



"W2511941"

C2011-5

Ord 201-1
1-11

WEBER COUNTY

ZONING DEVELOPMENT AGREEMENT

EN 2511941 PG 1 OF 158
FOREST D ROWLEY, WEBER COUNTY RECORDER
19-JAN-11 11:37 AM FEE \$4.00 DEP SPY
REC FOR: WEBER COUNTY PLANNING

PARTIES: The parties to this Zoning Development Agreement ("Agreement") are Snowbasin Resort Company ("Developer") and Weber County Corporation ("County").

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), Forest-5 (F-5) and Forest-40 (F-40) to the Ogden Valley Destination and Recreation Resort (DRR-1) Zone for the general purpose of developing a year round destination resort upon property that consists of approximately 3,808 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 him or his designees to develop the property in a manner that has been presented to the County; and

WHEREAS, the Developer considers it to his advantage and benefit for the County to review his petition and supplementary information, based upon 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 to be rezoned as described in Exhibit A; 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:

1. General

- 1.1. The County shall rezone the property described in Exhibit A from Forest Valley-3 (FV-3), Forest-5 (F-5) and Forest-40 (F-40) to the Ogden Valley Destination and Recreation Resort (DRR-1) Zone for the purpose of allowing the Developer to construct his conceptually pre-designed project on the subject property.
- 1.2. The responsibilities and commitments of the Developer and the County, as detailed in this document when executed, shall constitute a covenant and restriction that shall run with the land and be binding upon the County and the Developer, his assigns and/or his 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 a duplicate, un-recorded copy of the Snowbasin 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 Land Use Plan only by written instrument and after considering the recommendation of the County Planning Commission which may hold a public hearing to obtain public input on the proposed amendment or modification. See page 55 of Exhibit B for the Land Use 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 site specific avalanche hazards at the time of plan review for development approvals in the "No Name" and "Hells Canyon" area.
- 2.2. All new commercial and residential fireplaces shall utilize natural gas, liquid propane or any other high efficiency, low emission burning methods. These methods may include high efficiency wood burning systems.
- 2.3. Developer shall address site specific wildfire hazards and management plans at the time of and within all development review applications.
- 2.4. Developer shall provide a Public Safety Facility, including but not limited to office, equipment storage, and living area for the Weber County Sheriff's Office and the Weber Fire District. The facility design/floor plan shall be approved by the Weber County Sheriff's Office and the Weber Fire District and shall be provided at a time that is deemed necessary and practical by the same.

3. Concept Development Plan

Weber County shall retain the right to approve or deny more specific/detailed conceptual development plans for Areas A, B, F, and G. The concept development plans shall be approved prior to or in conjunction with the first application for site plan/subdivision approval within each development area.

4. Development

- 4.1. Developer shall develop the subject property based upon the approved Land Use Plan. The Land Use Plan may be refined and modified but the general concept of the plan will not be changed without prior formal approval of the County. The Developer will begin construction on the designated project as soon as conditions allow and will pursue project completion in good faith. See page 55 of Exhibit B.
- 4.2. Developer agrees that development, consistent with the Land Use Plan approved as part of this agreement and more particularly illustrated on page 55 of Exhibit B, will be subject to and part of a more specific and more detailed subdivision and/or plan review. Development inconsistent with the Land Use Plans will not be approved.
- 4.3. 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 found in the Weber County Zoning Ordinance, Building Code and/or Health Regulations.
- 4.4. Developer shall incorporate principles of sustainability into the development, as proposed on pages 22 and 23 of Exhibit B. Developer shall demonstrate the practicality and feasibility, of incorporating these principles, at the time of and within all development review applications.
- 4.5. Developer shall consider Utah Division of Wildlife Resources (DWR) comments at site plan level of approvals for development including trails. DWR comments, intended for consideration, shall be those submitted prior to a Planning Commission meeting where the related application is being considered for the first time.
- 4.6. Two years after any development commences, the Developer shall provide a biennial report to the Planning Division Staff that inventories all existing (constructed) recreation facilities and commercial/residential units to date. The inventory shall include, but not be limited to, the number, type and general location of facilities/units. Recreational facilities and commercial units 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 Land Use Plan. See page 55 of Exhibit B for the Land Use Plan.
- 4.7. Lockout sleeping rooms shall not exceed a number that will increase vehicle trips per day by 10% and/or would not drop Level of Service (LOS), at impacted intersections, by more than one (1) level of service. In no case shall any increase in units, due to lockouts, drop the Level of Service at impacted intersections to a LOS F during Saturday peak times. Benchmark LOS is provided by the Snowbasin Resort Master Plan Transportation Element attached as Exhibit C.
- 4.8. Although a phasing plan/schedule has not been proposed by the Developer, the Developer shall agree to provide the recreational amenities, as presented in the proposed Recreation Facilities Plan, at a rate that is commensurate with the level of residential development. See page 43 of Exhibit B.

5. Density

- 5.1. Residential and commercial density shall not exceed 2,426 units as requested by the Developer and approved by Weber County. Density transfer incentives and bonus densities have been granted based upon Developer requests and their voluntary nature, the Developer's self-imposed performance standards relate to bonuses, and representations made in the Snowbasin Rezone Application package attached as Exhibit B. In the event that the Developer fails to perform or maintain bonus density standards, the Developer agrees that the density bonuses associated with the standards shall be void and unavailable for development.
- 5.2. Developer shall provide seasonal workforce housing units as represented in the Seasonal Workforce Housing Plan. See page 45 of Exhibit B.
- 5.3. Developer acknowledges that units (development rights) will diminish, as development occurs, at a rate of one (1) unit per one (1) residential lot/unit developed and/or at a rate of one (1) unit for every 5000 sq. ft. of commercial space developed. Commercial area(s) within hotel lobbies and/or conference rooms/facilities are excluded from this calculation. In no case shall commercial density exceed 213,750 square feet of hotel space and 75,000 square feet of retail commercial space in Area A and 80,000 square feet in Area G. Commercial square footage in Area F shall be limited to the area shown as "Mixed Use" on the Land Use Plan. See page 55 of Exhibit B.

6. Traffic Mitigation

- 6.1. Weber County shall retain the right to, as part of any development application, require and define the scope of a traffic analysis that can be used to verify representations made in the Snowbasin Resort Master Plan Transportation Element. See Exhibit C.
- 6.2. In the event that Weber County suspects a drop in LOS that exceeds the tolerances defined in paragraph 4.7 above, the Developer agrees to investigate the traffic volumes, utilizing a qualified traffic/transportation consultant, determine the existing LOS's at subject intersections, determine the impacts attributable to Snowbasin Resort and provide mitigation designed to return service to anticipated levels as represented in the Snowbasin Resort Master Plan Transportation Element. See Exhibit C.

7. Reinvestment Fee Covenant

Developer shall record a Reinvestment Fee Covenant that complies with the Utah State Code.

8. Community Park Property

- 8.1. Developer has voluntarily chosen to permanently preserve approximately seven (7) acres for the purpose of providing land area for a community park. The location of the community park shall be on the southeasterly corner of the intersection formed by State Road 167, otherwise known as the "new" Trapper's Loop Road, and State Road 39. The park location is further illustrated within the Land Use Plan. See pages 54 and 55 of Exhibit B.
- 8.2. Weber County agrees to accept the community park property through a deed, grant of easement, or other instrument that serves to permanently preserve the property.

- 8.3. Although the Ogden Valley General Plan states that a new park may not be needed for decades, Weber County reserves the right to determine the timing of the park property's conveyance, the park's design and what type(s) of park facilities shall be constructed.
- 8.4. Weber County acknowledges that the responsibilities and costs associated with the development and maintenance of the park shall be those of the County or its designee; however, the parties agree to work together, using good faith efforts, to explore a variety of funding sources including, but not limited to, customary sources, those identified in the General Plan, and/or a funding source described within a private Reinvestment Fee Covenant prepared and voluntarily imposed/recorded, on the Snowbasin project property, by the Developer.
- 8.5. Developer shall maintain the community park area in its current or similar agricultural state until such time that the area is developed into an active park facility and/or until Weber County has formally accepted a deed of conveyance, an easement or other instrument. See Exhibit D for an illustration of the community park area's existing agricultural use.
- 8.6. Developer shall guarantee to Weber County that adequate water rights associated or not associated with the community park property will be permanently preserved or conveyed with the property in order to ensure adequate irrigation of the community park as illustrated on page 56 of Exhibit B.
- 8.7. Developer shall guarantee vehicular access to the community park area in the event that an access from Trappers Loop Road is denied by the Utah Department of Transportation. This access may be provided at a point on the "old" Trappers Loop Road, otherwise known as 7450 East Street, or another location determined to be acceptable by Snowbasin and Weber County.
9. Default and Enforcement
- 9.1. Developer acknowledges that, if the project has not begun or completion has not been pursued in the manner outlined above, he will request that the property be rezoned from the Destination and Recreation Resort (DRR-1) Zone back to the Forest Valley-3 (FV-3), Forest-5 (F-5) and the Forest-40 (F-40) Zones and this document will serve as his request for such action by the County. The Developer further acknowledges that the County's granting of this rezoning petition is contingent upon him completing the project substantially, as depicted on page 55 of Exhibit B and within the time frame outlined in this Agreement.
- 9.2. The following conditions, occurrences and/or actions will constitute a default by the Developer, his assigns and/or his successors in interest:
- 9.2.1. Failure to present a detailed development plan, gain County approval and obtain Land Use/Conditional Use and Building Permits and complete construction within the manner of time specified in this Agreement.
- 9.2.2. Disposing of the property for any other purpose than that approved by this Agreement, the Land Use Plan and/or any subsequent more detailed plans approved by the County.
- 9.2.3. A written request made by the Developer, his assigns or successors in interest, filed with the County seeking to void or materially alter any of the provisions of this Agreement.

- 9.3. In the event that any of the conditions constituting default, by the Developer (including his 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 Land Use Plan or initiate steps to revert the zoning designation to its former zones.
- 9.4. In the event that legal action is required in order to enforce the terms of this Agreement, the prevailing party shall be entitled to receive reimbursement, from the faulting party, for attorney's fees and other associated costs incurred while enforcing this Agreement.

10. Exhibits

- A. List of Subject Properties and Descriptions
- B. Weber County Rezone Application Package
- C. Snowbasin Resort Master Plan Transportation Element
- D. Community Park Parcel Photo Documentation

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 11th day of January, 2011

Weber County Corporation
"County"

By: Jan M. Zogmaister
Jan M. Zogmaister
Chair, Weber County Commission

Snowbasin Resort Company
"Developer"

By: Wallace Huffman
Wallace Huffman
President, Snowbasin Resort Company

ATTEST:

Ricky D. Hatch
Ricky D. Hatch, CPA
Weber County Clerk/Auditor

CORPORATE ACKNOWLEDGMENT

State of UTAH)
)ss.
County of WEBER)

On this 11 day of JANUARY, in the year 2011, before me, Wallace Huffman
a Notary Public in and for the State, personally appeared, Wallace Huffman proved, on the
basis of satisfactory evidence, to be the PRESIDENT of SUNO BAKED RESINS
corporation which executed the foregoing instrument, and that said instrument was signed on
behalf of said corporation by authority of a Resolution of its Board of Directors that said
corporation executed the same.

Witness my hand and official seal.

Kary C. Serrano
Notary Public



APPROVED AS TO FORM:

Monette Neutack
Weber County Attorney

1/11/2011
Date


Exhibit A

Snowbasin – List of Rezoned Parcels

Tax ID #:

- 20-036-0039
- 20-040-0002
- 20-043-0001
- 20-043-0005
- 20-044-0003
- 20-044-0005
- 20-044-0007
- 20-044-0008
- 21-031-0028
- 21-039-0004
- 21-040-0002
- 23-002-0003
- 23-003-0002
- 23-004-0002
- 23-004-0003

Exhibit E



Weber County Parcel Search

2380 Washington Blvd Ogden, Utah
Weber County Home - Parcel Search - Interactive Maps

Current Taxes	Ownership Info	Tax History	Delinquent Taxes
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Today's Date: 03/10/2010

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Serial # 20-036-0039

Ownership Info		Plat Map
Owner	SNOWBASIN RESORT COMPANY	20-036 View PDF
Property Address		Viewing Plat Maps requires Adobe Reader
Mailing Address	PO BOX 30825 SALT LAKE CITY UT 841300825	Dedication Plat No Dedication Plats found
Tax Unit	318	

Property Value Info			
Desc	Year	Size	Market Value
Land		221.24 Acres	\$ 11,062,000.00
Total Market Value:			\$ 11,062,000.00

Current References			
Entry #	Book	Page	Recorded Date
2210660			26-SEP-06
Kind of Instrument WARRANTY DEED			


Prior Serial Numbers	
200360039	210310003 (Dead)

Legal Description
* For Tax Purposes Only *
PART OF THE EAST 1/2 OF SECTION 24, TOWNSHIP 6 NORTH, RANGE 1 EAST, AND THE WEST 1/2 OF SECTION 19, TOWNSHIP 6 NORTH, RANGE 2 EAST, SALT LAKE BASE & MERIDIAN, US SURVEY: BEGINNING AT A POINT ON THE WEST RIGHT OF WAY LINE OF TRAPPERS LOOP ROAD SAID POINT BEING 1771.62 FEET NORTH 89D40'35" WEST ALONG THE SECTION LINE FROM THE SOUTHEAST CORNER OF SAID SECTION 24, AND RUNNING THENCE NORTH 89D40'38" WEST 887.66 FEET ALONG SAID SECTION LINE TO THE SOUTH QUARTER CORNER OF SAID SECTION 24, THENCE NORTH 0D27'23" EAST 2638.23 FEET ALONG THE QUARTER SECTION LINE TO THE CENTER OF SAID SECTION 24, THENCE SOUTH 89D45'09" EAST 1336.34 FEET ALONG THE QUARTER SECTION LINE TO THE EAST LINE EXTENDED OF VALLEY-LAKE ESTATES NO. 2 AND 3 SUBDIVISIONS IN WEBER COUNTY, UTAH: THENCE NORTH 0D23'03" EAST 1728.78 FEET ALONG SAID EAST LINE EXTENDED AND THE EAST LINE OF SAID VALLEY-LAKE ESTATES NO. 2 & 3, THENCE SOUTH 89D36'57" EAST 640.00 FEET, THENCE NORTH 0D23'03" EAST 314.08 FEET, THENCE NORTHEASTERLY ALONG THE ARC OF A 895.00 FOOT RADIUS CURVE TO THE RIGHT A DISTANCE OF 280.03 FEET (LONG CHORD BEARS NORTH 9D20'52" EAST 278.89 FEET) THENCE NORTH 18D18'41" EAST 64.06 FEET TO THE SOUTHWESTERLY RIGHT OF WAY OF STATE HIGHWAY U-39, THENCE TWO (2) COURSES ALONG SAID RIGHT OF WAY AS FOLLOWS: SOUTHEASTERLY ALONG THE ARC OF A 3744.72 FOOT RADIUS CURVE TO THE RIGHT A DISTANCE OF 401.16 FEET (LONG CHORD BEARS SOUTH 68D09'39" EAST 400.97 FEET) AND SOUTH 65D05'30" EAST 446.20 FEET TO THE WEST RIGHT OF WAY LINE OF SAID TRAPPERS LOOP ROAD, THENCE SEVENTEEN (17) COURSES ALONG SAID WEST RIGHT OF WAY AS FOLLOWS: SOUTH 25D49'58" WEST 12.45 FEET, SOUTH 22D14'48" WEST 367.77 FEET, SOUTHWESTERLY ALONG THE ARC OF A 1054.93 FOOT RADIUS CURVE TO THE LEFT A DISTANCE OF 529.48 FEET (LONG CHORD BEARS SOUTH 0D57'15" WEST 523.94 FEET); SOUTH 20D20'18" EAST 367.77 FEET, SOUTH 23D55'28" EAST 915.07 FEET SOUTH 21D04'30" EAST 334.39 FEET SOUTHEASTERLY ALONG THE ARC OF A 1045.92 FOOT RADIUS CURVE TO THE RIGHT A DISTANCE OF 316.42 FEET (LONG CHORD BEARS SOUTH 6D30'26" EAST 315.22 FEET) SOUTH 45D04'53" WEST 115.56 FEET,

Exhibit E

SOUTHWESTERLY ALONG THE ARC OF A 970.92 FOOT RADIUS CURVE TO THE RIGHT A DISTANCE OF 677.83 FEET (LONG CHORD BEARS SOUTH 27D09'34" WEST 664.15 FEET); SOUTH 81D58'32" WEST 93.24 FEET, SOUTH 57D55'19" WEST 315.32 FEET, SOUTH 60D40'46" WEST 454.60 FEET, SOUTH 81D14'08" WEST 213.60 FEET, SOUTH 60D40'46" WEST 669.36 FEET, SOUTH 55D45'08" WEST 369.74 FEET SOUTHWESTERLY ALONG THE ARC OF A 936.62 FOOT RADIUS CURVE TO THE LEFT A DISTANCE OF 308.24 FEET (LONG CHORD BEARS SOUTH 37D45'06" WEST 306.85 FEET) AND SOUTH 19D45'04" WEST 112.82 FEET TO THE POINT OF BEGINNING.

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Weber County Parcel Search

2380 Washington Blvd Ogden, Utah

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Current Taxes
Ownership Info
Tax History
Delinquent Taxes

Today's Date: 03/10/2010

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Serial # 20-040-0002

Ownership Info		Plat Map
Owner	SNOWBASIN RESORT COMPANY	20-040 View PDF
Property Address		Viewing Plat Maps requires Adobe Reader <small>Get Adobe Reader</small>
Mailing Address	P O BOX 30825 SALT LAKE CITY UT 841300825	Dedication Plat No Dedication Plats found
Tax Unit	318	

Property Value Info			
Desc	Year	Size	Market Value
Land		1023.72 Acres	\$ 12,796,500.00
Total Market Value:			\$ 12,796,500.00

Current References			
Entry #	Book	Page	Recorded Date
2452112			30-DEC-09
Kind of Instrument WARRANTY DEED			
Entry #	Book	Page	Recorded Date
2329449			24-MAR-08
Kind of Instrument WARRANTY DEED			

Prior Serial Numbers
No Prior Serial Numbers Found

Legal Description


* For Tax Purposes Only *

PART OF SECTIONS 25 AND 26, TOWNSHIP 6 NORTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN, U.S. SURVEY: BEGINNING 1298.67 FEET SOUTH FROM THE NORTHWEST CORNER OF SAID SECTION 26; RUNNING THENCE NORTH 89D04' EAST 3251.98 FEET; THENCE SOUTH 70D44' EAST 605.30 FEET; THENCE NORTH 85D27' EAST 1069.04 FEET; THENCE NORTH 33D39' EAST 1716.12 FEET TO A POINT 501.87 FEET NORTH 89D26' EAST FROM THE NORTHWEST CORNER OF SECTION 25; THENCE EAST TO THE NORTHEAST CORNER OF SECTION 25; THENCE SOUTH TO THE SOUTHEAST CORNER OF SECTION 25; THENCE WEST 6780 FEET, MORE OR LESS, THENCE NORTH 29D08'14" WEST 1072.96 FEET, THENCE SOUTH 73D41'46" WEST 1042.76 FEET, THENCE SOUTH 4D26'44" WEST 646.40 FEET, THENCE WEST 2208.55 FEET, MORE OR LESS, TO THE SOUTHWEST CORNER OF SECTION 26; THENCE NORTH TO THE BEGINNING. EXCEPT THAT PART DEEDED TO UTAH DEPARTMENT OF TRANSPORTATION FOR TRAPPERS LOOP ROAD (1577-20). SUBJECT TO THE FOLLOWING RIGHT OF WAY: A PERPETUAL EASEMENT, UPON PART OF AN ENTIRE TRACT OF PROPERTY IN THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 25, TOWNSHIP 6 NORTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN, WEBER COUNTY, UTAH, FOR THE PURPOSE OF PROVIDING ACCESS TO AN ADJUTING TRACT OF PROPERTY INCIDENT TO THE CONSTRUCTION OF A HIGHWAY KNOWN AS PROJECT NO 365. SAID PART OF AN ENTIRE TRACT IS A STRIP OF LAND 50.00 FEET IN WIDTH ADJOINING WESTERLY THE FOLLOWING DESCRIBED WESTERLY RIGHT OF WAY LINE OF SAID PROJECT: BEGINNING IN THE WESTERLY RIGHT OF WAYLINE OF SAID PROJECT AT A POINT 300.00 FEET PERPENDICULARLY DISTANT WESTERLY FROM THE CONTROL LINE OF SAID PROJECT AT AN ENGINEER STATION 442+21.13, SAID POINT OF BEGINNING IS 1857.43 FEET NORTH 89D39'48" WEST ALONG THE NORTH LINE OF SAID NORTHEAST QUARTER OF SECTION 25 AND 242.72 FEET SOUTH 0D14'21" WEST FROM THE NORTHEAST CORNER OF THE NORTHEAST CORNER OF THE NORTHEAST QUARTER OF SAID SECTION 25 AS MONUMENTED BY A BLM

Exhibit E

BRASS CAP AND RUNNING THENCE NORTH19D45'04" EAST 257.35 FEET TO THE NORTH LINE OF SAID ENTIRETRACT, SAID POINT BEING THE POINT OF TERMINUS, (NOTE: EASEMENT TERMINATES AT THE NORTH LINE OF SAID ENTIRE TRACT). THE ABOVE DESCRIBED DESCRIBED STRIP OF LAND CONTAINS 0.29 ACRE.

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Current Taxes
Ownership Info
Tax History
Delinquent Taxes

Todays Date: 03/10/2010

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Serial # 20-043-0001

Ownership Info		Plat Map
Owner	SNOWBASIN RESORT COMPANY	20-043 View PDF
Property Address		Viewing Plat Maps requires Adobe Reader
Mailing Address	P O BOX 30825 SALT LAKE CITY UT 841300825	<u>Adobe Reader</u>
Tax Unit	58	Dedication Plat No Dedication Plats found

Property Value Info			
Desc	Year	Size	Market Value
Land		596.7 Acres	\$ 223,536.00
Total Market Value:			\$ 223,536.00

Current References			
Entry #	Book	Page	Recorded Date
2452112			30-DEC-09
Kind of Instrument WARRANTY DEED			
Entry #	Book	Page	Recorded Date
2329449			24-MAR-08
Kind of Instrument WARRANTY DEED			


Prior Serial Numbers
No Prior Serial Numbers Found

Legal Description
* For Tax Purposes Only *

ALL OF SECTION 31, TOWNSHIP 6 NORTH, RANGE 1 EAST, SALT LAKE MERIDIAN.

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Exhibit E



Weber County Parcel Search

3380 Washington Blvd Ogden, Utah
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Delinquent Taxes

Todays Date: 03/10/2010

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Serial # 20-043-0005

Ownership Info

Owner	SNOWBASIN RESORT COMPANY
Property Address	
Mailing Address	P O BOX 30825 SALT LAKE CITY UT 841300825
Tax Unit	318

Plat Map

20-043 View PDF

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Adobe Reader
Get Adobe Reader

Dedication Plat

No Dedication Plats found

Property Value Info

Desc	Year	Size	Market Value
Land		Not Available	\$ 60,560.00
Land		1308.74 Acres	\$ 8,895,740.00
Building	2000	5Q FT	\$ 3,914,371.00
Total Market Value:			\$ 12,870,671.00

Current References

Entry #	Book	Page	Recorded Date
2452112			30-DEC-09
Kind of Instrument WARRANTY DEED			
2329449			24-MAR-08
Kind of Instrument WARRANTY DEED			

Prior Serial Numbers

200440001
 200440004
 200430004
 200430002
 200430003 (Dead)
 200410001

Legal Description

* For Tax Purposes Only *

PARCEL OF LAND AT SNOWBASIN SKI RESORT SITUATED IN SECTIONS 3 AND 4, TOWNSHIP 5 NORTH, RANGE 1 EAST; AND ALSO SECTIONS 28, 29, 32, 33, 34, AND 35, TOWNSHIP 6 NORTH, RANGE 1 EAST, SALT LAKE MERIDIAN, WEBER AND MORGAN COUNTIES, UTAH, MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTHEAST CORNER OF SECTION 34, TOWNSHIP 6 NORTH, RANGE 1 EAST, SALT LAKE MERIDIAN; THENCE NORTH 27°05'17" EAST 468.09 FEET TO A STANDARD U S FOREST SERVICE (USFS) SURVEY MONUMENT; THENCE SOUTH 64°16'42" WEST, 166.67 FEET, TO A STANDARD USFS SURVEY MONUMENT; THENCE SOUTH 38°21'49" WEST, 318.29 FEET TO A STANDARD USFS SURVEY MONUMENT; THENCE SOUTH 54°26'10" WEST, 168.62 FEET, TO A STANDARD USFS SURVEY MONUMENT; THENCE SOUTH 89°28'38" WEST, 168.96 FEET, TO A STANDARD USFS SURVEY MONUMENT; THENCE NORTH 74°24'52" WEST, 65.14 FEET, TO A STANDARD USFS SURVEY MONUMENT; THENCE NORTH 83°48'34" WEST, 163.89 FEET, TO A STANDARD USFS SURVEY MONUMENT; THENCE SOUTH 86°47'44" WEST, 516.87 FEET, TO A STANDARD USFS SURVEY MONUMENT; THENCE NORTH 88°14'30" WEST, 191.77 FEET, TO A STANDARD USFS SURVEY MONUMENT; THENCE NORTH 66°49'04"

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Exhibit E

WEST, 192.73 FEET, TO A STANDARD USFS SURVEY MONUMENT; THENCE NORTH 61°04'03" WEST, 206.74 FEET, TO A STANDARD USFS SURVEY MONUMENT; THENCE NORTH 75°47'33" WEST, 381.60 FEET, TO A STANDARD USFS SURVEY MONUMENT; THENCE SOUTH 83°04'15" WEST, 364.20 FEET, TO A STANDARD USFS SURVEY MONUMENT; THENCE SOUTH 70°11'21" WEST, 1197.45 FEET, TO A STANDARD USFS SURVEY MONUMENT; THENCE SOUTH 79°22'43" WEST, 345.30 FEET, TO A STANDARD USFS SURVEY MONUMENT; THENCE NORTH 73°04'14" WEST, 334.14 FEET, TO A STANDARD USFS SURVEY MONUMENT; THENCE NORTH 49°38'32" WEST, 334.17 FEET, TO A STANDARD USFS SURVEY MONUMENT; THENCE NORTH 25°28'50" WEST, 334.17 FEET, TO A STANDARD USFS SURVEY MONUMENT; THENCE NORTH 00°47'25" EAST, 355.40 FEET, TO A STANDARD USFS SURVEY MONUMENT; THENCE NORTH 100°59'50" EAST, 1161.11 FEET, TO A STANDARD USFS SURVEY MONUMENT; THENCE NORTH 02°17'25" WEST, 342.90 FEET, TO A STANDARD USFS SURVEY MONUMENT; THENCE NORTH 15°05'27" WEST, 375.43 FEET, TO A STANDARD USFS SURVEY MONUMENT; THENCE NORTH 29°50'57" WEST, 970.88 FEET, TO A STANDARD USFS SURVEY MONUMENT; THENCE NORTH 15°21'47" WEST, 399.23 FEET, TO A STANDARD USFS SURVEY MONUMENT; THENCE NORTH 00°52'38" WEST, 356.66 FEET, TO A STANDARD USFS SURVEY MONUMENT; THENCE NORTH 15°46'51" WEST, 311.76 FEET, TO A STANDARD USFS SURVEY MONUMENT; THENCE NORTH 29°32'39" WEST, 313.64 FEET, TO A STANDARD USFS SURVEY MONUMENT; THENCE NORTH 43°11'46" WEST, 298.49 FEET, TO A STANDARD USFS SURVEY MONUMENT; THENCE NORTH 57°44'26" WEST, 287.22 FEET, TO A STANDARD USFS SURVEY MONUMENT; THENCE NORTH 56°44'43" WEST, 349.98 FEET, TO A STANDARD USFS SURVEY MONUMENT; THENCE NORTH 39°59'11" WEST, 317.67 FEET, TO A STANDARD USFS SURVEY MONUMENT; THENCE NORTH 19°52'16" WEST, 304.52 FEET, TO A STANDARD USFS SURVEY MONUMENT; THENCE NORTH 00°14'07" EAST, 1306.80 FEET, TO A STANDARD USFS SURVEY MONUMENT; THENCE ALONG THE NORTHERLY, 100 FOOT RIGHT OF WAYLINE OF UTAH STATE ROUTE 226 THRU THE FOLLOWING COURSES: ALONG THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 1637.68 FEET AND A CENTRAL ANGLE OF 06°43'20" (CHORD BEARS: NORTH 78°31'18" WEST, 192.03 FEET) 192.14 FEET, TO THE POINT OF A COMPOUND CURVE; THENCE ALONG THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 732.81 FEET AND A CENTRAL ANGLE OF 46°36'37" (CHORD BEARS: SOUTH 74°48'44" WEST, 579.83 FEET) 596.14 FEET; THENCE SOUTH 51°30'25" WEST, 101.22 FEET; THENCE ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 198.36 FEET AND A CENTRAL ANGLE OF 35°19'25" (CHORD BEARS: SOUTH 69°10'07" WEST, 120.36 FEET) 122.29 FEET; THENCE SOUTH 86°49'50" WEST, 45.00 FEET; THENCE ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 78.33 FEET AND A CENTRAL ANGLE OF 31°19'31" (CHORD BEARS: NORTH 77°30'25" WEST, 42.29 FEET) 42.82 FEET, TO THE POINT OF A REVERSE CURVE; THENCE ALONG THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 639.24 FEET AND A CENTRAL ANGLE OF 41°48'19" (CHORD BEARS: NORTH 82°44'49" WEST, 456.14 FEET) 466.42 FEET; THENCE SOUTH 76°21'02" WEST, 74.95 FEET; THENCE ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 1054.97 FEET AND A CENTRAL ANGLE OF 12°22'20" (CHORD BEARS: SOUTH 82°32'12" WEST, 227.36 FEET) 227.80 FEET; THENCE SOUTH 88°43'21" WEST, 523.95 FEET; THENCE ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 181.79 FEET AND A CENTRAL ANGLE OF 73°23'25" (CHORD BEARS: NORTH 54°34'56" WEST, 217.25 FEET) 232.85 FEET; THENCE NORTH 17°53'14" WEST, 93.90 FEET; THENCE ALONG THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 297.64 FEET AND A CENTRAL ANGLE OF 48°58'02" (CHORD BEARS: NORTH 42°22'15" WEST, 246.71 FEET) 254.38 FEET; THENCE NORTH 66°51'15" WEST, 315.66 FEET; THENCE ALONG THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 330.06 FEET AND A CENTRAL ANGLE OF 46°08'48" (CHORD BEARS: SOUTH 89°55'39" WEST, 258.71 FEET) 265.84 FEET, TO THE POINT OF A REVERSE CURVE; THENCE ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 105.78 FEET AND A CENTRAL ANGLE OF 40°46'19" (CHORD BEARS: SOUTH 87°26'06" WEST) 73.69 FEET, TO THE POINT OF A COMPOUND CURVE; THENCE ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 280.88 FEET AND A CENTRAL ANGLE OF 16°44'29" (CHORD BEARS: NORTH 63°51'30" WEST, 81.78 FEET) 82.07 FEET, TO THE POINT OF A REVERSE CURVE; THENCE ALONG THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 436.50 FEET AND A CENTRAL ANGLE OF 46°04'50" (CHORD BEARS: NORTH 78°51'41" WEST, 346.34 FEET) 356.14 FEET; THENCE SOUTH 77°45'54" WEST, 29.09 FEET; THENCE ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 277.35 FEET AND A CENTRAL ANGLE OF 35°52'29" (CHORD BEARS: NORTH 84°17'52" WEST, 170.84 FEET) 173.66 FEET; THENCE NORTH 66°21'37" WEST, 257.54 FEET; THENCE ALONG THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 593.75 FEET AND A CENTRAL ANGLE OF 13°06'27" (CHORD BEARS: NORTH 72°54'51" WEST, 135.54 FEET) 135.83 FEET, TO THE POINT OF A COMPOUND CURVE; THENCE ALONG THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 689.65 FEET AND A CENTRAL ANGLE OF 24°28'54" (CHORD BEARS: SOUTH 88°17'28" WEST) 292.44 FEET) 294.68 FEET, AND TO THE POINT OF A COMPOUND CURVE; THENCE ALONG THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 2547.36 FEET AND A CENTRAL ANGLE OF 03°44'30" (CHORD BEARS: SOUTH 74°10'47" WEST, 166.33 FEET) 166.36 FEET; THENCE SOUTH 72°18'31" WEST, 202.73 FEET; THENCE ALONG THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 628.54 FEET AND A CENTRAL ANGLE OF 23°19'57" (CHORD BEARS: SOUTH 60°38'33" WEST, 254.20 FEET) 255.96 FEET, TO THE POINT OF A COMPOUND CURVE; THENCE ALONG THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 1748.83 FEET AND A CENTRAL ANGLE OF 09°55'11" (CHORD BEARS: SOUTH 44°00'59" WEST, 302.40 FEET) 302.78 FEET, TO THE POINT OF A COMPOUND CURVE; THENCE ALONG THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 352.33 FEET AND A CENTRAL ANGLE OF 40°31'40" (CHORD BEARS: SOUTH 18°47'34" WEST, 244.05 FEET) 249.22 FEET, TO THE POINT OF A COMPOUND CURVE; THENCE ALONG THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 787.21 FEET AND A CENTRAL ANGLE OF 14°44'15" (CHORD BEARS: SOUTH 08°50'24" EAST 201.93 FEET) 202.48 FEET; THENCE SOUTH 16°03'27" EAST, 168.06 FEET, TO A STANDARD USFS SURVEY MONUMENT; THENCE LEAVING SAID 100 FOOT RIGHT OF WAY LINE, SOUTH 61°00'58" WEST, 39.82 FEET, TO

Exhibit E

A STANDARD USFS SURVEY MONUMENT; THENCE SOUTH 10D27'16" WEST, 137.56 FEET, TO A STANDARD USFS SURVEY MONUMENT; THENCE SOUTH 03D01'48" EAST, 351.16 FEET, TO A STANDARD USFS SURVEY MONUMENT; THENCE SOUTH 24D12'58" WEST, 302.00 FEET, TO A STANDARD USFS SURVEY MONUMENT; THENCE NORTH 89D43'52" WEST, 856.83 FEET, TO A RAILROAD SPIKE SET IN THE CENTERLINE OF THE EXISTING MAPLES CAMPGROUND ROAD; THENCE ALONG SAID CENTERLINE OF ROAD THRU THE FOLLOWING COURSES: THENCE SOUTH 14D36'38" WEST, 14.61 FEET; THENCE SOUTH 06D25'35" EAST, 55.54 FEET; THENCE SOUTH 00D01'14" EAST, 74.91 FEET; THENCE SOUTH 05D46'45" WEST, 64.17 FEET; THENCE SOUTH 12D40'46" WEST, 77.78 FEET; THENCE SOUTH 05D40'31" WEST, 87.81 FEET; THENCE SOUTH 01D49'57" WEST, 74.17 FEET; THENCE SOUTH 06D46'19" EAST, 244.59 FEET; THENCE SOUTH 02D02'02" EAST, 80.63 FEET; THENCE SOUTH 06D38'09" WEST, 55.26 FEET; THENCE SOUTH 13D15'45" WEST, 89.45 FEET; THENCE SOUTH 15D47'55" WEST, 214.44 FEET; THENCE SOUTH 09D32'26" WEST, 156.88 FEET; THENCE SOUTH 12D45'32" WEST, 111.76 FEET; THENCE SOUTH 17D33'56" WEST, 65.90 FEET; THENCE SOUTH 14D59'32" WEST, 71.55 FEET; THENCE SOUTH 10D25'50" WEST, 79.99 FEET; THENCE SOUTH 07D17'09" WEST, 86.76 FEET; THENCE SOUTH 06D34'44" WEST, 56.48 FEET, TO A RAILROAD SPIKE SET IN THE CENTERLINE OF SAID ROAD; THENCE LEAVING SAID CENTERLINE, NORTH 89D45'53" WEST, 344.04 FEET, TO A STANDARD USFS SURVEY MONUMENT; THENCE SOUTH 00D14'07" WEST, 1183.89 FEET, TO A STANDARD USFS SURVEY MONUMENT; THENCE SOUTH 89D45'53" EAST, 2042.19 FEET, TO A STANDARD USFS SURVEY MONUMENT; THENCE SOUTH 00D40'10" EAST, 1067.86 FEET, TO A STANDARD USFS SURVEY MONUMENT; THENCE SOUTH 89D45'53" EAST, 1506.67 FEET, TO A STANDARD USFS SURVEY MONUMENT; THENCE SOUTH 00D14'07" WEST, 4392.10 FEET, TO A STANDARD USFS SURVEY MONUMENT; THENCE NORTH 87D32'57" EAST, 2833.40 FEET, TO A STANDARD USFS SURVEY MONUMENT; THENCE NORTH 52D18'54" EAST, 1855.65 FEET, TO A STANDARD USFS SURVEY MONUMENT; THENCE NORTH 77D29'50" EAST, 1391.68 FEET, TO A STANDARD USFS SURVEY MONUMENT; THENCE NORTH 65D32'40" EAST, 1553.50 FEET, TO A STANDARD USFS SURVEY MONUMENT; THENCE SOUTH 86D20'47" EAST, 1619.61 FEET, TO A STANDARD USFS SURVEY MONUMENT; THENCE NORTH 68D58'25" EAST, 1192.41 FEET, TO THE POINT OF BEGINNING. THE BEARINGS SHOWN ARE STATE PLANE GRID BEARINGS, UTAH NORTH ZONE, NAD 27, ESTABLISHED BY GLOBAL POSITIONING SYSTEM. THE DISTANCES SHOWN ARE GROUND, EXCEPT THAT PORTION WITHIN MORGAN COUNTY, SUBJECT TO A ROAD EASEMENT: A PART OF SECTION 28, 29, 32 AND 33, TOWNSHIP 6 NORTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN, U S SURVEY. A STRIP OF LAND 66 FOOT WIDE (BEING 33 FEET ON EITHER SIDE OF THE CENTERLINE OF THE EXISTING ASPHALT ACCESS ROAD) THAT TRANSITIONS TO A STRIP OF LAND 150 FOOT WIDE (BEING 100 FEET ON THE NORTH WESTERLY SIDE AND 50 FEET ON THE SOUTHEASTERLY SIDE OF THE CENTERLINE OF THE EXISTING ASPHALT ACCESS ROAD), THE BOUNDARY OF SAID STRIP OF LAND BEING BETTER DESCRIBED AS FOLLOWS: BEGINNING AT A POINT WHICH FALLS NORTH 00D47'13" EAST 66.82 FEET (NAD 1927 BEARING BASIS) ALONG THE SECTION LINE AND SOUTH 89D12'47" EAST 56.22 FEET FROM THE BUREAU OF LAND MANAGEMENT BRASS MONUMENT (DATED 1967), REPRESENTING THE NORTHWEST CORNER OF SECTION 33, TOWNSHIP 6 NORTH, RANGE 1 EAST, SAID POINT OF BEGINNING BEING AT THE WESTERLY END OF THAT RIGHT OF WAY ESTABLISHED BY THE UTAH DEPARTMENT OF TRANSPORTATION RIGHT OF WAY DEED DELINEATING THE NEW SNOW BASIN ROAD EXPANSION PRESENTLY REFERRED TO AS STATE ROAD PROJECT NO. SP-1975, AND RUNNING THENCE SOUTH 00D00'16" EAST ALONG SAID WESTERLY RIGHT OF WAY LINE 33.97 FEET TO THE CENTERLINE OF THE EXISTING ASPHALT ACCESS ROAD, THENCE CONTINUING SOUTH 00D00'16" EAST ALONG SAID WESTERLY RIGHT OF WAY LINE 33.97 FEET TO THE SOUTHERLY LINE OF A 66 FOOT WIDE RIGHT OF WAY, THENCE RUNNING ALONG THE SAID SOUTHERLY RIGHT OF WAY LINE THE FOLLOWING EIGHT COURSES, THENCE NORTH 76D15'30" WEST 214.19 FEET; THENCE ALONG THE ARC OF A CURVE TO THE RIGHT 143.04 FEET AND HAVING A RADIUS OF 426.95 FEET AND A CENTRAL ANGLE OF 19D11'44" (CHORD BEARS NORTH 66D39'38" WEST 142.37 FEET); THENCE NORTH 57D03'46" WEST 203.73 FEET, THENCE ALONG THE ARC OF A CURVE TO THE RIGHT 298.20 FEET AND HAVING A RADIUS OF 912.22 FEET AND A CENTRAL ANGLE OF 18D43'47" (CHORD BEARS NORTH 47D41'52" WEST 296.88 FEET); THENCE NORTH 38D19'59" WEST 475.85 FEET; THENCE ALONG THE ARC OF A CURVE TO THE RIGHT 397.06 FEET AND HAVING A RADIUS OF 1833.90 FEET AND A CENTRAL ANGLE OF 12D24'19" (CHORD BEARS NORTH 32D07'49" WEST 396.29 FEET) TO THE POINT OF A COMPOUND CURVE, THENCE ALONG THE ARC OF A CURVE TO THE RIGHT 110.13 FEET AND HAVING A RADIUS OF 649.70 FEET AND A CENTRAL ANGLE OF 09D42'43" (CHORD BEARS NORTH 21D04'18" WEST 110.00 FEET); THENCE NORTH 16D12'56" WEST 104.34 FEET; THENCE SOUTH 73D47'04" WEST 67.00 FEET TO AN INTERSECTING POINT WITH THE U S FOREST SERVICE BOUNDARY, SAID POINT BEING MONUMENTED WITH A U S FOREST SERVICE MONUMENT; THENCE CONTINUING ALONG THE SAID U S FOREST SERVICE BOUNDARY THE FOLLOWING 30 COURSES, THENCE NORTH 16D12'56" WEST 168.15 FEET; THENCE ALONG THE ARC OF A CURVE TO THE RIGHT 202.48 FEET AND HAVING A RADIUS OF 787.21 FEET AND A CENTRAL ANGLE OF 14D44'15" (CHORD BEARS NORTH 08D50'49" WEST 201.93 FEET); TO THE POINT OF A COMPOUND CURVE, THENCE ALONG THE ARC OF A CURVE TO THE RIGHT 249.22 FEET AND HAVING A RADIUS OF 352.33 FEET AND A CENTRAL ANGLE OF 40D31'40" (CHORD BEARS NORTH 18D47'09" EAST 244.05 FEET) TO THE POINT OF A COMPOUND CURVE, THENCE ALONG THE ARC OF A CURVE TO THE RIGHT 302.78 FEET AND HAVING A RADIUS OF 1748.83 FEET AND A CENTRAL ANGLE OF 09D55'11" (CHORD BEARS NORTH 44D00'34" EAST 302.40 FEET), TO THE POINT OF A COMPOUND CURVE, THENCE ALONG THE ARC OF A CURVE TO THE RIGHT 255.96 FEET AND HAVING A RADIUS OF 628.54 FEET AND A CENTRAL ANGLE OF 23D19'57" (CHORD BEARS NORTH 60D38'08" EAST 254.20 FEET); THENCE NORTH 70D18'06" EAST 202.73 FEET, THENCE ALONG THE ARC OF A CURVE TO THE RIGHT 166.36 FEET AND HAVING A RADIUS OF 2547.36 FEET AND A CENTRAL ANGLE OF 03D44'30" (CHORD BEARS NORTH 74D10'22" EAST 166.33 FEET); TO THE POINT OF A COMPOUND CURVE, THENCE ALONG THE ARC OF A CURVE TO THE RIGHT 294.68 FEET AND HAVING A RADIUS OF 689.65 FEET AND A CENTRAL ANGLE

Exhibit E

OF 24D28'54" (CHORD BEARS NORTH 88D17'03" EAST 292.44 FEET) TO THE POINT OF A COMPOUND CURVE, THENCE ALONG THE ARC OF A CURVE TO THE RIGHT 135.83 FEET AND HAVING A RADIUS OF 593.75 FEET AND A CENTRAL ANGLE OF 13D06'27" (CHORD BEARS SOUTH 72D55'16" EAST 135.54 FEET), THENCE SOUTH 66D22'02" EAST 257.56 FEET, THENCE ALONG THE ARC OF A CURVE TO THE LEFT 173.66 FEET AND HAVING A RADIUS OF 277.35 FEET AND A CENTRAL ANGLE OF 3D52'29" (CHORD BEARS SOUTH 84D18'17" EAST 170.84 FEET); THENCE NORTH 77D45'29" EAST 29.09 FEET; THENCE ALONG THE ARC OF A CURVE TO THE RIGHT 356.14 FEET AND HAVING A RADIUS OF 436.50 FEET AND A CENTRAL ANGLE OF 46D44'50" (CHORD BEARS SOUTH 78D52'06" EAST 346.34 FEET) TO THE POINT OF A REVERSE CURVE; THENCE ALONG THE ARC OF A CURVE TO THE LEFT 82.07 FEET AND HAVING A RADIUS OF 280.88 FEET AND A CENTRAL ANGLE OF 16D44'29" (CHORD BEARS SOUTH 63D51'55" EAST 81.78 FEET); TO THE POINT OF A COMPOUND CURVE, THENCE ALONG THE ARC OF A CURVE TO THE LEFT 75.27 FEET AND HAVING A RADIUS OF 105.78 FEET AND A CENTRAL ANGLE OF 40D46'19" (CHORD BEARS NORTH 87D22'41" EAST 73.69 FEET), TO THE POINT OF A REVERSE CURVE, THENCE ALONG THE ARC OF A CURVE TO THE RIGHT 265.84 FEET AND HAVING A RADIUS OF 330.06 FEET AND A CENTRAL ANGLE OF 46D08'48" (CHORD BEARS SOUTH 89D56'04" EAST 258.71 FEET), THENCE SOUTH 66D51'40" EAST 315.66 FEET, THENCE ALONG THE ARC OF A CURVE TO THE RIGHT 254.38 FEET AND HAVING A RADIUS OF 297.64 FEET AND A CENTRAL ANGLE OF 48D58'02" (CHORD BEARS SOUTH 42D22'40" EAST 246.71 FEET), THENCE SOUTH 17D53'39" EAST 93.90 FEET; THENCE ALONG THE ARC OF A CURVE TO THE LEFT 232.85 FEET AND HAVING A RADIUS OF 181.79 FEET AND A CENTRAL ANGLE OF 73D23'25" (CHORD BEARS SOUTH 54D35'21" EAST 217.25 FEET), THENCE NORTH 88D42'56" EAST 523.95 FEET; THENCE ALONG THE ARC OF A CURVE TO THE LEFT 227.80 FEET AND HAVING A RADIUS OF 1054.97 FEET AND A CENTRAL ANGLE OF 12D22'20" (CHORD BEARS NORTH 82D31'47" EAST 227.36 FEET); THENCE NORTH 76D20'37" EAST 74.94 FEET; THENCE ALONG THE ARC OF CURVE TO THE RIGHT 466.42 FEET AND HAVING A RADIUS OF 639.24 FEET AND A CENTRAL ANGLE OF 41D48'19" (CHORD BEARS SOUTH 82D45'14" EAST 456.14 FEET); TO THE POINT OF A REVERSE CURVE, THENCE ALONG THE ARC OF A CURVE TO THE LEFT 42.82 FEET AND HAVING A RADIUS OF 78.33 FEET AND A CENTRAL ANGLE OF 31D19'31" (CHORD BEARS SOUTH 77D30'50" EAST 42.29 FEET); THENCE NORTH 86D49'25" EAST 45.00 FEET; THENCE ALONG THE ARC OF A CURVE TO THE LEFT 122.29 FEET AND HAVING A RADIUS OF 198.36 FEET AND A CENTRAL ANGLE OF 35D19'25" (CHORD BEARS NORTH 69D09'42" EAST 120.36 FEET), THENCE NORTH 51D30'00" EAST 101.22 FEET, THENCE ALONG THE ARC OF A CURVE TO THE RIGHT 596.14 FEET AND HAVING A RADIUS OF 732.81 FEET AND A CENTRAL ANGLE OF 46D36'37" (CHORD BEARS NORTH 74D48'19" EAST 579.83 FEET) TO THE POINT OF A COMPOUND CURVE, THENCE ALONG THE ARC OF A CURVE TO THE RIGHT 192.14 FEET AND HAVING A RADIUS OF 1637.68 FEET AND A CENTRAL ANGLE OF 06D43'20" (CHORD BEARS SOUTH 78D31'43" EAST 192.03 FEET), TO THE NEW FOREST SERVICE BOUNDARY LINE AT THE NORTHEAST CORNER OF THE SINCLAIR OIL CORPORATION PARCEL, AS CREATED BY THE SNOW BASIN LAND EXCHANGE, AND MONUMENTED WITH A U S FOREST SERVICE MONUMENT, THENCE SOUTH 00D13'44" WEST ALONG THE SINCLAIR CORPORATION LINE (ALSO BEING THE U S FOREST SERVICE LINE) 103.57 FEET TO THE APPROXIMATE CENTERLINE OF THE EXISTING ASPHALT ACCESS ROAD, THENCE CONTINUING ALONG SAID COMMON BOUNDARY LINE SOUTH 00D13'44" WEST 52.06 FEET TO THE SOUTH RIGHT OF WAY LINE, THENCE ALONG THE ARC OF A CURVE TO THE LEFT 10.93 FEET AND HAVING A RADIUS OF 479.22 FEET AND A CENTRAL ANGLE OF 01D18'26" (CHORD BEARS NORTH 73D25'25" WEST 10.93 FEET), TO THE POINT OF A COMPOUND CURVE, THENCE ALONG THE ARC OF A CURVE TO THE LEFT 202.86 FEET AND HAVING A RADIUS OF 1487.68 FEET AND A CENTRAL ANGLE OF 07D48'46" (CHORD BEARS NORTH 77D59'00" WEST 202.70 FEET), TO THE POINT OF A COMPOUND CURVE, THENCE ALONG THE ARC OF A CURVE TO THE LEFT 474.12 FEET AND HAVING A RADIUS OF 582.81 FEET AND A CENTRAL ANGLE OF 46D36'37" (CHORD BEARS SOUTH 74D48'19" WEST 461.15 FEET); THENCE SOUTH 51D30'00" WEST 101.22 FEET; THENCE ALONG THE ARC OF A CURVE TO THE RIGHT 214.77 FEET AND HAVING A RADIUS OF 348.36 FEET AND A CENTRAL ANGLE OF 35D19'25" (CHORD BEARS SOUTH 69D09'42" WEST 211.38 FEET), THENCE SOUTH 86D49'25" WEST 45.00 FEET, THENCE ALONG THE ARC OF A CURVE TO THE RIGHT 124.83 FEET AND HAVING A RADIUS OF 228.33 FEET AND A CENTRAL ANGLE OF 31D19'31" (CHORD BEARS NORTH 77D30'50" WEST 123.28 FEET), TO THE POINT OF A REVERSE CURVE, THENCE ALONG THE ARC OF A CURVE TO THE LEFT 356.97 FEET AND HAVING A RADIUS OF 489.24 FEET AND A CENTRAL ANGLE OF 41D48'19" (CHORD BEARS NORTH 82D45'14" WEST 349.11 FEET); THENCE SOUTH 76D20'37" WEST 74.95 FEET; THENCE ALONG THE ARC OF A CURVE TO THE RIGHT 260.20 FEET AND HAVING A RADIUS OF 1204.97 FEET AND A CENTRAL ANGLE OF 12D22'20" (CHORD BEARS SOUTH 82D31'47" WEST 259.69 FEET); THENCE SOUTH 88D42'56" WEST 523.95 FEET, THENCE ALONG THE ARC OF A CURVE TO THE RIGHT 424.99 FEET AND HAVING A RADIUS OF 331.79 FEET AND A CENTRAL ANGLE OF 73D23'25" (CHORD BEARS NORTH 54D35'21" WEST 396.52 FEET); THENCE NORTH 17D53'39" WEST 93.90 FEET; THENCE ALONG THE ARC OF A CURVE TO THE LEFT 126.18 FEET AND HAVING A RADIUS OF 147.64 FEET AND A CENTRAL ANGLE OF 48D58'02" (CHORD BEARS NORTH 42D22'40" WEST 122.38 FEET); THENCE NORTH 66D51'40" WEST 315.66 FEET; THENCE ALONG THE ARC OF A CURVE TO THE LEFT 145.02 FEET AND HAVING A RADIUS OF 180.06 FEET AND A CENTRAL ANGLE OF 46D08'48" (CHORD BEARS NORTH 89D56'04" WEST 141.14 FEET) TO THE POINT OF A REVERSE CURVE, THENCE ALONG THE ARC OF A CURVE TO THE RIGHT 182.01 FEET AND HAVING A RADIUS OF 255.78 FEET AND A CENTRAL ANGLE OF 40D46'19" (CHORD BEARS SOUTH 87D22'41" WEST 178.20 FEET), TO THE POINT OF A COMPOUND CURVE, THENCE ALONG THE ARC OF A CURVE TO THE RIGHT 125.90 FEET AND HAVING A RADIUS OF 430.88 FEET AND A CENTRAL ANGLE OF 16D44'29" (CHORD BEARS NORTH 63D51'55" WEST 125.45 FEET) TO THE POINT OF A REVERSE CURVE, THENCE ALONG THE ARC OF A CURVE TO THE LEFT 233.76 FEET AND HAVING A RADIUS OF 286.50 FEET AND A CENTRAL ANGLE OF 46D44'50" (CHORD BEARS NORTH 78D52'06" WEST 227.33 FEET), THENCE SOUTH 77D45'29" WEST 29.09 FEET, THENCE ALONG THE ARC OF A CURVE TO THE RIGHT 267.58 FEET AND

Exhibit E

HAVING A RADIUS OF 427.35 FEET AND A CENTRAL ANGLE OF 35D52'29" (CHORD BEARS NORTH 84D18'17" WEST 263.23 FEET), THENCE NORTH 66D22'02" WEST 257.56 FEET, THENCE ALONG THE ARC OF A CURVE TO THE LEFT 101.52 FEET AND HAVING A RADIUS OF 443.75 FEET AND A CENTRAL ANGLE OF 13D06'27" (CHORD BEARS NORTH 72D55'16" WEST 101.30 FEET) TO THE POINT OF A COMPOUND CURVE, THENCE ALONG THE ARC OF A CURVE TO THE LEFT 230.59 FEET AND HAVING A RADIUS OF 539.65 FEET AND A CENTRAL ANGLE OF 24D28'54" (CHORD BEARS SOUTH 88D17'03" WEST 228.84 FEET), TO THE POINT OF A COMPOUND CURVE, THENCE ALONG THE ARC OF A CURVE TO THE LEFT 156.56 FEET AND HAVING A RADIUS OF 2397.36 FEET AND A CENTRAL ANGLE OF 03D44'30" (CHORD BEARS SOUTH 74D10'22" WEST 156.53 FEET); THENCE SOUTH 72D18'06" WEST 202.73 FEET, THENCE ALONG THE ARC OF A CURVE TO THE LEFT 194.88 FEET AND HAVING A RADIUS OF 478.54 FEET AND A CENTRAL ANGLE OF 23D19'57" (CHORD BEARS SOUTH 60D38'08" WEST 193.53 FEET), TO THE POINT OF A COMPOUND CURVE, THENCE ALONG THE ARC OF A CURVE TO THE LEFT 276.81 FEET AND HAVING A RADIUS OF 1598.83 FEET AND A CENTRAL ANGLE OF 09D55'11" (CHORD BEARS SOUTH 44D00'34" WEST 276.46 FEET), TO THE POINT OF A COMPOUND CURVE, THENCE ALONG THE ARC OF A CURVE TO THE LEFT 143.12 FEET AND HAVING A RADIUS OF 202.33 FEET AND A CENTRAL ANGLE OF 40D31'40" (CHORD BEARS SOUTH 18D47'09" WEST 140.15 FEET), TO THE POINT OF A COMPOUND CURVE, THENCE ALONG THE ARC OF A CURVE TO THE LEFT 163.90 FEET AND HAVING A RADIUS OF 637.21 FEET AND A CENTRAL ANGLE OF 14D44'15" (CHORD BEARS SOUTH 08D50'49" EAST 163.45 FEET), THENCE SOUTH 16D12'56" EAST 168.15 FEET, THENCE SOUTH 73D47'04" WEST 17.00 FEET TO THE NORTHERLY LINE OF A 66 FOOT RIGHT OF WAY, SAID POINT BEING 133 FEET PERPENDICULARLY EAST FROM THE AFORE-MENTIONED U S FOREST SERVICE MONUMENT, THENCE RUNNING ALONG THE SAID NORTHERLY LINE THE FOLLOWING EIGHT COURSES, THENCE SOUTH 16D12'56" EAST 104.34 FEET, THENCE ALONG THE ARC OF A CURVE TO THE LEFT 98.94 FEET AND HAVING A RADIUS OF 583.70 FEET AND A CENTRAL ANGLE OF 09D42'43" (CHORD BEARS SOUTH 21D04'18" EAST 98.82 FEET), TO THE POINT OF A COMPOUND CURVE, THENCE ALONG THE ARC OF A CURVE TO THE LEFT 382.77 FEET AND HAVING A RADIUS OF 1767.90 FEET AND A CENTRAL ANGLE OF 12D24'19" (CHORD BEARS SOUTH 32D07'49" EAST 382.03 FEET), THENCE SOUTH 38D19'59" EAST 475.85 FEET, THENCE ALONG THE ARC OF A CURVE TO THE LEFT 276.63 FEET AND HAVING A RADIUS OF 846.22 FEET AND A CENTRAL ANGLE OF 18D43'47" (CHORD BEARS SOUTH 47D41'52" EAST 275.40 FEET), THENCE SOUTH 57D03'46" EAST 203.73 FEET, THENCE ALONG THE ARC OF A CURVE TO THE LEFT 120.93 FEET AND HAVING A RADIUS OF 360.95 FEET AND A CENTRAL ANGLE OF 19D11'44" (CHORD BEARS SOUTH 66D39'38" EAST 120.36 FEET), THENCE SOUTH 76D15'30" EAST 198.04 FEET TO THE POINT OF BEGINNING. (E#1707416 ROAD EASEMENT BOOK 2073-2332) TOGETHER WITH AND SUBJECT TO A PERPETUAL EASEMENT DESCRIBED AS FOLLOWS: DESCRIPTION OF PERPETUAL HIGHWAY EASEMENT UPON AND ACROSS FOREST LAND IN THE WEST CACHE NATIONAL FOREST REQUIRED FOR A RURAL ARTERIAL HIGHWAY, PROJECT NO. 1975(1)0 IN WEBER COUNTY, UTAH. A PERPETUAL HIGHWAY EASEMENT UPON A PARCEL OF LAND LOCATED IN THE NORTHEAST QUARTER OF SECTION 32, THE SOUTHWEST QUARTER OF SECTION 28, SECTION 33, THE SOUTH HALF OF SECTION 34, AND THE SOUTHWEST QUARTER OF SECTION 35, TOWNSHIP 6 NORTH, RANGE 1 EAST OF THE SALT LAKE BASE AND MERIDIAN. ALSO INCLUDING PART OF THE NORTHEAST QUARTER OF SECTION 4 AND THE NORTH HALF OF SECTION 3, TOWNSHIPS NORTH, RANGE 1 EAST OF THE SALT LAKE BASE AND MERIDIAN DESCRIBED AS FOLLOWS: BEGINNING AT A POINT WHICH LIES NORTH 25.270 METERS (82.91 FEET) AND EAST 17.417 METERS (57.14 FEET) FROM THE NORTHWEST CORNER OF SAID SECTION 33 BEING MONUMENTED BY A FOUND WEBER COUNTY BRASS CAP MONUMENT, SAID POINT ALSO LYING 102.935 METERS (337.71 FEET) LEFT FROM THE CENTERLINE OF THE TRAPPERS LOOP - SNOW BASIN ROAD AT ENGINEER STATION 1+263.808; AND RUNNING THENCE SOUTH 88D57'52" EAST, 107.963 METERS (354.21 FEET); THENCE SOUTH 38D55'56" EAST 63.918 METERS (209.70 FEET); THENCE SOUTH 46D59'10" EAST 114.024 METERS (373.99 FEET); THENCE SOUTH 0D15'29" EAST 207.964 METERS (682.30 FEET); THENCE SOUTH 26D59'36" EAST 99.538 METERS (326.57 FEET); THENCE SOUTH 15D48'04" WEST 182.219 METERS (597.83 FEET); THENCE SOUTH 42D35'20" WEST 92.057 METERS (302.02 FEET); THENCE SOUTH 22D17'36" EAST 79.565 METERS (261.04 FEET); THENCE SOUTH 01D48'45" WEST 147.639 METERS (484.38 FEET); THENCE SOUTH 57D07'42" EAST 147.209 METERS (482.97 FEET); THENCE SOUTH 68D08'14" EAST 63.929 METERS (209.74 FEET); THENCE SOUTH 08D39'29" EAST 68.701 METERS (225.40 FEET); THENCE SOUTH 67D14'30" EAST 47.151 METERS (154.69 FEET); THENCE NORTH 22D45'30" EAST 51.888 METERS (170.24 FEET); THENCE SOUTH 67D14'29" EAST 85.837 METERS (281.62 FEET); THENCE NORTH 67D00'24" EAST 56.931 METERS (186.78 FEET); THENCE SOUTH 22D59'36" EAST 72.346 METERS (237.36 FEET); THENCE NORTH 67D00'24" EAST 99.993 METERS (328.06 FEET); THENCE NORTH 79D37'25" EAST 114.172 METERS (374.58 FEET); THENCE SOUTH 62D37'45" EAST 77.971 METERS (255.81 FEET); THENCE SOUTH 54D36'45" EAST 228.498 METERS (749.67 FEET); THENCE SOUTH 56D49'52" EAST 168.208 METERS (551.86 FEET); THENCE NORTH 71D45'06" EAST 84.915 METERS (278.59 FEET); THENCE SOUTH 85D27'21" EAST 130.344 METERS (427.64 FEET); THENCE SOUTH 47D35'23" EAST 135.479 METERS (444.48 FEET); THENCE SOUTH 16D12'53" EAST 122.598 METERS (402.22 FEET); THENCE SOUTH 66D26'07" EAST 29.051 METERS (95.31 FEET); THENCE NORTH 75D24'31" EAST 53.258 METERS (174.73 FEET); THENCE SOUTH 25D57'03" EAST 176.394 METERS (578.72 FEET); THENCE SOUTH 50D27'26" WEST 101.996 METERS (334.63 FEET); THENCE SOUTH 36D09'24" EAST 173.386 METERS (568.85 FEET); THENCE NORTH 78D08'07" EAST 178.606 METERS (585.98 FEET); THENCE NORTH 43D21'34" EAST 80.893 METERS (265.40 FEET); THENCE SOUTH 78D22'10" EAST 56.681 METERS (185.96 FEET); THENCE NORTH 72D35'14" EAST 244.493 METERS (802.14 FEET); THENCE NORTH 76D54'32" EAST 255.927 METERS (839.66 FEET); THENCE SOUTH 77D51'29" EAST 245.523 METERS (805.52 FEET); THENCE NORTH 86D21'14" EAST 161.434 METERS (529.64 FEET); THENCE NORTH 70D00'51" EAST 200.147 METERS (656.65 FEET); THENCE NORTH 15D15'40" EAST 194.229 METERS (637.23 FEET); THENCE SOUTH 77D22'03" EAST 78.336 METERS (257.01 FEET); THENCE SOUTH 56D06'44" EAST

Exhibit E

49.083 METERS (161.03 FEET) TO THE EAST BOUNDARY LINE OF THE WASATCHCACHÉ NATIONAL FOREST AS DELINEATED BY A LINE FROM THE SOUTH-EAST CORNER OF SAID SECTION 34, AS MONUMENTED BY A BLM BRASSCAP TO A USFS ALUMINUM CAP STAMPED "AP2"; THENCE SOUTH 27°35'24" WEST (SOUTH 26°52'35" WEST BY RECORD), 193.033 METERS (633.31 FEET) ALONG SAID EAST BOUNDARY LINE TO SAID SOUTHEAST CORNER OF SECTION 34; THENCE SOUTH 68°58'08" WEST 363.256 METERS (1191.78 FEET); THENCE NORTH 86°20'46" WEST 187.301 METERS (614.50 FEET); THENCE NORTH 69°35'53" WEST 103.948 METERS (341.04 FEET); THENCE SOUTH 85°24'57" WEST 136.254 METERS (447.03 FEET); THENCE SOUTH 63°50'24" WEST 20.980 METERS (68.83 FEET); THENCE NORTH 86°20'46" WEST 53.553 METERS (175.70 FEET); THENCE SOUTH 65°32'39" WEST 107.469 METERS (352.59 FEET); THENCE SOUTH 84°56'00" WEST 85.911 METERS (281.86 FEET); THENCE SOUTH 63°11'14" WEST 121.221 METERS (397.71 FEET); THENCE SOUTH 79°41'30" WEST 116.258 METERS (381.42 FEET); THENCE SOUTH 35°53'51" WEST 60.501 METERS (198.49 FEET); THENCE SOUTH 85°16'27" WEST 179.155 METERS (587.78 FEET); THENCE NORTH 48°12'36" WEST 167.640 METERS (550.00 FEET); THENCE NORTH 27°27'19" WEST 66.031 METERS (216.64 FEET); THENCE NORTH 85°32'15" WEST 20.000 METERS (65.62 FEET); THENCE NORTH 04°27'45" EAST 58.259 METERS (191.14 FEET); THENCE NORTH 28°04'30" WEST 83.291 METERS (273.26 FEET); THENCE NORTH 61°55'30" EAST 20.000 METERS (65.62 FEET); THENCE NORTH 16°28'34" WEST 239.145 METERS (784.60 FEET); THENCE NORTH 72°16'40" WEST 89.737 METERS (294.41 FEET); THENCE SOUTH 77°43'35" WEST 177.552 METERS (582.52 FEET); THENCE NORTH 43°49'27" WEST 116.368 METERS (381.78 FEET); THENCE NORTH 65°46'12" WEST 156.876 METERS (514.69 FEET); THENCE NORTH 59°58'18" WEST 169.537 METERS (556.22 FEET); THENCE NORTH 53°59'47" WEST 94.198 METERS (309.05 FEET); THENCE SOUTH 06°37'48" WEST 57.632 METERS (189.08 FEET); THENCE SOUTH 82°33'08" WEST 110.205 METERS (361.56 FEET); THENCE SOUTH 04°22'42" EAST 20.000 METERS (65.62 FEET); THENCE SOUTH 85°37'18" WEST 121.309 METERS (398.00 FEET); THENCE NORTH 62°51'13" WEST 148.409 METERS (486.91 FEET); THENCE NORTH 27°08'47" EAST 20.000 METERS (65.62 FEET); THENCE NORTH 57°11'48" WEST 93.477 METERS (306.68 FEET); THENCE NORTH 26°21'10" WEST 67.630 METERS (221.88 FEET); THENCE NORTH 68°50'24" WEST 78.602 METERS (257.88 FEET); THENCE NORTH 80°03'27" WEST 160.531 METERS (526.68 FEET); THENCE NORTH 50°34'42" EAST 85.005 METERS (278.89 FEET); THENCE NORTH 23°31'06" WEST 211.895 METERS (695.19 FEET); THENCE NORTH 05°27'46" WEST 83.245 METERS (273.11 FEET); THENCE NORTH 33°31'10" EAST 37.999 METERS (124.67 FEET); THENCE NORTH 73°14'12" EAST 109.074 METERS (357.85 FEET); THENCE NORTH 00°11'04" EAST 74.837 METERS (245.53 FEET); THENCE NORTH 33°19'57" EAST 59.707 METERS (195.89 FEET); THENCE NORTH 08°46'52" WEST 87.220 METERS (286.15 FEET); THENCE NORTH 31°40'50" WEST 86.050 METERS (282.32 FEET); THENCE NORTH 05°37'14" EAST 136.911 METERS (449.18 FEET); THENCE NORTH 40°36'32" WEST 47.441 METERS (155.65 FEET); THENCE NORTH 85°10'57" WEST 26.636 METERS (87.39 FEET); THENCE SOUTH 66°18'21" WEST 50.976 METERS (167.24 FEET); THENCE SOUTH 82°16'01" WEST 144.844 METERS (475.21 FEET); THENCE SOUTH 20°48'02" WEST 50.150 METERS (164.53 FEET); THENCE NORTH 87°30'13" WEST 18.207 METERS (59.73 FEET); THENCE NORTH 09°15'28" WEST 40.839 METERS (133.99 FEET); THENCE SOUTH 82°16'02" WEST 36.937 METERS (121.18 FEET); THENCE NORTH 76°44'08" WEST 105.733 METERS (346.89 FEET); THENCE NORTH 11°16'34" EAST 59.681 METERS (195.80 FEET); THENCE SOUTH 65°53'59" EAST 78.835 METERS (258.65 FEET); THENCE NORTH 81°07'31" EAST 58.823 METERS (192.99 FEET); THENCE NORTH 16°43'21" EAST 43.481 METERS (142.65 FEET); THENCE SOUTH 84°00'02" EAST 27.832 METERS (91.31 FEET); THENCE SOUTH 00°34'48" EAST 32.409 METERS (106.33 FEET); THENCE NORTH 81°07'30" EAST 108.830 METERS (357.05 FEET); THENCE NORTH 00°00'00" EAST 86.89 METERS (275.24 FEET) TO THE POINT OF BEGINNING CONTAINING 45.696 HECTARES (112.917 ACRES) OR 456,962 SQ METERS (4,918,698 SQ FEET) MORE OR LESS.

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Exhibit E

Weber County Parcel Search

2380 Washington Blvd Ogden, Utah

Weber County Home - Parcel Search - Interactive Maps

Current Taxes	Ownership Info	Tax History	Delinquent Taxes
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Today's Date: 03/10/2010

← Back to Search
 ← Back to Search Results

Serial # 20-044-0003 *BN*

Ownership Info		Plat Map
Owner	SNOWBASIN RESORT COMPANY	20-044 View PDF
Property Address		Viewing Plat Maps requires Adobe Reader
Mailing Address	P O BOX 30825 SALT LAKE CITY UT 841300825	Dedication Plat
Tax Unit	318	No Dedication Plats found

Property Value Info			
Desc	Year	Size	Market Value
Land		13.95 Acres	\$ 174,375.00
Total Market Value:			\$ 174,375.00

Current References			
Entry #	Book	Page	Recorded Date
2452112			30-DEC-09
Kind of Instrument WARRANTY DEED			




Prior Serial Numbers
 No Prior Serial Numbers Found


Legal Description
 * For Tax Purposes Only *

THAT PART OF THE FOLLOWING DESCRIBED PARCEL LYING WITHIN WEBERCOUNTY: PART OF THE SOUTHWEST AND SOUTHEAST QUARTER OF SECTION 35, TOWNSHIP 6 NORTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN, U.S. SURVEY: BEGINNING AT THE SOUTHWEST CORNER OF THE SOUTHWEST QUARTER OF SAID SECTION 35, THENCE NORTH 26D52'35" EAST 2482.8 FEET, THENCE NORTH 72D09'49" EAST 1308.8 FEET TO THE NORTH LINE OF SOUTHWEST QUARTER OF SAID SECTION 35, THENCE EAST ALONG SAID NORTH LINE TO WEST LINE OF SOUTHWEST QUARTER OF SAID SECTION 35, THENCE SOUTH ALONG SAID WEST LINE TO SOUTH LINE OF SECTION 35, THENCE WEST TO THE PLACE OF BEGINNING. SUBJECT TO THE FOLLOWING DESCRIBED RIGHT OF WAY; A PARCELOF LAND SITUATE IN THE NORTH HALF NORTHEAST QUARTER OF SECTION 3, THE NORTHWEST QUARTER NORTHWEST QUARTER OF SECTION 2, TOWNSHIP 5 NORTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN AND THE SOUTHWEST QUARTER SOUTHWEST QUARTER OF SECTION 35, TOWNSHIP 6 NORTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN. BEGINNING AT THE NORTHEAST CORNER OF SAID SECTION 3 AND RUNNING THENCE NORTH 27D35'24" EAST 193.033 M.; THENCE SOUTH 56D06'44" EAST 8.139 M TO THE WEST RIGHT OF WAY LINE OF STATE ROUTE 167 (TRAPPERS LOOP HIGHWAY); THENCE ALONG SAID RIGHT OF WAY LINE THE FOLLOWING FOUR COURSES 1) THENCE SOUTH 33D53'16" WEST 15.300 M., 2) TO A 903.668 METER RADIUS CURVE TO THE LEFT AND RUNNING ALONG SAID CURVE 151.806 METERS, CENTRAL ANGLE 09D37'30" AND WHOSE CHORD BEARS SOUTH 27D44'52" WEST 151.628 METERS; 3) THENCE SOUTH 21D36'28" WEST 62.021 M; 4) THENCE SOUTH 60D43'53" WEST 95.241 M; THENCE NORTH 20D56'18" EAST 49.435 M.; THENCE SOUTH 68D59'33" WEST 1.905 M; THENCE SOUTH 71D21'01" WEST 11.512 M.; THENCE SOUTH 85D48'34" W 19.900 M.; THENCE SOUTH 56D43'58" WEST 7.178 M.; THENCE SOUTH 52D26'08" WEST 10.085 M.; THENCE SOUTH 54D31'11" WEST 10.302 M.; THENCE SOUTH 59D30'07" WEST 9.539 M.; THENCE SOUTH 33D28'00" WEST 9.439 M.; THENCE SOUTH 43D24'05" WEST 12.657 M.; THENCE SOUTH 52D40'21" WEST 21.549 M.; THENCE SOUTH 54D50'35" WEST 10.842 M.; THENCE SOUTH 60D39'41" WEST 11.503 M.; THENCE SOUTH 71D12'30" WEST 25.627 M.; THENCE SOUTH 60D47'51" WEST 13.512 M.; SOUTH 71D21'59" WEST 13.460 M.; THENCE SOUTH 63D51'05" WEST 13.678 M.; THENCE SOUTH 67D09'11" WEST 11.688 M.; THENCE SOUTH 74D40'24" WEST 9.787 M.; THENCE SOUTH 63D26'16" WEST 8.829 M.;

THENCE SOUTH 52D41'54" WEST 10.534 M.; THENCE SOUTH 46D59'54" WEST 15.206 M.; THENCE SOUTH 80D05'18" WEST 13.510M.; THENCE SOUTH 89D29'49" WEST 10.710 M.; THENCE NORTH 89D51'30" WEST 10.026 M.; THENCE NORTH 87D47'02" WEST 11.241M.; THENCE NORTH 84D07'43" WEST 31.223 M.; THENCE NORTH 78D38'33" WEST 9.073 M.; THENCE NORTH 84D06'05" WEST 12.888M.; THENCE SOUTH 82D07'37" WEST 12.095 M.; THENCE SOUTH 88D54'12" WEST 14.828 M.; THENCE NORTH 73D38'59" WEST 15.539M.; THENCE NORTH 61D25'26" WEST 15.242 M.; THENCE NORTH 52D38'19" WEST 18.799 M.; THENCE NORTH 9D28'40" WEST 12.401M.; THENCE SOUTH 86D20'46" EAST 124.318 M.; THENCE NORTH 68D58'08" EAST 363.252 M TO THE POINT OF BEGINNING. (E# 1762747 BOOK 2106 PAGE 1891)

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		Weber County Parcel Search	
2380 Washington Blvd Ogden, Utah			
Weber County Home - Parcel Search - Interactive Maps			
Current Taxes	Ownership Info	Tax History	Delinquent Taxes
<--Back to Search <--Back to Search Results			Todays Date: 03/10/2010
Serial # 20-044-0005 			
Ownership Info			
Owner	SNOWBASIN RESORT COMPANY	Plat Map	
Property Address		20-044  View PDF	
Mailing Address	P O BOX 30825 SALT LAKE CITY UT 841300825	Viewing Plat Maps requires Adobe Reader Install Adobe Reader	
Tax Unit	318	Dedication Plat No Dedication Plats found	
Property Value Info			
Desc	Year	Size	Market Value
Land		108.51 Acres	\$ 1,356,375.00
		Total Market Value:	\$ 1,356,375.00
Current References			
Entry #	Book	Page	Recorded Date
2452112			30-DEC-09
		Kind of Instrument	
		WARRANTY DEED	
Entry #	Book	Page	Recorded Date
2329449			24-MAR-08
		Kind of Instrument	
		WARRANTY DEED	
Prior Serial Numbers			
No Prior Serial Numbers Found			
Legal Description			
* For Tax Purposes Only *			
THAT PART OF THE NORTH 1/2 OF SECTION 36, TOWNSHIP 6 NORTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN, U.S. SURVEY, LYING WITHIN WEBER COUNTY, EXCEPT THAT PART DEEDED TO UTAH DEPARTMENT OF TRANSPORTATION FOR TRAPPERS LOOP ROAD (1577-20).			
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Weber County Parcel Search

2380 Washington Blvd Ogden, Utah

Weber County Home - Parcel Search - Interactive Maps

Current Taxes	Ownership Info	Tax History	Delinquent Taxes
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Today's Date: 03/10/2010

[←Back to Search](#)
[←Back to Search Results](#)

Serial # 20-044-0007 *JK*

Ownership Info		Plat Map
Owner	SNOWBASIN RESORT COMPANY	20-044 View PDF
Property Address		Viewing Plat Maps requires Adobe Reader
Mailing Address	P O BOX 30825 SALT LAKE CITY UT 841300825	Adobe Reader Dedication Plat
Tax Unit	318	No Dedication Plats found

Property Value Info			
Desc	Year	Size	Market Value
Land		133.66 Acres	\$ 1,670,750.00
			Total Market Value:
			\$ 1,670,750.00

Current References			
Entry #	Book	Page	Recorded Date
2452112			30-DEC-09
Kind of Instrument			
WARRANTY DEED			
Entry #	Book	Page	Recorded Date
2329449			24-MAR-08
Kind of Instrument			
WARRANTY DEED			

Prior Serial Numbers

200440002

Legal Description


* For Tax Purposes Only *

PART OF THE NORTH 1/2 OF SECTION 35, TOWNSHIP 6 NORTH, RANGE1 EAST, SALT LAKE BASE & MERIDIAN, U.S. SURVEY: BEGINNING AT THE NORTHWEST CORNER OF SAID SECTION 35, RUNNING THENCE NORTH 89°32' EAST 2208.55 FEET ALONG SAID SECTION LINE, THENCE SOUTH 04°26'44" WEST 1745.43 FEET, THENCE SOUTH 32°19'34" EAST 786.73 FEET, THENCE SOUTH 37°52'21" EAST 85.48 FEET, THENCE SOUTH 52°00'40" WEST 60.38 FEET, THENCE ALONG A 5579.58 FOOT RADIUS CURVE TO THE RIGHT A DISTANCE OF 201.99 FEET, MORE OR LESS, TO THE SOUTH LINE OF THE NORTHWEST QUARTER, THENCE WEST ALONG THE QUARTER SECTION LINE TO THE SOUTHWEST CORNER OF THE NORTHWEST QUARTER OF SAID SECTION, THENCE NORTH TO THE POINT OF BEGINNING. SUBJECT TO THE FOLLOWING RIGHT OF WAY: BEGINNING AT A POINT ON THE NORTH RIGHT OF WAY LINE OF TRAPPERS LOOP (AS REFERENCED FROM U.D.O.T. DRAWINGS OF PROJECT NS-365 (2) SHEET NO.'S 10 & 11), SOUTH 90°00'00" WEST 93.57 FEET AND SOUTH 00°00'00" EAST 2472.46 FEET FROM THE SOUTH QUARTER CORNER OF SECTION 26, TOWNSHIP 6 NORTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN, SAID DESCRIBED POINT BEING THE POINT OF BEGINNING FOR THE FOLLOWING DESCRIBED EASEMENT, SAID POINT ALSO BEING THE SAME POINT OF BEGINNING FOR THE ABOVE DESCRIBED PARCEL OF LAND; THENCE CONTINUING ALONG THE NORTH RIGHT OF WAY LINE OF TRAPPERS LOOP FOR THE NEXT TWO (2) COURSES, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: THENCE SOUTH 52°02'15" WEST 60.37 FEET TO A POINT OF CURVATURE TO THE RIGHT; THENCE ALONG SAID CURVE FOR 269.86 FEET, SAID CURVE HAVING A LONG CHORD BEARING OF SOUTH 53°25'23" WEST AND A LONG CHORD LENGTH OF 269.83 FEET; THENCE NORTH 35°11'29" WEST 120.00 FEET TO A POINT OF CURVATURE TO THE LEFT; THENCE ALONG SAID CURVE FOR 261.65 FEET TO A POINT THAT IS AT A PERPENDICULAR DISTANCE OF 66.00 FEET FROM THE WEST BOUNDARY LINE OF THE

PREVIOUSLY DESCRIBED PARCEL OF LAND, SAID CURVE HAVING A LONG CHORD BEARING OF NORTH 53D26'08" EAST AND A LONG CHORD LENGTH OF 261.62 FEET (SAID DESCRIBED CURVE ALSO BEING PARALLEL TO THE NORTH RIGHT OF WAY LINE OF TRAPPERS LOOP AND ALSO BEING A PERPENDICULAR DISTANCE OF 120.00 FEET FROM BEFORE SAID RIGHT OF WAY). CONTINUING THENCE FROM BEFORE SAID DESCRIBED POINT THAT IS 66.00 FEET PERPENDICULAR DISTANCE FROM THE WEST BOUNDARY LINE OF THE PREVIOUSLY DESCRIBED PARCEL FOR THE NEXT TWO (2) COURSES THAT ARE PARALLEL TO THE WEST BOUNDARY LINE OF THE ABOVE DESCRIBED PARCEL OF LAND AND MORE PARTICULARLY DESCRIBED AS FOLLOWS: THENCE NORTH 32D19'34" WEST 780.50 FEET; THENCE NORTH 04D26'44" EAST 1077.94 FEET; THENCE SOUTH 85D33'16" EAST 66.00 FEET TO A POINT ON THE WEST BOUNDARY LINE OF THE ABOVE DESCRIBED PARCEL OF LAND; THENCE ALONG THE WEST BOUNDARY OF THE BEFORE MENTIONED PARCEL DESCRIBED FOR THE NEXT THREE (3) COURSES, THAT ARE DESCRIBED AS FOLLOWS: SOUTH 04D26'44" WEST 1056.00 FEET; THENCE SOUTH 32D19'34" EAST 786.73 FEET; THENCE SOUTH 37D52'21" EAST 85.48 FEET TO THE POINT OF BEGINNING AND CONTAINING 3.681 ACRES, MORE OR LESS. PROVIDED, HOWEVER, THE SAID RIGHT OF WAY AND EASEMENT SHALL INCLUDE AND RUN TO THE ACCESS POINT TO TRAPPERS LOOP ROAD.

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Exhibit E



Weber County Parcel Search

2380 Washington Blvd Ogden, Utah

Weber County Home - Parcel Search - Interactive Maps

Current Taxes	Ownership Info	Tax History	Delinquent Taxes
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Today's Date: 03/10/2010

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Serial # 20-044-0003 *sd*

Ownership Info		Plat Map
Owner	SNOWBASIN RESORT COMPANY	20-044-0003 View PDF
Property Address		Viewing Plat Maps requires Adobe Reader Go to Adobe Reader
Mailing Address	P O BOX 30825 SALT LAKE CITY UT 841300825	Dedication Plat No Dedication Plats found
Tax Unit	318	

Property Value Info			
Desc	Year	Size	Market Value
Land		24.82 Acres Total Market Value:	\$ 310,250.00 \$ 310,250.00

Current References			
Entry #	Book	Page	Recorded Date
2452112		Kind of Instrument WARRANTY DEED	30-DEC-09
Entry #	Book	Page	Recorded Date
2329449		Kind of Instrument WARRANTY DEED	24-MAR-08

Prior Serial Numbers
200440002

Legal Description
* For Tax Purposes Only *


THAT PART OF THE FOLLOWING DESCRIBED PROPERTY LYING WITHINWEBER COUNTY. PART OF THE NORTH 1/2 OF SECTION 35, TOWNSHIP 6NORTH, RANGE 1 EAST, SALT LAKE BASE & MERIDIAN, U.S.SURVEY-BEGINNING AT A POINT ON THE NORTH RIGHT OF WAY LINE OFTRAPPERS LOOP 1780.12 FEET NORTH 90D00' EAST AND SOUTH 00D00'EAST 1144.88 FEET FROM THE SOUTH QUARTER CORNER OF SECTION26, TOWNSHIP 6 NORTH, RANGE 1 EAST, RUNNING THENCE NORTH29D08'14" WEST 1310.76 FEET, MORE OR LESS, TO THE SECTIONLINE, THENCE EAST 1500 FEET, MORE OR LESS, TO THE NORTHEASTCORNER OF SAID SECTION 35, THENCE SOUTH TO THE SOUTHEASTCORNER OF THE NORTHEAST QUARTER, THENCE WEST TO THE SOUTHERLY LINE OF TRAPPERS LOOP, THENCE NORTHEASTERLY ALONGTRAPPERS LOOP TO A POINT SOUTH 29D08'14" EAST OF BEGINNING,THENCE NORTH 29D08'14" WEST TO THE POINT OF BEGINNING EXCEPT THAT PART DEEDED TO UTAH DEPARTMENT OFTRANSPORTATION FOR TRAPPERS LOOP ROAD (1577-20). SUBJECT TO A RIGHT OF WAY BEGINNING AT A POINT ON THENORTH RIGHT OF WAY LINE OF TRAPPERS LOOP (AS REFERENCEDFROM U.D.O.T. DRAWINGS OF PROJECT NS-365 (2) SHEET NO."S10 & 11); NORTH 90D00'00" EAST 1780.12 FEET AND SOUTH00D00'00" EAST 1144.88 FEET FROM THE SOUTH QUARTER CORNER OFSECTION 26, TOWNSHIP 6 NORTH, RANGE 1 EAST, SALT LAKE BASE &MERIDIAN, SAID DESCRIBED POINT BEING THE POINT OF BEGINNINGFOR THE FOLLOWING DESCRIBED EASEMENT, SAID POINT ALSO BEING ATTHE INTERSECTION OF THE EAST BOUNDARY LINE OF THE PREVIOUSLYDESCRIBED PARCEL OF LAND AND THE BEFORE MENTIONED RIGHT OFWAY; THENCE ALONG THE RIGHT OF WAY ON A CURVE TO THE RIGHT FOR245.09 FEET; SAID CURVE HAVING A LONG CHORD BEARING OF NORTH70D21'13" EAST AND A LONG CHORD LENGTH OF 244.89 FEET; THENCENORTH 16D15'50" WEST 66.00 FEET TO A POINT OF CURVATURE;THENCE ALONG A CURVE TO THE LEFT FOR 259.94 FEET TO A POINTON THE EAST

Exhibit E

BOUNDARY LINE OF THE BEFORE MENTIONED PARCEL(SAID CURVE ALSO BEING PARALLEL TO AND PERPENDICULAR DISTANCE OF 66.00 FEET TO BEFORE MENTIONED RIGHT OF WAY), SAID CURVE HAVING A LONG CHORD BEARING OF SOUTH 70D14'30" WEST, AND A LONG CHORD LENGTH OF 259.72 FEET; THENCE SOUTH 29D08'14" EAST 66.29 FEET TO THE POINT OF BEGINNING AND CONTAINING 0.383 ACRES, MORE OR LESS. PROVIDED, HOWEVER, THE SAID RIGHT OF WAY AND EASEMENT SHALL INCLUDE AND RUN TO THE ACCESS POINT TO THE TRAPPERS LOOP ROAD.

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Exhibit E



Weber County Parcel Search

2380 Washington Blvd Ogden, Utah

Weber County Home - Parcel Search - Interactive Maps

Current Taxes	Ownership Info	Tax History	Delinquent Taxes
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Todays Date: 03/10/2010

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[←Back to Search Results](#)

Serial # 21-031-0023 *pd*

Ownership Info		Plat Map
Owner	SNOWBASIN RESORT COMPANY	21-031 View PDF
Property Address		Viewing Plat Maps requires Adobe Reader
Mailing Address	PO BOX 30825 SALT LAKE CITY UT 841300825	Dedication Plat
Tax Unit	318	No Dedication Plats found

Property Value Info	
No Property Values Found	

Current References			
Entry #	Book	Page	Recorded Date
2210660		Kind of Instrument WARRANTY DEED	26-SEP-06

Prior Serial Numbers	
210310003 (Dead)	

Legal Description	
* For Tax Purposes Only *	
PART OF THE EAST HALF OF SECTION 24, TOWNSHIP 6 NORTH, RANGE 1EAST, AND THE WEST HALF OF SECTION 19, TOWNSHIP 6 NORTH, RANGE2 EAST, SALT LAKE BASE & MERIDIAN, U S SURVEY: BEGINNING ATTHE SOUTHEAST CORNER OF SECTION 24, AND RUNNING THENCE SOUTH89D40'35" WEST 1148.42 FEET ALONG THE SECTION LINE TO THE EASTRIGHT OF WAY LINE OF TRAPPERS LOOP ROAD, THENCE FOURTEEN (14)COURSES ALONG SAID EAST RIGHT OF WAY LINE AS FOLLOWS: NORTH50D55'35" EAST 197.44 FEET NORTH 44D13'53" EAST 176.59 FEET,NORTH 60D40'46" EAST 400 FEET, NORTH 46D38'36" EAST 103.08FEET, NORTH 60D40'46" EAST 654.60 FEET, NORTH 57D41'16" EAST368.69 FEET, NORTHWESTERLY ALONG THE ARC OF A 1270.92 FOOTRADIUS CURVE TO THE LEFT A DISTANCE OF 882.18 FEET (LONG CHORDBEARNS NORTH 32D02'41" EAST 864.58 FEET); NORTH 03D09'27" WEST112.59 FEET, NORTHWESTERLY ALONG THE ARC OF A 1245.92 FOOTRADIUS CURVE TO THE RIGHT (MAPPERS NOTE: SHOULD BE CURVE TOTHE LEFT) A DISTANCE OF 485.67 FEET (LONG CHORD BEARS NORTH4D00'29" WEST 482.60 FEET); NORTH 20D56'53" WEST 364.87 FEETNORTH 23D55D28' WEST 915.07 FEET, NORTH 20D31'20" WEST 331.19FEET, NORTHEASTERLY ALONG THE ARC OF A 854.93 FOOT RADIUSCURVE TO THE RIGHT A DISTANCE OF 429.10 FEET (LONG CHORD BEARSNORTH 0D57'15" EAST 424.61 FEET), NORTH 22D25'51" EAST 331.18FEET AND NORTH 25D49'58" EAST 15.68 FEET TO THE SOUTHERLYRIGHT OF WAY LINE OF STATE HIGHWAY U-39, THENCE SOUTH65D05'30" EAST 375.09 FEET ALONG THE SOUTHERLY RIGHT OF WAY, MORE OR LESS, TO THE PROPERTY OWNED BY DEYONNE A WALKER ANDRAY S WALKER TRUSTEES, THENCE SOUTH 1D30'00" WEST 960.30 FEETTO AN EXISTING FENCE, THENCE THREE (3) COURSES ALONG SAIDFENCE (ALSO KNOWN AS THE SOUTHERLY PROPERTY LINE OF PROPERTYOWNED BY RAY S WALKER & DEYONNE A WALKER TRUSTEES) AS FOLLOWS:NORTH 67D29'44" EAST 36.03 FEET, NORTHEASTERLY ALONG THE ARCOF A 508.24 RADIUS CURVE TO THE RIGHT A DISTANCE OF 120.35FEET (LONG CHORD BEARS NORTH 74D16'46" EAST 120.07 FEET) ANDNORTH 81D03'48" EAST 292.61 FEET, THENCE NORTH 24D46'34" EAST47.52 FEET, THENCE ALONG THE SOUTHERLY LINE OF THE HUNTSVILLESOUTH BENCH CANAL SOUTH 84D20'50" EAST 1052.84 FEET TO THEWEST RIGHT OF WAY OF OLD TRAPPERS LOOP ROAD (BY RIGHT OF USE)THENCE TWO (2) COURSES ALONG SAID RIGHT OF WAY AS FOLLOWS:SOUTH 13D59'01" WEST 89.64 FEET AND SOUTH 19D29'30" EAST1004.02 FEET TO THE TOWN OF HUNTSVILLE PROPERTY AS OCCUPIED ONTHE ON THE GROUND (FENCE LINE), THENCE THREE (3) COURSES ALONGSAID EXISTING OCCUPATION (FENCE LINE) AS FOLLOWS: SOUTH30D30'29" WEST 130.94 FEET, SOUTH	

Exhibit E

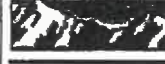
28D32'15" EAST 75.10 FEET AND SOUTH 63D14'38" EAST 108.14 FEET TO THE QUARTER SECTION LINE, THENCE SOUTH 0D01'03" WEST 2224.56 FEET ALONG SAID QUARTER SECTION LINE TO THE SOUTH QUARTER CORNER OF SECTION 19, THENCE SOUTH 89D22'02" WEST 2574.81 FEET ALONG THE SECTION LINE TO THE POINT OF BEGINNING. EXCEPTING THEREFROM: PART OF THE NORTHWEST QUARTER OF SECTION 19, TOWNSHIP 6 NORTH, RANGE 2 EAST, SALT LAKE BASE & MERIDIAN, BEGINNING AT A POINT ON THE SOUTH RIGHT OF WAY LINE OF HIGHWAY 39 SAID POINT BEING LOCATED NORTH 89D31'02" EAST 1354.65 FEET AND SOUTH 0D00'00" EAST 1149.70 FEET AND NORTH 65D14'25" WEST 248.37 FEET AND SOUTH 87D18'17" WEST 83.33 FEET FROM THE NORTHWEST CORNER OF SAID SECTION, RUNNING THENCE SOUTH 24D46'49" WEST 145.57 FEET, THENCE SOUTH 30D27'25" WEST 91.97 FEET, THENCE SOUTH 0D02'01" WEST 55.22 FEET, THENCE NORTH 89D46'56" WEST 110.51 FEET TO AN EXISTING FENCE LINE, THENCE ALONG SAID FENCE LINE THE FOLLOWING FOUR (4) COURSES: (1) SOUTH 18D54'12" EAST 13.54 FEET (2) SOUTH 04D52'26" WEST 106.77 FEET (3) SOUTH 14D25'42" WEST 90.88 FEET, (4) SOUTH 05D16'57" WEST 137.67 FEET, THENCE NORTH 84D56'43" WEST 212.55 FEET TO AN EXISTING FENCE LINE, THENCE ALONG SAID FENCE LINE NORTH 02D38'36" EAST 818.46 FEET TO SAID SOUTH RIGHT OF WAY LINE, THENCE ALONG SAID RIGHT OF WAY LINE THE FOLLOWING THREE (3) COURSES: (1) SOUTH 65D14'21" EAST 311.45 FEET; (2) SOUTH 43D24'43" EAST 134.93 FEET, (3) NORTH 87D18'17" EAST 56.97 FEET TO THE POINT OF BEGINNING. CONTAINING 5.279 ACRES. (E#2443066), EXCEPTING THEREFROM: PART OF THE EAST HALF OF SECTION 24, TOWNSHIP 6 NORTH, RANGE 1 EAST, AND THE WEST HALF OF SECTION 19, TOWNSHIP 6 NORTH, RANGE 2 EAST, SALT LAKE BASE & MERIDIAN, U S SURVEY: BEGINNING AT THE SOUTHEAST CORNER OF SECTION 24, AND RUNNING THENCE SOUTH 89D40'35" WEST 1148.42 FEET ALONG THE SECTION LINE TO THE EAST RIGHT OF WAY LINE OF TRAPPERS LOOP ROAD, THENCE FOURTEEN (14) COURSES ALONG SAID EAST RIGHT OF WAY LINE AS FOLLOWS: NORTH 50D55'35" EAST 197.44 FEET NORTH 44D13'53" EAST 176.59 FEET, NORTH 60D40'46" EAST 400 FEET, NORTH 46D38'36" EAST 103.08 FEET, NORTH 60D40'46" EAST 654.60 FEET, NORTH 57D41'16" EAST 368.69 FEET, NORTHWESTERLY ALONG THE ARC OF A 1270.92 FOOT RADIUS CURVE TO THE LEFT A DISTANCE OF 882.18 FEET (LONG CHORD BEARS NORTH 32D02'41" EAST 864.58 FEET); NORTH 03D09'27" WEST 112.59 FEET, NORTHWESTERLY ALONG THE ARC OF A 1245.92 FOOT RADIUS CURVE TO THE RIGHT (MAPPER NOTE: SHOULD BE CURVE TO THE LEFT) A DISTANCE OF 485.67 FEET (LONG CHORD BEARS NORTH 40D03'29" WEST 482.60 FEET); NORTH 20D56'53" WEST 364.87 FEET NORTH 23D55D28" WEST 915.07 FEET, NORTH 20D31'20" WEST 331.19 FEET, NORTHEASTERLY ALONG THE ARC OF A 854.93 FOOT RADIUS CURVE TO THE RIGHT A DISTANCE OF 429.10 FEET (LONG CHORD BEARS NORTH 0D57'15" EAST 424.61 FEET), NORTH 22D25'51" EAST 331.18 FEET AND NORTH 25D49'58" EAST 15.68 FEET TO THE SOUTHERLY RIGHT OF WAY LINE OF STATE HIGHWAY U-39, THENCE SOUTH 65D05'30" EAST 375.09 FEET ALONG THE SOUTHERLY RIGHT OF WAY, MORE OR LESS, TO THE PROPERTY OWNED BY DEYONNE A WALKER AND RAY S WALKER TRUSTEES, THENCE SOUTH 103D0'00" WEST 960.30 FEET TO AN EXISTING FENCE, THENCE THREE (3) COURSES ALONG SAID FENCE (ALSO KNOWN AS THE SOUTHERLY PROPERTY LINE OF PROPERTY OWNED BY RAY S WALKER & DEYONNE A WALKER TRUSTEES) AS FOLLOWS: NORTH 67D29'44" EAST 36.03 FEET, NORTHEASTERLY ALONG THE ARC OF A 508.24 RADIUS CURVE TO THE RIGHT A DISTANCE OF 120.35 FEET (LONG CHORD BEARS NORTH 74D16'46" EAST 120.07 FEET) AND NORTH 81D03'48" EAST 292.61 FEET, THENCE NORTH 24D46'34" EAST 47.52 FEET, THENCE ALONG THE SOUTHERLY LINE OF THE HUNTSVILLE SOUTH BENCH CANAL SOUTH 84D20'50" EAST 1052.84 FEET TO THE WEST RIGHT OF WAY OF OLD TRAPPERS LOOP ROAD (BY RIGHT OF USE) THENCE TWO (2) COURSES ALONG SAID RIGHT OF WAY AS FOLLOWS: SOUTH 13D59'01" WEST 89.64 FEET AND SOUTH 19D29'30" EAST 1004.02 FEET TO THE TOWN OF HUNTSVILLE PROPERTY AS OCCUPIED ON THE GROUND (FENCE LINE), THENCE THREE (3) COURSES ALONG SAID EXISTING OCCUPATION (FENCE LINE) AS FOLLOWS: SOUTH 30D30'29" WEST 130.94 FEET, SOUTH 28D32'15" EAST 75.10 FEET AND SOUTH 63D14'38" EAST 108.14 FEET TO THE QUARTER SECTION LINE, THENCE SOUTH 0D01'03" WEST 2224.56 FEET ALONG SAID QUARTER SECTION LINE TO THE SOUTH QUARTER CORNER OF SECTION 19, THENCE SOUTH 89D22'02" WEST 2574.81 FEET ALONG THE SECTION LINE TO THE POINT OF BEGINNING. EXCEPTING THEREFROM: A PART OF THE NORTHWEST QUARTER OF SECTION 19, TOWNSHIP 6 NORTH, RANGE 2 EAST, SALT LAKE BASE & MERIDIAN. BEGINNING AT A POINT ON THE SOUTH RIGHT OF WAY LINE OF HIGHWAY 39, SAID POINT BEING LOCATED NORTH 89D31'02" EAST 1354.65 FEET AND SOUTH 0D00'00" EAST 1149.70 FEET FROM THE NORTHWEST CORNER OF SAID SECTION, RUNNING THENCE SOUTH 24D46'49" WEST 629.74 FEET TO THE NORTH RIGHT OF WAY LINE OF THE HUNTSVILLE SOUTH BENCH CANAL AND AN EXISTING FENCE LINE, THENCE ALONG SAID NORTH RIGHT OF WAY LINE AND EXISTING FENCE LINE THE FOLLOWING SIX (6) COURSES: (1) SOUTH 86D31'18" WEST 45.80 FEET, (2) SOUTH 80D26'51" WEST 106.70 FEET, (3) SOUTH 79D59'11" WEST 163.87 FEET (4) SOUTH 74D45'49" WEST 62.82 FEET (5) SOUTH 68D35'43" WEST 75.78 FEET, (6) SOUTH 66D18'10" WEST 88.67 FEET TO AN EXISTING FENCE CORNER, THENCE ALONG AN EXISTING FENCE LINE NORTH 02D38'36" EAST 209.04 FEET, THENCE SOUTH 84D56'43" EAST 212.55 FEET TO AN EXISTING FENCE LINE, THENCE ALONG SAID FENCE LINE THE FOLLOWING FOUR (4) COURSES: (1) NORTH 05D16'57" EAST 137.67 FEET, (2) NORTH 14D25'42" EAST 90.88 FEET (3) NORTH 04D52'26" EAST 106.77 FEET (4) NORTH 18D54'12" WEST 13.54 FEET, THENCE SOUTH 89D46'56" EAST 110.51 FEET, THENCE NORTH 0D02'01" EAST 55.22 FEET, THENCE SOUTH 65D13'11" EAST 178.47 FEET, THENCE NORTH 24D46'49" EAST 275.57 FEET TO SAID SOUTH RIGHT OF WAY LINE, THENCE ALONG SAID RIGHT OF WAY LINE SOUTH 65D14'25" EAST 152.93 FEET TO THE POINT OF BEGINNING CONTAINING 5.257 ACRES. CONTAINING 5.279 ACRES. (E#2443066). EXCEPTING THEREFROM: PART OF THE NORTHWEST QUARTER OF SECTION 19, TOWNSHIP 6 NORTH, RANGE 2 EAST, SALT LAKE BASE & MERIDIAN, BEGINNING AT A POINT ON THE SOUTH RIGHT OF WAY LINE OF HIGHWAY 39 SAID POINT BEING LOCATED NORTH 89D31'02" EAST 1354.65 FEET AND SOUTH 0D00'00" EAST 1149.70 FEET AND NORTH 65D14'25" WEST 248.37 FEET AND SOUTH 87D17'17" WEST 83.33 FEET FROM THE NORTHWEST CORNER OF

Exhibit E

SAID SECTION, RUNNING THENCE SOUTH 24D46'49" WEST 145.57 FEET, THENCE SOUTH 30D27'25" WEST 91.97 FEET, THENCE SOUTH 00D20'01" WEST 55.22 FEET, THENCE NORTH 89D46'56" WEST 110.51 FEET TO AN EXISTING FENCE LINE, THENCE ALONG SAID FENCE LINE THE FOLLOWING FOUR (4) COURSES: (1) SOUTH 18D54'12" EAST 13.54 FEET (2) SOUTH 04D52'26" WEST 106.77 FEET (3) SOUTH 14D25'42" WEST 90.88 FEET, (4) SOUTH 05D16'57" WEST 137.67 FEET, THENCE NORTH 84D56'43" WEST 212.55 FEET TO AN EXISTING FENCE LINE, THENCE ALONG SAID FENCE LINE NORTH 02D38'36" EAST 818.46 FEET TO SAID SOUTH RIGHT OF WAYLINE, THENCE ALONG SAID RIGHT OF WAY LINE THE FOLLOWING THREE (3) COURSES: (1) SOUTH 65D14'21" EAST 311.45 FEET; (2) SOUTH 43D24'43" EAST 134.93 FEET, (3) NORTH 87D18'17" EAST 56.97 FEET TO THE POINT OF BEGINNING. CONTAINING 5.279 ACRES. (E#2443066) [NOTE: BECAUSE THE DESCRIPTION OF RECORD DID NOT CONTAIN AN AREA FOR THIS PARCEL THE AREA FOR THIS PARCEL WAS CALCULATED BY THIS OFFICE FOR TAX PURPOSES.] [NOTE: BECAUSE THE DESCRIPTION OF RECORD DID NOT CONTAIN AN AREA FOR THIS PARCEL THE AREA FOR THIS PARCEL WAS CALCULATED BY THIS OFFICE FOR TAX PURPOSES.]

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Exhibit E



Weber County Parcel Search

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Weber County Home - Parcel Search - Interactive Maps

Current Taxes	Ownership Info	Tax History	Delinquent Taxes
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Today's Date: 03/10/2010

[←Back to Search](#)
[←Back to Search Results](#)

Serial # 21-039-0004

Ownership Info		Plat Map
Owner	SNOWBASIN RESORT COMPANY	21-039 New PDF
Property Address		Viewing Plat Maps requires Adobe Reader
Mailing Address	P O BOX 30825 SALT LAKE CITY UT 841300825	Go to Adobe Reader
Tax Unit	318	Dedication Plat No Dedication Plats found

Property Value Info			
Desc Land	Year	Size	Market Value
		134 Acres	\$ 670,000.00
		Total Market Value:	\$ 670,000.00

Current References			
Entry #	Book	Page	Recorded Date
2452112			30-DEC-09
		Kind of Instrument	
		WARRANTY DEED	
Entry #	Book	Page	Recorded Date
2329449			24-MAR-08
		Kind of Instrument	
		WARRANTY DEED	

Prior Serial Numbers
 No Prior Serial Numbers Found

Legal Description
 * For Tax Purposes Only *

ALL THAT PORTION OF THE NORTHWEST QUARTER AND THE SOUTHWESTQUARTER OF SECTION 30, TOWNSHIP 6 NORTH, RANGE 2 EAST, SALT LAKE MERIDIAN, U.S. SURVEY, LYING WEST OF THE CENTER LINE OF THE COUNTY ROAD, MORE PARTICULARLY DESCRIBED AS FOLLOWS, TO-WIT: BEGINNING AT COUNTY ROAD MONUMENT NO. 111, IDENTICAL WITH THE QUARTER CORNER BETWEEN SECTIONS 19 AND 30, TOWNSHIP 6 NORTH, RANGE 2 EAST; THENCE SOUTH 33D33' WEST 328 FEET, SOUTH 66D18' WEST 180 FEET, SOUTH 41D18' WEST 45 FEET, SOUTH 24D42' EAST 100 FEET, SOUTH 25D18' WEST 90 FEET, SOUTH 39D18' WEST 200 FEET, SOUTH 34D18' WEST 500 FEET, SOUTH 30D18' WEST 300 FEET, SOUTH 43D48' WEST 650 FEET TO A POINT WHERE THE ROAD IS CHANGED TO A MORE SOUTHWESTERLY COURSE; THENCE ALONG THE CENTER LINE OF NEW ROAD SOUTH 56D41' WEST 326 FEET, SOUTH 26D WEST 535 FEET, SOUTH 51D50' WEST 385 FEET, SOUTH 23D24' EAST 436 FEET TO A JUNCTION WITH THE OLD ROAD; THENCE ALONG THE CENTER LINE OF THE OLD ROAD SOUTH 24D48' WEST 400 FEET, SOUTH 16D42' EAST 150 FEET, SOUTH 30D48' WEST 300 FEET, SOUTH 13D48' WEST 182 FEET TO A POINT FROM WHENCE THE COUNTY ROAD MONUMENT NO. 113 BEARS SOUTH 16D16' WEST 148 FEET; THENCE SOUTH 11D10' EAST 193 FEET, SOUTH 35D35' EAST 425 FEET, SOUTH 16D EAST 280 FEET, SOUTH 37D26' WEST 123 FEET TO A POINT ON THE NORTHLINE OF THE BYRAM PROPERTY, FROM WHICH POINT THE SOUTHWEST CORNER OF SAID SECTION 30 BEARS SOUTH 68D25'30" WEST 851.62 FEET DISTANT; THENCE ALONG SAID NORTH LINE IN A WESTERLY DIRECTION 150 FEET, MORE OR LESS, TO THE NORTHWEST CORNER OF SAID BYRAM'S LAND; THENCE SOUTHERLY ALONG THE WEST LINE OF SAID BYRAM'S LAND AND THE CENTER LINE OF THE OLD COUNTY ROAD 336.3 FEET, MORE OR LESS, TO THE SOUTH LINE OF SECTION 30; THENCE WESTERLY ALONG THE SECTION LINE 685 FEET, MORE OR LESS, TO THE SOUTHWEST CORNER OF SECTION 30; THENCE NORTHERLY ALONG THE RANGE LINE BETWEEN SECTIONS 25 AND 30 TO THE NORTHWEST CORNER OF SECTION 30; THENCE EASTERLY

Exhibit E

ALONG THE NORTH LINE OF SECTION 30 TO COUNTY MONUMENT NO. 111, THE PLACE OF BEGINNING.

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Exhibit E






		Weber County Parcel Search	
2380 Washington Blvd Ogden, Utah			
Weber County Home - Parcel Search - Interactive Maps			
Current Taxes	Ownership Info	Tax History	Delinquent Taxes
←--Back to Search ←--Back to Search Results			Todays Date: 03/10/2010
Serial # 21-040-0002 			
Ownership Info			
Owner	SNOW BASIN RESORT COMPANY	Plat Map	21-040  View PDF
Property Address		Viewing Plat Maps requires 	
Mailing Address	P.O. BOX 30825 SALT LAKE CITY UT 841300825	Dedication Plat	No Dedication Plats found
Tax Unk	318		
Property Value Info			
Desc Land	Year	Size	Market Value
		19.81 Acres	\$ 99,050.00
		Total Market Value:	\$ 99,050.00
Current References			
Entry #	Book	Page	Recorded Date
2452112			30-DEC-09
		Kind of Instrument	
		WARRANTY DEED	
Entry #	Book	Page	Recorded Date
2329449			24-MAR-08
		Kind of Instrument	
		WARRANTY DEED	
Prior Serial Numbers			
No Prior Serial Numbers Found			
Legal Description			
* For Tax Purposes Only *			
PART OF THE FOLLOWING PARCEL LYING WITHIN WEBER COUNTY, PART OF THE NORTHWEST QUARTER OF SECTION 31, TOWNSHIP 6 NORTH, RANGE 2 EAST, SALT LAKE MERIDIAN, U S SURVEY: BEGINNING AT THE NORTHWEST CORNER OF SAID QUARTER SECTION; RUNNING THENCE EAST 685 FEET; THENCE SOUTH 10D09' EAST 952 FEET; THENCE SOUTH 21D03' WEST 926 FEET; THENCE SOUTH 33D53' WEST 540 FEET; THENCE SOUTH 13D50' WEST 384 FEET TO THE SOUTH LINE OF SAID QUARTER SECTION; THENCE WEST 124 FEET TO THE WEST LINE OF SAID QUARTER SECTION; THENCE NORTH 2646 FEET TO THE POINT OF BEGINNING.			
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Exhibit E



Weber County Parcel Search

2380 Washington Blvd Ogden, Utah

Weber County Home - Parcel Search - Interactive Maps

Current Taxes	Ownership Info	Tax History	Delinquent Taxes
----------------------	-----------------------	--------------------	-------------------------

Today's Date: 03/10/2010

[<<-Back to Search](#)
[<<-Back to Search Results](#)

Serial # 23-002-0003

Ownership Info		Plat Map
Owner	SNOWBASIN RESORT COMPANY	23-002 View PDF
Property Address		Viewing Plat Maps requires Adobe Reader
Mailing Address	P O BOX 30825 SALT LAKE CITY UT 841300825	Adobe Reader
Tax Unit	318	Dedication Plat No Dedication Plats found

Property Value Info			
Desc	Year	Size	Market Value
Land		6.75 Acres	\$ 84,375.00
		Total Market Value:	\$ 84,375.00

Current References			
Entry #	Book	Page	Recorded Date
2452112			30-DEC-09
		Kind of Instrument	
		WARRANTY DEED	
2329449			24-MAR-08
		Kind of Instrument	
		WARRANTY DEED	

Prior Serial Numbers

???????? (Dead)

Legal Description

* For Tax Purposes Only *

THAT PART OF THE FOLLOWING DESCRIBED PARCEL LYING WITHIN WEBERCOUNTY. ALL OF SECTION 3, TOWNSHIP 5 NORTH, RANGE 1 EAST, SALT LAKE MERIDIAN, U.S. SURVEY; EXCEPTING THEREFROM THE FOLLOWING: BEGINNING AT THE NORTHEAST CORNER OF SECTION 3, TOWNSHIP 5 NORTH, RANGE 1 EAST, SALT LAKE MERIDIAN, U.S. SURVEY; THENCE SOUTH 68D51'20" WEST 1183.9 FEET ALONG DIVIDE; THENCE NORTH 86D27'35" WEST 1608.2 FEET ALONG DIVIDE; THENCE SOUTH 65D25'55" WEST 1542.6 FEET ALONG DIVIDE; THENCE SOUTH 73D41'51" WEST 1096.0 FEET ALONG DIVIDE; THENCE NORTH ALONG WEST BOUNDARY OF SECTION 3, 1276.8 FEET TO THE NORTHWEST CORNER; THENCE EAST 51.65 FEET TO NORTHEAST CORNER OF SECTION AND PLACE OF BEGINNING. (PRIOR TO 1998, PROPERTY ASSESSED IN MORGAN COUNTY, TAX NUMBER 01-005-03) SUBJECT TO THE FOLLOWING DESCRIBED RIGHT OF WAY; A PARCEL OF LAND SITUATE IN THE NORTH-HALF NORTHEAST QUARTER OF SECTION 3, THE NORTHWEST QUARTER NORTHWEST QUARTER OF SECTION 2, TOWNSHIP 5 NORTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN AND THE SOUTHWEST QUARTER SOUTHWEST QUARTER OF SECTION 35, TOWNSHIP 6 NORTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN. BEGINNING AT THE NORTHEAST CORNER OF SAID SECTION 3 AND RUNNING THENCE NORTH 27D35'24" EAST 193.033M.; THENCE SOUTH 56D06'44" EAST 8.139M TO THE WEST RIGHT OF WAY LINE OF STATE ROUTE 167 (TRAPPERS LOOP HIGHWAY); THENCE ALONG SAID RIGHT OF WAY LINE THE FOLLOWING FOUR COURSES 1) THENCE SOUTH 33D53'16" WEST 15.300M., 2) TO A 903.668 METER RADIUS CURVE TO THE LEFT AND RUNNING ALONG SAID CURVE 151.806 METERS, CENTRAL ANGLE 09D37'30", AND WHOSE CHORD BEARS SOUTH 27D44'52" WEST 151.628 METERS; 3) THENCE SOUTH 21D36'28" W 62.021M.; 4) THENCE SOUTH 60D43'53" WEST 95.241M.; THENCE NORTH 20D56'18" EAST 49.435M.; THENCE SOUTH 68D59'33" WEST 1.965M.; THENCE SOUTH 71D21'01"

Exhibit E

WEST 11.512M.; THENCE SOUTH 85D48'34" WEST 19.900M.; THENCE SOUTH 56D43'58" WEST 7.178M.; THENCE SOUTH 52D26'08" WEST 10.085M.; THENCE SOUTH 54D31'11" WEST 10.302M.; THENCE SOUTH 59D30'07" WEST 9.539M.; THENCE SOUTH 33D28'00" WEST 9.439M.; THENCE SOUTH 43D24'05" WEST 12.657M.; THENCE SOUTH 52D40'21" WEST 21.549M.; THENCE SOUTH 54D50'35" WEST 10.842M.; THENCE SOUTH 60D39'41" WEST 11.503M.; THENCE SOUTH 71D12'30" WEST 25.627M.; THENCE SOUTH 60D47'51" WEST 13.512M.; THENCE SOUTH 71D21'59" WEST 13.460M.; THENCE SOUTH 63D51'05" WEST 13.678M.; THENCE SOUTH 67D09'11" WEST 11.688M.; THENCE SOUTH 74D40'24" WEST 9.787M.; THENCE SOUTH 63D26'16" WEST 8.829M.; THENCE SOUTH 52D41'54" WEST 10.534M.; THENCE SOUTH 46D59'54" WEST 15.206M.; THENCE SOUTH 80D05'18" WEST 13.510M.; THENCE SOUTH 89D29'49" WEST 10.710M.; THENCE NORTH 89D51'30" WEST 10.026M.; THENCE NORTH 87D47'02" WEST 11.241M.; THENCE NORTH 84D07'43" WEST 31.223M.; THENCE NORTH 78D38'33" WEST 9.073M.; THENCE NORTH 84D06'05" WEST 12.888 M.; THENCE SOUTH 82D07'37" WEST 12.095M.; THENCE SOUTH 88D54'12" WEST 14.828M.; THENCE NORTH 73D38'59" WEST 15.539M.; THENCE NORTH 61D25'26" WEST 15.242M.; THENCE NORTH 52D38'19" WEST 18.799M.; THENCE NORTH 9D28'40" WEST 12.401M.; THENCE SOUTH 86D20'46" EAST 124.318M.; THENCE NORTH 68D58'08" EAST 363.252M. TO THE POINT OF BEGINNING. (E# 1762747 BOOK 2106 PAGE 1891)

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Exhibit E





		Weber County Parcel Search	
2380 Washington Blvd Ogden, Utah			
Weber County Home - Parcel Search - Interactive Maps			
Current Taxes	Ownership Info	Tax History	Delinquent Taxes
			Todays Date: 03/10/2010
←Back to Search ←Back to Search Results		Serial # 23-003-0002 	
Ownership Info			
Owner	SNOWBASIN RESORT COMPANY		Plat Map
Property Address			23-003  View PDF
Mailing Address	P O BOX 30825 SALT LAKE CITY UT 841300825		Viewing Plat Maps requires Adobe Reader 
Tax Unit	318		Dedication Plat No Dedication Plats found
Property Value Info			
Desc	Year	Size	Market Value
Land		47.78 Acres	\$ 47,780.00
		Total Market Value:	\$ 47,780.00
Current References			
Entry #	Book	Page	Recorded Date
2452112			30-DEC-09
		Kind of Instrument	
		WARRANTY DEED	
Entry #	Book	Page	Recorded Date
2329449			24-MAR-08
		Kind of Instrument	
		WARRANTY DEED	
Prior Serial Numbers			
//////// (Dead)			
Legal Description			
* For Tax Purposes Only *			
THAT PART OF SECTION 4, TOWNSHIP 5 NORTH, RANGE 1 EAST, SALT LAKE BASE & MERIDIAN, U.S. SURVEY: LYING WITHIN WEBER COUNTY, EXCEPT THE FOLLOWING DESCRIBED PROPERTY: BEGINNING AT THENORTHEAST CORNER OF SECTION 4, TOWNSHIP 5 NORTH, RANGE 1 EAST, SALT LAKE MERIDIAN, U.S. SURVEY: THENCE SOUTH ON SECTION LINE 1276.8 FEET; THENCE SOUTH 73D42' WEST 276.0 FEET; THENCE SOUTH 52D03' WEST 1685.5 FEET; THENCE SOUTH 87D26' WEST 3575.0 FEET; THENCE NORTH ALONG WEST BOUNDARY OF SECTION 2550.8 FEET TONORTHWEST CORNER SECTION; THENCE EAST 5165 FEET TO THENORTHEAST CORNER OF SECTION AND PLACE OF BEGINNING. (PRIOR TO 1998, PROPERTY ASSESSED IN MORGAN COUNTY, TAX NUMBER 01-005-04)			
Copyright © Weber County - 2380 Washington Blvd Ogden, UT 84401			

Exhibit E


 <h1 style="margin: 0;">Weber County Parcel Search</h1> <p style="margin: 0; font-size: small;">2380 Washington Blvd Ogden, Utah</p> <p style="margin: 0; font-size: x-small;">Weber County Home - Parcel Search - Interactive Maps</p>																					
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 25%; text-align: center;">Current Taxes</td> <td style="width: 25%; text-align: center;">Ownership Info</td> <td style="width: 25%; text-align: center;">Tax History</td> <td style="width: 25%; text-align: center;">Delinquent Taxes</td> </tr> </table>	Current Taxes	Ownership Info	Tax History	Delinquent Taxes	<p style="font-size: x-small;">Today's Date: 03/10/2010</p>																
Current Taxes	Ownership Info	Tax History	Delinquent Taxes																		
<p style="font-size: x-small;"> ←Back to Search ←Back to Search Results </p> <p style="text-align: center; font-size: small;">Serial # 23-004-0002 <i>pd</i></p>																					
<p style="font-size: x-small; margin: 0;">Ownership Info</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 60%; vertical-align: top;"> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%; font-size: x-small;">Owner</td> <td style="font-size: x-small;">SNOWBASIN RESORT COMPANY</td> </tr> <tr> <td style="font-size: x-small;">Property Address</td> <td style="font-size: x-small;"> </td> </tr> <tr> <td style="font-size: x-small;">Mailing Address</td> <td style="font-size: x-small;">P O BOX 30825 SALT LAKE CITY UT 843100825</td> </tr> <tr> <td style="font-size: x-small;">Tax Unit</td> <td style="font-size: x-small;">318</td> </tr> </table> </td> <td style="width: 40%; vertical-align: top; padding-left: 10px;"> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="font-size: x-small; border-top: 1px solid black;">Plat Map</td> </tr> <tr> <td style="font-size: x-small;">23-004 <i>pd</i> View PDF</td> </tr> <tr> <td style="font-size: x-small;">Viewing Plat Maps requires Adobe Reader Get Adobe Reader</td> </tr> <tr> <td style="font-size: x-small; border-top: 1px solid black;">Dedication Plat</td> </tr> <tr> <td style="font-size: x-small;">No Dedication Plats found</td> </tr> </table> </td> </tr> </table>		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%; font-size: x-small;">Owner</td> <td style="font-size: x-small;">SNOWBASIN RESORT COMPANY</td> </tr> <tr> <td style="font-size: x-small;">Property Address</td> <td style="font-size: x-small;"> </td> </tr> <tr> <td style="font-size: x-small;">Mailing Address</td> <td style="font-size: x-small;">P O BOX 30825 SALT LAKE CITY UT 843100825</td> </tr> <tr> <td style="font-size: x-small;">Tax Unit</td> <td style="font-size: x-small;">318</td> </tr> </table>	Owner	SNOWBASIN RESORT COMPANY	Property Address		Mailing Address	P O BOX 30825 SALT LAKE CITY UT 843100825	Tax Unit	318	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="font-size: x-small; border-top: 1px solid black;">Plat Map</td> </tr> <tr> <td style="font-size: x-small;">23-004 <i>pd</i> View PDF</td> </tr> <tr> <td style="font-size: x-small;">Viewing Plat Maps requires Adobe Reader Get Adobe Reader</td> </tr> <tr> <td style="font-size: x-small; border-top: 1px solid black;">Dedication Plat</td> </tr> <tr> <td style="font-size: x-small;">No Dedication Plats found</td> </tr> </table>	Plat Map	23-004 <i>pd</i> View PDF	Viewing Plat Maps requires Adobe Reader Get Adobe Reader	Dedication Plat	No Dedication Plats found					
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Dedication Plat																					
No Dedication Plats found																					
<p style="font-size: x-small; margin: 0;">Property Value Info</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="font-size: x-small;">Desc</th> <th style="font-size: x-small;">Year</th> <th style="font-size: x-small;">Size</th> <th style="font-size: x-small;">Market Value</th> </tr> </thead> <tbody> <tr> <td style="font-size: x-small;">Land</td> <td style="font-size: x-small;"> </td> <td style="font-size: x-small;">40 Acres</td> <td style="font-size: x-small;">\$ 40,000.00</td> </tr> <tr> <td style="font-size: x-small;">Building</td> <td style="font-size: x-small;">2001</td> <td style="font-size: x-small;">SQ FT</td> <td style="font-size: x-small;">\$ 650,134.00</td> </tr> <tr> <td colspan="3" style="font-size: x-small; text-align: right;">Total Market Value:</td> <td style="font-size: x-small;">\$ 690,134.00</td> </tr> </tbody> </table>		Desc	Year	Size	Market Value	Land		40 Acres	\$ 40,000.00	Building	2001	SQ FT	\$ 650,134.00	Total Market Value:			\$ 690,134.00				
Desc	Year	Size	Market Value																		
Land		40 Acres	\$ 40,000.00																		
Building	2001	SQ FT	\$ 650,134.00																		
Total Market Value:			\$ 690,134.00																		
<p style="font-size: x-small; margin: 0;">Current References</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="font-size: x-small;">Entry #</th> <th style="font-size: x-small;">Book</th> <th style="font-size: x-small;">Page</th> <th style="font-size: x-small;">Recorded Date</th> </tr> </thead> <tbody> <tr> <td style="font-size: x-small;">2452112</td> <td style="font-size: x-small;"> </td> <td style="font-size: x-small;"> </td> <td style="font-size: x-small;">30-DEC-09</td> </tr> <tr> <td colspan="4" style="font-size: x-small; text-align: center;">Kind of Instrument WARRANTY DEED</td> </tr> <tr> <td style="font-size: x-small;">2329449</td> <td style="font-size: x-small;"> </td> <td style="font-size: x-small;"> </td> <td style="font-size: x-small;">24-MAR-08</td> </tr> <tr> <td colspan="4" style="font-size: x-small; text-align: center;">Kind of Instrument WARRANTY DEED</td> </tr> </tbody> </table>		Entry #	Book	Page	Recorded Date	2452112			30-DEC-09	Kind of Instrument WARRANTY DEED				2329449			24-MAR-08	Kind of Instrument WARRANTY DEED			
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2452112			30-DEC-09																		
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<p style="font-size: x-small; margin: 0;">Prior Serial Numbers</p> <p style="font-size: x-small; margin: 0;">No Prior Serial Numbers Found</p>																					
<p style="font-size: x-small; margin: 0;">Legal Description</p> <p style="font-size: x-small; margin: 0;">* For Tax Purposes Only *</p> <p style="font-size: x-small; margin: 0;">PART OF THE SECTION 5, TOWNSHIP 5 NORTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN, U.S. SURVEY. BEING THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SAID SECTION.</p>																					
<p>Copyright © Weber County - 2380 Washington Blvd Ogden, UT 84401</p>																					

Exhibit E





 <h1 style="display: inline;">Weber County Parcel Search</h1>	
2380 Washington Blvd Ogden, Utah Weber County Home - Parcel Search - Interactive Maps	
Current Taxes	Ownership Info
Tax History	Delinquent Taxes
Today's Date: 03/10/2010	
<--Back to Search	
Serial # 23-004-0003 	
Ownership Info	
Owner SNOWBASIN RESORT COMPANY	Plat Map 23-004  View PDF Viewing Plat Maps requires Adobe Reader 
Property Address	Dedication Plat No Dedication Plats found
Mailing Address P O BOX 30825 SALT LAKE CITY, UT 841300825	
Tax Unit 318	
Property Value Info	
Desc Land	Year
	Size 27.45 Acres Total Market Value: \$ 27,450.00
	Market Value \$ 27,450.00 \$ 27,450.00
Current References	
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	Kind of Instrument WARRANTY DEED
	Recorded Date 30-DEC-09
Entry # 2329449	Book
	Page
	Kind of Instrument WARRANTY DEED
	Recorded Date 24-MAR-08
Prior Serial Numbers	
No Prior Serial Numbers Found	
Legal Description	
* For Tax Purposes Only *	
PART OF SECTION 5, TOWNSHIP 5 NORTH, RANGE 1 EAST, SALT LAKEBASE AND MERIDIAN, U.S. SURVEY: BEGINNING AT A POINT ON THE EAST LINE OF SAID SECTION, 2550.8 FEET SOUTH FROM THE NORTHEAST CORNER THEREOF, THENCE SOUTH 87D26' WEST 820 FEET, THENCE SOUTH 29D33'30" WEST 2221.1 FEET, THENCE SOUTH 58D34' WEST TO SOUTH BOUNDARY OF SECTION, THENCE EAST ALONG THE SOUTH BOUNDARY TO THE COUNTY LINE; THENCE NORTHEASTERLY ALONG SAID COUNTY LINE TO THE EAST LINE OF SAID SECTION 5; THENCE NORTH ALONG SAID SECTION LINE TO THE POINT OF BEGINNING.	
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EXHIBIT B

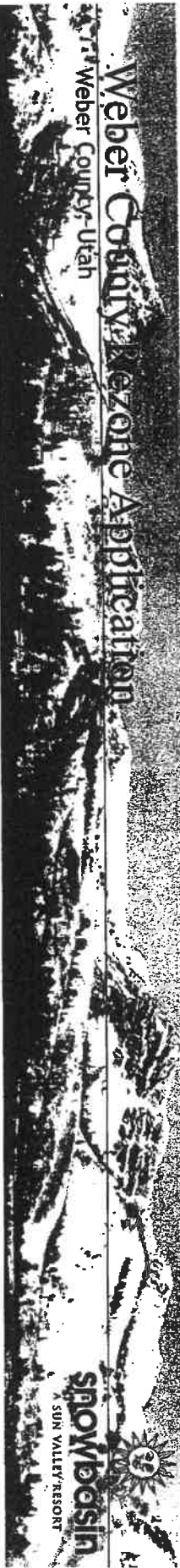
WEBER COUNTY REZONE APPLICATION PACKAGE

THIS IS A REDUCED SIZED COPY OF THE ORIGINAL SNOWBASIN
RESORT WEBER COUNTY REZONE APPLICATION SUBMITTED ON MAY
6, 2010.

COPIES OF THE ORIGINAL APPLICATION ARE AVAILABLE IN THE
WEBER COUNTY PLANNING DIVISION OFFICE.

Weber County Mezone Application

Weber County, Utah



snowboots
A SUN VALLEY RESORT



SKI



SHOP



GOLF



GATHER



LIVE

STATIONER & DESIGNER
PO BOX 20
SUN VALLEY UTAH
87403

MAY 6, 2010
DESIGNWORKSHOP



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PROJECT TEAM

THE APPLICANT

SNOWBASIN RESORT COMPANY
Attention: Wallace Huffman
P.O. Box 10
1 Sun Valley Road
Sun Valley, ID 83353
208.622.2041

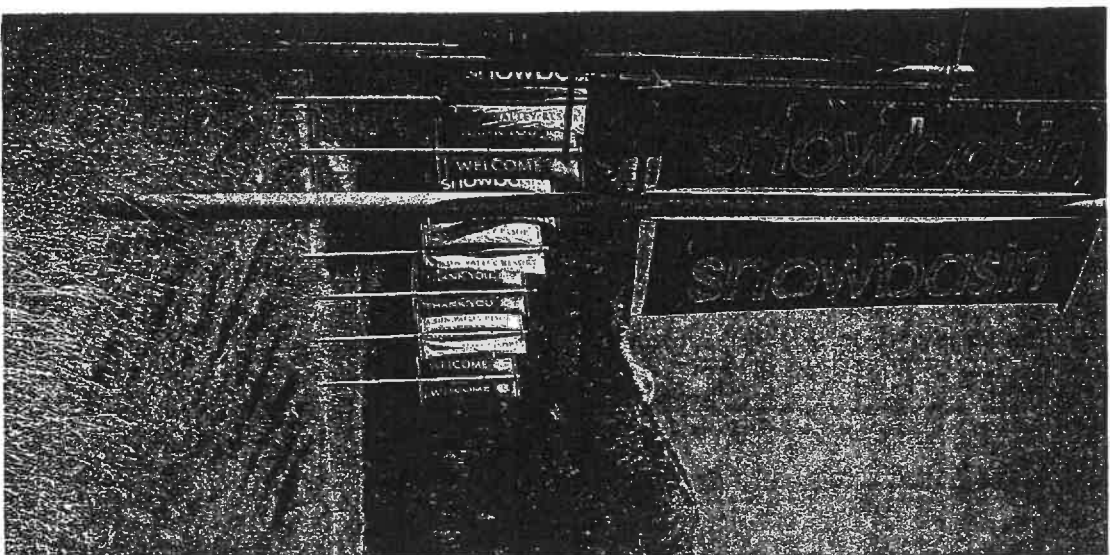
THE TEAM

DESIGN WORKSHOP, INC.
1390 Lawrence Street, Suite 200
Denver, CO 80204
303.623.5186

STANTEC CONSULTING INC.
3995 South 700 East, Suite 300
Salt Lake City, Utah 84107
801.261.0090

FELSBURG HOLT & ULLEVIG
6600 South Syracuse Way, Suite 600
Centennial, CO 80111
303.721.1440

RRC ASSOCIATES, INC.
4940 Pearl East Circle Suite 103
Boulder, CO 80301
303.449.5558

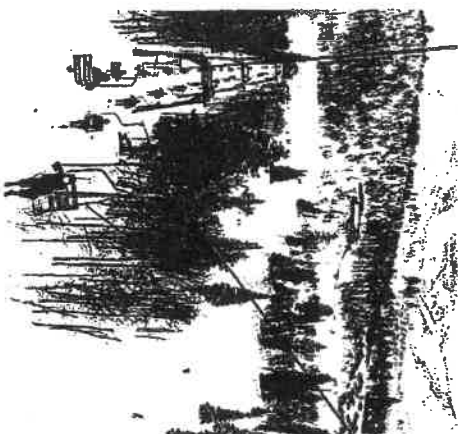


INTRODUCTION

SNOWBASIN HISTORY

Snowbasin got its start in 1938, when members of the U.S. Forest Service (USFS) determined that the area had excellent conditions for skiing. The first ski tow lift was put in operation in 1939, and as word of the pristine powder spread, the area began attracting more and more visitors. The ski area remained largely unchanged, with the exception of small improvements including a day lodge, access roads and ski runs and lifts, until 1984 when Earl and Carol Holding brought their Sun Valley Resort experience to Utah and purchased Snowbasin.

A master plan for Snowbasin Resort was completed in 1985 and included the development of a destination four-season resort and a land exchange with the USFS. The environmental impact study of the plan began in 1989 and took nearly two years to complete. During this time, Treppers Loop Road was constructed connecting Huntsville to Weber Canyon. In 1995, Salt Lake City was awarded the 2002 Olympic Games and Snowbasin was chosen as the venue for the men's and women's downhill, Super G and combined races.



A historic look at Snowbasin (Photo/Utah State Historical Society - Approximate date: 1947)

Weber County Rezove Application

In preparation for the Olympic Games, several improvements were made to Snowbasin, including the ski runs off Mt. Ogden, the addition of Earl's Lodge, John Paul Lodge, The Grizzly Center and Needles Lodge to provide skier services and food services, additional parking for the Olympic athletes and visitors, and road improvements to access the resort. During Olympic venue construction, Snowbasin and the USFS considered the environment their first priority, protecting soil, water quality, wetlands, wildlife and aesthetic values. This was accomplished by avoiding sensitive areas whenever possible, insulating them from construction impacts when it was not, and restoring the original functions and qualities where impacts to the land and water could not be avoided. The 2002 Olympic Games were very successful and moved Snowbasin from Utah's best-kept secret to recognition as a world-renowned ski mountain.

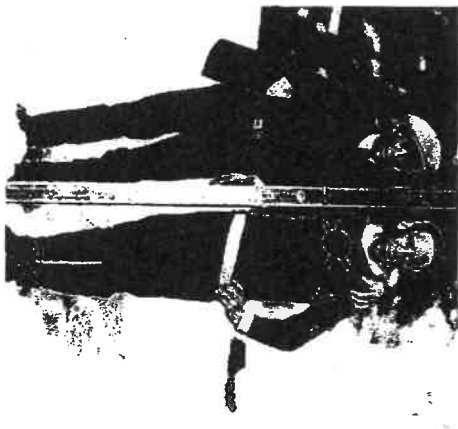
In 2004, Snowbasin took one more step toward the goal to become a four-season resort when it opened for its inaugural Summer Season.



Rosemarie Bleuer racing the National Slalom at Snowbasin (Photo/Utah State Historical Society - Approximate Date 1947)

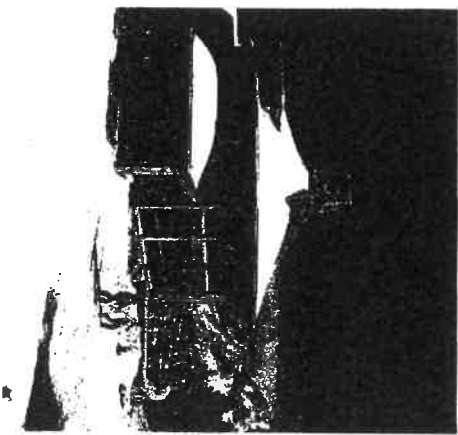
PURPOSE OF THIS APPLICATION

In order to fulfill the vision of Snowbasin as a destination four-season resort, the process of creating a master plan for the approximately 12,000 acres in the Snowbasin area, which spans both Weber County and Morgan County, began in 2007. The resulting master plan creates a four-season resort with neighborhoods clustered throughout the 12,000 acres and activity centers in both counties. In continuing to make the environment a top priority, careful consideration was given to the pristine beauty of the Snowbasin area and protecting sensitive lands within the area. The planning process began with a complete geographic information system (GIS) analysis of the land including slope, sensitive areas, landslide and avalanche zones, wetlands, water corridors, wildlife habitat and watersheds. The results of the analysis provided the basis for determining the areas most suitable for development. Of the approximately 3,800 acres in Weber County, the master plan for Snowbasin proposes to develop only twenty percent (20%). The remaining land will be preserved for recreation, open space and conservation open space.



Elmer Frenbo and Harker Hasked (Photo/Utah State Historical Society - Approximate Date 1930)

The Applicant requests a zoning change for the Snowbasin project area per the Ogden Valley Destination and Recreation Resort Ordinance passed and signed on August 18, 2009 (Ord. 2009-16). This new ordinance was created to enable quality resort development in appropriate locations. The Snowbasin Resort is currently a day-trip destination, with no overnight accommodations. By rezoning the property to a Destination and Recreation Resort, the resort owners, Snowbasin Resort Company, has the ability to realize the vision of turning Snowbasin into a year-round resort that exemplifies the owner's reputation for high-quality destinations. The proposed master plan for the Snowbasin Resort is presented in this application on page 24. Although the resort property crosses county lines and is located within Weber County and Morgan County, the resort was master planned as one project to ensure compatibility and continuity between the two counties.



The John Paul Lodge sits high on the mountain and takes advantage of mountain and valley views

Introduction | 1

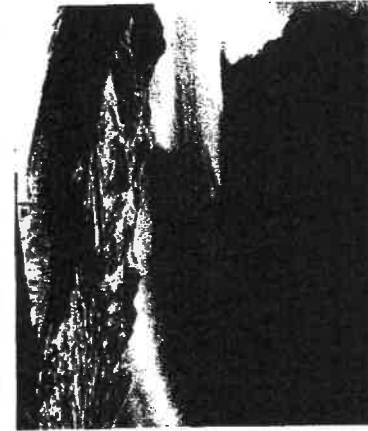
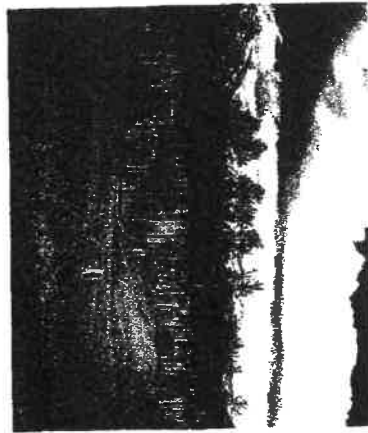
CONTEXT MAP



Snowbasin Resort is approximately 45 miles from Salt Lake City International Airport. It is accessed from the south through the town of Mountain Green and Interstate 84 or from the north via Trappers Loop Road from Highway 39.

The resort property is in Morgan and Weber Counties.

- Snowbasin Property
- Snowbasin Ski Area Boundary
- Ski resorts
- Golf resort
- Major Road
- Cities
- Water
- Federal Land



PROCESS

The documents included in this application are submitted in order to obtain zoning and entitlements, which will allow Sun Valley Company to move forward with the development plans outlined in this document. The information has been compiled in accordance with the application requirements outlined in the Ogden Valley Destination and Recreation Resort Ordinance. Upon acceptance of the rezone application documents, the applicant is prepared to present the plan at a public Ogden Valley Planning Commission (OVPC) work session and receive comments and feedback. Following the OVPC findings, a public hearing(s) will be held with the County Commission.

PROJECT OVERVIEW

The Snowbasin Resort consists of approximately 12,000 acres in the Wasatch-Cache National Forest and spans both Weber County and Morgan County. Approximately 3,800 acres are located within Weber County, including the existing base of the Snowbasin ski mountain.

The Snowbasin Resort engaged Design Workshop in 2007 to develop a 50-year master plan for the Snowbasin property and to work with Weber County staff and officials to draft an ordinance that would accommodate the effective and efficient review and approval of a resort master plan

such as Snowbasin. This application has been prepared in accordance with the resulting Destination and Recreation Resort Ordinance.

Due to the vast area of the resort property, proposed development has been arranged into separate planning areas denoted with a letter (Areas A through G). The portion of the resort master plan located in Weber County can be found on page 25.

The proposed plan for the property within Weber County includes ways to enliven the existing ski mountain base (Area A - East's Village) by including a hotel and condominiums for overnight accommodations at the base of the mountain. This is an amenity that has been lacking, which increases traffic through the Valley for day trip skiers, hikers and sightseers. Restaurants and retail are also included in Area A to provide goods and services to the year-round visitors and serve as an entrance to the mountain. This area also includes as an events plaza, enabling special activities and social events to be held at Snowbasin. In order to create a four-season destination resort, activities for the non-skiing months include mountain biking, maraist tours, pond fishing and activities such as a zip line course. Structured parking will be located to allow guests and visitors to park their car and walk through the retail core to the mountain, enhancing their experience and providing an activity center by which retailers will gain exposure and patrons. Restaurants, coffee

shops and other establishments will be included to provide visitors the opportunity to remain in the area and enjoy the surroundings while reliving their adventures on the mountain.

Multi-family residential in Area A will consist of townhomes and condominiums at the base of the mountain, as well as residential wrapped around the parking structure, providing a variety of accommodations that allows visitors to purchase a home and live in the beautiful surroundings of the Valley.

Located southwest of Area A, Area B - The Forest includes multi-family homes and single family residences. The parcels have been sited to accommodate ski-back trails throughout the area, providing ski-in and ski-out opportunities for residents. A chair lift will connect to the base of the mountain. In the non-skiing months, the ski trails will provide walking trails and green space between the parcels.

The eastern portion of the property is referred to as the proposed master plan as Areas F - The Meadows and Area G - The Ranch. Area F is the southernmost portion, which extends to the south into Morgan County. The portion in Weber County includes nine holes of an 18-hole golf course. Single family homes are also planned for this area. Area G comprises the remaining northeastern portion of the Snowbasin property and extends from Highway 39 south to Area F. The intersection of Highway 39 and Trappers Loop Road is identified as a prime location for neighborhood

retail stores and may include a grocery store, gas station, movie theater, restaurants, offices, and other retail stores for residents and visitors. A limited number of multi-family units are also planned for this area, walkable to the retail center. Additional single family lots are proposed to the south and up the hill toward the resort.

Throughout the planning process, the resort property has been viewed as a whole, incorporating plans for roads, water and sewer, power and recreational facilities for both Weber and Morgan Counties into one plan and incorporating plans within Ogden Valley to ensure continuity throughout the region. Many of the plans within this application show both Weber and Morgan County, as the master plan was created to be cohesive, regardless of an (arbitrary) county line.

APPROVAL CRITERIA

The proposed Snowbasin Resort project is compatible with surrounding land uses and, as outlined below, is in compliance with the goals and objectives outlined in the Ogden Valley General Plan. The impact to the surrounding area will be positive as outlined in the Cost Benefit Analysis/ Fiscal Impact study. The impact on traffic congestion through the Valley will be minimal due to the fact that most visitors will access the Resort from the south via I-84 through Mountain Green. A complete study of the transportation element is also included as Exhibit 2. The addition of services and accommodations at the base of the mountain, together with additional neighborhood areas, will enhance and enliven the experience of visiting and residing at Snowbasin.

SUPPLEMENTAL APPROVAL CRITERIA

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

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

Page 13 - 15 show the sensitive land districts as outlined in Chapter 43 of the Weber County Code with the Snowbasin project boundary indicated.

The Important Wildlife Habitat drawing shows that the Snowbasin project area is outside the important wildlife habitat area. While there are stream corridors within the project area, development does not encroach on the riparian corridors or wetlands. Since Snowbasin is near Highway 39 and Trappees Loop Road, a portion of the project is within the Scenic Roads 2.5 Mile Buffer. The proposed master plan is in compliance with the development standards in that it does not add any access points off Highway 39 and minimizes access points and driveways off Trappees Loop Road. There are no plans for additional fencing off either highway; however, should fencing be required, they will be designed to comply with the development standards outlined in Chapter 43, Ogden Valley Sensitive Lands Overlay Districts. Chapter 43 also outlines development standards for ridgelines, defined as structures within 100 feet of the crest, which will be adhered to for any structure within the defined ridge line area. While Area A is located within the 2.5 mile buffer, the development is entirely unseen from Highway 39. It was determined that Area A is not included in the scenic overlay and the development standards for ridgeline development do not apply.

- B. A professional empirical study has provided substantial evidence determining that the proposed Resort is viable and contributes to the surrounding community's economic well being. A fiscal impact and cost benefit analysis is attached as Exhibit 3. This study was conducted by RRC Associates out of Boulder, Colorado. Highlights of the market, economic and fiscal impact are as follows:

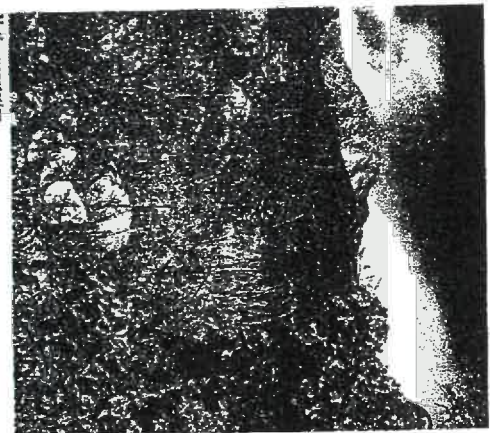
Market feasibility

- Utah (and particularly the Wasatch Front resorts) possess superlative competitive advantages with respect to air access, convenient local accessibility, and consistently high-quality, abundant snowfall. The state also enjoys significant competitive advantages on a national and international scale with respect to factors that are traditional catalysts for skier retention and long-term growth: scenic beauty, relatively inexpensive and high-quality lodging, less crowded experiences on the mountain slopes and in villages and towns, and perceived high value of experience relative to price.

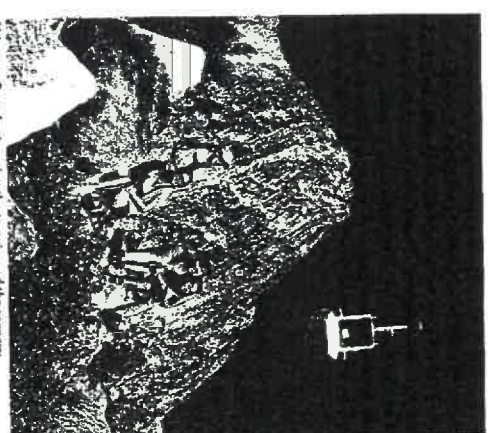
- With multi-faceted summer and winter recreation and tourism amenities in the area, many of which are already well developed, a long-range projection of consistent growth in year-round tourism/denatation visitation in the Ogden Valley and Snowbasin is both reasonable and compatible with the planning vision. The Ogden Valley will continue to attract seekers of a recreation-oriented active lifestyle, which will reinforce and create local demand opportunities for the long-range Snowbasin development. The close proximity of the area to the Salt Lake City airport will further create ongoing interest in viable second-home investment opportunities from already established national markets. The competitive advantages of the Snowbasin Resort will become more recognized by a greater audience as resort infrastructure improvements are implemented and the well-planned resort community is initiated.

Economic impact

- Total economic impacts of the Snowbasin project are anticipated to increase as the project builds out and the economic activity by visitors, second homeowners, and local resident occupants of the project correspondingly grows. Upon project stabilization after construction buildout, ongoing economic impacts are projected as follows:
- Output: Direct annual output is projected at \$132 million, and total annual output (including direct output plus secondary or "multiple" impacts) is projected at \$246 million.
- Employment: Direct jobs created by the development are projected at 1,960.



Native vegetation



Hikers at Snowbasin enjoy the terrain and the scenery

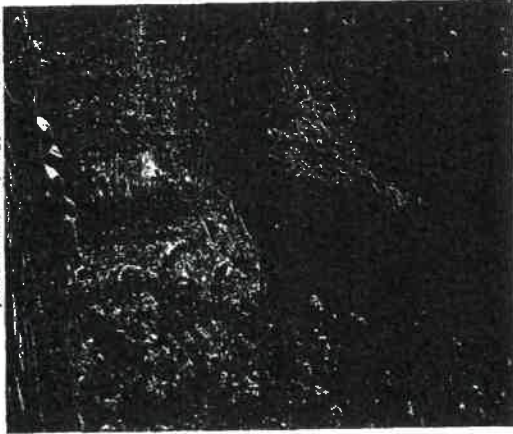
- Labor income: Direct labor income is projected at \$41 million annually.
- As one means of placing these economic measures in context, the economic impact of Snowbasin can be compared to the size of the overall Weber County economy in 2008. Upon project initialization, Snowbasin would directly or indirectly generate economic activity equivalent to 1.6 percent of the existing (2008) output of the Weber County economy; 2.6 percent of the employment (jobs); and 1.5 percent of the labor income.

Fiscal impact

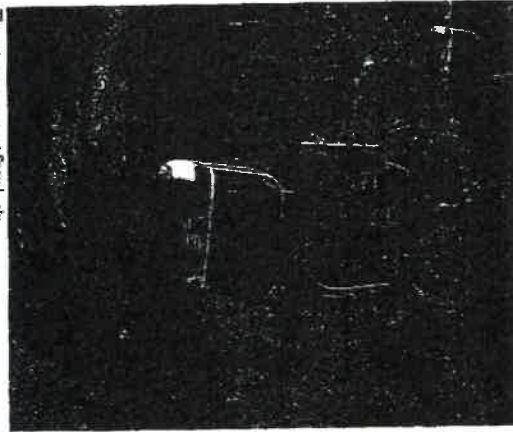
- The Snowbasin project is projected to have a positive fiscal impact on all growth-sensitive funds in the Weber County budget. Upon project stabilization after buildout, Snowbasin is projected to generate \$3.7 million in annual revenue for the General Fund, while generating \$1.15 million in annual expenses, resulting in an annual net surplus of \$2.6 million. This very positive budgetary impact is due to anticipated high property values, the assessment of most residential units at full market value, and the significant visitor / second homeowner orientation (resulting in high per capita spending and resulting sales tax revenues), and a moderate cost of service profile). Other growth-sensitive Weber County funds are also projected to experience positive fund balances throughout the construction period of the project and upon project stabilization after buildout.

C. A professional and empirical study has provided

- substantial evidence determining that proposed traffic mitigation plans will prevent transportation corridors, serving the Resort, from diminishing below an acceptable Level of Service.
- The Transportation Element study prepared by FHU out of Denver, Colorado is attached as Exhibit 2.
- Overall, the road network can provide good access to and from the Snowbasin Resort, with some improvements as the project is built out. The planned development for the resort would generate approximately 30,200 vehicle trips on a peak weekend ski day and around 17,700 trips during the week. Approximately 35 percent of these trips are generated by the development around the base of the



The winter beauty of Snowbasin is unsurpassed.



The outdoor scenery at Snowbasin



Great mountain biking is one of the year-round attractions

ski area, 20 percent are generated by the residential development across Trappers Loop Road from the ski area, and 45 percent are generated by the predominantly retail development at the Highway 39/Trappers Loop Road intersection. The residential development at the Pineview Reservoir accounts for less than one percent of the total project traffic. It is estimated that transferring units of the Reservoir resulted in a 91 percent trip reduction on both weekday and weekend daily trips.

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

- Snowbasin Resort is currently a well known ski resort. The proposed master plan is designed to enhance the visitor experience with overnight accommodations, retail, restaurants and services. Public recreation facilities and activities are planned throughout the resort area to establish Snowbasin as a year-round destination. These activities include

walking/joking, mountain biking, golf, horseback riding, naturalists tours, kids camp, pond fishing, and special events.

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

- The seasonal workforce housing plan is included on page 45.
- At full build-out, it is estimated that Snowbasin Resort will generate 781 full-time equivalent employees and 479 workforce housing units. As calculated in the table on Page 45, Snowbasin Resort will provide at least 53 affordable seasonal units.
- Public safety services are and/or will be feasible and available to serve the Resort in a manner that is acceptable to the County Commission.
- The development team met with representatives from the Sheriff's office, fire department, and emergency medical service providers prior to submitting this application. The purpose of the meeting was to outline the proposed development plans and

get feedback on the types of facilities required for these services within the Snowbasin project area. Feasibility letters are attached as Exhibit 4. Additionally, an area for a combined on-site facility for these emergency services will be provided within the Snowbasin project area.

COMPLIANCE WITH GENERAL PLAN

The proposed master plan for Snowbasin presented in this application is in compliance with the Ogden Valley General Plan Goals and Objectives as outlined in the Ogden Valley General Plan as follows:

3.01 Vision: Protect the Natural Beauty and Natural Resources of the Valley;

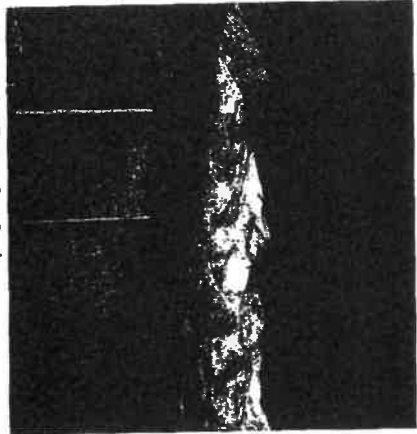
PROTECT AIR QUALITY AND WATER RESOURCES

As outlined in the Design Principles on Page 21, Snowbasin Resort is committed to Weber County's goal of preserving the natural beauty and natural resources of the Ogden Valley. Principles of sustainable development provided the framework for the master planning of Snowbasin. The plan to protect the natural resources and beauty of the Ogden Valley both during and after construction include:

- Provide on-mountain accommodations to encourage residents and guests to drive to the resort and then not need their vehicles, by providing the supportive commercial uses (such as dining, entertainment and resort-related shopping) within the Resort, reducing the need to drive outside the Resort.
- Allow an internal shuttle system between the development areas to provide residents and guests mobility within the resort without using their vehicles.
- Establish walkability within the Resort through a comprehensive multi-use trail system, which connects development areas within the Resort and to the regional trails throughout Weber County.

Water

Water quality controls will be implemented on several levels. The stormwater plan has been planned to ensure water quality. Snowbasin plans to implement structural and nonstructural Best Management Practices (BMP's) during construction and post construction. These BMP's will be designed to meet County and State requirements for suspended solids, sediment removal, and oil/water separation.



Resort views from Trappers Loop Road.

Groundwater

Snowbasin understands the value of the groundwater resource. To protect this resource, full wastewater treatment is proposed. Part of the plan for the Snowbasin project includes the potential reuse of treated wastewater for irrigation. Snowbasin anticipates treating wastewater effluent to State of Utah reuse standards.

Erosion Control & Surface Water Protection

Snowbasin anticipates the preparation of erosion control plans and Stormwater Pollution Prevention Plans (SWPPPs) specific to each site of development. These plans will incorporate the appropriate BMP's necessary to protect drainages, wetlands and surface waters.

Water Conservation

The goal for Snowbasin Resort is to conserve water indoors and outdoors. Use of low flow appliances and fixtures will yield a 25-30% reduction in water use when compared to conventional models. Outdoor conservation will be achieved by a combination of native plant types, limited irrigation areas, and water wise irrigation systems.



Snowbasin peaks are dramatic along the Maratch Front

PROTECT OPEN SPACE AND SENSITIVE LANDS

A complete GIS analysis was completed to investigate sensitive lands and determine the appropriate location for development, leaving the steep slopes and sensitive lands as open space and conservation open space. The land analysis served as the base framework from which the resort master plan was created. Additionally, Weber County's sensitive land maps were overlaid on the master plan to ensure development does not occur on areas identified as important wildlife habitats or within stream corridors and scenic road buffers.

PRESERVE WILDLIFE AND WILDLIFE HABITAT

As shown on the Sensitive Lands drawing on Page 14, the Snowbasin development does not impede upon important wildlife habitat areas as designated by Weber County. However, it is recognized that wildlife can be found throughout the valley. The master plan for Snowbasin proposes development on only 20 percent of the adjusted gross acres located in Weber County. The remaining 80 percent is preserved for wildlife, habitat, open space, and conservation open space.



The view looking west towards Snowbasin Resort

3.02 Vision: Maintain the Valley's Rural Atmosphere and Rural Lifestyle

PROMOTE A SENSE OF PRIDE IN THE VALLEY'S HISTORY AND HERITAGE

There are no identified cultural and/or historical resources within the Snowbasin project area. The applicant is dedicated to appropriately addressing the elements that make the Valley special, namely the "timeless mix of pioneer heritage, agricultural lands, recreation opportunities, abundant wildlife, scenic vistas and quiet living" (Ogden Valley General Plan). To that end, development has been carefully sited to avoid sensitive lands and preserve the scenic views. This application proposes transferring 521 entitled units adjacent to the Pine-View Reservoir to the resort. This will have a significant beneficial impact for the Ogden Valley.

REQUIRE THAT DEVELOPMENT BE COMPATIBLE WITH THE VALLEY'S RURAL CHARACTER AND NATURAL SETTING

It is the intent that development will be compatible with and complement the Valley's character and natural setting. The existing buildings at the base of the Snowbasin ski area are a precedent for the quality (but not necessarily the architectural style) that future development will follow. In order to ensure

that development is compatible with the Valley's rural character and natural setting, a set of Design Guidelines will be established prior to lots being sold that will govern the style and characteristics of buildings, landscaping, signage, etc.

REQUIRE THAT DEVELOPMENT AND COMMUNITY SERVICES CONFORM WITH THE VALLEY'S NATURAL RESOURCE CAPABILITIES

Development within the Snowbasin project area will be phased to ensure market acceptance. Each phase of the project will include complete infrastructure plans that will need to be completed prior to or with the proposed development.

PROVIDE ADEQUATE EMERGENCY AND MEDICAL SERVICES

The Emergency Services Plan on page 4 of this application outlines the discussion with the sheriff and fire marshal as well as letters of feasibility from each. Emergency and medical services will be phased appropriately and adequately as development occurs.

PROMOTE AGRICULTURAL LAND

Due to the steep slopes and recreational focus of Snowbasin, the project area does not include an abundance of agricultural land. A portion of the land will continue to be used for ranching operations.

RECOGNIZE AND RESPECT PRIVATE PROPERTY RIGHTS

The proposed master plan is on private property owned by the applicant and does not negatively impact any adjacent private land.

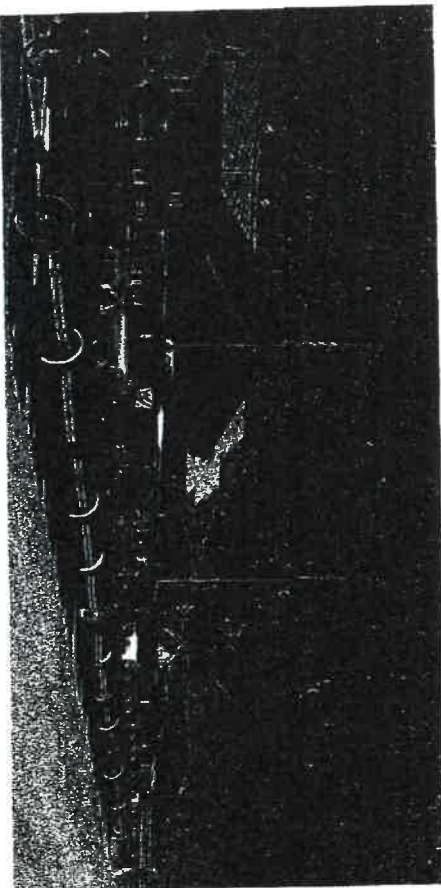
FACILITATE THE SMOOTH FLOW OF TRAFFIC IN AND OUT OF THE VALLEY

The Transportation Study prepared by FHU is included with this application as Exhibit 2. The report examines the transportation impacts associated with the proposed master plan. In addition to transportation analysis, the report includes an analysis of intermediate development steps to identify when roadway improvements would be needed to ensure the road system continues to provide adequate operations as the development progresses toward completion.

Access to Snowbasin is primarily from the south via I-84 through Mountain Green, the Ogden Valley will not be overburdened by traffic to and from the proposed Resort.

ENHANCE QUALITY RECREATIONAL OPPORTUNITIES

The Recreation Facilities Plan and the Open Space and Trails Plan outline the recreation opportunities that are proposed for the Resort. These opportunities are designed to enhance and expand upon the outstanding recreation opportunities currently available at Snowbasin Resort. The trails plan was designed to connect to the Ogden Valley and regional trails. In addition to skiing, snowboarding, snowshoeing, etc., which are already enjoyed at Snowbasin, the recreation facilities plan expands the recreation opportunities to include non-skiing activities, such as hiking, mountain biking, naturalist tours, ice skating, pond fishing, as well as facilities for special events and equestrian experiences.



WHY PRESENT ZONING SHOULD BE CHANGED

Snowbasin Resort is a well-known ski mountain, despite missing key elements for a successful destination resort, such as accommodations. The current zoning on the property is not adequate for resort development. Rezoning the property to Destination and Recreation Resort will enable the land owner to create an extraordinary recreation resort experience while promoting the goals and objectives of the Ogden Valley General Plan. The rezone will enable good resort development, preserve open space and contribute to the surrounding community's well-being.

CHANGES SINCE ADOPTION OF GENERAL PLAN

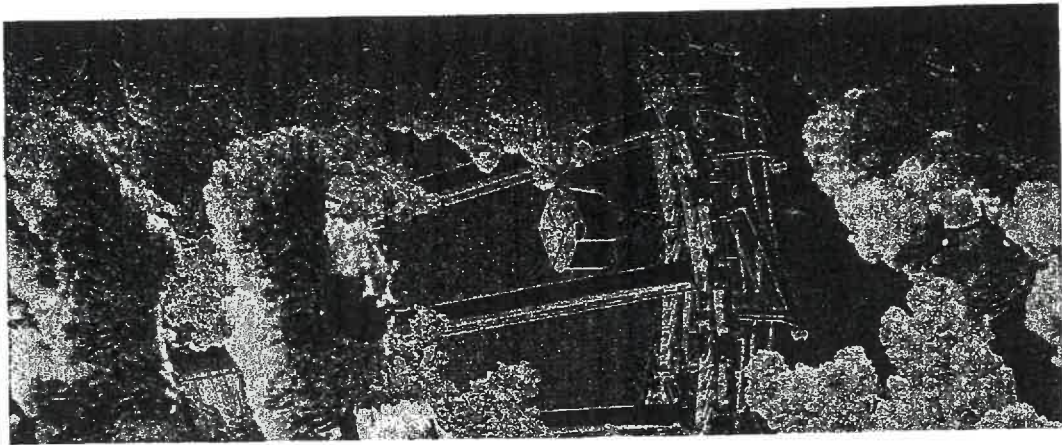
The Ogden Valley General Plan indicates that the County supports the expansion and development of the Snowbasin area as a recreation/resort area (Chapter 10 Land Use, 10.03 Public Lands). The Destination and Recreation Resort Ordinance was written to allow resort development in appropriate locations. Since Snowbasin is already recognized as a destination ski resort, the Snowbasin area is an appropriate location for responsible resort development.

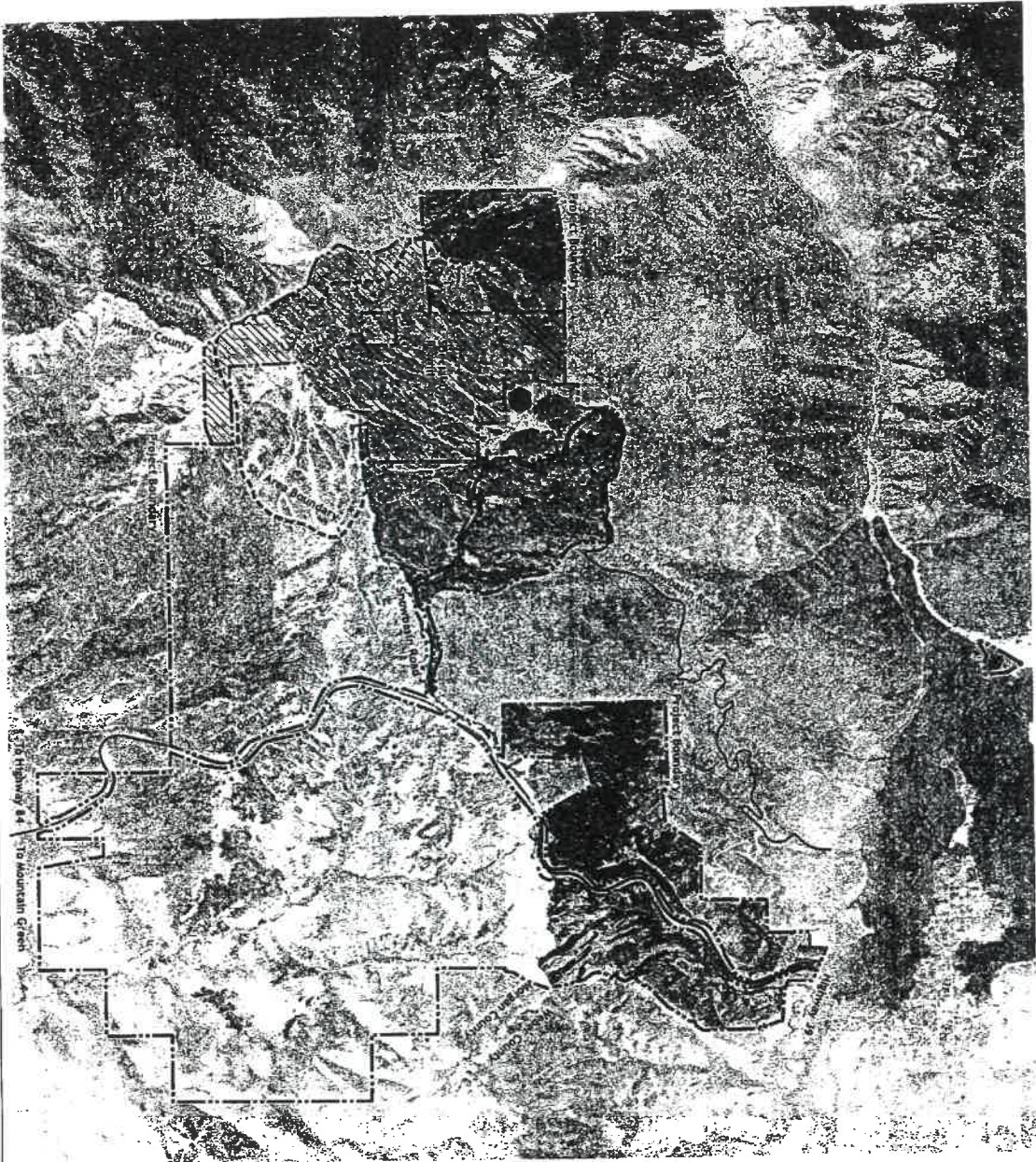
PROMOTE HEALTH, SAFETY AND WELFARE TO WEBER COUNTY

The proposed master plan for the Snowbasin Resort promotes the health, safety and welfare of Weber County by creating a year-round resort, which will provide economic benefit to Weber County while preserving significant open space within the area. The master plan includes connections between neighborhoods and with the region through the regional trails system that have been extended into the Resort property. The development areas were designed with respect to the land attributes preserving sensitive lands and stream corridors and to avoid skylining. The importance of economic, environment, community, and aesthetic benefits were taken into consideration to ensure a quality destination that provides benefits to the owners, Weber County and the community.

PUBLIC INTEREST

The additions to Snowbasin Resort will enhance the visitor and resident experience. The additional residential, hotel(s) and commercial at Snowbasin will provide additional tax revenues to Weber County and benefit the community as a whole. Publically-accessible recreation activities will be created and critical open space preserved.



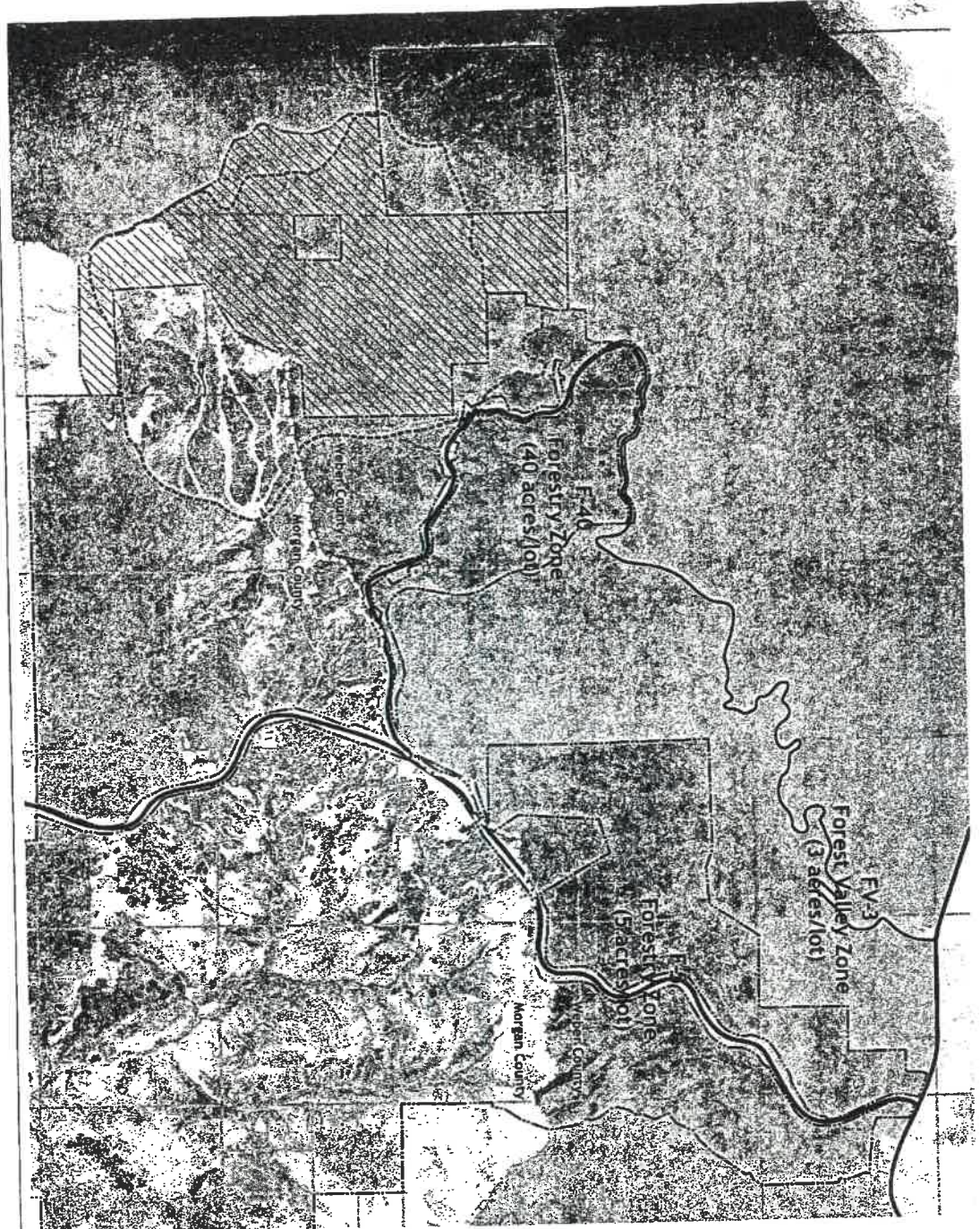


WEBER COUNTY SNOWBASIN PROPERTY

The Snowbasin Resort owns approximately 3,800 acres within Weber County as a part of the Snowbasin Resort.

The Snowbasin Property Map illustrates the primary roads, project boundaries, County line and ski area boundary within Weber County.

- Snowbasin Project Boundary
 - Snowbasin Ski Area Boundary
 - ▨ USFS Special Use Permit Area
 - Roads
 - Existing Base Area
- Not to scale



EXISTING ZONING

The Snowbasin property located in Weber County is currently zoned Forest Valley (FV-3), Forestry (F-40 and F-5).

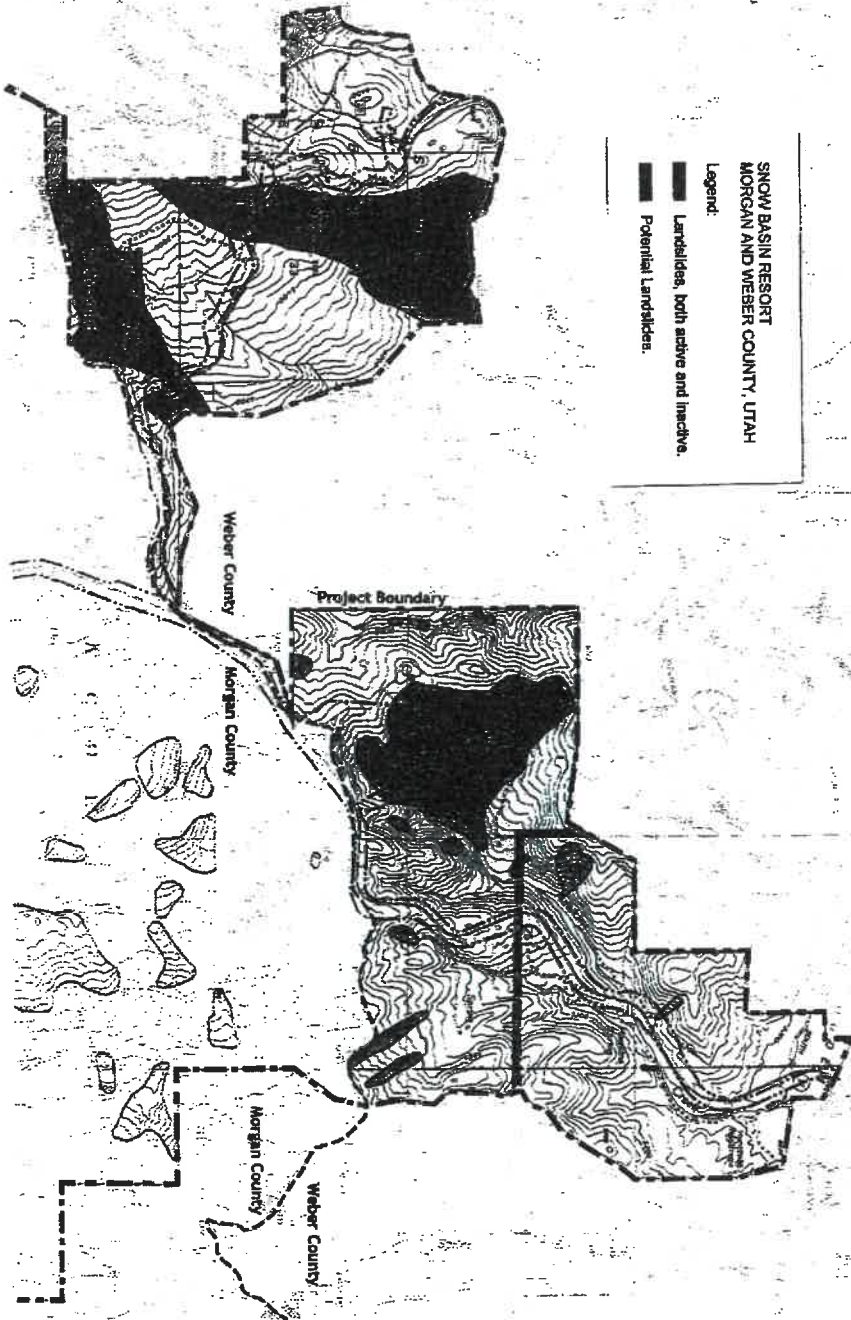


GEOLOGIC HAZARDS

The Geologic Hazards map illustrates known active and inactive landslides as well as potential landslides located in Weber County. Potential landslide areas are determined by identifying zones that have a similar geologic and hydraulic composition as known landslides.

Geologic hazard areas are not included in development parcels in the Snowbasin resort master plan.

The known geologic conditions are explained in greater detail in the preliminary geologic hazard evaluation report that is included in the Exhibits of this submission.



Drawing not to scale



AGEC
Applied Geotech
Date: June, 2009

Existing Conditions | 10



EXISTING TOPOGRAPHY/SLOPE

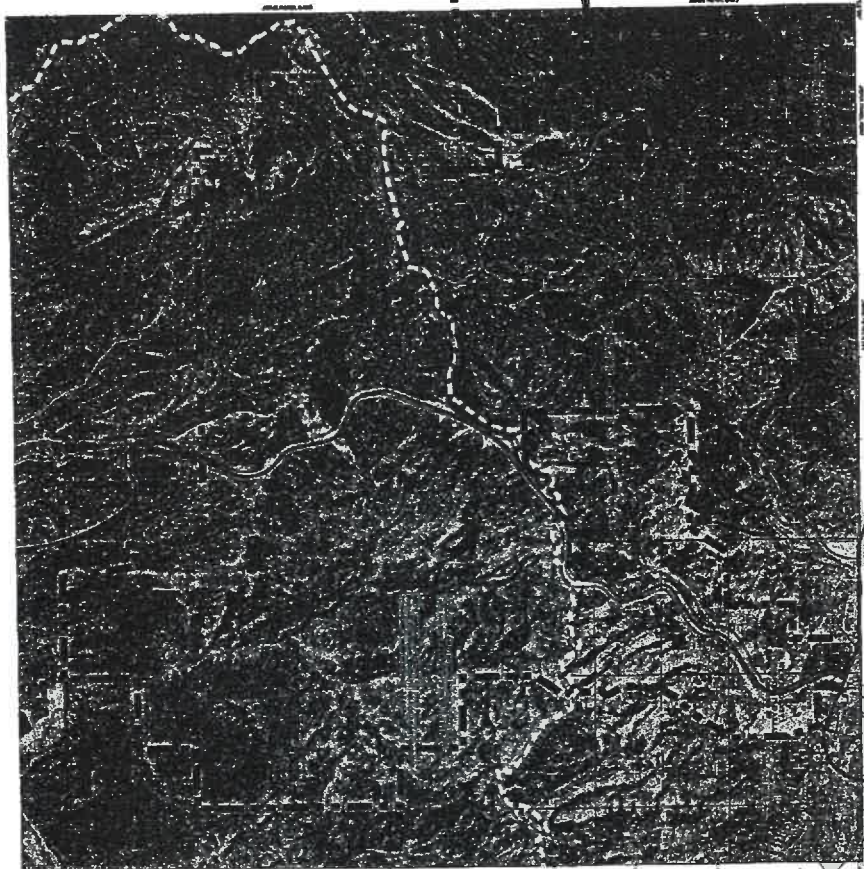
The Slope analysis illustrates that the land's topography varies from 0% to over 30%.

Although county regulations allow for development on slopes up to 40%, the resort master plan only considered slopes less than 25% as developable.

Slope	County	Area
0 - 10%	421.66 ac	700.87 ac
10 - 20%	1,246.59 ac	1,696.73 ac
20 - 30%	1,011.29 ac	2,011.87 ac
> 30%	1,301.33 ac	2,076.35 ac



Date: June 1, 2007
 Prepared by: [Name]
 Project: [Name]
 This map was prepared by [Name] for the purpose of [Name]. It is not to be used for any other purpose without the express written consent of [Name]. The user assumes all liability for any errors or omissions on this map. The user also assumes all liability for any damages, including consequential damages, arising from the use of this map. The user agrees to hold [Name] harmless from and against all claims, damages, and expenses, including reasonable attorney's fees, arising from the use of this map. The user agrees to indemnify and hold [Name] harmless from and against all claims, damages, and expenses, including reasonable attorney's fees, arising from the use of this map. The user agrees to hold [Name] harmless from and against all claims, damages, and expenses, including reasonable attorney's fees, arising from the use of this map.



LEGEND

NATIONAL FLOOD INSURANCE PROGRAM (NFIP) FLOODPLAIN BOUNDARIES

The NFIP Flood Plain Boundary is shown as a dashed line. This boundary is based on the Flood Insurance Study (FIS) for the area. The NFIP Flood Plain Boundary is shown as a dashed line. This boundary is based on the Flood Insurance Study (FIS) for the area. The NFIP Flood Plain Boundary is shown as a dashed line. This boundary is based on the Flood Insurance Study (FIS) for the area.

OTHER FLOODPLAIN BOUNDARIES

Other floodplain boundaries are shown as solid lines. These boundaries are based on local government records and other sources. Other floodplain boundaries are shown as solid lines. These boundaries are based on local government records and other sources.

OTHER FEATURES

Other features include roads, rivers, and other landmarks. Other features include roads, rivers, and other landmarks.

MAP SCALE: 1" = 1 MILE

DATE: DECEMBER 16, 2005

WEBER COUNTY ENGINEERING

FLOODPLAIN MAP

The FEMA flood insurance rate map for Weber County illustrates that there are no floodplains within the Snowbasin project boundaries.

NATIONAL FLOOD INSURANCE PROGRAM

FIRM

FLOOD INSURANCE RATE MAP

WEBER COUNTY, UTAH AND INCORPORATED AREAS

PANEL 479 OF 608

ISSUANCE DATE: DECEMBER 16, 2005

MAP NUMBER: 479050000000000000

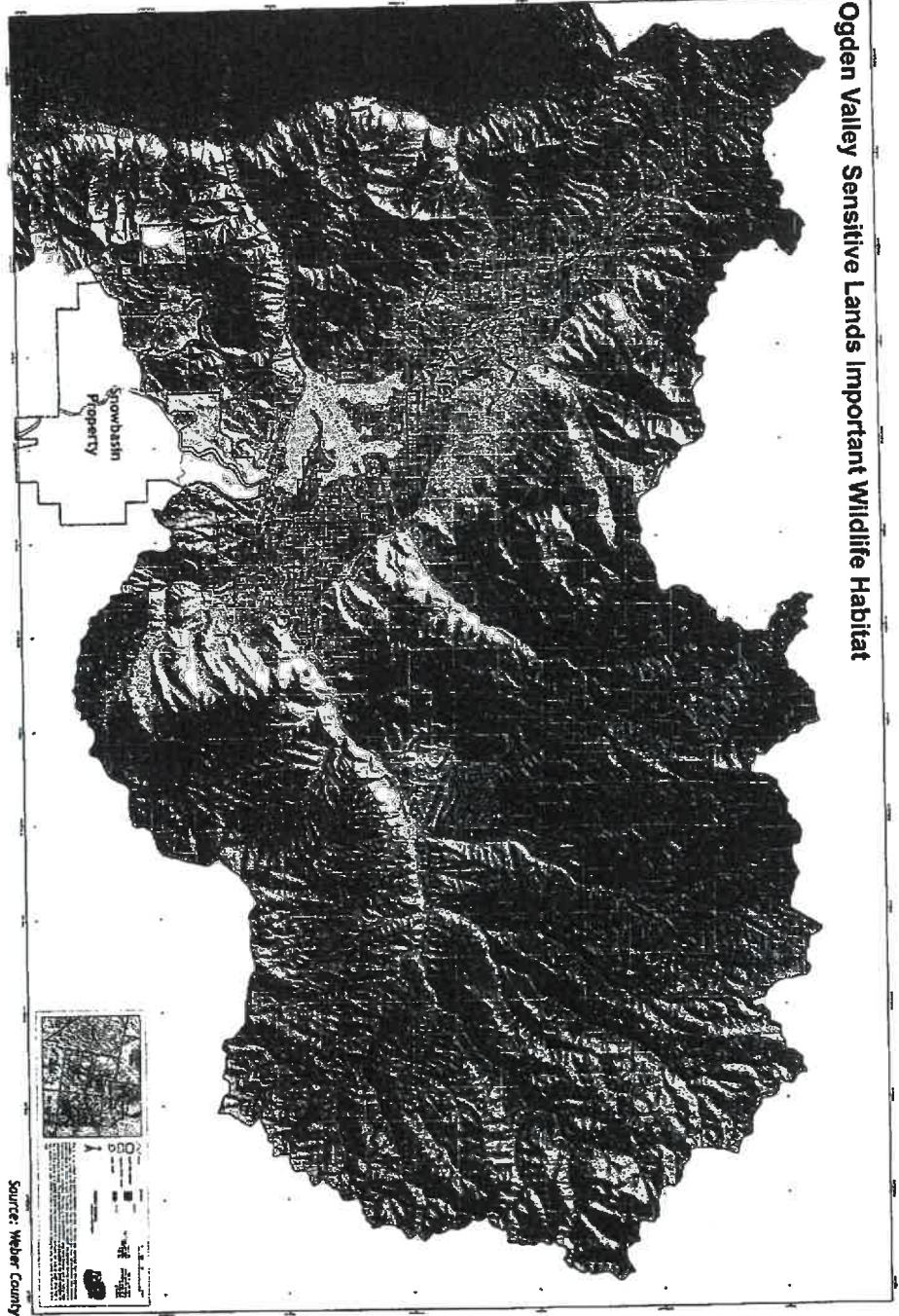
ISSUANCE DATE: DECEMBER 16, 2005

Federal Emergency Management Agency

SENSITIVE LAND AREAS WILDLIFE HABITAT

The Snowbasin property does not overlap with the Important Wildlife Habitat Zone. Although the additional mitigation methods prescribed by the Ogdan Valley Sensitive Lands Overlay District for important wildlife habitats do not apply to the Snowbasin property, future development will conform to applicable local, state and national regulations concerning wildlife.

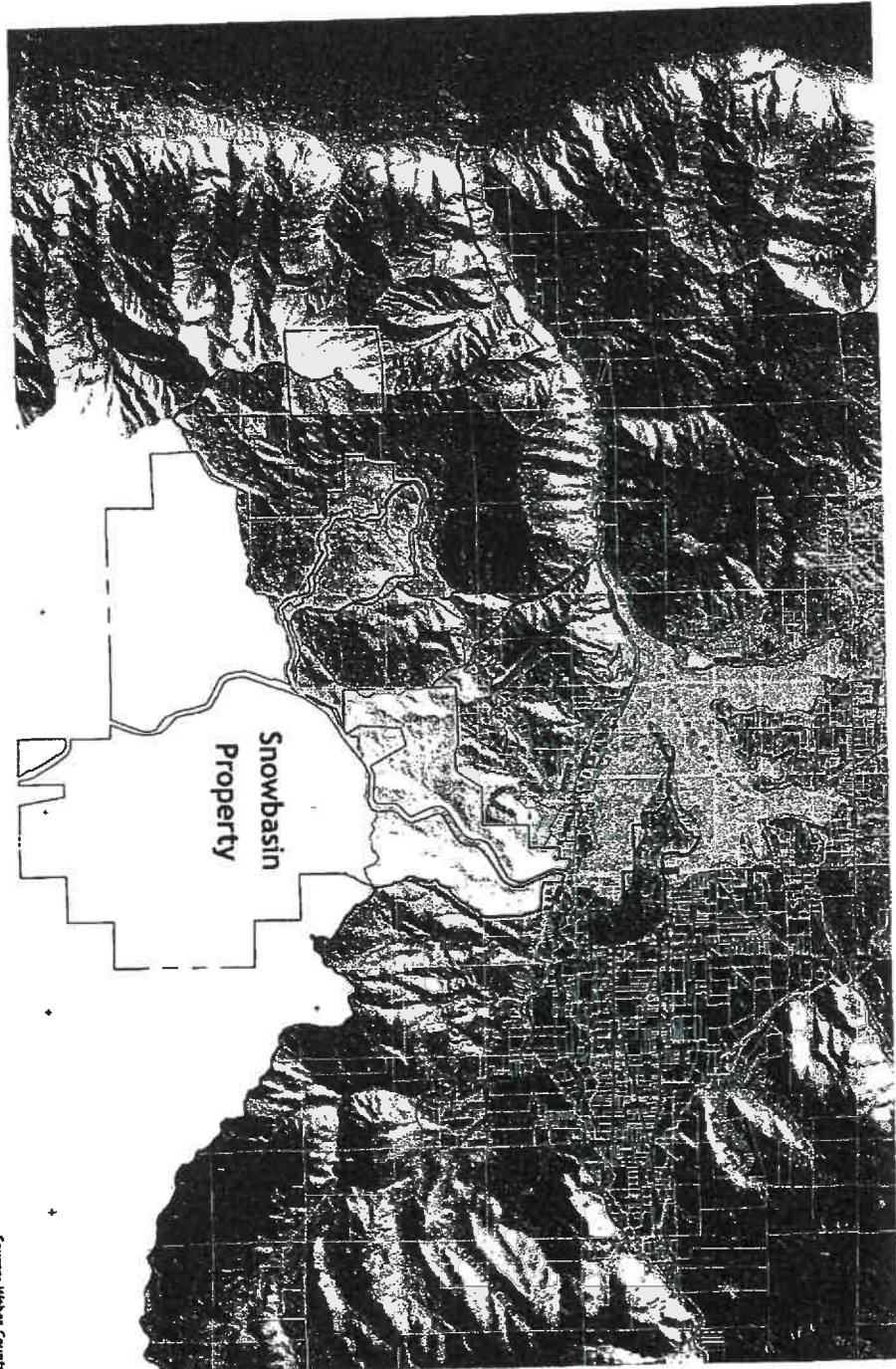
Ogdan Valley Sensitive Lands Important Wildlife Habitat



Source: Weber County

SENSITIVE LAND AREAS STREAM CORRIDORS

The Snowbasin 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. As requested by the county, an approved jurisdictional wetland delineation report and concurrence report from the United States Army Corps of Engineers shall be required with the substantial for each phase of development.



Source: Weber County

WEBER COUNTY
PLANNING & ZONING DEPARTMENT

LEGEND

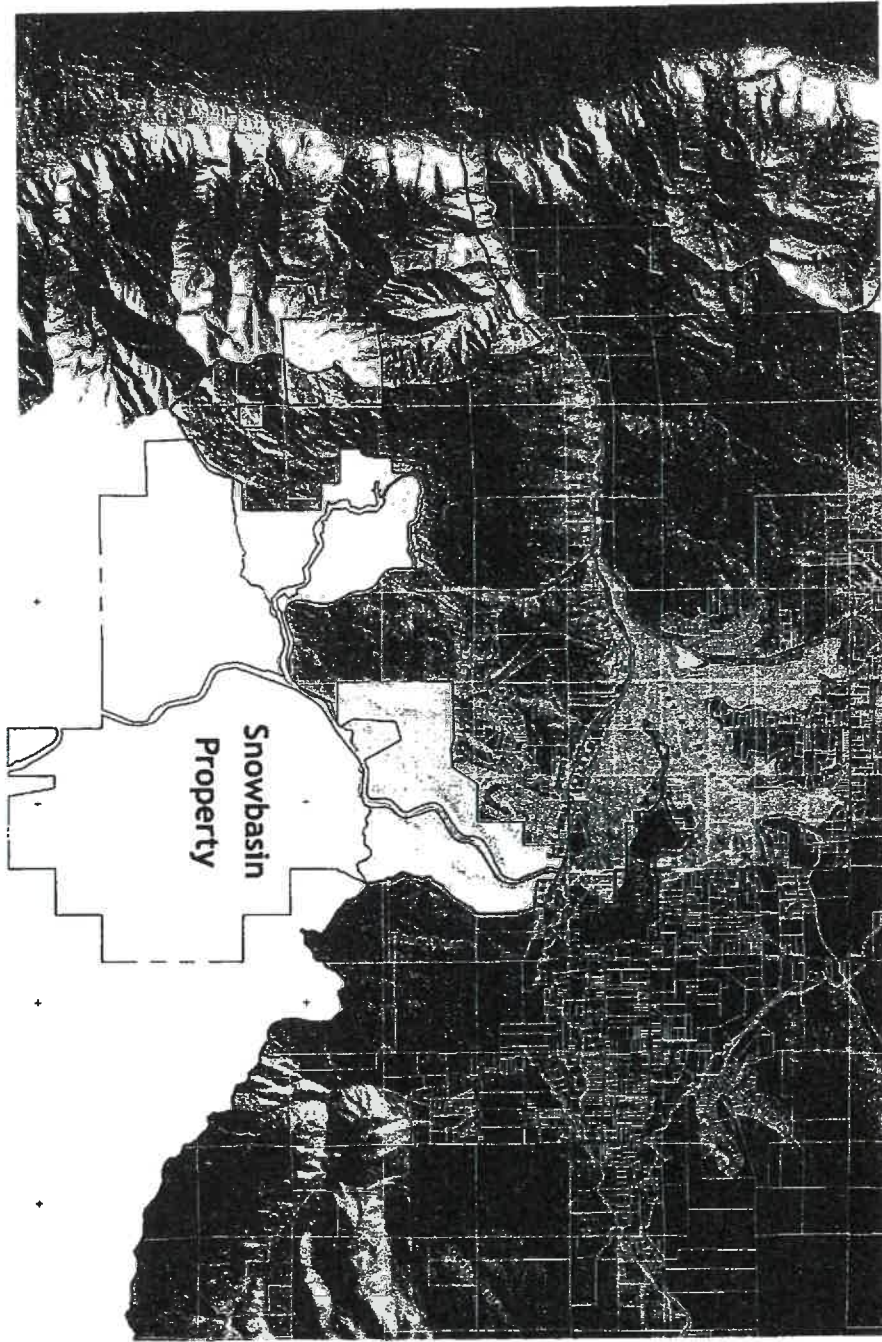
- Stream
- Wetland
- Shoreline
- Stream Corridor
- Wetland
- Shoreline
- Stream
- Wetland
- Shoreline

WEBER COUNTY

This is not an official map for purposes of the Utah State Constitution. The State Constitution requires that official maps be published in accordance with the provisions of Chapter 43-2. This map is not intended to be used as a legal document. The State Constitution requires that official maps be published in accordance with the provisions of Chapter 43-2. This map is not intended to be used as a legal document.

**SENSITIVE
LAND AREAS
SCENIC ROADS 2.5 MILE
BUFFER**

The Snowbasin property is affected by the Ogden Valley Sensitive Lands Overlay District for Scenic Corridors, Ridgetrees, and Historical/Cultural Resources as the property borders Highway 39 and Trappers Loop Road. The proposed master plan is in compliance with the development standards in that it does not add any access points off Highway 39 and minimizes access points and driveways off Trappers Loop Road (see Road System and Approximate Parking Locations diagram on page 49). There are no plans for additional fencing off either highway; however, should fencing be required, it will be designed to comply with the development standards outlined in Chapter 43-4, Scenic Corridors, Ridgetrees, and Historical/Cultural Resources. Chapter 43-4 also outlines development standards for ridgetrees, defined as structures within 100 feet of the crest. These standards will be adhered to for any structure within the defined ridgetree area. While Area A is located in the 2.5 mile buffer, the development is not visible from scenic roads. It was determined that Area A is not included in the scenic overlay district and the development standards for ridgetree development do not apply.



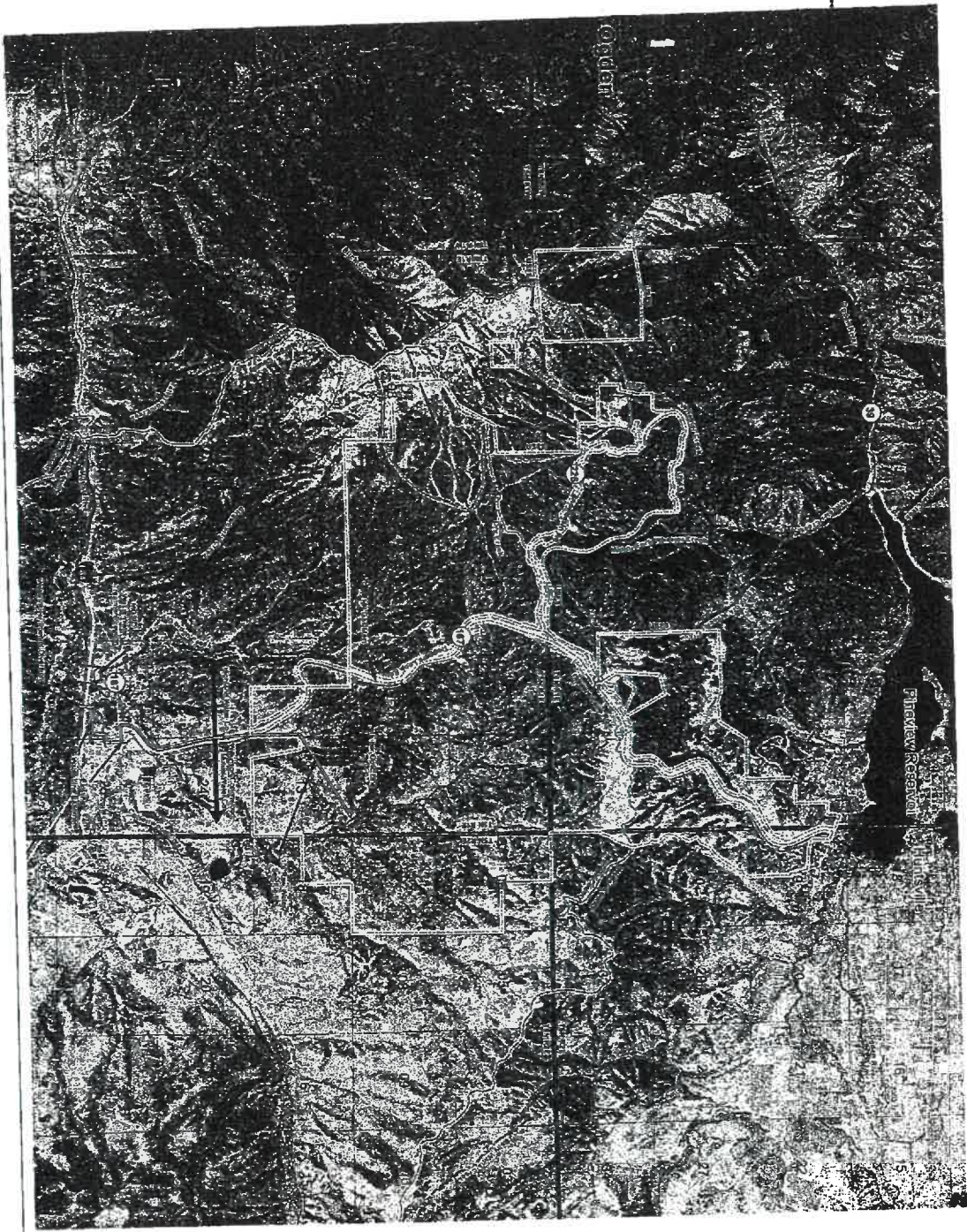
Legend

- Scenic Corridor
- Ridgetree
- Historical/Cultural Resource
- Scenic Road
- 2.5 Mile Buffer
- Property Boundary
- Highway
- Trappers Loop Road
- Access Point
- Approximate Parking Location

Scale

North Arrow





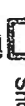
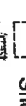



Source: Weber County

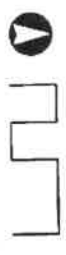


EXISTING UTILITIES OVERVIEW

The Existing Utilities overview shows the location of fiber optic lines, high pressure gas lines and water line easements.

Legend

-  Existing Water Line Easement
-  Existing Ski Lifts
-  Fiber Optic Line
-  HP Gas Line
-  Snowbasin Ski Boundary
-  Snowbasin Property Boundary
-  County Boundary
-  Townships & Ranges
-  Sections



Note:
 1. Aerial Contouring of
 Approximate Elevation (Legend Only)
 (Orange & Yellow Colors)

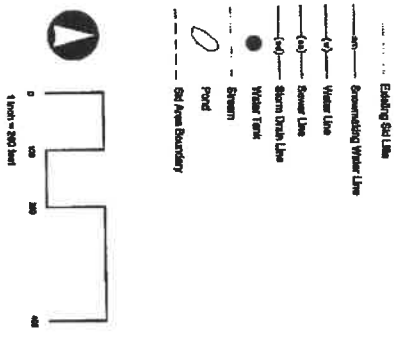
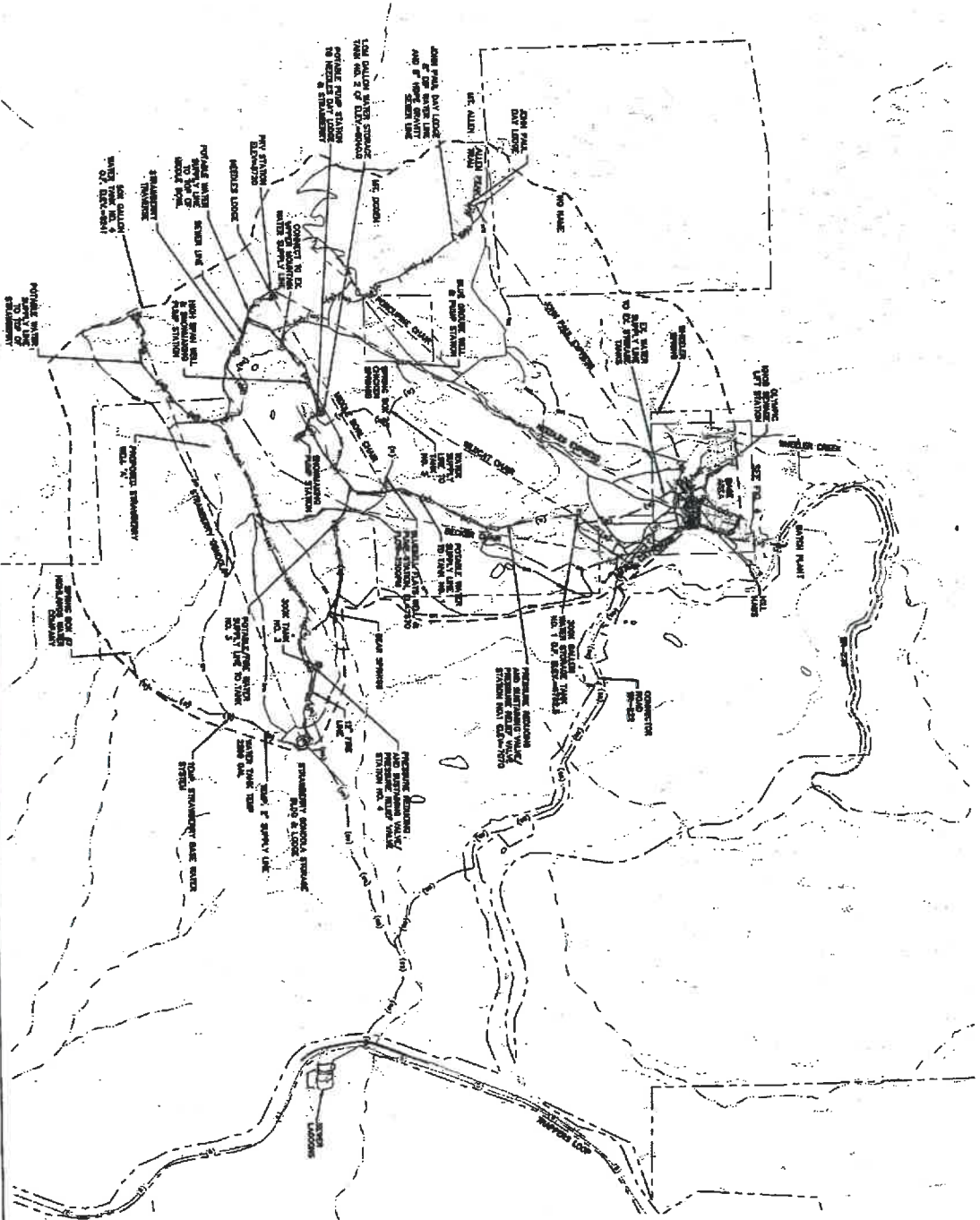


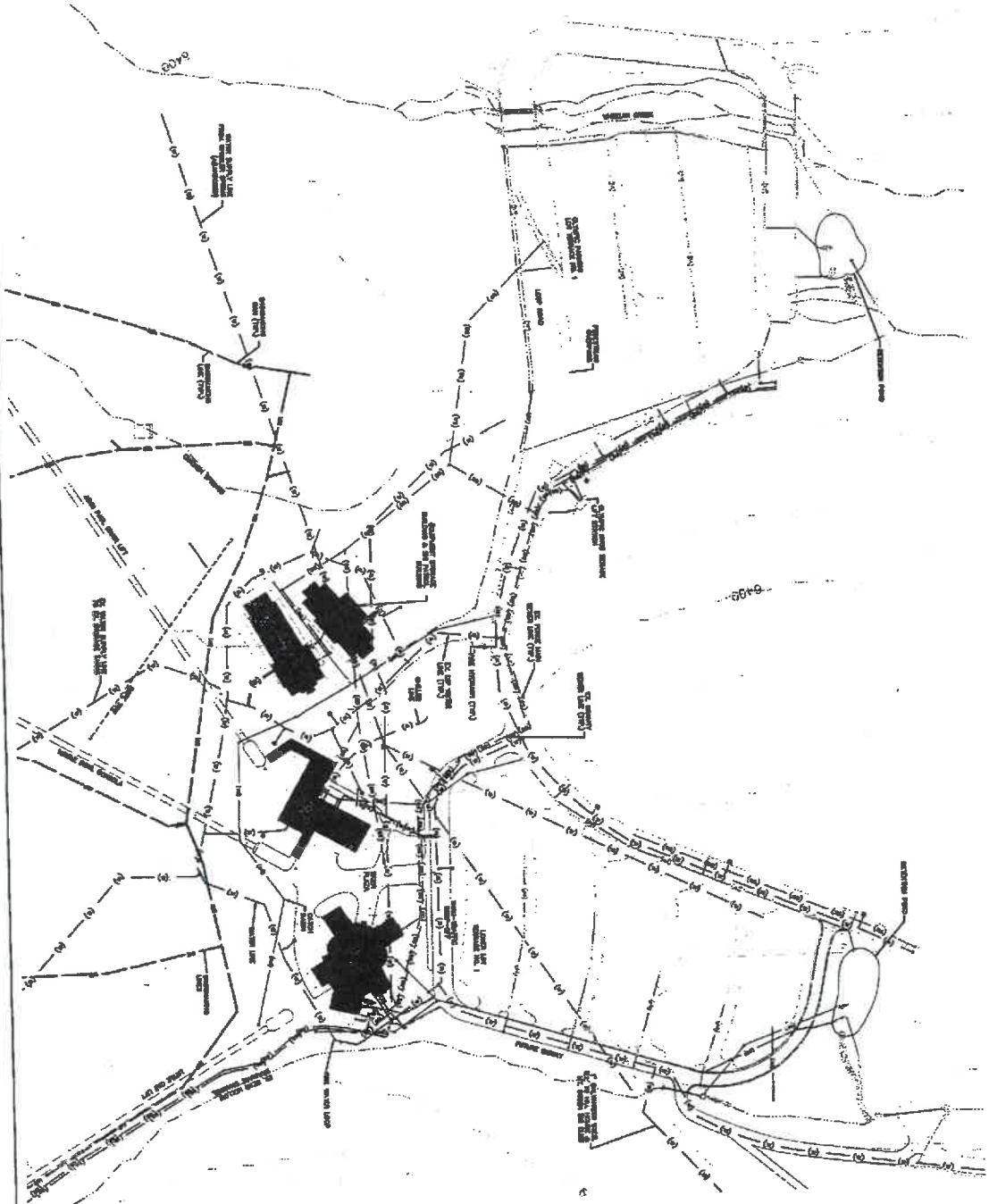
Date: June, 2009

Existing Conditions | 16

EXISTING WET UTILITIES

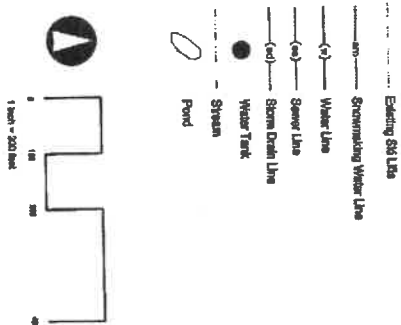
The existing wet utilities diagram illustrates the existing water, wastewater and storm drain infrastructure on-site at Snowvossin. The majority of the infrastructure is located in and around the mountain operations.

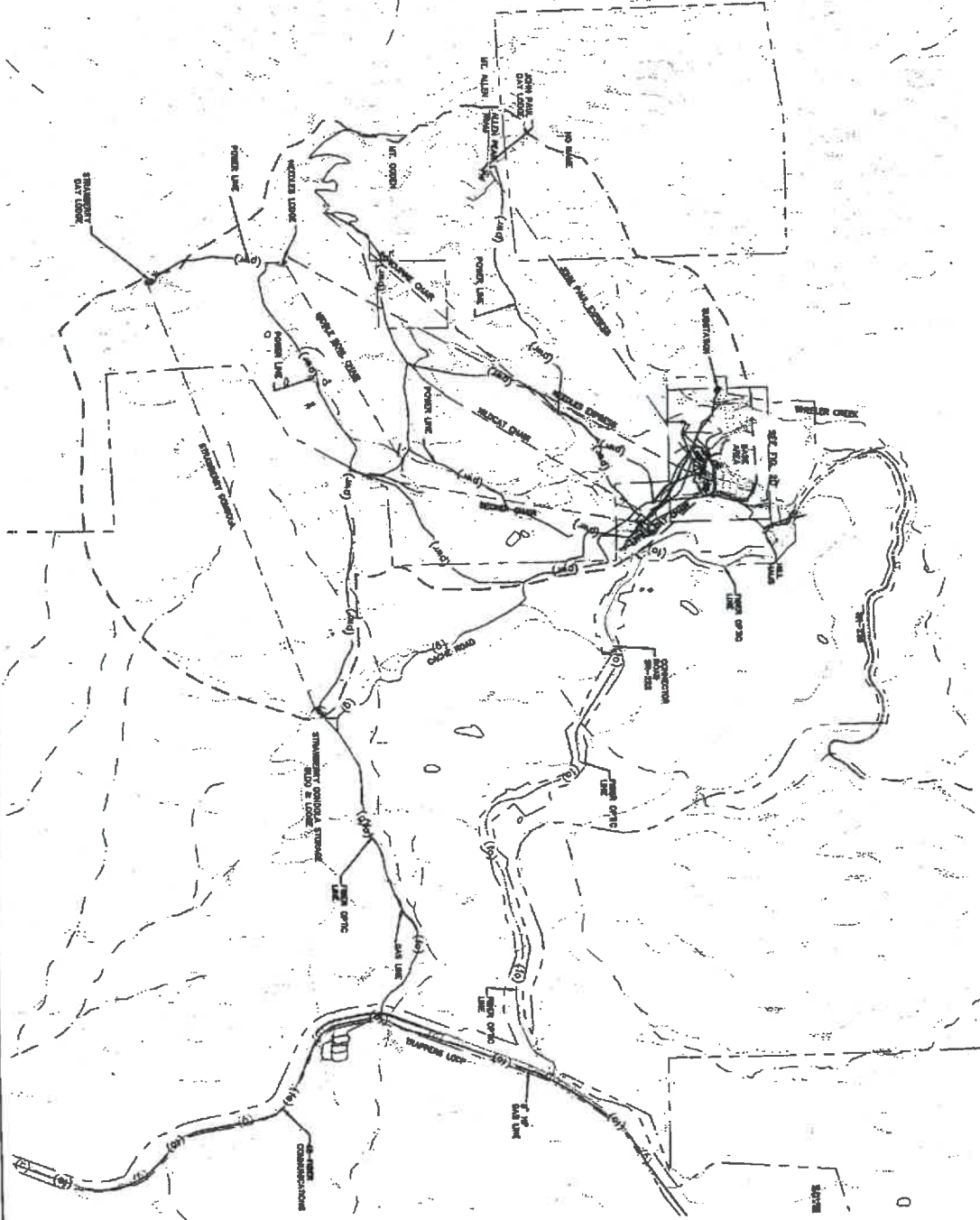




**EXISTING
WET UTILITIES
BASE AREA**

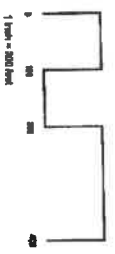
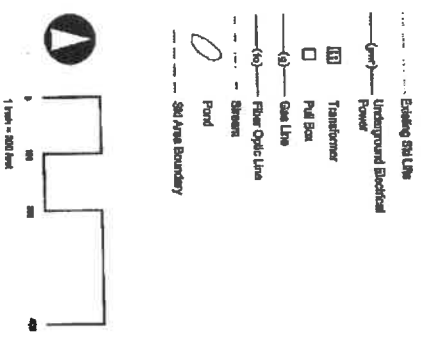
The existing wet utilities base area map illustrates the water, wastewater and storm drain infrastructure at the Earl's Lodge base area in Snowbird Resort.

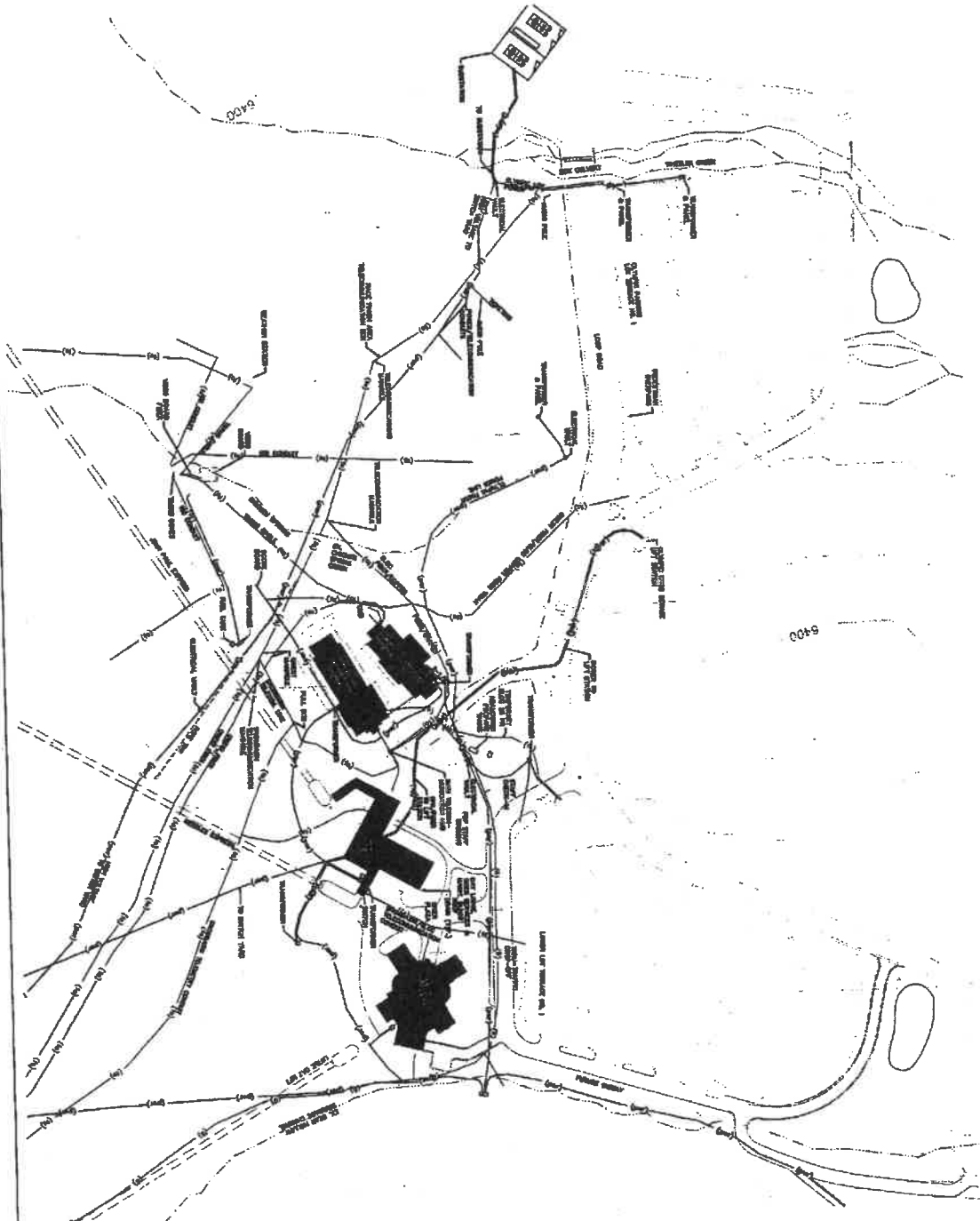




EXISTING DRY UTILITIES

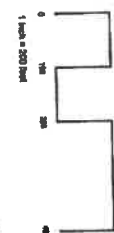
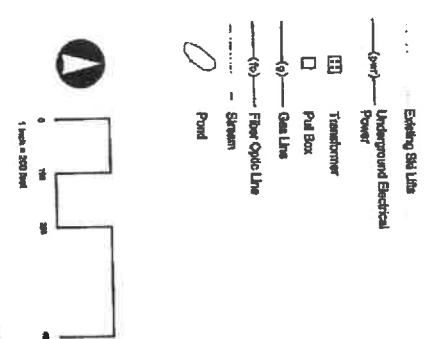
The existing dry utilities map illustrates the existing on and off-site power, gas and communications infrastructure at Snowbasin Resort.





EXISTING DRY UTILITIES BASE AREA

The existing dry utilities base area map illustrates the power, gas and communications infrastructure at the Earl's Lodge base area in Snowbasin Resort.



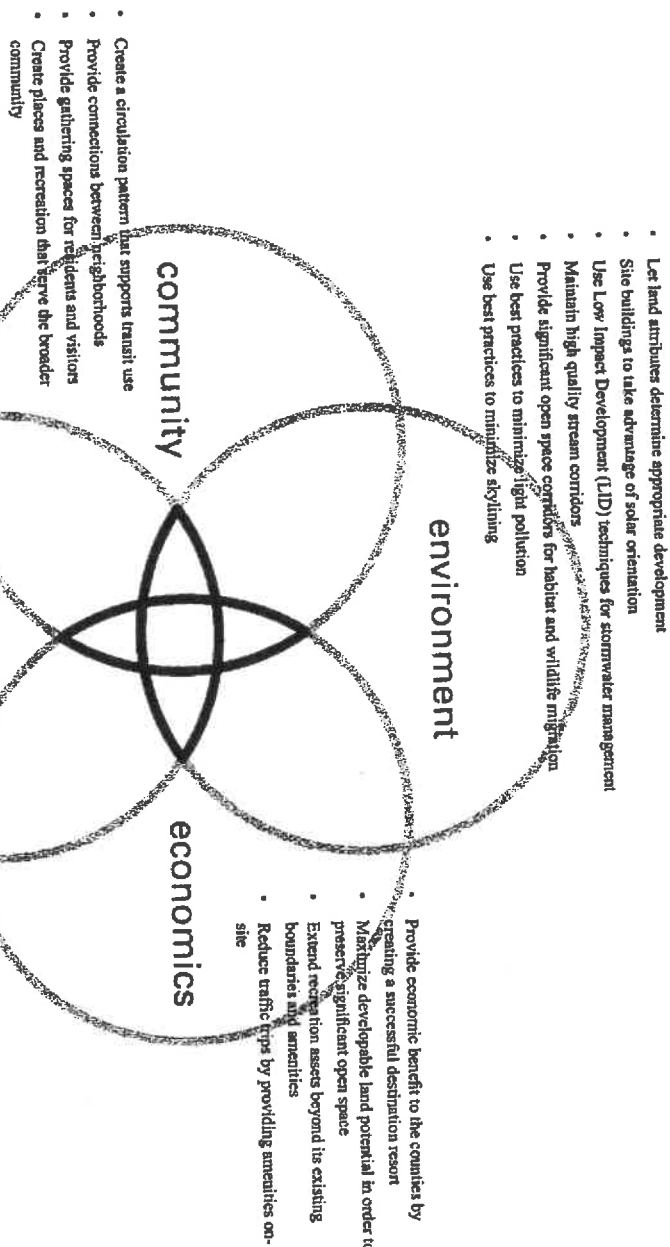
MASTER PLAN

PLANNING AND DESIGN PRINCIPLES

The Snowbasin Resort consists of approximately 12,000 acres near the Wasatch-Cache National Forest and spans both Weber County and Morgan County. Approximately 3,800 acres are located within Weber County, including the existing base of the Snowbasin ski area. Due to the vast area of the resort property, proposed development has been arranged into separate planning areas denoted with a letter (Areas A through G). The following pages show the master plan for the entire Snowbasin property (Weber and Morgan Counties) followed by detailed plans for the property located within Weber County. This master plan represents a 50 year build-out period and will be phased as market conditions allow.

The design process for Snowbasin began with an in-depth site analysis process using geographic information system (GIS) to discern the most suitable areas for development. The development areas depicted in this application have been carefully sited to avoid steep slopes, geologic hazards and waterways. The concept for each area within Weber County is described on the development summary page. Each area is also shown on a slope map. A concept plan is also included for the village in Area A and the mixed-use center in Area G. In order to demonstrate the general vision and character of area, thematic renderings are included for Areas A, B, F and G.

The Snowbasin Master Plan was prepared with respect to the land attributes and with overall sustainability in mind. The sustainability goals and objectives are further outlined in this document. The proposed plan creates a year-round resort consistent with Snowbasin's reputation for high quality, while taking advantage of the recreational and residential opportunities within the area and respecting the natural beauty, habitat and wildlife migration, view corridors and sensitive lands within the region. In doing so, the importance of the economic, community and aesthetic benefits were also taken into consideration and play an important part in the proposed plan. The design principles to ensure attainment of development goals are outlined on this page.



SUSTAINABILITY

SUSTAINABILITY DEFINED

Snowbasin Resort will be built as a high-quality, year-round resort that is a sustainable model for mountain resort communities. Sustainable design, according to the World Commission on the Environment and Development "meets the needs of the present without compromising the ability of future generations to meet their own needs." Dr. Warren Fint, sustainability expert, considers sustainable design practices to be techniques that balance economic, environmental and social considerations. In his words, "Sustainability means working to improve human quality of life without damaging or undermining society or the environment, now or in the future. In this way, economic desires become accountable to an ecological imperative to protect the biosphere, and a social equity imperative to create equal access to resources and maximize human well being." In this context, everything in the resort community falls under consideration - from the decisions about how to treat stormwater to the programming of the Resort village. The following narrative describes some of the strategies that will be used to achieve a strategic, sustainable community.

ECONOMIC SUSTAINABILITY

The proposed master plan for Snowbasin will provide economically viable development while protecting the natural environment and conserving natural resources. The Cost/Benefit and Fiscal Impact Analysis defines the economic and intangible benefits of the proposed Snowbasin Resort.

COMMUNITY SUSTAINABILITY

A community should have easy access to the amenities of an active lifestyle. The Snowbasin open space program is a vital part of the planning approach for the community that embraces the need for personal well being and for connections to the natural environment. But wellness goes beyond just wellness of the body and has many dimensions, including wellness of the mind, family, community and of the land.

In order to foster all areas of community sustainability, the proposed master plan for Snowbasin includes planned development to unite all of these elements, each benefiting the next. Wellness of the land is achieved by preserving the natural beauty and ecosystems of Snowbasin. An individual's interaction with the land fosters experience, growth and peace of mind. This then affects family and community well being and the benefits go full circle. Wellness in all areas will be fostered by experiencing the natural beauty and peace of the landscape and the integration and involvement fostered in community relationships.

Variety is important to serve the wants and needs of a diverse community and ensure its sustainability. There will be a variety of dwelling types, price ranges and character at Snowbasin. A variety of architectural styles, sizes and forms creates community identity and establishes a place. There will also be a variety of options in commercial offerings: daily needs, shopping and visitor accommodations. Civic events and recreational opportunities will also serve a wide demographic and provide active and passive opportunities that range from skiing, mountain biking, people watching and golf to music events and festivals. Families, community residents, and individuals will benefit from the open space system that links the existing regional trail system to the additional amenities at Snowbasin in a network with proximity to all residents.

AESTHETIC INTEGRITY

By taking advantage of its scenic surroundings and the beauty of its sensitive lands, Snowbasin Resort will become known as one of the premier resort communities in the West. It is an art form to frame and direct attention to natural beauty and dramatic views. The natural setting of Snowbasin, with its rugged mountains and long valley views, are what make the setting so inspiring. The preservation of this aesthetic is critical to the long-term vision for Snowbasin Resort.

To ensure that the existing natural beauty is preserved, Snowbasin is setting a precedent of protecting approximately 80 percent of the land as open space. This means that there are places with unobstructed views of the majestic mountains and valleys throughout the development. High-quality materials and craftsmanship, which has long been a standard of the Snowbasin Resort and the Holding family, will combine to be used to create enduring, beautiful and sustainable buildings.

ENVIRONMENTAL STEWARDSHIP

The land uses illustrated in the proposed master plan for Snowbasin have been carefully positioned based on attributes of the land. Drainage and wildlife corridors, steep slopes, and landslide hazards have been buffered and preserved from development. The areas identified for development are those that have the capacity to support construction, are physically accessible and add value to real estate development opportunities.

Approximately 80 percent of Snowbasin Resort property is being preserved as open space. These areas will retain their value and character as scenic amenities and recreational assets. Development areas are planned as compact neighborhoods to create a sense of place, establish identity and to preserve the natural character of the land. The large undeveloped tracts of open space allow for undisturbed habitat preservation, high quality stream corridors and wildlife migration zones through contiguous corridors connecting to the greater landscape.

Stewardship of the land will sustain the health of its natural systems, habitat and scenic value while the careful integration of a resort community will benefit future community residents, homeowners and Weber County. This symbiotic balance is the ultimate goal.

SUSTAINABILITY (CON'T)

POTABLE WATER

The primary goal in providing a sustainable potable water system for Snowbasin is to reduce the water demand compared to a typical development. Snowbasin is committed to an efficient potable water system and may use a combination of the following means to achieve this goal: project-wide Covenants, Conditions and Restrictions (CC&R's) that require the use of water-efficient plumbing and appliances for new residential construction, incentives such as reduced rates and rebates to encourage the use of low-flow plumbing, and water rates developed for the project may impose higher rates on consumers for excessive water use.

IRRIGATION WATER

The Utah Division of Water Rights estimates that 67 percent of water use in residential areas is used for outside irrigation (Utah Division of Water Rights 2003). A large portion of this water is wasted due to runoff and other factors. To reduce irrigation water demands, Snowbasin will limit the amount of irrigated area allowed for each land use. Native water-wise vegetation will be utilized throughout the community except for certain areas of the resort village, golf courses and other recreational areas that have specific planting and irrigation needs. Smart irrigation systems, water efficient landscaping and the use of secondary water for irrigation (if approved) are all strategies that will reduce irrigation water needs dramatically.

WASTEWATER

As water quality standards for wastewater effluent discharge are becoming more stringent and water resources continue to be stressed, many municipalities across the country and in Utah are turning towards water reuse. On-site wastewater treatment at Snowbasin will allow water reuse to be a feasible alternative provided lengths of transmission lines and pumping requirements are not excessive. The use of advanced wastewater treatment techniques and reuse are being explored with the Weber Basin Water Conservancy District.

Weber County Rezoning Application

STORMWATER

New development inevitably causes an increase in impervious area, potentially resulting in greater stormwater volumes and surface water runoff that can alter the natural hydrology of receiving waters. Through the use of Low Impact Design and Best Management Practices (BMD's), natural conditions can be simulated by allowing additional time for infiltration and pollutant removal prior to conveyance to the storm drain system. Vegetated swales, extended catch basins, oil/water separators, and/or detention ponds may be utilized at Snowbasin to prevent downstream water quality degradation and minimize the effective impervious area.

GREEN BUILDING

Green building practices may be used at Snowbasin to ensure the construction and maintenance of buildings is sustainable. Green building incorporates energy efficiency, healthy living, and conscientious resource management. Because green building does not dictate a particular architectural style, a range of architectural styles can be used. The main focus of green building is to provide benefits to the occupants and owners, such as lower operating and maintenance costs. Buildings at Snowbasin may incorporate U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) standards.

ENERGY

Renewable energy is derived from sources that are naturally replenished from natural resources. The use of innovative renewable energy systems at Snowbasin will be analyzed at each phase of development to take advantage of the latest developments in renewable energy. For example, solar and geothermal energy could potentially be utilized at Snowbasin (see below).

Solar Energy

Solar energy applications that could be utilized in some areas at Snowbasin include photovoltaic solar cells, heating and cooling air through use of solar chimneys, heating buildings directly through passive solar heating and daylighting building design, solar hot water, and space heating using solar-thermal panels.

Geothermal Energy

The geothermal energy system that would be most feasible at Snowbasin is the geothermal exchange heat pump. Heat pumps utilize the upper 10 feet of the Earth, which maintains an almost constant temperature of 50-60 degrees Fahrenheit. It 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. This application may be suitable for use at Snowbasin for individual residences or resort buildings.

National Renewable Energy Lab, <http://www.nrel.gov/teewings/>

TRANSPORTATION

Transportation sustainability is accomplished by limiting the demand on the roadway system. The primary way to achieve this is by providing on-mountain accommodations that allow residents and guests to drive to the resort once and stay for multiple days, instead of making daily trips. A second way is providing the supportive commercial uses within the resort that allow residents and guests to fulfill many of their trip purposes (such as dining, entertainment and resort-related shopping) on-site, limiting the number of trips to Mountain Green, Huntsville or Ogden for those needs. A third is an internal shuttle system between each of the resort development areas that will enable guests and residents to access the ski area bases or other areas without using their vehicle. This system could operate as 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. Finally, a comprehensive system of pedestrian and bicycle trails at Snowbasin will promote alternate modes of travel by providing internal connections to each development area and to the regional trails within the Valley.

Other ways that the resort could reduce travel demand in the future and promote sustainability include:

- Utilize the built 1,641 intercept lot for employee parking and consider constructing an employee parking lot near Huntsville and provide shuttle service between those locations and the resort.
- Provide preferred parking in the day skier lots for efficient vehicles.
- Provide transit service between the resort, Mountain Green and the Triangles Loop/SR 39 intersection.
- Utilize alternative fuel shuttles for the employee/day skier transit services.
- Provide bicycles for use by resort residents and guests.
- Provide information on shuttles, transit and other alternate modes to visitors and residents.



OVERALL CONCEPTUAL LAND USE PLAN

The overall conceptual land use plan serves as the resort master plan and illustrates areas determined to be the primary development zones based on an extensive site analysis process.

Each area within Weber County is depicted in greater detail on the following pages.

- Snowbasin Project Boundary
- Snowbasin Ski Area Boundary
- ▨ USFS Special Use Permit Area
- Roads
- Single Family residential
- ▤ Multi-family residential
- ▥ Condominiums
- ▧ Mixed-use development
- ▩ Golf and Golf Infrastructure



Drawing Not to Scale



WEBER COUNTY LAND USE PLAN

Development Area	Acres	Total Units	Hotel Units	Commercial Sq Ft
Webber County Total Land Area	3,808	1,527	150	75,000
Area A - Park Village	1,452	1,527		
Area B - The Commons	216	561		
Area C - The Bluffs	74	22		40,000
Area D - The Bluffs (redevelopment area)	253	247		
Area E - The Bluffs (redevelopment area)	46	44		
Webber County Total Development	2,041	2,301	150	115,000
Webber County Total Open Space	1,767			
Webber Co % of Land to be Developed	53.6%			
Webber Co % of Land to be Open Space	46.4%			

- Snowbasin Project Boundary
- Snowbasin Ski Area Boundary
- USFS Special Use Permit Area
- Roads
- Single Family residential
- Multi-family residential
- Condominiums
- Mixed-use development
- Golf and Golf Infrastructure



DENSITY CALCULATION

Section 44-2(4) and Section 44-2(5) of the Ogden Valley Destination and Recreation Resort Zone Ordinance defines opportunities for transferring development units from the valley floor to receiving sites. The applicant owns a parcel of land adjacent to the Powder Mountain Resort. The applicant desires to transfer units to Snowbasin Resort. The calculation described below and illustrated on the following page, defines the permitted units that would be allowed at the Resort after the property is rezoned to Destination and Recreation Resort and the transfer of units has been transacted.

SECTION 44-2(4) - TRANSFER INCENTIVE MATCHING UNITS (TMU)

The applicant owns a 26.32-acre parcel of land adjacent to the Powder Mountain Resort zoned CVR-1. It is entitled for 571 units. The applicant is offering to transfer 521 units off of the parcel. This transfer would receive a match of 2.0. The transfer base units (TBU's) plus the transfer incentive matching units (TMU's) results in 1,563 total units (321+1042=1563).

SECTION 44-2(5) - DENSITY BONUS UNITS (DBU)

There are nine opportunities to receive density bonus units, with the maximum bonus percentage not to exceed 60 percent. The Snowbasin Resort master plan, as submitted, is eligible for five of these bonuses as follows:

- a) Develop a Resort that can demonstrate how it meets the purpose and intent of this Ordinance. (10% bonus)
 - This destination resort master plan clearly preserves significant open space (approximately 77% of the adjusted gross acres), contributes to the economic well being of the community (as demonstrated in the Economic Impact Study), utilizes sustainable development principles (defined in Design Principles and Sustainability sections), enhances and expands public recreation facilities and activities, transfers a significant number of entitled units from the valley in order to maintain its character, uses the attributes of

the land to define where development is appropriate, and transfers units to areas that are more suitable for development.

This application meets the requirement for the 10 percent bonus.

- b) Develop a Resort that can demonstrate that due to proposed transferring of development rights to the Resort, an 80 percent reduction in (potential) future traffic congestion throughout the Ogden Valley and/or at key intersections. (10 percent bonus)
 - Under the current land use zoning designation, up to 571 units could be developed on the resort site, which would add significant volume to SR 158 on the west side of the resort. Limiting traffic on this road is important because previous traffic impact studies already identified that SR 39/SR 158 would experience LOS E with the buildout of Powder Mountain Resort. As a result of Snowbasin transferring 521 units off of this parcel, traffic would be reduced by approximately 760 trips per day on the weekday and 1,460 trips per day on the weekend. This is a reduction of over 90%. See table below. (Source: Snowbasin Resort Master Plan Transportation Study, March 2010).

Table A. Trip Reduction from Area II Due to Density Transfer

Scenario	Area II	Peak Hour	Peak Hour	Peak Hour	Peak Hour
	Units	Trips	Trips	Trips	Trips
Proposed Development	50 Units	72	1	1	1
Proposed Development	571 Units	81	1	1	1
Total Development	621 Units	153	2	2	2
Proposed Development	50 Units	72	1	1	1
Proposed Development	571 Units	81	1	1	1
Total Development	621 Units	153	2	2	2
Proposed Development	50 Units	72	1	1	1
Proposed Development	571 Units	81	1	1	1
Total Development	621 Units	153	2	2	2

This application significantly exceeds the requirement for the 10 percent bonus.

- c) Provide an additional 10 percent or more of Conservation Open Space preserved within the Resort in excess of the minimum required by this ordinance. (3 percent bonus)
 - As illustrated on the Open Space diagram (Page 47), approximately 40 percent of the total open space (1,124 acres of 2,750 acres) is preserved as Conservation Open Space. This exceeds the requirement of this Ordinance by 10 percent.

This application meets the requirement for the 3 percent bonus.

- d) Provide developed and approved access to public lands. (5 percent bonus)
 - The Snowbasin Resort currently provides developed and approved access to public lands. This access will be enhanced and expanded with the addition of regional trail connections and trailheads. Types of access will be varied by season.
 - This application exceeds the requirement for the 5 percent bonus.
- e) Preservation via reclamation of 50 to 100 acres of agricultural land.
 - N/A
- f) Preservation of historical site.
 - N/A

- g) Establishment, promotion and implementation of innovative program or project that substantially furthers Ogden Valley community interests and objectives as specifically referred to in the Ogden Valley General Plan (30 percent bonus)
 - Via this application, the applicant proposes to impose a Real Estate Transfer Fee (RETF) on all market-rate residential units within Snowbasin Resort.
 - The RETF will be established via private covenant and applied to residential units upon the initial sale and resale of the lot, home or unit. Prior to formation of the RETF, the use of funds will be jointly agreed upon by the Applicant and the County.
- This application meets the requirement for the 30% bonus.

- h) Donation of site to local sewer, cemetery or other district.
 - N/A
- i) Donation of site determined to be desirable or necessary for local park, public cultural or recreational facility.
 - N/A

DENSITY CALCULATION

RESERVOIR TRANSFERABLE UNITS

The top chart on this page delineates the number of transferable units available on applicant's property on the valley floor (Reservoir Parcel) per Section 9C-6-Minimum Lot Area, With and Without Regulations for property zoned CVR-1. This was calculated using Weber County's development equation for CVR-1 zoned property.

Reservoir Transferable Units	
Development Rights Calculation - Reservoir	
26.32 Acres, per Weber County record survey	
0 Acres with slopes over 40%	
26.32 Transferable Development Acres	
26.32 Transferable Development Acres	
1,146,899.2 Transferable Development - Square Feet	
571 Transferable Development Units	

Transfer Incentive Matching Units (TIMU) - Transferred Base Unit (TBU)

Percentage of Units Transferred	# Units Need to Transfer	Match	Additional Density
0%	228	0.00	0
39%	229	1.25	286
40%	319	1.50	399
56%	320	1.50	480
71%	406	1.75	607
86%	491	2.00	710
			858
			983
			1,143

Density Bonus Units (DBU) (Maximum Bonus of 60%)

Description	Bonus
a. Develop Resort that can demonstrate how it meets intent of this Ordinance	10%
b. Develop Resort that can demonstrate 80% reduction in (potential) future traffic congestion	10%
c. Provide an additional 10% or more Conservation Open Space within Resort in excess of minimum requirement	5%
d. Provide developed and approved access to public lands	5%
e. Establishment, promotion & implementation of innovative program /project that furthers Ogden Valley community interests	30%
f. Establish, promotion & implementation of innovative program /project that furthers Ogden Valley community interests	30%
Total Possible Density Bonus Percentage	60%

Snowbasin Densities / Transferable Units Required

Proposed Density for Snowbasin	Units	Acres
Area A - Earl's Village	1,529	142
Area B - The Forest	502	216
Area F - The Meadows*	22	76
Area G - The Ranch	297	252
Total Density Within Project Boundary	2,350	686

Required Permitted Units	Comm Sq Ft	#Units
Mountain Density		2,350
Commercial - Area A - Hotel (1)	213,750	43
Commercial - Area A - Retail, etc.	75,000	15
Commercial - Area G - Retail, etc.	140,000	28
TOTAL UNITS REQUIRED		2,486

Snowbasin TBU, TIMU & DBU Calculations Based on Ordinance

Matching Units (2 Units)	Transferable Development Units	Transferable Density	TIMU	DBU	Total Units	Full Credit
Transferable Units on Reservoir	571	91.3%	521	2	523	521
Applicant's Initial Transfer of Base Units (TBU's)						
+ Transfer Incentive Matching Units (TIMU's) Awarded				2	1,042	1,042
+ Density Bonus (DBU's)					1,563	2,500

*Maximum Permitted Units

[1] Assumes 225,000 square foot hotel, hotel lobbies and conference room/facilities are excluded and assumed to be 5% (11,250) of total square footage.

This chart outlines the transfer incentive matching units per Section 44-21(d) and the number of units that would need to be transferred off the Reservoir Parcel in order to achieve the matching units per County Code.

DENSITY BONUS UNITS (DBU) (MAXIMUM BONUS OF 60%)

The Snowbasin Resort master plan, as submitted, is eligible for five of the nine opportunities to receive density bonus units. This table lists the bonuses the plan is eligible to be awarded with corresponding letters per Section 44-21(d) as well as the bonus percentage available. The total possible density bonus percentage is 60 percent, which is the maximum bonus allowed per the Code. The proposed master plan meets or exceeds the requirement to earn the full 60 percent bonus.

SNOWBASIN DENSITIES / TRANSFERABLE UNITS REQUIRED

Per Section 44-21(d)(a), "the number of permitted units shall diminish as development occurs at a rate of one (1) unit per unit (1) residential lot/unit developed and a rate of one (1) unit for every 5,000 sq. ft. of commercial space developed. Commercial area within hotel lobbies and conference room/facilities are excluded from this calculation." The proposed hotel located in Area A - Earl's Village is proposed to be 225,000 sq. ft. with five percent (5%) excluded for the lobby and conference room/facilities. The retail in Area A is proposed to be 75,000 square feet and 140,000 square feet in Area G. The units required to support the residential density as well as commercial square footage is estimated at 2,436 units.

SNOWBASIN TBU, TIMU & DBU CALCULATIONS BASED ON ORDINANCE

The applicant proposes to transfer 521 units or 91.3% off of the Reservoir Parcel for a two (2) unit match, resulting in 1,563 permitted units within Snowbasin Resort. The Snowbasin Resort master plan is eligible for a 60% bonus, resulting in 937 density bonus units. The total number of permitted units available for the Snowbasin Resort transfer plan is 2,500 units.

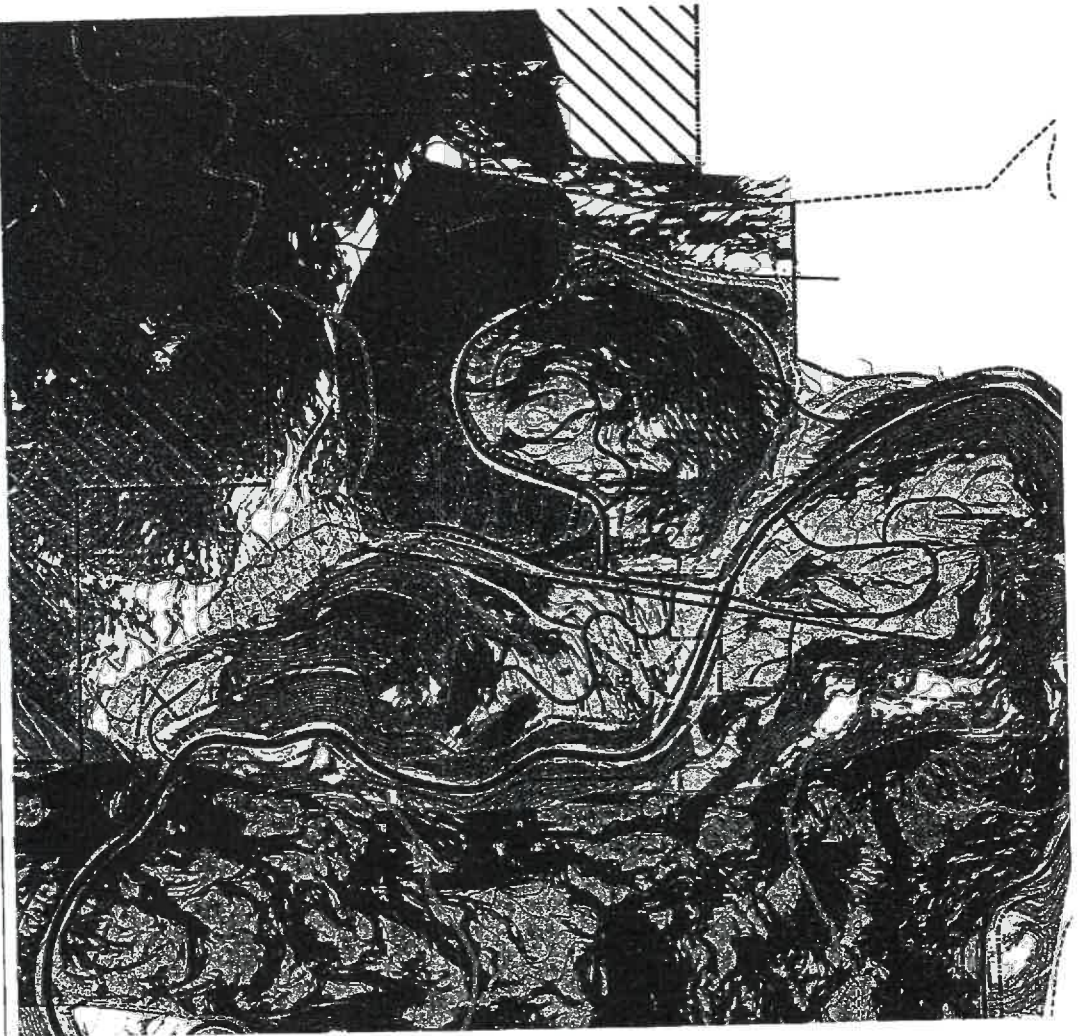


AREA A - EARL'S VILLAGE DEVELOPMENT SUMMARY

Area A - Earl's Village is the vibrant portal to the mountain. As one of the focal points of the Snowbasin Resort master plan, it is comprised of a hotel, pedestrian plaza, retail and restaurants, parking garages and multi-family buildings. It will be a true destination resort experience.

Structured parking is planned for the northern portion of the mixed-use area; this structure will be wrapped with condominiums, visually making the building part of the village. After guests park their cars, they can walk through the retail-lined plaza to Earl's Lodge and the mountain. Retail in this area may include restaurants, bars, sporting goods, clothing and gift shops, and other retailers that focus on servicing Snowbasin guests and residents. The village will feature a hotel, condominiums and townhomes allowing visitors to stay and/or live within the beautiful surroundings of the Valley. A chair lift between the village and residents to the north is planned for ski-in and ski-out capabilities. Condominiums are also planned at the base of Wildcat and Becker lifts.

The village will also feature a plaza providing the opportunity for special events and for residents and guests to gather and relive experiences on the mountain. Ponds on the eastern edge provide the opportunity for fly fishing in the summer and perhaps ice skating in the winter. Hiking/biking trails wind through the area allowing residents and visitors to connect to other areas within the Resort and to the regional trails in the Valley. The streams that run through this parcel provide the opportunity to amenitize the mixed-use and residential areas. Development within stream setbacks will not occur and sensitive areas will be avoided whenever possible. Road right-of-way setbacks will be utilized for development near Snowbasin Road.



AREA A SLOPE MAP

This image shows the development parcels over a slope map. Development parcels have been located on slopes less than 30 percent. Higher density development, such as the mixed-use village, is sited on relatively flat land.

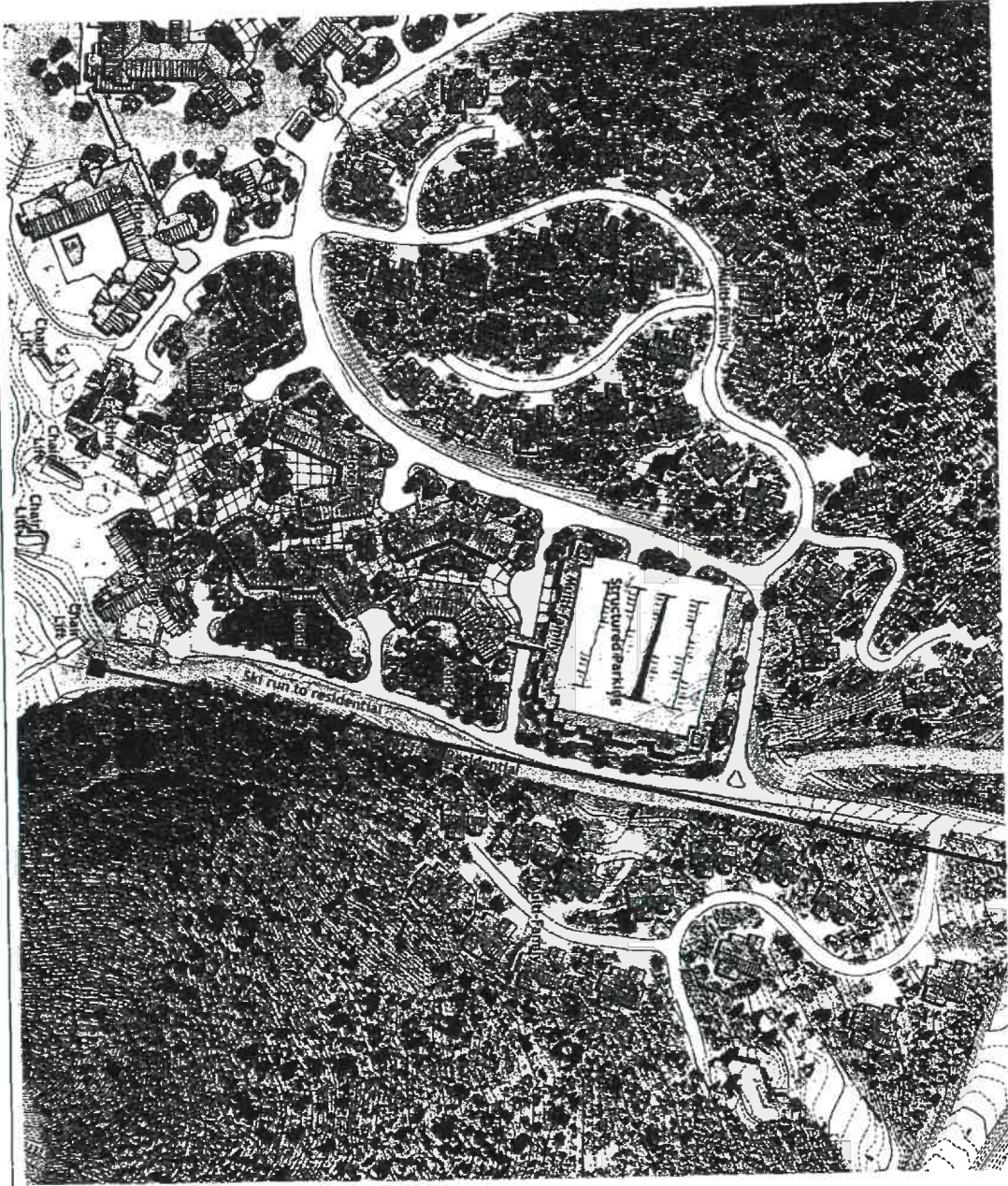
LEGEND

	Single Family		Stream
	Multi Family		Proposed Road
	Condominiums		Existing Trail
	Mixed Use		Proposed trail
	Landslide Hazard		
	Ski Trail		

NORTH
 0 150' 300' 450'

SLOPE

	15 - 20%
	20 - 30%
> 30% slope swatch"/>	> 30%



AREA A
EAST SIDE MIXED-USE
VILLAGE CONCEPT PLAN

This is intended to become a mixed-use village that will provide a quality visitor and resident experience. The Concept Plan shows the relationship of the arrival, parking, accommodations, real estate and variety of activities.

NOTE: This plan is conceptual. It is not intended to show actual building footprints or configuration.





AREA A
WEST SIDE MIXED-USE
VILLAGE CONCEPT PLAN

The village could be expanded to the area of the current western parking lots. A mix of uses will be appropriately scaled and create year-round activity.

NOTE: This plan is conceptual. It is not intended to show actual building footprints or configurations.



AREA A THEMATIC IMAGES

Thematic renderings and perspective sketches are provided here to illustrate the general mass and scale of the village, the relationship of the base area to the mountain or a variety of users. They are not intended to depict a specific design or architectural style.

The Village

Centrally tucked between two ridgelines, the new base area village at Sunnyside will serve as an energized center of the resort.

Pedestrian Circulation

A pedestrian spine connects skiers and year-round users from the main parking area to the mountain, creating energy and activity within the slope-side setting.

Retail and Community

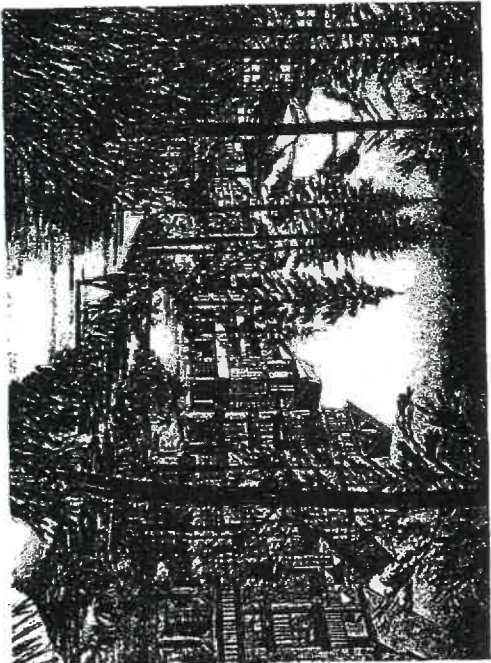
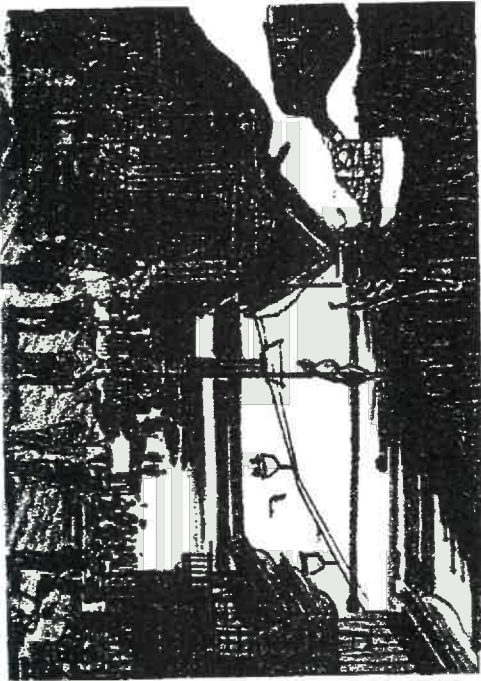
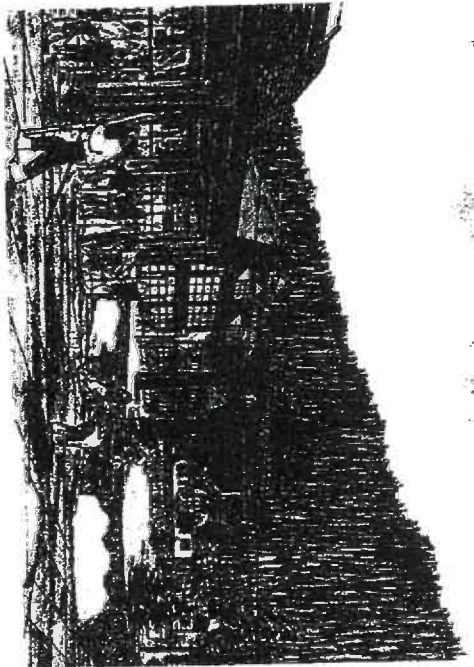
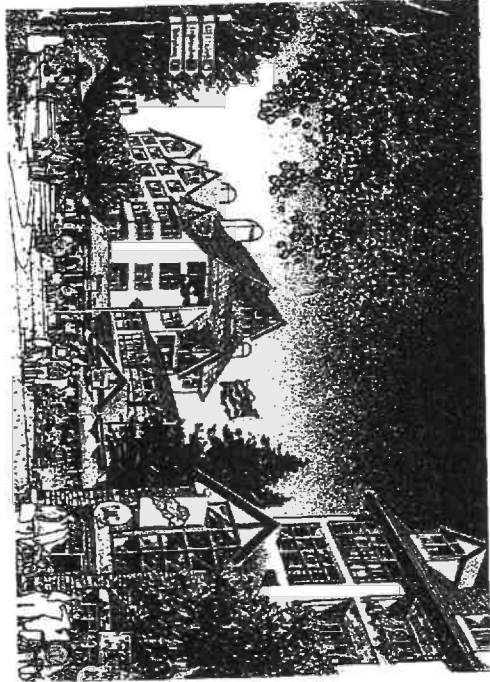
The village houses a variety of dining and retail opportunities including sidewalk cafe and fine dining, a main plaza, and meandering streams and fly-fishing pond. Together with additional skier services, the mountain resort's spa and new residential lodging units will offer amenities for everyone all year long.

Relationship with Skiing

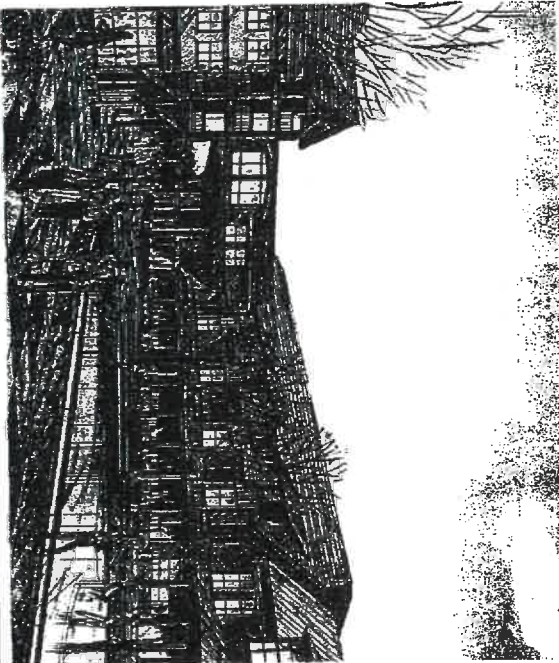
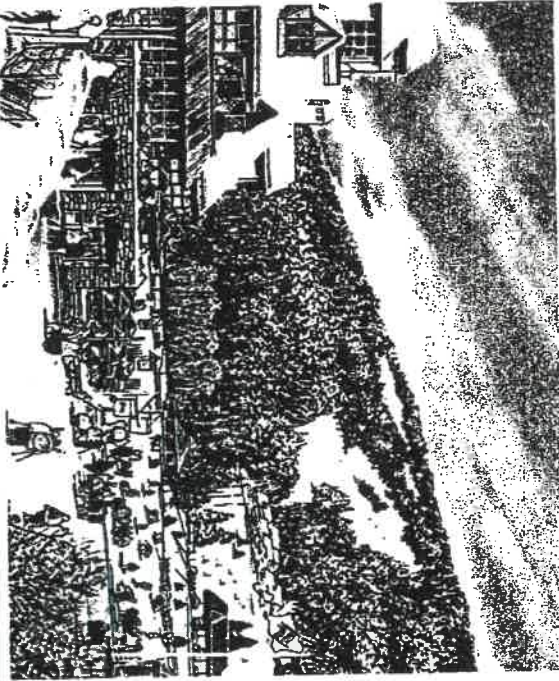
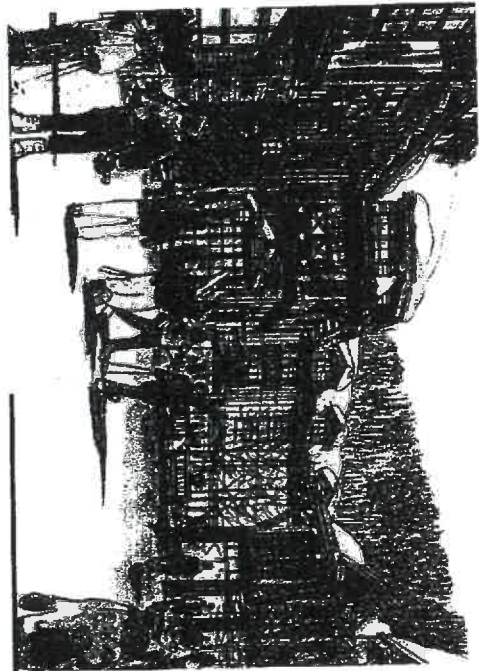
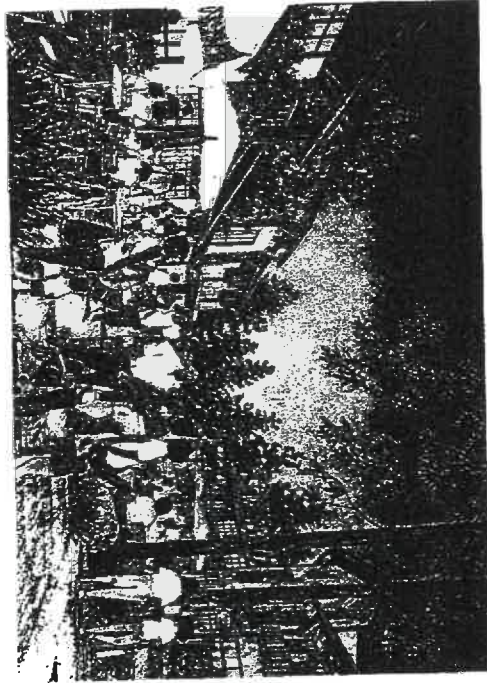
The parking and proposed residential units are just an easy walk from the base of skiing.

Building Mass and Scale

The architectural vernacular of the proposed building will complement the existing lodge and skier services facilities, blending into the surrounding context by using natural colors and materials. The massing and scale of the village will fit the context of the surrounding landforms and vegetation.



**AREA A
THEMATIC IMAGES (CON'T)**




AREA B DEVELOPMENT CHART

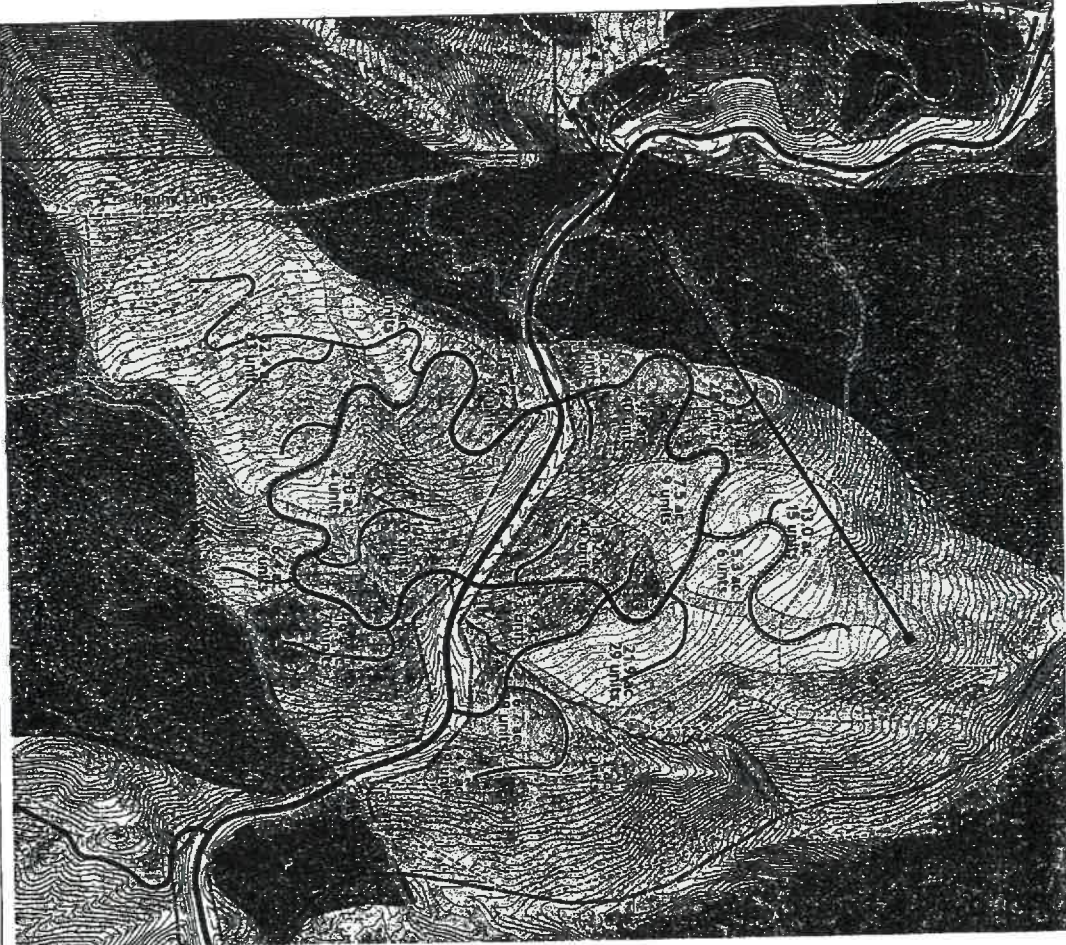
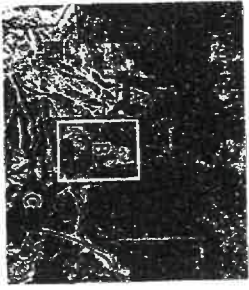
Development Area	Acres	Avg. density	Total Units
Single Family	118	1.2	143
Multi Family	98	3.7	359
Area B Total (Development)	216		502

LEGEND

- Single Family
- Multi Family
- Condominiums
- Mixed Use
- Landslide Hazard
- Ski Trail
- Stream
- Proposed Road
- Existing trail
- Proposed trail



NORTH
0 200' 400' 600'



**AREA B - THE FOREST
DEVELOPMENT SUMMARY**

Area B - The Forest will be a residential neighborhood of multi-family and single family residences on both sides of Snowbasin Road and within close proximity to the base area at Snowbasin. The existing and proposed trails provide connectivity to the village and to the regional trails within the Valley.

The variety of single family and multi-family residences will provide a range of choices for homeowners and visitors who wish to spend time at the Resort but prefer the peace afforded by the serene surroundings of this area. The development parcels have been carefully sited to avoid landslide hazards. Most of the homes will be ski-in and ski-out capable and a real estate-served chair lift will bring residents to the upper parking lot allowing residents to connect to the Wildcat and Becker lifts. Setbacks from road right-of-way will be utilized for development near Snowbasin Road.



**AREA B
SLOPE**

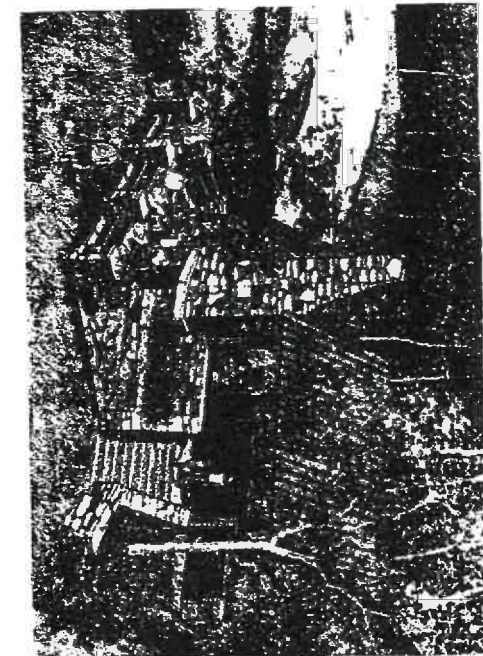
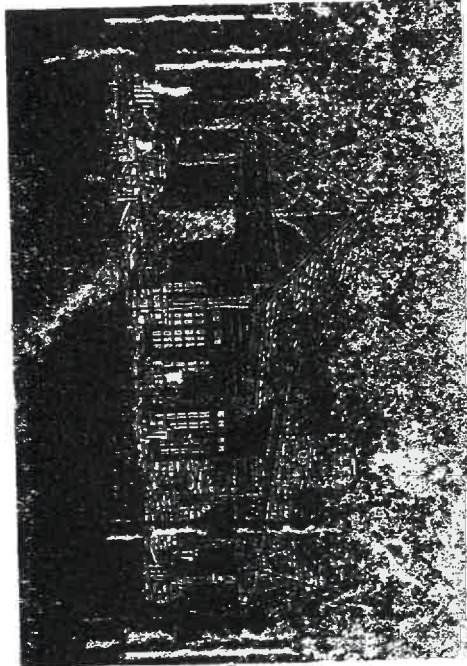
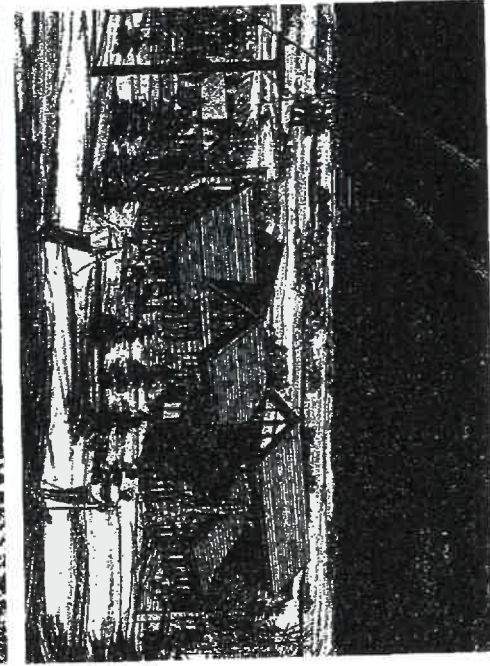
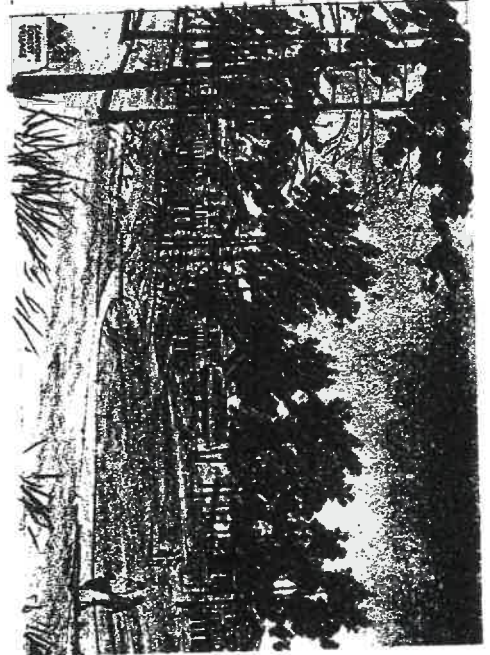
This image shows the development parcels over a slope map. Multi-family parcels are located closer to Snowbasin Road and on flatter slopes.

LEGEND

- Single Family
- Multi Family
- Condominiums
- Mixed Use
- Landslide Hazard
- Ski Trail
- Stream
- Proposed Road
- Existing trail
- Proposed trail



- SLOPE**
- 15 - 20%
 - 20 - 30%
 - > 30%



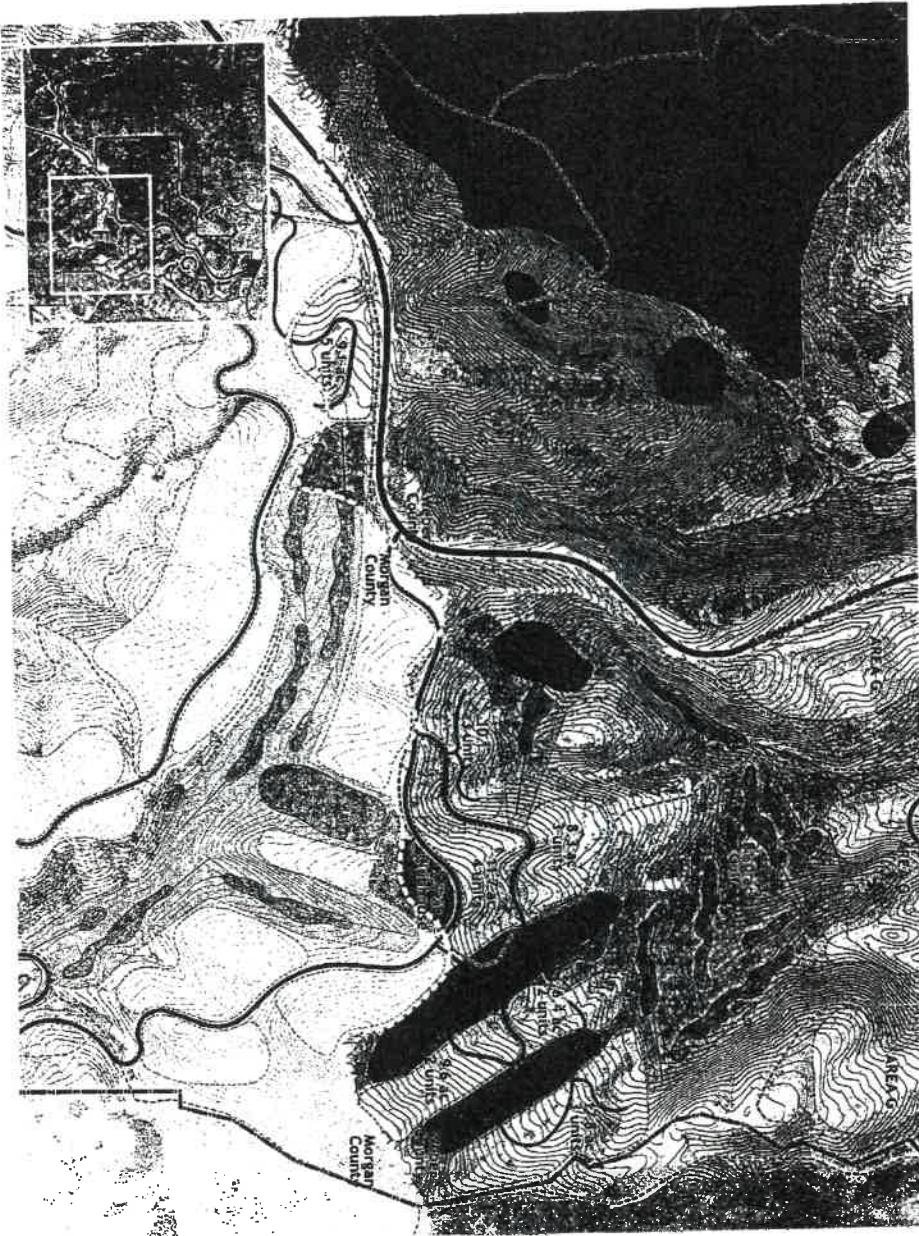
AREA B THEMATIC IMAGES

These sketches illustrate the feel of the residential units in this neighborhood.

The Forest
Located on both sides of Snowbarn Road, this residential neighborhood is made up of both single family and multi-family units and will be thoughtfully nested into the hillside and landscape.

Ski-In/Ski-Out Residential
Ski trails will be extended into the community from the existing resort, providing both ski-in and ski-out capability to the majority of the units along with a new lift transporting users back up to the base of the ski area.

The Environment
A trails and open space system will weave through the neighborhoods and present opportunities to enjoy a variety of scenery.



AREA F - THE MEADOWS DEVELOPMENT SUMMARY

Area F - The Meadows spans the county line and as such, development occurs in both Weber and Morgan Counties. The portion in Weber County includes single family homes, nine holes of golf and a portion of the mixed-use center. The single family homes are planned to be on one to two acre lots to take advantage of views and appropriately respond to the topography. Nine holes of an 18-hole golf course are also planned for the Weber County portion, as well as part of the mixed-use parcel that includes the clubhouse.

AREA F DEVELOPMENT CHART

Development Area	Acres	Avg. cu/acre	Total Units
Area F - The Meadows	71	0.3	22
Single Family	3	N/A	N/A
Clubhouse	3	N/A	N/A
Area F Developed (Total Substantial)	77	76	22

- LEGEND**
- Single Family
 - Mixed Use
 - Landslide Hazard
 - Ski Trail
 - Golf and Golf Infrastructure
 - Stream
 - Proposed Road
 - Existing trail
 - Proposed trail



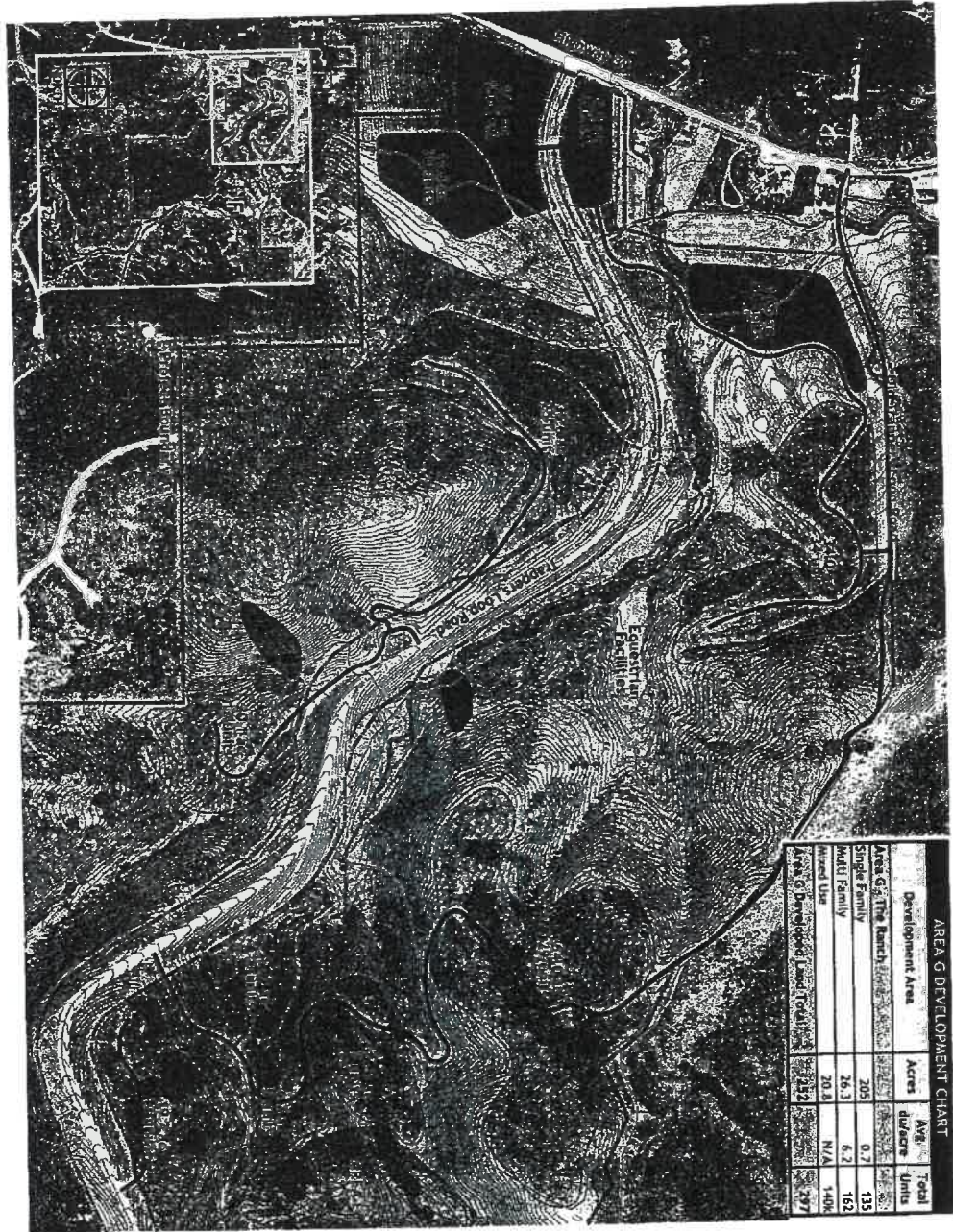
AREA F SLOPE

This image shows the development parcels over a slope map to demonstrate how land uses respond to the varied topography.



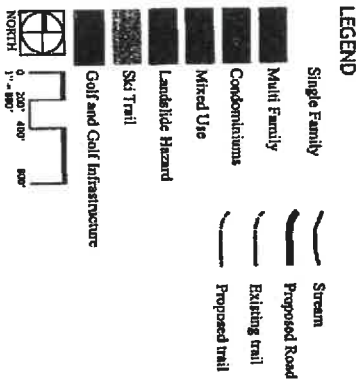
LEGEND

- | | | | |
|--|------------------------------|--|----------------|
| | Single Family | | Stream |
| | Multi Family | | Proposed Road |
| | Condominiums | | Existing trail |
| | Mixed Use | | Proposed trail |
| | Landslide Hazard | | |
| | Ski Trail | | |
| | Golf and Golf Infrastructure | | |
-
- | | |
|--|------------------|
| | NORTH |
| | 0 200' 400' 600' |
-
- | | |
|--|----------|
| | 15 - 20% |
| | 20 - 30% |
| | > 30% |



AREA G - THE RANCH DEVELOPMENT SUMMARY

Area G - The Ranch creates an opportunity within the Resort to provide the goods and services to meet the needs of Resort visitors and residents within the Ogden Valley. The mixed-use areas at the intersection of Highway 39 and Trappeers Loop Road will include neighborhood retail stores such as a grocery store, gas station, movie theater, restaurants and other goods and services for residents and visitors, as well as office space. A limited number of multi-family units are also planned for this area near the retail center, providing walkable access to the retail stores. Additional single family homes are planned just south of the intersection. These homes are intended to be on large one- to two-acre lots, responding to the gently sloping topography. Additional single family homes are planned to the south and up the hill, removed from the Valley floor, providing dramatic views of Mount Ogden and Pineview Reservoir. Large swaths of open space are preserved along most of Trappeers Loop Road. Existing and proposed trails through this area will allow residents access to the mid-use center as well as to the regional trails within the Valley. Equestrian facilities provide the opportunity to offer horseback riding on the trails as well as preserve the area as recreation open space as viewed from Trappeers Loop Road. Subsects from Trappeers Loop Road will be utilized for development near the road.













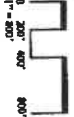

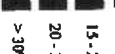



AREA G SLOPE

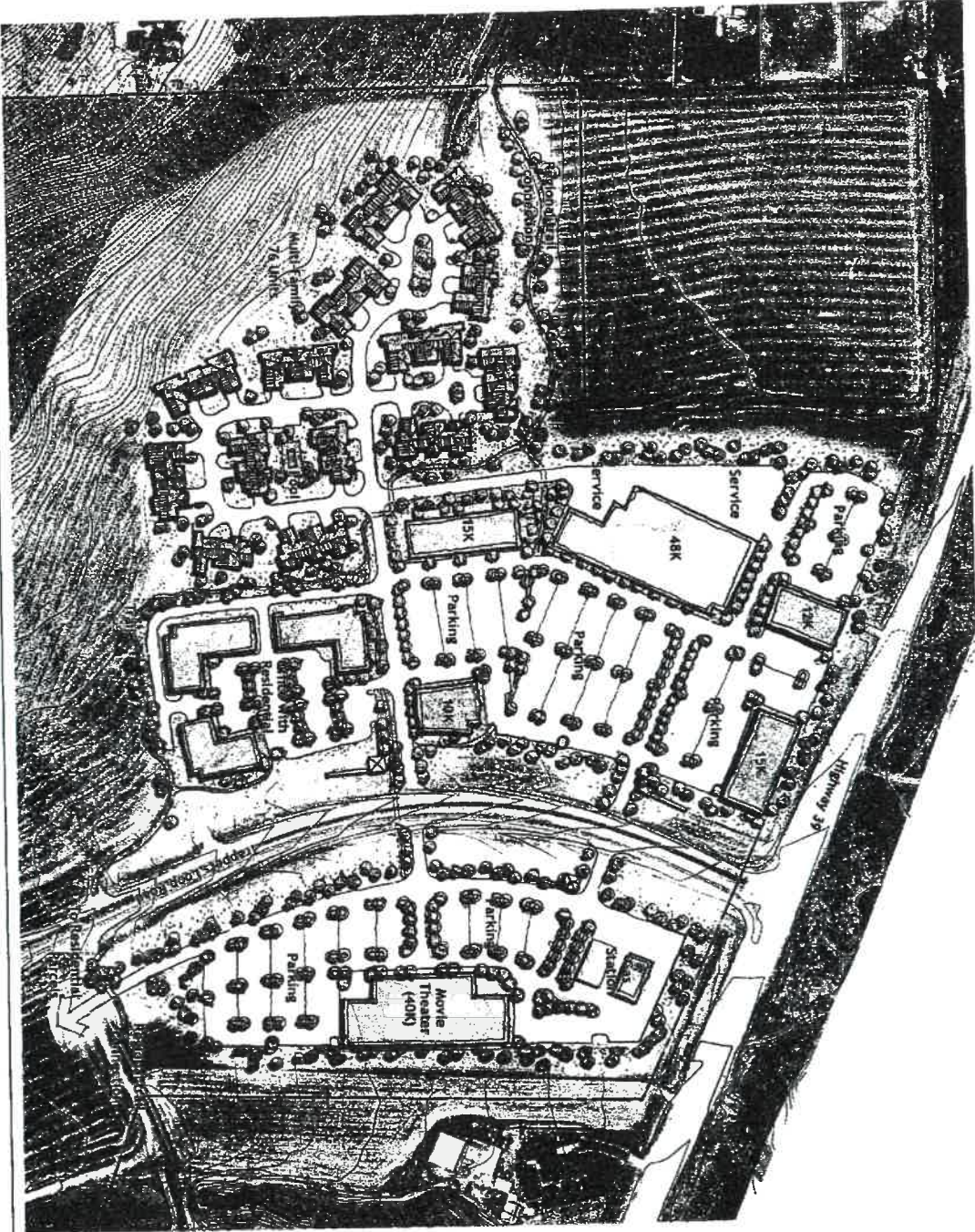
This image shows the development parcels over a slope map to demonstrate how the land use plan responded to the topography and protected the very steep slopes.



LEGEND

- | | | | |
|---|------------------------------|---|-------------------|
|  | Single Family |  | Stream |
|  | Multi Family |  | Proposed Road |
|  | Condominiums |  | Existing trail |
|  | Mixed Use |  | Proposed trail |
|  | Landslide Hazard | | |
|  | Ski Trail | | |
|  | Golf and Golf Infrastructure | | |
|  | NORTH |  | 0' 200' 400' 600' |
-
- | | |
|---|----------|
|  | 15 - 20% |
|  | 20 - 30% |
|  | > 30% |

Weber County Rezoning Application



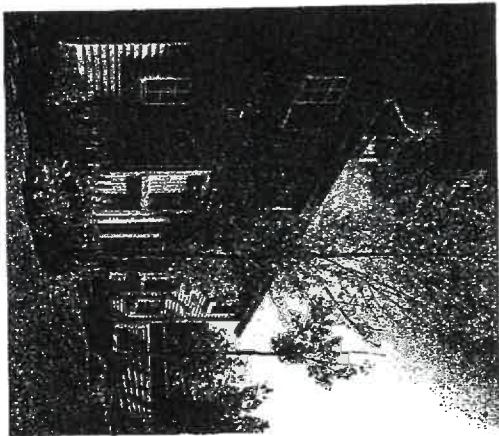
AREA G CONCEPT PLAN

The mixed-use center will provide goods and services for residents and visitors. Parking will be visually buffered from the road with berms and landscaping. Office spaces may be integrated with retail or located adjacent to it. Clustered residential units are also integrated into the mixed-use plan.

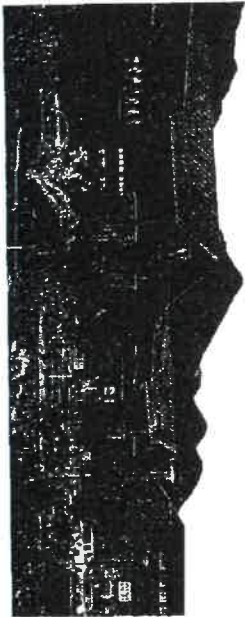
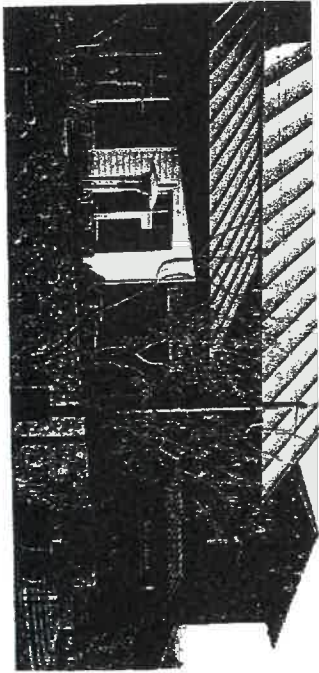
NOTE: This plan is conceptual. It is not intended to show actual building footprints or configuration.

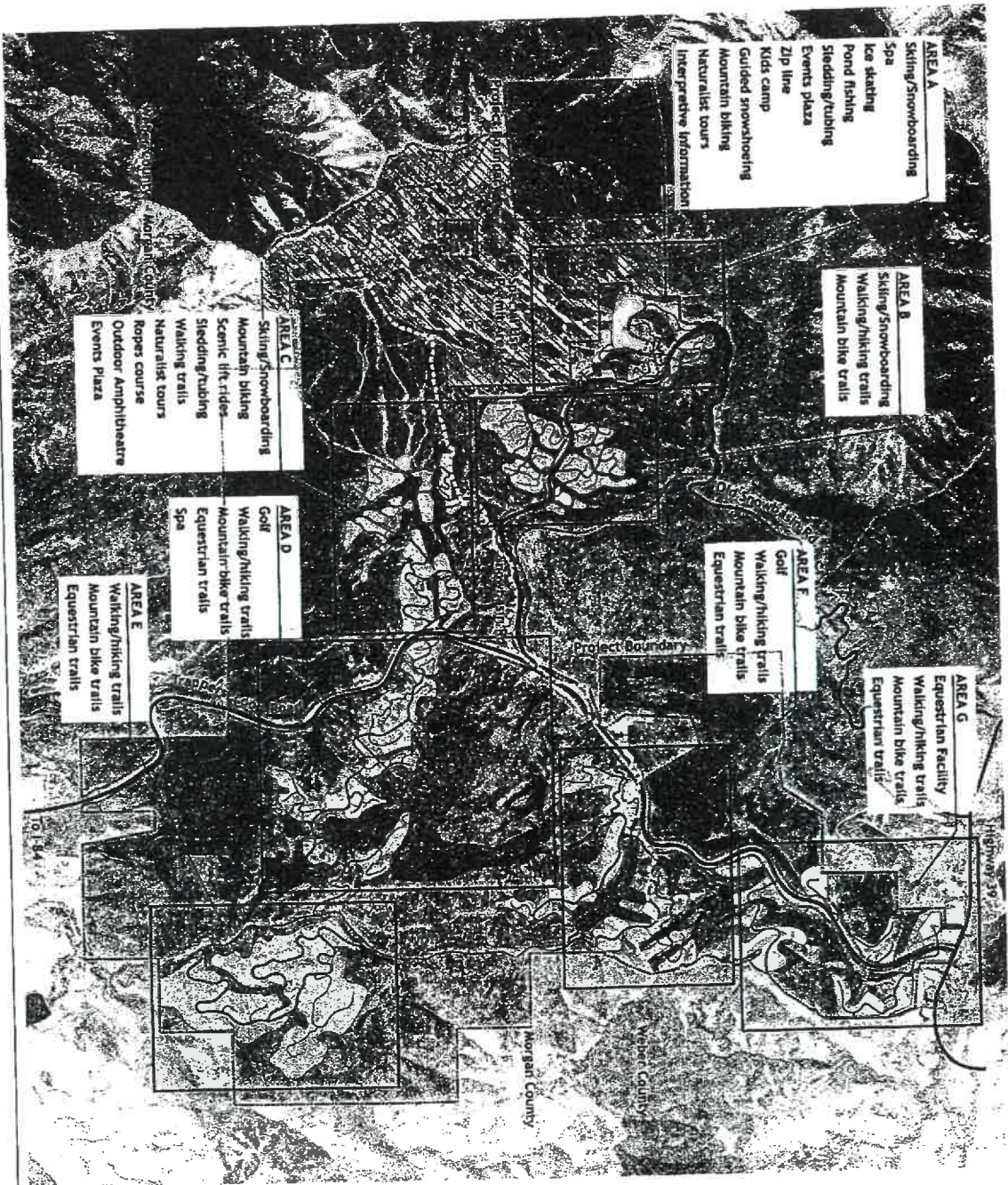


AREA G THEMATIC IMAGES



Area G is proposed as a mixed-use neighborhood with a commercial/retail center at the intersection of Highway 29 and Trapson Loop Road. Further south, a variety of residential units will be carefully clustered into the hillside to provide dramatic views to the ski area and Pinewind Reserve. An equestrian facility, multi-use trails and a community park are also proposed here. The photo in the lower right corner is a grocery store built in a ranch-style architecture.





RECREATION FACILITIES PLAN

The Snowbasin master plan offers a wide variety of recreational activities for its residents, visitors and the local community. Each area offers different amenities and activities based on the identity and needs of that particular community. For example, Area A offers predominantly mountain-based amenities while Area F offers more quiet recreational activities including golf and trails. Multi-use trails meander throughout the entire property's open space and cater to walking, biking, mountain biking, and equestrian uses.

- Project Boundary
 - == Roads
 - Proposed Development Parcel
 - ▨ County Line
 - Proposed Skiing
 - Proposed Golf
- Drawing not to scale


EMERGENCY SERVICES PLAN

The Snowbasin Resort project team met with representatives from the Weber County Sheriff's Office, the Weber Fire District and Emergency Medical Technicians on March 5, 2010. During the meeting, the concept plan for Snowbasin Resort was discussed, as well as potential emergency services facilities and personnel that would be required to support the Resort. The Fire Marshall and Sheriff indicated they would need a facility on-site, preferably in a central location to aid in easy access to the entire Resort. The possibility of shared facilities was discussed as well as potentially shared facilities between Weber County and Morgan County. At this point, it is envisioned that the facility would need to include a sheriff's office, holding area, one engine, ambulance and brush truck.

The Snowbasin Resort is committed to the health, safety and welfare of visitors and residents of the future Resort and will work with the emergency services providers to ensure adequate facilities are onsite in the appropriate size and location. Construction of said facilities will be phased as appropriate depending on development.

Included with this application are feasibility letters submitted by the Fire Marshall and Sheriff. Additional feasibility letters are included as Exhibit 5.

Weber County Rezone Application



Weber County Sheriff's Office

April 13, 2010

Brend W. Stalar
Sheriff

Berth A. McLeod
Under Sheriff

Troy R. Shaw
Chief Deputy

Lawrence Peterson
Deputy

Terri L. Thompson
Deputy

Christine Larkins
Deputy

Michael Berr
Deputy

Administrative Assistant
Deputy

Law Premier
Deputy

Executive Secretary
Deputy

Law Enforcement
Deputy

Community
Deputy

Investigation
Deputy

Management
Deputy

Records
Deputy

Training
Deputy

Public Information
Deputy

744 W. 10th Street
Cedar Breaks National Monument
P.O. Box 271000
Park City, UT 84302

Send Mercedes Weber County Planning Commission
2380 Washington Blvd
Ogden, UT 84401

Dear Sirs,


Terri Harrington, Project Manager for the Snowbasin Resorts Project, has requested this letter to affirm our willingness and ability to provide law enforcement services for their proposed project.

At this point in time, I feel like we can continue with the process. Discussion in the future will centrally center on population expectations and facilities needed.

If you would like to discuss any issues or concerns, please call me at 801-778-6622.

Sincerely,
Brend W. Stalar
Brend W. Stalar
Sheriff

cc: Elk
Terri Harrington, Snowbasin Resorts



2822 West 1200 South
Park View, Utah 84404
(801) 765-3488
Fax (801) 765-3482

Board of Trustees
Alan Christensen
Vivi Barber
Kathleen Johnson
Cynthia Johnson
Robert Johnson
Tina Sharp
Arnette Redding
Scott Vandeweyer

April 13, 2010

Terri Harrington
Design Workshops
1390 Lawrence Street, Suite 200
Denver, CO 80204

Re: Snow Basin Resort Expansion

Dear Terri:

Subsequent to our meeting, I have performed the plans for the potential build out of this resort. Based on this review, I have determined that it is reasonable to believe that at some point during the review and build out, a fire station will be necessary to adequately serve the resort. I am happy to provide the necessary fire and medical services that Snowbasin and other property for the construction of a fire station to serve the needs of emergency fire and medical services. This station should be centrally located with easy access to all parts of the resort and the adjoining property. Our Station 65 in Hinesville Utah may be used as a model when considering site, layout and access.

If you have any further questions or if you would like further input from us please let me know.

Sincerely,
Ted Black
Ted Black
Fire Marshall

cc: Elk
Fike

Chris David L. Austin - Deputy Chief, Park Station - Fire Marshall, Ted Black

SEASONAL WORKFORCE HOUSING PLAN

Employee generation at Snowbasin Resort has been calculated on the accompanying table according to the formula in the Destination and Recreation Resort Ordinance. Based on these calculations, it is estimated that a total of 781 full time equivalent employees will be generated by Snowbasin Resort at full build out. Since the major additions to the ski mountain are anticipated to be near the Strawberry Lift, additional employees generated for resort operations will be in Wasatch County, therefore, additional full time equivalent employees are not forecast for Weber County.

As calculated in the accompanying table, Snowbasin Resort full-time equivalent employees will generate the need for 479 workforce housing units and approximately 53 affordable seasonal workforce housing units. These housing units may be provided in the form of group dwelling (dormitories) or multi-family dwelling (condominiums) within the Resort, and will be phased with development. Conceptually, the seasonal employees be housed in the Area, as outlined on the proposed Snowbasin Resort master plan, nearest their employment. Individuals employed in the hotel, restaurant, retail and to support the condominium rentals in Area A - Earl's Village will likely be housed in Area A as will the employees to support the rentals in Area B. Individuals employed in the commercial space in Area G - The Ranch will likely be housed in Area G as will the individuals employed to support the rentals in Area F - The Meadows. It is estimated that approximately 426 units will be required off-site to support the seasonal workforce housing requirements.

In order to ensure affordable housing remains available and affordable in perpetuity, Accommodation units will be deed restricted. Upon request, an annual report that outlines the previous year's employment level, workforce housing needs, housing typology and occupancy will be generated to presented to Weber County Planning Staff.

Snowbasin Resort Seasonal Workforce Housing

Employee Generation (FTE)	# Emps	Per Room/SF	FHU Calc's*	Source	FTE (Employees Generated)	Emps in WF Housing Unit (1.55)	Required # Units, 10%
Resort Operations	0.75	1 Room		Snowbasin/SVCO	175	107	11
Hotel	0.3	1 Room		FHU calc's based on CBECS	50	31	4
Condo / Townhome Rental	1.34	1000 SF		FHU/Amier Skiing Corp Data	113	69	7
Grocery Store	2.3	1000 SF		FHU calc's based on CBECS	39	24	3
Office	3.5	1000 SF FF Space		1.89 Weber County DRRO	128	82	9
Restaurant & Drinking Establishment	2	1000 SF FF Space		0.8 Weber County DRRO	66	42	5
Retail	3	1000 SF FF Space		Weber County DRRO	180	115	13
Commercial Amusement & Recreation	1.65	1000 SF FF Space		Weber County DRRO	273	173	21
Est. # Employees in WF Housing Units	0.1			Weber County DRRO	15	10	1
*Included FHU calculations based on CBECS data for informational purposes.							
Required # Seasonal WF Housing Units							
For Use in Calculations							
Area A	50,000 SF	Unit	% in Rental Pool	Rental Units	FTE (Employees Generated)	Emps in WF Housing Unit (1.55)	Required # Units, 10%
Restaurant	25,000 SF		-	11	4	3	1
Retail	150 Rooms		-	18	10	10	1
Hotel	170 Units		75%	20	13	15	2
Condo Rentals	439 Units		50%	220	66	40	4
Total WF Housing Units- Area A (Units Provided in Area A)				443	271	271	29
Area B	382 Units		50%	191	58	36	4
Total WF Housing Units- Area B (Units Provided in Area A)				58	36	36	4
Area F	22 Units		50%	11	4	3	1
Townhome Rentals				18	10	10	1
Golf Clubhouse				20	13	15	2
Total WF Housing Units- Area F (Units Provided in Area A)				20	13	15	2
Area G	84 Units		50%	42	13	8	1
Townhome Rentals				32	20	15	2
Commercial				52	32	32	4
Grocery Store (Food Sales)				160	97	10	1
Retail				35	22	3	0
Office				260	159	18	2
Total WF Housing Units- Area G (Units Provided in Area G)				260	159	159	18
TOTALS				781	479	479	53












OPEN SPACE WITH TRAILS PLAN

The Open Space and Trails System diagram illustrates existing and proposed trails that will connect neighborhoods to one another and to the regional trail network.

There will be a variety of trails that include multi-use trails, single-track for mountain biking and general use trails for walking and hiking. Approximately 94,000 linear feet or 1.78 miles of new trails are proposed in Webster County.

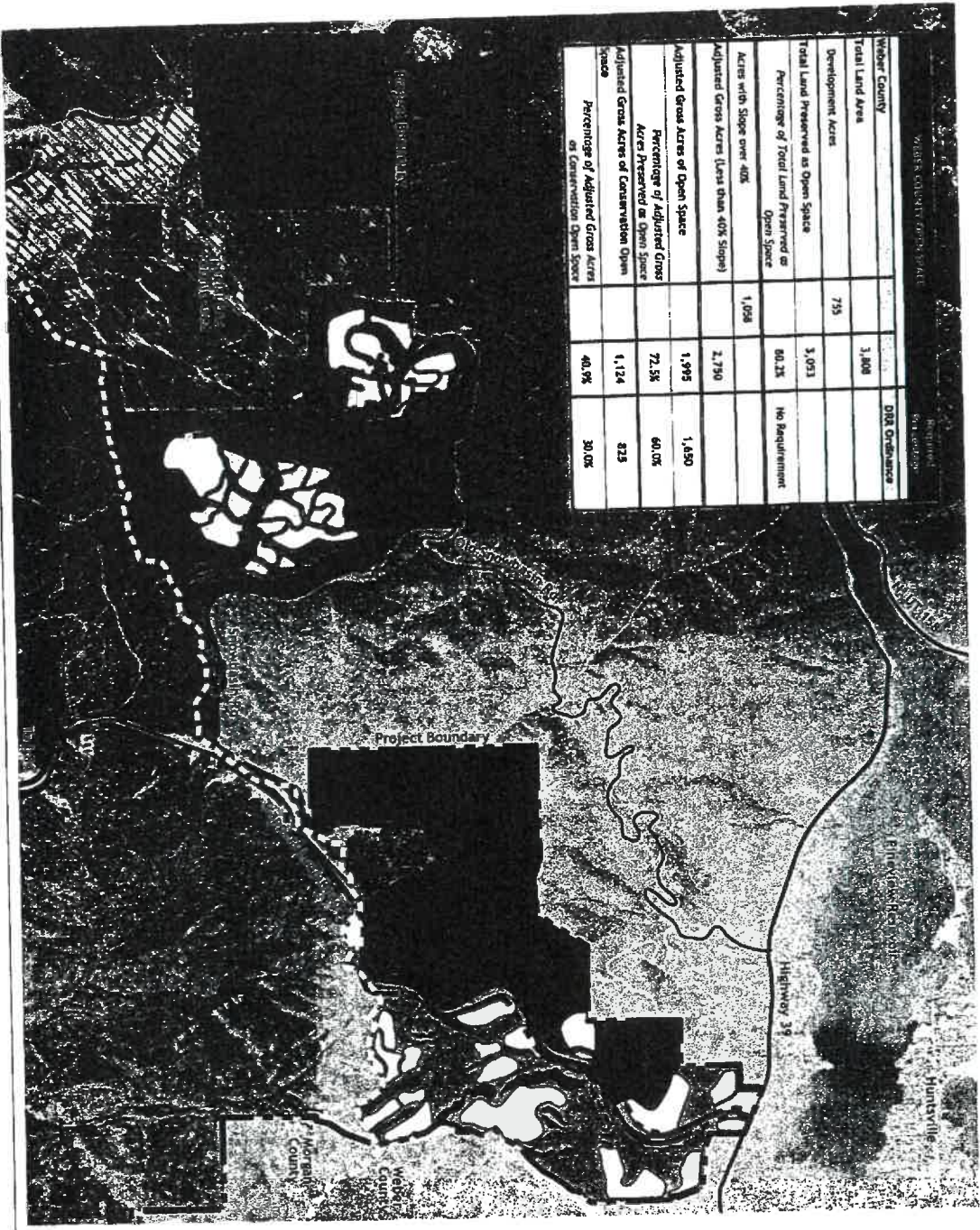
A priority has been placed on creating loops and connecting land use areas to provide non-motorized routes to each neighborhood.

In Webster County, approximately 80 percent of the total land has been preserved as open space. Approximately 70 percent of the adjusted gross area is Open Space and 40 percent of the adjusted gross area is preserved as Conservation Open Space. The character and beauty of the land will remain and residents and guests will enjoy the recreational assets and moody native landscapes.

-  Snowdon Ski Project Boundary
-  Snowdon Ski Proposed Trailhead
-  Existing Trailhead
-  Open Space
-  Development
-  Golf Course
-  Snowdon Ski Proposed Trails
-  Existing Trails
-  Roads

Drawing not to scale

WEBER COUNTY		D03 Ordinance	
Total Land Area	3,808		
Development Acres	735		
Total Land Preserved as Open Space	3,073		
Percentage of Total Land Preserved as Open Space	80.2%	No Requirement	
Acres with Slope over 40%	1,058		
Adjusted Gross Acres (Less than 40% Slope)	2,750		
Adjusted Gross Acres of Open Space	1,995	1,450	
Percentage of Adjusted Gross Acres Preserved as Open Space	72.5%	60.0%	
Adjusted Gross Acres of Conservation Open Space	1,124	825	
Percentage of Adjusted Gross Acres of Conservation Open Space	40.9%	30.0%	



OPEN SPACE CALCULATION

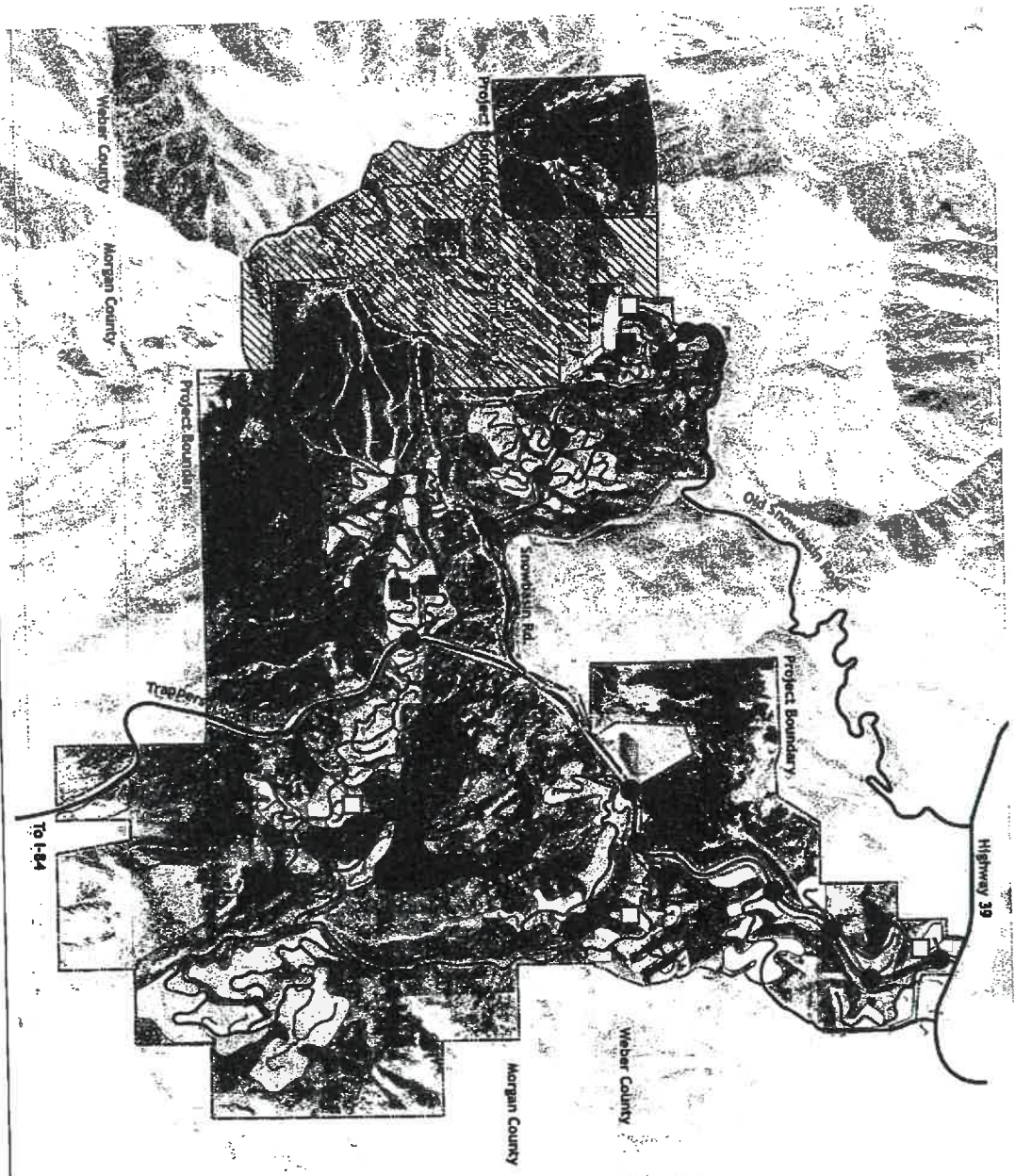
Approximately 3,800 acres of the Snowbasin Resort property are located in Weber County. In order to calculate the open space and conservation open space, the approximate 1,058 acres that slope more than 40 percent were subtracted from the total acres, resulting in adjusted gross acres of approximately 2,750 acres. Development is planned on approximately 735 acres, leaving 1,995 acres or 72.5 percent of adjusted gross acres preserved as open space. Further, approximately 1,124 acres or 40.9 percent had been preserved as conservation open space.

According to the Destination and Recreation Resort Ordinance, 60 percent of adjusted gross acres is required to be preserved open space. Additionally, 30 percent of the open space is to be preserved as conservation open space. The conservation open space preserved by the proposed Snowbasin Resort master plan is 10 percent, approximately 299 acres, above what is required, which qualified the project for the full five percent density bonus units (DBU).

- LEGEND**
- Land over 40% Slope
 - Conservation Open Space
 - Open Space
 - Development
 - Snowbasin Project Boundary
 - Snowbasin Ski Area Boundary
 - USFS Special Use Permit Area
 - Roads

Drawing not to scale

Weber County Rezoning Application



ROAD SYSTEM AND APPROXIMATE PARKING LOCATIONS

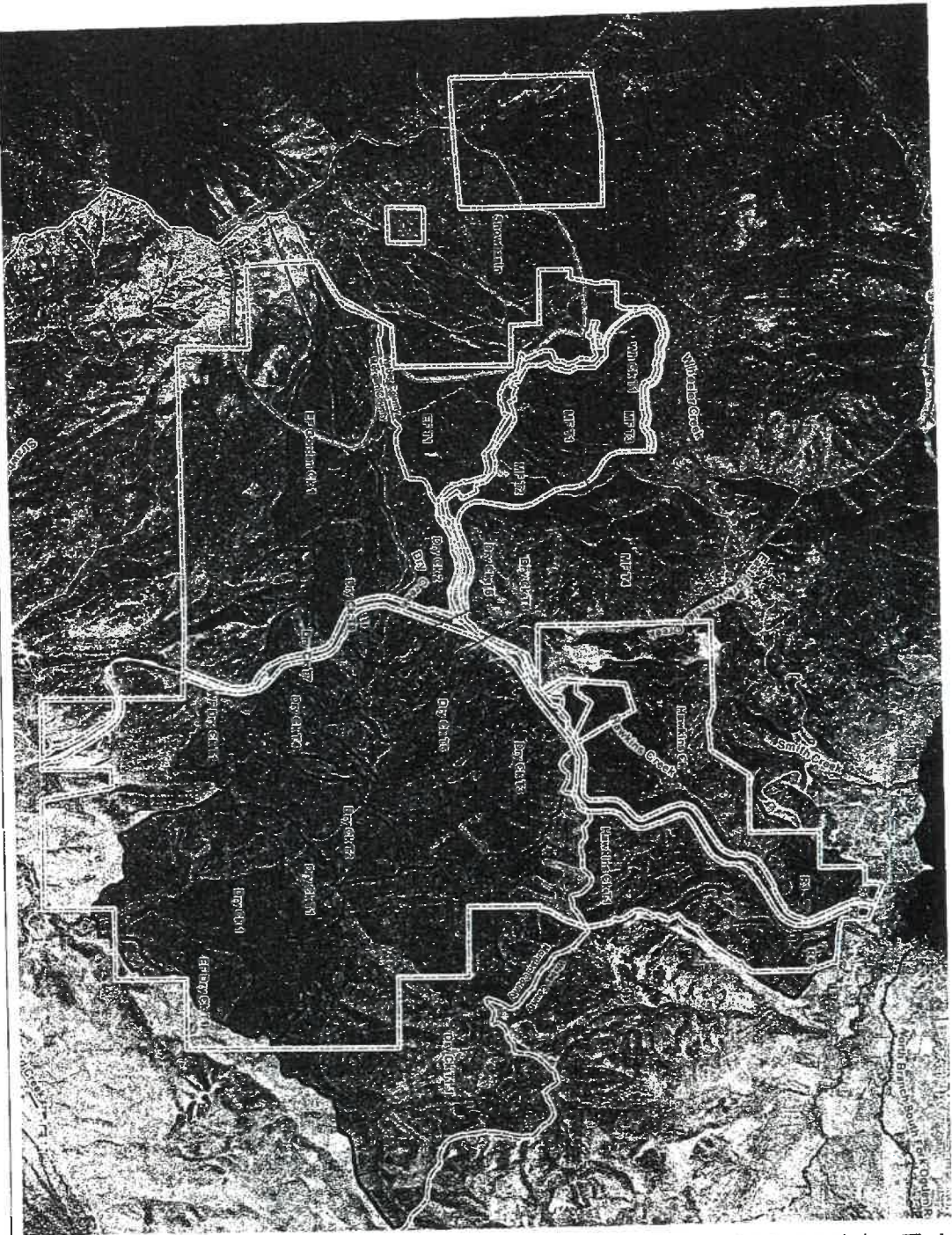
The Road System diagram illustrates the hierarchy of proposed roads within Snowbasin.

The rural major collector roads provide the primary structure for the development areas. These are the main access points from Trapsters Loop Road and Snowbasin Road. Standard residential / rural local roads are utilized in lower density areas that may also be a primary access point but are secondary to the major collector. The minor / rural other roads are used primarily in out-of-use conditions or when accessing small development pods.

Structured parking is currently planned in Area A - Earl's Village to support base-mountain requirements. Additionally, surface parking lots are tentatively planned in Area A and in Area G - The Ranch.

- Snowbasin Project Boundary
- Snowbasin Ski Area Boundary
- USFS Special Use Permit Area
- Existing Roads
- Collector/Rural Major Collector Roads
- Standard Residential/Rural Local Roads
- Minor (Private)/Rural Minor Roads
- Access from existing road
- Surface Parking
- Structure Parking

Drawing not to scale



**PROPOSED CONCEPTUAL
STORMWATER SYSTEM
HYDROLOGIC SOIL GROUP MAP**

The Conceptual Stormwater System map was created by Stanec Consulting, Inc. in June 2009 as part of an infrastructure master plan. The infrastructure master plan is based on the conceptual master plan for Snowbasin Resort at that time, which has since been revised. An infrastructure master plan is not required by Weber County for a rezoning application.

Per conversations with Curtis Christensen P.E., Weber County Engineer, Stanec provided a copy of the Snowbasin Resort Infrastructure Master Plan (Exhibit 1) in lieu of the Stormwater Narrative. The Stormwater section of the report describes Stormwater mitigation in detail.

The Hydrologic Soil Group map exhibits the different soil types within the development areas. The soil types are used to provide estimates of infiltration and runoff rates for surface water.

- Existing Ski Lifts
- Hydrologic Basins
- Snowbasin Ski Boundary
- Property Boundary
- County Boundary
- Hydrologic Soil Groups
 - B
 - C
 - D
 - W



Notes
 1. Aerial Courtesy of Utah Aerial 2009
 2. Conceptual Stormwater System Map (Infrastructure Master Plan) by Stanec Consulting, Inc. (2009)
 3. Conceptual Stormwater System Map (Infrastructure Master Plan) by Stanec Consulting, Inc. (2009)
 4. Aerial Courtesy of Utah Aerial 2009

Stanec
 Date: June, 2009

Addenda
 Weber County
 One Application
 Weber County, Utah

SNOWBOARDSIN
 A SUN VALLEY RESORT

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SNOWBOARDSIN
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SKI



SHOP



GOLF



GATHER



LIVE

SEPTEMBER 14, 2010

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INTRODUCTION/ PURPOSE

REAL ESTATE TRANSFER FEE UPDATE

DEPARTMENT OF WILDLIFE RESOURCES UPDATE

The information provided in this Addendum is in response to requests made by the Ogden Valley Planning Commission and Weber County staff during the public hearing held on August 4, 2010 as well as subsequent requests from staff. The rezoning application for Snowbasin Resort was tabled during this meeting in order to allow time for the Snowbasin applicant team and Weber County planning staff to revise plans, conduct conversations and do additional research.

ADDITIONAL INFORMATION (REQUESTED BY OVP/ AND/OR WEBER COUNTY STAFF):

1. Application and implementation of Density Bonus Units, Item #7.

This provision reads: "Establishment, promotion and implementation of an innovative program or project that substantially furthers the Ogden Valley community interests and objectives as specifically referred to in the Ogden Valley General Plan; up to thirty (30) percent bonus may be granted."

The intent of the applicant is to create a real estate transfer fee (RETF), established through a covenant on the land, which would be collected each time a residential lot, home or unit was sold. The proceeds of these transactions are intended to go to a not-for-profit organization that would distribute monies to appropriate entities to purchase land for conservation in the valley floor, provide recreation in the valley and in the resort for the community (i.e., parks, trails), and other elements that would further the Ogden Valley community interests and advance the goals of the Ogden Valley General Plan. In the first quarter of 2010, the Utah State Legislature passed State Bill 161, which precludes the use of real estate transfer fee revenues to be spent outside of the project boundary from which it is collected. Proceeds can be spent on facilities and programs within the project boundary.

Based on the change of law at the state level, the applicant proposes to:

- Continue to work with Weber County and the state legislature to amend SB 161 to allow RETF proceeds from residential sales at Snowbasin to be used outside of the resort property.

In the meantime, establish a not-for-profit organization (such as §91(c)(3) or §92(c)(6)) that would receive the proceeds of the RETF. The funds may be used for items within the Snowbasin property that benefit the community at large. Specific examples include items such as the construction, operations and maintenance of a community park with multi-use fields; dedicated, grade-separated bike trail from Highway 39 to Mountain Green; construction and maintenance of trail and trailheads; and other items to be determined in the future.

The State of Utah Division of Wildlife Resources (DWR) is focused in managing and protecting the state's wildlife and conserving wildlife habitat. The Snowbasin Resort Master Plan keeps 80 percent of the land as open space and clusters development in neighborhood pods, which aligns with DWR's goals of conserving wildlife habitat, including creating ample wildlife corridors between development pods. Based on conversations with DWR, Snowbasin will:

- Notify buyers that they are living in an area that they share with wildlife. Through a plat note or provision in CC&Rs, let people know that wildlife is in the area and may, at times, be a nuisance.
- Consider constructing one or more of the golf courses certified by Audubon International.
- Acknowledge that wildlife including elk, deer and geese can damage golf courses and should create a maintenance budget for the golf courses that reflect this.
- Site trails with sensitivity to wildlife. The outcome maybe fewer trails than are reflected on the Trail System Plan in the application.
- Use bear-proof trash receptacles, as needed.
- Properly store hay at equestrian center.
- Work with DWR in future phases of the development to best determine how to accomplish the development and protect or enhance key wildlife habitat.

PUBLIC ACCESS TO RECREATION FACILITIES

A certain number of the recreational activities indicated on the Recreation Facilities Plan in the Weber County Rezone Application dated May 6, 2010 are intended to be open to the public. These facilities include skiing; snowshoeing; snowboarding; ice skating; pond fishing; one or more spas; tennis; one or more events plazas; sledding/tubing; outdoor amphitheater; the walking, hiking, biking and equestrian trails; and one or more golf courses.

PUBLIC PARKING IN OGDEN OPPORTUNITIES

Kent Lyons, General Manager of Snowbasin Resort, explored options for a shared parking lot in Ogden for Snowbasin Resort employees on September 8, 2010. Lyons first spoke with John Patterson, Ogden City Manager, and learned that there is limited parking (20 spaces) available at the lot at the base of the Ogden Canyon. Patterson suggested that Lyons speak with the King family who owns adjacent unimproved land that adjoins the city property as well as the Rainbow Gardens at the canyon mouth, which has excess parking. Patterson also suggested Lyons speak with the Hill family, owners of the Timberline Restaurant and Steakhouse.

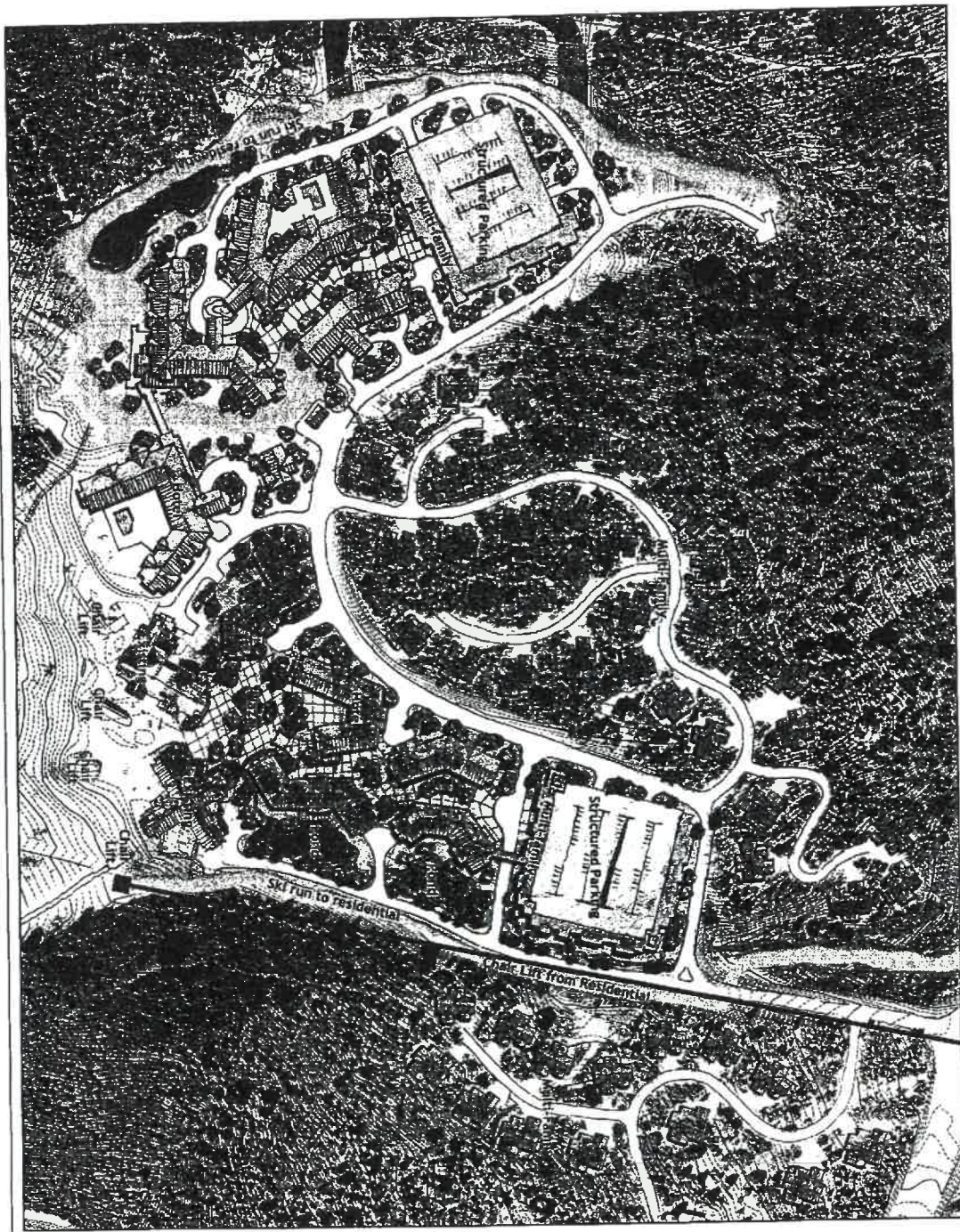
Lyons spoke with Dean Hill, one of the owners of Timberline and learned that there is excess parking at the restaurant and they are willing to allow employee parking at the back end of the lot. While the issue of snow plowing during a daytime storm needs to be explored, both parties are confident it could be worked out satisfactorily. Since the restaurant does not open until 5:00 p.m. and employees would generally be out of the parking lot by 5:00 p.m., the timing would work well. Additionally, both parties believe that providing employee parking will benefit the restaurant by generating additional business for the restaurant.

Kent Lyons and the Snowbasin team will continue to explore this issue and will work with the owners of the Timberline to secure employee parking area.

HUNTSVILLE UPDATE

On August 19, 2010, Kent Lyons—General Manager of the Snowbasin Ski Resort, and Clint Eastign—Senior Vice President of The Sinclair Companies, met with officials from the Town of Huntsville for an informal review and discussion on the town's future plans. Town officials were Mayor Jim Treitt, and Planning Commission Chairman, Ron Gaul. Discussion centered on Huntsville's plans to consider annexation of certain areas, and the future expansion/development of a commercial core to increase tax revenues to the town. Huntsville officials asked Snowbasin to keep an open mind on the possibility of annexing into the town the commercial part of the resort's proposed rezone (at the intersection of Trapeze Loop Road and Highway 39). Without annexation, town officials expressed concern about Huntsville's ability to attract business that may compete with Snowbasin's future commercial development at the intersection. They also indicated annexation of this Snowbasin parcel would provide the option for Huntsville to continue offering annexation to property owners located west of the intersection.

Snowbasin indicated it had already reduced by half the original commercial footprint of the resort at the intersection in response to the community's concerns. Further, Snowbasin felt it was premature to discuss annexation at this time, and that it was important to continue open dialogue and coordination of future plans to advance the best interests of the Town of Huntsville, the Snowbasin Resort, and the public.



AREA A VILLAGE CONCEPT PLAN

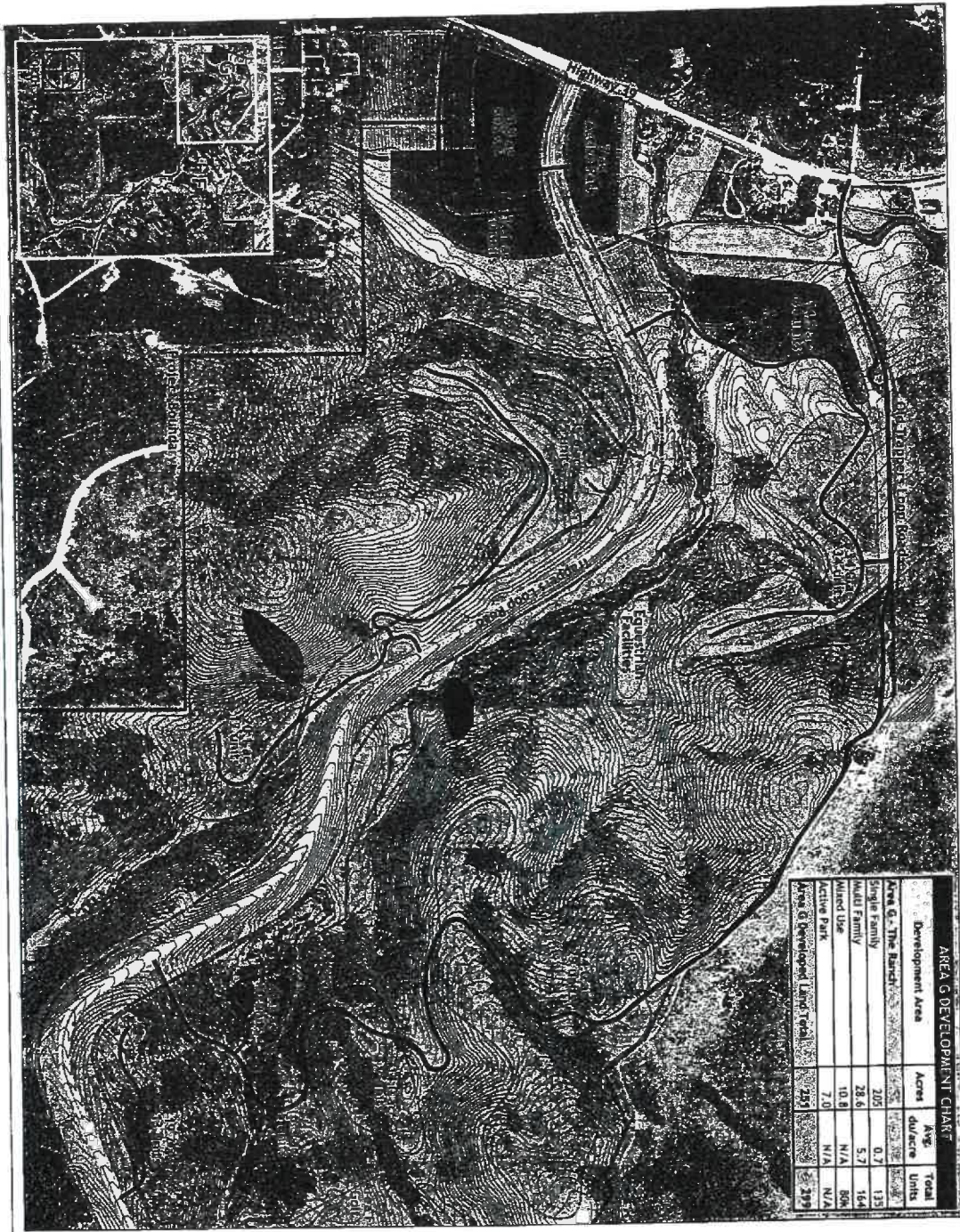
This conceptual plan for Area A provides a vision for development in the area. It is not intended to be viewed as the site plan by which all future applications are judged. The purpose of this concept plan is simply to help the owner better understand the vision. The layout, building footprint, etc. are conceptual only. The site plan for the village will be completed in the future and will be reviewed by visitor and buyer preferences, hotel and real estate economics, etc. It is imperative the applicant be allowed the flexibility in the future to react to such changes.

The vision for Area A as a portal to the ski mountain is to create a vibrant village at the base of and may include the following:

- The surface parking lots that exist today will, over time, be replaced by structured parking. The parking garage is envisioned to be integrated with condominiums or other uses to improve the aesthetics of the building.
- A retail-lined walkway may include a variety of restaurants, retail stores and services such as flower walk, coffee, fine dining, bars, coffee shops, sporting goods and clothing stores, and gift shops. This area may become meeting places for visitors and residents to gather after a day on the mountain and can also serve as an events plaza for concerts and other events.
- It is envisioned that a hotel or hotels may be located in the village. The hotel will most likely desire a location close to the base of skiing.
- The architectural vernacular of the proposed buildings is not determined at this time but is expected to incorporate natural colors and materials. The mass and scale of the village is envisioned to range from three to six stories, although one or two more iconic (cultural) buildings may be designed.
- Townhomes and condominiums will provide a variety of residential options and price points for year-round residents and visitors. The northwestern townhome development may include a chair lift for skiers and ski-out access to and from the village.
- The village could be expanded to the area of the current western parking lot. The mix of uses, mass and scale will be at the same level as the proposed eastern village area.
- In order to create a year-round destination resort, recreational activities will include the current winter sports such as skiing and snowboarding, while ice skating, snowshoeing and tubing/shedding may be added. Summer activities may include hiking/biking, trout fishing, one or more events plazas, municipal town and interpretive information.
- The conceptual plan for the hiking/biking trails is intended to connect the area within the Schoharan Resort with each other and to the regional trails located within the valley. As development occurs and more detailed plans are developed, the trails plan will be refined to maximize connectivity and accessibility.

NOTE: This plan is conceptual. It is not intended to show actual building footprints or configuration.





AREA C DEVELOPMENT CHART

Development Area	Acres	Avg. du/acre	Total Units
Area G, The Ranch	205	0.7	135
Single Family	28.6	5.7	164
Multi Family	10.8	N/A	808
Mixed Use	7.0	N/A	N/A
Active Park			
Area G Development Land Total	251		209

REVISED AREA C LAND USE PLAN WITH AERIAL

Based on comments and feedback during previous Ogden Valley Planning Commission meetings, the applicant team has reviewed and modified plans for this area. The Ranch provides goods and services for residents and visitors, an important entrance to Snowbasin, and a gateway to Ogden Valley. In order to preserve some of the agrarian character within this area, the mixed-use space at the intersection of Highway 39 and Trappers Loop Road has been reduced by 50 percent to approximately 80,000 square feet and limited to the southwest corner of the intersection.

Also, in response to a strong desire for a park in the valley, an area has been set aside for an active park. The park may include picnic areas, playground and active recreation fields. The plan retains the ability to provide multi-family units with walkable access to the trail scores and the park.

LEGEND

- Single Family
- Multi Family
- Mixed Use
- Parks and Open Space
- Landslide Hazard
- Stream
- Proposed Road

NORTH

0 200' 400' 800'

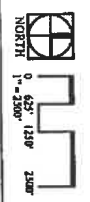
Weber County Rezone Application Addendum #1

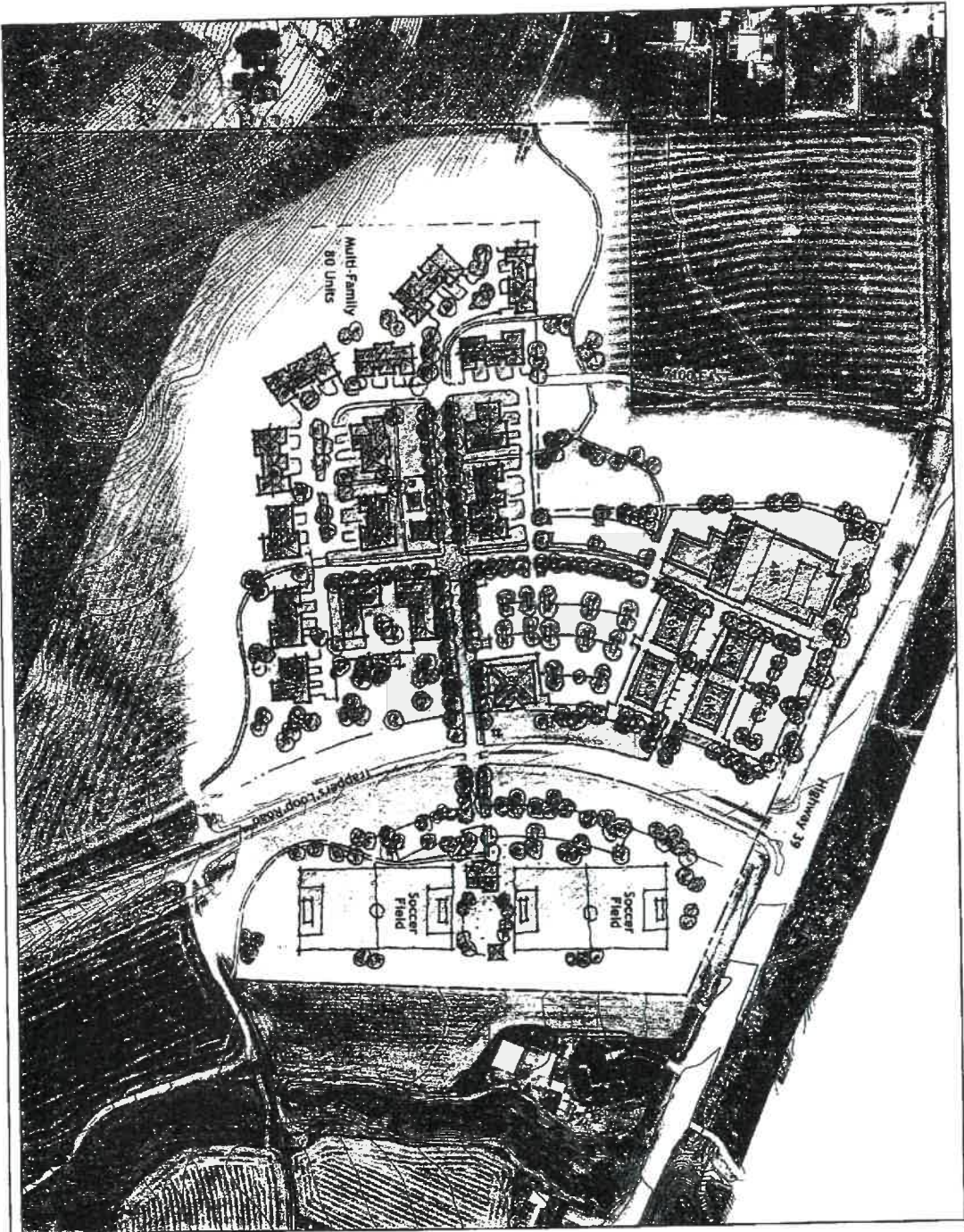


WEBER COUNTY LAND USE PLAN

November 5, 2010

- ■ ■ ■ Snowbasin Project Boundary
- · · · Snowbasin Ski Area Boundary
- ▨ USFS Special Use Permit Area
- Roads
- Single Family residential
- ▤ Multi-family residential
- ▥ Condominiums
- ▧ Mixed-use development
- ▩ (Areas D and F) Golf and Golf Infrastructure
- (Area G) Community Park





REVISED AREA G MIXED USE VILLAGE CONCEPT PLAN

This concept plan for Area G provides a vision for development in the area. It is not intended to be viewed as the site plan by which all future applications are judged. It is for illustrative purposes only. The revised concept development plan will be completed in the future, when the owner understands tenant, tenant design criteria, market demand, etc.

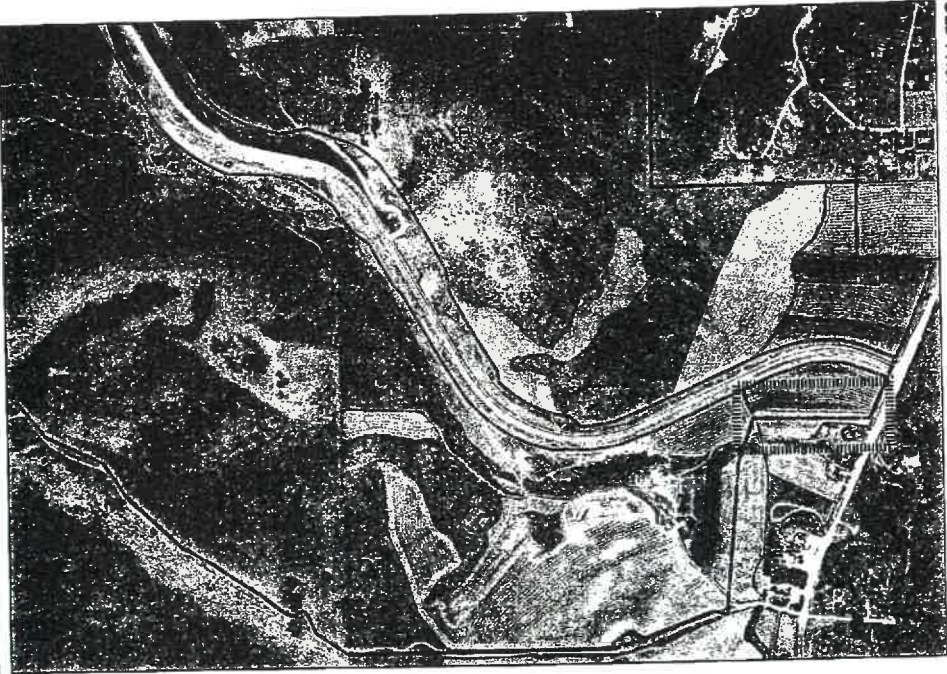
Area G is envisioned to be a gateway to Snowbasin from the north and a gateway to the Ogden Valley from the south. The intent is to provide goods and services for Ogden Valley residents, Snowbasin guests and residents and is envisioned to include the following:

- An area on the southeast corner of the Trapper Loop Road/ Highway 39 intersection for a community park. This area could accommodate two soccer fields, picnic area, playground and parking. This park land provides recreational opportunities requested by the community as well as preserves the view corridor to the Pioneer Reservoir.
- The southwest corner has been identified as a mixed-use area, which may include community retail including a grocery store, restaurants and other goods and services for residents and visitors. This area may also include residential and office adjacent to or above retail, providing activity and vibrancy to the area. The multi-family residential units located just south of the multi-use center and community park provide valuable access to both retail and recreational facilities.
- The southern portion of Area G proposes single family homes on large one-to-two acre lots. These lots provide dramatic views to Pioneer Reservoir and the surrounding mountain range.
- The architectural vernacular of the proposed buildings will be in keeping with the surrounding area. The mixed-use village may include buildings with ranch-style architecture. The massing and scale of the area will fit the context of the surrounding landforms.

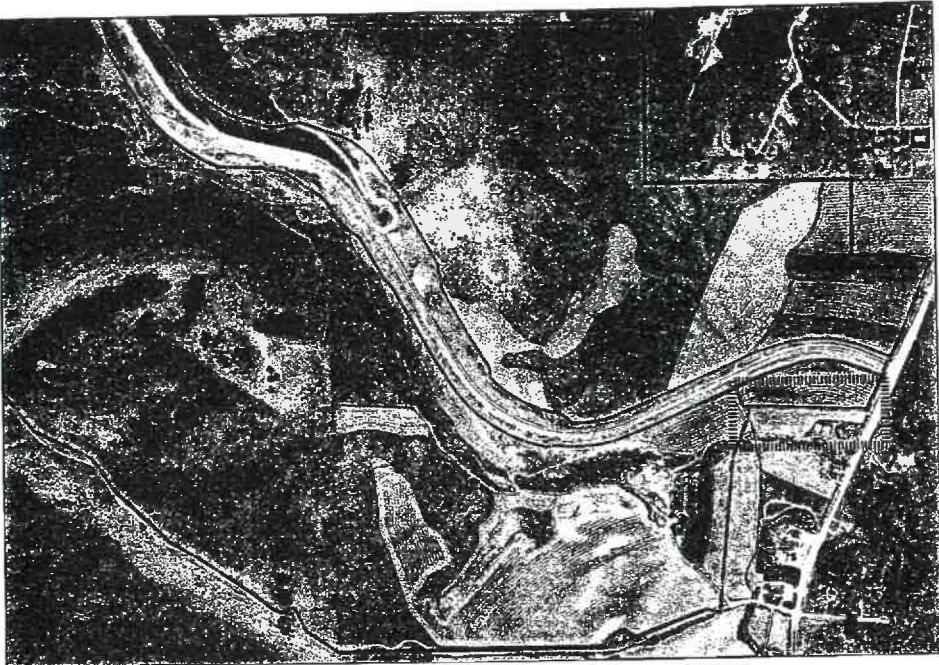
NOTE: This plan is conceptual. It is not intended to show actual building footprints or configuration.



OLD PROPERTY BOUNDARY



REVISED PROPERTY BOUNDARY



REVISED EASTERN BOUNDARY

The change to the eastern property boundary in Area Q is applicable to all diagrams and plans in the Snowbasin Weber County Rezoning Application dated May 6, 2010.



Indicates area where Property Boundary has been revised

FHU TRANSPORTATION MEMO RESPONSE TO UDOT COMMENTS



FELSBERG
HOLT &
ULLEVIG

engineering paths to transportation solutions

September 7, 2010

MEMORANDUM

TO: Mr. Tommy Vigil, UDOT
FROM: Jeff Ream, P.E., PTOE, Felsburg Holt and Ullevig
SUBJECT: Response to UDOT comments on the Snowbasin Traffic Study
 FHU Reference No. 08-299-01

This memo addresses the comment provided in the June 22, 2010 letter from the Utah Department of Transportation (UDOT) regarding the Snowbasin Resort Master Plan Transportation Element (FHU, March 2010). The comment was as follows:

In your report, please specify when (year) and where improvements are needed. These include signals, auxiliary lanes, etc. It doesn't suffice to state that a road section or intersection will reach LOS F eventually anyway and that you are therefore absolved of mitigating the negative impact of your project to the state roads.

Pages iii through vi of the executive summary summarizes the traffic impacts at each intersection impacted by the project and identifies what improvements are needed at all locations that are projected to operate at LOS F.

Given the magnitude of this project, this master plan depicts a 50-year buildout and the exact phasing sequence and schedule is not known at this time. Therefore, we are unable to provide you with the year(s) in which the improvements are needed. Instead, for purposes of conducting the interim traffic analyses, improvements were identified based on development phases. These phases and the order do not necessarily represent actual build out. Market conditions will influence when the first phase of construction would start and what it would include.

Table 1 is a reprint of Table ES-2 on page vii of the traffic study that identifies the planned phasing for the project used to conduct interim traffic analyses to determine when the improvements are needed based on development phases.

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FHU TRANSPORTATION MEMO RESPONSE TO UDOT COMMENTS

September 7, 2010
 Mr. Tommy Vigil
 Page 2

Table 1. Transportation Analysis Development Phasing

Phase	Proposed Snowbasin Resort Development
1-3	135 Single Family Homes 50 Condominiums 358 Townhomes 150 Hotel Rooms 131,00 SF Commercial Additional Mountain Usage: 660 Skiers
4-6	355 Single Family Homes 488 Condominiums 1,373 Townhomes 300 Hotel Rooms 276,000 SF Commercial Additional Mountain Usage: 2,460 Skiers
7-16 (Build-Out)	916 Single Family Homes 806 Condominiums 2,700 Townhomes 450 Hotel Rooms 392,000 SF Commercial Additional Mountain Usage: 4,620 Skiers

Table 2 is an expanded version of Table ES-3 in the traffic study (page viii) and includes 1) the appropriate development phase that triggers the need for an improvement, 2) the Saturday morning and Saturday afternoon levels of service prior to installing the improvement (since Saturday represents peak conditions), 3) the nature of the improvement, and 4) the level of service at buildout of Snowbasin with the improvement in place. For unsignalized intersections, the level of service has been reported for the movement with the poorest operation and for signalized intersections the overall level of service has been reported.

The following highlights key intersection improvement information in the table:

- At the I-84 off-ramp, the northbound movement in the morning would operate at LOS F and the southbound movement in the afternoon would operate at LOS E. Both of these movements are forecast to have extremely low volumes, however (five vehicles per hour southbound and less than five vehicles per hour northbound), because there is virtually no development or developable land south of the interstate, the volume to capacity ratio for both movements would be less than 0.1, and the 95th percentile queues for each would be less than one vehicle, so based on those measures, no improvements would appear necessary at the intersection.
- The SR-167 / C/D1 intersection would be the entrance to the new Snowbasin base area. Left and right turn deceleration and acceleration lanes should be included in its initial construction, and the location should be signalized at the end of Phase 6 to accommodate the steady buildout of that base area.
- The SR-167 / G1 intersection would be the main access to the retail center and residential development planned near the SR-167/SR-39 intersection. Left and right turn deceleration and acceleration lanes should be included in its initial construction, and the location should be signalized at the end of Phase 6 to accommodate the completion of the retail square footage in the shopping area.

FHU TRANSPORTATION MEMO RESPONSE TO UDOT COMMENTS

September 7, 2010
 Mr. Tommy Vigil
 Page 3

Table 2. Roadway Improvement Schedule

Location	Development Phase	AM/PM Level of Service	Improvement	Buildout LOS with Improvement
I-84 Off Ramp at Old Trappers Loop	Buildout	LOS E/F (SB LTR/NB LT)	None ¹	LOS E/F (SB LTR/NB LT) ¹
I-84 On Ramp at Old Trappers Loop	Buildout	LOS C/B (NB)	None	LOS C/B (NB)
SR-167 / Old Trappers Loop Highway	4-6	LOS F/F (SB LT)	Signalize, lengthen EB LT lane	LOS B/C
SR-167 / CD1 (New Intersection)	When Built	N/A	LT, RT accel/decel lanes on SR 167	LOS B/C
	4-6	LOS F/F (EB)	Signalize	LOS A/B
SR-167 / SR-226	4-6	LOS F/F (EB)	Signalize, lengthen all turn lanes	LOS A/B
SR-167 / D2 (New Intersection)	When Built	N/A	LT, RT accel/decel lanes on SR 167	LOS B/C (WB LT)
SR-167 / E/F1 (New Intersection)	When Built	N/A	LT, RT accel/decel lanes on SR 167	LOS B/C (WB LT)
SR-167 / G4 (New Intersection)	When Built	N/A	LT decel lane on SR 167	LOS C/D (WB LT)
SR-167 / G3 (New Intersection)	When Built	N/A	LT decel lane on SR 167	LOS C/E (EB LT) ¹
SR-167 / G2 (New Intersection)	When Built	N/A	LT decel lane on SR 167	LOS D/E (WB LT) ¹
SR-167 / G1 (New Intersection)	When Built	N/A	LT, RT decel lanes on SR 167	LOS B/C (WB LT)
	4-6	LOS F/F (EB, WB)	Signalize	LOS A/A
SR-167 / SR-39	1-3	LOS F/F (NB)	Signalize, lengthen all turn lanes	LOS B/B
SR-39 / Old Trappers Loop Road	Buildout	LOS C/E (NB LT)	WB, NB LT lanes	LOS C/E (NB LT) ¹
SR-39 / SR-226	Buildout	LOS B/B (NB)	None	LOS B/B
SR-39 / SR-158	1-3	LOS F/F	Signalize	LOS B/D
	Buildout	LOS E/F	ATMS System	LOS E/E ²

1. Traffic volumes on these movements would be five vehicles per hour or less in the peak periods, the volume to capacity ratio for the movements would be less than 0.1, and the 95th percentile queues for each would be less than one vehicle, so based on those measures, no improvements would appear necessary at the intersections.

2. The PM level of service assumes that the ATMS system would shift half of the Ogden-bound Powder Mountain traffic away from SR-158 and to SR 39 through Huntsville

- At the SR-167/G3, SR-167/G2 and SR 39/Old Trappers Loop Road intersections, the outbound left turns from the side streets would operate at LOS E on Saturday afternoon. Traffic volumes for all three of these movements would be five vehicles or less during those peak hours, the volume to capacity ratios for each would be less than 0.1, and the 95th percentile queues for each would be less than one vehicle, so based on those measures, no improvements would appear necessary at all three locations.

FHU TRANSPORTATION MEMO RESPONSE TO UDOT COMMENTS

September 7, 2010
Mr. Tommy Vigil
Page 4

- The SR-39 / SR-158 intersection serves as a part of the access route to the Powder Mountain Ski Resort. A signal was identified for this location as part of the *Powder Mountain Ski Resort Traffic Impact Study*, since that resort has a much more significant impact on traffic operations there (very little Snowbasin traffic would use this intersection, particularly the SR-158 approach). Based on the interim analysis assumptions in the traffic study, that signal would be needed by the completion of Snowbasin Phase 3. The signal would work adequately until buildout of Snowbasin and Powder Mountain, when the intersection would again operate at LOS F on Saturday afternoons only. The *Powder Mountain Ski Resort Traffic Impact Study* identified a public awareness campaign and alternate route identification using an ATMS system to reduce delays at the intersection to address this congestion in the long term. The proposed system would provide automated signs that notify drivers prior to the SR-158 / SR-162 intersection that the SR-39 / SR-158 intersection is experiencing an overcapacity condition, and suggest the alternate route. The system would be triggered by queue detectors at the SR-158 / SR-39 intersection. A successful ATMS system that re-routes up to 50 percent of Ogden-bound traffic on Saturday afternoons away from SR-158 and onto SR-39 through Huntsville would help balance delays between the southbound SR-158 approach and the westbound SR-39 approach, and improve operations there to LOS E. It should also be noted that if the planned growth at Powder Mountain does not occur, the intersection would operate at LOS C on Saturday afternoons at buildout of Snowbasin.

I trust the above information is sufficient for you to complete your review of the project. If you have any comments or questions, or need additional information, please give me a call at (303) 721-1440.

FHU TRANSPORTATION MEMO CLARIFICATION FOR WEBER COUNTY



FELSBURG
HOLT &
ULLEVIG

engineering paths to transportation solutions

September 9, 2010

MEMORANDUM

TO: Ms. Terri Harrington, LEED AP, Design Workshop
FROM: Jeff Ream, P.E., PTOE, Felsburg Holt and Ullevig
SUBJECT: Clarifications for Weber County on the Snowbasin Traffic Study
 FHU Reference No. 08-299-01

This memo addresses the comments provided by Scott Mendoza of Weber County in your August 3, 2010, August 16, 2010 and September 1, 2010 e-mails regarding the Snowbasin Resort Master Plan Transportation Element (FHU, March 2010).

Questions from August 3, 2010 e-mail

1) Area A: The number of units in the transportation study is 200 less than the number of units submitted in the application. Given the nature of the homes in Area A, is 200 units significant to the study?

Depending on their nature, 200 additional units in Area A would add between 600 and 1,000 trips per day to the base area (500 if they are all private units, 1,000 if they are all rental), and 50 to 100 trips to the Saturday afternoon peak hour. This represents about a 5 to 10 percent increase in traffic from the ABC base areas, which is not likely to change any of the study recommendations (the signal at the entrance to the A base area operates at LOS A/B so adequate capacity is available to handle the additional traffic).

2) Area G: The number of units in the transportation study is 115 less than the number of units submitted in the application. Again, is this significant to the study?

Since this question was submitted, the development plan for Area G has been revised and now reflects less commercial space than included in the transportation study. Therefore, this question is no longer valid.

3) How does or does the model for the transportation study deal with lockouts? This was a very sensitive issue for Powder Mountain.

The study assumed a mix of rental and private units in each area as well as different occupancies for each ownership type, all of which is documented Table 4 of the traffic study (page 12). It did not make any assumption for lockouts but accurately reflects anticipated occupants and occupancy per unit.

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FHU TRANSPORTATION MEMO CLARIFICATION FOR WEBER COUNTY

September 9, 2010
 Ms. Terri Harrington
 Page 2

Questions from August 16, 2010 e-mail

How does the following alternate development plan for Area G affect trips from that parcel:

Land Use	Current Traffic Study	Alternate Development
Single Family Homes	98 Units	135 Units
Townhomes	84 Units	164 Units
Retail	95,000 SF	32,000 SF
Grocery	45,000 SF	48,000 SF

The alternate development plan above would reduce the number of trips generated by Area G by approximately 2,700 trips per day and 270 trips during the Saturday afternoon peak hour.

Please provide more details about the volumes used to calculate the 0.7 volume-to-capacity ratio for the downhill direction of SR-167 north of Snowbasin.

The 0.7 volume to capacity ratio for the northbound (downhill) direction of SR 167 north of Snowbasin represents conditions on Saturday afternoon and includes traffic generated by buildout of Snowbasin, buildout of Powder Mountain, and other background traffic that is not associated with those ski areas. The exact breakout is as follows:

Traffic Component	Volume	Percent of Total
Buildout of Snowbasin	780	73 percent
Buildout of Powder Mountain	170	16 percent
Other background traffic	120	11 percent
Total	1,070	

Questions from September 1, 2010 e-mail

Report page ii, 3rd paragraph, #2 - number of day skiers coming from Ogden, SLC and other off-mountain area remain the same as today. Scott Mendoza pointed me in the direction of Envision Utah, which indicates that the population in Wasatch Region (per Wasatch Regional Council) is expected to continue to grow. Will this information change your assumption?

While the overall number of skiers coming from off-mountain won't change, the study did assume that some growth in day-skier traffic will occur because it is anticipated that some of the current Snowbasin day skiers will buy houses or stay in the rental properties within the resort once they become available. When they do, those skiers are shifted from the day skier count to the on-mountain skier count, but the study also assumed that for every day skier who buys property and becomes a resident-skier, a new day skier would take their place, and these new day skiers would come from the growing population in the SLC basin. Similarly, the study anticipated that the additional population in the SLC basin will be a major target market for the on-mountain properties; i.e., they would day-ski at various resorts when they first move to the area, decide that Snowbasin is their favorite, and buy or rent property there. These patrons wouldn't necessarily show up in the day skier count, but they do represent an additional part of the growth anticipated in the SLC basin. So with these two assumptions the study has accounted for the Wasatch Front growth.

FHU TRANSPORTATION MEMO CLARIFICATION FOR WEBER COUNTY

September 9, 2010
Ms. Terri Harrington
Page 3

In the bigger picture, Snowbasin would grow from 3,700 weekend skiers today to 8,500 at buildout from the area, which, if it is assumed that Snowbasin would be built out in 2040 (to be consistent with the Wasatch Front forecasts), represents an annual skier growth of 2.5 percent per year. Since this is higher than the 1.5 percent growth forecast for the SLC basin, it can therefore be stated that the study accommodated both planned local growth as well as growth from additional tourist/second homeowners from outside the SLC area.

The County is concerned that we will not get the first curb cut off Trappers Loop Road and Hwy. 39. Can you let me know your thoughts based on UDOT requirements for length between curb cuts?

Trappers Loop Road is UDOT Access Category R-R, which means 500-foot spacing between access points, and a minimum access spacing of 660 feet from an intersection, so the County is correct that the first curb cut would not meet UDOT requirements. In FHU's opinion, it may be possible to negotiate an access at that first driveway if movements there restricted to right in/right out only.

It should also be noted that UDOT has a minimum signal spacing of 2,640 feet for Access Category R-R facilities, which means there will need to be some negotiations with UDOT for a signal at the second Area G access. Similarly, there will need to be some negotiations with UDOT for traffic signals at both Snowbasin entrances because the access to the new base area would be less than 2,640 feet from the existing resort access intersection.

I trust the above information is sufficient for the County to continue their review of the project. If you have any comments or questions, or need additional information, please give me a call at (303) 721-1440.

EXHIBIT C

SNOWBASIN RESORT
MASTER PLAN
TRANSPORTATION ELEMENT

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FHU REFERENCE NO. 08-299-01
MARCH 2010

**SNOWBASIN RESORT
MASTER PLAN
TRANSPORTATION ELEMENT**

Prepared for:

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**FHU Reference No. 08-299-01
March 2010**

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EXECUTIVE SUMMARY

This report summarizes the transportation impacts associated with the proposed Snowbasin Resort Master Plan. The report includes an analysis of build-out conditions for a typical weekday and peak Saturday during ski season at the proposed resort. In addition to the buildout analysis, an analysis of intermediate development steps was also conducted to identify when the various identified roadway improvements would be needed, so that the road system would continue to provide adequate operations as the development progresses toward completion.

The Snowbasin Resort Master Development Plan Update was completed in February 2010, and defines the operational improvements anticipated for Snowbasin going into the future. The Development Plan was developed alongside the Snowbasin Area Plans, which were completed in May 2008 and updated in January 2010. Together, these documents represent a vision for the transformation of Snowbasin Resort from a day-skier destination to a year-round resort.

Snowbasin is located in the Wasatch Mountains east of Ogden, Utah. The resort currently focuses around Earl's Lodge, which is accessed via Snowbasin Road (SR-226). Snowbasin Road intersects Trappers Loop Road (SR-167), which provides access north to Huntsville and Ogden (via Ogden Canyon Road (SR-39)) and south to Salt Lake City (via Interstate 84). Much of the property along Trappers Loop Road and Snowbasin Road is within the ownership boundary of the Snowbasin Resort Company. The Snowbasin Resort Master Plan proposes strategic development of these lands, with care taken to preserve the natural beauty, view corridors, and sensitive lands within the region.

The proposed development would expand the Earl's Lodge base area and construct a second resort base in the Strawberry Park area, with ski lift and gondola connections between the two areas. These bases would be developed as mixed-use villages, complete with lodging, retail, restaurants and skier support services. Residential neighborhoods with a mix of townhomes, condominiums and single family homes would be built around both base areas, as well as on the east side of Trappers Loop Road opposite the ski area. A residential and commercial development would also be developed at the north end of Trappers Loop Road near the SR-39 intersection to serve resort guests and the Ogden Valley community. Finally, a smaller residential development may be built on the northwest side of the Pineview Reservoir.

Together, these general development areas have been divided into seven development areas, labeled A thru H for design and planning consideration. Table ES-1 lists the various land uses planned for each development area.

Table ES-1. Snowbasin Development Area Land Uses

Land Use	Size								Total
	A	B	C	D	E	F	G	H	
Single Family (du ¹)	---	136	185	280	157	60	98	---	916
Townhome (Rent) (du ¹)	380	---	155	121	---	---	---	---	636
Condominium (Rent) (du ¹)	360	---	155	121	---	---	---	---	636
Townhome (Private) (du ¹)	439	382	652	331	---	126	84	50	2,064
Condominium (Private) (du ¹)	170	---	---	---	---	---	---	---	170
Hotel (rooms)	150	---	150	150	---	---	---	---	450
Retail (ksf ²)	76	---	101	75	---	---	140	---	392

1. Dwelling units
2. 1,000 square feet

Due to the large scale of the project, a broad view of the traffic impacts was taken for the Master Plan. The traffic analysis assessed highway operations on Trappers Loop Road from the I-84 interchange to Ogden Canyon Road and Ogden Canyon Road between Trappers Loop Road and SR-158, as well as major intersections along both roads.

Existing traffic counts were taken on the Thursday and Saturday of the Martin Luther King, Jr. holiday to capture volumes on a typical winter weekday and a peak weekend ski day. Future background traffic projections throughout the study area were derived from these counts, historic Utah Department of Transportation (UDOT) average daily traffic (ADT) counts, and traffic projections from the *Powder Mountain Ski Resort Traffic Impact Study* (Fehr & Peers, 2005).

The Master Plan trip generation is based on trip rates published in *Trip Generation, 8th Edition* (Institute of Transportation Engineers, 2008), the nationally recognized standard, and utilizes trip-making assumptions that are based on observations from several other ski areas in the western United States. Two additional key trip-making assumptions were used to develop traffic projections: 1) the commercial development at the resort functions primarily as a service to day skiers, resort guests and local residents, so the majority of commercial trips would remain internal to the resort, and 2) as the resort grows, the number of day skiers coming from Ogden, Salt Lake City and other off-mountain areas will generally remain the same as today; i.e., the increase in skiers on the mountain would be a result of the increased number of guests and residents staying at the resort rather than from more day visits from the Salt Lake Basin.

Resort Trip Generation
(Refer to Tables 6 and 7)

The following highlights the results of the resort trip generation analysis for the winter season:

- Overall, the resort would generate approximately 30,200 vehicle trips on a peak weekend ski day. Of these, approximately 11,200 trips are generated by the development in and around the ski area (development areas A, B and C on the west side of Trappers Loop Road), 5,500 trips are generated by the residential development east of the ski area (development areas D, E, and F on the east side of Trappers Loop Road), 13,400 trips are generated by the predominantly retail development at the Ogden

Canyon Road/Trappers Loop Road intersection (development area G), and 140 are generated by the reduced residential development at the Pineview Reservoir (development area H).

- On weekdays, the resort would generate approximately 17,700 vehicle trips. Of these, Area ABC generates 5,800 trips, Area DEF generates 2,900 trips, Area G generates 8,900 trips and Area H generates 75 trips.
- An internal shuttle service between the ski area bases and the residential developments in Areas ABC and DEF would be available so resort guests won't need to rely on their personal vehicle to access the ski area. The shuttle is anticipated to reduce vehicle travel within and between those areas by approximately 4,100 trips per day on the weekend and 2,700 trips on the weekday.
- The retail in Area G would primarily provide additional commercial services for resort guests and residents (e.g., a grocery store, office space, etc.), but would also provide a shopping destination that would appeal to residents living elsewhere in the community. It is anticipated that on the weekends approximately 60 percent of the retail trips generated by Area G would come from the other resort areas (ABC, DEF and H) with the remaining demand fulfilled by residents of Huntsville and Mountain Green. On weekdays approximately 40 percent of the retail traffic would be from the resort and 60 percent from Huntsville and Mountain Green.

Traffic Impacts

The following highlights the results of the intersection and highway level of service analyses, and the recommended improvement measures identified from these analyses:

Existing Intersections (listed from south to north)

I-84 Off Ramp to Old Trappers Loop Highway

In the morning at this intersection the northbound movement would operate at LOS F and in the afternoon the southbound movement would operate at LOS E. Both of these movements are forecast to have extremely low volumes, however (five vehicles per hour southbound and less than five vehicles per hour northbound), because there is virtually no development or developable land south of the interstate, so no improvements to the existing lane geometry are recommended at this location.

I-84 On Ramp from Old Trappers Loop Highway

At this intersection the northbound movement would operate at LOS C in the morning and LOS B in the afternoon. These represent acceptable levels of service, so no improvements to the existing lane geometry are recommended at this location.

It should be noted that UDOT is considering replacing the current split diamond configuration of the I-84 Mountain Green interchange with a full diamond interchange somewhere between the two existing overpasses. Morgan County and Mountain Green both support the proposed concept and Snowbasin Resort supports the idea as well, recognizing that it is not required for development at Snowbasin. However, it should be noted that the current interchange configuration adequately accommodates Snowbasin traffic and that development of the resort is not dependent on interchange improvements.

Trappers Loop Road (SR-167) / Old Trappers Loop Highway

This intersection near Mountain Green would operate at LOS F in the long-range future, either with or without the Snowbasin Resort development. A signal was identified for this location as part of the *Powder Mountain Ski Resort Traffic Impact Study*, and therefore was assumed to be implemented in the background analysis. With a signal and the addition of Snowbasin buildout traffic, the intersection would operate at LOS B in the morning and LOS C in the afternoon. No additions to the current lane geometry would be required, but the eastbound left turn lane would need to be lengthened to accommodate the increased traffic volumes for that movement.

SR-167 / SR-226

This intersection currently serves as the primary access to Snowbasin Resort. In the future, the intersection would provide the primary access to Areas A and B, including the Earl's Lodge base area, which includes one of the main parking lots for day skiers. The intersection would require signalization by build-out of the resort and would operate at LOS B or better with a signal during both the morning and afternoon peak periods. No additions to the current lane geometry would be required, but each of the existing turn lanes (northbound left, southbound right and eastbound left) would need to be lengthened to accommodate the increased traffic volumes at the resort.

SR-167 / SR-39

This intersection at Huntsville would operate at LOS F in the long-range future either with or without the Snowbasin Resort development. A signal was identified for this location as part of the background analysis. With a signal and the addition of Snowbasin traffic the intersection would operate at LOS B during both the morning and afternoon peak periods. No additions to the current lane geometry would be required, but each of the existing turn lanes (northbound left, eastbound right and westbound left) would need to be lengthened to accommodate the increased traffic volumes for those movements.

SR-39 / SR-226

This intersection provides access to residences along Old Snowbasin Road. Due to the closure of this road during the winter as an access to Snowbasin Resort, no additional volumes are anticipated at this intersection. The intersection would operate at LOS B or better for all movements. No changes in the lane geometry would be required.

SR-39 / SR-158

This intersection provides access to residences along the west side of the Pineview Reservoir, and serves as a part of the access route to the Powder Mountain Ski Resort. The intersection would operate at LOS F in the long range future either with or without the Snowbasin Resort development. A signal was identified for this location as part of the *Powder Mountain Ski Resort Traffic Impact Study*, since that resort has a much more significant impact on traffic operations there (very little Snowbasin traffic would use this intersection, particularly the SR-158 approach). With the signal and the addition of Snowbasin buildout traffic, the intersection would operate at LOS E in the morning and LOS F in the afternoon on weekends, which is the same level of service as that reported in the *Powder Mountain Ski Resort Traffic Impact Study*. The *Powder Mountain Ski Resort Traffic Impact Study* further identifies a public awareness campaign and alternate route identification using an ATMS system to reduce delays at the intersection. The proposed system would provide automated signs that notify drivers prior to the SR-158 / SR-162 intersection that the SR-39 / SR-158 intersection is experiencing an overcapacity condition, and suggest the alternate route. The system would be triggered by queue detectors at the SR-158 / SR-39 intersection.

*New Intersections (listed from south to north)*SR-167 / Intersection C/D1

This intersection would serve as the primary access to the new ski area base in development Area C as well as the primary access to the residential development Areas D and E. It is the second of two new intersections requiring signalization at build-out of Snowbasin Resort. With a signal the intersection would operate at LOS B or better during both the morning and afternoon peak periods. In addition to signalization, the intersection would require left and right turn deceleration lanes in each direction of SR-167, and left turn lanes on both side street approaches.

SR-167 / Intersection D2

This intersection would serve as a secondary access point to Areas E and F. It would be stop sign controlled on the side street approach, with left turns out of the site operating at LOS D in the morning and LOS E in the afternoon. Left and right turn deceleration lanes and acceleration lanes would be required in each direction of SR-167, as would a left turn lane on the side street approach.

SR-167 / Intersection E/F1

This intersection would serve as the primary access point to Area F and a secondary access to Area E. It would be stop sign controlled on the side street approach, with left turns out of the site operating at LOS D in the morning and LOS F in the afternoon. Left and right turn deceleration lanes and acceleration lanes would be required in each direction of SR-167, as would a left turn lane on the side street approach.

SR-167 / Intersection G4

This intersection would serve as the second of two access points to the residential portions of Area G on the east side of SR-167. It would be stop sign controlled on the side street approaches, with westbound left turns out of the site operating at LOS C in the morning and LOS D in the afternoon; all other movements would operate at LOS B or better during both the morning and afternoon peaks. A left turn deceleration lane would be required on SR-167.

SR-167 / Intersection G3

This intersection would serve as the primary access point to a residential portion of Area G on the west side of SR-167. It would be stop sign controlled on the side street approach, with all movements operating at LOS E or better during both the morning and afternoon peaks. A left turn deceleration lane would be required on SR-167.

SR-167 / Intersection G2

This intersection would serve as the primary access point to a second residential portion of Area G on the west side of SR-167. It would be stop sign controlled on the side street approach, with all movements operating at LOS D or better during both the morning and afternoon peaks. A left turn deceleration lane would be required on SR-167.

SR-167 / Intersection G1

This intersection would serve as the primary access to the retail and residential development in Area G and is one of two new intersections requiring signalization in the proposed build-out of Snowbasin Resort. Without a signal the side street left turns at the intersection would operate at LOS F in both the morning and afternoon peak periods and would experience significant queuing and delays in the afternoon. With a signal the intersection would operate at LOS A during both the morning and afternoon peak periods. In addition to signalization, the intersection would require left and right turn deceleration lanes in each direction of SR-167, and separate right turn lanes on both side street approaches.

SR-167 Highway Level of Service

Two-lane highway level of service analyses were conducted for the peak travel directions on SR-167 both north and south of the Snowbasin Resort.

The south section of SR-167 is projected to carry 18,800 vpd at build-out of the resort. At these volumes the uphill direction would operate at LOS A during the morning peak (due in large part to the continuous climbing lane) while the downhill direction would operate at LOS E during the afternoon peak. The volume-to-capacity ratio for the downhill direction would be 0.67 in the afternoon, (i.e., the projected volume would be approximately 67 percent of the capacity of the roadway during the peak hour), so it would appear that the roadway would not require an additional downhill lane.

The north section of SR-167 is projected to carry 20,400 vpd at build-out of the resort. At these volumes the uphill direction would operate at LOS A during the morning peak (again due to the continuous climbing lane) while the downhill direction would operate at LOS E during the afternoon peak. The volume-to-capacity ratio for the downhill direction would be 0.70 in the afternoon, however, so it would appear that no additional lanes would be necessary on that section, either.

Interim Development Phasing and Roadway Improvement Schedule

Traffic volumes at Snowbasin Resort would increase over time as the resort is developed, and as a result, not all of the above roadway improvements would be needed immediately. Overall, the resort would be developed in 16 distinct phases. To determine when the various roadway improvements would be needed, interim transportation analyses were conducted for three interim phases, each representing a significant development or transportation need milestone: completion of Phases 1-3 (completion of approximately 1/3 of the base village in Area C and 2/3 of the Area G commercial), 4-6 (50 percent completion of the Area A base village, full completion of Area F, Area G commercial and Area H), and 9-15 (buildout of the project). Table ES-2 shows projected development levels for each interim year.

Table ES-2. Transportation Analysis Development Phasing

Phase	Proposed Snowbasin Resort Development
1-3	135 Single Family Homes 50 Condominiums 358 Townhomes 150 Hotel Rooms 131,00 SF Commercial Additional Mountain Usage: 880 Skiers
4-6	355 Single Family Homes 488 Condominiums 1,373 Townhomes 300 Hotel Rooms 278,000 SF Commercial Additional Mountain Usage: 2,480 Skiers
9-15 (Build-Out)	916 Single Family Homes 808 Condominiums 2,700 Townhomes 450 Hotel Rooms 392,000 SF Commercial Additional Mountain Usage: 4,820 Skiers

Table ES-3 shows the recommended phasing plan for the road system improvements based on the above development schedule. As the table indicates, the existing road system could accommodate project growth in the near term, with the first road system improvement (signalization of the SR-167/SR-39 intersection) needed at completion of Phase 3. By the completion of Phase 6, the remaining four additional intersections would need signalization: SR-167/SR-226, SR-167/G2, SR-167/C/D1, SR-167/Old Trappers Loop Highway.

Table ES-3. Off-Site Roadway Improvement Schedule

Improvement	Development Phase
Signalization of SR-167 / SR-39	1-3
Signalization of SR-167 / SR-226	4-6
Signalization of SR-167 / G1	4-6
Signalization of SR-167 / C/D1	4-6
Signalization of SR-167 / Old Trappers Loop Highway	4-6

I. EXISTING CONDITIONS

A. Roadway System

Major roadways that serve the Snowbasin Resort area are illustrated on Figure 1. During the winter the Old Snowbasin Road coming in from the north from Ogden Canyon Road is no longer plowed, so the only access to Snowbasin Resort is from Trappers Loop Road (SR-167). Trappers Loop Road is a two-lane rural highway with an additional climbing lane in the uphill direction for each approach to Snowbasin Road. To the north Trappers Loop Road provides access to Huntsville and Ogden via Ogden Canyon Road (SR-39), while to the south Trappers Loop Road provides access to Salt Lake City via Interstate 84. Due to a lack of lodging at the hill, all Snowbasin visitors are currently day skiers, the majority of which live in Ogden or Salt Lake City.

B. Traffic Volumes

Daily traffic volumes along SR-167, SR-226, and SR-39 for the winter season were collected in January 2009, on a typical weekday and on the Saturday of Martin Luther King, Jr. Day. The later was chosen because skier visits on that day are typically around the 10th highest of the year, so it provides a good representation of traffic conditions on a peak ski day for the season. The existing weekday and Saturday traffic volumes are shown in Table 1 and on Figures 2 and 3. As shown on the table and figures, daily traffic volumes along SR-167 range from 3,800 vehicles per day (vpd) south of the SR-39 intersection to 6,600 vpd west of Mountain Green. SR-226 carries approximately 4,200 vpd west of SR-167 and SR-39 carries approximately 4,500 vpd west of SR-167. All volumes represent moderate traffic levels that are within the capacity of two lane roads. Appendix A contains the raw traffic count data.

Table 1. Existing Average Daily Traffic Volumes (Winter Season)

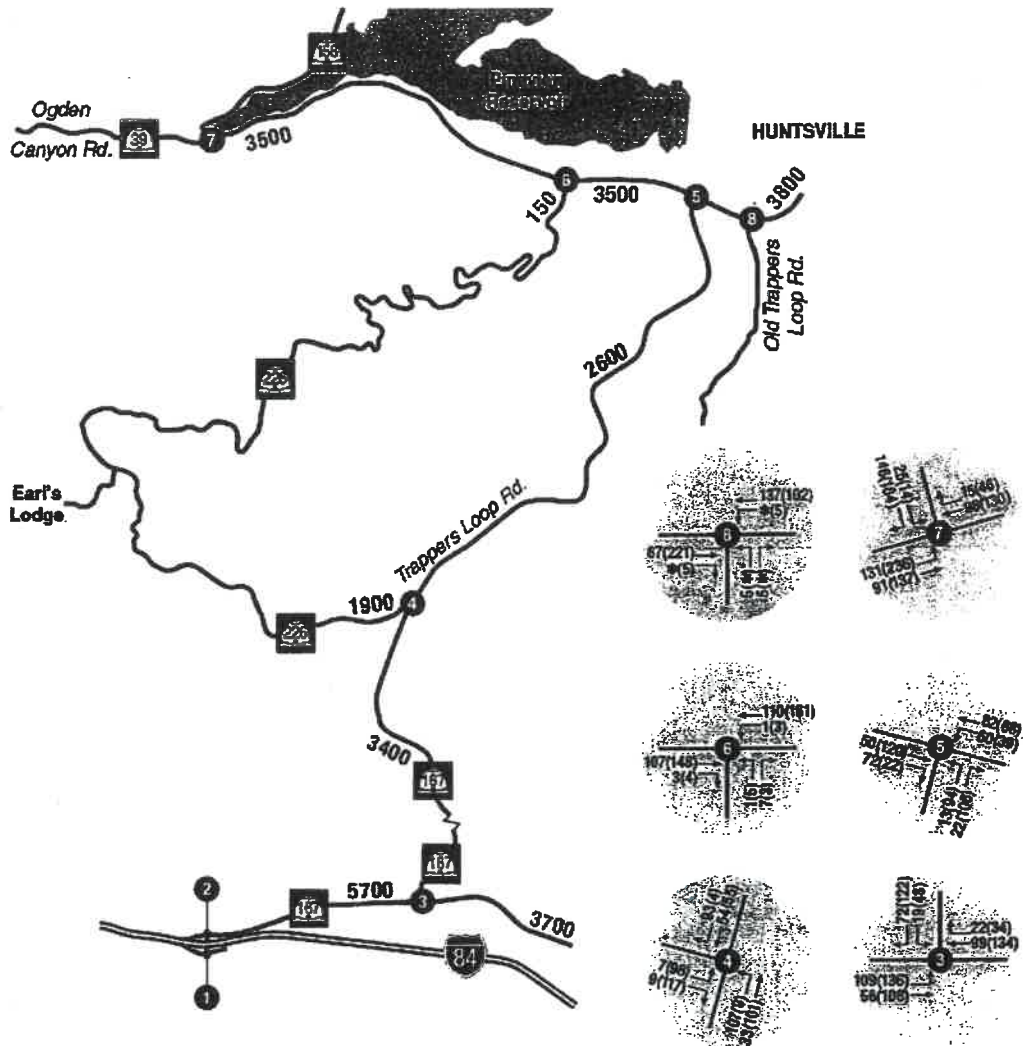
Road	Location	2009 Weekday Volume	2009 Saturday Volume
SR-39	East of SR-226	3,500	4,500
	West of SR-167	3,500	4,500
	East of SR-167	3,800	3,800
SR-226	South of SR-39	150	200
	West of SR-167	1,900	4,200
SR-167 (Trappers Loop)	South of SR-39	2,600	3,800
	North of SR-167 (Old Highway)	3,400	5,300
SR-167 (Old Trappers Loop Highway)	West of SR-167 (Trappers Loop)	5,700	6,600
	East of SR-167 (Trappers Loop)	3,700	2,300



Figure 1
Vicinity Map

NORTH

HILSHING
HOLT &
GILLEVIG

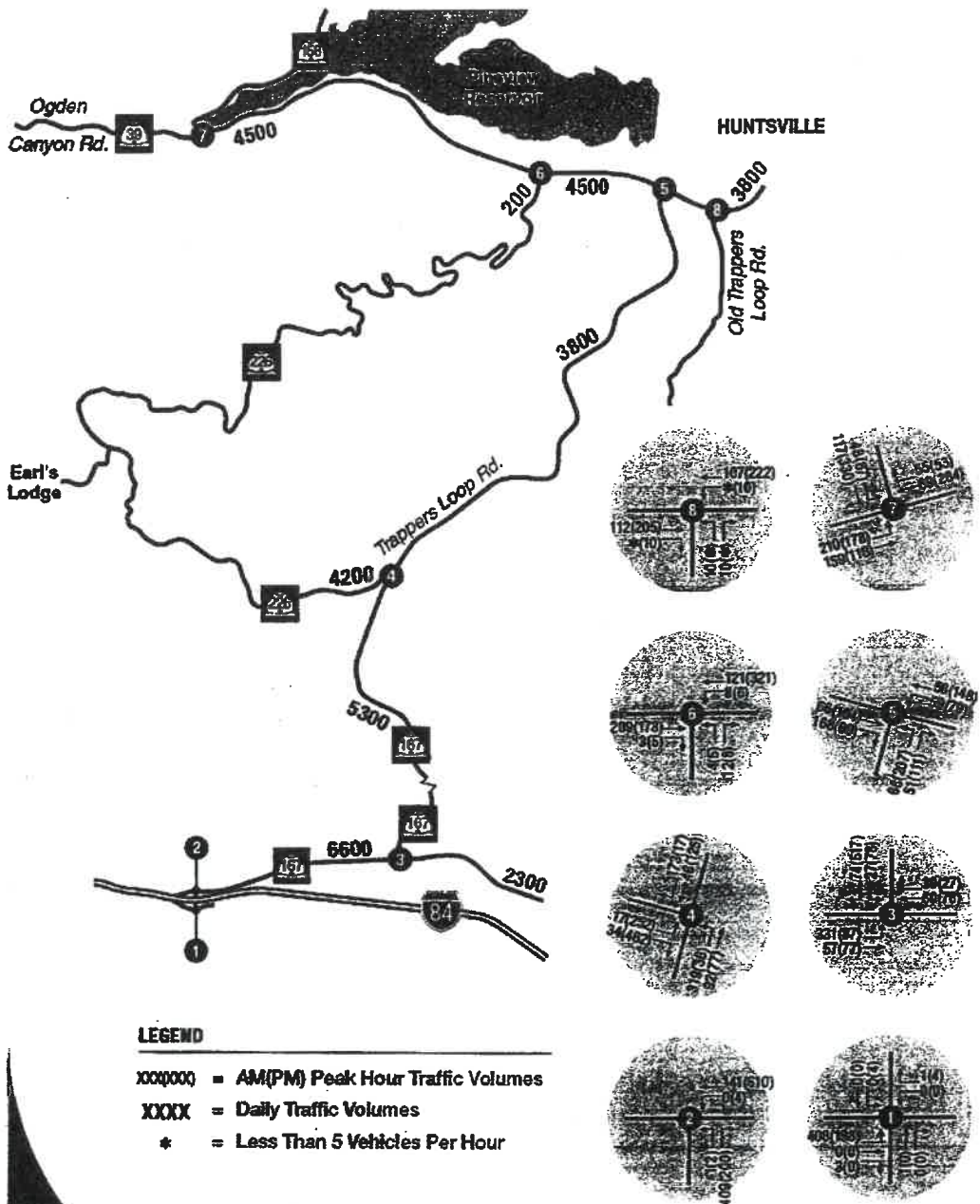


LEGEND

- XXXXXXX = AM(PM) Peak Hour Traffic Volumes
- XXXX = Daily Traffic Volumes
- * = Less Than 5 Vehicles Per Hour

Figure 2
 Existing Weekday
 Traffic Volumes

NORTH



LEGEND

XXXXXXX = AM(PM) Peak Hour Traffic Volumes
 XXXX = Daily Traffic Volumes
 * = Less Than 5 Vehicles Per Hour

Figure 3
 Existing Saturday
 Traffic Volumes

NORTH

C. Intersection Operations

Traffic operations within the study area were evaluated according to techniques documented in the Highway Capacity Manual, (Transportation Research Board, 2000) (HCM-2000). Level of service (LOS) is a qualitative measure of traffic operational conditions, based on roadway capacity and vehicle delay. Levels of service are described by a letter designation ranging from LOS A to LOS F, with LOS A representing the best possible conditions and LOS F representing congested conditions. For signalized intersections, level of service is calculated for the entire intersection; for unsignalized intersections, levels of service are calculated for movements which must yield right-of-way to other traffic movements.

Existing levels of service are shown on Figures 4 and 5 for weekday and Saturday conditions, respectively. All intersections are currently stop sign or yield controlled and all individual movements currently operate at LOS D or better. Appendix B contains the existing level of service worksheets.

D. Safety Assessment

Crash records were obtained from the Utah Department of Transportation from 2005 – 2008 for state highways in the Snowbasin project area. Records were collected for the following highway segments:

- a. SR-39, Milepost 9 - 19
- b. SR-158, Milepost 0 - 4.33
- c. SR-167, Milepost 0 - 11.05
- d. SR-226, Milepost 0 - 3

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 accident frequency and severity. The Utah Department of Transportation classifies each accident type into one of five categories based on the severity of the crash.

1. No Injury/Property Damage Only
2. Possible Injury
3. Non-Incapacitating Injury
4. Incapacitating Injury
5. Fatal

Special consideration was given to accidents which occurred in category four and five due to the severity of these accident types. Each of these highway segments is summarized in the following sections. Included is the calculation of the average crash rate. This value was determined by calculating how many crashes occurred per one million vehicle miles traveled.

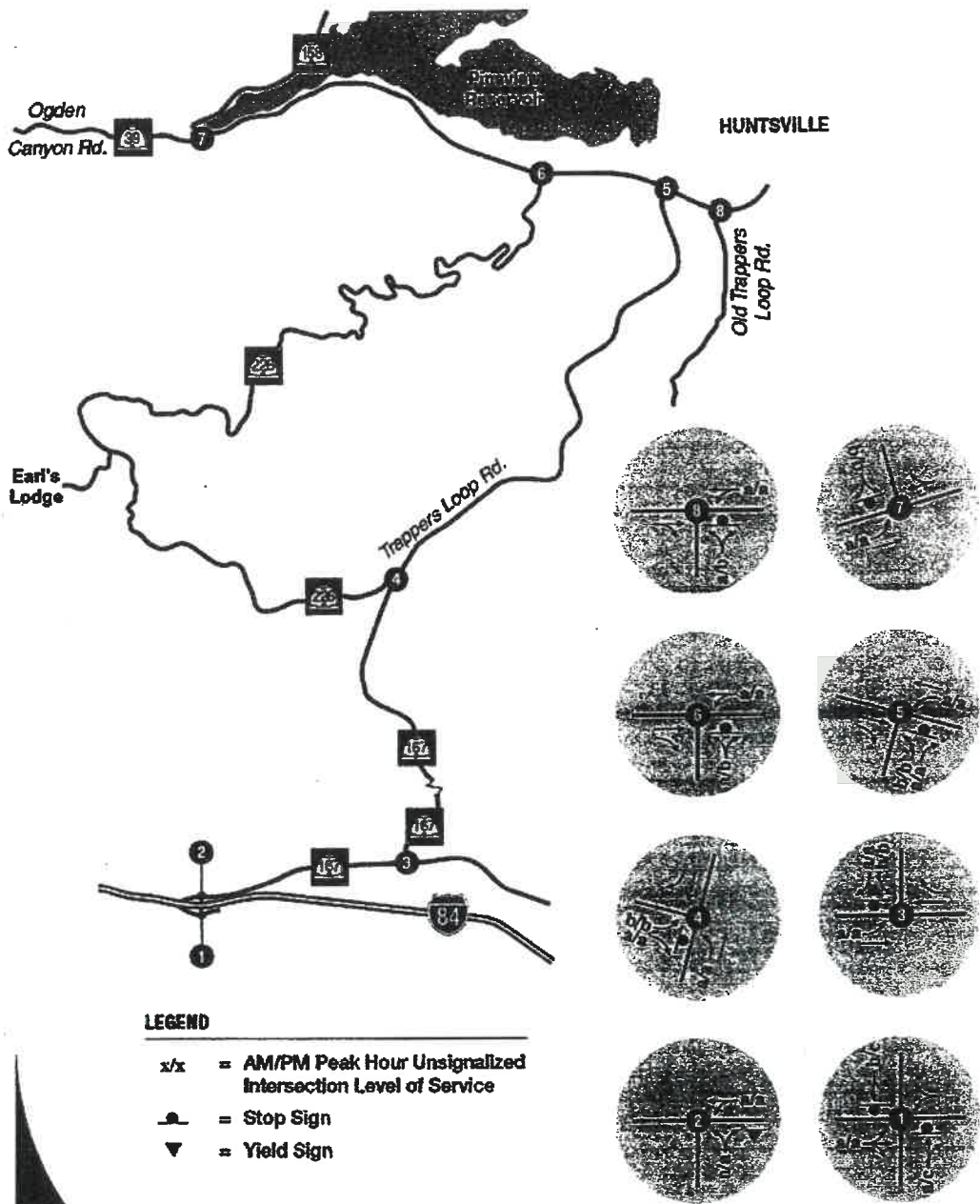


Figure 4
Existing Weekday
Lane Geometry and Levels of Service

NORTH

URS
CORPORATION

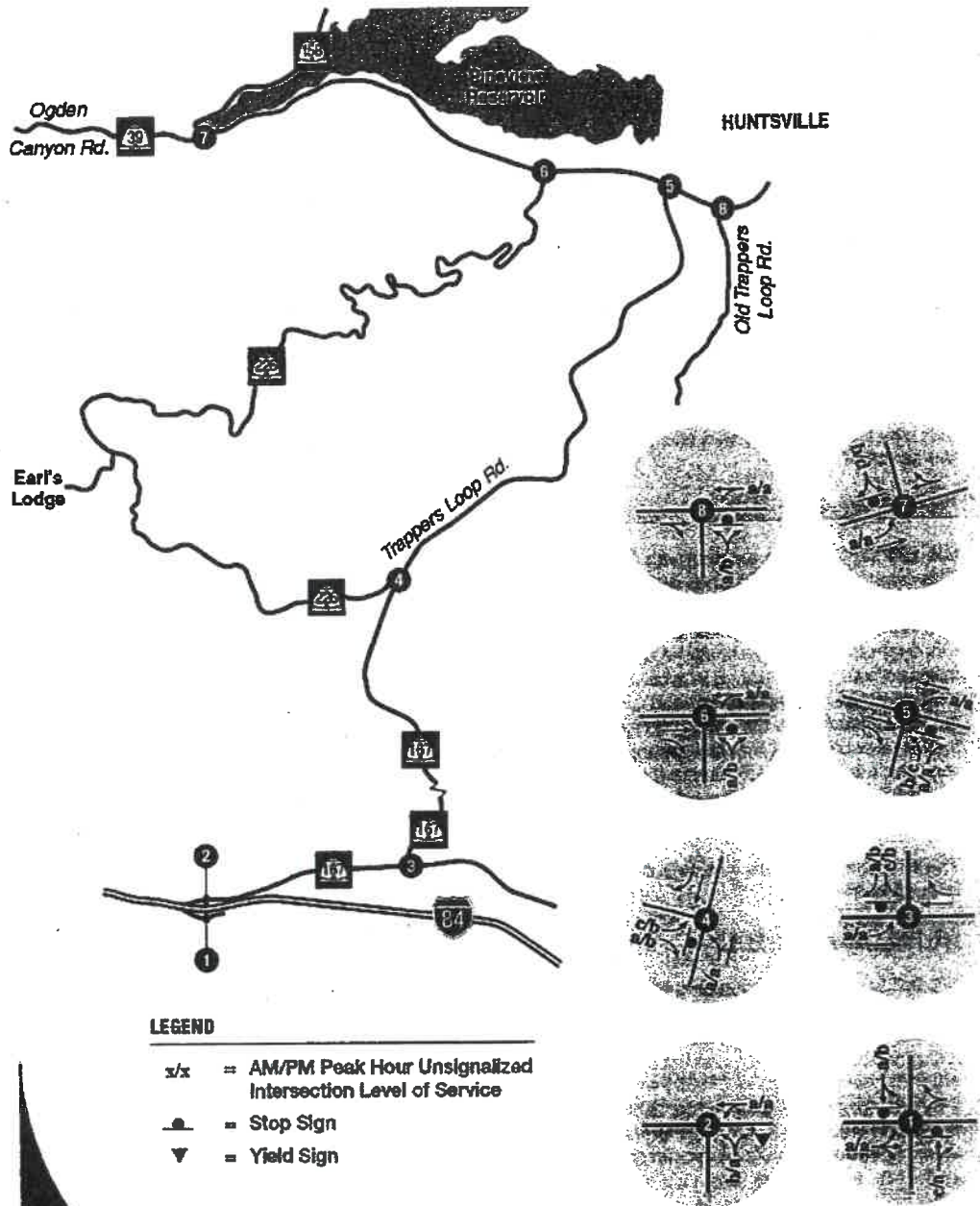


Figure 5
Existing Saturday
Lane Geometry and Levels of Service

NORTH



SR-39, Milepost 9 - 19

SR-39 at milepost 9 represents the mouth of Ogden Canyon continuing to milepost 19 which represents the termination of the study area at Huntsville. This segment of SR-39 provides access to the Snowbasin Resort from Ogden. Between mileposts 9 and 19 there were 208 total accidents, including 20 with a severity rating of four and 2 with a severity rating of five. The fatal accidents occurred at milepost 10.06, resulting from a head-on accident, and at milepost 15, as a result of a single car accident. In total, there were 11 head-on accidents including a concentration of seven accidents between mileposts 9.50 and 11.50. In addition, 9 of 20 incapacitating accidents occurred between these same mileposts representing a significant concentration of accidents along the segment. This two mile section should be reviewed for safety concerns.

The average crash rate was calculated to be 3.03 accidents per one million miles traveled for the segment.

SR-158, Milepost 0 - 4.33

SR-158 begins at the junction with SR-39 at the Pineview Reservoir and heads north to Eden. This segment of SR-158 ends at the junction with SR-162 and represents the portion of SR-158 along which Area H development is proposed. Between mileposts 0 and 4.33 there were 47 total accidents, including four with a severity rating of four; there were no fatal accidents along this segment during the study horizon. Two of the incapacitating injury accidents occurred at intersections, one resulting in a head on accident and the other in an angled accident. The other serious accidents were a rear end accident and an angled accident. An examination of all crashes occurring in the segment revealed two primary areas of higher accident frequency. The first area occurred at the intersection of SR-158 and SR-39 and represented a concentration of rear end accidents, likely due to the junction. The second area occurred between mileposts 3.60 and 3.85 and represented a higher concentration of intersections throughout the segment leading to more conflict points and more accidents.

The average crash rate was calculated to be 1.58 accidents per one million miles traveled for the segment.

SR-167, Milepost 0 - 11.05

SR-167 begins at the junction with Interstate 84 and heads north ending at the junction with SR-39. This segment represents the primary access for all destinations within the Snowbasin Resort as well as provides a connection between Mountain Green, to the south and Huntsville, to the north. Additionally, coming from the south and beginning at Mountain Green, the road ascends steep grades to SR-226 and the county line between Weber and Morgan counties, and descends back to SR-39. Along each uphill section there is an additional climbing lane. Between mileposts 0 and 11.05 there were 73 total accidents, including 13 with a severity rating of four; there were no fatal accidents along this segment during the study horizon. Of these 13 accidents, eleven were single car accidents, one was an angled accident occurring at the intersection with Interstate 84, and one was a sideswipe same direction accident. The majority of accidents along the segment were single vehicle accidents, 59 of 73, and did not occur in any significant concentrations.

The average crash rate was calculated to be 1.81 accidents per one million miles traveled for the segment.

SR-226, Milepost 0 - 3

SR-226 begins at the junction with SR-167 and heads west ending at the existing entrance to the Snowbasin Resort. SR-226 provides the primary access to Areas A and B, and secondary access to Area C. Between mileposts 0 and 3 there were 17 total accidents, including two with a severity rating of four; there were no fatal accidents along this segment during the study horizon. Each of the incapacitating injury accidents occurring within this segment were single car accidents. There was no concentration of accidents within the study segment.

The average crash rate was calculated to be 2.68 accidents per one million miles traveled for the segment.

II. RESORT TRAFFIC PROJECTIONS

This section documents the processes used to develop traffic projections for the Snowbasin Resort Master Plan.

A. Background

The Snowbasin Resort Master Development Plan Update was completed in February, and defines future operational improvements anticipated for Snowbasin Ski Area. The Development Plan was developed alongside the Snowbasin Area Plans, which was originally completed in May 2008. Together, these documents represent a vision for the transition of Snowbasin Resort from a day-skier destination to a year-round resort.

The trip forecasts for the project is based on trip rates published in *Trip Generation, 8th Edition* (Institute of Transportation Engineers, 2008), the nationally recognized standard, and utilizes trip-making assumptions that are based on observations from several other ski areas in the western United States. Two additional key trip-making assumptions were used when forecasting resort trips: 1) the commercial development functions primarily as a service to day skiers, resort guest and local residents so the majority of commercial trips will remain internal to the resort, and 2) as the resort grows, the number of day skiers coming from Ogden, Salt Lake city and other off-mountain areas will generally remain the same as today; i.e., the increase in skiers on the mountain will be a result of the increased number of guests and residents staying at the resort rather than increased day visits from the Salt Lake Basin.

B. Resort Trip Generation

The Snowbasin Resort expansion has been divided into eight key development areas (labeled A to H) and each has been uniquely defined by the Snowbasin Area Plans. Table 2 summarizes the land uses proposed for each area.

Table 2. Snowbasin Development Summary

Land Use	Size								Total
	A	B	C	D	E	F	G	H	
Single Family (du ¹)	—	136	185	280	157	60	98	—	918
Townhome (Rent) (du ¹)	360	—	155	121	—	—	—	—	636
Condominium (Rent) (du ¹)	360	—	155	121	—	—	—	—	636
Townhome (Private) (du ¹)	439	382	652	331	—	126	84	50	2,064
Condominium (Private) (du ¹)	170	—	—	—	—	—	—	—	170
Hotel (rooms)	150	—	150	150	—	—	—	—	450
Retail (ksf ²)	76	—	101	75	—	—	140	—	392

- 1. Dwelling units
- 2. 1,000 square feet

Due to natural grouping of these areas and proximity to access points, the eight areas were consolidated into four groups for the traffic evaluation: ABC, DEF, G, and H.

Trip generation forecasts for Snowbasin were based on three key elements: 1) overnight population projections derived from the proposed lodging/residential densities; 2) the projected employment base; and 3) the proposed commercial densities. In general, trips in or out of the resort would include day-skier trips, employee trips, and overnight guests and residents' non-skiing related trips. The follow provides further details on each of the key elements.

Overnight Guest/Resident Trips. Overnight guests and residents represent those visitors to the resort that are staying within the properties of Snowbasin. These overnight visitors would represent a significant number of skiers for the resort, so to determine these skier forecasts, the residential land uses within the resort were first broken down by single family or multi-family and owned versus rented, and then an average number of bedrooms was applied to each multi-family unit. Next, weekday and weekend occupancy rates, based on information from other ski resorts and discussions with the project team, were applied to each property type. Table 3 shows the projected occupancy rates for weekday and weekend conditions.

Table 3. Snowbasin Residential Occupancy Rates Summary

Land Use	Occupancy Rate	
	Weekday	Weekend
Single Family (Private) (du ¹)	25%	50%
Townhome (Rent) (du ¹)	50%	90%
Condominium (Rent) (du ¹)	50%	90%
Townhome (Private) (du ¹)	25%	50%
Condominium (Private) (du ¹)	25%	50%
Hotel (rooms)	50%	90%

1. Dwelling Units

Finally, the above information was used in conjunction with information from other ski resorts on the typical number of skiers per unit or bed to project the total number of skiers from the overnight guest and resident population. Table 4 provides the weekend skier forecasts for each development area and lodging type.

Table 4. Weekend Snowbasin Internal Skier Generation

Product Type	Area	Units	Beds	Notes	Occupancy		Skiers per Unit	Skiers	
					Owned Unit	Rental Unit			
Single Family	B	136			50%		1.5	102	
	C	185			50%		1.5	139	
	D	280			50%		1.5	210	
	E	157			50%		1.5	118	
	F	80			50%		1.5	45	
	G	98			50%		1.5	74	
	Total								688
							Skiers per Bed		
Townhomes (Rent)	A	360	1,080	50% in rental pool	50%	90%	0.7	529	
	C	155	465	50% in rental pool	50%	90%	0.7	228	
	D	121	363	25% in rental pool	50%	90%	0.7	153	
Total								910	
Condominiums (Rent)	A	360	720	75% in rental pool	50%	90%	0.7	403	
	C	155	310	100% in rental pool	50%	90%	0.7	185	
	D	121	242	25% in rental pool	50%	90%	0.7	102	
Total								700	
Townhomes (Private)	A	439	1,317		50%		0.7	461	
	B	382	1,146		50%		0.7	401	
	C	652	1,956		50%		0.7	685	
	D	331	993		50%		0.7	348	
	F	128	378		50%		0.7	132	
	G	84	252		50%		0.7	88	
	H	50	150		50%		0.7	53	
Total								2,168	
Condominiums (Private)	A	170	340		50%		0.7	119	
Total								119	
Hotel / Lodge	A	150	150			90%	0.7	95	
	C	150	150			90%	0.7	95	
	D	150	150			90%	0.7	95	
Total								285	
Total Skiers								ABC	3,452
								DEF	1,203
								G	162
								H	53
	Total								4,870

Commercial Densities. The commercial land uses planned for Areas ABC and DEF would provide many of the services required by on-mountain guests (shopping, restaurants, etc.), so almost all of the activity generated by these uses is anticipated to come from either day skiers or overnight guests staying in Areas ABC and DEF. The only external traffic associated with those properties would be that generated by employees and by deliveries and other service needs.

The commercial uses in Area G, on the other hand, would provide services such as a grocery store that would appeal to a broader market beyond the resort. As such, while a significant portion of the demand from that area would come from the residents and guests of the Snowbasin Resort, its customer base will also include residents of Huntsville, Mountain Green and the surrounding area. To determine the appropriate split between resort patrons and non-resort patrons, the proportion of trips generated by the resort's residential population was determined based on internal capture percentages and procedures outlined in the Trip Generation Handbook, (Institute of Transportation Engineers (ITE), 2004), with the remaining trips assigned to the non-resort area population.

Total Trip Generation

Using the above assumptions and procedures, vehicle trips were forecast for each of the four development areas as well as for the resort as a whole. Table 6 summarizes the trip generation for the resort on a weekday, and Table 7 summarizes trip generation on the weekend.

Table 6. Weekday Snowbasin Trip Generation

Land Use	Weekday						
	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Area ABC							
Residential	4,100	125	115	240	75	190	265
Retail	1,000	50	10	60	35	50	85
Ski Area/Lodging Employees	700	60	10	70	15	90	105
Area ABC Subtotal	5,800	235	135	370	125	330	455
Area DEF							
Residential	1,200	50	110	160	65	40	105
Retail	1,600	30	15	45	70	75	145
Ski Area/Lodging Employees	100	5	0	5	0	10	10
Area DEF Subtotal	2,900	85	125	210	135	125	260
Area G							
Residential	300	5	20	25	20	10	30
Retail	8,600	155	100	255	410	410	820
Area G Subtotal	8,900	160	120	280	430	420	850
Area H							
Residential	100	0	5	5	5	0	5
Area H Subtotal	100	0	5	5	5	0	5
TOTAL	17,700	480	385	865	695	875	1,570

Table 7. Weekend Snowbasin Trip Generation

Land Use	Saturday						
	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Area ABC							
Residential	8,800	235	320	555	80	370	450
Retail	1,400	80	15	95	100	65	165
Ski Area/Lodging Employees	1,000	80	15	95	20	120	140
Area ABC Subtotal	11,200	395	350	745	200	555	755
Area DEF							
Residential	3,500	105	235	340	155	120	275
Retail	1,900	45	20	65	105	90	195
Ski Area/Lodging Employees	100	10	0	10	5	15	20
Area DEF Subtotal	5,500	160	255	415	265	225	490
Area G							
Residential	700	10	40	50	40	20	60
Retail	12,700	185	110	295	485	455	940
Area G Subtotal	13,400	195	150	345	525	475	1,000
Area H							
Residential	100	0	10	10	10	5	15
Area H Subtotal	100	0	10	10	10	5	15
TOTAL	30,200	750	785	1,515	1,000	1,260	2,260

C. Resort Vehicle-Trip Distribution and Assignment

Trips from the Snowbasin Resort were assigned to the external road system by considering the internal attractions between the development areas as well as the external attractions of the surrounding communities. Table 8 defines the trip distribution for each of the general land uses according to the development areas.

Since Area A and Area C represent slopeside lodging and Area B would have a lift that connects it to the Earl's Lodge base, and all three areas would have an internal transit shuttle, it was assumed that all of the skier trips from Area ABC would either be walking or transit, so there would be no skier vehicle trips generated from those areas onto Trappers Loop Road or any other external road. Similarly, transit service is planned between Area DEF and the ski area bases, so skier vehicle traffic crossing Trappers Loop Road between DEF and the ski area was reduced by 50 percent to account for transit use (based on observations of transit use for near-slopeside accommodations at other ski resorts). No transit reductions were assumed for skier trips from Area G, since it is not yet known whether transit services would be provided between that Area and the ski area bases.

For those skiers that do choose to drive, a vehicle occupancy of 2.0 skiers per vehicle was used to project traffic volumes. This occupancy is based on the existing vehicle occupancy at Snowbasin.

Day Skiers. As mentioned previously, it is anticipated that the number of day skiers at Snowbasin will remain roughly the same in the future as there are today. The trips associated with these day skiers is already reflected in the existing traffic volumes so no additional adjustments were taken for day skier visits.

It should be noted that anecdotal evidence from other ski areas operators suggest that some current day skiers convert to overnight guests once accommodations are provided at the resort. However, for Snowbasin it was assumed that little to no conversion would occur so that the traffic analysis is based on a more conservative traffic condition.

Projected Employment Base. The projected employment base includes all new employees working at Snowbasin 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. Table 5 shows the projected employment summary at full buildout of the resort.

Table 5. Snowbasin Employment Forecasts

Land Use	Employees							TOTAL
	A	B	C	D	E	F	G	
Rental Lodging	232	—	116	33	—	—	—	381
Hotel	80	—	80	80	—	—	—	240
Retail	44	—	58	43	—	—	91	236
Additional Ski Area Employees	—	—	310	—	—	—	—	310
Total	356	—	564	156	—	—	91	1,167

The employment forecasts in Table 5 represent the total employees needed if every residence and commercial property were to be operating at full capacity. To account for typical occupancy conditions, the rental lodging and hotel employment forecasts were multiplied by the occupancy rates listed in Table 3.

A vehicle occupancy rate of 1.6 employees per vehicle was used to project traffic volumes for employees. This occupancy is based on employee surveys collected at other ski resorts.

Table 8. Snowbasin Proposed Development Trip Distribution

Trip Type/Trip Origin		Destination						
		ABC	DEF	G	Salt Lake City	Ogden	Huntsville	Mtn. Green
Skier Trips	DEF	100%						
	G	100%						
Residential Trips	ABC							
	Internal Retail (84%)		5%	95%			67%	33%
	Off Mountain Retail (16%)				75%	25%		
	Off Mountain Other (20%)							
	DEF							
	Internal Retail (84%)	5%		95%			67%	33%
Off Mountain Retail (16%)				75%	25%			
Off Mountain Other (20%)								
	G (all non-skiing trips)						80%	20%
	H ¹ (all trips)	15%		15%		20%	10%	
Retail Trips	ABC (employee/service)				75%	25%		
	DEF (employee/service)				75%	25%		
	G (non-resort-based trips)						80%	20%
Ski Area / Lodging	ABC				70%	20%	10%	
Employee Trips	DEF				70%	20%	10%	
Office Trips	G						100%	

1. The remaining 40 percent of the trips from Area H were assigned to the north, out of the study area.

Residential Trips. For the residential trip assignment, first, skier vehicle trips were separated from the total residential trips and assigned to Area ABC. Next, the remaining vehicle trips were designated a trip type; 64 percent were designated Internal retail trips (i.e., trips to retail in another resort development area) 16 percent were designated as off mountain retail and 20 were designated as other off mountain destinations. Finally, each trip type was assigned to final destinations; i.e., of the 20 percent off mountain residential trips, 75 percent were assigned to Salt Lake City and 25 percent were assigned to Ogden.

As noted previously, because Area H is located in a distinct area away from the rest of the resort, trips from it were assigned separately; 40 percent were assigned to the north, 20 percent to Ogden, 10 percent to Huntsville, 15 percent to ABC, and 15 percent to G.

Retail Trips. As noted previously, the patronage for the retail developments in ABC and DEF would come from either day skiers or overnight guests and residents staying in those areas, so the only off-site trips would be made by employees and service vehicles. Those trips were assigned 75 percent to Salt Lake City and 25 percent to Ogden. For Area G the demand from Areas ABC and DEF were accounted for in the "internal retail" residential trips and the demand from Area H was identified in it's trip assignment. The remaining retail trips from Area G were assigned 80 percent to Huntsville and 20 percent to Mountain Green.

Ski Area/Lodging Employee Trips. Ski area employee and lodging employee trips were assigned 70 percent to Salt Lake City, 20 percent to Ogden and 10 percent to Huntsville.

Office Trips. All office trips were assigned to Huntsville.

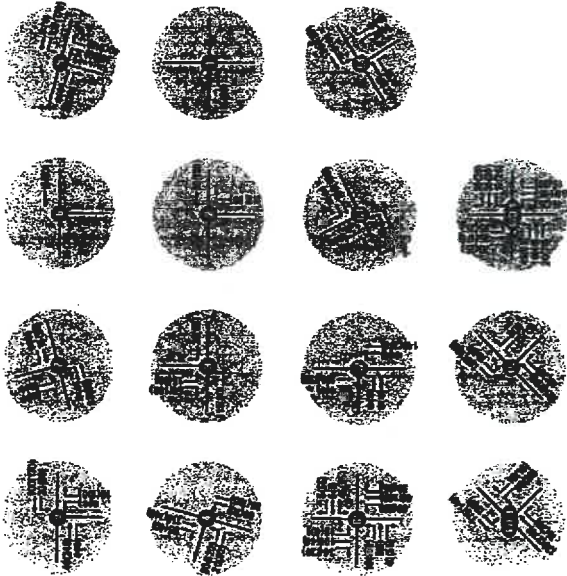
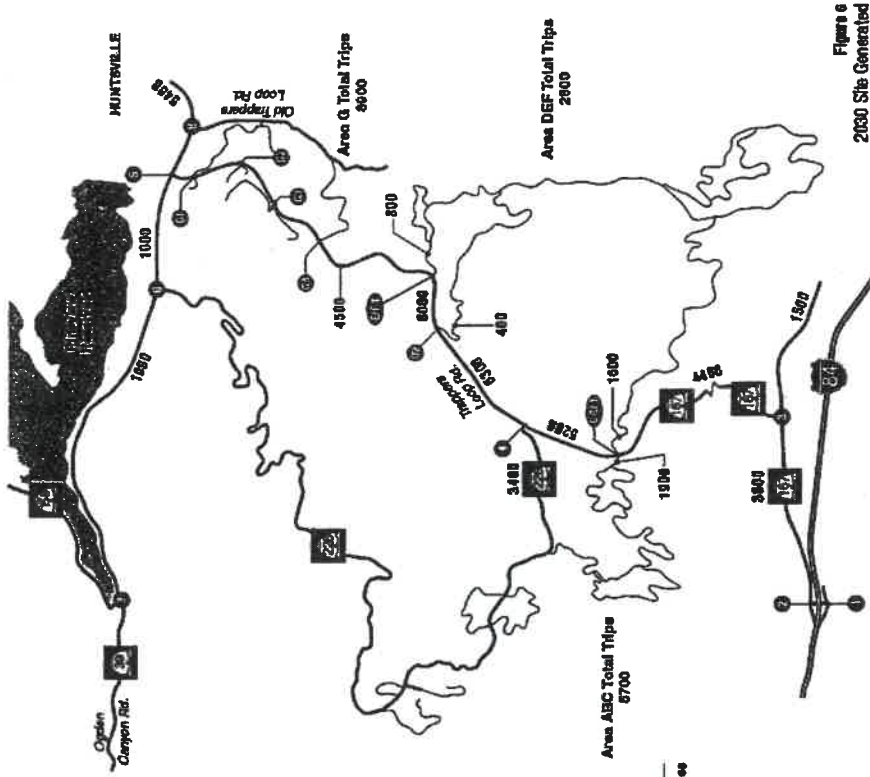
Figures 6 and 7 show the resulting site-generated weekday and Saturday traffic volumes at buildout of Snowbasin Resort.

D. Density Transfer From Area H

As noted previously, Area H's location on the northwest side of the Pineview Reservoir places it in quite a bit different location than the other seven Snowbasin development parcels. Under the current land use zoning designation, up to 572 multifamily units could be developed on that site, which would add a significant volume of to SR 158 on the west side of the reservoir. Limiting traffic on that road is important because the *Powder Mountain Ski Resort Traffic Impact Study* has already identified that the SR 39/SR 158 would experience LOS F conditions with the buildout of that resort. As a result of this, Snowbasin has elected to minimize the development of that property, and transfer that density to the other seven parcels that are closer to the ski area. Table 9 shows how this density transfer will help minimize traffic growth on SR 158, reducing trips from the parcel by approximately 760 trips per day on the weekday (91 percent) and by approximately 1,480 trips per day on the weekend (also 91 percent) over what could potentially be generated by that parcel.

Table 9. Trip Reduction from Area H Due to Density Transfer

Scenario	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
<i>Weekday</i>								
Proposed Development	50 Units	73	1	5	6	5	2	7
Potential Development	572 Units	831	11	52	63	50	24	74
Trip Reduction		-758	-10	-47	-57	-45	-22	-67
Percent Reduction		91%			90%			91%
<i>Weekend</i>								
Proposed Development	50 Units	142	2	9	11	9	4	13
Potential Development	572 Units	1,622	21	105	126	100	49	149
Trip Reduction		-1,480	-19	-96	-115	-91	-45	-138
Percent Reduction		91%			91%			91%



LEGEND

- All(7) Peak Hour Traffic Volumes
- Daily Traffic Volumes
- Less Than 5 Vehicles Per Hour

Figure 6
2000 Site Generated
Weekly Traffic Volumes

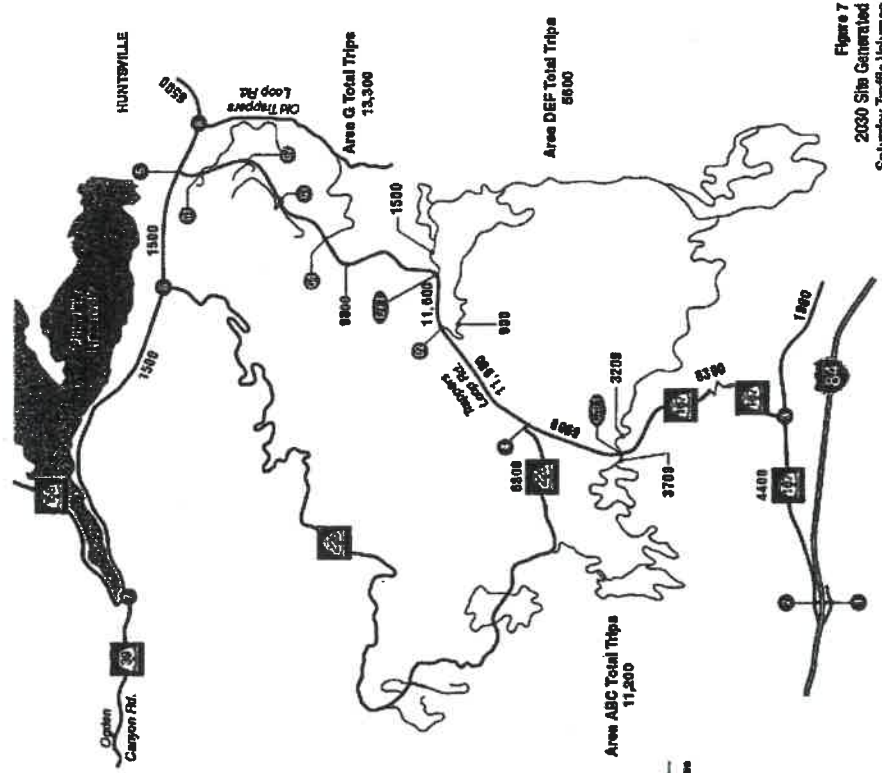
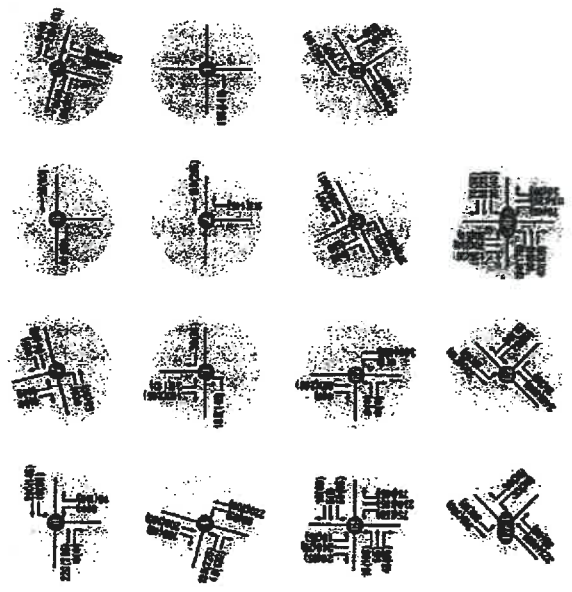


Figure 7
2030 Site Generated
Saturday Traffic Volumes



LEGEND

- XXXXXX = All(All) Peak Hour Traffic Volumes
- XXXX = Daily Traffic Volumes
- = Less Than 5 Vehicles Per Hour



III. TRAFFIC IMPACTS

A. Background Traffic Volume Projections

Background traffic volumes were derived from historical daily traffic volumes along SR-167 and SR-39. The growth factor was based on historical growth trends from 2003 to 2009 (Table 10). Based on the historical data, traffic on the roadways in the vicinity of the project is anticipated to grow at a rate of 2.5 percent per year.

Table 10. Historical Traffic Volume Growth

Road	Location	2003 ADT	2009 ADT	Annual Growth
SR-167	Weber/Morgan County Line	2,180	2,555	2.7%
			SR-167 Growth	2.7%
SR-39	SR-226 (Snow Basin Rd)	3,040	3,545	2.6%
	SR-167 (Trappers Loop Rd)	3,040	3,495	2.4%
			SR-39 Growth	2.5%
			Overall Growth	2.5%

For the purpose of the traffic analysis, the year 2030 was selected as a buildout analysis scenario, since it represent the typical 20-year future design horizon. The background traffic volume projections were calculated for 2030 by first removing the existing ski area traffic from Snowbasin Resort and Powder Mountain Resort, then applying the annual growth rate to the remaining background traffic, then adding the existing Snowbasin Resort ski volumes and the anticipated 2030 Powder Mountain ski volumes back into the newly calculated background volumes to determine the 2030 background traffic volume projections.

Figures 8 and 9 show the 2030 background weekday and Saturday traffic volumes. Note that for the purpose of the traffic analysis it was assumed that a second base parking lot would be constructed in Area C as part of background conditions (for a better apples to apples traffic comparison of with and without expansion operations), and that some of the existing ski area traffic would shift to the new lot.

B. Background Traffic Operations

Background operational conditions were analyzed at each of the study intersections based on procedures documented in the Highway Capacity Manual, (Transportation Research Board, Third Edition, 2000). Figures 10 and 11 show the projected levels of service, lane geometry and signalization requirements for the study area intersections under 2030 weekday and weekend background traffic conditions, respectively. As the figures indicate, three intersections would require signalization; SR-39/SR-158 northwest of the project area, SH 39/Trappers Loop Road near Huntsville, and SR-167/Old Trappers Loop Highway at Mountain Green.

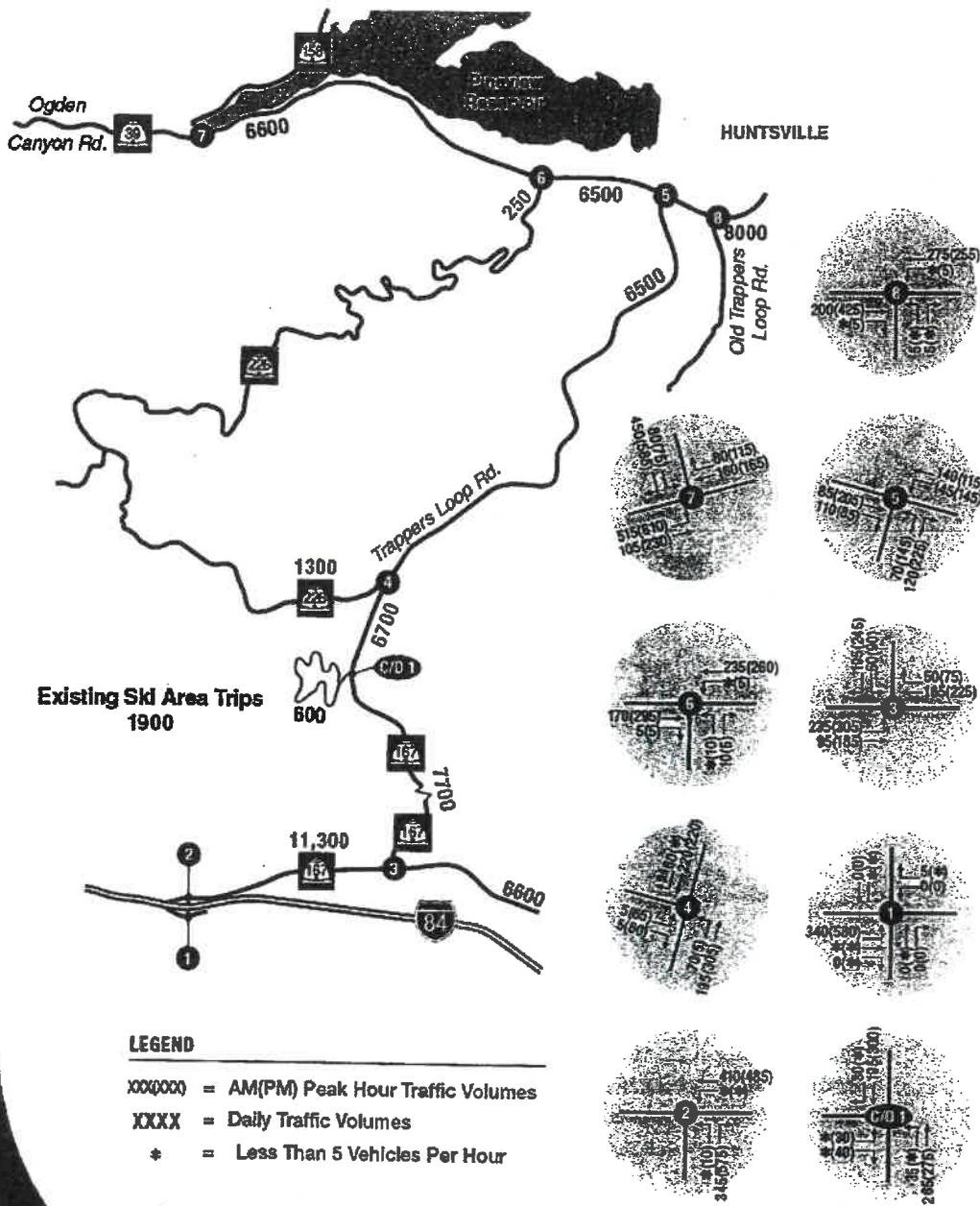
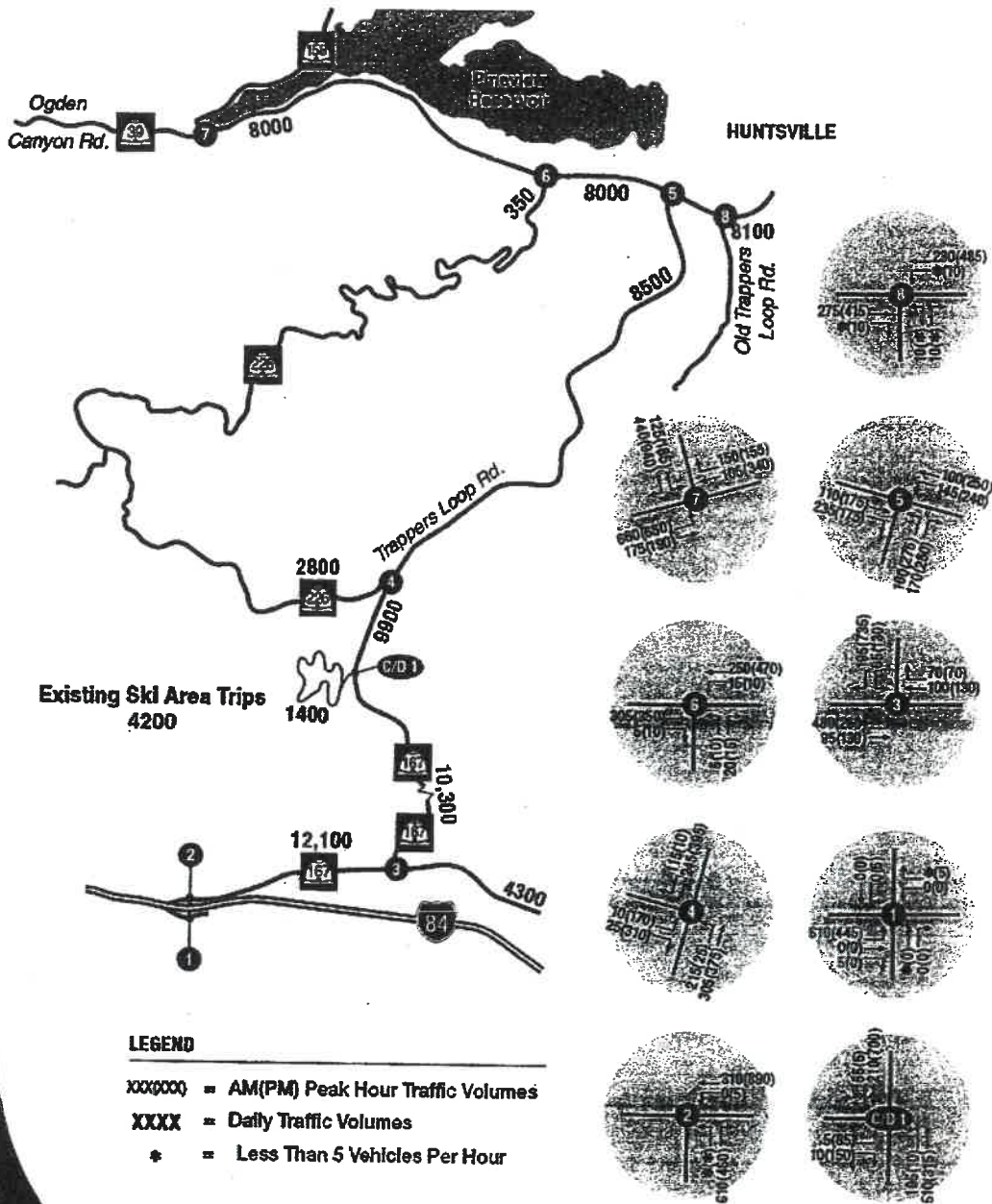
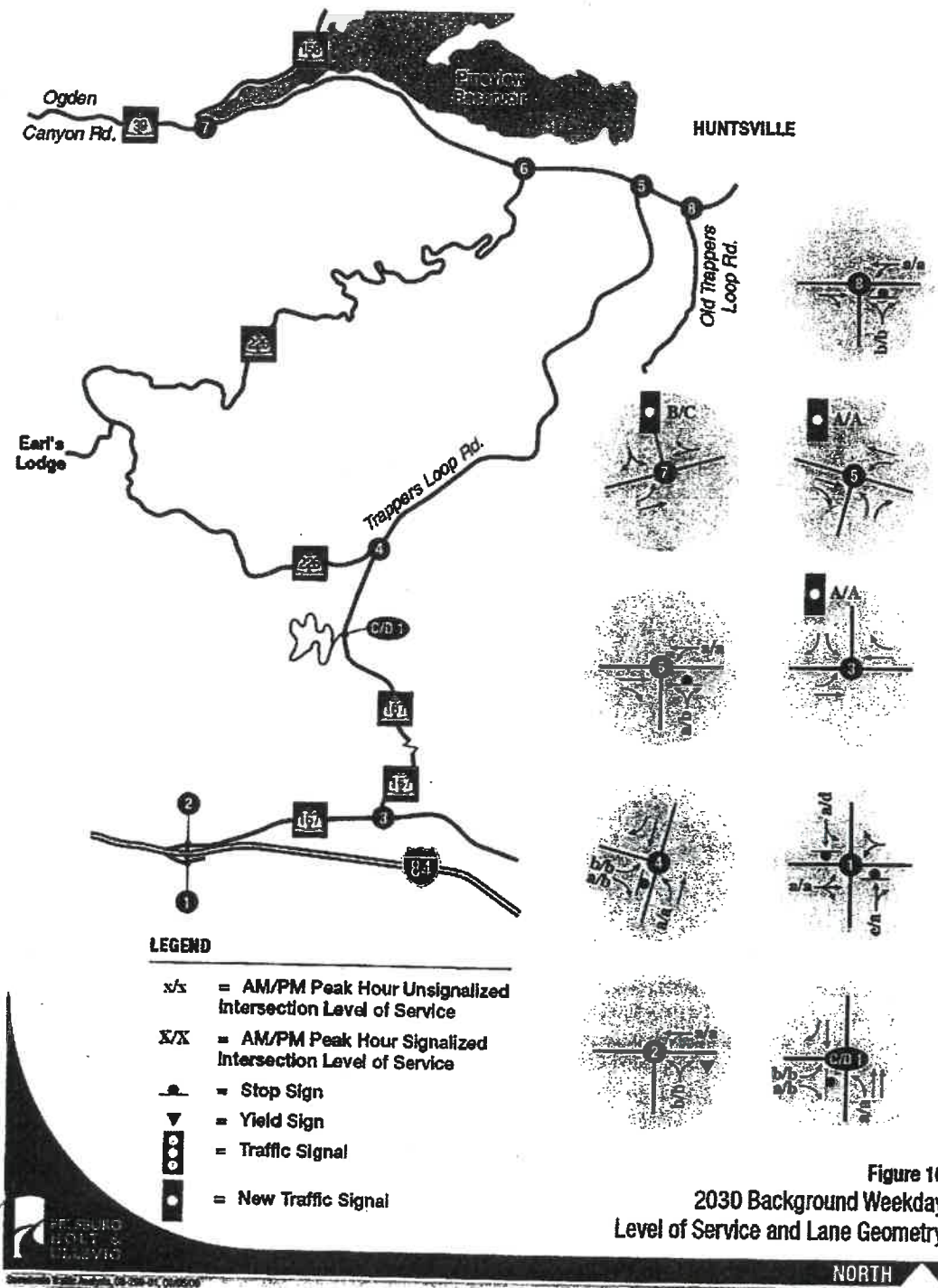


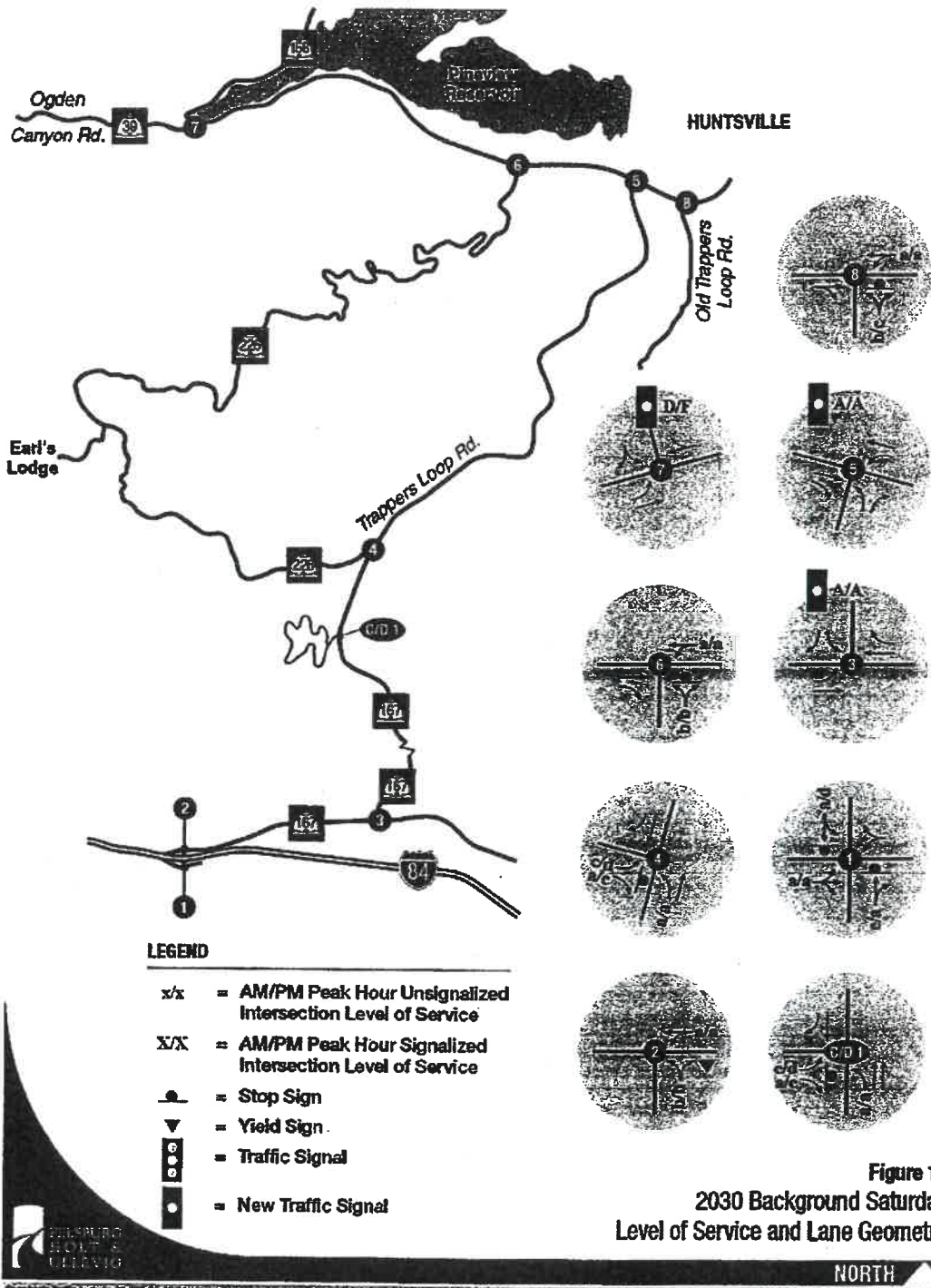
Figure 8
2030 Background Weekday
Traffic Volumes

NORTH



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The signal at the SR-39/SR-158 intersection was also identified in the Powder Mountain Ski Resort Traffic Impact Study. It is projected to operate at LOS C or better during the week and at LOS D on Saturday mornings, but would operate at LOS F during the Saturday afternoon peak hour. The poor level of service during the weekend afternoon peak was also documented in the Powder Mountain Ski Resort Traffic Impact Study and reflects build-out of Powder Mountain as part of the background traffic assumptions for this analysis.

The signals at SH 39/Trappers Loop Road and SR-167/Old Trappers Loop Highway are both projected operate at LOS A for all peak periods on both the weekday and weekend.

All remaining intersections are projected to remain stop sign or yield controlled, and all individual movements would operate at LOS C or better during the week. On the weekends all individual movements at the unsignalized intersections would operate at LOS D or better, with the exception of the northbound movement at the I-84 Eastbound Ramp intersection, which would operate at LOS E in the afternoon peak. It is not uncommon, however, for movements from driveways and side streets along higher volume roadways to experience poor levels of service. As noted in Chapter 17 (Unsignalized Intersections) of the Highway Capacity Manual (2000):

In evaluating the overall performance of two-way stop control intersections, it is important to consider measures of effectiveness in addition to delay, such as v/c ratios for individual movements, average queue lengths, and 95th percentile queue lengths. By focusing on a single measure of effectiveness for the worst movement only, such as delay for the minor street left turn, users may make less effective traffic control decisions.

At the I-84 Eastbound Ramp intersection the northbound traffic volumes would be less than five vehicles per hour, the v/c ratio would be 0.02 and the projected 95th percentile queue length would be one vehicle, so no improvements would appear to be necessary at that location. It is worth noting, however, that UDOT is considering replacing the current split diamond interchange with a full diamond configuration located somewhere between the two overpasses, and that this new interchange would eliminate the movement with the poor level of service. Morgan County and Mountain Green both support the idea of a new interchange.

Appendix C contains the background level of service worksheets.

C. Total Traffic Volume Projections

Build-out site generated traffic volumes were added to the 2030 background traffic volumes to estimate the 2030 build-out total traffic volumes. Figures 12 and 13 show the 2030 total weekday and Saturday traffic volumes, while Figures 14 and 15 show the lane geometry and levels of service for weekday and Saturday conditions.

D. Total Traffic Operations

Substantial lane geometry and signalization changes would be required for the proposed development of Snowbasin Resort at several existing and newly proposed access points. The following highlights the traffic operations and improvement needs at each study intersection at full buildout of the project.

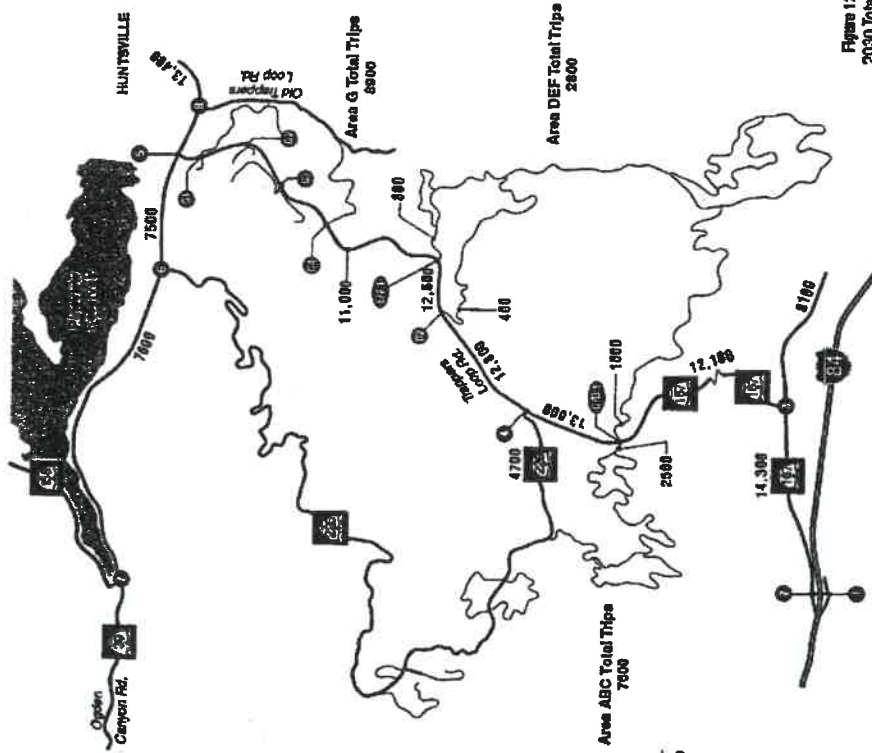
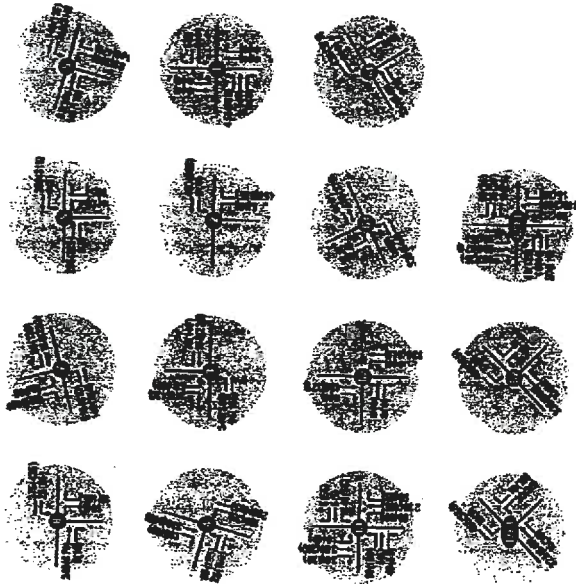


Figure 12
2050 Total
Weekday Traffic Volumes



LEGEND
 XXXXXX = AM/PM Peak Hour Traffic Volumes
 XXXX = Daily Traffic Volumes
 • = Less Than 5 Vehicles Per Hour



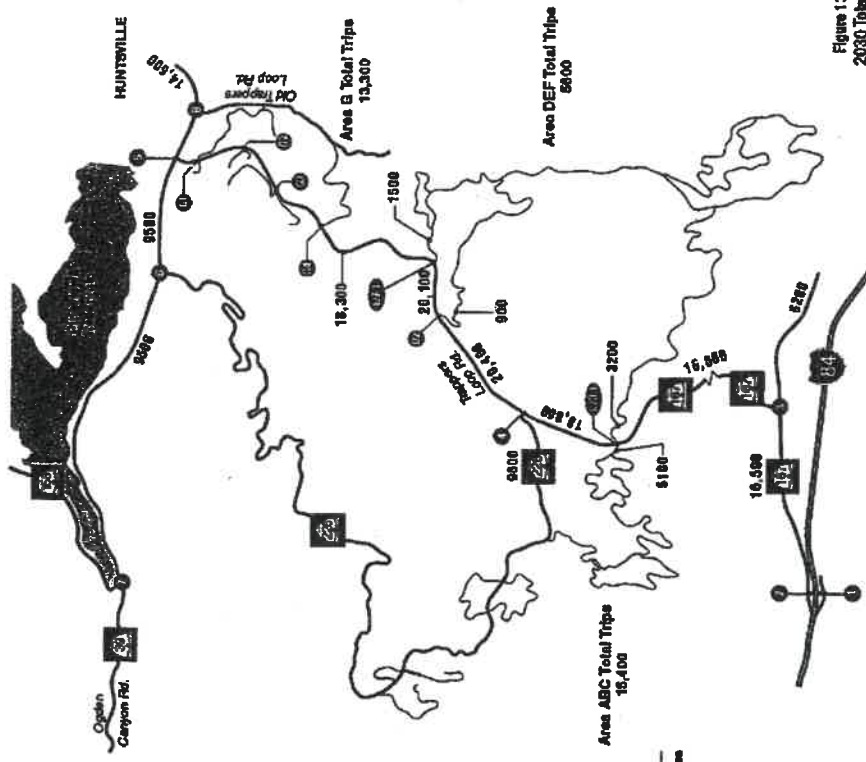
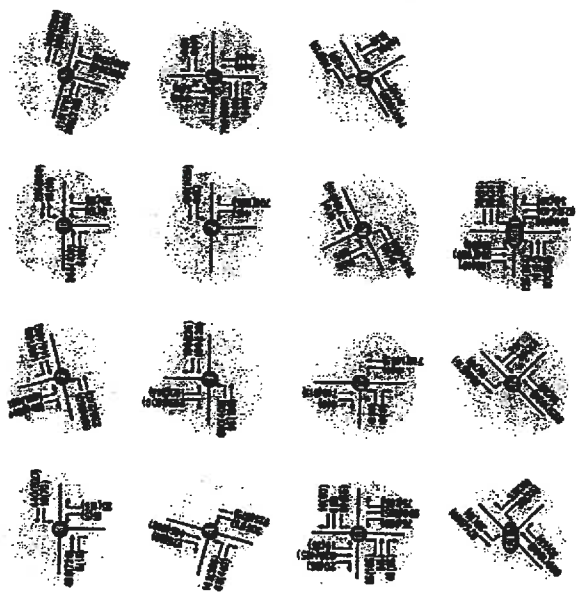


Figure 13
2030 Total
Saturday Traffic Volumes



Legend
 XXXXXX - AM(PM) Peak Hour Traffic Volumes
 XXXX - Daily Traffic Volumes
 * - Less Than 5 Vehicles Per Hour



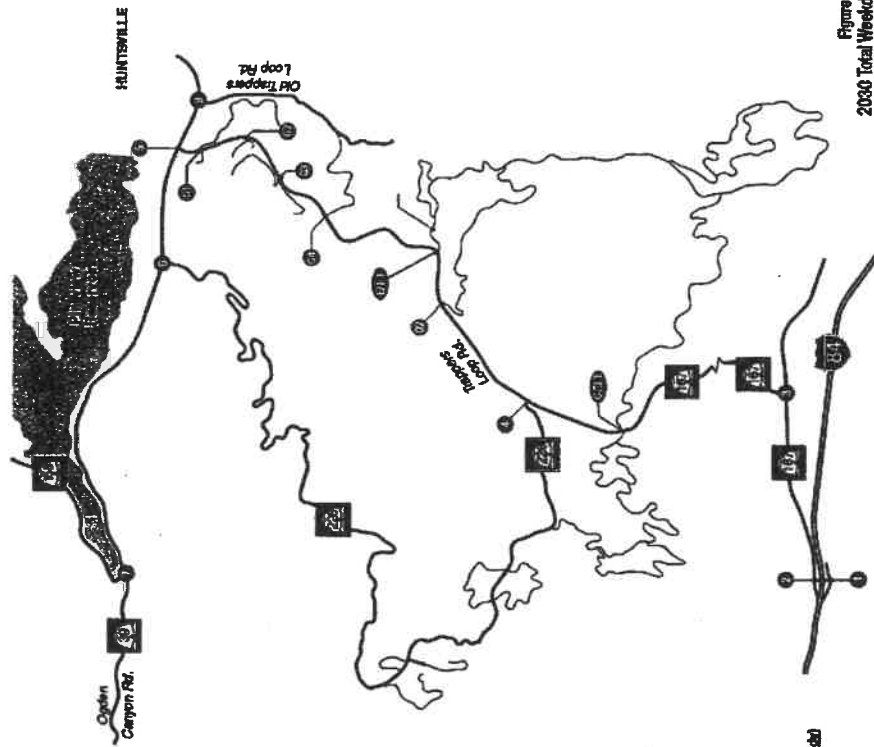
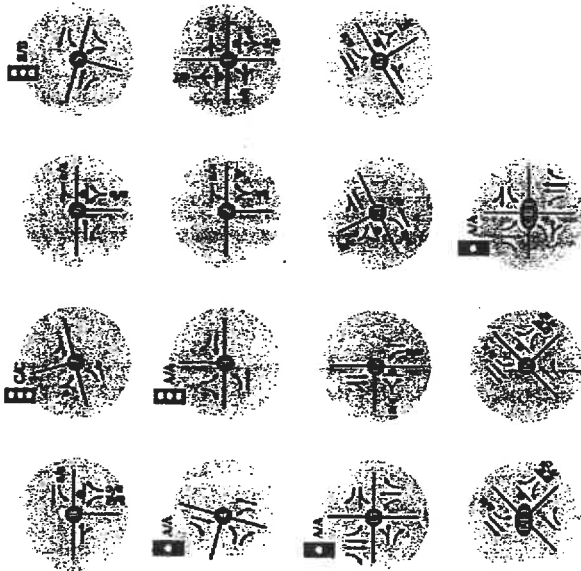


Figure 14
2030 Total Weekday
Levels of Service and Lane Geometry



- LEGEND**
- AM/PM Peak Hour Unsignalized Intersection Level of Service
 - AM/PM Peak Hour Signalized Intersection Level of Service
 - Stop Sign
 - New Stop Sign
 - Yield Sign
 - Traffic Signal (Identified in Project Manual/Sheet)
 - New Traffic Signal
 - New Lane Geometry

CONSULT THE PROJECT MANUAL FOR THE LATEST REVISIONS TO THE DESIGN AND SPECIFICATIONS.

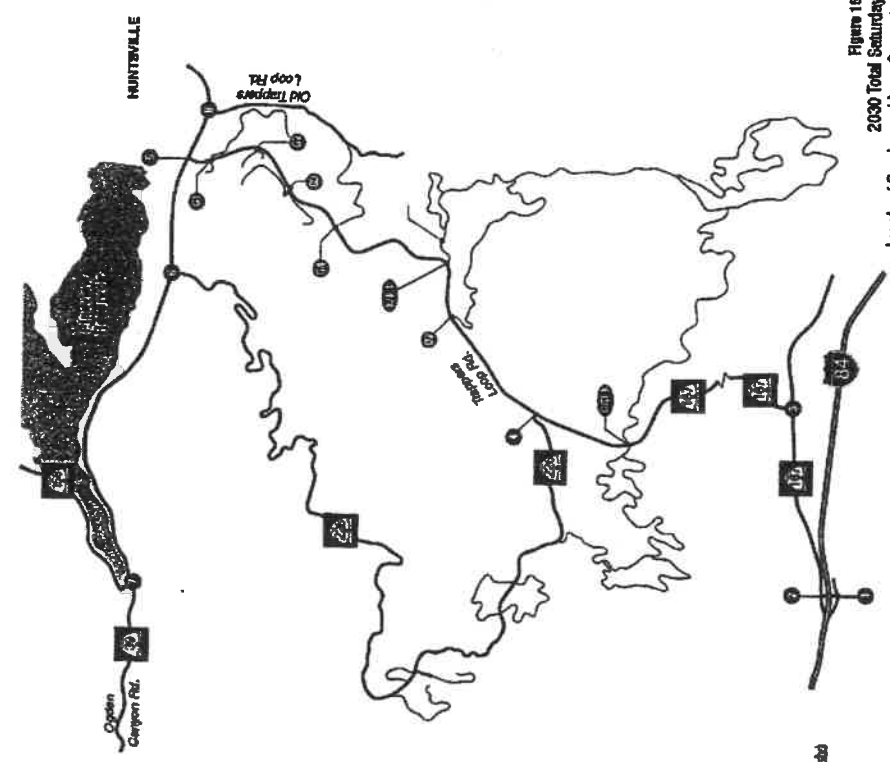
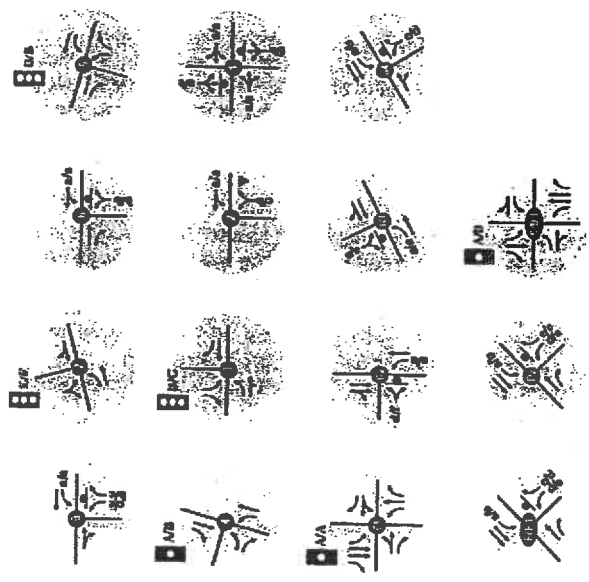


Figure 16
2030 Total Saturday
Levels of Service and Lane Geometry



- LEGEND**
- AM/PM Peak Hour Unsignalized Intersection Level of Service
 - ▲/▼ AM/PM Peak Hour Signalized Intersection Level of Service
 - Stop Sign
 - ▲/▼ New Stop Sign
 - Yield Sign
 - ▲/▼ Traffic Signal (Identified in Existing Mainline Study)
 - New Traffic Signal
 - New Lane Geometry



WILSON
HARRIS
INTERNATIONAL

Existing Intersections (Listed from south to north)

I-84 Off Ramp to Old Trappers Loop Highway

In the morning at this intersection the northbound movement would operate at LOS F and in the afternoon the southbound movement would operate at LOS E. Both of these movements are forecast to have extremely low volumes, however (five vehicles per hour southbound and less than five vehicles per hour northbound), because there is virtually no development or developable land south of the Interstate, so no improvements to the existing lane geometry is recommended at this location.

As noted in the Future Background Conditions section, UDOT is considering replacing the current split diamond configuration with a full diamond interchange somewhere between the two existing overpasses. Morgan County and Mountain Green both support the proposed concept and Snowbasin Resort is not opposed to the idea, but would like input on the design should the project move to that stage. However, it should be noted that the current interchange configuration adequately accommodates Snowbasin traffic and that development of the resort is not dependent on interchange improvements.

I-84 On Ramp from Old Trappers Loop Highway

At this intersection the northbound movement would operate at LOS C in the morning and LOS B in the afternoon. These represent acceptable levels of service, so no improvements to the existing lane geometry is recommended at this location.

Trappers Loop Road (SR-167) / Old Trappers Loop Highway

This intersection near Mountain Green would operate at LOS F in the long-range future, either with or without the Snowbasin Resort development. A signal was identified for this location as part of the *Powder Mountain Ski Resort Traffic Impact Study*, and therefore was assumed to be implemented in the background analysis. With a signal and the addition of Snowbasin buildout traffic, the intersection would operate at LOS B in the morning and LOS C in the afternoon. No additions to the current lane geometry would be required, but the eastbound left turn lane would need to be lengthened to accommodate the increased traffic volumes for that movement.

SR-167 / SR-226

This intersection currently serves as the primary access to Snowbasin Resort. In the future, the intersection would provide the primary access to Areas A and B, including the Earl's Lodge base area, which includes one of the main parking lots for day skiers. The intersection would require signalization by build-out of the resort and would operate at LOS B or better with a signal during both the morning and afternoon peak periods. No additions to the current lane geometry would be required, but each of the existing turn lanes (northbound left, southbound right and eastbound left) would need to be lengthened to accommodate the increased traffic volumes at the resort.

SR-167 / SR-39

This intersection at Huntsville would operate at LOS F in the long-range future either with or without the Snowbasin Resort development. A signal was identified for this location as part of the background analysis. With a signal and the addition of Snowbasin traffic the intersection would operate at LOS B during both the morning and afternoon peak periods. No additions to the current lane geometry would be required, but each of the existing turn lanes (northbound left, eastbound right and westbound left) would need to be lengthened to accommodate the increased traffic volumes for those movements.

SR-39 / SR-226

This intersection provides access to residences along Old Snowbasin Road. Due to the closure of this road during the winter as an access to Snowbasin Resort, no additional volumes are anticipated at this intersection. The intersection would operate at LOS B or better for all movements. No changes in the lane geometry would be required.

SR-39 / SR-158

This intersection provides access to residences along the west side of the Pineview Reservoir, and serves as a part of the access route to the Powder Mountain Ski Resort. The intersection would operate at LOS F in the long range future either with or without the Snowbasin Resort development. A signal was identified for this location as part of the *Powder Mountain Ski Resort Traffic Impact Study*, since that resort has a much more significant impact on traffic operations there (very little Snowbasin traffic would use this intersection, particularly the SR-158 approach). With the signal and the addition of Snowbasin buildout traffic, the intersection would operate at LOS E in the morning and LOS F in the afternoon on weekends, which is the same level of service as that reported in the *Powder Mountain Ski Resort Traffic Impact Study*. The *Powder Mountain Ski Resort Traffic Impact Study* further identifies a public awareness campaign and alternate route identification using an ATMS system to reduce delays at the intersection. The proposed system would provide automated signs that notify drivers prior to the SR-158 / SR-162 intersection that the SR-39 / SR-158 intersection is experiencing an overcapacity condition, and suggest the alternate route. The system would be triggered by queue detectors at the SR-158 / SR-39 intersection.

The majority of Snowbasin-related traffic at this intersection would be through volumes on SR-39 travelling between the resort and Ogden (i.e., the major street movement). Only Area H traffic would use the SR-158 (minor street) approach, and as noted in the Resort Traffic Generation section, Snowbasin has elected to transfer much of the allowed density on that parcel to other development areas in an effort to minimize the traffic impacts to that roadway (only 50 of the 572 allow units in Area H would be developed).

New Intersections (listed from south to north)**SR-167 / Intersection C/D1**

This intersection would serve as the primary access to the new ski area base in development Area C as well as the primary access to the residential development Areas D and E. It is the second of two new intersections requiring signalization at build-out of Snowbasin Resort. With a signal the intersection would operate at LOS B or better during both the morning and afternoon peak periods. In addition to signalization, the intersection would require left and right turn deceleration lanes in each direction of SR-167, and left turn lanes on both side street approaches.

SR-167 / Intersection D2

This intersection would serve as a secondary access point to areas E and F. It would be stop sign controlled on the side street approach, with left turns out of the site operating at LOS D in the morning and LOS E in the afternoon. Left and right turn deceleration lanes and acceleration lanes would be required in each direction of SR-167, as would a left turn lane on the side street approach.

SR-167 / Intersection E/F1

This intersection would serve as the primary access point to Area F and a secondary access to Area E. It would be stop sign controlled on the side street approach, with left turns out of the site operating at LOS D in the morning and LOS F in the afternoon. Left and right turn deceleration lanes and acceleration lanes would be required in each direction of SR-167, as would a left turn lane on the side street approach.

SR-167 / Intersection G4

This intersection would serve as the second of two access points to the residential portions of Area G on the east side of SR-167. It would be stop sign controlled on the side street approaches, with westbound left turns out of the site operating at LOS C in the morning and LOS D in the afternoon; all other movements would operate at LOS B or better during both the morning and afternoon peaks. A left turn deceleration lane would be required on SR-167.

SR-167 / Intersection G3

This intersection would serve as the primary access point to a parcel of approximately 45 residential units of Area G on the east side of SR-167. It would be stop sign controlled on the side street approach, with all movements operating at LOS E or better during both the morning and afternoon peaks. A left turn deceleration lane would be required on SR-167.

SR-167 / Intersection G2

This intersection would serve as the primary access point to a parcel of 15 residential units of Area G on the west side of SR-167. It would be stop sign controlled on the side street approach, with all movements operating at LOS D or better during both the morning and afternoon peaks. A left turn deceleration lane would be required on SR-167.

SR-167 / Intersection G1

This intersection would serve as the primary access to the retail and residential development in Area G and is one of two new intersections requiring signalization in the proposed build-out of Snowbasin Resort. Without a signal the side street left turns at the intersection would operate at LOS F in both the morning and afternoon peak periods and would experience significant queuing and delays in the afternoon. With a signal the intersection would operate at LOS A during both the morning and afternoon peak periods. In addition to signalization, the intersection would require left and right turn deceleration lanes in each direction of SR-167, and separate right turn lanes on both side street approaches.

Appendix D contains the 2030 total level of service worksheets.

E. Highway Operations

Highway capacity analyses were performed for key sections of SR-226 (Trappers Loop Road), including:

1. SR-226 to Huntsville, uphill
2. SR-226 to Huntsville, downhill
3. SR-226 to Mountain Green, uphill
4. SR-226 to Mountain Green, downhill

Highway capacity analyses were performed using methodologies documented in the Highway Capacity Manual. The uphill segments were evaluated during the morning peak and the downhill segments were evaluated during the evening peak for the existing Saturday volumes, 2030 background Saturday volumes, and 2030 total Saturday volumes. The analysis was designed to capture the worst highway level of service for each direction during a peak sat Saturday. The results of the analyses are summarized in Table 11.

Table 11. Highway Levels of Service

Segment	Existing		2030 Background		2030 Total	
	Uphill AM	Downhill PM	Uphill AM	Downhill PM	Uphill AM	Downhill PM
SR-226 to Huntsville	LOS A	LOS D	LOS A	LOS D	LOS A	LOS E
SR-226 to Mountain Green	LOS A	LOS D	LOS A	LOS E	LOS A	LOS E

The south section of SR-167 is projected to carry 18,800 vpd at build-out of the resort. At these volumes the uphill direction would operate at LOS A during the morning peak (due in large part to the continuous climbing lane) while the downhill direction would operate at LOS E during the afternoon peak. The volume-to-capacity ratio for the downhill direction would be 0.67 in the afternoon, (i.e., the projected volume would be approximately 67 percent of the capacity of the roadway during the peak hour), so it would appear that the roadway would not require an additional downhill lane.

The north section of SR-167 is projected to carry 20,400 vpd at build-out of the resort. At these volumes the uphill direction would operate at LOS A during the morning peak (again due to the continuous climbing lane) while the downhill direction would operate at LOS E during the afternoon peak. The volume-to-capacity ratio for the downhill direction would be 0.70 in the afternoon, however, so it would appear that no additional lanes would be necessary on that section, either.

Appendix E contains the highway analysis worksheets.

F. Auxiliary Lane Requirements

Table 12 provides auxiliary length requirements for each of existing intersections while Table 13 provides requirements for new intersections that would be build for the resort. The recommendations consider roadway speed limits, grades, traffic volumes and projected 95th percentile queues at each intersection at buildout of the project. Table 12 also includes the existing lane lengths at each intersection and indicates that, with the exception of the eastbound left turn lane out of the Snowbasin Resort and the eastbound left turn lane at SR-167/Mountain Green, the existing turn lane geometries appear to adequately accommodate the projected traffic volumes at resort buildout.

Table 12. Auxiliary Lane Requirements at Existing Intersections

Intersection	Lane	Length	Existing Auxiliary Lane Length
SR-167 / Mountain Green	EB LT	750 ft (Includes 150 ft taper)	375 ft (Includes 150 ft taper)
	WB RT	550 ft (Includes 250 ft taper)	550 ft (Includes 250 ft taper)
	SB LT	800 ft (Includes 300 ft taper)	800 ft (Includes 300 ft taper)
SR-167 / SR-226	EB LT	400 ft (Includes 100 ft taper)	200 ft (Includes 50 ft taper)
	NB LT	750 ft (Includes 275 ft taper)	750 ft (Includes 275 ft taper)
	SB RT	350 ft (Includes 125 ft taper)	350 ft (Includes 125 ft taper)
SR-167 / SR-39	EB RT	475 ft (Includes 250 ft taper)	475 ft (Includes 250 ft taper)
	WB LT	600 ft (Includes 250 ft taper)	600 ft (Includes 250 ft taper)
	NB LT	650 ft (Includes 250 ft taper)	650 ft (Includes 250 ft taper)

italic -- revisions to existing lane

Table 13. Auxillary Lane Requirements at New Intersections

Intersection	Lane	Length
SR-167 / C/D1	EB LT	500 ft (Includes 100 ft taper)
	EB RT	225 ft (Includes 100 ft taper)
	WB LT	300 ft (Includes 100 ft taper)
	NB LT	775 ft (Includes 225 ft taper)
	NB RT	600 ft (Includes 225 ft taper)
	SB LT	650 ft (Includes 225 ft taper)
	SB RT	600 ft (Includes 225 ft taper)
SR-167 / D2	EB RT	600 ft (Includes 225 ft taper)
	WB LT	575 ft (Includes 225 ft taper)
	NB LT	275 ft (Includes 100 ft taper)
	WB (L) ACCEL	1920 ft (Includes 225 ft taper)
SR-167 / E/F1	EB RT	720 ft (Includes 225 ft taper)
	WB LT	590 ft (Includes 225 ft taper)
	NB LT	300 ft (Includes 100 ft taper)
	EB (R) ACCEL	625 ft (Includes 225 ft taper)
	WB (L) ACCEL	1440 ft (Includes 225 ft taper)
SR-167 / G4	WB LT/RT	Share Lane
	SB LT	565 ft (Includes 225 ft taper)
SR-167 / G3	EB LT/RT	Share Lane
	NB LT	745 ft (Includes 225 ft taper)
SR-167 / G2	EB LT/RT	Share Lane
	NB LT	745 ft (Includes 225 ft taper)
SR-167 / G1	EB LT	Use Thru Lane
	EB RT	250 ft (Includes 100 ft taper)
	WB LT	Use Thru Lane
	WB RT	250 ft (Includes 100 ft taper)
	NB LT	870 ft (Includes 225 ft taper)
	NB RT	720 ft (Includes 225 ft taper)
	SB LT	590 ft (Includes 225 ft taper)
	SB RT	540 ft (Includes 225 ft taper)
	NB (R) ACCEL	625 ft (Includes 225 ft taper)
SB (R) ACCEL	1440 ft (Includes 225 ft taper)	

IV. PARKING

Parking demand at the ski area bases on the weekend was determined based on the skier and employment forecasts developed for the trip generation analysis. The following summarizes the assumptions used to create the parking forecasts.

Day Skiers. The existing weekend traffic volumes, parking lot counts and skier volumes were used to develop the parking demand for day skiers. The data indicated that the peak parking demand created by day skiers was 1,900 vehicles. For buildout conditions, this demand was assigned to the two base areas based on the available parking supply at each (roughly 2/3 to the Earl's Lodge base and 1/3 to the new Area C base).

Overnight Guest/Resident Skiers. The overnight guest and resident skiers were previously summarized in Table 4. Since Area A and Area C represent slopeside lodging and Area B would have a lift that connects it to the Earl's Lodge base, and all three areas would have in internal transit shuttle, it was assumed that there would be no parking demand on the two base area lots generated by those areas. Similarly, transit service is planned between Area DEF and the ski area bases, and it was assumed that 50 percent of the skiers from that area would use that service, so skier parking demand at the day lots was reduced by 50 percent. No transit reductions were assumed for skier trips from Areas G and H, since it is not yet known whether transit services would be provided between those areas and the ski area bases. The total demand was assigned to the two base areas based on the available parking supply at each.

Base Area Commercial Employees. Employee forecasts for the commercial properties planned in each base area were generated based on information published by the US Department of Energy on the typical number of retail employees per gross square foot of floor space. An average vehicle occupancy of 1.6 employees per vehicle was assumed to determine the parking demand generated by the employees. This vehicle occupancy is based on employee surveys collected at other ski resorts.

Ski Area/Lodging Employees. Employee forecasts for the ski area were based on the current employee to ski area capacity ratio on a peak day at Snowbasin and the planned future mountain capacity. Lodging employee forecasts were generated based on information from other ski resorts on the typical number of employees per hotel room and per condominium unit. As above, an average vehicle occupancy of 1.6 employees per vehicle was assumed to determine the parking demand generated by the employees.

Table 14 shows the projected parking demand at the two ski area bases at buildout of the resort based on the above assumptions. As indicated, the base areas are projected to generate a peak parking demand of approximately 3,100 vehicles on the weekend. The planned parking supply would be 3,700 spaces, so on a typical higher demand weekend the base area lots would be approximately 83 percent occupied. This represents a reasonable occupancy level, as it leaves an additional 600 spaces available for peak of peak demand days.

Table 14. Base Area Weekend Parking Demand

User Group	Earl's Lodge Base	Area C Base	Total
Day Skiers	1,300	600	1,900
Skiers from DEF	183	122	305
Skiers from G	51	34	85
Skiers from H	13	9	21
Commercial Employees	28	36	64
Ski Area/Lodging Employees	489	190	680
Total Demand	2,064	991	3,055
Capacity	2,500	1,200	3,700
Percent Occupancy	83%	83%	83%

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, transit, or walking and biking.

As noted previously, Snowbasin plans on providing an internal shuttle system in Areas ABC and DEF so that overnight guests and residents of those areas 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 4,100 trips per day on the weekend and 2,700 trips on the weekday. Similarly, a comprehensive system of pedestrian and bicycle trails will promote walking and cycling within and between Areas ABC and DEF. Snowbasin may also consider providing transit service between the ski area bases and Area G so residents and guests don't have to rely on their personal vehicle for trips to the project's primary commercial area.

Several other TDM measures could be implemented by Snowbasin to reduce the number of trips generated by the project. Table 15 lists various measures targeting a specific resort user group that have been successfully implemented at other ski resorts. The table includes traffic reduction estimates for each measure based on usage levels experienced by those other resorts. As the table indicates, using the I-84 intercept lot for employee parking and providing a shuttle to the base areas has the greatest potential for reducing trips at the resort, and if all the measures listed in the table were implemented, traffic from the ski area base could potentially be reduced by 20 to 25 percent.

Table 15. Travel Demand Management Options

TDM Measure	Target Group	Potential Use	Potential Daily Trip Reduction
Use the I-84 intercept lot and provide shuttle service to the resort	Employees coming from the south	55 Percent	-800 vpd ¹
Construct an intercept lot near Huntsville and provide shuttle service to the resort	Employees coming from the north	55 Percent	-400 vpd
Transit service between Ski Area and Area G	Overnight guest and resident skiers in Area G	25 percent	-100 vpd
	Retail/shopping trips between Areas ABC, DEF and Area G	10 percent	-150 vpd from ABC -150 vpd from DEF
Transit service between Ski Area and Huntsville and Mountain Green	Day skiers and employees living in Huntsville and Mountain Green	25 percent	-200 vpd
Provide preferred parking in the Day Skier lots for vehicles with 3 or more occupants	Day Skiers	15 percent	-250 vpd
Total			-2,050 vpd
Trips from ABC without TDM Measures			9,200 vpd
Trips from ABC with TDM Measures Implemented			7,300 vpd
Potential Percent Reduction			20-25%

1. vehicle trips per day

VI. SUSTAINABILITY

Transportation sustainability is accomplished by limiting the traffic demand on the roadway system; fewer vehicles equals less congestion equals less environmental impacts. Snowbasin aims 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 every day. Additionally, Snowbasin will provide supportive commercial uses within the resort that allow residents and guests to fulfill many of their trip purposes (such as dining, entertainment and resort-related shopping) on site, limiting the number of trips to Mountain Green or Huntsville for those needs. Snowbasin will also provide an internal shuttle system between the resort development areas that will enable guests to access the ski area bases without using their vehicle. This system could operate as either an on-call system, a fixed route, fixed schedule system or hybrid system that offered fixed route service during the peak demand periods and on-call service during lower demand periods. Snowbasin may also consider similar transit service between Areas ABC-DEF and the primary commercial center in Area G to help reduce travel demand on the northern half of Trappers Loop Road between the ski resort and Huntsville. Finally, a comprehensive system of pedestrian and bicycle trails will promote alternate modes of travel by providing internal connections to each development area and connections between Areas ABC and DEF.

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

- Utilize the built I-84 intercept lot for employee parking and consider constructing an employee parking lot near Huntsville, then provide shuttle service between those locations and the resort.
- Consider providing 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, security, or lawn/landscaping service.
- Provide transit service between the resort, Mountain Green and the Trappers Loop/SR 39 intersection.
- Consider the use of alternative fuel shuttles for the employee/day skier transit services.
- Provide bicycles for use by resort residents and guests.
- Provide information on shuttles, transit and other alternate modes to visitors and residents.

Exhibit D

Existing Agricultural Condition of Community Park Parcel

