple phases of development with the

regarding response for emergency medical and fire related emergencies. needed. It would be wise of the developer to consider this and to work with the Fire District the area. If the build-out reaches its full potential, a fire station in the area will most likely be incidents in the new developed area warrants it, a new fire station facility may be needed to serve When the number of residences and/or commercial structures warrants it, or when the number or

The development will be required to meet all applicable codes and rules, including lire codes

If you have further questions, please feel free to contact myself or Chief Austin.

Sincerely

Fire Marshal Brandon Thueson

Chief, David L. Austin - Deputy Chief, Paul Sulfavan - Fire Marshal, Brandon Thueson

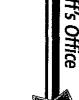
Ogden, Utab 84404 (801) 778-6600

The special real a

72.1 W. 12th Street

Fax (801) 778-5667

Weber County Sheriff's Office



the full Master Plan concept for Powder Mountain PRUD process and approval. During these meetings, process including during the approvals for the Phase 1 Office, the Weber Fire District and Emergency Medical representatives from the Weber County Sheriff's The Powder Mountain project team met with

Technicians throughout the Master Plan development

Terry L. Thompson

aw Enforcement Division (Jipt)), Aaderson

Rick Everson August 6, 2014

Waits Enterprises

Chief Deputy
Corrections Division Kevis H. Bertoo

Support Services Division Administrative Assistant Shellani Ebert

RE: Serve Notice

lay enforcement services to the entire area as Cache County has imited access to the area. Currently the Weber County Streiff's Office has one deputy assigned to the area to handle law Chimceneni properties. The project spans two counties, Weber and Cache, Weber potentially consist of 2800 residential units and commercial County currently has an agreement with Cache County to provide Upon completion, the Powder Mountain Development area will

development. increase dignity numbers at a rate that is the equivalent to the rate of developer, and county commissioners, both Weber and Cache, to tew hundred units. It will be impensive that we work with both the would not be able to adequately serve a development of more than a With current staffing levels, the Weber County Sheriff's Office

If you have further questions, please feel free to contact me

Sincerely,

Office Hours are Menday through Friday 8:00 a.m. to 5:00 p.m.

Emergency Management (801) 778-6680

Corrections Division (801) 778-6700

Law Raforcement Division (801) 778-6600

heariff Terry Thompson

Saft Lake City, Utah 84117 5200 South Highland Drive, Stc 101 safety and welfare of visitors and residents of the Project and will work with the emergency services providers to and a preferred solution by all parties. At this point, it was discussed, as well as potential emergency services

submitted by the Fire Marshal and Sheriff Included with this application are feasibility letters

phased as appropriate depending on development

size and location. Construction of said facilities will ensure adequate facilities are on-site in the appropriate sheriff office, one engine, ambulance and brush truck is envisioned that the facility would need to include a

The Powder Mountain team is committed to the health,

Resort. The possibility of shared facilities was discussed in a central location to aid in easy access to the entire indicated they would need a facility on-site, preferably the Project at build out. The Fire Marshal and Sheriff facilities and personnel that would be required to support

Exhibit B

		Company Comp	1
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	(A)		
	100 100 100 100 100 100 100 100 100 100	10 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
• S = S = F			

an effort to not overstate the potential project positive Research, Exhibit 4.1) requirements, etc. as the project develops. (See attached vary pending actual product types, infrastructure increased positive yield for Weber County but may (which includes hotel units) assumes a proportionate impacts. The total proposed development of 2,800 units and were used to provide a more conservative study in lower than the proposed phase I development numbers hotel, commercial, retail and restaurant square footage. assumption of 1,000 residential units and 290,000 SF of Research to conduct an in-depth study of the costs and in conjunction with Weber County, hired Bonneville Economic Impact Memorandum from Bonneville These numbers are roughly equivalent though slightly Analysis - Exhibit 4) This study was based on an initial County. (See attached Bonneville Research Benefit the potential tax benefit yield to the citizens of Weber phasing of the Powder Mountain improvements and In 2013 the Summit Mountain Holding Group,

1,000 Residential Units
190,000 SF Commercial Hotels
@ 360 SF/room = 527 units
100,000 SF Retail/Restaurants

Study Numbers

Proposed Phase 1 Numbers
1,204 Residential Units
818 Hotel Units

100,000 SF Retail/Restaurants

Study Highlights

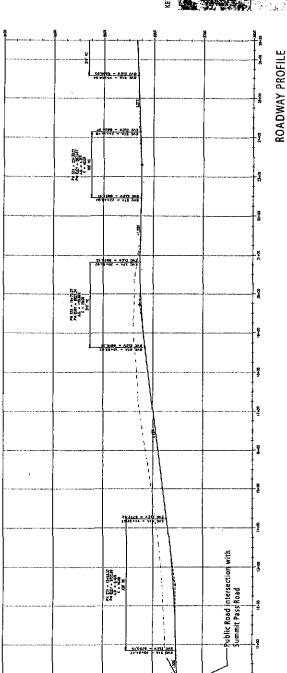
- The projected 20 year cumulative resort investment totals an estimated 990 million dollars.
- The projected total infrastructure investment over 20 years is an estimated 105 million dollars.
- The projected annual tax revenue to Weber County at the 20 year level is estimated between 40-50 million dollars.

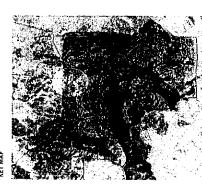
Exhibit C

Powder Mountain is committing to a public road right of way that will enable a secondary roadway link thru the resort to the east via Cache County. This public access road right of way would utilize Powder Mountain Road, Summit Pass and this proposed roadway to provide a feasible point of connection for a future roadway access to the east. This stub is being provided at a point adjacent to the Stonefield, Inc. parcel within Cache County and is stubbed at a location with topography that is feasible for a roadway extension. Any roadway alignment provided further east of this point is off of the subject property and would therefore require those property owners to provide access. This access extension, design, location etc. is to be determined at a later date and is not part of this rezone application.

Public Roadway Access







3 MOUNTAIN



Powder Mountain Resort

Traffic Impact Analysis

Prepared For: Summit Mountain

Holding Group, LLC **Prepared By:** Project

Engineering Consultants

Submission Date: September 26,

2014

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Executive Summary

Powder Mountain Resort is located in the mountains east of Ogden and is accessed via SR-39 (Ogden Canyon Road) and SR-158. Initially this report provides information of the existing conditions of the surrounding roadways and intersections. Intersection traffic volumes were collected in January 2014 during the week and weekend to establish a traffic baseline. The traffic data was analyzed using Synchro 8 software following the *Highway Capacity Manual* methodology to perform the level of service analysis. The surrounding roadways were evaluated for safety concerns and no crash patterns were identified.

The proposed development will be constructed in two stages with an anticipated completion date of 2019 for Stage 1 and 2025 for Stage 2. The future development proposes resort hotels, corporate retreats, recreational homes, corporate retreats, multi-family and nests (condominiums), offices, retail, restaurant/bar and employee housing. Stage 1 proposed development includes 509 resort hotel units, 90 corporate retreat units, 156 recreational homes, 184 multi-family and nests, 10,000 square feet of office space, 50,000 square feet of retail, and 12,500 square feet of quality restaurant with a bar for a total of 831 dwelling units. Stage 2 will add another 399 resort hotel units, 378 recreational homes, 472 multi-family and nests, 9,000 square feet of office space, 25,000 square feet of retail, and 12,500 square feet of quality restaurant with a bar for a total of 1,177 dwelling units, a combined total of 2,008 dwelling units for both stages. Six new ski lifts will be added over the next five years and one existing lift will be replaced. The proposed development will provide an array of amenities to provide for most of the guest's wants and needs while they remain on the premises. Estimated percentages of capture rates of internal trips were applied to estimate the reduction of the number of external trips. Stage 1 generates an estimated 4,913 weekday and 9,205 Saturday daily trips. Stage 2 will generate an estimated 5,366 weekday and 9,562 Saturday daily trips. Approximately 60 percent of the trips will access the site through Ogden Canyon.

Background traffic is anticipated to grow approximately two percent per year, based upon the historical traffic patterns of the surrounding roadways. The existing study intersections (SR-39/Valley DR.; SR-39/SR-158 and SR-158/Route 3460 [SR-162]) currently operate at a level of service B/C during the week and LOS C/E on Saturdays. In the future when Stage 1 development is completed and the generated trips are added to the surrounding roadway system, the LOS of the study intersections continue to operate at B/C during the week at the two T-intersections (SR-39/Valley DR and SR-39/SR-158) and LOS F at SR-158/Route 3460. In 2025 the LOS declines to LOS D/E/F at the intersections. To bring the LOS back into compliance with LOS C, PEC recommends installing a traffic signal at all three intersections. PEC also recommends installing left-turn median channelization on SR-39 for the left-turning movement from Valley Drive.

The three Powder Mountain parking lots provide approximately 600 parking spaces that are utilized approximately 17 percent during the weekdays and 75 percent on the weekends. The two auxiliary lots provide an additional 135 parking spaces that are typically utilized 30 percent during weekdays and 50 percent during the weekends. Powder Mountain will provide an internal shuttle system and team with Utah Transit Authority (UTA) to help reduce travel demand on the existing roadways.

Powder Mountain will strive to achieve transportation sustainability by providing on-mountain accommodations that allow residents and guests to drive to the resort and stay for multiple days instead of making trips back and forth to Ogden or other surrounding communities every day.

I. Existing Conditions (2014)

A. Roadway System

Major roadways that serve the Powder Mountain Resort area are illustrated in Figure 1: Existing Traffic Conditions. The primary roadways are outlined below:

- SR-39 is a two-lane highway providing access from Ogden City to Eden/Huntsville area and its functional classification is "principal arterial". The speed limit ranges from 30 mph to 45 mph from Valley Drive (MP 8.68) at the mouth of the canyon to Junction SR-158 (MP 13.792) at the west end of Pineview Reservoir. The lanes are 12 feet wide with one-two foot paved shoulders and one-two foot gravel shoulders. The roadway has a gentle grade averaging 1.8 percent from the mouth of Ogden Canyon to Junction SR-158.
- SR-158 is a rural two-lane highway that provides access to Powder Mountain Resort, passing through Eden and its functional classification is a "major collector". From Junction SR-39 (MP 0.0) to Route 3460 (MP 4.337), the speed limit ranges from 40 mph to 50 mph. The grade is relatively flat at 0.2 percent in this section. From Eden to Powder Mountain Resort (MP 4.337 to MP 11.691), the speed limit ranges from 15 mph to 40 mph and the grade averages 8.5 percent. The lanes are 12 feet wide with one foot paved shoulders and one-two foot gravel shoulders.
- Route 3460, commonly known as Highway SR-162, is a two-lane rural highway between Junction SR-158 (MP 0.0) west of Eden and 4100 North (MP 3.028) in Liberty and its functional classification is "major collector". The posted speed limit of is 40 mph and the grade is 1 percent between the two communities. The lanes are 12 feet wide with one-three foot paved shoulders and one-two foot gravel shoulders.
- Route 3464 (SR-158), is a two-lane rural highway that loops through Eden beginning at SR-158 (MP 0.0) via 5500 East and 2200 North back to Junction SR-158 (MP 1.396) west of Eden and its functional classification is "major collector". The posted speed limit of is 40 mph and the grade is 0.5 percent. The lanes are 12 feet wide with one foot paved shoulders and one-two foot gravel shoulders.

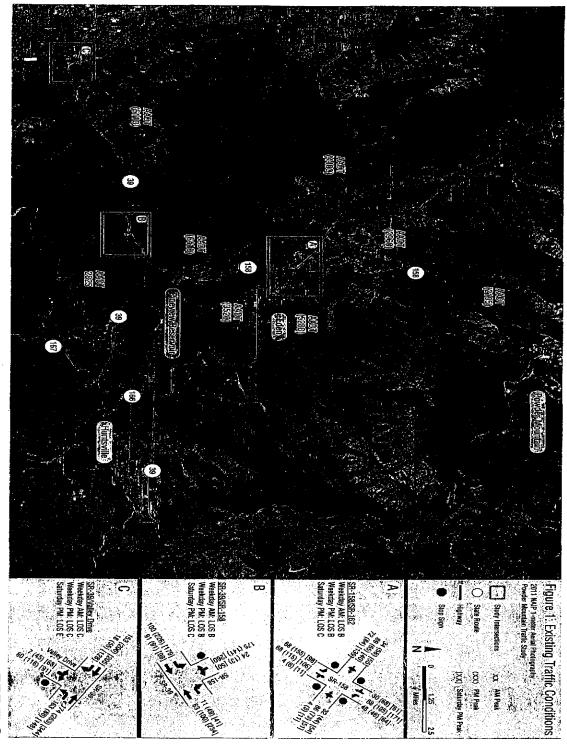
B. Traffic Volumes

Daily traffic volumes along SR-39, SR-158, and SR-162 were obtained from UDOT traffic data. The latest annual average daily traffic (AADT) volumes are shown in Table 1: Existing Annual Average Daily Traffic Volumes and Figure 1: Existing Traffic Conditions. All volumes represent moderate traffic levels that are within the capacity of two lane roads.

Table 1: Existing Annual Average Daily Traffic Volumes

Road	Location	2013 Weekday Volume		
SR-39	West of SR-158	6,110		
5K-59	East of SR-158	2,825		
· · · · · · · · · · · · · · · · · · ·	North of SR-39 (MP 0.0 to 3.778)	6,410		
	South of Route 3460 (MP 3.778 to 4.337)	3,520		
SR-158	North of Route 3460 through Wolf Creek Development (MP 4.337 to 8.181)	2,960		
	North of Wolf Creek Development to Summit (MP 8.181 to 11.691)	2,195		
Route 3460	West of SR-158	4,590		
Route 3464 (SR-158 via 2200 N & 5500 E)	East of SR-158	5,280		

*Source: UDOT 2013 Annual Average Daily Traffic



PEC

C. Highway and Intersection Operations

Traffic Counts

In order to quantify the impact the proposed development will have on the surrounding roadway network, a traffic survey was performed at each study intersection. Weekday intersection data was collected on January 21, 2014 and Saturday intersection data on January 18, 2014 by L2 Data Collection (see Appendix A – 2014 Traffic Volumes). The average weekday AM/PM peak hours occurred from 8:00 AM to 9:00 AM and 4:30 PM to 5:30 PM. The average weekend AM/PM peak hours on Saturday occurred from 9:00 AM to 10:00 PM and from 4:00 PM to 5:00 PM.

Level of Service (LOS) Analysis Methodology

The Highway Capacity Manual (HCM) (Transportation Research Board [TRB], 2010) presents operational, design, and planning capacity analysis techniques for a broad range of transportation facilities, as well as procedures for analyzing streets and highways. In order to quantify the impact that the proposed development will have on the surrounding transportation system, an assessment and analysis was performed for the existing traffic conditions on the highways and at the intersections.

Intersections

Following the HCM methodology, the intersections were given a level of service (LOS) from A through F. The concept of levels of service uses qualitative measures that characterize operational conditions within a traffic stream and perception of these conditions by motorists and passengers.

The descriptions of individual levels of service characterize these conditions in terms of factors such as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience. There are six levels of service describing these conditions, ranging from A to F, which have been standardized by the TRB. LOS A represents a free-flowing traffic condition where motorists are affected very little by other motorists; motorists have a high degree of convenience, and freedom to select desired speeds. LOS F is characterized by congested flow conditions and stoppages as the amount of traffic approaching a point exceeds the amount that can pass that point. The various levels of service and associated delay relationships are summarized in Table 2: Two-Way and All-Way Stop-Controlled Intersections.

Table 2: Two-Way and All-Way Stop-Controlled Intersections

LOS by Volume-to Capacity Ratio v/c: 4.0	Description of Fraffic Conditions	Control Delay (s/velu)
A	Free Flow / Insignificant Delay	0 ≤ 10
В	Stable Operations / Minimum Delays	>10 and ≤ 15
C	Stable Operations / Acceptable Delays	>15 and ≤ 25
D	Approaching Unstable Flows / Tolerable Delays	>25 and ≤ 35
E	Unstable Operations / Significant Delays Can Occur	>35 and ≤ 50
F	Forced Flows / Unpredictable Flows / Excessive Delays Occur	>50

Source: Highway Capacity Manual

Two-Way Stop-Controlled intersections - the LOS criteria apply to each lane on a given approach and to each approach on the minor street. LOS is not calculated for major-street approaches or for the intersection as a whole.

All-Way Stop-Controlled intersections - for approaches and intersection-wide assessment, LOS is defined solely by control delay.

≤66.7

Two-lane Highways

Three measures of effectiveness are incorporated into the methodology to determine automobile LOS. Passing capacity and passing demand have a significant impact on actual operations and driver perceptions of service.

The HCM states:

At LOS A, motorists experience high operating speeds on Class I highways and little difficulty in passing. Platoons of three or more vehicles are rare. On Class II highways, speed would be controlled primarily by roadway conditions. A small amount of platooning would be expected. On Class III highways, drivers should be able to maintain operating speeds close or equal to the free-flow speed (FFS) of the facility. At LOS E, demand is approaching capacity. Passing on Class I and II highways is virtually impossible, and percent time-spent following (PTSF) is more than 80%. Speeds are seriously curtailed. On Class III highways, speed is less than two-thirds the FFS. The lower limit of this LOS represents capacity. LOS F exists whenever demand flow in one or both directions exceeds the capacity of the segment. Operating conditions are unstable, and heavy congestion exists on all classes of two-lane highway.

The various levels of service and demand associated with average travel speed (ATS), PTSF and percent of free-flow speed (PFFS) are summarized in Table 3: Level of Service for Two-Lane Highways.

Class H Class HI Class I Highways LOS Highway Highway VTS (mi/h) PTSF ("-0) PTSF (%) PFFS (%o) A >55 ≤35 ≤40 >91.7 $\overline{\mathbf{B}}$ >50-55 >35-50 >40-55 >83.3-91.7 C >45-50 >50-65 >75.0-83.3 >55-70 >65-80 \mathbf{D} >40-45 >70-85 >66.7-75.0

>85

Table 3: Level of Service for Two-Lane Highways

Source: Highway Capacity Manual

<40

Study Intersections

E

Existing traffic operations were analyzed at each study intersection using Synchro 8 software which follows the HCM methodology to perform the analysis. Figure 1: Existing Traffic Conditions, shows the turning movement volumes used to analyze the 2014 existing conditions along with the existing LOS for the following intersections: SR-39 / Valley Drive; SR-39 / SR-158 and SR-158 / Route 3460. Corresponding Synchro 8 reports can be found in Appendix B – HCM Analyses.

>80

Table 4: Existing (2014) Level of Service Summary shows the existing LOS at the study intersections for weekday and Saturday peak periods.

Table 4: Existing (2014) Level of Service Summary

Intersecti	on	Minor Street	Overall Intersection	
Description/Control	Peak Period	LOS/Control Delay (s)	Movement	Delay (s/yeh)
SR-39/Valley Drive	Weekday AM	C/18.7	NELR	3.7
NE/Stop	Weekday PM	C/18.9	NELR	3.6
	Saturday PM	E/46.2	NELR	6.3
SR-39/SR-158	Weekday AM	B/10.4	SLR	6.1
S/Stop	Weekday PM	B/10.8	SLR	5.4
	Saturday PM	C/19.9	SLR	8.7
	T			LOS/Delay (s/veh)
SR-158/Route 3460	Weekday AM	na	па	B/10.6
All-Way Stop	Weekday PM	па	na	B/14.8
	Saturday PM	na	na	C/15.9

D. Safety Assessment

PEC obtained UDOT crash records from 2008 - 2012 for several state routes in the area, in order to analyze crash patterns and identify potential safety issues. The roads for which crash data were obtain include the following:

- SR-39, milepost (MP) 8.68 to MP 13.792; MP 13.792 to MP 16.56
- SR-158, MP 0.0 to MP 4.337; MP 4.337 to MP 11.69
- Route 3460, MP 0.0 to MP 3.03
- Route 3464, MP 0.0 MP 1.40

The records were then analyzed to determine crash patterns along each corridor in order to determine roadway sections requiring further review for improvements which could help to reduce crash frequency and severity. UDOT classifies each crash type into one of five categories based on the severity of the crash. The severity rates are as follows:

- 1. Property Damage Only
- 2. Possible Injury
- Non-Incapacitating
- 4. Incapacitating
- Fatal

Special consideration was given to severe crashes (category four or five) along with the manner of collision of these crash types and locations. The crash analysis for each of these highway segments are summarized in the following sections. Included, is the calculation of the average crash rate, the average severe crash rate and the average severity. The values were determined by following the accepted UDOT crash review standard methodology.

SR-39

Beginning at the mouth of Ogden Canyon (MP 8.68), SR-39 extends eastward through the canyon to Huntsville. This segment of SR-39 provides access to the Powder Mountain Resort from Ogden. From 2008 to 2012 there were 169 crashes with 15 severe crashes on this segment of SR-39 from the mouth of Ogden Canyon (MP 8.68) to SR-158 Junction (MP 13.792). Two of those 15 severe crashes occurred at the SR-158 Junction but were different types of crashes and the other thirteen crashes occurred at different locations, not establishing any crash pattern that could be mitigated for any of the severe crashes. Compared to other "principle arterials" in the state, SR-39 has a higher crash rate, severe crash rate, and severity index than the state average as shown in Table 5: SR-39 Average Crash Rates.

Table 5: SR-39 Average Crash Rates

	SR-39	UDOT Average Crash Rates*	
Average Crash Rate	2.19	1.47	Per million vehicle-miles
Average Severe Crash Rate	19.43	6.3	Per one hundred million vehicle-miles
Average Severity	1.70	1.50	

Figure 2: SR-39 Crash Location and Type shows the number of crashes by location along SR-39 and the type of crashes recorded.

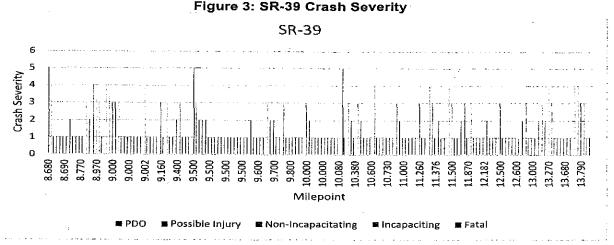
Figure 2: SR-39 Crash Location and Type

There are several locations where there are groupings of crashes that should be studied further. They are

12

milepoint (MP) 9.00 (12 crashes), MP 9.50 (17 crashes), MP 9.70 (5 crashes), MP 9.80 (6 crashes), MP 11.00 (6 crashes), and MP 13.79 (6 crashes). The higher frequency of crashes at these locations should justify future safety mitigations. Some safety mitigation measures that potentially could help reduce front-to-rear, angle and parked vehicle crashes might include more warning signs, reducing the speed limit and no parking on roadway shoulders limitations.

Figure 3: SR-39 Crash Severity shows the crash severity by location along SR-39. The graph shows the severe crashes are at various locations throughout the corridor.



SR-158 (MP 0.0 to MP 4.337)

SR-158 begins at the junction with SR-39 near the southwest corner of Pineview Reservoir, heads north to Eden, and continues northward to Powder Mountain Resort. There were 118 crashes on the segment of SR-158 between the SR-39 Junction (MP 0.0) and to the top of the mountain (MP 11.691) with three severe crashes. The severe crashes were single vehicle events in different locations with no discernable crash patterns. Also there were no locations with a high frequency of crashes in this section of highway that might indicate a problem area.

Compared to other "major collector" roadways in the state, the section of SR-158 from SR-39 to Route 3460 has the same severity index and a lower crash rate and severe crash rate than the state average as shown in Table 6: SR-158 Average Crash Rates. The section of SR-158 from the four-way stop up to Powder Mountain has a slightly higher severity index but a lower average crash rate and severe crash rate than the average collector roadway in the state.

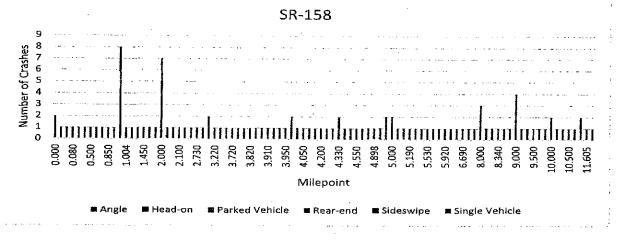
Table 6: SR-158 Average Crash Rates

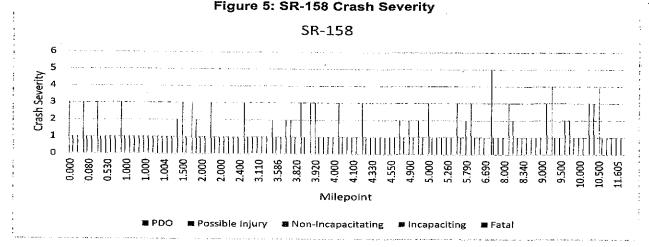
	14bic 0. 01(-130	Average Crash Rates	
	SR-158	UDOT Average Crash Rates*	
MP 0.0 to MP 4.337			
Average Crash Rate	1.74	1.98	Per million vehicle-miles
Average Severe Crash Rate	0.0	11.5	Per one hundred million vehicle-miles
Average Severity	1.47	1.47	
MP 4.337 to MP 11.691			
Average Crash Rate	1.55	1.98	Per million vehicle-miles
Average Severe Crash Rate	8.97	11.5	Per one hundred million vehicle-miles
Average Severity	1.60	1.47	

*Source: UDOT Average Crash Rates 2007-2011

Graphs showing the location, frequency, type and severity of crashes on SR-158 are presented in the two figures below. Figure 4: SR-158 Crash Location and Type presents the number of crashes by location along SR-158 and the types of crashes recorded. Figure 5: SR-158 Crash Severity shows the crash severity by location along SR-158. Future safety mitigations might be considered for front-to-rear (rear-end) crashes.

Figure 4: SR-158 Crash Location and Type



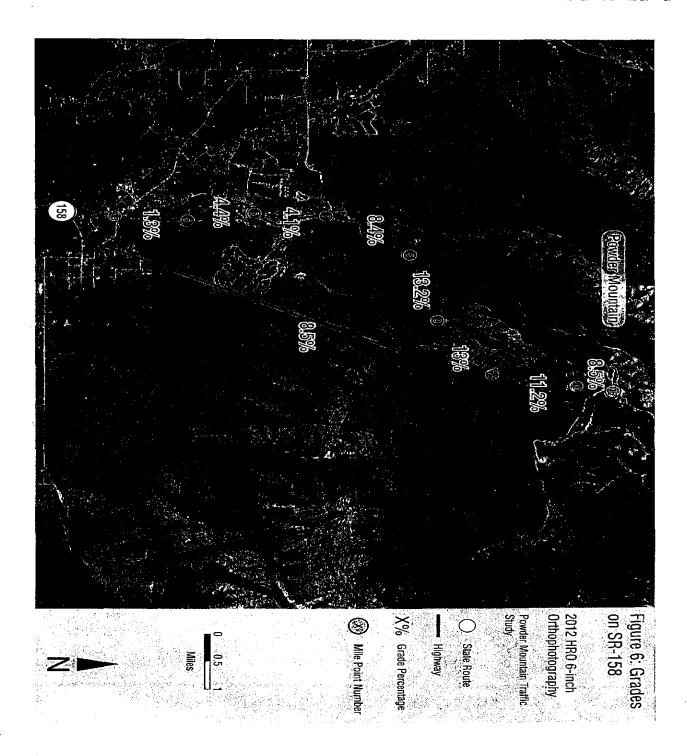


Another safety concern is the steep grades on SR-158 north of Eden as the roadway begins to ascend up the mountain. Figure 2: Grades on SR-158 illustrates the grades between mile points and the overall grade from the top of the mountain down to the SR-158/Route 3460 intersection. A Policy on Geometric Design of Highways and Streets (American Association of State Highway and Transportation Officials (AASHTO), 2011) offers the following:

Where long descending grades exist or where topographic and location controls indicate a need for such grades on new alignment, the design and construction of an emergency escape ramp at an appropriate location is desirable to provide a location for out-of-control vehicles, particularly trucks, to slow and stop away from the main traffic stream. Out-of-control vehicles are generally the result of a driver losing braking ability either through overheating of the brakes due to mechanical failure or failure to downshift at the appropriate time. Determining where an emergency escape ramp is necessary involves several different considerations. Factors that should be considered include topography, length and percent of grade, potential speed, economics, environmental impact, and crash experience.

Because of the anticipated increase of trucks using SR-158 during the construction season coupled with the length and percent of grade, the installation of an emergency escape ramp may be justifies and warrants further in-depth study.

PEC recommends that a more in-depth safety assessment be conducted for SR-158 to specific crash types and locations that can be effectively mitigated



Route 3460

Route 3460 is the main connection between Eden and Liberty. There were 25 crashes with three individual severe crashes in different locations with no established crash pattern. Compared to other "major collector" roadways in the state, Route 3460 has a lower crash rate and a higher severe crash rate and severity index than the state average as shown in Table 7: Route 3460 Average Crash Rates.

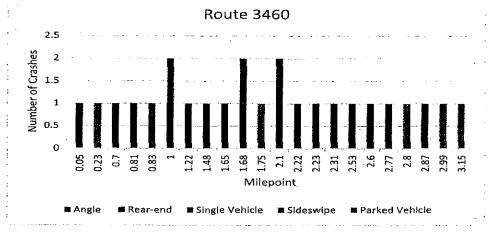
Table 7: Route 3460 Average Crash Rates

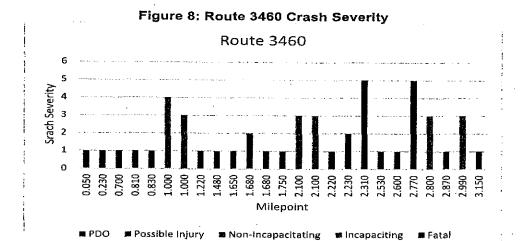
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	Route 3460	UDOT Average Crash Rates*	
Average Crash Rate	1.03	1.98	Per million vehicle-miles
Average Severe Crash Rate	12.33	11.5	Per one hundred million vehicle-miles
Average Severity	1.52	1.47	

*Source: UDOT Average Crash Rates 2007-2011

Graphs showing the location, frequency, type and severity of crashes on Route 3460 are presented in the two graphs below. Figure 7: Route 3460 Crash Location and Type presents the number of crashes by location along Route 3460 and the types of crashes recorded. Figure 8: Route 3460 Crash Severity shows the crash severity by location along Route 3460. Future safety mitigations might be considered for front-to-rear (rearend) crashes.

Figure 7: Route 3460 Crash Location and Type





Route 3464

Route 3464 is the loop connection through Eden. There were 12 crashes with one severe crash and no established crash patterns associated with this crash. Compared to other "major collector" roadways in the state, Route 3464 has a lower crash rate and a higher severe crash rate and severity index than the state average as shown in Table 8: Route 3464 Average Crash Rates.

Table 8: Route 3464 Average Crash Rates

	10010 01110010 0-10	- rectage order reaces	
	Route 3464	UDOT Average Crash Rates†	
Average Crash Rate	0.92	1.98	Per million vehicle-miles
Average Severe Crash Rate	7.67	11.5	Per one hundred million vehicle-miles
Average Severity	1.50	1.47	
*Source: UDOT Average Crash Rates 200	07-2011		

Graphs showing the location, frequency, type and severity of crashes on Route 3464 are presented in the two graphs below. Figure 9: Route 3464 Crash Location and Type presents the number of crashes by location along Route 3464 and the types of crashes recorded. Figure 10: Route 3464 Crash Severity shows the crash severity by location along Route 3464. Future safety mitigations might be considered for front-to-rear (rearend) crashes.

Figure 9: Route 3464 Crash Location and Type

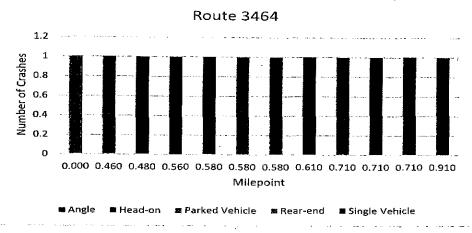
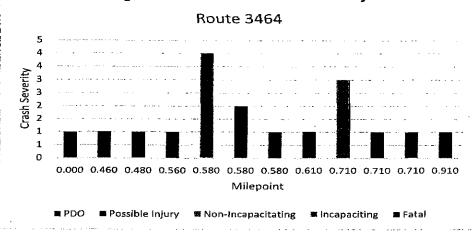


Figure 10: Route 3464 Crash Severity



II. Resort Traffic Projections

This section documents the processes used to develop traffic projections for the Powder Mountain Resort Master Transportation Plan.

This study considered both the summer and winter trip generators. The preliminary analysis indicated the trips generated in the winter are far greater than those generated in the summer (construction related trips). As a result, summer trips were omitted and the most impactful trips (winter) were analyzed in further detail.

A. Background

The Powder Mountain Resort Traffic Impact Study defines future operation improvements anticipated for Powder Mountain ski area. Three key trip-generating assumptions that were used when forecasting resort trips: 1) commercial development functions primarily as a service to day skiers, resort guests and local residents so a portion of commercial trips will remain internal to the resort; 2) as the resort grows, the number of day skiers coming from Ogden, Salt Lake City, and other off-mountain areas will grow approximately one percent a year over the next eleven years; and 3) it is anticipated that approximately 40 percent (average occupancy rate from Table 10) of the resort guests and skiers that come as part of the new development will stay approximately three/four days during the week and approximately 75 percent of the resort quests and skiers staying three/four days will include the weekend as part of their stay.

B. Resort Trip Generation

The several development proposals define the future development of hotel, housing and condominium units that will generate additional traffic on the surrounding roadway network. The proposed development has been divided into two stages for construction. The anticipated completion of Stage 1 is in 2019 and 2025 for Stage 2. Table 5: Proposed Development Units summarizes the number and type of units anticipated for the full build-out. Approximately 48 percent of the units and square footage will be constructed during the first stage.

Table 9: Proposed Development Units

	Total Units or SF
Mid Mountain	
Multi-Family	80
Commercial	10,000 sf
The Ridge	
Hotel	100
Single Family	33
Nests	42
Commercial	9,000 sf
Conference Center	10,000 sf
Summit Village	· · · · · · · · · · · · · · · · · · ·
Hotels	580
Multi-Family	150
Single Family	268
Nests	185
Corporate Retreat	90
Commercial	100,000 sf
Work Force Housing	58
Geertsen	
Multi-Family	80
Single Family	121
Nests	32
The Meadow	
Hotels	30
Multi-Family	62
Single Family	112
Nests	25

The land uses identified are not specifically identified in *Trip Generation Manual*, (9th ed.; Institute of Transportation Engineers [ITE], 2012) making it necessary to make adjustments to rates found in *Trip Generation Manual* and obtain estimates for others. Each land use is listed below with a short discussion of how the estimate for that use was obtained. Since Powder Mountain is principally a ski resort and the largest trip generators function in the winter, summer trip generators and construction traffic were not included in the trip estimate for winter peak hour trips.

- Recreational Homes Trip Generation Manual identifies recreational homes (ITE Code 260) as
 "located in a resort containing local services and complete recreational facilities". The recreational
 homes trip generation rate was chosen over the typical single family detached housing trip generation
 rate because "a large number of internal trips were made for recreational purposes in resort
 communities containing recreational homes".
- Resort Hotel Trip Generation Manual identifies resort hotels (ITE Code 330) as being "similar to hotels in that they provide sleeping accommodations, restaurants, cocktail lounges, retail shops and guest services. The primary difference is that resort hotels cater to the tourist and vacation industry, often providing a wide variety of recreational facilities/programs. Some properties contained in this land use provide guest transportation services (such as airport shuttles), which may have an impact on the overall trip generation rates."
- Condominiums Trip Generation Manual identifies luxury condominiums (ITE Code 233) as "units in buildings with luxury facilities or services".
- Office Trip Generation Manual identifies general office buildings (ITE Code 710 as "a location where affairs of businesses, commercial or industrial organizations, or professional persons or firms are conducted".
- Retail Trip Generation Manual identifies specialty retail centers (ITE Code 826) as "shopping centers that contain a variety of retail shops and specialize in quality apparel, hard goods and services".
- Restaurant/Bar Trip Generation Manual identifies a quality restaurant (ITE Code 931) as "a high quality, full –service eating establishments with typical duration of stay of at least one hour. Patrons commonly wait to be seated, are served by a waiter/waitress, order from menus and pay for meals after they eat. Lounge or bar facilities are ancillary to the restaurant".
- Snow Ski Area Trip Generation Manual identifies snow ski area (ITE Code 466) with a trip generation based on the number of lifts at the ski area for weekday and Saturday AM/PM peak hours. The Trip Generation Manual does not provide a trip generation rate for weekday or Saturday total daily trips. In an effort to provide the most accurate information, PEC also analyzed historical Powder Mountain ticket sale information to establish a "Powder Mountain specific" trip generation. The average ticket sales for three seasons (2010-2012) indicate an average daily trip generation rate per ski lift of 67 trips per weekday and 112 trips on Saturday. These generation rates for ski lifts are higher than those from ITE and were used in the trip generation of traffic for this traffic generator.

While ITE's Trip Generation Manual is the most definitive available source for estimating vehicle traffic that different land uses will generate, its information is most useful for auto-oriented, stand-alone suburban sites, from where the vast majority of data were collected. For areas with mixed uses, ITE advises traffic engineers to collect local data, or adjust the ITE average trip generation rate to account for reduced automobile use. The rates used for this study are a combination of the ITE data and engineering judgment.

Internal Trips

The proposed development will provide an array of amenities attempting to provide for most of the guest's wants and needs while remaining on the premises, such as food, drink, lodging, sports, entertainment, recreational activities, and shopping. Providing nearly all of the services guest's might want within close proximity to the lodging, trips among the various land uses can be kept within the resort and these internal trips will not significantly impact the surrounding major street system.

The Trip Generation Manual describes internal trips as follows.

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An internal capture rate can generally be defined as a percentage reduction that can be applied to the trip generation estimates for individual land uses to account for trips internal to the site. It is important to note that these reductions are applied externally to the site (i.e., at entrances, at adjacent intersections, and on adjacent roadways).

This capture of trips internal to the site has the net effect of reducing vehicle trip generation between the overall development site and the external street system.

Because data has been collected directly for recreational housing and resort hotels, they are considered in the *Trip Generation Manual* as a single land use, therefore the associated trip generation rates given reflect the recreational/resort nature of the development. Therefore, internal capture rates are not applicable for recreational homes and resort hotels.

Internal capture rate percentages were calculated for both build-out years following the methodology described in the *Trip Generation Manual* (see Appendix C – Multi-Use Development Trip Generation and Internal Capture Summary). Eleven percent and six percent were applied to trips generated of build-out years 2019 and 2025 respectively. The ITE methodology is based on an urban developed environment and renders low internal capture rate percentages which were used because of the lack of more reliable data.

Overnight Guest/Resident Trips

Overnight guests and residents represent those visitors to the resort that are staying within the properties of Powder Mountain for at least two or more days. These overnight visitors would represent a significant number of skiers for the resort, so to determine these skier trip forecasts, the various residential land uses within the resort were broken down by dwelling units or rooms and private or rented. A dwelling unit is a measure of housing equivalent to the living quarters of one household. Rooms provide lodging paid on a short-term basis such as a hotel room.

Weekday and weekend occupancy rates, based on information from the Snowbasin Resort Master Plan (Felsburg Holt & Ullevig, 2010), were applied to each property type. Table 10: Residential Occupancy Rates shows the projected occupancy rates for weekday and weekend conditions.

Land Use	Оссира	ncy Rate
	Weekday	Weekend
Recreational Homes (private) (dwelling units)	25 %	50 %
Resort Hotel (rooms)	50 %	90 %
Luxury Condominium (private) (dwelling units)	25 %	50 %
Luxury Condominium (rented) (dwelling units)	50 %	90 %

Table 10: Residential Occupancy Rates

Local Day Skiers

The existing local day skiers are not included in this analysis as they have already been accounted for in the existing daily traffic volume counts. It is anticipated that the number of local day skiers at Powder Mountain will grow approximately two percent a year, matching the projected traffic growth.

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A vehicle occupancy rate of 2.7 skiers per vehicle was assumed for skier trip generation reduction. This occupancy rate comes from the *Final Environmental Impact Statement* for *Breckenridge Ski Resort Peak 6 Project* (USDA Forest Service, 2012) which is based on other studies.

Projected Employee Base

The projected employment base includes all new employees working at Powder Mountain Resort, either for the ski area or for one of the rental, hotel or commercial properties at the resort. The existing ski area employees are not included in this analysis as they have already been accounted for in the existing daily traffic volume counts. The same occupancy rates mentioned in Table 10: Residential Occupancy Rates are applied to the number of employees per projected development. Table 11: Employee Forecasts shows the projected employment summary at full build-out of the resort for both stages of development.

Table 11: Employee Forecasts

	,										EĦ	Ξ.		1783	
Total Employees	Restaurant/Bar ²	Retail ²	Office1	Resort Hotel	Recreational Homes	(private)	Condominium	Luxury	(rental)	Condominium	Luxury	Ski Area Employees	Land Use		
	12,500 12,500	50,000	10,000 9,000	491	156		92			92			Room	Stage 1	
	12,500	50,000 25,000	9,000	327	378		236			236			Rooms or SF	Stage 2	
	40%	40%	75%	50%						50%			Weekday	Оссира	
	60%	60%	25%	90%						90%			Weekday Weekend	Occupancy Rates	
	3.5	2.0	2.3	0.7				,		0.3				Generation Rate	
	1,000 sf	1,000 sf	1,000 sf	1 Room						1 Room			SF	Per Room or	
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Powder Mountain Resort Traffic Impact Analysis September 26, 2014

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Powder Mountain Resort is committed to provide transportation for all their employees to/from the ski resort by providing either a shuttle service or transit passes on UTA to reduce the number of trips to the resort by employees.

Utah Transit Authority (UTA) Ridership

January 2014 data from UTA shows average passengers by trip time going to Powder Mountain. There are an average of 12 skiers in the AM peak period and 32 skiers in the PM peak that take advantage of the UTA services to Powder Mountain.

Total Trip Generation

Using the previously stated assumptions, vehicle trips were forecast for the proposed types of development for each Stage of the resort. Table 12: Estimated Trip Generation - Stage 1 and Table 13: Estimated Trip Generation - Stage 2 summarize the trip generation for both development stages.

Table 12: Estimated Trip Generation - Stage 1

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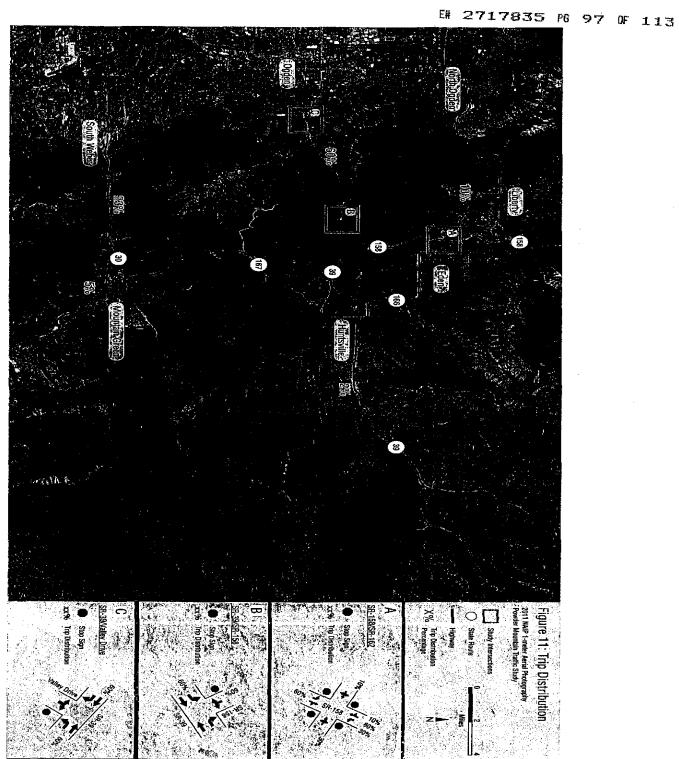
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Powder Mountain Resort Traffic Impact Analysis September 26, 2014

C. Resort Vehicle-Trip Distribution and Assignment

Project traffic was assigned to the roadway network based on the proximity of project access points to major roads, population densities, and regional trip attractions. Existing travel patterns observed during site visits also provided helpful guidance to establishing these distribution percentage. SR-158 is the only major route into and out of the site vicinity. As such, all access to and from the project will be channeled through SR-158. The trip distribution prepared for this report is consistent with the distribution presented in the *Powder Mountain Resort - Traffic Impact Study* (Fehr & Peers, 2005). The distribution percentages are as follows, and are illustrated in Figure 3: Trip Distribution.

- 10 % to/from the west on North Ogden Canyon Road
- 60 % to/from the west on Ogden Canyon Road (SR-39)
- 23 % to/from the west on Interstate 84
- 5% to/from the east on Interstate 84
- 2 % to/from the east on SR-39



III. Traffic Impacts

A. Background Traffic Volume Projections

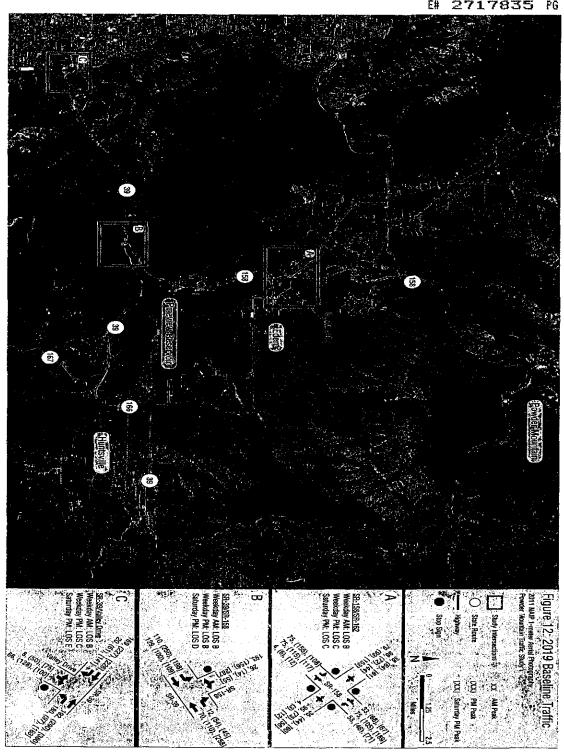
Background traffic volumes were derived from historical daily traffic volumes along SR-39 and SR-158. The growth factor was based on historical growth trends from 1998 to 2012 as shown in Table 10: Traffic Growth Rate. Based on the historical data, traffic on the roadways in the vicinity of the project has decreased or grown very little. To be conservative, traffic is anticipated to grow at a rate of 2.00 percent per year. This yearly growth is unrelated to the proposed project.

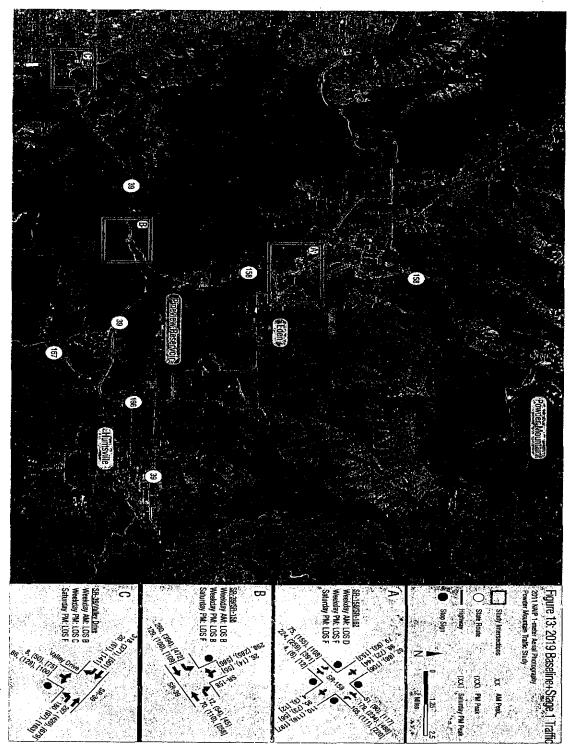
Road	Location	1998 AADT	2013 AADT	Annual Growth
SR-39	8.680 - Valley Dr.	7,935	6,110	-1.73 percent
	13.792 - SR-158	3,845	2,825	-2.03 percent
	16.563 – Snow Basin Rd.	2,440	2,630	0.50 percent
		SR-3	39 Average Growth	-0.81 percent
SR-158	0.0 – Jct. SR-39	3,935	6,410	3.31 percent
	3.778 – Route 3464	3,985	3,520	-0.82 percent
	4.337 – Route 3460	2,780	2,960	0.42 percent
	8.181 - Powder Mountain	1,605	2,195	2.11 percent
		SR-15	8 Average Growth	1.26 percent
		Antici	pated Growth Rate	2.00 percent

Table 14: Traffic Growth Rate

B. Future (2019) Traffic Operations

Figure 3: 2019 Baseline Traffic depicts the traffic volumes expected in 2019 at the three study intersections with two percent baseline traffic growth rate applied. Figure 5: 2019 Baseline + Stage 1 Traffic shows the anticipated traffic volumes when the trips generated by Stage 1 traffic are added to the baseline traffic. Table 15: Future (2019) Level of Service Summary – Stage 1 shows the LOS anticipated in 2019 with the baseline traffic growth and the proposed development at full build-out of Stage 1. During the Saturday PM peak hour the northeastbound left turn movement at the SR-39/Valley Drive intersection will operate at LOS E in 2019 from the natural growth of the local traffic. In addition, the southbound shared through/left turn movement at the SR-39/SR-158 intersection will operate at LOS D and the SR-158/Route 3460 intersection will function at LOS C. The addition of resort traffic will decrease the LOS at all three study intersections during the Saturday PM peak period to LOS F.

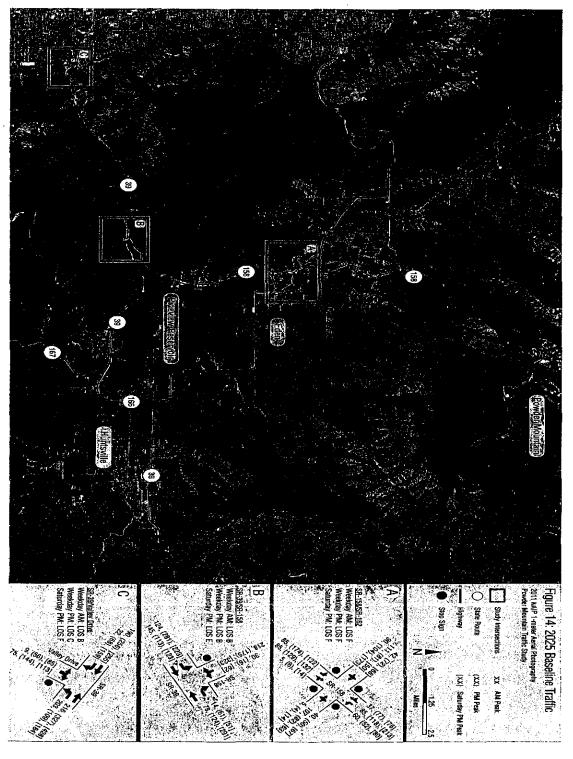


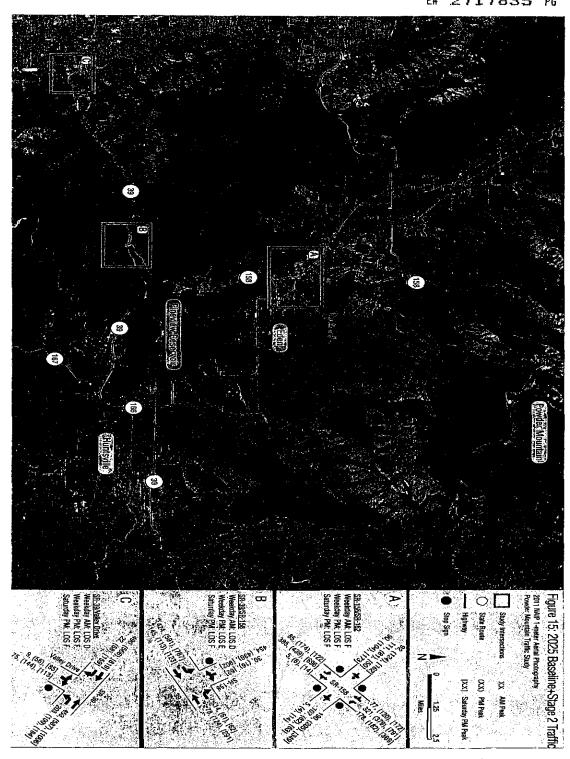


C. Future (2025) Traffic Operations

Figure 6: 2025 Baseline Traffic shows the traffic volumes anticipated in 2025 at the three study intersections with a two percent baseline traffic growth rate applied. Figure 7: 2025 Baseline + Stage 2 Traffic illustrates the expected traffic volumes when the trips generated by Stage 2 traffic are added to the baseline traffic. Table 16: Future (2025) Level of Service Summary – Stage 2 shows the LOS anticipated in 2025 with the baseline growth and the proposed development at full build-out of Stage 2. The baseline growth of traffic will cause the northeastbound left/right movement at SR-39/Valley Drive to operate at LOS F during the Saturday PM peak hour, SR-39/SR-158 will operate at LOS E, and SR-158/Route 3460 will also operate at LOS F during the same time period.

When the trips generated by the resort from Stage 2 are added to the surrounding roadway network, the results show all three study intersections operating at LOS F during the Saturday PM peak period.





Powder Mountain Resort Transportation Master Plan June 20, 2014

Table 15: Future (2019) Level of Service Summary - Stage 1

			2019 Baseline	c		With Project	
Intersection	เบก	Minor Street	reet	Intersection	Minor Street	ect .	Intersectio
Description/Control Peak Perioc	Peak Period	LOS/	Movement	Delay (s/vch)	IOS/	Movement	Delar (s/vch
SD 30/Valla- Di-	Weekday AM	B/12.2	NEBLR	3.9	B/14.8	NEBLR	3.1
NE/Ston	Weekday PM	C/17.0	NEBLR	4.5	C/19.8	NEBLR	3.9
dwo /mx	Saturday PM	E/41.3	NEBLR	7.8	F/450.8	NEBLR	47.0
CP_20/CD 150	Weekday AM	B/10.9	SBLR	5.9	B/13.3	SBLR	8.0
S/Ston 001-100	Weekday PM	B/11.3	SBLR	5.6	B/14.0	SBLR	7.7
doo to	Saturday PM	D/26.4	SBLR	11.1	F/372.4	SBLR	162.8
				LOS/Delay (s/veh)			LOS/Delay (s/veh)
SR_158/Route 3460	Weekday AM	na	na	B/11.4	na	na	D/27.1
All-Way Ston	Weekday PM	na	na	C/17.2	na	na	F/54.9
مريد السار محمل	Saturday PM	na	na	C/24.1	na	na	F/70.4
NEBLR = Northeastbound shared Left/Right Lane; SBLR = Southbound shared Left/Right Lane; s = seconds; s/veh = seconds/vehicle	red Left/Right Lane; S	BLR = Southbound shared	Left/Right Lane;	= seconds; s/veh = seconds/	vehicle		-

Table 16: Future (2025) Level of Service Summary - Stage 2

J	All-Way Ston	SR-158/Route 3460			S/Ston	SR-39/SR-158	Jeen for a	NE/Stop	SR-39/Valley Drive	Description/Control Peak Period	Intersection	
Saturday PM	Weekday PM	Weekday AM		Saturday PM	Weekday PM	Weekday AM	Saturday PM	Weekday PM	Weekday AM	Peak Period	on	
na	na	na		E/47.9	B/12	B/11.5	F/227.6	C/21.4	B/13.3	LOS/ Control Delay (s)	Minor Street	
na	па	na		SBLR	SBLR	SBLR	NEBLR	NEBLR	NEBLR	Movement	rcet	2025 Baseline
F/76.4	F/70.0	F/72.9	LOS/Delay (s/veh)	19	5.8	6.2	41.9	5.3	4.1	Delay (s/veh)	Intersection	e
fi.2	па	na		F/2632	E/35.8	D/27.6	F/6274	F/163	D/32.4	LOS/ Control Delay (s)	Minor Street	
na	па	na		SBLR	SBLR	SBLR	NEBLR	NEBLR	NEBLR	Movement	reet	With Projec
F/76.4	F/70.0	F/72.9	LOS/Delay (s/veh	1184	16.5	15.1	591	21.3	4.0	Delay (s/yeh)	Intersection	

NEBLR = Northeasthound shared Left/Right Iane, SBLR = Southbound shared Left/Right Lane; s = seconds; s/veh = seconds/vehicle

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F/76.4

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E. Highway Operations

Two-lane highway capacity analyses were performed for the following key sections of SR-39 and SR-158:

- SR-158 to Powder Mountain, uphill and downhill
- SR-158 to Eden, uphill and downhill
- SR-39 to Junction SR-158, uphill and downhill

Highway capacity analyses were performed using the two lane highway methodology found in the HCM. The uphill segments were evaluated during the morning peak and the downhill segments were evaluated during the evening peak for traffic volumes in 2014 (existing), 2019 and 2025. The intent is to capture the highway LOS for each direction of travel. The results are summarized in Table 17: Two-Lane Highway LOS.

	2014 (Existing)	2	019	2	2025
Segment	Uphili AM	Downhill PM	Uphill AM	Downhill PM	Uphill AM	Downhill PM
SR-158 to Powder Mountain	LOS B		LOS D		LOS F	
SR-158 to Powder Mountain		LOS C		LOS E		LOS F
SR-158 to Eden	LOS A		LOSC		LOS D	
SR-158 to Eden		LOS B		LOS C		LOS D
SR-39 to Jct. SR-158	LOSC		LOSC		LOSD	
SR-39 to Jct. SR-158		LOS C		LOS C		LOS D

Table 17: Two-Lane Highway Level of Service

F. Intersection Queue Length

The single lane approaches at T-intersections SR-39/Valley Drive and SR-39/SR-158 provide sufficient storage in the travel lane under stop conditions. At SR-158/Route 3460, the northeast left turn pocket provides 150 feet of storage and the southwest left turn pocket provides 100 feet of storage and there is sufficient storage length provided in the through lane of each approach. Table 18: Intersection Queue Lengths summarizes the projected 95th percentile queuing lengths at each intersection for the baseline scenario without the project and full build-out at the end of each Stage.

At SR-158/Route 3460, the northeast left turn pocket length provides sufficient storage for the projected left turn traffic during both stages of development. However, the queue length of the adjacent through lane will extend past the left turn pocket opening with the addition of project traffic in 2025 during the Saturday PM peak period. The queue length of the SW through lane will extend past the left turn pocket opening with the addition of the project traffic in 2019 during the weekday and Saturday PM peak.

Table 18: Intersection Queue Lengths (ft)

			···																 							
2025 w/p	2025 wo/p	2019 w/p	2019 wo/p	2014						2025 w/p	2025 wo/p	2019 w/p	2019 wo/p	2014					2025 w/p	2025 wo/p	2019 w/p	2019 wo/p	2014			
28	18	20	15	13	16T - 1781	W.T. 1711	N			213	39	65	32	27	W.D.A.M		8 1 of 1 of 1 of 1	10 /cm /s	59	20	13	15	Ç	W.D.A.M		
108	78	78	55	50	PM	W.D	NE Left			245	33	65	26	22	PΜ	WD.	s Left/Right	2	291	73	18	50	16	PM	U.M.	/T- 0 1/Z[17]1
£	35	48	35	23	Nd	Sat.				3,170	260	1189	151	104	PM	Sat	7		938	411	405	122	83	PM		7.
295	23	135	18	15	AM	W.D	N			l.,	·			نبـــا						L	L'					
295	48	230	35	33	ΡM	$\mathbb{C}\mathbb{W}$	NE Through																			
295	58	295	43	33	PM	Sat.	ունի																			
303	40	105	30	25	WV	WD		SR-																		
303	55	138	40	23	PM	MD	NW Through	SR-158/Route 3460																		
305	55	293	48	30	PM	Sat.	rough	ute 3460			-															
298	73	130	53	43	MV	G.M	S																			
298	213	313	130	93	PM	MD	SE Trough																			
300	891	300	178	78	PM	Sat.	≱h																			
225	20	55	15	13	.VM	$\mathbb{U}\mathbb{D}$	20		1																	
103	13	40	10	10	PM	$\mathbb{C}\mathbb{N}$	Wilefi						-													
288	35	150	18	23	PM	Sat.																				
228	38	188	30	25	$M_{\rm N}$	\mathbb{T}	SW																			
298	115	30g	75	88	PM	$\mathbb{C}\mathbb{N}$	Throu																			
22	298	29	<u>13</u>	123	PΝ	Sat	13-																			

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G. Recommended Mitigation

All three intersections exceed the LOS C or better criteria and will require mitigation to improve the intersection LOS to bring the intersection operations back into compliance with LOS C or better. Table 19: Future Level of Service Summary with Recommended Mitigation shows the expected LOS with the addition of traffic signals or roundabouts.

SR-39/Valley Drive Currently the intersection operates at LOS E on Saturdays and decreases to LOS F in 2019 with the addition of project traffic and will continue to operate at LOS F in the coming years as traffic growth increases. The mitigation measure of widening Valley Drive to provide a separate left-turn lane and a separate right-turn lane only reduces the seconds of control delay, but still operates at LOS F. The other option to improve the LOS is the installation of a traffic signal. PEC conducted a signal warrant analysis (see Appendix D – Traffic Signal Warrant Analysis) and found that a traffic signal falls just short of warranting a traffic signal in 2019 but is definitely warranted by 2025. PEC recommends improving the intersection by installing a traffic signal by 2020 to improve LOS A.

SR-39/SR-158 On Saturday during the PM peak period, the LOS drops to LOS F in 2019 when project trips are added and continues at LOS F in 2025. PEC recommends adding a traffic signal at the intersection to improve the intersection operation to LOS A during the Saturday PM peak hour. PEC conducted a traffic signal warrant analysis (see Appendix D – Traffic Signal Warrant Analysis) and found that signal warrants 1 and 2 are met for this intersection by 2019 using Saturday traffic volumes with the additional project generated traffic. Warrants for the signal meet the criteria for Saturday PM peak hour traffic only, not the weekdays. The traffic signal could be installed at the intersection without any geometric improvements and still achieve LOS C without impacting the dam.

SR-158/Route 3460 The growth in traffic with the addition of project traffic causes the Saturday PM peak hour LOS to decrease to LOS F in 2025 if no changes to the intersection traffic control are made. PEC recommends adding a traffic signal at the intersection to return the intersection operation to LOS C or better during the Saturday PM peak hour in 2019 and 2025. PEC conducted a traffic signal warrant analysis see Appendix D – Traffic Signal Warrant Analysis) and found that weekday traffic does not warrant a traffic signal but Saturday traffic with additional project traffic meets the criteria for signal warrants 1 and 2 in 2019. The LOS analysis for a roundabout shows the intersection will operate at LOS F with the addition of the resort traffic and is therefore not recommended.

Table 19: Future Level of Service Summary with Recommended Mitigation

					•
		20	119	20	25
Intersection Traffic Cantrol	Penk Period	Basefine LOS/Control Delay (s/yeh)	With Project LOS/Control Delay (s/yeh)	Baseline LOS/Control Delay (s/yeh)	With Project LOS/Control Delay (s/yeh)
SR-39/Valley Drive Traffic Signal	Saturday PM	A/5.0	A/9.7	A/5.9	B/19.2
SR-39/SR- 158 Traffic Signal	Saturday PM	A/8.3	C/33.2	B/10.2	D/43.9
SR- 158/Route 3460 Traffic Signal Roundabout	Saturday PM	A/9.0 B/11.3	C/28.3 F/100.7	A/9.1 B/14.0	C/33.5 F/512

s/veh = seconds/vehicle

H. Traffic Impact on Big Game

SR-158 is the main entrance to the Powder Mountain Resort as well as the other roadways in the vicinity travel through mule deer, elk and moose habitat where animals congregate during the fall, winter, and spring months. The big game mortality is summarized in Table 20: Big Game Mortality.

Table 20: Big Game Mortality

		··y
Roadway	Section	2-Year Mortality
SR-158	SR-39 Junction (MP 0.0) to Route 3460 (4.337)	24 mule deer
SR-158	Route 3460 (MP 4.337) to Powder Mountain (11.691)	10 mule deer
Route 3460	Liberty to Eden	16 mule deer
SR-39	SR-167 to Hunstville to Sr- 158/Route 3460	20 mule deer

Source: Utah Division of Wildlife Resources

With a projected increase in vehicle travel during the fall, winter and spring months, it is anticipated that an increase in wildlife/vehicle collisions is likely, especially with mule deer. Potential impacts to big game animals and other wildlife species that could occur with the projected increase in traffic in this area should be studied in further detail. Powder Mountain Resort should work with the Utah Division of Wildlife Resources, Weber County and the Utah Department of Transportation to develop strategies to reduce wildlife/vehicle collisions.

IV. Parking

A. Current Parking Utilization

Parking utilization data for Powder Mountain Resort parking lots was collected between January 15, 2014 and February 5, 2014. A summary of existing parking conditions is listed below in Table 21: Parking Lot Summary.

Table 21: Parking Lot Summary

Parking Lots	Available Stalls	Weekday Utilization (° 0)	Saturday Utilization (%)
Rainbow Gardens Park-n-Ride Lot	69 ¹ ·	41	70
Eden Valley Market Park-n-Ride Lot	65²	19	29
Powder Mountain Tiger Lot	50 ²	14	81
Powder Mountain Sundown Lot	90 ²	24	70
Powder Mountain Resort Center Lot	460 ²	14	77

¹ Actual number of parking stalls.

This utilization data indicates that during the weekdays skiers are 2.2 times more likely to ride UTA transit from the Rainbow Gardens park-n-ride lot rather than the Eden Valley Market park-n-ride lot and 2.5 times more likely on Saturdays.

Figure 8: Existing Parking details the weekday and Saturday utilization of the three resort parking lots and two park-n-ride lots associated with Powder Mountain Resort.

The Rainbow Gardens park-n-ride lot located on the west side of Rainbow Gardens Market on Valley Drive, is approximately 400 feet southwest of the junction with SR-39 at the mouth of Ogden Canyon. This parking lot is paved and operated by Rainbow Gardens in association with UTA.

The Eden Valley park-n-ride lot located approximately 600 feet northwest of Eden Valley Market on Route 3460 is unpaved and is serviced by UTA, but is not owned or operated by UTA.

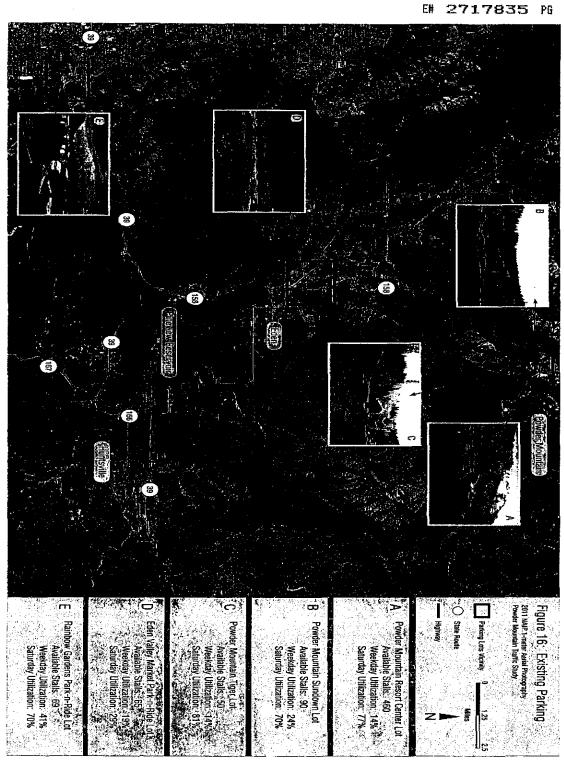
The three parking lots owned and operated by Powder Mountain Resort are unpaved.

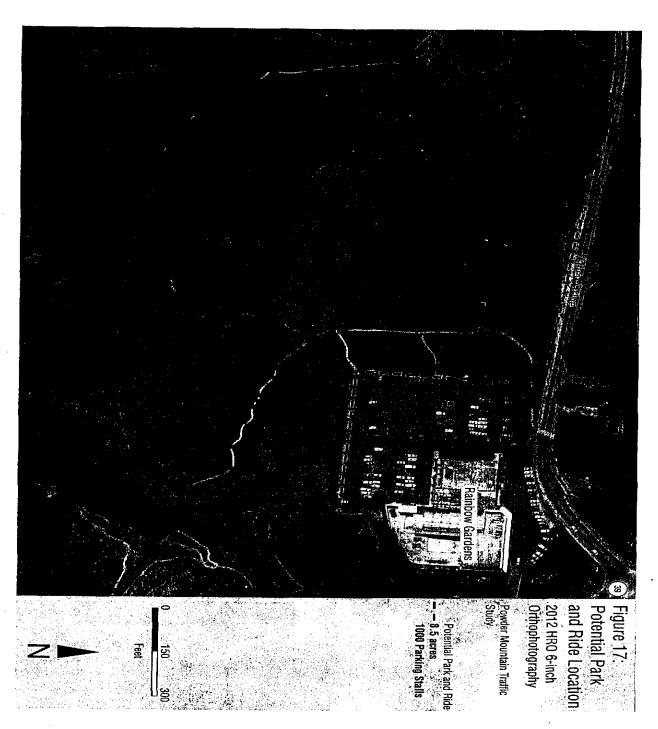
B. Future Parking Demands

Efforts to entice skiers and Powder Mountain employees to use UTA transit will create a need for additional park-n-ride lots to accommodate the increased ridership. Ninety-six seasonal employees will have the opportunity to stay in workforce housing at the ski resort while the others will commute daily to housing in other areas. Approximately 681 employees (Table 11) and 340 skiers will use UTA services on the weekend. To accommodate this parking demand 1000 additional parking stalls will be provided. There are approximately 8.5 acres adjacent to the existing Rainbow Gardens that might be suitable for a parking lot if available and appears to be large enough to accommodate the number of required parking stalls. Figure 9: Potential Park-n-Ride Location shows the proposed location for future parking needs.

The north parking lot (311 stalls) at the UTA Ogden Transit Center located at 2350 South Wall Avenue in Ogden could be used for overflow parking in the event the proposed park-n-ride lots become full. This lot should be available on weekends (when resort ridership is highest) when weekday commuters are not using the parking spaces. An agreement with UTA will be negotiated to facilitate the use of these UTA facilities.

² Approximate number of parking stalls.





V. Travel Demand Management

Travel demand management (TDM) measures represent actions taken by a development to limit vehicle trips made to and from the site. Typically these measures encourage site users to select a travel mode other than a single occupancy vehicle to get to and from the property, such as carpooling or transit.

Powder Mountain will provide an internal shuttle system so that overnight guests have means to access the ski area base without using their vehicles. The shuttle is anticipated to reduce vehicle travel within and between those areas by approximately 307 trips per day on the weekdays and 340 trips on the weekends during Phase 1 (Table 12) and 209 trips per day on the weekdays and 264 trips on the weekends (Table 13).

Powder Mountain has teamed up with UTA to provide transit service from Ogden or Eden so guests and employees don't have to rely on their personal vehicle to travel to the resort and are committed to reduce the number of skier single vehicle trips by 50 percent by providing enticements to the skiers to use UTA transit services. Some of the strategies that could be used include: discounted lift tickets, discounted concessions, subsidized transit fares, paid parking at the resort, etc. Beginning two years after DRR1 approval, the Developer shall provide a biennial report to the Planning Division Staff that [outlines data or provides details] on the strategies implemented. The report shall include, but not be limited to, the strategies used, the data collected and the reduction of single vehicle trips.

VI. Sustainability

Transportation sustainability is accomplished by limiting the traffic demand on the roadway system; fewer vehicles equals less congestion and less environmental impacts. Powder Mountain will strive to achieve that by providing on-mountain accommodations that allow residents and guests to drive to the resort once and stay for multiple days instead of making trips back and forth from the resort to surrounding cities (i.e., Ogden, Eden, etc.) every day. Additionally, Powder Mountain will provide supportive commercial and retail facilities within the resort that allow guests to fulfill many of their trip purposes (such as dining, entertainment and resort-related shopping) on site, limiting the number of trips to Eden or Ogden for those needs. Powder Mountain will also provide an internal shuttle system between the resort development areas that will enable guests to access the ski areas without using their own vehicle. This system could either operate as either an on-call system, a fixed route, fixed schedule system or hybrid system that offers fixed route service during the peak demand periods and on-call service during lower demand periods.

Other ways the resort will reduce travel demand and promote sustainability include:

- Provide preferred parking in the day skier lots for vehicles with three or more occupants. To
 promote reduced vehicle emissions and a healthier environment, preferred parking could also be
 extended to hybrid vehicles and other low-emissions vehicles.
- Consolidate services that are needed at the resort from any non-resort business, whether it be related to laundry, custodial, utility, or security.
- Implement the use of alternative fuel shuttles for the employee/skier transit services.
- Provide transit passes to all employees and require the employees to use them.
- Provide bicycles for use by resort employees and guests in the summer months.
- Provide information on shuttles, transit and other alternate modes to visitors.
- Have zipcars available for guests to use. Zipcar is a US membership-based car-sharing company
 providing automobile reservations to its members, billable by the hour or day.

EH 2717835 PG 113 OF 11

Summary of Ordinance No.

An Ordinance of Weber County rezoning certain Powder Mountain property, located in Ogden Valley, from Commercial Valley Resort-1 (CVR-1), Forest Valley-3 (FV-3), and Forest-40 (F-40) to the Ogden Valley Destination and Recreation Resort Zone (DRR-1). Adopted and Ordered published December 23, 2014, by the Board of County Commissioners of Weber County, Utah, with Commissioners Zogmaister, Bell, and Gibson voting aye.

A copy of the complete ordinance is available for public review, at the office of the Weber County Clerk/Auditor, 2380 Washington Blvd, Suite 320 Ogden, Utah.