

OGDEN VALLEY PLANNING COMMISSION

MEETING AGENDA

August 23, 2022

Pre-Meeting 4:30/Regular Meeting 5:00

- ***Pledge of Allegiance***
- ***Roll Call:***
Tribute to Jack Howell
Thank you to Shanna Francis

1. Minutes: Training (10 minutes)

Petitions, Applications, and Public Hearings:

2. Administrative Items:

2.1 UVO011221 - Request for final approval of Osprey Ranch Subdivision Phase 1, consisting of 31 lots and two open-space parcels. This proposal also includes dedication of a new County roadway. **Planner: Tammy Aydelotte**

Petitions, Applications, and Public Hearings:

3. Legislative Items

3.1 ZDA 2022-01: Consideration and action on a request for approval of the 2nd amendment to the Powder Mountain Development Agreement to update concept area maps and to add language allowing staff and Planning Commission to approve minimal changes to area maps. Applicant is Rick Everson. **Planner: Steve Burton**

3.2 ZMA 2022-01: Public hearing to consider a zoning map amendment to rezone property from RE-15, RE-20, FR-3, O-1, F-5, and AV-3 to the Master Planned Development Overlay zone. Applicant is John Lewis. **Planner: Steve Burton.**

3.3 ZMA 2021-09: A public hearing to consider an application to rezone approximately 510 acres of land to the Form-Based Village Zone, otherwise known as the Form-Based Zone. Applicant is Skyline Mountain Base LLC. **Planner: Charlie Ewert.**

4. Public Comment for Items not on the Agenda:

5. Remarks from Planning Commissioners:

6. Planning Director Report:

7. Remarks from Legal Counsel:

Adjourn

The regular meeting will be held in person at the Weber County Commission Chambers, in the Weber Center, 1st Floor, 2380 Washington Blvd., Ogden, Utah.

& Via Zoom Video Conferencing at <https://us02web.zoom.us/j/84941789461> Meeting ID: 849 4178 9461

A Pre-Meeting will be held at 4:30 p.m. The agenda for the pre-meeting consists of discussion of the same items listed above, on the agenda for the meeting.

In compliance with the Americans with Disabilities Act, persons needing auxiliary services for these meetings should call the Weber County Planning Commission at 801-399-8761

Meeting Procedures

Outline of Meeting Procedures:

- ❖ The Chair will call the meeting to order, read the opening meeting statement, and then introduce the item.
- ❖ The typical order is for consent items, old business, and then any new business.
- ❖ Please respect the right of other participants to see, hear, and fully participate in the proceedings. In this regard, anyone who becomes disruptive, or refuses to follow the outlined procedures, is subject to removal from the meeting.

Role of Staff:

- ❖ Staff will review the staff report, address the approval criteria, and give a recommendation on the application.
- ❖ The Staff recommendation is based on conformance to the general plan and meeting the ordinance approval criteria.

Role of the Applicant:

- ❖ The applicant will outline the nature of the request and present supporting evidence.
- ❖ The applicant will address any questions the Planning Commission may have.

Role of the Planning Commission:

- ❖ To judge applications based upon the ordinance criteria, not emotions.
- ❖ The Planning Commission's decision is based upon making findings consistent with the ordinance criteria.

Public Comment:

- ❖ The meeting will then be open for either public hearing or comment. Persons in support of and in opposition to the application or item for discussion will provide input and comments.
- ❖ The commission may impose time limits for comment to facilitate the business of the Planning Commission.

Planning Commission Action:

- ❖ The Chair will then close the agenda item from any further public comments. Staff is asked if they have further comments or recommendations.
- ❖ A Planning Commissioner makes a motion and second, then the Planning Commission deliberates the issue. The Planning Commission may ask questions for further clarification.
- ❖ The Chair then calls for a vote and announces the decision.

Commenting at Public Meetings and Public Hearings

Address the Decision Makers:

- ❖ When commenting please step to the podium and state your name and address.
- ❖ Please speak into the microphone as the proceedings are being recorded and will be transcribed to written minutes.
- ❖ All comments must be directed toward the matter at hand.
- ❖ All questions must be directed to the Planning Commission.
- ❖ The Planning Commission is grateful and appreciative when comments are pertinent, well organized, and directed specifically to the matter at hand.

Speak to the Point:

- ❖ Do your homework. Obtain the criteria upon which the Planning Commission will base their decision. Know the facts. Don't rely on hearsay and rumor.
- ❖ The application is available for review in the Planning Division office.
- ❖ Speak to the criteria outlined in the ordinances.
- ❖ Don't repeat information that has already been given. If you agree with previous comments, then state that you agree with that comment.
- ❖ Support your arguments with relevant facts and figures.
- ❖ Data should never be distorted to suit your argument; credibility and accuracy are important assets.
- ❖ State your position and your recommendations.

Handouts:

- ❖ Written statements should be accurate and either typed or neatly handwritten with enough copies (10) for the Planning Commission, Staff, and the recorder of the minutes.
- ❖ Handouts and pictures presented as part of the record will be left with the Planning Commission.

Remember Your Objective:

- ❖ Keep your emotions under control, be polite, and be respectful.
- ❖ It does not do your cause any good to anger, alienate, or antagonize the group you are standing in front of.



Staff Report to the Ogden Valley Planning Commission

Weber County Planning Division

Synopsis

Application Information

Application Request:	Request for final approval of Osprey Ranch Subdivision Phase 1, consisting of 31 lots and two open-space parcels. This proposal also includes dedication of a new County roadway.
Type of Decision:	Administrative
Agenda Date:	Tuesday, August 23, 2022
Applicant:	Osprey Ranch, LLC
File Number:	UVO111221

Property Information

Approximate Address:	1385 N Hwy 158, Eden, UT, 84310
Project Area:	283.78 acres
Zoning:	FV-3
Existing Land Use:	Vacant
Proposed Land Use:	Residential
Parcel ID:	See application for all parcel numbers
Township, Range, Section:	T6N, R1E, Sections 3 & 4 N and T7N R1E, Section 33 SE

Adjacent Land Use

North:	Vacant/Residential	South:	Vacant/USFS
East:	Hwy 158	West:	Vacant

Staff Information

Report Presenter:	Tammy Aydelotte taydelotte@webercountyutah.gov 801-399-8794
Report Reviewer:	SB

Applicable Ordinances

- Title 104, Zones, Chapter 14 Forest Valley Zone (FV-3)
- Title 106, Subdivisions, Chapters 1-8 as applicable
- Title 108, Chapter 17 Ogden Valley Pathways

Background and Summary

11/12/2021 – Subdivision application accepted.

5/24/2022 – CUP 2022-06, approval of a water tank for the proposed subdivision, was granted by the Ogden Valley Planning Commission.

8/2/2022 – Preliminary approval granted by the Ogden Valley Planning Commission.

This subdivision plat request consists of 31 lots, ranging in sizes from 3.12 acres to 18.57 acres. Lot widths vary from 100 feet to 1972.35 feet. This proposal consists of 283.78 acres, with two open space parcels totaling 30.20 acres, 1.27 acres of trail area, in Phase 1. Public roads, and paved trails within the dedicated right-of-way, are proposed throughout the development.

Preliminary Conditions of Approval

1. A proposed final plat for Phase 1 shall be submitted prior to going before Planning Commission for recommendation of final approval.
2. There are lots within Phase 1 that show an average slope that exceeds 25%. As such, every lot with average slopes that exceed 25% shall either have a buildable area shown on the final plat, or a geotech study shall be submitted for each of these lots. – See Exhibit A for buildable area shown on lots 5, 6, and 16.
3. A Natural Hazard Notice shall be recorded with the plat, and a note on the final plat shall be required which states that the parcel is located within a natural hazard study area. – See Exhibit A

Analysis

General Plan: The proposal conforms to the Ogden Valley General Plan by maintaining the existing density provided by the current zoning and existing approvals (2016 Ogden Valley General Plan, Land Use Principle 1.1).

Zoning: The subject property is located in the Forest Valley (FV-3) zone. The purpose and intent of the FV-3 zone is identified in the LUC §104-14-1 as:

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

Lot area, frontage/width and yard regulations: The site development standards for the FV-3 zone require a minimum lot area of 3 acres of net developable area. The FV-3 zone requires a minimum lot width of 150 feet. Lots located on the outside of the curved streets, or on the ends of cul-de-sacs may be reduced by up to one-third provided the lot has the required width at a distance of 70 feet back from the front lot line. Lot 17 has the smallest width, but meets this requirement.

Culinary water, secondary water, and sanitary sewage disposal: Nordic Mountain Water Inc. has issued approval to service Osprey Ranch Subdivision, with allowances for a small amount of their water to be used for irrigation purposes. The applicant has provided a receipt for all service fees due to Nordic Mountain Water. Nordic Mountain Water has approved a portion of their water for secondary use. The Division of Drinking water has approved of the submitted improvement plans. The developer will be installing infrastructure to expand sewer services of Wolf Creek Water and Sewer District.

Relation to Adjoining Street Systems/Ogden Valley Pathways: The proposed subdivision will create a new public road that will connect Highway 158 to Nordic Valley Drive. A 10 foot wide paved pathway will run adjacent to the new roadway, allowing for pedestrian access from Nordic Valley Drive to pathways that run adjacent to Pineview Reservoir. Proposed pathways shall be constructed or designated for public use on currently existing, or in proposed public rights-of-way. Engineered improvement plans have been submitted to the County Engineer.

A road stub is proposed to connect property to the south to the public roads created by this subdivision. An existing access easement is shown between lots 26 and 27. The County Commission has given direction to allow the proposed cul-de-sac within the development to be public.

Natural hazards/wetlands: This proposed subdivision lies within a geologic hazard study area. Per LUC § 104-22 a hazard study is required. All recommendations outlined in the submitted report (Western Geologic dated 1/3/2022), shall be followed throughout development of this subdivision, and subsequent construction of each lot.

Standards: Per LUC § 108-14-3(a) Applicability: Pursuant to Section 106-2-4, a lot that has an average percent of slope that is greater than 25-percent shall provide the following on the final plat:

1. **Buildable area.** If the lot provides a buildable area, the buildable area shall be delineated on the final plat by short dashed lines. The area shall be labeled as "Buildable area. See note [enter note number here]." The note shall read as follows: "A lot with a delineated "buildable area" shall only allow buildings within the designated buildable area."

The proposed final plat is shown in Exhibit A.

Review Agencies: To date, the proposed subdivision has been reviewed by the Planning Division, Weber Fire District, and Weber County Engineering, and the Surveyor's Office. At minimum, all review agency requirements must be addressed and completed prior to this subdivision being recorded.

Tax Clearance: There are no outstanding tax payments related to these parcels. The 2022 property taxes are not considered due at this time, but will become due in full on November 30, 2022.

Staff Recommendation

Staff recommends final approval of Osprey Ranch Subdivision Phase 1, consisting of 31 lots, two open space parcels, and road dedication. This recommendation for approval is subject to **all review agency requirements** and is based on the following conditions:

1. All improvements shall be installed, escrowed for, or a combination of both, prior to County Commission approval.
2. A Natural Hazard Notice shall be recorded with the plat, and a note on the final plat shall be required which states that the parcel is located within a natural hazard study area.

This recommendation is based on the following findings:

1. The proposed subdivision conforms to the Ogden Valley General Plan.
2. With the recommended conditions, the proposed subdivision complies with the applicable County ordinances.
3. The proposed subdivision will not be detrimental to the public health, safety, or welfare.
4. The proposed subdivision will not deteriorate the environment of the general area so as to negatively impact surrounding properties and uses.

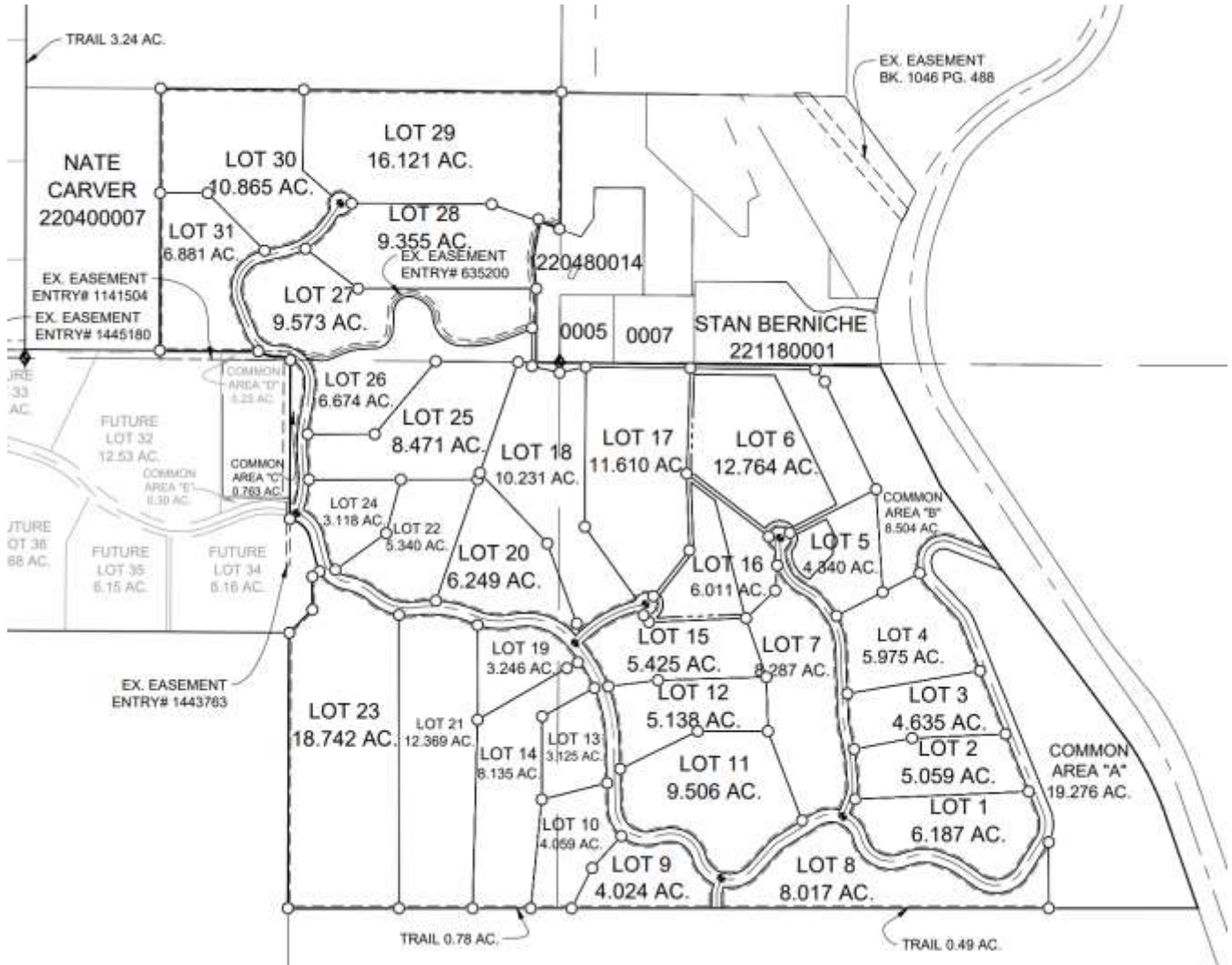
Exhibits

- A. Proposed Final Plat
- B. Water Approvals

Location Map



Exhibit A - Proposed Plat & Updated Narrative



Osprey Ranch
Subdivision Application
August 2022

Project Narrative

Osprey Ranch is a single family homesite project located in Eden, UT. The property is in the Forest Valley Zone (FV-3), consists of 566.97 acres with 61 lots. The homesites range in size from 3.19 to 18.74 acres. The project contains 43.02 acres of common area open space with a trail system. The property will be developed in two phases with the first phase consisting of 31 lots on 283.72 acres.

Density on the property was determined by using the net developable acreage of 458.64 which translates into 152 entitlements in the FV-3 zone. Osprey Ranch will use 61 units for the project and the remaining balance of the entitlements will be allocated for future Transfer of Density Rights (TDR).

Project Density Calculation

Total Property - 566.97 acres

Roadway - 30.06 acres

Slopes Over 40% - 62.12

Sensitive Lands Stream Corridor - 16.15 acres

Net Developable Acreage - 458.64 acres

Forest Valley Zone (FV-3) requires three acre minimum

Entitlements - $458.64 / 3 = 152.88$ or 152 units

A community trail system will be an amenity to the project. For public benefit, an asphalt pathway will be constructed through the project connecting Hwy 158 to the Nordic Valley neighborhood. Soft trails will provide access to the Forest Service property located south of Osprey Ranch and will be privately owned with public access allowed. The site plan includes nearly four miles of both hard and soft trails.

Gardner Engineering prepared the civil design. The geotechnical study was done by Christensen Geotechnical, while Western Geologic evaluated potential geologic hazards.

The project contains over four miles of public roadways and will have no grades above 12%. The Fire Marshal from the Weber Fire District has approved the road design layout. Two emergency gated access points connect both the Hidden Brook and Big Sky subdivisions to the west of the project.

Osprey Ranch will be governed by a Homeowners Association (HOA), Covenants, Conditions and Restrictions (CC&Rs) and Building Design Guidelines. Nightly rentals are not permitted.

Nordic Mountain Water will provide water to the project. Wolf Creek Water & Sewer Improvement District will treat the wastewater.

Osprey Ranch will have a subdivision entry monument. Any lighting will be dark sky compliant and the Ogden Valley Sign Land Use code requirements will be followed. A temporary project management trailer will be on site for the duration of the construction.

Nordic Mountain Water Inc.

Mr. Shane Dunleavy
Osprey Ranch LLC
65 10-acre Single Family Home Sites
Liberty, Utah

Ref: Reservation of Service Agreement

May 10, 2021

Nordic Mountain Water Inc. (NMWI) agrees to provide culinary water service to the Osprey Ranch Subdivision, a subdivision containing 65 Single Family Home Sites hereafter referred to as lots, under the following Terms and Conditions:

1. A 10% non-refundable deposit is required on the total number of metered connections rounded to the next whole lot multiplied by the Infrastructure Fee currently in effect.
 - a. Reservation of Service remains valid for one year from date this service agreement is signed by legal representatives of both parties and the full deposit has been made as outlined in this document.
 - b. Outstanding balance is due within one year from date this document is signed or when project is completed – whichever date is earliest.
 - i. Each lot will be assessed our normal monthly fee at time subdivision is completed.
 - ii. Each lot will be assessed a one-time membership fee as required at time subdivision is completed.
2. Options after one year if subdivision is not completed:
 - a. Pay Outstanding balance – each lot will be assessed our normal monthly fee and one-time membership fee.
 - b. Service Agreement is nullified, deposit is forfeited.
 - c. Renew this Reservation of Service Agreement for an additional year at the discretion of NMWI as outlined in paragraph 1 above and at fee rates in effect at time of renewal.
3. Details
 - a. Our current fee rates are:
 - i. Infrastructure fee: \$7,500/lot.
 - ii. One-time membership fee: \$300/lot.
 - iii. Monthly fee for water: \$75/lot for 20,000 gal. Cost increases per 1000 gals above the monthly allotment of 20,000 gal.
 - b. 65 lots at one (1) residential ¾” Connection per lot.
 - c. Total Infrastructure fee is 65 lots X \$7,500/lot = \$487,500.
 - d. Non-refundable deposit due at signing of this document is \$52,500 based on 65 lots X 10% rounded to whole lot multiplied by infrastructure fee/lot.
 - e. Deposit(s) are credited towards the original balance identified in 3c.
 - f. Final payment of original balance (3c) less deposit(s) is due not later than one year from date this agreement is signed or upon completion of subdivision – whichever date is earliest.
 - g. Monthly water fee charge per lot at completion:
 - i. Each lot will be assessed a monthly fee and water allocation in effect at date of completion (3a.iii).
 - ii. Each lot will be assessed a one-time membership fee, at the current rate in effect at date of completion as required by NMWI for water service (3a.ii)

4. General Restrictions:
 - a. No Home Owner's Association (HOA) organized by Osprey Ranch Subdivision or its residents can include any culinary water provided by NMWI.
 - b. No extensions to the water system developed for the Osprey Ranch Subdivision that includes water provided by NMWI will be allowed beyond the initial 65 lots.
 - c. Osprey Ranch Subdivision cannot resale, manage, restrict, or charge any additional fees for water provided by NMWI under any circumstance.
 - d. All water provided by NMWI shall be used for culinary purposes only. Minimal residential landscape watering will be allowed up to 5000 sq. feet until such time as secondary water may become available.

5. Costs to the Developer
 - a. Developer pays all costs including required modifications to existing NMWI infrastructure necessary to provide NMWI water to the Osprey Ranch Subdivision as identified by NMWI or its approved agent.
 - b. Necessary modifications to existing NMWI infrastructure as well as all water line extension design and associated construction is subject to the following:
 - i. Must meet all State, County, and County Fire District Specifications and Requirements
 - ii. Must meet Water System Specifications as provided by NMWI and agreed upon, by signed agreement, at a pre-construction meeting.
 - iii. All Waterline construction must be inspected and approved by NMWI or its identified Agent during all water system construction and/or modifications at the expense of the developer. Frequency of inspection will be determined during the pre-construction meeting and/or as specified in NMWI Standards and Specifications document.
 - iv. NMWI will take possession of new and modified portion of the water system at time of completion and Developer will warranty the full installation and modifications for a period of at least 1 year from completion date at discretion of NMWI.

6. NMWI uses a gravity-flow distributions system. Since an engineering study has not been completed for the proposed subdivision, NMWI will not guarantee adequate water pressure.

7. This agreement is subject to change contingent upon legal review by an NMWI legal representative.

If these conditions are acceptable, please submit the appropriate deposit and sign this agreement. If you have any questions, please feel free to contact Bill Green at (801)791-3976 anytime or through our NMWI office. This unsigned document remains valid for 7 days from original document date.

Sincerely,

Bill D. Green
 President
 Board of Directors
 Nordic Mountain Water, Inc.

Agreement of Terms:  Date: 5/10/21
 Shane Dunleavy, Osprey Ranch Eden LLC, Subdivision Developer

Signature Date:  Date: 5/10/2021
 NMWI Representative

RECEIPT

RECEIPT FROM

Nordic Mountain Water, Inc.
P.O. Box 897, 4794 E 2600 N, Eden, Utah 84310
Bill D. Green – Pres. Board of Directors

Receipt Date: May 10, 2022

AMOUNT PAID

Amount Paid: \$435,000.00

PAYMENT INFORMATION

Paid by: Mr. Shane Dunleavy/Osprey Ranch LLC
Amount Paid: \$435,000.00

For Payment of: Remaining Balance as referenced in the Reservation of Service Agreement Section 3 executed May 10, 2021 between Nordic Mountain Water, Inc. and Shane Dunleavy, Osprey Ranch LLC

Initial Deposit: \$52,500 Received May 10, 2021
Final Payment: \$435,000.00 Received May 10, 2022
Total Paid toward Service Agreement: \$487,500
Total Amount of Service Agreement: \$487,500
This Service Agreement is PAID IN FULL

Bill D. Green Pres. NMWI Board of Directors



A handwritten signature in black ink, appearing to read 'Bill D. Green', is written over a horizontal line. Below this line is another horizontal line, and below that, a third horizontal line, all of which are also crossed by the signature's strokes.

Shane Dunleavy, Osprey Ranch LLC

Note: All conditions of Service Agreement and Engineering agreements remain valid and binding. Developer has agreed to upgrade Big Sky Dr to 8" line starting at Hidden Brook Subdivision, rehabilitate Big Sky Road from Hidden Brook Subdivision to south end of Big Sky Dr, and provide 6" line to the Osprey Ranch 250,000 Gal Tank to be constructed at south end of Big Sky Dr as per engineering plans.



State of Utah

SPENCER J. COX
Governor

DEIDRE HENDERSON
Lieutenant Governor

Department of
Environmental Quality

Kimberly D. Shelley
Executive Director

DIVISION OF DRINKING WATER
Tim Davis
Director

April 7, 2022

Bill Green
Nordic Mountain Water Company
P.O. Box 897
Eden, Utah 84310

Subject: **Plan Approval**, Osprey Ranch Water Lines (DS001) & Osprey's Nest Tank (ST004);
Nordic Mtn Water Company, System #29009, File #12951

Dear Bill Green:

The Division of Drinking Water (the Division) received the plans and specifications for the proposed Osprey Ranch Water Lines (DS001) & Osprey's Nest Tank (ST004) from your consultant, Dan White of Gardner Engineering on March 14, 2022. In addition, the hydraulic modeling report for the Osprey Ranch Subdivision was also received. This project has met the conditions for receiving a plan approval.

Our understanding of the project is that the Osprey Ranch subdivision consists of 71 lots that will receive drinking water from the Nordic Mtn Water Company system, via a new pressure sustaining altitude valve that will service the new 250,000-gallon concrete Osprey Nest Storage Tank (identified as ST004 in the Division's database). In addition, this project will be comprised of (3) pressure reducing stations and distribution piping from 8 to 12-inch diameter PVC (C900) piping.

We have completed our review of the plans and specifications, stamped, and signed by Daniel Leon White, P.E., dated March 14, 2022, and find they basically comply with the applicable portions of Utah's Administrative Rules for Public Drinking Water Systems in R309. On this basis, **the plans for Osprey Ranch Water Lines (DS001) & Osprey's Nest Tank (ST004) are hereby approved.**

Bill Green
Page 2 of 2
April 7, 2022

This approval pertains to construction only. **An Operating Permit must be obtained from the Director before Osprey Ranch Water Lines (DS001) & Osprey's Nest Tank (ST004) may be put in service.** A checklist outlining the items required for operating permit issuance is enclosed for your information.

Approvals or permits from the local authority or the county may be necessary before beginning construction of this project. As the project proceeds, notice of any changes in the approved design, as well as any change affecting the quantity or quality of the delivered water, must be submitted to the Division. We may also conduct interim and final inspections of this project. Please notify us when actual construction begins so that these inspections can be scheduled.

This approval must be renewed if construction has not begun or if substantial equipment has not been ordered within one year of the date of this letter.

If you have any questions regarding this approval, please contact Brent Arns, of this office, at (385) 549-7420, or me at (385) 515-1464.

Sincerely,



Michael Newberry, P.E.
Engineering Manager

BA/mrn/mdb

Enclosures – Operating Permit Checklist

cc: Michelle Cooke, Weber-Morgan Health Dept., mcooke@co.weber.ut.us
Bill Green, Nordic Mtn Water Company, bill.green@digs.net
Dan White, Gardner Engineering, dan@gecivil.com
David Reed, Weber County Fire, dreed@weberfd.com
Brent Arns, Division of Drinking Water, barns@utah.gov
Ted Black, Office of the State Fire Marshal, tblack@utah.gov

DDW-2022-007019



Staff Report to the Ogden Valley Planning Commission

Weber County Planning Division

Synopsis

Application Information

Application Request:	Consideration and action on a request for approval of the 2nd amendment to the Powder Mountain Development Agreement.
Application Type:	Legislative
Agenda Date:	Tuesday, August 23, 2022
Applicant:	Rick Everson
File Number:	ZDA 2022-01

Property Information

Approximate Address:	6965 E Powder Mountain Road, Eden
Zoning:	DRR-1 Zone
Existing Land Use:	Master Planned Ski Resort
Proposed Land Use:	Master Planned Ski Resort

Adjacent Land Use

North:	Resort	South:	Resort
East:	Resort	West:	Resort

Adjacent Land Use

Report Presenter:	Steve Burton sburton@webercountyutah.gov 801-399-8766
Report Reviewer:	RG, CE

Development History

The Powder Mountain Resort was rezoned to the DRR-1 zoning on January 13, 2015, the Zoning Development Agreement was recorded on January 14, 2015.

The first amendment to the Development agreement was amended on June 26, 2019 and was recorded on July 12, 2019.

On May 5, 2022, the developer submitted a request for approval of the 2nd Amended Development Agreement. The following is a summary of the proposal and how it relates to the previous approvals and the land use code.

On August 2, 2022 the Planning Commission tabled the decision and asked the developer to come back with a simplified request.

Summary

The developer is no longer proposing any changes to the maps of the master plan document. The developer is proposing the following language to be added to the development agreement to allow administrative changes to the concept and land use maps of the master plan document:

“Weber County shall retain the right to approve or deny more specific/detailed Concept Development Plans for Areas A through F. The concept development plans shall be approved prior to or in conjunction with the first application for site plan or subdivision approval within each development area.

Notwithstanding the foregoing, the Developer and County acknowledge that the Land Use Plans and concept maps in the master plan document (i) are conceptual in nature and may be further refined by the parties, and (ii) that specifics regarding locations of roads, building area and product types (e.g. multi-family, mixed-use, single family, corporate retreats, etc.) may be moved within the areas generally depicted as A through F. Unit density for each Area (A through F) is fixed and may not be transferred between Areas. Concept Development Plans for each Area are expected to evolve and be presented in phases in the context of a more detailed master plan for each Area. County approvals for these Concept Development Plans will be reviewed and considered by the Land Use Authority and may not require amendment of the ZDA or Land Use Plan at the discretion of the Land Use Authority. Any proposed changes that the Land Use Authority deems are not slight and inconsequential shall be submitted by Developer in the form of a zoning development agreement application and shall be reviewed by the legislative body.”

Analysis

A benefit to this proposal is the flexibility it offers the developer in platting streets and subdivisions. By not indicating exactly what each area will look like at build out, the developer would receive flexibility as development occurs. This flexibility is necessary to the developer because their development market may change over time and may call for slight changes to each development area. The developer's proposed changes to the text of the development agreement would solidify this flexibility and allow the land use authority the ability to approve slight and uncontested changes to each development area.

Summary of Planning Commission Considerations

In reviewing a proposed development agreement, the Planning Commission and County Commission may consider, but shall not be limited to considering, the following:

1. Public impacts and benefits.
2. Adequacy in the provision of all necessary public infrastructure and services.
3. Appropriateness and adequacy of environmental protection measures.
4. Protection and enhancements of the public health, welfare, and safety, beyond what is provided by the existing land use ordinances.

Staff Recommendation

Staff recommends that the Planning Commission forward a positive recommendation to the County Commission regarding ZDA 2022-01.

This recommendation is based on the following findings:

1. The amendment is not detrimental to the public health, safety, or welfare.
2. The proposal will not deteriorate the environment of the general area so as to negatively impact surrounding properties and uses.
3. The agreement was considered by the Legislative Body, in conformance with Chapter 102-6 of the County Land Use Code.

Exhibits

Exhibit A - Proposed Amended Development Agreement

**SECOND AMENDMENT
TO
WEBER COUNTY
ZONING DEVELOPMENT AGREEMENT**

THIS SECOND AMENDMENT TO WEBER COUNTY ZONING DEVELOPMENT AGREEMENT (this "**Amendment**") is made to be effective as of date this Amendment is approved by the Weber County Commission and is made by and between Summit Mountain Holding Group, L.L.C., a Utah limited liability company, ("**Developer**") and Weber County, a body politic in the State of Utah ("**County**") with reference to the following:

RECITALS:

A. Developer and County are parties to that certain Weber county Zoning Development Agreement (the "**ZDA**") dated as of January 13, 2015. A true and correct copy of the ZDA is attached and incorporated into this Amendment as Exhibit A. Any undefined capitalized terms used in this Amendment shall have the same meanings ascribed to such terms in the ZDA.

B. Developer's predecessor-in-interest and the County entered into that certain Weber County Zoning and Development Agreement by and between the County and Western America Holding, LLC a Utah limited liability company recorded in the Office of the Recorder for the County as Entry # 2607988 on November 29, 2012 (the "**Original ZDA**"). The Original ZDA was amended by that certain First Amendment to the Powder Mountain Zoning and Development Agreement made by and between Developer and the County dated as of September 10, 2013 (the "**First Amendment to the Original ZDA**") pursuant to which Developer assumed obligations under the Original ZDA.

C. The ZDA and the Original ZDA, as amended, were further amended by that certain First Amendment to ZDA recorded as of July 12, 2019. A true and correct copy of the First Amendment to ZDA is also attached and incorporated into this Amendment as Exhibit A. The Original ZDA and the ZDA as previously amended as described above are referred to in this Amendment as the Existing ZDA.

D. Developer and the County desire to amend Section 3.2 of the Existing ZDA to allow the Land Use Authority to approve changes to the Master Plan exhibits (Overall Land Use Plan, Concept Development Plans, etc) without a public hearing or presentation to the legislative body. Such changes would be considered by the Land Use Authority to be slight and inconsequential or for clarifying purposes.

NOW, THEREFORE, in consideration of the above recitals, the mutual covenants set forth below, and other good and valuable consideration, the receipt and adequacy of which are acknowledged, Developer and the County agree as follows:

AGREEMENT:

1. Recitals. The above recitals are an integral part of the agreement and understanding of Developer and County and are incorporated into this Amendment by this reference.

2. Concept Development Plan. Section 3.2 of the Existing ZDA shall be deleted in its entirety and replaced with the following:

“Weber County shall retain the right to approve or deny more specific/detailed Concept Development Plans for Areas A through F. The concept development plans shall be approved prior to or in conjunction with the first application for site plan or subdivision approval within each development area.

Notwithstanding the foregoing, the Developer and County acknowledge that the Land Use Plans and concept maps in the master plan document (i) are conceptual in nature and may be further refined by the parties, and (ii) that specifics regarding locations of roads, building area and product types (e.g. multi-family, mixed-use, single family, corporate retreats, etc.) may be moved within the areas generally depicted as A through F. Unit density for each Area (A through F) is fixed and may not be transferred between Areas. Concept Development Plans for each Area are expected to evolve and be presented in phases in the context of a more detailed master plan for each Area. County approvals for these Concept Development Plans will be reviewed and considered by the Land Use Authority and may not require amendment of the ZDA or Land Use Plan at the discretion of the Land Use Authority. Any proposed changes that the Land Use Authority deems are not slight and inconsequential shall be submitted by Developer in the form of a zoning development agreement application and shall be reviewed by the legislative body.”

3. Effect of Second Amendment. Except as expressly modified by this Amendment, all the terms and conditions of the ZDA shall remain in full force and effect. In the event of a conflict between the terms of the ZDA and this Amendment, this Amendment shall control.

4. Counterparts. This Amendment may be executed in multiple counterparts, each of which shall constitute an original and all of which taken together shall constitute one and the same instrument.

IN WITNESS WHEREOF, the parties having been duly authorized, have executed this Amendment to be effective as of the date this Amendment is approved by the Weber County Commission.

Approved by the undersigned parties this _____ day of _____ 2022.

DEVELOPER:

SUMMIT MOUNTAIN HOLDING GROUP, L.L.C., a Utah limited liability company

By Summit Revolution LLC, its sole member

By: _____
Anne C. Winston
Authorized Signatory

COUNTY:

WEBER COUNTY CORPORATION

By: _____

Name:

Title:

ATTEST:

By: _____

Name:

Title: Weber County Clerk/Auditor

EXHIBIT A

Copy of ZDA and First Amendment

See attached.



Staff Report to the Ogden Valley Planning Commission

Weber County Planning Division

Synopsis

Application Information

Application Request: A public hearing to consider a request for approval of a zoning map amendment to rezone property from RE-15, RE-20, FR-3, O-1, F-5, and AV-3 to the Master Planned Development Overlay zone.

Application Type: Legislative

Agenda Date: Tuesday, August 23, 2022

Applicant: John Lewis

File Number: ZMA 2022-01

Property Information

Approximate Address: 3718 N Wolf Creek Drive

Zoning: RE-15, RE-20, FR-3, O-1, F-5, and AV-3

Existing Land Use: Residential, Commercial, Resort

Proposed Land Use: Master Planned Overlay Zone

Adjacent Land Use

North: Resort	South: Resort
East: Resort	West: Resort

Adjacent Land Use

Report Presenter: Steve Burton
sburton@webercountyutah.gov
 801-399-8766

Report Reviewer: RG, CE

Development History

Wolf Creek Resort has been a Master Planned Resort Community since the early 1980's. In October of 2002, the developer of Wolf Creek Resort petitioned the County to rezone certain development areas, within the resort, and amend the original master plan and agreement. The 2002 Wolf Creek master plan amendment was approved as Contract# C2002-139 and recorded with the Weber County Recorder's Office as Entry# 1883524.

In March of 2016, an amended development agreement was approved and recorded that clarified the density rights of certain developers, including John Lewis, of property in the boundaries of the Wolf Creek resort. This agreement was recorded as Entry number 2784398 and is used as a basis to understand John Lewis's development rights as they pertain to this application.

Summary

There are three areas that are proposed to be rezoned to the Master Planned Overlay zone. The developer refers to them as The Exchange, Eagle Crest, and Cobabe Ranch and is proposing to transfer existing density to these areas so that there is no increase in density units. The developer will use their existing entitlements from the wolf creek development agreement as well as other entitlements outside of the development agreement.

The Exchange will include 144 units, Eagle Crest will include 192 units, and Cobabe Ranch will include 101 units. A total unit count of 437. Out of these 437 units, the developer is proposing to transfer 80 units from outside of the Wolf Creek Resort and to include them in the Eagle Crest development plan. These units would come from the Ogden Valley Floor and the developer would not be able to plat these 80 units until they show the units have been successfully transferred in accordance with the land use code.

The remainder of the proposed Master Planned Development units (357) come from the developer’s existing entitlements. Out of the 357 units, 216 come from the developer’s pot of units outlined in the Wolf Creek Resort development agreement (Entry # 2784398). These are known as Wolf Creek Resort entitlements. The exhibit below shows the hi-lighted units owned by John Lewis that will be assigned to the three Master Planned development areas proposed.

DEVELOPMENT PARCEL/UNITS			
Zoning Parcel No. (see Exhibit "A")	Zone(s)	Successor Developer	Total Units Assigned
Parcel 1	RE-15	Bridges Holding LLC	413
Parcel 3	FR-3	WCU, LLC	73
Parcel 4	FR-1	WCU, LLC	1
Parcel 8	RE-15	Eden Village	13
Parcel 10	FR-3	Capon Capital	61
Parcel 12	CVR-1	WCU, LLC	101
Parcel 12	CVR-1	WCU, LLC	61
Parcel 12	CV-2	KRK Wolf Creek	40
Parcel 14	CV-2	KRK Wolf Creek	35
			798

As part of the rezoning to MPD overlay zoning, the developer will enter into a development agreement with the County that clarifies that the hi-lighted units from E# 2784398 are now part of the MPD overlay and can no longer be developed elsewhere. The agreement will include maps of The Exchange, Eagle Crest, and Cobabe Ranch to show what will be developed.

The following is an analysis of the request as it relates to the Ogden Valley General Plan and the Land Use Code.

Analysis

General Plan: The Ogden Valley General Plan supports the “transfer of existing development rights as the primary means to increase densities in suitable project areas while proportionately decreasing density in other areas” (Land Use Implementation 1.1.1, Page 15). This proposal includes 80 development rights that will be transferred from outside of the Wolf Creek Resort Boundaries into the Eagle Crest development area. The transferring of units from the valley floor to Eagle Crest follows the TDR policy of the general plan.

The developer has also recently worked with surrounding landowners to dedicate sufficient right of way for Fairways Drive to connect out to 4100 N. This right-of-way dedication will allow for public street connectivity and mobility in the Eden area and will be a major public thoroughfare (80 feet wide) and will serve as a main connection from Eden to Liberty. Fairways drive will have at least one 10 foot wide multi-use paved pathway to provide a non-motorized connection to recreation areas and future commercial village areas throughout the valley. The dedication of Fairways drive follows Transportation Goal 1 of the general plan to “enhance mobility and connectivity, reduce congestion...” (Page 41).

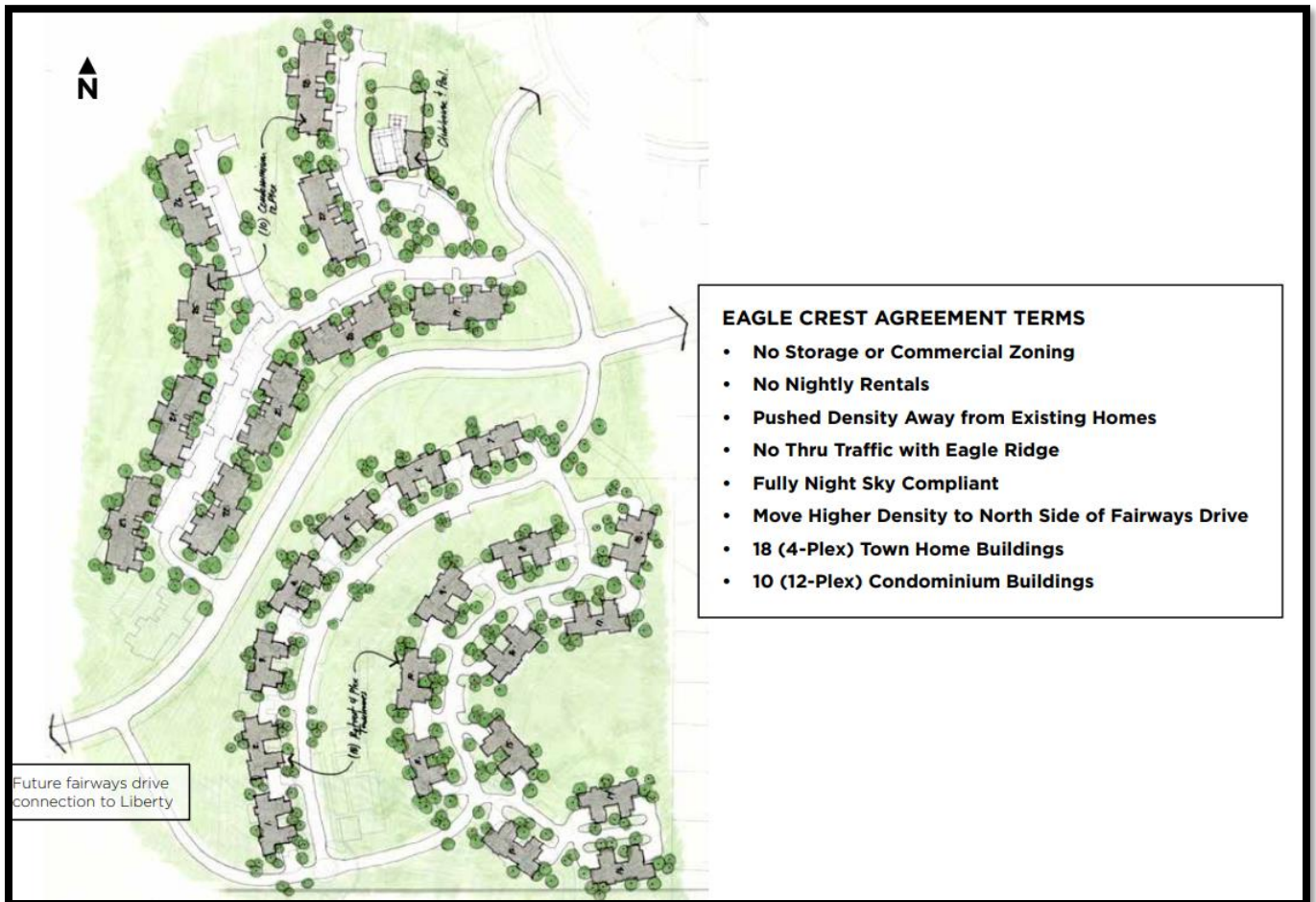
Master Planned Development Overlay Zone: The land use code section 104-27-1(b) offers the following as the purpose of the master planned development overlay zone:

A master planned development overlay (MPDOZ) zone is intended to allow a legislatively adopted overlay zone that provides an avenue for the creation of a master planned development. The zone is intended to promote the diversification in the relationship of various uses and structures to their sites, to permit more flexible applicability of traditional zoning standards to those sites, and to encourage new and innovative concepts in the design of neighborhood and housing projects. To this end, the development should be planned and entitled as one complete land development plan, otherwise known as a master planned development. Phasing of the complete land development plan may occur over time if approved by the county commission and if in compliance with the entitlements of the complete land development plan.

The MPD overlay ordinance allows deviations from the requirements of the underlying zone, if the proposal “substantially advances the implementation of a significant and meaningful general plan goal, principle, or implementation strategy”. There are proposed deviations from the lot standard requirements of the underlying zoning (RE-20 in Eagle Crest, F-5 in Cobabe, and RE-15 and O-1 in The Exchange). Staff feels that the public street connectivity and the TDR element of the proposal warrant an approval of the Master Planned Overlay Zone in the proposed areas.

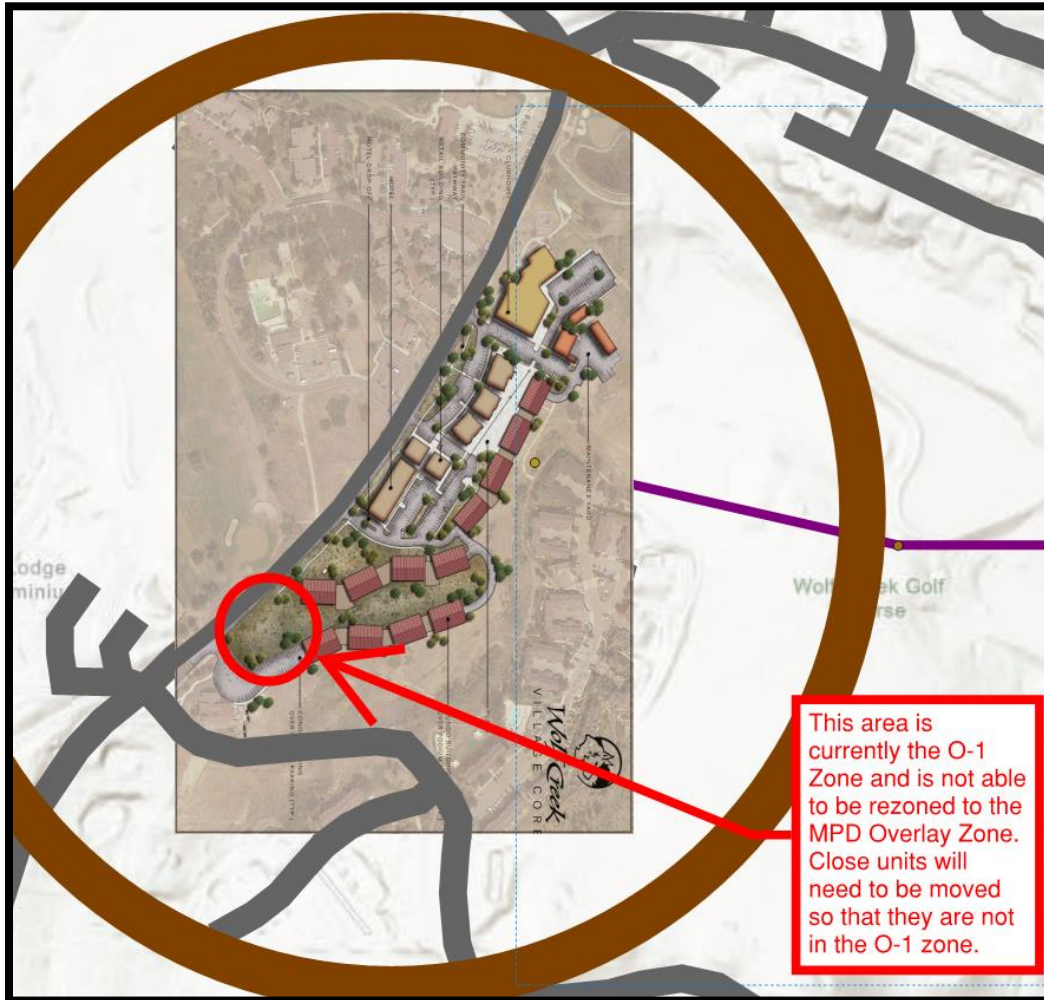
Eagle Crest: The Eagle Crest development area currently has 90 units that were granted as part of the Eagle Ridge Master Plan from the 1990’s. The previous master plan and development agreement showed 22 single family lots and 68 townhomes in the location of Eagle Crest. The developer is proposing to plat 10 twelve-plex units (120 condo units) and 18 four-plex units (72 townhome units) for a total of 192 units in this area. This means the developer needs to account for 102 units.

The developer is proposing to transfer 22 units from the John Lewis pot of Wolf Creek Resort units and is also proposing to transfer 80 units from the valley floor to Eagle Crest to be able to account for the 102. With the 90 original Eagle Crest units, the total unit count is 192. Below is an image of the proposed Eagle Crest Development Area.



The Exchange: The development area referred to as The Exchange will be a mixed-use area with 144 units proposed. There will be 8 ten-plex buildings and 4 sixteen-plex units. 139 of these units come from the John Lewis pot of Wolf Creek Resort units and 5 units come from adjacent RE-15 zoning owned by John Lewis.

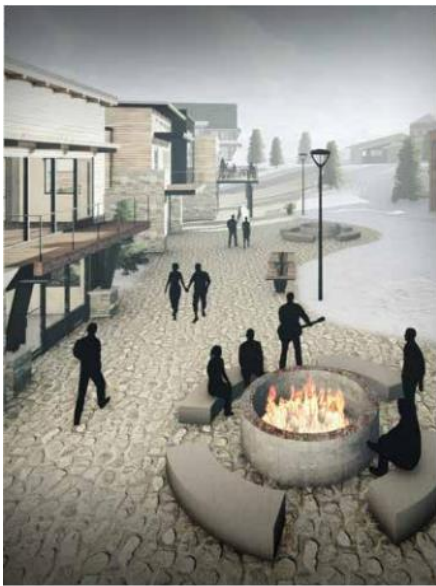
There is an area currently zoned O-1 that cannot, under the master planned overlay zone, be changed to the MPD overlay. This area is shown in red on the exhibit below and the developer will need to move the units and roads entirely outside of the current O-1 zoning.



Cobabe Ranch: The Cobabe Ranch Subdivision consists of 33 single family residential lots between 2 and 3 acres in size with 150 feet of frontage. There are also proposed to be 17 four-plex townhomes (68 units) a total of 101 units. 46 units exist from the existing zoning of the property, and 55 are proposed to be transferred from the John Lewis pot of Wolf Creek Resort units.

Architecture Design: The style of architecture proposed for the single-family, townhome, multi-family and commercial buildings in these three areas is considered Mountain Modern. The developer has provided the following description of mountain modern for the Planning Commission consideration:

- Building form has a low maintenance design with sharp, modern edges and a neutral color pallet
- Low pitched metal or flat roofs
- Exposed wooden timbers with wood and stone siding with an emphasis on texture
- Abundance of large windows to take advantage of the natural light and scenic views
- Balconies for indoor/outdoor living
- Low water use, xeriscape landscaping with native plants





Cluster Development: MPD overlay zone states that subdivisions in a master planned development overlay zone shall comply with the requirements of the county cluster code, and that specific deviations from the cluster requirements can be granted by the planning commission and county commission if the deviation offers a better community outcome or better contributes to the implementation of a significant and meaningful general plan goal, principle, or implementation strategy.

The cluster code requires a minimum of 30 percent open space in the RE-15, RE-20, and FR-3 zones. The AV-3 and F-5 zone require up to 80 percent of a subdivision to be preserved as open space. The Cobabe Ranch development area contains 160 acres of net developable area, 48 acres (approximately 30 percent of net developable acreage) will be preserved as common area open space with public access trails.

The Eagle Crest and the Exchange development areas do not include enough open space to meet the cluster requirements. The planning commission and county commission may allow the deviation if they determine that the developer is implementing a meaningful element from the general plan.

Open Space: The proposal does not include significant open space preservation, with the exception of 48 acres that will be common area with trails in the Cobabe Ranch subdivision. The proposal also does not include much landscaping, other than natural landscaping and tree plantings around commercial and multi-family residential buildings. Staff recommends that the natural, xeriscaped, landscaping with trees be approved, to preserve water in this area.

Street Configuration: Prior to submitting the proposal, the developer met with staff to discuss street configuration. The proposal includes public street stubs to adjacent development areas. The proposal will provide a major connection from Liberty to Eden with Fairways Drive. The proposal will also connect the Trappers Ridge Subdivision and Bighorn Parkway to Wolf Creek Drive. A 10 foot wide paved pedestrian pathway will be required along the main connector in Cobabe Ranch and Fairways Drive.

General Uses: The proposed land uses are single family residential, two-family residential, multi-family residential, retail commercial, and hotel.

Short Term Rental: The Eagle Crest development will prohibit short term rentals. The multi-family and townhome units in the Exchange and Cobabe Ranch development are proposed to have short term rentals permitted. The single family lots in Cobabe Ranch will prohibit short term rentals.

Transfer of Density: Regarding the 80 units that the developer will transfer from outside of the Wolf Creek Resort, the MPD overlay zoning ordinance states that an MPD overlay zone may be designated as a receiving area for transferrable development rights. The developer will be required to show that the right have been successfully transferred and retired from a sending area before they are allowed to plat the first 80 units.

Summary of Planning Commission Considerations

In reviewing a proposed development agreement, the Planning Commission and County Commission may consider, but shall not be limited to considering, the following:

1. Public impacts and benefits.
2. Adequacy in the provision of all necessary public infrastructure and services.
3. Appropriateness and adequacy of environmental protection measures.
4. Protection and enhancements of the public health, welfare, and safety, beyond what is provided by the existing land use ordinances.

Staff Recommendation

Staff recommends that the Planning Commission forward a positive recommendation to the County Commission regarding ZMA 2022-01. The recommendation is based on the following condition:

1. The O-1 area be preserved as O-1 and not rezoned to MPD overlay zoning.

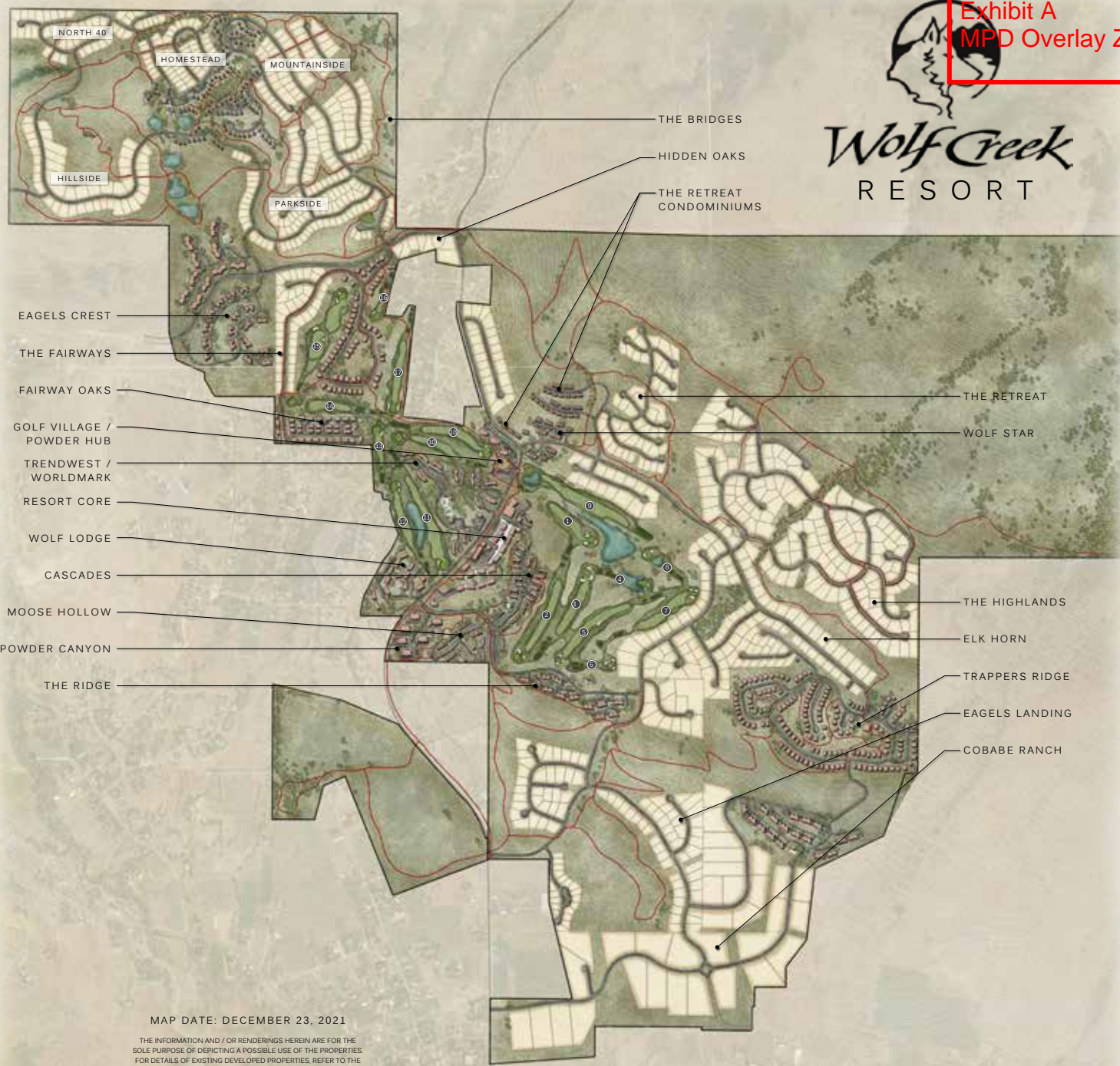
This recommendation is based on the following findings:

1. The proposal implements a meaningful element from the general plan, specifically the transfer of density rights and providing important public street connections that allow for pedestrian and vehicle connectivity.
2. The agreement was considered by the Legislative Body, in conformance with Chapter 102-5 of the County Land Use Code.

Wolf Creek
RESORT



Exhibit A
MPD Overlay Zone Application

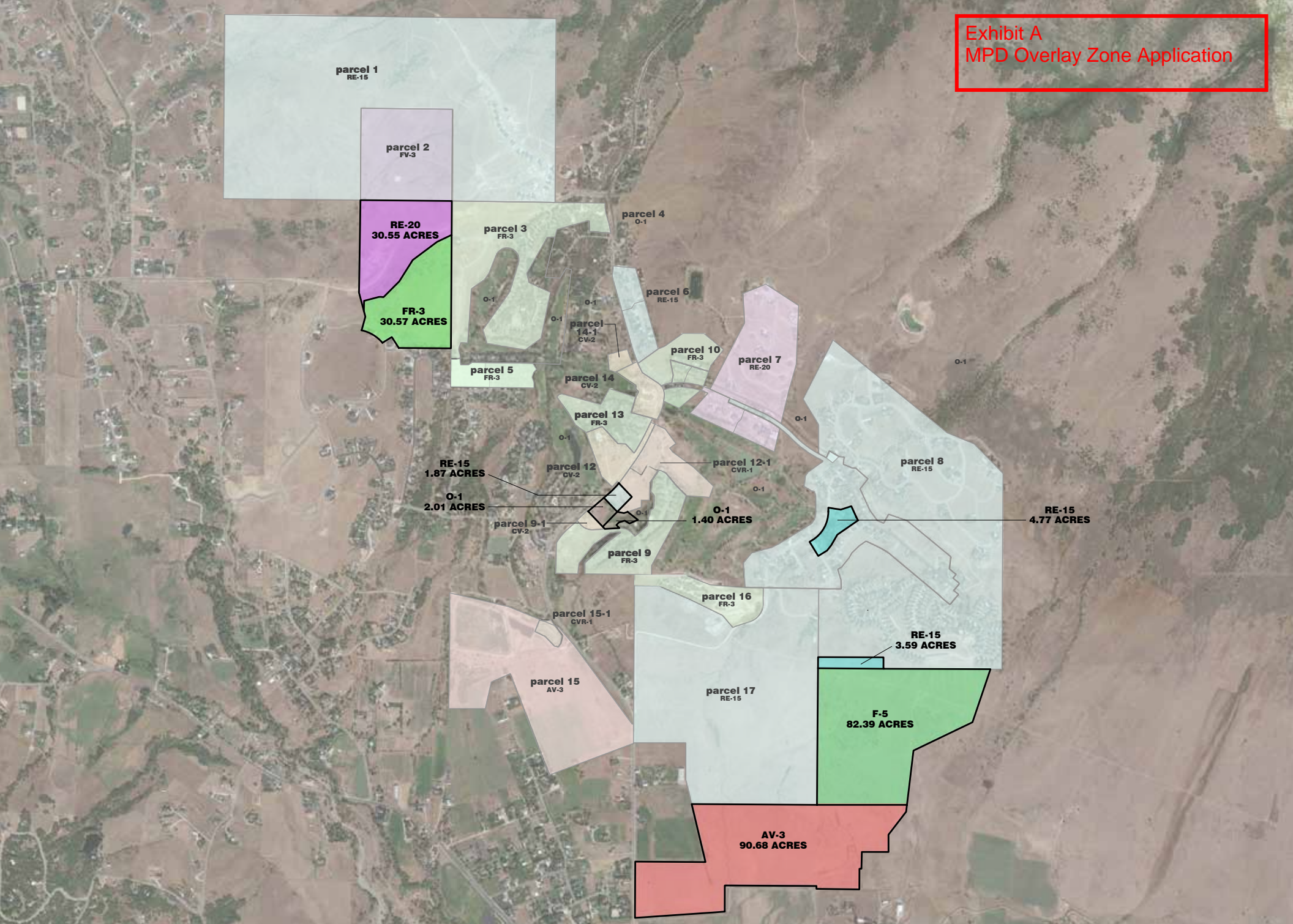


MAP DATE: DECEMBER 23, 2021

THE INFORMATION AND / OR RENDERINGS HEREIN ARE FOR THE SOLE PURPOSE OF DEPICTING A POSSIBLE USE OF THE PROPERTIES. FOR DETAILS OF EXISTING DEVELOPED PROPERTIES, REFER TO THE RECORDED PLAT AT WEBER COUNTY. THE OWNERS OF THE PROPERTIES AND THEIR SUCCESSORS AND ASSIGNS, RESERVE THE RIGHT TO MAKE ZONING, DEVELOPMENT AND / OR USE CHANGES FOR ANY PART(S) OF THE PROPERTIES.



**Exhibit A
MPD Overlay Zone Application**



parcel 1

RE-15

parcel 2

FV-3

**RE-20
30.55 ACRES**

**FR-3
30.57 ACRES**

parcel 3

FR-3

parcel 4

O-1

parcel 6

RE-15

parcel 14-1

CV-2

parcel 10

FR-3

parcel 7

RE-20

parcel 5

FR-3

parcel 14

CV-2

parcel 13

FR-3

parcel 12

CV-2

parcel 12-1

CVR-1

parcel 8

RE-15

**RE-15
1.87 ACRES**

**O-1
2.01 ACRES**

parcel 9-1

CV-2

parcel 9

FR-3

parcel 16

FR-3

parcel 15-1

CVR-1

parcel 15

AV-3

parcel 17

RE-15

**RE-15
4.77 ACRES**

**RE-15
3.59 ACRES**

**F-5
82.39 ACRES**

**AV-3
90.68 ACRES**

WOLF CREEK RESORT MASTER OPEN SPACE PLAN

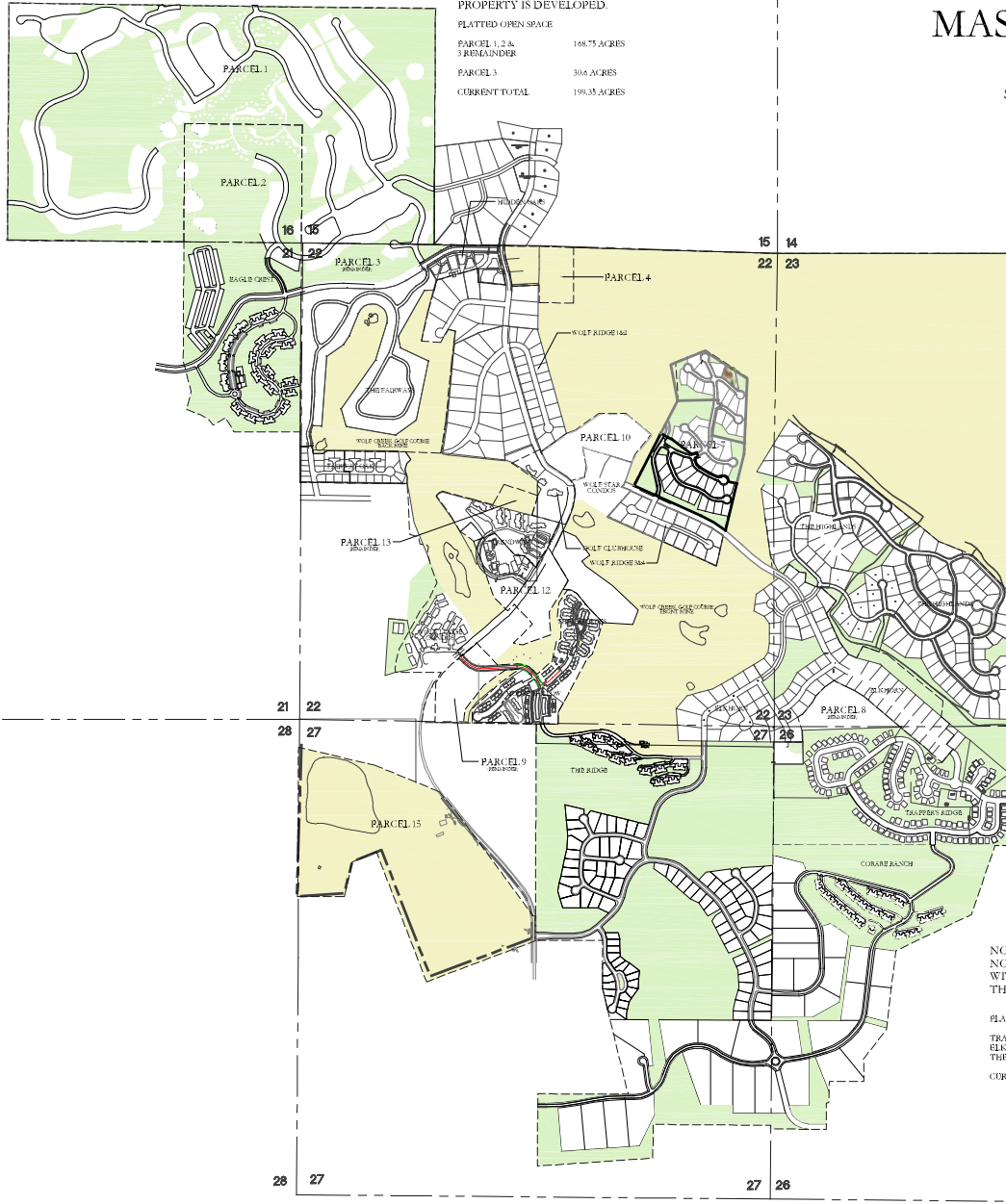
LOCATED IN SECTIONS 15,16,21,22,23,24,25,26, & 27
TOWNSHIP 7 NORTH, RANGE 1 EAST,
SECTION 30, TOWNSHIP 7 NORTH, RANGE 2 EAST, SALT
LAKE BASE & MERIDIAN WEBER COUNTY, UTAH

BASED ON THE APPROVED ZONING
AGREEMENT FOR WOLF CREEK RESORT
ENTRY # 1883524, BOOK 2276 PAGE 990
DATED OCTOBER 22, 2002

- DEDICATED OPEN SPACE
889 ACRES
- PLATTED OPEN SPACE/COMMON AREA
1,140 ACRES
- RECREATIONAL OPEN SPACE
251 ACRES
- REQUIRED OPEN SPACE
2,006.19 ACRES
- TOTAL OPEN SPACE PROVIDED
2,280 ACRES

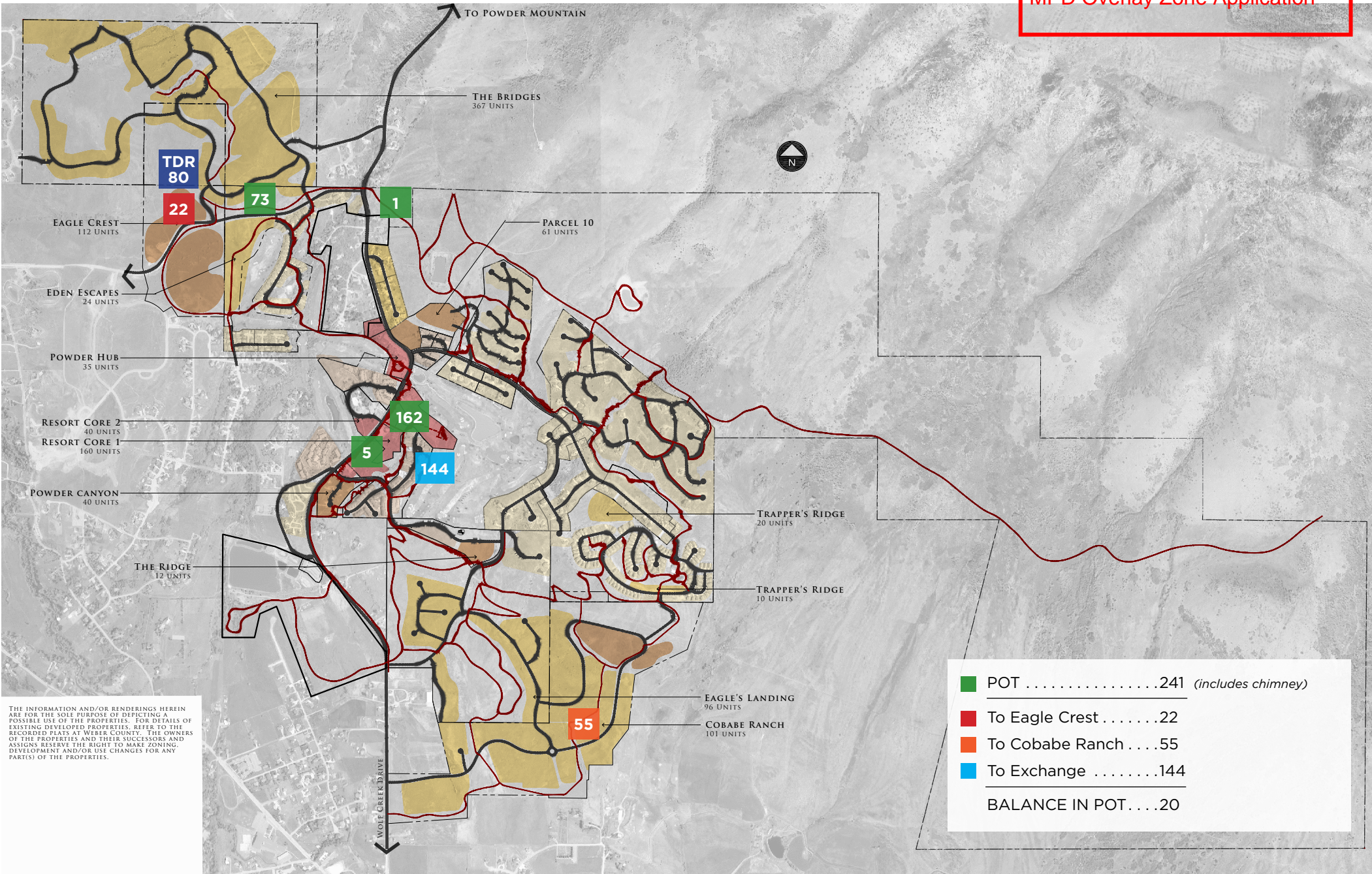
NOTE:
NOT LESS THAN 165 ACRES OF OPEN SPACE WITHIN
PARCELS 1, 2, AND 3 TO BE DESIGNATED AS THE
PROPERTY IS DEVELOPED.

PLATTED OPEN SPACE
PARCEL 1, 2, &
3 REMAINDER 168.75 ACRES
PARCEL 3 304 ACRES
CURRENT TOTAL 199.35 ACRES



NOTE:
NOT LESS THAN 25 ACRES OF OPEN SPACE
WITHIN PARCEL 8 TO BE DESIGNATED AS
THE PROPERTY IS DEVELOPED.

PLATTED OPEN SPACE
TRAPPER'S RIDGE 38.1 ACRES
ELKHORN 120 ACRES
THE HIGHLANDS 150.9 ACRES
CURRENT TOTAL 509.0 ACRES





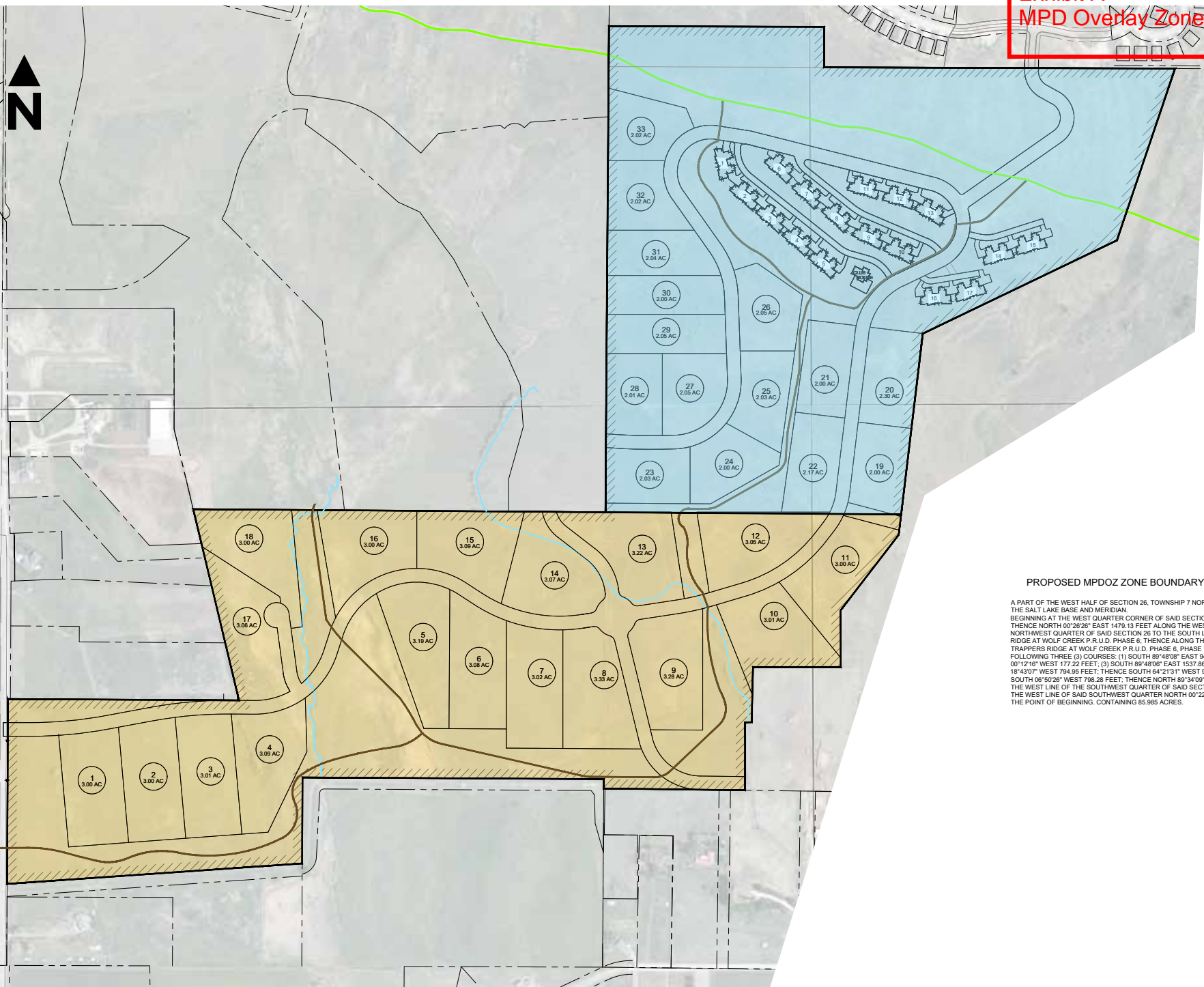
Wolf Creek VILLAGE CORE





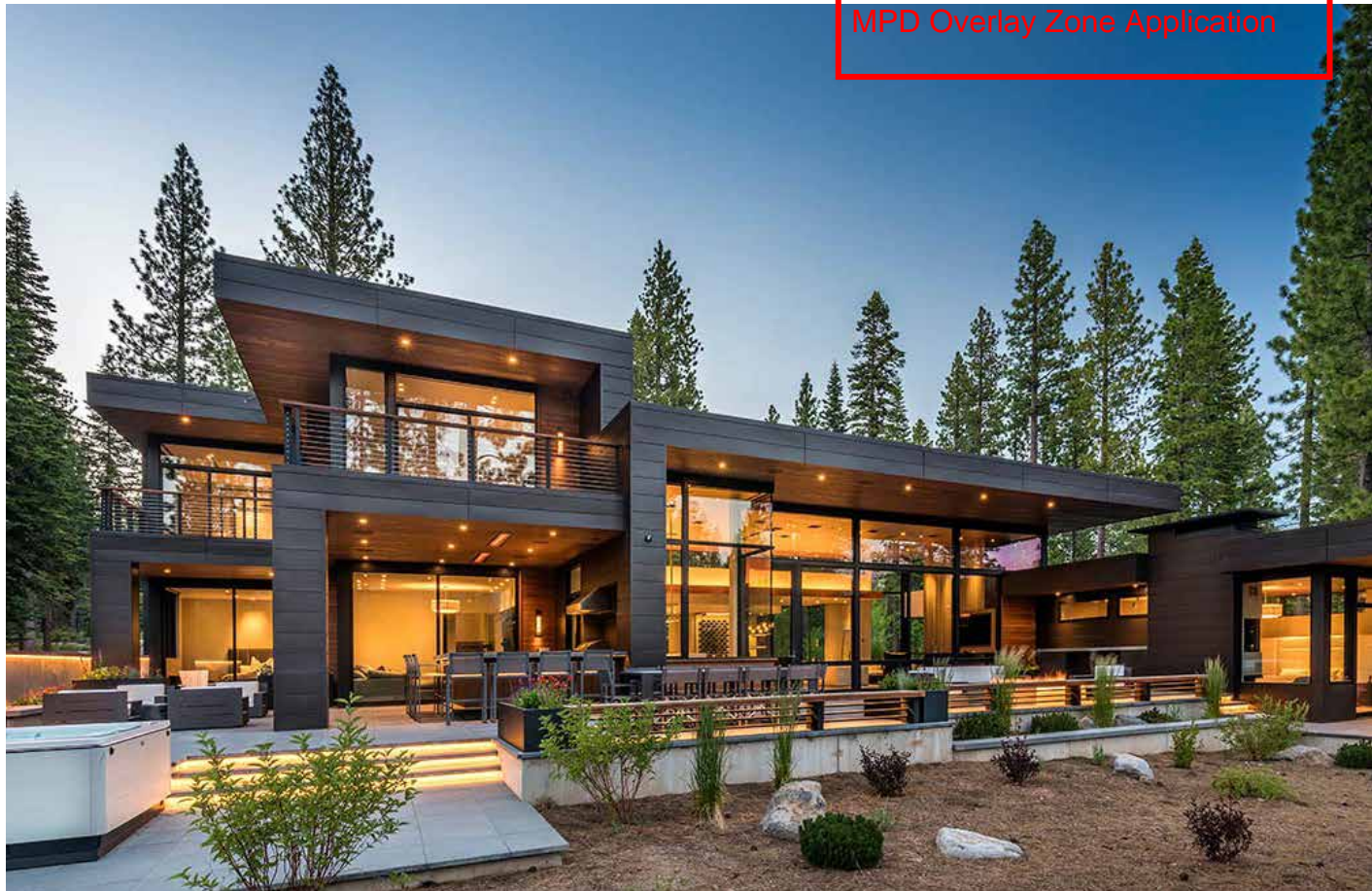
**Exhibit A
MPD Overlay Zone Application**

- AV-3 ZONE - 85.98 ACRES
 ROAD ROW 7.82 ACRES
 OPEN SPACE - 43.03 ACRES
 SINGLE FAMILY - 15
 MULTI FAMILY - 68
- AV-3 ZONE - 90.68 ACRES
 ROAD ROW 8.86 ACRES
 OPEN SPACE - 26.34 ACRES
 SINGLE FAMILY - 18



PROPOSED MPDOZ ZONE BOUNDARY DESCRIPTION

A PART OF THE WEST HALF OF SECTION 26, TOWNSHIP 7 NORTH, RANGE 1 EAST, OF THE SALT LAKE BASE AND MERIDIAN,
 BEGINNING AT THE WEST QUARTER CORNER OF SAID SECTION 26 AND RUNNING THENCE NORTH 00°26'26" EAST 1479.13 FEET ALONG THE WEST LINE OF THE NORTHWEST QUARTER OF SAID SECTION 26 TO THE SOUTH LINE OF THE TRAPPERS RIDGE AT WOLF CREEK P.R.U.D. PHASE 6; THENCE ALONG THE SOUTH LINE OF SAID TRAPPERS RIDGE AT WOLF CREEK P.R.U.D. PHASE 6, PHASE 7A, AND PHASE 3 THE FOLLOWING THREE (3) COURSES: (1) SOUTH 88°48'08" EAST 942.48 FEET; (2) SOUTH 00°12'16" WEST 177.22 FEET; (3) SOUTH 88°48'08" EAST 1537.96 FEET; THENCE SOUTH 18°43'07" WEST 794.95 FEET; THENCE SOUTH 64°21'31" WEST 942.83 FEET; THENCE SOUTH 06°50'26" WEST 798.28 FEET; THENCE NORTH 89°34'09" WEST 1295.09 FEET TO THE WEST LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 36; THENCE ALONG THE WEST LINE OF SAID SOUTHWEST QUARTER NORTH 00°22'02" EAST 650.49 FEET TO THE POINT OF BEGINNING, CONTAINING 85.985 ACRES.





- EAGLE CREST AGREEMENT TERMS**
- No Storage or Commercial Zoning
 - No Nightly Rentals
 - Pushed Density Away from Existing Homes
 - No Thru Traffic with Eagle Ridge
 - Fully Night Sky Compliant
 - Move Higher Density to North Side of Fairways Drive
 - 18 (4-Plex) Town Home Buildings
 - 10 (12-Plex) Condominium Buildings

Future fairways drive connection to Liberty



Wolf Creek Resort
Zoning Development Agreement Amendment
Master Planned Development Overlay Zone
REVISED - July 2022

Project Narrative

Describing the project vision

The Zoning Development Agreement (ZDA) for Wolf Creek Resort was first established with Weber County in the early 1980s. The master plan has been altered and updated many times since it was originally approved. The intent of this request is to provide land use zoning in the commercial core area on newly acquired property and to incorporate both the Eagle Crest and Cobabe Ranch projects into the Wolf Creek Resort ZDA. The request also changes privately owned property in the Elkhorn Subdivision from RE-15 to O-1.

NO ADDITIONAL DENSITY is being requested with this zoning application. In conjunction with the underlining entitlements on properties outside of the Wolf Creek ZDA boundary, the request outlines the reallocation of density from the resort core to the Eagles Crest and Cobabe Ranch developments with an amended Zoning Development Agreement. The proposed changes will increase the Open Space acreage at the resort which is illustrated in the revised Master Open Space Plan exhibit.

The enclosed exhibits show the current and the proposed zoning changes at each project location. The Exchange is the commercial core of the resort. It contains restaurant, event, retail and office space. A condo hotel is part of the design plan consisting of 144 units in a 12 building phased layout. Along with the surrounding community, these condos contain the beds that will support the economic feasibility of the commercial and event activities. The Exchange is within the service area boundary of the Wolf Creek Water and Sewer Improvement District and will provide services when additional water source capacity becomes available.

Eagle Crest is on property that was part of the approved Eagles Ridge Planned Residential Development (PRUD) plan. The extension of Fairways Drive, which will connect 4100 North to Powder Mountain Road, goes through this area and is located west of the Fairways and south of the Bridges communities. The Master Planned Development Overlay Zone (MPDOZ) is now being proposed.

UPDATE: Concept plan revisions have been made by the owner after multiple community discussions which led to a design compromise. A summary of the changes are as follows;

- The storage facility component with 193 units north of Fairways Drive has been REMOVED and replaced with 10, 12 plex condo buildings (120 units). The extra 80 entitlements needed to support these units will come from TDRs.
- South of Fairways Drive, the 64 apartments and 48 townhomes were replaced with 72 townhomes. The layout of the units were pushed north to provide additional buffer space from the Eagle Ridge homesites.
- Owner has agreed the units will not permit short term rentals.

With this design change, the PRUD for Eagles Ridge will be updated to reflect the revised concept. The Wolf Creek Water and Sewer Improvement District and will service the project when additional water source capacity becomes available.

Cobabe Ranch is located south of Trapper's Ridge and east of the Eagles Landing neighborhoods. The project is made of 18 three-acre homesites, 15 two-acre lots and 68 townhome units. The Master Planned Development Overlay Zone (MPDOZ) is being proposed to support variances to Weber County improvement standards. These include alternative parking standards, reduced front setbacks, lot size and widths, rolled curb and gutter, which are illustrated in the preliminary subdivision plans. To match the short term rental policy at Trapper's Ridge, the townhomes will require a three night minimum stay. Eden Water Works will provide culinary water, secondary will come from the Ogden Valley Canal and sewer will be treated by the Wolf Creek Water and Sewer Improvement District.



Staff Report to the Ogden Valley Planning Commission

Weber County Planning Division

Synopsis

Application Information

Application Request: Public hearing to discuss and/or take action on an application to rezone approximately 510 acres of land owned by Skyline Mountain Base LLC, Nordic Valley Land Associates LLC, in and around the Nordic Valley ski area to the Form-Based Village Zone.

Agenda Date: Tuesday, August 23, 2022

Applicant: Skyline Mountain Base LLC & Nordic Valley Land Associates LLC
Agent: Laurent Jouffray

File Number: ZMA 2021-09

Frontier Web Address: <https://frontier.co.weber.ut.us/p/Project/Index/13888#info>

Property Information

Approximate Address: 3567 E Nordic Valley Rd. Nordic Valley Area (Unincorporated Weber County)

Zoning: FV-3, FR-3, CVR-1, O-1

Existing Land Use: Ski Resort, Open Space

Proposed Land Use: Varies: Recreation Resort, Hotel, Condo Hotel, Mixed-Use Commercial, Multi-Family Residential, small-Lot residential, ski resort support operations, trails, ski runs, etc.

Adjacent Land Use

North: Residential, Agriculture	South: Ski Resort/Recreation/Residential
East: Residential	West: Ski Resort/Recreational Amenities

Staff Information

Report Presenter: Scott Perkes and Charlie Ewert
cewert@webercountyutah.gov
801-399-8763

Report Reviewer: CE

Applicable Ordinances

§102-5: Rezoning Procedures
§104-22: Form-Based Zone (FB)

Legislative Decisions

When the Planning Commission is acting as a recommending body to the County Commission, it is acting in a legislative capacity and has wide discretion. Examples of legislative actions are general plan, zoning map, and land use code amendments. Legislative actions require that the Planning Commission give a recommendation to the County Commission. For this circumstance, criteria for recommendations in a legislative matter require a review for compatibility with the general plan and existing ordinances.

Summary

The applicant initially requested a Zoning Map Amendment (ZMA) to rezone approximately 510 acres in and around the Nordic Valley ski area from the FV-3, FR-3, CVR-1, and O-1 zones to a DRR-2 zoning classification. The DRR-2 zone does not currently exist so to accommodate the request the applicant further proposed to create one. However, at the request of Planning Division staff, the applicant withdrew their request to create, and be rezoned to, a DRR-2 zoning classification in favor of a rezoning to the newly created Form-Based (FB) Zone. Under this staff-requested scenario, the FB zoning ordinance need to be amended through a Zoning Text Amendment (ZTA) to add specific Nordic Valley area provisions prior to rezoning the property to the FB classification. This zone text amendment was recently adopted on August 16, 2022. Accordingly, this Zoning Map Amendment (ZMA 2021-09) application is being reviewed in accordance with the new provisions of the zone.

The objective of this rezone request is to apply the zoning and regulatory framework designed to create cohesive neighborhood areas that are based on form and design themes. Through the Form-Based zoning allowances, the applicant will be able to transfer their development rights off of their land along the upper hillside and down into a village area at the base of the slopes. See **Attachment A** for the applicant’s Concept Development Plan. This will result in the preservation of the hillside as open space for outdoor recreation and the preservation of natural landscapes and viewsheds.

It is important to note that the proposed development is, in effect, a type of clustered development that focuses the developable footprint into a much smaller area than would otherwise be allowed if developing the land using traditional subdivision regulations. Another method of developing a clustered development on this land would be to utilize the existing cluster subdivision code. While the resulting clustered development derived from the cluster code on this land will indeed utilize a smaller footprint, the proposed rezone and master plan shrinks that footprint even smaller – leading to less effect on the environment, wildlife, drainage, and viewsheds to name a few.

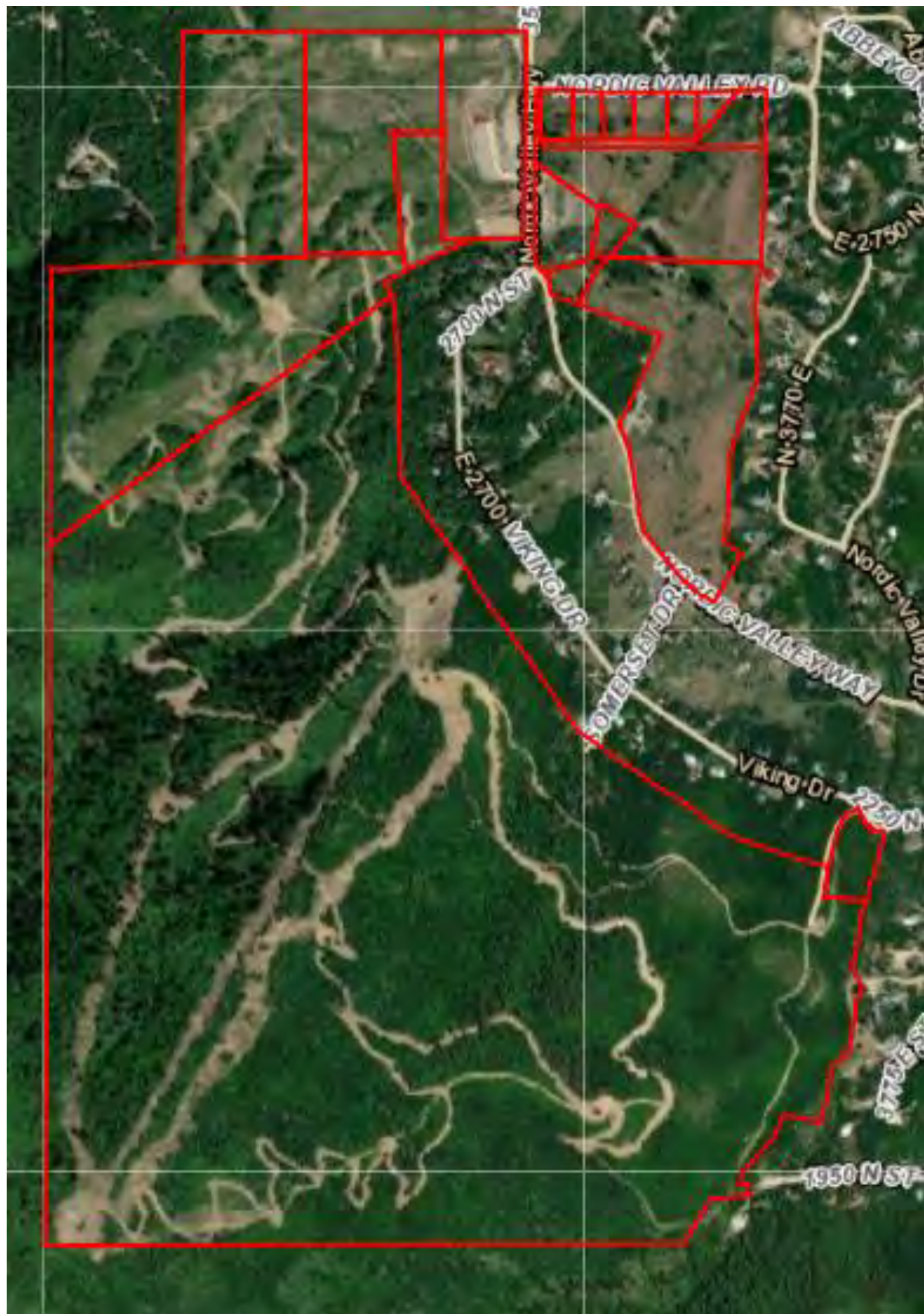
Another important point of consideration is that if the applicant utilizes the existing cluster subdivision regulations to develop the land, he is entitled to the exact same number of base density. However, most of the lower-sloped skiable base would need to be used for single-family housing, meaning the ski resort is likely to no longer exist, and less hillside open space could be preserved than in the current proposal

The applicant for this request is two entities, Skyline Mountain Base LLC, and Nordic Valley Land Associates LLC. Each are represented by the same individual, Laurent Jouffray. **Figures 1 & 2** display the subject parcels associated with the rezone request. These parcels are likely to change in the near future based on the applicant’s preparation for the rezone and transfer of development rights.

Figure 1: Applicant’s Parcels.

PARCEL ID	OWNERSHIP
220290008	SKYLINE MOUNTAIN BASE LLC
220230060	SKYLINE MOUNTAIN BASE LLC
220290010	SKYLINE MOUNTAIN BASE LLC
220230020	SKYLINE MOUNTAIN BASE LLC
220230045	SKYLINE MOUNTAIN BASE LLC
220230019	SKYLINE MOUNTAIN BASE LLC
220230086	SKYLINE MOUNTAIN BASE LLC
220230124	NORDIC VALLEY LAND ASSOCIATES LLC
220290013	NORDIC VALLEY LAND ASSOCIATES LLC
220230112	NORDIC VALLEY LAND ASSOCIATES LLC
220230087	NORDIC VALLEY LAND ASSOCIATES LLC
220290004	NORDIC VALLEY LAND ASSOCIATES LLC
220230121	NORDIC VALLEY LAND ASSOCIATES LLC
220230113	NORDIC VALLEY LAND ASSOCIATES LLC
220230114	NORDIC VALLEY LAND ASSOCIATES LLC
220230125	NORDIC VALLEY LAND ASSOCIATES LLC
220230088	NORDIC VALLEY LAND ASSOCIATES LLC
220230059	NORDIC VALLEY LAND ASSOCIATES LLC

Figure 2: Applicant's Parcels.



The current zoning of the subject property is a mix of FV-3, FR-3, CVR-1, and O-1. **Figure 2** displays current zoning of the subject parcels, and **Figure 3** displays the proposed zoning.

Figure 3: Current Zoning Map and the Subject Parcel(s).

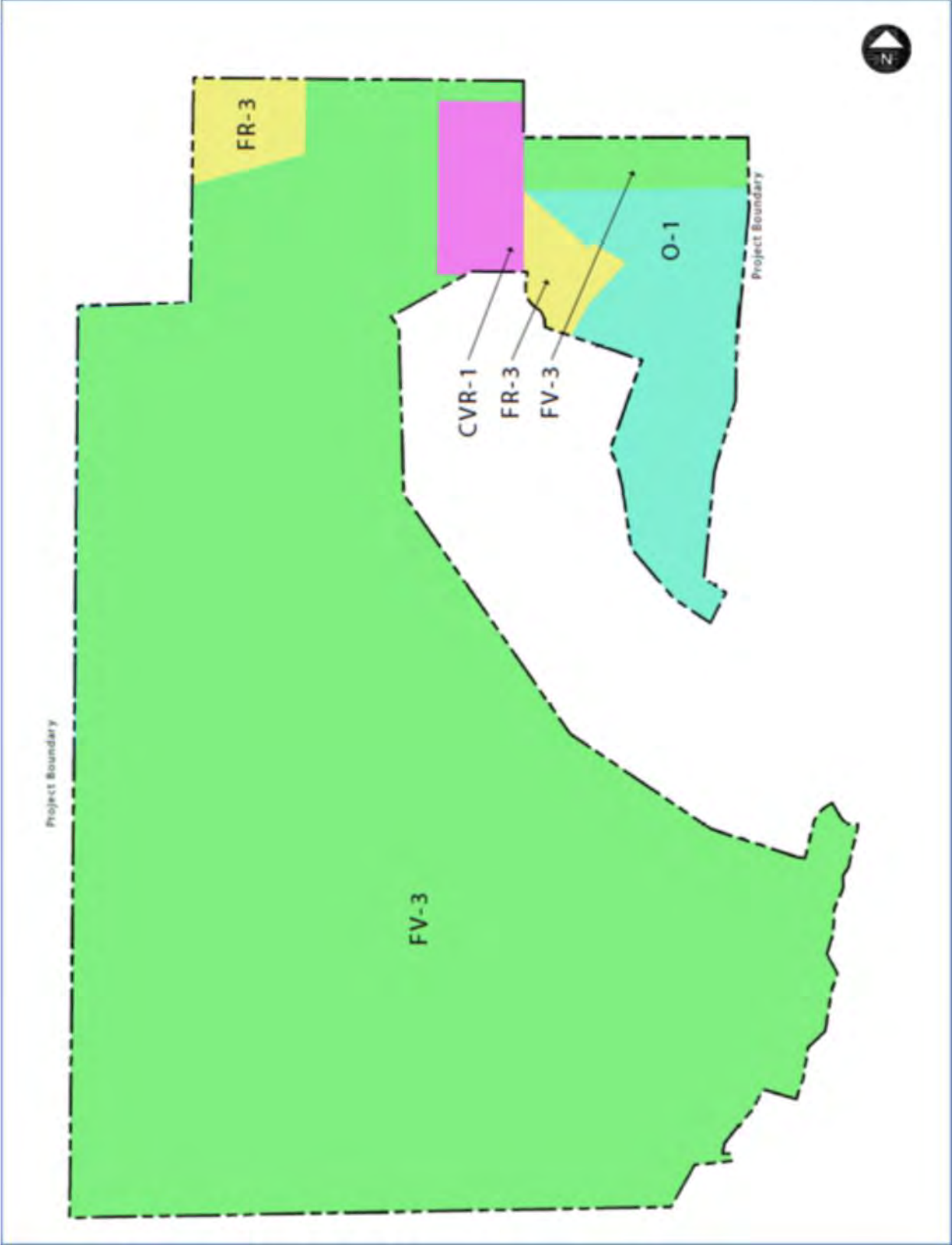
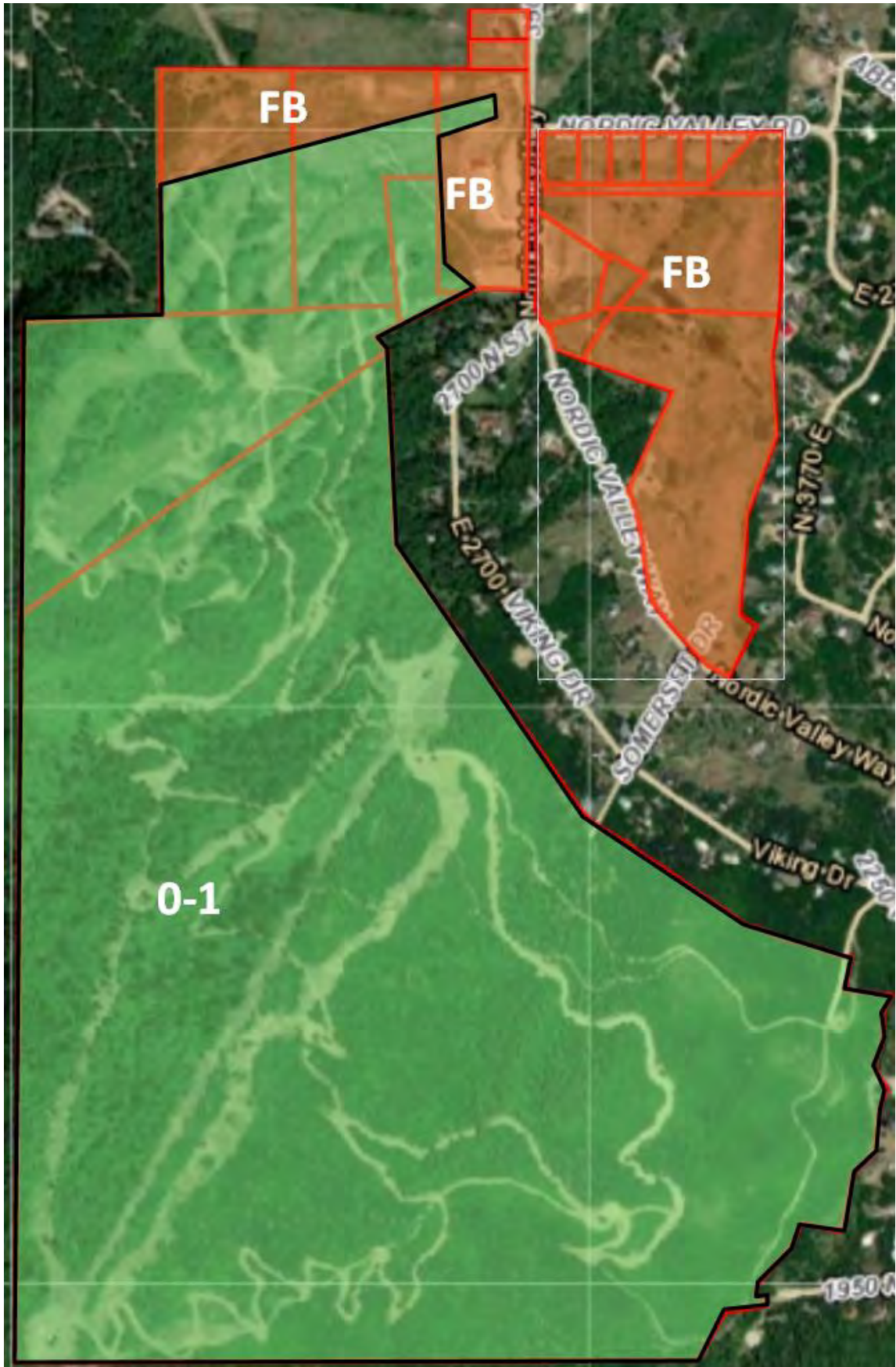


Figure 4: Proposed Zoning of the Subject Parcel(s).



Policy Analysis

Application Analysis:

As part of the submittal, the applicant provided a documentation packet consisting of the following items (See **Attachment B**):

1. Application Narrative (Including Concept Development Plan)

The applicant's narrative focuses on the desire to create a charming year-round destination resort. Current conditions and zoning limit the ability to consolidate the applicant's entitlements into a clustered year-round resort village complete with diverse accommodations, food & beverage establishments, ski facilities and lodges, retail, and other amenities. The applicant's vision for the resort is captured in the submitted Concept Development Plan (See **Attachment A**) and architectural precedents.

The narrative also details the applicant's view of how the proposal is consistent with the vision and goals of the 2016 Ogden Valley General Plan, how the proposal is in the public interest, and how the proposal will promote the health, safety, and welfare of the inhabitants of the County. Supplementary, the narrative packet also discusses geologic hazards, topography, floodplain, sensitive lands, recreational amenities, open spaces and trails, workforce housing demand, and an emergency services plan.

2. Exhibit 1 – Nordic Valley Cost Benefit Analysis

A cost benefit analysis of the proposed development was performed by Lewis Young Robertson and Burningham Inc. Estimated economic benefits include property tax, sales tax, tourism tax, transportation tax, sales tax, Class B&C Road Funds, and Income tax. In total, a best guess estimate points to a \$66.70 million fiscal benefit to the County, a \$118.65 million fiscal benefit to other taxing entities, and will create a \$471.74 million economic impact on the local economy over a 25-year analysis period.

3. Exhibit 2 – Nordic Valley Traffic Impact Study

At 478 pages in length, this study has not been appended to the application narrative packet or this staff report. However, this full study is available online through the following Frontier web link: <https://frontier.co.weber.ut.us/p/Project/ViewFile?ProjectDocumentId=59564>

Conclusions and recommended mitigation measures can be found on page 61 of the document. These recommendations are currently being reviewed by both the Planning Division and Engineering Division.

As part of the development phasing, impacts to the area's street system may need to be addressed by, and with the potential need for improvements funded by, the applicant so as not to decrease the current levels of service of existing infrastructure.

4. Exhibit 3 – Water Feasibility Narrative

At full buildout, the development will generate an estimated water demand of 445.52 GPM (641,428 GPD). The current Nordic Mountain Water Company infrastructure and storage capacity are insufficient to meet the resort's demand at buildout. Per the narrative, the developer is willing to invest in additional infrastructure to meet development demand including the drilling of new wells and the provision of additional storage capacity with the construction of additional tanks.

In the event the applicant cannot find sufficient water to support the development then the development cannot come to fruition. Access to water, or lack thereof, is self-limiting.

5. Exhibit 4 – Storm Water Feasibility Narrative

Due to the abundance of sloped topography, conveyance of water isn't anticipated to be problematic with the help of gravity moving water to dedicated storage areas. The applicant's narrative anticipates the use of both above and underground storm water infrastructure to accommodate the runoff generated in a consolidated form to maximize the areas for development and recreational uses.

6. Exhibit 5 – Sewer Feasibility Narrative

Wastewater demand is anticipated to be about 178 Acre-Ft. per year for Phase 1 and another 174 Acre-Ft. per year for Phase 2. The applicant is prepared to invest in wastewater infrastructure to meet its own needs for the first phase of anticipated development through a proposed Membrane Bioreactor (MBR) treatment and Rapid Infiltration Basin (RIB) disposal method. As an alternative, the applicant will continue to monitor the County's regional sewer study and any outcomes for opportunities to join a regional treatment system that may be available in the near or mid-distant future.

Working with the applicant to realize an economy of scale in sewer development will likely be in the best interest of sewer development in the valley. Sewer development in the valley is of significant importance considering the concerns over septic system effluent infiltrating the valley's shallow (reservoir) aquifer.

Zoning Analysis:

As summed up in this report's summary, the current zoning of the subject property (FV-3, FR-3, CVR-1, and O-1) allows the developer to develop similar uses as listed in the FB zone but in a much more sprawled pattern. Rezoning to the FB zone will allow the developer to consolidate their entitlements into a smaller more pedestrian friendly village setting, and rezoning the hillside to the O-1 zone will limit development of the mountainside and preserve recreational amenities, natural environment and viewsheds.

Weber County Code §104-22-1 says the purpose of the Form-Based (FB) zone is as follows:

The purpose and intent of the Form-Based Zone is to provide a form-based regulatory tool that focuses on the public street design and the buildings that frame the public street. This deemphasizes separation of land uses as is typically found elsewhere in this Land Use Code. Form-based regulations help enable a mixture of allowed uses, multimodal active transportation, and enhanced building design. Additionally:

1. **Implements the general plan.** *The Form-Based Zone regulations are intended to carry out the objectives of the 2016 Ogden Valley General Plan through the implementation of form-based small area zoning and transferable development rights.*
2. **Creates street regulating plans.** *Each area affected by the Form-Based Zone shall be governed by a Street Regulating Plan. The purpose of the Street Regulating Plan is to address specific design and functionality of streets and building facades along these streets. The intent is to stimulate the creation of buildings and streets that frame the public rights-of-way with architectural and design elements that are unified under a common design theme whilst enabling unique building facades.*

The street regulating plan associated with the Nordic Valley area anticipates a village/rural transect to allow the village uses and intensities to feather out from its highest anticipated intensity along the Mixed-Use Commercial corridor of Nordic Valley Way to the rural light intensity of Rural Residential and Estate Lot Residential uses around the periphery of the Nordic Area's boundaries. See **Figure 5** for the current draft of the Nordic Area Street Regulating Plan.

In a hypothetical scenario, we could expect the following if a developer were to utilize the development standards of the currently applied zoning classifications (FV-3, FR-3, CVR-1, O-1) of the subject property:

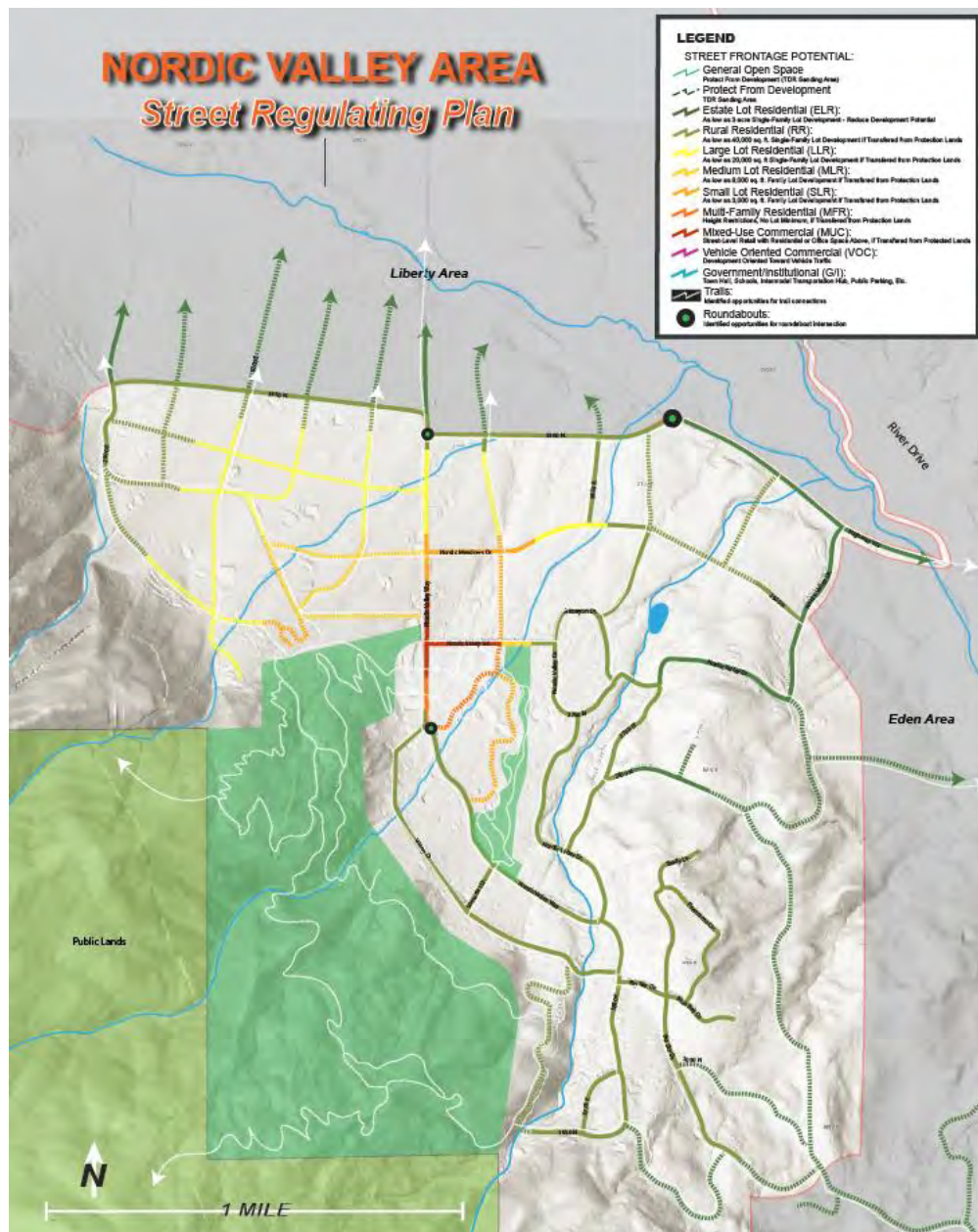
- Development in the areas zoned FV-3 (primarily the hillside) could be sprinkled all along steep mountain roads every 3 acres. This would necessitate multiple roads to be cut into the hillside with retaining walls to hug the steep contours. This would create a hillside pockmarked with home sites, deep scars in the hillside to install access roads, a reduction in recreational terrain, and a reduction in uphill viewsheds. At the applicant's option, he could avoid the expense of cutting development into the hillside and cluster most of the single-family residential lots onto 6,000 square-foot lots adjacent to the property's existing CVR-1 zone. This will allow the applicant to realize the same density without the expense of hillside development, and is a more likely course of action.
- Development in the areas zoned FR-3 (near the proposed base area and along the northern property boundary) could be developed as single and multifamily residential at a density of 20 units to the acre (if a community wastewater disposal facility is employed). These densities, would be closer in alignment to some of the densities permitted with the Form-Based Zone (FB). However under the FR-3 zoning classification, no emphasis would be placed on pedestrian-oriented street right-of-way design, or on the architectural requirements employed in the FB zone. This will reduce the chance that development design is coordinated.

- Development in the area zoned CVR-1 could certainly match all of the permitted uses in the FB zone, including commercial uses. The CVR-1 zone also permits mixed use buildings along the west side of Nordic Mountain Way. However, similar to the FR-3 zone, the CVR-1 zone does not implement any coordinated design standards for rights-of-way or architecture. Additionally, in this scenario, the east side of Nordic Valley Way (zoned FR-3) would not allow for mixed use development. The desired pedestrian-oriented ambiance in this core area is extremely unlikely without mixed-use development on both sides of the street.

In summary, in this hypothetical scenario where development proceeded under current zoning allowances, the resulting product would be less compact, occupy much of the hillside, and lack continuity in pedestrian-oriented right-of-way design or architectural elements.

On the other hand, the Form-Based zone has been crafted in a manner that addresses each of these components with the designed outcome of a consolidated, pedestrian-oriented, and community-focused inner-village area, as comprehensively prescribed by the Ogden Valley General Plan.

Figure 5: Current Draft Nordic Area Street Regulating Plan



Density analysis:

Section 104-22-11 of the Weber County Code governs the transfer of development rights into the Form-Based zone. The ordinance is written in a manner so as to make the transfer an administrative, and not legislative decision. In other words, once a property has been rezoned to the FB zone, the right to transfer density is a new entitlement that runs with the land and not an option subject to the legislative discretion of the county. The following is a summary analysis of how this ordinance applies to one density-sending parcel and one density-receiving parcel.

1. The assigned density of the density-receiving parcel (the parcels rezoned to the FB zone) is determined using the base density of the zone that applied to the parcel *prior* to the parcel being rezoned to the FB zone, then, any additional density that has been assigned to the parcel by other density transfers, if applicable, is added into the base density. This sum equals the parcel's total assigned density.
2. The base density of the density-sending parcel is determined by the base density of the zone applicable to the parcel.
3. The total density that the owner of the density-sending parcel transfers to the density-receiving parcel is then added to the previously assigned density of the density-receiving parcel. This sum equals the density-receiving parcel's new assigned density.
4. The total density that the owner of the density-sending parcel does not transfer remains assigned to the density-sending parcel, to be either later constructed or transferred in a separate transfer.

It is important to note that the density-receiving parcel may be limited by the FB zone's applicable minimum development standards in how many dwelling unit rights can be actually constructed. If for some reason more density is transferred to a density-receiving parcel than the FB zone will allow for that parcel, then that density cannot be realized on that parcel, and will later need to be transferred to a different receiving parcel in order to be realizable.

For this project, the base density of the entire property is somewhere between 488 dwelling units and 565 units. The difference is due to the potential lack of clarity in Ordinance #2008-21 (see Exhibit C). This is the ordinance that rezoned 4.65 acres of the northwest part of the subject property from the FV-3 zone to the FR-3 zone. This ordinance appears to be an early attempt at transferring development rights. It clearly indicates that 113 acres of the ski hill is being reserved as an "open space easement" in exchange for the density that might otherwise be built in the

easement area being transferred to the area rezoned to FR-3 zone. It also clearly indicates that the area being rezoned to the FR-3 zone equals 4.65 acres. The possible confusion of this ordinance is how many units were actually transferred from the 113 acre open space easement to the 4.65 acre FR-3 property and/or whether the base density calculation of the FR-3 zone should be used to determine the assigned density rather than drawing assumptions or conclusions from this ordinance.

In reviewing the ordinance's exhibits, planning staff concludes that the intention of the ordinance was to move 16 units from the 113 acres to the 4.65 acres. Exhibit C of the ordinance depicts the 4.65 acre property and provides the following note:

Proposed Zoning	FR3
Parcel Acreage	4.65 Acres
Proposed Units	16 Units

To further this conclusion, Exhibit D on the following page appears to provide a slope analysis identifying slopes on the 118 acre piece that are over 40 percent. It labels the areas not over 40 percent slope as "developable land." This appears to provide a calculation of developable acreage that is under 40 percent slope, which is shown as 44.3 acres. The relationship between the slope analysis and the 16 units shown assigned to the new FR-3 zone is unclear, but the exhibit illustrates the following, which staff interprets to mean that 16 units were intended to be assigned to the 4.65 FR-3 parcel.

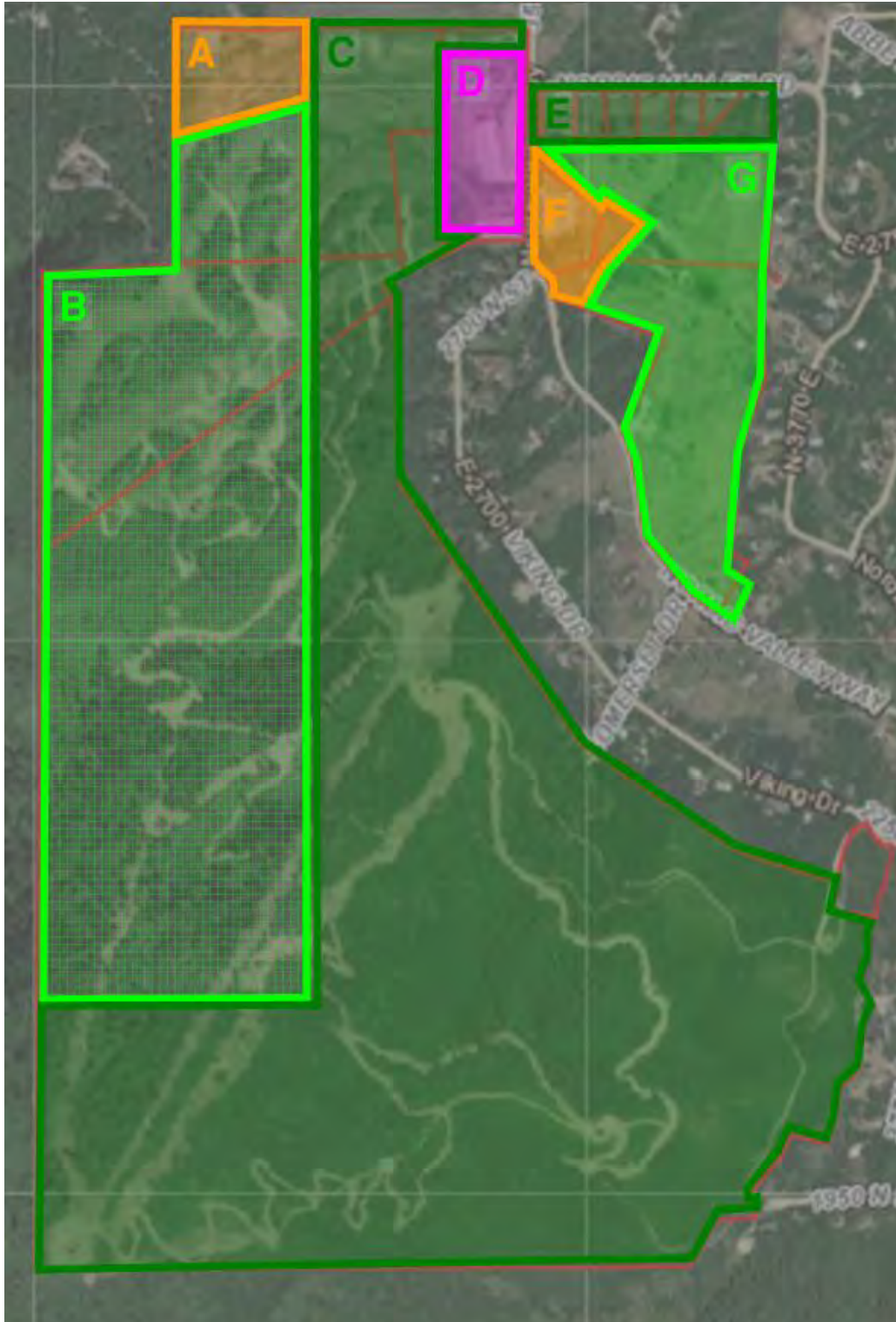


The applicant, however, has not drawn the same conclusion as planning staff, and estimates that the 4.65 FR-3 parcel carries approximately 93 density rights with it. This is based on the base-density of the parcel and the FR-3 zone (4.65 acres x 20 units per acre = 93 units).

Figure 6 provides the breakdown of units based on a property's zone.

Figures 6 and 7: Density Calculation.

POLYGON	ZONE	ACREAGE	SPECIAL CONDITIONS	BASE DENSITY
A	FR-3	4.65	SEE ORDINANCE #2008-21	16 OR 93 UNITS
B	FV-3	113.08	OPEN SPACE EASEMENT PER ORD. #2008-21	0 UNITS
C	FV-3	324.96		108 UNITS
D	CVR-1	12.02		240 UNITS
E	FV-3	8.95	7 LEGAL NONCONFORMING LOTS	7 UNITS
F	FR-3	5.86		117 UNITS
G	O-1	39.58		0 UNITS
TOTAL BASE DENSITY				488 OR 565 UNITS



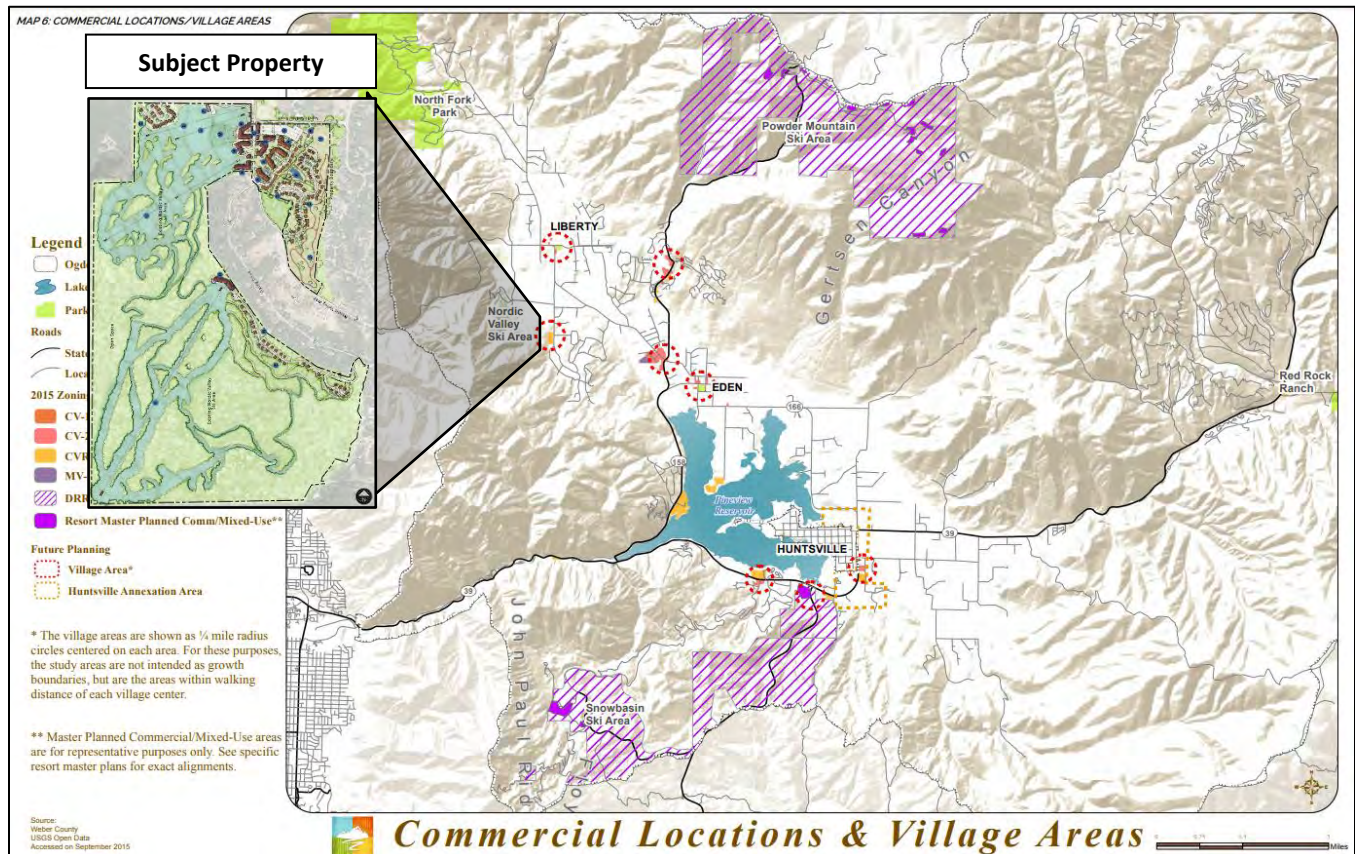
General plan Analysis:

The subject properties are located in an area designated as a village area within the 2016 Ogden Valley General Plan. A village area is noted in the General Plan as being a primary receiving area for residential and commercial uses.

Weber County Code § 102-5-2 specifies that rezoning should be in compliance with the general plan. It does not require that a rezone be approved if it complies with the plan, but rather, it suggests pursuing opportunities to implement the plan.

The rezone proposal seeks to further implement the visioned village area depicted in **Figure 7** below.

Figure 7: Ogden Valley Commercial Locations and Villages Map.



In addition to further implementing the village area concept, this proposal also advances several additional goals and strategies of the General Plan, as follows:

Gateways and Viewsheds Principle 3.1: Protect viewsheds throughout the Valley including views of the mountains and Pineview Reservoir.

- The proposal serves to pull density off of the hillside, thereby protecting mountain views and viewsheds.

Gateways and Viewsheds Principle 3.2: Avoid visually prominent structures, hillside cuts, and vegetation removal that alter the visual quality of the Valley’s viewsheds. Ensure that all development minimizes site disturbance and lot coverage and requires effective site restoration, revegetation, and weed control.

- Pulling the density off of the hillside prevents hillside cuts necessary to develop in the uphill areas currently zoned FV-3.

Clean Air and Water Principle 1.1: Promote energy-efficient & sustainable development practices to improve and protect air and water quality.

- The proposal necessitates that a community waste water treatment system or connection to a regional sewer system be used rather than development occurring under current zoning standards that would more than likely utilize septic systems. A community treatment system or a regional sewer system would greatly serve to protect the water quality.

Land Use Principle 1.1: In general, additional density should not be authorized in the Ogden Valley planning area above that allowed by current zoning. Minimal density bonuses (the exact amount to be determined by ordinance, master plan, development agreement, etc.) should only be allowed when they are granted to incentivize significant contribution to the advancement of the goals and principles found in this plan.

- Resort communities across the nation are faced with housing affordability challenges. This is especially problematic considering many service-industry workers employed in resort areas do not earn enough to live in the community in which they work. Couple this with the housing affordability crisis along the Wasatch Front driven, primarily, by a lack of supply of needed housing units, service-industry workers will have increasingly greater challenges trying to find housing that is affordable for their income. Their only option is to live some distance away from the resort and perhaps even some distance away from the populated areas of the Wasatch Front where housing is in less demand.
- This creates an undue burden on street facilities, increases vehicle miles traveled, creates more air pollution, reduces employee quality of life, and results in the creation of communities that lack the rich diversity of a variety of people from various socioeconomic thresholds.
- The location of this project increases the probability that employees will travel the North Ogden Divide or Ogden Canyon rather than Trappers Loop Road. Ogden Canyon is at 95 +/- percent capacity, and the North Ogden Divide, despite recent safety improvements, still poses a safety risk if significantly more commuters start using it. Trappers Loop Road is the only highway entering the Ogden Valley that has excess capacity and has been built to accommodate significantly greater traffic flows.
- Each of the concerns listed above are concerns that the Ogden Valley General Plan spells out as needing attention and redress in multiple different goals, policies, and implementations strategies beyond just Land Use Principle 1.1. For these reasons, among others, planning staff believe that allowing a slight amount of increased density for the exclusive provision of workforce housing is indeed a “significant contribution to the advancement of the goals and principles found in [the] plan.” Accordingly, workforce housing considerations are in the staff recommendation below, as required by the FB zone.

Land Use Implementation 1.1.1: Weber County will support the transfer of existing development rights (TDRs) as the primary means to increase densities in suitable project areas while proportionately decreasing density in other areas. Incentives – such as reduced road cross sections and other cost-saving measures for master-planned developments – should be proposed to reduce development intensities and as the primary means to incentivize the purchase and transfer of development rights. Bonus density should be used sparingly, and only in the event minimal bonuses can be leveraged for significant and meaningful advancement of the goals and principles of this plan. Development rights include residential (e.g. townhouses, single family detached units, etc.) and non-residential development rights (e.g. hotel units, accessory dwelling units, retirement center units, etc.).

- The proposal would utilize the TDR allowances of the Form-Based Village zone as the means to increase densities within the Nordic Village area. If rezoned to the FB zone, the applicant may also seek to transfer additional density at a later date from other areas of the Ogden Valley that are identified as important preservation areas.

Land Use Principle 1.2: To the extent allowed by law, development should not occur on sensitive areas including steep slopes, wetlands, floodplains, areas of geological instability, prominent ridgelines, wildlife habitat and corridors, natural riparian areas and natural waterways.

- The proposal pulls density off of the steep slopes and areas of possible geological instability where current entitlements lay.

Land Use Implementation 1.2.1: Amend the land use code to require that the development potential of steep slopes (slopes over 30%), wetlands, and floodplains will not be included in project density calculations, nor will be available for transfer pursuant to a TDR program.

- This item could be viewed as being contradictory to the rezone proposal as it would prevent the applicant from calculating density rights on much of its hillside property for the purposes of transferring those rights into a village area. However, planning staff believe that the Nordic slopes are developable

at their current slope percentages. Steep hillside development is found along the benches of Bountiful, along the hillsides in Park City, and along the majority of Los Angeles County, to name a few locations. If the density rights on the Nordic hillside are developed where they lay, we can expect a much less desirable outcome than allowing those units to be realized within a well-planned mixed-use village area. Unless the county changes traditional subdivision development (three acres per lot) to eliminate density attributed to steep slopes, it is very likely that a three-acre lot can accommodate significant slopes and still provide for a reasonably buildable area for a dwelling unit. This will incentivize traditional three-acre sprawl. Or in other words, reducing development due to steep slopes will disincentivize clustering development away from steep slopes and into smaller less intrusive footprints. This disincentive is counterproductive to most of the other strategies of the plan.

- With exception to this particular strategy, staff suggests that the applicant's proposal otherwise implements the general plan goals and strategies, and warrants less emphasis be placed on this strategy in favor of advancing the overall directives of the plan.

Land Use Implementation 1.2.3: in areas of geological instability, consider reducing and moving development rights from the instability in the interest of health and safety. Do not invest in, or accept dedication of, public infrastructure in areas of geological instability.

- Similar to Land Use Principle 1.2 above, the proposal reduces and moves development rights from geologic hazard study areas along the hillside.

Land Use Principle 1.4: Employ mechanisms such as TDRs to reallocate existing authorized development units from less suitable to more suitable locations.

- This principle is fairly self-explanatory. By rezoning to the FB zone, the applicant will then be able to reallocate development rights to planned desirable areas as demonstrated in the Nordic Valley Street Regulating Plan (see **Figure 4** above).

Land Use Principle 1.5: Encourage new development to locate in areas where water and sewer service could be provided by a sewer system. Encourage residential cluster developments with smaller building lots and larger areas of open space for most subdivisions.

- Under the proposal, all units will be connected to water and sewer service as opposed to current zoning which would anticipate septic systems and personal wells for many of the entitled density.

Commercial Development Principle 1.2: Focus on creating vibrant village areas. Encourage public spaces and plazas within villages that can accommodate cultural and social events and that can function as community gathering areas. Promote and extend the walkable, interconnected pattern in the Valley and extend non-motorized trails and pathways to commercial village areas.

- The proposal would serve as a catalyst to the formation and growth of a village within the Nordic Valley area. Such a village would promote public spaces, plazas, public programming, as well as walkable interconnected built environments leading to natural pathways and trails.

General Considerations

When considering whether a general plan implementation opportunity is appropriate, the Planning Commission should consider whether this is the right time and the right place for the proposed rezone. A review of land uses and development compatibility in the area is also important.

Relationship to Adjacent Uses. Determining whether a resort village is appropriate or compatible with the area's existing uses may be a foregone conclusion given the designated village areas in the general plan. In addition the existing 12.02 acres of CVR-1 and 10.51 acres of FR-3 zoning already applied to the project property designates resort and resort-oriented residential uses on 22.53 acres of the project property.

In addition to previous rezone conclusions for the subject property(ies), both the applicant and planning staff have scaled back expectations on the future of Nordic Valley community. Staff's initial proposal for executing the Nordic village as prescribed in the general plan, and the Nordic Small Area Plan, as also prescribed in the general plan, was to provide for the applicant's

Traffic and Roadway Improvements. A key consideration is traffic impact. Per the submitted traffic analysis, the proposed development will impact levels of service at various intersections through development towards buildout. Planning staff rely on coordination with the Engineering Division to determine which mitigation measures are needed

as conditions of approval. These measures will be determined through Planning Commission input, recommendations from the Engineering Division, and negotiation with the County Commission before being agreed upon in a mutually agreeable development agreement to be executed prior any formal rezoning taking effect.

Workforce/Moderate-Income Housing. Another key consideration is demand for workforce/moderate-income housing. The applicant has submitted a workforce housing demand analysis as part of their application narrative. This analysis utilized the demand forecasting methodology associated with the County's DRR-1 zoning classification. The analysis concludes that the developer should be responsible for the provision of at least 33 workforce housing units before reaching buildout.

The recently adopted modifications to the FB zone prescribes a number of methods to meet the county's established threshold for moderate income housing provisions. One of these methods is the entering of a development agreement that provides for this housing on a case-by-case or development-by-development basis. The applicant has chosen to fulfill his workforce housing obligations using this method.

The applicant has indicated that he is willing to enter into a development agreement provides the following:

1. The developer will provide floor area for workforce housing. Five percent, rounded up to the nearest full residential unit, of the and in addition to the developer's total allowed market-rate residential units, shall be provided.
2. As buildings are constructed, the applicant will strive to reserve floor-area, with stubbed utilities. These areas will be reserved for the Weber Housing Authority to provide workforce housing.
3. 15,000 square feet of land shall be reserved as up-front collateral to provide for or assist in providing for the development's workforce housing obligation. In the event other workforce housing strategies fail to fully materialize, this property will be donated to the Weber Housing Authority for construction of workforce housing, or used by the housing authority to generate revenue for workforce housing nearby.

Utilities. Critical to any development proceeding is the connection of utilities. At present this application is based on feasibility narratives for culinary water and sanitary sewer. The applicant will need to undertake major improvements to Nordic Valley Water Company, or the creation of a standalone water system, as well as the creation of, or connection to, a sewer service district in addition to the construction of a waste water treatment facility. All of which will need to be completed before the first subdivision plat is recorded. The specific details for critical infrastructure will need to be reviewed by the applicable County agencies and negotiated with the County Commission before being agreed upon in a mutually agreeable development agreement.

Creation of a Master Ownership Association. Lastly, staff also believe a key consideration is regarding the need for some type of master association, or management association to be established as a quasi-governmental umbrella organization to oversee operations such as snow removal on common areas, plazas, and street parking. Additionally, this organization could be charged with the management and maintenance of trails, workforce housing units, programming of public spaces, etc. A funding mechanism for this organization would also need to be established to ensure its ongoing success. Similar to the items above, the specific provisions for this consideration will need to be reviewed by the applicable County agencies and negotiated with the County Commission before being agreed upon in a mutually agreeable development agreement.

Rezoning Approval Criteria. Weber County Code § 102-5-3 sets forth approval criteria when considering a rezone. Because a rezone is legislative, this criterion allows broad deference to the County Commission's legislative decision-make authority. The criterion is twofold:

- (a) *To promote compatibility and stability in zoning and appropriate development of property within the county, no application for rezoning shall be approved unless it is demonstrated that the proposed rezoning promotes the health, safety and welfare of the county and the purposes of this chapter.*
- (b) *The planning commission and the county commission will consider whether the application should be approved or disapproved based upon the merits and compatibility of the proposed project with the general plan, surrounding land uses, and impacts on the surrounding area. The commissions will consider whether the proposed development, and in turn the application-for rezoning, is needed to provide a service or convenience brought about by changing conditions and which therefore promotes the public welfare. The county commission may require changes in the concept plan in order to achieve compatibility and may impose any conditions to lessen or eliminate adverse impacts.*

Staff Recommendation

Staff recommends that the Planning Commission forward a positive recommendation to the County Commission regarding File #ZMA 2021-09, a proposal to rezone approximately 510 acres from the FV-3, FR-3, CVR-1, and O-1 zones to the FB and O-1 zones. This recommendation comes with the following requirements to be negotiated and memorialized by means of a development agreement:

Recommended Conditions:

1. The rezone approval should be conditioned on the applicant voluntarily entering into a mutually negotiated development agreement. The agreement should include the conditions below.
2. The development agreement should extend for a period of no more than ten years to allow the applicant time to work through financing and the creation and connection of critical infrastructure required to secure subdivision approval. After 10 years, and unless the county sends the applicant a notice otherwise, allow the agreement to be similarly extended in five-year increments.
3. The development agreement should memorialize no less than 488 development rights (residential dwelling units), and assign them to the areas of the property zoned FB; 483 of them to be permanently assigned to the property being rezoned to the FB zone, and five to remain on the property that will remain in the FV-3 zone (together with a covenant that runs with the land restricting development of it to no greater than five units).
4. The development agreement should make it clear that no dwelling unit rights remain within the area being rezoned to the O-1 zone.
5. The development agreement should make it clear that each application for a subdivision phase should be submitted with a traffic analysis to help determine when the development's impact materially degrades the local street infrastructure's level of service classification, and it should prescribe proportionate share improvements or improvement costs to mitigate the project's contribution to the level of service degradation.
6. The applicant will provide sufficient workforce housing opportunities in the project as follows:
 - a. As buildings are constructed, provide floor area for workforce housing. Five percent, rounded up to the nearest full residential unit, of (and in addition to) the developer's total allowed market-rate residential units should be provided. The floor area should have utilities stubbed.
 - b. Each workforce housing unit should be no less than 300 square feet with a storage space that has dimensions no less than 4'x9'x8' for each unit in addition to the 300 square foot minimum.
 - c. 15,000 square feet of land should be reserved as up-front collateral to provide for or assist in providing for the development's workforce housing obligation. In the event other workforce housing strategies fail to fully materialize, this property will be donated to the Weber Housing Authority for construction of workforce housing, or used by the housing authority to generate revenue for workforce housing nearby.
 - d. Prior to the county approving any building permits above and beyond 50 percent of the total allowed market-rate dwelling units, the floor area for at least 25 percent of the required unimproved workforce housing units shall be provided to the Weber Housing Authority.
 - e. Prior to the county approving any building permits above and beyond 75 percent of the total allowed market-rate dwelling units, the floor area for at least 50 percent of the required unimproved workforce housing units shall be provided to the Weber Housing Authority.
 - f. Prior to the county approving any building permits above and beyond 100 percent of the total allowed market-rate dwelling units, the floor area for at least 100 percent of the required unimproved workforce housing units shall be provided to the Weber Housing Authority.
7. The applicant should formulate a quasi-governmental management association or master HOA that serves as a primary point of village organization, operation, and maintenance. The formal tasks and responsibilities of this organization will be negotiated and memorialized through the development agreement.
8. The project should provide trails that are open and accessible to the public, including at least one stub on the northwest part of the property that connects to Forest Service property and one stub to the south to stub to Forest Service Property.
9. A lodge/restaurant should be allowed to be located at the top of a lift in the O-1 zone, which will require specific allowance in the development agreement.
10. If a multifamily building is constructed within 200 feet of the intersection of Viking Drive and Nordic Valley Way, the agreement should stipulate that it cannot be taller than 35 feet.
11. For the purpose of keeping construction traffic from interrupting the residential nature of the adjoining areas, the first improvements to be installed prior to any other construction onsite is a roundabout located at the intersection of Viking Drive and Nordic Valley Way, and a second roundabout on Nordic Valley

Drive/Road in front of Parcel 220230125 that has stubs into the project to the south and into the property to the north for future street infrastructure.

12. The developer should be required erect temporary directional and informational signage for construction vehicles that:
 - a. Guide construction traffic to use only Nordic Valley Way for construction access from Highway 162.
 - b. Direct construction access to use the roundabouts to turn around; and
 - c. Prohibits project-related construction traffic from entering adjacent residential areas.
13. The developer should be required to construct two offsite wayfinding signs, as depicted on the Ogden Valley's Wayfinding Signage Plan. Specifically, the one located at approximately 3300 North and Highway 162, and the one located at approximately 3627 North and Highway 162.
14. The open space area and trails plan, as presented in the applicant's submittal, should be required in the same size, location, and general configuration illustrated on the plan.

Findings:

1. The proposal provides substantial advancement of the Ogden Valley General Plan's goals, principles, and implementation strategies for the Nordic Valley area.
2. The Ogden Valley General Plan provides for the transfer of density rights on this property. The proposal creates no new residential density than already entitled except that which is minimal and necessary to motivate the creation of workforce housing to support the development's activities.
3. The proposed rezone will promote the health, safety, and general welfare of the Weber County by advancing many public interests and returning substantial economic impacts.

Exhibit A

Exhibit A: Concept Development Plan

Exhibit B: Application Packet

Exhibit C: Ordinance No. 2008-21

Exhibit A

(Next Page)

Overall Master Plan

The Overall Master Plan depicts conceptual development patterns. This plan identifies the general uses, development massing, open spaces, amenities, recreational components and pedestrian and roadway circulation proposed.

DEVELOPMENT LEGEND

- (A)** MULTI-FAMILY RESIDENTIAL
- (B)** MIXED USE COMMERCIAL/ RESIDENTIAL
- (C)** NORDIC STREET COMMERCIAL
- (D)** TOWNHOMES
- (E)** SINGLE FAMILY CHALETs
- (F)** RESORT MAINTENANCE FACILITY
- (G)** DAY SKIER AND RETAIL PARKING
- (H)** NORDIC SKI CENTER
- (I)** NORDIC ENVIRONMENTAL PURIFICATION FACILITY
- (J)** CROSS COUNTY AND SUMMER TRAILS
- (K)** BOAT HOUSE AND POND
- (L)** EXISTING SKI LIFT
- (M)** OUTDOOR AMPHITHEATER

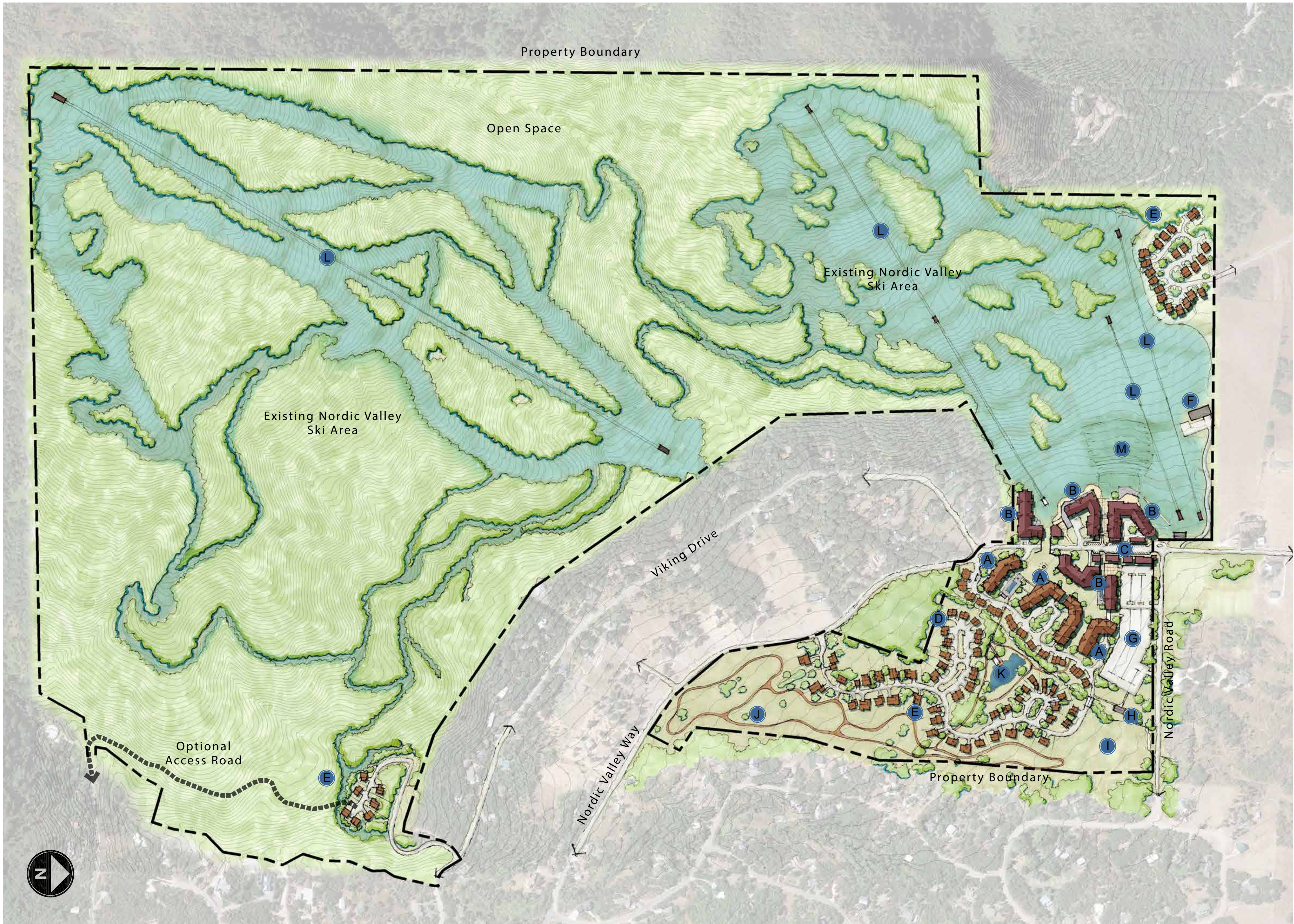


Exhibit B

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WEBER COUNTY REZONE APPLICATION

DESTINATION AND RECREATION RESORT ZONE: DRR-2
OCTOBER 2021

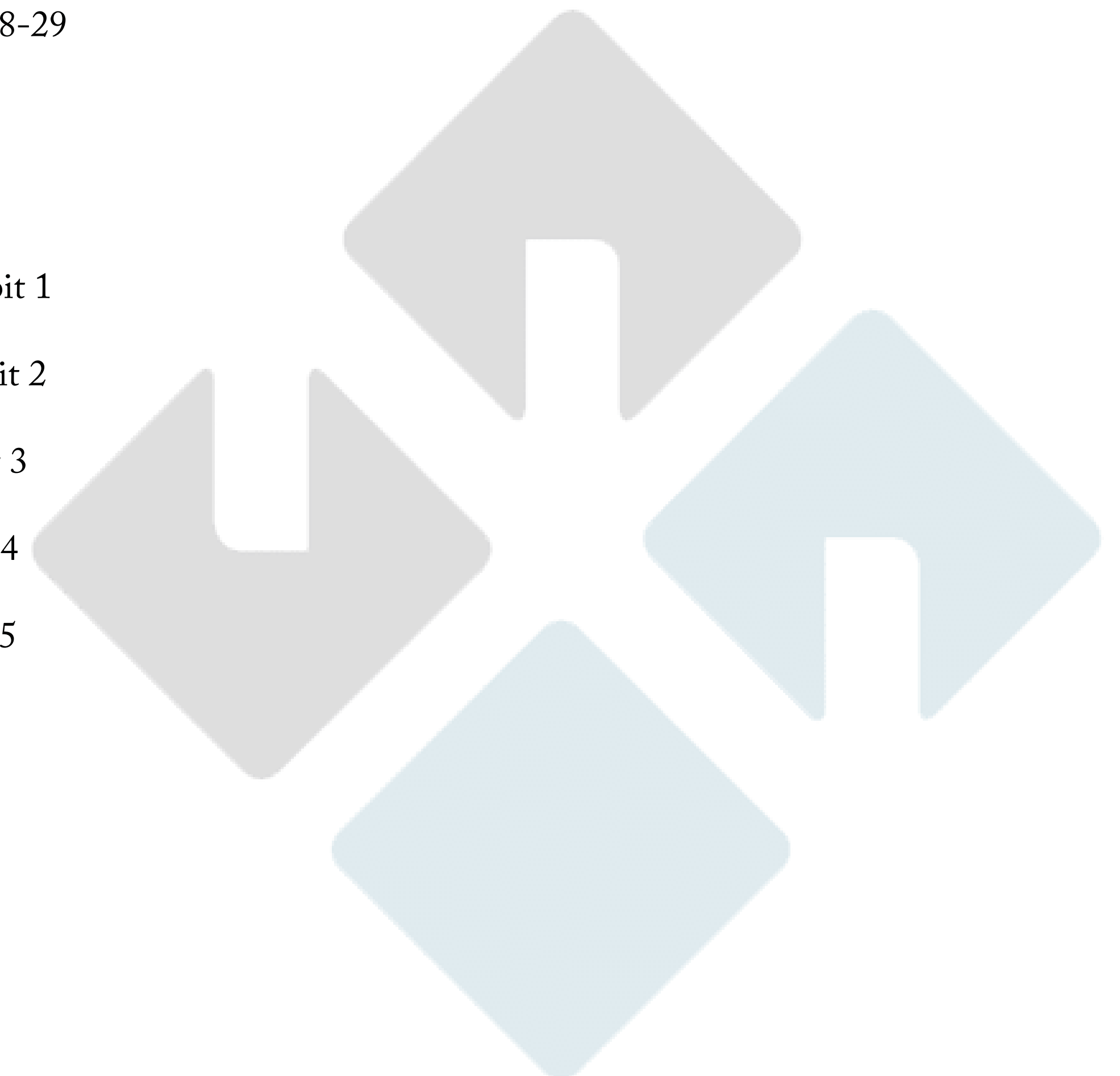
10.01.2021



NORDIC VALLEY

Table of Contents

The Project Team.....	3	Architectural Precedents: Mountain Houses	19
Location Map	4	Architectural Precedents: Hotel & Commercial	20
Introduction & Purpose of Rezone.....	5	Recreational Plan	21
Public Benefit.....	6 - 8	Open Space with Trails Plan	22
Existing Zoning	9	Seasonal Workforce Housing Plan	23
Geological Hazards	10	Conceptual Stormwater System	24
Existing Topography / Slopes	11	Emergency Services Plan	25
Floodplain Map	12	Water Feasibility	26
Sensitive Land Areas: Wildlife Habitat	13	Wastewater Feasibility	27
Sensitive Land Areas: Stream Corridors	14	Cost Benefit Analysis	28-29
Sensitive Land Areas: Scenic Roads 2.5 Mile Buffer	15		
Master Plan Narrative	16	Appendix	
Overall Land Use Plan	17	Cost Benefit Analysis	Exhibit 1
Overall Master Plan	18	Traffic Impact Study	Exhibit 2
		Water Feasibility Narrative	Exhibit 3
		Stormwater Feasibility Letter	Exhibit 4
		Wastewater Feasibility Letter	Exhibit 5



The Project Team



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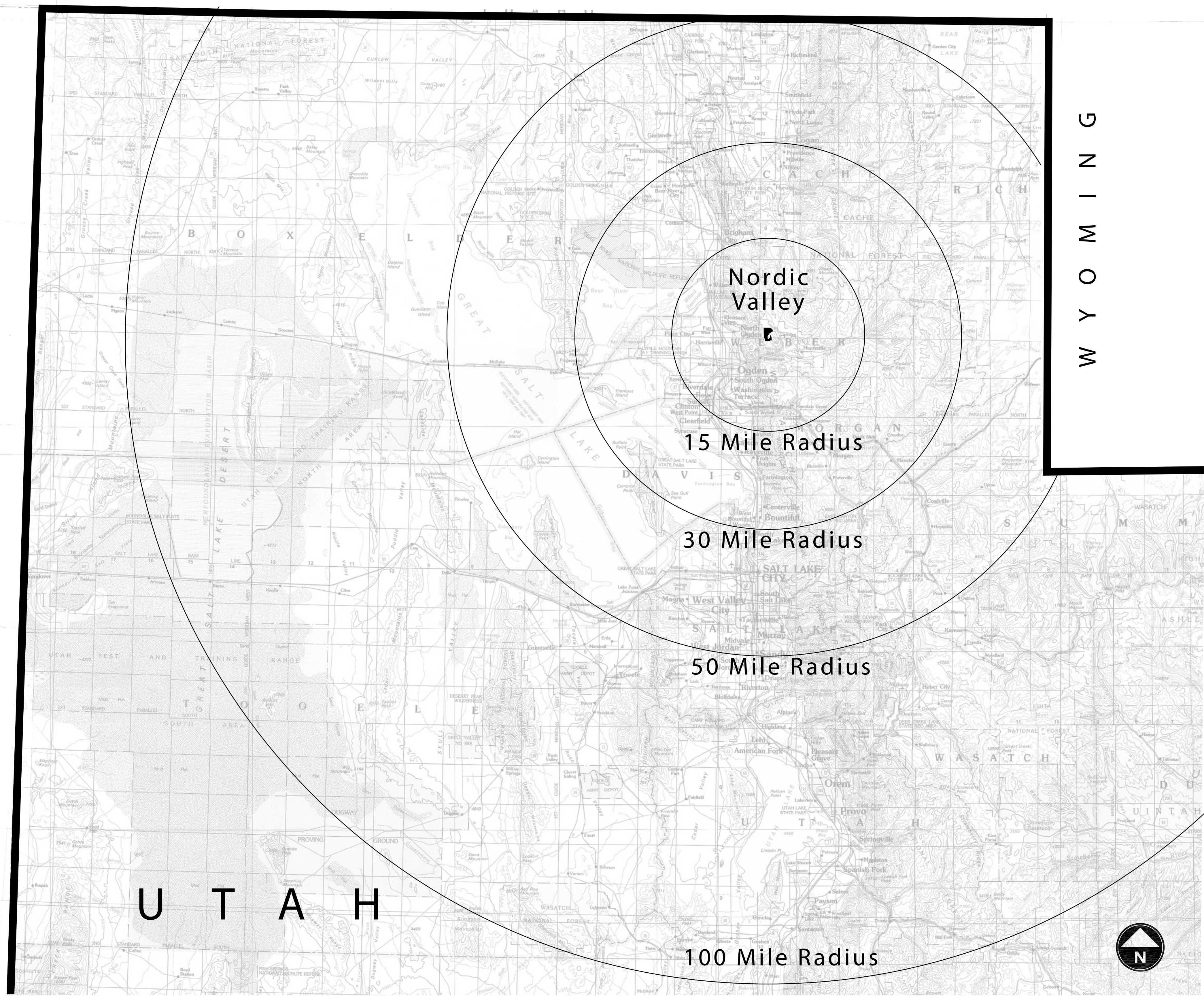
Location Map

I D A H O

N E V A D A

W Y O M I N G

U T A H



Nordic Valley is secluded into the west side of a mountain valley known as the Ogden Valley on the western edge of the small town of Eden, Liberty, and Huntsville. Nordic Valley lies along the eastern slope of the Rocky Mountains in northern Utah. It is approximately 15 miles east of Ogden and about 55 miles north of Salt Lake City.

Driving Distance from notable Locations to Nordic Valley:

Ogden	14 Miles
Snowbasin Resort	17 Miles
Layton	30 Miles
Salt Lake City	55 Miles
Park City	75 Miles
Provo	100 Miles
Boise	305 Miles
St. George	355 Miles
Cheyenne	440 Miles
Las Vegas	475 Miles
Denver	515 Miles
Reno	570 Miles

Introduction & Purpose of Rezone

NORDIC VALLEY HISTORY

In 1960 a developer and past president of the Utah Home Builder's Association from Ogden, Utah, by the name of Arthur Christiansen, purchased the 900-acre mountainside Silver Bell Ranch from Taylor Burton to develop it into a summer home area in Liberty, Utah. Over time he sold about 200 one-acre lots and built many homes in the Silver Bell development.

Arthur had dreams of creating a 9-hole golf course, and he opened a 5-hole course designed by Ernie Schneider Sr. in 1966. The remaining four holes were completed the following year. Funds were set aside to care for the golf course, and it was maintained for many years before it was eventually parceled out for home sites.

The favored sledding hill was graced with a tow rope in 1968, and Nordic Valley became another jewel in the crown of Northern Utah's powder country. The tow was suitable for beginners, and locals got their start on the gentle slopes of these Wasatch foothills. A few years later, a double chairlift was added, and more terrain was prepared to suit skiers with new runs in 1970. Shortly after, the original tow rope was replaced with a second lift.

The Old Barn

Nordic Valley's anchor and iconic ski lodge are called 'The Old Barn,' a relic of the original Silver Bell Ranch. A symbol of Ogden Valley's culture faithfully served as a hay barn for many years before hosting countless families, warm meals, and crackling fires. The Old Barn operates and houses Nordic Valley's rental shop, ticket office, and restaurant.

The main lift towers were equipped with lights over time, and Nordic Valley became one of the first ski areas in Northern Utah to provide locals and children with access to night skiing. Popular amongst locals was the Tuesday 'Ladies Night' where women skied free or half price. The convenience of skiing in the dark winter evenings brought many locals the opportunity to learn the sport.

NORDIC VALLEY SKI RESORT TODAY



Between the late 70s and 2014, Nordic Valley changed hands several times, resulting in a name change to Wolf Mountain and a switch back to Nordic Valley again when Wolf Mountain Ski Resort LLC declared bankruptcy in 2010. Skyline Mountain Base acquired the resort in 2013, invested and remodeled the lifts and the Barn, and entered into an operating agreement with Mountain Capital Partners in 2018 to operate the resort. Mountain Capital Partners holds and manages a collection of boutique resorts in the American Southwest.

In 2020, Nordic Valley ski resort added its first new chairlift in 20 years, the Nordic Express. The new lift, constructed by Leitner Poma, is over 4,000 feet long and features a 6-person chair. The 4.2-minute ride whisks guests up 1,400 feet in elevation. It will be the ski area's first high-speed chairlift. While a few new trails debuted for the 20/21 season, further expansion will include access to an additional 300 acres of terrain in future seasons.

Nordic Valley's claim to fame is its renowned ski school, intermediate and advanced slopes, and family-friendly atmosphere. Nordic Valley was immortalized as one of the best downhill training ski areas for the 2002 Winter Olympics, which the Austrians discovered was worth pure Gold.

PURPOSE OF THE REZONE APPLICATION REQUEST

To create a Nordic Valley Master Plan for the quaint community and propose a Master Development Plan to consolidate the existing zones into one zone for the establishment and the expansion of a year-round destination resort.

Plans to create a Master Plan for the approximate 510 acres at Nordic Valley began in the spring of 2021. The Master Plan contained within this document results from months of studies, programming, visioning, and processing. The Master Plan provided herein establishes the foundation for Skyline Mountain Base, LLC, Nordic Valley Land Associates, LLC, and Solution Enterprises to create a truly charming destination with varied, vibrant neighborhoods clustered throughout as the center of this Nordic Valley community.

The Master Plan process began with site observations and design development studies to ensure the Nordic Village will be unique and diverse.

This process includes a comprehensive analysis of slope maps, existing vegetation mapping, access feasibility, ski terrain, development connectivity, wildlife corridors, existing trails, viewsheds, and ingress and egress. In addition to the items above, maintaining open space preservation, Nordic Ski Resort is preserving 88% of the Open Space incorporated within this application.

The Applicants requests a zoning change for the approximately 510-acre Nordic Valley Village to one zone. The applicant proposes a smaller resort zone than the Ogden Valley Destination, and Recreation Resort Ordinance (DRR1) passed and signed on August 18, 2009 (Ord. 2009-16). A previous application has been submitted as a text amendment to Weber County Planning Department for a Small Destination and Recreation Resort Zone (DRR2). The intent for the smaller resort ordinance is for resorts in the Ogden Valley that do not meet the required acreage of the larger resorts but have been actively functioning since their creation as a resort or want to become one; this will enable them to do so. The smaller resort zone will promote quality resort development in appropriate locations within Weber County. Rezoning the property to a Small Destination and Recreation Resort will allow Nordic Valley to move into its position as one of the world's most unique mountain destinations combining a truly enhanced mountain experience with a leading-edge master-planned community.

Process

This Small Destination and Recreation Resort Rezone application contains all documents required and requested by Weber County to obtain zoning and entitlements for the Properties identified herein. This application has been prepared in compliance with the Weber County Destination and Recreation Resort Ordinance.

This application and subsequent approval will allow the applicants to continue with the development plans outlined in this document and build upon their Phase 1 approvals and development progress with more flexibility in design and density placement.

Upon acceptance of the rezone application documents, the applicant is prepared to present the plan to the Ogden Valley Planning Commission (OVPC) as necessary to receive Commission and Public comments on the rezone application. Working with the Planning staff, the applicant will fulfill all the required requests for approvals.

Following the OVPC findings, a public hearing(s) will be held with the County Commission to obtain full rezone approvals.

Why Present Zoning Should Be Changed

Nordic Valley Ski Resort has been a popular ski mountain destination in northern Utah and Weber County. It is well known within Utah as a mountain with varying terrain that attracts skiers

of all ages. Despite missing key elements for a thriving destination resort, this includes high-quality and diverse accommodations, retreats, top-notch food and beverage, ski lifts, lodges, retail, and other amenities. The current zoning on the property allows for adequate mountain development but is not entirely appropriate to enable the applicants to maximize their potential as an exceptional mountain destination. Rezoning the property to a Small Destination and Recreation Resort will allow the landowner to create an extraordinary recreation and residential experience while preserving and promoting the goals and objectives identified within the Ogden Valley General Plan. The rezone will enable new and yet traditional resort development planning strategies to be implemented.

Public Interest

The Master Plan for Nordic Valley Village will provide visitors and residents with a unique and rare mountain experience. The Master Plan provides for both residential communities and recreational properties within the project. The new commercial developments supporting the proposed residential, commercial uses, recreational uses, and open spaces at Nordic Valley Ski Resort will provide additional tax revenues to Weber County. These new uses will give Nordic Valley a sustainable development base to grow and benefit the community while continuing the recreational focus as identified by the County.



SUBSTANTIAL PUBLIC BENEFITS

The rezone will allow the development to move forward with development plans that will provide the following Substantial Public Benefits:

- The process requires the development of a complete Master Plan for the Rezone area. This will provide the public with the vision for the resort and adjacent properties and ensure public input is provided as part of the rezone approval process that would otherwise not be available under the current zoning approval process and development applications. Substantial agency review of the project is required as part of the rezone application. The Master Plan includes implementing important public trail links to and thru the resort as identified on the Open Space and Trails Plan.

- The rezone allows the development to further cluster development areas, preserving more open spaces through the rezone's flexibility and its permitted uses, building heights, and overall design flexibility.

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

- Establishes traffic mitigation practices with the rezone application reducing the overall traffic impacts to the existing transportation system and existing community that far exceed current zone requirements

Changes to the General Area Since the Adoption of the General Plan

The Nordic Valley ski resort area is recognized as a recreation/resort area with potential for further development to support and enhance the existing recreational components within the resort, providing a viable long-term project. Since the adoption of the General Plan, the applicants have come together to create a unique destination community with a vision for a diverse mountain village and associated mountain neighborhoods that would provide economic stability for the existing resort while also providing substantial expansion and diversity of this amenity.

The County General Plan supports and promotes appropriate resort facilities as a significant element within the County. Nordic Valley is also a village center, ideal for responsible, well-balanced, and sustainable resort development.

The proposal conforms to the Ogden Valley General Plan by “preserving the Valley’s rural character” in the following ways:

- A goal of Weber County is to protect the valley’s sense of openness and rural character. (Page 7 of the Ogden Valley General Plan.)

- The proposed location of the structures is away from steep or unstable slopes.

- The proposed location is not along a “prominent ridgeline.”

- The proposed location is outside of the “Important Wildlife Habitat Areas.”

- The proposed location meets the adopted requirements about stream corridors, wetlands, and shorelines.

- The Ogden Valley community desires sustainable and thriving local businesses in Ogden Valley. Ogden Valley capitalizes on recreational tourism to support its economic base. New commercial development should be focused in and near existing commercial areas and resorts. New commercial development should be designed to be compatible with the rural character of Ogden Valley. (page 29 of the Ogden Valley General Plan).

- The Ogden Valley General Plan Recreation Element identifies the Nordic Valley Resort’s development potential and the “need for a variety of progressive resort developments” in the Ogden Valley.

The recommended policies throughout the Recreation Element are to “encourage quality resort and recreation development,” support nodal development as opposed to sprawl development to “protect as much open space as possible” and “encourage existing resorts to expand to generate economic benefits for Weber County as well as to pull densities from other parts of the Ogden Valley into the expanded resort. The result would be development concentrated in the expanded resorts with other areas left permanently undeveloped across Ogden Valley.” (See pages 40-44, 61-67, 115-118, 152-160 of the Ogden Valley General Plan Recreation Element Oct 2005).

PROMOTE HEALTH, SAFETY AND WELFARE TO WEBER COUNTY

The Master Plan proposed in this rezone document for the Nordic Valley Village promotes Weber County residents’ health, safety, and welfare by creating a family-centered distinct year-round resort. This variety will provide stability and long-term benefits to Weber County and the Ogden Valley while also preserving significant open space within the project.

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

The Master Plan includes important trails and ski in-ski out connections between neighborhoods.

Traffic mitigation plans will be implemented to minimize all new development impacts to existing and future roadways, providing safe, appropriate access while mitigating those impacts to existing and future neighborhoods in the Valley.

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

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 Ogden Valley Sensitive Lands Overlay Zone in Chapter 104-28, Ogden Valley Lands Overlay Zone, or the Weber County Zoning Ordinance.

- The Geologic Areas as outlined in Chapter 108-14 of the Weber County Code.

The Wildlife Habitat exhibit shows that the Nordic Valley Village project is outside the critical wildlife habitat area. No development is proposed within this vital wildlife habitat area.

While there is a stream corridor within the project area, the primary potential impact site includes access to the chalets off Viking Drive. The Road exists, and all effects have previously been mitigated as this roadway serves as the existing access to the existing lift. No other stream corridors exist within proximity to any proposed development area within the rezone Master Plan.

Nordic Valley’s proposal is located within proximity of the 2.5-mile Scenic Roads Buffer. All design standards are meant to mitigate any potentially harmful impact that could be visible from Highway 162. Mitigation measures will be defined within these exhibits.

B. A professional study has provided substantial evidence that the proposed Nordic Valley Ski Resort is viable and contributes to the surrounding community’s economic well-being. A cost-benefit analysis summary is provided on pages 29 and 30. This study was conducted by Lewis Young Robertson & Burningham, Inc out of Salt Lake City, Utah, and is attached as Exhibit A. Highlights of the Cost-Benefit Analysis are as follows:

Economic Impact

The total economic impacts of the Nordic Valley Village project are anticipated to increase over the next 25 years continually. The addition of condominiums, hotels, townhomes, chalets, cabins, commercial and educational retreats, expanded and new recreational amenities, and joint ventures will help the Nordic Valley Village advances. After full build-out, ongoing economic impacts are projected to provide continued positive effects as follows:

- Based on the development assumptions utilized, the proposed development produces a net taxable value to Weber County of \$555.48 million of new assessed value.

- Direct jobs created by the development are projected at 538 at full build-out.

- Direct labor income is projected at \$6.406 million annually



Fiscal Impact

The proposed Nordic Valley Village project is identified to provide a substantially positive fiscal impact for Weber County.

After project build-out, Nordic Valley Village is projected to generate approximately \$52.30 million in cumulative net revenue projected over 25 years is anticipated to be a net benefit of \$2.091 million annually.

By the 25 years build out a scenario in the Cost-Benefit analysis, the Fiscal Benefit to Weber County shows a net gain to Weber County of \$52.30 million.

Most residential units will be second homeowner classification, while the assessment of most residential units will be a total market value. This will result in high per capita spending and resulting sales tax revenues and a moderate cost of service profile consistent with similar projects throughout western resorts. Other growth-sensitive Weber County funds are projected to experience positive fund balances throughout the project's construction period and after build-out providing a comprehensive fiscal benefit to the County.

C. A professional traffic study has explored and provided substantial evidence determining that proposed traffic mitigation plans will prevent transportation corridors serving the Project from diminishing below an acceptable Level of Service. (See attached Fehr and Peers Study Exhibit 2).

Overall, the road network can provide appropriate access to and from Nordic Valley Ski Resort, with some improvements required for mitigation as the project is built out.

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

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

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

The seasonal workforce housing plan is provided on page 26. At full project build-out, it is estimated that Nordic Valley Ski Resort will generate 538 full-time equivalent employees and 326 workforce housing units.

As calculated on Page 23, Nordic Valley Ski Resort will provide at least 33 seasonal workforce housing units on site.

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

Throughout the Phase 1 plans and the Master Plan development, the development team has continually met with representatives from the Sheriff's Office and Fire Department, providers gathering input to the plans and incorporating that input into this application.

The proposed Master Plan reflects the input received from these departments regarding necessary Emergency Services.

Feasibility letters from both the Fire Department and Sheriff's Department are attached on Page 27.

The proposed Master Plan for Nordic Valley presented in this application is following the Ogden Valley General Plan Goals and Objectives as outlined in the Ogden Valley General Plan as follows:

PROTECT THE NATURAL BEAUTY AND NATURAL RESOURCES OF THE VALLEY

Protect Air Quality and Water Resources Nordic Valley maintains a solid commitment to Weber County's goal of preserving the natural beauty and natural resources of the Ogden Valley. The Master Plan was developed with the ethos that all development must be light on the land. All development impacts should be minimized or mitigated to the greatest extent possible, balancing the built and natural environments. Measures to protect the natural resources and the beauty of the Ogden Valley during and after both the planning and construction stages include:

Clustering all development within areas that allow for minimized development impacts, thus maximizing significant open spaces. Much of the development is centered around "village" infrastructure allowing for walkable trips or reduced traffic impacts and limiting the size of the project "footprint" on the mountain.

Water

Water quality controls will be implemented on the following levels.

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

Groundwater

Nordic Valley Village understands the value of groundwater as an essential resource. Nordic Valley Village is adopting water conservation and efficiency requirements to minimize impacts to

groundwater resources for both indoor and outdoor water use.

Promote a sense of pride in the valley's sense of character

There are no identified cultural and historic resources within the Nordic Valley Village project area. The applicant is committed to preserving the existing ski area at Nordic Valley as a community resource. Nordic Valley Ski Resort is committed to maintaining the wide open and rustic nature of the resort while providing tasteful upgrades and updates to the facilities. We are dedicated to appropriately addressing the elements that make the resort unique and enhancing those elements.

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

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

Dark Sky Compliance

With the exception of the notorious night skiing, it is the developers uppermost goal to develop Nordic Valley as a dark sky compliant village.





In General, Additional Density Should not be Authorized in the Ogden Valley Planning Area Above that Allowed by Current Zoning. Minimal Density Bonuses (The Exact Amount to be Determined by Ordinance, Master Plan, Development Agreement, etc.) Should Only be Allowed When they are Granted to Incentive Significant Contribution to the Advancement of the Goals and Principles Found in this Plan.

The Applicant will plan and provide adequate development compatible with the Nordic Village throughout the development process and provides the Valley with additional incentives. The developer's team will install all infrastructure to support all proposed development per Weber Counties' guidelines. This will include calculated phasing of units, concurrency measures for water and sewer, and working with the Valley developers to create a Valley-wide sewer.

Create Subdivision Tools that Provide Design Regulations that Decrease the Required Subdivision Infrastructure, such as a Reduced Right-of-Way or Road Cross-Section, in Ogden Valley General Plan Exchange for Meaningful Voluntary Reductions of Development Units. Such Decreased Infrastructure Should be Privately Owned.

Nordic Valley Village has diligently worked with property owners to receive connectivity. The right of way will only be an extension of an existing road instead of a new mountainous road.

Provide Adequate Emergency and Medical Services

Substantial coordination with the County Emergency Services Departments has taken place, and the emergency feasibility letters have been implemented in the Master Plan. The Emergency Services Plan on page 30 of this application outlines the discussions with the Sheriff and Fire Marshall and letters of feasibility from each. Emergency and medical services will be phased appropriately and adequately as development occurs and these Emergency Service Providers require.

Surface Water

Nordic Water will also focus on protecting surface water by limiting grading and preparing erosion control plans and Stormwater Pollution Prevention Plans (SWPPPs) to incorporate the appropriate best management practices to preserve drainages, wetlands, and surface waters



Protect Open Space and Sensitive Lands

The most substantial and essential portion of the Master Plan is what is not being developed. The Master Plan was sensitive to identified steep slopes, wetlands, stream corridors, and drainages and factored in visually sensitive lands, critical wildlife corridors, recreational open spaces, and open space buffers.

Additionally, and as part of this application requirement, Weber County's sensitive land maps were overlaid on the Master Plan to ensure that all proposed development is mitigated. Areas identified as geologic hazards, stream corridors, scenic road buffers, and critical wildlife habitats or within have been considered during the design process. See Pages 10-15.

Preserve Wildlife and Wildlife Habitat

The Sensitive Lands Exhibit on Page 13 shows that the proposed development boundary does not overlap with important wildlife habitat areas.

Recognize and Respect Private Property Rights

The proposed Master Plan is entirely located on the applicants' private property and does not negatively impact any adjacent private land.

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

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

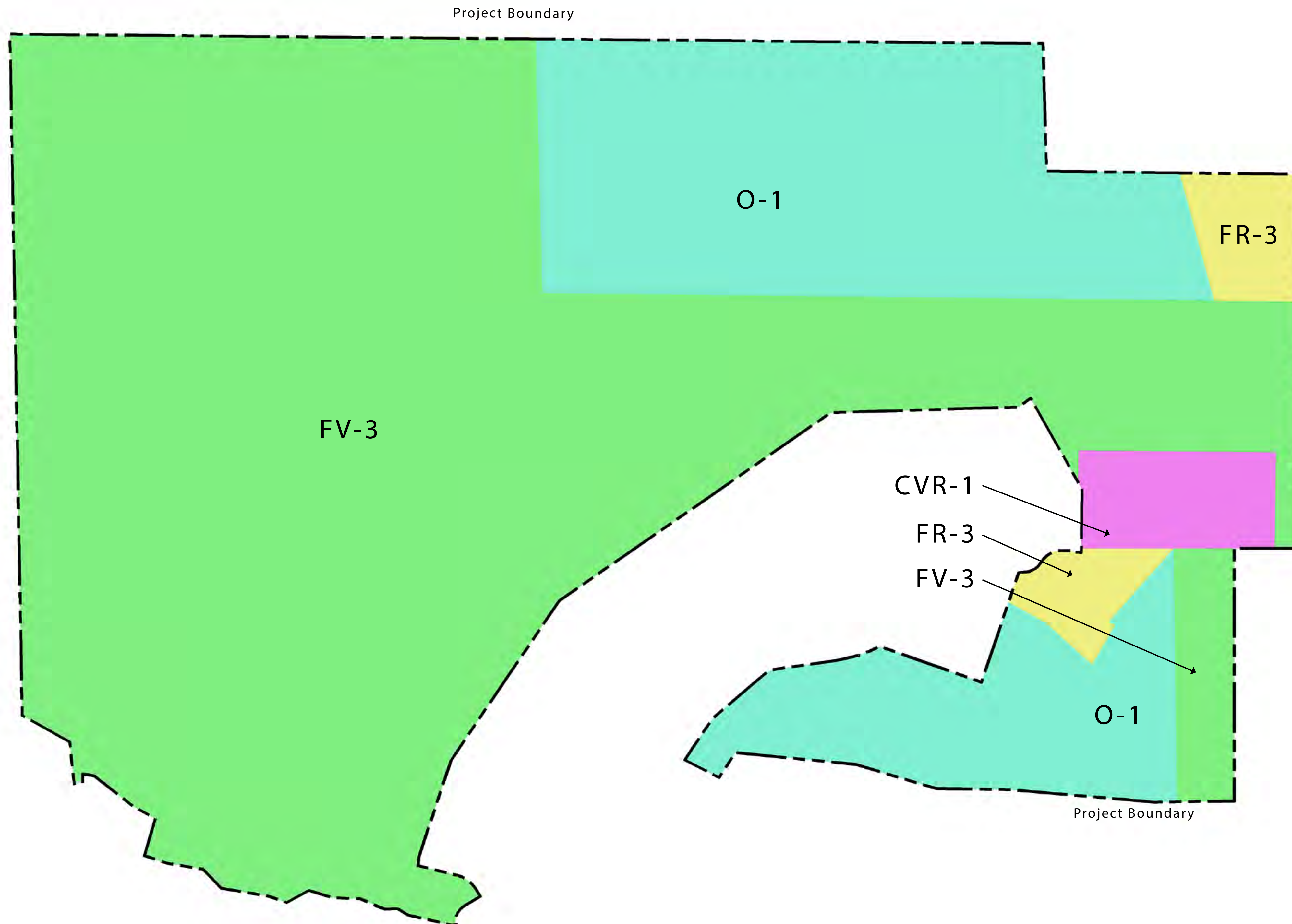
Enhance Quality Recreational Opportunities

The Recreation Plan and the Open Space and Trails Plan outline the proposed recreation opportunities for Nordic Valley Ski Resort. These plans highlight the additional recreational amenities that may be provided in addition to those that currently exist within the project and as part of the existing ski area. In addition to skiing, snowboarding, snowshoeing, etc., which are already enjoyed at Nordic Valley Resort, the recreation facilities plan expands the recreation opportunities to include non-skiing activities, such as hiking, mountain biking, night skiing, tubing, as well as facilities for special events and equestrian experiences.



Existing Zoning

The Nordic Valley property located in Weber County is currently zoned Commercial Valley Resort Recreation Zone (CVR-1), Forest Valley (FV-3), Forest Residential Zone (FR-3) and Open Space Zone (O-1).

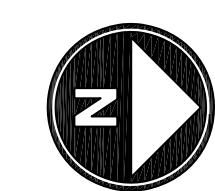


Commercial Valley Resort Recreation Zone - CVR-1
 The purpose of this zone is to provide locations in the Ogden Valley and at major recreation resort areas, where service facilities and goods normally required by the public in the pursuit of general recreation activities can be obtained.

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

Forest Residential Zone - FR-3
 The purpose of this zone is to provide for medium density residential uses of apartment clusters or condo-tels adjacent to and in conjunction with major recreational resorts, recreation areas and facilities in the mountain areas of Weber County on the basis that such medium density multiple-family housing is an integral and normal part of a recreational resort complex catering to the needs of both tourists and permanent home ownership. This zone is intended to be used in mountain locations in areas associated with major recreational resorts.

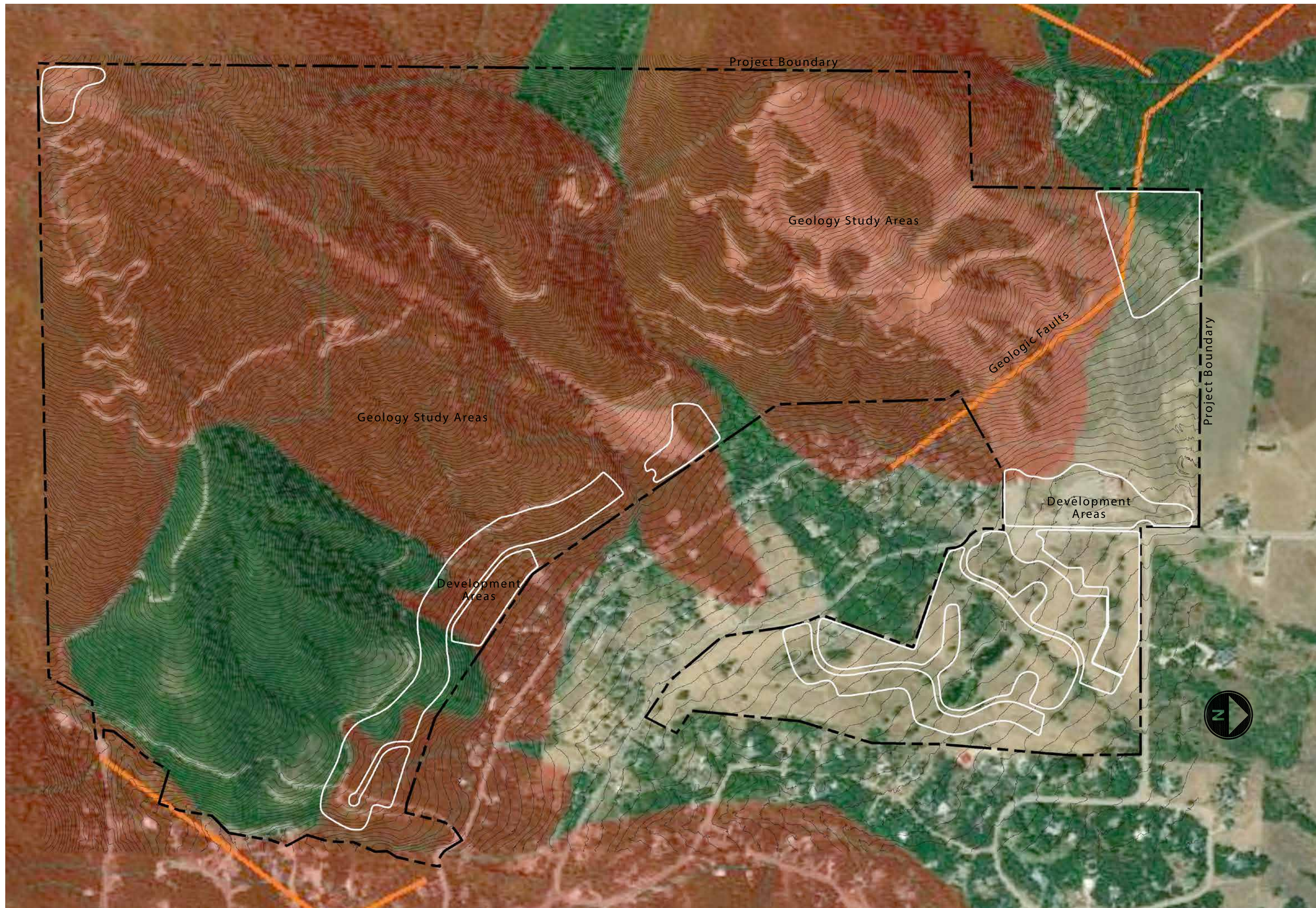
Open Space Zone - O-1
 The purpose of this zone is intended to encourage the preservation of a natural environment in an otherwise urban setting; to hold for future generations open space in which plants and animals can be protected and studied; to inhibit erection of unnecessary buildings on a floodplain, on areas of severe slope, areas of fault line and rock slides; to provide suitable areas for recreation and relaxation, and to alleviate stream pollution.



Geological Hazards

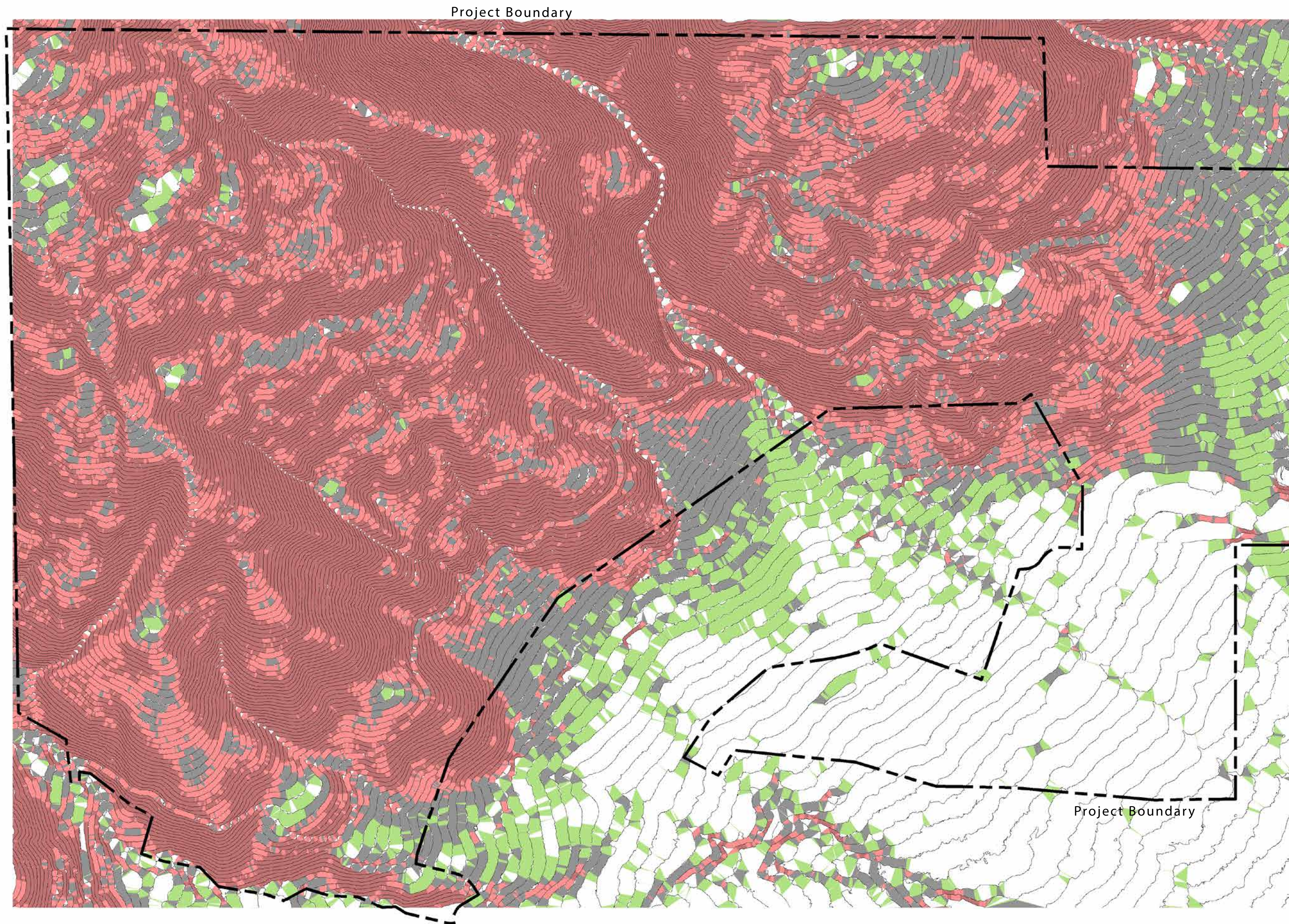
The Geology Study Area and Fault Exhibit here identifies surficial geologic conditions at the Project and identifies potential risk from geologic hazards.

While the majority of the proposed Master Plan development falls outside of the study areas, those areas proposed for development within the Geology Study areas within the project will require additional studies at the time of Site Plan or Building permit submittals as required by Weber County.

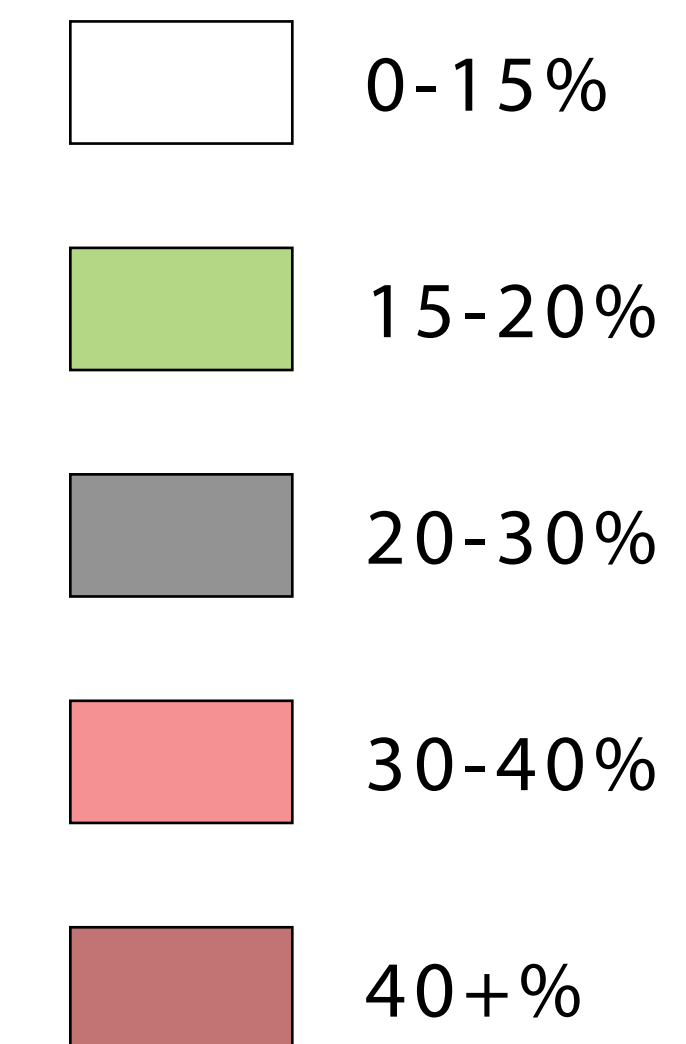


Existing Topography / Slopes

The Slope Analysis illustrates that much of the Nordic Valley property contains slopes most suitable to ski terrain. The project's topography does vary greatly from flat meadows to steep ski terrain and mountain slopes. The Master Plan was developed with sensitivity to placing development on steep slopes with the majority of the project density clustered around the gentle meadows that exist near the current ski base area and the flat lands south and east of the base area, portions of which were the former golf course property.



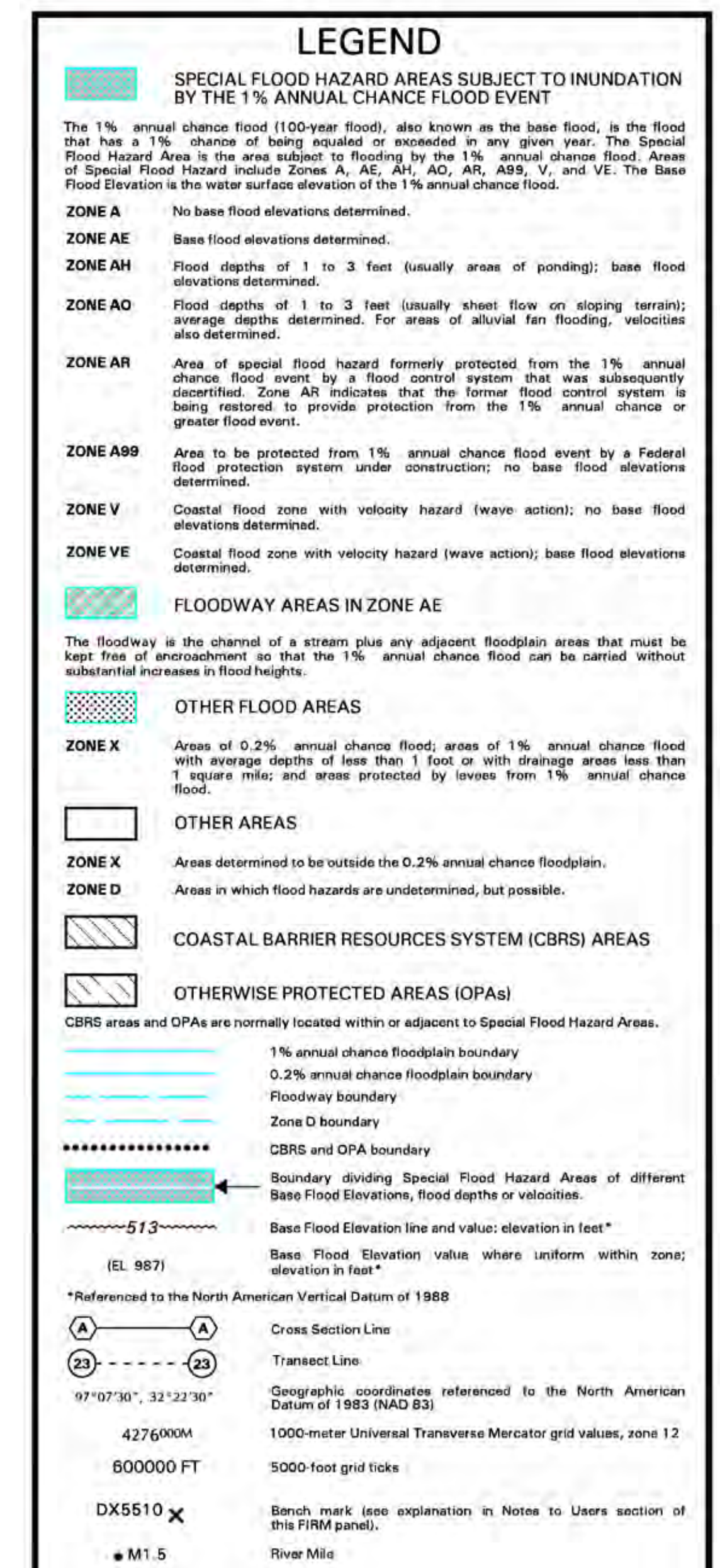
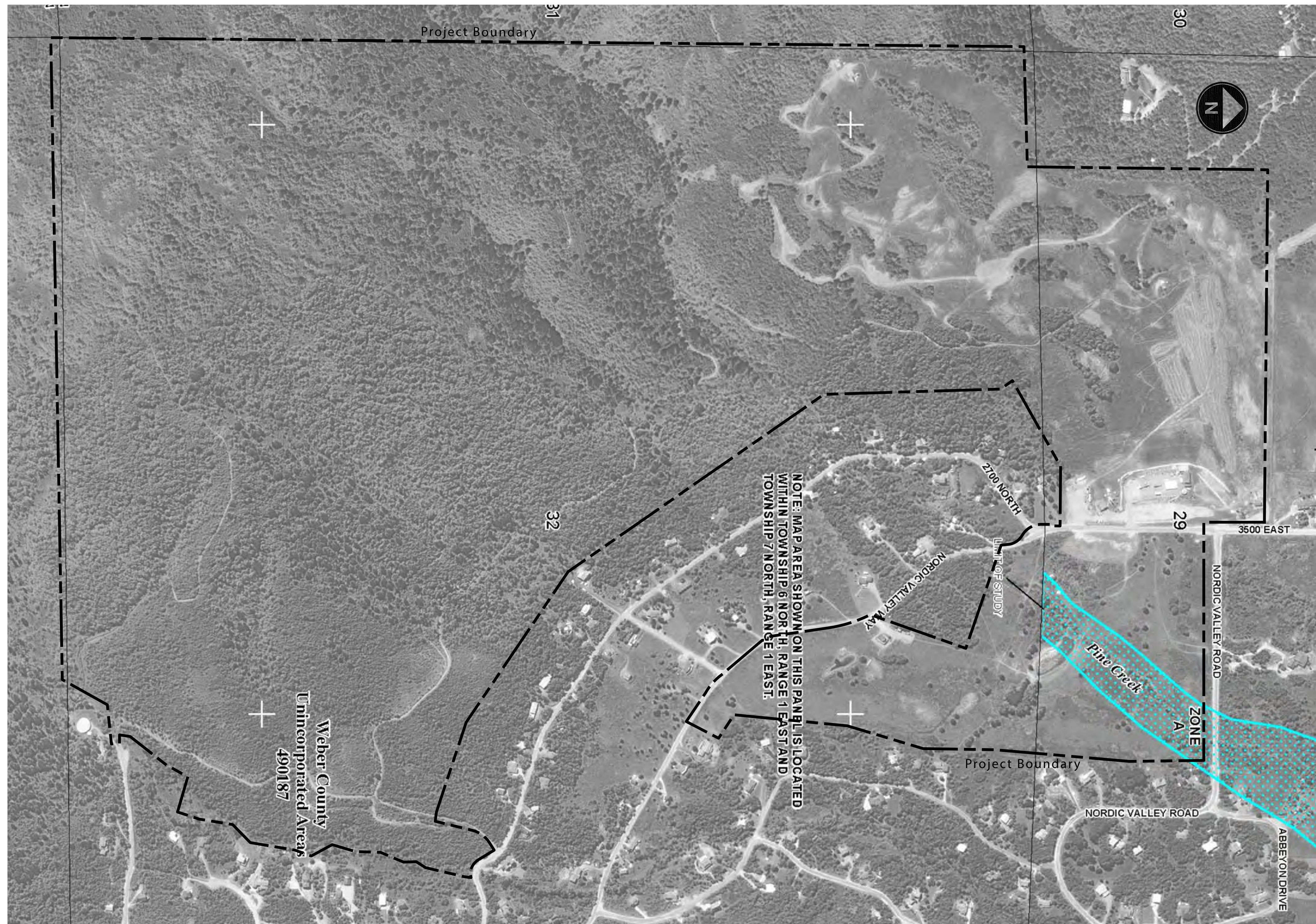
Slope Legend



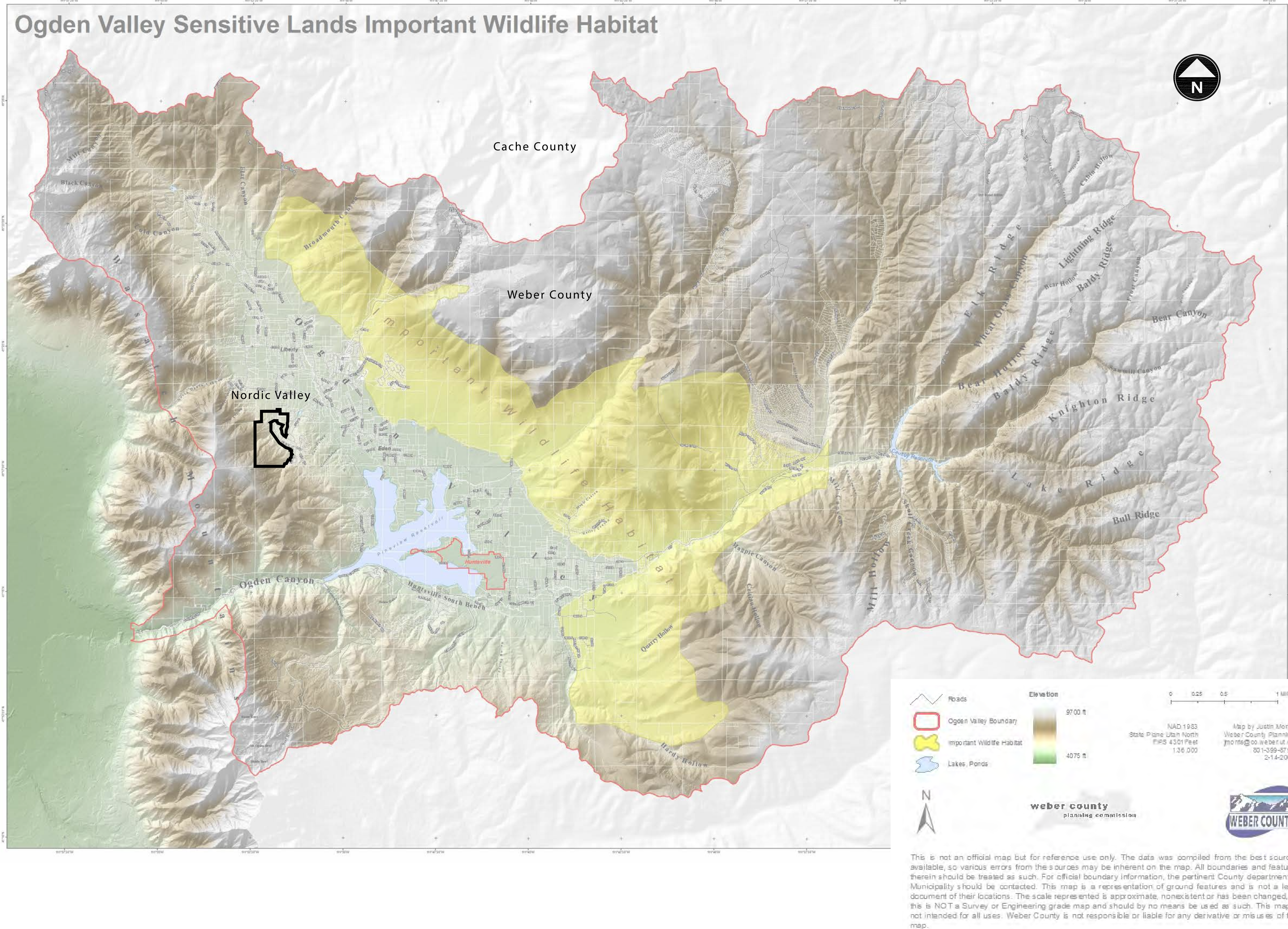
Floodplain Map

The FEMA Flood Insurance Rate Maps for Weber County illustrate that there is one flood area mapped within the Nordic Valley project boundaries. This Zone is identified as Zone A. As defined, Zone A base flood elevations are undetermined. All development within this Zone A area will provide further detail for floodway avoidance at the time of building permit or site plan applications.

The majority of the Nordic Valley property is generally located at an elevation above flood hazards.

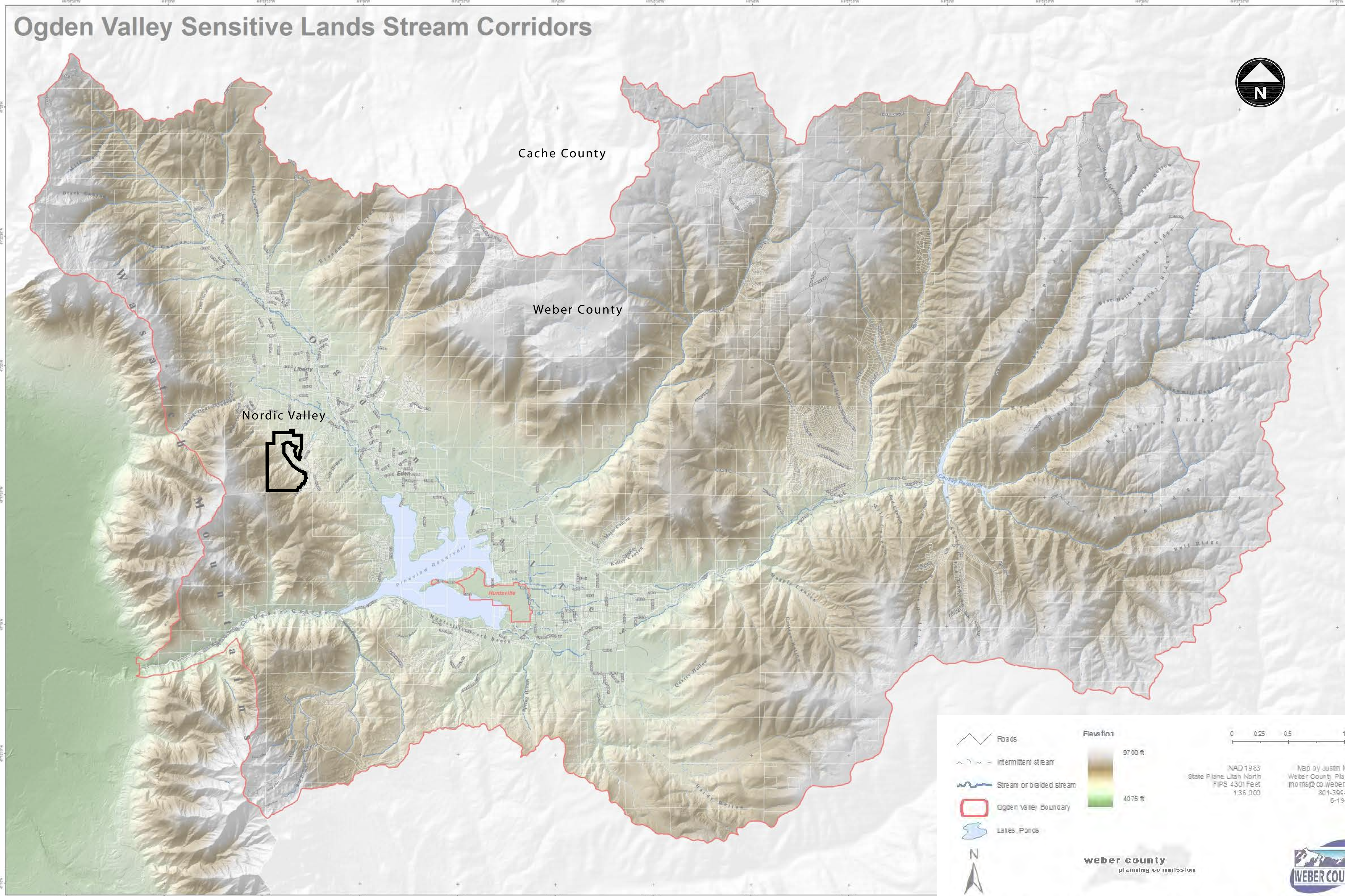


Sensitive Land Areas: Wildlife Habitat



The Nordic Valley property does not overlap with the Important Wildlife Habitat Zone as indicated here. Future development has been located to account for significant open spaces and buffers to facilitate wildlife habitat and wildlife corridors throughout the project and continued coordination with Weber County and the Utah Division of Wildlife Resources will be a priority to maintain these habitats throughout the project.

Sensitive Land Areas: Stream Corridors



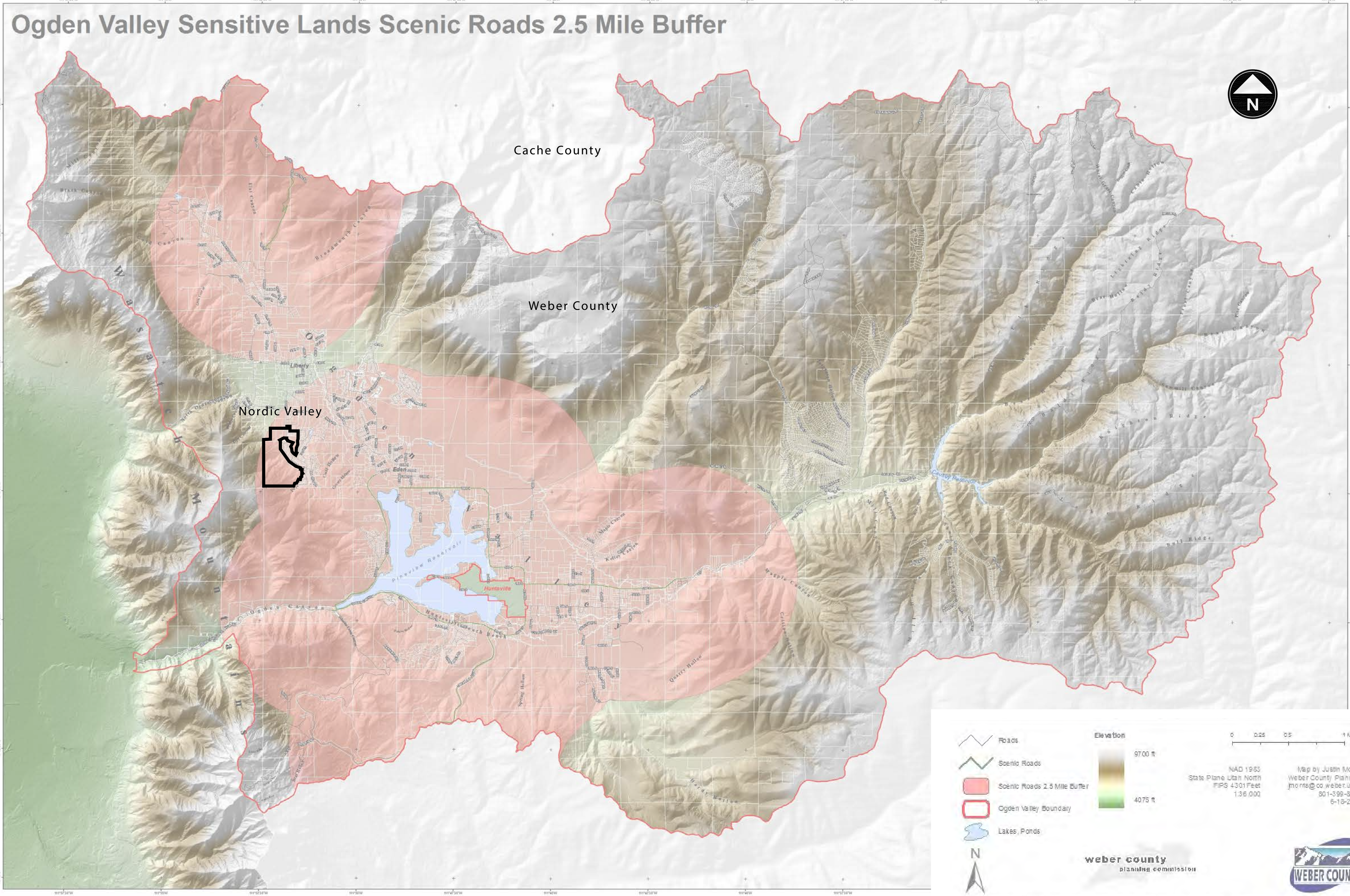
The Nordic Valley property is not affected by the Ogden Valley Sensitive Lands Overlay District for streams corridors, wetlands and shorelines.

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

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

This is not an official map but for reference use only. The data was compiled from the best sources available, so various errors from the sources may be inherent on the map. All boundaries and features therein should be treated as such. For official boundary information, the pertinent County department or Municipality should be contacted. This map is a representation of ground features and is not a legal document of their locations. The scale represented is approximate, nonexistent or has been changed, so this is NOT a Survey or Engineering grade map and should by no means be used as such. This map is not intended for all uses. Weber County is not responsible or liable for any derivative or misuses of this map.

Sensitive Land Areas: Scenic Roads 2.5 Mile Buffer



The Nordic Valley property lies within the Ogden Valley Sensitive Lands Overlay District for Scenic Corridors, Ridge lines and Historical/Cultural Resources.

Nordic Valley falls within the Sensitive Land Overlay for Scenic Roads but does not directly connect with Highway 162. The project will be adding additional road connections to Nordic Valley Way and Nordic Valley Road but will use them only where necessary to minimize impact on current roadway design. Existing and proposed connections will be enhanced as to not disturb the current flow of traffic along Nordic Valley Way and Nordic Valley Drive. All proposed development is located at the base of the slopes as they begin to rise above the Valley floor and the Highway 162 corridor keeping the visual integrity of the view corridor.

Any and all fencing within Nordic Valley shall meet the development standards of the Ogden Valley Architectural, Landscaping and Screening Ordinance.

PLANNING AND DESIGN PRINCIPLES

The Nordic Valley Resort properties total approximately 510 acres with properties that include 3 different owners within Weber County. The project area also includes the existing Nordic Valley Ski Area, including existing lifts, base area amenities such as the old historic Nordic Barn and existing surface parking and maintenance area.

This application for the DRR2 rezone will create a four season recreation destination within the existing Nordic Valley base area and surrounding properties that will include a balanced mix of on-mountain accommodations, food and beverage opportunities, neighborhood and resort retail, recreational outlets from skiing, hiking and biking, tubing, snowshoeing, fishing, etc. The project is also designed to accommodate community events such as concerts, farmer's markets, group meetings and more making the area a true year round, activated mountain village.

In early 2021, the Skyline Mountain Base, LLC development team began to assemble a team of design and development professionals to initiate the Master Plan and Rezoning process and design development that would appropriately integrate the vision for Nordic Valley. This planning process involved several varied and skilled professionals and focused on every aspect of mountain design from roadway and ski design to snow storage and snow removal strategies. This planning process was thorough and extensive.

The concept plans within this submittal identify those areas most suitable for development and those mountain areas that will remain open space. This distinction has been identified as the most important element of the Master Plan. The areas NOT shown for development are as important or more important than those areas that are suitable for development. The development areas throughout the property are shown in two land uses that follow Weber County's DRR2 Zone Land Uses. The most intense use (Mixed Use) allows for all permitted and conditional Land

Uses as identified by the DRR2 Zone while the Residential use only allows those uses identified as permitted or conditional residential uses within the zone per the Land Use Code.

The proposed plan for the project emphasizes the development of a mountain "village" that is located at the existing Nordic Valley base area and is the most suitable and appropriate location to provide resort and residential land uses, vehicular and pedestrian access, community amenities, retail opportunities, parking and access to open spaces based on their locations and proposed functions within the resort.

The village core will include hotels and resort oriented condominiums for overnight accommodations at the existing base of the mountain as well as a mix of townhomes and mountain chalets for full or part time residents. This area is designed to be the primary destination for year round visitors providing direct mountain and open space access. This area also includes the Nordic Commercial "Main Street" retail corridor anchoring both sides of Nordic Valley way with opportunities for community and resort based retail and office shops at the central core of the village. This retail street will provide for on-street angled parking, walkable streetscapes with various shop frontages, outdoor dining, and landscaped plazas and gathering spaces to give the Nordic Valley area a true ski village mass and energy throughout the year at the heart of the Nordic Valley project.

This location is best suited for the most intense uses within the project and preserves views and provides for a secluded and protected environment at the base of the slope where development is most appropriate to be built. This village location provides for direct ski access onto the mountain as well as ski in access at the end of the day for a majority of the village uses. The project also includes clustered residential development tucked amongst the existing trees and just beyond the village core to the south at the base of the existing ski slopes and just above the existing

residential neighborhoods. This area includes both single family "chalet" residential products that begin the density transition to the open spaces as well as a condominium lodge at the base of the new Nordic Express ski lift.

Throughout the master planning process, open space access, existing and new trail corridors and connections took center stage as seen on the Open Space and Trail Plan. This ensured that access to the beautiful and abundant natural features within the project and beyond its property boundaries remained accessible and preserved as much of this natural environment as possible.

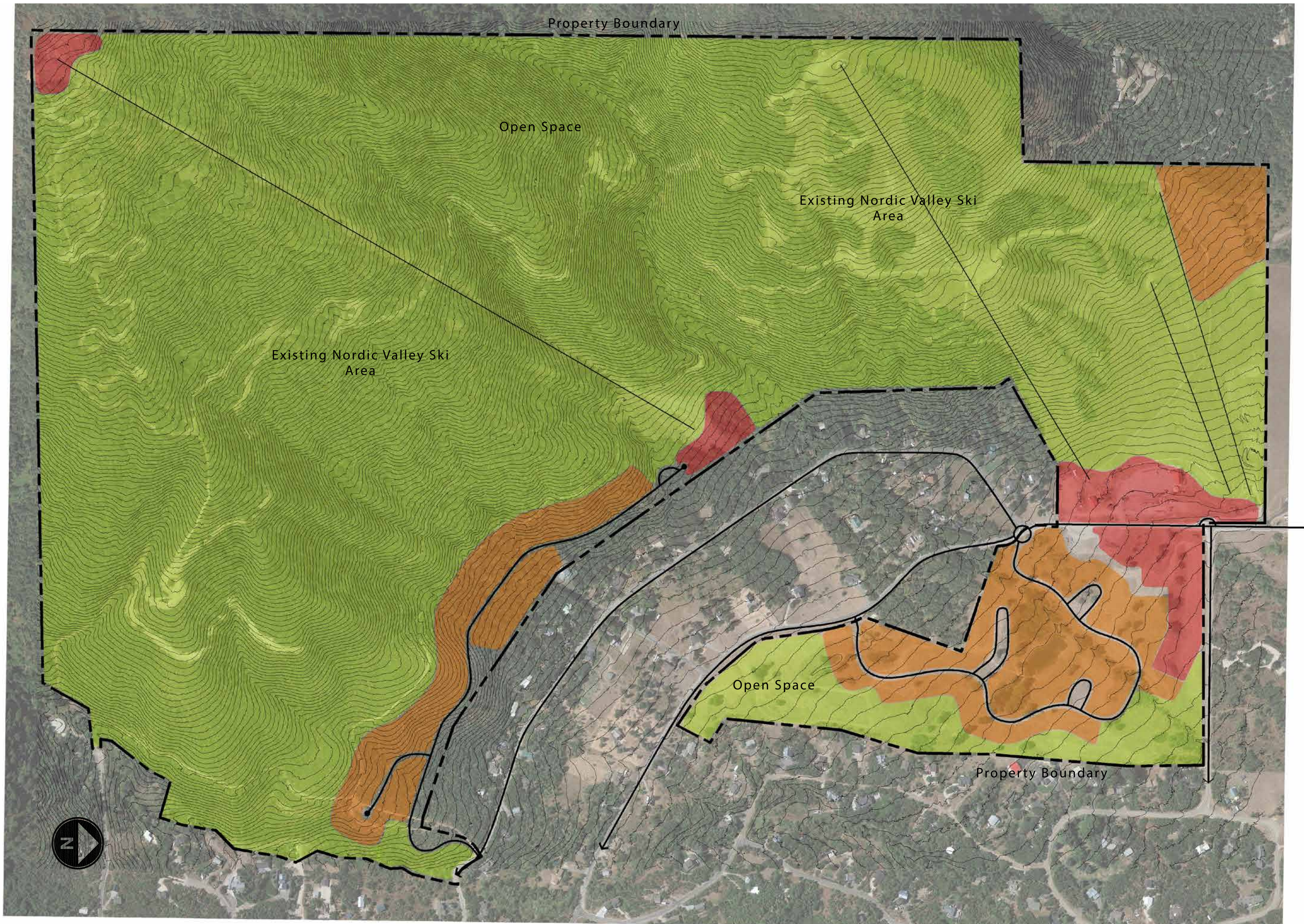
The proposed Nordic Valley project is compatible with surrounding land uses and, as outlined herein, is in compliance with the goals and objectives identified in the Ogden Valley General Plan. The impact to the

surrounding area will be positive as outlined in the Benefit Analysis. The impact on traffic congestion through the Valley will be minimal as outlined in the traffic study completed as part of the transportation element which is included as Exhibit 2. Nordic Valley will be a positive community component providing neighborhood services and recreational opportunities while also providing a unique on-mountain development that will include a well placed and well balanced mix of mountain uses that will provide the Nordic Valley community and all of Weber County with a project that is sustainable and advances the community goals of a Destination Recreation Resort.

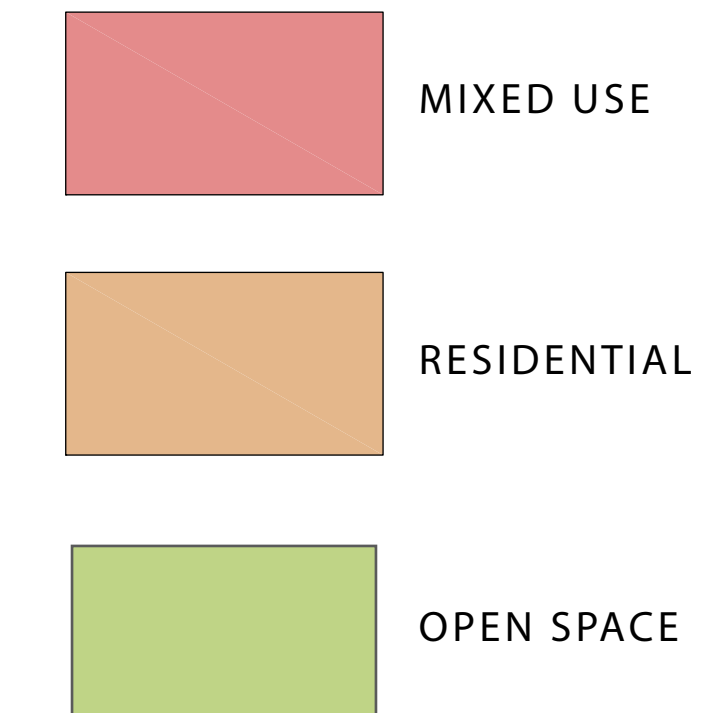


Overall Land Use Plan

The Overall Land Use Plan depicts general areas for development within the proposed 510 acre Rezone boundary. These areas indicate general land use areas and roadway circulation proposed.



DEVELOPMENT LEGEND



DEVELOPMENT DATA

COMMERCIAL/SKIER	38,200 SF
MULTI-FAMILY RESIDENTIAL	661 UNITS
TOWNHOME RESIDENTIAL	55 UNITS
SINGLE FAMILY RESIDENTIAL	47 UNITS
TOTAL UNITS	763 UNITS

NOTES:

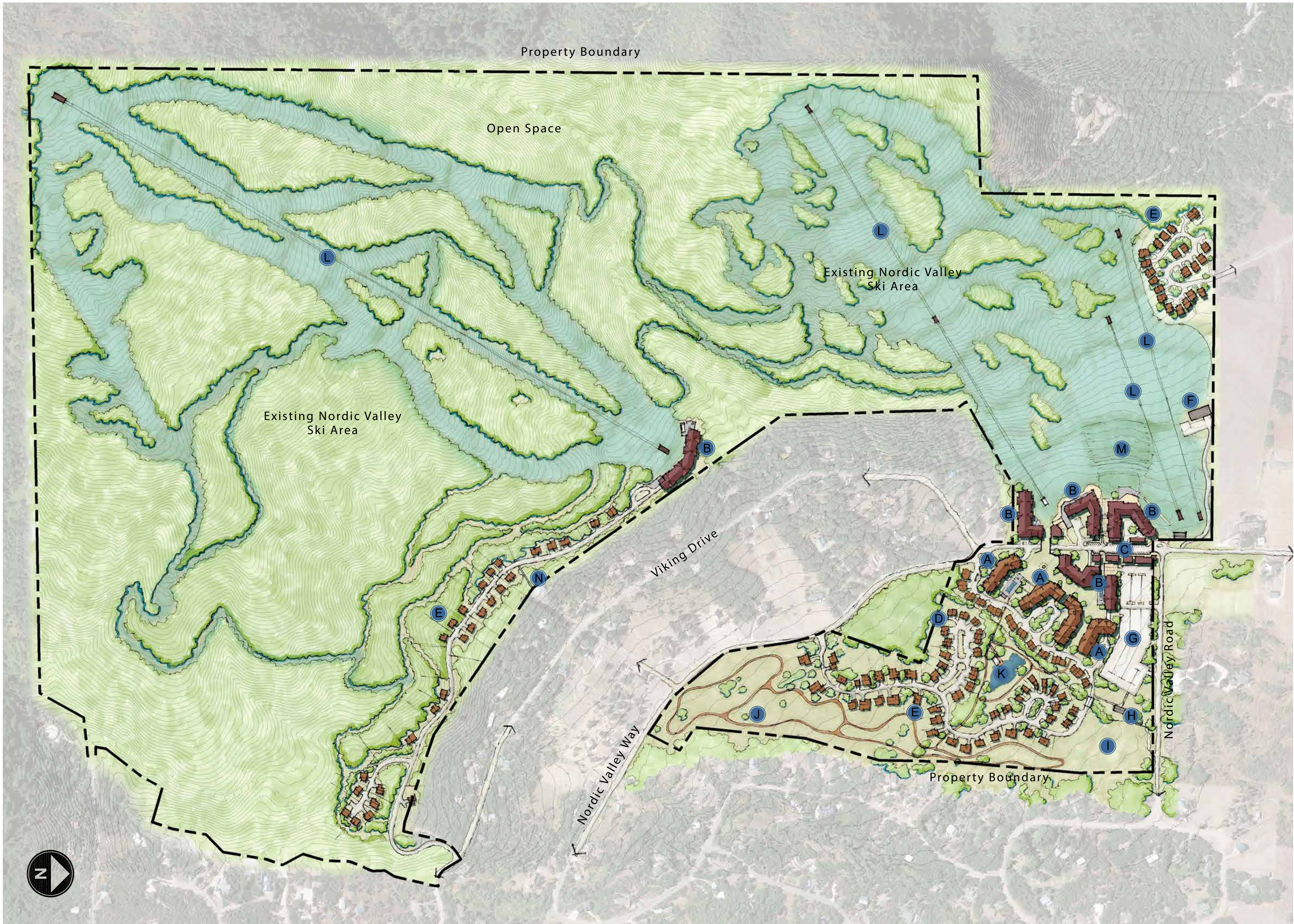
1. MIXED USE LAND USE INCLUDES ALL PERMITTED OR CONDITIONAL USES AS IDENTIFIED WITHIN THE DRR-2 ZONE USE TABLE
2. RESIDENTIAL USES SHALL INCLUDE ALL PERMITTED OR CONDITIONAL USES AS IDENTIFIED FOR RESIDENTIAL USES WITHIN THE DRR-2 ZONE USE TABLE. SINGLE FAMILY, MULTI FAMILY AND TOWNHOMES EQUAL 1 UNIT EACH FOR DENSITY CALCULATIONS.
3. HOTEL ROOMS EQUAL .33 UNITS EACH FOR DENSITY CALCULATIONS.
4. CONDOMINIUM HOTEL UNITS EQUAL .50 UNITS EACH FOR DENSITY CALCULATIONS.
5. COMMERCIAL SQUARE FOOTAGE AND ALL WORKFORCE HOUSING DOES NOT COUNT AGAINST APPROVED DENSITIES.

Overall Master Plan

The Overall Master Plan depicts conceptual development patterns. This plan identifies the general uses, development massing, open spaces, amenities, recreational components and pedestrian and roadway circulation proposed.

DEVELOPMENT LEGEND

- A** MULTI-FAMILY RESIDENTIAL
- B** MIXED USE COMMERCIAL/ RESIDENTIAL
- C** NORDIC STREET COMMERCIAL
- D** TOWNHOMES
- E** SINGLE FAMILY CHALETs
- F** RESORT MAINTENANCE FACILITY
- G** DAY SKIER AND RETAIL PARKING
- H** NORDIC SKI CENTER
- I** NORDIC ENVIRONMENTAL PURIFICATION FACILITY
- J** CROSS COUNTY AND SUMMER TRAILS
- K** BOAT HOUSE AND POND
- L** EXISTING SKI LIFT
- M** OUTDOOR AMPHITHEATER
- N** 'PARK CITY' STAIRS ACCESS TO SOMMERSET DRIVE



Architectural Precedents: Mountain Houses



Building design at Nordic Valley will blend mountain design elements that are proven over time to be appropriate for the mountain setting, local climate and materials that blend into the existing setting.

All architecture within the project will strive to preserve the pristine views and natural beauty while creating an identifiable and cohesive US Alpine modern mountain design aesthetic. This style “Alpine Modern” is intentionally open-ended in its definition to allow for diversity yet consistency of common elements that create the basis for all designs.

All architecture must balance with the natural landscape. The land and its magnificent panoramas shall remain the dominant design feature, and improvements are not to detract from the site’s natural surroundings. Buildings should be sited to minimize grading by following the natural features of the topography. Building masses and articulation are to create shadow, texture, and patterns that help buildings recede into the landscape rather than dominate it.

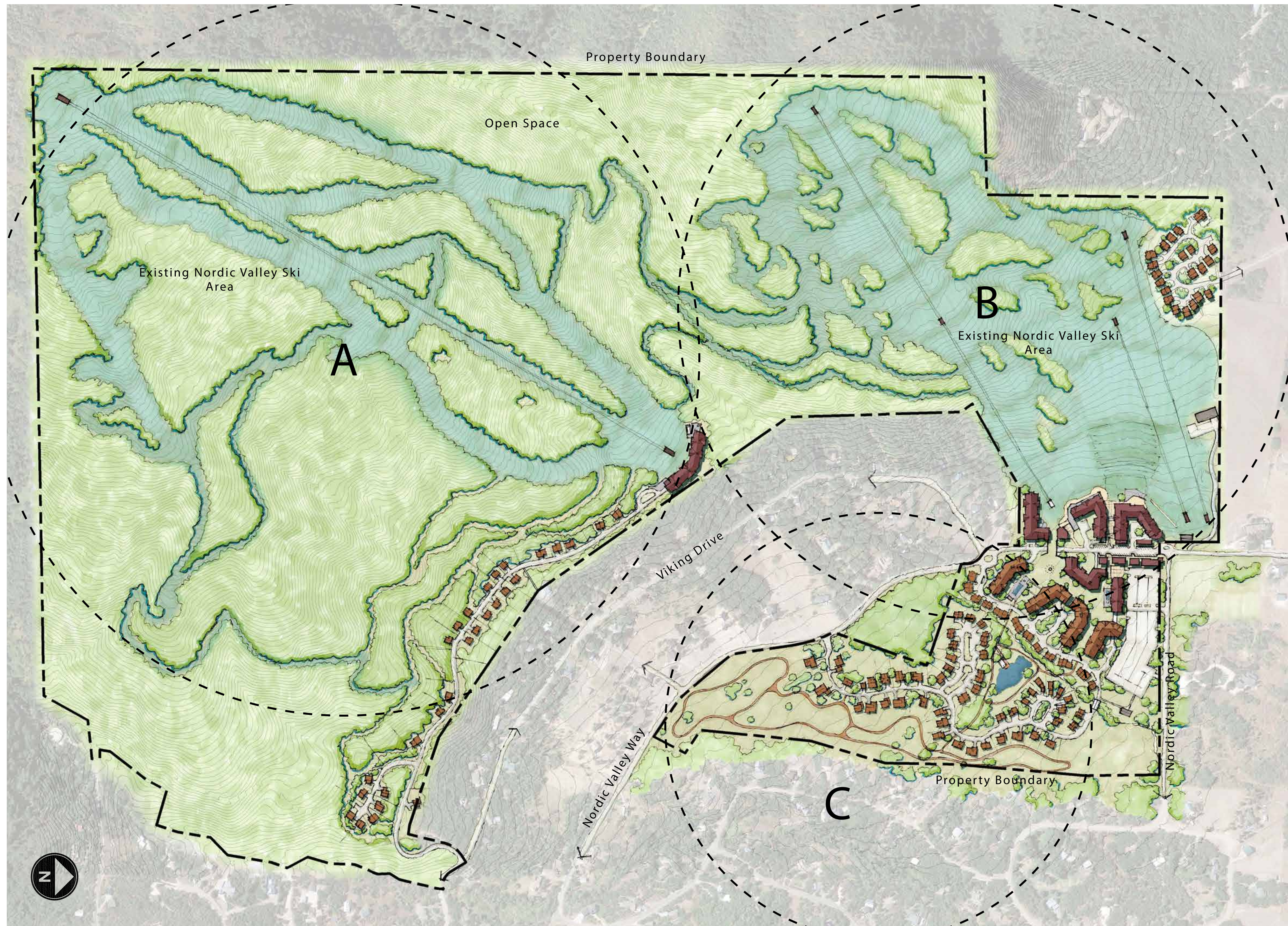


Architectural Precedents: Hotels & Commercial



Building, site and landscape materials will be used that are timeless, natural in appearance and available locally or regionally. All structures at Nordic Valley are to be built of materials that appear to have been taken from the site and/or nearby resources in order to reinforce the connection between buildings and their natural surroundings creating a more authentic and natural built environment.





The Nordic Valley Master Recreation 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 natural features, location and relationship to the built environment around it. For example, Area A offers predominantly mountain-based amenities while Area C offers more variety of recreational activities including trails. Multi-use trails meander throughout the entire property's open space and cater to walking, hiking, mountain biking, snowshoeing and equestrian uses. All Recreation Facilities are available to the public. Some uses will be fee based such as skiing, guided events, spas, etc. Uses will be phased with the related development area phasing.

AREA A

- Skiing/Snowboarding
- Walking/Hiking Trails
- Biking Trails
- Hammocking

AREA B

- Skiing/Snowboarding
- Walking/Hiking Trails
- Biking Trails
- Hammocking
- Events Plaza
- Amphitheater
- Snowshoeing
- Spa
- Swimming Pools

AREA C

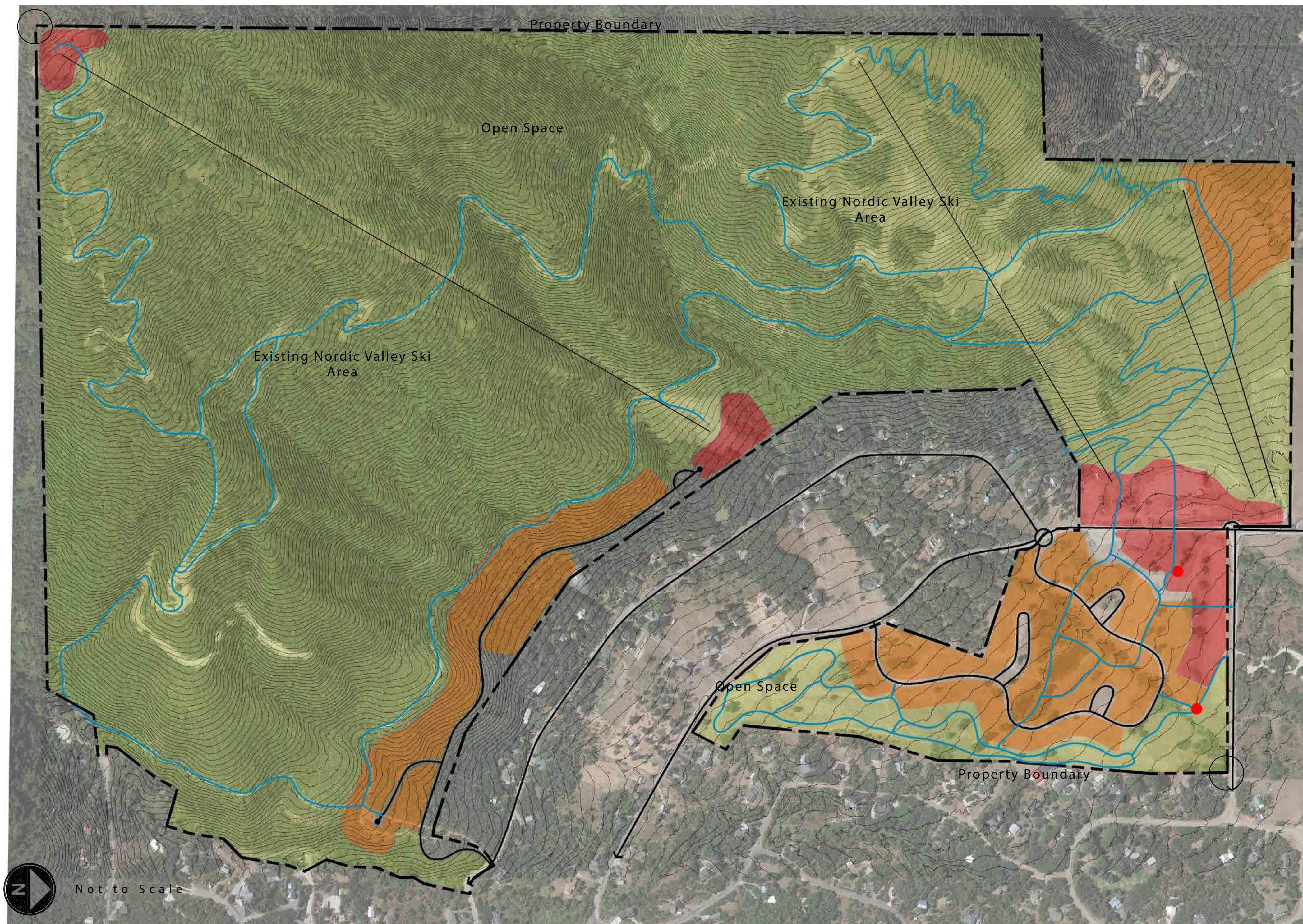
- Sledding / Tubing
- Walking / Hiking Trails
- Biking Trails
- Pump Track
- Hammocking
- Boathouse
- Pond
- Nordic Skiing Center
- Cross Country Skiing
- Swimming Pools

Open Space with Trails Plan

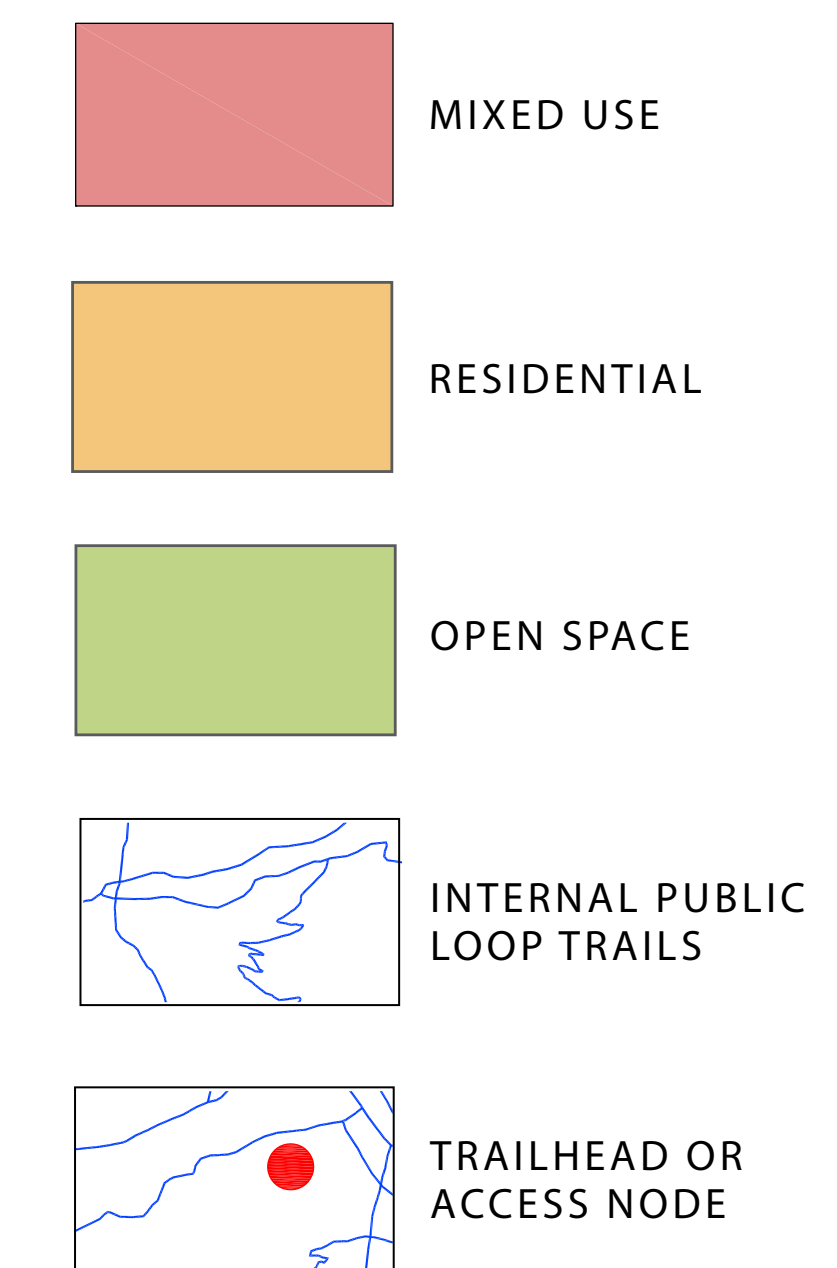
The Open Space and Trails System diagram illustrates project trails that will connect neighborhoods to one another and to the proposed new local trail head within the dayskier parking lot. Nordic Valley is committed to providing Regional Public Trail Connectors thru the project (shown in blue) to insure public trail access to and thru the project. Nordic Valley will work with the adjacent landowners to provide better trail connections throughout the region as the opportunities present themselves. There will be a variety of trails within and around Nordic Valley area that will include multi-use trails, single-track for mountain biking and general use trails for walking and hiking.

OPEN SPACE CALCULATION

There are approximately 510 acres within the Nordic Valley DRR-2 property. Development is planned on approximately 61 acres, leaving 449 acres or approximately 88% of the Project Master Plan preserved as open space.



DEVELOPMENT LEGEND



Seasonal Workforce Housing Plan

Employee generation for the proposed Nordic Valley Village plan has been calculated according to the formula included within the current Destination and Recreation Resort Ordinance. It is estimated that a total of 538 full time equivalent employees (FTEE) will be generated by Nordic Valley at full build out. These workforce additions will be created within the hotels, retail uses, food and beverage outlets and rental unit maintenance and management throughout the village.

At full build out, Nordic Valley will generate the overall need for 326 workforce housing units and will be required to provide approximately 33 of these workforce housing units. These housing units may be provided in the form of group dwelling (dormitories) or multi-family dwelling (condominiums/townhomes) within the Village, and will be phased with development. Conceptually, the seasonal employees will be housed within the Village core, nearest their employment to reduce the need for automobile use and within close proximity to services within the Village. It is estimated that the additional 293 units will be located off-site and within existing communities surrounding the project to support the seasonal workforce housing requirements. With the proximity of Ogden and the Ogden Valley to the resort and the availability of mass transit alternatives and the further development of these mass transit alternatives, there exists available seasonal housing options to serve the resort's needs. Here, employees and their families are near to and have reliable access to essential goods and services such and schools and shops.

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

Uses	# Employees Generated	Per Room/Unit/SF	Source
Hotel	0.7	1 Room	Canyons Resort
Multi Family	0.3	1 Unit	Canyons Resort
Retail	2	1,000 SF	Weber County DRRO
Office	2.3	1,000 SF	Weber County DRRO
Restaurant/Bar	3.5	1,000 SF FF	Weber County DRRO
Estimated # of Employees in WF housing Unit	1.65		Weber County DRRO
Required # of Seasonal WF Housing Units	0.1		Weber County DRRO

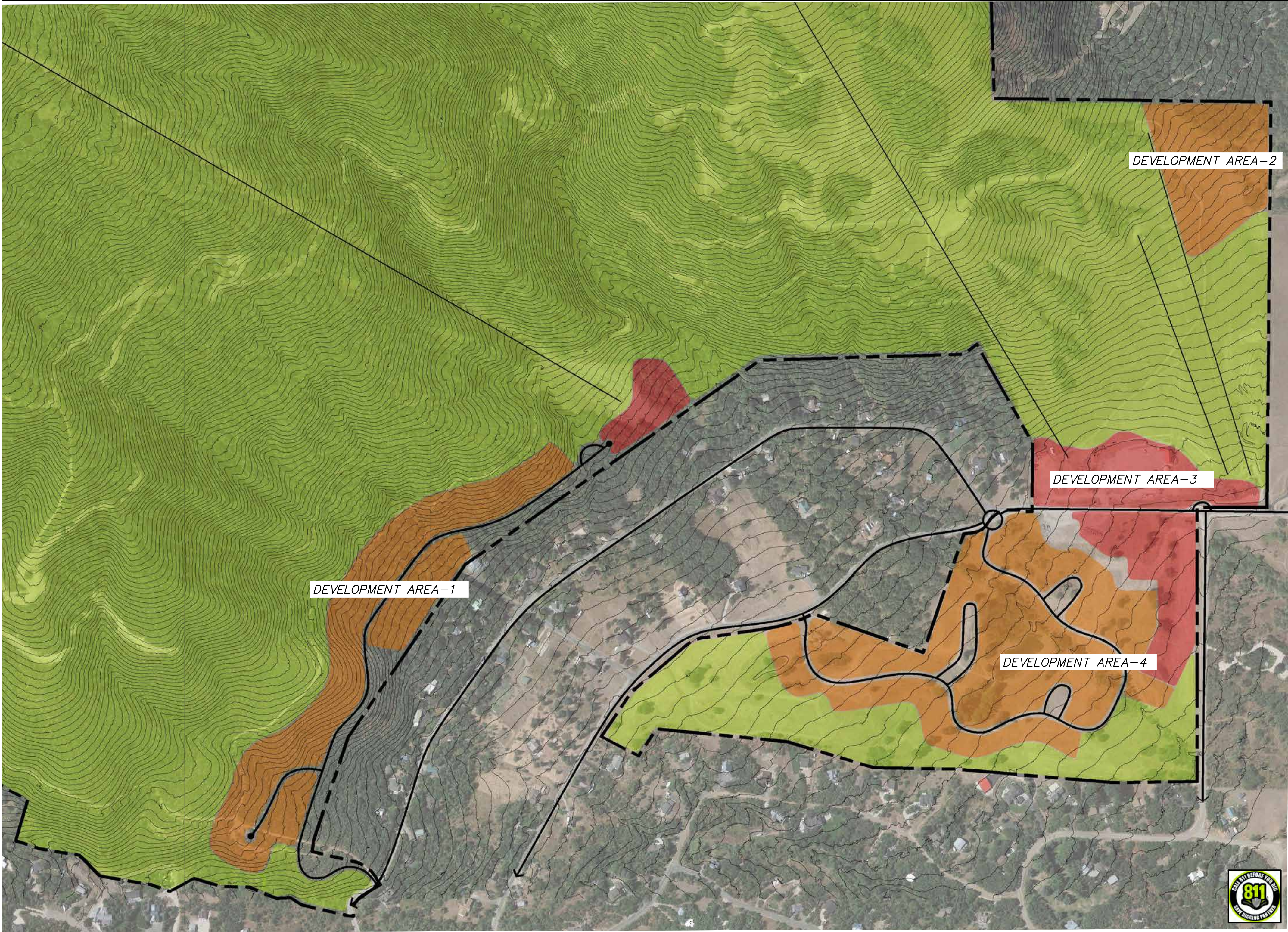
Overall - 763 Units						
Uses	Total Rooms or SF	% in Rental Pool	Rental Units	FTEE Employees Gen.	Emps/WF Unit (/1.65)	Required # Units (10%)
Hotel	210	-	-	147	89	9
Multi Family	646	68%	439	299	181	18
Retail	24,200	-	-	48	29	3
Office	4,000	-	-	9	6	1
Restaurant/Bar	10,000	-	-	35	21	2
Totals				538	326	33

Conceptual Stormwater System

NORDIC VALLEY STORMWATER

The general strategy for Stormwater mitigation at Nordic Valley will be that typical of similar mountainous developments in Utah. Being on a mountain with slope abundantly available, available pipe capacities for storm water aren't anticipated to be problematic. However, because Nordic Valley wants to maximize the areas for development and recreational uses, space for detention facilities may be limited, and thus we anticipate creative solutions for detention volume mitigation, stormwater reuse, and a combination of above and underground solutions to be used.

(For the full report - See attached Stormwater Letter Exhibit 4)





RYAN ARBON, SHERIFF
AARON PERRY, CHIEF DEPUTY
PHILLIP REESE, CHIEF DEPUTY
NEALY ADAMS, CHIEF DEPUTY

October 5, 2021

Ronda Kippen
Kippen Planning and Development, LLC

The Sheriff's Office has reviewed the DRR2 Master Plan map for at Nordic Valley. The master plan map shows an expansion plan that includes residential and commercial units. The plan includes several commercial buildings including 2 ski retail buildings, 2 restaurants, a ski school building and a Nordic street commercial building. The total residential units are approximately 763.

The project is entirely in Weber County. The Weber County Sheriff's Office is responsible for law enforcement services to this area. This project when completed has the potential of having a significant impact on the calls for service from the Sheriff's Office. Two primary areas that this project is anticipated to impact law enforcement response are in traffic related calls and other crime related calls for service.

With increased residential units and restaurants, we can expect the traffic in the area to increase which will likely increase the demand for traffic related calls such as accidents and stranded vehicles as well as a need for increased enforcement of traffic laws.

With the increased residential units, commercial space and the additional retail space we anticipate an increase in the number of calls related to retail theft, domestic violence, intoxication, fraud and others. With current staffing levels the Sheriffs would be unable to properly respond to the anticipated increase in calls for service.

Further evaluation is required to determine the exact number of positions that should be added to properly handle the anticipated increase in calls for service.

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

Sincerely,

Ryan Arbon
Weber County Sheriff



801-778-6600 Enforcement / 801-778-6700 Corrections / 1400 Depot Drive, Ogden Utah 84404
www.webercountyutah.gov/Sheriff

The Nordic Valley project team met with representatives from the Weber County Sheriff's Office and the Weber Fire District throughout the Master Plan development process.

In meetings with the Weber Fire Deputy Chief and Fire Marshall, David Reed it was identified that while there are challenges presented within the mountainous nature of the plan that will require specific plan reviews for fire safety compliance, there are options within the plan to provide adequate fire safety measures. For Instance, most structures will require a 13-type fire suppression system and acceptable accesses will be required to each structure as required of the Weber Fire District.

The Nordic Valley team is committed to the health, safety and welfare of visitors and residents of the Project and will work with the emergency services providers to ensure adequate services are accounted for and readily available.

NORDIC VALLEY WATER FEASIBILITY

This narrative is meant to inform Nordic Mountain Water Company of the anticipated demands to the water system, and the improvements required to meet future build out at Nordic Valley Ski Resort.

The proposed development at Nordic Valley Ski Resort will put additional demand on the Nordic Mountain Water Company infrastructure. The existing source capacity and storage capacity are insufficient to meet Nordic Valley's source and storage demands for Phase 1 and Phase 2. As a result, Skyline Mountain Base is willing to invest in additional Nordic Mountain Water Company infrastructure to meet Phase 1 and Phase 2 demands for the Nordic Valley Ski Resort Base Development. This includes developing additional source capacity in terms of drilling a new well and providing additional storage capacity by construction of new tanks.

To complete our re-zone application with the County to approve new development, a feasibility letter from Nordic Mountain Water Company is required. To reiterate, this feasibility letter does not need to provide any will serves or commitments to Nordic Valley. The purpose is to show the County that Nordic Mountain Water is willing to work with Skyline Mountain Base and their proposed development. Nordic Water is in receipt of this feasibility letter/application and is currently reviewing it for project feasibility.

(For the full report - See attached Water Feasibility Letter Exhibit 3)

Residential	Unit Count	ERC (800 GPD)	GPD	GPM	
Units	320.00	320.00	256,000.00	177.81	
Retail & Restaurant	Unit Count	Demand (GPD)	ERC (800 GPD)	GPD	GPM
Restaurant (Seats)	666.67	35.00	29.17	23,333.33	16.21
Retail (People)	59.10	10.00	0.74	590.97	0.41
Total			29.91	23,924.30	16.62
Irrigation	Acres	GPM/Acre	ERC (800 GPD)	GPD	GPM
	1.38	3.39	8.40	6,720.63	4.67
Total ERCs	358.31				
Total GPD	286,644.93				
Total GPM	199.10				

Phase 1 Water Demand Summary

Residential	Unit Count	ERC (800 GPD)	GPD	GPM	
Units	443.00	443.00	354,400.00	246.16	
Retail & Restaurant	Unit Count	Demand (GPD)	ERC (800 GPD)	GPD	GPM
Restaurant (Seats)	0.00	35.00	0.00	0.00	0.00
Retail (People)	38.32	10.00	0.48	383.23	0.27
Total			0.48	383.23	0.27
Irrigation	Acres	GPM/Acre	ERC (800 GPD)	GPD	GPM
	11.54	3.39	70.38	56,302.03	39.11
Total ERCs	443.48				
Total GPD	354,783.23				
Total GPM	246.43				

Phase 2 Water Demand Summary

	ERCs	GPD	GPM
Phase 1	358.31	286,644.93	199.10
Phase 2	443.48	354,783.23	246.43
Total	801.79	641,428.15	445.52

Proposed Total Water Demand Summary

NORDIC VALLEY WASTEWATER FEASIBILITY

Skyline Mountain Base is prepared to invest in wastewater infrastructure to meet its own needs for Phase 1. As discussed within Exhibit 5 (Nordic Valley Ski Resort Base Development Feasibility Study: Wastewater Mitigation), this could be accomplished by means of a Membrane Bioreactor (MBR) treatment and Rapid Infiltration Basin (RIB) disposal method. The capacity of the MBR can be scaled up relatively easily as demand increases. An early investment of MBR on-site provides Nordic Valley with the future possibility of wastewater reuse for snowmaking in the future.

As conclusions are drawn from the Weber County regional sanitary sewer system study, Skyline Mountain Base will adapt its approach to treatment of sanitary sewer for the Nordic Valley Ski Resort Base Development. At that time, the sanitary sewer feasibility letter will be pursued.

(For the full report - See attached Nordic Valley Ski Resort Base Development Feasibility Study: Wastewater Mitigation - Exhibit 5)

Phase 1				
Residential	Unit Count	Residential Equivalents (RE)		
Single/Multi Family	320	320		
Retail & Restaurant	Unit Count	Demand (GPD)	Total Demand (GPD)	Residential Equivalents (RE)
Restaurant (Seats)	666.67	35	23,333	72.92
Retail (People)	59	10	591	103.69
Total				177
Total REs	497			
Total GPD	158,915			
Total Acre-ft/Year	178.12			

Phase 1 Wastewater Demand Summary

	RE	GPD	Acre-ft/year
Phase 1	497	158,915	178.12
Phase 2	487	155,712	174.53
Total	983	314,627	352.66

Proposed Total Wastewater Demand Summary

Phase 2				
Residential	Unit Count	Residential Equivalents (RE)		
Single/Multi Family	443	443		
Retail & Restaurant	Unit Count	Demand (GPD)	Total Demand (GPD)	Residential Equivalents (RE)
Restaurant (Seats)	0	35	0	0.00
Retail (People)	38	10	383	44
Total				44
Total REs	487			
Total GPD	155,712			
Total Acre-ft/Year	174.53			

Phase 2 Wastewater Demand Summary

Lewis Young Robertson and Burningham, Inc. (“LYRB”) was retained by Nordic Valley (the “Developer”) to complete a Cost Benefit Analysis related to the rezoning application for the Nordic Valley Development Master Plan (the “Development”), a multi-use resort development in and around the Nordic Valley Ski Resort. LYRB has prepared an analysis of the fiscal and economic benefits to be derived from the Development, as well as the corresponding costs associated with the Development. The assumptions used in this analysis are based on data presented by the Developer, comparable community data, and current economic and market factors. This report is prepared in good faith as a best guess estimate of the costs and benefits of the Development. Prevailing economic and other conditions may influence the actual costs and benefits either favorably or unfavorably. But for these unknown and unpredictable events, the information contained in this report is considered accurate accounting of the reasonable expectations of the Development.

The Development will create both a net fiscal benefit and an overall economic benefit. The County and other taxing entities will receive fiscal benefits, including: 1) property tax, 2) sales tax, 3) tourism tax, 4) transportation sales tax, 5) Class B&C Road Funds, and 6) income tax. The proposed Development will produce \$66.70 million in fiscal benefits to the County over the 25-year analysis period.

Additionally, the Development will produce \$118.65 million in fiscal benefits to the other taxing entities over the 25-year analysis period. The economic benefits of the Development include: 1) job creation, 2) construction wages and supplies, and 3) local purchases by new County residents. The proposed Development will create a \$471.74 million economic impact on the local economy during the 25-year analysis period.

(For full report - See attached Cost Benefit Analysis from Lewis Young Robertson and Burningham, Inc. , Exhibit 1)

TABLE 4.1: NORDIC VALLEY COST-BENEFIT

	YEAR 1	YEAR 5	YEAR 10	YEAR 15	YEAR 20	YEAR 25	TOTAL
REVENUE							
Property Tax	\$342,461	\$1,072,981	\$1,821,980	\$1,961,729	\$2,112,278	\$2,274,462	\$42,280,256
Sales Tax	\$101,282	\$239,488	\$369,649	\$415,870	\$468,357	\$528,034	\$9,209,320
Tourism Tax	\$9,789	\$298,689	\$636,157	\$702,369	\$775,472	\$856,183	\$14,863,563
Class B&C Road Funds	\$1,275	\$6,941	\$15,633	\$16,922	\$18,683	\$20,629	\$349,882
Total Revenue	\$454,806	\$1,618,099	\$2,843,113	\$3,096,890	\$3,374,790	\$3,679,307	\$66,703,021
EXPENSE							
General Government	(\$8,619)	(\$50,413)	(\$111,715)	(\$132,874)	(\$158,042)	(\$187,976)	(\$2,809,674)
Public Safety	(\$14,908)	(\$87,199)	(\$193,229)	(\$229,829)	(\$273,360)	(\$325,137)	(\$4,859,810)
Streets and Public Improvements	(\$15,402)	(\$90,087)	(\$199,631)	(\$237,443)	(\$282,416)	(\$335,909)	(\$5,020,815)
Parks, Recreation & Public Facilities	(\$5,262)	(\$30,777)	(\$68,202)	(\$81,120)	(\$96,485)	(\$114,760)	(\$1,715,313)
Total Expense	(\$44,192)	(\$258,477)	(\$572,777)	(\$681,266)	(\$810,303)	(\$963,782)	(\$14,405,612)
NET BENEFIT/(COST)	\$410,615	\$1,359,622	\$2,270,336	\$2,415,624	\$2,564,487	\$2,715,525	\$52,297,409

Nordic Valley Cost-Benefit Summary Table

Based on the development assumptions utilized in this analysis, the Development produces a net benefit to Weber County with \$52.30 million of cumulative net revenue projected over 25 years. The absorption and timing of the development will impact the current projections. The development may provide additional benefit to the County through additional development, business and guest purchases and other multiplier effects not analyzed in this study.

ECONOMIC IMPACTS

In addition to the \$52.20 million fiscal benefit, the proposed Development will have a substantial economic benefit for the local community over the 25-year analysis period. It is projected that the Development could generate a \$471.74 million economic impact in the following areas.

- New Job Wages
- Construction Wages and Materials
- New Residents Per Capita Spending

The actual economic impact of the Development is likely much higher, due to additional indirect and induced benefits. Positive economic impacts will likely be felt through associated business and economic activity, including employment multipliers.

NEW JOBS

It is anticipated that 125 new jobs will be created by the proposed Development for the resort operations alone with additional jobs created as hotels, nightly rentals and village commercial uses are developed. Future employee estimates were provided by the Developer. The jobs will produce \$160.15 million in cumulative wages during the 25-year analysis period. The analysis assumes an annual salary increase of 2 percent. The salaries were then multiplied by the total annual jobs

CONSTRUCTION

In addition to permanent jobs and wages created by the Development, there will be a significant number of construction jobs and wages as the Development is constructed. It is anticipated that construction will begin in 2023 with a final build out date of 2032. This 10-year build out period will have approximately 1 million hours of construction labor that will generate \$28.01 million in construction wages.

(For the full report - See attached Cost Benefit Analysis from Lewis Young Robertson and Burningham, Inc. , Exhibit 1)

TABLE 5.1: ECONOMIC IMPACTS

	YEAR 1	YEAR 5	YEAR 10	YEAR 15	YEAR 20	YEAR 25	TOTAL
ECONOMIC IMPACT							
New Job Wages (125 Jobs)	\$5,000,000	\$5,412,161	\$5,975,463	\$6,597,394	\$7,284,056	\$8,042,186	\$160,151,499
Construction	\$2,500,000	\$2,759,532	\$3,122,157	-	-	-	\$28,008,454
New Resident Per Capita Spending	\$1,180,347	\$5,937,504	\$11,875,008	\$13,435,481	\$15,201,014	\$17,198,552	\$283,577,851
TOTAL IMPACT	\$8,680,347	\$14,109,197	\$20,972,628	\$20,032,875	\$22,485,070	\$25,240,738	\$471,737,804

Nordic Valley Economic Impacts Summary Table

TABLE 5.2: NEW JOB WAGES

NEW JOB WAGES	ASSUMPTION
New Jobs	125
Average Annual Salaries	\$51,248
Annual Salary Increases	2.0%
Average Annual Cumulative Wages	\$6,406,060
TOTAL CUMULATIVE NEW JOB WAGES	\$160,151,499

Nordic Valley New Job Wages Summary Table

TABLE 5.3: CONSTRUCTION WAGES

CONSTRUCTION WAGES	ASSUMPTION
Average Annual Construction Hours	100,000
Average Hourly Wage	\$28.01
Annual Salary Increases	2.5%
Total Construction Hours	1,000,000
Average Annual Construction Wages	\$2,800,845
TOTAL CONSTRUCTION WAGES	\$28,008,454

Nordic Valley Construction Wages Summary Table

NORDIC VALLEY, UTAH
NORDIC VALLEY DRR2 REZONE
COST-BENEFIT ANALYSIS



OCTOBER 2021
LEWIS YOUNG ROBERTSON & BURNINGHAM, INC.



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TABLE OF CONTENTS

TABLE OF CONTENTS.....	1
EXECUTIVE SUMMARY.....	2
SECTION 1: DEVELOPMENT SUMMARY	4
SECTION 2: DEVELOPMENT FISCAL BENEFITS.....	6
SECTION 3: DEVELOPMENT FISCAL COSTS.....	10
SECTION 4: FISCAL COST/BENEFIT SUMMARY.....	12
SECTION 5: DEVELOPMENT ECONOMIC IMPACT	13
APPENDIX A: DEVELOPMENT MAP	15
APPENDIX B: PRO FORMA ABSORPTION	16
APPENDIX C: PRO FORMA VALUE	17
APPENDIX C: COUNTY COST/BENEFIT.....	18

EXECUTIVE SUMMARY

Lewis Young Robertson and Burningham, Inc. (“LYRB”) was retained by Nordic Valley (the “Developer”) to complete a Cost Benefit Analysis related to the rezoning application for the Nordic Valley Development Masterplan (the “Development”), a multi-use resort development in and around the Nordic Valley Ski Resort. According to Weber County’s (the “County”) Zoning Ordinance Chapter 44, any application submitted for consideration of a Destination and Recreation Zone approval, must include a Cost Benefit Analysis. LYRB, working on behalf of the Developer has prepared an analysis of the fiscal and economic benefits to be derived from the Development, as well as the corresponding costs associated with the Development. The assumptions used in this analysis are based on data presented by the Developer, comparable community data, and current economic and market factors. This report is prepared in good faith as a best guess estimate of the costs and benefits of the Development. Prevailing economic and other conditions may influence the actual costs and benefits either favorably or unfavorably. But for these unknown and unpredictable events, the information contained in this report is considered accurate accounting of the reasonable expectations of the Development

The Development will create both a net fiscal benefit and an overall economic benefit. The County and other taxing entities will receive fiscal benefits, including: 1) property tax, 2) sales tax, 3) tourism tax, 4) transportation sales tax, 5) Class B&C Road Funds, and 6) income tax. The proposed Development will produce \$66.70 million in fiscal benefits to the County over the 25-year analysis period.

TABLE E.1: COUNTY FISCAL BENEFITS

FISCAL BENEFITS	TOTAL
COUNTY	
Property Tax	\$42,280,256
Sales Tax	\$9,209,320
Tourism Tax	\$14,863,563
Class B&C Road Funds	\$349,882
TOTAL COUNTY FISCAL BENEFIT	\$66,703,021

Additionally, the Development will produce \$118.65 million in fiscal benefits to the other taxing entities over the 25-year analysis period.

TABLE E.2: OTHER ENTITIES FISCAL BENEFITS

FISCAL BENEFITS	TOTAL
OTHER ENTITIES	
Property Tax	\$107,563,581
Transportation Sales Tax	\$10,834,494
Income Tax	\$248,987
TOTAL OTHER ENTITIES FISCAL BENEFIT	\$118,647,332

The economic benefits of the Development include: 1) job creation, 2) construction wages and supplies, and 3) local purchases by new County residents. The proposed Development will create a \$471.74 million economic impact on the local economy during the 25-year analysis period.

TABLE E.3: ECONOMIC BENEFITS

ECONOMIC BENEFITS	TOTAL
NEW JOB WAGES (125 JOBS)	
Construction	\$160,151,499
New Resident Per Capita Spending	\$28,008,454
TOTAL ECONOMIC BENEFIT	\$283,577,851

The actual economic benefit of the Development will likely be much higher, due to additional indirect and induced benefits. Positive economic impacts will be felt through business, construction, and leisure supplies purchased by the Developers, new businesses, and guests at the resort. It is also likely that additional development will be attracted to the area. This is commonly referred to as the “multiplier effect”.

The Development will also impact the County's fiscal expenses. Specifically, the general government, public safety, streets and public improvements, and the parks, recreation, and public facility costs. The Proposed Development will increase the County's fiscal expenses by **\$14.41 million** during the 25-year analysis period.

TABLE E.4: COUNTY FISCAL COSTS

COUNTY	FISCAL COSTS	TOTAL
General Government		\$2,809,674
Public Safety		\$4,859,810
Streets and Public Improvements		\$5,020,815
Parks, Recreation and Public Facilities		\$1,715,313
TOTAL FISCAL COSTS		\$14,405,612

Based on the development assumptions utilized in this analysis, the Development produces a net benefit to Weber County with **\$52.30 million** of cumulative net revenue projected over 25 years. The absorption and timing of the development will impact the current projections. The development may provide additional benefit to the County through additional development, business and guest purchases and other multiplier effects not analyzed in this study.

TABLE E.5: NORDIC VALLEY COST-BENEFIT

	YEAR 1	YEAR 5	YEAR 10	YEAR 15	YEAR 20	YEAR 25	TOTAL
REVENUE							
Property Tax	\$342,461	\$1,072,981	\$1,821,980	\$1,961,729	\$2,112,278	\$2,274,462	\$42,280,256
Sales Tax	\$101,282	\$239,488	\$369,649	\$415,870	\$468,357	\$528,034	\$9,209,320
Tourism Tax	\$9,789	\$298,689	\$636,157	\$702,369	\$775,472	\$856,183	\$14,863,563
Class B&C Road Funds	\$1,275	\$6,941	\$15,633	\$16,922	\$18,683	\$20,629	\$349,882
Total Revenue	\$454,806	\$1,618,099	\$2,843,113	\$3,096,890	\$3,374,790	\$3,679,307	\$66,703,021
EXPENSE							
General Government	(\$8,619)	(\$50,413)	(\$111,715)	(\$132,874)	(\$158,042)	(\$187,976)	(\$2,809,674)
Public Safety	(\$14,908)	(\$87,199)	(\$193,229)	(\$229,829)	(\$273,360)	(\$325,137)	(\$4,859,810)
Streets and Public Improvements	(\$15,402)	(\$90,087)	(\$199,631)	(\$237,443)	(\$282,416)	(\$335,909)	(\$5,020,815)
Parks, Recreation & Public Facilities	(\$5,262)	(\$30,777)	(\$68,202)	(\$81,120)	(\$96,485)	(\$114,760)	(\$1,715,313)
Total Expense	(\$44,192)	(\$258,477)	(\$572,777)	(\$681,266)	(\$810,303)	(\$963,782)	(\$14,405,612)
NET BENEFIT/(COST)	\$410,615	\$1,359,622	\$2,270,336	\$2,415,624	\$2,564,487	\$2,715,525	\$52,297,409

SECTION 1: DEVELOPMENT SUMMARY

The proposed Nordic Valley Resort (the “Development”) site is located in Weber County (the “County”), Utah, and encompasses approximately 489 acres, as depicted in **Appendix A**, Development Map. The Development is a resort-oriented development with single and multi-family dwelling units, hotel rooms, commercial space, and resort amenities. The amenities include new ski lifts, trails, tubing hill, ice skating rink, summer amphitheater, parks, and a pond with a boathouse. It is anticipated that the resort enhancements and infrastructure costs will be between \$45-\$60 million.

TABLE 1.1: DEVELOPMENT PARCEL DATA

PARCEL ID	ACREAGE	TAX AREA	TAXABLE VALUE	TAX RATE	PROPERTY TAX
220230112	1.00	219	\$17	0.011032	\$0.19
220230059	15.30	219	\$260	0.011032	\$2.87
220230121	1.00	219	\$17	0.011032	\$0.19
220290013	1.00	126	\$17	0.011057	\$0.19
220230087	2.86	219	\$49	0.011032	\$0.54
220230113	1.00	219	\$17	0.011032	\$0.19
220230124	1.00	219	\$17	0.011032	\$0.19
220290004	24.69	126	\$54,556	0.011057	\$603.23
220230125	0.68	219	\$12	0.011032	\$0.13
220230114	1.00	219	\$17	0.011032	\$0.19
220230088	0.98	219	\$17	0.011032	\$0.19
220290010	346.78	28	\$728,238	0.011057	\$8,052.13
220230019	4.29	36	\$64,350	0.011032	\$709.91
220290008	32.33	28	\$67,893	0.011057	\$750.69
220230060	3.60	219	\$950,400	0.011032	\$10,484.81
220230086	12.29	219	\$1,841,999	0.011032	\$20,320.93
220230020	19.41	36	\$291,150	0.011032	\$3,211.97
220230045	20.01	36	\$300,150	0.011032	\$3,311.25
223490001	0.70	28	\$109,420	0.011057	\$1,209.86
TOTALS	489.92		\$4,408,596		\$48,659.63

ABSORPTION SCHEDULE AND TAXABLE (ASSESSED) VALUATION OF DEVELOPMENT

It is anticipated that the Development will begin in the first part of 2023, with a 10-year construction schedule and an anticipated completion date of 2032. The Development is projected to include:

- ☞ 38,200 Sq. Ft. of commercial space,
- ☞ 210 hotel rooms, and
- ☞ 693 single and multi-family units

TABLE 1.2: ABSORPTION SCHEDULE

BUILDING TYPE	TOTAL SQUARE FEET/UNITS	ABSORPTION	START DATE	END DATE
COMMERCIAL	38,200 Sq. Ft.	9,550 Sq. Ft./2 or 3 Years	2023	2031
HOTEL	210 Rooms	Hotel I – 2027 Hotel II - 2031	2027	2031
CONDOMINIUMS	591 Units	59 Units/Year	2023	2033
TOWNHOMES	55 Units	6 Units/Year	2023	2033
CHALETS	28 Units	3 Units/Year	2023	2033
CABINS	19 Units	2 Units/Year	2023	2033

If all aspects outlined in Table 1.2 are constructed, the Development could produce \$555.48 million of new assessed value. The non-residential property assumes personal property at 5 percent of the building value. This constant lower rate is used instead of using the purchase price depreciation schedule, as the actual personal property is still unknown at this time. Additionally, the analysis assumes 20% of the residential units within the Development will be primary residential, and thus receive the 45% primary residential exemption. Additionally, the analysis assumes a 1.5 percent annual growth rate to the assessed value annually.

TABLE 1.3: DEVELOPMENT VALUATION

DEVELOPMENT TYPE	SQ. FT./UNITS	VALUE PER SQ. FT./UNIT	REAL PROPERTY VALUE	PERSONAL PROPERTY (RESIDENTIAL EXEMPTION)	TOTAL TAXABLE VALE
COMMERCIAL					
Commercial	38,200 SQ. FT.	\$165.00	\$6,303,000	\$315,150	\$6,681,150
Hotel	210 Units	\$150,000	\$31,500,000	\$1,575,000	\$33,075,000
RESIDENTIAL					
Small Condominiums	439 Units	\$650,000	\$285,350,000	(\$25,681,500)	\$259,668,500
Large Condominiums	152 Units	\$800,000	\$121,600,000	(\$10,944,000)	\$110,656,000
Townhomes	55 Units	\$1,150,000	\$44,275,000	(\$5,692,500)	\$57,557,500
Chalets	28 Units	\$2,500,000	\$70,000,000	(\$6,300,000)	\$63,700,000
Cabins	19 Units	\$1,400,000	\$26,600,000	(\$2,394,000)	\$24,206,000
TOTAL					\$555,481,150

SECTION 2: DEVELOPMENT FISCAL BENEFITS

The proposed Development will produce \$185.35 million of additional revenues to the County and other taxing entities over the 25-year analysis period (2024-2048). The Proposed Development will have a positive impact on 1) property tax, 2) sales tax, 3) tourism sales tax, 4) transportation sales tax, 5) Class B&C Road Funds, and 6) income tax. LYRB used the value assumptions in Section 1 to estimate property tax and sales taxes. The Class B&C road funds were projected based on the projected population increase of the Development. Income tax was calculated based on the projected new jobs in the Development.

TABLE 2.1: FISCAL REVENUES

REVENUE	YEAR 1	YEAR 5	YEAR 10	YEAR 15	YEAR 20	YEAR 25	TOTAL
Property Tax	\$1,214,042	\$3,802,987	\$6,457,106	\$6,952,377	\$7,485,924	\$8,060,705	\$149,844,107
Sales Tax	\$101,282	\$239,488	\$369,649	\$415,870	\$468,357	\$528,034	\$9,209,320
Tourism Tax	\$9,789	\$298,689	\$636,157	\$702,369	\$775,472	\$856,183	\$14,863,563
Transportation	\$119,155	\$281,750	\$434,881	\$489,259	\$551,008	\$621,216	\$10,834,494
Road Funds	\$1,275	\$6,941	\$15,633	\$16,922	\$18,683	\$20,629	\$349,882
Income Tax	\$7,773	\$8,414	\$9,290	\$10,257	\$11,325	\$12,503	\$248,947
TOTAL REVENUE	\$1,453,316	\$4,638,269	\$7,922,410	\$8,587,054	\$9,310,768	\$10,099,270	\$185,350,353

PROPERTY TAX

The Development will produce approximately \$149.84 million in property tax revenues. Property tax revenues are based both on taxable value and current tax rates for all taxing entities. The proposed Development is in Tax Districts 28, 36, 126, and 219. The following tables outline the 2020 tax rates for the four tax districts.

TABLE 2.2: TAX DISTRICT 28 AND 126 CERTIFIED TAX RATES

2020 CERTIFIED TAX RATES	
Weber County (Assessing, Collecting, & Municipal Services)	0.003115
Weber County School District	0.005868
Weber Basin Water Conservancy District	0.000146
Weber County Mosquito Abatement District	0.000094
Eden Cemetery Maintenance District	0.000055
Weber Fire District	0.001378
Ogden Valley Parks Service Area	0.000103
Weber Area Dispatch 911 and Emergency Services	0.000241
Weber Area Fire District - Bond	0.000057
TOTAL PUBLIC INFRASTRUCTURE COSTS	0.011057

TABLE 2.3: TAX DISTRICT 36 AND 219 CERTIFIED TAX RATES

2020 CERTIFIED TAX RATES	
Weber County (Assessing, Collecting, & Municipal Services)	0.003115
Weber County School District	0.005868
Weber Basin Water Conservancy District	0.000146
Weber County Mosquito Abatement District	0.000094
Liberty Cemetery Maintenance District	0.000030
Weber Fire District	0.001378
Ogden Valley Parks Service Area	0.000103
Weber Area Dispatch 911 and Emergency Services	0.000241
Weber Area Fire District - Bond	0.000057
TOTAL PUBLIC INFRASTRUCTURE COSTS	0.011032

Assessed values of the proposed real and personal property values were obtained through collecting recent comparable values of development in the County. The proposed Development will generate \$149.84 million of property tax revenue during the 25-year analysis period. At the end of the analysis period, the Development will generate \$8.06 million of annual property tax revenue to the taxing entities. This is a substantial increase over the \$48,659 of property tax currently being generated annually.

TABLE 2.4: PROPERTY TAX REVENUES

PROPERTY TAX	TOTAL – 25 YEARS
Weber County (Assessing, Collecting, & Municipal Services)	\$42,280,256
Weber County School District	\$79,647,044
Weber Basin Water Conservancy District	\$1,981,675
Weber County Mosquito Abatement District	\$1,275,876
Eden Cemetery Maintenance District	\$232,084
Liberty Cemetery Maintenance District	\$280,602
Weber Fire District	\$18,703,754
Ogden Valley Parks Service Area	\$1,398,031
Weber Area Dispatch 911 and Emergency Services	\$3,271,121
Weber Area Fire District - Bond	\$773,668
TOTAL PROPERTY TAX REVENUE	\$149,844,107

SALES TAX

The County currently collects sales tax on a blended point of sale rate of 0.85 percent. The proposed Development will generate sales tax from the 38,200 square feet of commercial space, overnight accommodation sales, and lift tickets. The analysis assumes an annual 2 percent growth rate on the commercial space and hotel, and a 3.5 percent growth rate on the lift ticket cost. The proposed Development will produce \$9.21 million in sales tax revenue during the 25-year analysis period.

TABLE 2.5: SALES TAX REVENUES

SALES TAX	ASSUMPTION
Commercial Sales per Square Foot	\$410
Commercial Square Feet	38,200
Average Commercial Gross Taxable Sales	\$17,940,086
Annual Lift Tickets	200,000
Lift Ticket Cost	\$40
Average Lift Ticket Gross Taxable Sales	\$12,463,954
Hotel Rooms	210
Average Daily Rate	\$225
Average Hotel Room Gross Taxable Sales	\$12,933,937
Annual Growth Commercial and Hotel Sales	2.00%
Annual Growth Lift Ticket Sales	3.50%
Average Annual Sales Tax Revenue	\$368,373
TOTAL SALES TAX REVENUE	\$9,209,320

TOURISM TAX

The County will receive tourism tax revenue from the transient room tax generated by the proposed Development's 210 hotel rooms and the restaurants. The County currently collects a 4.25 percent transient room tax on nightly hotel stays and a 1.00 percent tax on restaurant sales within the County. The proposed Development will generate \$14.86 million in tourism tax revenue during the 25-year analysis period.

TABLE 2.6: TOURISM TAX REVENUES

	TOTAL
TRANSIENT ROOM TAX	
Number of Rooms	210
Occupancy Rate	70%
Average Daily Rate	\$225.00
Annual Growth	2.00%
Transient Room Tax Rate	4.25%
Average Annual Transient Room Tax Revenue	\$549,692
Total Transient Room Tax	\$13,742,308
RESTAURANT TAX	
Restaurant Square Feet	9,550
Commercial Sales per Square Foot	\$410.00
Annual Growth	2.00%
Tourism – Restaurant Tax Rate	1.00%
Average Annual Restaurant Tax Revenue	\$44,850
Total Restaurant Tax	\$1,121,255
TOTAL TOURISM TAX REVENUE	\$14,863,563

TRANSPORTATION SALES TAX

The County currently utilizes 1 percent of transportation sales tax on all gross taxable sales within the County. The proposed Development will generate \$10.83 million in transportation sales tax revenue during the 25-year analysis period.

TABLE 2.7: TRANSPORTATION SALES TAX REVENUES

TRANSPORTATION SALES TAX	ASSUMPTION
Average Gross Taxable Sales (All Sources)	\$43,337,977
Annual Growth	2.00%
Transportation Sales Tax Rate	1.0%
Average Annual Transportation Sales Tax Revenue	\$443,380
TOTAL TRANSPORTATION SALES TAX REVENUE	\$10,834,494

CLASS B&C ROAD FUNDS

The Class B&C road funds are distributed by the Utah Department of Transportation based on a formula wherein 50 percent is distributed based on lane miles and 50 percent is distributed based on population. The population component is estimated based on a per capita distribution applied to the new residents the development will bring. The proposed Development’s estimated people per household is 3.26. Assuming 20 percent of the homes are primary residents, the development could produce a total of 452 new residents at buildout. The population component of the Class B&C road funds is calculated based on the incremental increase in population as the development occurs. The proposed Development will generate \$349,882 in Class B&C Road Funds during the 25-year analysis period.

TABLE 2.8: CLASS B&C ROAD FUNDS

	YEAR 1	YEAR 5	YEAR 10	YEAR 15	YEAR 20	YEAR 25	TOTAL
Class B&C Road Funds	\$1,275	\$6,941	\$15,327	\$16,922	\$18,683	\$20,628	\$349,882

INCOME TAX REVENUE

In 2020, Weber School District (the “School District”) received \$267,212,326 in revenue from the State of Utah. This was based on the 2020 \$8,306 per pupil distribution. This represented 4.83% of the State’s Public Education budget paid with income tax. The Development will create approximately 125 jobs (see New Job Wages Economic Impact

Section), which will generate \$160.15 million of wages. The State of Utah will receive approximately \$5.15 million in income tax, of which the School District will receive \$248,987 in income tax revenue during the 25-year analysis period.

TABLE 2.9: INCOME TAX REVENUES

INCOME TAX	ASSUMPTION
2020 State \$ per Student	\$8,306
Weber School District Students	32,171
State Distribution to Weber School District	\$267,212,326
% of Public Education Budget	4.83%
New Jobs	125
Blended Average Salaries	\$40,000
Annual Salary Increase	2.0%
Average Annual Salaries	\$51,248
25-Year Taxable Salaries (Federally Adjusted)	\$104,098,474
Utah Income Tax Rate	5.0%
Average Annual Income Tax	\$206,115
25-Year Income Tax to State	\$5,152,874
Average Annual Income Tax to Weber School District	\$9,959
TOTAL INCOME TAX REVENUE TO WEBER SCHOOL DISTRICT	\$248,987

The actual income tax revenues of the Development will likely be much higher than depicted in Table 2.9, due to the additional 5 percent income tax generated off the net corporate profits of the Development, which was not included in the revenue calculations of this study.

SECTION 3: DEVELOPMENT FISCAL COSTS

The proposed Development will impact the County's fiscal expenses. Particularly, the County's general government, public safety, streets & public improvements, and the parks, recreation & public facilities costs. In evaluating the benefits of development, it is important to ensure the costs do not outweigh the benefit. The costs for providing the aforementioned services were calculated on a cost per assessed value basis, as described below.

TABLE 3.1: FISCAL COSTS

EXPENSE	YEAR 1	YEAR 5	YEAR 10	YEAR 15	YEAR 20	YEAR 25	TOTAL
General Government	(\$8,619)	(\$50,415)	(\$111,715)	(\$132,874)	(\$158,042)	(\$187,976)	(\$2,809,674)
Public Safety	(\$14,908)	(\$87,199)	(\$193,229)	(\$229,829)	(\$273,360)	(\$325,137)	(\$4,859,810)
Streets & Public Improvements	(\$15,402)	(\$90,087)	(\$199,631)	(\$237,443)	(\$282,416)	(\$335,909)	(\$5,020,815)
Parks, Recreation & Public Facilities	(\$5,262)	(\$30,777)	(\$68,202)	(\$81,120)	(\$96,485)	(\$114,760)	(\$1,715,313)
TOTAL FISCAL COSTS	(\$44,192)	(\$258,477)	(\$572,777)	(\$681,266)	(\$810,303)	(\$963,782)	(\$14,405,612)

GENERAL GOVERNMENT

The general government expense is anticipated to increase proportionally as development occurs. The proposed Development will increase the County's general government expense \$2.81 million during the 25-year analysis period.

TABLE 3.2: GENERAL GOVERNMENT EXPENSE

GENERAL GOVERNMENT	ASSUMPTION
Development Assessed Value (Build Out)	\$555,481,150
2020 General Government Cost per Assessed \$	\$0.0009389
Growth Rate	2.0%
Average Annual General Government Expense	\$112,387
TOTAL GENERAL GOVERNMENT EXPENSE	\$2,809,674

PUBLIC SAFETY

The public safety expense is anticipated to increase proportionally as development occurs. The proposed Development will increase the County's public safety expense \$4.86 million during the 25-year analysis period.

TABLE 3.3: PUBLIC SAFETY EXPENSE

PUBLIC SAFETY	ASSUMPTION
Development Assessed Value (Build Out)	\$555,481,150
2020 Public Safety Cost per Assessed \$	\$0.001624
Growth Rate	2.0%
Average Annual Public Safety Expense	\$194,392
TOTAL PUBLIC SAFETY EXPENSE	\$4,859,810

STREETS & PUBLIC IMPROVEMENTS

The streets & public improvements expense is anticipated to increase proportionally as development occurs. The proposed Development will increase the County's streets & public improvements expense \$5.02 million during the 25-year analysis period.

TABLE 3.4: STREETS & PUBLIC IMPROVEMENTS EXPENSE

STREETS & PUBLIC IMPROVEMENTS	ASSUMPTION
Development Assessed Value (Build Out)	\$555,481,150
2020 Streets & Public Improvements Cost per Assessed \$	\$0.0016778
Growth Rate	2.0%
Average Annual Streets & Public Improvements Expense	\$200,833
TOTAL STREETS & PUBLIC IMPROVEMENTS EXPENSE	\$5,020,815

PARKS, RECREATION & PUBLIC FACILITIES

The parks, recreation & public facilities expense is anticipated to increase proportionally as development occurs. The proposed Development will increase the County's parks, recreation & public facilities expense \$1.72 million during the 25-year analysis period.

TABLE 3.2: PARKS, RECREATION & PUBLIC FACILITIES EXPENSE

PARKS, RECREATION & PUBLIC FACILITIES	ASSUMPTION
Development Assessed Value (Build Out)	\$555,481,150
2020 Parks, Recreation & Public Facilities Cost per Assessed \$	\$0.0005732
Growth Rate	2.0%
Average Annual Parks, Recreation & Public Facilities Expense	\$68,613
TOTAL PARKS, RECREATION & PUBLIC FACILITIES EXPENSE	\$1,715,313

SECTION 4: FISCAL COST/BENEFIT SUMMARY


Based on the development assumptions utilized in this analysis, the proposed Development produces a net benefit to the Weber County of \$52.30 million of cumulative net revenue projected over 25 years, or an average annual net benefit of \$2,091,896. The absorption and timing of the development will impact the current projections. The actual economic benefit of the Development is likely much higher, due to additional indirect and induced benefits. Positive economic impacts will be felt through business, construction, and leisure supplies purchased by the Developers, new businesses, and guests at the resort. It is also likely that additional development will be attracted to the area. This is commonly referred to as the “multiplier effect”, which was not an element of this study.

TABLE 4.1: NORDIC VALLEY COST-BENEFIT

	YEAR 1	YEAR 5	YEAR 10	YEAR 15	YEAR 20	YEAR 25	TOTAL
REVENUE							
Property Tax	\$342,461	\$1,072,981	\$1,821,980	\$1,961,729	\$2,112,278	\$2,274,462	\$42,280,256
Sales Tax	\$101,282	\$239,488	\$369,649	\$415,870	\$468,357	\$528,034	\$9,209,320
Tourism Tax	\$9,789	\$298,689	\$636,157	\$702,369	\$775,472	\$856,183	\$14,863,563
Class B&C Road Funds	\$1,275	\$6,941	\$15,633	\$16,922	\$18,683	\$20,629	\$349,882
Total Revenue	\$454,806	\$1,618,099	\$2,843,113	\$3,096,890	\$3,374,790	\$3,679,307	\$66,703,021
EXPENSE							
General Government	(\$8,619)	(\$50,413)	(\$111,715)	(\$132,874)	(\$158,042)	(\$187,976)	(\$2,809,674)
Public Safety	(\$14,908)	(\$87,199)	(\$193,229)	(\$229,829)	(\$273,360)	(\$325,137)	(\$4,859,810)
Streets and Public Improvements	(\$15,402)	(\$90,087)	(\$199,631)	(\$237,443)	(\$282,416)	(\$335,909)	(\$5,020,815)
Parks, Recreation & Public Facilities	(\$5,262)	(\$30,777)	(\$68,202)	(\$81,120)	(\$96,485)	(\$114,760)	(\$1,715,313)
Total Expense	(\$44,192)	(\$258,477)	(\$572,777)	(\$681,266)	(\$810,303)	(\$963,782)	(\$14,405,612)
NET BENEFIT/(COST)	\$410,615	\$1,359,622	\$2,270,336	\$2,415,624	\$2,564,487	\$2,715,525	\$52,297,409

SECTION 5: DEVELOPMENT ECONOMIC IMPACT

In addition to the \$52.20 million fiscal benefit, the proposed Development will have a substantial economic benefit for the local community over the 25-year analysis period. It is projected that the Development could generate a \$471.74 million economic impact in the following areas.

-  New Job Wages
-  Construction Wages and Materials
-  New Residents Per Capita Spending

The actual economic impact of the Development is likely much higher, due to additional indirect and induced benefits. Positive economic impacts will likely be felt through associated business and economic activity, including employment multipliers.

TABLE 5.1: ECONOMIC IMPACTS

	YEAR 1	YEAR 5	YEAR 10	YEAR 15	YEAR 20	YEAR 25	TOTAL
ECONOMIC IMPACT							
New Job Wages (125 Jobs)	\$5,000,000	\$5,412,161	\$5,975,463	\$6,597,394	\$7,284,056	\$8,042,186	\$160,151,499
Construction	\$2,500,000	\$2,759,532	\$3,122,157	-	-	-	\$28,008,454
New Resident Per Capita Spending	\$1,180,347	\$5,937,504	\$11,875,008	\$13,435,481	\$15,201,014	\$17,198,552	\$283,577,851
TOTAL IMPACT	\$8,680,347	\$14,109,197	\$20,972,628	\$20,032,875	\$22,485,070	\$25,240,738	\$471,737,804

NEW JOBS

It is anticipated that 125 new jobs will be created by the proposed Development. Future employee estimates were provided by the Developer. The jobs will produce \$160.15 million in cumulative wages during the 25-year analysis period. The analysis assumes an annual salary increase of 2 percent. The salaries were then multiplied by the total annual jobs

TABLE 5.2: NEW JOB WAGES

NEW JOB WAGES	ASSUMPTION
New Jobs	125
Average Annual Salaries	\$51,248
Annual Salary Increases	2.0%
Average Annual Cumulative Wages	\$6,406,060
TOTAL CUMULATIVE NEW JOB WAGES	\$160,151,499

CONSTRUCTION

In addition to permanent jobs and wages created by the Development, there will be a significant number of construction jobs and wages as the Development is constructed. It is anticipated that construction will begin in 2023 with a final build out date of 2032. This 10-year build out period will have approximately 1 million hours of construction labor that will generate \$28.01 million in construction wages.

TABLE 5.3: CONSTRUCTION WAGES

CONSTRUCTION WAGES	ASSUMPTION
Average Annual Construction Hours	100,000
Average Hourly Wage	\$28.01
Annual Salary Increases	2.5%
Total Construction Hours	1,000,000
Average Annual Construction Wages	\$2,800,845
TOTAL CONSTRUCTION WAGES	\$28,008,454

Another economic benefit to the construction of the Development will be one-time purchases of construction materials. Typically, approximately 40 percent of the construction costs are on construction materials. It can be assumed that a significant portion of the construction materials will likely be purchased from local supplies in Weber County. The County would also receive sales tax revenue off these materials.

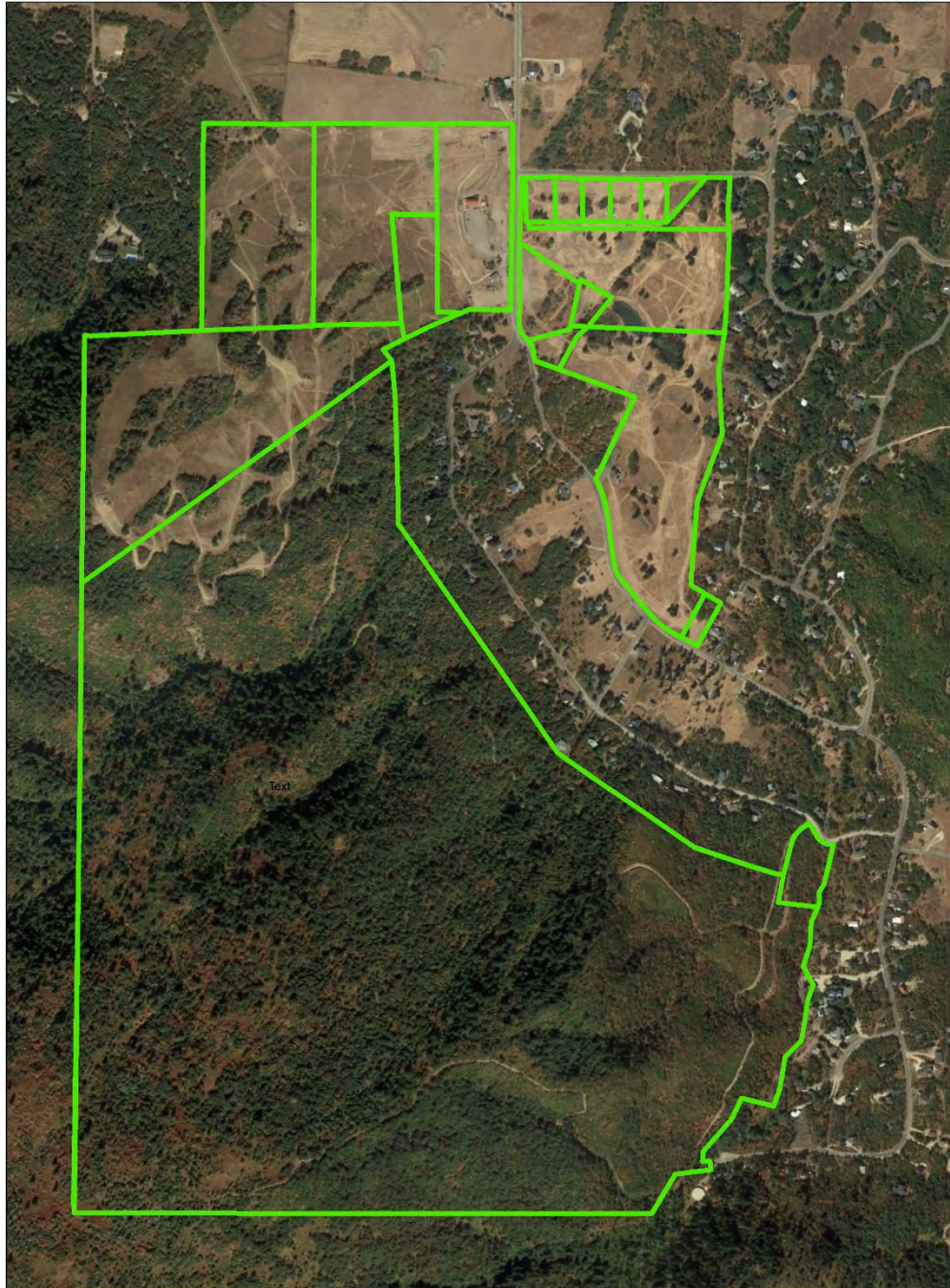
NEW RESIDENT PER CAPITA SPENDING

The approach to estimating per capita spending of new residents is based on a potential 'typical household' that would likely move into the different units in the Development. Based on rents and sale prices projected to be received for the units, the residents are expected to have higher than average incomes. The U.S. Bureau of Labor Statistics publishes consumer expenditure data for a variety of household types. Three types of households (1 bedroom, 2 bedrooms, 3+ bedrooms) were used as a basis for estimating per capita spending of potential residents of the new Development. Using these assumptions, the Development will generate \$283.58 million of new resident per capita spending during the 25-year analysis period.

TABLE 5.4: NEW RESIDENT PER CAPITA SPENDING

RESIDENT PER CAPITA SPENDING	ASSUMPTION
Residential Units	693
Primary Residential Units	20%
Average Annual Per Capita Spending	\$11,343,114
TOTAL CUMULATIVE NEW JOB WAGES	\$283,577,851

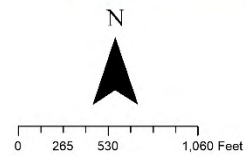
APPENDIX A: DEVELOPMENT MAP



NORDIC VALLEY DRR2 REZONE MAP
Approximately 489 Acres

 Parcels

LEWIS  YOUNG
ROBERTSON & BURNINGHAM, INC.



Nordic Valley Resort

Prepared for:
Nordic Valley

DRAFT – October 2nd, 2021

UT21-2309

FEHR  PEERS

Table of Contents

1. Executive Summary	1
1.1 Project Conditions	1
1.2 Traffic Conditions.....	2
1.2.1 Existing Conditions.....	2
1.2.2 Future 2026 Conditions	2
1.2.3 Future 2040 Conditions	2
1.3 Conclusion	3
2. Introduction	6
2.1 Purpose.....	6
2.2 Scope	6
2.3 Analysis Methodology	8
3. Existing Conditions	9
3.1 Purpose.....	9
3.2 Traffic Volumes	9
3.3 Level of Service Analysis.....	10
3.4 Mitigation Measures.....	14
3.5 Roadway Capacity Analysis.....	15
4. Project Conditions	18
4.1 Purpose.....	18
4.2 Project Description.....	18
4.3 Trip Generation.....	19
4.4 Trip Distribution and Assignment.....	20
5. Future 2026 Background Conditions	24
5.1 Purpose.....	24
5.2 Traffic Volumes	24
5.3 Level of Service Analysis.....	25
5.4 Mitigation Measures.....	29
5.5 Roadway Capacity Analysis.....	30
6. 2026 Plus Project Conditions	31
6.1 Purpose.....	31
6.2 Traffic Volumes	31

6.3 Level of Service Analysis.....	31
6.4 Mitigation Measures.....	38
6.5 Roadway Capacity Analysis.....	38
7. Future 2040 Background Conditions	40
7.1 Purpose.....	40
7.2 Traffic Volumes	40
7.3 Level of Service Analysis.....	41
7.4 Mitigation Measures.....	44
7.5 Roadway Capacity Analysis.....	49
8. Future 2040 Plus Project Conditions.....	50
8.1 Purpose.....	50
8.2 Traffic Volumes	50
8.3 Level of Service Analysis.....	50
8.4 Mitigation Measures.....	50
8.5 Roadway Capacity Analysis.....	59
9. Conclusion.....	61
Appendix.....	62
Traffic Counts	63
Trip Generation Tables	64
Detailed Level of Service Reports.....	65

List of Figures

Figure 1. Project Location.....	7
Figure 2: Existing Weekday Conditions	11
Figure 3: Existing Saturday Conditions	12
Figure 4. Tube Count Locations.....	16
Figure 5. Project Trip Distribution.....	22
Figure 6: 2026 Background Weekday Conditions	26
Figure 7: 2026 Background Saturday Conditions	27
Figure 8: 2026 Plus Project Weekday Conditions.....	32
Figure 9: 2026 Plus Project Saturday Conditions.....	34
Figure 10. 2040 Background Mitigated Weekday Conditions.....	45
Figure 11. 2040 Background Mitigated Saturday Conditions.....	46
Figure 12. 2040 Plus Project Mitigated Weekday Conditions	51
Figure 13. 2040 Plus Project Mitigated Saturday Conditions	53

List of Tables

Table 1. Nordic Valley Trip Generation.....	2
Table 2: Weekday AM and PM Peak Hour Level of Service Summary.....	4
Table 3: Saturday AM and PM Peak Hour Level of Service Summary.....	5
Table 4. Level of Service Descriptions	8
Table 5: Existing 2021 Weekday Background Conditions Level of Service	13
Table 6: Existing 2021 Saturday Background Conditions Level of Service	14
Table 7. FDOT Level of Service Thresholds.....	15
Table 8. Segment Daily Volumes and Level of Service for Existing Conditions.....	17
Table 10. 5-Year Linear Annual Growth Rates.....	25
Table 11: 2026 Background Weekday Conditions Level of Service.....	28
Table 12: 2026 Background Saturday Conditions Level of Service.....	29
Table 13. Segment Daily Volumes and Level of Service for 2026 Background.	30
Table 14: 2026 Plus Project Weekday Background Conditions Level of Service.....	36
Table 15: 2026 Plus Project Saturday Conditions Level of Service	37
Table 16. Auxiliary Lanes for 2026 Plus Project Conditions.....	38

Table 17. Segment Daily Volumes and Level of Service for 2026 Plus Project Conditions.....	39
Table 18. 19-Year Linear Annual Growth Rates.....	41
Table 19: 2040 Background Weekday Conditions Level of Service.....	42
Table 20: 2040 Background Saturday Conditions Level of Service.....	43
Table 21: 2040 Background Weekday Mitigated Conditions Level of Service.....	47
Table 22: 2040 Saturday Background Mitigated Conditions Level of Service.....	48
Table 23. Segment Daily Volumes and Level of Service for 2040 Background.	49
Table 24: 2040 Plus Project Weekday Conditions Level of Service.....	55
Table 25: 2040 Plus Project Saturday Conditions Level of Service	56
Table 28. Auxiliary Lanes for 2040 Plus Project Conditions.....	59
Table 26: 2040 Plus Project Weekday Mitigated Conditions Level of Service.....	57
Table 27: 2040 Plus Project Saturday Mitigated Conditions Level of Service	58
Table 29. Segment Daily Volumes and Level of Service for 2040 Plus Project Conditions.....	60

1. Executive Summary

The purpose of this study is to provide a summary of the transportation conditions and the potential related impacts from the proposed Nordic Valley Resort development located along Nordic Valley Way between Highway 162 and 2700 North in Weber County, Utah. This study analyzes the traffic operations and impacts for background and plus project conditions for the years 2026 and 2040 at the intersections included in **Table 2**.

1.1 Project Conditions

The development consists of six zones. The following land uses are within each zone:

- Zone 1:
 - Condominiums: 16 units
- Zone 2:
 - Multifamily Residential: 89 units
 - Multifamily Residential: 100 units
 - Multifamily Residential: 200 units
 - Retail: 7,600 square feet
 - Retail: 5,700 square feet
 - Restaurant: 4,000 square feet
 - Restaurant: 4,000 square feet
- Zone 3:
 - Multifamily Residential: 20 units
 - Multifamily Residential: 20 units
- Zone 4:
 - Retail: 11,800 square feet
- Zone 5:
 - Multifamily Residential: 50 units
 - Multifamily Residential: 70 units
 - Multifamily Residential: 20 units
 - Multifamily Residential: 24 units
- Zone 6:
 - Condominiums: 55 units
 - Single Family Residential: 19 units
- Zone 6:
 - Condominiums: 52 units
 - Single Family Residential: 28 units

These zones will be developed incrementally in two phases:

- 2026: Zone 2
- 2040: All Zones



Table 1 shows the proposed land uses and the trips generated by the development in each phase.

Table 1. Nordic Valley Trip Generation

Land Use	Units		Weekday AM		Weekday PM		Saturday Peak	
	2026	2040	2026	2040	2026	2040	2026	2040
Condominiums	0	123	0	16	0	20	0	35
Multifamily Residential	389	593	34	52	43	65	70	107
Retail	13,300	25,100	94	141	44	78	44	78
Restaurant	8,000	8,000	24	24	24	24	28	28
Single Family Residential	0	47	0	7	0	7	0	14
Total			152	240	111	194	142	262

Source: Fehr & Peers

1.2 Traffic Conditions

Fehr & Peers analyzed the traffic conditions for 2021, 2026, and 2040.

1.2.1 Existing Conditions

Fehr & Peers analyzed 2021 existing conditions, and this analysis indicates that all study intersections operate at acceptable levels of service. We also analyzed seven roadway segments near and within the study area, and the results of this analysis indicate that all roadway segments operate at acceptable levels of service.

1.2.2 Future 2026 Conditions

Fehr & Peers analyzed 2026 with and without the development. Under both (with and without the development) conditions, all study intersections and roadway segments operate at acceptable levels of service.

1.2.3 Future 2040 Conditions

Fehr & Peers analyzed 2040 with and without the development. Without the development, our analysis indicates that a couple of the study intersections will have deficient intersections due to the growth occurring in the nearby areas. The following locations perform below acceptable levels of service:

- SR-39 / SR-158
- SR-158 / SR-162

Fehr & Peers recommends the following mitigation measures for 2040 without the development:



- SR-158 and SR-39: Add a two-stage left-turn by adding an acceleration lane for southbound-left (SBL) vehicles.
- SR-158 and SR-162: Add an additional left-turn lane and right-turn lane for the eastbound approach and a separate right-turn lane for the westbound approach.

With the full buildout plan for the development, the intersection at SR-158 / SR-162 performs deficiently. Fehr & Peers recommends placing a signal at this location in the future when/if warranted.

1.3 Conclusion

The proposed Nordic Valley development will bring new opportunities to the area surrounding the existing Nordic Valley Resort. The development occurs in an area with an already substantial expected growth rate. The proposed development will have moderate traffic impacts to the surrounding roadways. In 2040, without the development, the background trips may need the addition of several turning lanes to maintain acceptable performance. Fehr & Peers recommends the following mitigations for 2040:

- SR-158 and SR-39: Add a two-stage left-turn by adding an acceleration lane for SBL vehicles.
- SR-158 and SR-162: Add an additional left-turn lane and right-turn lane for the eastbound approach and a separate right-turn lane for the westbound approach.

The project trips are not expected to cause any surrounding intersections to operate at a deficient level in 2026. However, additional mitigations may be necessary to accommodate the additional project trips in 2040. Fehr & Peers recommends placing a signal at SR-158 / SR-162 if/when warranted.

Table 2 and **Table 3** show the level of service results for a weekday and Saturday in winter.



Table 2: Weekday AM and PM Peak Hour Level of Service Summary

ID	Intersection Location	Period	2021	2026	2026 Plus	2040	2040 Plus
			Background	Background	Project	Background Mitigated	Project Mitigated
			LOS & Sec/Veh	LOS & Sec/Veh	LOS & Sec/Veh	LOS & Sec/Veh	LOS & Sec/Veh
1	SR-39 & SR-158	AM	B / 14	C / 16	C / 18	C / 16	C / 19
		PM	C / 16	C / 20	C / 24	C / 21	D / 27
2	SR-158 & SR-162/2500 West	AM	B / 14	C / 15	C / 18	C / 23	B / 11
		PM	C / 15	D / 25	D / 34	D / 34	B / 12
3	SR-162 & 3300 North	AM	A / 9	B / 10	B / 10	B / 11	B / 11
		PM	B / 10	B / 10	B / 10	B / 11	B / 11
4	SR-162 & Nordic Valley Way	AM	B / 10	B / 10	B / 11	B / 11	B / 13
		PM	B / 11	B / 12	B / 13	B / 14	C / 15
5	Nordic Valley Way & 4100 North	AM	A / 9	A / 9	A / 9	A / 9	B / 10
		PM	B / 10	B / 11	B / 11	B / 13	C / 15
6	3300 East & 4100 North	AM	B / 11	B / 12	B / 13	C / 15	C / 17
		PM	B / 12	B / 14	B / 14	C / 20	C / 23
7	2900 East & Ogden Canyon Rd/4100 North	AM	B / 10	B / 10	B / 10	B / 11	B / 11
		PM	B / 11	B / 11	B / 11	B / 12	B / 12
8	Nordic Valley Way & 3350 North	AM	A / 9	A / 9	B / 10	A / 9	B / 10
		PM	B / 10	B / 10	B / 10	B / 10	B / 10
9	Nordic Valley Way & 3300 North	AM	B / 10	B / 10	B / 11	B / 10	B / 11
		PM	B / 10	A / 9	B / 10	B / 10	B / 11
10	Nordic Valley Way & Nordic Valley Road	AM	A / 9	A / 9	B / 10	A / 9	B / 10
		PM	A / 9	A / 9	A / 9	A / 9	B / 10
11	Nordic Valley Way & Viking Drive/Access 5	AM	A / 9	A / 9	A / 9	A / 9	A / 9
		PM	A / 9	A / 9	A / 9	A / 9	A / 9
101	Access 1 & Nordic Valley Road	AM	N/A	N/A	A / 9	N/A	A / 9
		PM	N/A	N/A	A / 9	N/A	A / 9
102	Access 2 & Nordic Valley Road	AM	N/A	N/A	A / 9	N/A	A / 9
		PM	N/A	N/A	A / 9	N/A	A / 9
103	Nordic Valley Way & Access 3	AM	N/A	N/A	N/A	N/A	B / 11
		PM	N/A	N/A	N/A	N/A	B / 11
104	Nordic Valley Way & Access 4	AM	N/A	N/A	A / 9	N/A	B / 11
		PM	N/A	N/A	A / 9	N/A	B / 10
106	Nordic Valley Way & Access 6	AM	N/A	N/A	N/A	N/A	A / 8
		PM	N/A	N/A	N/A	N/A	A / 8

Source: Fehr & Peers.



Table 3: Saturday AM and PM Peak Hour Level of Service Summary

ID	Intersection Location	Period	2021	2026	2026 Plus	2040	2040 Plus
			Background	Background	Project	Background Mitigated	Project Mitigated
			LOS & Sec/Veh	LOS & Sec/Veh	LOS & Sec/Veh	LOS & Sec/Veh	LOS & Sec/Veh
1	SR-39 & SR-158	AM	B / 11	B / 11	B / 12	B / 11	B / 12
		PM	B / 14	C / 17	C / 20	C / 17	C / 21
2	SR-158 & SR-162/2500 West	AM	B / 10	B / 10	B / 11	B / 13	B / 10
		PM	B / 11	B / 13	C / 16	C / 18	B / 10
3	SR-162 & 3300 North	AM	A / 9	A / 9	A / 9	A / 9	B / 10
		PM	A / 9	B / 10	B / 10	B / 10	B / 11
4	SR-162 & Nordic Valley Way	AM	B / 10	B / 10	B / 10	B / 10	B / 11
		PM	B / 10	B / 11	B / 11	B / 12	B / 13
5	Nordic Valley Way & 4100 North	AM	A / 8	A / 8	A / 8	A / 8	A / 9
		PM	A / 9	B / 10	B / 10	B / 11	B / 13
6	3300 East & 4100 North	AM	B / 10	B / 11	B / 12	B / 13	C / 15
		PM	B / 11	B / 12	B / 13	C / 16	C / 19
7	2900 East & Ogden Canyon Rd/4100 North	AM	B / 10	B / 10	B / 10	B / 10	B / 11
		PM	B / 11	B / 11	B / 11	B / 12	B / 12
8	Nordic Valley Way & 3350 North	AM	B / 10	B / 10	B / 10	B / 10	B / 10
		PM	A / 9	B / 10	B / 10	B / 10	B / 10
9	Nordic Valley Way & 3300 North	AM	B / 10	A / 9	B / 10	A / 9	B / 11
		PM	A / 9	A / 9	B / 10	A / 9	B / 11
10	Nordic Valley Way & Nordic Valley Road	AM	A / 9	A / 9	A / 9	A / 9	A / 9
		PM	A / 9	A / 9	A / 9	A / 9	B / 10
11	Nordic Valley Way & Viking Drive/Access 5	AM	A / 9	A / 9	A / 9	A / 9	A / 9
		PM	A / 9	A / 9	A / 9	A / 9	A / 9
101	Access 1 & Nordic Valley Road	AM	N/A	N/A	A / 9	N/A	A / 9
		PM	N/A	N/A	A / 9	N/A	A / 9
102	Access 2 & Nordic Valley Road	AM	N/A	N/A	A / 9	N/A	A / 9
		PM	N/A	N/A	A / 9	N/A	A / 9
103	Nordic Valley Way & Access 3	AM	N/A	N/A	N/A	N/A	B / 11
		PM	N/A	N/A	N/A	N/A	B / 11
104	Nordic Valley Way & Access 4	AM	N/A	N/A	A / 9	N/A	B / 10
		PM	N/A	N/A	A / 9	N/A	B / 11
106	Nordic Valley Way & Access 6	AM	N/A	N/A	N/A	N/A	A / 8
		PM	N/A	N/A	N/A	N/A	A / 8

Source: Fehr & Peers.



2. Introduction

2.1 Purpose

This study provides a summary of the potential transportation-related impacts from the proposed Nordic Valley development located along Nordic Valley Way south of Highway 162 in Weber County, Utah. See **Figure 1** for a project location map.

This study analyzes the traffic operations and impacts for background and plus project conditions for 2026 and 2040 at key intersections described in the Scope section for a weekday and Saturday in winter. The plus project analysis includes project trips generated from the proposed project. Fehr & Peers recommended mitigations (roadway geometry changes or operational improvements), if needed, for each evaluation period.

2.2 Scope

This study analyzes the traffic impacts of intersections near the proposed project site. Impacts are specifically addressed at the following stop-controlled study intersections:

1. SR-39/ SR-158
2. SR-158 / SR-162
3. SR-162 / 3300 North
4. SR-162 / Nordic Valley Way
5. Nordic Valley Way / 4100 North
6. 3300 East / 4100 North
7. 2900 East / Ogden Canyon Road
8. Nordic Valley Way / 3350 North
9. Nordic Valley Way / 3350 North
10. Nordic valley Way / Nordic Valley Road
11. Nordic Valley Way / Viking Drive

In addition to these existing intersections, this study analyzes five proposed site accesses:

12. Two on Nordic Valley Road
13. Three on Nordic Valley Way

Figure 1 also shows the study intersections and project accesses analyzed in this study.



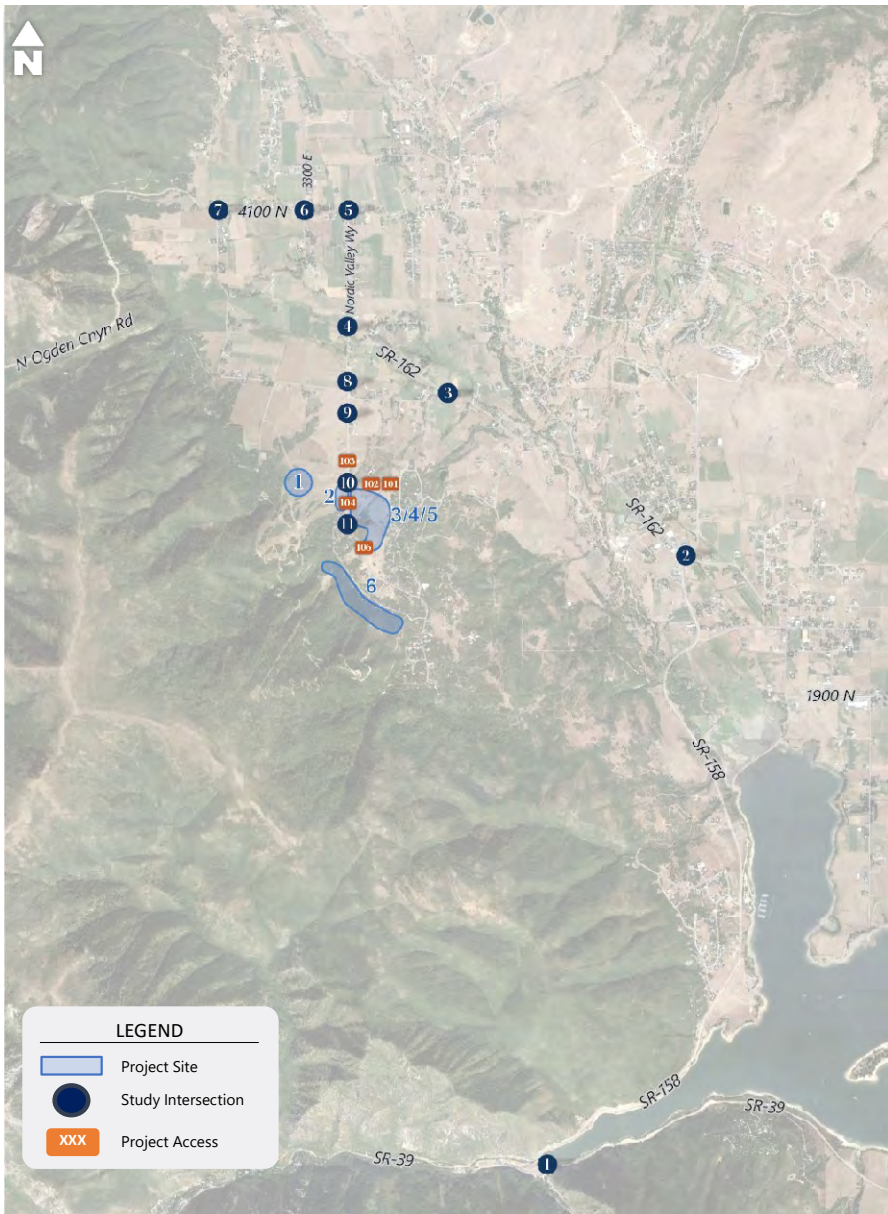



Figure 1
Project Location 

2.3 Analysis Methodology

Level of Service (LOS) is a term that describes the operating performance of an intersection or roadway. LOS is measured quantitatively and reported on a scale from A to F, with A representing the best performance and F the worst. Table 2 provides a brief description of each LOS letter designation and an accompanying average delay per vehicle for both signalized and unsignalized intersections. The Highway Capacity Manual 6th Edition (HCM 6th Edition) methodology was used in this study to remain consistent with “state of the practice” professional standards. This methodology has different quantitative evaluations for signalized and unsignalized intersections. For signalized intersections, the LOS is provided for the overall intersection (weighted average of all approach delays). For unsignalized intersections, the LOS is provided for the worst intersection movement.

Table 4. Level of Service Descriptions

LOS	Description	Signalized Intersections	Unsignalized Intersections
		Avg. Delay (sec/veh) ¹	Avg. Delay (sec/veh) ²
A	<i>Free Flow / Insignificant Delay</i> Extremely favorable progression. Individual users are virtually unaffected by others in the traffic stream.	< 10	< 10
B	<i>Stable Operations / Minimum Delays</i> Good progression. The presence of other users in the traffic stream becomes noticeable.	≥ 10 to 19	≥ 10.0 to 14
C	<i>Stable Operations / Acceptable Delays</i> Fair progression. The operation of individual users is affected by interactions with others in the traffic stream	≥ 20 to 34	≥ 15.0 to 24
D	<i>Approaching Unstable Flows / Tolerable Delays</i> Marginal progression. Operating conditions are noticeably more constrained.	≥ 35 to 54	≥ 25.0 to 34
E	<i>Unstable Operations / Significant Delays Can Occur</i> Poor progression. Operating conditions are at or near capacity.	≥ 55 to 79	≥ 35.0 to 49
F	<i>Forced, Unpredictable Flows / Excessive Delays</i> Unacceptable progression with forced or breakdown of operating conditions.	≥ 80	≥ 50

1. Overall intersection LOS and average delay (seconds/vehicle) for all approaches.

2. Worst movement LOS and delay (seconds/vehicle) only.

Source: Fehr & Peers descriptions, based on Highway Capacity Manual 6th Edition.



3. Existing Conditions

3.1 Purpose

The existing conditions analysis examines the pertinent intersections and roadways during the peak travel periods of the day under traffic and geometric conditions during Winter 2021. Through this analysis, Fehr & Peers can identify existing traffic operational deficiencies and recommend potential mitigation measures.

3.2 Traffic Volumes

A data collection firm collected AM and PM traffic counts for a weekday and Saturday in September 2021, and Fehr & Peers processed them to establish a baseline of existing conditions and operations for the area. The AM and PM peak hours in this study are the following:

- Weekday: 8:00-9:00 AM and 4:30-5:30PM
- Saturday: 8:30-9:30 AM and 4:00-5:00PM

The study focuses on the impact of a ski resort-oriented area; therefore, winter conditions are the appropriate conditions to analyze. The traffic counts collected reflect September conditions, and therefore adjustments should be made to reflect winter conditions. Fehr & Peers reviewed the 2019 Utah Department of Transportation (UDOT) Continuous Count Station (CCS) to determine how Weekday and Saturday volumes differed between September 2019 and January/February/March 2019. The only CCS location near the site is along SR-39, which shows higher traffic during September than during the winter months. Therefore, Fehr & Peers did not seasonally adjust the traffic counts. The traffic counts on SR-39 & SR-158 for the weekday AM come from traffic counts previously collected in March for another nearby project. Because these counts were in March, we adjusted them to reflect September conditions to stay consistent with the rest of the traffic counts. We developed an adjustment factor using the CCS along SR-39, which is 1.07.

The traffic counts along Nordic Valley Way are likely lower in September since, other than the ski resort, there are no other large attractions along that road. Fehr & Peers added ski resort traffic to the traffic counts to better reflect winter conditions on Nordic Valley Way as well as all the other roadways and intersections in the study area. Fehr & Peers estimated skier traffic through the following process:

- There are approximately 65,000 skier-days
- The ski resort serves a high number of visitors on Saturdays and holidays between December and March (winter conditions), which equals to about 25 days
- Therefore, per day, the ski resort serves 2,600 people
- According to the 2012/2013 Ski Utah Skier & Snowboarder Survey, the average occupancy was estimated at 3.1



- Using an occupancy rate of 3.0, the total number of vehicles per day is 870
- The tube counts from Snow Basin Road from March 2021 show that the peak hour for a ski resort is between 10-15% of the daily traffic, and therefore for Nordic Valley, we assigned 15% of the daily traffic to the peak hours, which equals 130 vehicles in the peak hour
- Based on the traffic counts on other ski resort areas, the percent of entering and exiting is as follows:
 - AM: 90% entering and 10% exiting
 - PM: 10% entering and 90% exiting
- We distributed the skier traffic using the same proportions described in the Project Conditions section

Figure 2 and **Figure 8** show existing background weekday and Saturday AM/PM peak hour volumes, respectively.

3.3 Level of Service Analysis

Fehr & Peers used the HCM 6 delay thresholds provided in the introduction to compute the LOS at each study intersection for the existing background weekday and Saturday AM and PM peak hour LOS. **Table 3** and **Table 4** report the results of the weekday and Saturday level of service analysis, respectively (see Appendix B for the detailed LOS report). These results serve as a base for the analysis of the impacts of the proposed site. The results of the level of service analysis indicate that all study intersections operate within acceptable levels of delay during all peak hours.



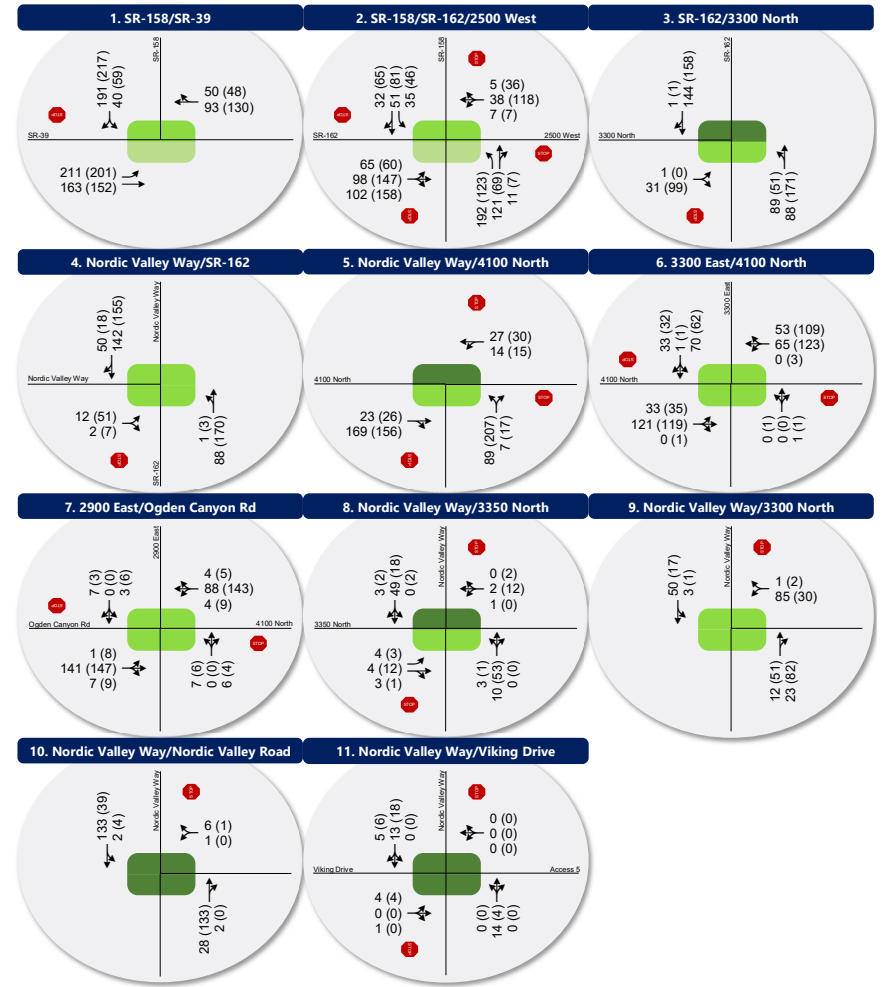
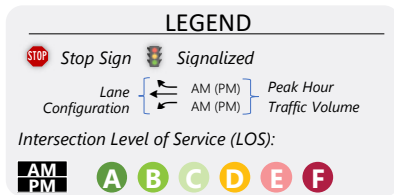


Figure 2
Existing Weekday Winter Conditions

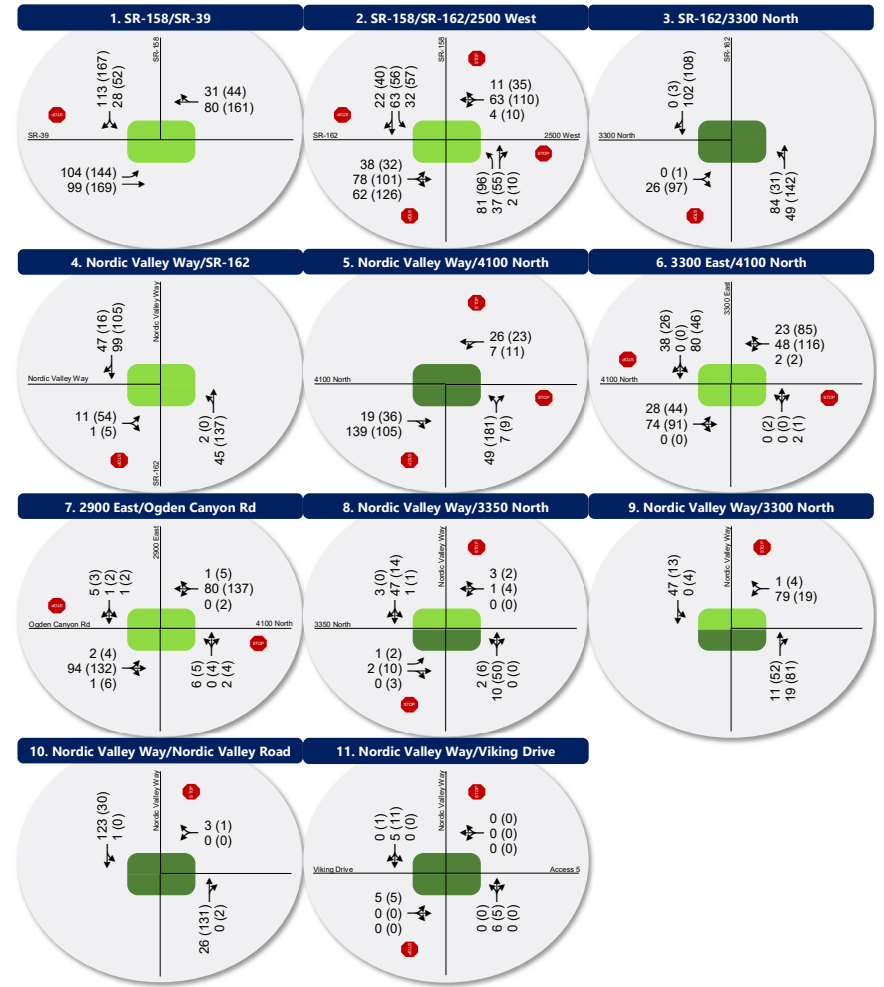
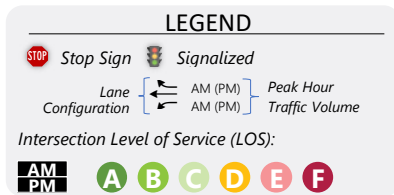


Figure 3
Existing Saturday Winter Conditions

Table 5: Existing 2021 Weekday Background Conditions Level of Service

Intersection				Worst Movement ¹			Overall Intersection ²	
ID	Location	Period	Control	Movement ³	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	SR-39 & SR-158	AM	SB Stop	SB	14	B	-	-
		PM		SB	16	C	-	-
2	SR-158 & SR-162/2500 West	AM	All-Way Stop	NBL	14	B	-	-
		PM		EB	15	C	-	-
3	3300 North & SR-162	AM	EB Stop	EB	9	A	-	-
		PM		EB	10	B	-	-
4	SR-162 & Nordic Valley Way ⁴	AM	EB Stop	EB	10	B	-	-
		PM		EB	11	B	-	-
5	Nordic Valley Way & 4100 North	AM	All-Way Stop	NB	9	A	-	-
		PM		NB	10	B	-	-
6	3300 East & 4100 North	AM	NB/SB Stop	SB	11	B	-	-
		PM		SB	12	B	-	-
7	2900 East & Ogden Canyon Rd/4100 North	AM	NB/SB Stop	NB	10	B	-	-
		PM		SB	11	B	-	-
8	Nordic Valley Way & 3350 North	AM	EB/WB Stop	WB	9	A	-	-
		PM		EB T/R	10	B	-	-
9	Nordic Valley Way & 3300 North	AM	WB Stop	WB	10	B	-	-
		PM		WB	10	B	-	-
10	Nordic Valley Way & Nordic Valley Road	AM	WB Stop	WB	9	A	-	-
		PM		WB	9	A	-	-
11	Nordic Valley Way & Viking Drive	AM	EB Stop	EB	9	A	-	-
		PM		EB	9	A	-	-

1. This represents the worst movement LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
 2. This represents the overall intersection LOS and delay (seconds/vehicle) and is only reported for signalized intersections.
 3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound.
 4. In the Synchro models, the northbound Nordic Valley Way approach is the eastbound approach, and the westbound SR-162 approach is the northbound approach. Fehr & Peers made this change to better reflect the stop control at Nordic Valley Way.
- Source: Fehr & Peers.



Table 6: Existing 2021 Saturday Background Conditions Level of Service

Intersection				Worst Movement ¹			Overall Intersection ²	
ID	Location	Period	Control	Movement ³	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	SR-39 & SR-158	AM	SB Stop	SB	11	B	-	-
		PM		SB	14	B	-	-
2	SR-158 & SR-162/2500 West	AM	All-Way Stop	NBL	10	B	-	-
		PM		EB	11	B	-	-
3	3300 North & SR-162	AM	EB Stop	EB	9	A	-	-
		PM		EB	9	A	-	-
4	SR-162 & Nordic Valley Way ⁴	AM	EB Stop	EB	10	B	-	-
		PM		EB	10	B	-	-
5	Nordic Valley Way & 4100 North	AM	All-Way Stop	NB	8	A	-	-
		PM		NB	9	A	-	-
6	3300 East & 4100 North	AM	NB/SB Stop	SB	10	B	-	-
		PM		SB	11	B	-	-
7	2900 East & Ogden Canyon Rd/4100 North	AM	NB/SB Stop	NB	10	B	-	-
		PM		NB	11	B	-	-
8	Nordic Valley Way & 3350 North	AM	EB/WB Stop	EB T/R	10	B	-	-
		PM		EB T/R	9	A	-	-
9	Nordic Valley Way & 3300 North	AM	WB Stop	WB	10	B	-	-
		PM		WB	9	A	-	-
10	Nordic Valley Way & Nordic Valley Road	AM	WB Stop	WB	9	A	-	-
		PM		WB	9	A	-	-
11	Nordic Valley Way & Viking Drive	AM	EB Stop	EB	9	A	-	-
		PM		EB	9	A	-	-

1. This represents the worst movement LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds/vehicle) and is only reported for signalized intersections.
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound.
4. In the Synchro models, the northbound Nordic Valley Way approach is the eastbound approach, and the westbound SR-162 approach is the northbound approach. Fehr & Peers made this change to better reflect the stop control at Nordic Valley Way. Source: Fehr & Peers.

3.4 Mitigation Measures

No mitigation measures are recommended under existing conditions.



3.5 Roadway Capacity Analysis

Fehr & Peers performed a roadway capacity analysis for seven two-lane roadway segments in the study area:

1. SR-158 between SR-39 and SR-162
2. 1900 North east of SR-158
3. SR-167 North between SR-158 and Nordic Valley Way
4. SR-167 South between Nordic Valley Way and 4100 North
5. 3300 East north of 4100 North
6. Ogden Canyon Road west of 2900 East
7. Nordic Valley Way between SR-162 and Nordic Valley Road

A data collection firm collected 24-hour tube counts for all seven roadway segments during a weekday and Saturday in September 2021. **Figure 4** shows the tube count locations. Fehr & Peers aggregated the counts to obtain the total volume for a full 24-hour period, shown in **Table 8**. We used the 2020 Florida Department of Transportation (FDOT) Quality/Level of Service Handbook to determine the LOS based on Annual Average Daily Volumes. **Table 7** shows the Rural Undeveloped LOS thresholds for two-lane undivided uninterrupted highways used for this study. To stay consistent with the intersection analysis, Fehr & Peers did not estimate Annual Average Daily Traffic volumes and instead used the September 24-hour tube count plus the estimated skier trips to reflect a peak winter condition.

Table 7. FDOT Level of Service Thresholds.

Lanes	Median	B	C	D	E
2	Undivided	4,600	8,600	14,000	28,500
Passing Lane Adjustments					
Alter LOS B-D volumes in proportion to the passing lane length to the highway segment length					

Source: FDOT Generalized Annual Average Daily Volumes for Florida's Rural Undeveloped Areas and Developed Areas Less Than 5,000 Population.

Table 8 shows the daily volumes for all the segments analyzed and its corresponding LOS. These results indicate that all roadway segments included in the analysis have acceptable levels of service during both a weekday and Saturday.



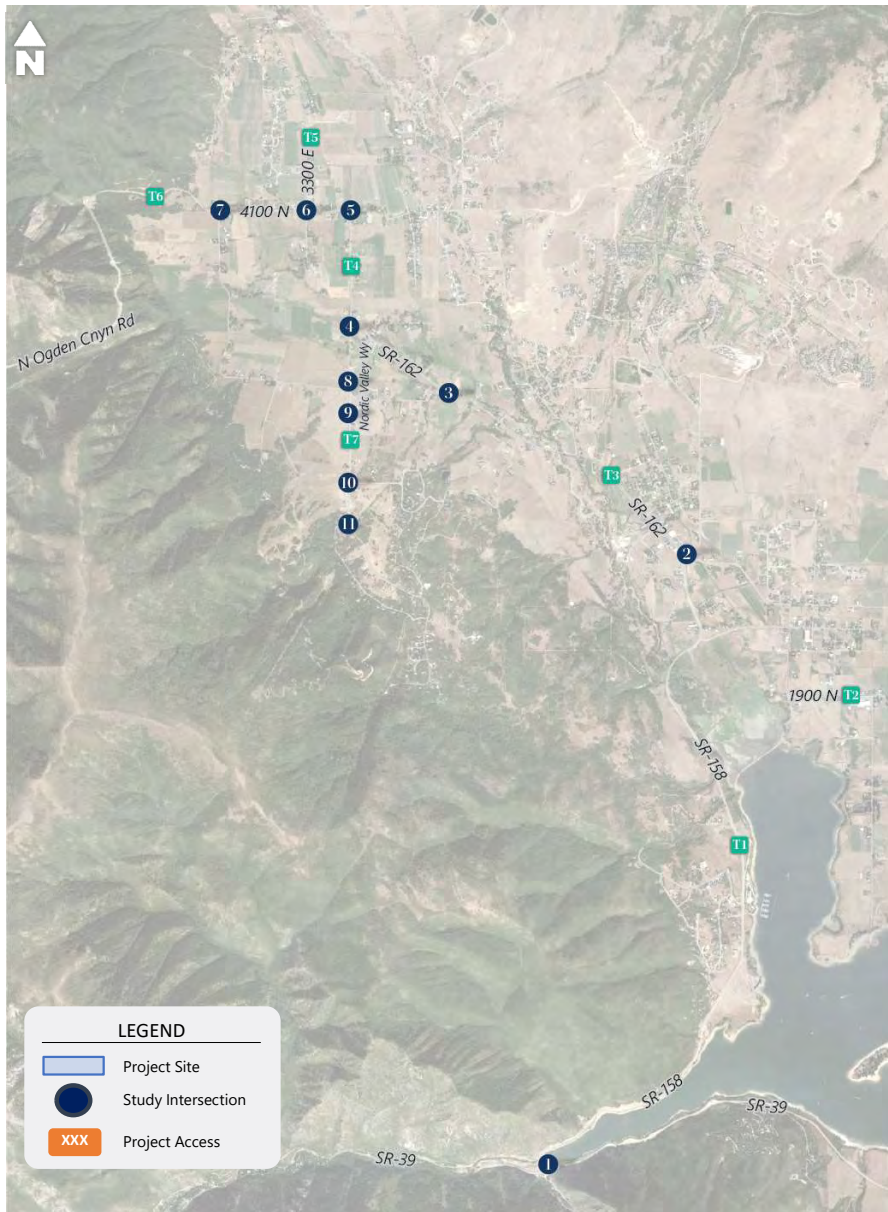


Figure 4
Tube Count Locations

Table 8. Segment Daily Volumes and Level of Service for Existing Conditions.

Tube Count	Location	Daily Ski Volume ¹	Weekday			Saturday		
			Daily Volume ²	Daily Winter Volume ³	Winter LOS	Daily Volume ²	Daily Winter Volume ³	Winter LOS
1	SR-158	390	5,399	5,800	C	4,493	4,900	C
2	1900 North	174	3,568	3,750	B	3,382	3,550	B
3	SR-162 South	254	5,510	5,750	C	4,966	5,200	C
4	SR-162 North	306	3,427	3,750	B	3,268	3,550	B
5	3300 East	88	2,421	2,500	B	2,435	2,500	B
6	Ogden Canyon Road	218	3,015	3,250	B	3,182	3,400	B
7	Nordic Valley Way	870	515	1,400	B	379	1,250	B

1. Fehr & Peers estimated the daily ski volume through the process described in the Traffic Volumes section and distributed by the same proportions describe in the Project Conditions chapter. We used the same daily traffic for weekday and Saturday.
 2. The daily volumes are the total 24-hour volumes from the tube counts for weekday and Saturday.
 3. The daily winter volumes are the daily ski volumes plus the daily volume, rounded to the nearest 50.
- Source: Fehr & Peers.



4. Project Conditions

4.1 Purpose

The project conditions analysis explains the type and intensity of development. This provides the basis for trip generation, distribution, and assignment of project trips to the surrounding study intersections defined in the Introduction section.

4.2 Project Description

The development consists of six zones. The following land uses are within each zone:

- Zone 1:
 - Condominiums: 16 units
- Zone 2:
 - Multifamily Residential: 89 units
 - Multifamily Residential: 100 units
 - Multifamily Residential: 200 units
 - Retail: 7,600 square feet
 - Retail: 5,700 square feet
 - Restaurant: 4,000 square feet
 - Restaurant: 4,000 square feet
- Zone 3:
 - Multifamily Residential: 20 units
 - Multifamily Residential: 20 units
 - Retail: 11,800 square feet
- Zone 4:
 - Multifamily Residential: 50 units
 - Multifamily Residential: 70 units
 - Multifamily Residential: 20 units
 - Multifamily Residential: 24 units
- Zone 5:
 - Condominiums: 55 units
 - Single Family Residential: 19 units



- Zone 6:
 - Condominiums: 52 units
 - Single Family Residential: 28 units

These zones will be developed incrementally in two phases:

- 2026: Zone 2
- 2040: All Zones

As part of the project, the parking lot for day-ski trips will be moved to Nordic Valley Road, with two accesses on Nordic Valley Road. In the project scenarios, we used this new destination for the winter ski background trips.

4.3 Trip Generation

Fehr & Peers estimated the trip generation for the project using trip generation rates published in the Institute of Transportation Engineers (ITE) Trip Generation, 10th Edition with one exception. Since the residential uses will behave more like resort hotels due to the resort nature of the development, Fehr & Peers used resort hotels. The rates for the resort hotel came from a trip generation study on a similar resort from 2007 that estimated residential condominiums would generate 6.1 trips/dwelling unit daily, 0.39 trips/dwelling unit in the AM peak hour, 0.49 trips/dwelling unit in the PM peak hour, and 0.7 trips/dwelling unit in the Saturday peak hour.

Fehr & Peers used the following assumptions for trip generation based on discussions with the project team and engineering judgement:

- Rental versus Private Residential Uses
 - 70% rental and 30% private
- Percent of Areas Developed for Analysis years
 - 2026
 - Zone 2 – 100%
 - 2040
 - Full Build out of all areas
- Occupancy Rates
 - Weekday – All Residential Uses - 75% occupied
 - Saturday – Rental Units – 90% occupied, Private Units – 75% occupied
- External and Internal Trips
 - We assumed that 70% of the trips stayed within the development site and were primarily attracted to the resort area, therefore, we assumed 30% of the trips are external to the development site. Some trips were also assumed to go to or from the areas with mixed uses (i.e. zones 2 and 3)
- Nordic Valley Resort Trip Generation



- Additional growth in resort trips was not assumed to come from outside of the trips generated from the development area.
- Internal Development Area Trips
 - For trips to and from zones 1, 4, 5 and 6 that stay within the development site it was assumed that 80% of those trips would not use a personal vehicle and would instead use available transit or future shuttle services to access the resort area. 20% of the trips were assumed to use a personal vehicle for internal trip making.
 - For trips to and from zones 2 and 3 that stay within the development site it was assumed that no trips would use a personal vehicle and would instead walk, use available transit or future shuttle services to access the resort area.

The net vehicle trips expected to be generated by the proposed development are shown in **Table 9**. Further details about the trip generation calculation are shown in the appendix.

4.4 Trip Distribution and Assignment

The trip distribution and assignment of the development included both external trips (trips generated by the development that leave the development) and internal trips (trips generated by the development that stay within the development). Fehr & Peers used the tube counts collected for this study, knowledge from the area, and engineering judgement to distribute the external project traffic to the roadway network based on the proximity to major streets, roadway network, high population densities, and regional trip attractions.

Overall, the external project-generated trips were distributed to and from these directions, in the corresponding percentages, also shown in Figure 5:

- 35% To/from West via SR-39
- 10% To/from East via SR-39
- 20% To/from East via 1900 North
- 10% To/from North via 3300 East
- 25% To/from West via Ogden Canyon Road

Fehr & Peers applied these proportions to distribute external project-generated traffic to each study area intersection. The Development Master Plan shows multiple access points along Nordic Valley Way, and Fehr & Peers consolidated some of them for simplicity. We analyzed the following accesses:

- Access 101 and 102: access to ski resort parking lot. These accesses only serve skier traffic.
- Access 103: access to Zone 1.
- Access 104: access to Zone 2 and Zone 3
- Access 105 (east leg of Nordic Valley Way & Viking Drive intersection): access to Zone 4
- Access 106: access to Zone 5



Table 9: Nordic Valley Development Internal and External Vehicle Trip Generation

Land Use	Time Period	2026	2040
Zone 1	Weekday Daily	0	33
	Saturday Daily	0	37
	Weekday AM	0	2
	Weekday PM	0	3
	Saturday Peak	0	4
	Zone 2	Weekday Daily	1,374
Saturday Daily		1,087	1,087
Weekday AM		152	152
Weekday PM		111	111
Saturday Peak		142	142
Zone 3	Weekday Daily	0	477
	Saturday Daily	0	226
	Weekday AM	0	51
	Weekday PM	0	38
	Saturday Peak	0	41
Zone 4	Weekday Daily	0	225
	Saturday Daily	0	376
	Weekday AM	0	14
	Weekday PM	0	18
	Saturday Peak	0	30
Zone 5	Weekday Daily	0	149
	Saturday Daily	0	138
	Weekday AM	0	10
	Weekday PM	0	12
	Saturday Peak	0	20
Zone 6	Weekday Daily	0	161
	Saturday Daily	0	163
	Weekday AM	0	11
	Weekday PM	0	13
	Saturday Peak	0	25
Total	Weekday Daily	1,374	2,419
	Saturday Daily	1,087	2,027
	Weekday AM	152	240
	Weekday PM	111	195
	Saturday Peak	142	262

1. Traffic Generated by the development according to the ITE Trip Generation Manual, 10th Edition.

2. Percentage of trips entering and exiting the development according to the ITE Trip Generation Manual, 10th Edition.

* The trip generation for residential units came from resort hotel land uses due to the resort nature of the development

Source: Fehr & Peers, 2021.



Fehr & Peers also distributed the trips internal to the development because there are several project access locations and study intersections within the development. We assumed that internal trips to and from zone 1 and zone 6 were attracted to zone 2 given the restaurant and retail uses within that zone. We assumed that internal trips from zone 5 were also attracted to zones 2 and 3 given the retail and restaurant uses, but would use the internal roadway network to access those uses and not use access locations and study intersections to do so. The Appendix includes the resulting external, internal, and total project-generated weekday and Saturday AM and PM peak hour, as well as daily trips.

DRAFT



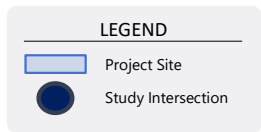
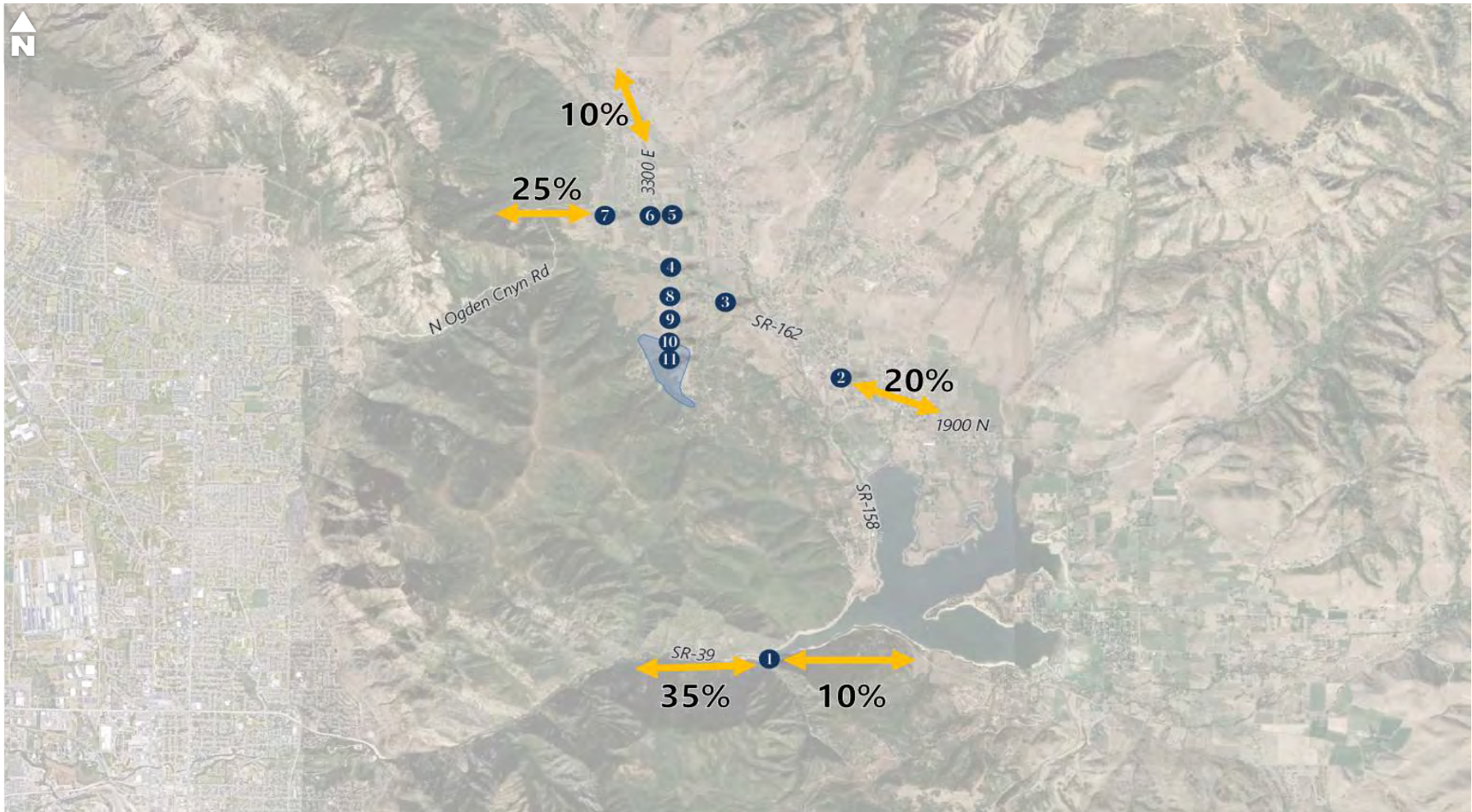


Figure 5
Project Trip Distribution

5. Future 2026 Background Conditions

5.1 Purpose

The purpose of the future 2026 background conditions analysis is to evaluate the study intersections during the peak travel periods of the day under 2026 projected traffic volumes. This analysis provides a baseline condition for the year 2026 to determine future project impacts.

5.2 Traffic Volumes

Fehr & Peers reviewed the UDOT historical Annual Average Daily Traffic (AADT) and the estimates from the 2015, 2024, and 2030 Utah Statewide Travel Model (USTM) to inform the future growth in the area. Both sources result in high annual growth rates ranging from 2-10%. Both sources and engineering judgment were used to estimate linear annual growth rates for each segment in the study area. **Table 10** shows the growth rates used in this study. We applied these linear annual growth rates to the traffic counts for this study to obtain the 2026 background volumes. Similar to existing conditions, we added the background and skier traffic to obtain a 2026 background winter condition. Growth rates were not applied to skier traffic and the same skier trips from existing conditions were used for the 2026 background conditions because although growth is expected for the ski resort, this growth is expected to occur within the development (plus project conditions only) and not external to the development. **Figure 6** and **Figure 7** show the projected 2026 background peak hour traffic volumes for weekday and Saturday, respectively.



Table 10. 5-Year Linear Annual Growth Rates

Roadway Segment	Linear Growth Rate
SR-39	
West of SR-158	2%
East of SR-158	3%
SR-158	
SR-39 and 2200 N	2.5%
2200 N and SR-162	3%
North of SR-162	2.5%
2500 West	
East of SR-158	5%
SR-162	
SR-158 and 4100 North	4%
4100 N / Ogden Canyon	
East of Nordic Valley Way to 3300 East	4%
West of 3300 East	2.5%
Nordic Valley Way	
South of SR-162	2.5%
3300 East	
North of 4100 North	4%

5.3 Level of Service Analysis

Fehr & Peers used the HCM 6 delay thresholds provided in the introduction to compute the LOS at each study intersection for the existing background weekday and Saturday AM and PM peak hour LOS. **Table 10** and **Table 11** report the results of the weekday and Saturday level of service analysis, respectively (see Appendix for the detailed LOS report). These results serve as a base for the analysis of the impacts of the proposed site.

The results of the analysis indicate that all study intersections operate within acceptable levels of delay during all peak hours.





LEGEND

Stop Sign
 Signalized

Lane Configuration:

- Left arrow: AM (PM)
- Right arrow: AM (PM)

 Peak Hour Traffic Volume

Intersection Level of Service (LOS):

A
B
C
D
E
F

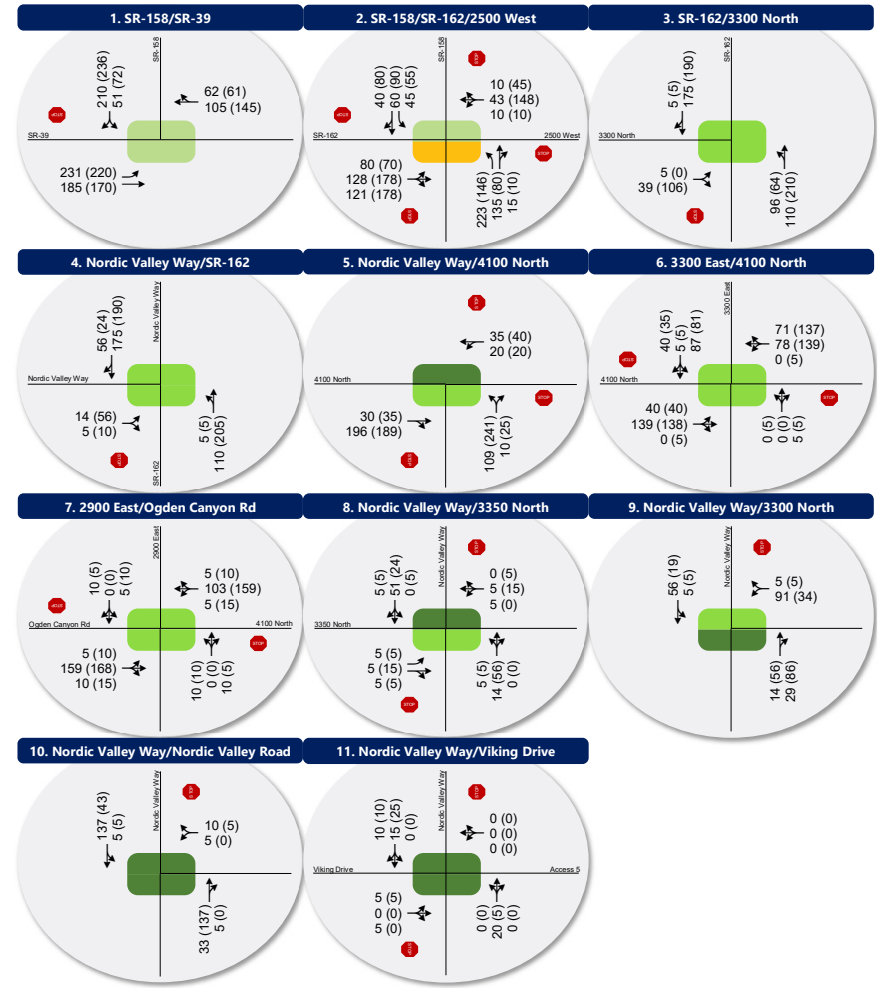


Figure 6
2026 Background Weekday Winter Conditions

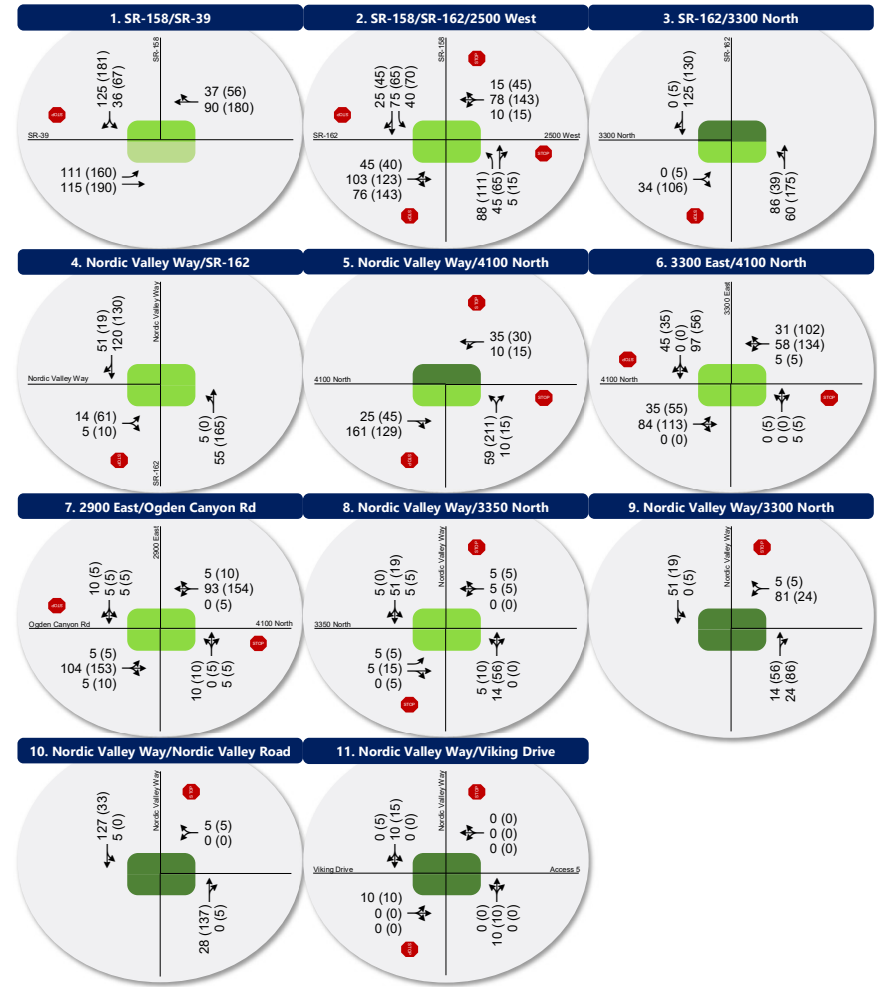
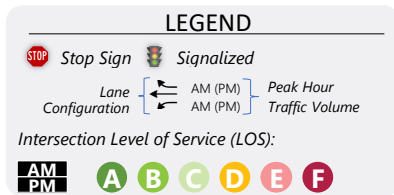


Figure 7
2026 Background Saturday Winter Conditions

Table 11: 2026 Background Weekday Conditions Level of Service

Intersection				Worst Movement ¹			Overall Intersection ²	
ID	Location	Period	Control	Movement ³	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	SR-39 & SR-158	AM	SB Stop	SB	16	C	-	-
		PM		SB	20	C	-	-
2	SR-158 & SR-162/2500 West	AM	All-Way Stop	EB	15	C	-	-
		PM		EB	25	D	-	-
3	3300 North & SR-162	AM	EB Stop	EB	10	B	-	-
		PM		EB	10	B	-	-
4	SR-162 & Nordic Valley Way ⁴	AM	EB Stop	EB	10	B	-	-
		PM		EB	12	B	-	-
5	Nordic Valley Way & 4100 North	AM	All-Way Stop	NB	9	A	-	-
		PM		NB	11	B	-	-
6	3300 East & 4100 North	AM	NB/SB Stop	SB	12	B	-	-
		PM		SB	14	B	-	-
7	2900 East & Ogden Canyon Rd/4100 North	AM	NB/SB Stop	NB	10	B	-	-
		PM		NB	11	B	-	-
8	Nordic Valley Way & 3350 North	AM	EB/WB Stop	WB	9	A	-	-
		PM		EB T/R	10	B	-	-
9	Nordic Valley Way & 3300 North	AM	WB Stop	WB	10	B	-	-
		PM		WB	9	A	-	-
10	Nordic Valley Way & Nordic Valley Road	AM	WB Stop	WB	9	A	-	-
		PM		WB	9	A	-	-
11	Nordic Valley Way & Viking Drive	AM	EB Stop	EB	9	A	-	-
		PM		EB	9	A	-	-

1. This represents the worst movement LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
 2. This represents the overall intersection LOS and delay (seconds/vehicle) and is only reported for signalized intersections.
 3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound.
 4. In the Synchro models, the northbound Nordic Valley Way approach is the eastbound approach, and the westbound SR-162 approach is the northbound approach. Fehr & Peers made this change to better reflect the stop control at Nordic Valley Way.
- Source: Fehr & Peers.



Table 12: 2026 Background Saturday Conditions Level of Service

Intersection				Worst Movement ¹			Overall Intersection ²	
ID	Location	Period	Control	Movement ³	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	SR-39 & SR-158	AM	SB Stop	SB	11	B	-	-
		PM		SB	17	C	-	-
2	SR-158 & SR-162/2500 West	AM	All-Way Stop	NBL	10	B	-	-
		PM		EB	13	B	-	-
3	3300 North & SR-162	AM	EB Stop	EB	9	A	-	-
		PM		EB	10	B	-	-
4	SR-162 & Nordic Valley Way ⁴	AM	EB Stop	EB	10	B	-	-
		PM		EB	11	B	-	-
5	Nordic Valley Way & 4100 North	AM	All-Way Stop	NB	8	A	-	-
		PM		NB	10	B	-	-
6	3300 East & 4100 North	AM	NB/SB Stop	SB	11	B	-	-
		PM		SB	12	B	-	-
7	2900 East & Ogden Canyon Rd/4100 North	AM	NB/SB Stop	NB	10	B	-	-
		PM		NB	11	B	-	-
8	Nordic Valley Way & 3350 North	AM	EB/WB Stop	EB T/R	10	B	-	-
		PM		EB T/R	10	B	-	-
9	Nordic Valley Way & 3300 North	AM	WB Stop	WB	9	A	-	-
		PM		WB	9	A	-	-
10	Nordic Valley Way & Nordic Valley Road	AM	WB Stop	WB	9	A	-	-
		PM		WB	9	A	-	-
11	Nordic Valley Way & Viking Drive	AM	EB Stop	EB	9	A	-	-
		PM		EB	9	A	-	-

1. This represents the worst movement LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
 2. This represents the overall intersection LOS and delay (seconds/vehicle) and is only reported for signalized intersections.
 3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound.
 4. In the Synchro models, the northbound Nordic Valley Way approach is the eastbound approach, and the westbound SR-162 approach is the northbound approach. Fehr & Peers made this change to better reflect the stop control at Nordic Valley Way.
- Source: Fehr & Peers.

5.4 Mitigation Measures

No mitigation measures are recommended under 2026 background conditions.



5.5 Roadway Capacity Analysis

Fehr & Peers performed a roadway capacity analysis for the same seven roadway segments outlined in the existing conditions using the LOS thresholds shown previously in **Table 7**. Traffic volumes were projected using the 24-hour traffic counts for each segment using the same growth rates to project the intersection traffic. **Table 13** shows the 2026 projected volumes for each segment without the development. These results indicate that all roadway segments perform at acceptable levels of service.

Table 13. Segment Daily Volumes and Level of Service for 2026 Background.

Tube Count	Location	Daily Ski Volume ¹	Weekday			Saturday		
			Daily Volume ²	Daily Winter Volume ³	Winter LOS	Daily Volume ²	Daily Winter Volume ³	Winter LOS
1	SR-158	390	6,100	6,500	C	5,100	5,500	C
2	1900 North	174	4,450	4,600	B	4,250	4,400	B
3	SR-162 South	254	6,600	6,850	C	5,950	6,200	C
4	SR-162 North	306	4,100	4,400	B	3,900	4,200	B
5	3300 East	88	2,900	3,000	B	2,900	3,000	B
6	Ogden Canyon Road	218	3,400	3,600	B	3,600	3,800	B
7	Nordic Valley Way	870	600	1,450	B	450	1,300	B

1. Fehr & Peers used the same ski trips from existing conditions.
2. The daily volumes are the projected 24-hour volumes from the tube counts using the same growth rates to project the intersection traffic for weekday and Saturday, rounded to the nearest 50.
3. The daily winter volumes are the daily ski volumes plus the daily volume, rounded to the nearest 50.

Source: Fehr & Peers.



6. 2026 Plus Project Conditions

6.1 Purpose

The purpose of the 2026 plus project conditions analysis is to evaluate the impact of the proposed development traffic on the surrounding roadway network. To analyze the impact of the development, Fehr & Peers combined the 2026 background traffic volumes with volumes generated by the development at its peak hours. We compared the analysis results to the results of the background traffic volumes to determine the impact of the proposed project.

6.2 Traffic Volumes

The project-generated traffic for 2026 only includes Zone 2 built with all other zones undeveloped. The ski trips in the plus project assume the daily ski parking lot moved to Nordic Valley Road as well as 10% of skier trips assumed to come from/go to east along Nordic Valley Road. Fehr & Peers added the project-generated traffic to the background 2026 volumes to yield 2026 plus project weekday and Saturday peak hour volumes as shown in **Figure 8** and **Figure 9**.

6.3 Level of Service Analysis

Fehr & Peers used the HCM 6 delay thresholds provided in the introduction to compute the LOS at each study intersection for the 2026 plus project background weekday and Saturday AM and PM peak hour LOS. **Table 14** and **Table 15** report the results of the weekday and Saturday level of service analysis, respectively (see Appendix C for the detailed LOS report).

The results of the analysis indicate that all study intersections operate within acceptable levels of delay during all peak hours.





LEGEND

Stop Sign
 Signalized

Lane Configuration:

- Left arrow: AM (PM)
- Through arrow: AM (PM)
- Right arrow: AM (PM)

 Peak Hour Traffic Volume

Intersection Level of Service (LOS):

A
 B
 C
 D
 E
 F

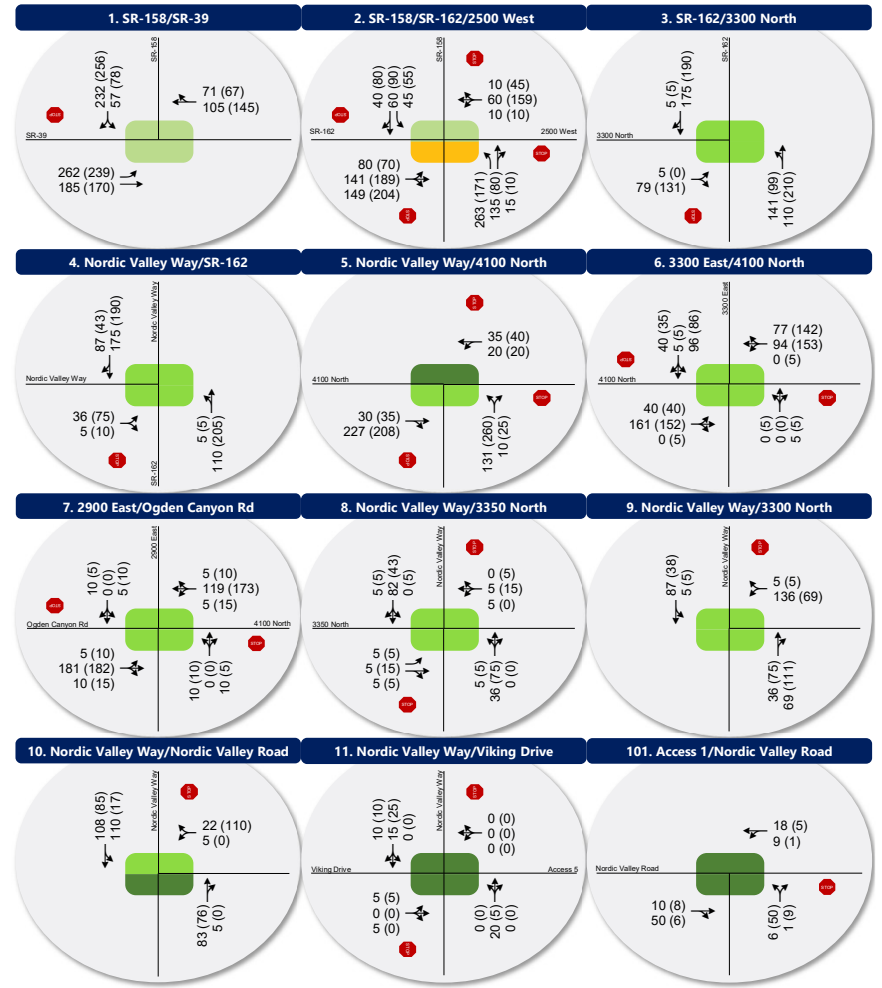


Figure 8a
2026 Plus Project Weekday Winter Conditions

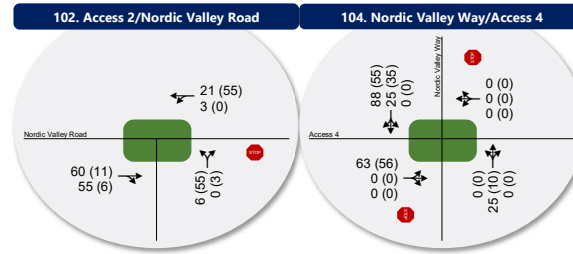
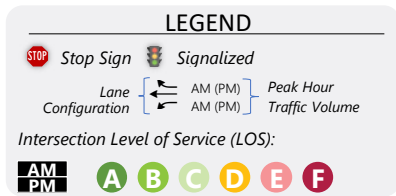


Figure 8b
2026 Plus Project Weekday Winter Conditions



LEGEND

Stop Sign
 Signalized

Lane Configuration:

- Left arrow: AM (PM)
- Through arrow: AM (PM)
- Right arrow: AM (PM)

 Peak Hour Traffic Volume

Intersection Level of Service (LOS):

A
 B
 C
 D
 E
 F

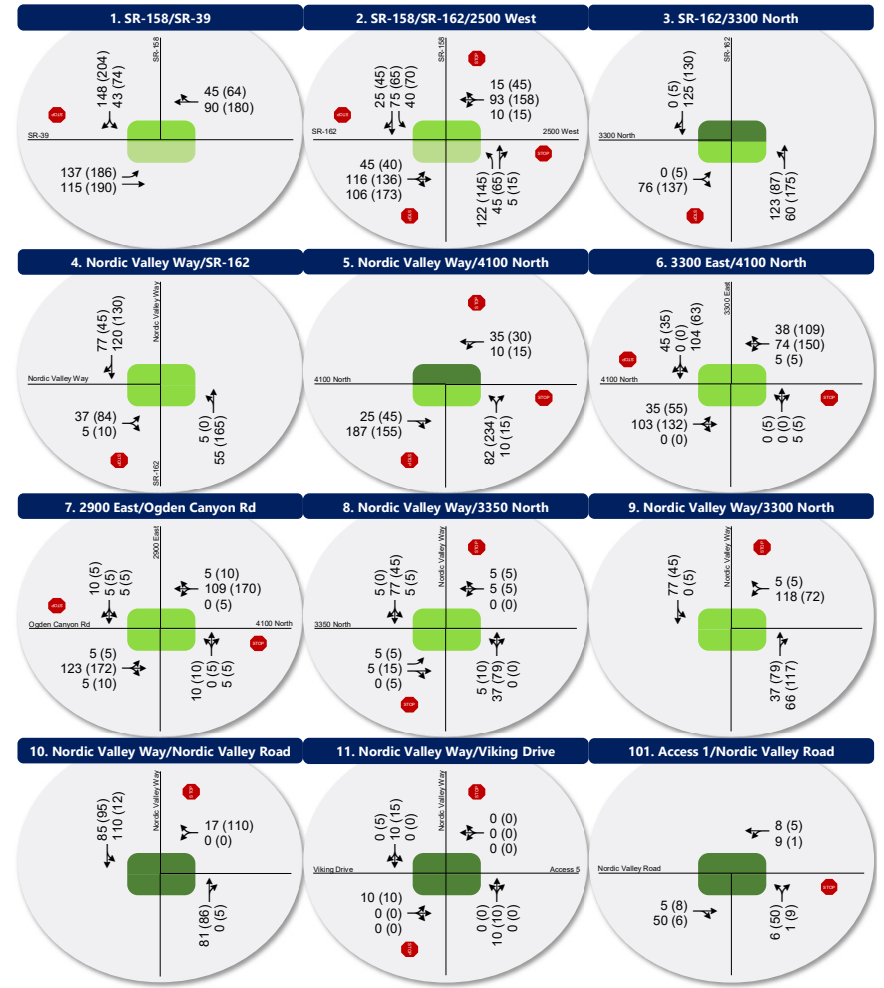


Figure 9a
2026 Plus Project Saturday Winter Conditions



LEGEND

Stop Sign
 Signalized

Lane Configuration:

	AM (PM)	} Peak Hour
	AM (PM)	

Intersection Level of Service (LOS):

AM	A	B	C	D	E	F
PM						

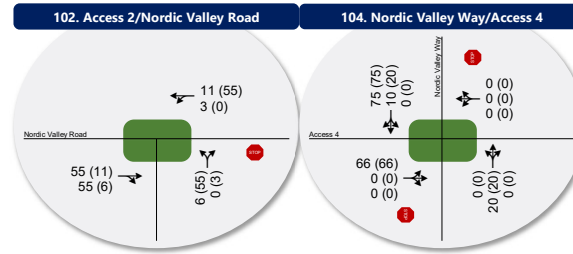


Figure 9b
2026 Plus Project Saturday Winter Conditions

Table 14: 2026 Plus Project Weekday Conditions Level of Service

Intersection				Worst Movement ¹			Overall Intersection ²	
ID	Location	Period	Control	Movement ³	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	SR-39 & SR-158	AM	SB Stop	SB	18	C	-	-
		PM		SB	24	C	-	-
2	SR-158 & SR-162/2500 West	AM	All-Way Stop	EB	18	C	-	-
		PM		EB	34	D	-	-
3	3300 North & SR-162	AM	EB Stop	EB	10	B	-	-
		PM		EB	10	B	-	-
4	SR-162 & Nordic Valley Way ⁴	AM	EB Stop	EB	11	B	-	-
		PM		EB	13	B	-	-
5	Nordic Valley Way & 4100 North	AM	All-Way Stop	NB	9	A	-	-
		PM		NB	11	B	-	-
6	3300 East & 4100 North	AM	NB/SB Stop	SB	13	B	-	-
		PM		SB	14	B	-	-
7	2900 East & Ogden Canyon Rd/4100 North	AM	NB/SB Stop	NB	10	B	-	-
		PM		NB	11	B	-	-
8	Nordic Valley Way & 3350 North	AM	EB/WB Stop	WB	10	B	-	-
		PM		EB T/R	10	B	-	-
9	Nordic Valley Way & 3300 North	AM	WB Stop	WB	11	B	-	-
		PM		WB	10	B	-	-
10	Nordic Valley Way & Nordic Valley Road	AM	WB Stop	WB	10	B	-	-
		PM		WB	9	A	-	-
11	Nordic Valley Way & Viking Drive	AM	EB Stop	EB	9	A	-	-
		PM		EB	9	A	-	-
101	Access 1 & Nordic Valley Road	AM	NB Stop	NB	9	A	-	-
		PM		NB	9	A	-	-
102	Access 2 & Nordic Valley Road	AM	NB Stop	NB	9	A	-	-
		PM		NB	9	A	-	-
104	Nordic Valley Way & Access 4	AM	EB/WB Stop	EB	9	A	-	-
		PM		EB	9	A	-	-

1. This represents the worst movement LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
 2. This represents the overall intersection LOS and delay (seconds/vehicle) and is only reported for signalized intersections.
 3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound.
 4. In the Synchro models, the northbound Nordic Valley Way approach is the eastbound approach, and the westbound SR-162 approach is the northbound approach. Fehr & Peers made this change to better reflect the stop control at Nordic Valley Way.
- Source: Fehr & Peers.



Table 15: 2026 Plus Project Saturday Conditions Level of Service

Intersection				Worst Movement ¹			Overall Intersection ²	
ID	Location	Period	Control	Movement ³	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	SR-39 & SR-158	AM	SB Stop	SB	12	B	-	-
		PM		SB	20	C	-	-
2	SR-158 & SR-162/2500 West	AM	All-Way Stop	EB	11	B	-	-
		PM		EB	16	C	-	-
3	3300 North & SR-162	AM	EB Stop	EB	9	A	-	-
		PM		EB	10	B	-	-
4	SR-162 & Nordic Valley Way ⁴	AM	EB Stop	EB	10	B	-	-
		PM		EB	11	B	-	-
5	Nordic Valley Way & 4100 North	AM	All-Way Stop	NB	8	A	-	-
		PM		NB	10	B	-	-
6	3300 East & 4100 North	AM	NB/SB Stop	SB	12	B	-	-
		PM		SB	13	B	-	-
7	2900 East & Ogden Canyon Rd/4100 North	AM	NB/SB Stop	NB	10	B	-	-
		PM		NB	11	B	-	-
8	Nordic Valley Way & 3350 North	AM	EB/WB Stop	EB T/R	10	B	-	-
		PM		EB T/R	10	B	-	-
9	Nordic Valley Way & 3300 North	AM	WB Stop	WB	10	B	-	-
		PM		WB	10	B	-	-
10	Nordic Valley Way & Nordic Valley Road	AM	WB Stop	WB	9	A	-	-
		PM		WB	9	A	-	-
11	Nordic Valley Way & Viking Drive	AM	EB Stop	EB	9	A	-	-
		PM		EB	9	A	-	-
101	Access 1 & Nordic Valley Road	AM	NB Stop	NB	9	A	-	-
		PM		NB	9	A	-	-
102	Access 2 & Nordic Valley Road	AM	NB Stop	NB	9	A	-	-
		PM		NB	9	A	-	-
104	Nordic Valley Way & Access 4	AM	EB/WB Stop	EB	9	A	-	-
		PM		EB	9	A	-	-

1. This represents the worst movement LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
 2. This represents the overall intersection LOS and delay (seconds/vehicle) and is only reported for signalized intersections.
 3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound.
 4. In the Synchro models, the northbound Nordic Valley Way approach is the eastbound approach, and the westbound SR-162 approach is the northbound approach. Fehr & Peers made this change to better reflect the stop control at Nordic Valley Way.
- Source: Fehr & Peers.



6.4 Mitigation Measures

The level of service analysis shows that mitigation measures are not needed under 2026 plus project conditions. However, according to the UDOT Design Standard Drawings, additional turn, acceleration, and deceleration lanes are required. These standards outline the variables that define whether additional auxiliary lanes are needed based on speed of the road and movement volumes. **Table 16** shows the turn lanes needed, length for storage, and length for deceleration, and whether an acceleration lane is needed for the right-turn movements.

Table 16. Auxiliary Lanes for 2026 Plus Project Conditions.

	Highest Volume	Storage Length (ft)	Deceleration Length (ft)
SR-39 & SR-158			
Southbound Left-Turn Lane	78	50	265
Southbound Right-Turn Lane ¹	256	N/A	N/A
Westbound Right-Turn Lane	71	50	265
SR-162 & 3300 North			
Northbound Left-Turn Lane	141	50	325
Eastbound Right-Turn Lane	137	N/A	N/A
SR-162 & Nordic Valley Way			
Southbound Right-Turn Lane	87	50	325
3300 East & 4100 North			
Southbound Left-Turn Lane	104	50	325
Southbound Right-Turn Lane	45	50	325
Eastbound Left-Turn Lane	55	50	215
Westbound Right-Turn Lane	142	50	215

1. Storage and deceleration length not included because a full lane is already in place. Based on the volumes, acceleration lanes are required.

6.5 Roadway Capacity Analysis

Fehr & Peers performed a roadway capacity analysis for the same seven roadway segments outlined in the existing conditions using the LOS thresholds shown previously in **Table 7**. We projected the 24-hour traffic counts for each segment using the same growth rates to project the intersection traffic. **Table 17** shows the 2026 projected volumes for each segment with the development. These results indicate that all roadway segments perform at acceptable levels of service.



Table 17. Segment Daily Volumes and Level of Service for 2026 Plus Project Conditions.

Tube Count	Location	Weekday			Saturday		
		Project Daily Volume ¹	Daily Winter Plus Project Volume ²	Winter Plus Project LOS	Project Daily Volume ¹	Daily Winter Plus Project Volume ²	Winter Plus Project LOS
1	SR-158	618	7,100	C	488	6,000	C
2	1900 North	274	4,900	C	218	4,650	C
3	SR-162 South	892	7,750	C	706	6,900	C
4	SR-162 North	482	4,900	C	680	4,900	C
5	3300 East	138	3,150	B	108	3,100	B
6	Ogden Canyon Road	344	3,950	B	272	4,100	B
7	Nordic Valley Way	1,374	2,750	B	1,086	2,300	B

1. The project daily volumes are the traffic volumes for the proposed development, distributed in the same proportions described in the project conditions.
2. The daily winter plus project volumes are the daily background volumes plus ski volumes plus daily project volumes, rounded to the nearest 50. The ski trips in the plus project assume the daily ski parking lot moved to Nordic Valley Road as well as 10% of skier trips assumed to come from/go to east along Nordic Valley Road.

Source: Fehr & Peers.



7. Future 2040 Background Conditions

7.1 Purpose

The purpose of the future 2040 background conditions analysis is to evaluate the study intersections during the peak travel periods of the day under 2040 projected traffic volumes. This analysis provides a baseline condition for the year 2040 to determine future project impacts.

7.2 Traffic Volumes

Similar to 2026 background conditions, Fehr & Peers used the UDOT historical AADT and the 2015 and 2040 USTM estimates to inform the future growth in the area. The estimates from USTM generally show a steeper growth between 2015 and 2030 and more mild growth between 2015 and 2040; therefore, we used different growth rates for 2040. We used the historical AADT, USTM estimates, and our engineering judgment to estimate linear annual growth rates for each segment in the study area. **Table 18** shows the growth rates used in this study.

As in previous background conditions, we added the background and skier traffic to obtain a 2040 background winter condition. We used the same skier traffic than in existing conditions because although the resort expect significant skier growth (triple today's visitation), they also expect most of this growth to come from the surrounding development. Therefore, the skier trips external to the site in the future will be similar to today. **Figure 10** and **Figure 11** show the projected 2040 background peak hour traffic volumes for weekday and Saturday, respectively.



Table 18. 19-Year Linear Annual Growth Rates

Roadway Segment	Linear Growth Rate
SR-39	
West of SR-158	2%
East of SR-158	1.5%
SR-158	
SR-39 and 2200 N	2%
2200 N and SR-162	2%
North of SR-162	2.5%
2500 West	
East of SR-158	5%
SR-162	
SR-158 and 4100 North	3.5%
4100 N / Ogden Canyon	
East of Nordic Valley Way to 3300 East	3%
West of 3300 East	2%
Nordic Valley Way	
South of SR-162	2%
3300 East	
North of 4100 North	5%

7.3 Level of Service Analysis

The HCM 6 delay thresholds provided in the introduction were used to compute the LOS at each study intersection for each future 2040 background peak hour LOS. **Table 19** and **Table 20** report the results of the weekday and Saturday level of service analysis, respectively (see Appendix B for the detailed LOS report). These results serve as a base for the analysis of the impacts of the proposed site.

The results of the analysis indicate that by 2040, the following intersections will operate below acceptable levels of delay:

- SR-39 and SR-158 during the weekday PM peak
- SR-158 and SR-162 during the weekday PM peak



Table 19: 2040 Background Weekday Conditions Level of Service

Intersection				Worst Movement ¹			Overall Intersection ²	
ID	Location	Period	Control	Movement ³	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	SR-39 & SR-158	AM	SB Stop	SB	21	C	-	-
		PM		SB	37	E	-	-
2	SR-158 & SR-162/2500 West	AM	All-Way Stop	EB	32	D	-	-
		PM		EB	136	F	-	-
3	3300 North & SR-162	AM	EB Stop	EB	11	B	-	-
		PM		EB	11	B	-	-
4	SR-162 & Nordic Valley Way ⁴	AM	EB Stop	EB	11	B	-	-
		PM		EB	14	B	-	-
5	Nordic Valley Way & 4100 North	AM	All-Way Stop	NB	9	A	-	-
		PM		NB	13	B	-	-
6	3300 East & 4100 North	AM	NB/SB Stop	SB	15	C	-	-
		PM		SB	20	C	-	-
7	2900 East & Ogden Canyon Rd/4100 North	AM	NB/SB Stop	NB	11	B	-	-
		PM		SB	12	B	-	-
8	Nordic Valley Way & 3350 North	AM	EB/WB Stop	WB	9	A	-	-
		PM		EB T/R	10	B	-	-
9	Nordic Valley Way & 3300 North	AM	WB Stop	WB	10	B	-	-
		PM		WB	10	B	-	-
10	Nordic Valley Way & Nordic Valley Road	AM	WB Stop	WB	9	A	-	-
		PM		WB	9	A	-	-
11	Nordic Valley Way & Viking Drive	AM	EB Stop	EB	9	A	-	-
		PM		EB	9	A	-	-

1. This represents the worst movement LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
 2. This represents the overall intersection LOS and delay (seconds/vehicle) and is only reported for signalized intersections.
 3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound.
 4. In the Synchro models, the northbound Nordic Valley Way approach is the eastbound approach, and the westbound SR-162 approach is the northbound approach. Fehr & Peers made this change to better reflect the stop control at Nordic Valley Way.
 5. LOS highlighted in **bold** indicate a deficient LOS.
- Source: Fehr & Peers.



Table 20: 2040 Background Saturday Conditions Level of Service

Intersection				Worst Movement ¹			Overall Intersection ²	
ID	Location	Period	Control	Movement ³	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	SR-39 & SR-158	AM	SB Stop	SB	12	B	-	-
		PM		SB	22	C	-	-
2	SR-158 & SR-162/2500 West	AM	All-Way Stop	EB	14	B	-	-
		PM		EB	33	D	-	-
3	3300 North & SR-162	AM	EB Stop	EB	9	A	-	-
		PM		EB	10	B	-	-
4	SR-162 & Nordic Valley Way ⁴	AM	EB Stop	EB	10	B	-	-
		PM		EB	12	B	-	-
5	Nordic Valley Way & 4100 North	AM	All-Way Stop	NB	8	A	-	-
		PM		NB	11	B	-	-
6	3300 East & 4100 North	AM	NB/SB Stop	SB	13	B	-	-
		PM		SB	16	C	-	-
7	2900 East & Ogden Canyon Rd/4100 North	AM	NB/SB Stop	NB	10	B	-	-
		PM		NB	12	B	-	-
8	Nordic Valley Way & 3350 North	AM	EB/WB Stop	EB T/R	10	B	-	-
		PM		EB T/R	10	B	-	-
9	Nordic Valley Way & 3300 North	AM	WB Stop	WB	9	A	-	-
		PM		WB	9	A	-	-
10	Nordic Valley Way & Nordic Valley Road	AM	WB Stop	WB	9	A	-	-
		PM		WB	9	A	-	-
11	Nordic Valley Way & Viking Drive	AM	EB Stop	EB	9	A	-	-
		PM		EB	9	A	-	-

1. This represents the worst movement LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
 2. This represents the overall intersection LOS and delay (seconds/vehicle) and is only reported for signalized intersections.
 3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound.
 4. In the Synchro models, the northbound Nordic Valley Way approach is the eastbound approach, and the westbound SR-162 approach is the northbound approach. Fehr & Peers made this change to better reflect the stop control at Nordic Valley Way.
 5. LOS highlighted in **bold** indicate a deficient LOS.
- Source: Fehr & Peers.



7.4 Mitigation Measures

The 2040 background analysis indicate that mitigations will be needed if the expected growth occurs. Fehr & Peers recommends the following mitigations:

- SR-158 and SR-39: add a two-stage left-turn by adding an acceleration lane for SBL vehicles.
- SR-158 and SR-162: add an additional left-turn lane and right-turn lane for the eastbound approach and a separate right-turn lane for the westbound approach.

Table 21 and **Table 22** report the results of the 2040 background mitigated conditions. These results indicate that all intersections operate at acceptable levels of service.

Although not reflected in the volumes, close to Nordic Valley Ski Resort is the Snowbasin Resort. With the addition of the Snowbasin development traffic, the treatment for SR-158/SR-39 may be different. We recommend close coordination between both ski resorts to identify the appropriate mitigations that accounts for both developments.





LEGEND

Stop Sign
 Signalized

Lane Configuration AM (PM) Peak Hour Traffic Volume

Intersection Level of Service (LOS):

A
B
C
D
E
F

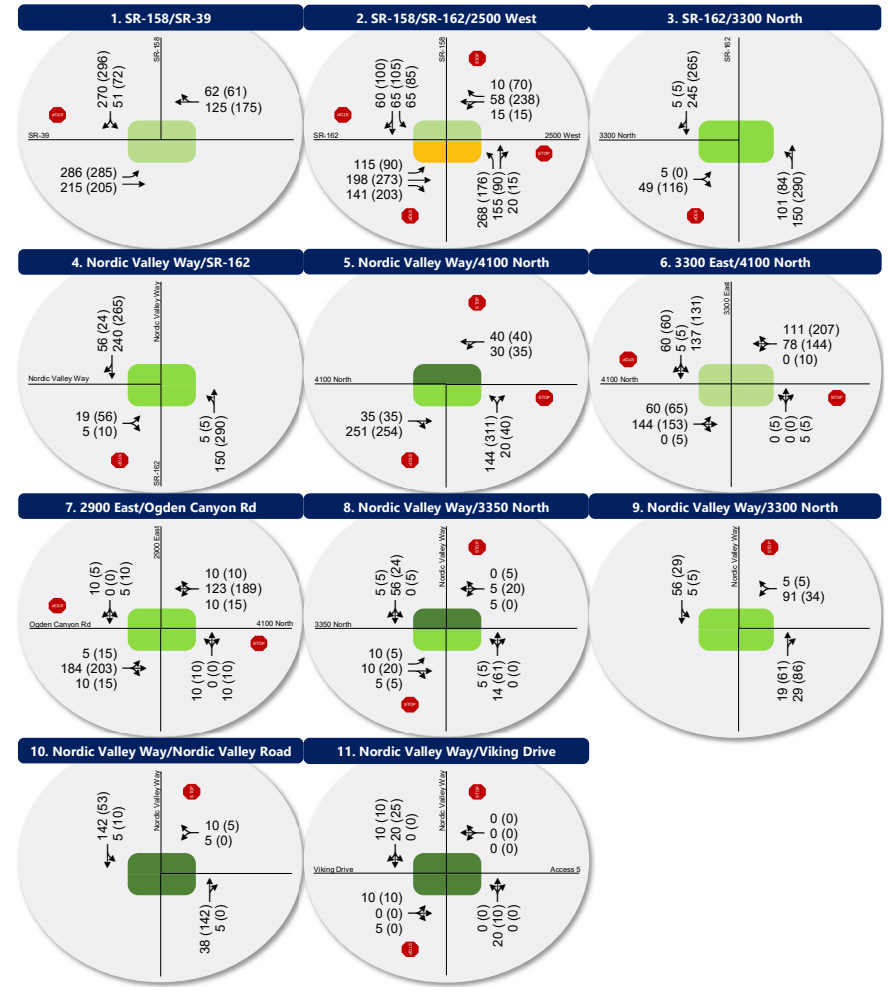


Figure 10
2040 Background Mitigated Weekday Winter Conditions

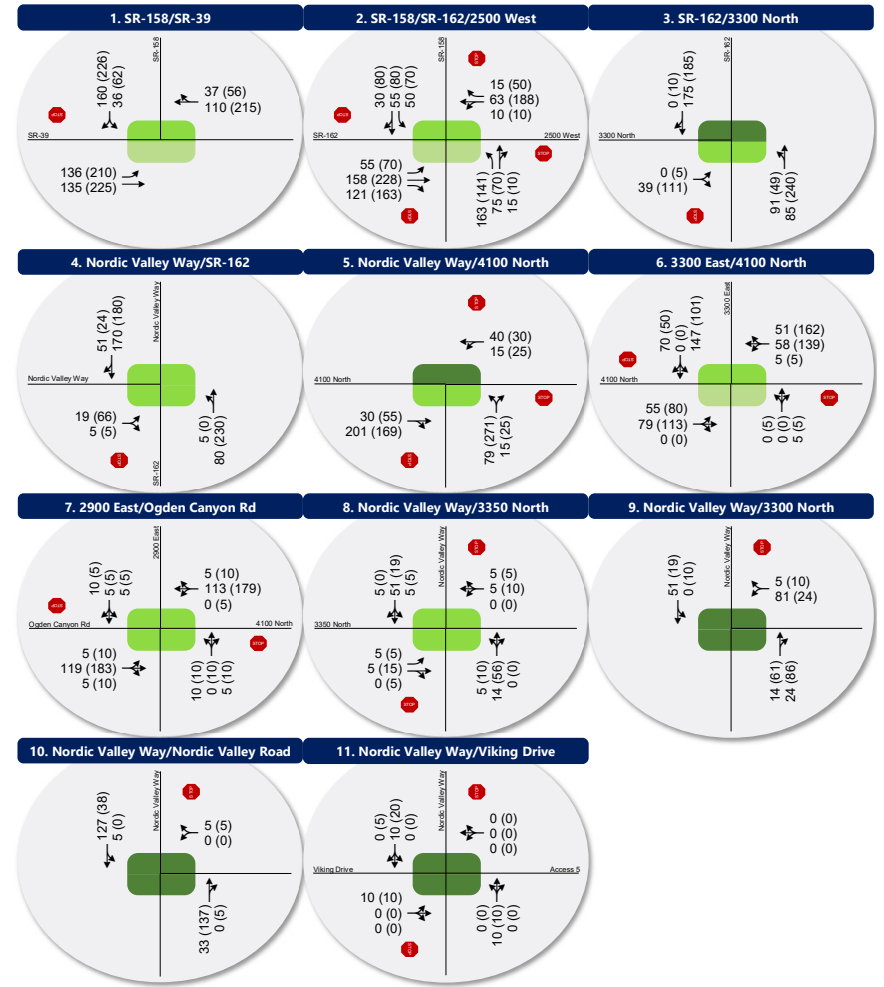
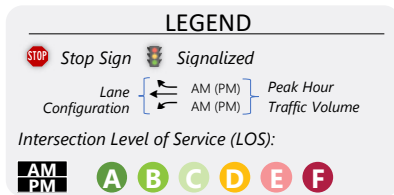


Figure 11
2040 Background Mitigated Saturday Winter Conditions



Table 21: 2040 Background Weekday Mitigated Conditions Level of Service

Intersection				Worst Movement ¹			Overall Intersection ²	
ID	Location	Period	Control	Movement ³	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	SR-39 & SR-158	AM	SB Stop	SB	16	C	-	-
		PM		SB	21	C	-	-
2	SR-158 & SR-162/2500 West	AM	All-Way Stop	NBL	23	C	-	-
		PM		WB L/T	34	D	-	-
3	3300 North & SR-162	AM	EB Stop	EB	11	B	-	-
		PM		EB	11	B	-	-
4	SR-162 & Nordic Valley Way ⁴	AM	EB Stop	EB	11	B	-	-
		PM		EB	14	B	-	-
5	Nordic Valley Way & 4100 North	AM	All-Way Stop	NB	9	A	-	-
		PM		NB	13	B	-	-
6	3300 East & 4100 North	AM	NB/SB Stop	SB	15	C	-	-
		PM		SB	20	C	-	-
7	2900 East & Ogden Canyon Rd/4100 North	AM	NB/SB Stop	NB	11	B	-	-
		PM		SB	12	B	-	-
8	Nordic Valley Way & 3350 North	AM	EB/WB Stop	WB	9	A	-	-
		PM		EB T/R	10	B	-	-
9	Nordic Valley Way & 3300 North	AM	WB Stop	WB	10	B	-	-
		PM		WB	10	B	-	-
10	Nordic Valley Way & Nordic Valley Road	AM	WB Stop	WB	9	A	-	-
		PM		WB	9	A	-	-
11	Nordic Valley Way & Viking Drive	AM	EB Stop	EB	9	A	-	-
		PM		EB	9	A	-	-

1. This represents the worst movement LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
 2. This represents the overall intersection LOS and delay (seconds/vehicle) and is only reported for signalized intersections.
 3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound.
 4. In the Synchro models, the northbound Nordic Valley Way approach is the eastbound approach, and the westbound SR-162 approach is the northbound approach. Fehr & Peers made this change to better reflect the stop control at Nordic Valley Way.
 5. The new full interchange added directly south of Highway 30 / SR-167
- Source: Fehr & Peers.



Table 22: 2040 Saturday Background Mitigated Conditions Level of Service

Intersection				Worst Movement ¹			Overall Intersection ²	
ID	Location	Period	Control	Movement ³	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	SR-39 & SR-158	AM	SB Stop	SB	11	B	-	-
		PM		SB	17	C	-	-
2	SR-158 & SR-162/2500 West	AM	All-Way Stop	NBL	13	B	-	-
		PM		EBT	18	C	-	-
3	3300 North & SR-162	AM	EB Stop	EB	9	A	-	-
		PM		EB	10	B	-	-
4	SR-162 & Nordic Valley Way ⁴	AM	EB Stop	EB	10	B	-	-
		PM		EB	12	B	-	-
5	Nordic Valley Way & 4100 North	AM	All-Way Stop	NB	8	A	-	-
		PM		NB	11	B	-	-
6	3300 East & 4100 North	AM	NB/SB Stop	SB	13	B	-	-
		PM		SB	16	C	-	-
7	2900 East & Ogden Canyon Rd/4100 North	AM	NB/SB Stop	NB	10	B	-	-
		PM		NB	12	B	-	-
8	Nordic Valley Way & 3350 North	AM	EB/WB Stop	EB T/R	10	B	-	-
		PM		EB T/R	10	B	-	-
9	Nordic Valley Way & 3300 North	AM	WB Stop	WB	9	A	-	-
		PM		WB	9	A	-	-
10	Nordic Valley Way & Nordic Valley Road	AM	WB Stop	WB	9	A	-	-
		PM		WB	9	A	-	-
11	Nordic Valley Way & Viking Drive	AM	EB Stop	EB	9	A	-	-
		PM		EB	9	A	-	-

1. This represents the worst movement LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
 2. This represents the overall intersection LOS and delay (seconds/vehicle) and is only reported for signalized intersections.
 3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound.
 4. In the Synchro models, the northbound Nordic Valley Way approach is the eastbound approach, and the westbound SR-162 approach is the northbound approach. Fehr & Peers made this change to better reflect the stop control at Nordic Valley Way.
- Source: Fehr & Peers.



7.5 Roadway Capacity Analysis

As in previous conditions, Fehr & Peers performed a roadway capacity analysis for the same seven roadway segments outlined in the existing conditions using the LOS thresholds shown previously in **Table 7**. We projected the 24-hour traffic counts for each segment using the same growth rates to project the intersection traffic. **Table 23** shows the 2040 projected volumes for each segment without the development. These results indicate that all roadway segments perform at acceptable levels of service.

Table 23. Segment Daily Volumes and Level of Service for 2040 Background.

Tube Count	Location	Daily Ski Volume ¹	Weekday			Saturday		
			Daily Volume ²	Daily Winter Volume ³	Winter LOS	Daily Volume ²	Daily Winter Volume ³	Winter LOS
1	SR-158	390	7,450	7,850	C	6,200	6,600	C
2	1900 North	174	6,950	7,100	B	6,600	6,750	C
3	SR-162 South	254	9,200	9,450	C	8,300	8,550	C
4	SR-162 North	306	5,700	6,000	B	5,450	5,750	C
5	3300 East	88	4,700	4,800	B	4,750	4,850	C
6	Ogden Canyon Road	218	4,150	4,350	B	4,400	4,600	B
7	Nordic Valley Way	870	700	1,550	B	500	1,350	B

1. Fehr & Peers used the same ski trips from existing conditions.
2. The daily volumes are the projected 24-hour volumes from the tube counts using the same growth rates to project the intersection traffic for weekday and Saturday, rounded to the nearest 50.
3. The daily winter volumes are the daily ski volumes plus the daily volume, rounded to the nearest 50.

Source: Fehr & Peers.



8. Future 2040 Plus Project Conditions

8.1 Purpose

The purpose of the 2040 plus project conditions analysis is to evaluate the impact of the proposed development traffic on the surrounding roadway network. To analyze the impact of the development, Fehr & Peers combined the 2040 background traffic volumes with volumes generated by the development at its peak hours. We compared the analysis results to the results of the background traffic volumes to determine the impact of the proposed project.

8.2 Traffic Volumes

The project-generated traffic for 2040 includes trips from all zones. The ski trips in the plus project assume the daily ski parking lot moved to Nordic Valley Road as well as 10% of skier trips assumed to come from/go to east along Nordic Valley Road. Fehr & Peers added the full buildout project-generated traffic to the background 2040 volumes to yield 2040 plus project weekday and Saturday peak hour volumes as shown in **Figure 12** and **Figure 13**.

8.3 Level of Service Analysis

Fehr & Peers used the HCM 6 delay thresholds provided in the introduction to compute the LOS at each study intersection for the 2040 plus buildout weekday and Saturday AM and PM peak hour LOS. This analysis includes the following mitigations outlined under the future 2040 background conditions:

- SR-158 and SR-39: Add a two-stage left-turn by adding an additional receiving lane for SBL vehicles.
- SR-158 and SR-162: Add an additional left-turn lane and right-turn lane for the eastbound approach and a separate right-turn lane for the westbound approach.

Table 24 and **Table 25** report the results of the weekday and Saturday level of service analysis, respectively (see Appendix B for the detailed LOS report). These results indicate that intersection of SR-158 and SR-162 will operate below acceptable levels of delay.

8.4 Mitigation Measures

The analysis results indicate that with the full buildout, the intersection at SR-158 / SR-162 performs at deficient levels of service. To mitigate it, Fehr & Peers recommends the placing a signal when warranted.

Table 26 and **Table 27** report the results of the 2040 plus buildout mitigated conditions. These results indicate that all intersections operate at acceptable levels of service with the recommended mitigations.



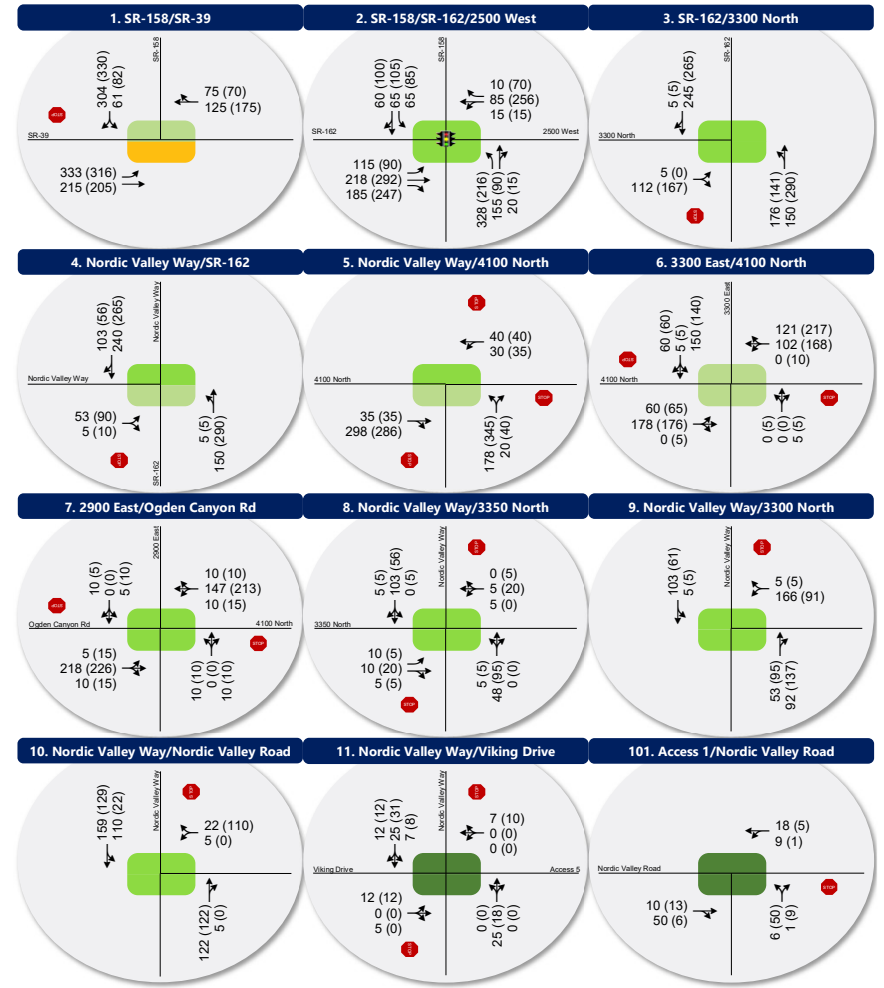
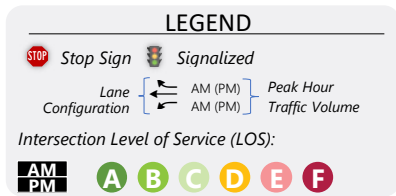
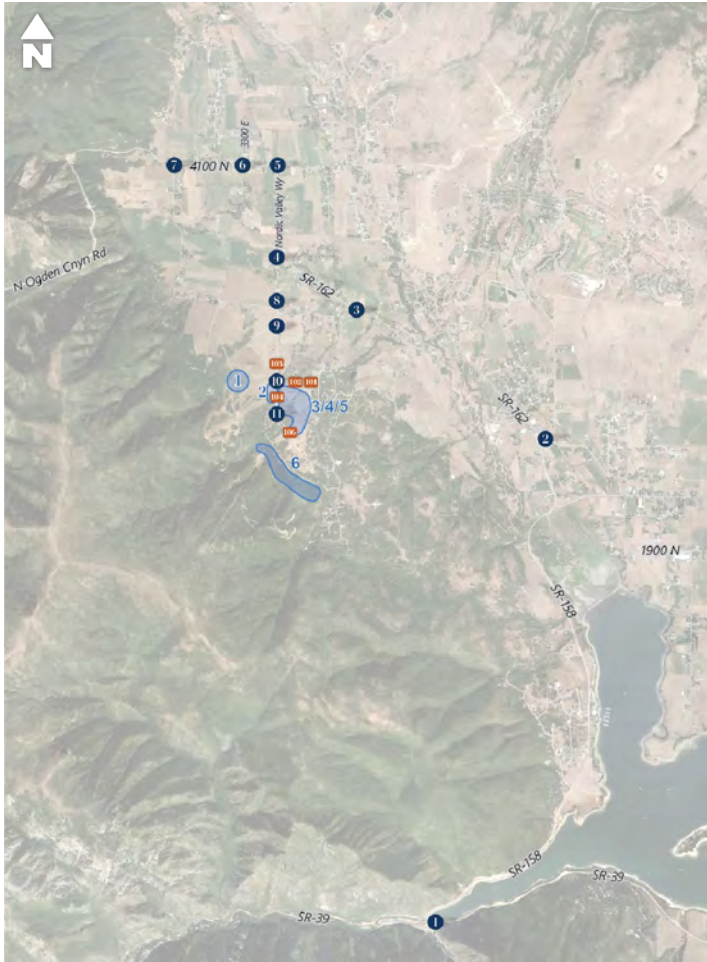


Figure 12a
2040 Plus Project Mitigated Weekday Winter Conditions



LEGEND

Stop Sign
 Signalized

Lane Configuration:

	AM (PM)	Peak Hour
	AM (PM)	

Intersection Level of Service (LOS):

AM	PM	A	B	C	D	E	F
-----------	-----------	----------	----------	----------	----------	----------	----------

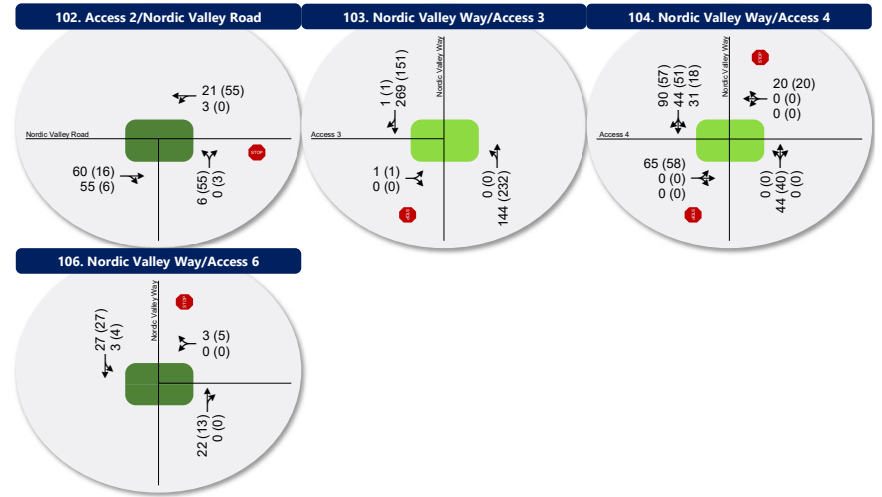


Figure 12b
2040 Plus Project Mitigated Weekday Winter Conditions

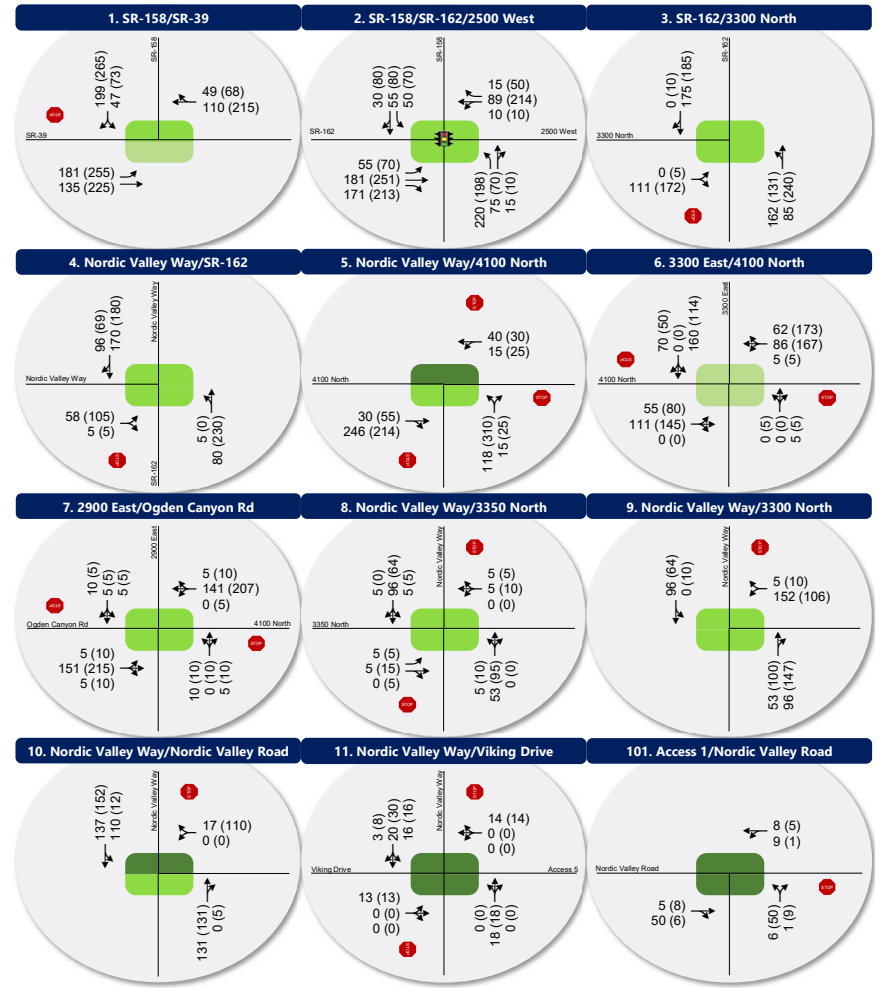
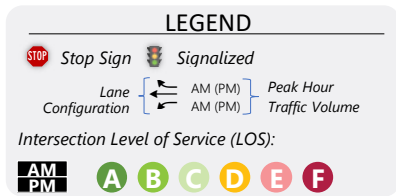
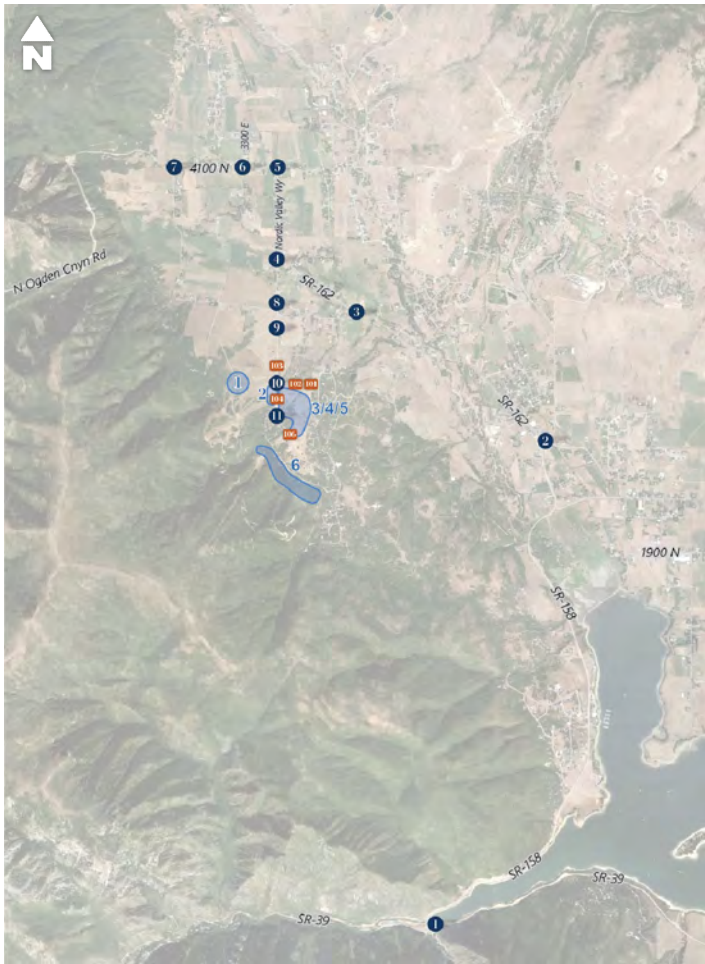
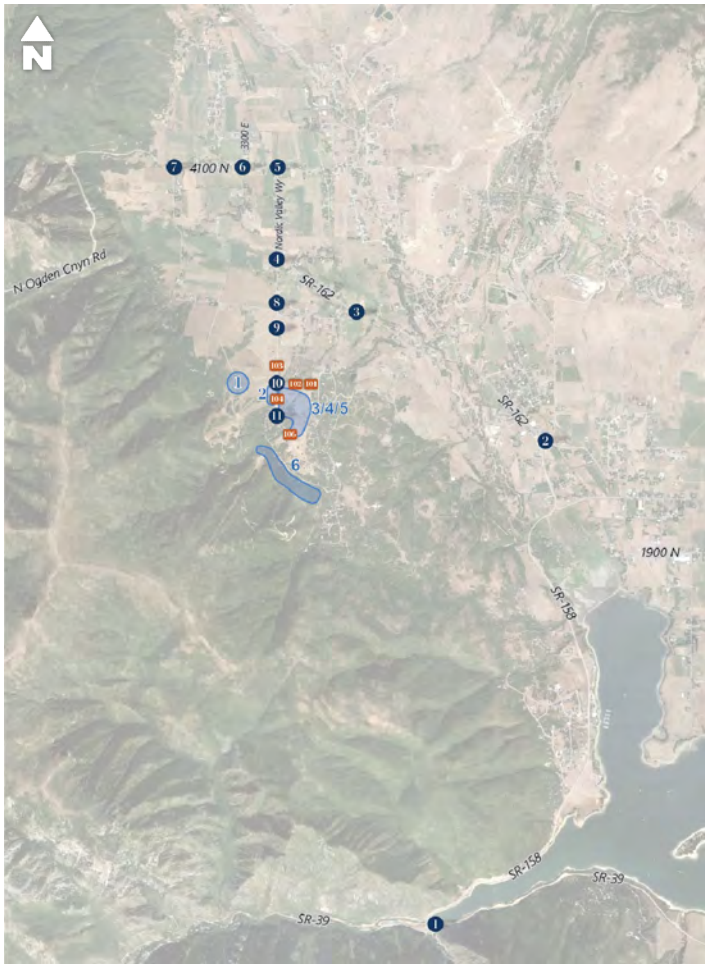


Figure 13a
2040 Plus Project Mitigated Saturday Winter Conditions



LEGEND

Stop Sign
 Signalized

Lane Configuration:

	AM (PM)	Peak Hour
	AM (PM)	

Intersection Level of Service (LOS):

AM	PM	A	B	C	D	E	F
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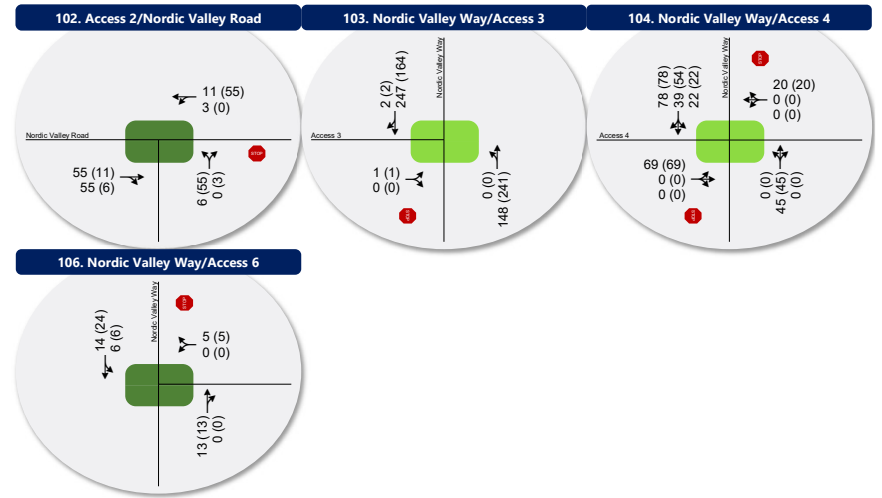


Figure 13b
2040 Plus Project Mitigated Saturday Winter Conditions

Table 24: 2040 Plus Project Weekday Conditions Level of Service

Intersection				Worst Movement ¹			Overall Intersection ²	
ID	Location	Period	Control	Movement ³	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	SR-39 & SR-158	AM	SB Stop	SB	19	C	-	-
		PM		SB	27	D	-	-
2	SR-158 & SR-162/2500 West	AM	All-Way Stop	NBL	38	E	-	-
		PM		WB L/T	49	E	-	-
3	3300 North & SR-162	AM	EB Stop	EB	11	B	-	-
		PM		EB	11	B	-	-
4	SR-162 & Nordic Valley Way ⁴	AM	EB Stop	EB	13	B	-	-
		PM		EB	15	C	-	-
5	Nordic Valley Way & 4100 North	AM	All-Way Stop	NB	10	B	-	-
		PM		NB	15	C	-	-
6	3300 East & 4100 North	AM	NB/SB Stop	SB	17	C	-	-
		PM		SB	23	C	-	-
7	2900 East & Ogdan Canyon Rd/4100 North	AM	NB/SB Stop	NB	11	B	-	-
		PM		SB	12	B	-	-
8	Nordic Valley Way & 3350 North	AM	EB/WB Stop	WB	10	B	-	-
		PM		EB T/R	10	B	-	-
9	Nordic Valley Way & 3300 North	AM	WB Stop	WB	11	B	-	-
		PM		WB	11	B	-	-
10	Nordic Valley Way & Nordic Valley Road	AM	WB Stop	WB	10	B	-	-
		PM		WB	10	B	-	-
11	Nordic Valley Way & Viking Drive	AM	EB Stop	EB	9	A	-	-
		PM		EB	9	A	-	-
101	Access 1 & Nordic Valley Road	AM	NB Stop	NB	9	A	-	-
		PM		NB	9	A	-	-
102	Access 2 & Nordic Valley Road	AM	NB Stop	NB	9	A	-	-
		PM		NB	9	A	-	-
103	Nordic Valley Way & Access 3	AM	EB Stop	EB	11	B	-	-
		PM		EB	11	B	-	-
104	Nordic Valley Way & Access 4	AM	EB/WB Stop	EB	11	B	-	-
		PM		EB	10	B	-	-
106	Nordic Valley Way & Access 6	AM	WB Stop	WB	8	A	-	-
		PM		WB	8	A	-	-

1. This represents the worst movement LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds/vehicle) and is only reported for signalized intersections.
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound.
4. In the Synchro models, the northbound Nordic Valley Way approach is the eastbound approach, and the westbound SR-162 approach is the northbound approach. Fehr & Peers made this change to better reflect the stop control at Nordic Valley Way.
5. LOS highlighted in **bold** indicate a deficient LOS.

Source: Fehr & Peers.



Table 25: 2040 Plus Project Saturday Conditions Level of Service

Intersection				Worst Movement ¹			Overall Intersection ²	
ID	Location	Period	Control	Movement ³	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	SR-39 & SR-158	AM	SB Stop	SB	12	B	-	-
		PM		SB	21	C	-	-
2	SR-158 & SR-162/2500 West	AM	All-Way Stop	NBL	17	C	-	-
		PM		WB L/T	24	C	-	-
3	3300 North & SR-162	AM	EB Stop	EB	10	A	-	-
		PM		EB	11	B	-	-
4	SR-162 & Nordic Valley Way ⁴	AM	EB Stop	EB	11	B	-	-
		PM		EB	13	B	-	-
5	Nordic Valley Way & 4100 North	AM	All-Way Stop	NB	9	A	-	-
		PM		NB	13	B	-	-
6	3300 East & 4100 North	AM	NB/SB Stop	SB	15	C	-	-
		PM		SB	19	C	-	-
7	2900 East & Ogden Canyon Rd/4100 North	AM	NB/SB Stop	NB	11	B	-	-
		PM		SB	12	B	-	-
8	Nordic Valley Way & 3350 North	AM	EB/WB Stop	EB T/R	10	B	-	-
		PM		EB L	10	B	-	-
9	Nordic Valley Way & 3300 North	AM	WB Stop	WB	11	B	-	-
		PM		WB	11	B	-	-
10	Nordic Valley Way & Nordic Valley Road	AM	WB Stop	WB	9	A	-	-
		PM		WB	10	B	-	-
11	Nordic Valley Way & Viking Drive	AM	EB Stop	EB	9	A	-	-
		PM		EB	9	A	-	-
101	Access 1 & Nordic Valley Road	AM	NB Stop	NB	9	A	-	-
		PM		NB	9	A	-	-
102	Access 2 & Nordic Valley Road	AM	NB Stop	NB	9	A	-	-
		PM		NB	9	A	-	-
103	Nordic Valley Way & Access 3	AM	EB Stop	EB	11	B	-	-
		PM		EB	11	B	-	-
104	Nordic Valley Way & Access 4	AM	EB/WB Stop	EB	10	B	-	-
		PM		EB	11	B	-	-
106	Nordic Valley Way & Access 6	AM	WB Stop	WB	8	A	-	-
		PM		WB	8	A	-	-

1. This represents the worst movement LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.

2. This represents the overall intersection LOS and delay (seconds/vehicle) and is only reported for signalized intersections.

3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound.

4. LOS highlighted in **bold** indicate a deficient LOS.

Source: Fehr & Peers.



Table 26: 2040 Plus Project Weekday Mitigated Conditions Level of Service

Intersection				Worst Movement ¹			Overall Intersection ²	
ID	Location	Period	Control	Movement ³	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	SR-39 & SR-158	AM	SB Stop	SB	19	C	-	-
		PM		SB	27	D	-	-
2	SR-158 & SR-162/2500 West	AM	All-Way Stop	-	-	-	11	B
		PM		-	-	-	12	B
3	3300 North & SR-162	AM	EB Stop	EB	11	B	-	-
		PM		EB	11	B	-	-
4	SR-162 & Nordic Valley Way ⁴	AM	EB Stop	EB	13	B	-	-
		PM		EB	15	C	-	-
5	Nordic Valley Way & 4100 North	AM	All-Way Stop	NB	10	B	-	-
		PM		NB	15	C	-	-
6	3300 East & 4100 North	AM	NB/SB Stop	SB	17	C	-	-
		PM		SB	23	C	-	-
7	2900 East & Ogdan Canyon Rd/4100 North	AM	NB/SB Stop	NB	11	B	-	-
		PM		SB	12	B	-	-
8	Nordic Valley Way & 3350 North	AM	EB/WB Stop	WB	10	B	-	-
		PM		EB T/R	10	B	-	-
9	Nordic Valley Way & 3300 North	AM	WB Stop	WB	11	B	-	-
		PM		WB	11	B	-	-
10	Nordic Valley Way & Nordic Valley Road	AM	WB Stop	WB	10	B	-	-
		PM		WB	10	B	-	-
11	Nordic Valley Way & Viking Drive	AM	EB Stop	EB	9	A	-	-
		PM		EB	9	A	-	-
101	Access 1 & Nordic Valley Road	AM	NB Stop	NB	9	A	-	-
		PM		NB	9	A	-	-
102	Access 2 & Nordic Valley Road	AM	NB Stop	NB	9	A	-	-
		PM		NB	9	A	-	-
103	Nordic Valley Way & Access 3	AM	EB Stop	EB	11	B	-	-
		PM		EB	11	B	-	-
104	Nordic Valley Way & Access 4	AM	EB/WB Stop	EB	11	B	-	-
		PM		EB	10	B	-	-
106	Nordic Valley Way & Access 6	AM	WB Stop	WB	8	A	-	-
		PM		WB	8	A	-	-

1. This represents the worst movement LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds/vehicle) and is only reported for signalized intersections.
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound.
4. In the Synchro models, the northbound Nordic Valley Way approach is the eastbound approach, and the westbound SR-162 approach is the northbound approach. Fehr & Peers made this change to better reflect the stop control at Nordic Valley Way.
5. LOS highlighted in **bold** indicate a deficient LOS.

Source: Fehr & Peers.



Table 27: 2040 Plus Project Saturday Mitigated Conditions Level of Service

Intersection				Worst Movement ¹			Overall Intersection ²	
ID	Location	Period	Control	Movement ³	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	SR-39 & SR-158	AM	SB Stop	SB	12	B	-	-
		PM		SB	21	C	-	-
2	SR-158 & SR-162/2500 West	AM	All-Way Stop	-	-	-	10	B
		PM		-	-	-	10	B
3	3300 North & SR-162	AM	EB Stop	EB	10	B	-	-
		PM		EB	11	B	-	-
4	SR-162 & Nordic Valley Way ⁴	AM	EB Stop	EB	11	B	-	-
		PM		EB	13	B	-	-
5	Nordic Valley Way & 4100 North	AM	All-Way Stop	NB	9	A	-	-
		PM		NB	13	B	-	-
6	3300 East & 4100 North	AM	NB/SB Stop	SB	15	C	-	-
		PM		SB	19	C	-	-
7	2900 East & Ogden Canyon Rd/4100 North	AM	NB/SB Stop	NB	11	B	-	-
		PM		SB	12	B	-	-
8	Nordic Valley Way & 3350 North	AM	EB/WB Stop	EB T/R	10	B	-	-
		PM		EB L	10	B	-	-
9	Nordic Valley Way & 3300 North	AM	WB Stop	WB	11	B	-	-
		PM		WB	11	B	-	-
10	Nordic Valley Way & Nordic Valley Road	AM	WB Stop	WB	9	A	-	-
		PM		WB	10	B	-	-
11	Nordic Valley Way & Viking Drive	AM	EB Stop	EB	9	A	-	-
		PM		EB	9	A	-	-
101	Access 1 & Nordic Valley Road	AM	NB Stop	NB	9	A	-	-
		PM		NB	9	A	-	-
102	Access 2 & Nordic Valley Road	AM	NB Stop	NB	9	A	-	-
		PM		NB	9	A	-	-
103	Nordic Valley Way & Access 3	AM	EB Stop	EB	11	B	-	-
		PM		EB	11	B	-	-
104	Nordic Valley Way & Access 4	AM	EB/WB Stop	EB	10	B	-	-
		PM		EB	11	B	-	-
106	Nordic Valley Way & Access 6	AM	WB Stop	WB	8	A	-	-
		PM		WB	8	A	-	-

1. This represents the worst movement LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.

2. This represents the overall intersection LOS and delay (seconds/vehicle) and is only reported for signalized intersections.

3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound.

4. LOS highlighted in **bold** indicate a deficient LOS.

Source: Fehr & Peers.



In addition to the recommended mitigations, additional auxiliary lanes are required based on the UDOT Design Standard Drawings. These standards outline the variables that define whether a turn lane, acceleration, or deceleration lane is required, which include speed of the road and movement volumes.

Table 28 shows the turn lanes, length for storage, and length for deceleration, and whether an acceleration lane is needed for the right-turn movements for state roads. This analysis was not performed for non-state roads.

Table 28. Auxiliary Lanes for 2040 Plus Project Conditions.

	Highest Volume	Storage Length (ft)	Deceleration Length (ft)	Total Length (ft)
SR-39 & SR-158				
Southbound Left-Turn Lane	82	50	265	315
Southbound Right-Turn Lane ¹	330	N/A	N/A	N/A
Westbound Right-Turn Lane	75	50	265	315
SR-162 & 3300 North				
Northbound Left-Turn Lane	176	50	325	375
Eastbound Right-Turn Lane	172	N/A	N/A	N/A
SR-162 & Nordic Valley Way				
Southbound Right-Turn Lane	103	50	325	375
3300 East & 4100 North				
Southbound Left-Turn Lane	160	50	325	375
Southbound Right-Turn Lane	70	50	325	375
Eastbound Left-Turn Lane	80	50	215	265
Westbound Right-Turn Lane	217	50	215	265

1. Storage and deceleration length not included because a full lane is already in place. Based on the volumes, acceleration lanes are required.

8.5 Roadway Capacity Analysis

Fehr & Peers performed a roadway capacity analysis for the same seven roadway segments outlined in the existing conditions using the LOS thresholds shown previously in **Table 7**. We projected the 24-hour traffic counts for each segment using the same growth rates to project the intersection traffic. **Table 29** shows the 2026 projected volumes for each segment without the development. These results indicate that all roadway segments perform at acceptable levels of service.



Table 29. Segment Daily Volumes and Level of Service for 2040 Plus Project Conditions.

Tube Count	Location	Weekday			Saturday		
		Project Daily Volume ¹	Daily Winter Plus Project Volume ²	Winter Plus Project LOS	Project Daily Volume ¹	Daily Winter Plus Project Volume ²	Winter Plus Project LOS
1	SR-158	1,042	8,900	D	808	7,400	C
2	1900 North	462	7,600	C	362	7,150	C
3	SR-162 South	1,504	10,950	D	1,170	9,700	D
4	SR-162 North	808	6,800	C	630	6,400	C
5	3300 East	230	5,000	C	180	5,000	C
6	Ogden Canyon Road	578	4,950	C	450	5,050	C
7	Nordic Valley Way	2,312	3,800	B	1,800	3,100	B

1. The project daily volumes are the traffic volumes for the proposed development, distributed in the same proportions described in the project conditions.
2. The daily winter plus project volumes are the daily background volumes plus ski volumes plus daily project volumes, rounded to the nearest 50. The ski trips in the plus project assume the daily ski parking lot moved to Nordic Valley Road as well as 10% of skier trips assumed to come from/go to east along Nordic Valley Road.

Source: Fehr & Peers.



9. Conclusion

The proposed Nordic Valley development will bring new opportunities to the area surrounding the existing Nordic Valley Resort. The development occurs in an area with an already substantial expected growth rate. Additionally, the proposed development will have moderate traffic impacts to the surrounding roadways. In 2040, without the development, the background trips may need the addition of several turning lanes to maintain acceptable performance. Fehr & Peers recommends the following mitigations for 2040:

- SR-158 and SR-39: Add a two-stage left-turn by adding an acceleration lane for SBL vehicles.
- SR-158 and SR-162: Add an additional left-turn lane and right-turn lane for the eastbound approach and a separate right-turn lane for the westbound approach.

The project trips are not expected to cause any surrounding intersections to operate at a deficient level in 2026. However, additional mitigations may be necessary to accommodate the additional project trips in 2040. Fehr & Peers recommends placing a signal at SR-158 / SR-162 when warranted.



Appendix

Traffic Counts

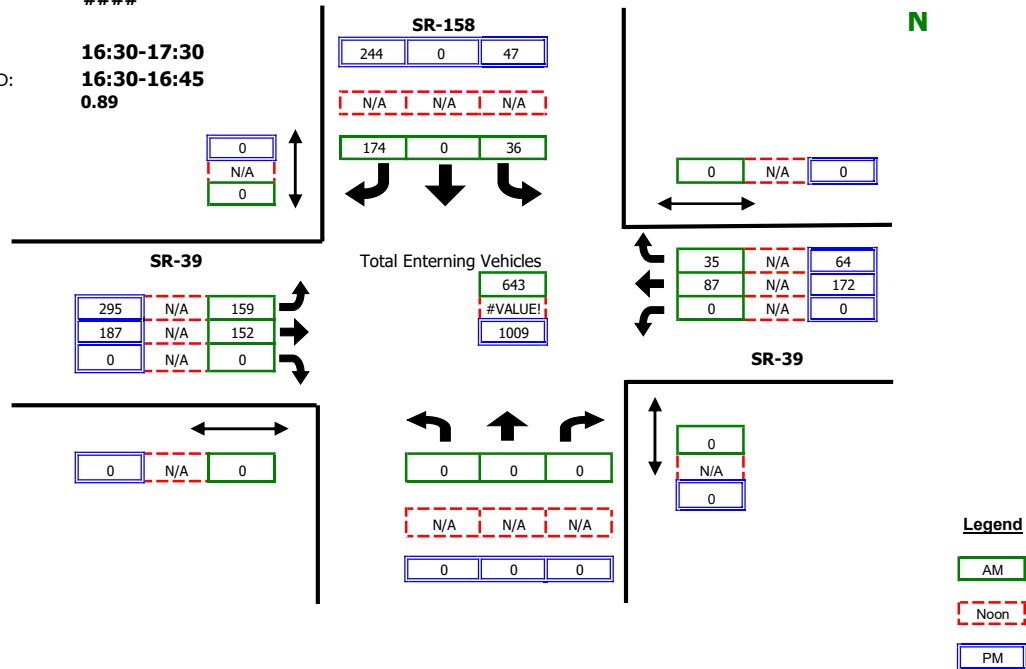
Intersection Turning Movement Summary

Intersection:	SR-158/SR-39	Date:	3-18-21, Thu
North/South:	SR-158	Day of Week Adjustment:	100.0%
East/West:	SR-39	Month of Year Adjustment:	100.0%
Jurisdiction:	Huntsville	Adjustment Station #:	
Project Title:	Snowbasin	Growth Rate:	0.0%
Project No:	UT21-2268	Number of Years:	0
Weather:			

AM PEAK HOUR PERIOD: **8:45-9:45**
 AM PEAK 15 MINUTE PERIOD: **9:15-9:30**
 AM PHF: **0.88**

NOON PEAK HOUR PERIOD:
 NOON PEAK 15 MINUTE PERIOD:
 NOON PHF: **####**

PM PEAK HOUR PERIOD: **16:30-17:30**
 PM PEAK 15 MINUTE PERIOD: **16:30-16:45**
 PM PHF: **0.89**



RAW COUNT SUMMARIES	SR-158 Northbound				SR-158 Southbound				SR-39 Eastbound				SR-39 Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	

AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:45-8:00	0	0	0	0	3	0	42	0	53	26	0	0	0	29	4	0	157
8:00-8:15	0	0	0	0	4	0	47	0	45	21	0	0	0	21	4	0	142
8:15-8:30	0	0	0	0	10	0	56	0	44	31	0	0	0	20	2	0	163
8:30-8:45	0	0	0	0	8	0	44	0	52	35	0	0	0	25	7	0	171
8:45-9:00	0	0	0	0	14	0	41	0	39	37	0	0	0	16	7	0	154
9:00-9:15	0	0	0	0	5	0	37	0	36	34	0	0	0	19	4	0	135
9:15-9:30	0	0	0	0	12	0	49	0	45	39	0	0	0	24	13	0	182
9:30-9:45	0	0	0	0	5	0	47	0	39	42	0	0	0	28	11	0	172

NOON PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
14:00-14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15-14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30-14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45-15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00-15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15-15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30-15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45-14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
15:30-15:45	0	0	0	0	11	0	67	0	57	45	0	0	0	49	6	0	235
15:45-16:00	0	0	0	0	11	0	69	0	58	33	0	0	0	36	10	0	217
16:00-16:15	0	0	0	0	7	0	49	0	56	31	0	0	0	39	11	0	193
16:15-16:30	0	0	0	0	10	0	62	0	75	34	0	0	0	50	13	0	244
16:30-16:45	0	0	0	0	10	0	62	0	78	41	0	0	0	56	35	0	282
16:45-17:00	0	0	0	0	12	0	56	0	67	42	0	0	0	42	11	0	230
17:00-17:15	0	0	0	0	11	0	55	0	55	55	0	0	0	41	10	0	227
17:15-17:30	0	0	0	0	14	0	71	0	95	49	0	0	0	33	8	0	270

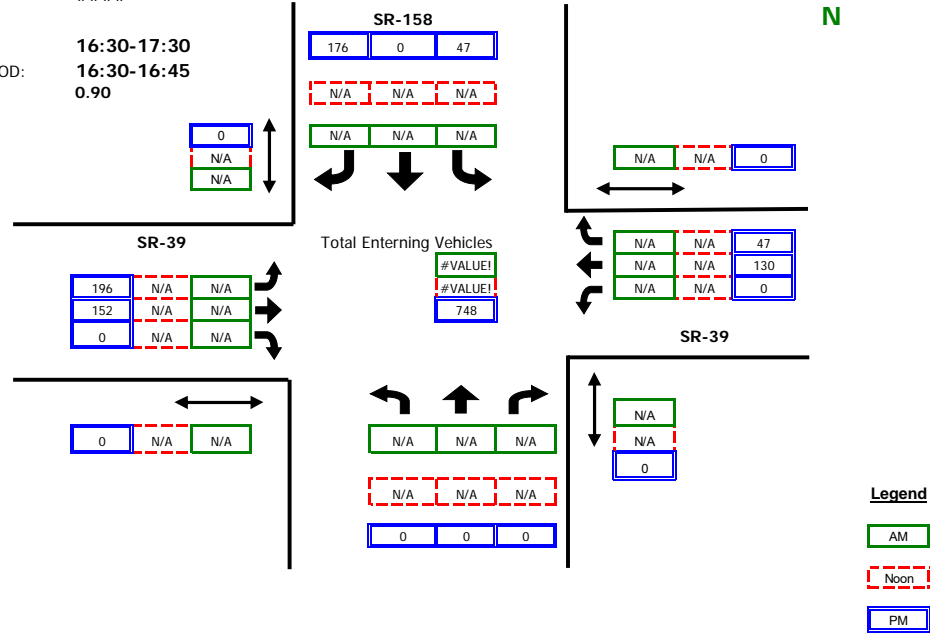
Intersection Turning Movement Summary

Intersection:	SR-158/SR-39	Date:	9-9-21, Thu
	North/South: SR-158	Day of Week Adjustment:	100.0%
	East/West: SR-39	Month of Year Adjustment:	100.0%
Jurisdiction:	Weber County	Adjustment Station #:	
Project Title:	Nordic Valley	Growth Rate:	0.0%
Project No:	UT21-2309	Number of Years:	0
Weather:	Clear		

AM PEAK HOUR PERIOD:
 AM PEAK 15 MINUTE PERIOD:
 AM PHF: #####

NOON PEAK HOUR PERIOD:
 NOON PEAK 15 MINUTE PERIOD:
 NOON PHF: #####

PM PEAK HOUR PERIOD: 16:30-17:30
 PM PEAK 15 MINUTE PERIOD: 16:30-16:45
 PM PHF: 0.90



RAW COUNT SUMMARIES	SR-158 Northbound				SR-158 Southbound				SR-39 Eastbound				SR-39 Westbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
	0	N/A	N/A		196	N/A	N/A		0	N/A	N/A		0	N/A	N/A	
					152	N/A	N/A									
					0	N/A	N/A									

AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00-7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15-7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30-7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45-8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00-8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15-8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30-8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45-9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00-9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15-9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NOON PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
14:00-14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15-14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30-14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45-15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00-15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15-15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30-15:45	0	0	0	0	9	0	46	0	36	26	0	0	0	45	8	0	170
15:45-14:00	0	0	0	0	9	0	37	0	50	43	0	0	0	30	15	0	184

PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
15:30-15:45	0	0	0	0	9	0	46	0	36	26	0	0	0	45	8	0	170
15:45-16:00	0	0	0	0	9	0	37	0	50	43	0	0	0	30	15	0	184
16:00-16:15	0	0	0	0	15	0	49	0	35	36	0	0	0	31	17	0	183
16:15-16:30	0	0	0	0	9	0	49	0	38	32	0	0	0	34	16	0	178
16:30-16:45	0	0	0	0	16	0	55	0	55	40	0	0	0	33	9	0	208
16:45-17:00	0	0	0	0	14	0	42	0	29	31	0	0	0	30	11	0	157
17:00-17:15	0	0	0	0	7	0	34	0	56	34	0	0	0	36	13	0	180
17:15-17:30	0	0	0	0	10	0	45	0	56	47	0	0	0	31	14	0	203
17:30-17:45	0	0	0	0	15	0	42	0	52	58	0	0	0	33	16	0	216
17:45-18:00	0	0	0	0	11	0	24	0	50	49	0	0	0	28	8	0	170

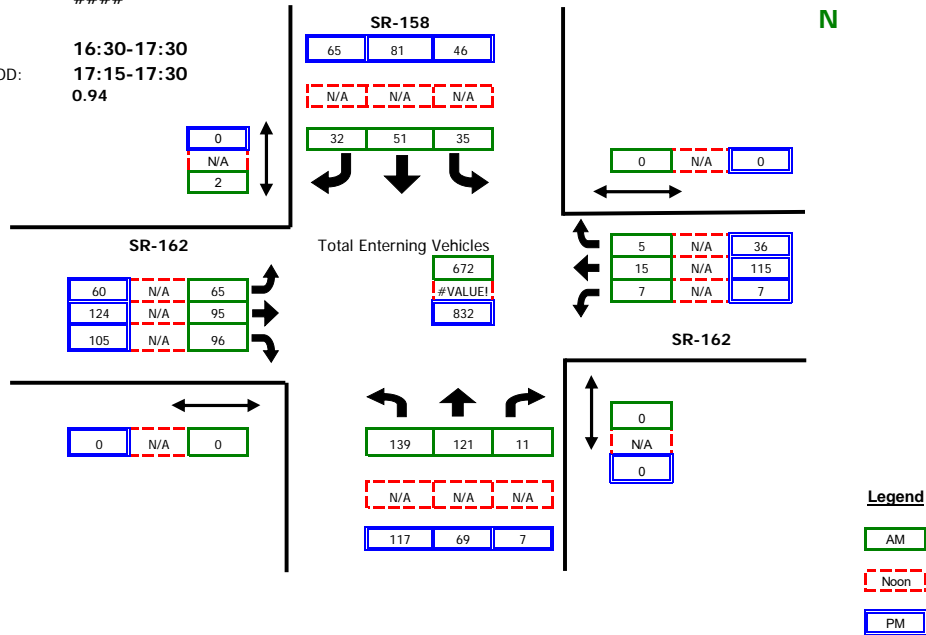
Intersection Turning Movement Summary

Intersection:	SR-158/SR-162	Date:	9-9-21, Thu
North/South:	SR-158	Day of Week Adjustment:	100.0%
East/West:	SR-162	Month of Year Adjustment:	100.0%
Jurisdiction:	Weber County	Adjustment Station #:	
Project Title:	Nordic Valley	Growth Rate:	0.0%
Project No:	UT21-2309	Number of Years:	0
Weather:	Clear		

AM PEAK HOUR PERIOD: **8:00-9:00**
 AM PEAK 15 MINUTE PERIOD: **8:45-9:00**
 AM PHF: **0.81**

NOON PEAK HOUR PERIOD:
 NOON PEAK 15 MINUTE PERIOD:
 NOON PHF: **####**

PM PEAK HOUR PERIOD: **16:30-17:30**
 PM PEAK 15 MINUTE PERIOD: **17:15-17:30**
 PM PHF: **0.94**



RAW COUNT SUMMARIES	SR-158 Northbound				SR-158 Southbound				SR-162 Eastbound				SR-162 Westbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds

AM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00-7:15	10	11	1	0	2	31	9	2	12	10	22	0	2	12	6	0	128
7:15-7:30	8	9	0	0	6	23	7	0	8	11	44	0	1	25	5	0	147
7:30-7:45	21	21	1	0	6	12	10	3	10	24	29	2	2	30	6	0	172
7:45-8:00	25	27	1	0	9	18	12	0	28	20	21	0	1	26	7	0	195
8:00-8:15	18	27	6	0	5	11	4	0	16	23	19	0	2	4	2	0	137
8:15-8:30	17	29	3	0	4	20	6	0	20	13	28	0	3	1	0	0	144
8:30-8:45	34	28	2	0	22	12	8	1	12	36	24	0	2	2	2	0	184
8:45-9:00	70	37	0	0	4	8	14	1	17	23	25	0	0	8	1	0	207
9:00-9:15	25	22	6	0	6	19	9	0	12	27	29	0	2	3	2	0	162
9:15-9:30	25	24	1	0	5	17	8	1	11	16	43	0	0	2	0	0	152

NOON PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
14:00-14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15-14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30-14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45-15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00-15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15-15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30-15:45	23	21	0	0	14	23	17	0	10	22	17	0	5	22	13	0	187
15:45-14:00	22	22	4	0	9	27	7	0	14	27	17	0	2	26	21	0	198

PM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
15:30-15:45	23	21	0	0	14	23	17	0	10	22	17	0	5	22	13	0	187
15:45-16:00	22	22	4	0	9	27	7	0	14	27	17	0	2	26	21	0	198
16:00-16:15	30	9	2	0	14	25	25	0	16	30	32	0	3	38	18	0	242
16:15-16:30	33	21	0	0	11	24	15	0	14	26	34	0	1	28	11	0	218
16:30-16:45	25	12	2	0	11	18	14	0	18	35	36	0	0	33	10	0	214
16:45-17:00	28	24	2	0	11	13	19	0	11	33	27	0	1	29	9	0	207
17:00-17:15	23	10	1	0	8	27	15	0	13	27	19	0	4	31	11	0	189
17:15-17:30	41	23	2	0	16	23	17	0	18	29	23	0	2	22	6	0	222
17:30-17:45	28	25	1	0	11	22	15	1	12	25	20	0	0	19	6	0	184
17:45-18:00	30	17	5	0	18	13	8	0	12	31	10	0	2	22	12	0	180

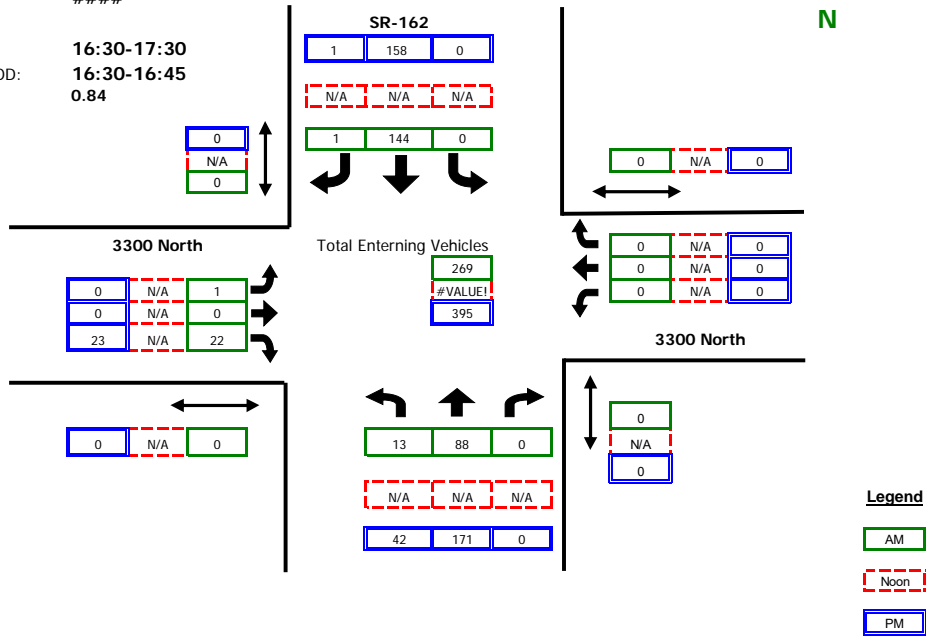
Intersection Turning Movement Summary

Intersection:	SR-162/3300 North	Date:	9-9-21, Thu
North/South:	SR-162	Day of Week Adjustment:	100.0%
East/West:	3300 North	Month of Year Adjustment:	100.0%
Jurisdiction:	Weber County	Adjustment Station #:	
Project Title:	Nordic Valley	Growth Rate:	0.0%
Project No:	UT21-2309	Number of Years:	0
Weather:	Clear		

AM PEAK HOUR PERIOD: **8:00-9:00**
 AM PEAK 15 MINUTE PERIOD: **8:45-9:00**
 AM PHF: **0.87**

NOON PEAK HOUR PERIOD:
 NOON PEAK 15 MINUTE PERIOD:
 NOON PHF: **####**

PM PEAK HOUR PERIOD: **16:30-17:30**
 PM PEAK 15 MINUTE PERIOD: **16:30-16:45**
 PM PHF: **0.84**



RAW COUNT SUMMARIES	SR-162 Northbound				SR-162 Southbound				3300 North Eastbound				3300 North Westbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds

AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00-7:15	4	21	0	0	0	15	0	0	1	0	3	0	0	0	0	0	44
7:15-7:30	5	27	0	0	0	31	0	0	0	0	5	0	0	0	0	0	68
7:30-7:45	4	22	0	0	0	35	0	0	1	0	8	0	0	0	0	0	70
7:45-8:00	8	25	0	0	0	30	1	0	0	0	6	0	0	0	0	0	70
8:00-8:15	3	24	0	0	0	29	1	0	0	0	4	0	0	0	0	0	61
8:15-8:30	4	19	0	0	0	37	0	0	1	0	10	0	0	0	0	0	71
8:30-8:45	2	17	0	0	0	37	0	0	0	0	4	0	0	0	0	0	60
8:45-9:00	4	28	0	0	0	41	0	0	0	0	4	0	0	0	0	0	77
9:00-9:15	2	17	0	0	0	19	0	0	1	0	5	0	0	0	0	0	44
9:15-9:30	5	16	1	0	0	23	0	0	0	0	7	0	1	0	0	0	53

NOON PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
14:00-14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15-14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30-14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45-15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00-15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15-15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30-15:45	9	37	0	0	0	34	0	0	0	0	3	0	0	0	0	0	83
15:45-16:00	7	34	0	0	2	42	0	0	0	0	12	0	1	0	2	0	100

PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
15:30-15:45	9	37	0	0	0	34	0	0	0	0	3	0	0	0	0	0	83
15:45-16:00	7	34	0	0	2	42	0	0	0	0	12	0	1	0	2	0	100
16:00-16:15	8	38	0	0	1	38	1	0	0	0	10	0	0	0	0	0	96
16:15-16:30	5	40	0	0	0	31	1	0	1	0	5	0	1	0	0	0	84
16:30-16:45	14	52	0	0	0	46	1	0	0	0	5	0	0	0	0	0	118
16:45-17:00	12	28	0	0	0	32	0	0	0	0	6	0	0	0	0	0	78
17:00-17:15	9	50	0	0	0	34	0	0	0	0	6	0	0	0	0	0	99
17:15-17:30	7	41	0	0	0	46	0	0	0	0	6	0	0	0	0	0	100
17:30-17:45	3	36	0	0	0	32	0	0	1	0	8	0	0	0	0	0	80
17:45-18:00	8	32	0	0	0	29	1	0	1	0	4	0	0	0	0	0	75

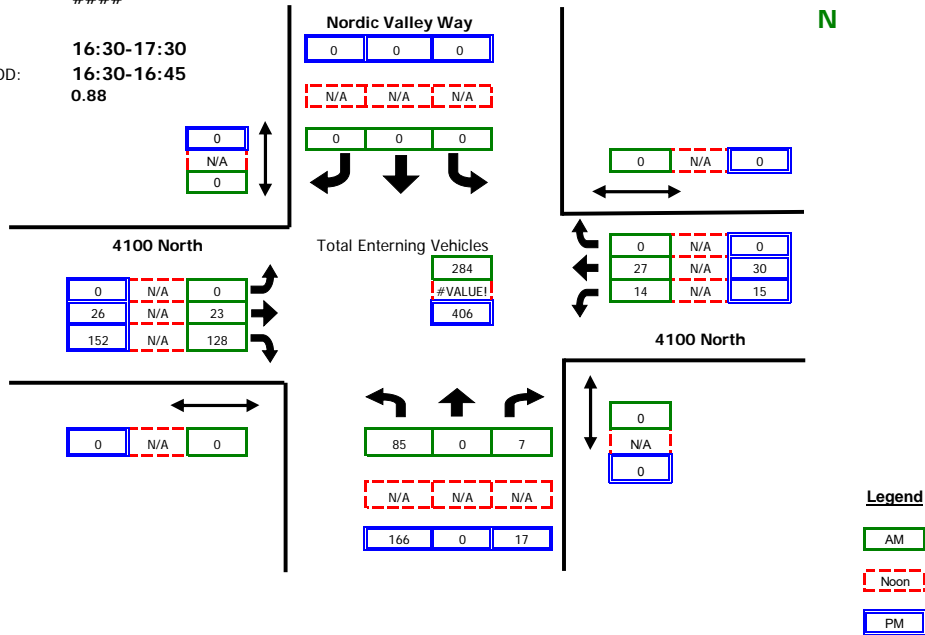
Intersection Turning Movement Summary

Intersection:	Nordic Valley Way/4100 North North/South: Nordic Valley Way East/West: 4100 North	Date:	9-9-21, Thu
Jurisdiction:	Weber County	Day of Week Adjustment:	100.0%
Project Title:	Nordic Valley	Month of Year Adjustment:	100.0%
Project No:	UT21-2309	Adjustment Station #:	
Weather:	Clear	Growth Rate:	0.0%
		Number of Years:	0

AM PEAK HOUR PERIOD: **8:00-9:00**
 AM PEAK 15 MINUTE PERIOD: **8:45-9:00**
 AM PHF: **0.83**

NOON PEAK HOUR PERIOD:
 NOON PEAK 15 MINUTE PERIOD:
 NOON PHF: **####**

PM PEAK HOUR PERIOD: **16:30-17:30**
 PM PEAK 15 MINUTE PERIOD: **16:30-16:45**
 PM PHF: **0.88**



RAW COUNT SUMMARIES	Nordic Valley Way Northbound				Nordic Valley Way Southbound				4100 North Eastbound				4100 North Westbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
AM	0	N/A	0		0	0	0		0	26	N/A	23	0	N/A	0	
Noon																
PM	152	N/A	128		166	0	17		0	N/A	0		0	N/A	0	

AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00-7:15	22	0	1	0	0	0	0	0	0	1	15	0	3	11	0	0	53
7:15-7:30	29	0	1	0	0	0	0	0	0	3	22	0	2	12	0	0	69
7:30-7:45	28	0	2	0	0	0	0	0	0	3	31	0	6	11	0	0	81
7:45-8:00	19	0	5	0	0	0	0	0	0	3	29	0	1	8	0	0	65
8:00-8:15	24	0	0	0	0	0	0	0	0	4	27	0	2	4	0	0	61
8:15-8:30	20	0	2	0	0	0	0	0	0	6	33	0	5	7	0	0	73
8:30-8:45	15	0	3	0	0	0	0	0	0	5	29	0	2	10	0	0	64
8:45-9:00	26	0	2	0	0	0	0	0	0	8	39	0	5	6	0	0	86
9:00-9:15	18	0	3	0	0	0	0	0	0	7	18	0	2	4	0	0	52
9:15-9:30	12	0	4	0	0	0	0	0	0	6	18	0	3	4	0	0	47

NOON PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
14:00-14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15-14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30-14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45-15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00-15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15-15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30-15:45	37	0	3	0	0	0	0	0	0	5	30	0	3	8	0	0	86
15:45-14:00	24	0	4	0	0	0	0	0	0	10	45	0	3	4	0	0	90

PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
15:30-15:45	37	0	3	0	0	0	0	0	0	5	30	0	3	8	0	0	86
15:45-16:00	24	0	4	0	0	0	0	0	0	10	45	0	3	4	0	0	90
16:00-16:15	33	0	4	0	0	0	0	0	0	6	33	0	1	5	0	0	82
16:15-16:30	32	0	2	0	0	0	0	0	0	7	38	0	3	10	0	0	92
16:30-16:45	49	0	6	0	0	0	0	0	0	6	39	0	5	11	0	0	116
16:45-17:00	32	0	4	0	0	0	0	0	0	6	31	0	7	5	0	0	85
17:00-17:15	44	0	6	0	0	0	0	0	0	3	40	0	2	7	0	0	102
17:15-17:30	41	0	1	0	0	0	0	0	0	11	42	0	1	7	0	0	103
17:30-17:45	37	0	4	0	0	0	0	0	0	10	31	0	2	4	0	0	88
17:45-18:00	27	0	2	0	0	0	0	0	0	11	32	0	4	4	0	0	80

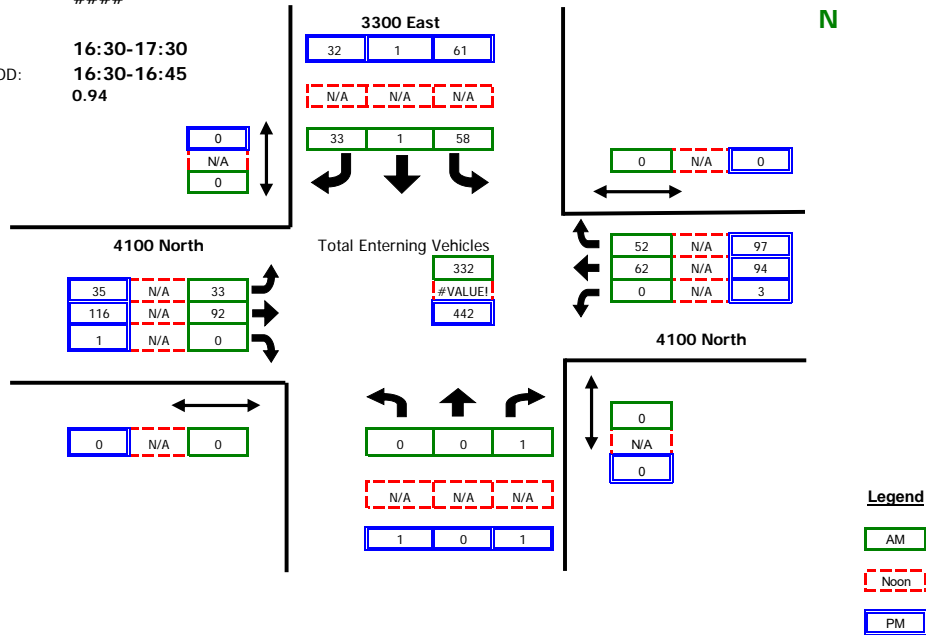
Intersection Turning Movement Summary

Intersection:	3300 East/4100 North North/South: 3300 East East/West: 4100 North	Date:	9-9-21, Thu
Jurisdiction:	Weber County	Day of Week Adjustment:	100.0%
Project Title:	Nordic Valley	Month of Year Adjustment:	100.0%
Project No:	UT21-2309	Adjustment Station #:	
Weather:	Clear	Growth Rate:	0.0%
		Number of Years:	0

AM PEAK HOUR PERIOD: **8:00-9:00**
 AM PEAK 15 MINUTE PERIOD: **8:45-9:00**
 AM PHF: **0.87**

NOON PEAK HOUR PERIOD:
 NOON PEAK 15 MINUTE PERIOD:
 NOON PHF: **####**

PM PEAK HOUR PERIOD: **16:30-17:30**
 PM PEAK 15 MINUTE PERIOD: **16:30-16:45**
 PM PHF: **0.94**



RAW COUNT SUMMARIES	3300 East Northbound				3300 East Southbound				4100 North Eastbound				4100 North Westbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
	0	N/A	0	0	33	1	58	0	35	N/A	33	0	0	N/A	0	0
	116	N/A	92	0	332	#VALUE!	442	0	116	N/A	92	0	52	N/A	97	0
	1	N/A	0	0	0	0	1	0	1	N/A	0	0	62	N/A	94	3
	0	N/A	0	0	N/A	N/A	N/A	0	0	N/A	0	0	0	N/A	0	0
	0	N/A	0	0	1	0	1	0	0	N/A	0	0	0	N/A	0	0

AM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00-7:15	0	0	0	0	7	0	15	0	1	11	0	0	0	24	9	0	67
7:15-7:30	0	0	0	0	16	0	18	0	2	10	1	0	0	39	4	0	90
7:30-7:45	0	0	4	0	18	1	13	0	2	12	0	0	0	30	10	0	90
7:45-8:00	0	0	0	0	10	0	11	0	4	19	0	0	1	18	7	0	70
8:00-8:15	0	0	1	0	9	1	12	0	5	22	0	0	0	16	14	0	80
8:15-8:30	0	0	0	0	20	0	2	0	10	17	0	0	0	17	10	0	76
8:30-8:45	0	0	0	0	13	0	8	0	13	22	0	0	0	12	13	0	81
8:45-9:00	0	0	0	0	16	0	11	0	5	31	0	0	0	17	15	0	95
9:00-9:15	1	0	0	0	13	0	6	0	4	13	0	0	0	14	9	0	60
9:15-9:30	0	0	0	0	10	0	2	0	8	13	0	0	0	5	10	0	48

NOON PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
14:00-14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15-14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30-14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45-15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00-15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15-15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30-15:45	1	0	1	0	10	0	3	0	7	25	1	1	0	28	17	0	93
15:45-14:00	0	0	1	0	20	0	4	0	6	33	0	0	1	13	12	0	90

PM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
15:30-15:45	1	0	1	0	10	0	3	0	7	25	1	1	0	28	17	0	93
15:45-16:00	0	0	1	0	20	0	4	0	6	33	0	0	1	13	12	0	90
16:00-16:15	0	0	0	0	21	1	9	0	11	18	0	0	2	24	13	0	99
16:15-16:30	0	0	1	0	20	0	6	0	8	23	0	0	0	19	22	0	99
16:30-16:45	0	0	0	0	18	0	5	0	5	28	1	0	0	29	32	0	118
16:45-17:00	0	0	0	0	17	0	6	0	8	22	0	0	1	16	19	0	89
17:00-17:15	1	0	0	0	13	0	12	0	10	29	0	0	1	27	24	0	117
17:15-17:30	0	0	1	0	13	1	9	0	12	37	0	0	1	22	22	0	118
17:30-17:45	0	0	1	0	18	0	3	0	10	25	0	0	0	22	22	0	101
17:45-18:00	0	1	0	0	18	0	3	0	19	25	3	0	0	12	16	0	97

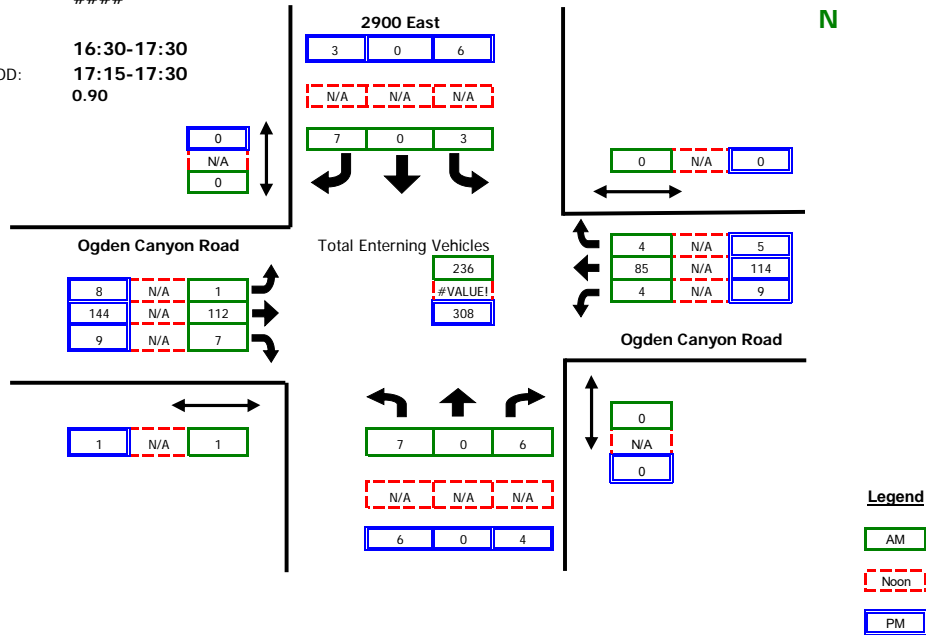
Intersection Turning Movement Summary

Intersection:	2900 East/Ogden Canyon Road	Date:	9-9-21, Thu
	North/South: 2900 East	Day of Week Adjustment:	100.0%
	East/West: Ogden Canyon Road	Month of Year Adjustment:	100.0%
Jurisdiction:	Weber County	Adjustment Station #:	
Project Title:	Nordic Valley	Growth Rate:	0.0%
Project No:	UT21-2309	Number of Years:	0
Weather:	Clear		

AM PEAK HOUR PERIOD: **8:00-9:00**
 AM PEAK 15 MINUTE PERIOD: **8:45-9:00**
 AM PHF: **0.80**

NOON PEAK HOUR PERIOD:
 NOON PEAK 15 MINUTE PERIOD:
 NOON PHF: **####**

PM PEAK HOUR PERIOD: **16:30-17:30**
 PM PEAK 15 MINUTE PERIOD: **17:15-17:30**
 PM PHF: **0.90**



RAW COUNT SUMMARIES	2900 East Northbound				2900 East Southbound				Ogden Canyon Road Eastbound				Ogden Canyon Road Westbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
	8	N/A	1		3	0	6		0	N/A	0		4	N/A	5	
	144	N/A	112		N/A	N/A	N/A		7	0	3		85	N/A	114	
	9	N/A	7		0	0	0		0	N/A	0		4	N/A	9	
	1	N/A	1		7	0	6		0	N/A	0		0	N/A	0	
					N/A	N/A	N/A		6	0	4					

AM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00-7:15	4	0	0	0	0	0	1	0	0	12	1	0	0	38	1	0	57
7:15-7:30	5	0	1	0	1	0	1	0	0	12	0	0	2	52	1	0	75
7:30-7:45	2	0	2	0	1	0	0	0	0	10	0	0	2	40	1	0	58
7:45-8:00	0	1	0	0	0	0	0	0	1	20	1	0	2	25	1	0	51
8:00-8:15	1	0	3	0	1	0	1	0	0	25	2	0	1	25	2	0	61
8:15-8:30	1	0	1	0	0	0	1	0	0	22	2	0	0	17	0	0	44
8:30-8:45	1	0	0	0	1	0	1	0	1	33	2	0	2	16	0	0	57
8:45-9:00	4	0	2	0	1	0	4	0	0	32	1	1	1	27	2	0	74
9:00-9:15	2	0	1	0	0	0	2	0	1	16	2	0	0	19	1	0	44
9:15-9:30	0	0	0	0	1	0	1	0	1	17	2	0	0	4	1	0	27

NOON PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
14:00-14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15-14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30-14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45-15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00-15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15-15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30-15:45	1	0	0	0	0	0	0	0	0	31	2	0	3	27	1	0	65
15:45-14:00	1	0	1	0	1	0	1	0	0	38	5	0	2	17	0	0	66

PM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
15:30-15:45	1	0	0	0	0	0	0	0	0	31	2	0	3	27	1	0	65
15:45-16:00	1	0	1	0	1	0	1	0	0	38	5	0	2	17	0	0	66
16:00-16:15	1	0	0	0	1	0	0	0	2	32	1	0	0	33	0	0	70
16:15-16:30	3	0	1	0	1	0	1	0	1	25	2	0	1	20	2	0	57
16:30-16:45	3	0	1	0	2	0	0	0	2	35	2	1	1	30	1	0	77
16:45-17:00	0	0	0	0	3	0	1	0	4	25	4	0	1	23	0	0	61
17:00-17:15	2	0	2	0	0	0	0	0	2	38	1	0	2	36	1	0	84
17:15-17:30	1	0	1	0	1	0	2	0	0	46	2	0	5	25	3	0	86
17:30-17:45	2	0	3	0	2	0	1	0	2	36	0	0	1	23	0	0	70
17:45-18:00	1	0	2	0	0	0	2	0	1	36	1	0	0	11	1	0	55

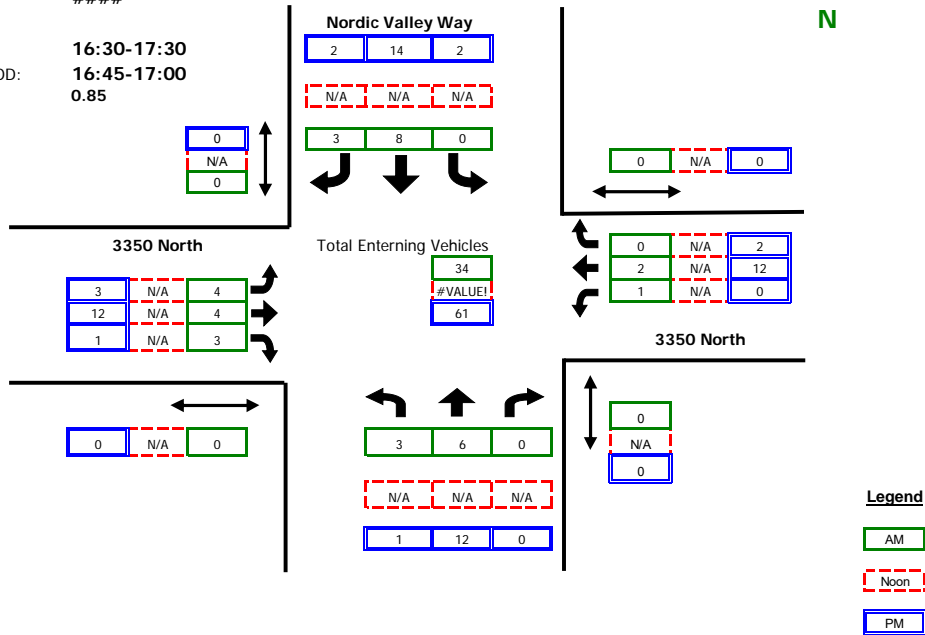
Intersection Turning Movement Summary

Intersection:	Nordic Valley Way/3350 North North/South: Nordic Valley Way East/West: 3350 North	Date:	9-9-21, Thu
Jurisdiction:	Weber County	Day of Week Adjustment:	100.0%
Project Title:	Nordic Valley	Month of Year Adjustment:	100.0%
Project No:	UT21-2309	Adjustment Station #:	
Weather:	Clear	Growth Rate:	0.0%
		Number of Years:	0

AM PEAK HOUR PERIOD: **8:00-9:00**
 AM PEAK 15 MINUTE PERIOD: **8:00-8:15**
 AM PHF: **0.85**

NOON PEAK HOUR PERIOD:
 NOON PEAK 15 MINUTE PERIOD:
 NOON PHF: **####**

PM PEAK HOUR PERIOD: **16:30-17:30**
 PM PEAK 15 MINUTE PERIOD: **16:45-17:00**
 PM PHF: **0.85**



RAW COUNT SUMMARIES	Nordic Valley Way Northbound				Nordic Valley Way Southbound				3350 North Eastbound				3350 North Westbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds

AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00-7:15	3	3	0	0	1	1	0	0	0	2	0	0	0	0	3	0	13
7:15-7:30	2	5	0	0	0	1	0	0	1	1	1	0	0	1	0	0	12
7:30-7:45	2	0	0	0	1	1	0	0	0	0	1	0	0	1	0	0	6
7:45-8:00	0	2	0	0	0	0	0	0	0	0	1	0	0	1	0	0	4
8:00-8:15	1	1	0	0	0	4	0	0	1	0	2	0	1	0	0	0	10
8:15-8:30	0	2	0	0	0	1	0	0	1	2	0	0	0	2	0	0	8
8:30-8:45	1	2	0	0	0	0	2	0	1	0	1	0	0	0	0	0	7
8:45-9:00	1	1	0	0	0	3	1	0	1	2	0	0	0	0	0	0	9
9:00-9:15	0	2	0	0	0	1	0	1	0	2	0	1	0	1	0	1	6
9:15-9:30	2	2	0	0	0	0	1	0	1	1	0	0	0	1	1	0	20

NOON PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
14:00-14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15-14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30-14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45-15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00-15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15-15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30-15:45	1	2	0	0	3	1	0	0	0	1	3	0	0	2	1	0	14
15:45-16:00	0	1	0	0	0	3	1	0	0	5	1	0	0	2	0	0	13

PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
15:30-15:45	1	2	0	0	3	1	0	0	0	1	3	0	0	2	1	0	14
15:45-16:00	0	1	0	0	0	3	1	0	0	5	1	0	0	2	0	0	13
16:00-16:15	1	2	0	0	0	1	0	0	0	2	0	0	0	1	1	0	8
16:15-16:30	2	1	0	0	0	7	2	0	0	4	0	0	0	0	1	0	17
16:30-16:45	1	5	0	0	0	3	0	0	1	1	0	0	0	3	0	0	14
16:45-17:00	0	6	0	0	1	2	1	0	0	2	0	0	0	4	2	0	18
17:00-17:15	0	0	0	0	0	3	0	0	2	4	0	0	0	3	0	0	12
17:15-17:30	0	1	0	0	1	6	1	0	0	5	1	0	0	2	0	0	17
17:30-17:45	1	1	0	0	1	0	0	0	0	3	1	0	0	1	0	0	8
17:45-18:00	0	4	0	0	0	5	0	0	1	2	1	0	0	1	1	0	15

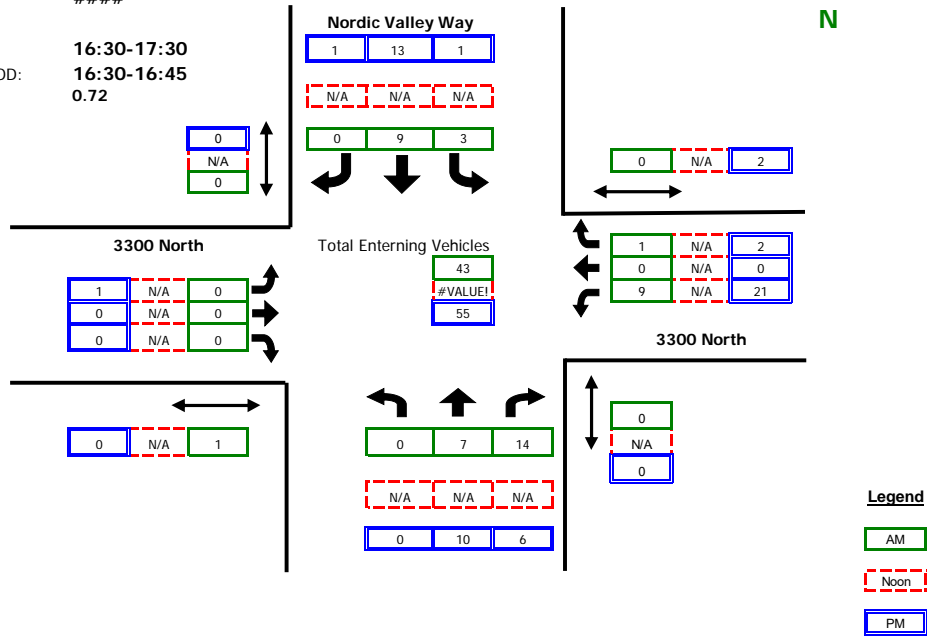
Intersection Turning Movement Summary

Intersection:	Nordic Valley Way/3300 North North/South: Nordic Valley Way East/West: 3300 North	Date:	9-9-21, Thu
Jurisdiction:	Weber County	Day of Week Adjustment:	100.0%
Project Title:	Nordic Valley	Month of Year Adjustment:	100.0%
Project No:	UT21-2309	Adjustment Station #:	
Weather:	Clear	Growth Rate:	0.0%
		Number of Years:	0

AM PEAK HOUR PERIOD: **8:00-9:00**
 AM PEAK 15 MINUTE PERIOD: **8:00-8:15**
 AM PHF: **0.72**

NOON PEAK HOUR PERIOD:
 NOON PEAK 15 MINUTE PERIOD:
 NOON PHF: **####**

PM PEAK HOUR PERIOD: **16:30-17:30**
 PM PEAK 15 MINUTE PERIOD: **16:30-16:45**
 PM PHF: **0.72**



RAW COUNT SUMMARIES	Nordic Valley Way Northbound				Nordic Valley Way Southbound				3300 North Eastbound				3300 North Westbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds

AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00-7:15	0	7	1	0	0	1	0	0	0	0	0	0	2	0	0	0	11
7:15-7:30	0	7	2	0	0	2	0	0	0	0	0	0	3	0	0	0	14
7:30-7:45	0	2	4	0	0	2	0	0	0	0	0	0	1	0	0	0	9
7:45-8:00	0	2	5	0	0	1	0	0	0	0	0	1	4	0	0	0	12
8:00-8:15	0	2	3	0	2	5	0	0	0	0	0	0	3	0	0	0	15
8:15-8:30	0	1	7	0	0	1	0	0	0	0	0	0	1	0	0	0	10
8:30-8:45	0	3	3	0	1	0	0	0	0	0	0	0	2	0	0	0	9
8:45-9:00	0	1	1	0	0	3	0	0	0	0	0	1	3	0	1	0	9
9:00-9:15	0	2	3	0	0	1	0	0	0	0	0	0	2	0	0	1	8
9:15-9:30	0	4	4	0	0	0	0	0	0	0	0	0	1	0	0	0	9

NOON PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
14:00-14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15-14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30-14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45-15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00-15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15-15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30-15:45	0	2	2	0	1	2	0	0	0	0	0	0	4	0	1	0	12
15:45-16:00	0	1	6	0	0	4	0	0	0	0	0	0	3	0	0	0	14
15:45-16:00	0	1	6	0	0	4	0	0	0	0	0	0	3	0	0	0	14

PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
15:30-15:45	0	2	2	0	1	2	0	0	0	0	0	0	4	0	1	0	12
15:45-16:00	0	1	6	0	0	4	0	0	0	0	0	0	3	0	0	0	14
16:00-16:15	0	2	3	0	0	1	0	0	0	0	0	0	6	1	1	0	14
16:15-16:30	0	1	1	0	0	7	0	0	0	0	0	0	2	0	2	0	13
16:30-16:45	0	4	3	0	0	3	0	0	0	0	0	0	7	0	2	0	19
16:45-17:00	0	5	2	0	0	2	0	0	1	0	0	0	5	0	0	2	15
17:00-17:15	0	0	1	0	0	2	1	0	0	0	0	0	5	0	0	0	9
17:15-17:30	0	1	0	0	1	6	0	0	0	0	0	0	4	0	0	0	12
17:30-17:45	0	2	4	0	0	1	0	0	0	0	0	0	1	0	0	0	8
17:45-18:00	0	4	1	2	1	5	0	0	0	0	0	0	6	0	0	2	17

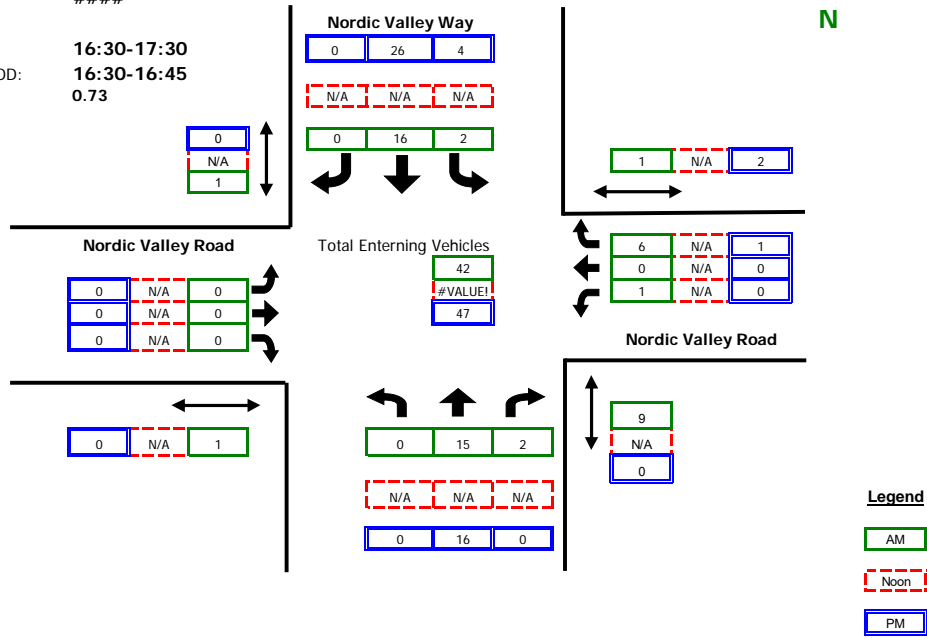
Intersection Turning Movement Summary

Intersection:	Nordic Valley Way/Nordic Valley Road	Date:	9-9-21, Thu
North/South:	Nordic Valley Way	Day of Week Adjustment:	100.0%
East/West:	Nordic Valley Road	Month of Year Adjustment:	100.0%
Jurisdiction:	Weber County	Adjustment Station #:	
Project Title:	Nordic Valley	Growth Rate:	0.0%
Project No:	UT21-2309	Number of Years:	0
Weather:	Clear		

AM PEAK HOUR PERIOD: **8:00-9:00**
 AM PEAK 15 MINUTE PERIOD: **8:00-8:15**
 AM PHF: **0.70**

NOON PEAK HOUR PERIOD:
 NOON PEAK 15 MINUTE PERIOD:
 NOON PHF: **####**

PM PEAK HOUR PERIOD: **16:30-17:30**
 PM PEAK 15 MINUTE PERIOD: **16:30-16:45**
 PM PHF: **0.73**



RAW COUNT SUMMARIES	Nordic Valley Way Northbound				Nordic Valley Way Southbound				Nordic Valley Road Eastbound				Nordic Valley Road Westbound				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	

AM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00-7:15	0	2	0	0	0	4	0	0	0	0	0	0	0	0	4	0	10
7:15-7:30	0	3	1	2	2	2	0	0	0	0	0	0	1	0	4	0	13
7:30-7:45	0	5	0	0	2	2	0	0	0	0	0	0	0	0	1	0	10
7:45-8:00	0	5	0	0	0	4	0	0	0	0	0	2	0	0	2	0	11
8:00-8:15	0	6	0	7	0	7	0	1	0	0	0	0	1	0	1	0	15
8:15-8:30	0	4	2	1	2	3	0	0	0	0	0	0	0	0	3	0	14
8:30-8:45	0	5	0	1	0	1	0	0	0	0	0	0	0	0	1	1	7
8:45-9:00	0	0	0	0	0	5	0	0	0	0	0	1	0	0	1	0	6
9:00-9:15	0	6	0	0	0	1	0	0	0	0	0	0	0	0	0	1	7
9:15-9:30	0	6	0	0	0	3	0	0	0	0	0	0	0	0	0	0	9

NOON PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
14:00-14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15-14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30-14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45-15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00-15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15-15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30-15:45	0	4	0	2	2	3	0	0	0	0	0	0	1	0	0	4	10
15:45-14:00	0	5	1	0	3	5	0	0	0	0	0	0	0	0	1	0	15

PM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
15:30-15:45	0	4	0	2	2	3	0	0	0	0	0	0	1	0	0	4	10
15:45-16:00	0	5	1	0	3	5	0	0	0	0	0	0	0	0	1	0	15
16:00-16:15	0	3	0	0	0	6	0	0	0	0	0	0	0	0	0	0	9
16:15-16:30	0	1	2	0	3	6	0	0	0	0	0	0	0	0	1	0	13
16:30-16:45	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	16
16:45-17:00	0	6	0	0	2	6	0	0	0	0	0	0	0	0	1	0	15
17:00-17:15	0	1	0	0	1	5	0	0	0	0	0	0	0	0	0	2	7
17:15-17:30	0	1	0	0	1	7	0	0	0	0	0	0	0	0	0	0	9
17:30-17:45	0	6	0	0	0	4	0	0	0	0	0	2	0	0	0	0	10
17:45-18:00	0	4	0	0	2	8	0	0	0	0	0	0	0	0	1	0	15

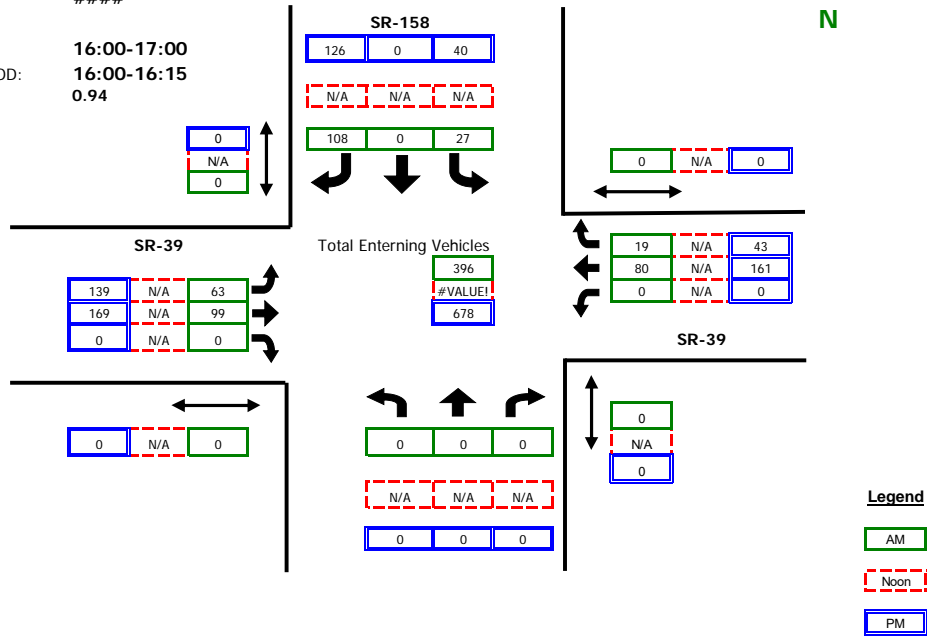
Intersection Turning Movement Summary

Intersection:	SR-158/SR-39	Date:	9-11-21, Sat
	North/South: SR-158	Day of Week Adjustment:	100.0%
	East/West: SR-39	Month of Year Adjustment:	100.0%
Jurisdiction:	Weber County	Adjustment Station #:	
Project Title:	Nordic Valley	Growth Rate:	0.0%
Project No:	UT21-2309	Number of Years:	0
Weather:	Clear		

AM PEAK HOUR PERIOD: **8:30-9:30**
 AM PEAK 15 MINUTE PERIOD: **8:45-9:00**
 AM PHF: **0.90**

NOON PEAK HOUR PERIOD:
 NOON PEAK 15 MINUTE PERIOD:
 NOON PHF: **####**

PM PEAK HOUR PERIOD: **16:00-17:00**
 PM PEAK 15 MINUTE PERIOD: **16:00-16:15**
 PM PHF: **0.94**



RAW COUNT SUMMARIES	SR-158 Northbound				SR-158 Southbound				SR-39 Eastbound				SR-39 Westbound				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
	139	N/A	63		169	N/A	99		0	N/A	0		0	N/A	0		

AM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00-7:15	0	0	0	0	6	0	15	0	4	27	0	0	0	8	2	0	62
7:15-7:30	0	0	0	0	4	0	15	0	9	20	0	0	0	13	5	0	66
7:30-7:45	0	0	0	0	8	0	19	0	13	35	0	0	0	15	0	0	90
7:45-8:00	0	0	0	0	5	0	12	0	10	26	0	0	0	17	6	0	76
8:00-8:15	0	0	0	0	8	0	14	0	15	20	0	0	0	14	6	0	77
8:15-8:30	0	0	0	0	7	0	37	0	21	20	0	0	0	28	4	0	117
8:30-8:45	0	0	0	0	7	0	29	0	18	19	0	0	0	24	4	0	101
8:45-9:00	0	0	0	0	9	0	34	0	16	25	0	0	0	19	7	0	110
9:00-9:15	0	0	0	0	6	0	22	0	14	31	0	0	0	17	1	0	91
9:15-9:30	0	0	0	0	5	0	23	0	15	24	0	0	0	20	7	0	94

NOON PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
14:00-14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15-14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30-14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45-15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00-15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15-15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30-15:45	0	0	0	0	10	0	39	0	40	42	0	0	0	36	9	0	176
15:45-14:00	0	0	0	0	13	0	27	0	39	58	0	0	0	40	13	0	190

PM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
15:00-15:15	0	0	0	0	10	0	39	0	40	42	0	0	0	36	9	0	176
15:15-15:30	0	0	0	0	13	0	27	0	39	58	0	0	0	40	13	0	190
15:30-15:45	0	0	0	0	7	0	26	0	35	62	0	0	0	51	15	0	196
15:45-16:00	0	0	0	0	11	0	25	0	41	42	0	0	0	42	11	0	172
16:00-16:15	0	0	0	0	11	0	33	0	39	43	0	0	0	42	13	0	181
16:15-16:30	0	0	0	0	10	0	31	0	26	55	0	0	0	44	7	0	173
16:30-16:45	0	0	0	0	11	0	36	0	36	44	0	0	0	37	12	0	176
16:45-17:00	0	0	0	0	8	0	26	0	38	27	0	0	0	38	11	0	148
17:00-17:15	0	0	0	0	9	0	28	0	37	44	0	0	0	51	16	0	185
17:15-17:30	0	0	0	0	6	0	21	0	31	47	0	0	0	57	5	0	167

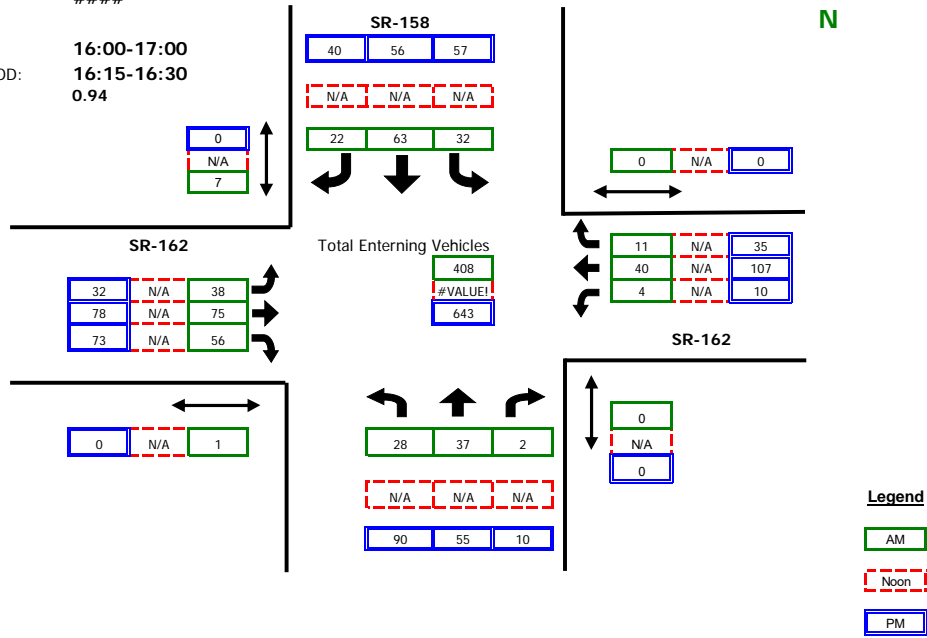
Intersection Turning Movement Summary

Intersection:	SR-158/SR-162	Date:	9-11-21, Sat
North/South:	SR-158	Day of Week Adjustment:	100.0%
East/West:	SR-162	Month of Year Adjustment:	100.0%
Jurisdiction:	Weber County	Adjustment Station #:	
Project Title:	Nordic Valley	Growth Rate:	0.0%
Project No:	UT21-2309	Number of Years:	0
Weather:	Clear		

AM PEAK HOUR PERIOD: **8:30-9:30**
 AM PEAK 15 MINUTE PERIOD: **8:45-9:00**
 AM PHF: **0.80**

NOON PEAK HOUR PERIOD:
 NOON PEAK 15 MINUTE PERIOD:
 NOON PHF: **####**

PM PEAK HOUR PERIOD: **16:00-17:00**
 PM PEAK 15 MINUTE PERIOD: **16:15-16:30**
 PM PHF: **0.94**



RAW COUNT SUMMARIES	SR-158 Northbound				SR-158 Southbound				SR-162 Eastbound				SR-162 Westbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
	0	N/A	7		32	N/A	38		32	N/A	38		0	N/A	1	
	22	63	32		78	N/A	75		40	N/A	107		11	N/A	35	
	40	56	57		73	N/A	56		4	N/A	10		0	N/A	0	
	28	37	2		0	N/A	1		0	N/A	0		0	N/A	0	
	90	55	10		0	N/A	0		0	N/A	0		0	N/A	0	

AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00-7:15	0	5	2	0	2	2	4	1	1	8	8	1	0	9	3	0	44
7:15-7:30	3	6	0	0	2	7	4	2	4	11	7	0	2	8	5	0	59
7:30-7:45	2	5	1	0	1	11	3	0	2	16	12	0	0	3	4	0	60
7:45-8:00	5	3	2	0	2	3	4	0	3	7	8	0	0	7	0	0	44
8:00-8:15	13	10	1	0	2	8	9	0	1	7	12	0	0	5	7	0	75
8:15-8:30	10	10	0	0	7	18	3	1	2	8	20	0	1	8	3	0	90
8:30-8:45	9	8	0	0	3	17	8	1	12	17	12	0	0	8	1	0	95
8:45-9:00	10	11	2	0	13	17	9	1	8	29	18	1	3	4	3	0	127
9:00-9:15	5	7	0	0	11	15	3	2	8	13	11	0	0	11	6	0	90
9:15-9:30	4	11	0	0	5	14	2	3	10	16	15	0	1	17	1	0	96

NOON PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
14:00-14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15-14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30-14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45-15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00-15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15-15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30-15:45	21	20	4	0	3	11	6	0	10	22	19	0	3	15	9	0	143
15:45-14:00	29	10	2	0	10	13	6	0	6	14	19	0	4	15	17	0	145

PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
15:00-15:15	21	20	4	0	3	11	6	0	10	22	19	0	3	15	9	0	143
15:15-15:30	29	10	2	0	10	13	6	0	6	14	19	0	4	15	17	0	145
15:30-15:45	24	18	2	0	16	12	6	1	12	13	9	0	6	19	6	1	143
15:45-16:00	22	16	4	0	15	8	11	2	9	36	15	2	4	25	7	0	172
16:00-16:15	22	16	4	0	12	16	12	0	4	14	24	0	1	22	6	0	153
16:15-16:30	23	12	0	0	20	17	8	0	8	24	13	0	2	33	11	0	171
16:30-16:45	26	9	2	0	11	13	9	0	15	15	14	0	4	33	7	0	158
16:45-17:00	19	18	4	0	14	10	11	0	5	25	22	0	3	19	11	0	161
17:00-17:15	19	17	4	0	8	9	10	0	7	19	16	0	6	27	7	0	149
17:15-17:30	29	16	2	0	10	10	12	0	9	14	10	0	3	17	8	0	140

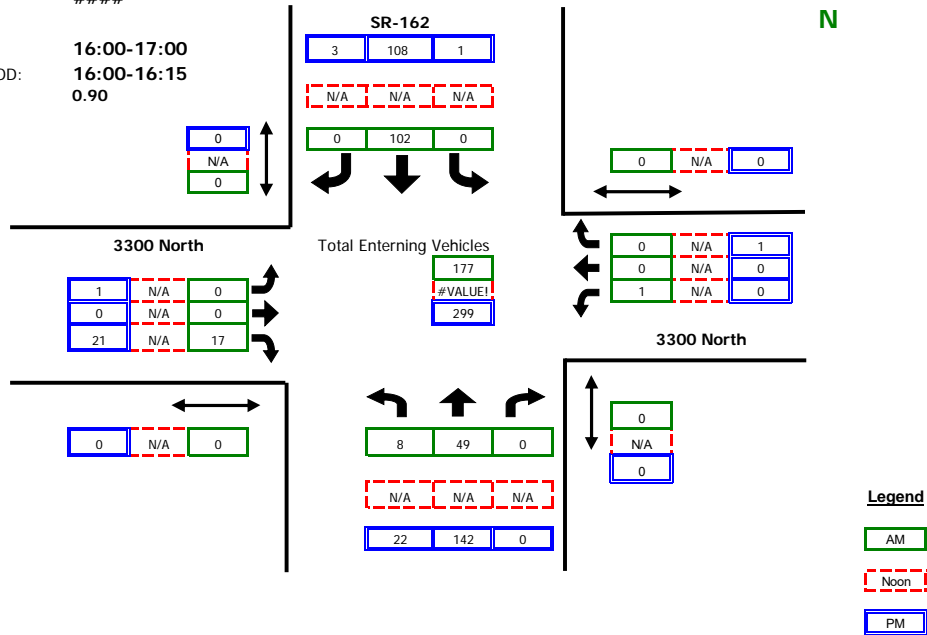
Intersection Turning Movement Summary

Intersection:	SR-162/3300 North	Date:	9-11-21, Sat
North/South:	SR-162	Day of Week Adjustment:	100.0%
East/West:	3300 North	Month of Year Adjustment:	100.0%
Jurisdiction:	Weber County	Adjustment Station #:	
Project Title:	Nordic Valley	Growth Rate:	0.0%
Project No:	UT21-2309	Number of Years:	0
Weather:	Clear		

AM PEAK HOUR PERIOD: **8:30-9:30**
 AM PEAK 15 MINUTE PERIOD: **9:15-9:30**
 AM PHF: **0.82**

NOON PEAK HOUR PERIOD:
 NOON PEAK 15 MINUTE PERIOD:
 NOON PHF: **####**

PM PEAK HOUR PERIOD: **16:00-17:00**
 PM PEAK 15 MINUTE PERIOD: **16:00-16:15**
 PM PHF: **0.90**



RAW COUNT SUMMARIES	SR-162 Northbound				SR-162 Southbound				3300 North Eastbound				3300 North Westbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds

AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00-7:15	0	5	0	0	0	10	0	0	0	0	0	0	0	0	0	0	15
7:15-7:30	2	8	0	0	0	11	0	0	0	0	1	0	0	0	0	0	22
7:30-7:45	1	7	0	0	0	14	0	0	0	0	5	0	0	0	0	0	27
7:45-8:00	2	7	0	0	0	14	0	0	0	0	5	0	0	0	0	0	28
8:00-8:15	2	15	2	0	0	7	0	0	0	0	6	0	1	0	0	0	33
8:15-8:30	1	18	0	0	0	21	0	0	0	0	6	0	0	0	1	0	47
8:30-8:45	2	14	0	0	0	21	0	0	0	0	6	0	0	0	0	0	43
8:45-9:00	2	11	0	0	0	31	0	0	0	0	2	0	0	0	0	0	46
9:00-9:15	1	14	0	0	0	15	0	0	0	0	3	0	1	0	0	0	34
9:15-9:30	3	10	0	0	0	35	0	0	0	0	6	0	0	0	0	0	54

NOON PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
14:00-14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15-14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30-14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45-15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00-15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15-15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30-15:45	5	26	0	0	0	30	0	0	0	0	3	0	0	0	0	0	64
15:45-14:00	3	35	0	0	0	25	0	0	1	0	3	0	0	0	0	0	67

PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
15:00-15:15	5	26	0	0	0	30	0	0	0	0	3	0	0	0	0	0	64
15:15-15:30	3	35	0	0	0	25	0	0	1	0	3	0	0	0	0	0	67
15:30-15:45	8	21	0	0	0	19	0	0	1	0	4	0	0	0	0	0	53
15:45-16:00	4	27	0	0	1	38	0	0	0	0	6	0	0	0	1	0	77
16:00-16:15	6	43	0	0	1	25	0	0	0	0	7	0	0	0	1	0	83
16:15-16:30	7	35	0	0	0	22	1	0	0	0	8	0	0	0	0	0	73
16:30-16:45	2	29	0	0	0	26	2	0	1	0	1	0	0	0	0	0	61
16:45-17:00	7	35	0	0	0	35	0	0	0	0	5	0	0	0	0	0	82
17:00-17:15	11	19	0	0	0	27	0	0	0	0	2	0	0	0	0	0	59
17:15-17:30	4	28	0	0	0	19	0	0	0	0	2	0	0	0	0	0	53

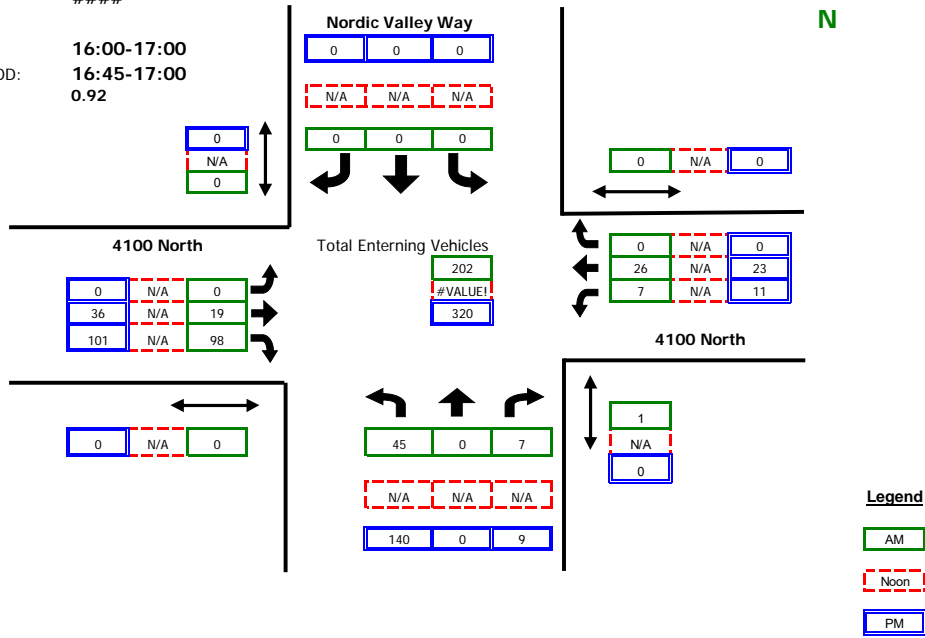
Intersection Turning Movement Summary

Intersection:	Nordic Valley Way/4100 North North/South: Nordic Valley Way East/West: 4100 North	Date:	9-11-21, Sat
Jurisdiction:	Weber County	Day of Week Adjustment:	100.0%
Project Title:	Nordic Valley	Month of Year Adjustment:	100.0%
Project No:	UT21-2309	Adjustment Station #:	
Weather:	Clear	Growth Rate:	0.0%
		Number of Years:	0

AM PEAK HOUR PERIOD: **8:30-9:30**
 AM PEAK 15 MINUTE PERIOD: **9:15-9:30**
 AM PHF: **0.92**

NOON PEAK HOUR PERIOD:
 NOON PEAK 15 MINUTE PERIOD:
 NOON PHF: **####**

PM PEAK HOUR PERIOD: **16:00-17:00**
 PM PEAK 15 MINUTE PERIOD: **16:45-17:00**
 PM PHF: **0.92**



RAW COUNT SUMMARIES	Nordic Valley Way Northbound				Nordic Valley Way Southbound				4100 North Eastbound				4100 North Westbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
	0	N/A	0		0	N/A	0		0	N/A	0		0	N/A	0	
	36	N/A	19		36	N/A	19		36	N/A	19		36	N/A	19	
	101	N/A	98		101	N/A	98		101	N/A	98		101	N/A	98	

AM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00-7:15	4	0	0	0	0	0	0	0	0	1	12	0	0	3	0	0	20
7:15-7:30	5	0	0	0	0	0	0	0	0	2	9	0	0	1	0	0	17
7:30-7:45	11	0	1	0	0	0	0	0	0	5	15	0	1	11	0	0	44
7:45-8:00	8	0	2	0	0	0	0	0	0	3	9	0	2	6	0	0	30
8:00-8:15	16	0	1	0	0	0	0	0	0	5	5	0	2	8	0	0	37
8:15-8:30	16	0	6	0	0	0	0	0	0	3	16	0	4	6	0	0	51
8:30-8:45	11	0	2	0	0	0	0	0	0	5	17	0	2	8	0	0	45
8:45-9:00	10	0	2	0	0	0	0	0	0	7	27	0	3	5	0	0	54
9:00-9:15	11	0	2	0	0	0	0	0	0	7	23	0	0	5	0	0	48
9:15-9:30	13	0	1	1	0	0	0	0	0	0	31	0	2	8	0	0	55

NOON PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
14:00-14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15-14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30-14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45-15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00-15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15-15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30-15:45	25	0	3	0	0	0	0	0	0	8	27	0	5	4	0	0	72
15:45-16:00	26	0	9	0	0	0	0	0	0	8	26	0	3	7	0	0	79

PM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
15:00-15:15	25	0	3	0	0	0	0	0	0	8	27	0	5	4	0	0	72
15:15-15:30	26	0	9	0	0	0	0	0	0	8	26	0	3	7	0	0	79
15:30-15:45	25	0	1	0	0	0	0	0	0	9	25	0	7	10	0	0	77
15:45-16:00	21	0	6	0	0	0	0	0	0	9	27	0	3	6	0	0	72
16:00-16:15	40	0	1	0	0	0	0	0	0	7	24	0	0	9	0	0	81
16:15-16:30	41	0	3	0	0	0	0	0	0	8	20	0	4	7	0	0	83
16:30-16:45	29	0	2	0	0	0	0	0	0	10	23	0	3	2	0	0	69
16:45-17:00	30	0	3	0	0	0	0	0	0	11	34	0	4	5	0	0	87
17:00-17:15	17	0	5	0	0	0	0	0	0	8	25	0	2	6	0	0	63
17:15-17:30	29	0	4	0	0	0	0	0	0	8	14	0	2	4	0	0	61

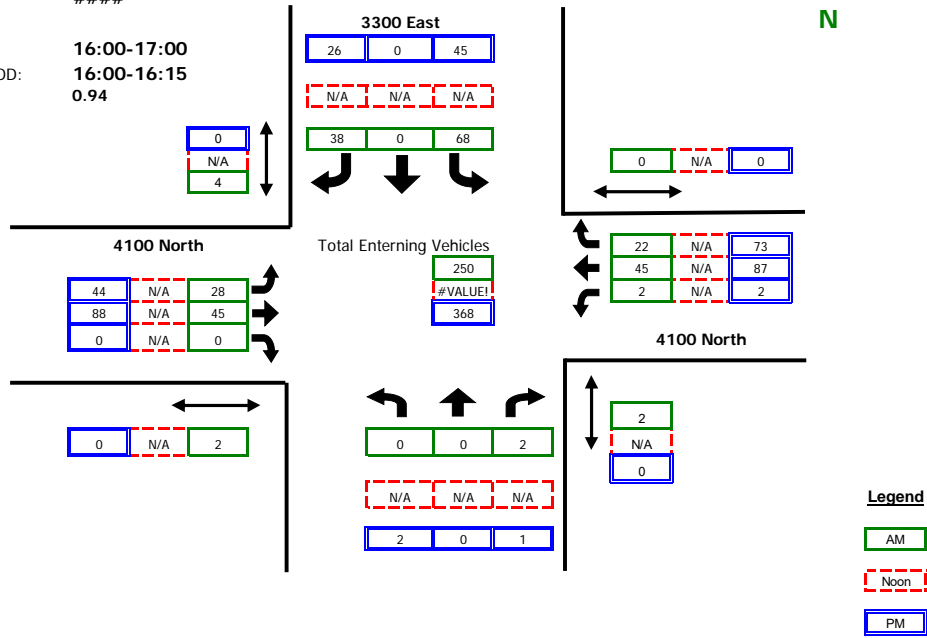
Intersection Turning Movement Summary

Intersection:	3300 East/4100 North North/South: 3300 East East/West: 4100 North	Date:	9-11-21, Sat
Jurisdiction:	Weber County	Day of Week Adjustment:	100.0%
Project Title:	Nordic Valley	Month of Year Adjustment:	100.0%
Project No:	UT21-2309	Adjustment Station #:	
Weather:	Clear	Growth Rate:	0.0%
		Number of Years:	0

AM PEAK HOUR PERIOD: **8:30-9:30**
 AM PEAK 15 MINUTE PERIOD: **9:15-9:30**
 AM PHF: **0.95**

NOON PEAK HOUR PERIOD:
 NOON PEAK 15 MINUTE PERIOD:
 NOON PHF: **####**

PM PEAK HOUR PERIOD: **16:00-17:00**
 PM PEAK 15 MINUTE PERIOD: **16:00-16:15**
 PM PHF: **0.94**



RAW COUNT SUMMARIES	3300 East Northbound				3300 East Southbound				4100 North Eastbound				4100 North Westbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds

AM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00-7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15-7:30	1	0	0	0	6	0	0	0	8	6	0	0	0	5	1	0	27
7:30-7:45	0	0	1	0	9	0	9	0	4	9	0	0	1	14	6	0	53
7:45-8:00	0	0	0	0	1	0	10	0	3	10	1	0	0	7	8	0	40
8:00-8:15	0	0	0	0	4	0	9	0	5	7	0	0	0	14	10	0	49
8:15-8:30	0	0	1	0	5	0	3	0	2	11	1	0	0	13	8	0	44
8:30-8:45	0	0	1	2	10	0	13	0	10	11	0	2	1	9	7	0	62
8:45-9:00	0	0	0	0	21	0	9	2	8	11	0	0	0	10	6	0	65
9:00-9:15	0	0	1	0	15	0	7	2	3	14	0	0	1	11	5	0	57
9:15-9:30	0	0	0	0	22	0	9	0	7	9	0	0	0	15	4	0	66

NOON PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
14:00-14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15-14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30-14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45-15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00-15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15-15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30-15:45	0	1	0	0	7	0	10	0	14	28	1	0	0	17	15	0	93
15:45-14:00	0	0	0	0	10	0	4	0	7	23	0	0	0	16	14	0	74

PM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
15:00-15:15	0	1	0	0	7	0	10	0	14	28	1	0	0	17	15	0	93
15:15-15:30	0	0	0	0	10	0	4	0	7	23	0	0	0	16	14	0	74
15:30-15:45	0	0	0	0	12	0	6	0	14	21	0	0	0	15	19	0	87
15:45-16:00	0	0	0	0	15	0	7	0	12	22	0	0	0	18	11	0	85
16:00-16:15	0	0	0	0	11	0	8	0	12	19	0	0	0	27	21	0	98
16:15-16:30	2	0	0	0	11	0	7	0	12	17	0	0	1	22	24	0	96
16:30-16:45	0	0	1	0	12	0	4	0	9	18	0	0	1	20	13	0	78
16:45-17:00	0	0	0	0	11	0	7	0	11	34	0	0	0	18	15	0	96
17:00-17:15	1	0	1	0	17	0	7	0	8	16	0	0	0	14	9	0	73
17:15-17:30	0	0	0	1	7	0	3	0	8	12	0	0	1	15	17	0	63

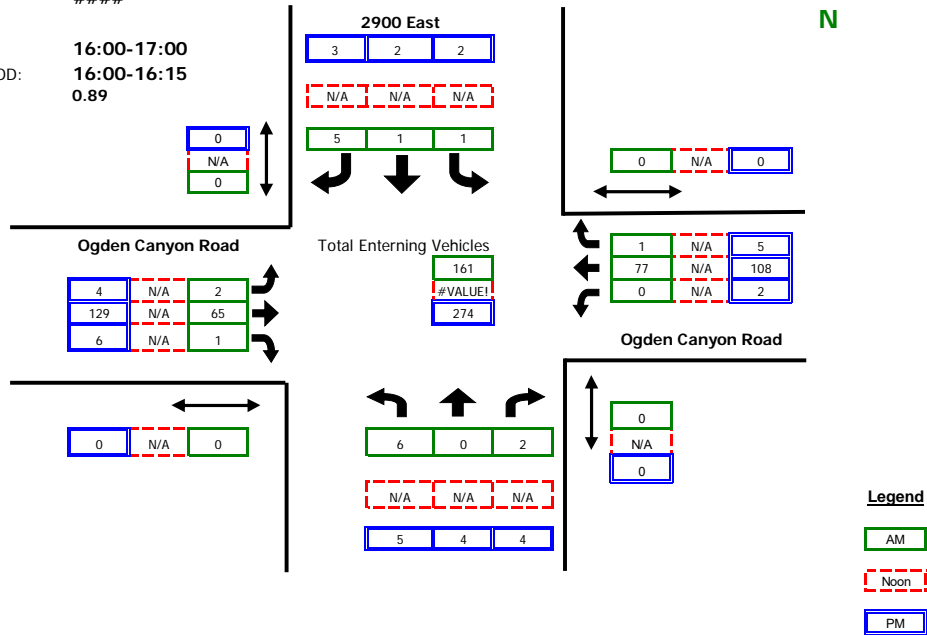
Intersection Turning Movement Summary

Intersection:	2900 East/Ogden Canyon Road	Date:	9-11-21, Sat
	North/South: 2900 East	Day of Week Adjustment:	100.0%
	East/West: Ogden Canyon Road	Month of Year Adjustment:	100.0%
Jurisdiction:	Weber County	Adjustment Station #:	
Project Title:	Nordic Valley	Growth Rate:	0.0%
Project No:	UT21-2309	Number of Years:	0
Weather:	Clear		

AM PEAK HOUR PERIOD: **8:30-9:30**
 AM PEAK 15 MINUTE PERIOD: **8:30-8:45**
 AM PHF: **0.86**

NOON PEAK HOUR PERIOD:
 NOON PEAK 15 MINUTE PERIOD:
 NOON PHF: **####**

PM PEAK HOUR PERIOD: **16:00-17:00**
 PM PEAK 15 MINUTE PERIOD: **16:00-16:15**
 PM PHF: **0.89**



RAW COUNT SUMMARIES	2900 East Northbound				2900 East Southbound				Ogden Canyon Road Eastbound				Ogden Canyon Road Westbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds

AM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00-7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15-7:30	2	0	0	0	0	0	0	0	0	15	0	0	0	8	0	0	25
7:30-7:45	1	0	0	0	0	0	0	0	0	13	0	0	0	22	0	0	36
7:45-8:00	3	0	0	0	0	0	0	0	0	14	0	0	0	14	0	0	31
8:00-8:15	0	0	0	0	0	0	0	0	0	9	1	0	0	24	1	0	35
8:15-8:30	0	0	0	0	0	0	1	0	0	17	0	0	0	14	0	0	32
8:30-8:45	2	0	1	0	0	0	1	0	1	20	1	0	0	20	1	0	47
8:45-9:00	2	0	1	0	0	0	1	0	1	15	0	0	0	18	0	0	38
9:00-9:15	2	0	0	0	1	1	2	0	0	15	0	0	0	14	0	0	35
9:15-9:30	0	0	0	0	0	0	1	0	0	15	0	0	0	25	0	0	41

NOON PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
14:00-14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15-14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30-14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45-15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00-15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15-15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30-15:45	0	0	2	0	2	0	0	0	3	37	2	0	1	27	0	0	74
15:45-14:00	2	1	0	0	0	1	1	0	2	29	2	0	2	18	1	0	59

PM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
15:00-15:15	0	0	2	0	2	0	0	0	3	37	2	0	1	27	0	0	74
15:15-15:30	2	1	0	0	0	1	1	0	2	29	2	0	2	18	1	0	59
15:30-15:45	1	0	1	0	0	0	2	0	3	30	0	0	0	19	0	0	56
15:45-16:00	1	0	0	0	2	0	0	0	0	32	1	0	1	20	1	0	58
16:00-16:15	2	0	0	0	0	0	2	0	0	35	2	0	0	35	1	0	77
16:15-16:30	3	2	1	0	0	0	0	0	2	27	2	0	2	26	2	0	67
16:30-16:45	0	1	2	0	0	1	0	0	1	26	0	0	0	24	1	0	56
16:45-17:00	0	1	1	0	2	1	1	0	1	41	2	0	0	23	1	0	74
17:00-17:15	0	0	0	0	0	0	1	0	2	26	0	0	2	19	2	0	52
17:15-17:30	1	0	0	0	0	0	0	0	0	22	1	0	0	19	0	0	43

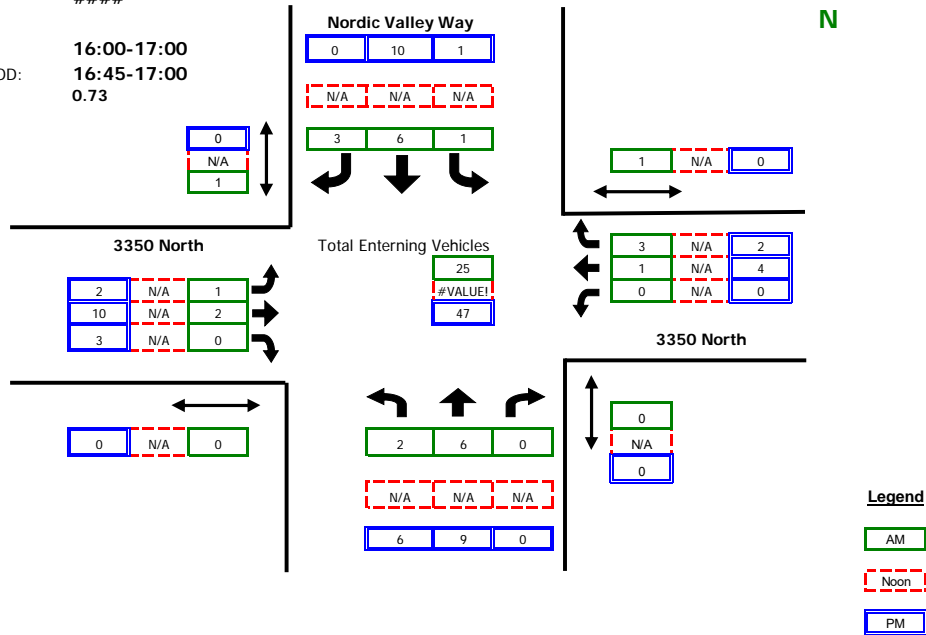
Intersection Turning Movement Summary

Intersection:	Nordic Valley Way/3350 North North/South: Nordic Valley Way East/West: 3350 North	Date:	9-11-21, Sat
Jurisdiction:	Weber County	Day of Week Adjustment:	100.0%
Project Title:	Nordic Valley	Month of Year Adjustment:	100.0%
Project No:	UT21-2309	Adjustment Station #:	
Weather:	Clear	Growth Rate:	0.0%
		Number of Years:	0

AM PEAK HOUR PERIOD: **8:30-9:30**
 AM PEAK 15 MINUTE PERIOD: **9:15-9:30**
 AM PHF: **0.78**

NOON PEAK HOUR PERIOD:
 NOON PEAK 15 MINUTE PERIOD:
 NOON PHF: **####**

PM PEAK HOUR PERIOD: **16:00-17:00**
 PM PEAK 15 MINUTE PERIOD: **16:45-17:00**
 PM PHF: **0.73**



RAW COUNT SUMMARIES	Nordic Valley Way Northbound				Nordic Valley Way Southbound				3350 North Eastbound				3350 North Westbound				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	

AM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00-7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15-7:30	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2
7:30-7:45	0	2	0	0	0	2	0	0	0	1	2	0	0	0	0	0	7
7:45-8:00	0	4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	5
8:00-8:15	0	1	0	0	1	1	0	0	0	2	0	0	0	1	0	0	6
8:15-8:30	1	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	5
8:30-8:45	2	1	0	0	0	2	0	0	0	1	0	0	0	0	1	0	7
8:45-9:00	0	2	0	0	0	1	1	0	0	1	0	0	0	1	0	0	6
9:00-9:15	0	1	0	0	0	1	1	1	0	0	0	0	0	0	1	1	4
9:15-9:30	0	2	0	0	1	2	1	0	1	0	0	0	0	0	1	0	8

NOON PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
14:00-14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15-14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30-14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45-15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00-15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15-15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30-15:45	0	0	0	0	0	2	0	0	0	1	0	0	0	1	0	0	4
15:45-16:00	0	1	0	0	1	3	0	0	0	1	0	0	0	2	0	0	8

PM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
15:00-15:15	0	0	0	0	0	2	0	0	0	1	0	0	0	1	0	0	4
15:15-15:30	0	1	0	0	1	3	0	0	0	1	0	0	0	2	0	0	8
15:30-15:45	1	2	0	0	1	3	1	0	1	1	0	0	0	1	2	0	13
15:45-16:00	0	1	0	0	1	3	0	0	0	1	0	0	1	2	0	0	9
16:00-16:15	2	1	0	0	0	2	0	0	1	5	1	0	0	0	0	0	12
16:15-16:30	2	5	0	0	1	1	0	0	0	2	0	0	0	2	0	0	13
16:30-16:45	0	2	0	0	0	3	0	0	0	0	0	0	0	0	1	0	6
16:45-17:00	2	1	0	0	0	4	0	0	1	3	2	0	0	2	1	0	16
17:00-17:15	1	1	0	0	1	2	0	0	0	0	0	0	0	1	1	0	7
17:15-17:30	1	1	0	0	0	0	0	0	0	1	1	0	0	2	2	0	8

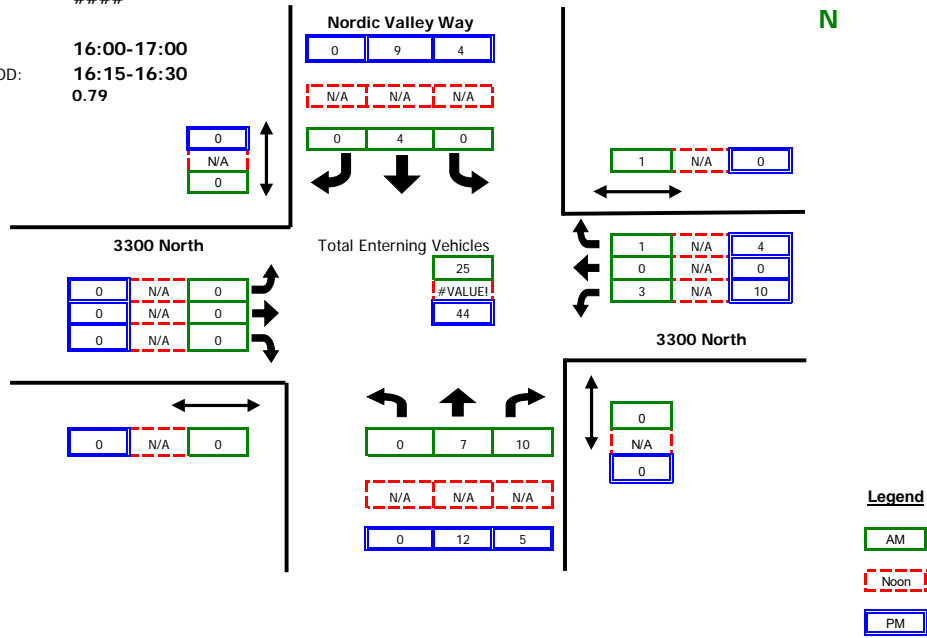
Intersection Turning Movement Summary

Intersection:	Nordic Valley Way/3300 North North/South: Nordic Valley Way East/West: 3300 North	Date:	9-11-21, Sat
Jurisdiction:	Weber County	Day of Week Adjustment:	100.0%
Project Title:	Nordic Valley	Month of Year Adjustment:	100.0%
Project No:	UT21-2309	Adjustment Station #:	
Weather:	Clear	Growth Rate:	0.0%
		Number of Years:	0

AM PEAK HOUR PERIOD: **8:30-9:30**
 AM PEAK 15 MINUTE PERIOD: **8:30-8:45**
 AM PHF: **0.69**

NOON PEAK HOUR PERIOD:
 NOON PEAK 15 MINUTE PERIOD:
 NOON PHF: **####**

PM PEAK HOUR PERIOD: **16:00-17:00**
 PM PEAK 15 MINUTE PERIOD: **16:15-16:30**
 PM PHF: **0.79**



RAW COUNT SUMMARIES	Nordic Valley Way Northbound				Nordic Valley Way Southbound				3300 North Eastbound				3300 North Westbound				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	

AM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00-7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15-7:30	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	3
7:30-7:45	0	2	0	0	2	2	0	0	0	0	0	0	0	0	0	0	6
7:45-8:00	0	4	3	0	0	0	0	0	0	0	0	0	0	1	0	0	8
8:00-8:15	0	1	2	0	0	1	0	0	0	0	0	0	0	1	0	0	5
8:15-8:30	0	3	4	0	0	0	0	0	0	0	0	0	0	1	0	0	8
8:30-8:45	0	2	3	0	0	2	0	0	0	0	0	0	0	1	0	1	9
8:45-9:00	0	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
9:00-9:15	0	1	2	0	0	1	0	0	0	0	0	0	0	0	0	1	4
9:15-9:30	0	2	4	0	0	0	0	0	0	0	0	0	2	0	0	0	8

NOON PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
14:00-14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15-14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30-14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45-15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00-15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15-15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30-15:45	0	0	1	0	0	2	0	0	0	0	0	0	3	0	0	0	6
15:45-14:00	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3

PM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
15:00-15:15	0	0	1	0	0	2	0	0	0	0	0	0	3	0	0	0	6
15:15-15:30	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
15:30-15:45	0	1	2	0	1	3	0	0	0	0	0	0	4	0	3	0	14
15:45-16:00	0	0	3	0	2	2	0	0	0	0	0	0	2	1	1	0	11
16:00-16:15	0	1	1	0	1	2	0	0	0	0	0	0	4	0	2	0	11
16:15-16:30	0	6	4	0	0	1	0	0	0	0	0	0	2	0	1	0	14
16:30-16:45	0	2	0	0	1	2	0	0	0	0	0	0	1	0	1	0	7
16:45-17:00	0	3	0	0	2	4	0	0	0	0	0	0	3	0	0	0	12
17:00-17:15	0	1	1	0	0	2	0	0	0	0	0	0	4	0	1	0	9
17:15-17:30	0	2	0	0	0	1	0	0	0	0	0	0	3	0	0	0	6

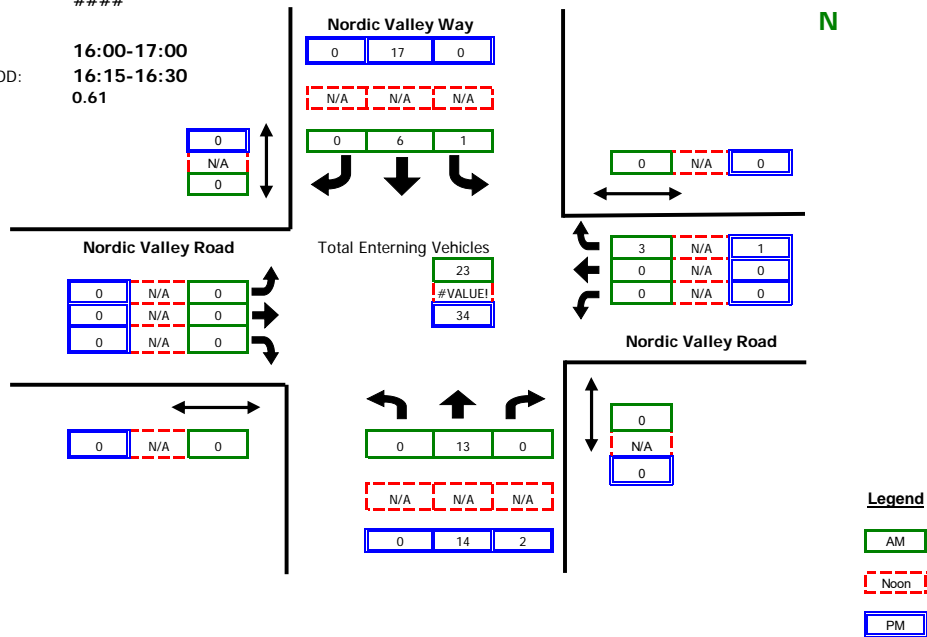
Intersection Turning Movement Summary

Intersection:	Nordic Valley Way/Nordic Valley Road	Date:	9-11-21, Sat
North/South:	Nordic Valley Way	Day of Week Adjustment:	100.0%
East/West:	Nordic Valley Road	Month of Year Adjustment:	100.0%
Jurisdiction:	Weber County	Adjustment Station #:	
Project Title:	Nordic Valley	Growth Rate:	0.0%
Project No:	UT21-2309	Number of Years:	0
Weather:	Clear		

AM PEAK HOUR PERIOD: **8:30-9:30**
 AM PEAK 15 MINUTE PERIOD: **8:30-8:45**
 AM PHF: **0.64**

NOON PEAK HOUR PERIOD:
 NOON PEAK 15 MINUTE PERIOD:
 NOON PHF: **####**

PM PEAK HOUR PERIOD: **16:00-17:00**
 PM PEAK 15 MINUTE PERIOD: **16:15-16:30**
 PM PHF: **0.61**



RAW COUNT SUMMARIES	Nordic Valley Way Northbound				Nordic Valley Way Southbound				Nordic Valley Road Eastbound				Nordic Valley Road Westbound				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	

AM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00-7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15-7:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	3
7:30-7:45	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	3
7:45-8:00	0	5	0	0	0	2	0	0	0	0	0	0	0	0	0	0	7
8:00-8:15	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
8:15-8:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	6
8:30-8:45	0	3	0	0	0	4	0	0	0	0	0	0	0	0	2	0	9
8:45-9:00	0	2	0	0	1	0	0	0	0	0	0	0	0	0	1	0	4
9:00-9:15	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
9:15-9:30	0	6	0	0	0	1	0	0	0	0	0	0	0	0	0	0	7

NOON PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
14:00-14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15-14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30-14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45-15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00-15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15-15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30-15:45	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	5
15:45-14:00	0	1	0	0	2	0	0	0	0	0	0	0	1	0	1	0	5

PM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
15:00-15:15	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	5
15:15-15:30	0	1	0	0	2	0	0	0	0	0	0	0	1	0	1	0	5
15:30-15:45	0	2	0	0	1	5	0	0	0	0	0	0	0	0	0	1	8
15:45-16:00	0	2	0	0	0	5	0	0	0	0	0	0	0	0	1	0	8
16:00-16:15	0	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	6
16:15-16:30	0	9	0	0	0	5	0	0	0	0	0	0	0	0	0	0	14
16:30-16:45	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	3
16:45-17:00	0	3	0	0	0	7	0	0	0	0	0	0	0	0	1	0	11
17:00-17:15	0	2	0	0	0	5	0	0	0	0	0	0	1	0	0	0	8
17:15-17:30	0	0	1	0	0	4	0	0	0	0	0	0	0	0	1	0	6

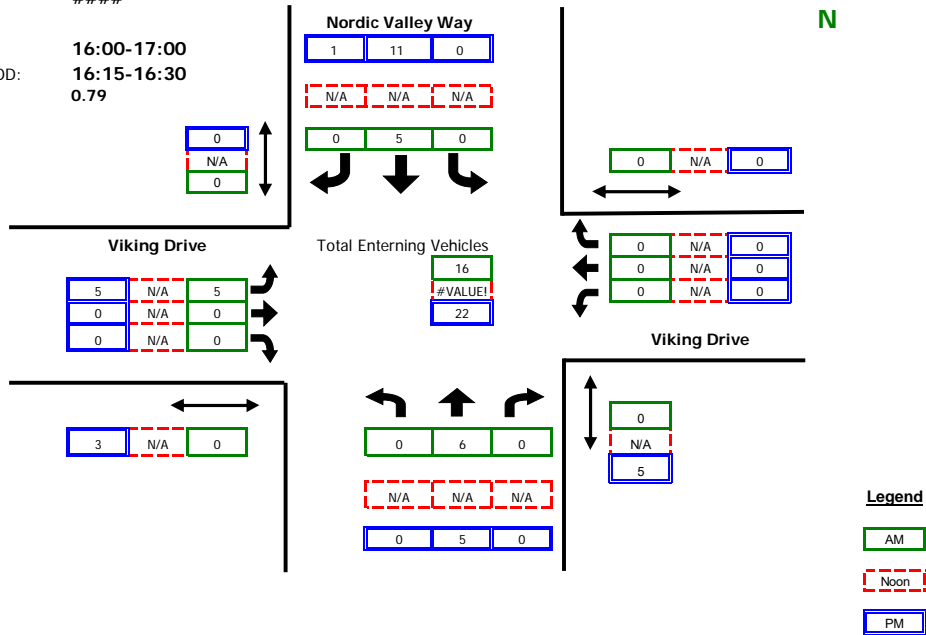
Intersection Turning Movement Summary

Intersection:	Nordic Valley Way/Viking Drive	Date:	9-11-21, Sat
North/South:	Nordic Valley Way	Day of Week Adjustment:	100.0%
East/West:	Viking Drive	Month of Year Adjustment:	100.0%
Jurisdiction:	Weber County	Adjustment Station #:	
Project Title:	Nordic Valley	Growth Rate:	0.0%
Project No:	UT21-2309	Number of Years:	0
Weather:	Clear		

AM PEAK HOUR PERIOD: **8:30-9:30**
 AM PEAK 15 MINUTE PERIOD: **8:30-8:45**
 AM PHF: **0.80**

NOON PEAK HOUR PERIOD:
 NOON PEAK 15 MINUTE PERIOD:
 NOON PHF: **####**

PM PEAK HOUR PERIOD: **16:00-17:00**
 PM PEAK 15 MINUTE PERIOD: **16:15-16:30**
 PM PHF: **0.79**



RAW COUNT SUMMARIES	Nordic Valley Way Northbound				Nordic Valley Way Southbound				Viking Drive Eastbound				Viking Drive Westbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds

AM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00-7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15-7:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30-7:45	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
7:45-8:00	0	3	0	0	0	0	1	0	1	0	0	0	0	0	0	0	5
8:00-8:15	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3
8:15-8:30	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	4
8:30-8:45	0	1	0	0	0	3	0	0	1	0	0	0	0	0	0	0	5
8:45-9:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
9:00-9:15	0	3	0	0	0	1	0	0	1	0	0	0	0	0	0	0	5
9:15-9:30	0	2	0	0	0	1	0	0	2	0	0	0	0	0	0	0	5

NOON PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
14:00-14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15-14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30-14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45-15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00-15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15-15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30-15:45	0	0	0	0	0	3	1	0	1	0	0	0	0	0	0	0	5
15:45-14:00	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	2

PM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
15:00-15:15	0	0	0	0	0	3	1	0	1	0	0	0	0	0	0	0	5
15:15-15:30	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	2
15:30-15:45	0	2	0	0	0	4	1	0	0	0	1	0	0	0	0	0	8
15:45-16:00	0	1	0	0	0	5	0	0	1	0	0	1	0	0	0	0	7
16:00-16:15	0	2	0	0	0	2	0	0	1	0	0	0	0	0	0	0	5
16:15-16:30	0	3	0	3	0	1	1	0	2	0	0	3	0	0	0	0	7
16:30-16:45	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	4
16:45-17:00	0	0	0	2	0	6	0	0	0	0	0	0	0	0	0	0	6
17:00-17:15	0	1	0	0	0	2	1	0	0	0	0	0	0	0	0	0	4
17:15-17:30	1	1	0	0	0	2	2	1	0	0	0	1	0	0	0	0	6

Trip Generation Tables

**TABLE 1
Nordic Valley
Trip Generation AM Peak (Stay In Development)**

Zone	Land Use ^{1,2}	ITE Land Use Code ¹	Number of Units	Unit Type	AM Trip Generation 10th ^{1,2}	% Entering ³	% Exiting ³	% Un-Occupied	% Pass-By ⁴	% Internal Capture ⁵	Trips Entering	Trips Exiting	New AM Trips	% Stay in Development	Taking a Vehicle/Not Taking Another Mode	% BO 2026 ⁶	BO 2040	2026 ENT	2026 EXIT	2026 TOT	2040 ENT	2040 EXIT	2040 TOT
1 (Dev Legend O)	3-Story Condos	Park City Custom	16	Dwelling Units	6	50%	50%	25%	0%	0%	2	2	4	70%	20%	0%	100%	0	0	0	0	0	1
Total					6						2	2	4					0	0	0	0	0	1
2 (Dev Legend A,B,C,D,E,F)	5-Story Residential	Park City Custom	89	Dwelling Units	35	50%	50%	25%	0%	0%	13	13	26	70%	0%	100%	100%	0	0	0	0	0	0
	Retail	820	7.6	ksf	156	62%	38%	0%	0%	0%	96	59	155	70%	0%	100%	100%	0	0	0	0	0	0
	Retail	820	5.7	ksf	155	62%	38%	0%	0%	0%	96	59	155	70%	0%	100%	100%	0	0	0	0	0	0
	5-Story Residential	Park City Custom	100	Dwelling Units	39	50%	50%	25%	0%	0%	15	15	30	70%	0%	100%	100%	0	0	0	0	0	0
	Restaurant	932	4	ksf	40	55%	45%	0%	0%	0%	22	18	40	70%	0%	100%	100%	0	0	0	0	0	0
	5-Story Residential	Park City Custom	200	Dwelling Units	78	50%	50%	25%	0%	0%	29	29	58	70%	0%	100%	100%	0	0	0	0	0	0
	Restaurant	932	4	ksf	40	55%	45%	0%	0%	0%	22	18	40	70%	0%	100%	100%	0	0	0	0	0	0
	Ski School			ksf				0%	0%	0%	0	0	0	70%	0%	100%	100%	0	0	0	0	0	0
Total					541						293	211	504					0	0	0	0	0	0
3 (Dev Legend G, L, R)	3-Story Residential	Park City Custom	20	Dwelling Units	8	50%	50%	25%	0%	0%	3	3	6	70%	0%	0%	100%	0	0	0	0	0	0
	3-Story Residential	Park City Custom	20	Dwelling Units	8	50%	50%	25%	0%	0%	3	3	6	70%	0%	0%	100%	0	0	0	0	0	0
	Nordic Street Commercial	820	11.8	ksf	158	62%	38%	0%	0%	0%	98	60	158	70%	0%	0%	100%	0	0	0	0	0	0
Total					173						104	66	170					0	0	0	0	0	0
4 (Dev Legend H, I, J, K)	3-Story Residential	Park City Custom	50	Dwelling Units	20	50%	50%	25%	0%	0%	7	7	14	70%	0%	0%	100%	0	0	0	0	0	0
	4-Story Residential	Park City Custom	70	Dwelling Units	27	50%	50%	25%	0%	0%	10	10	20	70%	0%	0%	100%	0	0	0	0	0	0
	4-Story Residential	Park City Custom	20	Dwelling Units	8	50%	50%	25%	0%	0%	3	3	6	70%	0%	0%	100%	0	0	0	0	0	0
	3-Story Residential	Park City Custom	24	Dwelling Units	9	50%	50%	25%	0%	0%	4	4	8	70%	0%	0%	100%	0	0	0	0	0	0
Total					64						24	24	48					0	0	0	0	0	0
5 (Dev Legend M, N)	3-Story Condos	Park City Custom	55	Dwelling Units	21	50%	50%	25%	0%	0%	8	8	16	70%	20%	0%	100%	0	0	0	1	1	2
	Single Family Cabin	Park City Custom	19	Dwelling Units	7	50%	50%	25%	0%	0%	3	3	6	70%	20%	0%	100%	0	0	0	0	0	1
Total					29						11	11	22					0	0	0	2	2	3
6 (Dev Legend Q, R)	3-Story Condos	Park City Custom	52	Dwelling Units	20	50%	50%	25%	0%	0%	8	8	16	70%	20%	0%	100%	0	0	0	1	1	2
	Mountain Chalets	Park City Custom	28	Dwelling Units	11	50%	50%	25%	0%	0%	4	4	8	70%	20%	0%	100%	0	0	0	1	1	1
Total					31						12	12	24					0	0	0	2	2	3

1. Traffic Generated by the development according to the ITE Trip Generation Manual, 10th Edition.
2. Traffic Generated by Resort Hotels based on Snow Park Village study by Fehr & Peers.
3. Percentage of trips Entering and Exiting the development according to the ITE Trip Generation Manual, 10th Edition.
4. Percentage of Pass-by trips according to the ITE Trip Generation Manual, 10th Edition.
5. Internal capture calculated using guidelines in the ITE Trip Generation Handbook 3rd Edition, 2017.

Key
Update Cells highlighted in yellow
70% Update this value for % Leaving Development

**TABLE 2
Nordic Valley
Trip Generation PM Peak (Stay In Development)**

Zone	Land Use ^{1,2}	ITE Land Use Code ¹	Number of Units	Unit Type	PM Trip Generation 10th ^{1,2}	% Entering ³	% Exiting ³	% Un-Occupied	% Pass-By ⁴	% Internal Capture ⁵	Trips Entering	Trips Exiting	New PM Trips	% Stay in Development	Taking a Vehicle/Not Taking Another Mode	% BO 2026 ⁶	BO 2040	2026 ENT	2026 EXIT	2026 TOT	2040 ENT	2040 EXIT	2040 TOT
1 (Dev Legend O)	3-Story Condos	Park City Custom	16	Dwelling Units	8	43%	57%	25%	0%	0%	3	3	6	70%	20%	0%	100%	0	0	0	0	0	1
Total					8						3	3	6					0	0	0	0	0	1
2 (Dev Legend A,B,C,D,E,F)	5-Story Residential	Park City Custom	89	Dwelling Units	44	43%	57%	25%	0%	0%	14	19	33	70%	0%	100%	100%	0	0	0	0	0	0
	Retail	820	7.6	ksf	81	48%	52%	0%	0%	0%	39	42	81	70%	0%	100%	100%	0	0	0	0	0	0
	Retail	820	5.7	ksf	65	48%	52%	0%	0%	0%	31	34	65	70%	0%	100%	100%	0	0	0	0	0	0
	5-Story Residential	Park City Custom	100	Dwelling Units	49	43%	57%	25%	0%	0%	16	21	37	70%	0%	100%	100%	0	0	0	0	0	0
	Restaurant	932	4	ksf	40	62%	38%	0%	0%	0%	25	15	40	70%	0%	100%	100%	0	0	0	0	0	0
	5-Story Residential	Park City Custom	200	Dwelling Units	98	43%	57%	25%	0%	0%	32	42	74	70%	0%	100%	100%	0	0	0	0	0	0
	Restaurant	932	4	ksf	40	62%	38%	0%	0%	0%	25	15	40	70%	0%	100%	100%	0	0	0	0	0	0
	Ski School			ksf				0%	0%	0%	0	0	0	70%	0%	100%	100%	0	0	0	0	0	0
Total					416						182	188	370					0	0	0	0	0	0
3 (Dev Legend G, L, R)	3-Story Residential	Park City Custom	20	Dwelling Units	10	43%	57%	25%	0%	0%	3	4	7	70%	0%	0%	100%	0	0	0	0	0	0
	3-Story Residential	Park City Custom	20	Dwelling Units	10	43%	57%	25%	0%	0%	3	4	7	70%	0%	0%	100%	0	0	0	0	0	0
	Nordic Street Commercial	820	11.8	ksf	112	48%	52%	0%	0%	0%	54	58	112	70%	0%	0%	100%	0	0	0	0	0	0
Total					131						60	66	126					0	0	0	0	0	0
4 (Dev Legend H, I, J, K)	3-Story Residential	Park City Custom	50	Dwelling Units	25	43%	57%	25%	0%	0%	8	10	18	70%	0%	0%	100%	0	0	0	0	0	0
	4-Story Residential	Park City Custom	70	Dwelling Units	34	43%	57%	25%	0%	0%	11	15	26	70%	0%	0%	100%	0	0	0	0	0	0
	4-Story Residential	Park City Custom	20	Dwelling Units	10	43%	57%	25%	0%	0%	3	4	7	70%	0%	0%	100%	0	0	0	0	0	0
	3-Story Residential	Park City Custom	24	Dwelling Units	12	43%	57%	25%	0%	0%	4	5	9	70%	0%	0%	100%	0	0	0	0	0	0
Total					80						26	34	60					0	0	0	0	0	0
5 (Dev Legend M, N)	3-Story Condos	Park City Custom	55	Dwelling Units	27	43%	57%	25%	0%	0%	9	12	21	70%	20%	0%	100%	0	0	0	1	2	3
	Single Family Cabin	Park City Custom	19	Dwelling Units	9	43%	57%	25%	0%	0%	3	4	7	70%	20%	0%	100%	0	0	0	0	1	1
Total					36						12	16	28					0	0	0	2	2	4
6 (Dev Legend Q, R)	3-Story Condos	Park City Custom	52	Dwelling Units	25	43%	57%	25%	0%	0%	8	11	19	70%	20%	0%	100%	0	0	0	1	2	3
	Mountain Chalets	Park City Custom	28	Dwelling Units	14	43%	57%	25%	0%	0%	4	6	10	70%	20%	0%	100%	0	0	0	1	1	1
Total					39						12	17	29					0	0	0	2	2	4

1. Traffic Generated by the development according to the ITE Trip Generation Manual, 10th Edition.
2. Traffic Generated by residential uses based on Snow Park Village study by Fehr & Peers.
3. Percentage of trips Entering and Exiting the development according to the ITE Trip Generation Manual, 10th Edition.
4. Percentage of Pass-by trips according to the ITE Trip Generation Manual, 10th Edition.
5. Internal capture calculated using guidelines in the ITE Trip Generation Handbook 3rd Edition, 2017.

Key
Update Cells highlighted in yellow
70% Update this value for % Leaving Development

**TABLE 3
Nordic Valley
Trip Generation Daily (Stay In Development)**

Zone	Land Use ^{1,2}	ITE Land Use Code ¹	Number of Units	Unit Type	Daily Trip Generation 10th ^{1,2}	% Entering ³	% Exiting ³	% Un-Occupied	% Pass-By ⁴	% Internal Capture ⁵	Trips Entering	Trips Exiting	New Daily Trips	% Stay in Development	Taking a Vehicle/Not Taking Another Mode	% BO 2026	BO 2040	2026 ENT	2026 EXIT	2026 TOT	2040 ENT	2040 EXIT	2040 TOT
1 (Dev Legend O)	3-Story Condos	Park City Custom	16	Dwelling Units	98	50%	50%	25%	0%	0%	37	37	74	70%	20%	0%	100%	0	0	0	5	5	10
Total					98						37	37	74					0	0	0	5	5	10
2 (Dev Legend A,B,C,D,E,F)	5-Story Residential	Park City Custom	89	Dwelling Units	543	50%	50%	25%	0%	0%	204	204	408	70%	0%	100%	100%	0	0	0	0	0	0
	Retail (Shopping Center Average Rate)	820	7.6	ksf	1,042	50%	50%	0%	0%	0%	521	521	1,042	70%	0%	100%	100%	0	0	0	0	0	0
	Retail (Shopping Center Average Rate)	820	5.7	ksf	859	50%	50%	0%	0%	0%	430	430	860	70%	0%	100%	100%	0	0	0	0	0	0
	5-Story Residential	Park City Custom	100	Dwelling Units	610	50%	50%	25%	0%	0%	229	229	458	70%	0%	100%	100%	0	0	0	0	0	0
	Restaurant	932	4	ksf	449	50%	50%	0%	0%	0%	224	224	448	70%	0%	100%	100%	0	0	0	0	0	0
	5-Story Residential	Park City Custom	200	Dwelling Units	1,220	50%	50%	25%	0%	0%	458	458	916	70%	0%	100%	100%	0	0	0	0	0	0
	Restaurant	932	4	ksf	449	50%	50%	0%	0%	0%	224	224	448	70%	0%	100%	100%	0	0	0	0	0	0
	Ski School			ksf				0%	0%	0%	0	0	0	70%	0%	100%	100%	0	0	0	0	0	0
Total					5172						2290	2290	4580					0	0	0	0	0	0
3 (Dev Legend G, L, R)	3-Story Residential	Park City Custom	20	Dwelling Units	122	50%	50%	25%	0%	0%	46	46	92	70%	0%	0%	100%	0	0	0	0	0	0
	3-Story Residential	Park City Custom	20	Dwelling Units	122	50%	50%	25%	0%	0%	46	46	92	70%	0%	0%	100%	0	0	0	0	0	0
	Nordic Street Commercial	820	11.8	ksf	1,406	50%	50%	0%	0%	0%	703	703	1,406	70%	0%	0%	100%	0	0	0	0	0	0
Total					1,650						795	795	1,590					0	0	0	0	0	0
4 (Dev Legend H, I, J, K)	3-Story Residential	Park City Custom	50	Dwelling Units	305	50%	50%	25%	0%	0%	114	114	228	70%	0%	0%	100%	0	0	0	0	0	0
	4-Story Residential	Park City Custom	70	Dwelling Units	427	50%	50%	25%	0%	0%	160	160	320	70%	0%	0%	100%	0	0	0	0	0	0
	4-Story Residential	Park City Custom	20	Dwelling Units	122	50%	50%	25%	0%	0%	46	46	92	70%	0%	0%	100%	0	0	0	0	0	0
	3-Story Residential	Park City Custom	24	Dwelling Units	146	50%	50%	25%	0%	0%	55	55	110	70%	0%	0%	100%	0	0	0	0	0	0
Total					1,000						375	375	750				4	0	0	0	0	0	0
5 (Dev Legend M, N)	3-Story Condos	Park City Custom	55	Dwelling Units	336	50%	50%	25%	0%	0%	126	126	252	70%	20%	0%	100%	0	0	0	18	18	35
	Single Family Cabin	Park City Custom	19	Dwelling Units	116	50%	50%	25%	0%	0%	43	43	86	70%	20%	0%	100%	0	0	0	6	6	12
Total					451						169	169	338					0	0	0	24	24	47
6 (Dev Legend Q, R)	3-Story Condos	Park City Custom	52	Dwelling Units	317	50%	50%	25%	0%	0%	119	119	238	70%	20%	0%	100%	0	0	0	17	17	33
	Mountain Chalets	Park City Custom	28	Dwelling Units	171	50%	50%	25%	0%	0%	64	64	128	70%	20%	0%	100%	0	0	0	9	9	18
Total					488						183	183	366					0	0	0	26	26	51

1. Traffic Generated by the development according to the ITE Trip Generation Manual, 10th Edition.
2. Traffic Generated by residential uses based on Snow Park Village study by Fehr & Peers.
3. Percentage of trips Entering and Exiting the development according to the ITE Trip Generation Manual, 10th Edition.
4. Percentage of Pass-by trips according to the ITE Trip Generation Manual, 10th Edition.
5. Internal capture calculated using guidelines in the ITE Trip Generation Handbook 3rd Edition, 2017.

Key
Update Cells highlighted in yellow
70% Update this value for % Leaving Development

TABLE 4
Nordic Valley
Trip Generation Saturday Peak (Stay In Development)

Zone	Land Use ^{1,2}	ITE Land Use Code ¹	Number of Units	Unit Type	Sat PK Trip Generation 10th ^{1,2}	% Entering ³	% Exiting ³	% Un-Occupied	% Pass-By ⁴	% Internal Capture ⁵	Trips Entering	Trips Exiting	New Sat PK Trips	% Stay in Development	Taking a Vehicle/Not Taking Another Mode	% BO 2026%	BO 2040	2026 ENT	2026 EXIT	2026 TOT	2040 ENT	2040 EXIT	2040 TOT	
1 (Dev Legend O)	3-Story Condos (private)	Park City Custom	5	Dwelling Units	3	54%	46%	25%	0%	0%	1	1	2	70%	20%	0%	100%	0	0	0	0	0	0	
	3-Story Condos (rental)	Park City Custom	11	Dwelling Units	8	54%	46%	10%	0%	0%	4	3	7	70%	20%	0%	100%	0	0	0	1	0	1	
	Total				11							5	4	9				0	0	0	1	1	1	
2 (Dev Legend A,B,C,D,E,F)	5-Story Residential (private)	Park City Custom	27	Dwelling Units	19	54%	46%	25%	0%	0%	8	6	14	70%	0%	100%	100%	0	0	0	0	0	0	
	5-Story Residential (rental)	Park City Custom	62	Dwelling Units	44	54%	46%	10%	0%	0%	21	18	39	70%	0%	100%	100%	0	0	0	0	0	0	
	Retail (Shopping Center Average Rate)	820	7.6	Dwelling Units	81	52%	48%	0%	0%	0%	42	39	81	70%	0%	100%	100%	0	0	0	0	0	0	
	Retail (Shopping Center Average Rate)	820	5.7	Dwelling Units	65	52%	48%	0%	0%	0%	34	31	65	70%	0%	100%	100%	0	0	0	0	0	0	
	5-Story Residential (private)	Park City Custom	30	Dwelling Units	21	54%	46%	25%	0%	0%	9	7	16	70%	0%	100%	100%	0	0	0	0	0	0	
	5-Story Residential (rental)	Park City Custom	70	Dwelling Units	49	54%	46%	10%	0%	0%	24	20	44	70%	0%	100%	100%	0	0	0	0	0	0	
	Restaurant	932	4	Dwelling Units	45	51%	49%	0%	0%	0%	23	22	45	70%	0%	100%	100%	0	0	0	0	0	0	
	5-Story Residential (private)	Park City Custom	60	Dwelling Units	42	54%	46%	25%	0%	0%	17	14	31	70%	0%	100%	100%	0	0	0	0	0	0	
	5-Story Residential (rental)	Park City Custom	140	Dwelling Units	98	54%	46%	10%	0%	0%	48	41	89	70%	0%	100%	100%	0	0	0	0	0	0	
	Restaurant	932	4	Dwelling Units	45	51%	49%	0%	0%	0%	23	22	45	70%	0%	100%	100%	0	0	0	0	0	0	
	Ski School				Dwelling Units				0%	0%	0%	0	0	0	70%	0%	100%	100%	0	0	0	0	0	0
	Total					507						249	220	469				0	0	0	0	0	0	
3 (Dev Legend G, L, R)	3-Story Residential (private)	Park City Custom	6	Dwelling Units	4	54%	46%	25%	0%	0%	2	1	3	70%	0%	0%	100%	0	0	0	0	0	0	
	3-Story Residential (rental)	Park City Custom	14	Dwelling Units	10	54%	46%	10%	0%	0%	5	4	9	70%	0%	0%	100%	0	0	0	0	0	0	
	3-Story Residential (private)	Park City Custom	6	Dwelling Units	4	54%	46%	25%	0%	0%	2	1	3	70%	0%	0%	100%	0	0	0	0	0	0	
	3-Story Residential (rental)	Park City Custom	14	Dwelling Units	10	54%	46%	10%	0%	0%	5	4	9	70%	0%	0%	100%	0	0	0	0	0	0	
	Nordic Street Commercial	820	11.8	ksf	114	52%	48%	0%	0%	0%	59	55	114	70%	0%	0%	100%	0	0	0	0	0	0	
Total					142						73	65	138				0	0	0	0	0	0		
4 (Dev Legend H, I, J, K)	3-Story Residential (private)	Park City Custom	15	Dwelling Units	11	54%	46%	25%	0%	0%	4	4	8	70%	0%	0%	100%	0	0	0	0	0	0	
	3-Story Residential (rental)	Park City Custom	35	Dwelling Units	25	54%	46%	10%	0%	0%	12	10	22	70%	0%	0%	100%	0	0	0	0	0	0	
	4-Story Residential (private)	Park City Custom	21	Dwelling Units	15	54%	46%	25%	0%	0%	6	5	11	70%	0%	0%	100%	0	0	0	0	0	0	
	4-Story Residential (rental)	Park City Custom	49	Dwelling Units	34	54%	46%	10%	0%	0%	17	14	31	70%	0%	0%	100%	0	0	0	0	0	0	
	4-Story Residential (private)	Park City Custom	6	Dwelling Units	4	54%	46%	25%	0%	0%	2	1	3	70%	0%	0%	100%	0	0	0	0	0	0	
	4-Story Residential (rental)	Park City Custom	14	Dwelling Units	10	54%	46%	10%	0%	0%	5	4	9	70%	0%	0%	100%	0	0	0	0	0	0	
	3-Story Residential (private)	Park City Custom	7	Dwelling Units	5	54%	46%	25%	0%	0%	2	2	4	70%	0%	0%	100%	0	0	0	0	0	0	
	3-Story Residential (rental)	Park City Custom	17	Dwelling Units	12	54%	46%	10%	0%	0%	6	5	11	70%	0%	0%	100%	0	0	0	0	0	0	
Total					115						54	45	99				8	0	0	0	0	0		
5 (Dev Legend M, N)	3-Story Condos (private)	Park City Custom	17	Dwelling Units	12	54%	46%	25%	0%	0%	5	4	9	70%	20%	0%	100%	0	0	0	1	1	1	
	3-Story Condos (rental)	Park City Custom	39	Dwelling Units	27	54%	46%	10%	0%	0%	13	11	24	70%	20%	0%	100%	0	0	0	2	2	3	
	Single Family Cabin (private)	Park City Custom	6	Dwelling Units	4	54%	46%	25%	0%	0%	2	1	3	70%	20%	0%	100%	0	0	0	0	0	0	
	Single Family Cabin (rental)	Park City Custom	13	Dwelling Units	9	54%	46%	10%	0%	0%	5	4	9	70%	20%	0%	100%	0	0	0	1	1	1	
Total					42						20	16	36				0	0	0	3	2	5		
6 (Dev Legend Q, R)	3-Story Condos (private)	Park City Custom	16	Dwelling Units	11	54%	46%	0%	0%	0%	6	5	11	70%	20%	0%	100%	0	0	0	1	1	2	
	3-Story Condos (rental)	Park City Custom	36	Dwelling Units	25	54%	46%	0%	0%	0%	14	12	26	70%	20%	0%	100%	0	0	0	2	2	4	
	Mountain Chalets (private)	Park City Custom	8	Dwelling Units	6	54%	46%	0%	0%	0%	3	3	6	70%	20%	0%	100%	0	0	0	0	0	1	
	Mountain Chalets (rental)	Park City Custom	20	Dwelling Units	14	54%	46%	0%	0%	0%	7	6	13	70%	20%	0%	100%	0	0	0	1	1	2	
Total					42						23	20	43				0	0	0	3	3	6		

1. Traffic Generated by the development according to the ITE Trip Generation Manual, 10th Edition.
2. Traffic Generated by residential uses based on Snow Park Village study by Fehr & Peers.
3. Percentage of trips Entering and Exiting the development according to the ITE Trip Generation Manual, 10th Edition.
4. Percentage of Pass-by trips according to the ITE Trip Generation Manual, 10th Edition.
5. Internal capture calculated using guidelines in the ITE Trip Generation Handbook 3rd Edition, 2017.

Key
Update Cells highlighted in yellow
70% Update this value for % Leaving Development

TABLE 5
Nordic Valley
Trip Generation Saturday Daily (Stay In Development)

Zone	Land Use ^{1,2}	ITE Land Use Code ¹	Number of Units	Unit Type	Sat DY Trip Generation 10th ^{1,2}	% Entering ³	% Exiting ³	% Un-Occupied	% Pass-By ⁴	% Internal Capture ⁵	Trips Entering	Trips Exiting	Sat DY Trips	% Stay in Development	Taking a Vehicle/Not Taking Another Mode	% BO 2026%	BO 2040	2026 ENT	2026 EXIT	2026 TOT	2040 ENT	2040 EXIT	2040 TOT
1 (Dev Legend O)	3-Story Condos (private)	Park City Custom	5	Dwelling Units	29	50%	50%	25%	0%	0%	11	11	22	70%	20%	0%	100%	0	0	0	1.54	1.54	3.08
	3-Story Condos (rental)	Park City Custom	11	Dwelling Units	68	50%	50%	10%	0%	0%	31	31	62	70%	20%	0%	100%	0	0	0	4.34	4.34	8.68
	Total				29							11	11	22				0	0	0	6	6	12
2 (Dev Legend A,B,C,D,E,F)	5-Story Residential (private)	Park City Custom	27	Dwelling Units	163	50%	50%	25%	0%	0%	61	61	122	70%	0%	100%	100%	0	0	0	0	0	0
	5-Story Residential (rental)	Park City Custom	62	Dwelling Units	380	50%	50%	10%	0%	0%	171	171	342	70%	0%	100%	100%	0	0	0	0	0	0
	Retail (Shopping Center Average Rate)	820	7.6	Dwelling Units	351	50%	50%	0%	0%	0%	175	175	350	70%	0%	100%	100%	0	0	0	0	0	0
	Retail (Shopping Center Average Rate)	820	5.7	Dwelling Units	264	50%	50%	0%	0%	0%	132	132	264	70%	0%	100%	100%	0	0	0	0	0	0
	5-Story Residential (private)	Park City Custom	30	Dwelling Units	183	50%	50%	25%	0%	0%	69	69	138	70%	0%	100%	100%	0	0	0	0	0	0
	5-Story Residential (rental)	Park City Custom	70	Dwelling Units	427	50%	50%	10%	0%	0%	192	192	384	70%	0%	100%	100%	0	0	0	0	0	0
	Restaurant	932	4	Dwelling Units	490	50%	50%	0%	0%	0%	245	245	490	70%	0%	100%	100%	0	0	0	0	0	0
	5-Story Residential (private)	Park City Custom	60	Dwelling Units	366	50%	50%	25%	0%	0%	137	137	274	70%	0%	100%	100%	0	0	0	0	0	0
	5-Story Residential (rental)	Park City Custom	140	Dwelling Units	854	50%	50%	10%	0%	0%	384	384	768	70%	0%	100%	100%	0	0	0	0	0	0
	Restaurant	932	4	Dwelling Units	490	50%	50%	0%	0%	0%	245	245	490	70%	0%	100%	100%	0	0	0	0	0	0
	Ski School				Dwelling Units				0%	0%	0%	0	0	0	70%	0%	100%	100%	0	0	0	0	0
	Total				3966							1811	1811	3622				0	0	0	0	0	0
3 (Dev Legend G, L, R)	3-Story Residential (private)	Park City Custom	6	Dwelling Units	37	50%	50%	25%	0%	0%	14	14	28	70%	0%	0%	100%	0	0	0	0	0	0
	3-Story Residential (rental)	Park City Custom	14	Dwelling Units	85	50%	50%	10%	0%	0%	38	38	76	70%	0%	0%	100%	0	0	0	0	0	0
	3-Story Residential (private)	Park City Custom	6	Dwelling Units	37	50%	50%	25%	0%	0%	14	14	28	70%	0%	0%	100%	0	0	0	0	0	0
	3-Story Residential (rental)	Park City Custom	14	Dwelling Units	85	50%	50%	10%	0%	0%	38	38	76	70%	0%	0%	100%	0	0	0	0	0	0
	Nordic Street Commercial	820	11.8	ksf	544	50%	50%	0%	0%	0%	272	272	544	70%	0%	0%	100%	0	0	0	0	0	0
Total				788							376	376	752				0	0	0	0	0	0	
4 (Dev Legend H, I, J, K)	3-Story Residential (private)	Park City Custom	15	Dwelling Units	92	50%	50%	25%	0%	0%	34	34	68	70%	20%	0%	100%	0	0	0	5	5	10
	3-Story Residential (rental)	Park City Custom	35	Dwelling Units	214	50%	50%	10%	0%	0%	96	96	192	70%	20%	0%	100%	0	0	0	13	13	27
	4-Story Residential (private)	Park City Custom	21	Dwelling Units	128	50%	50%	25%	0%	0%	48	48	96	70%	20%	0%	100%	0	0	0	7	7	13
	4-Story Residential (rental)	Park City Custom	49	Dwelling Units	299	50%	50%	10%	0%	0%	135	135	270	70%	20%	0%	100%	0	0	0	19	19	38
	4-Story Residential (private)	Park City Custom	6	Dwelling Units	37	50%	50%	25%	0%	0%	14	14	28	70%	20%	0%	100%	0	0	0	2	2	4
	4-Story Residential (rental)	Park City Custom	14	Dwelling Units	85	50%	50%	10%	0%	0%	38	38	76	70%	20%	0%	100%	0	0	0	5	5	11
	3-Story Residential (private)	Park City Custom	7	Dwelling Units	44	50%	50%	25%	0%	0%	16	16	32	70%	20%	0%	100%	0	0	0	2	2	4
	3-Story Residential (rental)	Park City Custom	17	Dwelling Units	102	50%	50%	10%	0%	0%	46	46	92	70%	20%	0%	100%	0	0	0	6	6	13
	Total				1,000							427	427	854				8	0	0	60	60	120
5 (Dev Legend M, N)	3-Story Condos (private)	Park City Custom	17	Dwelling Units	101	50%	50%	25%	0%	0%	38	38	76	70%	20%	0%	100%	0	0	0	5	5	11
	3-Story Condos (rental)	Park City Custom	39	Dwelling Units	235	50%	50%	10%	0%	0%	106	106	212	70%	20%	0%	100%	0	0	0	15	15	30
	Single Family Cabin (private)	Park City Custom	6	Dwelling Units	35	50%	50%	25%	0%	0%	13	13	26	70%	20%	0%	100%	0	0	0	2	2	4
	Single Family Cabin (rental)	Park City Custom	13	Dwelling Units	81	50%	50%	10%	0%	0%	37	37	74	70%	20%	0%	100%	0	0	0	5	5	10
Total				370							157	157	314				0	0	0	22	22	44	
6 (Dev Legend Q, R)	3-Story Condos (private)	Park City Custom	16	Dwelling Units	95	50%	50%	0%	0%	0%	48	48	96	70%	20%	0%	100%	0	0	0	7	7	13
	3-Story Condos (rental)	Park City Custom	36	Dwelling Units	222	50%	50%	0%	0%	0%	111	111	222	70%	20%	0%	100%	0	0	0	16	16	31
	Mountain Chalets (private)	Park City Custom	8	Dwelling Units	51	50%	50%	0%	0%	0%	26	26	52	70%	20%	0%	100%	0	0	0	4	4	7
	Mountain Chalets (rental)	Park City Custom	20	Dwelling Units	120	50%	50%	0%	0%	0%	60	60	120	70%	20%	0%	100%	0	0	0	8	8	17
Total				368							185	185	370				0	0	0	26	26	52	

1. Traffic Generated by the development according to the ITE Trip Generation Manual, 10th Edition.
2. Traffic Generated by residential uses based on Snow Park Village study by Fehr & Peers.
3. Percentage of trips Entering and Exiting the development according to the ITE Trip Generation Manual, 10th Edition.
4. Percentage of Pass-by trips according to the ITE Trip Generation Manual, 10th Edition.
5. Internal capture calculated using guidelines in the ITE Trip Generation Handbook 3rd Edition, 2017.

Key
Update Cells highlighted in yellow
70% Update this value for % Leaving Development

**TABLE 6
Nordic Valley
Trip Generation AM Peak (External to Development)**

Zone	Land Use ^{1,2}	ITE Land Use Code ¹	Number of Units	Unit Type	AM Trip Generation 10th ^{1,2}	% Entering ³	% Exiting ³	% Un-Occupied	% Pass-By ⁴	% Internal Capture ⁵	Trips Entering	Trips Exiting	New AM Trips	% Leaving Development	% BO 2026	% BO 2040	2026 ENT	2026 TOT	2040 ENT	2040 TOT		
1 (Dev Legend O)	3-Story Condos	ark City Custon	16	Dwelling Units	6	50%	50%	25%	0%	0%	2	2	4	30%	0%	100%	0	0	0	1	1	1
Total					6						2	2	4				0	0	0	1	1	1
2 (Dev Legend A,B,C,D,E,F)	5-Story Residential	ark City Custon	89	Dwelling Units	35	50%	50%	25%	0%	0%	13	13	26	30%	100%	100%	4	4	8	4	4	8
	Retail	820	7.6	ksf	156	62%	38%	0%	0%	0%	96	59	155	30%	100%	100%	29	18	47	29	18	47
	Retail	820	5.7	ksf	155	62%	38%	0%	0%	0%	96	59	155	30%	100%	100%	29	18	47	29	18	47
	5-Story Residential	ark City Custon	100	Dwelling Units	39	50%	50%	25%	0%	0%	15	15	30	30%	100%	100%	5	5	9	5	5	9
	Restaurant	932	4	ksf	40	55%	45%	0%	0%	0%	22	18	40	30%	100%	100%	7	5	12	7	5	12
	5-Story Residential	ark City Custon	200	Dwelling Units	78	50%	50%	25%	0%	0%	29	29	58	30%	100%	100%	9	9	17	9	9	17
	Restaurant	932	4	ksf	40	55%	45%	0%	0%	0%	22	18	40	30%	100%	100%	7	5	12	7	5	12
	Ski School			ksf				0%	0%	0%	0	0	0	30%	100%	100%	0	0	0	0	0	0
Total					541						293	211	504				88	63	151	88	63	151
3 (Dev Legend G, L, R)	3-Story Residential	ark City Custon	20	Dwelling Units	8	50%	50%	25%	0%	0%	3	3	6	30%	0%	100%	0	0	0	1	1	2
	3-Story Residential	ark City Custon	20	Dwelling Units	8	50%	50%	25%	0%	0%	3	3	6	30%	0%	100%	0	0	0	1	1	2
	Nordic Street Commercial	820	11.8	ksf	158	62%	38%	0%	0%	0%	98	60	158	30%	0%	100%	0	0	0	29	18	47
Total					173						104	66	170				0	0	0	31	20	51
4 (Dev Legend H, I, J, K)	3-Story Residential	ark City Custon	50	Dwelling Units	20	50%	50%	25%	0%	0%	7	7	14	30%	0%	100%	0	0	0	2	2	4
	4-Story Residential	ark City Custon	70	Dwelling Units	27	50%	50%	25%	0%	0%	10	10	20	30%	0%	100%	0	0	0	3	3	6
	4-Story Residential	ark City Custon	20	Dwelling Units	8	50%	50%	25%	0%	0%	3	3	6	30%	0%	100%	0	0	0	1	1	2
	3-Story Residential	ark City Custon	24	Dwelling Units	9	50%	50%	25%	0%	0%	4	4	8	30%	0%	100%	0	0	0	1	1	2
Total					64						24	24	48				0	0	0	7	7	14
5 (Dev Legend M, N)	3-Story Condos	ark City Custon	55	Dwelling Units	21	50%	50%	25%	0%	0%	8	8	16	30%	0%	100%	0	0	0	2	2	5
	Single Family Cabin	ark City Custon	19	Dwelling Units	7	50%	50%	25%	0%	0%	3	3	6	30%	0%	100%	0	0	0	1	1	2
Total					29						11	11	22				0	0	0	3	3	7
6 (Dev Legend Q, R)	3-Story Condos	ark City Custon	52	Dwelling Units	20	50%	50%	25%	0%	0%	8	8	16	30%	0%	100%	0	0	0	2	2	5
	Mountain Chalets	ark City Custon	28	Dwelling Units	11	50%	50%	25%	0%	0%	4	4	8	30%	0%	100%	0	0	0	1	1	2
Total					31						12	12	24				0	0	0	4	4	7
															88	63	151	134	98	232		

- Traffic Generated by the development according to the ITE Trip Generation Manual, 10th Edition.
- Traffic Generated by Resort Hotels based on Snow Park Village study by Fehr & Peers.
- Percentage of trips Entering and Exiting the development according to the ITE Trip Generation Manual, 10th Edition.
- Percentage of Pass-by trips according to the ITE Trip Generation Manual, 10th Edition.
- Internal capture calculated using guidelines in the ITE Trip Generation Handbook 3rd Edition, 2017.

Key
Update Cells highlighted in yellow
30% Update this value for % Leaving Development

1	35%	30.765	22.155	52.92	46.83	34.23	81.06
2	10%	8.79	6.33	15.12	13.38	9.78	23.16
3	20%	17.58	12.66	30.24	26.76	19.56	46.32
4	10%	8.79	6.33	15.12	13.38	9.78	23.16
5	25%	21.975	15.825	37.8	33.45	24.45	57.9

**TABLE 7
Nordic Valley
Trip Generation PM Peak (External to Development)**

Zone	Land Use ^{1,2}	ITE Land Use Code ¹	Number of Units	Unit Type	PM Trip Generation 10th ^{1,2}	% Entering ³	% Exiting ³	% Un-Occupied	% Pass-By ⁴	% Internal Capture ⁵	Trips Entering	Trips Exiting	New PM Trips	% Leaving Development	% BO 2026 ⁶	BO 2026	2026 ENT	2026 EXIT	2026 TOT	2040 ENT	2040 EXIT	2040 TOT
1 (Dev Legend O)	3-Story Condos	Park City Custom	16	Dwelling Units	8	43%	57%	25%	0%	0%	3	3	6	30%	0%	100%	0	0	0	1	1	2
Total					8						3	3	6				0	0	0	1	1	2
2 (Dev Legend A,B,C,D,E,F)	5-Story Residential	Park City Custom	89	Dwelling Units	44	43%	57%	25%	0%	0%	14	19	33	30%	100%	100%	4	6	10	4	6	10
	Retail	820	7.6	ksf	81	48%	52%	0%	0%	0%	39	42	81	30%	100%	100%	12	13	24	12	13	24
	Retail	820	5.7	ksf	65	48%	52%	0%	0%	0%	31	34	65	30%	100%	100%	9	10	20	9	10	20
	5-Story Residential	Park City Custom	100	Dwelling Units	49	43%	57%	25%	0%	0%	16	21	37	30%	100%	100%	5	6	11	5	6	11
	Restaurant	932	4	ksf	40	62%	38%	0%	0%	0%	25	15	40	30%	100%	100%	8	5	12	8	5	12
	5-Story Residential	Park City Custom	200	Dwelling Units	98	43%	57%	25%	0%	0%	32	42	74	30%	100%	100%	10	13	22	10	13	22
	Restaurant	932	4	ksf	40	62%	38%	0%	0%	0%	25	15	40	30%	100%	100%	8	5	12	8	5	12
	Ski School			ksf				0%	0%	0%	0	0	0	30%	100%	100%	0	0	0	0	0	0
Total					416						182	188	370				55	56	111	55	56	111
3 (Dev Legend G, L, R)	3-Story Residential	Park City Custom	20	Dwelling Units	10	43%	57%	25%	0%	0%	3	4	7	30%	0%	100%	0	0	0	1	1	2
	3-Story Residential	Park City Custom	20	Dwelling Units	10	43%	57%	25%	0%	0%	3	4	7	30%	0%	100%	0	0	0	1	1	2
	Nordic Street Commercial	820	11.8	ksf	112	48%	52%	0%	0%	0%	54	58	112	30%	0%	100%	0	0	0	16	17	34
Total					131						60	66	126				0	0	0	18	20	38
4 (Dev Legend H, I, J, K)	3-Story Residential	Park City Custom	50	Dwelling Units	25	43%	57%	25%	0%	0%	8	10	18	30%	0%	100%	0	0	0	2	3	5
	4-Story Residential	Park City Custom	70	Dwelling Units	34	43%	57%	25%	0%	0%	11	15	26	30%	0%	100%	0	0	0	3	5	8
	4-Story Residential	Park City Custom	20	Dwelling Units	10	43%	57%	25%	0%	0%	3	4	7	30%	0%	100%	0	0	0	1	1	2
	3-Story Residential	Park City Custom	24	Dwelling Units	12	43%	57%	25%	0%	0%	4	5	9	30%	0%	100%	0	0	0	1	2	3
Total					80						26	34	60				0	0	0	8	10	18
5 (Dev Legend M, N)	3-Story Condos	Park City Custom	55	Dwelling Units	27	43%	57%	25%	0%	0%	9	12	21	30%	0%	100%	0	0	0	3	4	6
	Single Family Cabin	Park City Custom	19	Dwelling Units	9	43%	57%	25%	0%	0%	3	4	7	30%	0%	100%	0	0	0	1	1	2
Total					36						12	16	28				0	0	0	4	5	8
6 (Dev Legend Q, R)	3-Story Condos	Park City Custom	52	Dwelling Units	25	43%	57%	25%	0%	0%	8	11	19	30%	0%	100%	0	0	0	2	3	6
	Mountain Chalets	Park City Custom	28	Dwelling Units	14	43%	57%	25%	0%	0%	4	6	10	30%	0%	100%	0	0	0	1	2	3
Total					39						12	17	29				0	0	0	4	5	9
Total																	55	56	111	89	97	186

1. Traffic Generated by the development according to the ITE Trip Generation Manual, 10th Edition.
2. Traffic Generated by residential uses based on Snow Park Village study by Fehr & Peers.
3. Percentage of trips Entering and Exiting the development according to the ITE Trip Generation Manual, 10th Edition.
4. Percentage of Pass-by trips according to the ITE Trip Generation Manual, 10th Edition.
5. Internal capture calculated using guidelines in the ITE Trip Generation Handbook 3rd Edition, 2017.

Key
Update Cells highlighted in yellow
30% Update this value for % Leaving Development

1	35%	19	20	38.85	30.975	34.02	64.995
2	10%	6	6	11.1	8.85	9.72	18.57
3	20%	11	11	22.2	17.7	19.44	37.14
4	10%	5	5	11.1	8.85	9.72	18.57
5	25%	14	14	27.75	22.125	24.3	46.425

**TABLE 8
Nordic Valley
Trip Generation Daily (External to Development)**

Zone	Land Use ^{1,2}	ITE Land Use Code ¹	Number of Units	Unit Type	Daily Trip Generation 10th ^{1,2}	% Entering ³	% Exiting ³	% Un-Occupied	% Pass-By ⁴	% Internal Capture ⁵	Trips Entering	Trips Exiting	New Daily Trips	% Leaving Development	% BO 2026	BO 2040	2026 ENT	2026 EXIT	2026 TOT	2040 ENT	2040 EXIT	2040 TOT
1 (Dev Legend O)	3-Story Condos	Park City Custom	16	Dwelling Units	98	50%	50%	25%	0%	0%	37	37	74	30%	0%	100%	0	0	0	11	11	22
Total					98						37	37	74				0	0	0	11	11	22
2 (Dev Legend A,B,C,D,E,F)	5-Story Residential	Park City Custom	89	Dwelling Units	543	50%	50%	25%	0%	0%	204	204	408	30%	100%	100%	61	61	122	61	61	122
	Retail (Shopping Center Average Rate)	820	7.6	ksf	1,042	50%	50%	0%	0%	0%	521	521	1,042	30%	100%	100%	156	156	313	156	156	313
	Retail (Shopping Center Average Rate)	820	5.7	ksf	859	50%	50%	0%	0%	0%	430	430	860	30%	100%	100%	129	129	258	129	129	258
	5-Story Residential	Park City Custom	100	Dwelling Units	610	50%	50%	25%	0%	0%	229	229	458	30%	100%	100%	69	69	137	69	69	137
	Restaurant	932	4	ksf	449	50%	50%	0%	0%	0%	224	224	448	30%	100%	100%	67	67	134	67	67	134
	5-Story Residential	Park City Custom	200	Dwelling Units	1,220	50%	50%	25%	0%	0%	458	458	916	30%	100%	100%	137	137	275	137	137	275
	Restaurant	932	4	ksf	449	50%	50%	0%	0%	0%	224	224	448	30%	100%	100%	67	67	134	67	67	134
	Ski School			ksf				0%	0%	0%	0	0	0	30%	100%	100%	0	0	0	0	0	0
Total					5172						2290	2290	4580				687	687	1374	687	687	1374
3 (Dev Legend G, L, R)	3-Story Residential	Park City Custom	20	Dwelling Units	122	50%	50%	25%	0%	0%	46	46	92	30%	0%	100%	0	0	0	14	14	28
	3-Story Residential	Park City Custom	20	Dwelling Units	122	50%	50%	25%	0%	0%	46	46	92	30%	0%	100%	0	0	0	14	14	28
	Nordic Street Commercial	820	11.8	ksf	1,406	50%	50%	0%	0%	0%	703	703	1,406	30%	0%	100%	0	0	0	211	211	422
Total					1,650						795	795	1,590				0	0	0	239	239	477
4 (Dev Legend H, I, J, K)	3-Story Residential	Park City Custom	50	Dwelling Units	305	50%	50%	25%	0%	0%	114	114	228	30%	0%	100%	0	0	0	34	34	68
	4-Story Residential	Park City Custom	70	Dwelling Units	427	50%	50%	25%	0%	0%	160	160	320	30%	0%	100%	0	0	0	48	48	96
	4-Story Residential	Park City Custom	20	Dwelling Units	122	50%	50%	25%	0%	0%	46	46	92	30%	0%	100%	0	0	0	14	14	28
	3-Story Residential	Park City Custom	24	Dwelling Units	146	50%	50%	25%	0%	0%	55	55	110	30%	0%	100%	0	0	0	17	17	33
Total					1,000						375	375	750				0	0	0	113	113	225
5 (Dev Legend M, N)	3-Story Condos	Park City Custom	55	Dwelling Units	336	50%	50%	25%	0%	0%	126	126	252	30%	0%	100%	0	0	0	38	38	76
	Single Family Cabin	Park City Custom	19	Dwelling Units	116	50%	50%	25%	0%	0%	43	43	86	30%	0%	100%	0	0	0	13	13	26
Total					451						169	169	338				0	0	0	51	51	101
6 (Dev Legend Q, R)	3-Story Condos	Park City Custom	52	Dwelling Units	317	50%	50%	25%	0%	0%	119	119	238	30%	0%	100%	0	0	0	36	36	71
	Mountain Chalets	Park City Custom	28	Dwelling Units	171	50%	50%	25%	0%	0%	64	64	128	30%	0%	100%	0	0	0	19	19	38
Total					488						183	183	366				0	0	0	55	55	110

1. Traffic Generated by the development according to the ITE Trip Generation Manual, 10th Edition.
2. Traffic Generated by residential uses based on Snow Park Village study by Fehr & Peers.
3. Percentage of trips Entering and Exiting the development according to the ITE Trip Generation Manual, 10th Edition.
4. Percentage of Pass-by trips according to the ITE Trip Generation Manual, 10th Edition.
5. Internal capture calculated using guidelines in the ITE Trip Generation Handbook 3rd Edition, 2017.

Key
Update Cells highlighted in yellow
30% Update this value for % Leaving Development

**TABLE 9
Nordic Valley
Trip Generation Saturday Peak (External to Development)**

Zone	Land Use ^{1,2}	ITE Land Use Code ¹	Number of Units	Unit Type	Sat PK Trip Generation 10th ^{1,2}	% Entering ³	% Exiting ³	% Un-Occupied	% Pass-By ⁴	% Internal Capture ⁵	Trips Entering	Trips Exiting	New Sat PK Trips	% Leaving Development	% BO 2026 ⁶	BO 2040	2026 ENT	2026 EXIT	2026 TOT	2040 ENT	2040 EXIT	2040 TOT
1 (Dev Legend O)	3-Story Condos (private)	Park City Custom	5	Dwelling Units	3	54%	46%	25%	0%	0%	1	1	2	30%	0%	100%	0	0	0	0	0	1
	3-Story Condos (rental)	Park City Custom	11	Dwelling Units	8	54%	46%	10%	0%	0%	4	3	7	30%	0%	100%	0	0	0	1	1	2
	Total					11					5	4	9				0	0	0	2	1	3
2 (Dev Legend A,B,C,D,E,F)	5-Story Residential (private)	Park City Custom	27	Dwelling Units	19	54%	46%	25%	0%	0%	8	6	14	30%	100%	100%	2	2	4	2	2	4
	5-Story Residential (rental)	Park City Custom	62	Dwelling Units	44	54%	46%	10%	0%	0%	21	18	39	30%	100%	100%	6	5	12	6	5	12
	Retail (Shopping Center Average Rate)	820	7.6	Dwelling Units	81	52%	48%	0%	0%	0%	42	39	81	30%	100%	100%	13	12	24	13	12	24
	Retail (Shopping Center Average Rate)	820	5.7	Dwelling Units	65	52%	48%	0%	0%	0%	34	31	65	30%	100%	100%	10	9	20	10	9	20
	5-Story Residential (private)	Park City Custom	30	Dwelling Units	21	54%	46%	25%	0%	0%	9	7	16	30%	100%	100%	3	2	5	3	2	5
	5-Story Residential (rental)	Park City Custom	70	Dwelling Units	49	54%	46%	10%	0%	0%	24	20	44	30%	100%	100%	7	6	13	7	6	13
	Restaurant	932	4	Dwelling Units	45	51%	49%	0%	0%	0%	23	22	45	30%	100%	100%	7	7	14	7	7	14
	5-Story Residential (private)	Park City Custom	60	Dwelling Units	42	54%	46%	25%	0%	0%	17	14	31	30%	100%	100%	5	4	9	5	4	9
	5-Story Residential (rental)	Park City Custom	140	Dwelling Units	98	54%	46%	10%	0%	0%	48	41	89	30%	100%	100%	14	12	27	14	12	27
	Restaurant	932	4	Dwelling Units	45	51%	49%	0%	0%	0%	23	22	45	30%	100%	100%	7	7	14	7	7	14
	Ski School				Dwelling Units				0%	0%	0%	0	0	0	30%	100%	100%	0	0	0	0	0
Total					507						249	220	469				75	66	141	75	66	141
3 (Dev Legend G, L, R)	3-Story Residential (private)	Park City Custom	6	Dwelling Units	4	54%	46%	25%	0%	0%	2	1	3	30%	0%	100%	0	0	0	1	0	1
	3-Story Residential (rental)	Park City Custom	14	Dwelling Units	10	54%	46%	10%	0%	0%	5	4	9	30%	0%	100%	0	0	0	2	1	3
	3-Story Residential (private)	Park City Custom	6	Dwelling Units	4	54%	46%	25%	0%	0%	2	1	3	30%	0%	100%	0	0	0	1	0	1
	3-Story Residential (rental)	Park City Custom	14	Dwelling Units	10	54%	46%	10%	0%	0%	5	4	9	30%	0%	100%	0	0	0	2	1	3
	Nordic Street Commercial	820	11.8	ksf	114	52%	48%	0%	0%	0%	59	55	114	30%	0%	100%	0	0	0	18	17	34
Total					142						73	65	138				0	0	0	22	20	41
4 (Dev Legend H, I, J, K)	3-Story Residential (private)	Park City Custom	15	Dwelling Units	11	54%	46%	25%	0%	0%	4	4	8	30%	0%	100%	0	0	0	1	1	2
	3-Story Residential (rental)	Park City Custom	35	Dwelling Units	25	54%	46%	10%	0%	0%	12	10	22	30%	0%	100%	0	0	0	4	3	7
	4-Story Residential (private)	Park City Custom	21	Dwelling Units	15	54%	46%	25%	0%	0%	6	5	11	30%	0%	100%	0	0	0	2	2	3
	4-Story Residential (rental)	Park City Custom	49	Dwelling Units	34	54%	46%	10%	0%	0%	17	14	31	30%	0%	100%	0	0	0	5	4	9
	4-Story Residential (private)	Park City Custom	6	Dwelling Units	4	54%	46%	25%	0%	0%	2	1	3	30%	0%	100%	0	0	0	1	0	1
	4-Story Residential (rental)	Park City Custom	14	Dwelling Units	10	54%	46%	10%	0%	0%	5	4	9	30%	0%	100%	0	0	0	2	1	3
	3-Story Residential (private)	Park City Custom	7	Dwelling Units	5	54%	46%	25%	0%	0%	2	2	4	30%	0%	100%	0	0	0	1	1	1
	3-Story Residential (rental)	Park City Custom	17	Dwelling Units	12	54%	46%	10%	0%	0%	6	5	11	30%	0%	100%	0	0	0	2	2	3
	Total					115						54	45	99				0	0	0	16	14
5 (Dev Legend M, N)	3-Story Condos (private)	Park City Custom	17	Dwelling Units	12	54%	46%	25%	0%	0%	5	4	9	30%	0%	100%	0	0	0	2	1	3
	3-Story Condos (rental)	Park City Custom	39	Dwelling Units	27	54%	46%	10%	0%	0%	13	11	24	30%	0%	100%	0	0	0	4	3	7
	Single Family Cabin (private)	Park City Custom	6	Dwelling Units	4	54%	46%	25%	0%	0%	2	1	3	30%	0%	100%	0	0	0	1	0	1
	Single Family Cabin (rental)	Park City Custom	13	Dwelling Units	9	54%	46%	10%	0%	0%	5	4	9	30%	0%	100%	0	0	0	2	1	3
Total					42						20	16	36				0	0	0	6	5	11
6 (Dev Legend Q, R)	3-Story Condos (private)	Park City Custom	16	Dwelling Units	11	54%	46%	0%	0%	0%	6	5	11	30%	0%	100%	0	0	0	2	2	3
	3-Story Condos (rental)	Park City Custom	36	Dwelling Units	25	54%	46%	0%	0%	0%	14	12	26	30%	0%	100%	0	0	0	4	4	8
	Mountain Chalets (private)	Park City Custom	8	Dwelling Units	6	54%	46%	0%	0%	0%	3	3	6	30%	0%	100%	0	0	0	1	1	2
	Mountain Chalets (rental)	Park City Custom	20	Dwelling Units	14	54%	46%	0%	0%	0%	7	6	13	30%	0%	100%	0	0	0	2	2	4
	Total					42						23	20	43				0	0	0	7	6
															75	66	141	127	111	238		

1. Traffic Generated by the development according to the ITE Trip Generation Manual, 10th Edition.
2. Traffic Generated by residential uses based on Snow Park Village study by Fehr & Peers.
3. Percentage of trips Entering and Exiting the development according to the ITE Trip Generation Manual, 10th Edition.
4. Percentage of Pass-by trips according to the ITE Trip Generation Manual, 10th Edition.
5. Internal capture calculated using guidelines in the ITE Trip Generation Handbook 3rd Edition, 2017.

Key
Update Cells highlighted in yellow
30% Update this value for % Leaving Development

1	35%	26	23	49.245	44.52	38.85	83.37
2	10%	8	7	14.07	12.72	11.1	23.82
3	20%	15	13	28.14	25.44	22.2	47.64
4	10%	7	7	14.07	12.72	11.1	23.82
5	25%	19	16	35.175	31.8	27.75	59.55

**TABLE 10
Nordic Valley
Trip Generation Saturday Daily (External to Development)**

Zone	Land Use ^{1,2}	ITE Land Use Code ¹	Number of Units	Unit Type	Sat DY Trip Generation 10th ^{1,2}	% Entering ³	% Exiting ³	% Un-Occupied	% Pass-By ⁴	% Internal Capture ⁵	Trips Entering	Trips Exiting	Sat DY Trips	% Leaving Development	% BO 2026 ⁶	BO 2040	2026 ENT	2026 EXIT	2026 TOT	2040 ENT	2040 EXIT	2040 TOT
1 (Dev Legend O)	3-Story Condos (private)	Park City Custom	5	Dwelling Units	29	50%	50%	25%	0%	0%	11	11	22	30%	0%	100%	0	0	0	3.3	3.3	6.6
	3-Story Condos (rental)	Park City Custom	11	Dwelling Units	68	50%	50%	10%	0%	0%	31	31	62	30%	0%	100%	0	0	0	9.3	9.3	18.6
	Total				98						42	42	84				0	0	0	13	13	25
2 (Dev Legend A,B,C,D,E,F)	5-Story Residential (private)	Park City Custom	27	Dwelling Units	163	50%	50%	25%	0%	0%	61	61	122	30%	100%	100%	18	18	37	18	18	37
	5-Story Residential (rental)	Park City Custom	62	Dwelling Units	380	50%	50%	10%	0%	0%	171	171	342	30%	100%	100%	51	51	103	51	51	103
	Retail (Shopping Center Average Rate)	820	7.6	Dwelling Units	351	50%	50%	0%	0%	0%	175	175	350	30%	100%	100%	53	53	105	53	53	105
	Retail (Shopping Center Average Rate)	820	5.7	Dwelling Units	264	50%	50%	0%	0%	0%	132	132	264	30%	100%	100%	40	40	79	40	40	79
	5-Story Residential (private)	Park City Custom	30	Dwelling Units	183	50%	50%	25%	0%	0%	69	69	138	30%	100%	100%	21	21	41	21	21	41
	5-Story Residential (rental)	Park City Custom	70	Dwelling Units	427	50%	50%	10%	0%	0%	192	192	384	30%	100%	100%	58	58	115	58	58	115
	Restaurant	932	4	Dwelling Units	490	50%	50%	0%	0%	0%	245	245	490	30%	100%	100%	74	74	147	74	74	147
	5-Story Residential (private)	Park City Custom	60	Dwelling Units	366	50%	50%	25%	0%	0%	137	137	274	30%	100%	100%	41	41	82	41	41	82
	5-Story Residential (rental)	Park City Custom	140	Dwelling Units	854	50%	50%	10%	0%	0%	384	384	768	30%	100%	100%	115	115	230	115	115	230
	Restaurant	932	4	Dwelling Units	490	50%	50%	0%	0%	0%	245	245	490	30%	100%	100%	74	74	147	74	74	147
Ski School							0%	0%	0%	0	0	0	30%	100%	100%	0	0	0	0	0	0	
Total					3986						1811	1811	3622				543	543	1087	543	543	1087
3 (Dev Legend G, L, R)	3-Story Residential (private)	Park City Custom	6	Dwelling Units	37	50%	50%	25%	0%	0%	14	14	28	30%	0%	100%	0	0	0	4	4	8
	3-Story Residential (rental)	Park City Custom	14	Dwelling Units	85	50%	50%	10%	0%	0%	38	38	76	30%	0%	100%	0	0	0	11	11	23
	3-Story Residential (private)	Park City Custom	6	Dwelling Units	37	50%	50%	25%	0%	0%	14	14	28	30%	0%	100%	0	0	0	4	4	8
	3-Story Residential (rental)	Park City Custom	14	Dwelling Units	85	50%	50%	10%	0%	0%	38	38	76	30%	0%	100%	0	0	0	11	11	23
	Nordic Street Commercial	820	11.8	ksf	544	50%	50%	0%	0%	0%	272	272	544	30%	0%	100%	0	0	0	82	82	163
Total					788						376	376	752				0	0	0	113	113	226
4 (Dev Legend H, I, J, K)	3-Story Residential (private)	Park City Custom	15	Dwelling Units	92	50%	50%	25%	0%	0%	34	34	68	30%	0%	100%	0	0	0	10	10	20
	3-Story Residential (rental)	Park City Custom	35	Dwelling Units	214	50%	50%	10%	0%	0%	96	96	192	30%	0%	100%	0	0	0	29	29	58
	4-Story Residential (private)	Park City Custom	21	Dwelling Units	128	50%	50%	25%	0%	0%	48	48	96	30%	0%	100%	0	0	0	14	14	29
	4-Story Residential (rental)	Park City Custom	49	Dwelling Units	299	50%	50%	10%	0%	0%	135	135	270	30%	0%	100%	0	0	0	41	41	81
	4-Story Residential (private)	Park City Custom	6	Dwelling Units	37	50%	50%	25%	0%	0%	14	14	28	30%	0%	100%	0	0	0	4	4	8
	4-Story Residential (rental)	Park City Custom	14	Dwelling Units	85	50%	50%	10%	0%	0%	38	38	76	30%	0%	100%	0	0	0	11	11	23
	3-Story Residential (private)	Park City Custom	7	Dwelling Units	44	50%	50%	25%	0%	0%	16	16	32	30%	0%	100%	0	0	0	5	5	10
	3-Story Residential (rental)	Park City Custom	17	Dwelling Units	102	50%	50%	10%	0%	0%	46	46	92	30%	0%	100%	0	0	0	14	14	28
Total					1,000						427	427	854				0	0	0	128	128	256
5 (Dev Legend M, N)	3-Story Condos (private)	Park City Custom	17	Dwelling Units	101	50%	50%	25%	0%	0%	38	38	76	30%	0%	100%	0	0	0	11	11	23
	3-Story Condos (rental)	Park City Custom	39	Dwelling Units	235	50%	50%	10%	0%	0%	106	106	212	30%	0%	100%	0	0	0	32	32	64
	Single Family Cabin (private)	Park City Custom	6	Dwelling Units	35	50%	50%	25%	0%	0%	13	13	26	30%	0%	100%	0	0	0	4	4	8
	Single Family Cabin (rental)	Park City Custom	13	Dwelling Units	81	50%	50%	10%	0%	0%	37	37	74	30%	0%	100%	0	0	0	11	11	22
Total					370						157	157	314				0	0	0	47	47	94
6 (Dev Legend Q, R)	3-Story Condos (private)	Park City Custom	16	Dwelling Units	95	50%	50%	0%	0%	0%	48	48	96	30%	0%	100%	0	0	0	14	14	29
	3-Story Condos (rental)	Park City Custom	36	Dwelling Units	222	50%	50%	0%	0%	0%	111	111	222	30%	0%	100%	0	0	0	33	33	67
	Mountain Chalets (private)	Park City Custom	8	Dwelling Units	51	50%	50%	0%	0%	0%	26	26	52	30%	0%	100%	0	0	0	8	8	16
	Mountain Chalets (rental)	Park City Custom	20	Dwelling Units	120	50%	50%	0%	0%	0%	60	60	120	30%	0%	100%	0	0	0	18	18	36
Total					368						185	185	370				0	0	0	56	56	111

1. Traffic Generated by the development according to the ITE Trip Generation Manual, 10th Edition.
2. Traffic Generated by residential uses based on Snow Park Village study by Fehr & Peers.
3. Percentage of trips Entering and Exiting the development according to the ITE Trip Generation Manual, 10th Edition.
4. Percentage of Pass-by trips according to the ITE Trip Generation Manual, 10th Edition.
5. Internal capture calculated using guidelines in the ITE Trip Generation Handbook 3rd Edition, 2017.

Key
Update Cells highlighted in yellow
30% Update this value for % Leaving Development

**TABLE 11
Nordic Valley
Trip Generation AM Peak (Combined Internal & External)**

Zone	Land Use ^{1,2}	ITE Land Use Code ¹	Number of Units	2026			2040		
				External Trips	Internal Trips	Total Trips	External Trips	Internal Trips	Total Trips
1 (Dev Legend O)	3-Story Condos	Park City Custom	16	0	0	0	1	1	2
Total				0	0	0	1	1	2
2 (Dev Legend A,B,C,D,E,F)	5-Story Residential	Park City Custom	89	8	0	8	8	0	8
	Retail	820	7.6	47	0	47	47	0	47
	Retail	820	5.7	47	0	47	47	0	47
	5-Story Residential	Park City Custom	100	9	0	9	9	0	9
	Restaurant	932	4	12	0	12	12	0	12
	5-Story Residential	Park City Custom	200	17	0	17	17	0	17
	Restaurant	932	4	12	0	12	12	0	12
	Ski School			0	0	0	0	0	0
Total				151	0	151	151	0	151
3 (Dev Legend G, L, R)	3-Story Residential	Park City Custom	20	0	0	0	2	0	2
	3-Story Residential	Park City Custom	20	0	0	0	2	0	2
	Nordic Street Commercial	820	11.8	0	0	0	47	0	47
Total				0	0	0	51	0	51
4 (Dev Legend H, I, J, K)	3-Story Residential	Park City Custom	50	0	0	0	4	0	4
	4-Story Residential	Park City Custom	70	0	0	0	6	0	6
	4-Story Residential	Park City Custom	20	0	0	0	2	0	2
	3-Story Residential	Park City Custom	24	0	0	0	2	0	2
Total				0	0	0	14	0	14
5 (Dev Legend M, N)	3-Story Condos	Park City Custom	55	0	0	0	5	2	7
	Single Family Cabin	Park City Custom	19	0	0	0	2	1	3
Total				0	0	0	7	3	10
6 (Dev Legend Q, R)	3-Story Condos	Park City Custom	52	0	0	0	5	2	7
	Mountain Chalets	Park City Custom	28	0	0	0	2	1	4
Total				0	0	0	7	3	11

1. Traffic Generated by the development according to the ITE Trip Generation Manual, 10th Edition.
2. Traffic Generated by Resort Hotels based on Snow Park Village study by Fehr & Peers.

**TABLE 12
Nordic Valley
Trip Generation PM Peak (Combined Internal & External)**

Zone	Land Use ^{1,2}	ITE Land Use Code ¹	Number of Units	2026			2040		
				External Trips	Internal Trips	Total Trips	External Trips	Internal Trips	Total Trips
1 (Dev Legend O)	3-Story Condos	Park City Custom	16	0	0	0	2	1	3
Total				0	0	0	2	1	3
2 (Dev Legend A,B,C,D,E,F)	5-Story Residential	Park City Custom	89	10	0	10	10	0	10
	Retail	820	7.6	24	0	24	24	0	24
	Retail	820	5.7	20	0	20	20	0	20
	5-Story Residential	Park City Custom	100	11	0	11	11	0	11
	Restaurant	932	4	12	0	12	12	0	12
	5-Story Residential	Park City Custom	200	22	0	22	22	0	22
	Restaurant	932	4	12	0	12	12	0	12
	Ski School			0	0	0	0	0	0
Total				111	0	111	111	0	111
3 (Dev Legend G, L, R)	3-Story Residential	Park City Custom	20	0	0	0	2	0	2
	3-Story Residential	Park City Custom	20	0	0	0	2	0	2
	Nordic Street Commercial	820	11.8	0	0	0	34	0	34
Total				0	0	0	38	0	38
4 (Dev Legend H, I, J, K)	3-Story Residential	Park City Custom	50	0	0	0	5	0	5
	4-Story Residential	Park City Custom	70	0	0	0	8	0	8
	4-Story Residential	Park City Custom	20	0	0	0	2	0	2
	3-Story Residential	Park City Custom	24	0	0	0	3	0	3
Total				0	0	0	18	0	18
5 (Dev Legend M, N)	3-Story Condos	Park City Custom	55	0	0	0	6	3	9
	Single Family Cabin	Park City Custom	19	0	0	0	2	1	3
Total				0	0	0	8	4	12
6 (Dev Legend Q, R)	3-Story Condos	Park City Custom	52	0	0	0	6	3	8
	Mountain Chalets	Park City Custom	28	0	0	0	3	1	4
Total				0	0	0	9	4	13

1. Traffic Generated by the development according to the ITE Trip Generation Manual, 10th Edition.

2. Traffic Generated by Resort Hotels based on Snow Park Village study by Fehr & Peers.

**TABLE 13
Nordic Valley
Trip Generation Daily (Combined Internal & External)**

Zone	Land Use ^{1,2}	ITE Land Use Code ¹	Number of Units	2026			2040		
				External Trips	Internal Trips	Total Trips	External Trips	Internal Trips	Total Trips
1 (Dev Legend O)	3-Story Condos	Park City Custom	16	0	0	0	22	10	33
Total				0	0	0	22	10	33
2 (Dev Legend A,B,C,D,E,F)	5-Story Residential	Park City Custom	89	122	0	122	122	0	122
	Retail	820	7.6	313	0	313	313	0	313
	Retail	820	5.7	258	0	258	258	0	258
	5-Story Residential	Park City Custom	100	137	0	137	137	0	137
	Restaurant	932	4	134	0	134	134	0	134
	5-Story Residential	Park City Custom	200	275	0	275	275	0	275
	Restaurant	932	4	134	0	134	134	0	134
	Ski School			0	0	0	0	0	0
Total				1374	0	1374	1374	0	1374
3 (Dev Legend G, L, R)	3-Story Residential	Park City Custom	20	0	0	0	28	0	28
	3-Story Residential	Park City Custom	20	0	0	0	28	0	28
	Nordic Street Commercial	820	11.8	0	0	0	422	0	422
Total				0	0	0	477	0	477
4 (Dev Legend H, I, J, K)	3-Story Residential	Park City Custom	50	0	0	0	68	0	68
	4-Story Residential	Park City Custom	70	0	0	0	96	0	96
	4-Story Residential	Park City Custom	20	0	0	0	28	0	28
	3-Story Residential	Park City Custom	24	0	0	0	33	0	33
Total				0	0	0	225	0	225
5 (Dev Legend M, N)	3-Story Condos	Park City Custom	55	0	0	0	76	35	111
	Single Family Cabin	Park City Custom	19	0	0	0	26	12	38
Total				0	0	0	101	47	149
6 (Dev Legend Q, R)	3-Story Condos	Park City Custom	52	0	0	0	71	33	105
	Mountain Chalets	Park City Custom	28	0	0	0	38	18	56
Total				0	0	0	110	51	161

1. Traffic Generated by the development according to the ITE Trip Generation Manual, 10th Edition.
2. Traffic Generated by Resort Hotels based on Snow Park Village study by Fehr & Peers.

**TABLE 14
Nordic Valley
Trip Generation Saturday Peak (Combined Internal & External)**

Zone	Land Use ^{1,2}	ITE Land Use Code ¹	Number of Units	2026			2040		
				External Trips	Internal Trips	Total Trips	External Trips	Internal Trips	Total Trips
1 (Dev Legend O)	3-Story Condos (private)	Park City Custom	5	0	0	0	1	0	0.9
	3-Story Condos (rental)	Park City Custom	11	0	0	0	2	1	3.1
Total				0	0	0	3	1	4
2 (Dev Legend A,B,C,D,E,F)	5-Story Residential (private)	Park City Custom	27	4	0	4	4	0	4
	5-Story Residential (rental)	Park City Custom	62	12	0	12	12	0	12
	Retail (Shopping Center Ave	820	7.6	24	0	24	24	0	24
	Retail (Shopping Center Ave	820	5.7	20	0	20	20	0	20
	5-Story Residential (private)	Park City Custom	30	5	0	5	5	0	5
	5-Story Residential (rental)	Park City Custom	70	13	0	13	13	0	13
	Restaurant	932	4	14	0	14	14	0	14
	5-Story Residential (private)	Park City Custom	60	9	0	9	9	0	9
	5-Story Residential (rental)	Park City Custom	140	27	0	27	27	0	27
	Restaurant	932	4	14	0	14	14	0	14
	Ski School			0	0	0	0	0	0
Total				141	0	141	141	0	141
3 (Dev Legend G, L, R)	3-Story Residential (private)	Park City Custom	6	0	0	0	1	0	1
	3-Story Residential (rental)	Park City Custom	14	0	0	0	3	0	3
	3-Story Residential (private)	Park City Custom	6	0	0	0	1	0	1
	3-Story Residential (rental)	Park City Custom	14	0	0	0	3	0	3
	Nordic Street Commercial	820	11.8	0	0	0	34	0	34
Total				0	0	0	41	0	41
4 (Dev Legend H, I, J, K)	3-Story Residential (private)	Park City Custom	15	0	0	0	2	0	2
	3-Story Residential (rental)	Park City Custom	35	0	0	0	7	0	7
	4-Story Residential (private)	Park City Custom	21	0	0	0	3	0	3
	4-Story Residential (rental)	Park City Custom	49	0	0	0	9	0	9
	4-Story Residential (private)	Park City Custom	6	0	0	0	1	0	1
	4-Story Residential (rental)	Park City Custom	14	0	0	0	3	0	3
	3-Story Residential (private)	Park City Custom	7	0	0	0	1	0	1
	3-Story Residential (rental)	Park City Custom	17	0	0	0	3	0	3
Total				0	0	0	30	0	30
5 (Dev Legend M, N)	3-Story Condos (private)	Park City Custom	17	0	0	0	3	1	4
	3-Story Condos (rental)	Park City Custom	39	0	0	0	7	3	11
	Single Family Cabin (private)	Park City Custom	6	0	0	0	1	0	1
	Single Family Cabin (rental)	Park City Custom	13	0	0	0	3	1	4
Total				0	0	0	14	6	20
6 (Dev Legend Q, R)	3-Story Condos (private)	Park City Custom	16	0	0	0	3	2	5
	3-Story Condos (rental)	Park City Custom	36	0	0	0	8	4	11
	Mountain Chalets (private)	Park City Custom	8	0	0	0	2	1	3
	Mountain Chalets (rental)	Park City Custom	20	0	0	0	4	2	6
Total				0	0	0	17	8	25

1. Traffic Generated by the development according to the ITE Trip Generation Manual, 10th Edition.
2. Traffic Generated by Resort Hotels based on Snow Park Village study by Fehr & Peers.

**TABLE 15
Nordic Valley
Trip Generation Saturday Daily (Combined Internal & External)**

Zone	Land Use ^{1,2}	ITE Land Use Code ¹	Number of Units	2026			2040		
				External Trips	Internal Trips	Total Trips	External Trips	Internal Trips	Total Trips
1 (Dev Legend O)	3-Story Condos (private)	Park City Custom	5	0	0	0	7	3	10
	3-Story Condos (rental)	Park City Custom	11	0	0	0	19	9	27
	Total			0	0	0	25	12	37
2 (Dev Legend A,B,C,D,E,F)	5-Story Residential (private)	Park City Custom	27	37	0	37	37	0	37
	5-Story Residential (rental)	Park City Custom	62	103	0	103	103	0	103
	Retail (Shopping Center Ave	820	7.6	105	0	105	105	0	105
	Retail (Shopping Center Ave	820	5.7	79	0	79	79	0	79
	5-Story Residential (private)	Park City Custom	30	41	0	41	41	0	41
	5-Story Residential (rental)	Park City Custom	70	115	0	115	115	0	115
	Restaurant	932	4	147	0	147	147	0	147
	5-Story Residential (private)	Park City Custom	60	82	0	82	82	0	82
	5-Story Residential (rental)	Park City Custom	140	230	0	230	230	0	230
	Restaurant	932	4	147	0	147	147	0	147
	Ski School			0	0	0	0	0	0
Total				1087	0	1087	1087	0	1087
3 (Dev Legend G, L, R)	3-Story Residential (private)	Park City Custom	6	0	0	0	8	0	8
	3-Story Residential (rental)	Park City Custom	14	0	0	0	23	0	23
	3-Story Residential (private)	Park City Custom	6	0	0	0	8	0	8
	3-Story Residential (rental)	Park City Custom	14	0	0	0	23	0	23
	Nordic Street Commercial	820	11.8	0	0	0	163	0	163
Total				0	0	0	226	0	226
4 (Dev Legend H, I, J, K)	3-Story Residential (private)	Park City Custom	15	0	0	0	20	10	30
	3-Story Residential (rental)	Park City Custom	35	0	0	0	58	27	84
	4-Story Residential (private)	Park City Custom	21	0	0	0	29	13	42
	4-Story Residential (rental)	Park City Custom	49	0	0	0	81	38	119
	4-Story Residential (private)	Park City Custom	6	0	0	0	8	4	12
	4-Story Residential (rental)	Park City Custom	14	0	0	0	23	11	33
	3-Story Residential (private)	Park City Custom	7	0	0	0	10	4	14
	3-Story Residential (rental)	Park City Custom	17	0	0	0	28	13	40
Total				0	0	0	256	120	376
5 (Dev Legend M, N)	3-Story Condos (private)	Park City Custom	17	0	0	0	23	11	33
	3-Story Condos (rental)	Park City Custom	39	0	0	0	64	30	93
	Single Family Cabin (private)	Park City Custom	6	0	0	0	8	4	11
	Single Family Cabin (rental)	Park City Custom	13	0	0	0	22	10	33
Total				0	0	0	94	44	138
6 (Dev Legend Q, R)	3-Story Condos (private)	Park City Custom	16	0	0	0	29	13	42
	3-Story Condos (rental)	Park City Custom	36	0	0	0	67	31	98
	Mountain Chalets (private)	Park City Custom	8	0	0	0	16	7	23
	Mountain Chalets (rental)	Park City Custom	20	0	0	0	36	17	53
Total				0	0	0	111	52	163

1. Traffic Generated by the development according to the ITE Trip Generation Manual, 10th Edition.
2. Traffic Generated by Resort Hotels based on Snow Park Village study by Fehr & Peers.

TABLE 16
Nordic Valley
All Trip Generation (Combined Internal & External)

Land Use	Time Period	2026	2040
Zone 1	Weekday Daily	0	33
	Saturday Daily	0	37
	Weekday AM	0	2
	Weekday PM	0	3
	Saturday Peak	0	4
Zone 2	Weekday Daily	1,374	1,374
	Saturday Daily	1,087	1,087
	Weekday AM	152	152
	Weekday PM	111	111
	Saturday Peak	142	142
Zone 3	Weekday Daily	0	477
	Saturday Daily	0	226
	Weekday AM	0	51
	Weekday PM	0	38
	Saturday Peak	0	41
Zone 4	Weekday Daily	0	225
	Saturday Daily	0	376
	Weekday AM	0	14
	Weekday PM	0	18
	Saturday Peak	0	30
Zone 5	Weekday Daily	0	149
	Saturday Daily	0	138
	Weekday AM	0	10
	Weekday PM	0	12
	Saturday Peak	0	20
Zone 6	Weekday Daily	0	161
	Saturday Daily	0	163
	Weekday AM	0	11
	Weekday PM	0	13
	Saturday Peak	0	25
Total	Weekday Daily	1,374	2,419
	Saturday Daily	1,087	2,027
	Weekday AM	152	240
	Weekday PM	111	195
	Saturday Peak	142	262



October 3rd, 2021

Bill Green

Nordic Mountain Water Inc
4786 E 2600 N
Huntsville, UT 84317

SUBJECT Feasibility Narrative for Nordic Valley Ski Resort Base Development to Connect to Nordic Mountain Water, Inc.

Bill,

On behalf of Skyline Mountain Base, Talisman Civil Consultants (TCC) has prepared a feasibility narrative providing conceptual design for Nordic Mountain Water to provide water services to future development of the two phases of construction at Nordic Valley Ski Resort. The purpose of this narrative is to provide Nordic Mountain Water with enough information to provide Skyline Mountain Base with a letter of feasibility, which is required for a re-zone application that is necessary for future development on the mountain. The feasibility letter provided by Nordic Mountain Water is not a commitment, but rather a record of intent to work with Skyline Mountain Base and their proposed development at Nordic Valley Ski Resort.

Existing Source Capacity

According to information provided by Nordic Mountain Water from a study performed in December 2014:

- The existing source capacity is drawn from 3 wells:
 - Liberty Well: 600 gpm
 - Viking Drive Well: 30 gpm
 - Nordic Valley Way Well: 30 gpm
 - **Safe Yield Source Capacity: 660 gpm**

TCC reached out to the Division of Drinking Water (DDW) for the capacity analysis they have on file for Nordic Mountain Water. According to the DDW:

- The existing source capacity is drawn from 2 wells:
 - Well #2: 75 gpm
 - Rhodes Well 500 gpm
 - **Safe Yield Source Capacity: 575 gpm**

The existing source capacity as reported by the DDW is 85 gallons per minute less than what was reported by Nordic Mountain Water in 2014. There is a significant discrepancy. Based on conversations with Nordic Mountain Water, it is assumed that source capacity as reported by the DDW is out of date and incorrect, and that the source capacity reported by Nordic Mountain Water will be used. It is also assumed that the source capacities reported by both Franson Civil and the DDW are the safe yield capacity, where safe yield

is 2/3 that of the total well capacity.

Existing Demands

Water demands can be broken down to:

- Indoor Demands (Culinary Use)
- Outdoor Demands (Irrigation)

For indoor demands, Utah State Administrative Code R309-510 require a peak day demand of 800 gallons per day per equivalent residential connection (ERC), such:

$$1 \text{ ERC} = 800 \text{ gallons per day}$$

Per the information provided by Nordic Mountain Water in a study performed in 2014:

- Existing ERCs: 226
- Commercial ERCs: 1
- Promised/Future ERCs: 97
- **Total ERCs: 380**

It follows that:

$$380 \text{ ERCs} * \frac{800 \text{ gallons per day}}{1 \text{ ERC}} = 304,000 \text{ gallons per day} = 211.15 \text{ gallons per minute}$$

Therefore, the total existing and promised indoor demand is **211.15 gpm**.

Outdoor demands are calculated via an irrigation map and table provided in Utah Administrative Code R309-510. Per the Code irrigation demands for the Ogden Valley are defined as “Irrigation Zone 3” which corresponds 3.39 gpm per irrigated acre.

Per the Division of Drinking Water, it is conservatively estimated that there are 0.25 irrigated acres per connection such that:

$$380 \text{ ERCs} * \frac{0.25 \text{ Irrigated Acres}}{1 \text{ ERC}} = 95 \text{ Irrigated Acres}$$

$$95 \text{ Irrigated Acres} * \frac{3.39 \text{ gallons per minute}}{\text{Irrigated Acre}} = 322.05 \text{ gpm}$$

Therefore, the existing and promised outdoor irrigation demands are conservatively calculated to be **322.05 gpm**



See Table 1 below for a tabular summary of the existing and promised demands

Table 1 – Existing and Promised Demand Summary

Residential	Unit Count	ERC (800 GPD)	GPD	GPM		
ERCs	379.00	379.00	303,200.00	210.60		
Total	379.00	379.00	303,200.00	210.60		
Commercial	Unit Count	ERC (800 GPD)	GPD	GPM		
ERCs	1.00	1.00	800.00	0.56		
Total	1.00	1.00	800.00	0.56		
Irrigation	Unit Count	Acre/Unit	GPM/Acre	ERC (800 GPD)	GPD	GPM
ERCs	380.00	0.2500	3.39	579.57	463,659.83	322.05
Total				579.57	463,659.83	322.05
Total Existing ERCs	959.57					
Total Existing GPD	767,659.83					
Total Existing GPM	533.20					

Proposed Demands for Nordic Valley Ski Resort Base Development

Phase 1 of the proposed development at Nordic Valley Ski Resort consists of 320 residential units, 8,000 SF of restaurant area, and 18,320 SF of commercial area. 6 Buildings are anticipated to be constructed during Phase 1. It is estimated that each building will have 10,000 SF of grass/landscaping that will need to be irrigated at 3.39gpm per irrigated acre.

Phase 1 **RESIDENTIAL** demands are as follows:

$$320 \text{ ERCs} * \frac{800 \text{ gpd}}{1 \text{ ERC}} = 256,000 \text{ gpd} = \mathbf{177.78 \text{ gpm}}$$

Phase 1 **RESTAURANT** demands are as follows:

$$\text{Restaurant Area: } (8,000 \text{ ft}^2) * \frac{1 \text{ Person}}{12 \text{ ft}^2} * \frac{35 \text{ gpd}}{1 \text{ Person}} = 23,333.33 \text{ gpd} = \mathbf{16.21 \text{ gpm}}$$

Phase 1 **RETAIL** demands are as follows:

$$\text{Retail Area: } (18,320 \text{ ft}^2) * \frac{1 \text{ Person}}{310 \text{ ft}^2} * \frac{10 \text{ gpd}}{1 \text{ Person}} = 590.97 \text{ gpd} = \mathbf{0.41 \text{ gpm}}$$

Phase 1 **IRRIGATION** demands are as follows:

$$\text{Irrigation Area: } (1.377 \text{ Acres}) * \frac{3.39 \text{ gpm}}{\text{Acre}} = 4.67 \text{ gpm}$$

Table 2 – Proposed Phase 1 Demand Summary

Residential	Unit Count	ERC (800 GPD)	GPD	GPM	
Units	320.00	320.00	256,000.00	177.81	
Retail & Restaurant	Unit Count	Demand (GPD)	ERC (800 GPD)	GPD	GPM
Restaurant (Seats)	666.67	35.00	29.17	23,333.33	16.21
Retail (People)	59.10	10.00	0.74	590.97	0.41
Total			29.91	23,924.30	16.62
Irrigation	Acres	GPM/Acre	ERC (800 GPD)	GPD	GPM
	1.38	3.39	8.40	6,720.63	4.67
Total ERCs	358.31				
Total GPD	286,644.93				
Total GPM	199.10				

Phase 2 of the proposed development at Nordic Valley Ski Resort consists of 443 residential units broken up between townhomes, cabins, mountain chalets, and multi-story residential buildings. Phase 2 will also account for 11,880 SF of commercial space. We have conservatively estimated there to be 11.54 acres needed for irrigation for all the various Phase 2 developments.

Phase 2 **RESIDENTIAL** demands are as follows:

$$443 \text{ ERCs} * \frac{800 \text{ gpd}}{1 \text{ ERC}} = 354,0400 \text{ gpd} = 246.16 \text{ gpm}$$

Phase 2 **RETAIL** demands are as follows:

$$\text{Retail Area: } (11,880 \text{ ft}^2) * \frac{1 \text{ Person}}{310 \text{ ft}^2} * \frac{10 \text{ gpd}}{1 \text{ Person}} = 383.23 \text{ gpd} = 0.27 \text{ gpm}$$

Phase 2 **IRRIGATION** demands are as follows:

$$\text{Irrigation Area: } (11.54 \text{ Acres}) * \frac{3.39 \text{ gpm}}{\text{Acre}} = 39.11 \text{ gpm}$$

Table 3 – Proposed Phase 2 Demand Summary

Residential	Unit Count	ERC (800 GPD)	GPD	GPM	
Units	443.00	443.00	354,400.00	246.16	
Retail & Restaurant	Unit Count	Demand (GPD)	ERC (800 GPD)	GPD	GPM
Restaurant (Seats)	0.00	35.00	0.00	0.00	0.00
Retail (People)	38.32	10.00	0.48	383.23	0.27
Total			0.48	383.23	0.27
Irrigation	Acres	GPM/Acre	ERC (800 GPD)	GPD	GPM
	11.54	3.39	70.38	56,302.03	39.11
Total ERCs	443.48				
Total GPD	354,783.23				
Total GPM	246.43				

Please See Table 4 below for a tabular summary of the proposed demands for both phases.

Table 4 – Proposed Total Demand Summary

	ERCs	GPD	GPM
Phase 1	358.31	286,644.93	199.10
Phase 2	443.48	354,783.23	246.43
Total	801.79	641,428.15	445.52

Available Source Capacity and Deficiency

The available source capacity for Nordic Mountain Water and source deficiency for the Nordic Valley Ski Resort Base Development depends on the available safe yield source capacity as reported by Nordic Mountain Water. Please see Table 5 below:

Table 5 – Source Capacity Summary

	Indoor Demand (gpm)	Outdoor Demand (gpm)	Total Demand (gpm)
Existing Nordic Mountain Water Demands	211.15	322.05	533.20
Nordic Valley Phase 1 Demands	194.43	4.67	199.10
Nordic Valley Phase 2 Demands	246.43	39.11	285.53
Total Demand	405.58	326.72	732.30
	Franson Civil (gpm)	DDW (gpm)	
Existing Safe Yield Source Capacity	660.00	575.00	
Existing Nordic Mountain Water Demands	533.20	533.20	
Existing Available Capacity	126.80	41.80	
Nordic Valley Phase 1 Demands	199.10	199.10	
Nordic Valley Phase 2 Demands	285.53	285.53	
Source Capacity Deficiency	-357.83	-442.83	

Nordic Mountain Water is 357.83 gpm to 442.83 gpm deficient in source capacity based on estimated demands for the proposed development at Nordic Valley Ski Resort.

Storage Capacity

According to Nordic Mountain Water records, the existing storage capacity for Nordic Mountain Water is 570,000 gallons.

According to calculations by the DDW, the required fire flow volume is 120,00 gallons, which would allow for a 1,000-gpm fire flow for a duration of one hour.

Per R309-510, 400 gallons of storage are reserved per connection, and per the DDW, 2,528 gallons of storage are required per irrigated acre.

Please see Table 6 below for a tabular summary of the storage capacity

Table 6 – Storage Capacity Summary

	Unit Count	Storage Volume per Unit (gal)	Storage Volume Required (gal)
Existing ERCs	380	400	152,000
Existing Irrigated Acres	95	2,528	240,160
Fire Flow	-	-	120,000
Existing Storage Volume Required (gal)	-	-	512,160
Phase 1			
Proposed Phase 1 ERCs	320	400	128,000
Proposed Phase 1 Irrigated Acres	1.38	2,528	3,481
Phase 1 Storage Volume Required	-	-	131,481
Phase 2			
Proposed Phase 2 ERCs	443	400	177,200
Proposed Phase 2 Irrigated Acres	11.54	2,528	29,173
Phase 2 Storage Volume Required	-	-	206,373
Phase 1 + Phase 2 Storage Volume Required	-	-	337,854.18
	Volume (gal)		
Total Storage Available	570,000		
Existing Storage Required	512,160		
Existing Available Storage	57,840		
Phase 1 + Phase 2 Storage Volume Required	337,854.18		
Storage Volume Deficiency	-280,014.176		

It is estimated that at Phase 1 Buildout, Nordic Mountain Water will be deficient **73,650 gallons** of storage. It is estimated with Phase 2 buildout, Nordic Mountain Water will be deficient **280,000 gallons** of storage.

Conclusion

This narrative is meant to inform Nordic Mountain Water Company of the anticipated demands to the water system, and the improvements required to meet future build out at Nordic Valley Ski Resort.

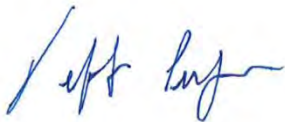
The proposed development at Nordic Valley Ski Resort will put additional demand on the Nordic Mountain Water Company infrastructure. The existing source capacity and storage capacity are insufficient to meet Nordic Valley's source and storage demands for Phase 1 and Phase 2.

As a result, Skyline Mountain Base is willing to invest in additional Nordic Mountain Water Company infrastructure to meet Phase 1 and Phase 2 demands for the Nordic Valley Ski Resort Base Development. This includes developing additional source capacity in terms of drilling a new well and providing additional storage capacity by construction of new tanks.

To complete our re-zone application with the County to approve new development, a feasibility letter from Nordic Mountain Water Company is required. To reiterate, this feasibility letter does not need to provide any will serves or commitments to Nordic Valley. The purpose is to show the county that Nordic Mountain Water is willing to work with Skyline Mountain Base and their proposed development.

Please provide us with a letter of feasibility that we may submit to the County. If an example letter of feasibility is required, we will be happy to provide you with one.

We look forward to working with you further on this development.

A handwritten signature in blue ink that reads 'Jeff Palmer'.

Jeff Palmer, PE
Director of Civil Engineering
Talisman Civil Consultants, LLC

A handwritten signature in blue ink that reads 'Jefferson Bell'.

Jefferson Bell, PE
Associate Engineer

To: Weber County Engineering
From: Talisman Civil Consultants
Subject: Nordic Valley Ski Resort Base Development Feasibility Study: Stormwater Runoff Mitigation
Date: 2021-10-05
Attachments: Exhibit 1 – Nordic Valley Ski Resort Base Master Plan

1.0 - INTRODUCTION

On behalf of Skyline Mountain Base, Talisman Civil Consultants (TCC) has prepared a feasibility study to discuss the mitigation of storm water runoff for two phases of future development at Nordic Valley Ski Resort. The purpose of this narrative is to provide a preliminary understanding of stormwater volumes, and to develop a strategy to manage runoff and detention.

2.0 - Existing Conditions

The Existing storm drain infrastructure at Nordic Valley Ski Resort Base is limited. The resort currently has a small number of buildings for ski resort and maintenance use. Current stormwater mitigation techniques rely on infiltration, existing runoff ponds, and snowmaking. The existing pond is approximately 1 million gallons and is being used for snowmaking purposes. Runoff from existing drainages is assumed to supply this snowmaking pond and is pumped to the mountain during winter months. Existing storm drain infrastructure at Nordic Valley Ski Resort is limited.

3.0 - Precipitation Data.

Nordic Valley Ski Resort is located within the central west side of the Ogden Valley, at 3567 Nordic Valley Way, Eden, UT 84310. See *Table 1* below for the precipitation estimate per the National Oceanic and Atmospheric Administration (NOAA).

Table 1 – NOAA Precipitation Data: Nordic Valley

	Storm Depth (in)
10 Year - 24 Hour storm	3.31
100 Year - 24 hour storm	4.74

4.0 - Methodology

The storm drain hydraulic model was produced using Bentley Haestad’s SewerGEMS modeling software using SCS Curve Number Methodology which considers:

- Delineated drainage basins based on topography
- Existing soil types
- Existing pervious/impervious area
- Vegetation type and density
- Time of concentration
- NOAA Atlas 14 Precipitation Data corresponding to Nordic Valley
- SCS Type II Storm Hyetograph

Using precipitation data, mass rainfall is converted to mass runoff by using a runoff curve number (CN) based on the criteria mentioned above. A higher curve number equates to more runoff.

The base for the analysis is the Weber County Code of Ordinances: Title 40 – Storm Drainage; and the Weber County Engineering Design Standards for Stormwater. See *Table 2* below.

Table 2 – Weber County Engineering Design Standards for Stormwater

Condition	Requirement
Small Watersheds of 30 acres or less	Rational Method
Small or Large Watersheds	SCS Curve number method and SCS Unit Hydrograph method (1)
Precipitation return periods initial collection and conveyance	10 year(2)
Major collection of multiple initial systems	100 year (2)
Conveyance of rivers, streams, or any large drainage	100 year or maximum
Maximum post development runoff	0.1 cfs/acre (1)
Footnotes	
1	Or as approved by the County Engineer.
2	Precipitation estimates may be found on the NOAA website. You may also want to visit the USGS Site for a very useful tool.

We are specifically investigating the feasibility of:

- Designing the conveyance infrastructure necessary to accommodate a 10-year storm.
- Designing the detention facilities necessary to accommodate a 100-year storm.
 - Limiting discharge rate to 0.1 cfs per acre.

5.0 - Conveyance Infrastructure

Most notably among other factors, the capacity of a storm drain pipe is dependent on the diameter of the pipe, and its slope. Specifically sizing the diameter of the storm drain lines at Nordic Valley is infeasible for this level of analysis. However, based on storm water infrastructure we have designed in similar mountainous developments such as Powder Mountain (Eden, Utah), Snowbasin (Huntsville, Utah), and Canyons (Park City, Utah) storm drain main lines will typically be no smaller than 12" in diameter and may be required to be 36" in diameter or greater to adequately mitigate the 10-year, 24-hour storm flows.

6.0 - Detention Facilities

Stormwater detention facilities are typically open ponds with an outlet structure (orifice, weir, or standpipe) to control outflow to a desired discharge rate. However, because ponds tend to be unsightly, and take up a significant amount of surface area, it is not uncommon that detention facilities implemented underground by means stormwater detention chambers. Underground detention systems are more expensive, however are just as versatile as traditional open ponds in terms flexible solutions for retention, water quality control, and infiltration. It is anticipated that Nordic Valley Ski Resort Base Development will use a combination of mostly above ground and underground storage for storm water.

The proposed development at Nordic Valley Ski Resort Base can be separated to 4 "Development Areas". Please see Exhibit 1 attached with this narrative. Runoff for each Development Area will be calculated via an SCS curve number which considerations include but are not limited:

- Hydrologic Soil Type (A – D with Soil Type A being more pervious, and Soil Type D being more impervious)
- Vegetation Type

Per the USDA web soil survey, Nordic Valley Soils are Hydrologic Soil Type B, and assumed to be between good and fair. An arid and semiarid rangeland vegetation profile with a mountain brush mixture cover type (Oak brush, aspen, mountain mahogany, bitter brush, and other brush) was assumed. This results in a pre-developed runoff curve number of 39. Any impervious areas generated by development would be given a runoff curve number of 98, which generates the maximum amount of runoff.

Pre-development and post-development analysis will then be performed via hydraulic model to estimate how much volume would be required to adequately detain the 100-year storm at a discharge rate of 0.1 cfs per acre.

7.0 - Stormwater and Secondary Reuse

As the mountain development grows, snowmaking demands are expected to grow with it. It is anticipated that the Nordic Valley Ski Area Base will continue the use of stormwater runoff for snowmaking purposes. However, as snowmaking demands increase, Skyline Mountain Base is open to utilizing secondary water as an alternative re-use strategy. These strategies will be further evaluated as planning and design progresses.

8.0 - Conclusion

The general strategy for Stormwater mitigation at Nordic Valley will be that typical of similar mountainous developments in Utah. Being on a mountain with slope abundantly available, available pipe capacities for storm water aren't anticipated to be problem. However, because Nordic Valley wants to maximize the areas for development, space for detention facilities may be limited, and thus we anticipate creative solutions for detention volume mitigation, stormwater reuse, and a combination of above and underground solutions to be used.

A handwritten signature in blue ink that reads 'Jeff Palmer'.

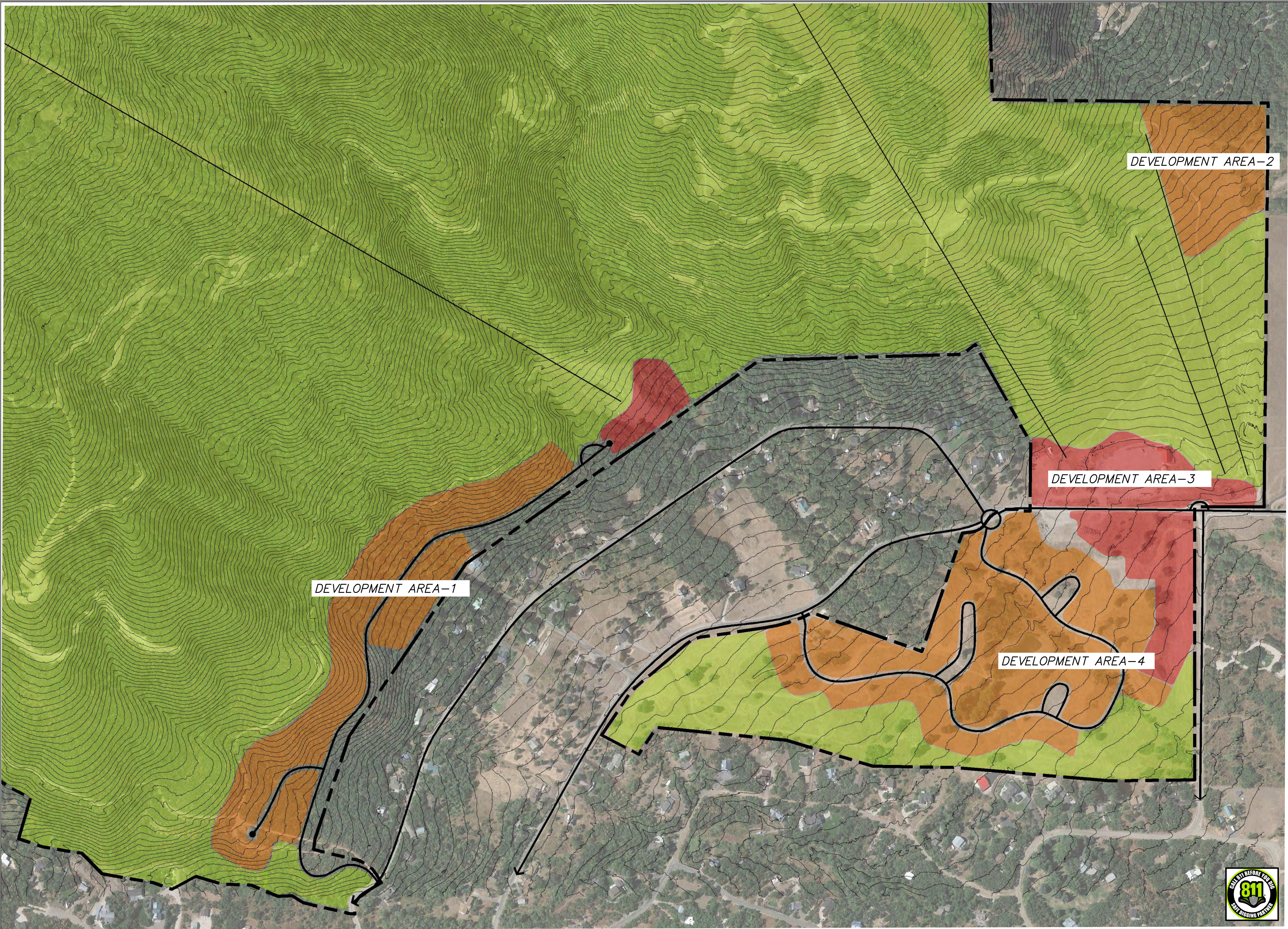
Jeff Palmer, PE
Director of Civil Engineering
Talisman Civil Consultants, LLC

A handwritten signature in blue ink that reads 'Jefferson Bell'.

Jefferson Bell, PE
Associate Engineer
Talisman Civil Consultants, LLC

DATE: 10/7/2021 11:53 PM

PATH: N:\21-600 - Nordic Valley Resort\Project\07 - Resort Application\Coord Master\Working\Storm Water\Pre-Post_SCS_C1-1.dwg



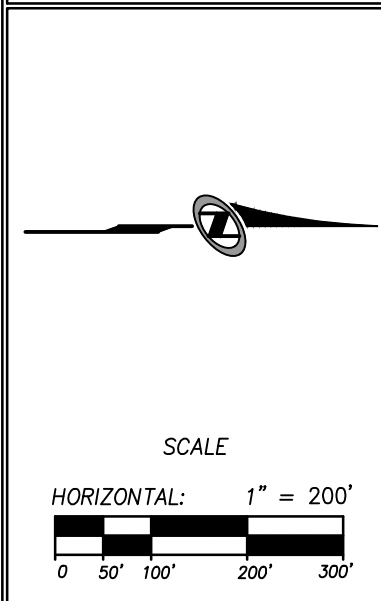
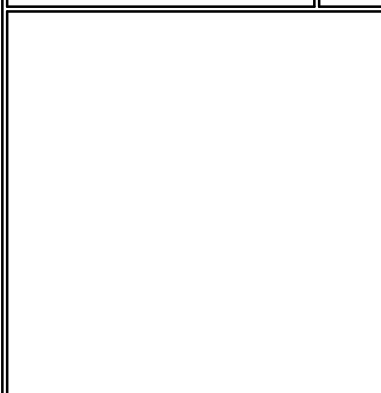
TALISMAN
 CIVIL CONSULTANTS
 1588 SOUTH MAIN STREET
 SUITE 200
 SALT LAKE CITY, UT 84115
 801.743.1300

NO.	BY	DATE	REVISIONS

NORDIC VALLEY RESORT
STORM WATER MITIGATION
DEVELOPMENT AREAS

TCC JOB NUMBER: 21-600.01

DATE: 10.06.2021



SHEET NUMBER
EX01
 1 OF 1



To: Weber County Engineering
From: Talisman Civil Consultants
Subject: Nordic Valley Ski Resort Base Development Feasibility Study: Wastewater Mitigation
Date: 2021-10-06
Attachments: Nordic Valley Ski Resort DRR2 Master Plan

1.0 - Introduction

On behalf of Skyline Mountain Base, Talisman Civil Consultants (TCC) has prepared a feasibility study to discuss the treatment of wastewater for two phases of future development at Nordic Valley Ski Resort. For the Rezone Application that is submitted with this cover a feasibility letter is requested. However, there is currently a regional sanitary sewer study that is being performed by Weber County that will dictate which future methods will be used for sanitary sewer for the proposed development. The intent of this feasibility study is to explore possible options for Weber County with calculations that will ultimately serve as an aid when the regional sewer study is concluded. Skyline Mountain Base has been directed by the County to coordinate with the regional sanitary sewer study, which is currently on going.

2.0 - Existing Conditions

Nordic Valley Ski Resort Base currently has a small number of buildings for ski resort and maintenance use. Therefore, the existing sanitary sewer infrastructure at the resort is limited. Wastewater is currently treated and disposed via a septic system. Wolf Creek, the water and sewer improvement district in the region have ceased any new connections into their existing system until further notice. Because of this, it is recommended that Skyline Mountain Base pursue alternative means of treatment and disposal for the proposed development at Nordic Valley Ski Resort Base for their immediate Phase 1 needs.

3.0 - Methodology

The base unit of wastewater analysis is the Residential Equivalent (RE). An RE is defined as a volume of wastewater per residential connection. Per Utah Administrative Code R317-3, an average peak daily loading of 100 gallons per day per capita per Residential Equivalent should be used for sizing new sewer systems. The average mountain residence is estimated to house 3.2 people, such that 1 RE is equal to 320 gallons of wastewater per day. Condominium, Townhome, Cabins, and Mountain Chalet's are all given a value of 1 RE per Unit.

Restaurant and retail demands were estimated by estimating the number of people that would occupy a restaurant or retail space per square foot and applying a culinary water demand. It is then conservatively estimated that wastewater out is 100% of culinary water in.

- For restaurants, it is assumed that there is 12 sf allocated per seat, and there is a demand of 35 GPD per seat.
- For Retail space, it is assumed that there is 300 sf allocated per person, and the associated demand

is 10 GPD per person.

4.0 – Estimated Future Demand

The anticipated Phase 1 development at Nordic Valley consists of 320 single/multi-family units, 2 restaurants (8,000 sf total) and 18,320 sf of retail space. This equates a total of 497 RE’s, or approximately 113,500 gpd of wastewater. Please refer to Table 1

Table 1 – Phase 1 Wastewater Demand Summary

Phase 1				
Residential	Unit Count	Residential Equivalents (RE)		
Single/Multi Family	320	320		
Retail & Restaurant	Unit Count	Demand (GPD)	Total Demand (GPD)	Residential Equivalents (RE)
Restaurant (Seats)	666.67	35	23,333	72.92
Retail (People)	59	10	591	103.69
Total				177
Total REs	497			
Total GPD	158,915			
Total Acre-ft/Year	178.12			

The anticipated Phase 2 development at Nordic Valley consists of 443 single/multi-family units, and 11,880 sf of retail space, for a total of 487 RE's, or approximately 155,712 gpd of wastewater. Please refer to *Table 2*.

Table 2 – Phase 2 Wastewater Demand Summary

Phase 2				
Residential	Unit Count	Residential Equivalents (RE)		
Single/Multi Family	443	443		
Retail & Restaurant	Unit Count	Demand (GPD)	Total Demand (GPD)	Residential Equivalents (RE)
Restaurant (Seats)	0	35	0	0.00
Retail (People)	38	10	383	44
Total				44
Total REs	487			
Total GPD	155,712			
Total Acre-ft/Year	174.53			

The total estimated demand for the Phase 1 and 2 developments are 984 Residential Equivalents (RE) or 314,627 gpd. Please see *Table 3* Below.

Table 3 – Phase 1 and Phase 2 Demand Summary

	RE	GPD	Acre-ft/year
Phase 1	497	158,915	178.12
Phase 2	487	155,712	174.53
Total	983	314,627	352.66

5.0 - Conveyance Infrastructure

Per Utah Administrative Code R317-3, no gravity sewer shall be of less than 8” in diameter. Specifically sizing the diameter of the sewer drain lines at Nordic Valley is infeasible for this level of analysis. However, based on sanitary sewer infrastructure we designed in similar mountainous developments such as Powder Mountain (Eden, Utah), Snowbasin (Huntsville, Utah), 8” will be adequate for most of the Nordic Valley’s wastewater demands. Line sizes may need to up sized to 10” or 12” near the terminus of the system, but will be assessed in greater detail as design develops.

6.0 – Disposal

Because of the current limitations of connecting to an existing sewer district and the pending conclusion of the regional sewer study, it is recommended that Nordic Valley pursue Rapid Infiltration Basins as an alternative means of disposal for Phase 1. For the purpose of this study, Phase 2 is anticipated to have a connection to a regional sewer system pending the results of the regional sewer study.

Rapid Infiltration Basins are permeable earthen basins that mitigate wastewater by repetitive cycles of flooding, infiltration, and drying. Rapid infiltration of wastewater is based on a relatively high rate of wastewater infiltration into the soil, followed by rapid percolation, either vertically, or laterally away.

A geotechnical analysis must be conducted to adequately assess the viability of RIBs as a disposal method. The following assumptions have been made to size the ponds needed for RIB disposal:

- Percolation rate of 120 minutes per inch – this is the slowest allowable rate that can be used for drain fields.
- A drainage basin area of 2.5 acres (24,200 CY) per 100,000gpd of wastewater demand.
- A basin depth of 7' that is excavated in natural ground because RIBs cannot be built on fill.
- Safety factor of 8X the percolation rate for sizing.

For the purpose of this study, RIB disposal capacity will be based upon Phase 1 Demands only.

Skyline Mountain Base is also open to utilizing treated waste water for snowmaking purposes as an alternative means of disposal. However, this strategy is unprecedented in the state of Utah, and must be further investigated.

6.1 – Treatment

Wastewater disposal methods determine the level of treatment required. Both rapid infiltration and snowmaking reuse requires the water to be treated to a high quality before disposal. Thus, the recommended treatment technology for Phase 1 is a Membrane Bioreactor (MBR). The main benefits are as follows:

- High water quality. Water is filtered through a 0.04-micron filter. The filter is small enough to filter bacteria and will meet the high-water quality requirements for re-use and rapid infiltration applications.
- The footprint is small and can be constructed in a building. This will allow the facility to resemble other buildings in the area.
- MBR facilities can easily be expanded accommodate to additional treatment capacity as required.

MBR treatment will be required until a connection has been made to the new regional sanitary sewer system.

At this time, MBR treatment capacity will be based upon Phase 1 Demands only.

6.2 – Phase 1 Treatment and Disposal Summary

Based on the Phase 1 Demands estimated in Section 4.0, and the assumptions made to size the RIBs in Section 6.0, please see *Table 4* for the estimated treatment and disposal capacities required to mitigate the wastewater demands for Phase 1.

Table 4 – Phase 1: Estimated Treatment and Disposal Capacity

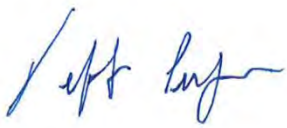
Phase 1: Treatment and Disposal Summary		
Item	Unit Count	Unit
MBR Treatment Capacity	158,915	gpd
RIB Area	3.97	Ac
RIB Storage Capacity	38,457	CY

It is anticipated that by the time Phase 2 goes into development, Nordic Valley Ski Resort Base will be able to discharge its wastewater by connecting to a regional sewer system.

7.0 - Conclusion

Skyline Mountain Base is prepared to invest in wastewater infrastructure to meet its own needs for Phase 1. As discussed above, this could be accomplished by means of an MBR treatment and RIB disposal method. The capacity of the MBR can be scaled up relatively easily as demand increases. An early investment of MBR on-site provides Nordic Valley allows the future possibility of wastewater reuse for snowmaking in the future.

As conclusions are drawn from the Weber County regional sanitary sewer system study, Skyline Mountain Base will adapt its approach to treatment of sanitary sewer for the Nordic Valley Ski Resort Base Development. At that time, the sanitary sewer feasibility letter will be pursued.



Jeff Palmer, PE
 Director of Civil Engineering
 Talisman Civil Consultants, LLC



Jefferson Bell, PE
 Associate Engineer

Exhibit C

(Next Page)



W2387365

E# 2387365 PG 1 OF 6
ERNEST D ROWLEY, WEBER COUNTY RECORDER
27-JAN-09 321 PM FEE \$.00 DEP SPY
REC FOR: WEBER COUNTY PLANNING

ORDINANCE NO. 2008-21

An Ordinance of Weber County, Rezoning property at approximately 3850 North 3200 East from Forest Valley FV-3 to Forest Residential FR-3

WHEREAS, The Board of County Commissioners of Weber County, Utah, find that the proposed rezoning will comply with the goals/objectives of the General Plan and will promote property rights; and

WHEREAS, Ogden Valley Township Planning Commissions held a public hearing on May 27, 2008 and voted unanimously to recommend approval of the rezone; and

WHEREAS, The Board of County Commissioners of Weber County, Utah, after appropriate notice, held a public hearing on July 1, 2008, to allow the general public to comment on the proposed zoning ordinance amendment; and

NOW THEREFORE, The Board of County Commissioners of Weber County, State of Utah, Ordains the following:

Section 1:

The following legal description will be an open space easement, with the ability to continue to support current and future resort operations. However, the potential residential dwelling units from this property will provide the necessary density to the property which is being rezoned to Forest FR-3. Examples of continue support uses to the current and future resort operations include skiing trails, ski lifts, snow making, snow grooming, trails, utility easements, maintenance roads, mountain coaster, tube hill and accessory buildings used as part of ski operation: Part of the Southwest Quarter of Section 29 and West half of Section 32, T7N, R1E, SLB&M. Beginning at the Northwest Section corner of said section 32; Thence as follows: N 88°21'31" E 660.00 feet along the North Section line of Section 32 said line also being the South line of parcel 22-023-0024 owned by the Corporation of the Presiding Bishop of the Church of Jesus Christ of Latter-Day Saints; thence North 887.88 feet along the East line of said parcel 22-023-0024; thence N 75°04'50" E 444.81 feet; thence S 00°30'43" W 5196.34 feet; thence West 1080.05 feet to the West section line of Section 32; thence N 00°30'25" E 4174.99 feet along said Section line to the point of beginning. Contains 4,925,733 Sq Ft / 113.08Ac.

Section 2:

The following legal description is hereby rezoned from Forest Valley FV-3 to Forest Residential FR-3: Part of the Southwest Quarter of Section 29, T7N, R1E, SLB&M. Beginning at a point being N 00°49'36" E 906.88 feet along the West line of said Quarter Section and East 646.65 feet from the Southwest Section corner of said section 29; Thence as follows: North 432.12 feet along the East line of parcel 22-023-0024 owned by the Corporation of the Presiding Bishop of the Church of Jesus Christ of Latter-Day Saints to the South line of parcel 22-023-0025 owned by Liberty Real Estate Development, LLC; thence East 690.00 feet along the South line of said parcel 22-023-0025; thence S 39°19'29" W 410.56 feet; S 75°04'50" W 444.81 feet to the point of beginning. Contains: 202,439 Sq Ft / 4.65 Ac.

Section 3:

The attached concept exhibits apply to Section 2:

- Exhibit A: Material and style of units
- Exhibit B: Material and style of units
- Exhibit C: Concept Layout of project
- Exhibit D: Drawing of Property Rezoned

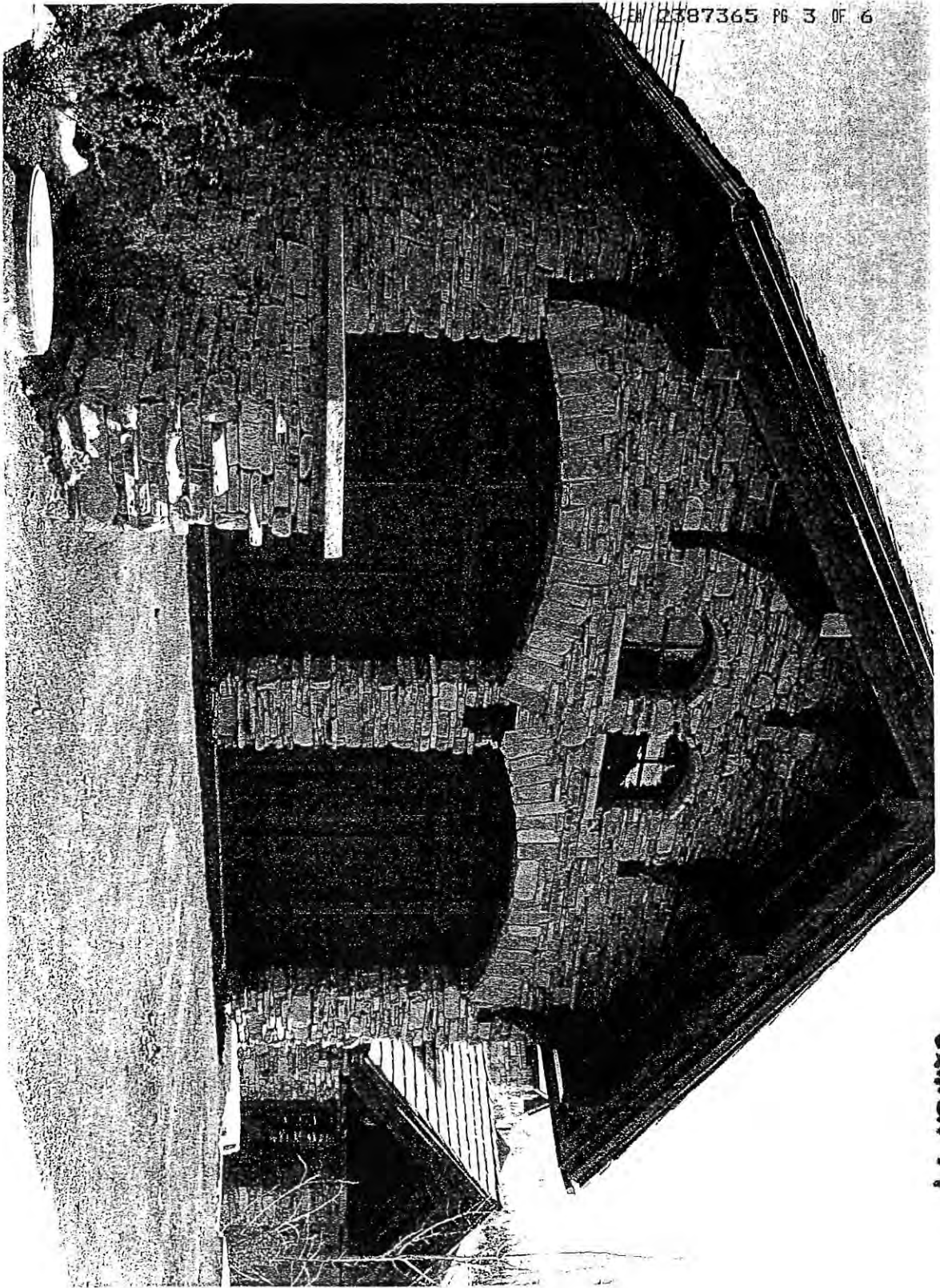
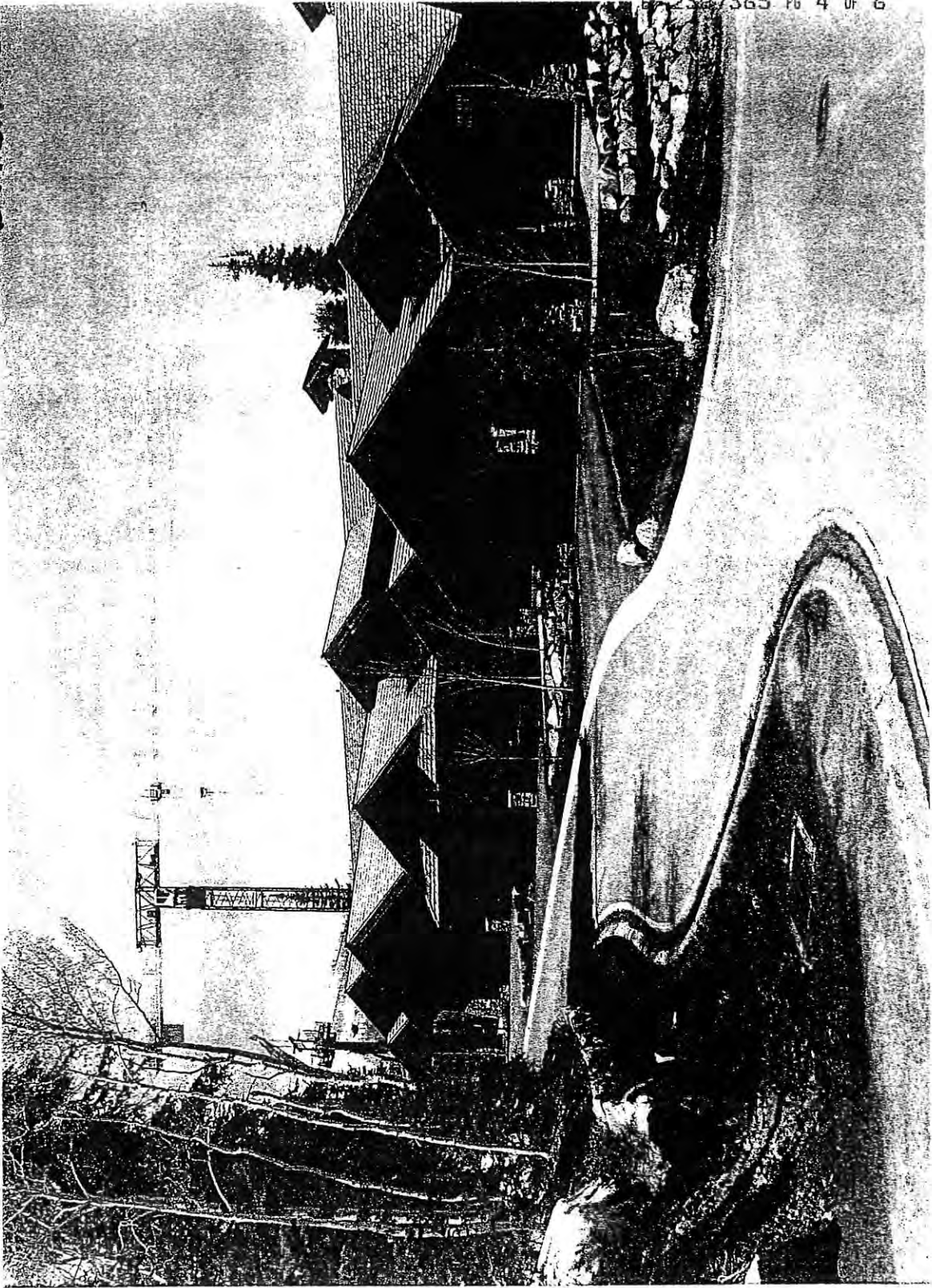


EXHIBIT 13



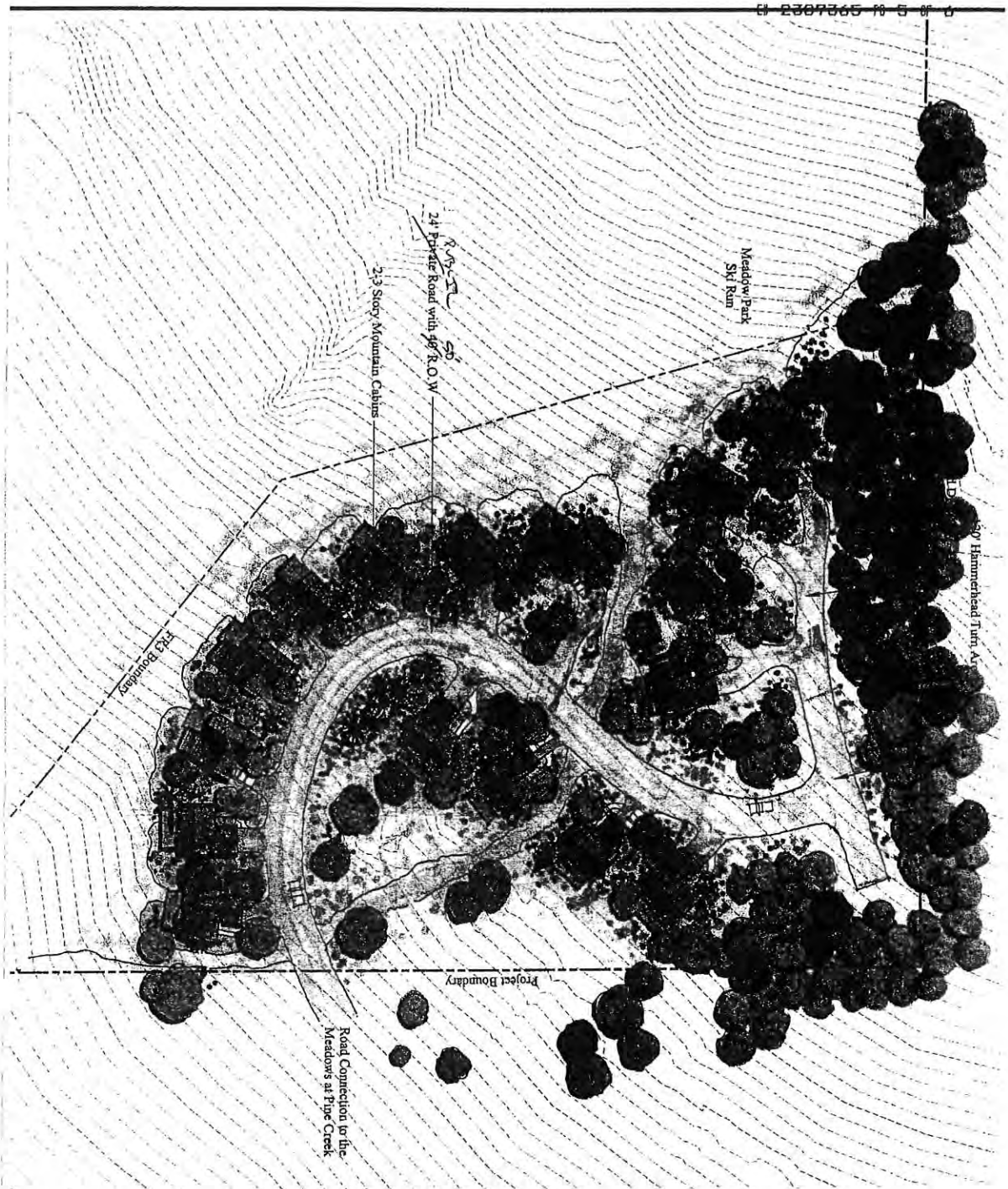


Exhibit C

Development Data

Proposed Zoning: FR3

Parcel Acreage: 4.65 Acres

Proposed Units: 16 Units

2003 - 79



WOLF MOUNTAIN

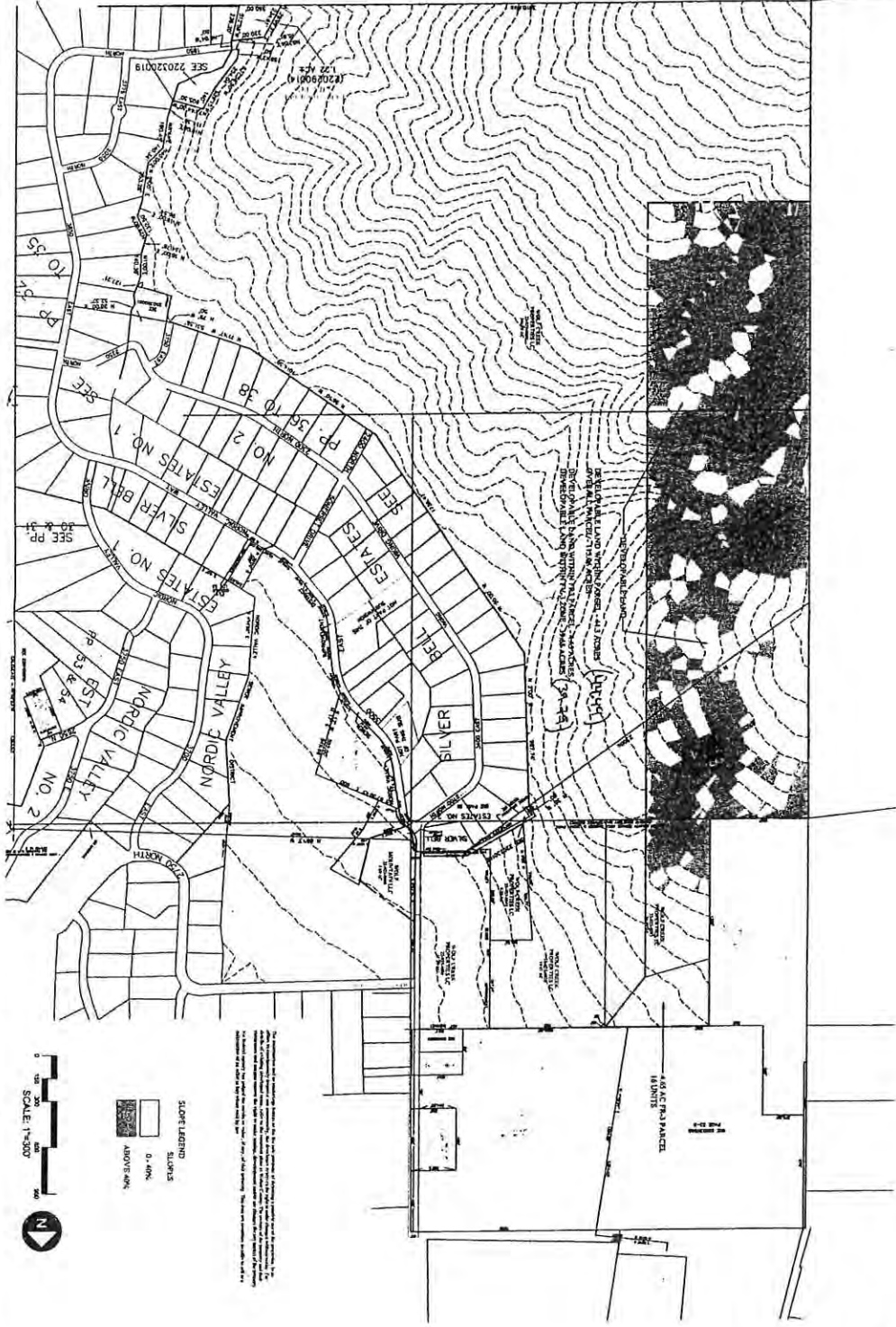
CABIN CONCEPT PLAN

WEBER COUNTY, UTAH

DATE:	MAY 12, 2008
PROJECT:	880 0000 00
DRAWN BY:	EL
APPROVED BY:	EL
VERSION:	CONCEPT
REVISIONS:	
SHEET NO.:	L1
TOTAL SHEETS:	1



OWNER/DEVELOPER
WOLF CREEK PROPERTIES
303 WEST PROSPECTOR
EDEN, UTAH 84419
(801) 734-1119



SLOPE LEGEND
SLOPE 2
0-10%
ADJUST 0%
ADJUST 0%

1. The information shown on this map is based on the best available information at the time of preparation. The information is not intended to be used for any purpose other than that for which it was prepared. The user of this information should consult the appropriate authorities for the most current information. The user of this information should also consult the appropriate authorities for the most current information.

WOLF MOUNTAIN RESORT

FR3 ZONE DENSITY PARCEL EXHIBIT

WEBER COUNTY UTM
MAY 12, 2008