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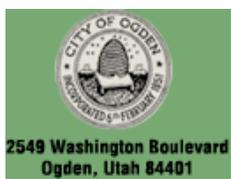
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Ogden's Proposed Gondola/Resort

Monday, August 28, 2006 - 08:00 AM

The news of a proposed [gondola/resort project](#) is generating a lot of interest throughout our community. In an effort to provide answers and facts, we are including the most [frequently asked questions](#) about the project and answers to those questions.



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OGDEN'S PROPOSED GONDOLA/RESORT

The proposed gondola/resort project is generating much interest throughout our community, and unfortunately a lot of misinformation is being circulated. In an effort to provide answers and facts, listed below are the most frequently asked questions about the project and answers to those questions.

1. What will happen to our trails and access?

Trails will remain open to the public. In fact, the resort will create more trails and access for the community than exists today. Some foothill trails would be relocated on a dedicated trail through the redesigned golf course.

2. Will roads be constructed up the mountain or in Malan's Basin?

Chris Peterson, owner of Malan's Basin, and Ogden City are working on making this a roadless project, even for construction. The use of a construction tram may make this concept feasible.

3. Will Mt. Ogden Golf Course remain available to the public and will fees be prohibitive?

The golf course will remain open to the public and the green fees for Ogden residents will remain in the same range that they are today.

4. Will the parks be preserved, hurt or improved?

The parks will be preserved and improved. There have been many improvements needed at Mt. Ogden Park and Marquardt Park that can now be completed as part of this project. There is some City-owned land east of the golf course that will be included in the golf course sale.

5. What are the benefits for the average person in Ogden?

More trails and improvements to existing trails—1,200 new jobs--\$5 million in new annual property tax revenue—more shopping downtown—transit between commuter rail and WSU (less cars on Harrison)—greatly improved Mt. Ogden Golf Course with a locals' discount to keep green

fees in the same area they are today—eliminate losses to golf course (\$320,000/year) and greatly reduce, if not eliminate, Conference Center losses (almost \$1 million/year)—new recreational opportunities with discounts for Ogden residents.

6. Do the plans include the gondola connecting to Snowbasin?

The plans do involve a leg of the gondola that would go to the top of the mountain, which would allow skiers with a Snowbasin lift ticket to enter Snowbasin. That leg will require an environmental study by the Forest Service to approve, while the rest of the project can be built on private property without Forest Service approval.

7. How will winds affect the gondola?

Gondolas can operate in winds up to 35 miles per hour. Winds in Ogden City are rarely above 35 mph. On the mountain, winds above 35 mph will occasionally cause the gondola to be closed, but few customers should be inconvenienced by these closures because demand for skiing and sightseeing is low on very windy days.

8. Will the gondola be air-conditioned?

They can be if needed, but lift manufacturers, after reviewing our temperature data, don't believe it will be necessary because they generate a wind of approximately 15mph that will cool the cabins sufficiently in our arid climate.

9. Will neighborhood privacy be protected with the gondola across the city?

The current plans have the gondola averaging 40 feet above ground level. From that height, riders will be looking at trees and rooftops. We have pictures that show what the view is like along the route from that height.

10. What are the advantages and disadvantages for Weber State University?

Advantages: This will make Weber the only university in the world that is connected to a ski resort. Students and faculty could literally ski between classes. They will receive international exposure as a result. This could easily bring 1,000 new students from out of state, which would bring more than \$9 million per year of new revenue from tuition.

It also provides additional money that can be used to complete the university's master plan. The old McKay-Dee property could be purchased with this money and parking garages could be constructed on campus to provide more parking and allow for some existing parking to be used for new buildings.

Disadvantages: Weber will receive international exposure and that could change the "commuter college" reputation. Students and faculty could ski between classes (worse grades perhaps!).

11. Will construction of the gondola require a strip swath of bare ground up the mountain?

The visual impact of the gondola will be minimal. There will certainly need to be some things cleared along the way, but new technology allows for a much more discrete construction.

12. Could a gondola across town coexist with the current bus system or a streetcar, which might be constructed in 15-20 years? What advantage would the gondola have over a streetcar system?

Yes, the gondola could easily coexist with a streetcar or bus technology. The advantages of the gondola are that it doesn't take a lane of traffic in each direction (cars can travel over the tracks, but the streetcar's average

speed is only 20 mph), its total travel time is faster and it costs about one-fourth as much to build. The people of Ogden would have to come up with \$50 million for a streetcar and the Federal government would have to be willing to pay for the other \$50 million.

13. Are there other business people considering further investment if the project moves forward?

The city is receiving visits weekly from people who are going to invest in Ogden if this project moves forward. They will bring jobs, retail shopping and recreation to our community.

14. What is the total potential investment?

This project will easily surpass a half-billion dollars when completed. This does not include the investment that will be made by others as a result of this project.

15. What effect is the "ski hub" concept having on economic development in our community?

Already six ski companies have announced their move to Ogden. A seventh will announce in April. Investors are coming from all over the country to look at downtown for potential properties.

16. Who benefits from these investments?

Everyone will benefit. Even if you don't ride the gondola, ski, hike, mountain bike, rock climb or anything else that will be offered, you will benefit from the tax money that will come in (most of which will go to our schools). Everyone will also benefit from the additional retail shopping that will come to downtown. The 1,200 new jobs that will come will be of benefit to those of low income as well as college graduates, looking to stay in Ogden. The economic prosperity of our community is the proverbial rising tide that will lift all boats.

17. Why have the cross-city gondola go down streets including Harrison Blvd.?

It is the most cost-effective route and provides the least interruption to the community while serving the transit needs it's designed to achieve.

18. What about drainage and flood concerns relative to the Malan's Basin changes?

There will be careful environmental engineering as part of this project to assure there is no adverse flooding affect.

19. What is the difference between a tram and a gondola?

A tram has two big cabins that travel in opposite directions along the same cable loop. They only travel every 20 minutes or so. The gondola is a much smaller 8-passenger cabin that is about 30 seconds apart. They can carry far more people per hour and offer a much better traveling experience, since you can get on the gondola with only those you are traveling with.

20. How will the gondolas be paid for and maintained?

The gondola will be operated and maintained by Chris Peterson.

21. Will restrictive covenants relative to the building on the property be followed?

There will be very strict guidelines governing the development of this project to assure it is attractive and fits in well with the natural environment.

22. Will the gondolas be accessible to the disabled?

Yes, it will be fully ADA compliant.

23. What will be the cost to the riders of the gondolas?

Right now, the goal is to have the downtown gondola be in the same price range as a UTA bus pass. The mountain pass will probably be in the \$10-\$15 range for one-time use. There will be seasonal passes and local passes at significant discounts.

24. Are there any environmental benefits to the proposed plan?

There are many environmental benefits to the plan including less carbon monoxide in the air as a result of the downtown gondola. It provides the ability for Snowbasin patrons to use the gondola and not drive to the resort. If this happens with just 10 percent of their customers, it will reduce acres of parking, as well as eliminating approximately 15,000 pounds of emissions in the air per year.

GONDOLA OR STREETCAR?

Gondola or Streetcar? A public open house was held on Thursday, September 28, 2006 to talk about Ogden's future transportation plans. Representatives from Wasatch Front Regional Council, UTA, and Ogden City Administration were present to answer questions regarding proposed transit, including the gondola. To learn more and to see the presentation click here.

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