



March 19, 2021

The Woodstock Inn and Resort
Adventure ORX, LLC
Ford Bronco "Off-Roadeo" Adventure Experience at Suicide Six Ski Area
Project Narrative

The Woodstock Inn and Resort (the "Resort") along with its project partner Adventure ORX, LLC ("Applicant") are proposing a new and unique experience at the Suicide Six Ski Area. The Project has been designed to minimize impacts to neighbors and the environment, while providing the Ski Area with much needed off-season use and economic activity.

General Overview

Ford Motor Company is in the process of rolling out the new Bronco and Bronco Sport SUVs. New owners of these vehicles will be invited to participate in a complimentary one-and-one-half day experience to familiarize themselves with the vehicle and its off-pavement capabilities, to increase their skills and confidence maneuvering over various terrain and obstacles, and to learn from industry experts how to confidently embark on off-pavement excursions safely and while minimizing environmental impacts. *See Ford Bronco Off Pavement Photograph.* These sites will be located around the country, one of which (the "Project") is proposed for the Suicide Six Ski Area in Pomfret, Vermont (the "Property").

All proposed Project courses will be located on existing portions of ski trails, logging and maintenance roads, and other access drives. *Site Plan, Sheets A8 & C3.* No new trails will be cut/developed as part of the Project.

Thirty vehicles will be stored and maintained on site for use with the Project. *Site Plan Sheet A10.* The vehicles will be owned by Applicant (customers will not be driving their own cars on the courses), and all vehicles will be relatively new, kept in pristine condition, and obviously will be road legal. At all times and in all areas around the site, the vehicles will be driven at slow speed along three different courses designed to introduce customers to the vehicle's characteristics and capabilities, including its visibility, approach and departure angles, turning radius, suspension flexibility, etc. Customers will drive with staffed experts who will guide them through the courses and obstacles.

Two sites are proposed for vehicle storage and maintenance: a Permanent Facility south of Barnard Brook, as well as an Interim Site north of the Brook located entirely within the footprint of the existing Suicide Six parking area. The Interim Site will be used for vehicle storage, washing, and maintenance until construction of the Permanent Facility is completed, which is expected within three to six months of breaking ground. The Interim Site will be removed upon completion

of the Permanent Facility. If and when Applicant ends the ORX Project and departs the Property, the building and wash pad will become the Resort's property. The improvements have been designed with this in mind, ensuring that they are of a dimension, placement, and layout that will be suitable for use by the Resort for storage and maintenance of equipment used in connection with the ski area. Applicant is hopeful to begin operation of the Project, initially using the Interim Site, as of July 1, 2021.

Course Obstacles and Project Philosophy: Driving Off-Pavement Safely and Responsibly

A map showing the location of the three courses at Suicide Six is enclosed. *Site Plan, Sheets A11 & C3*. Obstacles and different driving conditions will be experienced as the customer drives along the various courses, including generally the following:

1. A grassy area with visual lines similar to football field hashmarks to educate customers about the vehicle's visibility;
2. A grassy area for a slow speed slalom to showcase the vehicle's dimensions and turning radii;
3. A grassy area along a hill with a 15 degree side slope to demonstrate the vehicle's balance and center of gravity;
4. A sequence of ditches, approximately three feet across, fifteen feet wide, and varying depths of one to two feet to demonstrate the vehicle's suspension and flexibility;
5. A rock field with small boulders varying in sizes from "softball" to "basketball" and randomly placed on a grass surface to demonstrate the vehicle's suspension and flexibility;
6. A grassy hill approximately 15-feet wide and 20-feet long to showcase the vehicle's climbing and descending capabilities;
7. "Articulation mounds" consisting of 12 to 15 dirt mounds of 6-foot diameter and ranging between 12 and 24 inches in height to demonstrate vehicle's suspension and flexibility; and,
8. An area of sand spread in a shallow ditch approximately 12-24 inches deep across an area approximately 20 feet in width and 60 feet in length to demonstrate the vehicle's performance in sand.

Customers will learn key lessons in driving off-pavement safely and respectfully. For example, customers will gain an understanding of recovery points and equipment and will practice preparing the vehicle in the event of an accident or emergency during an off-roading excursion. Participants will be instructed about vehicle features, ground clearance, how to choose a "line" of travel over or across an obstacle, as well as other driving techniques and how these practices contribute to the vehicle's off-road capability. Staffed experts will then guide customers around the courses and teach them when and how to apply what they've learned to pick the right path through various types of challenging terrain.

Operational Details

The Project is proposed to operate daily between May 1 and October 31 from approximately 7:00 a.m. to 9:00 p.m. Onsite crews will be scheduled to work pre- and post-customer attendance to properly set-up and close-up the facility, wash vehicles and prepare them for the following day. The Project will be open to registered attendees and their guests only; “walk-in” customers will not be permitted.

The Project will operate on a one-and-one-half day schedule. Day One will involve mostly instruction and driving along relatively flat “ORX” trails at the bottom of the mountain. Day Two will involve more advanced instruction and, for customers who are interested, driving the longer Day Course up and around the mountain. The Project will run programs for two separate customer groups per day on a rotating schedule. Each group will consist of up to 18 owners and each owner is allowed to invite a guest, so 36 customers may participate in each group. The Project will employ a total of 30 to 45 full and part-time staff members working in shifts with 15 employees on-site at any given time, as well as a few additional support staff, such as caterers and entertainers. Overall, Applicant expects that most days will see 50 to 75 persons—with an expected maximum of 100 persons—at the site per day. The Project will draw far fewer people to the site than are regularly present at Suicide Six during the winter ski season.

Pursuant to Land Use Permit #3W0223-5, the Resort recently constructed several miles of mountain biking trails at the Property. The Resort allows the public to use these trails at no cost. As shown on the Site Plan (*Sheet C3*), there are areas where the bicycle trails intersect with or correspond to the existing ski trails and logging and maintenance roads to be used as part of the Project. Bicyclists and drivers will be warned of the others’ presence on the mountain, and caution signs will be placed throughout the trails and courses at intersections to avoid conflicts. See *Wayfinding Signage Examples, enclosed*. Vehicles will be driven at slow speeds throughout the courses, but will be instructed to slow even further at all intersections.

At night, customers will be invited to socialize at the existing ski lodge and light entertainment will be provided, including occasional live or recorded music and outdoor movies. If speakers or amplifiers are used, they will be situated inside the lodge or on the lodge’s porch and will be directed south toward the mountain and away from neighbors and Stage Road.

Technical Specifications and DEC Permit Requirements

The Project will utilize a 30-foot tall “ClearSpan” metal-reinforced fabric hoop barn building situated on a 65’x100’ concrete pad, situated behind a 270-foot-long, 6-foot-tall wooden fence. *Site Plan, Sheets A3-A7; C2*. The permanent site for the building and wash pad was chosen due to its relatively clear and flat terrain, while being nestled within evergreen trees on three (western, southern, and eastern) sides. *Site Plan, Sheets A2; C1*. Tree cutting will be kept to a minimum. The fabric color of the hoop barn will be green, which will blend with the trees on the hillside behind

it, as viewed from Stage Road. *Site Plan, Sheets A3-A7; C2*. The Interim Site will be located behind a temporary fence and situated entirely within the footprint of the existing Suicide Six Ski Area parking lot. *Site Plan, Sheet C1*. The Interim Site will be removed once the permanent hoop barn and wash pad are completed, approximately three to six months after construction begins.

The ClearSpan fabric building is designed to be energy efficient. *Site Plan, Sheet A3*. The fabric is 100 percent recyclable. The fire retardant material carries a 10 year warranty. The carbon footprint of ClearSpan fabric structures is small overall due to the recycled content of the structural steel framing and the efficiency in manufacturing using robots for welding. Once constructed, the building is energy efficient due to the natural light allowed through the cover, which reduces the dependency on lighting inside the building. The structure remains cooler in the summer and warms during the day in the winter, reducing overall utility costs compared to a conventional structure of similar size and design.

The Project will involve driving road-legal vehicles at a slow speed along existing maintenance and woods roads. *Site Plan, Sheets A11; C3*. No new roads will be constructed as part of the Project. Adequate erosion control measures currently are in place for all roads and trails and will continue to be maintained if and as necessary.

The Project will result in more than one acre (approximately 1.1 acres) of total earth disturbance during construction related to the development of the Principal Facility, including construction of the hoop barn, wash pad, and gravel drives. The Interim Site will be located entirely within the existing footprint of the impervious parking lot, so will add no new impervious surfaces. The Project will result in more than 5,000 sq. ft. of new impervious area, and the total for the parcel currently exceeds one acre; therefore, Operational Stormwater Discharge and Construction General Permits will be required. Applicant is coordinating with the Stormwater Program to obtain.

The Project will use water in connection with daily washing of vehicles at the wash bay. A small (8ft. x 15ft.) dual unit cleaning trailer with a 400 gallon water tank will be placed on the wash pad during Project operation. *Site Plan, Sheet A9*. A non potable well will be drilled to the southeast of the hoop barn and a water line will be laid underground to service both the hoop barn and wash pad for washing vehicles and filling the 400 gallon water tank on the wash pad. *Site Plan, Sheet C2*. The wash station will use approximately 5,040 gallons of water per week. At the Resort's request, Applicant has agreed to "rough out" a bathroom in the hoop barn, which the Resort may seek to connect and use at a future time. No bathroom or fixtures are proposed as part of the Project at this time, and no WW/WS permit is required.

The Project will require a Underground Injection Control (UIC) permit due to the disposal of the wash water from the wash pad. Applicant is proposing an infiltration trench on the east end of the hoop tent to collect and infiltrate the wash water. *Site Plan, Sheets C2, C4 & SW1*. Applicant is coordinating with the UIC Program with respect to evaluating soils, scheduled for Spring.

There is a Class II wetland area to the east of the Principal Facility. *Site Plan, Sheet C3*. Delineation is not possible until the snow melts, but based upon prior assessments, Applicant estimates that the Project will be separated from the wetland boundary by approximately 100 feet, and therefore entirely outside of the wetland and its associated buffer. Applicant is working with the Wetland Program to confirm this, in which case a wetland permit for the Project will not be required.

The Project is anticipated to generate a maximum of 136 total one-way daily vehicle trips to and from the Project site. The Project will operate only during off-season months, from May through October. During winter months and the ski season, the Suicide Six Ski Area generates substantially higher levels of traffic without adverse impact. Given the relatively low levels of traffic to be generated by the Project, Applicant has asked VTrans to confirm that a traffic impact study is not required.

The wash pad will be covered by three small, temporary and removable tents with peaked roofs to protect vehicles from inclement weather while being washed and detailed. *Site Plan, Sheets A5-A7*. Each of the three small tents covering the wash pad will be lit with a 3,000 lumen work light. Each light will be recessed within the top of each tent's peaked roof and directed downward. Motion-detection lights will be placed around the Permanent Facility for security.

All electric and utility lines will be buried. A new 300 gallon gasoline tank used to fill the Project vehicles will be located adjacent to the existing two fuel tanks near the storage shed in the Suicide Six Ski Area parking area. *Site Plan, Sheet C1*. Vehicles will be driven to the tank, refilled there, and then driven back to the courses or Principal Facility. The tank will be refilled by a local fuel provider once or twice per week.