



**PARK CITY PLANNING COMMISSION MEETING
SUMMIT COUNTY, UTAH
June 8, 2022**

NOTICE OF HYBRID IN-PERSON AND ELECTRONIC MEETING: The Planning Commission of Park City, Utah will hold its regular meeting with an anchor location for public participation at the Marsac Municipal Building, City Council Chambers, 445 Marsac Avenue, Park City, Utah 84060 on Wednesday, June 8, 2022. Planning Commission members may participate in person or connect electronically by Zoom or phone. Members of the public may attend in person or participate electronically. Public comments will also be accepted virtually. To comment virtually, use eComment or raise your hand on Zoom through www.parkcity.org/public-meetings. Written comments submitted before or during the meeting will be entered into the public record but will not be read aloud. For more information on attending virtually and to listen live, please go to www.parkcity.org.

MEETING CALLED TO ORDER AT 5:30 PM.

- 1. ROLL CALL**
- 2. MINUTES APPROVAL**
- 3. PUBLIC COMMUNICATIONS**
- 4. STAFF AND BOARD COMMUNICATIONS AND DISCLOSURES**
- 5. CONTINUATIONS**
- 6. CONSENT AGENDA**
- 7. WORK SESSION**
- 8. REGULAR AGENDA**
 - 8.A **Parcels PCA-62-A-1-A-X, PCA-62-A-X, PCA-61-X, PCA-61-E-X, PCA-59-X, PCA-62-G-X, IHPCMC-1-2AM - Appeal of an Administrative Conditional Use Permit -**
The Appellant Appeals the Administrative Conditional Use Permit to Upgrade the Existing Silverlode Lift and Install a New Chair (Chondola Lift) Under the Park City Mountain Resort Mountain Upgrade Plan. PL-22-05249
(A) Public Hearing; (B) Action
[PCM Ski Lift Upgrades ACUP Appeal Staff Report](#)
[Exhibit 1: Appeal](#)
[Exhibit 2: Signed Final Action Letter Dated April 25, 2022](#)
[Exhibit 3: ACUP Pending Meeting Minutes Dated April 25, 2022](#)
[Exhibit 4: King Con Motherlode Lift Upgrades ACUP](#)
[Exhibit 5: Crescent Lift CUP](#)
[Exhibit 6: PCM and PCHS Parking Contract](#)
[Exhibit 7: 1998 PCM Development Agreement](#)
[Exhibit 8: PCM PMP Narrative](#)
[Exhibit 9: PCM Snow Flower Memo](#)
[Exhibit 10: PCM Appeal Responses](#)

Exhibit 11: PCM Fehr and Peers Paid Parking Memorandum
Exhibit 12: PCM Materials
Exhibit 13: 1998 LMC ROS Zone Requirements
Exhibit 14: SE Group's Day Skier Parking Analysis
Exhibit 16: Draft Final Action Letter
Exhibit A: Staff Report Dated April 25, 2022
Exhibit B: Proposed Plans
Exhibit C: Mountain Upgrade Plan Figure IV-1 and Table IV-1
Exhibit D: Mountain Upgrade Plan Map
Exhibit E: Mountain Upgrade Plan Table IV-4 (CCC's)
Exhibit F: Sensitive Lands Overlay Materials
Exhibit G: SE Group Memo on Silverlode and Eagle Capacity
Exhibit H: PCM CCC Upgrading Plan
Exhibit I: Steep Slope Plans.pdf
Exhibit J: PMC 1998 Development Agreement (p. 11-13)
Exhibit K: ACUP Updated Public Comments
Exhibit L: Lift Upgrade Parking Mitigation Plan
Exhibit M: Ecosign PCMR CCC Review Report
Exhibit N: Planning Director Tower Heights Determination

9. ADJOURN

Pursuant to the Americans with Disabilities Act, individuals needing special accommodations during the meeting should notify the Planning Department at 435-615-5060 or planning@parkcity.org at least 24 hours prior to the meeting.

***Parking is available at no charge for Council meeting attendees who park in the China Bridge parking structure.**

Planning Commission Staff Report



Subject: Lift Upgrades, Parcel Numbers: PCA-S-98-PCMR-1, PCA-29-A, PCA-29-D, PCA-1003, SA-402-A, SA-253-B-2 – Park City Mountain
Application: PL-22-05145
Author: Lillian Lederer, Planner I
Date: June 8, 2022
Type of Item: Appeal of an Approved Administrative Conditional Use Permit

Recommendation

(I) Review the appeal of the PCM Lift Upgrades Administrative Conditional Use Permit (CUP) approval, (II) conduct a public hearing; and (III) consider denying the appeal based on the Findings of Fact and Conclusions of Law outlined in the Draft Final Action Letter (Exhibit A).

Description

Appellant: Clive Bush, Angela Moschetta, Deborah Rentfrow, Mark Stemler
Administrative Conditional Use Permit Applicant: Park City Mountain
Location: Parcels: PCA-S-98-PCMR-1, PCA-29-A, PCA-29-D, PCA-1003, SA-402-A, SA-253-B-2
Zoning District: Recreation And Open Space (ROS); Sensitive Land Overlay (SLO)
Adjacent Land Uses: Recreation/Open Space; Multi-Unit Dwellings
Reason for Review: The Planning Commission hears appeals of Planning Director decisions pursuant to Land Management Code [§ 15-1-18\(A\)](#)

Abbreviations

ACUP	Administrative Conditional Use Permit
CCC	Comfortable Carrying Capacity
CUP	Conditional Use Permit
DA	Development Agreement
LMC	Land Management Code
MPD	Master Planned Development
MUP	Mountain Upgrade Plan
PCM	Park City Mountain
ROS	Recreation And Open Space

Governing Documents

Exhibit 7: 1998 PCM Development Agreement	Agreement between Park City Mountain and Park City Municipal Corporation regarding development on the mountain.
Exhibit 13: 1998 Land Management Code	Establishes the review of a Ski Lift in the Recreation And Open Space Zone as a Conditional Use, under the Planning Commission.
Exhibit C, D, E: Mountain Upgrade Plan	Exhibit L to the DA. Depicts the location of proposed ski lift upgrades, and their corresponding Comfortable Carrying Capacity increases.

Background Information

On April 25, 2022, the Planning Department held an Administrative Public Hearing on proposed upgrades to the Eagle and Silverlode ski lifts at Park City Mountain (see Exhibit 3 for meeting minutes). The Planning Director approved the Administrative Conditional Use Permit (see Exhibit 2 for the Final Action Letter) as required by the Development Agreement and the Mountain Upgrade Plan. On May 5, 2022, the appellant filed an appeal of the Administrative Conditional Use Permit approval (see Exhibit 1 to review the appeal).

Summary

The appellant argues that the Planning Director did not have authority to review the ACUP, and that the 1998 Park City Mountain Development Agreement (DA) criteria, specifically parking requirements, for ski lift upgrades within the Mountain Upgrade Plan (MUP), were not met, mitigated, or properly conditioned, and therefore the ACUP should not have been approved.

Part of the appellant's argument also centers around the capacity of a "Peak Ski Day." "Peak Ski Day" is not defined in either the DA or the MUP, and the purpose of the MUP is to develop a long-range plan for upgrading the ski area facilities, not to impose new parking, water, or sewer requirements. Furthermore, the DA does not discuss parking requirements for a Peak Ski Day, as purported.

Section 2.3 of the DA specifies that development of the skiing and related facilities identified in the MUP, Exhibit L to the DA, are subject to administrative staff-level review, and that the DA supersedes the Park City Land Management Code (LMC) with respect to the requirement for Planning Commission review and approval of such facilities. The Planning Director, per LMC § 15-1-11(D), has authority set forth to approve ACUPs. Furthermore, the City also procured a third-party consultant to conduct

an additional review of some of the technical aspects within the application. They indicate that there are minimal impacts or new parking demand resulting from the proposed lift upgrades, further negating some of the appellant's claims.

Additionally, the Applicant's analysis of increased Comfortable Carrying Capacity (CCC) does not indicate there will be an increase in parking demand associated with the proposed lift upgrades. The maximum allowed CCCs established is 13,700. Currently, the Resort has a CCC of 12,570, and the proposed upgrades will increase to 12,860, or by 2.3%, which is well within the scope of the approved MUP.

Criteria 6 of the DA requires assurance that there is adequate parking to mitigate the impact of any proposed expansion of lift capacity. Additionally, the Applicant was required to submit an updated Parking Mitigation Plan (PMP), per LMC § 15-4-18(B)(6) and the DA.

The proposed PMP introduces, for the first time in Park City, a resort operated paid parking reservation system for next season, and on an ongoing basis after, to reduce parking demand at the base of the mountain. While it was determined that the lift upgrades do not trigger additional parking spots, the PMP purports to mitigate the potential for additional parking impacts as a result of the lift upgrades and creates an active management requirement to address skier parking moving forward, irrespective of when the next base area project is built.

The Applicant sufficiently demonstrated that implementation of a paid parking and reservation program will reduce parking demand by 11%, more than offsetting any potential increase in parking demand resulting from a lift upgrades (see Exhibit 11). Additionally, Condition of Approval 19 states that, "The Applicant shall use the net proceeds generated from paid parking at the Mountain Village base area of Park City Mountain to reinvest in transportation, transit, traffic mitigation, and/or parking measures to support guest access to the resort and traffic mitigation in and around the resort."

Finally, the Planning Director determined that the ACUP Conditions of Approval sufficiently mitigate reasonably anticipated impacts of the proposed lift upgrade application, and granted approval.

Standard of Review

Pursuant to LMC [§ 15-1-18\(A\)](#), the Planning Commission reviews appeals of the Planning Director. The Planning Commission must act in a quasi-judicial manner. The Planning Commission shall review factual matters de novo, without deference to staff determination of factual matters. The Planning Commission shall determine the correctness of the Planning Director's interpretation and application of the plain meaning of the land use regulations, and interpret and apply a land use regulation to favor a land use application unless the land use regulation plainly restricts the land use application.¹

¹ LMC [§ 15-1-18\(G\)](#)

Burden of Proof

Pursuant to LMC [§ 15-1-18\(G\)](#), the appellant has the burden of proving that the application was incorrectly processed as an ACUP and that the Planning Director erred.

The appellant argues eleven points:

1. *The application does not meet the Standards of Review for granting Administrative CUPS set forth by Park City Land Management Code.*
2. *The application does not satisfy conditions of approval for Conditional Uses per Utah State Code.*
3. *The application does not adequately mitigate or address the Review criteria for Conditional Uses as outlined in the Land Management Code.*
4. *The application does not satisfy Standards for review or approval of Ski Operation Improvements as specified by special provision of the Development Agreement.*
5. *Planning Director's Conclusions of Law are invalid.*
6. *The Application is not eligible for Administrative CUP review per implementation of the Development Agreement as mandated by the DA.*
7. *The Conditions of Approval are inadequate to ensure satisfaction of mitigation of detrimental effects per the LMC.*
8. *Planning Director shall be precluded from authority to review and approve an Administrative CUP on Lift Upgrade Plan including current PMP.*
9. *The Administrative CUP was improperly applied and improperly noticed.*
10. *The application is precluded from Administrative Conditional Use Permit Review and Final Action.*
11. *The Conditions of Approval attached to the application are not wholly consistent with Park City's General Plan.*

(Please see Exhibit 1 to view the appellants' appeal.)

If the Planning Commission upholds the ACUP, and denies the appeal, the lift upgrade project may move forward. If the Planning Commission grants the appeal, the next step will depend upon the basis of the Planning Commission decision and whether the Applicant chooses to pursue a regular Conditional Use Permit application. Either way, the Applicant or any adversely affected party may file a petition for review of the Planning Commission decision with the District Court within 30 days after the final decision.

Analysis

1. The application meets the standard of review for granting Administrative Conditional Use Permits set forth by the Land Management Code.

Section 2.3 of the Development Agreement (DA) states, "development of the skiing and related facilities as identified in the Mountain Upgrade plan is a conditional use within the city limits and is a subject to administrative review" (see Exhibit J), so long as the development of the skiing related facilities are identified in and compliant with the Mountain Upgrade Plan (MUP). The MUP outlines the locations of future lift upgrades and CCCs for those lift upgrades (see Exhibits C, D, E).

Previous approvals under the DA include the 2015 King Con and Motherlode lift upgrades, which were found to comply with the DA and MUP and approved by the Planning Director (see Exhibit 4). The Crescent lift was also approved in 2015, but as it was not identified in the MUP, it was reviewed by the Planning Commission (See Exhibit 5). The current lift upgrades were processed consistently with previous lift upgrades as outlined in Section 2.3 of the DA.

Section 2.3 of the DA requires that lift upgrades be reviewed administratively by staff if six criteria are met (see Exhibit J for full criteria). The appellant argues that Criteria 1 and 6 are not met.

Criteria 1 requires “consistency with the Mountain Upgrade plan.” The Planning Director determined that the ACUP was consistent with the MUP for the following reasons:

- The proposed lift upgrade locations were determined to be within the lift upgrade alignments identified in the MUP (Exhibits C, D, E); and
- The Comfortable Carrying Capacity (CCC) was analyzed by two (2) third-party consultants, one from the Applicant, and one hired by the Planning Department. Both confirmed the CCCs did not exceed the allowable 13,700 CCC limit and determined the increase in CCCs was not enough to make a significant impact on many factors that CCCs are used to determine, including parking.

Criteria 6 addresses parking and states that “at all times, the Developer shall assure that it has adequate parking or has implemented such other assurances, as provided in the Parking Mitigation Plan, to mitigate the impact of any proposed expansion of lift capacity.” The existing Parking Mitigation Plan only has affirmative parking phasing triggers for the base area developments, not for the lift upgrades within the MUP.

The Applicant’s consultant, SE Group, stated the following:

“The parking analysis studied the parking demand at the base area based on the Comfortable Carrying Capacity (CCC) of the resort under both existing conditions and a future condition following completion of the Mountain Upgrade Plan. The conclusion of that analysis is that essentially the skiers from the new base area development would balance out with the increased on-mountain capacity of the resort, meaning that there is no need for additional day skier parking in the future condition” (see Exhibit G).

The City’s consultant, Ecosign, concluded the following:

“An increase in CCC does not directly cause an increase in business or in demand. If business levels remain the same, an increase in CCC will result in a better skier experience, with shorter lift lines and potentially marginally more skiing available for each skier due to less time waiting in the lift line. Due to the maximized use of the current accommodation and parking inventory at the base areas, business levels (& base area throughput) are unlikely to rise in the short term unless measures are taken to increase the occupancy of the parked vehicles or increase transit/shuttle use to those base areas” (see Exhibit M).

Based on the additional professional review, additional parking is not required for the proposed lift upgrades the increase in CCCs is minimal, and an increase in CCCs does not create an increase in parking demands. However, on April 19, 2022, the Applicant provided a Parking Mitigation Plan to meet the requirements of LMC as well as the Section 2.3 Criteria 6 of the DA.

The Applicant proposes to increase the CCC by 2.3%, which is within the approved MUP. To mitigate the CCC increase, the Planning Director conditioned the Applicant provide a paid parking reservation system for next season, which will reduce parking demand by 11% (see Exhibit X). This offsets any increase in parking demand as a result of the lift upgrades. In regards to the PMP, the Planning Director also determined parking was sufficiently mitigated for the ski lift upgrades, and all six criteria of the DA were met to qualify for an ACUP review.

Therefore, the Planning Director has authority to approve the Administrative Conditional Use Permit pursuant to the Development Agreement and Land Management Code.

2. The application satisfies conditions of approval for Conditional Uses pursuant to Utah Code.

Utah Code § [10-9a-507\(2\)\(a\)](#) requires the following:

“A land use authority shall approve a conditional use if reasonable conditions are proposed, or can be imposed, to mitigate the reasonably anticipated detrimental effects of the proposed use in accordance with applicable standards.”

This language is further codified in § [LMC 15-1-10](#) and established the standard of review for the ACUP. A land use authority—the Planning Director or designee in this case—shall approve a Conditional Use if reasonable conditions are proposed, or can be imposed to mitigate the reasonably anticipated detrimental effects of the proposed use.

The Planning Director approved 19 Conditions of Approval as part of the ACUP that reasonably mitigate anticipated detrimental effects of the proposed use in accordance with applicable standards. See further analysis in Section 3 and 4 below.

Specifically, the Planning Director determined that Conditions of Approval 15, 17, 18, and 19 allow for adjustment to the Parking Management Plan for increased impact mitigation, if necessary:

“15. The Applicant shall meet with the Planning Director and other relevant staff bi-annually, including prior to the beginning of the ski season, and within sixty (60) days of completion of the ski season to provide parking and traffic information demonstrating compliance with the Parking Mitigation Plan and a communications plan to ensure information dissemination to the public. The applicant shall share relevant parking information with staff, including parking lot

occupancy rates and achievement of increased Average Vehicle Occupancy rates. The Planning Director may impose additional conditions or operational changes if the Parking Mitigation Plan results in on-going adverse impacts or is not achieving a demonstrated increased Average Vehicle Occupancy.

17. The Applicant shall provide adequate residential neighborhood mitigation and designate a residential liaison to meet with the city regarding impacts and mitigation.

18. The Applicant shall be responsible for effectively managing the parking reservation system with an on-site parking attendant presence with a turn-away and tow policy for people without a reservation.

19. The Applicant shall use the net proceeds generated from paid parking at the Mountain Village base area of Park City Mountain to reinvest in transportation, transit, traffic mitigation, and/or parking measures to support guest access to the resort and traffic mitigation in and around the resort. As part of the bi-annual review meeting process, the Applicant shall provide an accounting regarding the net proceeds and will review the resorts' expenditures on these measures, including, if requested by the City, verification of the expenditures by an independent third party. The Applicant shall discuss in good faith any proposed expenditures by the City that advance the City's infrastructure goals at each bi-annual review. If funded, such proposals will be documented pursuant to an amendment to the Parking Mitigation Plan processed as part of the bi-annual review."

The ACUP Conditions of Approval adequately addresses the review criteria for Conditional Uses and adequately mitigates the reasonably anticipated detrimental effects of the proposed use in accordance with applicable standards.

3. The application adequately mitigates and addresses the review criteria for Conditional Uses as outlined in the Land Management Code.

Pursuant to LMC § [15-2.7-2\(C\)\(8\)](#), Ski Lifts are a Conditional Use in the Recreation and Open Space Zoning District, and are reviewed by the Planning Commission. LMC § 15-1-10 sets forth the Conditional Use Review Process, which is used for both Conditional Use Permits and Administrative Conditional Use Permits.

[Section 2.3](#) of the Park City Mountain [1998 Development Agreement](#) states the development of the skiing and related facilities identified in the Mountain Upgrade Plan are "subject to administrative review."

LMC § [15-1-11\(D\)](#) sets forth the process for an ACUP review: "The Planning Director, or his or her designee, shall review and take Final Action on Administrative Conditional Use permits. The review process shall be consistent with Section [15-1-10\(A-H\)](#)."

Pursuant to § [LMC 15-1-10](#), "A Conditional Use shall be approved if reasonable conditions are proposed, or can be imposed, to mitigate the reasonably anticipated detrimental effects of the proposed Use in accordance with applicable standards."

The April 25, 2022, ACUP Staff Report addresses the LMC review criteria for Conditional Uses on pages 6-8 (Exhibit A), including recommended Conditions of Approval.

The Use for this Application is a Ski Lift Passenger Tramway Station/Ski Lift. The proposed conditions were determined to mitigate the reasonably anticipated detrimental effects of the Use of a Ski Lift upgrade at PCM. The lift upgrade was determined, by both the Applicant's consultant and the City's consultant (see Exhibits G & M), to pose minimal impacts to PCM CCCs. Analysis Section III of the Staff Report shows that the proposal either complied with Conditional Use Permit criteria of the LMC, or was Conditioned to comply (see Exhibit 1).

The Appellant argues Conditional Use Permit review criteria 2, 3, 5, 6, 13, and 16 do "not satisfy conditions of approval for Conditional Uses." Criteria 2, 3, 5, 6, 13, and 16 are outlined in the table below with analysis:

CUP Review Criteria	Analysis of Approval
2. traffic considerations including capacity of the existing Streets in the Area	The paid parking proposal from the PMP, in connection with COAs 15, 17, and 18, proposes to reduce traffic issues.
3. utility capacity, including Storm Water run-off;	The lift upgrades were brought before the Development Review Committee on February 1, 2022, and the service districts, City Engineering Department, and other reviewers identified no issues regarding utility capacity or Storm Water run-off. The lift upgrades do not propose additional restrooms or services that would impact existing utilities.
5. location and amount of off-Street parking;	The paid parking proposal from the PMP, in connection with COAs 15, 17, and 18 propose to reduce off-street parking demand.
6. internal vehicular and pedestrian circulation system;	The paid parking proposal from the PMP, in connection with COAs 15, 17, and 18, propose to improve internal and external circulation issues.
13. control of delivery and service vehicles, loading and unloading zones, and Screening of trash and recycling pickup Areas;	The proposed ski lift upgrades do not have an impact on these criteria, and therefore no correlation applies.

16. reviewed for consistency with the goals and objectives of the Park City General Plan; however such review for consistency shall not alone be binding	The ski lift upgrades contribute to Park City's goal to be a World Class ski destination (see further analysis under Section 11).
--	---

The approved conditions are sufficient for the application of ski lift upgrades. Additionally, the conditions set forth achieve additional parking and transportation mitigation, consistent with City planning documents, to help address CUP criteria 2 and 6 above.

4. The ACUP was approved in compliance with the Ski Operation Improvements required in the Development Agreement.

Criteria 6 of Section 2.3 of the DA, as discussed previously, established parking requirements for a ski lift upgrade.

The appellant argues that “the MUP demands that the PMP address parking and circulation with respect to a Peak Ski Day.” A peak ski day, while commonly used in Ski development discussions, is referred to in the DA and MUP, but not defined in the DA, MUP, or the LMC.

The MUP mentions peak ski day under the Analysis of Comfortable Carrying Capacity section. In the April 25, 2022, Staff Report, the Analysis of Comfortable Carrying Capacity Section determined the consistency of the lift upgrade with the allowed CCC. However, the Analysis of Comfortable Carrying Capacity section does not establish a consequence for the parking not being sized for the capacity of a peak ski day.

Section 2.1.13 of the DA establishes overall Resort parking requirements “[if] the parking mitigation plan fails to adequately mitigate peak day parking requirements, the City shall have the authority to require the Resort to limit ticket sales until the parking mitigation plan is revised to address the issues. The intent is that any off-site parking solution include a coordinated and cooperative effort with the City, other ski areas, the Park City School District, Summit County, and the Park City Chamber/Bureau to provide creative solutions for peak day and special events parking.” This Section describes the consequences of failure to establish parking for peak days and does not include the denial of lift upgrades as one of those consequences.

The currently proposed PMP aims to reduce the average parking demand by 11% (see Exhibit L), and targets freeing an additional 90 spaces for more parking for skiers. The current parking demand of the ski resort is 1,950 (see Exhibit 14). Taken together, the PMP makes available 300 parking stalls ((11% of 1,950) + 90), which satisfied the DA and LMC criteria for ski lift upgrades. Additionally, PCM has procured a contract with PCHS for overflow parking on the weekends. In summary, the “Developer [has assured] that it has adequate parking or has implemented other assurances, as provided in the Parking Mitigation Plan, to mitigate the impact of any proposed expansion of lift

capacity.”

Additionally, Condition of Approval 15 was set to continually analyze the effectiveness of the proposed PMP, and allows the Planning Director to “impose additional conditions or operational changes” if necessary. See further analysis regarding the Conditions of Approval in Section 7 below.

5. The Planning Director’s Conclusions of Law are valid.

The Appellant notes issues with Conclusions of Law 1, 3, and 4.

The Appeal states:

Conclusion of Law No. 1 is only made valid if pursuant to LMC 15-2.7.2 2. ADMINISTRATIVE CONDITIONAL USES Planning Director is authorized to consider Application for an Administrative Conditional Use Permit because “a subsequent provision of this LMC specifically sets forth an administrative approval process...” No such subsequent provision exists in the LMC.

Conclusion of Law 1 has been established through the review of the project, as outlined and supported by the Staff Report, wherein: the project was determined to be compliant with the Land Management Code requirements pursuant to Chapter 15-2.7, Recreation and Open Space (ROS) District, Chapter 15-2.21, Sensitive Land Overlay Zone (SLO) Regulations, Section 15-1-10(E), Conditional Use Permits, and Section 15-4-18, Passenger Tramways And Ski Base Facilities, per the [Staff Report](#).

The Appeal states:

Conclusion of Law No. 3 is valid only if differences in use can be determined mitigated through careful planning. Failure to use Peak Ski Day metrics for the basis of analyses as required by the MUP invalidates this Conclusion. So too does inability to prove paid parking will successfully mitigate car traffic and circulation issues without other mitigation strategies in place.

Conclusion of Law 3, the effects of any differences in use or scale have been mitigated through careful planning, has been established by the review and analysis of the project, and proposed Conditions of Approval.

The Appeal states:

Conclusion of Law No. 4 is valid only if compliance with the MUP is demonstrated. Failure of the PMP and other mitigation criteria to factor a Peak Ski Day confirms non-compliance.

Conclusion of Law 4, the proposal complies with Section 2.3 of the 1998 Development Agreement and the MUP and has been established by the implementation of the PMP and the Conditions of Approval set for the Applicant to be able to complete the proposed project.

The appellants have not carried their burden of demonstrating how the Planning Director erred in reaching her conclusions of law, in particular as supported by the findings of fact and additional conditions of approval discussed above and in #7 below.

6. The Application is eligible for Administrative Conditional Use Permit review per implementation of the Development Agreement.

The Appeal references Section 5.1 of the DA (see Exhibit 7, page 16), which states, “Site specific plans shall be deemed proposed Small Scale Master Plans pursuant to Section 1.14(a) of the Park City Municipal Corporation Land Management Code (or its equivalent) and shall be subject to the conditional use permit process as set forth in the [PCMC LMC].”

Site specific plans refer Development Parcels referred to in the DA, not lift upgrades which is governed by Section 2.3, Lift Upgrades. The DA requires development parcels A-E to pursue small scale MPD approval, currently known as CUPs. However, lift upgrades are reviewed as ACUPs pursuant to Section 2.3.

Additionally, in 1998, when the DA was approved, the 1998 LMC (see Exhibit 13) shows that Ski Lifts are a Conditional Use. Whereby, the intent of allowing Ski Lifts to be an administrative review under the DA was expressly written to supersede the LMC.

Section 2.3 of the DA states that development of the skiing and related facilities identified in the MUP are subject to administrative review. The proposed upgrades are consistent with the MUP.

7. The Conditions of Approval mitigate possible detrimental effects, pursuant to the Land Management Code.

The Conditions of Approval sufficiently mitigate the impacts of the proposed upgrades. The Planning Director procured a third-party technical reviewer (Exhibit M) in order to provide an additional level of expertise and review some of the technical aspects of the application.

The Appellant notes issues regarding Conditions of Approval 13, 14, 15, 18, and 19 (see Exhibit 2 for full Conditions).

Condition of Approval 13 states, “Any proposed overflow parking with Canyons and Park City School District must be approved by Summit County and the School District respectively.” This Condition was set forth by the Planning Director to require the Applicant to establish legal agreements with the Park City School District and Summit County. The Applicant has subsequently confirmed they now hold a contract with Park City High School for the next ski season (see Exhibit 6).

Condition of Approval 14 states, “The Applicant shall provide information that the proposed Parking Mitigation Plan dated April 19, 2022, is in effect before the start of the

2022/2023 ski season. This includes the implementation of 90 employee parking spaces at Munchkin and a paid parking reservation system. This Condition was set forth to specify a timeline for the Applicant to establish and implement the currently proposed PMP. If the Conditions are not met within the timeframe, a building permit will not be issued for the lift upgrades.

Condition of Approval 15 states, "The Applicant shall meet with the Planning Director and other relevant staff bi-annually, including prior to the beginning of the ski season, and within sixty (60) days of completion of the ski season to provide parking and traffic information demonstrating compliance with the Parking Mitigation Plan and a communications plan to ensure information dissemination to the public. The applicant shall share relevant parking information with staff, including parking lot occupancy rates and achievement of increased Average Vehicle Occupancy rates. The Planning Director may impose additional conditions or operational changes if the currently proposed Parking Mitigation Plan results in on-going adverse impacts or is not achieving a demonstrated increased Average Vehicle Occupancy." This Condition was set forth to work with the Applicant to establish required parking data. City teams are working internally to outline prior to the ski season the specific reporting data required to demonstrate compliance. This also allows the City to adjust parking mitigation, if necessary.

Condition of Approval 18 states, "The Applicant shall be responsible for effectively managing the parking reservation system with an on-site parking attendant presence with a turn-away and tow policy for people without a reservation." This Condition was required to establish the monitoring of the new parking mitigation system, and to promote safety within the City. If the Condition is not met, the City would require review and stricter implementation, per COA 15.

Condition of Approval 19 states, "The Applicant shall use the net proceeds generated from paid parking at the Mountain Village base area of Park City Mountain to reinvest in transportation, transit, traffic mitigation, and/or parking measures to support guest access to the resort and traffic mitigation in and around the resort. As part of the bi-annual review meeting process, the Applicant shall provide an accounting regarding the net proceeds and will review the resorts' expenditures on these measures, including, if requested by the City, verification of the expenditures by an independent third party. The Applicant shall discuss in good faith any proposed expenditures by the City that advance the City's infrastructure goals at each bi-annual review. If funded, such proposals will be documented pursuant to an amendment to the Parking Mitigation Plan processed as part of the bi-annual review." This condition was negotiated to work with PCM in establishing a PMP that would benefit future parking management, transit and transportation improvements, and traffic mitigation endeavors for both PCM and the City, until at least a base development is approved and realized. Additional information and documentation is required to hold the Applicant accountable for implementing the PMP.

While positive results have been seen at other ski resorts (see Exhibit 11), the currently

proposed PMP at PCM provides the opportunity to evaluate and assess for at least one ski season, with results reviewed, analyzed, and potentially adapted, if necessary. This creates an ongoing obligation to adapt to report, document and adapt to new conditions as they arise due to the proposed PMP.

8. As established previously, the Planning Director has authority pursuant to the Development Agreement and Land Management Code to review ski lift upgrades, and to approve an Administrative CUP.

Established previously in Section 1 of this report, as the Planning Director reviews ACUPs, and the ski lift upgrade is an administrative review under the DA, the Planning Director also reviews all materials related to the application. This includes a PMP.

PCM originally submitted a Parking Mitigation Plan proposal that did not comply with the LMC for possible impacts of the lift upgrades. The Planning Director requested PCM propose a more robust PMP and better alignment with the City's planning documents and best practices. The Applicant's proposal also includes the implementation of a circulation mitigation solution created last ski season to aid traffic and congestion issues associated with ingress and egress.

For all applications, if a proposed solution is not compliant with the LMC, we attempt to work with the Applicant to find or condition a compliant solution. Additionally, the DA, Section 2.1.13 states, "The intent is that any off-site parking solution includes a coordinated and cooperative effort with the City, other ski areas, the Park City School District, Summit County, and the Park City Chamber/Bureau to provide creative solutions for peak day and special event parking." The proposed PMP that introduces paid parking and reservations, as well as the newly implemented circulation solution and additional management and communications resources, requires a coordinated and cooperative effort with the City. Further, success has also been achieved with similar plans and mitigation management programs in other ski resort towns (see Exhibit 11).

Given that this plan is a major change in how PCM operates, unforeseen impacts are further conditioned under COA 15 and 19, which allow the Planning Director to review the proposed PMP for effectiveness and require additional parking mitigation, if necessary, due to the lift upgrades.

9. The Administrative CUP was properly applied and properly noticed.

As detailed under Appeal Point 1, the Ski Lift upgrades were established to be reviewed under an ACUP. Per LMC § [15-1-12](#), the Application was properly noticed for an ACUP, wherein the property must be posted and courtesy mailing notices sent out to adjacent property owners 10 days prior to Final Action. The application was noticed on March 29, 2022, for the original hearing date of April 12, 2022. On April 12, 2022, the item was conditioned to a date certain (April 25, 2022), and the hearing did not need to be re-noticed per LMC [15-1-21](#).

10. The application meets the criteria for Administrative Conditional Use Permit Review and Final Action.

As detailed under Analysis Section 1 above, the ski lift upgrades are compliant with the DA criteria and have been established to be reviewed administratively.

11. The Conditions of Approval required for the application are consistent with Park City's General Plan.

Goal 10 of the Park City General Plan is to provide world-class recreation and public infrastructure to host local, regional, national, and international events that further Park City's role as a world-class, multi-seasonal destination resort while maintaining a balance with our sense of community.² Community Planning Strategy 10.1 outlines consideration of industry standards for new recreation facilities and remodels to enable hosting world-class events while benefitting the locals' quality of life.³

LMC § 15-1-10(E)(16) states, that a CUP application must be "reviewed for consistency with the goals and objectives of the Park City General Plan; however such review for consistency shall not alone be binding."

The proposed lift upgrades will help alleviate on-mountain traffic by moving skiers more quickly from the base of the mountain and provide an enhanced skiing experience. The Conditions of Approval protect the locals' quality of life and provide interim parking mitigations until a broader solution is reached as part of the larger base area project review.

With regards to the General Plan, the PMP proposes to incentivize carpooling, which reduces single occupancy driving, as identified as goals in the General Plan. The Staff Report also noted that the project aids "in making Park City a world-class ski destination," which is another goal of the General Plan.

Conclusion

The Appellants' argument is that this application should not have been reviewed under an Administrative Conditional Use Permit. We appreciate the importance of the application and its implications for residents, businesses, visitors, and the ski resort. The Planning Team scrutinized the applicant's information, procured additional expertise and, ultimately, concluded that the application complied with the requirements of the 1998 DA, the MUP, and therefore subject to administrative review.

The Appellant believes that the application should not have been approved due to insufficient parking mitigation or Conditions of Approval for peak ski days. However, the Planning Director believes the mitigation and PMP as proposed are appropriate for the application of lift upgrades, and is complies with the LMC, the ROS Zone, and the SLO

² [General Plan](#), Volume I, Sense of Community, p. 16

³ [General Plan](#), Volume I, Sense of Community, p. 18

Zone. As a result, the Planning Director held a public hearing, and the application was approved with the Findings of Fact, Conditions of Law, and additional Conclusions of Approval.

The Planning Team has also worked with both the Appellants and the Applicant to provide additional information, answer questions, and maintain a fair and transparent appeal process. The Planning Team also created a website that includes a broad array of relevant information as a one-stop-shop to help inform and keep the public apprised of the process.

Exhibits

Exhibit 1: Appeal
Exhibit 2: Signed Final Action Letter Dated April 25, 2022
Exhibit 3: ACUP Meeting Minutes Dated April 25, 2022
Exhibit 4: King Con and Motherlode Lift Upgrades ACUP
Exhibit 5: Crescent Lift CUP
Exhibit 6: PCM and PCSD Contract
Exhibit 7: 1998 PCM Development Agreement
Exhibit 8: PCM PMP Narrative
Exhibit 9: PCM Snow Flower Memo
Exhibit 10: PCM Appeal Responses
Exhibit 11: PCM Fehr and Peers Paid Parking Memorandum
Exhibit 12: PCM Materials Memo
Exhibit 13: 1998 LMC ROS Zone Requirements
Exhibit 14: SE Group's 2020 Base Area Parking Analysis
Exhibit 15: Public Comments
Exhibit 16: Draft Final Action Letter

Exhibit A: Staff Report Dated April 25, 2022
Exhibit B: Proposed Plans
Exhibit C: Mountain Upgrade Plan Figure IV-1 and Table IV-1
Exhibit D: Mountain Upgrade Plan Map
Exhibit E: Mountain Upgrade Plan Table IV-4 (CCC)
Exhibit F: Sensitive Lands Overlay Material
Exhibit G: SE Group Memo on Silverlode and Eagle Capacity
Exhibit H: PCM CCC Upgrading Plan
Exhibit I: Steep Slope Plans
Exhibit J: PCM Development Agreement (p. 11-13)
Exhibit K: ACUP Updated Public Comments
Exhibit L: Lift Upgrade Parking Mitigation Plan
Exhibit M: Ecosign PCM CCC Review Report
Exhibit N: Planning Director Tower Heights Determination

CITATIONS OF CODE, GOVERNING DOCUMENTS, AND SUPPORTING DOCUMENTS AS PRESENTED IN THE ADMINISTRATIVE CUP HEARING PACKET AND RELATED TO THIS APPEAL:

1. *LAND MANAGEMENT CODE*

15-1-11 Special Applications

4. **ADMINISTRATIVE CONDITIONAL USE PERMITS.** The Planning Director, or his or her designee, shall review and take Final Action on Administrative Conditional Use permits. Review process shall be consistent with Section 15-1-10(A-H), with the exception that no published notice, as described in Section 15-1-12, shall be required.

15-2.7-2 Uses

Uses in the ROS District are limited to the following:

1. **ALLOWED USES.**

1. Conservation Activity
2. Food Truck Locations⁴

2. **ADMINISTRATIVE CONDITIONAL USES¹.**

1. Trail and Trailhead Improvement
2. Outdoor Recreation Equipment
3. Essential Municipal Public Utility Use, Service, or Structure, less than 600 sq. ft.
4. Accessory Building, less than 600 sq. ft.
5. Ski-related Accessory Building, less than 600 sq. ft.
6. Parking Area or Structure with four (4) or fewer spaces
7. Outdoor Event, Outdoor Music
8. Temporary Construction Improvement
9. Raising, grazing of horses
10. Raising, grazing of livestock
11. Anemometer and Anemometer Towers

3. **CONDITIONAL USES.**

1. Agriculture
2. Recreational Outdoor and Trail Lighting
3. Recreation Facility, Private
4. Recreation Facility, Public
5. Recreation Facility, Commercial
6. Golf Course
7. Passenger Tramway Station and Ski Base Facility
8. Ski Tow Rope, Ski Lift, Ski Run and Ski Bridge
9. Recreational Sports Field
10. Skating Rink
11. Skateboard Park
12. Public and Quasi-Public Institution, Church, and School, Park, Plaza, Structure for Public Assembly, greater than 600 sq. ft.
13. Essential Municipal Public Utility Use, Facility, Service, and Structure, greater than 600 sq. ft.
14. Accessory Building, greater than 600 sq. ft.
15. Ski-Related Accessory Building, greater than 600 sq. ft.
16. Child Care Center
17. Commercial Stable, Riding Academy

18. Vehicle Control Gates²
19. Resort Support, Commercial
20. Cemetery
21. Parking Area or Structure with five (5) or more spaces
22. Telecommunications Antenna³
23. Mines and Mine Exploration
24. Plant and Nursery stock products and sales
25. Fences greater than six feet (6') in height from Final Grade.
26. Small Wind Energy Systems

15-1-10 Conditional Use Review Process

A Conditional Use shall be approved if reasonable conditions are proposed, or can be imposed, to mitigate the reasonably anticipated detrimental effects of the proposed Use in accordance with applicable standards.

If the reasonable anticipated detrimental effects of a proposed Conditional Use cannot be substantially mitigated by the proposal or imposition of reasonable conditions to achieve compliance with applicable standards, the Conditional Use may be denied.

The City must review all proposed Conditional Uses according to the following procedure, unless a subsequent provision of this LMC specifically sets forth an administrative approval process for a specific Conditional Use, in which case that section shall control:

The Planning Commission shall conduct a public hearing on the proposed Conditional Use permit Application and shall either approve, deny, or modify and approve the permit.

4. **STANDARDS FOR REVIEW**. The City shall not issue a Conditional Use permit unless the Planning Commission concludes that:
 1. the Application complies with all requirements of this LMC;
 2. the Use will be Compatible with surrounding Structures in Use, scale, mass and circulation;
 3. the effects of any differences in Use or scale have been mitigated through careful planning.
5. **REVIEW**. The Planning Department and/or Planning Commission must review each of the following items when considering whether or not the proposed Conditional Use mitigates impacts of and addresses the following items:
 1. size and location of the Site;
 2. traffic considerations including capacity of the existing Streets in the Area;
 3. utility capacity, including Storm Water run-off;
 4. emergency vehicle Access;
 5. location and amount of off-Street parking;
 6. internal vehicular and pedestrian circulation system;
 7. Fencing, Screening, and landscaping to separate the Use from adjoining Uses;
 8. Building mass, bulk, and orientation, and the location of Buildings on the Site; including orientation to Buildings on adjoining Lots;

9. usable Open Space;
10. signs and lighting;
11. physical design and Compatibility with surrounding Structures in mass, scale, style, design, and architectural detailing;
12. noise, vibration, odors, steam, or other mechanical factors that might affect people and Property Off-Site;
13. control of delivery and service vehicles, loading and unloading zones, and Screening of trash and recycling pickup Areas;
14. expected Ownership and management of the project as primary residences, Condominiums, time interval Ownership, Nightly Rental, or commercial tenancies, how the form of Ownership affects taxing entities;
15. within and adjoining the Site, Environmentally Sensitive Lands, Physical Mine Hazards, Historic Mine Waste and Park City Soils Ordinance, Steep Slopes, and appropriateness of the proposed Structure to the existing topography of the Site; and
16. reviewed for consistency with the goals and objectives of the Park City General Plan; however such review for consistency shall not alone be binding.

2. 1998 DEVELOPMENT AGREEMENT

2.1.13. The Developer shall comply with the parking mitigation plan attached hereto as Exhibit K. This plan shall be reviewed and modified, if necessary, as a part of the Small Scale MPD (CUP) for each phase to evaluate transit alternatives and demonstrated parking needs. If, in practice, the parking mitigation plan fails to adequately mitigate peak day parking requirements, the City shall have the authority to require the Resort to limit ticket sales until the parking mitigation plan is revised to address the issues. The intent is that if any off-site parking solution include a coordinated and cooperative effort with the City, other ski areas, the Park City School District, Summit County, and the Park City Chamber/Bureau to provide creative solutions for peak day and special event parking.

2.1.15 Developer has chosen to mitigate additional impacts associated with developing the PCMR Concept Master Plan by paying impact fees... in lieu of off-site improvements. Developer's commitment to payment of such impact fees is contractual in nature and will be assessed proportionally, prior to issuance of any building permits...

2.3 Ski Operation Improvements

The Developer has submitted a Mountain Upgrade Plan, which is attached hereto as Exhibit L. Development of the skiing and related facilities as identified in the Mountain Upgrade plan is a conditional use within the City limits and is a [sic] subject to administrative review and approval or rejection for improvements visible from vantage points within the City limits... The following Standards shall apply to the Community Development Director's review:

2.3.1 Consistency with the Mountain Upgrade plan.

2.3.6. Parking. At all times Developer shall assure that it has adequate parking or has implemented other assurances, as provided in the Parking Mitigation Plan, to mitigate the impact of any proposed expansion of lift capacity.

Section 5. IMPLEMENTATION OF THIS AGREEMENT

5.1 Processing and Approvals Site specific plans shall be deemed proposed Small Scale Master Plans pursuant to Section 1.14(a) of the Park City Municipal Corporation Land Management

Code (or its equivalent) and shall be subject to the conditional use permit process as set forth in the Park City Municipal Corporation Land Management Code. City shall review and approve or deny site-specific plans according to the Concept Master Plan and Land Management Code.

3. UTAH CODE

10-9a-507. Conditional uses.

- (1) (a) A municipality may adopt a land use ordinance that includes conditional uses and provisions for conditional uses that require compliance with objective standards set forth in the applicable ordinance.
- (2) (a) (i) A land use authority shall approve a conditional use if reasonable conditions are proposed, or can be imposed, to mitigate the reasonably anticipated detrimental effects of the proposed use in accordance with applicable standards.
(b) If a land use authority proposes reasonable conditions on a proposed conditional use, the land use authority shall ensure that the conditions are stated on the record and reasonably relate to mitigating the anticipated detrimental effects of the proposed use.
(c) If the reasonably anticipated detrimental effects of a proposed conditional use cannot be substantially mitigated by the proposal or the imposition of reasonable conditions to achieve compliance with applicable standards, the land use authority may deny the conditional use.

10-9a-103. Definitions.

(30) "Land use authority" means:

(a) a person, board, commission, agency, or body, including the local legislative body, designated by the local legislative body to act upon a land use application

(34) "Legislative body" means the municipal council.

4. MOUNTAIN UPGRADE PLAN

3. Analysis of Comfortable Carrying Capacity

As a result of the upgrading program, the CCC would increase from 9,910 to 13,700 skiers per day, which represents a total of 3,890 additional skiers, or an increase of 38 percent.

It is a common practice at ski areas, and one that has been generally accepted by the ski industry, to exceed the CCC on peak ski days by as much as 25 percent. Based upon historical skier-visit performance records, PCSA anticipates future peak skier days to reach 110 percent of the CCC. This policy is acceptable as long as it does not become common practice... It should be noted, however, that the parking/shuttle accommodations and water and sewer systems must be sized for the capacity of a peak ski day. PCSA's peak ski day capacity is estimated at 15,070 skiers.

5. SE GROUP MEMO ON SILVERLODE AND EAGLE LIFTS

SE Group is currently working with Park City Mountain Resort on the planning and design for the Silverlode and Eagle Lift replacements. SE Group has also recently completed a parking analysis for the PCMR base Area MPD project. The parking analysis studied the parking demand at the base area based on the Comfortable Carrying Capacity (CCC) of the resort under both existing conditions and a future condition following completion of the Mountain Upgrade Plan. That analysis (which was widely shared with the planning commission and the public) documents

the different modes with which guests access the resort, along with the corresponding numbers for each, to reach a conclusion on the needed number of day skier parking spaces at the base area. The conclusion of that analysis is that essentially the skiers from the new base area development would balance out with the increased on-mountain capacity of the resort, meaning that there is no need for additional day skier parking in the future condition. Retaining the existing number of 1200 day skier parking spaces will maintain the day skier population, with the expanded skier capacity coming from the new lodging (which has its own parking). The replacement of the Silverlode and Eagle chairs does not change the findings of this analysis - the 1200 day skier parking spaces will continue to be sufficient to serve the CCC of the resort.

6. NOTICE OF PLANNING DIRECTOR

Findings of Fact

18. The application complies with an Administrative review, per the six criteria listed in the 1998 Development Agreement:

Criteria 6. Parking. At all times Developer shall assure that it has adequate parking or has implemented such other assurances, as provided in the Parking Mitigation Plan (PMP), to mitigate the impact of any proposed expansion of lift capacity. The Applicant submitted a PMP dated April 19, 2022 stating that PCM will implement paid parking with a regulated reservation system starting the 2022/2023 ski season. This plan proposes to increase Average Vehicle Occupancy (AVO), carpool and transit use, and more effectively manage traffic and parking impacts. The Planning Director finds that the PMP mitigates the impact of the lift upgrades.

Conclusions of Law

1. The proposal complies with the Land Management Code requirements pursuant to Chapter 15-2.7, Recreation and Open Space (ROS) District, Chapter 15-2.21, Sensitive Land Overlay Zone (SLO) Regulations, Section 15-1-10(E), Conditional Use Permits, and Section 15-4-18, Passenger Tramways And Ski Base Facilities.
3. The effects of any differences in use or scale have been mitigated through careful planning.
4. The proposal as conditioned complies with Section 2.3 of the Master Planned Development Agreement and the 1998 MUP, however the Parking Compliance will remain an ongoing assessment pursuant to Conditions of Approval 15, 16, and 19.

Conditions of Approval

11. Any proposed overflow parking with Canyons and Park City School District must be approved by Summit County and the School District respectively.
14. The Applicant shall provide information that the proposed Parking Mitigation Plan dated April 19, 2022 is in effect before the start of the 2022/2023 ski season. This includes the implementation of 90 employee parking spaces at Munchkin and a paid parking reservation system.
15. The Applicant shall... provide parking and traffic information demonstrating compliance with the Parking Mitigation Plan and a communications plan to ensure information dissemination to the public. The Applicant shall share relevant parking information with staff, including parking lot occupancy rates and achievement of increased Average Vehicle Occupancy rates.
18. The Applicant shall be responsible for effectively managing the parking reservation system with an on-site parking attendant presence with a turn-away and tow policy for people without a reservation.

19. The Applicant shall use the net proceeds generated from paid parking at the Mountain Village base area of Park City Mountain to reinvest in transportation, traffic mitigation, and/or parking measures to support guest access to the resort and traffic mitigation in and around the resort.

7. PARKING MITIGATION PLAN

IMPACTS OF LIFT IMPROVEMENTS

Section 2.3.6 of the Development Agreement notes that the developer must mitigate any impacts to parking associated with any proposed increase in lift capacity through submission of a Parking Management Plan.

PCM is proposing two lift replacements projects for the 2022 summer construction season, 1) the removal and replacement of Silverlode, and 2) the removal of the existing Eagle and Eaglet and replacement with the installation of the new Eagle lift (Lift A in MUP). As included with our submission, this results in an increase in CCC of 290 (from current 12,570 to 12,860).

As provided in a memorandum from SE Group (see Exhibit A to this memo), these upgrades will not generate an impact on parking. SE Group, who is the leading national expert on ski area planning, states that “the overall capacity of the mountain will not significantly increase” with these lifts, based “largely on the fact that these lifts are replacement lifts.”

8. GENERAL PLAN

STRATEGY: Six Steps to Reduce Vehicle Miles Traveled

1 Build Complete Streets. Invest in alternatives to solo driving, such as:

- Transit (standard bus, bus rapid transit (BRT), light rail, train). Improving accessibility, frequency, quality, routes, pricing, ease of use, etc.
- Biking. Adding lanes, improving trails, bike sharing program, connectivity, safety, etc.
- Walking. Adding and improving sidewalks, pedestrian paths, connectivity, cross-walk safety, etc.

3 Support Carpooling.

- Add freeway High Occupancy Vehicle (HOV) lanes.
- Create programs that would support carpooling i.e. online carpooling database, etc.

4 Vehicle sharing programs.

- Encourage community car share program.
- Provide dedicated public parking spaces throughout town at low or no cost for car share programs.
- Provide charging stations for electric vehicles

APPEAL: This appeal asserts that Planning Director erred in their decision to approve an Administrative Conditional Use Permit for the Park City Mountain lift upgrade plan (per above) for the following reasons:

1. The application does not meet the Standards of Review for granting Administrative CUPS set forth by Park City Land Management Code.

LMC

LMC 15-1-10 provides that a “Conditional Use shall be approved if reasonable conditions... can be imposed, to mitigate the reasonably anticipated detrimental effects of the proposed Use... If the reasonable anticipated detrimental effects of a proposed Conditional Use cannot be substantially mitigated..., the Conditional Use may be denied.”

Standards for review include:

1. “the Application complies with all requirements of this LMC;
2. the effects of any differences in Use or scale have been mitigated through careful planning.”

MUP

“3. Analysis of Comfortable Carrying Capacity

It is a common practice at ski areas, and one that has been generally accepted by the ski industry, to exceed the CCC on peak ski days by as much as 25 percent. Based upon historical skier-visit performance records, PCSA anticipates future peak skier days to reach 110 percent of the CCC. This policy is acceptable as long as it does not become common practice... It should be noted, however, that the parking/shuttle accommodations and water and sewer systems must be sized for the capacity of a peak ski day. PCSA’s peak ski day capacity is estimated at 15,070 skiers.”

Park City Mountain Resort overflowed at least 68 mornings during the 2021/2022 ski season. Overflow parking at the high school (only available on weekends and holidays and currently not renewed for next season) often saw long lines waiting for buses. No other guaranteed or dedicated offsite solutions with connections to improved bus service getting to or from the resort are included in the Applicant’s PMP. For these reasons alone, paid parking without commensurate offsite services to accommodate displaced drivers is insufficient to prove this mitigation strategy will work, or that paid parking will not cause intrusion into nearby streets and other businesses’ premises thereby violating the LMC. The number of overflow days indicates the number of skiers in excess of the CCC has become common policy and that the 110% Peak Ski Day is also surpassed as common practice in violation of the MUP.

Furthermore and per staff report, “The MUP allows for a maximum CCC of 13,700. A CCC update submitted by SE Group indicates that the Resort has a current CCC of 12,570...”

Per SE Group Memorandum: “SE Group is currently working with Park City Mountain Resort on the planning and design for the Silverlode and Eagle Lift replacements. SE Group has also recently completed a parking analysis for the PCMR base Area MPD project. The parking analysis studied the parking demand at the base area based on the Comfortable Carrying Capacity (CCC) of the resort under both existing conditions and a future condition following completion of the Mountain Upgrade Plan. That analysis

(which was widely shared with the planning commission and the public) documents the different modes with which guests access the resort, along with the corresponding numbers for each, to reach a conclusion on the needed number of day skier parking spaces at the base area. The conclusion of that analysis is that essentially the skiers from the new base area development would balance out with the increased on-mountain capacity of the resort, meaning that there is no need for additional day skier parking in the future condition. Retaining the existing number of 1200 day skier parking spaces will maintain the day skier population, with the expanded skier capacity coming from the new lodging (which has its own parking). The replacement of the Silverlode and Eagle chairs does not change the findings of this analysis - the 1200 day skier parking spaces will continue to be sufficient to serve the CCC of the resort.”

The MUP demands that the PMP address parking and circulation with respect to a Peak Ski Day.

The Applicant links the proposed Lift Upgrade Plan and its mitigation requirements to the base area MPD and the acceptability of its parking, circulation, transit, walkability, and other plans as mitigation. SE Group’s memo falsely claims new lodging “has its own parking,” as PEG is seeking an exception to the LMC for the number of spaces the hotel and condos demand. The MPD has not been presented for approval and therefore cannot confirm this application complies with requirements of the LMC or that the effects of any differences in use or scale have been mitigated through careful planning. And again, the PMP fails to factor Peak Ski Day numbers as demanded by the MUP.

Even when factoring alternate transportation modes (biking, walking, rideshare, etc), one cannot reasonably deduce that there is sufficient parking onsite to support an average skier day, let alone a Peak Skier Day as required under the MUP. By contrast, a Peak Ski Day when calculated properly induces considerable overflow parking requirements in addition to the already existing overflow and drivers deterred from the proposed paid parking that must be accommodated and not just on weekends. Without other confirmed mitigation strategies in place (e.g. dedicated park and rides with expedient transit services and robust nearby street mitigation, HOV lanes, and general address of shuttles as required by the MUP, etc), the increased demand for offsite parking due to Applicant’s PMP and Paid Parking in addition to existing overflow volumes is not sufficiently mitigated or understood to be mitigated. Likewise, neighborhood streets and circulation are not mitigated as required by the LMC.

Finally, per MUP: “It should be noted, however, that the parking/shuttle accommodations and water and sewer systems must be sized for the capacity of a peak ski day.”

As noted already, parking and shuttle accommodations are not mitigated through careful planning where the application is concerned. Furthermore, there is no evaluation of water and sewer system capacity as it relates to current and future CCC.

For these reasons, the application does not meet the Standards of Review for an Administrative CUP and should have gone to Planning Commission for review.

2. The application does not satisfy conditions of approval for Conditional Uses per Utah State Code.

10-9a-507. Conditional uses.

- (3) (a) A municipality may adopt a land use ordinance that includes conditional uses and provisions for conditional uses that require compliance with objective standards set forth in the applicable ordinance.
- (4) (a) (i) A land use authority shall approve a conditional use if reasonable conditions are proposed, or can be imposed, to mitigate the reasonably anticipated detrimental effects of the proposed use in accordance with applicable standards.
 - (b) If a land use authority proposes reasonable conditions on a proposed conditional use, the land use authority shall ensure that the conditions are stated on the record and reasonably relate to mitigating the anticipated detrimental effects of the proposed use.
 - (c) If the reasonably anticipated detrimental effects of a proposed conditional use cannot be substantially mitigated by the proposal or the imposition of reasonable conditions to achieve compliance with applicable standards, the land use authority may deny the conditional use.

Utah Code allows for Conditional Uses, but certainly does not require them. There are no clear determinations around the application of Administrative Conditional Uses beyond stating that all Conditional Use Permits are administrative in nature. As explained in Appeal Reason 1, one cannot assert that as yet unapproved parking plans and mitigation strategies presented in an MPD currently undergoing Planning Commission review represents reasonable mitigation of detrimental effects.

Additionally, paid parking as the primary mitigation strategy cannot be confirmed as sufficient to bring the application and the MPD in which it roots its conclusions into compliance with applicable standards, including the LMC. Therefore, the Conditional Use should have been denied.

Finally, the PMP on which Applicant bases its reasonable parking and circulation mitigation fails to consider a Peak Ski Day as required by special provision of the MUP which Planning Director asserts supersedes the LMC.

3. The application does not adequately mitigate or address the Review criteria for Conditional Uses as outlined in the Land Management Code.

LMC 15-1-10 provides that a “Conditional Use shall be approved if reasonable conditions... can be imposed, to mitigate the reasonably anticipated detrimental effects of the proposed Use... If the reasonable anticipated detrimental effects of a proposed Conditional Use cannot be substantially mitigated..., the Conditional Use may be denied.”

Review criteria include:

2. traffic considerations including capacity of the existing Streets in the Area;
3. utility capacity, including Storm Water run-off;
5. location and amount of off-Street parking;
6. internal vehicular and pedestrian circulation system;
13. control of delivery and service vehicles, loading and unloading zones, and Screening of trash and recycling pickup Areas;

Mountain Upgrade Plan p. 35

It should be noted, however, that the parking/shuttle accommodations and water and sewer systems must be sized for the capacity of a peak ski day.”

Applicant’s and its Consultants’ and Planning Director’s and its Consultants’ considerations, calculations, and assumptions are invalid because they fail to take into account a Peak Ski Day as required under the Mountain Upgrade Plan and offer no current assessment of water and sewer systems in relation to peak ski day capacity. Review criteria 2, 3, 5, 6, and 13 are not explored or satisfactorily addressed within the specific context of the Lift Upgrade Plan. Nor are the criteria capable of sufficient and satisfactory address by way of the MPD still subject to Planning Commission review and action. Existing and anticipated detrimental effects are not reasonably mitigated in the application or by the Conditions of Approval. Therefore, the Conditional Use should have been denied.

4. The application does not satisfy Standards for review or approval of Ski Operation Improvements as specified by special provision of the Development Agreement.

Per Section 2.3 Ski Operation Improvements and the Standards that shall apply to the Planning Director's review as specified in "2.3.1 Consistency with the Mountain Upgrade Plan" and "2.3.6. Parking. At all times Developer shall assure that it has adequate parking or has implemented other assurances, as provided in the Parking Mitigation Plan, to mitigate the impact of any proposed expansion of lift capacity."

As the impacts analysis is incomplete and not based on a Peak Ski Day as required by the MUP, the application is inconsistent with the MUP.

Additionally, the DA makes clear that a Developer SHALL assure AT ALL TIMES that it has adequate parking or has implemented other assurances to mitigate the impact of ANY proposed expansion of lift capacity.

Adequate parking means both onsite and offsite parking. The application of a peak ski day combined with paid parking increases the offsite parking requirement significantly. The Applicant's PMP wrongly asserts a surplus of stalls at the base by simple CCC numbers and not Peak Ski Day numbers as required by the MUP. Neither the increase in offsite parking requirements nor the increase in services required to support levels of offsite parking and transit that would assuredly mitigate overflow parking is determined in the application.

Additionally, it is confirmed that an unapproved MPD and its associated PMP do not assure adequate parking and that paid parking without appropriate transit upgrades is insufficient as a mitigation strategy.

5. Planning Director's Conclusions of Law are invalid.

Conclusions of Law

1. The proposal complies with the Land Management Code requirements pursuant to Chapter 15-2.7, Recreation and Open Space (ROS) District, Chapter 15-2.21, Sensitive Land Overlay Zone (SLO) Regulations, Section 15-1-10(E), Conditional Use Permits, and Section 15-4-18, Passenger Tramways And Ski Base Facilities.
3. The effects of any differences in use or scale have been mitigated through careful planning.
4. The proposal as conditioned complies with Section 2.3 of the Master Planned Development Agreement and the 1998 MUP, however the Parking Compliance will remain an ongoing assessment pursuant to Conditions of Approval 15, 16, and 19.

Conclusion of Law No. 1 is only made valid if pursuant to LMC 15-2.7.2 2. ADMINISTRATIVE CONDITIONAL USES Planning Director is authorized to consider Application for an Administrative Conditional Use Permit because "a subsequent provision of this LMC specifically sets forth an administrative approval process..." No such subsequent provision exists in the LMC.

Conclusion of Law No. 3 is valid only if differences in use can be determined mitigated through careful planning. Failure to use Peak Ski Day metrics for the basis of analyses as required by the MUP invalidates this Conclusion. So too does inability to prove paid parking will successfully mitigate car traffic and circulation issues without other mitigation strategies in place.

Conclusion of Law No. 4 is valid only if compliance with the MUP is demonstrated. Failure of the PMP and other mitigation criteria to factor a Peak Ski Day confirms noncompliance.

6. The Application is not eligible for Administrative CUP review per implementation of the Development Agreement as mandated by the DA.

5.1 Processing and Approvals Site specific plans shall be deemed proposed Small Scale Master Plans pursuant to Section 1.14(a) of the Park City Municipal Corporation Land Management Code (or its equivalent) and shall be subject to the conditional use permit process as set forth in the Park City Municipal Corporation Land Management Code. City shall review and approve or deny site-specific plans according to the Concept Master Plan and Land Management Code.

The single greatest Conditions of contention regarding the proposed Concept Master Plan/base area MPD relates to parking demand management and circulation. Until such time as MPD is approved with Conditions or denied, it is impossible to base approval of Small Scale Master Plan CUPs on the MPD. And again, the PMP provided and extrapolated from the base area MPD fails to consider a Peak Ski Day.

7. The Conditions of Approval are inadequate to ensure satisfaction of mitigation of detrimental effects per the LMC.

Condition 13 implies a forthcoming agreement with Park City School District for overflow parking. There is no such agreement in place. If one is renewed, this lot would only be available on weekends. There is no confirmed or guaranteed agreement for sufficient number of stalls at The Canyons base. The existing agreement has limitations that have not been shown to be analyzed against a weekday Peak Ski Day during the 2021/2022 ski season.

Condition 14 presumes paid parking will adequately mitigate parking issues. The Application and Conditional Use Approval lack third party analysis to affirm the comparability of other resorts and their paid parking attributed reductions in Peak Ski Days to the current scenario in Park City, particularly as other proven mitigation strategies such as adequate off-site parking that connects directly to expedient transit to the resort are lacking and not part of PCMC or High Valley Transit 2022/2023 ski season plans. Additionally, applicant has not demonstrated ability to manage a parking reservation system or safe circulation locally.

Condition 15 fails to stipulate what kind of information will be required, on what demand basis and how often, how information and compliance will be verified, how AVO will be verified, how an AVO assures mitigation against a backdrop of unlimited pass sales and unchecked visitor growth, and how non-compliance will be penalized.

Condition 18 presumes ability to adequately staff a paid parking reservation system. Applicant lacked sufficient staff in key critical roles and was unable to operate resort anywhere near full capacity at any point during the 2021/2022 season.

Condition 19 lacks teeth including establishment of baselines of costs associated with current parking management, increases or decreases in operational costs if majority parking moves indoors per proposed MPD, and incremental cost increase to manage a paid reservation system around parking upgrades. There is no incentive per this condition for Applicant to manage a paid parking reservation system from a cost-efficiency standpoint while maintaining levels of service. This condition is not unlike fee in lieu and, while an additional Condition of Approval to come from Planning Director's out of public purview negotiations with Applicant during April 25, 2022 Administrative CUP hearing, does not qualify as a satisfactory mitigation condition relevant to detrimental effects brought by increased CCC.

Anticipated detrimental effects should be based on confirmed 2021/2022 ski season data relating to number of days base parking lots reached capacity, number of days overflow parking was utilized and how successfully, corresponding days overflow parking options were available, days overflow parking options are confirmed available for the 2022/2023 season, and parking requirement calculations rooted in accurate modeling of Peak Ski Day numbers per the Mountain Upgrade Plan created by Sno Engineering in 1998, today known as SE Group and working as Applicant's consultant for purposes of parking analysis at the base. As before, Peak Ski Day numbers are not used as the basis for calculation and evaluation. Therefore, anticipated detrimental effects are neither clearly understood nor stipulated as part of Planning Director's Findings of Fact.

Additionally, there is no third party or qualified engineering review of the PMP to assure its integrity. And there are no quantifiable or audit metrics in the PMP or Conditions of Approval.

8. Planning Director shall be precluded from authority to review and approve an Administrative CUP on Lift Upgrade Plan including current PMP.

The current PMP relies on a circulation change devised in conjunction with PCMC Staff; it is therefore inappropriate for Staff to approve a PMP it had a hand in crafting.

9. The Administrative CUP was improperly applied and improperly noticed.

The current PMP relies on a change of traffic circulation and temporary relocation of the transit hub and parking/drop-off amenities inside of the Commercial Recreational District (CR). Not shown in Applicant's PMP is the temporary erection of barriers and signage to accommodate this change of use. If successful mitigation of impacts borne by the Lift Upgrade Plan depends on circulation considerations and mitigation inside the CR Zone, this demands Conditional Use Permit review and approval by Planning Commission.

In addition to temporary improvements, parking areas of 5 or more spaces represent conditional uses in the CR Zone and thus require a CUP application in accordance with prevailing conditions of law.

10. The application is precluded from Administrative Conditional Use Permit Review and Final Action.

15-1-10 Conditional Use Review Process

A Conditional Use shall be approved if reasonable conditions are proposed, or can be imposed, to mitigate the reasonably anticipated detrimental effects of the proposed Use in accordance with applicable standards.

If the reasonable anticipated detrimental effects of a proposed Conditional Use cannot be substantially mitigated by the proposal or imposition of reasonable conditions to achieve compliance with applicable standards, the Conditional Use may be denied.

The City must review all proposed Conditional Uses according to the following procedure, unless a subsequent provision of this LMC specifically sets forth an administrative approval process for a specific Conditional Use, in which case that section shall control:

LMC Section 15-1-11 assigns authority to the Planning Director to review and take Final Action on Administrative CUPs. Section 15-2.7.2 delineates between uses in the ROS Zone. "Ski lifts" are clearly listed in item number eight (8) under Conditional Uses - Section 15-2.7.2 3. CONDITIONAL USES which is altogether different from the Administrative Conditional Uses allowed under Section 15-2.7.2 2. ADMINISTRATIVE CONDITIONAL USES. The City must review all proposed Conditional Uses according to these provisions of the Land Management Code "unless a subsequent provision of this LMC specifically sets forth an administrative approval process..."

Furthermore, no special provision of the LMC exists to supersede LMC sections 15-1-10 and 15-1-11. The only provision cited exists in the Development Agreement which is not sufficient to set forth an administrative approval process with different requirements or burdens of mitigation.

For these reasons, Planning Director is in violation of the Land Management Code in both reviewing the Lift Upgrade Plan and taking final action.

11. The Conditions of Approval attached to the application are not wholly consistent with Park City's General Plan.

The General Plan identifies 6 steps to reduce vehicle miles travel including:

1. "Invest in alternatives to solo driving, such as:
 - Transit (standard bus, bus rapid transit (BRT), light rail, train). Improving accessibility, frequency, quality, routes, pricing, ease of use, etc.
 - Biking. Adding lanes, improving trails, bike sharing program, connectivity, safety, etc.
 - Walking. Adding and improving sidewalks, pedestrian paths, connectivity, cross-walk safety, etc.
3. Support Carpooling.
 - Add freeway High Occupancy Vehicle (HOV) lanes.
 - Create programs that would support carpooling i.e. online carpooling database, etc.
4. Vehicle sharing programs.
 - Encourage community car share program.
 - Provide dedicated public parking spaces throughout town at low or no cost for car share programs.
 - Provide charging stations for electric vehicles

The PMP displaces parking from onsite to offsite , and Applicant has not shown any assurance that adequate offsite parking has been implemented either at Canyons or the High School. Their PMP adds to existing numbers and is not reported to be just at weekends or holidays when the High School is available. Investment in alternatives, support for carpooling by way of HOV lanes and incentivized programs to encourage vehicle and ride sharing are not demonstrated in Application or MUP. The Conditions of Approval are overwhelmingly stick, while the General Plan encourages a carrot approach.



Planning Department

April 25, 2022

Park City Mountain
1375 Munchkin Road
Park City, UT 84060

CC: John Sale
(970) 618-2076
jhsale@vailresorts.com

NOTICE OF PLANNING DIRECTOR

Description

Address: PCA-S-98-PCMR-1, PCA-29-A, PCA-29-D,
PCA-1003, SA-402-A, SA-253-B-2

District: Recreation and Open Space (ROS),
Sensitive Lands Overlay (SLO)

Application: Administrative Conditional Use Permit
Project Number: PL-22-05145

Action: APPROVED WITH CONDITIONS (See Below)

Date of Final Action: April 25, 2022

Project Summary: Park City Mountain proposes to upgrade two ski lifts:
Silverlode (to remain in the same location) and Eagle (to
be realigned and extended).

Action Taken

On April 25, 2022, the Planning Director conducted an administrative public hearing and approved the construction for upgrading two ski lifts according to the following findings of fact, conclusions of law, and conditions of approval.

Findings of Fact

1. The Site is located at Parcels PCA-S-98-PCMR-1, PCA-29-A, PCA-29-D, PCA-1003, SA-402-A, SA-253-B-2
2. The Site is in the Recreation and Open Space (ROS) and Sensitive Land Overlay (SLO) Zone.



Planning Department

3. The Applicant proposes to upgrade the existing Silverlode ski lift from a six-person chairlift to an eight-person chairlift.
4. The Silverlode ski lift upgrade is planned within the Park City Mountain Resort 1998 Mountain Upgrade Plan (MUP).
5. The existing Comfortable Carrying Capacity (CCC) for the Silverlode lift is 1650.
6. The allowed CCC upgrades for the Silverlode lift within the MUP is 2080.
7. The proposed CCC for the Silverlode upgrade is 1820 and complies with the MUP.
8. The Applicant proposes to replace the existing Eagle and Eaglet lifts with a single lift in an adjacent alignment.
9. The new Eagle (Chondola lift) upgrade is planned within the Park City Mountain Resort 1998 MUP.
10. The existing CCC for the Eagle lift is 90 and for Eaglet is 50.
11. The allowed CCC upgrades for the Chondola lift within the MUP is 1230.
12. The proposed CCC for the new Eagle (Chondola lift) upgrade is 580 and complies with the MUP.
13. The lift towers and ski terminals are to be replaced for both lifts.
14. The Planning Director approved the height of all lift towers that exceed 28 feet.
15. Staff reviewed the Administrative Conditional Use Permit Application for compliance with LMC Chapter 15-2.7, Recreation and Open Space (ROS) District, Chapter 15-2.21, Sensitive Land Overlay Zone (SLO) Regulations, Section 15-1-10 Conditional Use Permits, and Section 15-4-18, Passenger Tramways And Ski Base Facilities.
16. Staff posted notice to the City website, City Hall, and the property on March 29, 2022.
17. Staff mailed courtesy notices to the adjacent property owners on March 29, 2022.
18. The application complies with an Administrative review, per the six criteria listed in the 1998 Development Agreement:
 - Criteria 1. Consistency with the Mountain Upgrade plan. The selection of lift transportation type shall be at the sole discretion of the Developer. ***The Planning Director finds the lift upgrades***



Planning Department

comply with the 1998 MUP and are within the allowed CCC for the Park City side of the Resort.

- Criteria 2. The Community Development Director may identify certain techniques as identified in the Park City Mountain Resort Resource Management Plan - Visual Management Guidelines to mitigate any impact to the view shed. The techniques include realignment, re-vegetation, and special silvacultural treatments between ski spaces to achieve the necessary blending. Traditional openings for ski trails and lifts with straight edges and uniform widths will be minimized to the greatest extent possible. Interconnected ski spaces of variable width and length, which are linked together in the fall-line to take advantage of the natural open spaces and vegetative conditions, islands and glades, natural or natural appearing trail edges, are preferred. Trails that are designed for base area return or circulation between fall line areas shall be designed for appropriate grades and widths consistent with minimizing visual impact. ***The Planning Director finds the visual impact of the lift upgrades have been minimized and are not more impactful than existing lifts being replaced/upgraded.***
- Criteria 3. Ski run lighting shall be consistent with the Park City lighting standards Glare shall be minimized to the greatest extent possible. ***The Planning Director finds there is no proposed lighting with the lift upgrades.***
- Criteria 4. Lift towers shall be painted or otherwise treated to blend with the natural surroundings. The color black, as currently used on the Payday Lift, is considered to be the most appropriate. Other colors may be appropriate that are consistent with low contrast with the surrounding vegetation and terrain. Galvanized lift equipment shall be treated to minimize reflectivity. ***The Planning Director finds the lift towers will be treated to blend with the natural surroundings.***
- Criteria 5. Vegetation management, re-vegetation and erosion control techniques shall be designed in accordance with the Park City Mountain Resort Resource Management Plan - Vegetation Management Plan and Re-vegetation Guidelines. The objective



Planning Department

shall be to achieve a vegetative condition that enhances the skier experience and long-term forest health. Re-vegetation shall be designed to control erosion and to restore ground cover as quickly as possible after ground disturbing activities. ***The Planning Director finds vegetation removal will be mitigated.***

- Criteria 6. Parking. At all times Developer shall assure that it has adequate parking or has implemented such other assurances, as provided in the Parking Mitigation Plan (PMP), to mitigate the impact of any proposed expansion of lift capacity. ***The Applicant submitted a PMP dated April 19, 2022, stating that PCM will implement paid parking with a regulated reservation system starting the 2022/2023 ski season. This plan proposes to increase Average Vehicle Occupancy (AVO), carpool and transit use, and more effectively manage traffic and parking impacts. The Planning Director finds that the PMP mitigates the impact of the lift upgrades.***

19. The Analysis Section of the Staff Report is incorporated herein.

Conclusions of Law

1. The proposal complies with the Land Management Code requirements pursuant to Chapter 15-2.7, Recreation and Open Space (ROS) District, Chapter 15-2.21, Sensitive Land Overlay Zone (SLO) Regulations, Section 15-1-10(E), Conditional Use Permits, and Section 15-4-18, Passenger Tramways And Ski Base Facilities.
2. The use will be compatible with surrounding Structures in use, scale, mass, and circulation.
3. The effects of any differences in use or scale have been mitigated through careful planning.
4. The proposal as conditioned complies with Section 2.3 of the Master Plan Development Agreement and the 1998 MUP, however the Parking Compliance will remain an ongoing assessment pursuant to Conditions of Approval 15, 16, and 19

Conditions of Approval

1. Final building plans and construction details shall reflect substantial compliance with the plans dated April 5, 2022. Any changes, modifications, or deviations from the approved design that have not been approved in advance by the Planning Department may result in a stop work order.



Planning Department

2. The Applicant may not proceed with any changes prior to notifying the Planning Department and receiving the applicable approval.
3. Any changes, modifications, or deviations from the approved scope of work shall be submitted in writing for review and approval/denial in accordance with the applicable standards by the Planning Director or designee prior construction.
4. The Applicant shall submit a landscape, vegetation, removal, and replacement plan with their building permit, subject to Planning Director approval. The plan shall address plant screening/landscaping and/or installation of a privacy fence/gate at the Snow Flower property line, at the cost of the Applicant. An additional 5 feet shall be added to the 25-foot setback resulting in a 30-foot setback from the Snow Flower property line.
5. Any impact to open space or trails shall be mitigated by the Applicant to the satisfaction of the Planning Director and Open Space Program Manager. The Applicant shall submit a trails plan with their building permit.
6. The operation of the new ski lifts shall comply with the City Noise Ordinance, Chapter 6-3.
7. The new lifts shall extend a distance of at least ten feet outward from the vertical plane established by the outermost surface of the Passenger Tramway.
8. The Applicant shall comply with the 25-foot ROS Setback requirement for all structures and staging areas.
9. The ski lifts are subject to safety regulation by the Passenger Tramway Safety Committee of the State Department of Transportation.
10. The Eagle and Eaglet lifts shall be dismantled and removed, prior to the operation of the new lifts, and site restored to a natural state.
11. The Applicant shall be required to submit a fully updated analysis of the Comfortable Carrying Capacity for any future lift upgrade proposals.
12. The Applicant shall submit a geotechnical report and foundation structural analysis calculations at the time of Building Permit application.
13. Any proposed overflow parking with Canyons and Park City School District must be approved by Summit County and the School District respectively.
14. The Applicant shall provide information that the proposed Parking Mitigation Plan dated April 19, 2022, is in effect before the start of the 2022/2023 ski



Planning Department

- season. This includes the implementation of 90 employee parking spaces at Munchkin and a paid parking reservation system.
15. The Applicant shall meet with the Planning Director and other relevant staff bi-annually, including prior to the beginning of the ski season, and within sixty (60) days of completion of the ski season to provide parking and traffic information demonstrating compliance with the Parking Mitigation Plan and a communications plan to ensure information dissemination to the public. The applicant shall share relevant parking information with staff, including parking lot occupancy rates and achievement of increased Average Vehicle Occupancy rates. The Planning Director may impose additional conditions or operational changes if the Parking Mitigation Plan results in on-going adverse impacts or is not achieving a demonstrated increased Average Vehicle Occupancy.
 16. This approval, including the parking mitigation herein, is solely for the installation and capacity associated with the lift upgrades subject to this application. This approval shall not have any bearing on other applications under the DA, the overall assessment of on-going compliance with the DA, and the requirements of new development which continue to be governed by the applicable LMC and DA in effect at the time of application.
 17. The Applicant shall provide adequate residential neighborhood mitigation and designate a residential liaison to meet with the city regarding impacts and mitigation.
 18. The Applicant shall be responsible for effectively managing the parking reservation system with an on-site parking attendant presence with a turn-away and tow policy for people without a reservation.
 19. The Applicant shall use the net proceeds generated from paid parking at the Mountain Village base area of Park City Mountain to reinvest in transportation, transit, traffic mitigation, and/or parking measures to support guest access to the resort and traffic mitigation in and around the resort. As part of the bi-annual review meeting process, the Applicant shall provide an accounting regarding the net proceeds and will review the resorts' expenditures on these measures, including, if requested by the City, verification of the expenditures by an independent third party. The Applicant shall discuss in good faith any proposed expenditures by the City that advance the City's infrastructure goals at each bi-annual review. If funded, such proposals will be documented pursuant to an



Planning Department

amendment to the Parking Mitigation Plan processed as part of the bi-annual review.

If you have questions or concerns regarding this Final Action Letter, please call (435) 615-5068 or email lillian.lederer@parkcity.org.

Sincerely,

A handwritten signature in blue ink, appearing to read "Gretchen Milliken", written over a horizontal line.

Gretchen Milliken,
Planning Director

CC: Lillian Lederer, Project Planner



**PARK CITY PLANNING DEPARTMENT
ADMINISTRATIVE PUBLIC HEARING
CITY COUNCIL CHAMBERS
MARSAC MUNICIPAL BUILDING
April 25, 2022**

IN ATTENDANCE: Gretchen Milliken, Planning Director; Lillian Lederer, City Planner; Alex Ananth, Senior City Planner; Jaron Ehlers, Planning Department

OTHERS: Mike Goar, John Sales, Kara Bowyer, Mike Lewis, Shaydar Edelman

Planning Director, Gretchen Milliken, called the meeting to order at 12:00 p.m. and explained that this meeting was being held in Council Chambers due to the public interest in this application. She noted the ground rules for this meeting so that they could maintain order. She requested that each attendee remain respectful and allow everyone to voice his or her opinion.

She indicated that she would limit public comments to three minutes per speaker.

- 1. Park City Mountain Resort- Ski Operations Improvements- Parcels: PCA-S-98-PCMR-1, PCA-29-A, PCA-29-D, PCA-1003, SA-402-A, SA-253-B-2 – Administrative Conditional Use Permit – The Applicant Proposes to Upgrade the Existing Silverlode Lift and Install a New Chair (Chondola Lift) Under the Park City Mountain Resort Mountain Upgrade Plan. PL-22-05145.**

Planner Lillian Lederer reported that the application was for an Administrative Conditional Use Permit ("CUP") for the Park City Mountain Eagle and Silverlode Lift Upgrades. The applicant proposed replacing the Eagle and Eaglet ski lifts with a new lift and to upgrade the Silverlode lift in a Recreation and Open Space ("ROS") Zone and Sensitive Lands Overlay Zone. Staff deemed the application complete on April 5, 2022, upon submission of a Parking Mitigation Plan ("PMP") by Park City Mountain Resort ("PCMR"). PCMR requested a continuation of this item from the date of the original public hearing on April 12, 2022, to submit a new PMP. Planner Lederer added that this meeting would include Planning Director review and possible final action on this application.

The Park City Mountain Resort Mountain Upgrade Plan ("MUP") is a part of the 1998 Development Agreement ("DA"). The Mountain Upgrade Plan includes ski lift upgrades with a relative location and Comfortable Carrying Capacity ("CCC") upgrades. The DA allows for ski lift upgrades within the Mountain Upgrade Plan to be reviewed and approved or rejected administratively if the upgrades align with the criteria of the Agreement.

The criteria for approval were as follows:

1. If the upgrades are consistent with the Mountain Upgrade Plan.
2. If the visual impacts are minimal and any visual issues are mitigated.

3. If ski run lights are consistent with Land Management Code ("LMC") standards
4. If lift towers shall be treated to blend with the natural surroundings, including treating galvanized lift equipment to minimize reflectivity.
5. Vegetation management, revegetation, and erosion control techniques.
6. If the plan assures adequate parking or other assurances as provided in the PMP to mitigate the impact of any proposed expansion of lift capacities.

Planner Lederer reported that CCC is a measurement tool for the ski resort to understand its capacity to move skiers around the mountain. The Mountain Upgrade Plan allows for a maximum CCC of 13,700. The SE Group indicated that the Resort has a current CCC of 12,570; therefore, it is operating within its allowed CCC as outlined in the 1998 Mountain Upgrade Plan. She further noted that CCC is a number that describes the comfortable daily carrying capacity of the ski lifts at a ski area as expressed in a unit of skiers per day. This unit is measured so that different facets of the operation of a ski resort are easily comparable, such as lift, trail, restaurant, ski school, and staging capacities, which includes parking, transit, and skier walking distance. She presented the current CCCs for the Silverlode Lift and the Eagle Lift, along with what was proposed and approved in the DA.

Planner Lederer summarized prior approvals of ski lift upgrades for the Park City Mountain. She mentioned that the 2015 Planning Commission approved a CUP for the Quicksilver Gondola. This gondola had not been proposed within the MUP and, therefore, was not processed administratively. She added that in 2015, the Planning Department also approved an administrative CUP for the upgrades at King Con and Motherlode Lifts. Both of these upgrades were outlined and complied with the MUP and therefore, were reviewed administratively. Planner Lederer also reported that in 2008, the Planning Commission approved a CUP for the Crescent Lift, the location of which was not accounted for in the Mountain Upgrade Plan.

Planner Lederer explained that this application proposed upgrades at Eagle and Eaglet Lifts by combining the two into one ski lift. The proposed Eagle Lift would be upgraded from a three-person to a six-person lift, identified as the Chondola Lift in the Mountain Upgrade Plan. The new Eagle Lift is recorded in the MUP as a lift with up to a CCC of 1,230. She added that this lift would parallel the alignment of the original planned Chondola Lift, extend approximately half the length of the originally proposed line, add an additional 580 CCC, and would include an 'unload-only' mid-station for skiers to access other parts of the mountain. She stated that the Eagle and Eaglet Lifts would be dismantled.

Planner Lederer presented a map of the proposed upgrade and highlighted that there would be 35 feet between the base terminal and the Snow Park bundles in compliance with the LMC. She also provided a comparison of the proposed upgrade with the approved Chondola Lift and noted that the upgraded Eagle Lift would be approximately half the length of the Chondola Lift as proposed in the MUP.

Planner Lederer next described the proposed upgrades to the Silverlode Lift. She explained that this lift was identified as the New Prospector Lift in the MUP and would remain in a similar location with a slightly new alignment due to new towers. The Silverlode Lift would be upgraded from a six-person to an eight-person lift, resulting in an increase in the CCC from 1,650 to 1,820. She added that the MUP allowed for this lift to be upgraded to a CCC of 2,080; therefore, this proposed upgrade complied with the MUP. She presented a map of the proposed upgrade of Silverlode Lift.

Planner Lederer reported that the Resort has a current CCC of 12,570 and the MUP allows for a maximum CCC of 13,700. She reiterated that pursuant to the 1998 MUP, the Silverlode Life was allowed an upgrade to 2,080 CCC. It currently operates at 1,650 and is proposed to increase to 1,820. The MUP allowed for a CCC of up to 250 for Eagle Lift. Eagle Lift currently operates at 90 CCC and Eaglet at 50 for a total CCC of 140. Pursuant to the application, those two lifts would be eliminated and replaced by the MUP-approved Chondola Lift, referred to as the new Eagle Lift, which was approved at 1,230 CCC. The proposal would result in a CCC of 580. Additionally, she explained that the Three Kings Lift, which runs at a current CCC of 580, would be reduced to 260 due to the addition of the new Eagle Lift. Planner Lederer stated that the proposed upgrades would reduce usage and CCC on the Three Kings Lift, which would mitigate some of the new CCC resulting from these upgrades.

Planner Lederer reported that the proposed upgrades would increase the CCC by 290, or 2.3%, bringing the total CCC to 12,830, which is under the maximum allowed. Staff hired an outside consultant, Ecosign, to confirm the CCC estimates provided by the applicant. She reported that Ecosign determined the CCC to be in close compliance with the provided data. She noted that based on their LMC analysis, this proposal met the requirements for the ROS Zoning District. She added that while new tramway stations and ski lifts were conditional uses pursuant to the LMC, the Development Agreement provides that any ski lift upgrades consistent with the MUP would be reviewed as an administrative CUP.

Planner Lederer stated further that all setbacks for the ROS Zone are 25 feet, and this proposal complies with the required setbacks. The Maximum Building Height in the ROS Zone is 28 feet. Pursuant to the LMC, ski lifts or tramway towers may extend above this maximum zone height, subject to visual analysis and administrative approval by the Planning Director. She noted that most ski lift towers extend above 28 feet, and therefore the Planning Director determined that the towers may exceed the maximum height for the zone. She added that this proposal also met the requirements of the Sensitive Lands Overlay Zoning District. The applicant provided materials regarding Steep Slopes, Ridgeline Areas, Wetlands, Stream Corridors, Wildland Interface, and Wildlife Habitat areas, as required by the LMC. The proposed locations for the new Chondola Lift towers fall on very steep slopes. She noted that this is not an unusual condition for ski lifts and would be allowed for construction.

The Silverlode lift will not change location, and therefore, Ridgeline views would not be significantly impacted. She explained that while the new Eagle Lift will slightly change alignment, it will have a similar route to the existing lifts and the Ridgeline view would not be significantly impacted as compared to existing conditions. Planner Lederer reported that the proposed upgrades do not impact any Wetlands or Streams. Wildlife Habitat areas would not be significantly impacted due to the similar locations of the existing and proposed lifts and towers. She added that any vegetation removed would be mulched on-site or taken off-site to reduce fuel loading and prevent wildfires. The applicant would be required to replace any removed significant vegetation as required by the Sensitive Lands Overlay Zone.

Planner Lederer stated that the proposal met the requirements for an Administrative CUP. She noted that the internal vehicular and pedestrian circulation system was mitigated through the proposed PMP. Additionally, LMC Section 15-4-18 requires that this application be reviewed under the Passenger Tramways and Ski Base Facilities requirements. This application complies with these requirements.

She turned to the criteria under the 1998 DA that allows Administrative review of this application. With regard to Criteria 1, consistency with the MUP, Planner Lederer reported that the Planning Director found that the Lift Upgrades complied with the 1998 MUP and were within the allowed CCC for the Park City side of the Resort. She referred back to the CCC data provided by the applicant and reiterated that the data fell within the allowed CCC.

Planner Lederer stated that the Planning Director found that the proposal satisfied Criteria 2, Visual Impacts, in that the visual impacts of the lifts were minimized and were not more impactful than the existing lifts being replaced and upgraded. She reported that with regards to Criteria 3, Lighting, the Planning Director found that there was no proposed lighting. Regarding Criteria 4, Lift Tower Materials, she stated that the Planning Director found that the Lift Towers would be treated to blend with the natural surroundings and would be similar to the existing tower at King Con and other towers. Additionally, the towers were proposed to be galvanized.

With regard to Criteria 5, Vegetation Management Plan, she stated that the Planning Director found that vegetation removal would be mitigated. The applicant submitted a PMP for Criteria 6 dated April 19, 2022, that states that Park City Mountain would implement paid parking with a regulated reservation system starting in the 2022-2023 ski season. The plan proposed to increase Average Vehicle Occupancy ("AVO"), carpool and transit use, and more effectively manage traffic and parking impacts. She reported that the Planning Director found that the PMP would mitigate the impacts of the Lift Upgrades. Planner Lederer stated that the Lift Upgrades comply with the 1998 MUP and are within the allowed CCC for the Park City side of the resort. She noted that the Conditions of Approval could be found in the Draft Action Letter. The Conditions of Approval address vegetation, trails, and open space mitigation as well as LMC requirements to ensure that the CCC would be recorded by the applicant for Planning Department review.

She presented the Conditions of Approval that address parking and PMP conditions to ensure that Planning Staff could work with the applicant to ensure that the proposed plan works and is efficient for the area. She noted that since the submission of the Staff Report, they reviewed additional information and have proposed further Conditions of Approval. She referenced Condition of Approval 17 that "The Applicant shall provide adequate residential neighborhood mitigation and designate a residential liaison to meet with the City regarding impacts and mitigation." She read Proposed Condition of Approval 18 as follows: "The Applicant shall be responsible for effectively managing the parking reservation system with an onsite parking attendant presence with a turn away and tow policy for people without a reservation."

Planner Lederer noted that modified Condition of Approval 15 should read as follows: "The Applicant shall meet with the Planning Director, and other relevant Staff, bi-annually, including prior to the beginning of the ski season and within 60 days of completion of the ski season to provide parking and traffic information demonstrating compliance with the Parking Mitigation Plan and a Communications Plan to ensure information dissemination to the public. The Applicant shall share relevant parking information with Staff, including parking lot occupancy rates and achievement of increased Average Vehicle Occupancy rates. The Planning Director may impose additional conditions or operational changes if the Parking Mitigation Plan results in an ongoing adverse impact or is not achieving a demonstrated increase Average Vehicle Occupancy."

Planner Lederer reported that the Development Review Committee, Forestry Board, and the Planning Department reviewed this application and have not identified any issues with the

proposed Lift Upgrades. Notice was posted to the adjacent property owners ten days prior to Final Action, and they have public input from approximately 40 persons, compiled as Exhibit K, with an additional 13 comments since the submission deadline. She stated that the Planning Director could approve this Administrative CUP or deny the Administrative CUP and direct Staff to make Findings for the denial. The Planning Director may also request additional information and continue the item to a date certain. Finally, the Planning Director may defer the application to the Planning Commission for review as a CUP.

Planner Lederer reported that Staff recommended the Planning Director review the proposed plan to replace the Eagle and Eaglet Ski Lifts with a new Lift and to upgrade the Silverlode Ski Lift, conduct a public hearing, and consider approving an Administrative Conditional Use Permit based on the Findings of Fact, Conclusions of Law and Conditions of Approval.

Director Milliken turned the time over to the applicant.

Mike Goar, Chief Operating Officer and Vice President for Park City Mountain Resort introduced John Sales, Director of Planning, Shaydar Edelman, Vice President of Mountain Operations, and Mike Lewis, Senior Director of Base Area Planning. He stated that they, along with their staff, have worked on this project for some time, and he thanked everyone for all of the work that has gone into this project. Mr. Goar addressed the upgrades and stressed that this was about the guest experience. They work hard to ensure that they are listening to their guests and responding to their comments. He noted that this year, they have heard a lot about lift lines in certain zones. Silverlode Lift experiences lines as well as the upload in the morning at the Base Area.

He indicated that these projects would significantly impact the wait times in a positive way. The projects also enable the Resort to more effectively and efficiently move skiers and riders around the mountain. He noted that skiers are either on the lifts, waiting to get on the lifts, or they are on the trails. PCMR's mountain capacity is such that they can adequately handle a lot of skiers, but they must have an efficient and modern lift system. He stated that the projects ensure that they can continue to do that.

Mr. Goar reported that their Company's greatest commodity and priority is working on the guest experience. They continually work to improve that, even though they have some work to do. He stressed that these lifts are fundamental and critical to making these changes and to ensure that going forward that they are providing the guest experience that all guests expect. He explained that they proposed to upgrade Silverlode from a six-pack to the first eight-pack lift. He stressed modern technology and a lift system that would efficiently and effectively move people. The upgrade would maintain the same alignment as currently exists and would move more skiers and riders in this busy area of the mountain. It would also help with overall circulation. Mr. Goar noted that they want to focus on increasing uphill capacity in the area adjacent to the gondola in Miner's Camp.

He expressed excitement about the Eagle Lift upgrade and stated that it was critical for a number of reasons. It would be a six-passenger lift with a slight adjustment in alignment and consistent with the Chondola or Lift A that was previously approved. Mr. Goar explained that both the Eagle and Eaglet Lifts would be removed. He noted that the location of the new Eagle Lift would be critical in that it would provide maximum, efficient circulation for skiers and riders exiting out of the Park City Mountain Village Base Area. The new Eagle Lift would be a mid-

station that would allow better access to the front portion of the mountain. He offered that the alignment would relieve pressure on Payday, Crescent, and Bonanza Lifts.

Mr. Goar stated that they have received feedback from guests, the majority of which has revealed excitement for the Lift Upgrades. He commented that the projects have received a lot of interest and there has been support from long-time residents, business owners, and those who are most familiar with the mountain. They have also heard concerns from neighbors. He reported that in November, Mr. Edelman met with one of the closest adjacent property owners, Snow Flower, and walked the site with Snow Flower representatives. Mr. Goar reported that Mr. Edelman also attended a Homeowners Association ("HOA") meeting and presented the overall concept of the upgrades as well as the terminal locations. Mr. Goar noted that the locations of the terminals were staked, and those stakes remained in place for view until snow-making operations began in the fall/early winter.

They continued their discussions with Snow Flower's General Manager and HOA Board. As a result, PCMR offered some additional changes and confirmations to address the residents' concerns. Mr. Goar stated that PCMR suggested moving the bottom terminal an additional five feet from the property line which would result in a 30-foot setback from the resort's property line. He added that there was also an additional 10 feet on the Snow Flower side of the property. Mr. Goar stated that they also offered to mitigate privacy concerns with a mix of increased landscaping and/or privacy fences and gate combinations along the property line while maintaining the necessary clearances for the lift. He felt that these should address the residents' concerns and would make these upgrades an improvement to their mountain experience.

He also addressed comments regarding the sound of the lift. He reported that they measured noise levels at 25 feet at the King Con Lift, which is similar to the new Eagle Lift. The measurement was 53 decibels at 25 feet away, which is below the Noise Ordinance standards, and noted that there would be a total of 40 feet to the Snow Flower building. He suggested that 50 decibels is the approximate sound of a moderate rainfall, 60 decibels is the volume of normal conversation, and a vacuum cleaner is approximately 80 decibels. Mr. Goar stressed that the new lift would be quiet, with the drive mechanism located at the top station in order to minimize noise in the Base Areas and adjacent property owners.

With regard to tower heights, Mr. Goar stated that the towers would be between 40 to 62 feet and meet the requirements of normal installation of similar lifts. He added that the King Con Lift, which received Administrative approval in 2015, has several towers at approximately 55 feet, with one tower at 60 feet. Mr. Goar added that the lifts were designed to look like the other lift infrastructure within the Resort and the towers would have the same design, color, and signage as all other lifts on the mountain. They were also designed as a muted, galvanized towers to decrease reflective visibility.

Mr. Goar next addressed parking and stated that they worked with the City and looked at many different options in terms of traffic mitigation. They have been asked by all of the stakeholders to consider something that would be transformative and impactful beyond the status quo. Mr. Goar expressed excitement and felt that their proposal would be transformational for the City and the guests. He acknowledged that it would involve work in terms of the adjustment of behavior, but once implemented, the benefits would be tremendous. He stressed that the community, the out-of-town guests and employees would all benefit.

Mr. Goar stated that paid parking has been proven to reduce parking demand and increase vehicle occupancy. In addition, the use of reservations would spread out arrival times. He stressed that the parking reservation system was the most important element of the PMP. The PMP has components of free parking, paid parking and carpooling, and transit incentives. All of these elements would make this work to effect real change in traffic and parking in the community and at the resort.

Director Milliken commented that Staff was excited to see the paid parking reservation system. She referenced the additions to the Conditions of Approval; in particular the enforcement of the paid parking reservation system presented by Planner Lederer and requested the applicant's feedback. Mr. Goar felt that enforcement was important to the success of the system and saw nothing in that Condition of Approval that would be problematic. He indicated that they would expect enforcement and felt it was a requirement for this plan to work.

Director Milliken also mentioned that Staff felt that going to a paid parking system would potentially put more pressure on the neighborhoods by virtue of people parking in the neighborhoods to avoid parking. As a result, one of the added Conditions of Approval was to create a neighborhood parking liaison from Vail for the neighborhoods to address any concerns and develop solutions. Mr. Goar stated that they would commit to that Condition of Approval, and he has already identified a liaison.

Director Milliken opened the matter up for public comment. Comments were taken first from those attending in person.

Terri Whitney has been with Snow Flower since 1980. She recently retired but is working closely with the HOA to help keep the history of Snow Flower intact. She indicated that she is also an owner. Over the past 40 years, they have had a great relationship with PCMR and have worked together on issues that impact them both. She added that a majority of the owners were generally in favor of replacing the Eagle Lift with a high-speed six-pack, and more importantly, the location of the landing on the top of the mountain. She believed that this would help distribute traffic more efficiently at the top of the ridge and allow skiing on both the front and backside of the mountain. Ms. Whitney reported that the Snow Flower HOA is concerned about the location of the lift base and the proximity to Building Two. She acknowledged that the applicant offered an additional five feet, and now that she understands that it would increase the distance to 40 feet felt that this might provide more of a buffer. She thanked Director Milliken and Planner Lederer for taking the time to visit the site.

Mike Mangano was present representing the Snow Flower homeowners in Buildings One and Two, known as HOA 1. He explained that there are two separate HOAs at Snow Flower. He supported the new Eagle Lift and felt it would be good for everyone, however, there are issues with its position because there are six condominiums that will be blocked by the Lift. He appreciated the efforts of Vail but stated that the culture of Vail Corporate appears to be different than the culture of Park City. He mentioned that in Colorado, Vail is building employee housing on property they own. The problem is that they are building it on the habitat of the Big Horn sheep. With respect to the placement of the Eagle Lift at Snow Flower, the HOA is trying to understand the placement but is only receiving one-word answers. The HOA does not understand why the Lift could not be moved.

Mr. Mangano suggested moving the lift up and out but was told that this would present grading problems, which were not explained. He felt that with the new equipment out there, grading

should not be an issue. He added that they were also concerned about the fact that they would not be able to use Sidewalk 1 because it would be dangerous with the new Lift. There would also be a visual problem with the lines that would look into every deck and window as it goes up. He stressed that they want to be able to understand this proposal. Mr. Mangano stated that there are 82 units at Snow Flower. His unit does not face the slope side and they purposely selected the quiet side to avoid the noise one would expect at a ski resort. He commented that they are getting to the point where they can no longer refer to Old Town because it is becoming New Vail.

Nancy Lazenby commented on Vail's dedication to transformable parking and traffic. She appreciated their efforts but was disappointed that Vail's plan would cost the community and the locals money and become a profit center for Vail. She suggested something that would benefit the community, the locals, and the tourists rather than cost them. She raised the notion of a parking structure at I-80 or I-40 with shuttles to the Resort rather than creating paid parking at the Resort. She felt that to be transformable, there needs to be another piece to this PMP to improve parking and traffic that would not cost the skier and the locals.

Meeche White was with the National Ability Center ("NAC") and felt positive about the PMP because it would motivate people to change their behavior. It would also greatly ease the traffic congestion because not everyone would be rushing to the mountain at 8:30 a.m. to get a parking space. In terms of the NAC, the location of the Lifts would help them significantly. All of the other lifts are uphill for the NAC, so the new Eagle Lift would be of great benefit to them.

Jennifer Booth identified herself as the General Manager of Snow Flower Condominiums and was present representing both HOAs. She stated that both HOAs stand in support of the Lift Upgrades, but as PCMR's closest neighbor, they had concerns that stemmed primarily from Eagle Lift's proximity to Building Two. She noted that while PCMR agreed to move the lift an additional five feet to make the distance from Building Two to the Lift 40 feet, the HOAs still have concerns about noise, privacy, reduced ski hill access for owners, and guests, trespassing, and increased traffic. She added that the new Lift will also significantly impair the view for many slope-side Building Two owners.

Ms. Booth reported that they already experience serious issues with skiers trespassing on Snow Flower property for parking and to access the lifts. She expressed concern that they will see substantially more instances of trespassing as skiers look for parking and easy access to the ski hill, particularly with Eagle Lift's CCC more than doubling and its placement just feet from Snow Flower's parking areas and property line. She noted that the owners were deeply concerned that the crowds seen at Payday and Silverlode over Christmas would move to Eagle Lift. Under the proposed layout, the staircase that provides access to the ski hill from Building Two would lead directly into the low clearance area of the Lift. She stated that they appreciated the agreement to move the lift five feet and hope that it would reduce the impact on ski hill access for Building Two owners.

Ms. Booth stated that the HOA recognized that some level of noise would be unavoidable and was hopeful that PCMR would be a considerate neighbor. The HOA has had several discussions with PCMR regarding its concerns, and greatly appreciates the mitigation efforts they have expressed thus far. She hoped this dialogue would continue. Ms. Booth remarked that the HOAs have a long history of friendship with PCMR, who has expressed a willingness to work with them on most of their concerns, including efforts to mitigate noise, traffic, and trespassing. The HOAs hope that this friendship continues to benefit both PCMR and Snow

Flower. Both HOAs still have serious concerns about the placement of the Lift, but Snow Flower HOA 2 stands in support of the Lift Upgrades. Snow Flower HOA 1 supports the Lift Upgrade in general but asked for a delay in the approval of the permit to explore options for moving the lift further from Building Two.

Alex Spudinski reported that he resides in Park Meadows and skis Park City 30 to 40 days per year. He did not question that the Lift Upgrades at the Base would improve the total skier experience as well as the guest experience. He reminded those present that they live in a resort and the guest experience is crucial to the community's success. He felt it would be a huge plus if they were able to improve the guest experience because it benefits local businesses. He has skied at Breckenridge and the carpool idea is excellent and works. As a result, he felt this was an important part of this proposal.

Bill Suraco indicated that he has only lived in Park City for a few years but has been visiting Snow Flower since 1987. He has worked at the Mid-Mountain Lodge for the past two ski seasons. He was willing to support Vail's efforts to improve the guest experience at PCMR, but he had a few concerns. He referenced the CCC and asked how the Lift Upgrades will impact on-mountain capacity, trail conditions and grooming, and off-season maintenance. He noted a substantial amount of brush on the King Con side of the mountain, which is, in part, an off-season maintenance issue. He felt the Planning Commission needed to have that conversation because if approved, more people would be on the mountain.

Mr. Suraco stated that the area of the mountain by Silverlode experienced a lot of trail congestion this season and part of the issue was not enough grooming. He felt this was a critical item that needed discussion. He was supportive of the reservation parking plan and felt that it would somewhat impact behavior. He referenced the tow away and turn around plan but felt that there also needed to be a Plan B. On any given weekend morning, there would likely be 200 to 300 cars showing up without a reservation because they would not know about the system. He asked about Plan B and whether they could use the lot at Richardson's Flat and a dedicated bus. Mr. Suraco stated that these are issues that should be discussed to make everything better for guests and residents.

Mike Sweeney helped bring skiing to Park City in 1962. Prior to that, in 1955, his father and mother took a trip to Aspen and came back when Park City was a ghost town due to the fact that the mining operations were ending. His father was able to convince the mining company to become a ski company. Mr. Sweeney read a short letter that was submitted and made part of the record. He stated that since they started Park City in the 1960s, Vail has done an excellent job at the base of the Town Lift. This year, they put snow in buckets to give skiers an extra three to four days. He felt that Vail has gone beyond what he considered reasonable in maintaining the mountain resort. He reported that he skied 35 times this year and on April 17 he made 25,000 vertical feet. He complimented Vail and stated that they care about Park City and will do the right thing.

He added that it takes time to communicate and get everyone on the same page. There are a lot of great ideas and he believed Park City will continue to improve each year. Mr. Sweeney and his brothers have done their part to create open space where they do not have to worry about anyone building anything on that mountain. They have created and will maintain conservation easements. The Town Lift will remain. He recognized that at the Caledonian, they are discussing the same issues. He considered this to be a wonderful asset that with time will continue to get better.

Deb Rentfrow identified herself as a resident of Park City and the co-founder of RRAD. They do not oppose the Lift Upgrades or improvements to the guest experience but feel that two of the Administrative criteria have not been met, namely consistency with the MUP and parking. She stated that the 1998 MUP and all subsequent amendments clearly show the Eagle and Eaglet Lifts as remaining in place. A new Chondola Lift was proposed with an origination below the existing Eagle and First Time Lifts. The new Chondola Lift offloads in the Meadows Assessment Terrain area of the Resort, offering completely different terrain access. She concluded that the proposed Lift Upgrade for the Eagle Lift was not consistent with the MUP.

Ms. Rentfrow added that the proposed PMP does not consider that more people might utilize drop-off and does not include any additional drop-off locations or facilitation for the safety of all visitors to the Resort. She expressed that the proposed PMP provides no factual support for dispersed arrival times for the ski industry. She explained that the PMP does not provide guest assurances of available parking. Ms. Rentfrow referenced the PMP that states: "Guests who arrive without reservations will be directed to another parking location such as The Canyons, the High School, or Park-and-Ride location." She identified several issues with this, including visitors wanting to drop off despite having no adequate drop-offs. Additionally, the High School lot is only available Saturday, Sunday, and school holidays which amount to approximately 26 days out of the season. She stressed that there were 23 times between Mondays and Fridays when the High School lot was unavailable this past season.

Additionally, Ms. Rentfrow stated that The Canyons lot filled up at least 23 times during the same period. She asked where these people would go, and offered that they might go to the library, the City Park, the residential streets, the Walgreens, the Fresh Market, and other locations. Ms. Rentfrow stated that based on the unplanned replacement of Eagle Lift and the inadequate PMP, Administrative approval should not be allowed. Instead, the Planning Commission should review this application. She added that assuming the Director intends to move forward with approval, she wished to highlight that there were at least 68 days where the PCMR lots overflowed. The PMP states that employees would park free of charge in the Silver King lot during non-peak periods. She offered that if you take the 26 holiday "peak" days, that means there are at least 42 more peak days that employees need to be parked elsewhere.

Ms. Rentfrow stated that to make any measurement and claim success, improvement, or failure, there must be a baseline. Accurate and specific records and data must be provided for the 2021-2022 season, or else any claims from a paid parking and reservation system and parking at the Munchkin lot cannot be validated. She stressed that it would be a grossly inaccurate statement to claim success next year if they do not have real data for this season. Guesswork should not be allowed, and if they do not have the data she submitted that this year should become the baseline and no victories claimed until 2024.

Ms. Rentfrow argued that there needs to be a consequence for the Resort, not the City and its' residents for failure to properly mitigate insufficient parking. She also referenced the 1998 DA and the continued dismissal of one of the Conditions of Approval included in that Agreement. Since the completion of the Marriot Mountainside in the early 2000s, the resort owner, which Vail assumed, has owed the City a minimum of 23 employee housing units available for occupancy prior to any future approval on any CUP. She questioned why they continued to let the Resort off the hook for this critical need in the community.

Clive Bush advised that he was an Old Town resident. He echoed the comments of Ms. Rentfrow regarding the data. He stated that it was odd that they were complaining about Lift Upgrades since all skiers want to see new Lifts. But with the Lift Upgrades comes the responsibility of mitigating their impact. He did not think that the impact has been proven to work and there is a huge call for this matter to go before the Planning Commission. Mr. Bush addressed Criteria 6 and questioned whether the PMP would work. He felt that the PMP was oversimplified because it was being considered in isolation. He did not hear anyone mention "peak ski day." He added that the MUP specifically states that the parking shuttle accommodations must be sized for the capacity of a peak ski day. None of the information provided addresses this. He added further that the PMP talks about the CCC, not a "peak ski day." The MUP includes a 10% factor applied to the CCC to arrive at the maximum CCC. Arguably, this calculation was made 25 years ago, and he was incredulous that they were discussing statistics from that long ago.

Mr. Bush would assume that PCMR was more like a standard ski resort, which would use a peak ski day percentage of 25% above the CCC. When he applied the 25%, what was predicted to be a shortfall in the PMP would be a deficit of approximately 1,000 cars and 3,000 skiers. He stressed that this needed to be further evaluated and noted that this is something the Planning Commission had been trying to figure out for two years with the Base Development. To say that the impacts have been mitigated is a complete over-simplification. He stressed that there was an obligation to combine the figures from shifting the 195 cars offsite to the mitigation responsibility included in the MUP to address "peak ski days." This proposal has not determined the "peak ski day" number. Once it is determined, the question then becomes whether there would be enough services, as it is much more than just shifting AVO.

He added that this issue does not just arise on the weekends. He emphasized that there was an expectation in the community that there would be on-mountain improvements to improve the guest experience and added that the guest experience begins offsite. He reiterated that the "peak ski day" number should be included in the PMP. Mr. Bush offered that this is why this matter needed to go before the Planning Commission. Mr. Bush reiterated that the MUP provides that improvements should be built for Easter Sunday and address the "peak ski day" data. The applicant has not indicated that they would consider that information. He acknowledged that paid parking and reservations would improve the situation somewhat, but it is not enough.

He felt that this application could be bifurcated to approve the Silverlode Lift. The Eagle Lift is problematic, however, because it increases capacity. He mentioned that the 2015 upgrades and Finding of Fact No. 30 gave the City authority to require the resort to limit ticket sales if the PMP failed to adequately mitigate peak day parking requirements. Mr. Bush next addressed the temporary closure of lifts and the City Attorney's declaration that closure of less than one year deemed it "temporary." He stated that no metric supports this declaration, and they need to determine what a temporary lift closure is.

Deborah Hickey echoed the comments of Ms. Rentfrow and Mr. Bush. She believed that this proposal was a redesign of the Eagle Lift, not just a replacement. The significant impact on Snow Flower should not be remediated without the involvement of the Planning Commission. She felt for those who would be in close proximity to the new Lift that would have noise equivalent to the sound of rain all the time. She stated that the capacity and location of the Eagle Lift would be completely different and should be before the Planning Commission. Ms. Hickey added that the lift designs would be a cash cow for Vail to make money off of

parking. Many locals would like to visit the Resort without having to pay extra money to park. There should be discussion of developing a real transportation plan for the City, not just a parking plan that would affect the Base Area. Ms. Hickey felt that the entire City needed a transportation plan before they could say that charging for parking would remediate the problem. She noted that there must be access so that the people that could afford to pay \$25 a day would have options.

Ms. Hickey referenced the Base Development application and reiterated that a citywide transportation plan was necessary because these projects would negatively impact the neighborhoods and the community. She offered that the community should have access to parking at a discounted rate or for free since they are the taxpayers who pay for the free bus transportation system. With this plan, the community would be paying for the bus system and parking at the Base Area. She stressed that this was a lot for the locals to take on all of the responsibility for mitigating the transportation plan.

She also expressed concern about expanding to an eight-person chair lift. The quality of skiers would be challenged with this upgrade and accidents happen all the time even with a six-person lift. She recalled a day this past season when the lifts stopped at Deer Valley and each person had to be taken down off the chair lift before nightfall as an emergency decision. She did not know how that could be done with an eight-person lift and questioned whether there would be the appropriate staff available should that occur. She stressed the importance of safety.

Ms. Hickey wondered how the local user groups would be affected by the PMP and specifically mentioned the NAC, youth and collegiate ski programs, and the cowboys who bring horses in for the Snow Flower Resort. She has not heard how the local community would be accommodated. The paid parking system is not the answer to mitigate the traffic issues in Town. The user experience begins on the way to the resort and when a user leaves the resort.

Mickey Gallivan represented Silver King Mining Company. He applauded PCMR and Vail Corporation for this investment and their ongoing investment in the on-mountain experience and capacity. Silver King Mining Company recently renewed a lease of the Scott's Bowl area that had been closed for four years. PCMR, Vail Corp., and Mr. Goar went out of their way to bring this back into the ski experience. He added that much of their investment is public, and much is not public and noted that increasing the on-mountain experience is something that should be recognized and supported at every level.

Eric Moxham stated that because The Canyons is in dire need of lift capacity upgrades due to age and related maintenance and safety concerns, he did not oppose the proposed Silverlode upgrade. His comments were directed to the proposed Eagle Lift Upgrades. He commented on the environmental impact, which was a requirement of the CUP review. He noted that pursuant to the application, the Lift Upgrades would result in 5.5 acres of tree clearing, excavation, and related environmental impact. He was not sure this made sense from an environmental impact and cost perspective when the Resort could minimize both impacts by following the existing routing for the Eagle and Eaglet Lifts and extending it to the same proposed termination point.

Mr. Moxham disagreed that these Lift Upgrades would not impact ridgeline views, and summer hiking and biking trails. This has not been addressed in the application. He next addressed the proposed Mid-Station location on the new Eagle Lift. He believed that the new Mid-Station location next to the termination point of the Three Kings Lift was nonsensical unless Vail and the

resort have longer-term redevelopment plans for the directly adjacent slopes that would most likely be different from the current freestyle park and alpine racing runs.

Mr. Moxham felt that the placement of the Mid-Station next to the Three Kings termination point would be detrimental to the guests as well as local and national athletes. For guests, it would reduce the options and ease of accessibility for both King Con and Silver Star Lifts. He proffered that the proposed routing was a precursor to the potential removal of the Three Kings Lift and Three Kings Park. He referenced the Ecosign report commissioned by the City.

For the local alpine and freestyle athletes, Mr. Moxham opined that the proposed Mid-Station location would impact training efficiency and the status as a premier training and competition venue, including for any future Olympic events. The location would impede access to the alpine training and competition venues, noting that this was a venue for the Giant Slalom competition in the 2002 Winter Olympics, and ongoing FIS and U.S. Ski and Snowboard sanctioned events. He added that this location would dump significantly more skiers at the top of Three Kings Lift and could result in a dangerous situation where beginner skiers would use The Park much more frequently. For both skiers and snowboarders, training efficiency is paramount for skill progression and resulting performance in competitions. Based on all of these issues, Mr. Moxham suggested that this application go before the Planning Commission for proper review.

Angela Moschetta reported that she is a resident of Old Town. She thanked the Director for allowing her to speak as long as she needs to and for letting others provide their informed and reasonable analyses with which she agreed. She hated the fact that residents were constantly being put in the position to bring levels of legitimacy and scrutiny that they look to Staff and leadership for. She addressed Director Milliken directly and apologized for any offense caused by her candid comments and criticism. She stated that it was deeply offensive that the residents pay taxes to hire a competent City Manager and Staff and have been required in recent years to spend millions more of their own dollars and time to thwart egregious actions by ruthless developers and resort owners because the City Manager and Staff are failing in their support for public process and application of Code.

Ms. Moschetta stated that it was clear that the community has an overwhelming desire to change as evidenced by one of the most lopsided elections in Park City's history. Demand for truth and transparency was inarguable. She added that while the community waits patiently for evidence of change inside City Hall, the new mayor, and Council Members are stymied to deliver the transparency and clarity they seek because the ills are institutionalized. She added that the institutionalized arrogance, incompetence, and penchant for uninformed decision-making in a vacuum and subversion of the open and engaging public process persists, as they are here today. At a recent meeting, a member of the public suggested that Planning Staff was in the pocket of developers. She did not agree that there was that type of transactional corruption in Park City but understood why it could seem that way.

She stated that in PEG's clumsy process through Planning alone, there was a lot of evidence of this. City Planner, Alexandra Ananth, has inserted and removed over and over again the recommendations for reductions in parking that never came with an ounce of legitimate survey or data support. She submitted that the Planning Department, the City Manager, and the previous administration rooted on a case for reduced parking in a "Transit First" plan that was never researched or properly developed, and a plan that PEG, PCMR, and Vail wish to lean on today.

Ms. Moschetta averred that it took a County Transportation Director to attend a Park City Planning Commission meeting and confirm that the "Transit First" plan was and is still a fraud. She stated that it would be easier to make a case for the perpetual incompetence of the City Manager and Staff and attach that incompetence to dollar amounts that have cost the community than it would be to validate Criteria 6 in the Draft Letter. She stated that Criteria 6 states that at all times, developers shall assure that it has adequate parking or has implemented such other assurances as provided in the PMP. The applicant submitted a PMP stating that it would implement paid parking with a regulated reservation system starting next season. Additionally, this plan proposed to increase AVO, carpool, and transit use and more effectively manage traffic and parking impacts. She stated that the Planning Director found that the PMP mitigates the impact of the Lift Upgrades.

Ms. Moschetta argued that there was absolutely nothing in the Staff Report and Packet or any prior Staff Report or Packet that suggests that Vail's plan would increase the AVO. The only certainty about the proposed paid parking plan is that it would harm locals who have lived here a long time, and do not have endless dollars or time at lunch to waste on buses because there is no plan for any kind of rapid transit bus. She stated that she was not opposed to paid parking; in fact, she welcomes it, but only with adequately and reasonably located satellite parking lots that connect to rapid direct resort transit. In addition, she submitted that the paid parking has zero community benefit and stands only to benefit Vail, who will pocket millions from parking fees. This plan would also be disastrous for The Canyons, as well as locals and in-town workers who would create reverse traffic at various times of the day by pursuing free parking.

Ms. Moschetta stated that the Director has complained that Staff is overworked and they have confirmed that they are "green". She did not fault inexperienced Staff; rather, she blamed leadership and specifically mentioned Director Milliken, City Manager Matt Dias, and everyone else who fails to grasp big pictures and unintended consequences. She mentioned another Administrative CUP that no one was notified of that resulted in millions of dollars of retaining walls and relocated sewer lines on Twisted Branch Road. She stated that even the Planning Commissioners questioned how this occurred without any Planning Commission review or public process. She claimed that Director Milliken awarded a luxury developer a permit to start a controversial project as a way to pass the buck on the safety issues around Twisted Branch Road, a relocated a trailhead, and some glitzy new bathroom facilities. In fact, they have more luxury condominiums, a bare minimum on affordable housing, and safety issues that might end up worse.

Ms. Moschetta referenced Tom Clyde's column in *The Park Record* and shared the following quotes: "The City Code says if any land, structure or use is changed to create more off-street parking demand, the owner must provide such additional off-street parking and required electric vehicle charging station infrastructure in installation for new use. The Code says required parking must be onsite unless the Planning Commission allows such parking on adjacent or nearby deed-restricted lots. Some of this will have been addressed back in the 90s when the initial approval for the hotel project was granted. The Agreement may supersede some or all of the Code, so just waiving it doesn't seem reasonable. Times change and the 1990s Agreement did not anticipate two million Epic Passes. Lots full at sunrise are a problem that needs to be solved no matter what the 30-year-old Agreement says."

Ms. Moschetta believed Director Milliken was outside her authority, as was anyone else who would allow her to make one more decision that would bear such a catastrophic impact on the community and serve only to benefit the Resort. She concluded by stating that Lift Upgrades are necessary, as an upgrade to Vail's ability to staff and manage its resorts. Until Vail and PCMR prove they can manage PCMR and The Canyons as they currently exist, which includes opening all-terrain, maintaining snow, facilitating safe and efficient drop-off and pick-up, and walking back the disaster of the poorly managed discount pass program, inadequate wages and incompetent staff, no one should give them one more chance to screw over Park City and line their pockets.

She stated that it was time for Director Milliken to do her duty to the taxpayers and refuse this institutionalized failure and send this application to the Planning Commission where it belongs. If the Director approves this CUP, she and others would have no choice but to pursue action against the Director, the City Manager, and Park City Municipal for breach of professional obligation.

Michael Kaplan distinguished Vail as a corporation and local management. He felt that the local PCMR staff has done a very good job, but Vail has not been a good partner for the City or many of the communities across the nation. It started when they tried to hijack the name Park City. Vail seems to cherry-pick schemes to increase their bottom line, and in this case, it is lift capacity without a commensurate increase in parking. The problems and costs created by this would be dumped back on the City and by extension the taxpayers.

Mr. Kaplan stated that Vail is several parking spots short of what is required, and they have not been completely honest about how they use the satellite parking in their calculations. The City is not obligated to help Vail meet its CCC and MUP development obligations. If Vail creates paid parking at the Base, another profit center, at the minimum they should be required to put that money toward the City's transportation and offsite parking expenses. He stated that Vail is happy to sell passes and ski tickets while dumping their parking and transportation obligations back on the community. He urged the Director to keep this process as transparent as possible and remand this matter back to the City Council or the Planning Commission so that the public can have their say in the process.

Mark Stemler reported that he owns properties on Main Street and has been in town for a number of years. He is pro-business and pro-ski. He stated that moving people on the mountain is one thing; parking them is another. The only mitigation that works is the correct amount of parking, which is to be determined. He suggested that the applicant was doing the best they can and are getting blindsided because prior administrations have never valued parking. The paid parking and reservation system could make the situation worse with people poaching. He offered that using the resources they have now to give PCMR time to move ahead and suggested upgrading the least used portal, which is on Main Street. The Town Lift was put in many years ago and is now decrepit and goes nowhere. If Vail would commit to installing a high-speed quad in 18 months, it would be a great help because people would not be dropping in at the Base or forced out to The Canyons. Many who drive to the Resort would no longer have to drive. He pointed to Snowbird and Alta, which are skier-only resorts. He felt the solution was getting the Town Portal to service both resorts and have simultaneous lifts. Mr. Stemler agreed that this decision was too big to be made by the Director. He added that it is difficult for Staff who have worked for prior administrations that were overwhelmingly defeated.

Director Milliken then turned to the public comment by those appearing virtually.

Thomas Jacobson reported that there have been a lot of changes to the Resort over the years, and they were dealing with a problem with success. For years, Park City was trying to put itself on the map, so it advertised internationally as having the greatest snow on earth. This marketing was very successful, and the City has been a victim of its own success over the last several years, especially with regard to issues such as traffic. Mr. Jacobson believed that what is being proposed with this application should not be confused with some of the other issues. The applicant has taken a very important initiative to move skiers around the hill better, more efficiently and in a way that leaves a good image of the town. The Lift Upgrades are a way to catch up with what has been the promotion and success of the marketing efforts over the years.

He felt there was no reason not to approve these items. Some of the other issues discussed today are community issues, not just PCMR issues. He noted that they refused to allow the Utah Department of Transportation to make improvements to Route 248, so now the community suffers every morning and especially during ski season. Transit has been discussed, yet they allowed two bus companies to run up the same road with empty buses and no plan as to how to fill them. He stated that the community has a lot of challenges ahead, but one thing they can do to help is to allow the Lift Upgrades, which will facilitate the better movement of skiers on the hill and better attitudes toward guests.

With regard to the mitigation issues and parking, it is well known that paid parking has become the stalwart of the ski industry. He suggested that this was not the time or place to decide how to use the proceeds of the paid parking, but more importantly, realize that paid parking has slowed down the traffic issues in the ski industry. The community must solve the issues of traffic and they will want Vail and any other stakeholder to be part of the solution. Mr. Jacobson reiterated that he strongly supported the right of PCMR to build these lifts and improve the flow of people on the mountain.

Susan Bremer-Rossow indicated that she is an owner at Snow Flower and wanted the Director to see the face of someone whose home is going to lose its view and would lose access to the hill as a result of the Lift. She stated that she will go from having a quiet, peaceful home to a lift built 35 feet from her living room window and the associated noise. She stated that this will erode her property value and everyone else in Snow Flower. She expressed concerns about the environmental impact and added that Vail Corporation has not been a great neighbor. Snow Flower has lived with the runoff from the half-pipe and there is not a lot of evidence that this project will be done well or take Snow Flower into consideration.

Ms. Bremer-Rossow wants improvements on the mountain but does not want her property values eroded and does not want anyone's income eroded. She recommended that the lift be moved away from Snow Flower as 35 feet is not enough. She asked if anyone would want that noise in his or her home. The Lifts must be moved far enough away so that the noise is mitigated. She also expressed concerns about the parking and echoed the comments of prior speakers. She begged the Director to take into consideration the placement of the Eagle Lift next to Snow Flower Two building.

Robert Winn, M.D. reported that he is the Medical Director for PCMR, The Canyons, and Deer Valley. He is a long-time resident of the City. He supported the application and stated that he is one of the few business owners who want to be less busy. Anything that can happen on Resort property that decreases congestion will result in fewer injuries.

Patricia Braun stated that her family owned property at Snow Flower before it was constructed. She echoed the prior statements regarding the impact of placing the lift close to Snow Flower. She added that if there were not a real plan for remediation for the one road going into Snow Flower, there would be incredible traffic jams and safety hazards. It would also negatively impact the owners' privacy on the property and quiet enjoyment.

Lynn Morgan reported that her family has owned property in Snow Flower and paid taxes for over 40 years. The Lift Upgrades will greatly increase the number of people at the edge of the Snow Flower property. She suggested that flexibility be included in the placement of the fencing and other needs to protect the property from the non-Snow Flower traffic. She added that Snow Flower's most marketable feature is ski-in/ski-out accessibility, which must be maintained to allow the rentals and homeowners continued access to the ski slope. She asked about PCMR's plans for fencing for security and gate access for ski-in/ski-out. She also referenced the extra expense for the homeowners.

She also raised the issue of restrooms and the environmental impact of putting more people at the base of the hill for the new Eagle Lift. If there is no fencing, people will walk through Snow Flower looking for restroom facilities. Additional issues include housing for extra staffing and employee parking. She noted that last year no one manned the lift tickets at the base of the hill. She appreciated her taking their concerns into consideration and protecting Snow Flower's property values and access.

There were no further comments either in person or virtually. Director Milliken closed the public comment period.

Director Milliken provided a summation and noted that the comments were appreciated and valued. She recognized that one of the main concerns was the location of the new Eagle Lift, which is near the Snow Flower Condominiums. Additionally, there were issues regarding restrooms and who will be paying for any type of barrier mitigation between Snow Flower and the new lift. Noise was also a concern expressed by the public. She recalled concerns about the safety of an eight-person lift, and one of the commenters asked for a definition of a "peak day" and what mitigation was planned for a "peak day." There were a number of comments about the impacts on the locals and the cost to the locals of having to pay for parking. Director Milliken noted that drop-offs were of concern. Environmental impacts, ridgeline, and hiking/biking impacts were also raised, as were the potential impacts to the professional athletes and events. She asked the applicant to address some of these concerns.

Mr. Goar addressed the location of the Lift and reiterated that in November, they contacted Snow Flower to discuss the placement of the Lift. At that time, they did not receive some of the concerns expressed at this meeting. They staked the Lift to show where it would be located and since that time, Vail has offered to move it. He noted that they also offered to discuss with Snow Flower other mitigations, including fencing and landscaping. He commented that if the HOA felt these mitigations would be helpful they were willing to look at placement and the type of mitigation that might work best for them. He commented that he previously shared some of the noise measurements taken for a similar lift, and stated that it would be quiet, as it works opposite the drive terminal. They would be happy to continue conversations on this issue.

With respect to the safety of the 8-person lift, Mr. Goar was unsure of the basis of that concern as these lifts operate all over the world. Lifts have evolved over the years as technology has

increased capacities. He stressed that safety is a consideration and an important issue, but he has no concerns about the safety of an 8-person lift and the Resort's ability to operate it safely. Mr. Goar stated that for the paid parking system they would be looking to put the net proceeds from paid parking into transit and infrastructure. The idea would be to further leverage that to enhance transit in particular.

Drop-offs could flex during the peak periods, and he noted that it would not be difficult to create additional drop-off areas in the mornings and then manage those in the afternoon for pick-up. Part of the business they are in is how to get guests conveniently and safely to the Resort, and drop-off is a significant component of that. He stressed that it is important that they have a plan that works and there is no question that going forward, it will work very well.

Mr. Goar addressed the comments about capacity and trail densities and stated that the design work for Park City Mountain was done in-house and with consultants. SE Group is one of the world's foremost mountain planners. In addition, the City engaged Ecosign, which is another well-known worldwide mountain planner. He emphasized that two of the biggest mountain planning firms in the world have been involved in this project and expressed a great deal of confidence that the planning and design were appropriate. He added that the group they have worked with on the paid parking and reservation system has a lot of experience with this across the country in mountain towns and communities. He felt they have the very best in terms of the partnership and they continue to work with the City to ensure that the plan will work in the very best way.

Mr. Sales added that with regard to restrooms, the resort has existing temporary restrooms every year in the First Time parking lot but could evaluate the number of restrooms as the season goes along. He also addressed the questions regarding "peak day." Mr. Sales clarified that the 13,700 CCC is based on the maximum capacity for the resort as provided in the MUP. The "peak days" were 10 to 25 percent, but typically they look at the maximum of 25%. He explained that the parking was based on the CCC of 13,700. There would be flex days for "peak days" which could go 25% above the 13,700. He stated that there would be days when it will be a little more crowded, but it is an industry-standard that is built into every Master Plan and CCC calculation. Mr. Sales noted that they are not at the maximum CCC and are within the 25% range on the business that they do today.

With respect to environmental impacts, Mr. Sales acknowledged that there will be impacts in the sense of clearing Gambel and Aspen trees for the new Lift alignment. He stated that they typically do not use heavy machinery to do that; rather, they go in with crews to clear those trees so that there is limited impact. He added that there are certain tramway clearances for the lift line itself. He explained that they designed this Lift to go to the top because there are times during the season when King Con pod is not open yet. This alignment would allow earlier access to the top while minimizing lift lines.

Mr. Sales also mentioned limitations in lift manufacturing in terms of the degrees of angles that can be built. He expressed that this would be a much more efficient lift alignment and would have far less impact than the Chondola Lift. He emphasized Vail's long history with re-vegetation. With regard to bike trails, Mr. Sales reported that they were working with Park City to keep as much accessibility to trails as possible. They were working on some realignment for the next year while recognizing that access to many of the trails was a big concern to the community. He felt that with regards to Armstrong they could mitigate them and keep them open as much as possible. Mr. Sales reported that they have been working with the

professional ski organizations and acknowledged that access is critical. They are looking at access and actually extending some of the race venues.

Director Milliken reminded those present that they were looking only at the Lift Upgrades application. She acknowledged that there would be other effects within the community and the tendency would be to evaluate this application with the hope that it would solve all of the issues. She was focused on the application as reviewed with the Land Management Code and the criteria to ensure that it is aligned with the MUP and with parking. She felt that there was an opportunity with applications like this to make improvements in a system that all could admit is not working as well as it could. They have limited capacity at the Base in terms of parking, and until the Base Development comes into play, they have to work with what they have at hand.

Director Milliken appreciated the evaluation of different options, including the 90 stalls added for employees at the Munchkin lot and the use of the High School lot on weekends next season. Paid parking is proven mitigation all over the world. She noted that her background is in Planning and Architecture, and while it can be painful for residents, paid parking has results. The applicant's consultant opined that it would result in an 11% decrease in parking coming to the area. She commented that the City has a robust transit system that is free. She acknowledged that it does not serve everyone, but it does help mitigate the parking. As a City, they are looking for a modal shift and hoping to have more people use public transit and other alternative modes.

Director Milliken stated that this would not solve everything, but they have to start implementing things and then evaluate it as it goes. If they do nothing, they would be in the same situation as exists today and no one is happy with the situation today. She referenced Vail's comments that the net proceeds from the paid parking would go towards transportation and transit. This is not currently a Condition of Approval, and she would like to add that as a Condition.

Director Milliken addressed the public comment that this was her sole decision. She stated that Park City is a municipality and there are many different departments and personnel involved in this application in some way, shape, or form. They relied on Planner Ananth's expertise in processing the Base Mountain applications and her knowledge of the different Development Agreements. Assistant Planning Director, Rebecca Ward is also very knowledgeable about all planning-related matters in Park City. She added that they also discussed this application with the Engineering Department and Building Department. The application also went before the Forestry Board. To say that she alone is making this decision is disingenuous. She stressed that they are a municipality and a team, and they rely on the team when making significant decisions like this. Director Milliken added that the Legal Department is always consulted when they make these types of decisions.

Director Milliken called for a break to consult with Staff.

Director Milliken announced that they made adjustments to the Conditions of Approval based on the discussions during this meeting to include items mentioned by the applicant and items identified by Staff and the public.

The first adjustment was to Condition of Approval #4 which required the applicant to submit a vegetation removal and replacement plan with their Building Permit, subject to the Planning Director's approval. They added the term "landscape" to that so that it would read, "landscape vegetation removal and replacement plan." They also added language that "the plan shall

address plant screening landscaping and/or installation of a privacy gate fence at the Snow Flower property line at the cost of the applicant.” They also added to this Condition that “an additional five feet shall be added to the 25-foot setback, resulting in a 30-foot setback from the Snow Flower property line.” Director Milliken noted that the applicant nodded in agreement with the proposed changes.

They formally added Condition of Approval #15, which Director Milliken read as follows:

“The applicant shall meet with the Planning Director and other relevant Staff bi-annually, including prior to the beginning of the ski season and within 60 days of completion of the ski season to provide parking and traffic information demonstrating compliance with the Parking Mitigation Plan and a Communications Plan to ensure information disseminated to the public. The applicant shall share relevant parking information with Staff, including parking lot occupancy rates and achievement of increased Average Vehicle Occupancy rates. The Planning Director may impose additional conditions or operational changes if the Parking Mitigation Plan results in ongoing adverse impacts or is not achieving a demonstrated increase in Average Vehicle Occupancy.”

Mr. Goar expressed concern over what could fall in the category of “additional conditions or operational changes.” He requested an opportunity to review Condition of Approval 15.

Director Milliken then referenced Condition of Approval #17 that “the applicant shall provide adequate residential neighborhood mitigation and designate a residential liaison to meet with the City regarding impacts and mitigation.” Mr. Goar agreed to this Condition.

Director Milliken read Condition of Approval #18 as follows:

“The applicant shall be responsible for effectively managing the parking reservation system with an on-site parking attendant presence with a turn away and tow policy for people without a reservation.” Mr. Goar was agreeable to this Condition.”

Director Milliken read Condition of Approval #19 as follows:

“The applicant shall use the net proceeds generated from paid parking at the Mountain Village Base Area of Park City Mountain to re-invest in transportation, transit, and/or parking measures in and around the resort area. As part of the bi-annual review meeting process, the applicant shall provide an accounting regarding the net proceeds and proposed measures in which to invest the funds. The applicant shall provide independent verification and audit confirmation that such funds were expended consistent with the Parking Mitigation Plan and/or the City’s documented transit and infrastructure goals with each bi-annual review.”

There were questions from the public about the setback which was understood to be 40 feet. Director Milliken explained that there is a 10-foot distance from Building B to the property line; therefore, there would be 40 feet from Building B to the lift.

There was a short break to allow the applicant to review the amended Conditions of Approval.

Director Milliken reported that the applicant returned so that they could resume the hearing. Mr. Goar reported that they were agreeable to all of the Conditions of Approval up to Condition

of Approval #19. Director Milliken confirmed that Conditions of Approval 1 through 18 were agreeable to the applicant. She read Condition of Approval #19, as amended, as follows:

"The applicant shall use the net proceeds generated from paid parking at the Mountain Village Base Area of Park City Mountain to re-invest in transportation, transit, traffic mitigation, and/or parking measures to support guest access to the resort and traffic mitigation in and around the resort. As part of the bi-annual review meeting process, the applicant shall provide an accounting regarding the net proceeds and will review the resort's expenditures on these measures, including, if requested by the City, verification of the expenditures by an independent third party. The applicant shall discuss in good faith any proposed expenditures by the City that advance the City's infrastructure goals at each bi-annual review. If funded, such proposals will be documented pursuant to an amendment to the Parking Mitigation Plan processed as part of the bi-annual review."

Mr. Goar confirmed that the applicant accepted that Condition of Approval.

Director Milliken confirmed on behalf of the City that they reviewed this amended Condition and accepted it as well.

Director Milliken stated that the application met the six criteria, including alignment with the Mountain Upgrade Plan and with the parking mitigation, which were the two outstanding criteria that needed additional Conditions of Approval. With the approval of the 19 Conditions of Approval, including mitigation for the proximity to Snow Flower Condominiums, they were in a good place in terms of processing this application. She noted that if additional distance could be added between the Lift and Snow Flower that would be welcomed.

Based on all of the provided information, including the Findings of Fact, Conclusions of Law, and Conditions of Approval 1 – 19, Director Milliken saw no reason not to approve this application for Lift Upgrades to the Park City Mountain Resort.

She announced that the public hearing was concluded, and the meeting adjourned at approximately 3:50 p.m.

PARK CITY MUNICIPAL CORPORATION
PLANNING DEPARTMENT
445 MARSAC AVE ° PO BOX 1480
PARK CITY, UT 84060
(435) 615-5060



ADMINISTRATIVE PERMIT /
CONDITIONAL USE PERMIT

APPROVED _____ Mr. John Boehm DATE RECEIVED PL-15-02678
DENIED _____ EXPIRATION 2-2-2015

PROJECT INFORMATION

Park City Mountain Resort - Application for Administrative CUP
NAME: (King Con & Motherlode lifts)
ADDRESS: 1345 Lowell Avenue, Park City, Utah
TAX ID: PCA-S-98-PCMR OR
SUBDIVISION: _____ OR
SURVEY: _____ LOT #: _____ BLOCK #: _____

APPLICANT INFORMATION

NAME: VR CPC Holdings, Inc. d/b/a Park City Mountain Resort
MAILING ADDRESS: 1310 Lowell Avenue, PO Box 39, Park City, UT 84060
PHONE #: (970) 754 - 2511 FAX #: (970) 754 - 2792
EMAIL: thbeck@vailresorts.com

APPLICANT REPRESENTATIVE INFORMATION

NAME: Tim Beck, VP Mountain Development
PHONE #: (970) 754 - 2511
EMAIL: thbeck@vailresorts.com

If you have questions regarding the requirements on this application or process please contact a member of the Park City Planning Staff at (435) 615-5060 or visit us online at www.parkcity.org.



PROJECT DESCRIPTION

- 1. On a separate sheet of paper, give a general description of the proposal and attach it to the application (See Submittal Requirement #2). Description shall also indicate the project's compliance with any applicable criteria as described in the Land Management Code contained in applicable zoning district and supplemental regulation.
- 2. Type of Conditional Use Permit:
If Other, please describe: Administrative Permit/Conditional Use Permit
- 3. Existing Zoning: Master Planned Development/Resort Open Space
- 4. Is the project within the Sensitive Lands Overlay?
Yes No
- 5. Current use of the property: Park City Mountain Resort
- 6. Total Project Area: 6 acres 280,000 square feet
- 7. Number of parking spaces per Title 15 Land Management Code, Chapter 3, Off Street Parking:
N/A required N/A proposed
- 8. Project access via: (check one)
Public Road Private Road Private Driveway
- 9. Occupancy type: (check one)
Owner Occupied Lease Nightly Rental
Condominium Timeshare
- 10. Utility service availability:
Existing Requires extension of City service

Items below are required for Outdoor Dining Applications only

- 11. Total Existing Dining Area: N/A square feet
- 12. Total Outdoor Dining Area: N/A square feet
- 13. Dates of operation of Outdoor Dining use:
N/A Starting N/A Ending
- 14. Daily hours of operation of Outdoor Dining use: N/A

If you have questions regarding the requirements on this application or process please contact a member of the Park City Planning Staff at (435) 615-5060 or visit us online at www.parkcity.org.





APPLICATION FOR AN ADMINISTRATIVE CONDITIONAL USE PERMIT FOR REPLACEMENT OF THE EXISTING KING CON AND MOTHERLODE LIFTS

SUBMITTED TO:

Park City Municipal Corporation
Planning Department
445 Marsac Ave.
P.O. Box 1480
Park City Utah 84060

APPLICANT:

VR CPC Holdings, Inc
1345 Lowell Ave
Park City, Utah 84060



FEBRUARY 2015



March 3, 2015

VR CPC Holdings, Inc. DBA Park City Mountain Resort
C/O Tim Beck
1310 Lowell Avenue
PO Box 39
Park City, UT 84060

NOTICE OF PLANNING DEPARTMENT ACTION

<u>Project Name</u>	Park City Mountain Resort – Upgrades to King Con and Motherlode Lifts (PL-15-02678, PL-15-02679)
<u>Project Description</u>	Replacement of the King Con chairlift with a new, six-person chairlift and replacement of the Motherlode chairlift with the former King Con Chairlift.
<u>Date of Action</u>	March 3, 2015

Action Taken by the Planning Department: The Planning Department APPROVED the proposed Park City Mountain Resort Administrative CUP for chairlift upgrades based on the following:

Findings of Fact:

1. The property is located at 1345 Lowell Avenue in Park City.
2. The property is known as Park City Mountain Resort.
3. The proposed project is located in the Recreation Open Space (ROS) zoning district.
4. The Park City Mountain Resort Large-Scale Master Planned Development (MPD) was approved by the Park City Planning Commission on June 25, 1997.
5. The Park City Mountain Resort Development Agreement was recorded on July 21, 1998.
6. The locations of the King Con and Motherlode chairlifts were determined by the Park City Mountain Resort Large-Scale Master Planned Development (MPD) and Mountain Upgrade Plan. These locations will not change.
7. The size of the King Con bottom and top terminals will not change. They will remain 25 feet by 70 feet (25' x 70').
8. The current size of the Motherlode top terminal is 14 feet by 20 feet (14' x 20').
9. The proposed size of the new Motherlode top terminal is 25 feet by 70 feet (25' x 70').
10. The current size of the Motherlode bottom terminal is 50 feet by 50 feet (50' x 50').

11. The proposed size of the new Motherlode bottom terminal is 25 feet by 70 feet (25' x70').
12. The number of lift towers along the King Con liftline will remain at 15.
13. The number of lift towers along the Motherlode liftline will be reduced from 24 to 16.
14. No measurable change in vehicle traffic patterns are anticipated to result from the replacement of lifts.
15. Additional electrical power will be required for lift drives. The power has been planned for previously and is available for use at the new lifts.
16. No additional sewer or water capacity is needed for the replacement of the lifts.
17. No changes will occur to the existing emergency access conditions.
18. No additional parking will be required for the lift replacement.
19. No changes to open space will occur.
20. No changes to existing signage or lighting will occur.
21. Several hiking trails traverse under both lifts. These trails will not be affected by the replacement of the lifts.
22. There is no need for fencing, screening or landscaping to separate this use from adjoining uses as the closest non-resort use is over 1,000 feet away.
23. The physical design of the new lifts will be compatible with the existing lifts at Park City Mountain Resort.
24. No noise, vibration or other mechanical factors will affect other properties.
25. All areas of disturbance will be re-vegetated using an appropriate seed mix.
26. An erosion control plan for terminal areas and material storage areas will be developed and submitted for review.

Conclusions of Law:

1. There is good cause for this Conditional Use Permit.
2. The Conditional Use Permit consistent with the Park City Land Management Code, Chapter 15-1-10 (A-H) and 15-1-11 (D).
3. The Conditional Use Permit is consistent with the Park City General Plan.
4. The Conditional Use is consistent with the Park City Mountain Resort Large-Scale Master Planned Development, Mountain Upgrade Plan and Development Agreement.
5. The proposed use will be compatible with the surrounding structures in use, scale, mass, and circulation.
6. The effects of any differences in use or scale have been mitigated through careful planning.

Conditions of Approval

1. All standard conditions of approval apply to this Conditional Use Permit.
2. A building permit, approving the construction and the construction mitigation plan, must first be obtained from the Building Department prior to construction.
3. A building permit shall be issued within one year of this approval or the approval will be considered null and void unless a written request for an extension is submitted to the Planning Department prior to expiration, and the request is granted.
4. All conditions of approval of the Park City Mountain Resort Large-Scale Master Planned Development, Mountain Upgrade Plan and Development Agreement shall

continue to apply.

5. All public trails adjacent to work areas shall be protected from any potential construction impacts.
6. There are no significant fiscal or environmental impacts that result from this application as conditioned.

Sincerely,

A handwritten signature in black ink, appearing to read "John Boehm". The signature is stylized with a large, looped "J" and a cursive "B".

John Boehm, Planner

John Boehm

From: John Boehm
Sent: Thursday, February 19, 2015 1:57 PM
To: 'Teri Whitney'
Subject: RE: Conditional use permit PL-14-02600; PL-15-02678 and PL-15-02679

Hello Teri,

Sorry for the delay in response, I've been out of town for a few days.

I will be handling the approval process for the lift upgrades to the King Con and Motherlode lifts so I can only respond with what I know about this part of the overall project. My associate Francisco Astorga (fastorga@parkcity.org) is working on the gondola connection and the Snow Hut remodel so it would be best to reach out to him regarding that part of the project.

As far as the lift upgrades go, it is my understanding that most, if not all, of the work will be done on the upper mountain and that they will be staging on mountain. As part of my approval I will be requiring that PCMR submit a Construction Mitigation Plan to the City's Building Department. The Building Department regulates the potential impacts of construction using this plan. At this time, we are simply reviewing the use itself. If the use is approved, the applicant will have to then submit building plans to go forward with any construction. If and when they do, I will then review these plans to ensure that all conditions set forth in my approval of use are adhered to.

The City does have control over hours of operations. As I said earlier, this is administered by the City's Building Department through the required Construction Mitigation Plan. This plan will address noise, odors, light, etc. It will also address time frame of construction. I will forward this information on to you when I receive it.

Let me know if you have any other questions,

John Paul Boehm | Planner
Park City | Planning Department
(p) 435.615.5063 | (f) 435.658.8940
445 Marsac Avenue | PO Box 1480
Park City, UT 84060-1480

From: Teri Whitney [mailto:teri@snowflowerparkcity.com]
Sent: Friday, February 13, 2015 1:30 PM
To: John Boehm
Cc: Bernice; Doug Whitney; Erin Whitney; Joann Ross; Rebecca Crandall
Subject: Conditional use permit PL-14-02600; PL-15-02678 and PL-15-02679

John,

We just received notice of a "Review of Administrative Conditional Use Permit" regarding PCMR upgrades to their lifts. While the description indicates replacement of Kin Con lift; Motherlode lift, connection gondola and remodel/expansion to the Snow Hut all on the upper mountain, I assume their staging area will be in the PCMR parking lot.

Do you know the time frame of this construction and does the City have control over hours of operation?

Thank you in advance,
Teri

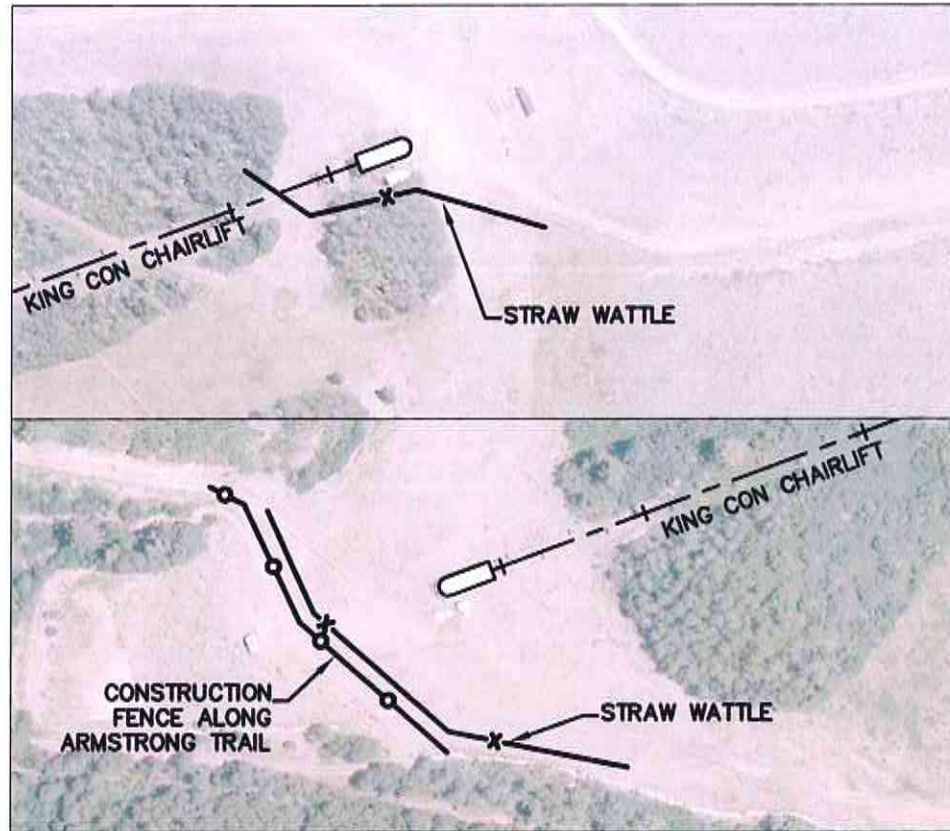
Teri Whitney
General Manager



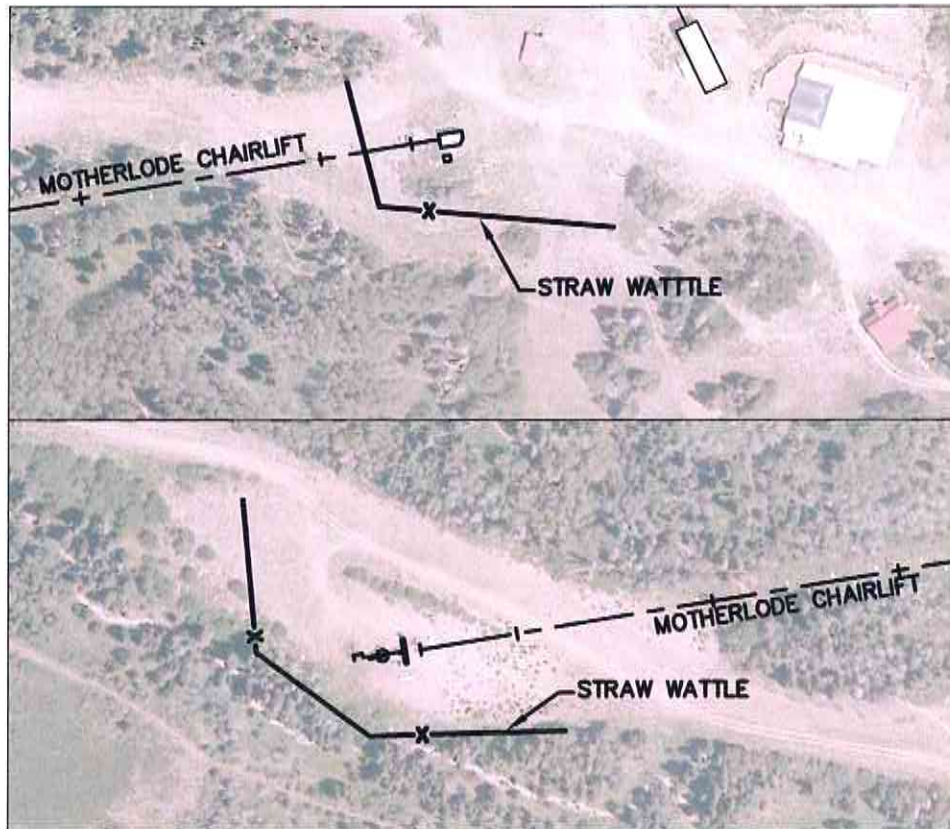
Snow Flower Property Management Co., LLC
PO Box 957 | 401 Silver King Drive
Park City | UT 84060

Toll Free: 800-852-3101
Local: 435-649-6400
Email: teri@snowflowerparkcity.com
Web: <http://www.snowflowerparkcity.com/>

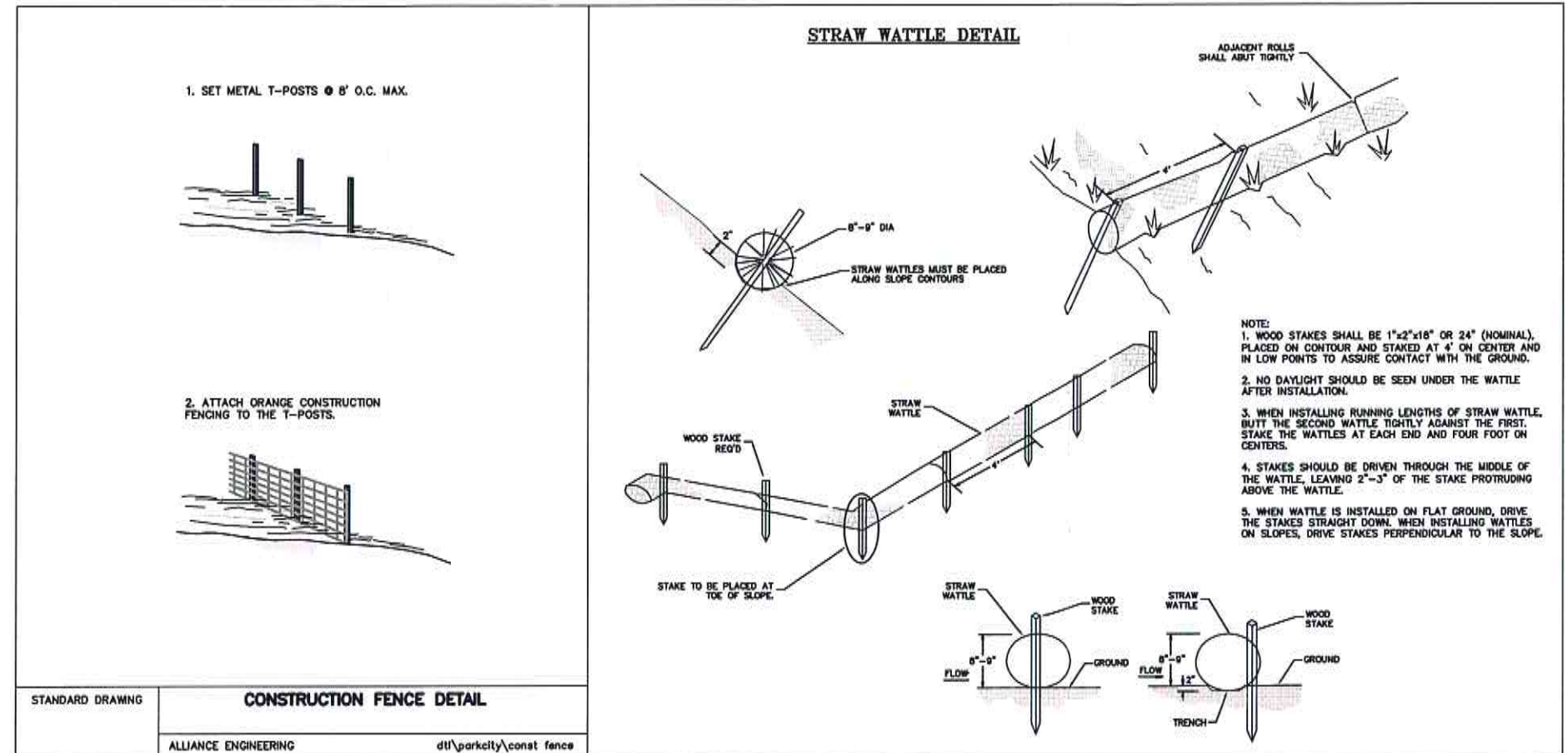
Accept what is, let go of what was, and have faith in what will be.



KING CON CHAIRLIFT TO BE REMOVED & REPLACED WITH A NEW 6 PASSENGER HI-SPEED CHAIRLIFT

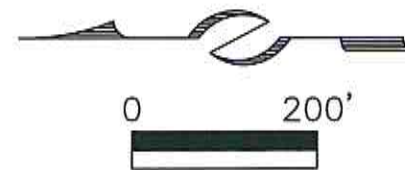


MOTHERLODE CHAIRLIFT TO BE REMOVED & REPLACED WITH THE EXISTING KING CON CHAIRLIFT.



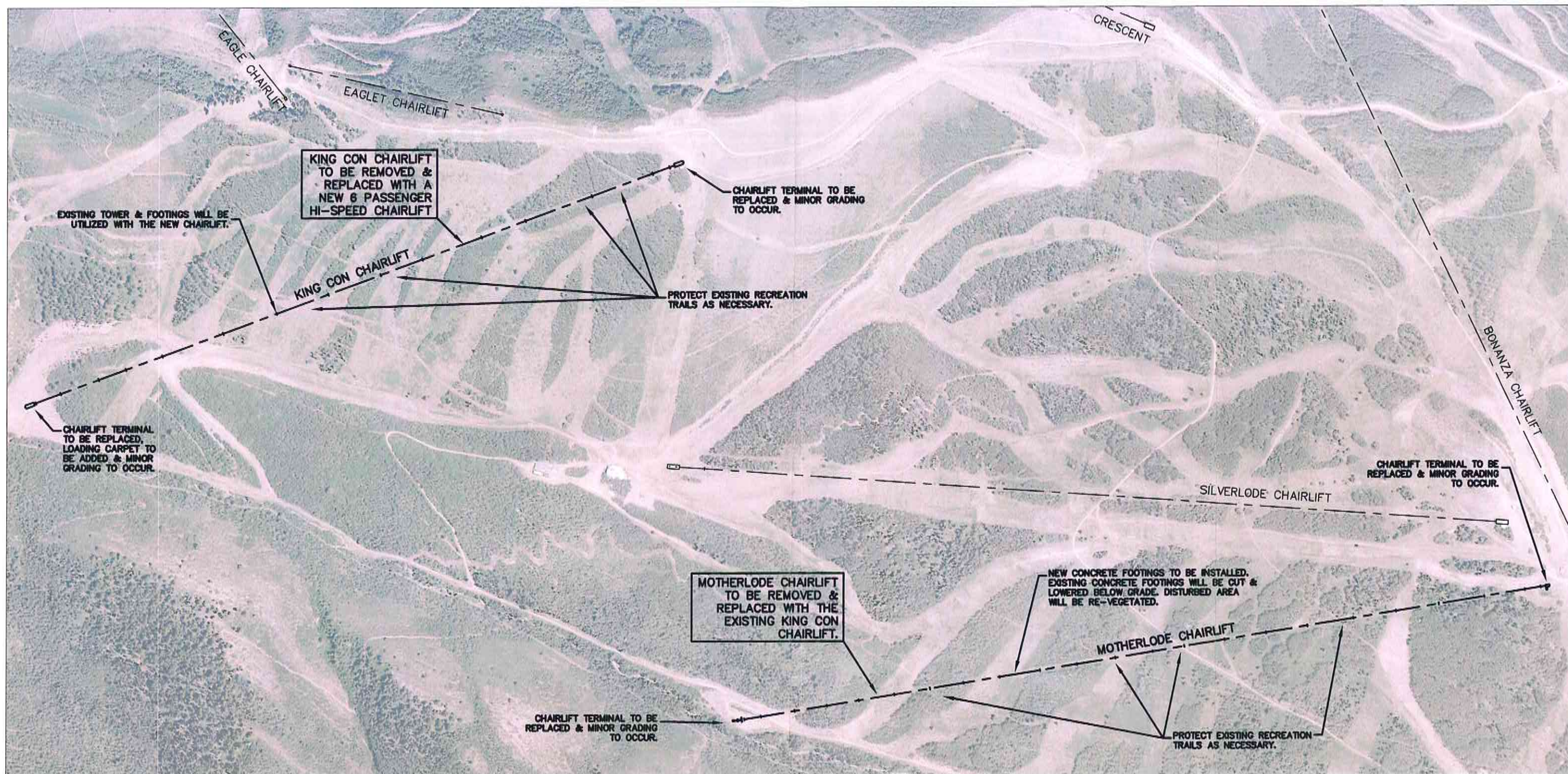
NOTES:

1. PROTECT PUBLIC TRAILS ADJACENT TO WORK AREAS.
2. INSTALL CONSTRUCTION FENCING TO PREVENT PEDESTRIANS ENTERING WORK AREAS.
3. EXISTING CHAIRLIFTS TO BE REPLACED WITH NEW CHAIRLIFTS OR RELOCATED AS NOTED.
4. MINOR EARTH DISTURBANCE WILL BE REQUIRED AT TOP & BOTTOM TERMINALS.
5. KING CON: EXISTING TOWER & FOOTINGS WILL BE UTILIZED WITH THE NEW CHAIRLIFT.
6. MOTHERLODE: NEW TOWER FOOTINGS WILL BE INSTALLED & EXISTING FOOTINGS WILL BE CUT AND LOWERED BELOW GROUND. DISTURBED AREA TO BE RE-VEGETATED.
7. ADDITIONAL MINOR TREE CLEARING FOR HAZARD TREES MAY BE NECESSARY ALONG EXISTING CHAIRLIFT ALIGNMENTS.
8. INSTALL STRAW WATTLE ALONG DOWNHILL EDGE OF ANY DISTURBED AREA TO CONTAIN SEDIMENT AND PREVENT EROSION.
9. ALL DISTURBED AREA WILL BE RE-VEGETATED WITH OWNER APPROVED SEED MIX & NATIVE TOPSOIL.
10. CONTRACTOR SHALL MAINTAIN EROSION CONTROL DEVICES DURING CONSTRUCTION & RAINSTORM EVENTS.



(435) 649-9467 Alliance Engineering Inc. CONSULTING ENGINEERS LAND PLANNERS SURVEYORS 323 Main Street P.O. Box 2664 Park City, Utah 84060-2664	STAFF: MICHAEL DEMKOWICZ DATE: 1/28/15	PARK CITY MOUNTAIN RESORT 2015 CHAIRLIFT IMPROVEMENTS SWPPP/ CONSTRUCTION MITIGATION FOR: VAIL JOB NO.: 7-11-14 FILE: X:\PCMR\dwg\Vail\pcmr-vail civil.dwg	SHEET 2 OF 3
---	---	---	--



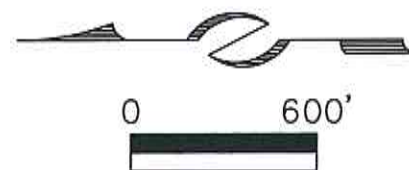


(435) 649-9467
Alliance Engineering Inc.
 CONSULTING ENGINEERS LAND PLANNERS SURVEYORS
 323 Main Street P.O. Box 2664 Park City, Utah 84060-2664

STAFF:
 MICHAEL DEMKOWICZ
DATE: 1/28/15

PARK CITY MOUNTAIN RESORT
2015 CHAIRLIFT IMPROVEMENTS
SITE PLAN
FOR: VAIL
JOB NO.: 7-11-14
FILE: X\PCMR\dwg\Vail\pcmr-vail civil.dwg

SHEET
1
OF
3



RECEIVED
FEB 02 2015
 PARK CITY
 PLANNING DEPT.



KING CON CHAIRLIFT TO BE REMOVED & REPLACED WITH A NEW 6 PASSENGER HI-SPEED CHAIRLIFT



MOTHERLODE CHAIRLIFT TO BE REMOVED & REPLACED WITH THE EXISTING KING CON CHAIRLIFT.



 (435) 649-9467 CONSULTING ENGINEERS LAND PLANNERS SURVEYORS 323 Main Street P.O. Box 2664 Park City, Utah 84060-2664	STAFF: MICHAEL DEMKOWICZ	PARK CITY MOUNTAIN RESORT 2015 CHAIRLIFT IMPROVEMENTS IMAGES	SHEET 3 OF
	DATE: 1/28/15	FOR: VAIL JOB NO.: 7-11-14 FILE: X:\PCMR\dwg\Vail\pcmr-vail civil.dwg	RECEIVED FEB 02 2015 PARK CITY PLANNING DEPT.



Park City Municipal Corp
1 Finance
1503302-1 02/02/2015 BR1 T15
Mon Feb02,2015 08:35AM Trans#2-2
Name: VR CPC HOLDINGS INC
Addr: 1345 LOWELL AVE PARK CITY,UT 840
2 \$330.00 PRMT - Permits
* Cust #: 00009353
Permit #: PL-15-02678
1 ITEM(S): TOTAL: \$330.00
Visa PAID \$330.00

Planning Commission Staff Report



PLANNING DEPARTMENT

Subject: 1345 Lowell Avenue- PCMR
Crescent Lift
Author: Jeff Davis
Date: June 11, 2008
Type of Item: Administrative-Conditional Use Permit

Summary Recommendations

Staff recommends the Planning Commission hold a public hearing for the 1345 Lowell Avenue- PCMR Crescent Lift Conditional Use Permit. Staff has prepared findings of fact, conclusions of law and conditions of approval for the Commission's consideration.

Description

Applicant: Park City Mountain Resort- Jenni Smith
Location: 1345 Lowell Avenue- Base Area
Zoning: Recreation and Open Space (ROS)
Adjacent Land Uses: Resort and Base Area, Ski terrain
Reason for Review: The conditional use requires Planning Commission review and approval.

Background

On April 25, 2008, the City received a completed application for a Conditional Use Permit (CUP) for a Ski Lift in the Recreation and Open Space (ROS) zone.

Park City Mountain Resort proposes to replace and realign the Ski Team chairlift with a hi-speed detachable quad to be renamed the Crescent lift. In the current location, the Ski Team lift experiences minimal use due to its location and the lack of accessibility above the base area. The new location will provide much needed access from the base area to the upper mountain and serve as a secondary access route onto the mountain if the Payday or Bonanza lifts experience problems. The base terminal of the Crescent lift will be adjacent to the Alpine Coaster start house. The top terminal will be located at the site of the original Crescent lift terminal location. The Crescent lift will be approximately 7,000 feet long with an elevation change of 1,743 feet. The uphill capacity of the new lift is 2,400 persons per hour. Total area of the project will be 12 acres. The lift has been designed to avoid clearance conflicts for the zip-line and Alpine Coaster.

Analysis

A ski lift is a Conditional Use in the ROS zone. The Land Management Code (15-1-10) sets the following standards of review:

(1) size and location of the Site;

No unmitigated impacts.

The base terminal of the Crescent lift will be adjacent to the Alpine Coaster start

house. The top terminal will be located at the original Crescent lift top terminal location. Total area of the project will be 12 acres. The new lift will be more visible from the base than the Ski Team lift. The visual affect of a new chairlift on the base area will not impact the view adversely due to the existing recreational use of the area.

(2) traffic considerations including capacity of the existing Streets in the Area;
No unmitigated impacts.

The Crescent lift is designed to accommodate existing demand. No increase of traffic is anticipated.

(3) utility capacity;
No impacts requiring mitigation.

All utilities are in place, power will be connected to existing system.

(4) emergency vehicle Access;
No unmitigated impacts.

Emergency vehicles have access to the top and bottom of the proposed lift via existing roads and access-ways during the summer months. During the winter months emergency access is available by snowmobile, snow cat, and helicopter. An emergency vehicle route is also available to the existing plaza from Lowell Ave.

(5) location and amount of off-Street parking;
No unmitigated impacts.

The existing PCMR parking is used for winter operations. Approximately 1,500 spaces are available.

(6) internal vehicular and pedestrian circulation system;
No unmitigated impacts.

The existing plazas and walkway will continue to be used.

(7) fencing, Screening, and landscaping to separate the Use from adjoining Uses;

No unmitigated impacts.

After construction, the disturbed area will be re-vegetated. No fencing or screening is proposed.

(8) Building mass, bulk, and orientation, and the location of Buildings on the Site; including orientation to Buildings on adjoining Lots;

No unmitigated impacts.

The size of the terminal is smaller than the existing Payday terminal. Maintenance access and lift line are planned to be out of the main circulation of the ski run. The new lift will be more visible from the base than the Ski Team lift. The construction of a new chairlift from the base area will not impact the view adversely due to the existing recreational use of the area.

(9) Usable Open Space;

No unmitigated impacts.

The Crescent lift covers approximately 12 acres of the entire 3,300 acre ski area.

(10) signs and lighting;

No unmitigated impacts.

Existing directional signs will be used for this project. No additional lighting is proposed or required for this project.

(11) physical design and Compatibility with surrounding Structures in mass, scale, style, design, and architectural detailing;

No unmitigated impacts.

The new lift terminals and towers will be painted to match the existing terminals and towers.

(12) noise, vibration, odors, steam, or other mechanical factors that might affect people and Property Off-Site;

Impacts require mitigation

The Crescent lift will operate during the normal operating hours adding no significant noise to the operation. The existing drainage ditch will be relocated to a piped system to reduce sedimentation impacts. At the time of writing this report no storm water pollution prevention plan (SWPP) has been approved by the City. Drainage of the site flows into Negro Hollow Creek and is therefore regulated. A pre and post sediment detention basin will be required. This must be identified within a SWPP. A stream alteration permit through the Utah Department of Natural Resources will be required as part of the SWPP. City approval of a SWPP is a condition of approval.

(13) control of delivery and service vehicles, loading and unloading zones, and Screening of trash pickup Areas;

No unmitigated impacts.

Few, if any delivery vehicles are expected after the initial construction of the lift. Access for delivery and service vehicles will be via existing roads and plaza accesses.

(14) expected Ownership and management of the project as primary residences, Condominiums, time interval Ownership, Nightly Rental, or commercial tenancies, how the form of Ownership affects taxing entities; and

No unmitigated impacts.

The property is leased to Park City Mountain Resort from United Park City Mines Co.

(15) within and adjoining the Site, impacts on Environmentally Sensitive Lands, Slope retention, and appropriateness of the proposed Structure to the topography of the Site.

No unmitigated impacts.

Any vegetation removal required during construction will be done by hand and where possible re-planting will take place.

Department Review

This project has gone through an interdepartmental review. Any issues have been or are currently being resolved.

Notice

Notice of this hearing was sent to property owners within 300' and was published in the Park Record.

Public Input

No input has been received by the time of this report.

Alternatives

- The Planning Commission may approve the Conditional Use Permit as conditioned or amended, or
- The Planning Commission may deny the Conditional Use Permit and direct staff to make Findings for this decision, or
- The Planning Commission may continue the discussion on the Conditional Use Permit and provide specific direction to the applicant and staff.

Significant Impacts

There are no significant fiscal or environmental impacts from this application.

Consequences of not taking the Suggested Recommendation

The Ski Team lift could not be replaced and realigned.

Recommendation

Staff recommends the Planning Commission hold a public hearing for the 1345 Lowell Avenue- PCMR Crescent Lift Conditional Use Permit. Staff has prepared findings of fact, conclusions of law and conditions of approval for the Commission's consideration.

Findings of Fact:

1. The property is located at 1345 Lowell Avenue.
2. The zoning is Recreation and Open Space (ROS).
3. A Ski Lift is a conditional use in the Recreation and Open Space zone.
4. A helicopter and a construction mitigation plan have been provided by the applicant.
5. The lift has been designed to avoid clearance conflicts for the zip-line and alpine coaster.
6. Total area of the project will be 12 acres.
7. The Crescent lift is approximately 7,000 feet long with an elevation change of 1,743 feet.
8. The uphill capacity of the new lift is 2,400 persons per hour.
9. A storm water pollution prevention plan (SWPP) has been approved by the City. Drainage of the site flows into Negro Hollow Creek and is therefore regulated. A pre

and post sediment detention basin has been identified within the SWPP. A stream alteration permit through the Utah Department of Natural Resources has been required as part of the SWPP.

10. The size of the Crescent Lift terminal is smaller than the existing Payday terminal.
11. Maintenance access and lift line are planned to be out of the main circulation of the ski run.
12. The new lift will be more visible from the base than the Ski Team lift. The construction of a new chairlift from the base area will not impact the view adversely due to the existing recreational use of the area.

Conclusions of Law:

1. The application complies with all requirements of Section 15-1-10(E) of the Land Management Code.
2. The proposed use, as conditioned, is compatible with the surrounding residential and commercial structures in use, scale, mass and circulation.
3. As conditioned the use is consistent with the Park City General Plan.
4. The effects of any differences in use or scale have been mitigated through careful planning.

Conditions of Approval:

1. Adherence to presented helicopter and construction mitigation plans.
2. If tower height exceeds 28' (feet) approval may be subject to a administrative review to be made by Planning Staff as per LMC 15-2.7-4 (A)(4).

Exhibits

Exhibit A- Site Plan and Site Location

Exhibit B- Grading Plan

Exhibit C- Lift Details and Picture

Exhibit D – PCMR Mountain Upgrade Plan

REQUEST FOR USE OF SCHOOL FACILITIES AND PERMIT

Park City School District • 2700 Kearns Blvd, Park City, UT 84060 • 435-645-5600

Please complete sections I–V. Refer to Section VI for rental rates. All fees and deposit must be received in full, 10 days prior to event. School supplies are not included in this rental agreement. Non-District applicants are required to submit proof of insurance. Utah law prohibits smoking or drinking in any public school building or any public school grounds.

ADA Compliance: In compliance with the ADA, Americans with Disabilities Act, any individuals, groups or organizations wishing to use District facilities must meet all of the provisions of the law and provide program access to otherwise qualified individuals. Individuals must be provided special accommodations including auxiliary communicative aids and services.

SECTION I. APPLICANT

Activity Title: Park City Mountain over flow parking Organization: VR CPC Holdings Inc.
 Applicant's Name: Josh Scheetz Phone Number(s): 435-615-3327
 Mailing Address: 4000 Canyons Resort Dr City, State & Zip: Park City UT, 84098
 Email Address: Jscheetz@ Vailresorts.com

SECTION II. SITE

PLEASE NOTE: The use of computer and media labs is restricted. The use of the Eccles Center is restricted.

Name of Facility: High School Parking Lots Room/Area: _____
 Number of Participants: 300-600 Age of Participants: _____
 Group: _____ Kitchen: _____
 Other Needs/Requests: _____

SECTION III. DATE & TIME REQUESTED

PLEASE NOTE: Request of use of District facilities may not exceed eight days within a calendar month.

Day of Week	Date(s)	Start Time (include setup)	End Time (include cleanup)
December	10, 11, 17, 18 24-31	6AM	6PM
January	1, 2, 7, 8, 14-16, 21, 22, 28, 29	6AM	6PM
February	4, 5, 11, 12, 18-26	6AM	6PM
March	4, 5, 11, 12, 18, 19, 25, 26 4/1, 4/2	6AM	6PM

2022-2023
SKI SEASON

$\$300 \times 12 \text{ hrs} = \$3,600$
day

SECTION IV. SIGNATURE

I, the applicant, agree with the policies, stipulations, and fees set forth in making application, I also agree to be held liable to reimburse Park City School District for any damages made to school property by myself, the organization I represent, or anyone affiliated with the activity, including its participants.

SIGNED: Joshua Scheetz Date: 4/19/2022

SECTION V. RENTAL RATES PER HOUR:

	NON-PROFIT**	FOR PROFIT
Gymnasium (per space)	\$ 30.00	\$ 100.00
Gymnasium with Locker Room	\$ 50.00	\$ 150.00
Multipurpose Room/Cafeteria/Forum	\$ 40.00	\$ 100.00
Kitchen only <i>(requires kitchen personnel, see personnel fee schedule*)</i>	\$ 50.00	\$ 100.00
Regular Class Room/Kiva	\$ 20.00	\$ 40.00
Parking Lot	\$ 150.00	\$ 300.00
Grassy Areas	\$ 200.00	\$ 200.00
Auditorium/Lecture Hall	\$ 100.00	\$ 350.00
Eccles Theatre	\$ 400.00	\$ 1200.00

(PCSD trained technicians must be hired to operate all light, sound and stage equipment, see personnel fee schedule)*

Dozier Field (the use of Dozier Field is restricted in accordance with the inter-local agreement)

***Personnel Fee Schedule:** Classified Employee - \$40/hour or actual cost for overtime
 Licensed Employee - \$60/hour
 Administrative Employee - \$75/hour

Deposits: If the District committee requires additional security (i.e. security officers, adult supervisors, etc.), the renter will pay this cost. Decision of committee based on event and use.

Policy Reference: (For complete policy, please refer to PCSD Policy 11010 Permit and Public Use of School District Property, available online at <http://www.pcschools.us>)

There will be no consecutive weekend use approved. Requests will need to be submitted by month and will be approved on a monthly basis.

Request of use of District facilities may not exceed eight days within a calendar month. Long term or continual facility usage requests by any group or organization will not be approved.

PTO/PTAs and other District schools shall be granted use of facilities for school related activities so long as the activity does not disrupt the functions of the hosting school and the visiting entity or school reimburses any costs incurred by the hosting school. School clubs, teams or programs which sponsor or host commercial entities in utilizing school facilities may be subject to the fees outlined above.

Public supported institutions of learning including colleges and universities may rent classrooms in the Park City School District through the Director of Community Education

The District committee consisting of the superintendent, business administrator, support services director, and principal, may grant limited free use to public service organizations who perform strictly public services, such as civic groups, Boy Scouts and Girl Scouts, when custodial and other services are not required beyond the regularly scheduled duty and when no additional school funds are used to subsidize these meetings.

The Board of Education authorizes the use of Park City School District facilities for election purposes. Local schools are expected to cooperate.

Commercial rates apply to an organization or individual whose motive is to make a profit. These include, but are not limited to: (a) teachers providing private instruction for a fee such as music, physical education and art teachers which are not run through the community school program and (b) events for which admission is charged, items sold, or paid instruction for student such as music, art, dance, aerobics, basketball, weight training.

****An organization is considered non-profit if the Internal Revenue Service considers it a charitable organization that has tax-exempt status. All non-profit organizations shall be required to produce their IRS tax exempt number.**

USER PERMIT AND AGREEMENT:

- **User** will have access to the facilities outlined on the front of the request. No other access to School District property or buildings is granted by this Agreement. User accepts full responsibility for all conditions on the premises that can be identified by reasonable inspection, if user fails to give the District written notice of any objectionable conditions, no later than one week prior to the event.
- **User** accepts and understands that it has full responsibility for safely and appropriately setting up equipment, marking the site and all other activities necessary for staging the event. User accepts full responsibility for all supervision and security measures necessary for all those involved in the event, including, but not limited to, parking, crowd control, and spectators.
- **User** understands and agrees to take full responsibility to provide medical and emergency care to all those involved in the event, including participants and spectators. User warrants to the District that all medical and emergency care will be appropriate and sufficient.
- **Non-commercial User** of district facilities is permitted use of school buildings and grounds pursuant to the Utah Civic Center statutes at UCA §§ 53A-3-413 and 414. Approval under this policy is a Permit under the Civic Center statutes and grants the district full legal immunity under the Governmental Immunity Act of Utah pursuant to § 63G-7-301. Non-commercial users are advised to obtain insurance to cover the user's liability.
- **Commercial User** warrants that it maintains all legally required insurance. For the purposes of this agreement, user shall have Comprehensive General Liability Insurance covering the event in the amount of \$1,000,000.00 per occurrence and have the District named as an insured. One week prior to the event, the District will be provided with a Certificate of Insurance which will include the above stated amount showing the District has been added as an insured. Commercial users will not be allowed to rent a facility without a certificate of insurance.
- **Special Considerations-Commercial Film Productions**
Commercial film production applies to any agreement which allows the user to rehearse, create, and film any manner of production which captures, through the use of electronic or other media, the image of any facility, or district student or employee.
A commercial film production must obtain all necessary signed releases prior to using the image of any district student.
- **User** agrees to indemnify, hold harmless and defend the District, all its boards, officials, officers, employees' agents and volunteers from any and all lawsuits, claims, damages, liabilities, costs and expenses including attorney fees, arising out of or in any way connected with this agreement, the Facility Use Agreement.
- **User** agrees to pay the District fees 10 days prior to each event. If insurance or fees are not paid, this agreement shall be null and void.

DocuSigned by:

Mike Goar

USER SIGNATURE: _____

DATE: 4/19/2022

SECTION VI. APPROVALS/STIPULATIONS

BUILDING ADMIN SIGNATURE: _____

DATE: 19 Apr 22

FACILITY DIRECTOR SIGNATURE: _____

DATE: 19 APR 22

DISTRICT REPRESENTATIVE SIGNATURE: _____

DATE: 19 Apr 22

ROOM(S) ASSIGNED: _____

PCHS PARKING LOTS

STIPULATIONS: _____

SECTION VII. ACCESS DENIED

REASON FOR DENIAL: _____

WHEN RECORDED, PLEASE RETURN TO:
PARK CITY MUNICIPAL CORP.
CITY ATTORNEY
P O BOX 1480
PARK CITY UT 84060

**Fee Exempt per Utah Code
Annotated 1953 21-7-2**

Recorded this ____ day of
_____, 1998 at Book
____ Page # ____.

**DEVELOPMENT AGREEMENT BY AND BETWEEN
PARK CITY MUNICIPAL CORPORATION AND POWDR CORP., POWDR
DEVELOPMENT COMPANY, PARK CITY SKI HOLIDAYS, AND GREATER PARK
CITY COMPANY, RELATING TO THE DEVELOPMENT COMMONLY KNOWN AS
THE PARK CITY MOUNTAIN RESORT**

THIS DEVELOPMENT AGREEMENT (Agreement) is entered into this ____ day of June, 1998, by and between POWDR CORP., a Delaware corporation, POWDR DEVELOPMENT COMPANY, a Utah corporation, GREATER PARK CITY COMPANY, a Utah corporation, Park City Ski Holidays, a Utah corporation, and each of their successors in interest, parent corporations, affiliates, subsidiaries and assigns (collectively, Developer), and PARK CITY MUNICIPAL CORPORATION, a third class city of the State of Utah (City). Developer and City are, from time to time, hereinafter referred to individually as a "Party" and collectively as the "Parties".

00513070 Bk01166 Pg00378-00678
7-30cw
ALAN SPRIGGS, SUMMIT COUNTY RECORDER
1998 JUL 21 12:03 PM FEE \$1.00 BY DMG
REQUEST: PARK CITY MUNICIPAL CORP

RECITALS

- A. Developer controls the development rights to, owns, or is purchasing approximately 24.92 acres located in Park City as described in Exhibit A attached hereto (the "1997 Master Planned Area"), and has a legal interest (whether by lease, fee title, or prescription) in certain real property consisting of approximately three thousand five hundred (3500) acres located in unincorporated Summit, Salt Lake, and Wasatch Counties as described in Exhibit B and depicted in Exhibit C attached hereto (the "Park City Alpine Terrain").
- B. Developer intends to develop the 1997 Master Planned Area pursuant to the "Park City Mountain Resort Base Area Master Plan Study" (Exhibit D) and subject to all conditions of approval described in Exhibits E and F attached to this Agreement (respectively, the June 25, 1997 Conditions of Planning Commission Approval and the August 21, 1997

Conditions of City Council approval) (collectively, the "PCMR Concept Master Plan"). City desires to enter into this Agreement to memorialize Developer's commitment to comply with all conditions of approval and to further clarify and memorialize the relationship of the Parties.

- C. City has taken planning actions relating to the development of the 1997 Master Planned Area and the Park City Alpine Terrain which culminated, after a duly noticed public hearing on June 25, 1997, in a unanimous, conditional approval of the PCMR Concept Master Plan.
- D. Developer will contract in reliance on the PCMR Concept Master Plan approval.
- E. City granted development rights and height variations contained in the PCMR Concept Master Plan in exchange for, *inter alia*, development restrictions on both the Open Space designations within the 1997 Master Planned Area and within the Park City Alpine Terrain.

NOW, THEREFORE, in consideration of the promises, covenants, and provisions set forth herein, the receipt and adequacy of which consideration is hereby acknowledged, the Parties agree as follows:

AGREEMENT

Section 1. DEFINITIONS

Unless the context requires a different meaning, any term or phrase used in this Agreement that has its first letter capitalized shall have that meaning given to it by this Agreement. Certain such terms and phrases are referenced below; others are defined where they appear in the text of this Agreement, including its Exhibits.

- (a) "Community Development Director" shall mean the Director of the City's Department of Community Development, or his or her designee.
- (b) "Master Owners' Association" means the Park City Resort Base Area Plaza Association, a Utah non-profit corporation.
- (c) "Parcel" means one of parcels A through E described in the PCMR Concept Master Plan.

00513070 Bk01166 Pg00379

- (d) “Residential Accessory Use” means an approved use for the benefit of Project residents that does not require the use of Unit Equivalents and includes, but is not limited to, the following:

Health Clubs and Fitness Centers

Pools, Saunas and Hot Tubs

Ski Lockers

Lobbies

Meeting Rooms

Storage

Laundry

Employee Facilities

- (e) “Residential Support Commercial Use” means a commercial use that is oriented toward the internal circulation of the development, to serve the needs of the residents or users of that development and otherwise meets the definition of a support commercial use found in the 1997 Land Management Code. Residential Support Commercial Uses do not require the use of Unit Equivalents.

- (f) “Resort Accessory Use” means an approved use for Developer’s winter and summer operations that does not require the use of Unit Equivalents. Resort Accessory Uses include the following, as well as other uses that are not listed below but which qualify as “accessory” because they are clearly incidental to and customarily found in connection with the principal building or use and are operated and maintained for the benefit or convenience of the owners, occupants, employees, customers or visitors to the principal building or use:

Information/Lost and Found

Maintenance Facilities

Mountain Patrol

Mountain Administration

Mountain Patrol Medical Facilities

Base Day Lodge and Food Service

Public Lockers

Public Restrooms

Horseback Riding and Stables

00513070 Bk01166 Pg00380

Mountain Bike Rental, Repair, and Sales
 Ski/Snowboard (etc) Repair, Rental and Sales
 Ski School/Skiwee/Kinderschule/Day Care
 Ticket Sales
 Summer Recreation Facilities
 Public Convention Facilities

(g) "Unit Equivalent"

Unit Equivalent

Configuration	Unit Equivalent
Motel room, not exceeding 500 square feet, including bathroom areas, but not corridors outside of room	.25
Hotel suite, or one bedroom apartment not exceeding 650 square feet, including bathroom areas, but not corridors outside of room	.33
One bedroom or studio hotel room, condominium, or two bedroom hotel suite or condominium, not exceeding 1,000 square feet	.50
Condominium or hotel suite of any number of rooms, not exceeding 1,500 square feet	.75
Condominium of any number of rooms, not exceeding 2, 000 square feet	1.00

Configuration	Unit Equivalent
Condominium of any number of rooms, not exceeding 2500 square feet.	1.33
Condominium of any number of rooms, in excess of 2,500 square feet	1.50
Commercial spaces (approved as part of Master Plan Approval), for each 1,000 square feet of gross floor area, exclusive of common corridors, or for each part of a 1,000 square foot interval	1.00

- (1) Within a hotel or condominium project with front desk nightly rental, up to 5% of the total floor area may be dedicated to meeting rooms and an additional 5% for support commercial, areas without requiring the use of a unit equivalent of commercial space.
- (2) Circulation spaces including lobbies inside or outside of units do not count as floor area of the unit, or as commercial unit equivalents
- (3) Where the unit configuration fits one of the above designations, but the square footage exceeds the footage stated for the configuration, the square footage shall control, and the unit equivalent for that size unit shall apply.
- (4) The Developer shall have the right to make its election of how to apply the unit equivalency within individual building projects. An election of the final unit configuration must be made at the time the application for final site plan is submitted, and the election of unit mixes is part of the conditional use process that the final site plan is reviewed under.
- (5) For purposes of calculating unit equivalency, "condominium" means a residential unit, which is designed to maximize its potential for continuous use as nightly lodging. Such design shall include the provision of front desk accommodation services and lockout units within a minimum of 80% of the units containing more than one bedroom attributed to each Parcel.

Section 2. OBLIGATIONS OF DEVELOPER

2.1 Conditions of Approval

Developer accepts and shall comply with all impact, connection and building fees currently in effect, or as subsequently enacted in a generally applicable fee ordinance, all subject to the provisions in ¶2.1.15 herein, and all conditions of approval imposed by the City in connection with the approval of the PCMR Concept Master Plan, including, but not limited to:

- 2.1.1 The approval includes and incorporates the "PCMR Base Area Master Plan Study" which details volumetrics, horizontal and vertical articulation, maximum square footage of each building, streetscapes, and architectural and design guidelines, all of which are integral to this plan. Large Scale Master Plan approval is conceptual in nature. Each Parcel is subject to conditional use (Small-Scale MPD) review by the Planning Commission. Site specific proposals must substantially conform to the approved PCMR Concept Master Plan. The square footages and unit equivalents are maximums that the Planning Commission may consider during site specific review. The maximum square footages and the volumetrics as described in the PCMR Base Area Master Plan Study are the maximum square footages and volumetrics permitted for each development Parcel. The 1997 Master Planned Area shall not exceed the permitted density of 491.78 Unit Equivalents (excluding support commercial, underground public convention and meeting space). If the Planning Commission approves less than the maximum square footages outlined in the PCMR Base Area Master Plan Study for any given Parcel, that square footage will not be transferred to another Parcel.
- 2.1.2 The volumetrics outlined in the PCMR Base Area Master Plan Study are intended to communicate to potential developers that building height and facade variation are critical components of this project. The volumetrics represent maximums that can be achieved on any given Parcel. The vertical and horizontal articulations that are specified in the volumetrics are

minimums that must be met. If a proposed building does not fill the volumetrics, the minimum roof and facade shifts set out in the Design Guidelines and Volumetrics of the PCMR Base Area Master Plan Study must be present in the reduced structure.

2.1.3 Final site planning to the satisfaction of the Planning Commission is required for each Small Scale MPD that shall include landscaping, streetscape details and finalization of the design guidelines for the buildings. Lighting standards shall be consistent with the standards in effect at the time of application for building permits. If the architectural design guidelines (such as materials, color and fenestration) for Park City become more restrictive in the future than those for this project, the more restrictive guidelines shall apply, but not to the extent that they negatively affect the structural engineering of the project. The final site planning shall orient delivery; service and trash access away from existing residential uses whenever possible. The bridges shown on the preliminary site plan are conceptual only and have not been granted specific approval. The Planning Commission may decide that alternative methods for providing the necessary pedestrian links are more desirable than the bridges depicted in the Concept Master Plan.

2.1.4 Developer has rezoned and partially re-subdivided the 1997 Master Planned Area. Additional re-subdivision will follow. The Planning Commission and City Council shall review and take action on re-subdivision applications as submitted. Construction of the development contemplated by the PCMR Concept Master Plan can move forward only if and when each pertinent re-subdivision is approved by the City Council. At Developer's request, the City has subdivided Parcel A. Developer agrees that Parcel A-1 will be developed first and that Parcels A-2 and A-3 shall be developed as "additional land" (as such term is used in the Condominium Ownership Act, U.C.A. §57-8-1 et. seq.) to the condominium project consisting initially of Parcel A-1.

00513070 Bx01166 Pg00384

- 2.1.5 Neither the City nor the Developer owns the current Bus Drop off Area at the Resort Center. The Bus Drop off Area must be improved, and the Bus Drop off Easement attached hereto as Exhibit G must be executed, prior to any building permit.
- 2.1.6 The Developer has submitted, and the City has approved, a detailed phasing plan attached hereto as Exhibit H.
- 2.1.7 As a part of the phasing plan, the Developer has proposed construction management practices. More detailed construction mitigation plans, to the reasonable satisfaction of the Chief Building Official, are required for each Parcel, as it is proposed for development. At a minimum, those Parcel-specific construction management plans shall address the following:
- Days of the week and hours when construction is permissible
 - Routing of construction traffic so that adjacent residential streets are not affected
 - Material stockpiling and staging on site
 - Parking of construction vehicles
 - Maintenance of pedestrian ways and trails during construction
 - Recycling of construction waste, including the minimizing of off-site soil/material transport.

Reasonable financial security will be required to ensure compliance with each Construction Mitigation Plan.

- 2.1.8 Developer has formed a Master Owners' Association for the 1997 Master Planned Area. The Association shall be responsible for, and shall ensure to the reasonable satisfaction of the City Attorney, the maintenance of all landscaping, streetscape and plaza improvements, pedestrian pathways and trails and other public amenities that are a part of the PCMR Concept Master Plan. The Master Owners' Association shall coordinate recycling, snow removal and maintenance with the existing associations in the Resort Center. Under all circumstances, the Developer is ultimately responsible for the foregoing obligations of the Master Owners' Association.

00513070 Bx01166 Pg00385

- 2.1.9. The Developer shall upgrade utilities, as the City Engineer deems reasonably necessary for the development of the Concept Master Plan. These upgrades shall be consistent with the application of these standards throughout the City. Developer shall provide financial assurance as the City Engineer deems reasonably necessary to secure the completion of public improvements contemplated by the PCMR Concept Master Plan.
- 2.1.10. Concurrent with the review of the Small Scale MPD (CUP) for each building, the Developer shall satisfy fire protection requirements attached hereto as Exhibit I. If building height or square footage is required to be decreased as a result of meeting the fire protection requirements that square footage shall not be transferred to another Parcel.
- 2.1.11. The proposed employee housing shall comply with Section 2.2 herein.
- 2.1.12. The Developer shall comply with the traffic mitigation plan attached hereto as Exhibit J.
- 2.1.13. The Developer shall comply with the parking mitigation plan attached hereto as Exhibit K. This plan shall be reviewed and modified, if necessary, as a part of the Small Scale MPD (CUP) for each phase to evaluate transit alternatives and demonstrated parking needs. If, in practice, the parking mitigation plan fails to adequately mitigate peak day parking requirements, the City shall have the authority to require the Resort to limit ticket sales until the parking mitigation plan is revised to address the issues. The intent is that any off-site parking solution include a coordinated and cooperative effort with the City, other ski areas, the Park City School District, Summit County, and the Park City Chamber/Bureau to provide creative solutions for peak day and special event parking.
- 2.1.14 Development Exclusion.
- Developer shall not promote, encourage, nor allow (to the extent of Developer's current, and if increased, future, legal rights) in the, the Shadow Lake Lease Area, the Thaynes Mining Reservation Area, or the Development Exclusion Area

depicted within the Park City Alpine Terrain (Exhibit C), residential development of any kind nor any commercial nor industrial development which customers will primarily access by rubber tired vehicles. Developer contemplates on-mountain commercial facilities such as restaurants and other services which accommodate individuals engaging in recreational activity on the Park City Alpine Terrain.

This Agreement does not prohibit the transfer of base densities from the Park City Alpine Terrain to other suitable locations in unincorporated Summit County.

Further, most of the Development Exclusion Area is held under ski leases by GPCC, which reserve development rights in United Park City Mines (UPCM) and others. GPCC holds rights of first refusal in lease lands for which the owner receives a *bona fide* offer of sale. GPCC agrees immediately to notify Park City Municipal Corp. of the fact and substance of any offer to purchase which triggers GPCC's right of first refusal to purchase lease lands; and to the extent allowed by the current leases agrees to cooperate with Park City Municipal Corp. to exercise such right of first refusal prior to the expiration of the first right of refusal period described in the leases by a party, which is or will become bound by these Development Exclusions. GPCC further agrees that it will not amend any of its leases involving lands within the Park City Alpine Terrain to reduce or exclude land that is presently subject to this Agreement. The Parties agree that nothing in this subsection is intended to adversely affect lessor's rights in the leases.

- 2.1.15. Developer has chosen to mitigate additional impacts associated with developing the PCMR Concept Master Plan by paying impact fees (consistent with ***Banberry Development Corp. v. South Jordan***, 631 P.2d 899 (Utah 1981)) in lieu of off-site improvements. Developer's commitment to payment of such impact fees is contractual in nature and will be assessed proportionally, prior to issuance of building permits, regardless of fluctuations in state law pertaining to the City's regulatory authority to impose impact fees. The City agrees to incorporate the substance of this subsection in all subsequent development agreements associated with similarly situated projects.

00513070 Bk01166 Pg00387

2.2 Employee Housing

Developer shall construct or provide deed restricted off-site housing for 80 PCMR employees on or before October 1, 2003.¹ The rental rate (not including utilities) for the employee housing will be determined by the City Council Housing Resolutions Establishing Guidelines and Standards, but will not exceed 1/3 of the employee's base gross wages. The rental rate shall be assured in perpetuity through deed restrictions in form and substance satisfactory to the City. Developer must commence construction or complete the purchase of housing to accommodate 80 employees within 90 days of receiving a Small Scale MPD which, in combination with previously granted Small Scale MPDs, represent approvals for a total of 50% of the total square footage of the Concept Master Plan. Developer must work expeditiously to complete the employee housing project(s). In no case shall Small Scale MPDs, which represent approvals for a total of 60% of the Small Scale MPDs within the PCMR Concept Master Plan, be issued until the required housing is available for occupancy. Park City will provide Developer a letter of compliance when it fulfills this requirement.

2.3 Ski Operations Improvements

The Developer has submitted a Mountain Upgrade Plan, which is attached hereto as Exhibit L. Development of the skiing and related facilities as identified in the Mountain Upgrade plan is a conditional use within the City limits and is a subject to administrative review² and approval or rejection for improvements visible from vantage points within the City limits prior to application to Summit County for any necessary County permit. Within the areas shown on the view shed Area map, Exhibit M, the Developer shall notify the Community Development Director of the proposed project and shall submit a plan detailing the proposed location of the alignment and scope of the proposed undertaking will be submitted with such notification. The Developer and the Community Development Director shall discuss the project and the potential

¹ If there is a downturn in the market, and the Developer fails to obtain approval for 60% of the Small Scale MPDs within the PCMR Concept Master Plan, on or before October 1, 2003, Developer shall, at a minimum acquire, by lease or by purchase its proportionate obligation to produce employee housing, and shall offer such housing to employees at a price at or below Park City's applicable affordable housing rates and standards. For example, if only 40% of the Small Scale MPDs have been approved by October 1, 2003, Developer shall provide housing for 32 PCMR employees at the lesser of the City's Affordable Housing rate or no more than 1/3 of the employee's monthly income. Once Developer ultimately achieves the 60% Small Scale MPD approval, it must provide deed restricted housing for all 80 employees as detailed above.

² Developer shall have a right of appeal pursuant to the Land Management Code of any denial of an administrative permit for Ski Operations Improvements.

impacts of the project to Park City including its visibility, re-vegetation plan and erosion control proposal. The following Standards shall apply to the Community Development Director's review:

- 2.3.1. Consistency with the Mountain Upgrade plan. The selection of lift transportation type shall be at the sole discretion of the Developer.
- 2.3.2. The Community Development Director may identify certain techniques as identified in the Park City Mountain Resort Resource Management Plan - Visual Management Guidelines to mitigate any impact to the view shed. The techniques include realignment, re-vegetation, and special silvacultural treatments between ski spaces to achieve the necessary blending. Traditional openings for ski trails and lifts with straight edges and uniform widths will be minimized to the greatest extent possible. Interconnected ski spaces of variable width and length, which are linked together in the fall-line to take advantage of the natural open spaces and vegetative conditions, islands and glades, natural or natural appearing trail edges, are preferred. Trails that are designed for base area return or circulation between fall line areas shall be designed for appropriate grades and widths consistent with minimizing visual impact.
- 2.3.3. Ski run lighting shall be consistent with the Park City lighting standards. Glare shall be minimized to the greatest extent possible.
- 2.3.4. Lift towers shall be painted or otherwise treated to blend with the natural surroundings. The color black, as currently used on the Payday Lift, is considered to be the most appropriate. Other colors may be appropriate that are consistent with low contrast with the surrounding vegetation and terrain. Galvanized lift equipment shall be treated to minimize reflectivity.
- 2.3.5. Vegetation management, re-vegetation and erosion control techniques shall be designed in accordance with the Park City Mountain Resort Resource Management Plan - Vegetation Management Plan and Re-vegetation Guidelines. The objective shall be to achieve a vegetative condition that enhances the skier experience and long term forest health.

Re-vegetation shall be designed to control erosion and to restore ground cover as quickly as possible after ground disturbing activities.

- 2.3.6. **Parking.** At all times Developer shall assure that it has adequate parking or has implemented such other assurances, as provided in the Parking Mitigation Plan, to mitigate the impact of any proposed expansion of lift capacity.

Upon Developer's compliance with the preceding standards, Developer shall apply to Summit County to issue a permit, consistent with the Community Development Director's approval, to proceed with Ski Operations Improvements within the unincorporated portions of the Viewshed Area. Ski Operations Improvements within the City limits shall comply with all applicable laws.

Section 3. DEVELOPMENT OF THE 1997 MASTER PLANNED AREA

- 3.1 Vested Right to Develop. Developer has a vested right to develop the 1997 Master Planned Area in accordance with the PCMR Concept Master Plan, which details volumetrics, horizontal and vertical articulation, maximum square footage of each building, streetscapes, and architectural and design guidelines, all of which are integral to this plan. Each Parcel is subject to Small-Scale MPD/conditional use review by the Planning Commission. Site specific proposals must substantially conform to the approved PCMR Concept Master Plan. The maximum square footages, unit equivalents and volumetrics as described in the Park City Mountain Resort Base Area Master Plan Study are the maximums permitted for each development Parcel. The overall project shall not exceed the permitted density of 491.78 Unit Equivalents (excluding support commercial, underground public convention and meeting space). If the Developer submits, or the Planning Commission approves (based on criteria in the Concept Master Plan), less than the maximum square footages outlined in the Park City Mountain Resort Base Area Master Plan Study for any given Parcel, that square footage will not be allowed to be transferred to another Parcel. The volumetrics outlined in the Park City Mountain Resort Base Area Master Plan Study communicates to potential developers that building height and facade variation is critical components of this project. The volumetrics represent maximums that can be achieved on any given Parcel. The vertical and horizontal articulations that are specified in the volumetrics are

minimum articulations that must be met. If a proposed building does not fill the approved volumetrics, then the minimum roof and facade shifts that are set out in the Design Guidelines and Volumetrics must be present in the reduced structure (i.e. the structure is reduced from the bottom up). It is solely within the Developer's discretion to submit for approval a structure that underutilizes the maximum unit equivalents or square footages for a particular structure. The Planning Commission may approve a Small Scale Master Plan for less than the stated maximum unit equivalents or square footages for any of the development Parcels in each of the following circumstances: 1) the Developer proposes the plan; or 2) the Planning Commission finds that the Developer's proposed plan does not comply with the PCMR Concept Master Plan.

3.2 Permitted Uses. The permitted uses of the Property, the density and intensity of use, the maximum height, bulk and size of proposed structures, provisions for reservation or dedication of land for public purposes and location of public improvements, location of public utilities and other terms and conditions of development applicable to the Property, shall be those set forth in the PCMR Concept Master Plan and are more particularly described as follows:

3.2.1. Parcel Square Footage Allowance Table

Parcel	Gross Resi. Sq.Ft.	Res. Support Comm. & Accessory Use @ 10%	Accessory Use to Resort Operation	Retail/ Comm.	Total (2)
A	287000	28700	35000	(1)	350810
B	294000	29400		(1)	323519
C	159000	15900	18000	(1)	192963

Parcel	Gross Resi. Sq.Ft.	Res. Support Comm. & Accessory Use @ 10%	Accessory Use to Resort Operation	Retail/ Comm.	Total (2)
D	93000	9300		(1)	102338
E	141000	14100	32000	(1)	187157
TOTAL	974000	97400	85000		1156787

(1) If there are retail/commercial uses other than Support Commercial or Accessory uses they will require a proportionate reduction in the square footage that is allocated for the other uses in this table.

(2) Building square footage does not include Resort Accessory Uses, mechanical, maintenance or storage space that may be located below grade or parking as shown in the Concept Master Plan.

(3) Underground public convention and meeting space is allowed in addition to the total Parcel square footage allowance.

3.2.2. **Maximum Unit Equivalents:** Developer is entitled to a maximum of 491.78 unit equivalents.

3.2.3. **Volumetrics:** The specific volumetrics, including Design Intent, Approval Criteria and Assumptions for Parcels A, B, C, D, E, and the Arcade are set forth in detail, and incorporated herein by reference, on Pages 122 through 148 of the Park City Mountain Resort Base Area Master Plan Study.

3.3 State and Federal Laws. Nothing in this Agreement shall limit the future exercise of the police power of the City in enacting zoning, subdivision, development, growth management, platting, environmental, open space, transportation and other land use plans, policies, ordinances and regulations after the date of this Agreement.

Notwithstanding the retained power of the City to enact such legislation under the police power, such legislation shall only be applied to modify the vested rights described in §§3.1-3.2 if the City demonstrates a compelling, countervailing public interest to override the vested rights doctrine. Any such proposed change affecting the vested rights of the Developer shall be of general application to all development activity within the RC zone.

Section 4. AMENDMENT OF AGREEMENT AND DEVELOPMENT PLAN

- 4.1 This Agreement may be amended from time to time by mutual consent of the Parties.

Section 5. IMPLEMENTATION OF THIS AGREEMENT

- 5.1 Processing and Approvals. Site specific plans shall be deemed proposed Small Scale Master Plans pursuant to Section 1.14(a) of the Park City Municipal Corporation Land Management Code (or its equivalent) and shall be subject to the conditional use permit process as set forth in the Park City Municipal Corporation Land Management Code. City shall review and approve or deny site-specific plans according to the Concept Master Plan and the Land Management Code. City shall process and take action on Developer's applications for land use permits and approvals with due diligence.
- 5.2 Cooperation in the Event of Legal Challenge. If any third party challenges the validity of or, any provision of the PCMR Concept Master Plan or the height exception for the Concept Master Plan the parties shall cooperate in defending such action or proceeding and Developer shall indemnify and shall hold City harmless for any expense generated from such challenge.

Section 6. GENERAL PROVISIONS

- 6.1 Covenants Running with the Land. The provisions of this Agreement shall constitute real covenants, contract and property rights and equitable servitudes, which shall run with the land comprising the Property and the Development Exclusion Area. The burdens and benefits hereof shall bind and inure to the

benefit of each of the Parties hereto and all successors in interest to the Parties hereto.

6.2 Transfer of Property. Developer shall have the right to assign or transfer all or any portion of its interests, rights or obligations under this Agreement or in the Property to third parties acquiring an interest or estate in the Property or any portion thereof. Developer's obligations under this Agreement by its assignee or transferee shall not relieve Developer of any responsibility or liability to the expressly assumed obligation. Developer shall provide notice of any proposed or completed assignment or transfer. If Developer transfers all or any portion of the property to any person or entity, the transferee shall succeed to all of Developer's rights under this Agreement as they affect the right to proceed with development of that portion of the Property transferred to the transferee. As portions of the Property are sold, Powdr Corp., Powdr Development Corp., or GPCC may ask the City to apportion their obligations to a successor or to multiple successors in interest. To the extent the City believes that the successor in interest has adequate resources to secure the City's rights in this Agreement, or some portion thereof, the City shall release the Developer from its proportionate residual liability under this Agreement.

6.3 No Agency, Joint Venture or Partnership. It is specifically understood and agreed to by and between the Parties that: (1) the subject development is a private development; (2) City and Developer hereby renounce the existence of any form of agency relationship, joint venture or partnership between City and Developer and (3) nothing contained herein shall be construed as creating any such relationship between City and Developer.

Section 7. MISCELLANEOUS

7.1 Incorporation of Recitals and Introductory Paragraphs. The Recitals contained in this Agreement, and the introductory paragraph preceding the Recitals, are hereby incorporated into this Agreement as if fully set forth herein.

- 7.2 Other Miscellaneous Terms. The singular shall include the plural; the masculine gender shall include the feminine; “shall” is mandatory; “may” is permissive.
- 7.3 Severability. If any provision of this Agreement or the application of any provision of this Agreement to a particular situation is held by a court of competent jurisdiction to be invalid or unenforceable, then, to the extent that the invalidity or unenforceability does not impair the application of this Agreement as intended by the parties, the remaining provisions of this Agreement, or the application of this Agreement to other situations, shall continue in full force and effect.
- 7.4 Construction. This Agreement has been reviewed and revised by legal counsel for both Developer and City, and no presumption or rule that ambiguities shall be construed against the drafting party shall apply to the interpretation or enforcement of this Agreement.
- 7.5 Notices. Any notice or communication required hereunder between City and Developer must be in writing, and may be given either personally or by registered or certified mail, return receipt requested. If given by registered or certified mail, the same shall be deemed to have been given and received on the first to occur of (i) actual receipt by any of the addressees designated below as the party to whom notices are to be sent, or (ii) five (5) days after a registered or certified letter containing such notice, properly addressed, with postage prepaid, is deposited in the United States mail. If personally delivered, a notice is given when delivered to the party to whom it is addressed. Any party hereto may at any time, by giving ten (10) days written notice to the other party hereto, designate any other address in substitution of the address to which such notice or communication shall be given. Such notices or communications shall be given to the parties at the address set forth below:

00513070 Bx01166 Pg00395

If to City to:

City Attorney
P.O. Box 1480
445 Marsac Ave.
Park City, UT 84060

Copy to:
City Manager
P.O. Box 1480
445 Marsac Ave.
Park City, UT 84060

If to Developer to:

Powdr Development Company.
P.O. Box 39
Park City, Utah 84060

Copy to:
Stephen D. Swindle, Esq.
Van Cott, Bagley, Cornwall & McCarthy
50 South Main Street #1600
Salt Lake City, Utah 84144

- 7.6 No Third Party Beneficiary. This Agreement is made and entered into for the sole protection and benefit of the parties hereto. No other party shall have any right of action based upon any provision of this Agreement.
- 7.7 Counterparts and Exhibits. This Agreement is executed in four (4) duplicate counterparts, each of which is deemed to be an original. This Agreement consists of 22 pages, including notary acknowledgment forms, and in addition, thirteen (13) exhibits, which constitute the entire understanding and agreement of the parties to this Agreement. The following exhibits are attached to this Agreement and incorporated herein for all purposes:

Exhibit A	Legal Description of 1997 Master Planned Area
Exhibit B	Legal Description of Park City Alpine Terrain
Exhibit C	Depiction of Park City Alpine Terrain, with Development Exclusion Areas

00513070 Bk01166 Pg00396

Exhibit D	Park City Mountain Resort Area Master Plan Study
Exhibit E	June 25, 1997 Conditions of Planning Commission Approval
Exhibit F	August 21, 1997 Conditions of City Council Approval
Exhibit G	Bus Drop Off Easement
Exhibit H	Phasing Plan
Exhibit I	Fire Protection Requirements
Exhibit J	Traffic Mitigation Plan
Exhibit K	Parking Mitigation Plan
Exhibit L	Mountain Upgrade Plan
Exhibit M	Viewshed Area Map

7.8 Attorneys' Fees. The prevailing party shall be awarded its attorneys' fees and costs to enforce the terms of this agreement.

7.9 Duration. This agreement shall continue in force and effect until all obligations hereto have been satisfied. The PCMR Concept Master Plan shall continue in force and effect for a minimum of four years from its issuance and shall be effective so long as construction is proceeding in accordance with the approved phasing plan. Upon expiration of the minimum four-year period, approval will lapse after two years of inaction, unless extended for up to two years by the Planning Commission.

IN WITNESS WHEREOF, this Agreement has been executed by the City of Park City, acting by and through its City Council as of the ____ day of June, 1998.

Park City Municipal Corporation

By: Charles P. Klingenstein
Charles P. Klingenstein, Mayor Pro Tem

ATTEST: City Clerk

By: Janet M. Scott
Janet Scott, City Recorder



00513070 Bk01166 Pg00397

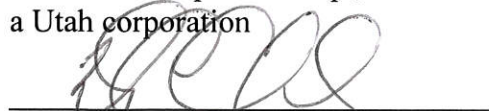
Approved as to Form:



Jodi Hoffman, City Attorney

DEVELOPER:

Powdr Development Corp.,
a Utah corporation

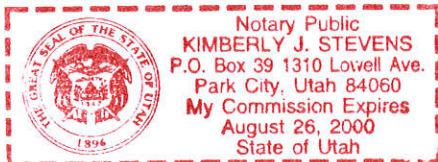


By: Douglas Clyde, President

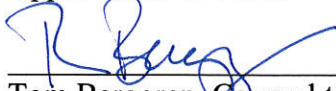
STATE OF UTAH)
 SS

COUNTY OF Summit)

The foregoing Agreement was acknowledged before me this 25 day of June, 1998 by Douglas Clyde, President of Powdr Development Corp., who executed the same on behalf of said corporation.

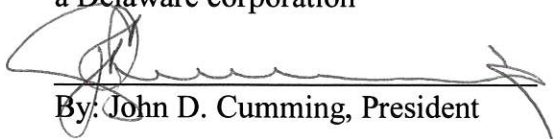

NOTARY PUBLIC

Approved as to Form:



Tom Berggren, Counsel to Powdr Development Corp

Powdr Corp.,
a Delaware corporation



By: John D. Cumming, President

Approved as to Form:



Tom Berggren, Counsel to Powdr Corp

Greater Park City Corp.,
a Utah corporation

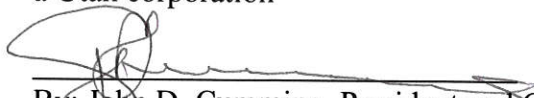
00513070 Bk01166 Pg00398


By: John D. Cumming, President *Greater Park City Corp*

Approved as to Form:


Tom Berggren, Counsel to Greater Park City Corp

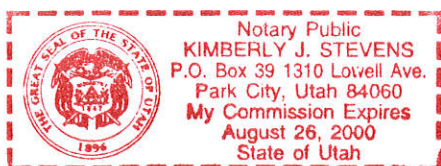
Park City Ski Holidays,
a Utah corporation


By: John D. Cumming, President and General Manager
Approved as to Form:


Tom Berggren, Counsel to Park City Ski Holidays

STATE OF UTAH)
 SS
COUNTY OF *Summit*)

The foregoing Agreement was acknowledged before me this 25 day of June, 1998 by John D. Cumming, President of Powdr Corp., Greater Park City Company, and Park City Ski Holidays, who executed the same on behalf of said corporations.




NOTARY PUBLIC

00513070 Bk01166 Pg00399

MEMORANDUM

To: Members of Park City Planning Commission

From: VRCPC Holdings, Inc.

Date: May 23, 2022

Re: Parking Mitigation Plan for PL-22-05145

On behalf of VRCPC Holdings, Inc. (the “Applicant”), operator of Park City Mountain (PCM), this memorandum is provided to supplement the record relating to the Parking Mitigation Plan submitted as part of PL-22-05145.

Requirement

Section 2.3 of the Development Agreement outlines the process for approving Ski Operations Improvements. Section 2.3 provides for administrative review and requires that “[a]t all times,” the “Developer shall assure that it has adequate parking or has implemented such other assurances, as provided in the Parking Mitigation Plan, to mitigate the impact of any proposed expansion of lift capacity.”

At the request of staff, the Applicant submitted a Parking Mitigation Plan to address the small increase in Comfortable Carrying Capacity (CCC) of 290 that would result from the approved lift upgrades. This Parking Mitigation Plan would be in effect upon approval of the lift upgrades associated with PL-22-05145.

Proposed Mitigation

The Parking Mitigation Plan that was approved as part of PL-22-05145 includes multiple mitigation efforts to address the increased CCC that results from the approved lift upgrades.

Reservation Parking

PCM will implement a reservation only parking system prior to the start of the 2022/2023 ski season. This system will require guests to make advance reservations to park at the Mountain Village Base Area. Guests will not be permitted to park at any of the Mountain Village parking lots (First Time, Main, or Silver King) without proof of a reservation.

Reservations will be available to guests online or via a mobile app. The details of the system will be released prior to the start of the 2022/2023 ski season and will be made readily available to the public through information on PCM’s website, targeted emails, and through a new text messaging system (details below).

The purpose of implementing a reservation system is twofold. First, the requirement of a reservation will limit guests who circulate in and around the base area without having a parking space available at PCM, thus reducing base area congestion and vehicle emissions. Second, reservations will spread out arrival times and reduce peak hour congestion as guests with reservations will be ensured a parking space when they arrive.

PCM and its third-party consultant observed over the 2021/2022 ski season that a main contributor of traffic congestion in and around the Mountain Village Base Area is caused by guests who try to access the parking lots, are unable to find parking and have to circulate back out to main roads. During the load in times in the morning, the City has programmed traffic signals to facilitate movement of traffic into the base area and towards Main Street, Deer Valley and other destinations in Park City. The result of this priority signalization is that traffic trying to circulate in the opposite direction (out of the base area/out of town) has shorter signal lengths, which results in fewer vehicles moving through the intersection with each cycle causing traffic congestion.

Guests who do not have reservations will be made aware that parking will not be available to them and, as a result, will not enter the base area. This will alleviate congestion on the various approaches to the resort, as well as make traffic circulation within the base area more efficient. Reduced base area congestion will allow transit vehicles to move through the area more quickly, making transit access more attractive to residents and guests and further alleviating traffic congestion.

Other resorts and large event venues that have implemented a reservation parking system have seen that the systems efficiently deter guests who do not have reservations from approaching or entering a reserved lot and reduce peak hour congestion.

PCM retained Fehr & Peers, a nationally renowned third-party transportation and parking consultant who has previously done work for Park City Municipal and is familiar with Park City's transportation network. Fehr & Peers evaluated the benefits of implementing a parking reservation system. Similar programs have shown to be an effective tool to manage parking demand at other Utah ski resorts. Fehr & Peers reported that, based upon feedback from the Town of Alta's staff, implementation of the ski area's paid and reserved parking system has led to zero days on which day skiers have been turned around due to a lack of available parking on days in which it has been in effect.

Additionally, PCM has been in touch with other resorts and facilities that have implemented reservation parking systems. These locations have anecdotally represented that a reservation-based parking system is proven to drive a change in guest behavior in and disperse guest arrival times.

In recent years, guests who want to be ensured a parking space at Mountain Village Base Area arrive at the resort very early since parking has been available on a first-come, first-served basis. This leads to a concentrated period of congestion in the base area and unnecessary crowding at base area lifts as guests arrive in advance of lift opening and gather in the base area prior to the resort opening.

A reservation-based parking system will allow guests who have reservations to arrive at the time that is most convenient for them, with the assurance of parking availability. This will decrease pressures on traffic and roadways in and around the base area as guests will not all be arriving in a very short period of time before the resort opens. It will further alleviate base area crowding and early lift lines as guests will spread their arrivals throughout the morning.

The parking reservation system will be implemented in all three lots every day of the ski season up until 1:00pm. Guests will not be required to have a reservation to park after 1:00 pm.

Paid Parking

In conjunction with the reservation system, PCM will implement a paid parking system prior to the start of the 2022/2023 ski season. Paid parking is a proven parking strategy to change guest behavior and reduce parking demand. It will also disincentivize “no show” reservations.

Significant research has been done by planning and transportation experts showing that the introduction of paid parking does drive behavior change and reduces demands for parking. According to Fehr & Peers, paid parking has been shown to encourage guests to carpool and/or utilize transit to access their destination.

There are two quantifiable metrics associated with the implementation of paid parking. Paid parking drives both a reduction in demand for parking and an increase in average vehicle occupancy. The reduction in demand is driven by creating a disincentive for individuals who may have access to transit or are within walking distance or simply prefer not to pay.

Fehr & Peers used a proprietary model based on a meta-analysis of 50 different parking studies to analyze the impacts of implementing paid parking. They analyzed the existing parking supply and observed average parking demand for the 2021/2022 ski season under a \$25/day pricing scheme for all existing base area parking. Relying on price sensitivities for different user groups, they concluded that an approximate 11% reduction in parking demand is achievable under a paid parking system at PCM. The anticipated reduction in demand will be achieved through an increase in vehicle occupancy and an increase in transit ridership.

The anticipated 11% reduction in parking demand is consistent with data collected at other Vail Resorts’ operations that implemented a paid parking system. Beaver Creek Resort in Colorado instituted paid parking during the 2016/2017 ski season for all of its surface lots (940 spaces). The fee for the lots has remained \$10 per day. Similar to PCM, parking is free starting at 1:00pm. Prior to the implementation of paid parking, the Beaver Creek parking lots were filled on average 53 days per season. In the five years since the implementation of paid parking, parking lots have filled an average of 8 days per season.

The reduction in demand is also connected to the increase in average vehicle occupancy (AVO). The same number of guests can access a destination with varying demands on parking, all driven by vehicle occupancy. For example, 300 people accessing the same destination could drive the need for 300 parking spaces if one person occupies each car, 150 spaces if two people occupy each car or 100 spaces if three people occupy each car.

PCM has retained SE Group, one of the nation’s leading experts in ski area planning, who concluded that the implementation of paid parking will increase the average vehicle occupancy from 2.0 people per car (based upon counts conducted by Fehr & Peers in February 2022) to 2.7 people per car. Given the continued concerns about COVID-19 and apprehension around carpooling or riding transit associated with COVID-19, this average occupancy is lower than was typical in seasons prior to COVID.

Based upon this decrease in demand and increase in AVO, the current lots show a surplus of 12 parking spaces based on the increase in CCC generated by the approved lift upgrades. The chart below was compiled based upon information provided by SE Group and Fehr & Peers. The figures are exclusively based on the proposed lift upgrades at issue here and are not dependent on or connected in any way to the pending base area development application.

Total CCC for Park City side of PCM	12,860	12,570 existing + 290 increase
Accessing from Town and SilverStar Lifts	1,325	950 from Town Lift and 375 from Silver Star
Guests within walking distance	4,310	3,249 from lodging in 1996; 437 from Marriott Mountainside; 624 from nightly rental houses
Transit/drop off	2,449	1800 from transit/398 from hotel shuttles/251 from drop off/ride share
Total skiers remaining (require parking)	4,776	
Average Vehicle Occupancy	2.7	2.7 based upon SE Group anticipation with paid parking
Total Parking Spaces Required	1,769	
11% Reduction for Paid Parking	195	Based on F&P analysis
Total Required	1,574	
Total Existing Parking Spaces	1,586	1200 in surface lots; 265 in Resort Center; 75 in Sweetwater; 17 in Legacy/Marriott
Current Surplus	12	

Employee Parking

As part of this PMP, the Applicant will also relocate approximately 90 employees who park onsite to an offsite location. This will result in a net increase of 90 guest spaces at the Mountain Village Base Area.

Currently, PCM employees are permitted to park in the Silver King lot during non-peak days (not weekends or holidays). Under the Parking Mitigation Plan, the Applicant will direct employees to park offsite at the Munchkin property during all days, not just during peak days, making additional parking available for guests at the base area.

Employees have traditionally parked at the high school on peak days. (PCM's Munchkin Road lot was used during the 2020/2021 ski season to accommodate COVID protocols.) Similar to during non-peak periods, moving employees during peak times away from the high school lots will create additional capacity at the high school for guests.

The current proposal is to relocate these employees to the Munchkin Road site, owned by the Applicant. There are 120 spaces currently on that site, of which 30 are used by employees who report to work at that location. The remainder of the spaces are unused. The Applicant is proposing to use this site, which it wholly controls, to supplement parking and will provide transportation to the base area for employees who park there. This will result in a net increase of approximately 90 spaces during non-peak and peak days.

When added to the surplus at the base area based upon the calculation above, this Parking Mitigation Plan shows an overall surplus of 102 parking spaces, exceeding the parking needed for the increase of 290 CCC that results from the lift upgrades based on the calculation below.

Total CCC for Park City side of PCM	12,860	12,570 existing + 290 increase
Accessing from Town and SilverStar Lifts	1,325	950 from Town Lift and 375 from Silver Star
Guests within walking distance	4,310	3,249 from lodging in 1996; 437 from Marriott Mountainside; 624 from nightly rental houses
Transit/drop off	2,449	1800 from transit/398 from hotel shuttles/251 from drop off/ride share
Total skiers remaining (require parking)	4,776	
Average Vehicle Occupancy	2.7	2.7 based upon SE Group anticipation with paid parking
Total Parking Spaces Required	1,769	
11% Reduction for Paid Parking	195	Based on F&P analysis
Total Required	1,574	
Total Existing Parking Spaces	1,586	1200 in surface lots; 265 in Resort Center; 75 in Sweetwater; 17 in Legacy/Marriott
Current Surplus	12	
Proposed Spaces	90	Relocate 90 employees from base to offsite
Total Parking Space Surplus	102	

Employee Transportation Demand Management (TDM) Plans

In addition to the measures noted above, which increase the inventory of parking spaces available for skiers, PCM will continue to promote its employee TDM plans as part of this PMP. Approximately 30 percent of employees are enrolled in the resort's TDM program. PCM will continue to implement these measures, as a condition of the approval of the lift upgrades.

Current measures include, but are not limited to, the following:

1. UTA Van Share – PCM pays for costs and helps facilitate placement in van share through UTA's program.
2. PC-SLC Connect – PCM pays for the costs of a PC-SLC Connect pass for any employee who requests it. Over 7,000 trips of PC-SLC Connect were logged during the 2021/2022 ski season.
3. Transit Incentives – Over the last year PCM invested over \$3,000 in incentives, along with those provided by the City, to encourage use of transit. Employees who track and report their car pooling or transit miles are eligible for various prizes and events throughout the year.
4. Ride On Platform – PCM has participated in the regional platform in partnership with Deer Valley, CVMA and the City to connect employees with ride sharing/carpool opportunities.

Text Messaging

PCM has worked with the City for several years to utilize the City's text messaging system for skier parking updates. The use of that service was discontinued mid-season in the 2021/2022 ski season. PCM has worked diligently since the discontinuation of the City's service to implement a resort-based text messaging service. This will provide a subscription text service for guests to use starting during the 2022/2023 ski season.

Through this system, guests can sign up to receive text message alerts for day-of updates regarding the status of parking at PCM's two base areas, as well as directions for where to park. The system will also provide periodic reminders of the requirement to make parking reservations. PCM will operate this system and will be responsible for disseminating messaging, which will allow messaging to be sent in sync with operations, without depending on a third party.

Details on the service and how to subscribe will be provided to guests prior to the start of the 2022/2023 ski season.

Continued Transit Prioritization

PCM worked closely with City staff over the 2021/2022 ski season to implement a transit priority traffic circulation pattern in the base area. This new traffic flow was piloted over several weekends, with the City and PCM making adjustments during these pilot weekends.

This new circulation pattern prioritized getting transit vehicles into and out of the base area. This was a stated goal of both the City and PCM. Together with paid parking, creating more efficient transit circulation and prioritization will improve the attractiveness of using transit. Transit service includes Park City Transit and High Valley Transit that serve the Mountain Village Base Area, as well as private transit provided by the resort for guests or employees.

PCM will continue to implement this traffic pattern, in continued consultation with the City, making adjustments as needed, keeping with the goal of transit prioritization. This circulation pattern will be a benefit to local residents who can ride Park City or High Valley Transit from a location near their home to the base area with ease. As early as 1998, the Mountain Upgrade Plan notes that vehicle occupancy by locals is lower than destination or regional guests. Measures to prioritize transit are shown to reduce parking demand created by locals and others who use transit.

Specifically, PCM will maintain the one-way westbound approach on Shadow Ridge Road with one dedicated lane for skier drop off (shown in red below) and one dedicated lane for transit vehicles only (shown in green below). This will direct drop-off traffic into the current transit center (shown in red) and buses will serve the island between Lowell Avenue and the drop-off center (shown in green). This will continue to provide drop-off and transit only access on the portion of Lowell Avenue between Shadow Ridge Road and Manor Way (“Upper Lowell Avenue”) during morning arrival times. (Blue arrows demonstrate areas of combined traffic flow).



Offsite Parking

In addition to the more than 1,700 spaces available at the Mountain Village Base Area, all of which, if the ACUP is affirmed, will be part of the paid reservation parking system starting with the 2022/2023 ski season, free, first-come, first-served offsite parking locations will be available.

First, PCM operates two base areas with equal access to the mountain and resort. Canyons Village has over 1,600 parking spaces, of which 1,175 are currently free to guests. Guests who park at Canyons will access the ski terrain through the lifts that service Canyons Village. From there, guests have access to the entire resort through the extensive lift network, including the Quicksilver Gondola.

Second, PCM has secured an agreement with the Park City School District to use nearly 400 parking spaces at Park City High School on weekends and holidays (with the exception of Sundance weekends when it is used by the City/festival organizers) during the 2022/2023 season. The School District has indicated to

PCM that they are willing to continue to permit use of the lot going forward. In the event that a future agreement is not secured, PCM will provide an alternative plan for review by the Planning Director.

The high school is currently served by Park City Transit. PCM has contracted with the City and paid costs associated with the City's running of supplemental transit during peak times. Due to staffing issues last season, the City was unable to fully staff that route, causing delays for guests. PCM will work with the City to either continue to pay for supplemental transit service or provide private supplemental transit as needed to ensure the guest experience from the high school is efficient and convenient.

Lastly, there are multiple public Park 'n Rides located in and near Kimball Junction. These lots are intended for use by the public and are served by High Valley Transit. These locations have been largely underutilized in recent years and can absorb additional guests who do not wish to pay for parking. High Valley Transit has confirmed that adequate bus service is available currently from Ecker Hill, Kimball Junction and Jeremy Ranch Park & Ride lots. High Valley Transit wants these lots to be fully utilized to promote the use of their transit service.

Communications Plan

If the ACUP approval is upheld, PCM agrees to a condition that will require the implementation of a robust communication plan with guests. PCM will use the following methods to communicate with guests regarding changes to parking operations and the paid reservation parking system. This list is not exhaustive and is subject to change to adapt to changes in communications, all of which will be done in consultation with the Planning Director.

- Website
 - PCM will update its website to include prominent "know before you go" information, including paid parking, the reservation requirement and alternative parking locations.
 - This messaging will also include promotion of transit options and carpool incentives.
 - PCM will explore options for notifying purchasers of PCM lift tickets, ski school lessons and rentals of the parking reservation requirement at the point of purchase.
- Social Media
 - PCM will use social media channels to inform guests of the implementation of paid parking and about required parking reservations.
 - This messaging will be pushed multiple times throughout the season, including frequent early season communications and communications around peak holiday periods.
- Geo-Fenced Email Communications
 - PCM will use geo-fenced email communications to inform regional and local passholders of the implementation of paid parking and about required parking reservations.

Local Messaging

- PCM will periodically contact local media, including KPCW, the Park Record and the Town Lift to request that they provide parking information to local guests.
- Text Messaging

- As noted above, beginning in the 2022/2023 ski season, PCM will implement a subscription text messaging service to provide guests with parking and traffic information. Guests will have the option to subscribe to updates.
- This messaging will include day-of updates on the status of parking at PCM's two base areas with directions for guests on where to park along with periodic reminders of the parking reservation system and the requirement to make parking reservations.
- Meeting and Consultation with the City
 - As a condition of approval, PCM agrees to meet at least biannually with the City to discuss transportation and parking operations, including the measures provided in the Parking Mitigation Plan. Historically, PCM and the City have had continuous discussions during ski season to keep both parties informed of resort operations and City operations. The condition of this approval, if upheld, would formalize and codify that process.

Re-investment of Parking Revenues

PCM is a committed partner in the community, together with the City, other ski resorts, other businesses and residents. The resort's contributions in the community are extensive, from providing over \$1.5 million in resort tax revenue to over \$3.9 million per year in charitable giving to ongoing collaboration with the City and residents on historic mining preservation to employing nearly 1,000 residents of Park City during the winter season. PCM is proud of what it contributes.

In addition to these existing contributions, PCM has agreed to re-invest parking revenues in transportation, transit, parking and traffic improvements in the area. PCM will work with the City to align these investments with City goals to enhance transportation and improve the experience for guests and visitors of Park City, not just PCM.

MEMORANDUM

To: Members of Park City Planning Commission

From: VR CPC Holdings, Inc.

Date: May 23, 2022

Re: Snowflower HOA Communication Timeline

This memo outlines the timeline of communications between the Applicant, Park City Mountain (PCM), and its representatives and the Snowflower Condominiums HOA and its members. The Snowflower Condominiums HOA and its members provided comments regarding the Applicant's proposed lift upgrades, but they have not appealed the Planning Director's decision. In the spirit of collaboration and transparency, however, the Applicant is submitting the following information to provide additional context regarding the conditions of approval set out in the Planning Director's administrative conditional use permit.

For background, Snowflower Condominium was constructed in 1978 and is located immediately adjacent to the ski area. Snowflower Condominium is represented by two separate homeowner's associations (HOA).

September 24, 2021	PCM publicly announces the plan to upgrade the Eagle and Silverlode lifts as part of the Epic Lift Upgrades for the summer of 2022.
October 25, 2021	Alliance Engineering/Surveyors staked both proposed Eagle Express and Silverlode lift alignment centerlines and front and back locations of lift terminals.
November 5, 2021	Shaydar Edelmann, VP of Mountain Operations and John Sale, Director of Mountain Planning, met on-site with Teri Whitney, Snowflower HOA General Manager to share and discuss proposed Eagle Express lift location and alignment. Eagle bottom terminal was staked at front and back of centerline and shown to Teri Whitney at this meeting.
November 20, 2021	Shaydar Edelmann met with Snowflower HOA to provide an overview of the lift plans and discuss the bottom terminal location. Most feedback was generally positive, with some concerns raised from individual residents about the proximity of the lift terminal.
March 29, 2022	Shaydar Edelmann participated in a phone call with HOA General Manager and further discussed lift upgrade projects and requested a letter of support from the Snowflower HOA.
April 1, 2022	Shaydar Edelmann attended the site visit with HOA General Manager and Doug Whitney, Snowflower Condominiums Maintenance Project Manager and discussed Eagle Express lift placement and potential impacts including access to resort from Snowflower.

April 7, 2022	Shaydar Edelmann participated in a phone call and email conversation with the General Manager and discussed concerns from HOA. Set up time to meet on April 8 th .
April 8, 2022	Shaydar Edelmann met with HOA Board to discuss concerns and received verbal support from most participants with one vocal dissenter.
April 8 – April 25	Shaydar Edelmann exchanged follow-up emails with both the previous and new General Manager offering to answer concerns but declining to accommodate the request to relocate the new lift as well as the existing First Time lift, which was requested by certain residents.
April 25, 2022	In response to public comment, PCM agreed to move the bottom terminal of the new Eagle Express lift five additional feet from the Snowflower property line and offered to install fencing and/or plant landscaping to increase screening of the Snowflower buildings from the proposed lift. This was presented at the Administrative Conditional Use Permit hearing and several owners noted their appreciation for this adjustment.
April 27, 2022	Shaydar Edelmann received the following email from Jennifer Booth, Snowflower HOA General Manager (also attached for reference).

Shaydar,

First off, thank you so much for the time and effort you've invested in working with us to address some of the issues surrounding the Eagle Lift upgrade. I know we're all very excited about the new lift and appreciate the consideration you've given us. We can't wait to see the helicopters this summer!

The Snow Flower HOAs have discussed our next steps, and I've outlined our thoughts on how to move forward below.

- 1. We appreciate the extra five feet you've offered – I think it will give the folks from Building 2 some extra space to maneuver around that low clearance area. Would it be possible to grade the incline at the top of those stairs behind Building 2 during construction of the lift? It gets fairly steep, particularly when there's snow on the ground, and this seems like a good opportunity to address that.*
- 2. We understand that one of the conditions of approval from the city was parking attendants to enforce the paid reservation system. We'd like to request that someone be placed at the intersection of Silver King and Three Kings to direct people away from our parking areas and those of other neighboring HOAs. I suspect that folks who get turned away will start hunting for the closest free parking they can find, so it may be beneficial to identify key locations (such as that intersection) for placement of parking attendants and security personnel.*

3. *We would like to wait one year before requesting any security mitigation measures. We think it's important to take some time to understand what the lift will look like and the impacts it will actually have before installing any permanent fixtures or adding landscaping. We ask for a commitment from PCMR to discuss and address the security mitigation measures next spring. We've also invited our owners to take an active role in reporting issues, benefits and suggested solutions.*

I've notified Gretchen of how we would like to proceed and have included her on this email as well. Feel free to give me a call if you have any questions or would like to discuss any of these requests further, and if there's anything we can do to help, please don't hesitate to reach out.

Thanks again,

-Jen

PCM is committed to continuing communication with Snowflower condominiums through their HOA general manager.

To: Members of the Park City Planning Commission
From: VRCPC Holdings, Inc.
Date: May 23, 2022
Re: VRCPC Holdings, Inc.'s Response to Appellants' Appeal Submission

This is an appeal of the Park City Planning Director's decision to issue an administrative conditional use permit that allows Park City Mountain (PCM) to upgrade two ski lifts. The Planning Director reached her decision after employing a rigorous and thorough process. She analyzed the application for over three months, retained an outside consultant, sought public comment, reviewed input from appellants and other community members, and held a lengthy public hearing. Only then did she issue an administrative CUP, containing 19 detailed conditions of approval.

Unhappy with the outcome, appellants argue that PCM must obtain a CUP, rather than an administrative CUP. PCM's Development Agreement with the City forecloses these claims. The Agreement plainly provides that where, as here, lift upgrades are identified in the approved Park City Mountain Upgrade Plan, the correct path is an administrative CUP. Appellants' contentions that PCM's parking mitigation plan does not satisfy the requirements for an administrative CUP are also meritless. That is presumably why appellants devote the remainder of their submission to impacts that are not relevant to the Planning Director's decision to issue an administrative CUP under the Development Agreement allowing the lift upgrades—the only subject of this appeal. The Commission should affirm the Planning Director's decision without further delay.

Background

Park City Mountain—the largest ski resort in the United States—provides a world class mountain experience for its guests. As part of its commitment to maintain and enhance that experience, PCM invests in improvements to ski operations, including ski lift upgrades.

A. The Park City Development Agreement and Mountain Upgrade Plan

In 1998, the City approved a Development Agreement—including a Mountain Upgrade Plan—that governs ski lift upgrades at Park City Mountain. The Mountain Upgrade Plan sets out (at pp. 29-30) a "lift upgrading program," which involves installing seven new lifts and "replac[ing] and/or reconfigur[ing] . . . several . . . existing lifts" to "improv[e] access and distribution to the mountain." The Plan instructs (at p. 5) that "[s]ki lifts should be placed to serve the available ski terrain in the most efficient manner, while considering a myriad of factors such as . . . interconnectability between other lifts and trails[] and the need for circulatory space at the lower and upper terminal sites." It also sets out (at pp. 5, 35) PCM-wide and lift-specific maximum comfortable carrying capacity restrictions, *i.e.*, the daily "number of visitors that can be accommodated at any given time[] which guarantees a pleasant recreational experience."¹

¹ Comfortable carrying capacity is not a visitation metric. Neither is it a cap on the number of daily visitors. See Staff Report Exhibit M at p. 2. Rather, it is a resort design and planning metric, and "[a]n increase in [comfortable carrying capacity] does not directly cause an increase in business or in demand." Staff Report Exhibit M at p. 4.

The Development Agreement requires PCM to obtain an administrative CUP from the Planning Director before it can upgrade any of the ski lifts specified in the Mountain Upgrade Plan.² The Development Agreement requires (at pp. 12-13) the Planning Director to consider six factors before granting a permit. If, for example, a proposed lift upgrade will expand lift capacity, PCM must have “assure[d] that it has adequate parking or . . . implemented such other assurances, as provided in the Parking Mitigation Plan, to mitigate the impact of any proposed expansion of lift capacity.”

B. Factual background

In January 2022, PCM submitted an administrative CUP application to the Planning Director, seeking to upgrade two lifts at Park City Mountain as part of the Mountain Upgrade Plan. PCM proposed to upgrade its existing Silverlode lift from a six- to an eight-person chair. PCM also sought to remove two lifts and replace them with a new high-speed, six-person chair (the Eagle lift).³ PCM noted that the upgrades will not significantly increase the resort’s overall comfortable carrying capacity, which will still fall well below the maximum capacity set out in the Mountain Upgrade Plan. See Staff Report Exhibit H (stating that the resort’s comfortable carrying capacity with the upgraded lifts will be 12,860 visitors); see also Mountain Upgrade Plan at p. 35 (allowing a maximum comfortable carrying capacity of 13,700 guests).

Both upgrades, PCM explained, will improve guest experiences. Among other things, the lifts’ increased efficiencies will decrease wait times in lift lines, allowing guests to spend more time on the mountain. Both lifts will also allow guests to efficiently access and circulate through available terrain. PCM stated that, if approved, it will upgrade the lifts during the 2022 construction season and will open the lifts to guests starting with the 2022-2023 season. See Attachment to PCM’s Application at pp. 1-3.

While PCM was preparing its application and after filing it, PCM’s Vice President of Mountain Operations attended multiple meetings with community members and offered solutions to address their concerns. Among other things, PCM agreed to plant trees and build a privacy fence along a neighboring property line. See PCM’s Apr. 14, 2022 Response to Public Comments at pp. 1-2.

PCM also consulted SE Group, a leading expert on ski area planning, and Fehr & Peers, a third-party transportation and parking consultant, to formulate a project-specific parking mitigation plan.⁴ See Staff Report Exhibit L. Even though SE Group concluded that the lift

² The Development Agreement refers to the Community Development Director, but this position was eliminated and replaced with the Planning Director.

³ The Silverlode lift will increase slightly its comfortable carrying capacity from 1,650 to 1,820 visitors. The Eagle lift will have a comfortable carrying capacity of 580 visitors. Both are well below the maximum capacities set out in the Mountain Upgrade Plan, *i.e.*, 2,080 and 1,230 visitors, respectively. See Notice of Planning Director at p. 2.

⁴ Appellants suggest (at pp. 9-12, 14) that PCM is improperly relying on a parking mitigation plan associated with a different application. That is wrong. The plan states that it is “associated with the administrative CUP application for the Eagle and Silverlode lift

“upgrades will not generate an impact on parking,” Staff Report Exhibit L at p. 5, PCM committed to undertake several mitigation efforts. It provided that it would implement a paid reservation system to park in PCM’s Mountain Village lots before 1:00pm. As PCM explained, this system will result in an approximate 11 percent decrease in demand for parking spaces and will incentivize guests to carpool or use transit alternatives, thus increasing average vehicle occupancy and reducing the total number of vehicles that attempt to park at the resort. It will also spread arrival times out and reduce traffic congestion because guests who have reservations will no longer need to arrive early in order to secure parking or circle the lot, looking for a space. Likewise, guests who choose not to secure a reservation can avail themselves of alternative free parking options. Among other mitigation efforts, PCM also agreed to convert approximately 90 employee parking spaces to guest spaces. See Staff Report Exhibit L at pp. 1-4.

C. The Planning Director’s decision

After conducting a lengthy public hearing and considering the comments of appellants and multiple other community members, the Planning Director issued a final decision, approving PCM’s application. As an initial matter, she concluded (at p. 2) that both of the proposed lift upgrades were planned in the Mountain Upgrade Plan. Accordingly, she considered (at pp. 2-4) the six factors set out in the Development Agreement in deciding whether to grant an administrative CUP.

As to the first and last factors—consistency with the Mountain Upgrade Plan and parking—the Planning Director concluded (at pp. 2-3) that the proposed lift upgrades “comply with” the Plan’s requirements. She also found (at p. 4) that PCM’s parking mitigation plan satisfied the Development Agreement’s parking requirements.

Concerning the remaining factors, the Planning Director found (at pp. 3-4) that: (1) “the visual impact of the lift upgrades have been minimized and are not more impactful than existing lifts being replaced/upgraded”; (2) “there is no proposed lighting with the lift upgrades”; (3) “the lift towers will be treated to blend with the natural surroundings”; and (4) “vegetation removal will be mitigated.”

The Planning Director then imposed (at pp. 4-7) nineteen conditions of approval to memorialize PCM’s agreed-upon solutions, to address comments and concerns made by appellants and other community members, and to mitigate any potential detrimental impacts from the lift upgrades. As relevant here, at least six conditions relate to parking. Among other things, they require PCM “to provide parking and traffic information demonstrating compliance with the Parking Mitigation Plan” and to “use the net proceeds generated from paid parking . . . to reinvest in transportation, transit, traffic mitigation, and/or parking measures to support guest access to the resort and traffic mitigation in and around the resort.”

This appeal followed.

replacements.” Staff Report Exhibit L at p. 1. The Planning Director’s decision also confirms (at p. 6) that “[t]his approval, including the parking mitigation herein, is solely for the installation and capacity associated with the lift upgrades subject to this application.”

Argument: The Planning Director Properly Issued an Administrative CUP Allowing Two Lift Upgrades Identified in the Mountain Upgrade Plan

A. The City-Approved Development Agreement confirms that PCM properly applied for an administrative CUP

Appellants do not dispute that the City has approved a Development Agreement that sets out the six factors the Planning Director must consider when reviewing ski lift upgrades identified in the Mountain Upgrade Plan. Instead, they claim (at pp. 13, 19) that the City's Land Management Code (LMC) does not authorize the Planning Director to issue an administrative CUP for lift upgrades. Appellants misunderstand the legal framework.

Utah Code § 10-9a-532 permits a municipality to "enter into a development agreement containing any term that the municipality considers necessary or appropriate," even if that term differs from or conflicts with a term in an existing ordinance. *See also* Utah Code § 10-9a-102(2). Here, Section 2.3 of the Development Agreement provides (at p. 11) that the "[d]evelopment of the skiing and related facilities as identified in the Mountain Upgrade plan is . . . subject to administrative review." The text further tells us (at pp. 11-12 & footnote 2) precisely what kind of permit the City deemed necessary and appropriate for ski operations improvements identified in the Plan, including "lift[s]"—*i.e.*, "an administrative permit."

This interpretation is consistent with the City's past approach to lift upgrade approvals. Since 2015, PCM has obtained administrative CUPs to replace its Motherlode and King Con lifts because those lifts were specified in the Mountain Upgrade Plan. Where lifts are not identified in the Plan, PCM has obtained CUPs from the Planning Commission, *e.g.*, for the Quicksilver Gondola. *See* Staff Report at p. 3. Here, both of the proposed ski lift upgrades are identified in the Mountain Upgrade Plan: the Eagle lift is referred to as "Chondola," and the Silverlode lift is referred to as "Prospector." Attachment to PCM's Application at pp. 2-3.

Lest there be any doubt, the Development Agreement states (at pp. 1-2, 13) that PCM "has a vested right to develop" and may "contract in reliance on" that right. Accordingly, the Planning Director followed the law in issuing an administrative CUP, and the Commission should limit itself to reviewing the factors set out in the Development Agreement.

B. PCM's parking mitigation plan complies with the Development Agreement's parking requirements for lift upgrades

Appellants offer a number of arguments attacking PCM's parking mitigation plan. Their disagreement with what the Planning Director decided after carefully considering public comments does not render the administrative CUP invalid.

Appellants primarily complain (at pp. 8-9, 12, 15) that the plan does not provide any "guaranteed or dedicated offsite solutions with connections to improved bus service getting to or from the resort." Notably absent from the Development Agreement's parking requirements for ski lift upgrades, though, is any requirement for offsite solutions. PCM is not required to implement the plan or provide audit metrics in order to receive an administrative CUP. What matters, as explained, is whether PCM has "assure[d] that it has adequate parking or has

implemented such other assurances . . . to mitigate the impact of any proposed expansion of lift capacity.” Development Agreement at p. 14. Given that the lift upgrades will not even “generate an impact on parking,” Staff Report Exhibit L at p. 5, the parking mitigation plan’s paid reservation system and other mitigation efforts amply assure, as the Planning Director correctly recognized (at p. 4). Appellants’ quibbles (at p. 15) over what the permit’s parking-related conditions “presume[]” and “stipulate” does not change the fact that the conditions further assure adequate parking and provide for “ongoing assessment” to minimize any detrimental parking impacts that arise from the two proposed lift upgrades. Notice of Planning Director at p. 4.

Next, appellants cite the Mountain Upgrade Plan to assert (at pp. 9-15) that a parking mitigation plan for lift upgrades must address parking and circulation with respect to a peak ski day. The Mountain Upgrade Plan is not the applicable standard. The applicable standard for an administrative CUP for lift upgrades is to “mitigate the impact of any *proposed expansion* of lift capacity.” Development Agreement at p. 13 (emphasis added). Therefore, PCM has proposed a parking mitigation plan to address the proposed increase in comfortable carrying capacity of 290.

Appellants’ next bid is to suggest (at p. 18) that a CUP is required because the parking mitigation plan affects behavior in the commercial recreational zone. Appellants’ theory is flawed. PCM is not seeking a conditional use in the commercial recreational zone; it is seeking to upgrade ski lifts in the recreation and open space zoning district. Notice of Planning Director at p. 1.⁵ In any event, as explained, the Development Agreement, not the LMC, governs here.

Finally, in an effort to manufacture the appearance of irregularity, appellants suggest (at p. 17) that is inappropriate for a planning director to approve a parking mitigation plan that her staff had a hand in crafting. Appellants are mistaken. There is nothing improper or unusual about the Planning Director’s staff asking PCM for additional information. See Staff Report Exhibit L at p. 1. Indeed, the Development Plan requires (at pp. 11-12) the Planning Director to “discuss the project and the potential impacts of the project” with PCM. Accordingly, upon request, PCM submitted a thorough—and transformative—parking mitigation plan.

C. Appellants’ remaining arguments are improper invitations to apply additional criteria that the Development Agreement does not require to an administrative ski lift upgrade approval

Faced with the fact that the Planning Director properly applied the Development Agreement’s standards for review, appellants try a different tack. They invite (at p. 11) this Commission to consider impacts for which the LMC requires mitigation but the Development Agreement does not. This Commission should decline. Even if the Development Agreement did not govern (it does) and PCM had to obtain a CUP under the LMC (it does not), the proposed lift upgrades satisfy the criteria set out in LMC 15-1-10(E), as PCM explained in its application, Attachment to PCM’s Application at pp. 4-6, and as the Planning Director and her staff concluded, see Notice of Planning Director at p. 4; see also Staff Report at pp. 6-8.

⁵ Likewise, it is no help to appellants (at p. 18) that LMC 15-2.7-2 says that a “Parking Area or Structure with five (5) or more spaces” is a conditional use in the commercial recreational zone. PCM is not seeking permission to build a parking area or structure; it is seeking approval for two ski lift upgrades that are identified in the Mountain Upgrade Plan.

Appellants lean heavily on purported traffic considerations, *see* LMC 15-1-10(E)(2), suggesting (at pp. 8-9) that the parking mitigation plan’s paid reservation system will push guests to park on nearby streets and business premises. Appellants’ fear is unfounded. As explained, paid parking has been proven to reduce the demand for parking spaces and to increase carpooling and transit use, which will reduce the total number of vehicles that attempt to park at the resort. (*See* Fehr & Peers’ May 23, 2022 memo). The reservation requirement, in turn, will reduce traffic congestion and parking near the base area. Among other things, it will spread out arrival times because guests with reservations will no longer need to arrive early to secure parking. In addition, because PCM will inform guests about the reservation requirement well in advance of their arrival at the base area, *see* Staff Report Exhibit L at pp. 2-3, fewer guests will need to seek parking nearby after failing to secure a space at the resort. Instead, guests who have not secured a reservation (or who do not want to pay for parking) can avail themselves of alternative designated parking options.⁶ In any event, PCM will also use the net proceeds from paid parking to “reinvest in transportation, transit, traffic mitigation, and/or parking measures to support guest access to the resort and traffic mitigation in and around the resort.” Notice of Planning Director at pp. 6-7.

Appellants also argue (at pp. 8, 15) that there were several parking overflow days last season and speculate that this must mean that PCM is violating a provision of the Mountain Upgrade Plan (at p. 35) that discourages a “common practice” of reaching 110 percent of the resort’s comfortable carrying capacity. That is wrong. PCM is not in violation of the Mountain Upgrade Plan. Also missing from all of this is any explanation as to why this would warrant denial of the two lift upgrades requested here. After retaining and consulting an independent expert, the Planning Director correctly concluded that the comfortable carrying capacities for both upgraded lifts—1,820 and 580 visitors for Silverlode and Eagle, respectively—were well below the maximum capacities set out in the Mountain Upgrade Plan. *See* Notice of Planning Director at p. 2; *see also* Staff Report at pp. 4-5. Indeed, even on days when the lifts reach 110 percent of their comfortable carrying capacities, the number of guests would still fall below the lifts’ maximum comfortable carrying capacities. *See* Mountain Upgrade Plan at p. 35 (establishing maximums of 2,080 and 1,230 visitors for the Silverlode and Eagle lifts, respectively).

Finally, appellants assert (at pp. 9, 11) that no one evaluated “water and sewer system capacity.” *See* LMC 15-1-10(E)(3). They are wrong. PCM explained that “[n]o additional sewer or water capacity is needed” for the proposed lifts. Attachment to PCM’s Application at p. 5. In any event, appellants make no effort to explain why additional capacity is needed when the lift upgrades do not add any facilities that would connect to the water and sewer systems, as the Planning Director and her staff correctly recognized. *See* Notice of Planning Director at p. 4; *see also* Staff Report at p. 6.

⁶ Appellants are mistaken in positing (at pp. 8, 15) that overflow parking will not be available at Park City High School. PCM has signed a contract to use the high school’s parking lot on weekends and holidays for the 2022-2023 season. If that contract is not renewed, the Planning Director can “impose additional conditions or operational changes” under permit condition 15. Notice of Planning Director at p. 6.

Conclusion

For the foregoing reasons and those advanced by the City, PCM respectfully requests that the Commission affirm the Planning Director's administrative CUP at the June 8, 2022 hearing.

Memorandum

Date: May 23, 2022

To: John Sale,; Park City Mountain Resort
Lillian Lederer, Park City Municipal Corporation

From: Dan Cawley, Jon Nepstad, AICP; Fehr & Peers

Subject: Potential Impacts of Paid Parking on Parking Demand and Trip Generation

UT22-2339

This memorandum describes how charging for parking can affect demand for parking and upstream effects on mode choice and trip generation. To reduce traffic generated by day skiers on weekends and holidays, Park City Mountain Resort (PCM) intends to charge for parking during the 2022-2023 ski season. Charging for parking is among the most effective means of influencing travel behavior available to PCM, as it acts to discourage inefficient means of travel to the ski area (namely driving alone) while encouraging more efficient options (such as carpooling and riding transit). An abundance of free parking locally and nationally is seen by many transportation professionals as a key structural element of transportation infrastructure that incentivizes traveling by car.

Parking Fundamentals

Municipalities often require that property owners and developers provide a minimum amount of off-street parking based on the proposed use of a given property. In its most benevolent form, these minimums are instituted to ensure that patrons of a business, who are expected to arrive by car, will have space in which to park their vehicles. In its most malignant form, abundant free parking encourages inefficient travel behavior by enabling drivers to travel alone and a broader misallocation of resources (land).

Increasingly, municipalities are reevaluating how parking requirements have affected our built environment and travel behavior, as planners and transportation professionals acknowledge the connection between vehicle trip generation and abundant parking. Updating how new parking is provided, or how existing parking is managed, is an essential element in managing our broader transportation system.

Charging for Parking

Charging for parking is an increasingly common tool in managing parking supplies and associated traffic in a variety of scenarios. While familiar in downtown areas, it is increasingly common in the context of ski areas, as shown below in **Table 1**.

Table 1: Parking Policy at Utah Ski Areas

Ski Area	Paid Parking in Effect	Notes
<i>Sundance</i>	Yes	System incentivizes carpooling through a tiered pricing system
<i>Alta</i>	Yes	Reservations are required on weekends and holidays, free after 1:00 PM
<i>Brighton</i>	Yes	Majority of parking is free with an optional reservation system
<i>Snowbird</i>	Yes	Mix of free and paid parking, priority parking reserved for vehicles with 4+ occupants
<i>Deer Valley</i>	Yes	Minimal paid parking in effect, priority parking on weekends and holidays for vehicles with 3+ occupants
<i>Snowbasin</i>	No	Preferred parking for vehicles with 3+ occupants in one lot
<i>Powder Mountain</i>	No	
<i>Nordic Valley</i>	No	
<i>Solitude</i>	Yes	Tiered pricing based on vehicle occupancy

Source: Fehr & Peers, Vail Resorts, 2022.

The implementation of paid parking at PCM would represent a sea change in how guests who drive access the ski area. However, considering increased traffic congestion in recent years, paired with an ever-increasing need to travel by more sustainable modes, the benefits of charging for parking at PCM are significant.

Benefits of Paid Parking

The potential benefits of implementing paid parking at PCM are driven primarily by its ability to influence travel behavior. If a large enough portion of PCM guests opt to travel by more efficient modes (riding transit, carpooling, or use of other modes), area traffic may be reduced. The potential benefits stemming from reduced traffic volumes are myriad, and a key justification for pursuing the implementation of paid parking at PCM.

Promoting Mode Shift

Promoting mode shift (change in by what mode of transportation travelers arrive at their destination) is a laudable pursuit, and Park City Municipal Corporation is promoting this through their “Transit First” goal. As stated elsewhere, charging for parking is one of the best available ways to influence travel behavior and should increase travel by other modes.

Dispersed Arrival Times with More-Complete Information

Implementing a required reservation system will provide guests with more information as to where they can expect to find parking, reducing the reliance on real-time messaging and allowing guests to arrive at more distributed (later) times. This information will be provided in advance of departing for PCM, allowing guests to select the travel option that best suits their needs.

Paid Parking at Park City Mountain

To quantify the potential benefits of paid parking on existing demand at PCM, the existing parking supply and observed, average parking demand from the 2021-2022 ski season was analyzed under a \$25/day pricing scheme for all existing PCM base parking. It is our understanding that PCM has not yet determined rates for the 2022/2023 season but we used \$25 as an average of ski resort pricing. Relying on price sensitivities for different user groups (in this case guests) published in a meta-analysis of 50 different parking studies, an 11% reduction in parking demand is achievable under a paid parking system at PCM.

This analysis is based on price elasticities for different user groups identified in *The price elasticity of parking: A meta-analysis* (Lehner, Peer, 2019). This analysis evaluates only potential reductions in demand for guests ("visitors" in the referenced literature), as it is assumed that all PCM employees will be required to park off-site. Further, this analysis relies on access to alternative modes as a viable means for accessing the PCM base. Lastly, as the methods outlined in the analysis better capture reactions to price increases when the starting price is more than \$0 (as is the case at PCM), we assumed a starting price of \$10 to reflect the existing parking experience at PCM. While there is no current price, the opportunity cost of arriving early enough to access available parking is not zero, as the peak arrival times are increasingly early in the day to ensure a parking spot is available, and navigating crowded parking lots (by car or on foot) can be inconvenient.

This analysis relies on a host of variables taken from 50 studies on parking price elasticities including elasticity of occupancy, dwell time, and volume. For guests, a price elasticity of approximately 0.0 to -0.4 (a 10% increase in price is expected to result in a demand reduction of from 0-4%) was used to determine the reduction of 11% in parking demand should a price of \$25 be implemented on a daily basis.

We anticipate that the potential reduction in demand will be achieved through an increase in vehicle occupancy, and/or an increase in transit ridership. However, we also expect that parking supply at PCM will be fully occupied on days of peak demand. We understand that the pricing system will be designed to reward guests who carpool with reduced prices for higher-occupancy vehicles.

Evidence of Paid, Reserved Parking's Effects on Traffic

Alta, Utah is located at the top of Little Cottonwood Canyon and is home to Alta Ski Area. This past winter, following the announcement of Alta Ski Lifts' (which operates the ski area) that they would implement paid, reserved parking, the Town implemented a paid parking program where visitors would be required to reserve parking in advance. Parking from 8:00 am to 1:00 pm on

Saturdays, Sundays, and holidays requires a \$25 reservation. Additionally, backcountry users must make \$15 reservations to park Monday through Friday (non-holiday) between 6:00 am and 8:00 am, and \$25 reservations to park weekends and holidays from 6:00 am to 1:00 pm. Free and discounted rates are also offered to ski area season pass and lift ticket holders.

The program was implemented with the intent to reduce overall traffic in Little Cottonwood Canyon, and to reduce the excessive traffic and parking congestion experienced in Town and at the ski area in years prior. These goals have been largely achieved due to a combination of the paid parking fee, the reservation requirement, and a no-show penalty (which discourages reserving unneeded spaces). In response to the fees, the Wasatch Backcountry Alliance also started a Saturday shuttle service to provide backcountry skiers with an additional transit/carpool option that doesn't rely on the town's parking supply.¹

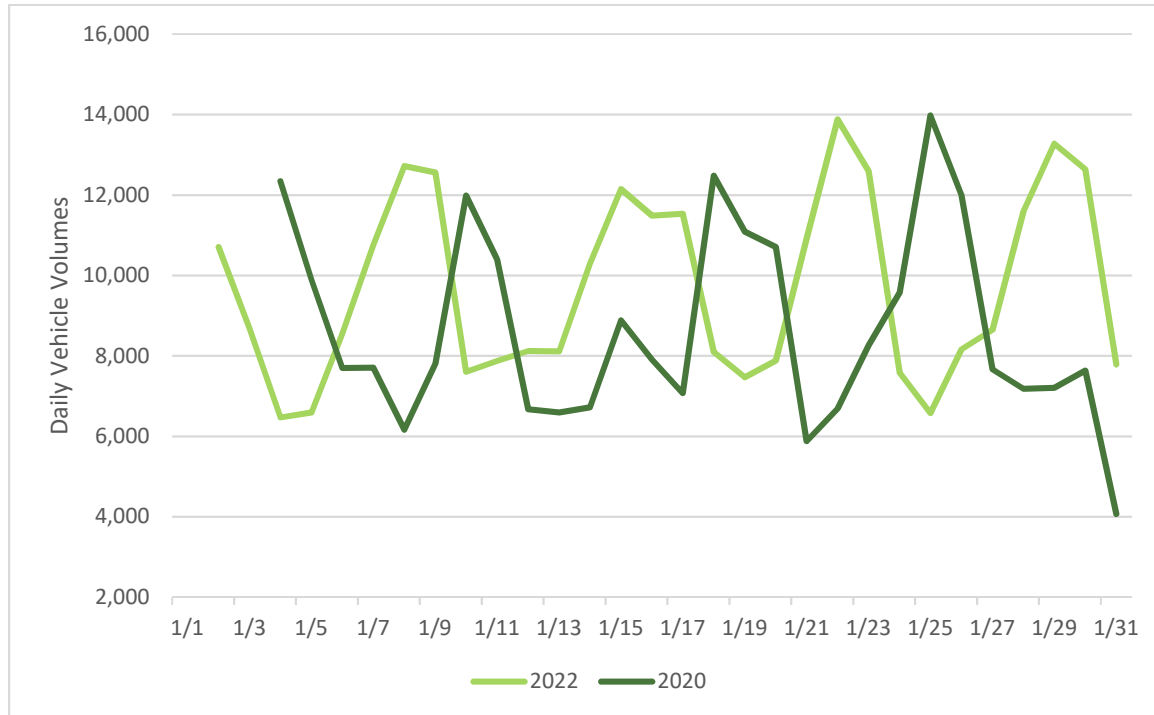
Alta's parking program is still in its first year of operation, and data is still being collected by the parking vendor, Interstate Parking, to evaluate the effects of the program. However, according to Town of Alta staff, "it might not be shaped the way some of us would prefer, the Alta Ski Area [paid parking] program has yielded a more manageable Alta."

Traffic data recorded by the Utah Department of Transportation (UDOT) through its Continuous Count Stations indicates that weekend and holiday traffic recorded during January 2022 is broadly comparable with that recorded during January 2020; this is notable as January 2020 is pre-Covid 19 pandemic, when more skiers were likely to be carpooling and riding transit. The peak recorded daily traffic volume in 2022 is marginally lower than the peak recorded volume in 2020 (13,882 vehicles compared with 13,981 vehicles). Given the location of the Continuous Counts Station, it is worth noting that recorded traffic counts presented in this memorandum include traffic bound for Snowbird and other locations in the canyon that are not Alta.

Given the noted surge in recreation-based traffic in Utah stemming from the global Covid-19 pandemic, showing effectively flat (if not modestly reduced) volumes in traffic in Little Cottonwood Canyon suggests that the implementation of a new parking management system has had a tangible impact on total traffic in the canyon. Recorded traffic volumes in Little Cottonwood Canyon in January 2020 and January 2022 are presented below in **Figure 1**.

¹ <https://wasatchbackcountryalliance.org/shuttle/>

Figure 1: Recorded Traffic Volumes in Little Cottonwood Canyon in January 2020 and January 2022



Conclusion

Paid parking is a proven strategy, both locally and in documented case studies, through which to affect how people choose to travel. Charging for parking at Park City Mountain is critical to addressing increased traffic, a goal shared by the community, Park City Municipal Corporation, and Park City Mountain. Implementing a reservation system to better inform guests of their parking and transportation options well in advance of their arrival will disperse arrival times and influence travel behavior.

MEMORANDUM

To: Members of the Park City Planning Commission

From: VRCPC Holdings, Inc.

Date: May 23, 2022

Re: Park City Mountain Resorts' Lift Upgrades: Previously Submitted Materials

The following materials were submitted to the Park City Planning Department by the applicant, Park City Mountain, as part of the Administrative Conditional Use Permit application process prior to the April 25, 2022 hearing. These materials, however, were not included in the final staff report dated April 25, 2022, nor are they included on the "Relevant Documents" section on the application's page on the City's website. We ask that the following materials be included in the public record and shared with the Planning Commission for their consideration of the appeal as part of the staff report for the June 8th hearing:

1. **PCM Lift Upgrade Memo (Submitted April 1, 2022)** – This memorandum outlines for staff PCM's lift upgrade Administrative Conditional Use Permit application as it relates to applicable code criteria, LMC requirements, Development Agreements, the approved Mountain Upgrade Plan, and other guiding documents.
2. **Responses to Planning Commission Comments (Submitted April 14, 2022)** – Park City Mountain was made aware that an update was provided by the Planning Director at the March 23, 2022 Planning Commission meeting. This item was not an advertised item, and the applicant was unaware that a discussion would be held on the item. This document responds to the questions raised by the Planning Commission to provide transparency into the Administrative Conditional Use Permit process.
3. **Responses to Public Comments (Submitted April 14, 2022)** – This document addresses comments received from the public as of April 12, 2022 for inclusion in the Administrative Conditional Use Permit staff report.

MEMORANDUM

To: Lillian Lederer, Park City Park City Municipal Corporation

From: John Sale, on behalf of VR CPC Holdings, Inc.

Date: April 1, 2022

RE: Park City Mountain Resorts Lift Upgrades: Administrative CUP Application

This memorandum is a comprehensive analysis of the Park City Mountain (“**PCM**”) administrative conditional use permit application (ACUP) for lift upgrades proposed by Vail Resorts. (the “**Applicant**”).

This memorandum outlines for Park City Planning staff PCM’s lift upgrade Administrative Conditional Use Permit application (the “**Application**”) as it relates to applicable code criteria, LMC requirements, Development Agreements, the approved Mountain Upgrade Plan, and other guiding documents.

RECOMMENDATION

The applicant recommends the Planning Director:

(I) review the proposal to replace the Silverlode lift and support the New Eagle lift in place of the Lift A (New Chondola) as part of the approved Mountain Upgrade Plan.

(II) Approve the Administrative Conditional Use Permit.

DESCRIPTION

Applicant:	VR CPC Holdings, Inc. d/b/a/ Park City Mountain
Property Owner:	TCFC Lease Co LLC
Location:	Park City Mountain
Zoning District:	Recreation Open Space (ROS)
Adjacent Land Uses:	Open Space, Surface Parking, Multifamily Residential, Mixed Use Commercial
Reason for Review:	The Development Agreement for the property requires a conditional use permit subject to administrative review for the development of skiing and related facilities as identified in the Mountain Upgrade plan (Section 2.3)

BACKGROUND

In June 1997, the Park City Planning Commission approved the Park City Mountain Resort Large Scale Master Plan (MPD). The Development Agreement (DA) was recorded with Summit County in July 1998. The approved Master Plan includes development according to the PCM Concept Master Plan and conditions of approval. The conditions of approval include development of skiing and related facilities identified in the Mountain Upgrade Plan (MUP, 1998 Development Agreement Exhibit L). The MUP was recorded with the Development Agreement and identifies the background/methodology, design criteria, existing ski resort facilities, mountain upgrading plan, future expansion potential and conclusion.

On January 25, 2022, the Planning Department received the Administrative Conditional Use Permit application to (1) replace the existing Silverlode chairlift, (2) install a new lift that was approved in the 1998 MUP as Lift A (New Chondola) now referenced as New Eagle chairlift and (3) to remove existing Eagle and Eaglet chairlifts. These proposed improvements are consistent within the approved 1998 Mountain Upgrade Plan. The two proposed chairlifts are on multiple parcels within the Recreation Open Space (ROS) zone district.

Per section 2.3 of the DA, “[d]evelopment of the skiing and related facilities identified in the Mountain Upgrade Plan is a conditional use within the City Limits and is subject to administrative review.” Upon approval, the Applicant intends to construct these improvements during the 2022 construction season, opening the lifts to guests with the 2022-2023 ski season.

ANALYSIS

The Lift Upgrades ACUP approval process is guided by the following approved documents and regulations:

1. Park City Land Management Code (LMC)
 - Zoning
 - Sensitive Lands Overlay (SLO)
 - CUP Criteria
2. 1998 Development Agreement
 - Mountain Upgrade Plan (Exhibit L to the 1998 DA)

Land Management Code

Zoning

The project area includes parcels PCA-S-98-PCMR-1, PCA-29-A, PCA-29-D, PCA-1003, SA-402-A and SA-253-B-2. All of the parcels are zoned Recreation and Open Space (ROS) and included within the Sensitive Lands Overlay (SLO) zone;

A Ski Tow Rope, Ski Lift, Ski Run and Ski Bridge are Conditional Use in the ROS district according to the LMC (LMC 15-2.7-2(C)(8)), however according to the Development Agreement, “Development of the

skiing and related facilities as identified in the Mountain Upgrade plan is a conditional use within the City limits and is subject to administrative review” (1998 DA Section 2.3).

Ski Lift or Tramway towers may extend above the maximum Zone Height (28’), subject to a visual analysis and administrative approval by the Planning Director (LMC 15-2.7-4)

Conditional Use Permit Criteria

The criteria for consideration of a conditional use permit are described in Title 15-1-10 (E). Though this application is for administrative review, the Applicant submitted the following to demonstrate compliance with the applicable LMC review criteria for conditional uses:

I. Size and location of the site

The location of the chairlifts to be replaced are within the boundary of Park City Mountain.

II. Traffic considerations including capacity of the existing streets in the area

The lifts to be replaced serve existing ski terrain. No additional ski terrain is included in this application. Improvements to these mountain lifts will reduce the length and frequency of lift line queues and improve internal circulation and the overall guest experience. There is no anticipated change to traffic as a result of these improvements.

III. Utility capacity

No additional sewer or water capacity is needed for the replacement of the lifts. Additional electrical power will be required for lift drives. The power has been planned and available for use at the new lifts.

IV. Emergency Vehicle Access

The lifts are currently accessed for service and emergencies by existing mountain roads during summer months and over snow during winter conditions. The lifts are being replaced or located within operational boundaries and adjacent to existing roads, no changes will occur to emergency access conditions.

V. Location and amount of off-Street parking

The lifts serve existing ski terrain and the upgrading of the lifts was considered as part of the ski area Mountain Upgrade Plan. The resulting CCC from the lift upgrades is below the CCC approved in the Mountain Upgrade Plan. No additional off-street parking is proposed. At the request of staff, an updated Parking Management Plan will be included with the application.

VI. Internal vehicular and pedestrian system

Vehicles will continue to access the lifts for service on existing internal roads. Several hiking and biking trails traverse the area. No permanent changes to the trails are proposed and after construction, the trail system will be unchanged due to the lift upgrades projects.

VII. Fencing, Screening and landscaping to separate use from adjoining Uses

Proposed lifts are located within existing operational boundaries: site grading and revegetation are designed to minimize impacts and to serve the purpose for winter activities. Lift towers will be treated in a low-reflectivity galvanization.

VIII. *Building mass, bulk, and orientation, and the location of Buildings on the Site; including orientation to Buildings on adjoining Lots*

Proposed lift terminals and operator buildings are industry standard for mass and bulk and consistent with other lift facilities that currently exist within the operational boundary. Bottom terminals are positioned to operate efficiently while respecting adjoining lot setbacks.

IX. *Usable Open Space*

No changes to Open Space will occur.

X. *Signs and Lighting*

No changes to signs or lighting will occur from current conditions resulting from the upgrading of the lifts.

XI. *Physical design and Compatibility with the surrounding Structures in mass, scale, style, design and architectural style*

The new lift terminals are similar in size, scale and other criteria to the existing lifts of similar type at Park City Mountain. Painting of terminals will be compatible with the existing lifts.

XII. *Noise, vibration, odors, steam, or other mechanical factors that might affect people and Property Off-Site*

The lifts operate by electric motor drives in the same manner as the current lift system. A diesel powered back up/emergency system is also installed to operate the lift when electrical power is not available. The new Eagle Lift is also a top-drive, meaning the motor is located at the top of the lift, limiting impacts to non-resort buildings at the base of the chair. No noise, vibration or other mechanical factors will affect other properties.

XIII. *Control of delivery and service vehicles, loading and unloading areas, and Screening of trash pickup Areas*

No changes to current operations are proposed as a result of lift replacement.

XIV. *Expected Ownership and management of the project as primary residences, Condominiums, time interval Ownership, Nightly rental, or commercial entities, how the form of Ownership affects taxing entities*

No changes to these items will occur as a result of the lift replacements

XV. *Within and adjoining the Site, impacts on Environmentally Sensitive Lands, Slope retention, and appropriateness of the proposed Structure to the topography of the site*

All areas of disturbance will be re-vegetated using an appropriate seed mix. An erosion control plan for terminal areas and material storage areas will be developed and submitted for the construction permitting phase.

Sensitive Lands Overlay Analysis

The chairlift replacements will occur on land within the SLO. The SLO's purpose is to protect and preserve environmentally sensitive land. The applicant has provided the following analysis as required for developments within the SLO (LMC 15-2.21-3):

1. Slope/topographic map

- *As with all ski areas, many of the proposed lift towers are located on Very Steep Slopes, as defined by LMC Chapter 15-5-1, a slope greater than forty percent (40%)*
- *Applicant is compliant with proposed lift projects and the lifts consistency with current approvals under the MUP and therefore exempt from Planning Commission review.*

2. Ridge Line Areas

- *The New Eagle lift alignment is similar to the existing old Eagle and proposed Lift A (New Chondola) lift position on ridgelines and has minimal impact to the viewshed. The Silverlode lift top terminal will be in the same location as the existing Silverlode terminal, which also has minimal impact to viewshed.*

3. Vegetation Cover

- *Applicant will submit a detailed revegetation plan with the Building Permit in accordance with the MUP (2004 MPD Amendment 2.3) and LMC 15-2.7-6 (ROS). The applicant will protect Significant Vegetation during any Development activity and will agree to a condition of approval documenting this commitment.*

4. Designated Entry Corridors and Vantage Points

- *Silverlode is not visible from the selected vantage points*
- *New Eagle alignment is similar to existing Eagle lift and proposed Lift A (new Chondola) has minimal change to the visual impact from selected vantage points from Highway 248 east of the Park City High School and Highway 224 north of the Holiday Ranch Loop Road and Payday Drive.*

5. Wetlands

- *No wetlands exist within the proposed project areas*

6. Stream Corridors, Canals and Irrigation Ditches

- *Existing streams will not be impacted by proposed project areas*

7. Wildlife Habitat Areas

- *Dusky Grouse, Elk, Jackrabbit, Moose, Mule Deer, Ruffed Grouse and Snowshoe Hare are all found within the proposed project area. However, given that this area is already developed as ski terrain, little or no impact is anticipated.*

Development Agreement Consistency

As outlined in the 1998 Development Agreement, mountain upgrades consistent with the Mountain Upgrade Plan shall be reviewed administratively. Section 2.3 of the DA outlines standards that shall apply to the Planning Director's review of the ACUP:

I. Consistency with the Mountain Upgrade plan.

The 1998 Development Agreement includes an approved Mountain Upgrade Plan that outlines the development and improvements for the ski resort, including new terrain, mountain facilities, and ski lifts. The proposed improvements achieve objectives identified in Section VI of the 1998 MUP, including improving the efficiency of out-of-base access and enhancing the end of day return egress and modernizing lift technology.

Silverlode Chairlift

The Silverlode chairlift (referred to as Prospector lift in MUP) is proposed to be replaced with an eight-passenger chairlift. The Mountain Upgrade Plan approved the replacement of the Prospector lift with an approved CCC of 2,080. The new eight-passenger lift will have a new CCC of 1,820.

The proposed replacement will follow the existing alignment and locations for top and bottom terminals. The replacement lift will have a total of 14 lift towers (three towers fewer than existing). Construction of the new lift will result in minimal vegetation impact with only a small amount of clearing needed to accommodate a wider lift corridor. This upgrade will improve internal skier/rider circulation, shorten lift wait times and allow for more efficient egress from Miner's Camp restaurant to other ski terrain on-mountain.

New Eagle Chairlift

The New Eagle chairlift (referred as Lift A (New Chondola) in MUP) will be a six-person lift with a mid-station unload point and modified alignment. It will significantly reduce crowding and wait times, efficiently move guests out of the base area to the Top of King Con ridge and improve the guest experience, especially for beginner and novice skiers/riders. The Mountain Upgrade Plan approved Lift A with an approved CCC of 1,230. The new six-passenger lift will have a new CCC of 580.

The 1998 Chondola lift was planned as either a gondola or combination gondola/chairlift with an overall length of 10,306 feet and with the top terminal at a new restaurant in the "Meadows" area. The New Eagle lift will be only 5,990 feet in length, which will limit impacts by reducing vegetation disturbance by 50%.

Given changes to other lifts since the 1998 approval, the anticipated Chondola alignment is not feasible today. The First Time lift bottom terminal has been moved 100 feet north and Three Kings lift was re-installed in 2011. This does not allow for enough spacing to accommodate skier mazing for all three lifts and airspace clearance between lifts. The modification of the alignment as proposed is necessary to avoid these conflicts, both on the ground and with airspace clearance.

The New Eagle lift will provide direct access to the top of King Con and allow for early season out-of-base access, which is not feasible today until the King Con ski pod is opened. The Mountain Upgrade Plan does not state an anticipated number of lift towers for Lift A but the New Eagle will have 15 lift towers (two fewer than the existing Eagle). New Eagle will also include an off-load only mid-station that will allow novices and beginner skiers/riders to access First Time, Home Run and Three Kings trails. Both existing Eagle and Eaglet lifts are planned to be removed.

This application is consistent with the long-range planning objectives, goals and metrics outlined in the Mountain Upgrade Plan. While increasing existing CCC from 12,570 to 12,869, the replaced lifts will have net reduction in the planned CCC compared to the proposed CCC in the MUP. Due to upgraded technology, the proposed lift upgrades will have a net improvement to on-mountain access and internal circulation efficiency, shorter wait times for Payday, Crescent and First Time lifts and Silverlode lifts and improve the guest experience at Park City Mountain.

- II. Visual impacts are minimal, and any visual issues are mitigated.**
Visual impacts are minimal and consistent with previously developed ski terrain.
- III. Ski run lights are consistent with LMC standards**
No lighting is proposed with either lift project.
- IV. Lift towers shall be treated to blend with the natural surroundings, including treating galvanized lift equipment to minimize reflectivity.**
The proposed Silverlode (Prospector) and New Eagle (Chondola) chairlifts will have fewer lift towers than existing lifts and include muted galvanized treatment to decrease reflectivity.
- V. Vegetation management, re-vegetation and erosion control techniques are designed in accordance with the PCMR Resource Management Plan – Vegetation Management Plan and Revegetation Guidelines.**
Vegetation management, re-vegetation and erosion control techniques are designed in accordance with Park City Mountain's Best Management Practices and SWPPP permits.
- VI. Adequate parking exists, as provided in the Parking Mitigation Plan, to mitigate the impact of any proposed expansion of lift capacity.**

Pursuant to Section 2.3.6 of the DA and at the request of staff, the Applicant will submit a Parking Management Plan.

CONCLUSIONS

- The 1998 Development Agreement states that mountain improvements consistent with the approved Mountain Upgrade Plan are subject to an Administrative Conditional Use Permit.
- The LMC contains conditions for approval for passenger tramways and ski base facilities, which this application addresses
- The lift upgrades are consistent with long term goals and metrics of the MUP along with improving PCM's out-of-base access and enhancing the resort's end of day return egress and together work to modernize the resort's lift technology.
- The 1998 Development Agreement provides additional criteria for approval for mountain improvements, which these upgrades address.
- Improvements to these mountain lifts will reduce the length and frequency of lift line queues and improve internal circulation and the overall guest experience.

**APPLICANT RESPONSE TO QUESTIONS/COMMENTS FROM PLANNING COMMISSION
ON MARCH 23, 2022**

The applicant, Park City Mountain (PCM), was made aware that an update was provided by the Planning Director at the March 23, 2022 Planning Commission. This item was not an advertised item and the applicant was unaware that a discussion would be held on the item.

PCM wanted to take the opportunity to respond to the questions raised by the Planning Commission to provide transparency into the Administrative Conditional Use Permit process.

Does the mountain upgrade application impact the MPD review/PEG application? (Suesser)

- PEG submitted an application to replace Exhibit D of the 1998 Development Agreement (DA), which was deemed expired by the City.
- No amendment to the DA or the Mountain Upgrade Plan (Exhibit L of the DA) is required under this application.
- The two applications, while subject to the same Development Agreement, are independent of one another.
- The ACUP application is not impacted by the Base Area development application.
- Any future submissions under the Base Area application will reflect any improvements or conditions approved under this ACUP.

Is there anything in the current application that requires certain lifts to be open, for example the Silverstar lift that has not been operational? (Hall)

- No, neither the DA nor the MUP include operational mandates for lifts.
- As the Planning Commission is aware, there were significant operational challenges in the early part of this past season, including low snowfall, staffing challenges and rise in Omicron cases.
- PCM along with all Vail Resorts was pleased to announce several significant investments designed to address these challenges, including a \$175 million investment in our employee experience, including a significant increase in our minimum wage to \$20 per hour and an investment in a master lease at the Canyons Village Employee Housing Development for over 400 new employee beds.

Is there an error with the CCC in the MUP in regards to the Town Lift? (Kenworthy)

- The MUP includes a reference to a new alignment for the Town Lift and a reference to increased use of that portal to the mountain but does not reflect an increase in the CCC for the Town Lift if that lift is replaced in the future. Any replacement of the Town Lift would require its own permit application and review process.

Can you give us a brief overview on when the upgrade plan will impact CCC and when that will impact parking? (Suesser)

- As part of the ACUP process, the Planning Director must evaluate that any impacts of the proposed expansion in lift capacity are mitigated through a Parking Mitigation Plan.
- To date, the City has not required additional parking mitigation as part of previous lift applications.

- PCM submitted a letter from SE Group, which was reviewed by staff and their consultant Ecosign. That letter stated that the small increase in CCC that is part of this application does not generate a need for additional parking.
- Despite this, the City requested and PCM has submitted a Parking Mitigation Plan. This transformative mitigation plan includes the implementation of paid parking and a parking reservation system at Mountain Village Base Area for the 2022/2023, an additional 90 guest spaces at the base area with the relocation of some employee parking to Munchkin, and a series of TDM measures.

Hypothetically, does a high-speed lift have more capacity and thus need more parking? (Suesser)

- No, installation of a high-speed lift does not increase lift capacity.
- Regardless, lift capacity does not drive parking demand. Lift capacity is a tool to improve the flow and distribution of guests across the mountain.

Early in PEG's application there was mention that no mountain upgrades were anticipated as part of the project. That seems to have changed. (Suesser)

- PEG's first pre-application meeting with City Staff regarding the Base Area application was in December of 2018. The PEG application was submitted in early 2020, over two years ago. At that time, there were no lift projects planned within the timeline originally estimated by staff for completion of Planning Commission's review of the application.
- Park City Mountain reviews investments in capital projects annually. The projects in this application were publicly announced in September of 2021.

Can a lift be within the guidelines of upgrade plan but exceed the CCC? If so, would that prevent it from being an administrative review? (Suesser)

- Planning staff makes the determination with each application regarding process based upon the language and criteria in DA.

RESPONSE TO PUBLIC COMMENTS (AS OF APRIL 12, 2022)

- 1. Snow Flower has complained about snow melt/runoff flooding their property since the half pipe was constructed and this will only make things worse.**

It is our understanding that the association's concern about runoff has existed since the 1970s and the association has not been able to demonstrate that any infiltration into the garage is directly attributable to changes in resort activities or operations or that it has had material impact on the parking garage. However, grading and surface drainage improvements associated with the proposed Eagle lift will improve existing surface runoff conditions in the area.

- 2. The lift will create noise and is very close to the property line.**

The lift is set back 25 feet from the property line, which is fully compliant with all required setbacks.

The proposed new Eagle Lift will be a top drive lift, which places all mechanical equipment at the top terminal; therefore minimizing noise impacts at or near the base terminal. The lifts do not currently and are not proposed to operate outside of normal daytime operating hours and will be fully compliant with all noise regulations.

- 3. The new lift will increase trespassing, parking, and traffic issues that Snow Flower is already dealing with.**

PCM is unaware of any reported trespass issues onto the Snow Flower property. A sidewalk for the Snow Flower property currently encroaches onto PCM owned property but PCM is unaware of any reported instances of trespassing of resort guests onto Snow Flower property. If the association is concerned, PCM would agree to install a fence to limit access between the properties.

PCM is also unaware of parking and traffic issues specific to Snow Flower. Overall resort parking and traffic are addressed in the Parking Mitigation Plan submitted as part of this application.

- 4. The lift/maze will impact the privacy of the Snow Flower pool and the overall building.**

PCM will set the maze location to comply with all setbacks from the property line.

- 5. The lift will create access issues for the existing staircases connecting Snow Flower with the mountain.**

The existing staircases connecting Snow Flower with the mountain are currently located on PCM property. Similar to the area near Marriott Mountainside and the Payday Lift, pedestrians will need to walk around a low clearance area but access will not be impeded.

- 6. The owners were notified last minute and do not have enough time to respond to the application should be delayed**

PCM's Vice President of Mountain Operations, Shaydar Edelmann, has been in frequent contact with General Manager and HOA Board over the past five months. This includes:

- Meeting with the General Manager on November 5, 2021 onsite to review staked terminal locations and discuss lift project.
- Attending the November 20, 2021 HOA Board meeting to show alignment. Except for one resident, feedback was positive at that meeting.
- Participating in a phone call with General Manager on March 29, 2022.
- Attending a site visit with General Manager and Doug Whitney on April 1, 2022.
- Participating in a phone call and emails with General Manager on April 7, 2022, regarding concerns and setting up a time to discuss at a meeting on April 8.
- Meeting with HOA Board on April 8, 2022 to discuss concerns and received verbal support from most participants with one vocal dissenter.
- Exchanging follow-up emails with both the previous and new General Manager offering to answer concerns but declining to accommodate the request to relocate the new lift as well as the existing First Time lift, which was requested by certain residents.

7. The lift will obscure views, cast shadows, infringe on property rights, and ultimately reduce property values of some units

Given the slopeside location of Snow Flower, it is possible that a very small portion of views from some units may be obscured, which is anticipated given the proximity of the building to the resort infrastructure. The existing Eagle Lift is visible but screened by trees. PCM is willing to plant additional trees if desired by the association.

No impacts from shadows are anticipated; however, it is possible that planting of additional trees, if desired by the association, may cause shadow impacts.

PCM is unaware of any infringement on property rights or negative impacts on property value as a result of upgraded lift infrastructure.

8. Lifts construction will cause noise during the summer

PCM will comply with all City-designated construction operating hours.

9. Process should be delayed and Vail should look into relocating new lift terminal closer the existing Eagle lift

The proposed location of the new Eagle Lift meets all code requirements and setbacks.

10. Vail and PCM have had complete disregard for Snow Flower since it is not in the management plan

As previously noted, the Vice President of Mountain Operations, Shaydar Edelmann has been in frequent contact with General Manager and HOA Board over the past five months. This includes:

- Meeting with the General Manager on November 5, 2021 onsite to review staked terminal locations and discuss lift project.

- Attending the November 20, 2021 HOA Board meeting to show alignment. Except for one resident, feedback was positive at that meeting.
- Participating in a phone call with General Manager on March 29, 2022.
- Attending a site visit with General Manager and Doug Whitney on April 1, 2022.
- Participating in a phone call and emails with General Manager on April 7, 2022, regarding concerns and setting up a time to discuss at a meeting on April 8.
- Meeting with HOA Board on April 8, 2022 to discuss concerns and received verbal support from most participants with one vocal dissenter.
- Exchanging follow-up emails with both the previous and new General Manager offering to answer concerns but declining to accommodate the request to relocate the new lift as well as the existing First Time lift, which was requested by certain residents.

11. The Eagle lift is not recognized in the MUP as being replaced, removed, or upgraded.

The Eagle Lift is included in the Mountain Upgrade Plan and is referred to as Lift A or the Chondola.

12. A functioning and effective PMP must be developed prior to approval and not just be a condition to approval as those have shown to not be enforced.

A parking mitigation plan has been submitted as part of this application.

13. The CCC has been exceeded this season and Vail's business model it only about increasing skiers in spite of safety or enjoyment

CCC is a planning metric and not a visitation metric; therefore, is not exceeded without the construction of new or replacement infrastructure, which did not occur this past season.

The safety and enjoyment of our guests is central to our business. Based on guest surveys, the overwhelming majority of our guests have very enjoyable experiences and feel safe on the mountain.

14. No further CUPs should be issued until the conditions of previous CUPs have been met, including the 23 employee housing units as part of Parcel A (Marriott Mountainside)

PCM is unaware of any outstanding conditions of the MPD or prior CUPs.

Condition #3 of the MPD amendment approved in 2015 states that the employee housing requirement must be fulfilled or updated "as part of the next application for Small Scale MPD/CUP approved after March 25, 2015 under the Development Agreement for Parcels A-E." This ACUP application does not relate to Parcels A-E of the Development Agreement.

15. The DA is outdated and could have never anticipated the PCMR of today so it should not be used as basis for this application

The Development Agreement and Mountain Upgrade Plan are the governing documents for the resort and must be applied as the standard for review.

16. An 8 person lift vs a 6 person will create more accidents- both on the slopes but also with people getting on/off the lift

The safety of our guests and employees is PCM's top priority. The new 8-person chair will have a loading conveyor, similar to a magic carpet, which has been shown to increase loading efficiency and safety. Eight passenger lifts are not shown to create more accidents. Further, the capacity of lifts is not shown to impact incidents on ski runs in any way.

17. The pioneer lift should be upgraded before these lifts, that would do a better job at dispersing crowds

An upgrade to the Pioneer Lift is not contemplated in the approved MUP.

7.12. RECREATION AND OPEN SPACE (ROS) DISTRICT

7.12.1. PURPOSE. The purpose of the Recreation and Open Space District is to establish and preserve districts for land uses requiring substantial areas of open land covered with vegetation and substantially free from structures, roads and parking lots, while permitting recreational pursuits and preserving recreational developed and undeveloped open space land. Parks, golf courses and certain types of public or private recreational facilities are suitable uses of this district, provided that such uses remain open space in character.

7.12.2. USES. Uses shall be limited to those uses shown on the land use table as either permitted or conditional in the zone.

7.12.3. LOT AND SITE REGULATIONS. All buildings or other structures shall be at least 25 feet from the boundary line of the district or public right-of-way.

7.12.4. BUILDING HEIGHT. No building shall be erected to a height of more than 28 feet measured from the natural grade to the building height.

7.12.5. ARCHITECTURAL REVIEW. Prior to the issuance of building permits for any conditional or permitted use within this zone, the Community Development Department shall review the proposed plans for compliance with the architectural design guidelines adopted as Chapter 9 of this Code. Appeals of departmental actions on architectural compliance are heard by the Planning Commission, and then may be appealed to the Council as set forth in Chapter 1 of this Code. Single family residences in this zone are not subject to design review by the City, but may be subject to subdivision regulations and covenants that regulate design, materials, yard and height more strictly than this Code. This Code does not supersede more restrictive provisions in private covenants.

LAND USE TABLE (Continued)

E	SF	SE-N	RD	RDM	RCO	R-1	HR-1	HR-2	RM	GC	HCB	HRC	RC	LI	ROS	HRL
Commercial parking lot or garage																
*	*	*	*	*	*	C ¹	*	*	*	A	A	A	A	C	*	*
Passenger tramway stations and base facilities (see Supplemental Regulations)																
C	*	*	*	*	*	C ¹	*	*	*	C	C	C	C	*	C	*
Ski tow ropes, lifts and ski runs (see Supplemental Regulations)																
C	*	*	*	*	*	C ¹	C	C	*	C	C	C	C	*	C	C
Ski tow ropes, lifts and ski runs (not open to the public)																
C	*	*	*	*	*	*	*	*	*	*	*	*	*	*	C	*
Retail commercial establishments limited to the following and similar uses: antique store, art gallery, art supply store, bakery, book store, camera store, clothing store, candy store, tobacco and cigarette store, florist, food store, gift shop, liquor store, pharmacy, sporting goods store, and variety																
*	*	*	*	*	*	C ¹	*	*	C ¹⁰	A	A	A ⁷	C ⁵	*	*	*
Retail establishments limited to the following and similar uses: department store, furniture store, hardware store, job printing shop, and office supply store																
*	*	*	*	*	*	C ¹	*	*	*	A	A	*	*	C	*	*
Retail commercial establishments limited to the following and similar uses: automobile sales, plant nursery stock production and sales; and service commercial establishments limited to the following and similar uses: auto rental customer outlet, business office, financial institutions, handicraft production, personal services, including barber and beauty shops, dry cleaning pick-up station, laundromat, studio for instruction in the arts, travel agency																
*	*	*	*	*	*	C ¹	*	*	C ¹⁰	A	A	C ⁵	C ⁵	C	*	*

2020 Park City Mountain Base Area Parking Analysis

Existing Conditions

		Notes
Total CCC for Park City side of PCM	12,570	Based on CCC calculation of existing conditions by SE Group
- Accessing from Town and Silver Star Lifts	1,325	950 from Town Lift and 375 from Silver Star
- Guests within walking distance	4,310	3,249 from lodging in 1996, 437 from Marriott Mountainside, 624 from nightly rental homes
- Transit/Drop-off	2,449	1800 from transit/398 from hotel shuttles/251 from drop-off/ride-share
Total skiers remaining (require parking)	4,486	
Average Vehicle Occupancy	2.3	2.3 season average, 2.7 many days, 1.9 AVO on average days, 3.1 AVO on peak days
Total Parking Spaces Required	1,950	
- Total Existing Parking Spaces	1,603	1,212 surface (depending on snow), 297 resort center, 75 Sweetwater, 17 Mountainside/Legacy
Total Parking Space Surplus/Deficit	(347)	

Notes:

Town lift numbers are from actual scan data, and represents a decrease from 1996.

Additional skiers from Silverstar are from morning lift counts.

Nightly rental of private homes is 260 - that is the number of listed rental homes within a quarter mile of the base area that are NOT included in the accommodations number. Assumed 4 guests per unit and 60% occupancy/skier rate.

2019 transit numbers are based on number of busses arriving at the PCM base area with a two-hour arrival period.

Shuttle numbers are actual counts - number shuttles between 8:30 and 11:00, with AVO rates - averaged among days counted

Drop-off/Rideshare is an assumed number - no actual counts have been done.

2020 Park City Mountain Base Area Parking Analysis Upgrade Plan

Notes		
Total CCC for Park City side of PCM	13,440	Based on CCC calculation of existing conditions by SE Group
- Accessing from Town and Silver Star Lifts	1,881	1,478 (upgrade to detach) from Town Lift and 403 from Silver Star
- Guests within walking distance	5,020	3,249 from lodging in 1996, 437 from Marriott Mountainside, 624 from nightly rental homes, 710 new
- Transit/Drop-off	2,588	1800 from transit/398 from hotel shuttles/267 from drop-off/ride-share, plus assumed 5% increase (40 cars)
Total skiers remaining (require parking)	3,951	
Average Vehicle Occupancy	2.7	2.7 season average goal, 1.9 AVO on average days, 3.1 AVO on peak days (paid parking tool to increase AVO)
Total Parking Spaces Required	1,463	
- Total Proposed Parking Spaces	1,589	1,200 surface, 297 resort center, 75 Sweetwater, 17 Mountainside/Legacy
Total Parking Space Surplus/Deficit	126	

Notes:

Town lift numbers are from actual scan data, and represents a decrease from 1996.

Additional skiers from Silverstar are from morning lift counts.

Nightly rental of private homes is 260 - that is the number of listed rental homes within a quarter mile of the base area that are NOT included in the accommodations number. Assumed 4 guests per unit and 60% occupancy/skier rate.

2019 transit numbers are based on number of busses arriving at the PCM base area with a two-hour arrival period.

Shuttle numbers are actual counts - number shuttles between 8:30 and 11:00, with AVO rates - averaged among days counted

Drop-off/Rideshare is an assumed number - no actual counts have been done.



Planning Department

June 8, 2022

Clive Bush
Angela Moschetta
Deborah Rentfrow
Mark Stemler

Park City Mountain
CC: John Sale

NOTICE OF PLANNING COMMISSION FINAL ACTION

Description

Address: PCA-S-98-PCMR-1, PCA-29-A, PCA-29-D,
PCA-1003, SA-402-A, SA-253-B-2

District: Recreation and Open Space (ROS),
Sensitive Lands Overlay (SLO)

Application: Administrative Conditional Use Permit
Project Number: PL-22-05145

Action: APPEAL DENIED: ACUP APPROVED WITH CONDITIONS
(See Below)

Date of Final Action: June 8, 2022

Project Summary: Park City Mountain proposes to upgrade two ski lifts:
Silverlode (to remain in the same location) and Eagle (to
be realigned and extended).

Action Taken

On June 8, 2022, the Planning Commission conducted an appeal hearing of an Administrative Conditional Use Permit for the construction for upgrading two ski lifts, denied the appeal, and approved the project according to the following Findings of Fact, Conclusions of Law, and Conditions of Approval.

Findings of Fact

1. The Site is located at Parcels PCA-S-98-PCMR-1, PCA-29-A, PCA-29-D, PCA-1003, SA-402-A, SA-253-B-2



Planning Department

2. The Site is in the Recreation and Open Space (ROS) and Sensitive Land Overlay (SLO) Zone.
3. The Applicant proposes to upgrade the existing Silverlode ski lift from a six-person chairlift to an eight-person chairlift.
4. The Silverlode ski lift upgrade is planned within the Park City Mountain Resort 1998 Mountain Upgrade Plan (MUP).
5. The existing Comfortable Carrying Capacity (CCC) for the Silverlode lift is 1650.
6. The allowed CCC upgrades for the Silverlode lift within the MUP is 2080.
7. The proposed CCC for the Silverlode upgrade is 1820 and complies with the MUP.
8. The Applicant proposes to replace the existing Eagle and Eaglet lifts with a single lift in an adjacent alignment.
9. The new Eagle (Chondola lift) upgrade is planned within the Park City Mountain Resort 1998 MUP.
10. The existing CCC for the Eagle lift is 90 and for Eaglet is 50.
11. The allowed CCC upgrades for the Chondola lift within the MUP is 1230.
12. The proposed CCC for the new Eagle (Chondola lift) upgrade is 580 and complies with the MUP.
13. The lift towers and ski terminals are to be replaced for both lifts.
14. The Planning Director approved the height of all lift towers that exceed 28 feet.
15. Staff reviewed the Administrative Conditional Use Permit Application for compliance with LMC Chapter 15-2.7, Recreation and Open Space (ROS) District, Chapter 15-2.21, Sensitive Land Overlay Zone (SLO) Regulations, Section 15-1-10 Conditional Use Permits, and Section 15-4-18, Passenger Tramways And Ski Base Facilities.
16. Staff posted notice to the City website, City Hall, and the property on March 29, 2022.
17. Staff mailed courtesy notices to the adjacent property owners on March 29, 2022.
18. The application complies with an Administrative review, per the six criteria listed in the 1998 Development Agreement:
 - Criteria 1. Consistency with the Mountain Upgrade plan. The



Planning Department

selection of lift transportation type shall be at the sole discretion of the Developer. ***The Planning Director correctly found the lift upgrades comply with the 1998 MUP and are within the allowed CCC for the Park City side of the Resort.***

- Criteria 2. The Community Development Director may identify certain techniques as identified in the Park City Mountain Resort Resource Management Plan - Visual Management Guidelines to mitigate any impact to the view shed. The techniques include realignment, re-vegetation, and special silvacultural treatments between ski spaces to achieve the necessary blending. Traditional openings for ski trails and lifts with straight edges and uniform widths will be minimized to the greatest extent possible. Interconnected ski spaces of variable width and length, which are linked together in the fall-line to take advantage of the natural open spaces and vegetative conditions, islands and glades, natural or natural appearing trail edges, are preferred. Trails that are designed for base area return or circulation between fall line areas shall be designed for appropriate grades and widths consistent with minimizing visual impact. ***The Planning Director correctly found the visual impact of the lift upgrades have been minimized and are not more impactful than existing lifts being replaced/upgraded.***
- Criteria 3. Ski run lighting shall be consistent with the Park City lighting standards. Glare shall be minimized to the greatest extent possible. ***The Planning Director correctly found there is no proposed lighting with the lift upgrades.***
- Criteria 4. Lift towers shall be painted or otherwise treated to blend with the natural surroundings. The color black, as currently used on the Payday Lift, is considered to be the most appropriate. Other colors may be appropriate that are consistent with low contrast with the surrounding vegetation and terrain. Galvanized lift equipment shall be treated to minimize reflectivity. ***The Planning Director correctly found the lift towers will be treated to blend with the natural surroundings.***
- Criteria 5. Vegetation management, re-vegetation and erosion control techniques shall be designed in accordance with the Park



Planning Department

City Mountain Resort Resource Management Plan - Vegetation Management Plan and Re-vegetation Guidelines. The objective shall be to achieve a vegetative condition that enhances the skier experience and long-term forest health. Re-vegetation shall be designed to control erosion and to restore ground cover as quickly as possible after ground disturbing activities. ***The Planning Director correctly found that vegetation removal will be mitigated.***

- Criteria 6. Parking. At all times Developer shall assure that it has adequate parking or has implemented such other assurances, as provided in the Parking Mitigation Plan (PMP), to mitigate the impact of any proposed expansion of lift capacity. ***The Applicant submitted a PMP dated April 19, 2022, stating that PCM will implement paid parking with a regulated reservation system starting the 2022/2023 ski season. This plan proposes to increase Average Vehicle Occupancy (AVO), carpool and transit use, and more effectively manage traffic and parking impacts. The Planning Director correctly found that the PMP mitigates the impact of the lift upgrades.***

19. The Analysis Section of the Staff Report is incorporated herein.

Conclusions of Law

1. The proposal complies with the Land Management Code requirements pursuant to Chapter 15-2.7, Recreation and Open Space (ROS) District, Chapter 15-2.21, Sensitive Land Overlay Zone (SLO) Regulations, Section 15-1-10(E), Conditional Use Permits, and Section 15-4-18, Passenger Tramways And Ski Base Facilities.
2. The use will be compatible with surrounding Structures in use, scale, mass, and circulation.
3. The effects of any differences in use or scale have been mitigated through careful planning.
4. The proposal as conditioned complies with Section 2.3 of the Master Plan Development Agreement and the 1998 MUP, however the Parking Compliance will remain an ongoing assessment pursuant to Conditions of Approval 15, 16, and 19.
5. The Appellants failed to meet their burden of proof demonstrating that the Planning Director erred.



Planning Department

Conditions of Approval

1. Final building plans and construction details shall reflect substantial compliance with the plans dated April 5, 2022. Any changes, modifications, or deviations from the approved design that have not been approved in advance by the Planning Department may result in a stop work order.
2. The Applicant may not proceed with any changes prior to notifying the Planning Department and receiving the applicable approval.
3. Any changes, modifications, or deviations from the approved scope of work shall be submitted in writing for review and approval/denial in accordance with the applicable standards by the Planning Director or designee prior construction.
4. The Applicant shall submit a landscape, vegetation, removal, and replacement plan with their building permit, subject to Planning Director approval. The plan shall address plant screening/landscaping and/or installation of a privacy fence/gate at the Snow Flower property line, at the cost of the Applicant. An additional 5 feet shall be added to the 25-foot setback resulting in a 30-foot setback from the Snow Flower property line.
5. Any impact to open space or trails shall be mitigated by the Applicant to the satisfaction of the Planning Director and Open Space Program Manager. The Applicant shall submit a trails plan with their building permit.
6. The operation of the new ski lifts shall comply with the City Noise Ordinance, Chapter 6-3.
7. The new lifts shall extend a distance of at least ten feet outward from the vertical plane established by the outermost surface of the Passenger Tramway.
8. The Applicant shall comply with the 25-foot ROS Setback requirement for all structures and staging areas.
9. The ski lifts are subject to safety regulation by the Passenger Tramway Safety Committee of the State Department of Transportation.
10. The Eagle and Eaglet lifts shall be dismantled and removed, prior to the operation of the new lifts, and site restored to a natural state.
11. The Applicant shall be required to submit a fully updated analysis of the Comfortable Carrying Capacity for any future lift upgrade proposals.



Planning Department

12. The Applicant shall submit a geotechnical report and foundation structural analysis calculations at the time of Building Permit application.
13. Any proposed overflow parking with Canyons and Park City School District must be approved by Summit County and the School District respectively.
14. The Applicant shall provide information that the proposed Parking Mitigation Plan dated April 19, 2022, is in effect before the start of the 2022/2023 ski season. This includes the implementation of 90 employee parking spaces at Munchkin and a paid parking reservation system.
15. The Applicant shall meet with the Planning Director and other relevant staff bi-annually, including prior to the beginning of the ski season, and within sixty (60) days of completion of the ski season to provide parking and traffic information demonstrating compliance with the Parking Mitigation Plan and a communications plan to ensure information dissemination to the public. The applicant shall share relevant parking information with staff, including parking lot occupancy rates and achievement of increased Average Vehicle Occupancy rates. The Planning Director may impose additional conditions or operational changes if the Parking Mitigation Plan results in on-going adverse impacts or is not achieving a demonstrated increased Average Vehicle Occupancy.
16. This approval, including the parking mitigation herein, is solely for the installation and capacity associated with the lift upgrades subject to this application. This approval shall not have any bearing on other applications under the DA, the overall assessment of on-going compliance with the DA, and the requirements of new development which continue to be governed by the applicable LMC and DA in effect at the time of application.
17. The Applicant shall provide adequate residential neighborhood mitigation and designate a residential liaison to meet with the city regarding impacts and mitigation.
18. The Applicant shall be responsible for effectively managing the parking reservation system with an on-site parking attendant presence with a turn-away and tow policy for people without a reservation.
19. The Applicant shall use the net proceeds generated from paid parking at the Mountain Village base area of Park City Mountain to reinvest in transportation, transit, traffic mitigation, and/or parking measures to support guest access to the resort and traffic mitigation in and around the resort. As part of the bi-annual review meeting process, the Applicant shall provide an accounting regarding the net proceeds and will review the resorts' expenditures on these measures,



Planning Department

including, if requested by the City, verification of the expenditures by an independent third party. The Applicant shall discuss in good faith any proposed expenditures by the City that advance the City's infrastructure goals at each bi-annual review. If funded, such proposals will be documented pursuant to an amendment to the Parking Mitigation Plan processed as part of the bi-annual review.

If you have questions or concerns regarding this Final Action Letter, please call (435) 615-5068 or email lillian.lederer@parkcity.org.

John Phillips
Planning Commission Chairperson

CC: Lillian Lederer, Project Planner

Planning Department Staff Report



Subject: Parcel Numbers: PCA-S-98-PCMR-1, PCA-29-A, PCA-29-D, PCA-1003, SA-402-A, SA-253-B-2 – Park City Mountain
Application: PL-22-05145
Author: Lillian Lederer, Planner I
Date: April 25, 2022
Type of Item: Administrative Conditional Use Permit

Recommendation

(I) Review the proposed Administrative Conditional Use Permit; (II) conduct a public hearing; and (III) consider approving the Administrative Conditional Use Permit to replace the Eagle and Eaglet ski lifts with a new lift and to upgrade the Silverlode ski lift in the Recreation And Open Space (ROS) and Sensitive Land Overlay (SLO) Zone, based on the Draft Final Action Letter, Findings of Fact, Conclusions of Law, and Conditions of Approval (Exhibit A) and the 1998 Mountain Upgrade Plan.

Description

Applicant: Park City Mountain
Location: Parcel Numbers: PCA-S-98-PCMR-1, PCA-29-A, PCA-29-D, PCA-1003, SA-402-A, SA-253-B-2
Zoning District: Recreation and Open Space, Sensitive Land Overlay
Adjacent Land Uses: Recreation/Open Space
Reason for Review: The Planning Director reviews and approves Administrative Conditional Use Permits¹

ACUP	Administrative Conditional Use Permit
CCC	Comfortable Carrying Capacity
CUP	Conditional Use Permit
DA	Development Agreement
LMC	Land Management Code
MPD	Master Planned Development
MUP	Mountain Upgrade Plan
ROS	Recreation and Open Space
SLO	Sensitive Land Overlay

Terms that are capitalized as proper nouns throughout this staff report are defined in LMC

Background

Parcels PCA-S-98-PCMR-1, PCA-29-A, PCA-29-D, PCA-1003, SA-402-A, and SA-253-B-2 are a part of the Park City Mountain. On January 19, 2022 the Applicant submitted

¹ LMC § [15-1-11\(D\)](#)

an Administrative Conditional Use Permit applicant to replace the Eagle and Eaglet ski lifts with a new lift and to upgrade the Silverlode ski lift in the ROS and SLO. Staff deemed the Application complete on April 5, 2022.

Park City Mountain has a [1998 Development Agreement](#) (DA) that includes an approved [Mountain Upgrade Plan](#) (MUP). The MUP planned for and included ski lift upgrades regarding relative location for the lifts, and the Comfortable Carrying Capacity (CCC) for the Park City Side of the Resort.

The Comfortable Carrying Capacity (CCC) is a measurement analytic tool of the ski Resort to understand their daily carrying capacity of skiers on the mountain. The number compares several variables (such as ski lifts, trails, or staging capacities) that contribute to the mountain's carry capacity, and help to improve the skier experience. As stated on pages 11-12 of the DA, the DA allows for ski lift upgrades within the MUP to be reviewed and approved or rejected administratively (see Exhibit J), **if** the upgrades align with the criteria of the agreement:

1. Consistency with the Mountain Upgrade plan. The selection of lift transportation type shall be at the sole discretion of the Developer.
2. The Community Development Director may identify certain techniques as identified in the Park City Mountain Resort Resource Management Plan - Visual Management Guidelines to mitigate any impact to the view shed. The techniques include realignment, re-vegetation, and special silvacultural treatments between ski spaces to achieve the necessary blending. Traditional openings for ski trails and lifts with straight edges and uniform widths will be minimized to the greatest extent possible. Interconnected ski spaces of variable width and length, which are linked together in the fall-line to take advantage of the natural open spaces and vegetative conditions, islands and glades, natural or natural appearing trail edges, are preferred. Trails that are designed for base area return or circulation between fall line areas shall be designed for appropriate grades and widths consistent with minimizing visual impact.
3. Ski run lighting shall be consistent with the Park City lighting standards Glare shall be minimized to the greatest extent possible.
4. Lift towers shall be painted or otherwise treated to blend with the natural surroundings. The color black, as currently used on the Payday Lift, is considered to be the most appropriate. Other colors may be appropriate that are consistent with low contrast with the surrounding vegetation and terrain. Galvanized lift equipment shall be treated to minimize reflectivity.
5. Vegetation management, re-vegetation and erosion control techniques shall be designed in accordance with the Park City Mountain Resort Resource Management Plan - Vegetation Management Plan and Re-vegetation Guidelines. The objective shall be to achieve a vegetative condition that enhances the skier experience and long term forest health. Re-vegetation shall be designed to control erosion and to restore ground cover as quickly as possible after ground disturbing activities.
6. Parking. At all times Developer shall assure that it has adequate parking or has

implemented such other assurances, as provided in the Parking Mitigation Plan, to mitigate the impact of any proposed expansion of lift capacity.

The MUP allows for a maximum CCC of 13,700. A CCC update submitted by SE Group indicates that the Resort has a current CCC of 12,570 (Exhibit G), and that the Resort is operating within its allowed CCC outlined in the 1998 MUP.

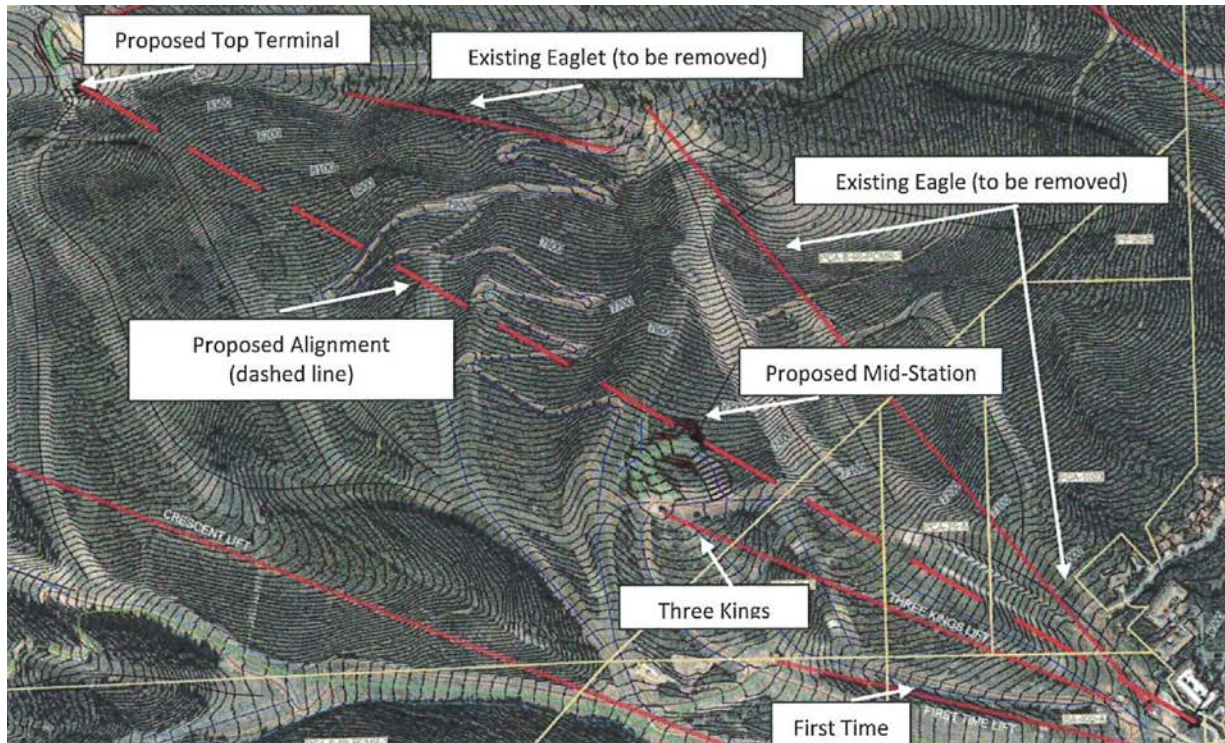
In 2015, PCM installed the Quicksilver Gondola, which was not included in the MUP. As the Gondola was not proposed in the MUP, it required Planning Commission review and approval.

Also in 2015, the Planning Department approved an Administrative Conditional Use Permit for the upgrades of King Con and Motherlode lifts. Both lift upgrades were outlined in and complied with the MUP, and the application was therefore reviewed and approved by staff administratively.

In 2008, PCM proposed installation of the Crescent lift. The location of the Crescent lift was not accounted for under the MUP, and therefore required Planning Commission review and approval.

Current Proposal

The existing Eagle and Eaglet lifts are proposed to be combined and replaced as one ski lift. The proposed Eagle lift would be upgraded from a four-person to a six-person chairlift, referred to as the Chondola lift in the MUP. The new Eagle (Chondola lift) is recorded in the MUP as a lift with up to 1230 CCCs. The Applicant's proposed lift will parallel the alignment of the originally planned Chondola, but will extend approximately half the length of the originally proposed line (see Exhibit C). The proposed lift will add 580, instead of 1230, CCCs, and will include an unload-only mid-station for skiers to access other parts of the mountain. The Eagle and Eaglet lifts will be dismantled and no longer in service (see Condition of Approval 9).



The Silverlode lift would remain in the same location, with a slightly new alignment due to new towers and footings. The lift would be upgraded from a six-person to an eight-person chairlift, and the CCC would increase from the current 1650 to 1820. The MUP allows the Silverlode lift to be upgraded to 2080 CCC, and therefore this proposed upgrade complies with the MUP.

Both proposed upgrades fall under the MUP (see Exhibits C, D, and E), and therefore are being reviewed administratively. According to Exhibit G, both upgrades are proposed to help alleviate the on-mountain traffic by increasing the number of skiers in the air, and taking more of them away from the lift lines. The Three Kings Lift CCC will be reduced due to additional out of base options with the new Eagle (Chondola lift). According to the Applicant, these upgrades are not proposed to increase the number of skiers on the mountain, but to enhance the on-mountain skier experience

Comfortable Carrying Capacity Analysis (see Exhibit H for full details)

Lift	1998 MUP	Current 2021/2022	Proposed 2022
<i>Silverlode</i>	2080	1650	1820
<i>Eagle</i>	250	90	-
<i>Eaglet</i>	-	50	-
<i>New Eagle (Chondola lift)</i>	1230	-	580
<i>Three Kings</i>	-	580	260
<i>Net Change</i>			+290 (2.3%)

Park City Staff hired a consultant, Ecosign, to confirm the CCC estimates provided by the Applicant. Ecosign determined the CCCs to be in close compliance with the provided data.

The number of skiers that can access the mountain will not be greatly impacted. The Applicant is not proposing additional parking. Per Ecosign's review, "An increase in CCC doesn't not directly cause an increase in business or in demand," and therefore does not create the need for additional parking (see Exhibit M).

Since the proposed lifts are within the scope of the MUP, and the CCCs stay beneath the total allowed CCCs, the proposed project complies with Criteria 1 of the DA for administrative staff-level review.

Analysis

(I) The proposal complies with the Recreation And Open Space Zoning District Requirements outlined in LMC Chapter [15-2.7](#).

Passenger Tramway Stations and Ski Lifts are Conditional Uses per LMC § [15-2.7-2\(C\)](#). However, per the Master Planned Development for Park City Mountain, any ski lift upgrades consistent with the MUP are considered for review under an Administrative Conditional Use Permit (see Exhibit J).

Design Requirements- The plans dated April 5, 2022, meet the DA requirements for treatment and color which will be similar to existing lift equipment and galvanized (see Exhibit B).

Setbacks- All setbacks for the Recreation and Open Space Zone are 25'. The existing and proposed Eagle lift crosses parcels SA-402-A, PCA-1003, PCA-29-A, PCA-29-D, SA-253-B-2, and PCA-S-98-PCMR-1. The existing Silverlode and Eaglet lift lie entirely within parcel PCA-S-98-PCMR-1. The upgraded Silverlode and new Eagle (Chondola lift) will comply with required Setbacks (see Condition of Approval 8).

Height- The maximum building height for the Recreation and Open Space Zone is 28'. However, LMC § [15-2.7-4\(A\)\(3\)](#) states "[s]ki lift or tramway towers may extend above the maximum Zone Height subject to visual analysis and administrative approval by the Planning Director." See Exhibit I to view the Applicant's visual analysis.

The Planning Director determined that the lift towers that exceed height for the zone are appropriate and will have minimal additional impact in comparison to existing ski lifts towers (see Exhibit I).

(II) The proposal complies with the Sensitive Land Overlay Zoning District Requirements outlined in LMC Chapter [15-2.21](#).

The Applicant provided materials regarding Steep Slopes, Ridge Line Areas, wetlands,

Stream Corridors, Wildland interface, and wildlife habitat Areas (see Exhibit F).

- The proposed locations for the new Eagle (Chondola lift) towers fall on Very Steep Slopes; this is not an unusual practice for ski lifts and therefore, they are allowed for construction.
- The Silverlode lift will not change locations, and therefore the ridgeline view is not significantly impacted. Although the alignment is changing slightly, the new Eagle (Chondola lift) will have a similar route to the existing lifts, and the ridgeline view is also not significantly impacted when compared to existing conditions (see Exhibit B).
- There are no wetlands impacted.
- The existing streams will not be impacted.
- The Wildlife Habitat areas will not be significantly impacted due to the similar locations of the existing and proposed lifts and towers.
- Any removed vegetation will be mulched on-site or be taken off-site to reduce fuel loading and prevent wildfires. The Applicant will be required to replace any removed Significant Vegetation, as required in the SLO Zone (see Condition of Approval 4).

(III) The proposal complies with criteria outlined in LMC [§ 15-1-10\(E\)](#).

There are certain Uses that, because of unique characteristics or potential impacts on the municipality, surrounding neighbors, or adjacent land Uses, may not be Compatible in some Areas or may be Compatible only if certain conditions are required that mitigate or eliminate the detrimental impacts.

The Planning Director shall approve a Conditional Use if reasonable conditions are proposed, or can be imposed, to mitigate the reasonably anticipated detrimental effects of the proposed Use in accordance with applicable standards. The Planning Director may deny the Conditional Use if the proposed Use cannot be substantially mitigated by the proposal or imposition of reasonable conditions to achieve compliance with applicable standards. LMC [§ 15-1-10](#).

CUP Review Criteria	Analysis of Proposal
Size and Location of the Site	Complies: This is an existing Site, utilized for Outdoor Recreation within the Park City Mountain. No significant changes are being made to the site which already contains ski lifts.
Traffic	Complies: The Applicant's Parking Mitigation Plan includes traffic mitigation with the implementation of a paid parking reservation system (see Exhibit L).
Utility Capacity	Not Applicable
Emergency Vehicle Access	Complies: The ski lifts will not impede Emergency Vehicle Access.

Parking	Complies: Per the DA- Criteria 6- the Applicant must show that there is adequate parking. The Applicant has proposed parking mitigation for the next ski season, as seen in Exhibit L. Please see the analysis below.
Internal Vehicular and Pedestrian Circulation System	Complies: The upgraded lifts will help to move skiers up the mountain more quickly and work to improve the pedestrian circulation system. The Parking Mitigation Plan includes some internal vehicle mitigation.
Fencing, Screening, and Landscaping	Complies: See Condition of Approval 4.
Building Mass, Bulk, and Orientation	Complies: The proposed ski lifts are similar in location to the existing ski lifts, and do not significantly detract from the ridgeline.
Useable Open Space	Complies: The Useable Open Space will be minorly impacted, and the affected trails will be mitigated by the applicant (see Condition of Approval 5).
Signs and Lighting	Complies: There are no proposed or approved signs or lighting.
Physical Design and Compatibility with Surrounding Structures	Complies: The ski lifts will be compatible as conditioned with the surrounding structures.
Noise, Vibration, Odors, Stream, or Other Mechanical Factors	Complies: See Condition of Approval 6
Control of Delivery and Service Vehicles, Loading and Unloading Zones, and Screening of Trash and Recycling Pickup Areas	Not Applicable
Expected Ownership and Management	Complies: The Ownership is private.
Within and Adjoining the Site, Environmentally Sensitive Lands, Physical Mine Hazards, Historic Mine Waste, and Park City Soils Ordinance, Steep Slopes, and Appropriateness of the Proposed Structure to the Existing Topography of the Site	Complies: The Development Review Committee reviewed this project on February 1, 2022, and recommended the Forestry Board review the project. The Forestry Board reviewed this project on February 3, 2022, and requested information regarding vegetation debris removal, existing trail impacts, and Comfortable Carrying Capacity (see Exhibits F and G). The project complies with the conditions regarding the SLO Zone as analyzed above.

Reviewed for Consistency with the Goals and Objectives of the Park City General Plan	Complies: The proposed Use of the Site is consistent with the Goals of the General Plan in making Park City a world class ski destination.
--	---

(IV) The proposal complies with criteria outlined in LMC § [15-4-18](#), Passenger Tramways And Ski Base Facilities.

Review Criteria	Analysis of Proposal
Ownership of Liftway	Complies: The Applicant has permission from the Owner of the property to upgrade the lifts.
Width	Complies: The new lifts will extend a distance of at least ten feet outward from the vertical plane (see Condition of Approval 7).
Base or Terminal Facilities	Complies: The base and terminal facilities of the ski lifts will not be constructed in the HR-1 or HRL zones.
Crossing of Public Roads	Complies: The ski lifts will not be constructed over public roads.
Utility Clearance	Complies: The ski lifts will not be constructed over any wires or utility lines.
Parking and Traffic Plans	Complies: Per the DA- criteria 6- the Applicant must show that there is adequate parking. The Applicant has proposed parking and traffic mitigation for the next ski season, as seen in Exhibit L.
Liftway Setback	Complies: The ski lifts do not encroach on existing dwellings, and meet the ten-foot setback requirement (see Condition of Approval 12).
State Regulation	Complies: See Condition of Approval 8.
Public Served Purpose	Complies: The purpose of the lift upgrades are to better improve skier's experiences on the mountain. It will reduce lift lines and times, and get skiers on the mountain quicker.

Parking- Although the Applicant's analysis of increased CCC does not indicate there will be an increase in parking demand associated with the proposed lift upgrades, the Applicant was required to submit a Parking Mitigation Plan (PMP) per LMC § 15-4-18(B)(6) and the DA. Criteria 6 of the DA requires assurance that there is adequate parking to mitigate the impact of any proposed expansion of lift capacity.

The Applicant submitted a Parking Mitigation Plan (dated April 19, 2022) that will be introduced for the 2022/2023 ski season. This plan includes, paid parking reservations, mobile ticket purchasing, and electronic notification and updates related to parking. The

PMP The plan also proposes moving 90 employee parking spaces to the parking lot on Munchkin Road.

The Applicant included data in their report that shows a reduction in parking demand by 11%, when paid parking is implemented. See Exhibit L for the full PMP. Staff considers this plan satisfactory and compliant for the proposed Eagle and Silverlode lift upgrades, and recommends Conditions of Approval 11, 13, 14, and 15.

(V) The proposal complies with the 1998 Development Agreement Criteria for an Administrative review of ski lift upgrades.

Criteria	Analysis of Proposal
<i>Criteria 1- Consistency with MUP</i>	Complies: The Planning Director finds the lift upgrades comply with the 1998 MUP and are within the allowed CCC for the Park City side of the Resort.
<i>Criteria 2- Visual impacts</i>	Complies: The Planning Director finds the visual impact of the lift upgrades have been minimized and are not more impactful than existing lifts being replaced/upgraded.
<i>Criteria 3- Lighting</i>	Complies: The Planning Director finds there is no proposed lighting.
<i>Criteria 4- Lift tower materials</i>	Complies: The Planning Director finds the lift towers will be treated to blend with the natural surroundings.
<i>Criteria 5- Vegetation management plans</i>	Complies: The Planning Director finds that vegetation removal will be mitigated.
<i>Criteria 6- Parking and traffic plans</i>	Complies: The Applicant submitted a Parking Mitigation Plan (PMP) dated April 19, 2022, that states that PCM will implement paid parking with a regulated reservation system starting the 2022/2023 ski season. This plan proposes to increase Average Vehicle Occupancy, carpool and transit use, and more effectively manage traffic and parking impacts. The Planning Director finds that the lift upgrades comply with the 1998 MUP and are within the allowed CCC for the Park City side of the Resort. The Planning Director finds that the PMP mitigates the impact of the lift upgrades.

Department Review

The Development Review Committee, Forestry Board, and Planning Department reviewed this application and did not identify issues with the proposed lift upgrades.

Notice

Staff published notice on the City's website and the Utah Public Notice website, and posted notice to the property on March 29, 2022. Staff mailed courtesy notice to adjacent property owners on March 29, 2022. LMC [§ 15-1-21](#).

Public Input

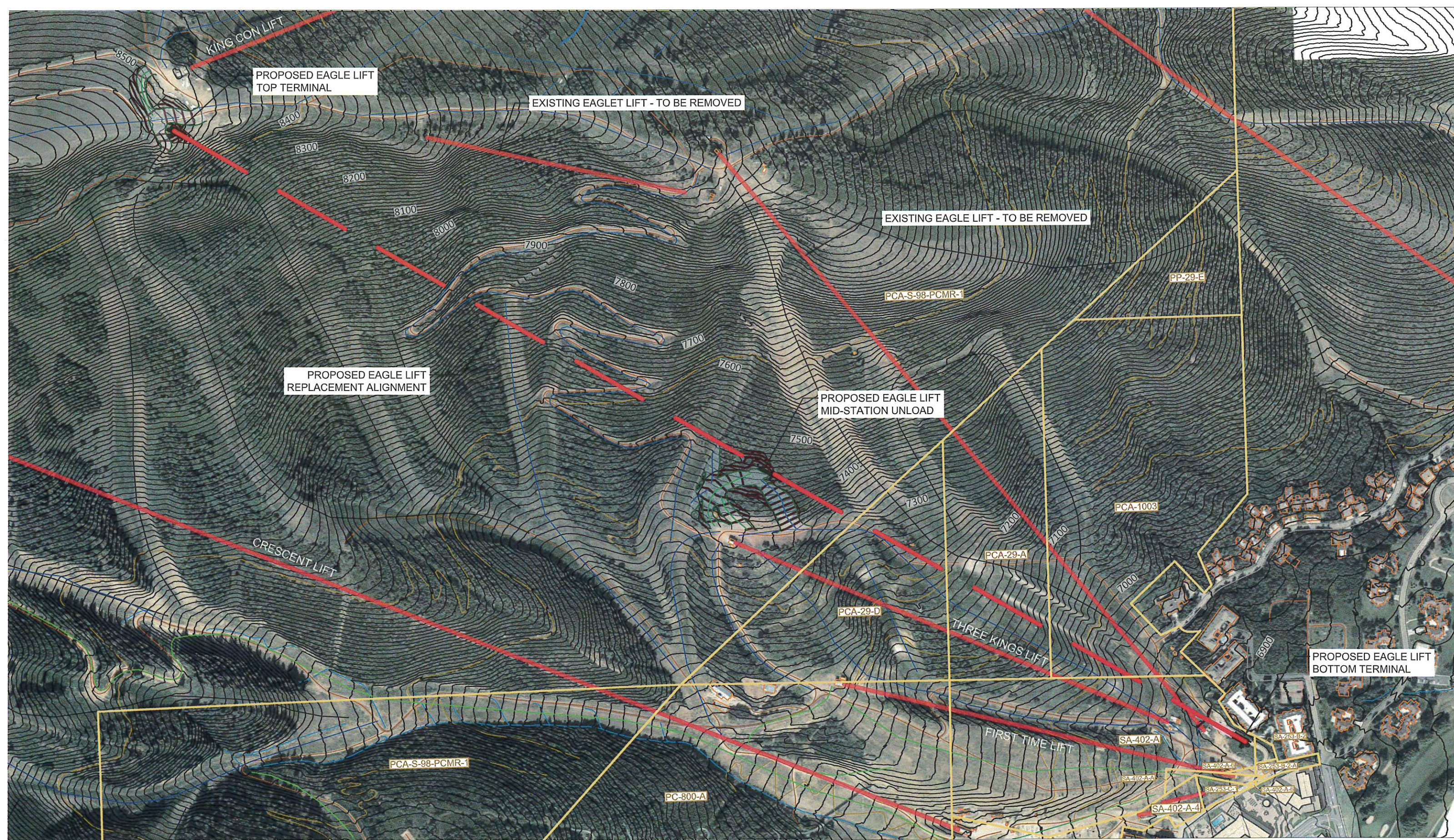
Public comments are compiled as Exhibit K. Public input will also be taken at the Administrative Public Hearing.

Alternatives

- The Planning Director may approve the Administrative Conditional Use Permit;
- The Planning Director may deny the Administrative Conditional Use Permit and direct staff to make Findings for the denial; or
- The Planning Director may request additional information and continue the discussion to a date uncertain.
- The Planning Director may defer the application to the Planning Commission to review as a Conditional Use Permit.

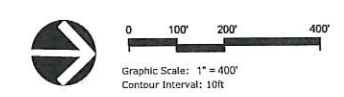
Exhibits

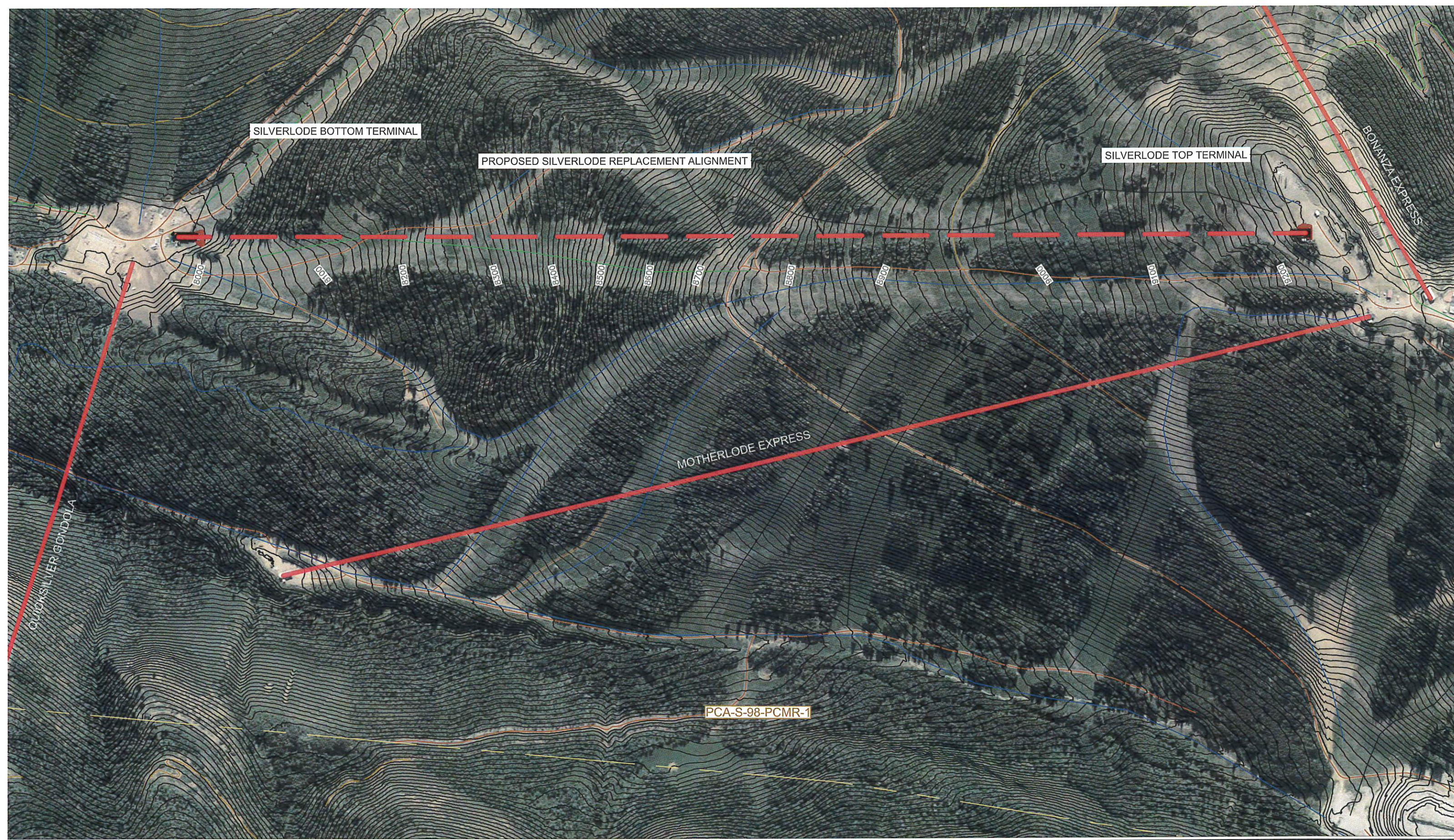
Exhibit A: Draft Final Action Letter
Exhibit B: Proposed Plans
Exhibit C: Mountain Upgrade Plan Figure IV-1 and Table IV-1
Exhibit D: Mountain Upgrade Plan Map
Exhibit E: Mountain Upgrade Plan Table IV-4 (CCC)
Exhibit F: Sensitive Lands Overlay Material
Exhibit G: SE Group Memo on Silverlode and Eagle Capacity
Exhibit H: PCM CCC Upgrading Plan
Exhibit I: Steep Slope Plans
Exhibit J: PCM Development Agreement (p. 11-13)
Exhibit K: Public Comments
Exhibit L: Lift Upgrade Parking Mitigation Plan
Exhibit M: Ecosign PCM CCC Review Report
Exhibit N: Planning Director Tower Heights Determination



- LEGEND**
- EXISTING LIFT
 - PROPOSED LIFT
 - PARCEL BOUNDARY

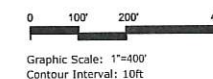
PARK CITY MOUNTAIN RESORT
 Proposed Eagle Replacement - Overall Site Plan





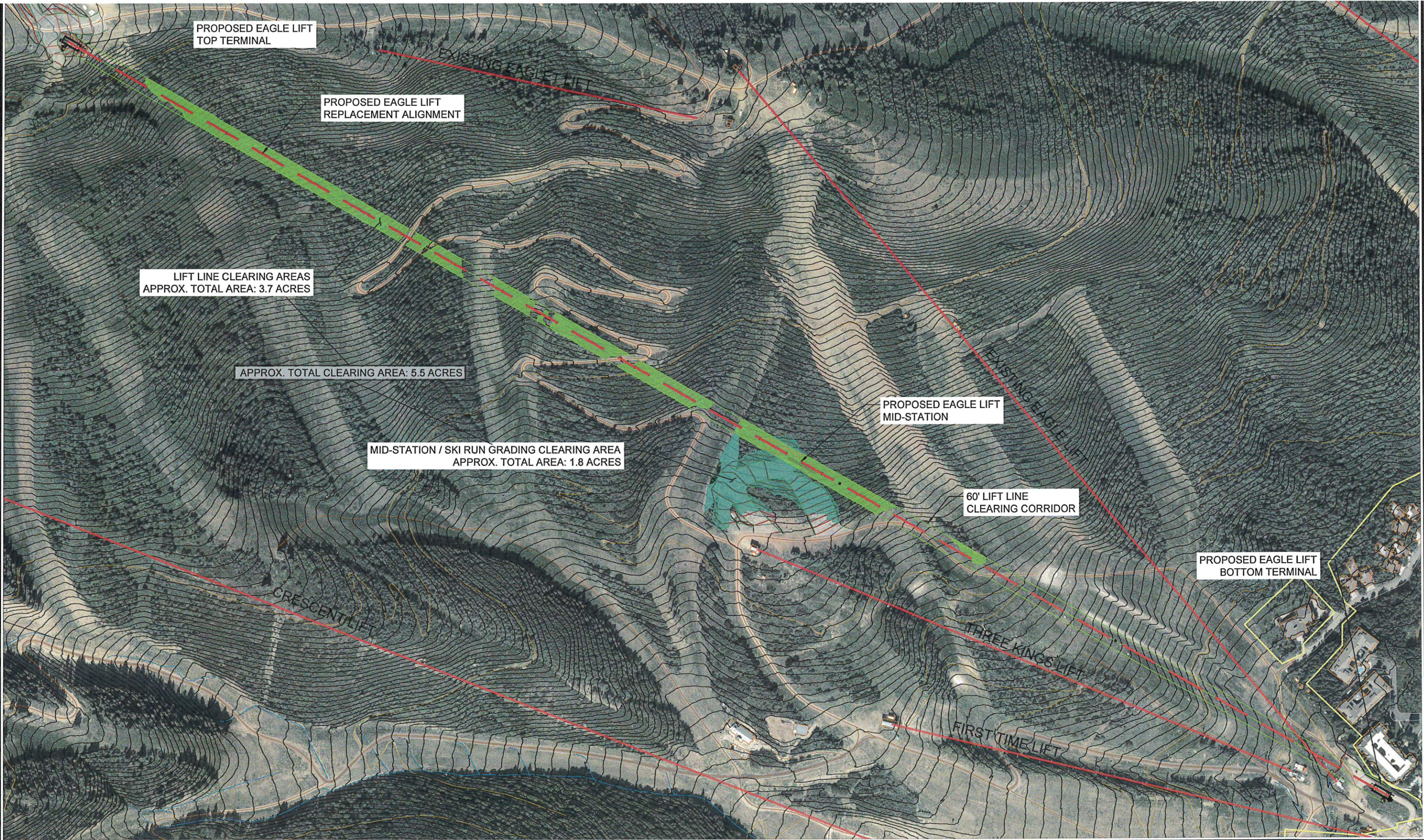
- LEGEND**
- EXISTING LIFT
 - PROPOSED LIFT
 - PARCEL BOUNDARY

PARK CITY MOUNTAIN RESORT
Silverlode Express Replacement Overall Site Plan



PREPARED BY:

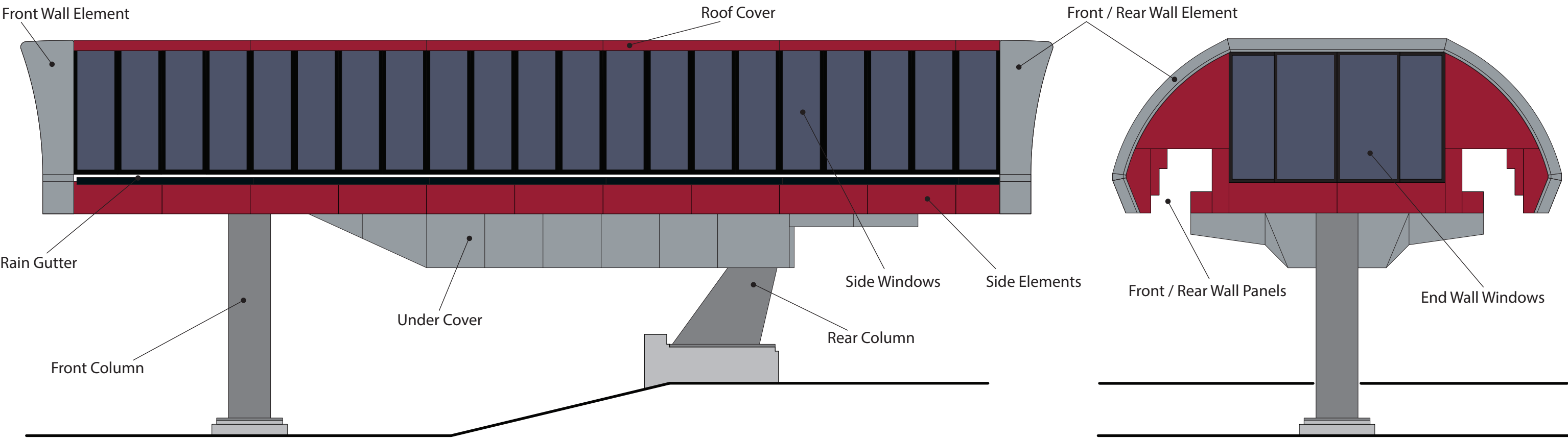
SE GROUP
ATTACHMENT 2



LEGEND

-  EXISTING LIFT
-  PROPOSED LIFT
-  PROPOSED GRADING
-  LIFT LINE CLEARING AREA
-  SKI RUN / GRADING CLEARING AREA





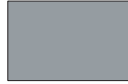
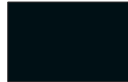
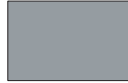
NAME _____

DATE _____

SIGANTURE _____

PARK CITY EAGLE

Standard Color :			
Front Column		Galvanized	
Rear Column		Galvanized	
Roof Panels (not shown)		Galvanized	
Side Windows	Frame	RAL 9005	
	Glass	Blue Grey	
End Wall Winows	Frame	RAL 9005	
	Glass	Blue Grey	

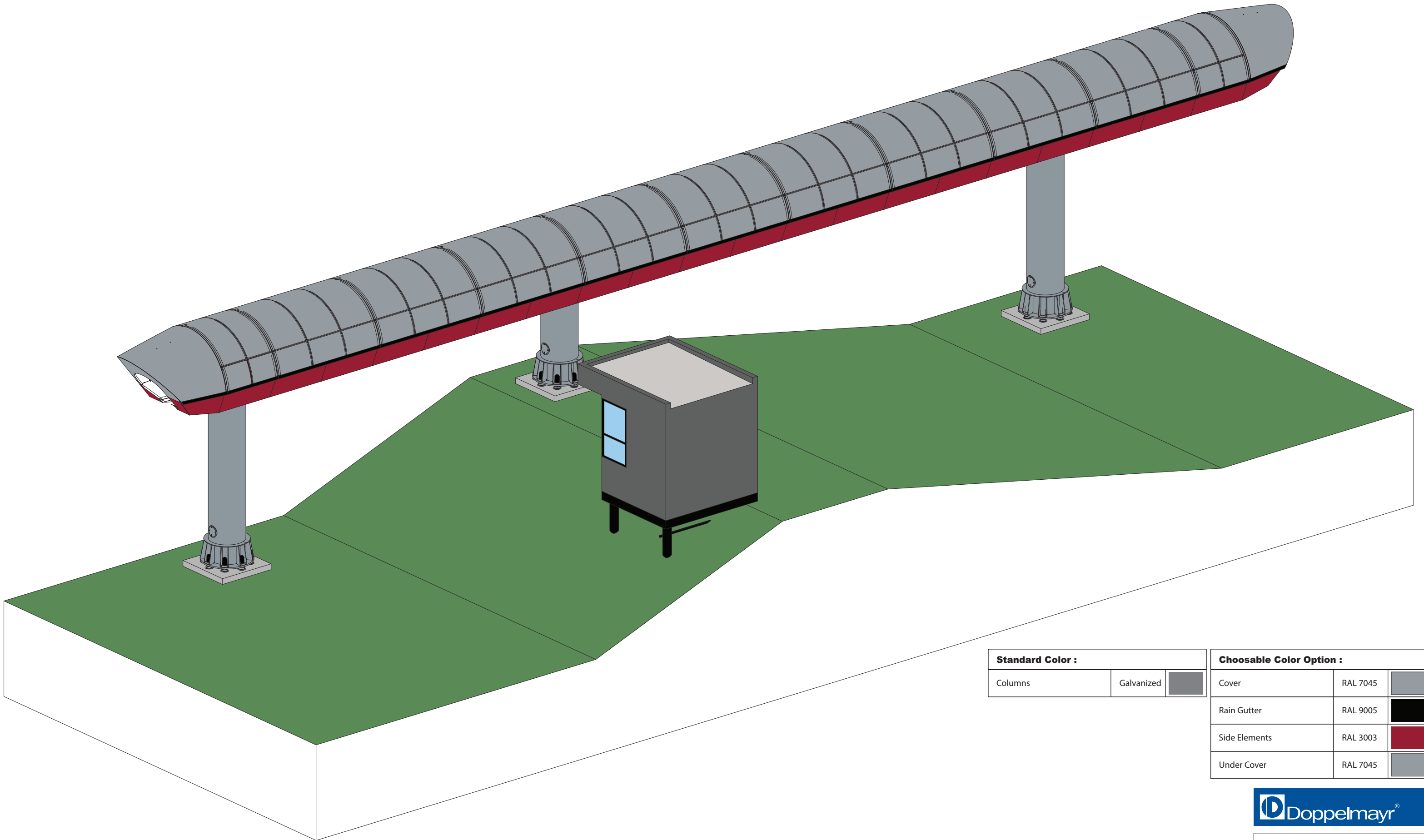
Choosable Color Option :		
Front and Rear Wall Element	RAL 7045	
Front and Rear Wall Panels	RAL 3003	
Rain Gutter	RAL 9005	
Roof Cover	RAL 3003	
Side Elements	RAL 3003	
Under Cover	RAL 7045	

Approved Nicole Bleriot 12/23/2021



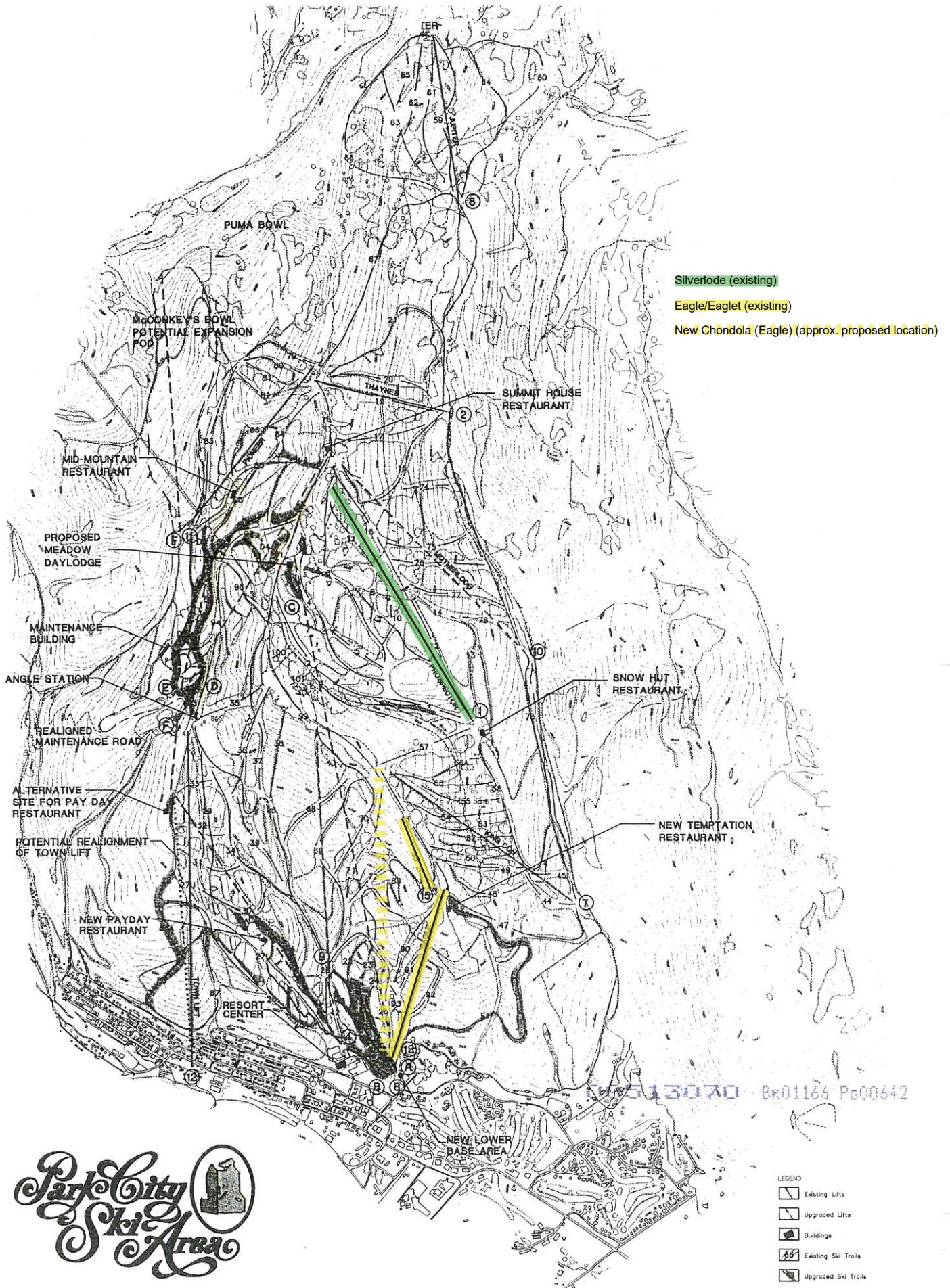
Contract No: SAA0003363

Due to variations in screen and print appearance, colors seen here may not accurately reflect paint colors
To confirm your color choices, please refer to your color cards



Due to variations in screen and print appearance, colors seen here may not accurately reflect paint colors
To confirm your color choices, please refer to your color cards





MOUNTAIN UPGRADE PLAN

PREPARED FOR:
PARK CITY SKI AREA
PO BOX 39
PARK CITY, UT 84060
801-649-8111

PREPARED BY:
LITTON, MI
PARK, MI
RELEVANT, MI
WATKINS, MI
WATKINS, MI
WATKINS, MI

Figure IV-1
Ski Area Upgrading

DATE: AUGUST 1996
CONTOUR INTERVAL: 10ft
0 500 1500ft

1. Ski Lifts

The lift upgrading program involves the replacement and/or reconfiguration of several of PCSA's existing lifts. In addition, the existing Three Kings and Gondola lifts (and optionally Crescent chair) would be removed, and seven new lifts would be installed as shown in Figure IV-1 and summarized below in Table IV-1.

Table IV-1
LIFT SPECIFICATIONS - UPGRADING

Map Ref.	Lift Name	Lift Type	Top Elev. (ft.)	Bot. Elev. (ft.)	Vert. Rise (ft.)	Horiz. Length (ft.)	Slope Length (ft.)	Avg. Grade (%)	Hourly Capacity (skiers/hr.)	Rope Speed (fpm)
1	New Prospector	Det. Six	9,250	7,980	1,270	5,130	5,285	25	3,000	1,000
2	New Thaynes	Triple	9,385	8,505	880	2,630	2,773	33	1,800	500
3	Three Kings	(removed)								
4	New Pay Day	Det. Six	8,250	6,980	1,270	5,790	5,928	22	3,000	1,000
5	Crescent	(removed)								
6	New First Time	Triple	7,170	6,900	270	1,900	1,919	14	1,200	350
7	King Con	Det. Quad	8,480	7,280	1,200	4,320	4,484	28	2,800	1,000
8	Jupiter	Double	9,960	8,935	1,025	3,200	3,360	32	1,200	500
9	Ski Team	Double	8,630	7,090	1,540	4,850	5,089	32	1,200	500
10	New Motherload	Det. Quad	9,230	7,975	1,255	5,110	5,262	25	2,200	1,000
11	Pioneer	Triple	9,400	8,400	1,000	4,070	4,191	25	1,800	500
12	Town	Triple	8,175	6,985	1,190	6,430	6,539	19	1,800	500
13	Eagle	Triple	8,050	6,915	1,135	3,300	3,490	34	1,200	500
14	Gondola	(removed)								
15	G.S. Lift	Triple	8,320	8,050	270	1,540	1,563	18	600	500
A	New Chondola	8-Passenger	8,940	6,890	2,050	10,100	10,306	20	2,800	1,000
B	New Beginner	Baby Double	6,962	6,900	62	850	852	7	500	300
C	New Beginner	Baby Double	8,920	8,870	50	600	602	8	500	300
D	New Bonanza I	Det. Quad	9,245	8,130	1,115	5,450	5,563	20	2,000	1,000
E	New Bonanza II	Double	8,450	8,130	320	2,100	2,124	15	600	350
F	Pay Day Link	Double	8,250	8,130	120	1,600	1,604	8	1,200	450
G	McConkey's	Det. Quad	9,575	8,410	1,165	4,850	4,988	24	1,800	1,000

Source: PCSA Resort Management, Sno.engineering, Inc.

The lift upgrading program at the base of the mountain has been developed to improve out-of-base access. The plan reflects the development of two formalized entry portals to the mountain, thus improving access and distribution to the mountain. The upper entry portal (next to Steeps) will be serviced by a relocated Pay Day Chairlift -- a detachable, six-passenger lift. From the top of the New Pay Day Chairlift, skiers will be able to access the summit of the mountain via the New Bonanza-I Chairlift (a detachable

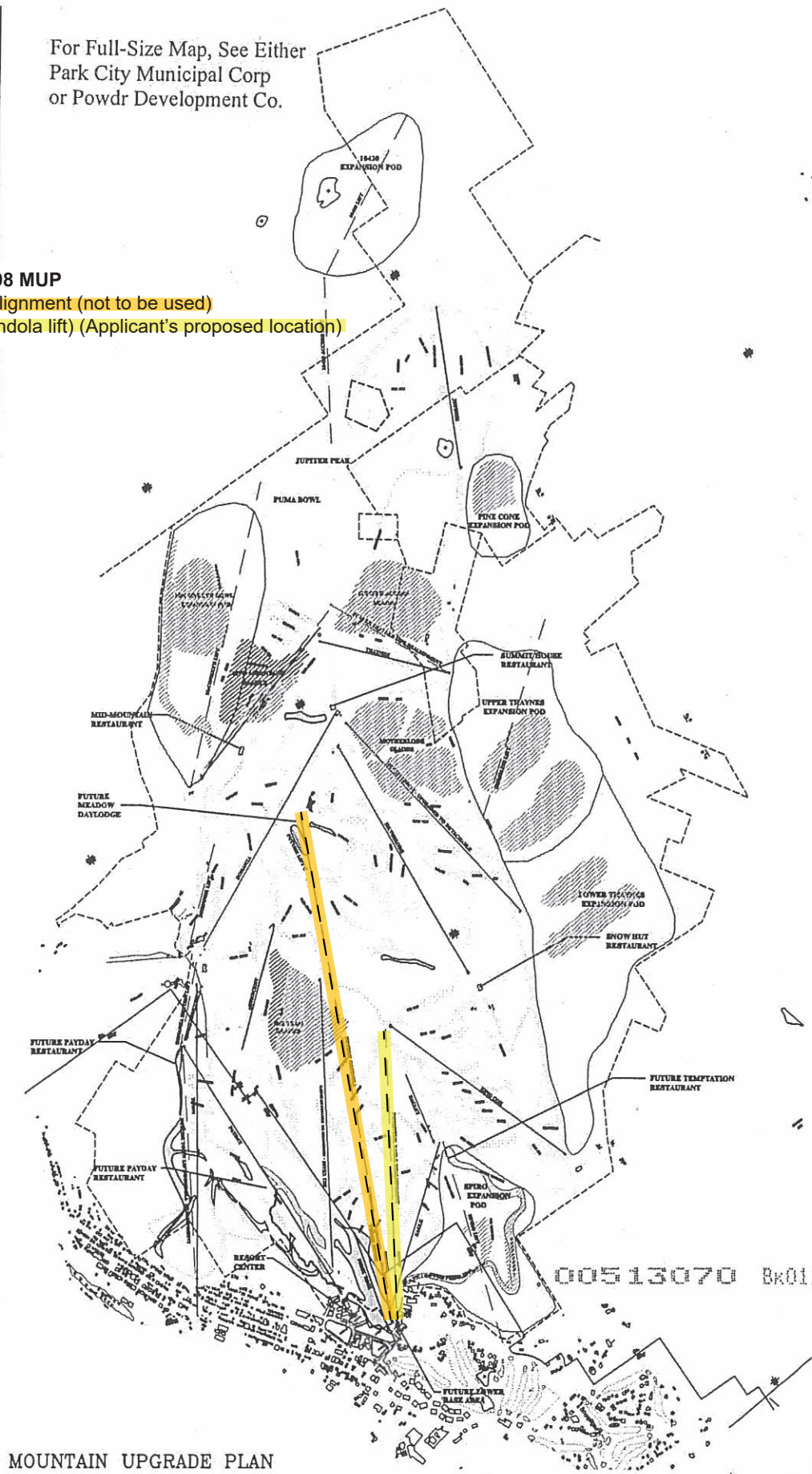
00513070 Bx01166 Pg00643

For Full-Size Map, See Either
Park City Municipal Corp
or Powdr Development Co.

Planned Future Lifts - 1998 MUP

Proposed New Chondola Alignment (not to be used)

Proposed New Eagle (Chondola lift) (Applicant's proposed location)



00513070 BK01166 F600608

MOUNTAIN UPGRADE PLAN



- LEGEND**
- Proposed Ski Run
 - Existing Ski Run
 - Expansion Pod
 - Planned Future Lift
 - City-County Line
 - Existing Gladed Areas
 - Future Gladed Areas
 - Tree Line
 - 10 Foot Contour
 - 60 Foot Contour
 - Existing Building
 - Existing Ski Lift
 - Existing Road
 - Lease Line



3. Analysis of Comfortable Carrying Capacity

As a result of the upgrading program, the CCC would increase from 9,910 to 13,700 skiers per day, which represents a total of 3,890 additional skiers, or an increase of 38 percent. Table IV-4 details PCSA's CCC after upgrading.

**Table IV-4
COMFORTABLE CARRYING CAPACITY - UPGRADING**

Lift Name	Lift Type	Slope Length (ft.)	Vert. Rise (ft.)	Hourly Capacity (skiers/hr.)	Oper. Hours (hrs.)	Load Eff. (%)	Adjust. Hrly. Cap. (skiers/hr)	VTF/Hr (000)	Vertical Demand (ft./day)	CCC (skiers)
New Prospector	Det. Six	5,285	1,270	3,000	6.75	95	2,850	3,810	11,769	2,080
New Thaynes	Triple	2,773	880	1,800	6.50	95	1,710	1,584	16,706	590
New Pay Day	Det. Six	5,928	1,270	3,000	7.00	70	2,100	3,810	11,976	1,560
New First Time	Triple	1,919	270	1,200	7.00	90	1,080	324	3,588	570
King Con	Det. Quad	4,484	1,200	2,800	6.75	95	2,660	3,360	12,061	1,790
Jupiter	Double	3,360	1,025	1,200	6.00	95	1,140	1,230	20,271	350
Ski Team	Double	5,089	1,540	1,200	6.75	90	1,080	1,848	21,635	520
New Motherload	Det. Quad	5,262	1,255	2,200	6.50	95	2,090	2,761	16,476	1,030
Pioneer	Triple	4,191	1,000	1,800	6.50	90	1,620	1,800	13,045	810
Town	Triple	6,539	1,190	1,800	7.00	25	450	2,142	13,820	270
Eagle	Triple	3,490	1,135	1,200	7.00	50	600	1,362	18,789	250
G.S. Lift	Triple	1,563	270	600	6.50	0	-	162	-	-
New Chondola	8-Pass.	10,306	2,050	2,800	7.00	40	1,120	5,740	13,058	1,230
New Beginner	Baby Double	852	62	500	7.00	90	450	31	1,796	110
New Beginner	Baby Double	602	50	500	6.50	90	450	25	1,813	80
New Bonanza-I	Det. Quad	5,563	1,115	2,000	6.50	95	1,900	2,230	10,272	1,340
New Bonanza-II	Double	2,124	320	600	6.50	95	570	192	5,486	220
Pay Day Link	Double	1,604	120	1,200	6.50	95	1,140	144	0	-
McConkey's	Det. Quad	4,988	1,165	1,800	6.50	95	1,710	2,097	14,432	900
Total:		75,922		31,200			24,720	34,652		13,700

Source: PCSA Resort Management, Sno.engineering, Inc.

It is a common practice at ski areas, and one that has been generally accepted by the ski industry, to exceed the CCC on peak ski days by as much as 25 percent. Based upon historical skier-visit performance records, PCSA anticipates future peak skier days to reach 110 percent of the CCC. This policy is acceptable as long as it does not become common practice. It is not believed that the ski area can economically justify a concurrent increase in the size of the visitor service facilities to accommodate the higher skier capacity. It should be noted, however, that the parking/shuttle accommodations and water and sewer systems must be sized for the capacity of a peak ski day. PCSA's peak ski day capacity is estimated at 15,070 skiers.

00513070 Bx01166 Pa00649

February 16, 2022

Lillian Lederer
Planner I, PCMC

Lillian,

In response to your request to provide Sensitive Land Overlay zone (SLO) requirements on February 3, 2022 please see the attached exhibits and descriptions below in regard to Park City Mountain's proposed lift installations for Eagle and Silverlode.

- **Slope/Topo Map**
See attached Slope Analysis exhibit. The proposed lifts will be built on slopes that are occasionally greater than 40%. This is common and consistent with existing ski area design and construction.
- **Ridge Line Area Map**
See attached Ridge Line Analysis exhibit. The proposed lift top terminals will be placed near ridgelines replacing existing lifts in a comparable ridge locations to allow for skier off-loading.
- **Vegetation Cover Map**
See Vegetation Cover exhibit, data provide by USGS. Detailed revegetation plan will be submitted within the PCMC Building Permit and utilizes a specialized Mountain seed mix of native plant material. The lower section of the proposed Eagle lift and the entire lift length of Silverlode occurs in terrain that has been previously modified for ski trails and lifts. The upper section of Eagle will require a new lift line corridor and the removal of primarily Gambel Oak, Aspen and smaller shrubs. Please refer to Vegetation Clearing exhibits that were submitted in January 20, 2022.
- **Designated Entry Corridors and Vantage Points**
See Entry Corridors and Vantage Points exhibit. Photos were taken at Utah Highway 248 east of Park City High School and Utah Highway 224 north of Holiday Ranch Loop Road and Payday Drive as identified by Staff. Exhibit identifies two existing lifts (blue) that will be removed and are currently visible from the two vantage points and proposed alignment (red) of the Eagle lift. Silverlode lift is not visible from these vantage points.
- **Wetland Map & Stream Corridor, Canals, and Ditches Map**
See Wetlands, Springs and Steams exhibit. There are no wetlands within the proposed lift alignment or staging areas. The two existing ephemeral steams shown near the bottom of Silverlode and Eagle have been placed in underground culverts and will not be impacted by lift construction.

- **Wildlife Habitat Areas Map**

See multiple Habitat exhibits, data from UGRC. Proposed lift replacements will occur within the existing ski area boundary and it is not believed to cause greater impacts to wildlife from standard on-going winter and summer operations after project completion.

- **Wildland / Wildfire Management**

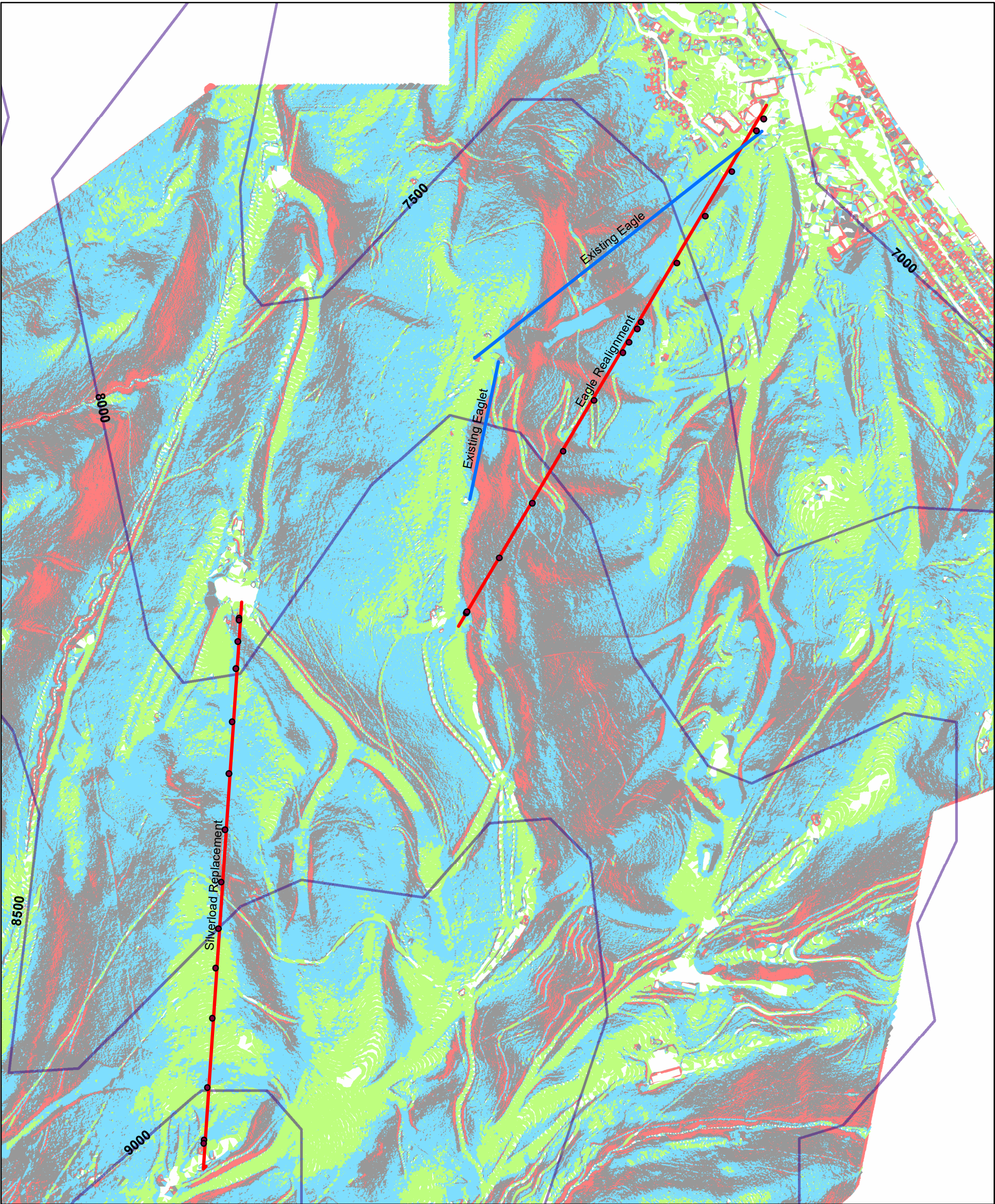
As part of PCM's construction management plan to be submitted as part of the Building Permit, PCM will mulch on-site or remove all vegetation to reduce fuel loading and the prevention of wildfires. Park City Mountain is a member of Park City's Wildfire task force and will continue to partner with stakeholders for best management practices. PCM also works with Ecology Bridge Consultants in the prevention of noxious weeds and the consultant has recommended placing mulched woodchips in identified weed zones along with managing weed prevention in disturbed areas during revegetation periods.

- **Summer Trail Impacts**

During construction PCM has identified that a couple of trails will be impacted and need to be rerouted for the public's safety. PCM has a long-standing working relationship with Mountain Trails and PCMC Trails & Open Space and will work to create short reroute options to maintain summer trail use and properly sign and notify the community of proposed changes.

Best regards,

John Sale
Director of Mountain Planning
Park City Mountain



Legend

- Proposed Lift Tower Locations
- Lifts to be Removed
- Proposed Lifts

Slope Angle	
	> 30°
	25-35°
	15-25°
	5-15°
	< 5°

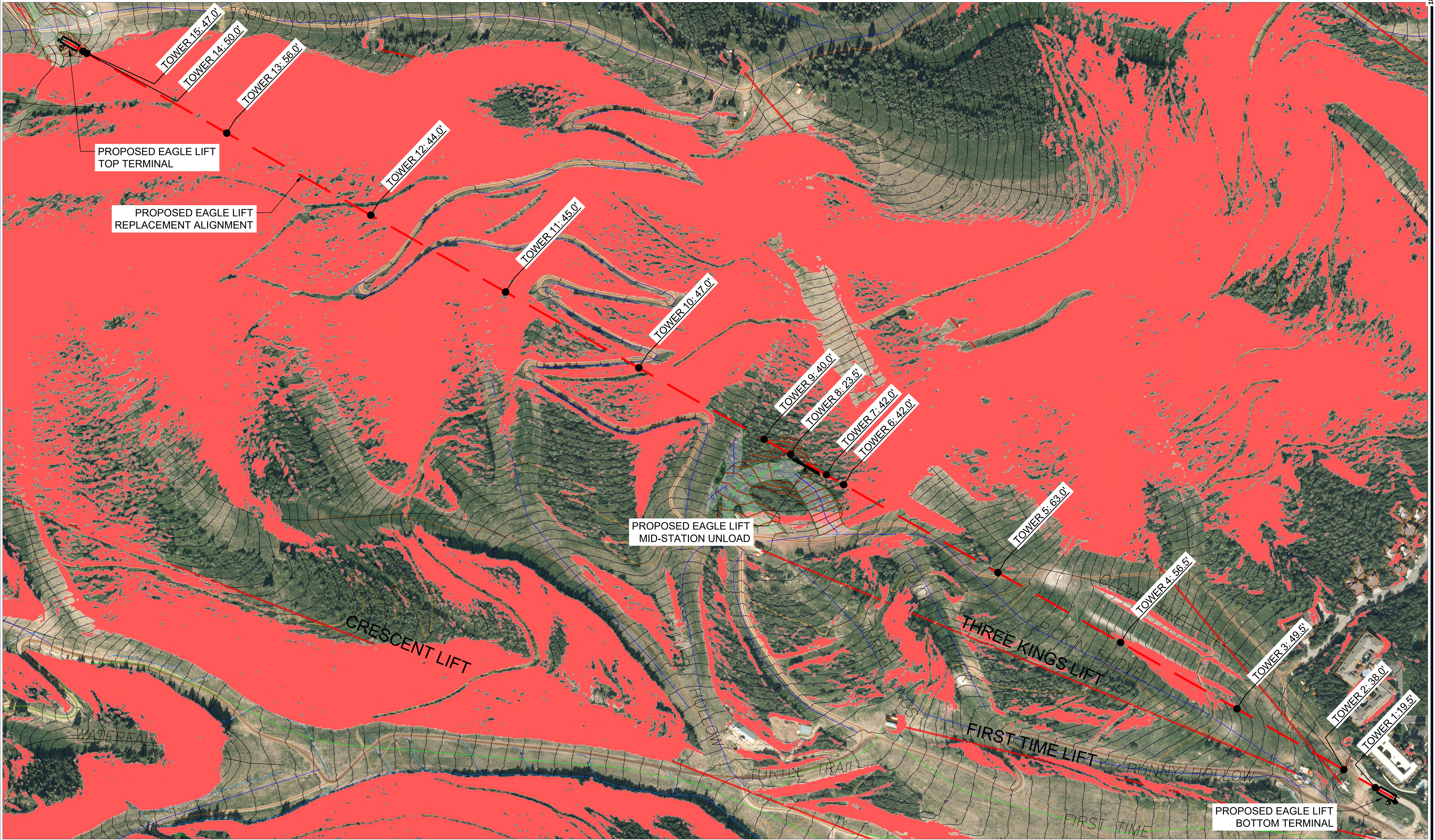
0.25 Miles



Slope Analysis



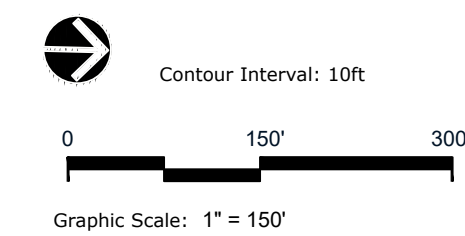
Source: UGRC
Date: 2/11/2022
Produced by: Annaka Egan



LEGEND

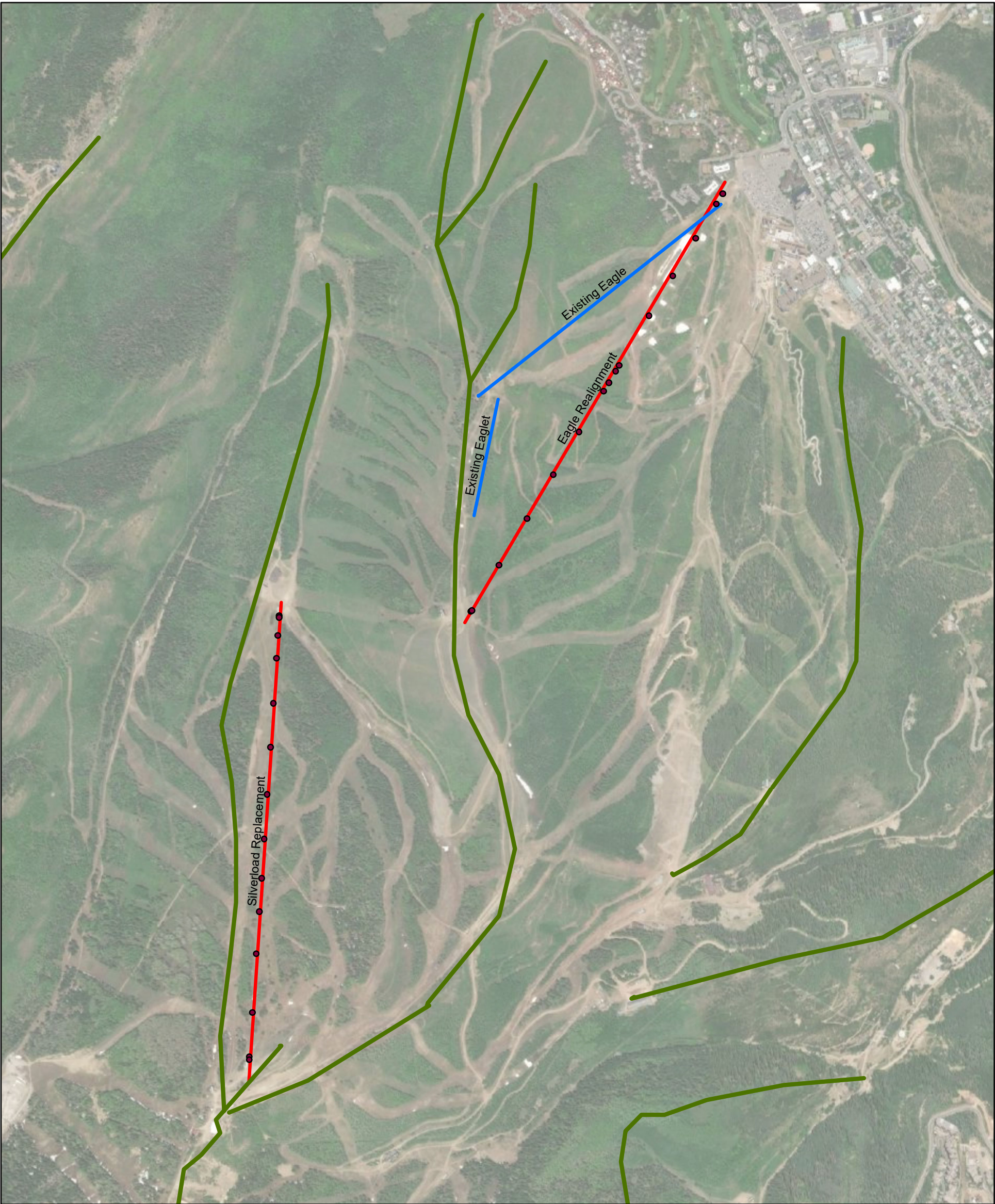
- EXISTING LIFT
- PROPOSED LIFT
- PROPOSED GRADING
- EXISTING SLOPES > 40%

PARK CITY MOUNTAIN RESORT
Proposed Eagle Lift Replacement - Overall Plan
Existing Slope and Tower Height Exhibit



PREPARED BY:

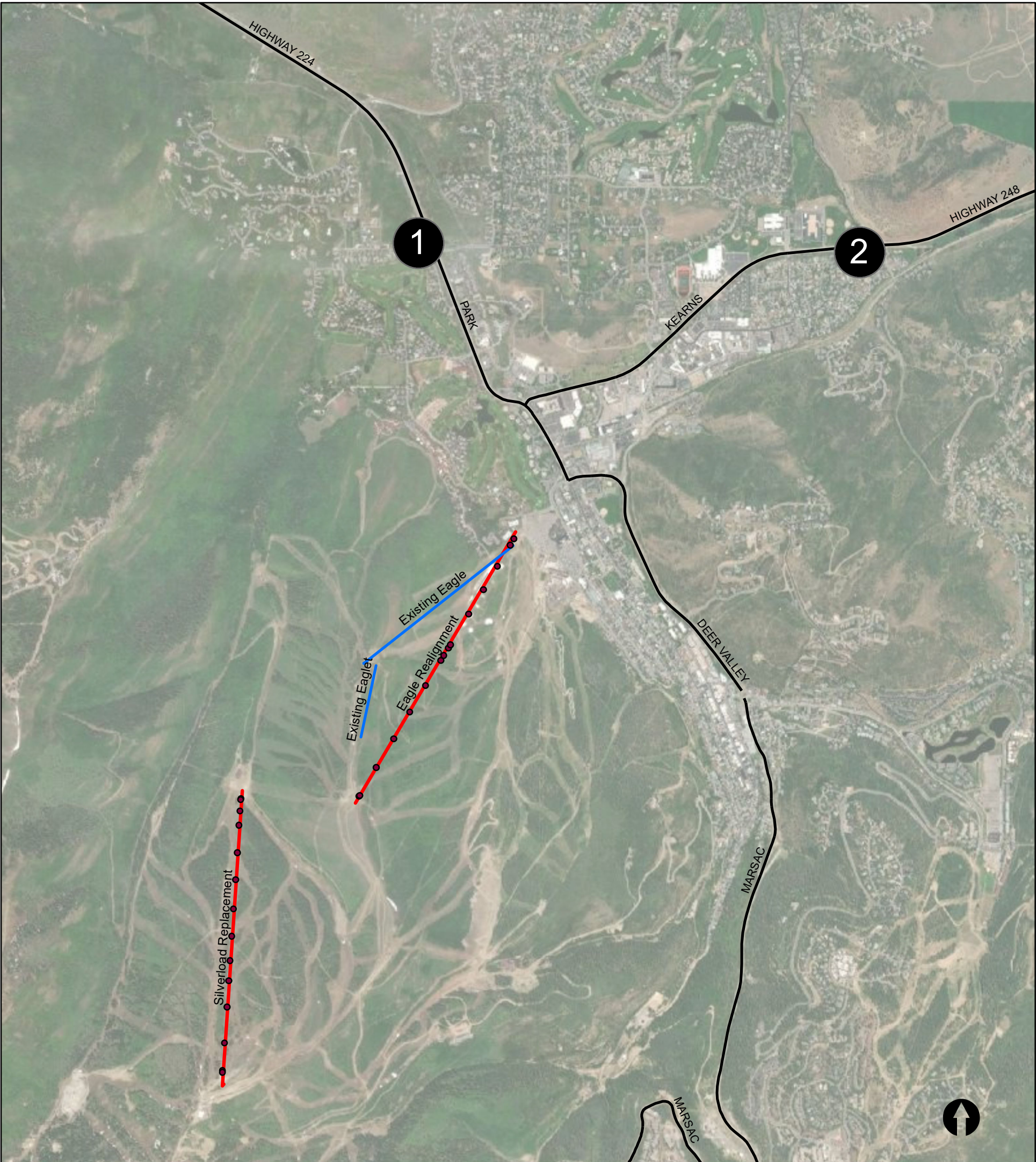




Legend

- Proposed Lift Tower Locations
- Ridgetops
- Lifts to be Removed
- Proposed Lifts

Ridgetops Proximate to Site Area



Legend

- Primary Transportation Routes
- Proposed Lift Tower Locations
- Lifts to be Removed
- Proposed Lifts

ENTRY CORRIDOR AND VANTAGE POINTS



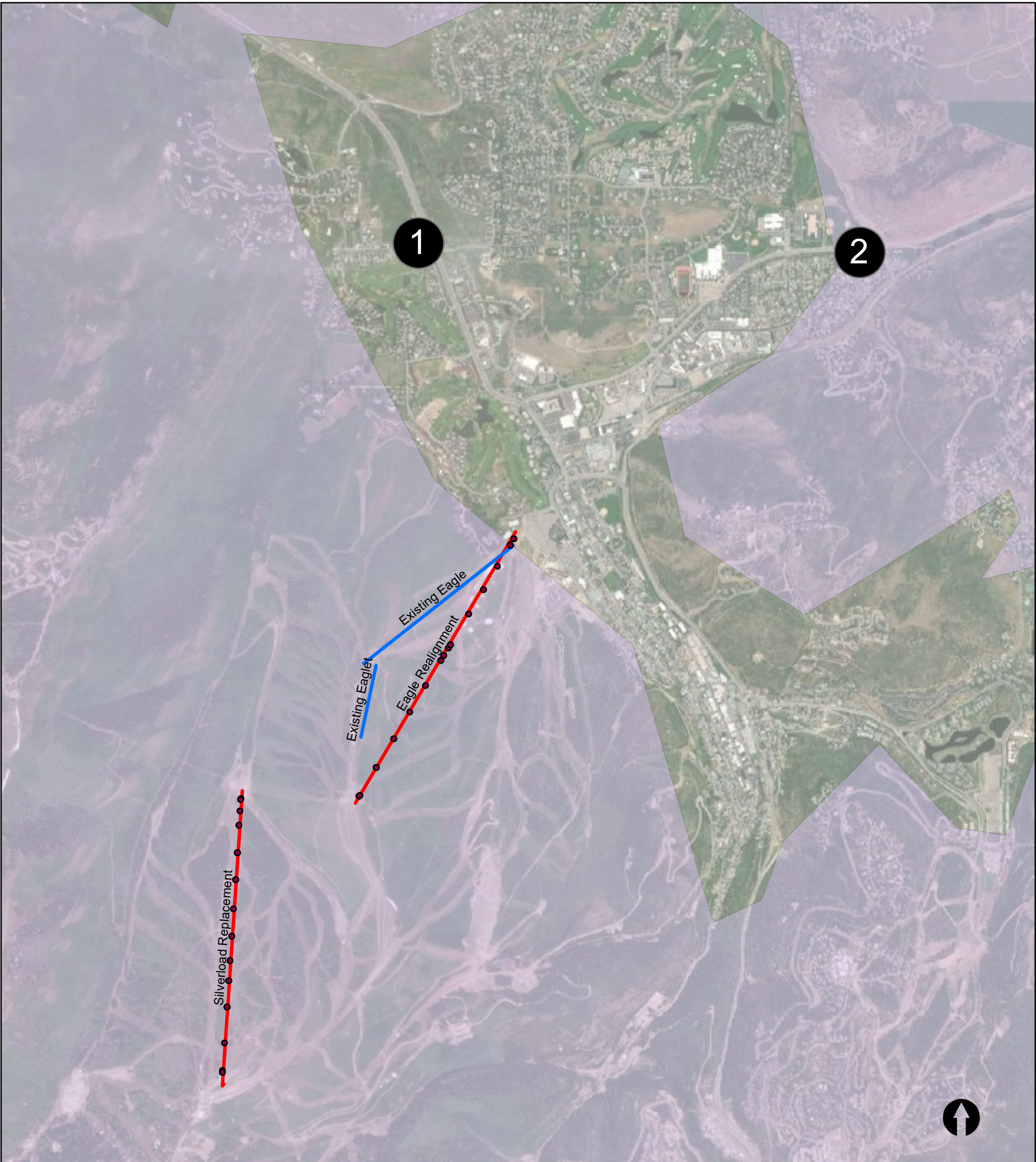
Source: UGRC
Date: 2/11/2022
Produced by: Annaka Egan

1



2





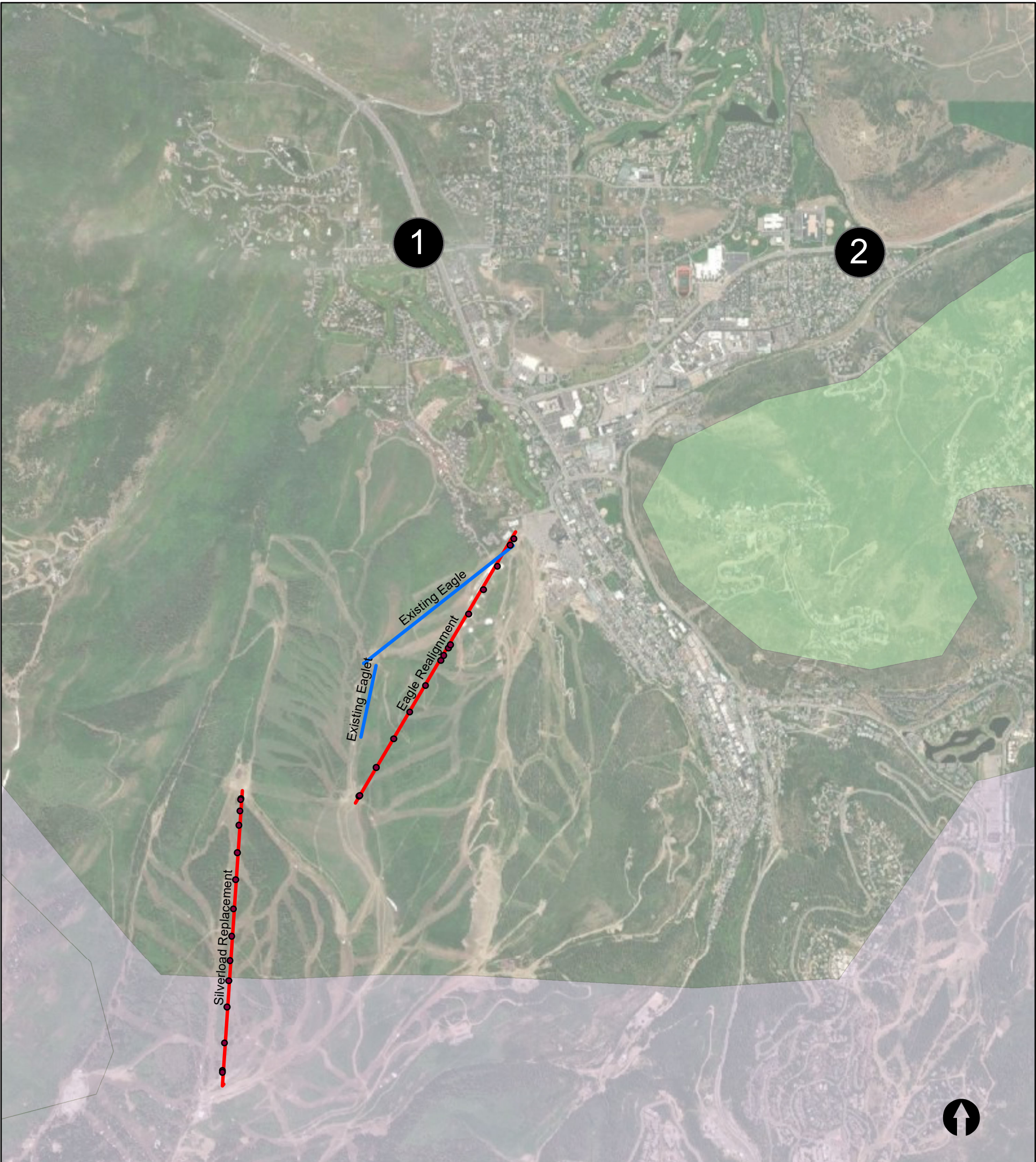
Legend

- Proposed Lift Tower Locations
- Lifts to be Removed
- Proposed Lifts

SEASON

- Year-long

DUSKY GROUSE HABITAT



Legend

- Proposed Lift Tower Locations
- Lifts to be Removed
- Proposed Lifts

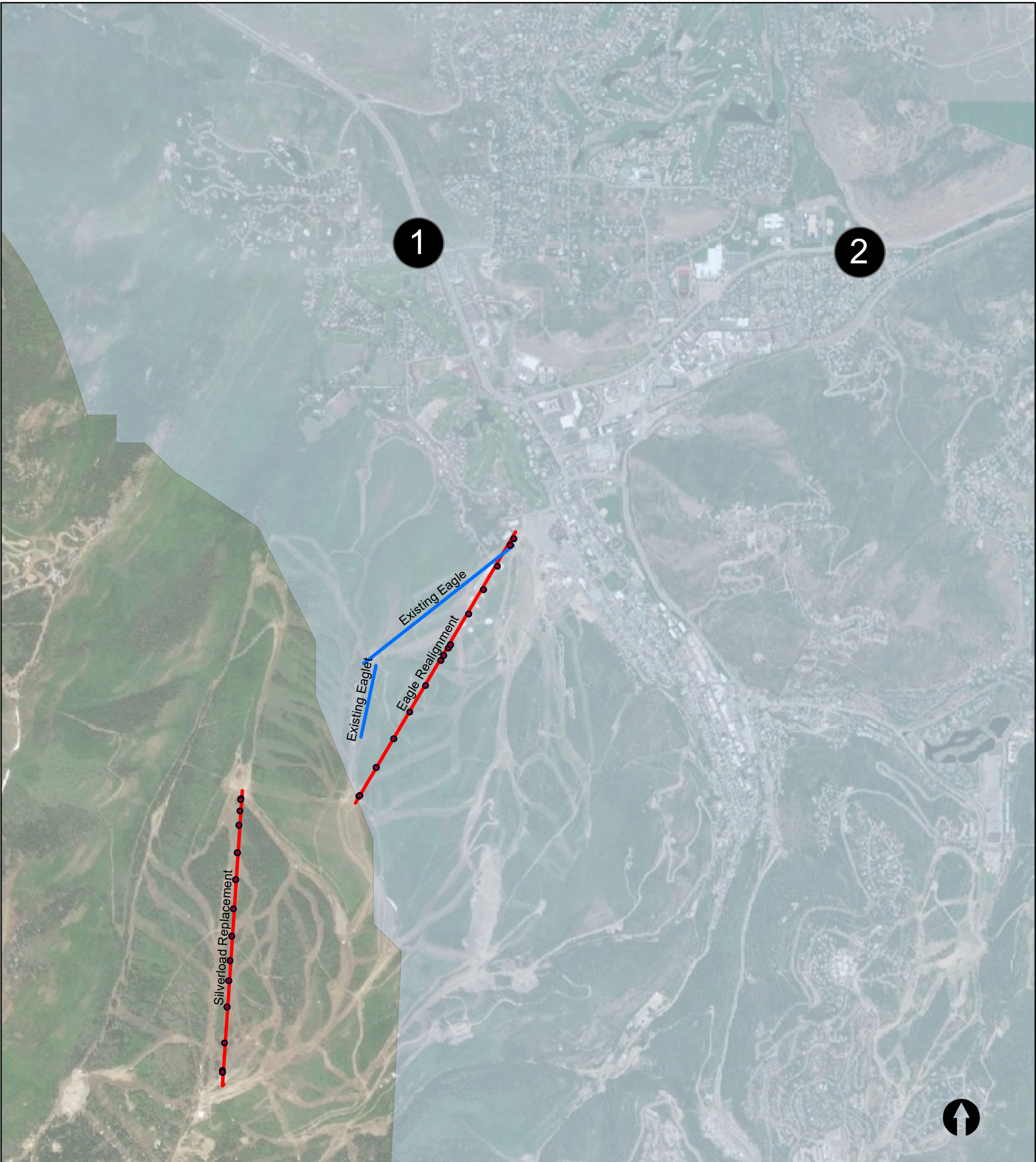
SEASON

- Spring/fall
- Winter

ELK HABITAT



Source: UGRC
Date: 2/11/2022
Produced by: Annaka Egan



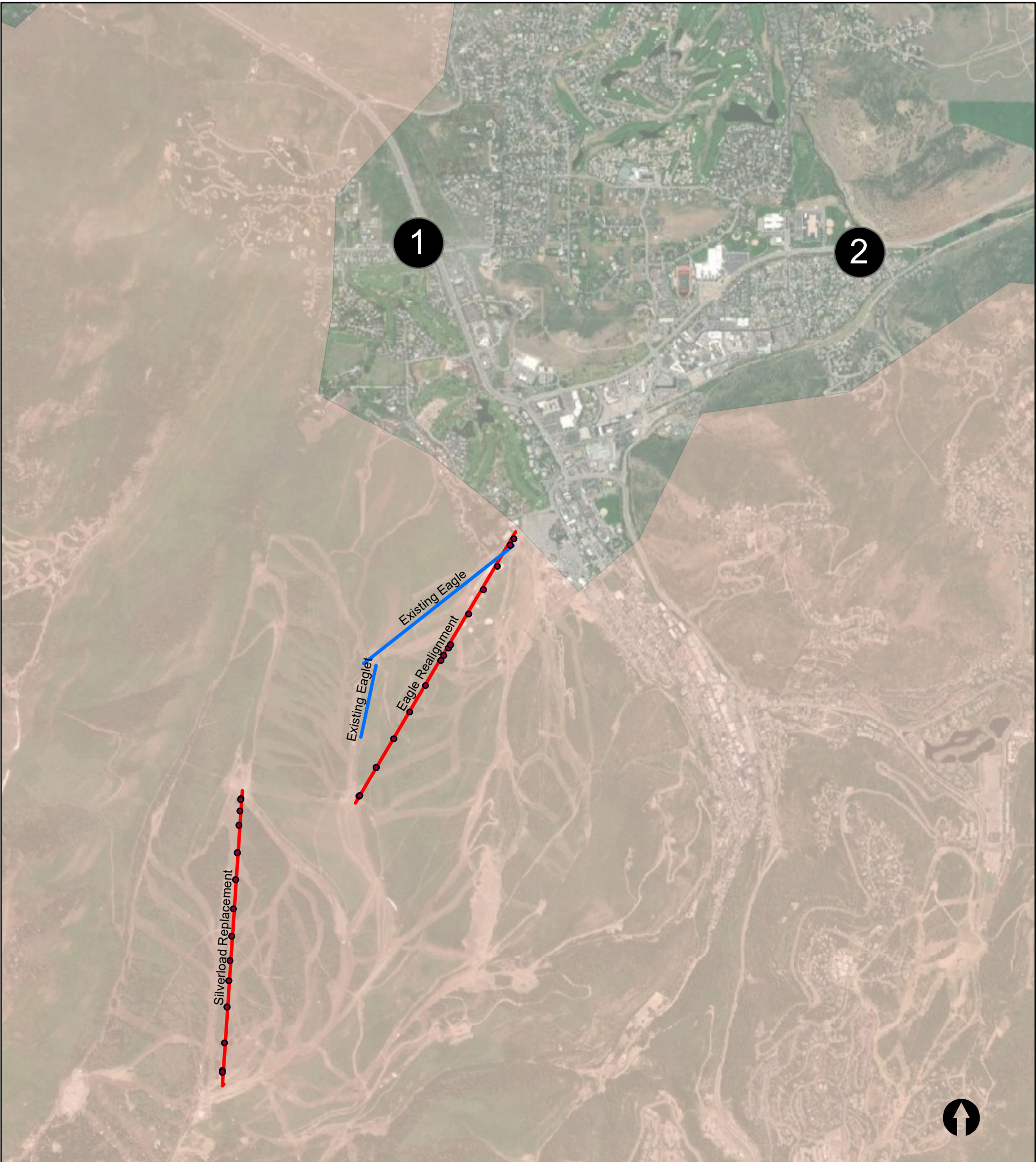
Legend

- Proposed Lift Tower Locations
- Lifts to be Removed
- Proposed Lifts

SEASON

- Year-long

WHITE-TAILED JACKRABBIT HABITAT



Legend

- Proposed Lift Tower Locations
- Lifts to be Removed
- Proposed Lifts

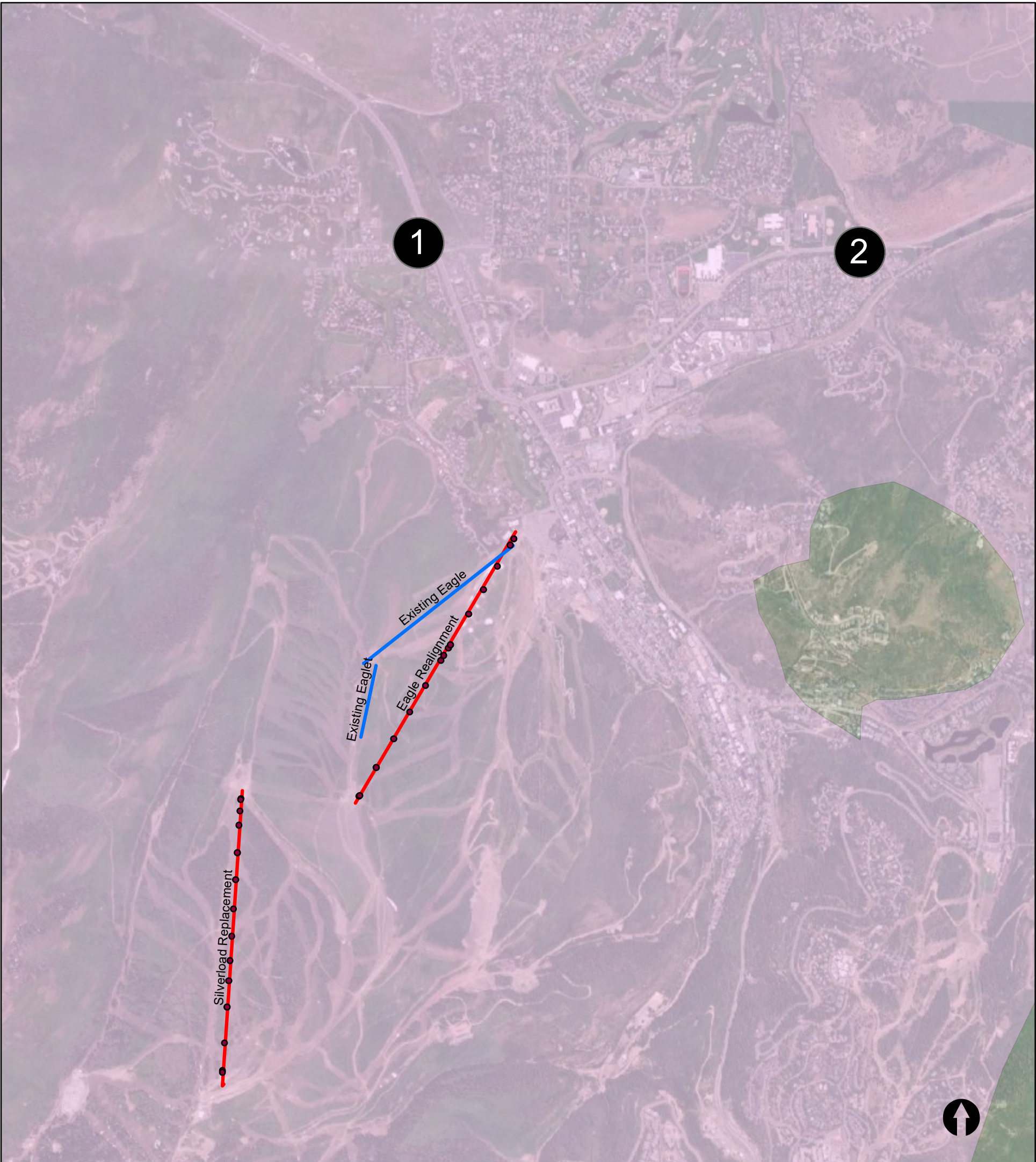
SEASON

- Year-long

MOOSE HABITAT



Source: UGRC
Date: 2/11/2022
Produced by: Annaka Egan



0.5 Miles

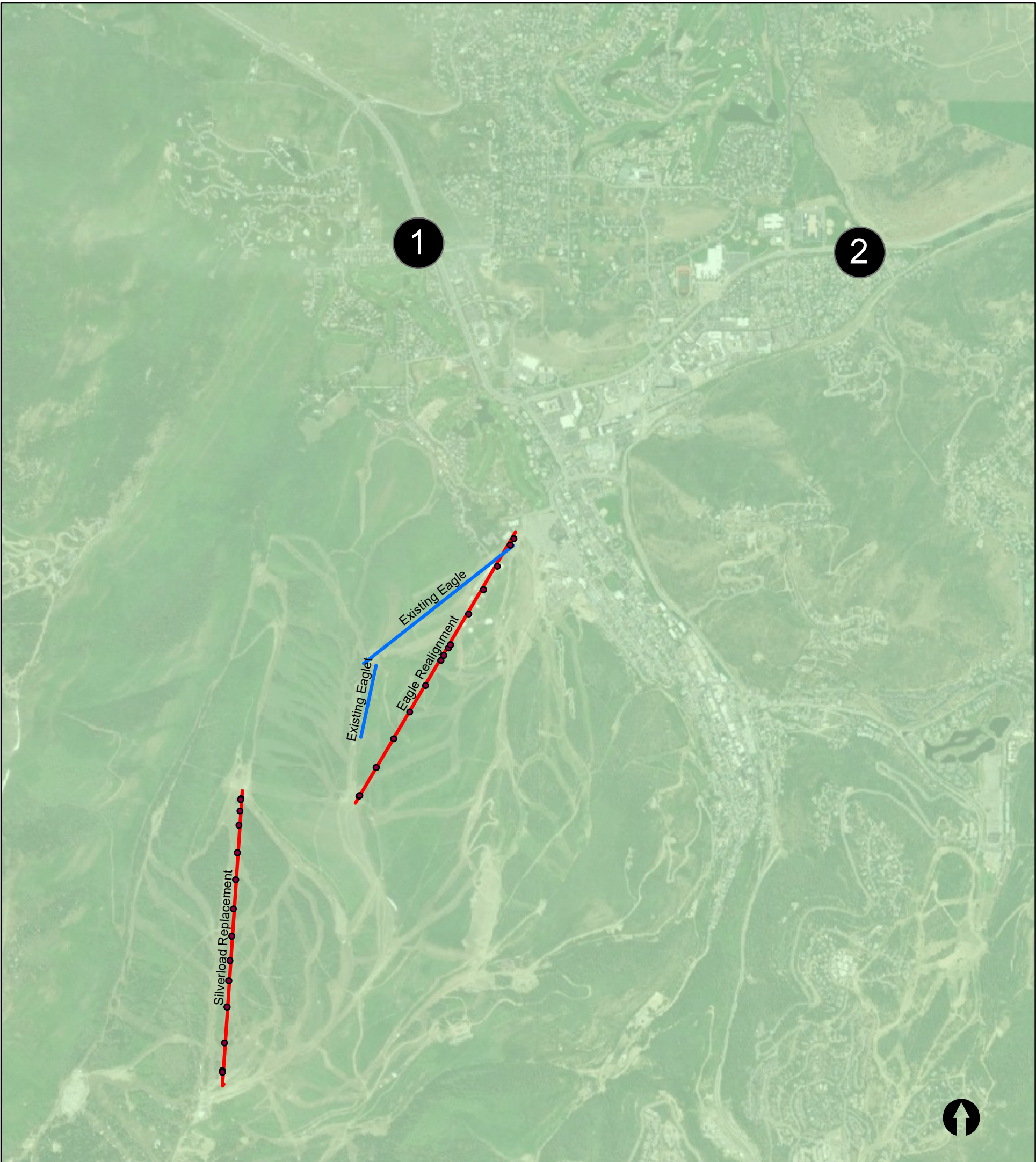
Legend

- Proposed Lift Tower Locations
- Lifts to be Removed
- Proposed Lifts

SEASON

Summer

MULE DEER HABITAT MAP



0.5 Miles

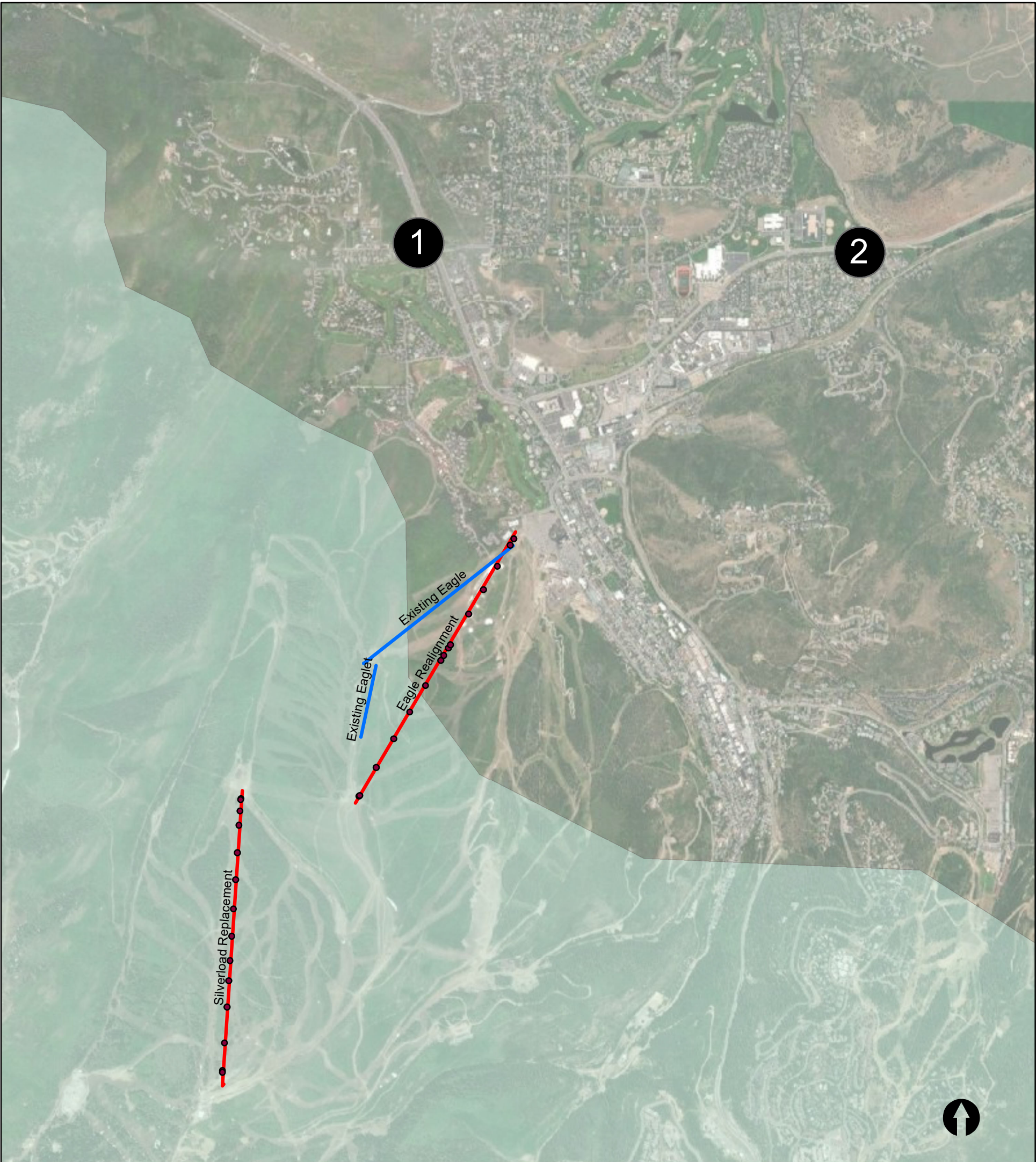
Legend

- Proposed Lift Tower Locations
- Lifts to be Removed
- Proposed Lifts

SEASON

Year-long

RUFFED GROUSE HABITAT



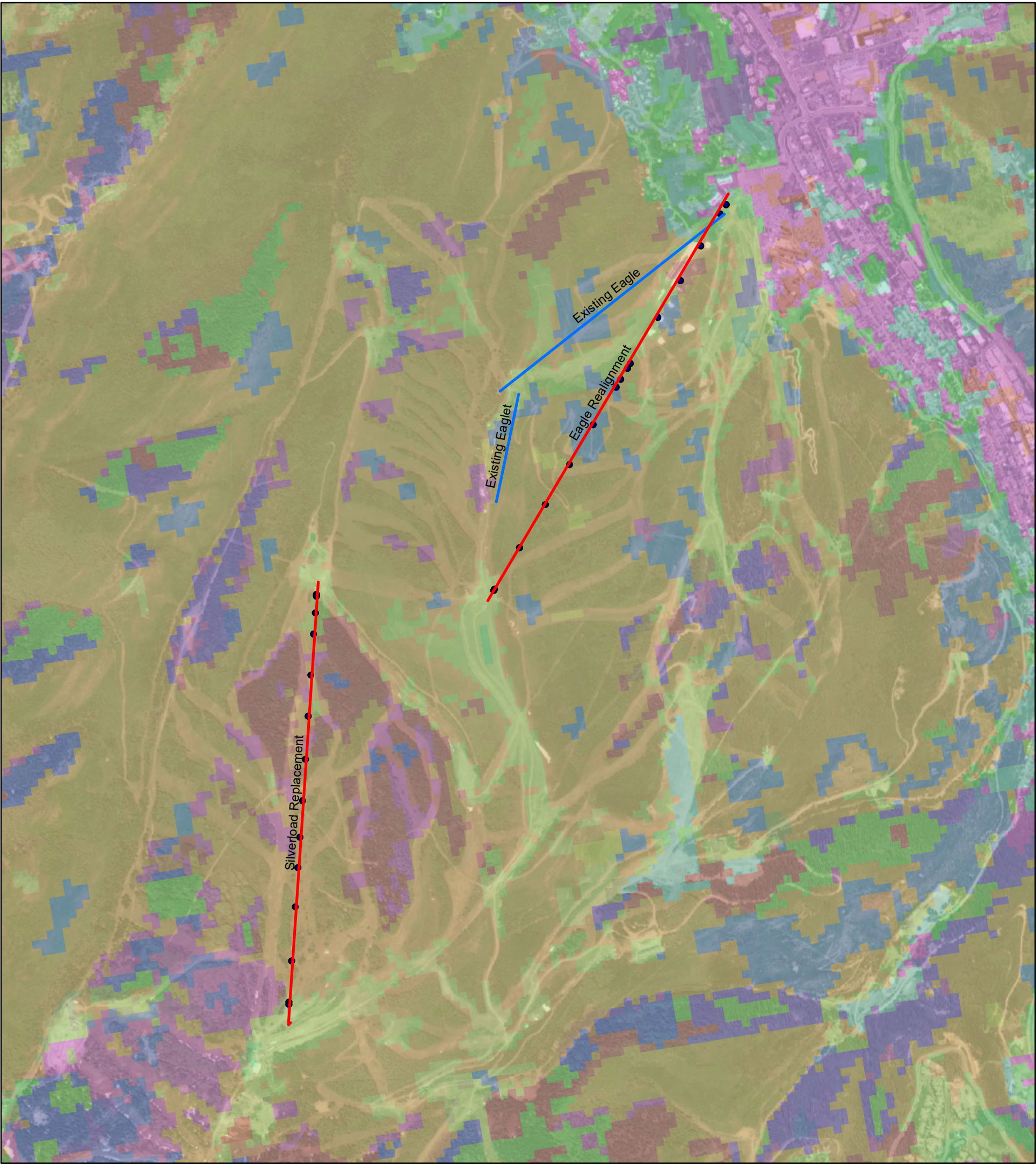
Legend

- Proposed Lift Tower Locations
- Lifts to be Removed
- Proposed Lifts

SEASON

- Year-long

SNOWSHOE HARE HABITAT



Legend

Proposed Lifts

Lifts to be Removed

Proposed Lift Tower Locations

Vegetation Cover

Colorado Plateau Pinyon-Juniper Woodland

Cultivated Cropland

Developed, High Intensity

Developed, Low Intensity

Developed, Medium Intensity

Developed, Open Space

Disturbed/Successional - Shrub Regeneration

Great Basin Pinyon-Juniper Woodland

Inter-Mountain Basins Aspen-Mixed Conifer Forest and Woodland

Inter-Mountain Basins Big Sagebrush Shrubland

Inter-Mountain Basins Big Sagebrush Steppe

Inter-Mountain Basins Curl-leaf Mountain Mahogany Woodland and Shrubland

Inter-Mountain Basins Montane Sagebrush Steppe

Introduced Upland Vegetation - Perennial Grassland and Forbland

Introduced Upland Vegetation - Shrub

Northern Rocky Mountain Montane-Foothill Deciduous Shrubland

Open Water (Fresh)

Pasture/Hay

Rocky Mountain Alpine Bedrock and Scree

Rocky Mountain Alpine-Montane Wet Meadow

Rocky Mountain Aspen Forest and Woodland

Rocky Mountain Bigtooth Maple Ravine Woodland

Rocky Mountain Cliff, Canyon and Massive Bedrock

Rocky Mountain Gambel Oak-Mixed Montane Shrubland

Rocky Mountain Lodgepole Pine Forest

Rocky Mountain Lower Montane Riparian Woodland and Shrubland

Rocky Mountain Subalpine Dry-Mesic Spruce-Fir Forest and Woodland

Rocky Mountain Subalpine Mesic Spruce-Fir Forest and Woodland

Rocky Mountain Subalpine-Montane Limber-Bristlecone Pine Woodland

Rocky Mountain Subalpine-Montane Mesic Meadow

Rocky Mountain Subalpine-Montane Riparian Shrubland

Southern Rocky Mountain Dry-Mesic Montane Mixed Conifer Forest and Woodland

Southern Rocky Mountain Mesic Montane Mixed Conifer Forest and Woodland

Southern Rocky Mountain Montane-Subalpine Grassland

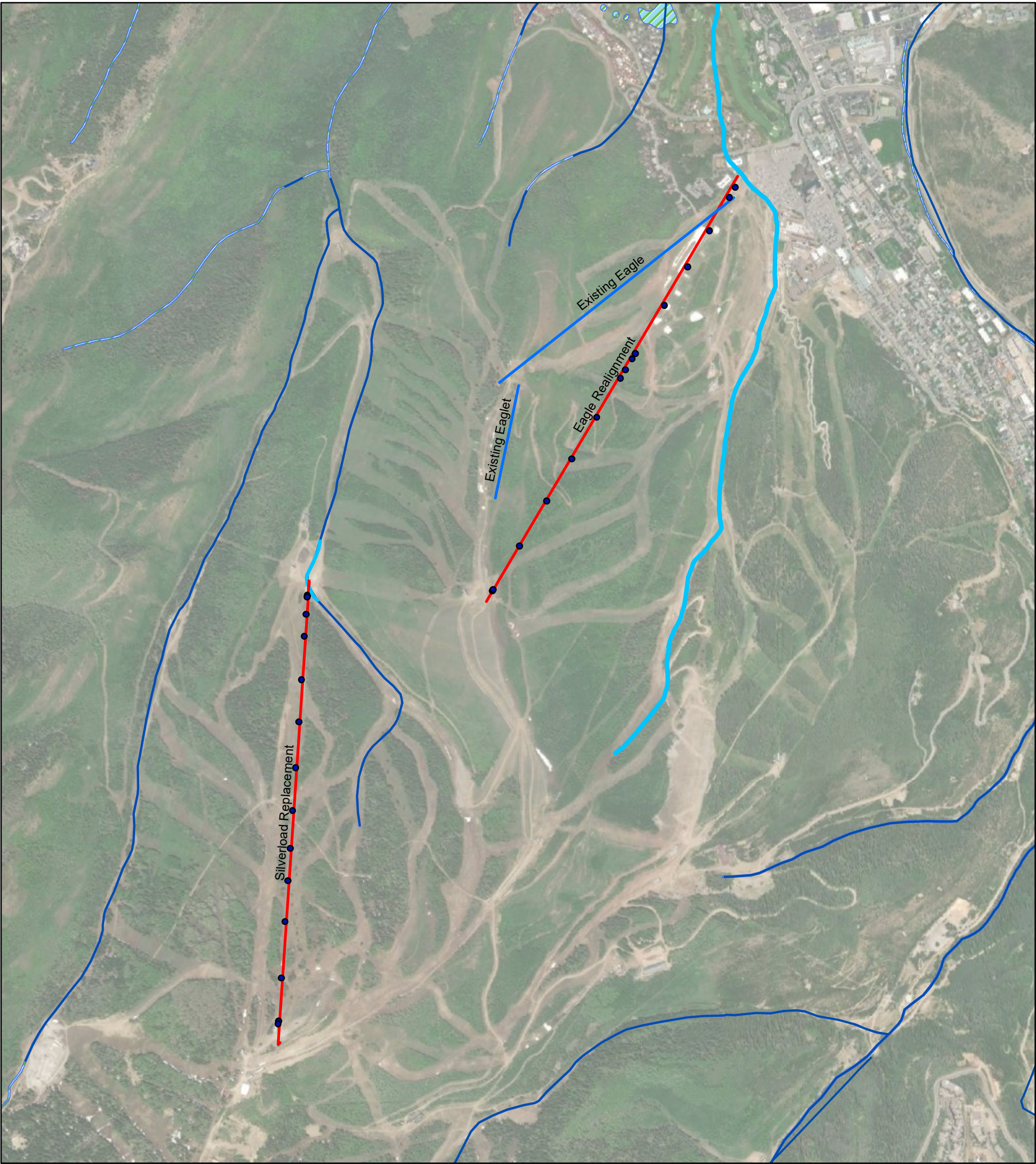
0.5

Miles

Vegetation Cover



Source: USGS
Date: 2/11/2022
Produced by: Annaka Egan



Legend

- Proposed Lift Tower Locations
- Lifts to be Removed
- Proposed Lifts
- ◆ Springs
- Streams Culverted Mid-Run
- Streams
- Wetlands



WETLANDS, SPRINGS AND STREAMS

MEMORANDUM

DATE: January 3, 2022
SUBJECT: Park City Mountain Resort functional capacity increase as a result of the upgrades to the Silverlode and Eagle chairlifts

SE Group is currently working with Park City Mountain Resort on the planning and design for the Silverlode and Eagle Lift replacements. SE Group has also recently completed a parking analysis for the PCMR base Area MDP project. The parking analysis studied the parking demand at the base area based on the Comfortable Carrying Capacity (CCC) of the resort under both existing conditions and a future condition following completion of the Mountain Upgrade Plan. That analysis (which was widely shared with the planning commission and the public) documents the different modes with which guests access the resort, along with the corresponding numbers for each, to reach a conclusion on the needed number of day skier parking spaces at the base area. The conclusion of that analysis is that essentially the skiers from the new base area development would balance out with the increased on-mountain capacity of the resort, meaning that there is no need for additional day skier parking in the future condition. Retaining the existing number of 1200 day skier parking spaces will maintain the day skier population, with the expanded skier capacity coming from the new lodging (which has its own parking). The replacement of the Silverlode and Eagle chairs does not change the findings of this analysis - the 1200 day skier parking spaces will continue to be sufficient to serve the CCC of the resort.

This finding is based largely on the fact that these lifts are replacement lift projects. While the hourly capacity of the Silverlode lift will increase, that increase will result in shorter lift lines at that lift. In other words, the same number of people will be skiing that lift, but more of them will be on the lift and on the runs, with fewer people in the lift line. The Eagle lift replacement is directly replacing two existing lifts (Eagle and Eaglet), so it will replace all the capacity of those lifts and all the skiers who use them for repeat-skiing and to access King Con. In addition, the Eagle lift is being designed with a mid-station that will let skiers unload near the top of the existing Three Kings lift. For this reason, we believe that many of the skiers who currently ride Three Kings will choose to ride the lower section of the new Eagle instead, which will functionally replace some of the capacity of that lift as well. As a result of these factors, we feel that the overall capacity of the mountain will not significantly increase.

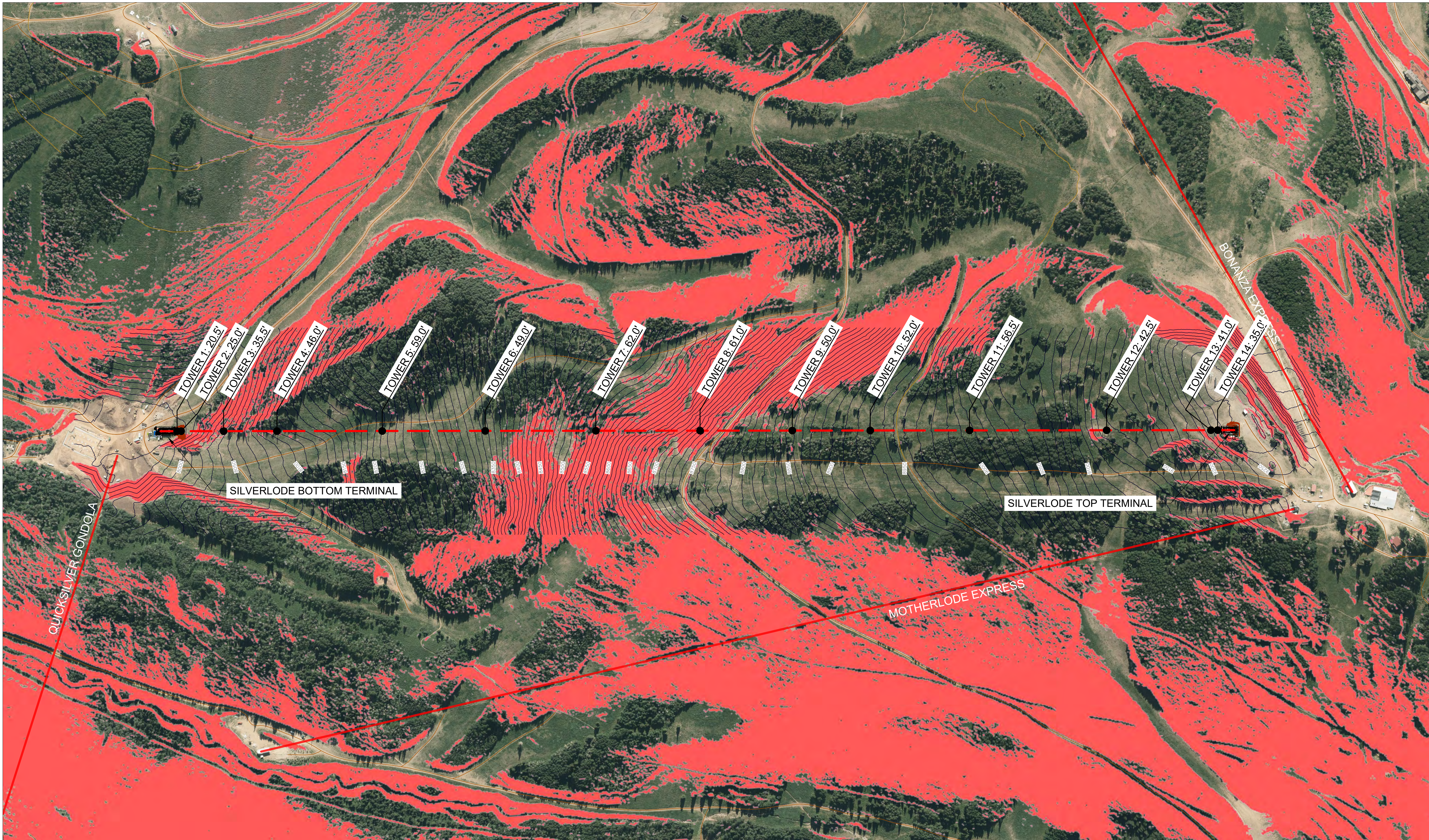
Pete Williams
Director of Mountain Planning

Park City - Upgrading Plan

Classification of Comfortable Carrying Capacity (CCC)

	Lift		Lift	Slope	Vert.	Hourly	Oper.	Load Eff.	Adjust.		Vertical		1998	Current 21/22	Proposed 2022
	Name	Replacement Name	Type	Length	Rise	Capacity	Hours	uphill	Hrly. Cap.	VTF/Hr	Demand	Notes	CCC	CCC	CCC
				(ft.)	(ft.)	(skiers/hr.)	(hrs.)	(%)	(skiers/hr)	(000)	(ft./day)		(skiers)	(skiers)	(skiers)
1	New Prospector	Silverlode	Det. Six	5,285	1,270	3,000	6.75	95	2,850	3,810	11,769	Proposed to be upgraded in 2022	2,080	1,650	1,820
2	New Thaynes		Triple	2,773	880	1,800	6.50	95	1,710	1,584	16,706	This project has not been completed	590	390	390
3	Three Kings		Removed									The original 1970 Three Kings was replaced in 2011			
4	New Pay Day		Det. Six	5,928	1,270	3,000	7.00	70	2,100	3,810	11,976	Completed in 1997	1,560	1,380	1,380
5	Crescent		Removed									Note this was the old, very short, Cresect Lift. It was removed in 1997.	-	-	-
6	New First Time		Triple	1,919	270	1,200	7.00	90	1,080	324	3,588	This project was completed in 1997, and then upgraded to quad in 2004	570	710	710
7	King Con		Det. Quad	4,484	1,200	2,800	6.75	95	2,660	3,360	12,061	Upgraded in 2015	1,790	1,380	1,380
8	Jupiter		Double	3,360	1,025	1,200	6.00	95	1,140	1,230	20,271	Same lift operating since 1980	350	350	350
9	Ski Team (shrtn)	New Crescent	Double	5,089	1,540	1,200	6.75	90	1,080	1,848	21,635	Completed in 1997, removed in 2008. New Crescent completed in 2008	520	1,170	1,170
10	New Motherload		Det. Quad	5,262	1,255	2,200	6.50	95	2,090	2,761	16,476	The 1993 King Con detachable was moved to this alignment in 2015	1,030	1,120	1,120
11	Pioneer		Triple	4,191	1,000	1,800	6.50	90	1,620	1,800	13,045	Same lift operating since 1984	810	650	650
12	Town		Triple	6,539	1,190	1,800	7.00	25	450	2,142	13,820	Same lift operating since 1985	270	270	270
13	Eagle		Triple	3,490	1,135	1,200	7.00	50	600	1,362	18,789	Same lift operating since 1995 - proposed to be removed in 2022	250	90	
14	Gondola		Removed									Removed in 1997	-	-	
15	G.S. Lift	Eaglet	Triple	1,563	270	600	6.50	0	-	162	-	Same lift operating since 1995 - proposed to be removed in 2022	-	50	
A	New Chondola	New Eagle	8-Pass.	10,306	2,050	2,800	7.00	40	1,120	5,740	13,058	This project was never completed - Proposed under New Eagle in 2022	1,230	-	580
B	New Beginner		Baby Doub	852	62	500	7.00	90	450	31	1,796	This project has not been completed	110	-	
C	New Beginner		Baby Doub	602	50	500	6.50	90	450	25	1,813	This project has not been completed	80	-	
D	New Bonanza I		Det. Quad	5,563	1,115	2,000	6.50	95	1,900	2,230	10,272	Completed in 1997	1,340	1,520	1,520
E	New Bonanza II		Double	2,124	320	600	6.50	95	570	192	5,486	This project has not been completed	220	-	
F	Pay Day Link		Double	1,604	120	1,200	6.50	95	1,140	144	0	This project has not been completed	-	-	
G	McConkey's		Det. Quad	4,988	1,165	1,800	6.50	95	1,710	2,097	14,432	Completed in 1998	900	920	920
		New Three Kings	Triple	2,201	436	1,788	7.00	90	1,609	4,907	8,457	Replaced in 2011	-	580	260
		Silver Star	Triple	3,023	774	1,221	7.00	90	122	661	11,909	Completed in 2006	-	60	60
		Mine Cart	Conveyor									Completed in 2011		80	80
		Tommy Knocker	Conveyor									Completed in 2011		90	90
		Mule Train	Conveyor									Completed in 2017		110	110
													13,700	12,570	12,860

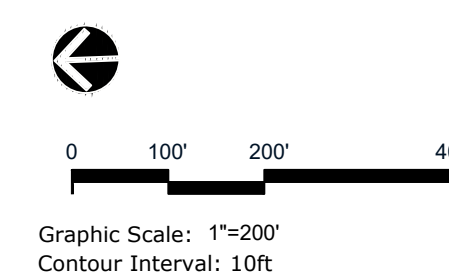
	Project not completed
	Project completed
	Removed
	No Change
	Project upgraded
	Proposed 2022 upgrade



LEGEND

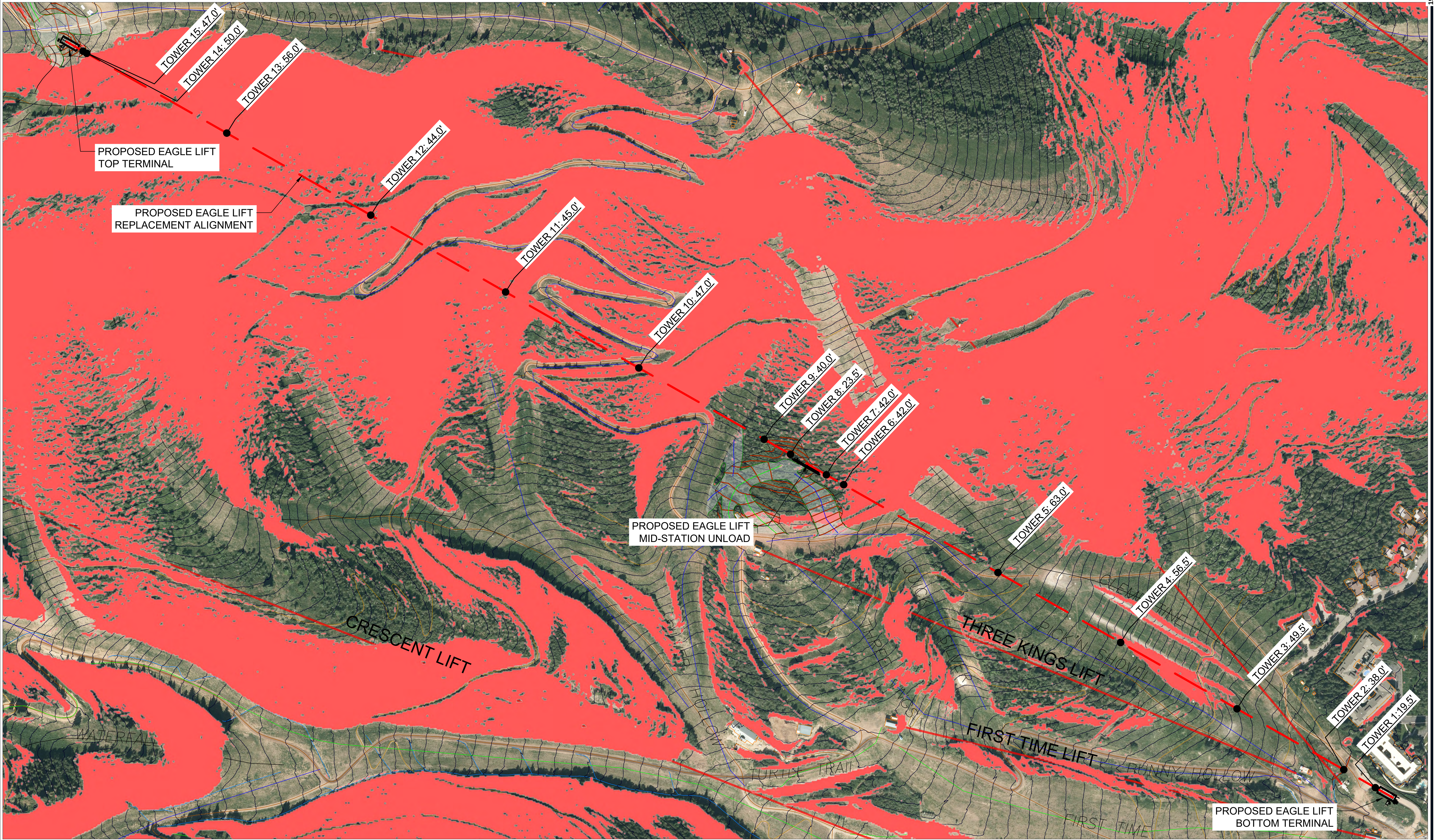
- EXISTING LIFT
- PROPOSED LIFT
- PROPOSED GRADING
- EXISTING SLOPES > 40%

PARK CITY MOUNTAIN RESORT
Proposed Silverlode Lift Replacement - Overall Plan
Existing Slope and Tower Height Exhibit



PREPARED BY:

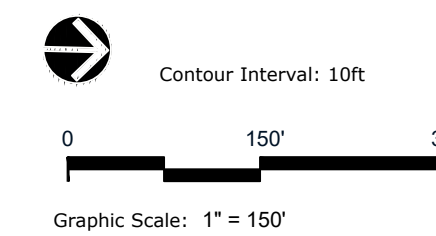




LEGEND

- EXISTING LIFT
- PROPOSED LIFT
- PROPOSED GRADING
- EXISTING SLOPES > 40%

PARK CITY MOUNTAIN RESORT
Proposed Eagle Lift Replacement - Overall Plan
Existing Slope and Tower Height Exhibit



PREPARED BY:



2.2 Employee Housing

Developer shall construct or provide deed restricted off-site housing for 80 PCMR employees on or before October 1, 2003.¹ The rental rate (not including utilities) for the employee housing will be determined by the City Council Housing Resolutions Establishing Guidelines and Standards, but will not exceed 1/3 of the employee's base gross wages. The rental rate shall be assured in perpetuity through deed restrictions in form and substance satisfactory to the City. Developer must commence construction or complete the purchase of housing to accommodate 80 employees within 90 days of receiving a Small Scale MPD which, in combination with previously granted Small Scale MPDs, represent approvals for a total of 50% of the total square footage of the Concept Master Plan. Developer must work expeditiously to complete the employee housing project(s). In no case shall Small Scale MPDs, which represent approvals for a total of 60% of the Small Scale MPDs within the PCMR Concept Master Plan, be issued until the required housing is available for occupancy. Park City will provide Developer a letter of compliance when it fulfills this requirement.

2.3 Ski Operations Improvements

LIFS

The Developer has submitted a Mountain Upgrade Plan, which is attached hereto as Exhibit L. Development of the skiing and related facilities as identified in the Mountain Upgrade plan is a conditional use within the City limits and is a subject to administrative review² and approval or rejection for improvements visible from vantage points within the City limits prior to application to Summit County for any necessary County permit. Within the areas shown on the view shed Area map, Exhibit M, the Developer shall notify the Community Development Director of the proposed project and shall submit a plan detailing the proposed location of the alignment and scope of the proposed undertaking will be submitted with such notification. The Developer and the Community Development Director shall discuss the project and the potential

If there is a downturn in the market, and the Developer fails to obtain approval for 60% of the Small Scale MPDs within the PCMR Concept Master Plan, on or before October 1, 2003, Developer shall, at a minimum acquire, by lease or by purchase its proportionate obligation to produce employee housing, and shall offer such housing to employees at a price at or below Park City's applicable affordable housing rates and standards. For example, if only 40% of the Small Scale MPDs have been approved by October 1, 2003, Developer shall provide housing for 32 PCMR employees at the lesser of the City's Affordable Housing rate or no more than 1/3 of the employee's monthly income. Once Developer ultimately achieves the 60% Small Scale MPD approval, it must provide deed restricted housing for all 80 employees as detailed above.

² Developer shall have a right of appeal pursuant to the Land Management Code of any denial of an administrative permit for Ski Operations Improvements.

impacts of the project to Park City including its visibility, re-vegetation plan and erosion control proposal. The following Standards shall apply to the Community Development Director's review:

- 2.3.1. Consistency with the Mountain Upgrade plan. The selection of lift transportation type shall be at the sole discretion of the Developer.
- 2.3.2. The Community Development Director may identify certain techniques as identified in the Park City Mountain Resort Resource Management Plan - Visual Management Guidelines to mitigate any impact to the view shed. The techniques include realignment, re-vegetation, and special silvacultural treatments between ski spaces to achieve the necessary blending. Traditional openings for ski trails and lifts with straight edges and uniform widths will be minimized to the greatest extent possible. Interconnected ski spaces of variable width and length, which are linked together in the fall-line to take advantage of the natural open spaces and vegetative conditions, islands and glades, natural or natural appearing trail edges, are preferred. Trails that are designed for base area return or circulation between fall line areas shall be designed for appropriate grades and widths consistent with minimizing visual impact.
- 2.3.3. Ski run lighting shall be consistent with the Park City lighting standards. Glare shall be minimized to the greatest extent possible.
- 2.3.4. Lift towers shall be painted or otherwise treated to blend with the natural surroundings. The color black, as currently used on the Payday Lift, is considered to be the most appropriate. Other colors may be appropriate that are consistent with low contrast with the surrounding vegetation and terrain. Galvanized lift equipment shall be treated to minimize reflectivity.
- 2.3.5. Vegetation management, re-vegetation and erosion control techniques shall be designed in accordance with the Park City Mountain Resort Resource Management Plan - Vegetation Management Plan and Re-vegetation Guidelines. The objective shall be to achieve a vegetative condition that enhances the skier experience and long term forest health.

00513070 Bk01166 Pg00389

Re-vegetation shall be designed to control erosion and to restore ground cover as quickly as possible after ground disturbing activities.

- 2.3.6. Parking. At all times Developer shall assure that it has adequate parking or has implemented such other assurances, as provided in the Parking Mitigation Plan, to mitigate the impact of any proposed expansion of lift capacity.

Upon Developer's compliance with the preceding standards, Developer shall apply to Summit County to issue a permit, consistent with the Community Development Director's approval, to proceed with Ski Operations Improvements within the unincorporated portions of the Viewshed Area. Ski Operations Improvements within the City limits shall comply with all applicable laws.

Section 3. DEVELOPMENT OF THE 1997 MASTER PLANNED AREA

- 3.1 Vested Right to Develop. Developer has a vested right to develop the 1997 Master Planned Area in accordance with the PCMR Concept Master Plan, which details volumetrics, horizontal and vertical articulation, maximum square footage of each building, streetscapes, and architectural and design guidelines, all of which are integral to this plan. Each Parcel is subject to Small-Scale MPD/conditional use review by the Planning Commission. Site specific proposals must substantially conform to the approved PCMR Concept Master Plan. The maximum square footages, unit equivalents and volumetrics as described in the Park City Mountain Resort Base Area Master Plan Study are the maximums permitted for each development Parcel. The overall project shall not exceed the permitted density of 491.78 Unit Equivalents (excluding support commercial, underground public convention and meeting space). If the Developer submits, or the Planning Commission approves (based on criteria in the Concept Master Plan), less than the maximum square footages outlined in the Park City Mountain Resort Base Area Master Plan Study for any given Parcel, that square footage will not be allowed to be transferred to another Parcel. The volumetrics outlined in the Park City Mountain Resort Base Area Master Plan Study communicates to potential developers that building height and facade variation is critical components of this project. The volumetrics represent maximums that can be achieved on any given Parcel. The vertical and horizontal articulations that are specified in the volumetrics are

From: [deb](#)
To: [Lillian Lederer](#); [Gretchen Milliken](#)
Cc: [planning](#)
Subject: [External] Vail Admin CUP for Lift Upgrades
Date: Thursday, April 7, 2022 8:22:13 AM

[CAUTION] This is an external email.

Dear Planning Department,

Please include this email as part of the public record; previous emails on this matter may be removed from public record if desired by Planning as admittedly they contain information not pertinent to the review.

Below are reasons why the application submitted for the two new lifts should be rejected.

1. Per the 1998 DA, Exhibit L Mountain Upgrade agreement, the Eagle lift was not foreseen as being either replaced, removed or upgraded. This is clearly shown in visual exhibits as well as in the language of the agreement. The Eagle lift was anticipated to remain and a new lift located below it and the First Time lift. The proposed new lift was to offload in the area of the Meadows and Assessment terrain. The proposed replacement of Eagle is anticipated to offload in the vicinity of the King Con offload location. This is a substantive change.
2. Per the 1998 DA, the Resort Owner must appropriately mitigate parking issues that arise with its operations. If not, the City may restrict ticket sales until the issues are addressed. For several years, parking has been a problem and the Resort Owner has failed to properly mitigate. This year, the parking situation was far beyond acceptable and again, the Resort Owner failed to mitigate. Adding a 6 person lift at the base requires a thoroughly vetted parking plan to handle any additional skiers arriving. The proposed Eagle is replacing a 3 person chair, is located at the Base Area and services many arriving skiers. We know this to be the case as skiers today are scanned for a pass before boarding. The proposed 6-person Eagle will most certainly be loading skiers arriving to the resort and not those already on the mountain. It is imperative a functioning and effective parking mitigation plan be developed prior to any approval; a condition of approval simply will not cut it as the applicant knows the City will not enforce restricting sales based on history and therefore, it has no merit.
3. While the owner has refused to provide skier visitation numbers, the skiing community has experienced and is confident the CCC has been impacted. Any impact resulting in exceeding the CCC on an even more frequent basis must be prevented. As the new Eagle will double the current Eagle's capacity, this could result in more days where the CCC is exceeded and result in more safety issues for visitors to the mountain. The Resort Owner has a business model that is all about increasing the number of skiers on the mountain in spite of its impact on safety and enjoyment.
4. Where are the 23 employee housing units ready for occupation as required by the DA for the development of Parcel A (Marriott Mountainside)? No further CUPs were to be approved until this obligation was approved...we continue to kick the can down the road. This application stands alone and must be treated as such. This alone is reason to reject the application; it is their responsibility.

In summary, it is very unlikely the almost 25 year-old 1998 DA anticipated PCMR to be what it is today; yet it is the basis for review. Therefore, the only option is to reject the current Administrative CUP before Planning until all requirements have been fulfilled.

Sincerely,
Deb Rentfrow

Silver King Consolidated, Inc.
Recently merged from Silver King Mining Company
1425 Arlington Drive
Salt Lake City, UT 84103

April 4, 2022

Park City Planning Department
Attn: Gretchen Milliken
445 Marsac Avenue
P.O. Box 1480
Park City, UT 84060
Via email: gretchen.milliken@parkcity.org

Dear Members of the Planning Department,

I am writing in very strong support of the Park City Mountain lift upgrade proposals including the Silverlode replacement of the six-pack with an eight-passenger brand new lift, and especially the new Eagle 6-pack which makes much more sense than the previously approved Chondola.

Our company recently renewed the lease of the Scott's Bowl area which has been closed for the past four years. PCMR understood the enhancement of the ski experience this terrain would lend to its patrons. GM Mike Goar and Vail Corp worked very hard to get it back into skier-availability which is most appreciated by our local skiers who understand its unique history and the importance of access there.

These new lift enhancements fall into the same category of improving the on-mountain experience and we urge you to approve these applications. Mr. Goar and Vail Corp should be congratulated for this attention to what's needed on the mountain.

Sincerely,

Michael D. Gallivan, President
mgallivan@me.com

From: [Gretchen Milliken](#)
To: [Lillian Lederer](#); [Alexandra Ananth](#)
Subject: FW: [External] Comment on PC Lift upgrades
Date: Monday, April 4, 2022 1:29:32 PM
Attachments: [image001.png](#)

Gretchen Milliken

Planning Director

Park City Municipal Corporation

<https://www.parkcity.org/departments/planning>

Marsac Avenue, PO Box 1480

Park City, UT 84060

o: 435.615.5008 | c: 435.659.4591



From: Bill Malone <billmalone96@gmail.com>
Sent: Monday, April 4, 2022 1:01 PM
To: Gretchen Milliken <gretchen.milliken@parkcity.org>
Subject: [External] Comment on PC Lift upgrades

[CAUTION] This is an external email.

Hello Ms Milliken and planning commission :

I wanted to take this opportunity to share with you my personal pleasure in learning this past year about the proposed lift upgrades to both the Eagle Lift and the Silverlode Lift at the Park City Mountain Ski Resort. As a long time skier at PC Mtn. (23 consecutive years of season passes for my family) , I believe these two lift improvements will significantly improve the quality of the ski experience for the customer.

The Eagle Lift replacement should help reduce the early morning crunch at the base of the resort while getting the skier to a better spot on the mountain that will give them more options as to where to go. The Silverlode Lift improvements will simply improve the lift lines there by getting more skiers up and out in less time .

As someone who has watched lifts come and go at Park City Mtn. over the years (Ski Team Lift replaced by Crescent, etc.) , these proposed improvements to their lift system will be a welcome site once completed.

Thank you for the opportunity to share my opinions on the matter, and I hope the City will see these improvements as marked upgrades to the ski experience as much as I do.

Thank You, Bill Malone

From: [Gretchen Milliken](#)
To: [Lillian Lederer](#); [Alexandra Ananth](#)
Subject: FW: [External] Concerns about Eagle Lift Plans
Date: Thursday, April 7, 2022 8:47:43 AM

From adjacent property owner.

From: Michelle Hardwick <mkolbe0@gmail.com>
Sent: Wednesday, April 6, 2022 9:55 PM
To: Gretchen Milliken <gretchen.milliken@parkcity.org>
Subject: [External] Concerns about Eagle Lift Plans

[CAUTION] This is an external email.

Gretchen-

I'm writing you to express my concerns with the proposed plans for the upgrade and move of the Eagle lift at PCMR. While I am excited to have a new lift, the placement of the lift is a concern. As a property owner at Snow Flower Building 2, I feel that PCMR should not be allowed to build equipment like this so close to the property line. Here are a few of the reasons for my concern:

- Our building has been experiencing increased drainage issues in our parking garage over the last few years. Water experts have been consulted and there are concerns about the current drains between our property and PCMR being undersized for the amount of snowmelt coming onto our property, potentially due to the half pipe and jumps installed after drainage and our buildings were built. With a lift moving closer to the building, this will further affect the drainage of snow. If you look at this area right now, the snow has already melted from the area where the lift will be placed. With a lift there, PCMR will need to bring more snow closer to our building which will most definitely result in further drainage issues.
- This equipment will create added noise and traffic very close to a private residential building.
- We have already had issues with PCMR visitors trespassing on our property and trying to access our facilities. With the closer proximity of the lift to the property line, I'm more concerned about foot traffic cutting through our property from PCMR.
- The maze for loading this lift will look down upon our property directly into the pool area which causes privacy concerns for those using the pool.

Again, I am in favor of the upgraded lift but I hope that the Planning Department will evaluate the placement of this lift and the appropriateness of moving it to be so close to the property line. I would also recommend that the city requests a study of the impacts of snowmelt to neighboring buildings that will result from the terrain and snowpack changes required for this lift.

Thank you for your time and consideration of my concerns.

Michelle Hardwick
401 Silver King Drive #80

From: [Gretchen Milliken](#)
To: [Lillian Lederer](#); [Alexandra Ananth](#)
Subject: FW: [External] Eagle Lift
Date: Thursday, April 7, 2022 10:12:11 AM

From: Mike Mangano <mikempve@gmail.com>
Sent: Thursday, April 7, 2022 9:57 AM
To: Gretchen Milliken <gretchen.milliken@parkcity.org>
Subject: [External] Eagle Lift

[CAUTION] This is an external email.

Dear Ms Milliken

My family and I own a condominium at Snowflower and are concerned over the placement of the new Eagle lift. The new lift will sit right up from our property and will destroy any semblance of privacy we have.

One of our two stairways will be rendered useless and the other one will enter right in the middle of the people waiting to get on the lift. The new Eagle lift will be a great help to alleviate crowds waiting to get up the mountain but there seems to be no good reason for its placement. The current Eagle lift has been there forever with no complaints that I am aware of. I feel that the new lift can be moved further up the mountain or be built at the place of the original Eagle. We were told at the last minute and do not have the time to discuss this with our owners.

We originally lived in Park Meadows, and when I was transferred to S. California, we quickly realized how much we missed Park City. We purchased a condominium at Snowflower and since selling my business, spent about 3 months a year in Park City. My daughter, son in law, and grandson now live in Park City, giving us an extra incentive to be in town.

My question is to ask when do we stand up to Vail to ask that they become a member of Park City, and not just a marketing arm of Vail, Inc. They do not seem to care about the magic of what we have and are intent on changing the face of the mountain for revenue.

I am asking that you review this request carefully.

Thank you for listening.

With kind regards,

Mike Mangano
Snowflower #54

From: [Gretchen Milliken](#)
To: [Lillian Lederer](#)
Cc: [Alexandra Ananth](#)
Subject: FW: [External] Park City Mountain lift upgrade
Date: Thursday, April 7, 2022 9:41:52 AM
Attachments: [image001.png](#)
[image002.png](#)

Gretchen Milliken

Planning Director

Park City Municipal Corporation

<https://www.parkcity.org/departments/planning>

Marsac Avenue, PO Box 1480

Park City, UT 84060

o: 435.615.5008 | c: 435.659.4591



From: Emily Fisher <emily@ywsa.org>
Sent: Thursday, April 7, 2022 9:26 AM
To: Gretchen Milliken <gretchen.milliken@parkcity.org>
Subject: [External] Park City Mountain lift upgrade

[CAUTION] This is an external email.

Hi Ms. Milken,

My name is Emily Fisher and I am the Executive Director of the Youth Sports Alliance. Vail Epic Promise has supported our after school programs Get Out & Play and ACTiV8 for many years. This year through the programs at Park City Mountain over 500 local youth will learn to ski and ride. The life long lessons these students will learn, how to get up after falling down and having the courage to try something new will serve them for the rest of the life. Equally as important is the fact that these programs make all students feel including in our mountain community.

I am writing to you today to voice my support for Park City Mountains lift upgrade project. I understand the proposal includes replacing the existing Silverlode lift and Eagle Lift. I believe these lift upgrades will not only improve our students experience on the mountain during Friday afternoons but will be an excellent enhancement to all skiers and riders. As you can imagine on Friday afternoons when Get Out & Play students arrive at Park City and the Canyons excited the ski, the best possible thing will be to have them get up on the mountain quickly with very limited wait time. I believe these upgrades will decrease wait time and lift lines for our students. The proposed

upgrades will provide and even better experience for the students and instructors who are wrangling them.

Separately as a 24 year resident of Park City I am in favor of these lift upgrades and support Vail in their efforts to improve the skier and rider experience.

Please let me know if you would like any additional information or feedback. Thanks so much,
Emily



Emily S. Fisher
Executive Director
Youth Sports Alliance

MOBILE 435.640.8520
EMAIL emily@ysaparkcity.org
WEBSITE ysaparkcity.org

play, learn, dream



From: [planning](#)
To: [Lillian Lederer](#); [Alexandra Ananth](#)
Subject: FW: [External] PCMR Base Area Project
Date: Tuesday, April 5, 2022 11:05:04 AM

From: deb <der0813@aol.com>

Sent: Tuesday, April 5, 2022 10:46 AM

To: John Phillips <john.phillips@parkcity.org>; Laura Suesser <laura.suesser@parkcity.org>; Douglas Thimm <douglas.thimm@parkcity.org>; Bill Johnson <bill.johnson@parkcity.org>; Sarah Hall <sarah.hall@parkcity.org>; Christin VanDine <christin.VanDine@parkcity.org>; John Kenworthy <john.kenworthy@parkcity.org>; planning <planning@parkcity.org>

Cc: ndeforge@fabianvancott.com; Margaret Plane <margaret.plane@parkcity.org>; Mark Harrington <mark@parkcity.org>

Subject: [External] PCMR Base Area Project

[CAUTION] This is an external email.

Dear Commissioners and Planning Department,

It's my understanding there is an "incomplete" application currently in the Planning Department for two lift upgrades at PCMR - Eagle and Silverlode. Communications indicate this could be approved on an Admin basis versus going before the Planning Commission.

As these lift upgrades pertain to the Mountain Upgrade Plan included with the '98 DA which is in part basis for the review of PEG's application for the development of the Base area, it seems only appropriate the lift upgrade application be reviewed by the Commission and the findings considered as part of the review of PEG's application for the Base Area Project. As part of PEG's review, they provided a presentation on mountain upgrades and capacity. During this presentation, they insisted there were no plans for any upgrades; obviously this has changed. Please insist the application for the lift upgrades be reviewed in full by the Planning Commission in conjunction with the PEG application as they are certainly intertwined.

On a different aspect, PEG's proposal includes a 249 key hotel instead of day-skier services on Parcel C. They insist there is nothing in the '98 DA which precludes them from making this change. Here's two simple reasons it shouldn't be allowed:

- 1) A 249 key hotel offers no benefit to locals; day-skier services do offer a benefit.
- 2) We are in a drought - have been and it's expected we will continue to be indefinitely. The amount of water a day-skier services facility and related operations require is far less than what a 249 key hotel with 249 bathrooms, tubs, showers, public bathrooms, swimming pool, etc requires. We can't continue to offer up our resources as if they are endless. It is our city government's responsibility to help ensure the well-being of its residents and water is necessary for survival. A 249 key hotel is not.

Lastly, I have no idea what PEG is planning to come back with regarding traffic and parking mitigation. But many graphs and charts on traffic over the last few months were presented at the March 31st, 2022 City Council meeting. It was stated more information could be gathered if desired, but suffice it to say, everything we've been claiming regarding an increase in traffic and travel times was supported by the data presented. While it is PEG's responsibility to gather data in support of their plan, this data clearly shows whatever data they've presented is outdated, inaccurate and/or misleading. Please take the time to look over the information presented at the City Council meeting, ask for more from the City if desired and hold PEG's feet to the fire. Their plan does not work; and note, Quinn's is on hold and our City

Councilor Max Doilney says Richardson's Flats is sketchy and he wouldn't let his Cornerstore employees park there. And, amenities such as bathrooms can NOT be built there. This indicates promises by PEG to put facilities out there for employees hasn't been investigated by PEG or vetted by planning staff; here's where they come back down the road and say "Oops, sorry. We didn't realize bathrooms and other amenities weren't an option at Richardson's. Oh well..." There's a lot of concern about how employees are treated in our community; actions often speak louder than words.

PEG has given many assurances verbally in meetings with regards to bus shelters, additional sidewalks, sidewalk widths, shuttle capacity, drop-off facilitation, off-site lot amenities, etc but have they actually done any investigation into the plausibility? Has the planning staff vetted their 'assurances'? Do we know if they'll be granted the approval for the traffic light warrants which impacts the entire plan? Simply put, if this is approved, conditions of approval need to have the teeth of the Big Bad Wolf and our City needs to be prepared to enforce and uphold every single one of them.

Sincerely,
Deb Rentfrow

From: [Gretchen Milliken](#)
To: [Lillian Lederer](#)
Cc: [Alexandra Ananth](#)
Subject: FW: [External] PCMR Lift upgrades
Date: Friday, April 1, 2022 3:45:48 PM
Attachments: [image001.png](#)

Gretchen Milliken

Planning Director

Park City Municipal Corporation

<https://www.parkcity.org/departments/planning>

Marsac Avenue, PO Box 1480

Park City, UT 84060

o: 435.615.5008 | c: 435.659.4591



From: gregory neville <nev.gj123002@gmail.com>
Sent: Friday, April 1, 2022 3:14 PM
To: Gretchen Milliken <gretchen.milliken@parkcity.org>
Subject: [External] PCMR Lift upgrades

[CAUTION] This is an external email.

Park City Planning Department
ATTN: Gretchen Milliken
445 Marsac Avenue, PO Box 1480
Park City, UT 84060

Good afternoon Gretchen,

My name is Gregory Neville and I am a long time advocate of PCMR. I have been an avid skier at PCMR since 1992 and I have enjoyed the many mountain upgrades over the years. My wife and I, through our business Allora, are members of the Park City Chamber, Park City Restaurant Association, and Park City Women's Business Network. We are also an in-kind Sundance partner, strong supporters of the NAC, and annually support and partner with the Park City Educational Foundation.

I wanted to let Park City planning know that I am in favor of, and fully support, the 2 new lift upgrades proposed by PCMR. The planned Silverload 8 passenger lift

and Eagle 6 pack would greatly facilitate skier movement around the mountain while keeping inline with current lift alignments. By adding these modern and efficient lifts to PCMR, I believe it will be a huge benefit to Park City skiers, our out of town tourists and skiers, and reflect very favorably on Park City as a whole.

If I may lend further support to the PCMR lift upgrade process, or if can assist in ant way going forward, please do not hesitate to contact me.

Kind regards,
Gregory Neville

--

Gregory Neville
Chef Partner Sommelier
Allora, Inc.
6440 N. Business Park Loop Rd.
Park City, UT 84098
+1.435.776.6850
nev.gj123002@gmail.com
alloracateringevents.com



From: [planning](#)
To: [Lillian Lederer](#)
Subject: FW: [External] PCMR lifts
Date: Wednesday, April 6, 2022 9:53:11 AM

From: June Krigman <jrkrigman@gmail.com>
Sent: Tuesday, March 29, 2022 1:47 PM
To: planning <planning@parkcity.org>
Subject: [External] PCMR lifts

[CAUTION] This is an external email.

I understand that Park City Mountain Resort is looking for approval on new lifts. I would like to state an objection to the replacement of the current 6 person Silverlode lift with an 8 person lift. I realize they want to cut down lift lines, however, this lift will only end up putting even more skiers on already crowded slopes which will lead to more accidents. Also, 6 people have enough trouble getting off the lift, often falling and knocking others over. 8 people will create even more people falling and getting hurt.

What they should be doing is replacing the Pioneer lift. There are lovely trails off this lift but hardly anyone uses it because it is so slow. A faster lift here would draw skiers away from the Silverlode lift and trails, and spread them across the mountain. This would be a much safer alternative.

June Krigman

From: [Gretchen Milliken](#)
To: [Lillian Lederer](#); [Alexandra Ananth](#)
Subject: FW: Vail Resorts proposed Silverlode 8-pack and Eagle 6-pack lifts
Date: Wednesday, April 6, 2022 4:24:17 PM
Attachments: [image001.png](#)

Gretchen Milliken

Planning Director

Park City Municipal Corporation

<https://www.parkcity.org/departments/planning>

Marsac Avenue, PO Box 1480

Park City, UT 84060

o: 435.615.5008 | c: 435.659.4591



From: Walt Brett <walt@thecolonywpc.com>
Sent: Wednesday, April 6, 2022 1:41 PM
To: Gretchen Milliken <gretchen.milliken@parkcity.org>
Cc: mgoar@vailresorts.com
Subject: Vail Resorts proposed Silverlode 8-pack and Eagle 6-pack lifts

Dear Miss Milliken-

I am writing you and the Park City Planning Board regarding Vail Resorts proposed replacement lifts for the existing Eagle chair and Silverlode chair. These expensive improvements would help address existing issues with crowding and moving visitors around the resort. I believe that these proposed lifts are in compliance with previously developed Master Plans for the resort.

As the mountain and town have grown it is imperative that the resort operator addresses these types of issues. These two lifts certainly will help elevate some of the crowded areas and help get more people up the mountain faster.

I have been a full-time resident of Park City and Summit County for the past 24 years and my wife has called Park City home for the last 48 years. We have seen much change in our town and recognize that our quaint little town has changed. Having a quality skiing experience is very important to us. We fully support the approval and construction of these two lifts and encourage Park City Planning to approve the projects.

Sincerely,

Walter Brett
435-640-4621

Jennifer Lewis Brett
435-714-0919

From: [Gretchen Milliken](#)
To: [Lillian Lederer](#); [Alexandra Ananth](#)
Subject: Fwd: Park City Mountain Lift Expansion Support
Date: Sunday, April 3, 2022 9:57:33 PM

Sent from my iPhone

Begin forwarded message:

From: Dave March <dmarch@cvma.com>
Date: April 3, 2022 at 21:40:00 MDT
To: Gretchen Milliken <gretchen.milliken@parkcity.org>
Subject: **Park City Mountain Lift Expansion Support**

Dear Park City Planning Department,

I'm writing in support of the upcoming Park City Mountain lift enhancements for Eagle and Silverlode. My family and I have been skiing the resort for years and believe that these proposed upgrades would enhance the guest experience both directly out of the base area and also at Silverlode, perhaps the busiest lift on that side of the resort. By providing another major lift from the base that would allow you to ski the "front face" trails directly, as well as provide better connectivity to the other parts of the mountain, the new Eagle lift would be a major win for all. Likewise, increasing the capacity at Silverlode would help both the local and the destination skier. As we know, that lift is a vital artery for guests coming and going from the Quicksilver gondola. Both proposed lifts projects would certainly add to the Park City experience.

Thank you for your time.

Dave

Dave March
Dir. of Marketing and Events
Canyons Village Management Association
1790 Sun Peak Drive, B104
Park City, UT 84098
dmarch@cvma.com
O: 435.655.2580 x104
D: 435.602.1665

The information contained in this message is confidential and intended only for the use of the individual or entity named above, and may be privileged. Any unauthorized

review, use, disclosure or distribution is prohibited. If you are not the intended recipient, please reply to the sender immediately, stating that you have received the message in error, then please delete this e-mail.



April 5, 2022

Park City Planning Dept.
Attn. Gretchen Milliken
445 Marsac Ave., PO box 1480
Park City, Utah 84060

Hello Gretchen -

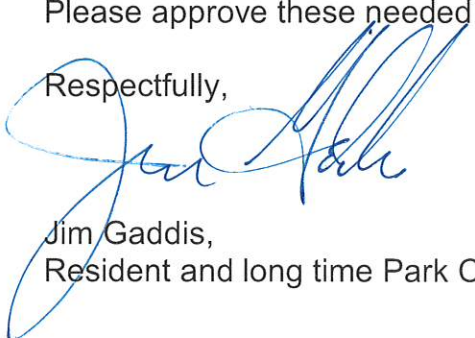
I was very excited to learn that Vail Resorts is planning on couple of major improvements to the Park City Mountain Resort. I believe we all know the resort needs more capacity to handle the growing number of skiers.

This is especially true at the bottom of the resort where skiers access the mountain. The resort needs to reduce wait times and get the skiers onto the mountain and out of the parking lots. The proposed new six pack that will replace the existing Eagle lift will do that. The eagle lift is an old outdated slow double chair. I understand this new lift will use the existing Eagle lift line and terminate slightly higher on the ridge, providing much better access to the mountain. It's about time!

I understand the other improvement will be a new 8 pack chair that will replace the existing Silverload 6 pack chair. This lift is desperately needed as it serves the most popular ski areas and ski runs. Wait times at the bottom of this existing six pack can be long and trying. This new eight pack will greatly reduce wait times and skier experience.

Please approve these needed improvements.

Respectfully,



Jim Gaddis,
Resident and long time Park City Skier

Snow Flower HOA I
401 Silver King Drive
PO Box 448
Park City, Utah 84060

Park City Planning Department
Attn: Gretchen Milliken, Planning Director
gretchen.milliken@parkcity.org
Marsac Avenue, PO Box 1480
Park City, UT 84060

Re: Park City Mountain Resort's Proposal to Upgrade Eagle Lift to Six Passenger Lift

Wednesday, April 6, 2022

Dear Ms. Milliken,

We are writing today to express our concerns regarding the proposed placement of the new Eagle lift at Park City Mountain Resort. As PCMR's closest neighbors, we will be the most heavily impacted by the placement of the new lift and ask that the Commission take our concerns under consideration.

Late last week, Park City Mountain Resort approached us with their plans to upgrade the Eagle ski lift to a high speed six passenger lift. Their plan involves bringing the lift down the slope from its current location and placing it directly behind Snow Flower's Building 2. Under PCMR's proposal, the lift terminal will be 75 feet long and 20 feet tall and will be approximately 35 feet from the slope side of Building 2.

We recognize that there are benefits to the proposed changes, including easier access to a great deal of beginner and intermediate terrain via a publicly accessible mid station unloading point, the easy access to King Con and the ability for larger groups and families to ride the lift together. PCMR's hope is that this new lift line, with its higher capacity and speed and new route, will alleviate some of the lines seen at other lifts, such as Pay Day and Silverlode. There is no doubt Snow Flower owners and guests will benefit from these changes as well; however, there are potential negative impacts to Snow Flower that should be considered.

These impacts include:

- Complicating slope access for Snow Flower Building 2
- Privacy concerns due to the placement of the maze and lift
- The lift will obscure the view of some Building 2 condos
- A potential increase in trespassing and parking violations
- Summer construction noise
- Possibility of mechanical noise during the winter while the lift is in operation

Snow Flower Building 2 ski access will be adversely affected by the plans for the new lift. The staircase currently used to access the slope will lead directly into the "low clearance area" of the lift, so owners and guests will be required to walk up above the lift or down below to access the ski lifts.

The new maze will also look directly down into the Pool 1 area and onto the decks / balconies of many condos in Snow Flower Building 2, presenting privacy concerns. The new lift will also create view issues

for some condos in Building 2 and may cast shadows and block light, which may in turn negatively impact the value of slope side condos in this building.

Additionally, we frequently have problems with skiers who trespass on our property, both for parking and to access the lifts. We are concerned that the new lift's proximity to our property will only encourage this further and lead to an increase in trespassing.

PCMR has indicated that they plan to begin demolition next month and construction will take place all summer. This poses noise considerations for summer guests, as well as the potential for noise impacts in winter, while the lift is in operation. PCMR has informed us that this will be a Return Terminal, and that noise levels will be similar to those of the First Time Lift, but given its close proximity to Building 2, we feel that some level of noise impact is inevitable.

We fully support the goal behind the new lift and enjoy working with Vail as friends and neighbors. In that spirit, we ask that PCMR and the Planning Commission delay making a decision and reconsider the placement of the lift and explore options for building the new terminal closer to the existing Eagle Lift.

Thank you for your time and consideration. We look forward to working with Park City and Vail to ensure that the new lift benefits all parties.

Regards,

Snow Flower HOA I Board

Claudia Ehrenfeld

Board President

claudiae@ehrenfeldgroup.com

Mike Mangano

Vice President

mikempve@gmail.com

Tony Reed

Treasurer

Tonyreed219@gmail.com

Sandy Chinn

chinn.sandy@gmail.com

Edwin Shackeroff

edwin77@me.com

April 1st, 2022

Park City Planning Department
ATTN: Gretchen Milliken
445 Marsac Avenue, PO Box 1480
Park City, UT 84060
gretchen.milliken@parkcity.org

Re: Letter of Support for Park City Mountain Lift Improvements

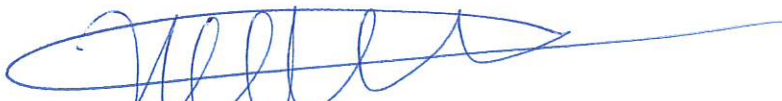
Gretchen,

Good morning.

I'm reaching out this morning ***in support*** of Park City Mountain's planned lift improvement project that includes the replacement of the Silverlode 6 pack with an 8 passenger lift and a new Eagle 6 pack which would be in place of the previously approved Chondola.

As a long time Park City resident and skier at Park City Mountain Resort I see these improvements as a critical investment to a resort that draws in more and more skiers annually. The increased traffic is great for all of our local businesses but if the resort cannot manage the capacity properly then the visitors will look for other markets to vacation. Because of that I think it is crucial for the City to vote yes for these improvements and keep PC as one of the top ski destinations in the world.

Please contact me directly if you have any questions and keep up the great work managing our 'small town'!

A handwritten signature in blue ink, appearing to read 'Matthew Magnotta', with a long horizontal flourish extending to the right.

Matthew Magnotta (wife Shannon and son Miles 13)
1286 Moray Court
Park City, UT 84060
435-602-0904

From: [deb](#)
To: [Lillian Lederer](#); [Gretchen Milliken](#)
Cc: [planning](#)
Subject: [External] Vail Admin CUP for Lift Upgrades
Date: Thursday, April 7, 2022 8:22:13 AM

[CAUTION] This is an external email.

Dear Planning Department,

Please include this email as part of the public record; previous emails on this matter may be removed from public record if desired by Planning as admittedly they contain information not pertinent to the review.

Below are reasons why the application submitted for the two new lifts should be rejected.

1. Per the 1998 DA, Exhibit L Mountain Upgrade agreement, the Eagle lift was not foreseen as being either replaced, removed or upgraded. This is clearly shown in visual exhibits as well as in the language of the agreement. The Eagle lift was anticipated to remain and a new lift located below it and the First Time lift. The proposed new lift was to offload in the area of the Meadows and Assessment terrain. The proposed replacement of Eagle is anticipated to offload in the vicinity of the King Con offload location. This is a substantive change.
2. Per the 1998 DA, the Resort Owner must appropriately mitigate parking issues that arise with its operations. If not, the City may restrict ticket sales until the issues are addressed. For several years, parking has been a problem and the Resort Owner has failed to properly mitigate. This year, the parking situation was far beyond acceptable and again, the Resort Owner failed to mitigate. Adding a 6 person lift at the base requires a thoroughly vetted parking plan to handle any additional skiers arriving. The proposed Eagle is replacing a 3 person chair, is located at the Base Area and services many arriving skiers. We know this to be the case as skiers today are scanned for a pass before boarding. The proposed 6-person Eagle will most certainly be loading skiers arriving to the resort and not those already on the mountain. It is imperative a functioning and effective parking mitigation plan be developed prior to any approval; a condition of approval simply will not cut it as the applicant knows the City will not enforce restricting sales based on history and therefore, it has no merit.
3. While the owner has refused to provide skier visitation numbers, the skiing community has experienced and is confident the CCC has been impacted. Any impact resulting in exceeding the CCC on an even more frequent basis must be prevented. As the new Eagle will double the current Eagle's capacity, this could result in more days where the CCC is exceeded and result in more safety issues for visitors to the mountain. The Resort Owner has a business model that is all about increasing the number of skiers on the mountain in spite of its impact on safety and enjoyment.
4. Where are the 23 employee housing units ready for occupation as required by the DA for the development of Parcel A (Marriott Mountainside)? No further CUPs were to be approved until this obligation was approved...we continue to kick the can down the road. This application stands alone and must be treated as such. This alone is reason to reject the application; it is their responsibility.

In summary, it is very unlikely the almost 25 year-old 1998 DA anticipated PCMR to be what it is today; yet it is the basis for review. Therefore, the only option is to reject the current Administrative CUP before Planning until all requirements have been fulfilled.

Sincerely,
Deb Rentfrow

Silver King Consolidated, Inc.
Recently merged from Silver King Mining Company
1425 Arlington Drive
Salt Lake City, UT 84103

April 4, 2022

Park City Planning Department
Attn: Gretchen Milliken
445 Marsac Avenue
P.O. Box 1480
Park City, UT 84060
Via email: gretchen.milliken@parkcity.org

Dear Members of the Planning Department,

I am writing in very strong support of the Park City Mountain lift upgrade proposals including the Silverlode replacement of the six-pack with an eight-passenger brand new lift, and especially the new Eagle 6-pack which makes much more sense than the previously approved Chondola.

Our company recently renewed the lease of the Scott's Bowl area which has been closed for the past four years. PCMR understood the enhancement of the ski experience this terrain would lend to its patrons. GM Mike Goar and Vail Corp worked very hard to get it back into skier-availability which is most appreciated by our local skiers who understand its unique history and the importance of access there.

These new lift enhancements fall into the same category of improving the on-mountain experience and we urge you to approve these applications. Mr. Goar and Vail Corp should be congratulated for this attention to what's needed on the mountain.

Sincerely,

Michael D. Gallivan, President
mgallivan@me.com

From: [Gretchen Milliken](#)
To: [Lillian Lederer](#); [Alexandra Ananth](#)
Subject: FW: [External] Comment on PC Lift upgrades
Date: Monday, April 4, 2022 1:29:32 PM
Attachments: [image001.png](#)

Gretchen Milliken

Planning Director

Park City Municipal Corporation

<https://www.parkcity.org/departments/planning>

Marsac Avenue, PO Box 1480

Park City, UT 84060

o: 435.615.5008 | c: 435.659.4591



From: Bill Malone <billmalone96@gmail.com>
Sent: Monday, April 4, 2022 1:01 PM
To: Gretchen Milliken <gretchen.milliken@parkcity.org>
Subject: [External] Comment on PC Lift upgrades

[CAUTION] This is an external email.

Hello Ms Milliken and planning commission :

I wanted to take this opportunity to share with you my personal pleasure in learning this past year about the proposed lift upgrades to both the Eagle Lift and the Silverlode Lift at the Park City Mountain Ski Resort. As a long time skier at PC Mtn. (23 consecutive years of season passes for my family) , I believe these two lift improvements will significantly improve the quality of the ski experience for the customer.

The Eagle Lift replacement should help reduce the early morning crunch at the base of the resort while getting the skier to a better spot on the mountain that will give them more options as to where to go. The Silverlode Lift improvements will simply improve the lift lines there by getting more skiers up and out in less time .

As someone who has watched lifts come and go at Park City Mtn. over the years (Ski Team Lift replaced by Crescent, etc.) , these proposed improvements to their lift system will be a welcome site once completed.

Thank you for the opportunity to share my opinions on the matter, and I hope the City will see these improvements as marked upgrades to the ski experience as much as I do.

Thank You, Bill Malone

From: [Gretchen Milliken](#)
To: [Lillian Lederer](#); [Alexandra Ananth](#)
Subject: FW: [External] Concerns about Eagle Lift Plans
Date: Thursday, April 7, 2022 8:47:43 AM

From adjacent property owner.

From: Michelle Hardwick <mkolbe0@gmail.com>
Sent: Wednesday, April 6, 2022 9:55 PM
To: Gretchen Milliken <gretchen.milliken@parkcity.org>
Subject: [External] Concerns about Eagle Lift Plans

[CAUTION] This is an external email.

Gretchen-

I'm writing you to express my concerns with the proposed plans for the upgrade and move of the Eagle lift at PCMR. While I am excited to have a new lift, the placement of the lift is a concern. As a property owner at Snow Flower Building 2, I feel that PCMR should not be allowed to build equipment like this so close to the property line. Here are a few of the reasons for my concern:

- Our building has been experiencing increased drainage issues in our parking garage over the last few years. Water experts have been consulted and there are concerns about the current drains between our property and PCMR being undersized for the amount of snowmelt coming onto our property, potentially due to the half pipe and jumps installed after drainage and our buildings were built. With a lift moving closer to the building, this will further affect the drainage of snow. If you look at this area right now, the snow has already melted from the area where the lift will be placed. With a lift there, PCMR will need to bring more snow closer to our building which will most definitely result in further drainage issues.
- This equipment will create added noise and traffic very close to a private residential building.
- We have already had issues with PCMR visitors trespassing on our property and trying to access our facilities. With the closer proximity of the lift to the property line, I'm more concerned about foot traffic cutting through our property from PCMR.
- The maze for loading this lift will look down upon our property directly into the pool area which causes privacy concerns for those using the pool.

Again, I am in favor of the upgraded lift but I hope that the Planning Department will evaluate the placement of this lift and the appropriateness of moving it to be so close to the property line. I would also recommend that the city requests a study of the impacts of snowmelt to neighboring buildings that will result from the terrain and snowpack changes required for this lift.

Thank you for your time and consideration of my concerns.

Michelle Hardwick
401 Silver King Drive #80

From: [Gretchen Milliken](#)
To: [Lillian Lederer](#); [Alexandra Ananth](#)
Subject: FW: [External] Eagle Lift
Date: Thursday, April 7, 2022 10:12:11 AM

From: Mike Mangano <mikempve@gmail.com>
Sent: Thursday, April 7, 2022 9:57 AM
To: Gretchen Milliken <gretchen.milliken@parkcity.org>
Subject: [External] Eagle Lift

[CAUTION] This is an external email.

Dear Ms Milliken

My family and I own a condominium at Snowflower and are concerned over the placement of the new Eagle lift. The new lift will sit right up from our property and will destroy any semblance of privacy we have.

One of our two stairways will be rendered useless and the other one will enter right in the middle of the people waiting to get on the lift. The new Eagle lift will be a great help to alleviate crowds waiting to get up the mountain but there seems to be no good reason for its placement. The current Eagle lift has been there forever with no complaints that I am aware of. I feel that the new lift can be moved further up the mountain or be built at the place of the original Eagle. We were told at the last minute and do not have the time to discuss this with our owners.

We originally lived in Park Meadows, and when I was transferred to S. California, we quickly realized how much we missed Park City. We purchased a condominium at Snowflower and since selling my business, spent about 3 months a year in Park City. My daughter, son in law, and grandson now live in Park City, giving us an extra incentive to be in town.

My question is to ask when do we stand up to Vail to ask that they become a member of Park City, and not just a marketing arm of Vail, Inc. They do not seem to care about the magic of what we have and are intent on changing the face of the mountain for revenue.

I am asking that you review this request carefully.

Thank you for listening.

With kind regards,

Mike Mangano
Snowflower #54

From: [Gretchen Milliken](#)
To: [Lillian Lederer](#)
Cc: [Alexandra Ananth](#)
Subject: FW: [External] Park City Mountain lift upgrade
Date: Thursday, April 7, 2022 9:41:52 AM
Attachments: [image001.png](#)
[image002.png](#)

Gretchen Milliken

Planning Director

Park City Municipal Corporation

<https://www.parkcity.org/departments/planning>

Marsac Avenue, PO Box 1480

Park City, UT 84060

o: 435.615.5008 | c: 435.659.4591



From: Emily Fisher <emily@ywsa.org>
Sent: Thursday, April 7, 2022 9:26 AM
To: Gretchen Milliken <gretchen.milliken@parkcity.org>
Subject: [External] Park City Mountain lift upgrade

[CAUTION] This is an external email.

Hi Ms. Milken,

My name is Emily Fisher and I am the Executive Director of the Youth Sports Alliance. Vail Epic Promise has supported our after school programs Get Out & Play and ACTiV8 for many years. This year through the programs at Park City Mountain over 500 local youth will learn to ski and ride. The life long lessons these students will learn, how to get up after falling down and having the courage to try something new will serve them for the rest of the life. Equally as important is the fact that these programs make all students feel including in our mountain community.

I am writing to you today to voice my support for Park City Mountains lift upgrade project. I understand the proposal includes replacing the existing Silverlode lift and Eagle Lift. I believe these lift upgrades will not only improve our students experience on the mountain during Friday afternoons but will be an excellent enhancement to all skiers and riders. As you can imagine on Friday afternoons when Get Out & Play students arrive at Park City and the Canyons excited the ski, the best possible thing will be to have them get up on the mountain quickly with very limited wait time. I believe these upgrades will decrease wait time and lift lines for our students. The proposed

upgrades will provide and even better experience for the students and instructors who are wrangling them.

Separately as a 24 year resident of Park City I am in favor of these lift upgrades and support Vail in their efforts to improve the skier and rider experience.

Please let me know if you would like any additional information or feedback. Thanks so much,
Emily



Emily S. Fisher
Executive Director
Youth Sports Alliance

MOBILE 435.640.8520
EMAIL emily@ysaparkcity.org
WEBSITE ysaparkcity.org

play, learn, dream



From: [planning](#)
To: [Lillian Lederer](#); [Alexandra Ananth](#)
Subject: FW: [External] PCMR Base Area Project
Date: Tuesday, April 5, 2022 11:05:04 AM

From: deb <der0813@aol.com>

Sent: Tuesday, April 5, 2022 10:46 AM

To: John Phillips <john.phillips@parkcity.org>; Laura Suesser <laura.suesser@parkcity.org>; Douglas Thimm <douglas.thimm@parkcity.org>; Bill Johnson <bill.johnson@parkcity.org>; Sarah Hall <sarah.hall@parkcity.org>; Christin VanDine <christin.VanDine@parkcity.org>; John Kenworthy <john.kenworthy@parkcity.org>; planning <planning@parkcity.org>

Cc: ndeforge@fabianvancott.com; Margaret Plane <margaret.plane@parkcity.org>; Mark Harrington <mark@parkcity.org>

Subject: [External] PCMR Base Area Project

[CAUTION] This is an external email.

Dear Commissioners and Planning Department,

It's my understanding there is an "incomplete" application currently in the Planning Department for two lift upgrades at PCMR - Eagle and Silverlode. Communications indicate this could be approved on an Admin basis versus going before the Planning Commission.

As these lift upgrades pertain to the Mountain Upgrade Plan included with the '98 DA which is in part basis for the review of PEG's application for the development of the Base area, it seems only appropriate the lift upgrade application be reviewed by the Commission and the findings considered as part of the review of PEG's application for the Base Area Project. As part of PEG's review, they provided a presentation on mountain upgrades and capacity. During this presentation, they insisted there were no plans for any upgrades; obviously this has changed. Please insist the application for the lift upgrades be reviewed in full by the Planning Commission in conjunction with the PEG application as they are certainly intertwined.

On a different aspect, PEG's proposal includes a 249 key hotel instead of day-skier services on Parcel C. They insist there is nothing in the '98 DA which precludes them from making this change. Here's two simple reasons it shouldn't be allowed:

- 1) A 249 key hotel offers no benefit to locals; day-skier services do offer a benefit.
- 2) We are in a drought - have been and it's expected we will continue to be indefinitely. The amount of water a day-skier services facility and related operations require is far less than what a 249 key hotel with 249 bathrooms, tubs, showers, public bathrooms, swimming pool, etc requires. We can't continue to offer up our resources as if they are endless. It is our city government's responsibility to help ensure the well-being of its residents and water is necessary for survival. A 249 key hotel is not.

Lastly, I have no idea what PEG is planning to come back with regarding traffic and parking mitigation. But many graphs and charts on traffic over the last few months were presented at the March 31st, 2022 City Council meeting. It was stated more information could be gathered if desired, but suffice it to say, everything we've been claiming regarding an increase in traffic and travel times was supported by the data presented. While it is PEG's responsibility to gather data in support of their plan, this data clearly shows whatever data they've presented is outdated, inaccurate and/or misleading. Please take the time to look over the information presented at the City Council meeting, ask for more from the City if desired and hold PEG's feet to the fire. Their plan does not work; and note, Quinn's is on hold and our City

Councilor Max Doilney says Richardson's Flats is sketchy and he wouldn't let his Cornerstore employees park there. And, amenities such as bathrooms can NOT be built there. This indicates promises by PEG to put facilities out there for employees hasn't been investigated by PEG or vetted by planning staff; here's where they come back down the road and say "Oops, sorry. We didn't realize bathrooms and other amenities weren't an option at Richardson's. Oh well..." There's a lot of concern about how employees are treated in our community; actions often speak louder than words.

PEG has given many assurances verbally in meetings with regards to bus shelters, additional sidewalks, sidewalk widths, shuttle capacity, drop-off facilitation, off-site lot amenities, etc but have they actually done any investigation into the plausibility? Has the planning staff vetted their 'assurances'? Do we know if they'll be granted the approval for the traffic light warrants which impacts the entire plan? Simply put, if this is approved, conditions of approval need to have the teeth of the Big Bad Wolf and our City needs to be prepared to enforce and uphold every single one of them.

Sincerely,
Deb Rentfrow

From: [Gretchen Milliken](#)
To: [Lillian Lederer](#)
Cc: [Alexandra Ananth](#)
Subject: FW: [External] PCMR Lift upgrades
Date: Friday, April 1, 2022 3:45:48 PM
Attachments: [image001.png](#)

Gretchen Milliken

Planning Director

Park City Municipal Corporation

<https://www.parkcity.org/departments/planning>

Marsac Avenue, PO Box 1480

Park City, UT 84060

o: 435.615.5008 | c: 435.659.4591



From: gregory neville <nev.gj123002@gmail.com>
Sent: Friday, April 1, 2022 3:14 PM
To: Gretchen Milliken <gretchen.milliken@parkcity.org>
Subject: [External] PCMR Lift upgrades

[CAUTION] This is an external email.

Park City Planning Department
ATTN: Gretchen Milliken
445 Marsac Avenue, PO Box 1480
Park City, UT 84060

Good afternoon Gretchen,

My name is Gregory Neville and I am a long time advocate of PCMR. I have been an avid skier at PCMR since 1992 and I have enjoyed the many mountain upgrades over the years. My wife and I, through our business Allora, are members of the Park City Chamber, Park City Restaurant Association, and Park City Women's Business Network. We are also an in-kind Sundance partner, strong supporters of the NAC, and annually support and partner with the Park City Educational Foundation.

I wanted to let Park City planning know that I am in favor of, and fully support, the 2 new lift upgrades proposed by PCMR. The planned Silverload 8 passenger lift

and Eagle 6 pack would greatly facilitate skier movement around the mountain while keeping inline with current lift alignments. By adding these modern and efficient lifts to PCMR, I believe it will be a huge benefit to Park City skiers, our out of town tourists and skiers, and reflect very favorably on Park City as a whole.

If I may lend further support to the PCMR lift upgrade process, or if can assist in ant way going forward, please do not hesitate to contact me.

Kind regards,
Gregory Neville

--

Gregory Neville
Chef Partner Sommelier
Allora, Inc.
6440 N. Business Park Loop Rd.
Park City, UT 84098
+1.435.776.6850
nev.gj123002@gmail.com
alloracateringevents.com



From: [planning](#)
To: [Lillian Lederer](#)
Subject: FW: [External] PCMR lifts
Date: Wednesday, April 6, 2022 9:53:11 AM

From: June Krigman <jrkrigman@gmail.com>
Sent: Tuesday, March 29, 2022 1:47 PM
To: planning <planning@parkcity.org>
Subject: [External] PCMR lifts

[CAUTION] This is an external email.

I understand that Park City Mountain Resort is looking for approval on new lifts. I would like to state an objection to the replacement of the current 6 person Silverlode lift with an 8 person lift. I realize they want to cut down lift lines, however, this lift will only end up putting even more skiers on already crowded slopes which will lead to more accidents. Also, 6 people have enough trouble getting off the lift, often falling and knocking others over. 8 people will create even more people falling and getting hurt.

What they should be doing is replacing the Pioneer lift. There are lovely trails off this lift but hardly anyone uses it because it is so slow. A faster lift here would draw skiers away from the Silverlode lift and trails, and spread them across the mountain. This would be a much safer alternative.

June Krigman

From: [Gretchen Milliken](#)
To: [Lillian Lederer](#); [Alexandra Ananth](#)
Subject: FW: Vail Resorts proposed Silverlode 8-pack and Eagle 6-pack lifts
Date: Wednesday, April 6, 2022 4:24:17 PM
Attachments: [image001.png](#)

Gretchen Milliken

Planning Director

Park City Municipal Corporation

<https://www.parkcity.org/departments/planning>

Marsac Avenue, PO Box 1480

Park City, UT 84060

o: 435.615.5008 | c: 435.659.4591



From: Walt Brett <walt@thecolonywpc.com>
Sent: Wednesday, April 6, 2022 1:41 PM
To: Gretchen Milliken <gretchen.milliken@parkcity.org>
Cc: mgoar@vailresorts.com
Subject: Vail Resorts proposed Silverlode 8-pack and Eagle 6-pack lifts

Dear Miss Milliken-

I am writing you and the Park City Planning Board regarding Vail Resorts proposed replacement lifts for the existing Eagle chair and Silverlode chair. These expensive improvements would help address existing issues with crowding and moving visitors around the resort. I believe that these proposed lifts are in compliance with previously developed Master Plans for the resort.

As the mountain and town have grown it is imperative that the resort operator addresses these types of issues. These two lifts certainly will help elevate some of the crowded areas and help get more people up the mountain faster.

I have been a full-time resident of Park City and Summit County for the past 24 years and my wife has called Park City home for the last 48 years. We have seen much change in our town and recognize that our quaint little town has changed. Having a quality skiing experience is very important to us. We fully support the approval and construction of these two lifts and encourage Park City Planning to approve the projects.

Sincerely,

Walter Brett
435-640-4621

Jennifer Lewis Brett
435-714-0919

From: [Gretchen Milliken](#)
To: [Lillian Lederer](#); [Alexandra Ananth](#)
Subject: Fwd: Park City Mountain Lift Expansion Support
Date: Sunday, April 3, 2022 9:57:33 PM

Sent from my iPhone

Begin forwarded message:

From: Dave March <dmarch@cvma.com>
Date: April 3, 2022 at 21:40:00 MDT
To: Gretchen Milliken <gretchen.milliken@parkcity.org>
Subject: **Park City Mountain Lift Expansion Support**

Dear Park City Planning Department,

I'm writing in support of the upcoming Park City Mountain lift enhancements for Eagle and Silverlode. My family and I have been skiing the resort for years and believe that these proposed upgrades would enhance the guest experience both directly out of the base area and also at Silverlode, perhaps the busiest lift on that side of the resort. By providing another major lift from the base that would allow you to ski the "front face" trails directly, as well as provide better connectivity to the other parts of the mountain, the new Eagle lift would be a major win for all. Likewise, increasing the capacity at Silverlode would help both the local and the destination skier. As we know, that lift is a vital artery for guests coming and going from the Quicksilver gondola. Both proposed lifts projects would certainly add to the Park City experience.

Thank you for your time.

Dave

Dave March
Dir. of Marketing and Events
Canyons Village Management Association
1790 Sun Peak Drive, B104
Park City, UT 84098
dmarch@cvma.com
O: 435.655.2580 x104
D: 435.602.1665

The information contained in this message is confidential and intended only for the use of the individual or entity named above, and may be privileged. Any unauthorized

review, use, disclosure or distribution is prohibited. If you are not the intended recipient, please reply to the sender immediately, stating that you have received the message in error, then please delete this e-mail.

Snow Flower HOA I
401 Silver King Drive
PO Box 448
Park City, Utah 84060

Park City Planning Department
Attn: Gretchen Milliken, Planning Director
gretchen.milliken@parkcity.org
Marsac Avenue, PO Box 1480
Park City, UT 84060

Re: Park City Mountain Resort's Proposal to Upgrade Eagle Lift to Six Passenger Lift

Wednesday, April 6, 2022

Dear Ms. Milliken,

We are writing today to express our concerns regarding the proposed placement of the new Eagle lift at Park City Mountain Resort. As PCMR's closest neighbors, we will be the most heavily impacted by the placement of the new lift and ask that the Commission take our concerns under consideration.

Late last week, Park City Mountain Resort approached us with their plans to upgrade the Eagle ski lift to a high speed six passenger lift. Their plan involves bringing the lift down the slope from its current location and placing it directly behind Snow Flower's Building 2. Under PCMR's proposal, the lift terminal will be 75 feet long and 20 feet tall and will be approximately 35 feet from the slope side of Building 2.

We recognize that there are benefits to the proposed changes, including easier access to a great deal of beginner and intermediate terrain via a publicly accessible mid station unloading point, the easy access to King Con and the ability for larger groups and families to ride the lift together. PCMR's hope is that this new lift line, with its higher capacity and speed and new route, will alleviate some of the lines seen at other lifts, such as Pay Day and Silverlode. There is no doubt Snow Flower owners and guests will benefit from these changes as well; however, there are potential negative impacts to Snow Flower that should be considered.

These impacts include:

- Complicating slope access for Snow Flower Building 2
- Privacy concerns due to the placement of the maze and lift
- The lift will obscure the view of some Building 2 condos
- A potential increase in trespassing and parking violations
- Summer construction noise
- Possibility of mechanical noise during the winter while the lift is in operation

Snow Flower Building 2 ski access will be adversely affected by the plans for the new lift. The staircase currently used to access the slope will lead directly into the "low clearance area" of the lift, so owners and guests will be required to walk up above the lift or down below to access the ski lifts.

The new maze will also look directly down into the Pool 1 area and onto the decks / balconies of many condos in Snow Flower Building 2, presenting privacy concerns. The new lift will also create view issues

for some condos in Building 2 and may cast shadows and block light, which may in turn negatively impact the value of slope side condos in this building.

Additionally, we frequently have problems with skiers who trespass on our property, both for parking and to access the lifts. We are concerned that the new lift's proximity to our property will only encourage this further and lead to an increase in trespassing.

PCMR has indicated that they plan to begin demolition next month and construction will take place all summer. This poses noise considerations for summer guests, as well as the potential for noise impacts in winter, while the lift is in operation. PCMR has informed us that this will be a Return Terminal, and that noise levels will be similar to those of the First Time Lift, but given its close proximity to Building 2, we feel that some level of noise impact is inevitable.

We fully support the goal behind the new lift and enjoy working with Vail as friends and neighbors. In that spirit, we ask that PCMR and the Planning Commission delay making a decision and reconsider the placement of the lift and explore options for building the new terminal closer to the existing Eagle Lift.

Thank you for your time and consideration. We look forward to working with Park City and Vail to ensure that the new lift benefits all parties.

Regards,

Snow Flower HOA I Board

Claudia Ehrenfeld
Board President
claudiae@ehrenfeldgroup.com

Mike Mangano
Vice President
mikempve@gmail.com

Tony Reed
Treasurer
Tonyreed219@gmail.com

Sandy Chinn
chinn.sandy@gmail.com

Edwin Shackeroff
edwin77@me.com

April 1st, 2022

Park City Planning Department
ATTN: Gretchen Milliken
445 Marsac Avenue, PO Box 1480
Park City, UT 84060
gretchen.milliken@parkcity.org

Re: Letter of Support for Park City Mountain Lift Improvements

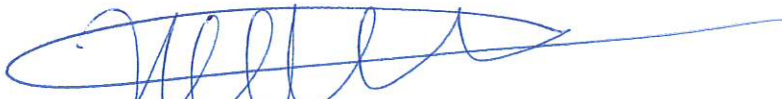
Gretchen,

Good morning.

I'm reaching out this morning ***in support*** of Park City Mountain's planned lift improvement project that includes the replacement of the Silverlode 6 pack with an 8 passenger lift and a new Eagle 6 pack which would be in place of the previously approved Chondola.

As a long time Park City resident and skier at Park City Mountain Resort I see these improvements as a critical investment to a resort that draws in more and more skiers annually. The increased traffic is great for all of our local businesses but if the resort cannot manage the capacity properly then the visitors will look for other markets to vacation. Because of that I think it is crucial for the City to vote yes for these improvements and keep PC as one of the top ski destinations in the world.

Please contact me directly if you have any questions and keep up the great work managing our 'small town'!

A handwritten signature in blue ink, appearing to read 'Matthew Magnotta', with a long horizontal flourish extending to the right.

Matthew Magnotta (wife Shannon and son Miles 13)
1286 Moray Court
Park City, UT 84060
435-602-0904



Park City Planning Department
Attn: Gretchen Milliken, Planning Director
gretchen.milliken@parkcity.org
Marsac Avenue, PO Box 1480
Park City, UT 84060

April 6, 2022

Dear Gretchen,

Park City Ski & Snowboard ("PCSS") is a local winter sports club that serves nearly 1,000 youth athletes in our community. For decades we have been the "home team" at Park City Mountain with hundreds of PCSS athletes training at the mountain daily during the winter season. The resort provides PCSS with highly affordable and premier training space (including on CB's, Picabo's, Payday, Pick Axe Terrain Park and the half pipe) and they provide our coaching staff with complimentary season passes which allows us to keep program fees affordable. Moreover, the resort's race department works endless hours each year to help us host safe and high-quality races and events for athletes all over the country.

I write this letter on behalf of the Club in full support of the resort's proposed lift upgrades. The new, high-speed lift in the Eagle training arena – a six-seater - will allow racers shorter ride times and considerations are being made to balance the needs of the public and local athletes during high-use times. We have reviewed lift upgrade plans with resort staff directly and they continue to work with us to ensure the proposed changes adequately address the needs of developing athletes in our community. Specifically, the shorter ride times and increased load capacity help us to increase our time on task, thereby strengthening athlete skill development throughout the season.

PCSS could not deliver its high-quality programming without the generous support of Park City Mountain. We urge the planning department to support the upgrades in the interests of local athletes. Please do not hesitate to reach out to me if you need further information or feedback.

Yours truly,

A handwritten signature in black ink, appearing to read 'Christie Hind', with a long horizontal line extending to the right.

Christie Hind
Executive Director, Park City Ski & Snowboard

Cc: Mike Goar and Shaydar Edelmann via email

From: [Gretchen Milliken](#)
To: [Lillian Lederer](#); [Alexandra Ananth](#)
Subject: FW: [External] Eagle Lift
Date: Thursday, April 7, 2022 10:12:11 AM

From: Mike Mangano <mikempve@gmail.com>
Sent: Thursday, April 7, 2022 9:57 AM
To: Gretchen Milliken <gretchen.milliken@parkcity.org>
Subject: [External] Eagle Lift

[CAUTION] This is an external email.

Dear Ms Milliken

My family and I own a condominium at Snowflower and are concerned over the placement of the new Eagle lift. The new lift will sit right up from our property and will destroy any semblance of privacy we have.

One of our two stairways will be rendered useless and the other one will enter right in the middle of the people waiting to get on the lift. The new Eagle lift will be a great help to alleviate crowds waiting to get up the mountain but there seems to be no good reason for its placement. The current Eagle lift has been there forever with no complaints that I am aware of. I feel that the new lift can be moved further up the mountain or be built at the place of the original Eagle. We were told at the last minute and do not have the time to discuss this with our owners.

We originally lived in Park Meadows, and when I was transferred to S. California, we quickly realized how much we missed Park City. We purchased a condominium at Snowflower and since selling my business, spent about 3 months a year in Park City. My daughter, son in law, and grandson now live in Park City, giving us an extra incentive to be in town.

My question is to ask when do we stand up to Vail to ask that they become a member of Park City, and not just a marketing arm of Vail, Inc. They do not seem to care about the magic of what we have and are intent on changing the face of the mountain for revenue.

I am asking that you review this request carefully.

Thank you for listening.

With kind regards,

Mike Mangano
Snowflower #54

From: [deb](#)
To: [Lillian Lederer](#); [Gretchen Milliken](#)
Cc: [planning](#)
Subject: [External] Vail Admin CUP for Lift Upgrades
Date: Thursday, April 7, 2022 8:22:13 AM

[CAUTION] This is an external email.

Dear Planning Department,

Please include this email as part of the public record; previous emails on this matter may be removed from public record if desired by Planning as admittedly they contain information not pertinent to the review.

Below are reasons why the application submitted for the two new lifts should be rejected.

1. Per the 1998 DA, Exhibit L Mountain Upgrade agreement, the Eagle lift was not foreseen as being either replaced, removed or upgraded. This is clearly shown in visual exhibits as well as in the language of the agreement. The Eagle lift was anticipated to remain and a new lift located below it and the First Time lift. The proposed new lift was to offload in the area of the Meadows and Assessment terrain. The proposed replacement of Eagle is anticipated to offload in the vicinity of the King Con offload location. This is a substantive change.
2. Per the 1998 DA, the Resort Owner must appropriately mitigate parking issues that arise with its operations. If not, the City may restrict ticket sales until the issues are addressed. For several years, parking has been a problem and the Resort Owner has failed to properly mitigate. This year, the parking situation was far beyond acceptable and again, the Resort Owner failed to mitigate. Adding a 6 person lift at the base requires a thoroughly vetted parking plan to handle any additional skiers arriving. The proposed Eagle is replacing a 3 person chair, is located at the Base Area and services many arriving skiers. We know this to be the case as skiers today are scanned for a pass before boarding. The proposed 6-person Eagle will most certainly be loading skiers arriving to the resort and not those already on the mountain. It is imperative a functioning and effective parking mitigation plan be developed prior to any approval; a condition of approval simply will not cut it as the applicant knows the City will not enforce restricting sales based on history and therefore, it has no merit.
3. While the owner has refused to provide skier visitation numbers, the skiing community has experienced and is confident the CCC has been impacted. Any impact resulting in exceeding the CCC on an even more frequent basis must be prevented. As the new Eagle will double the current Eagle's capacity, this could result in more days where the CCC is exceeded and result in more safety issues for visitors to the mountain. The Resort Owner has a business model that is all about increasing the number of skiers on the mountain in spite of its impact on safety and enjoyment.
4. Where are the 23 employee housing units ready for occupation as required by the DA for the development of Parcel A (Marriott Mountainside)? No further CUPs were to be approved until this obligation was approved...we continue to kick the can down the road. This application stands alone and must be treated as such. This alone is reason to reject the application; it is their responsibility.

In summary, it is very unlikely the almost 25 year-old 1998 DA anticipated PCMR to be what it is today; yet it is the basis for review. Therefore, the only option is to reject the current Administrative CUP before Planning until all requirements have been fulfilled.

Sincerely,
Deb Rentfrow

From: [Gretchen Milliken](#)
To: [Lillian Lederer](#); [Alexandra Ananth](#)
Subject: FW: [External] Comment on PC Lift upgrades
Date: Monday, April 4, 2022 1:29:32 PM
Attachments: [image001.png](#)

Gretchen Milliken

Planning Director

Park City Municipal Corporation

<https://www.parkcity.org/departments/planning>

Marsac Avenue, PO Box 1480

Park City, UT 84060

o: 435.615.5008 | c: 435.659.4591



From: Bill Malone <billmalone96@gmail.com>
Sent: Monday, April 4, 2022 1:01 PM
To: Gretchen Milliken <gretchen.milliken@parkcity.org>
Subject: [External] Comment on PC Lift upgrades

[CAUTION] This is an external email.

Hello Ms Milliken and planning commission :

I wanted to take this opportunity to share with you my personal pleasure in learning this past year about the proposed lift upgrades to both the Eagle Lift and the Silverlode Lift at the Park City Mountain Ski Resort. As a long time skier at PC Mtn. (23 consecutive years of season passes for my family) , I believe these two lift improvements will significantly improve the quality of the ski experience for the customer.

The Eagle Lift replacement should help reduce the early morning crunch at the base of the resort while getting the skier to a better spot on the mountain that will give them more options as to where to go. The Silverlode Lift improvements will simply improve the lift lines there by getting more skiers up and out in less time .

As someone who has watched lifts come and go at Park City Mtn. over the years (Ski Team Lift replaced by Crescent, etc.) , these proposed improvements to their lift system will be a welcome site once completed.

Thank you for the opportunity to share my opinions on the matter, and I hope the City will see these improvements as marked upgrades to the ski experience as much as I do.

Thank You, Bill Malone

From: [Gretchen Milliken](#)
To: [Lillian Lederer](#); [Alexandra Ananth](#)
Subject: FW: [External] Concerns about Eagle Lift Plans
Date: Thursday, April 7, 2022 8:47:43 AM

From adjacent property owner.

From: Michelle Hardwick <mkolbe0@gmail.com>
Sent: Wednesday, April 6, 2022 9:55 PM
To: Gretchen Milliken <gretchen.milliken@parkcity.org>
Subject: [External] Concerns about Eagle Lift Plans

[CAUTION] This is an external email.

Gretchen-

I'm writing you to express my concerns with the proposed plans for the upgrade and move of the Eagle lift at PCMR. While I am excited to have a new lift, the placement of the lift is a concern. As a property owner at Snow Flower Building 2, I feel that PCMR should not be allowed to build equipment like this so close to the property line. Here are a few of the reasons for my concern:

- Our building has been experiencing increased drainage issues in our parking garage over the last few years. Water experts have been consulted and there are concerns about the current drains between our property and PCMR being undersized for the amount of snowmelt coming onto our property, potentially due to the half pipe and jumps installed after drainage and our buildings were built. With a lift moving closer to the building, this will further affect the drainage of snow. If you look at this area right now, the snow has already melted from the area where the lift will be placed. With a lift there, PCMR will need to bring more snow closer to our building which will most definitely result in further drainage issues.
- This equipment will create added noise and traffic very close to a private residential building.
- We have already had issues with PCMR visitors trespassing on our property and trying to access our facilities. With the closer proximity of the lift to the property line, I'm more concerned about foot traffic cutting through our property from PCMR.
- The maze for loading this lift will look down upon our property directly into the pool area which causes privacy concerns for those using the pool.

Again, I am in favor of the upgraded lift but I hope that the Planning Department will evaluate the placement of this lift and the appropriateness of moving it to be so close to the property line. I would also recommend that the city requests a study of the impacts of snowmelt to neighboring buildings that will result from the terrain and snowpack changes required for this lift.

Thank you for your time and consideration of my concerns.

Michelle Hardwick
401 Silver King Drive #80

From: [Gretchen Milliken](#)
To: [Lillian Lederer](#)
Cc: [Alexandra Ananth](#)
Subject: FW: [External] Park City Mountain lift upgrade
Date: Thursday, April 7, 2022 9:41:52 AM
Attachments: [image001.png](#)
[image002.png](#)

Gretchen Milliken

Planning Director

Park City Municipal Corporation

<https://www.parkcity.org/departments/planning>

Marsac Avenue, PO Box 1480

Park City, UT 84060

o: 435.615.5008 | c: 435.659.4591



From: Emily Fisher <emily@ywsa.org>
Sent: Thursday, April 7, 2022 9:26 AM
To: Gretchen Milliken <gretchen.milliken@parkcity.org>
Subject: [External] Park City Mountain lift upgrade

[CAUTION] This is an external email.

Hi Ms. Milken,

My name is Emily Fisher and I am the Executive Director of the Youth Sports Alliance. Vail Epic Promise has supported our after school programs Get Out & Play and ACTiV8 for many years. This year through the programs at Park City Mountain over 500 local youth will learn to ski and ride. The life long lessons these students will learn, how to get up after falling down and having the courage to try something new will serve them for the rest of the life. Equally as important is the fact that these programs make all students feel including in our mountain community.

I am writing to you today to voice my support for Park City Mountains lift upgrade project. I understand the proposal includes replacing the existing Silverlode lift and Eagle Lift. I believe these lift upgrades will not only improve our students experience on the mountain during Friday afternoons but will be an excellent enhancement to all skiers and riders. As you can imagine on Friday afternoons when Get Out & Play students arrive at Park City and the Canyons excited the ski, the best possible thing will be to have them get up on the mountain quickly with very limited wait time. I believe these upgrades will decrease wait time and lift lines for our students. The proposed

upgrades will provide and even better experience for the students and instructors who are wrangling them.

Separately as a 24 year resident of Park City I am in favor of these lift upgrades and support Vail in their efforts to improve the skier and rider experience.

Please let me know if you would like any additional information or feedback. Thanks so much,
Emily



Emily S. Fisher
Executive Director
Youth Sports Alliance

MOBILE 435.640.8520
EMAIL emily@ysaparkcity.org
WEBSITE ysaparkcity.org

play, learn, dream



From: [planning](#)
To: [Lillian Lederer](#); [Alexandra Ananth](#)
Subject: FW: [External] PCMR Base Area Project
Date: Tuesday, April 5, 2022 11:05:04 AM

From: deb <der0813@aol.com>

Sent: Tuesday, April 5, 2022 10:46 AM

To: John Phillips <john.phillips@parkcity.org>; Laura Suesser <laura.suesser@parkcity.org>; Douglas Thimm <douglas.thimm@parkcity.org>; Bill Johnson <bill.johnson@parkcity.org>; Sarah Hall <sarah.hall@parkcity.org>; Christin VanDine <christin.VanDine@parkcity.org>; John Kenworthy <john.kenworthy@parkcity.org>; planning <planning@parkcity.org>

Cc: ndeforge@fabianvancott.com; Margaret Plane <margaret.plane@parkcity.org>; Mark Harrington <mark@parkcity.org>

Subject: [External] PCMR Base Area Project

[CAUTION] This is an external email.

Dear Commissioners and Planning Department,

It's my understanding there is an "incomplete" application currently in the Planning Department for two lift upgrades at PCMR - Eagle and Silverlode. Communications indicate this could be approved on an Admin basis versus going before the Planning Commission.

As these lift upgrades pertain to the Mountain Upgrade Plan included with the '98 DA which is in part basis for the review of PEG's application for the development of the Base area, it seems only appropriate the lift upgrade application be reviewed by the Commission and the findings considered as part of the review of PEG's application for the Base Area Project. As part of PEG's review, they provided a presentation on mountain upgrades and capacity. During this presentation, they insisted there were no plans for any upgrades; obviously this has changed. Please insist the application for the lift upgrades be reviewed in full by the Planning Commission in conjunction with the PEG application as they are certainly intertwined.

On a different aspect, PEG's proposal includes a 249 key hotel instead of day-skier services on Parcel C. They insist there is nothing in the '98 DA which precludes them from making this change. Here's two simple reasons it shouldn't be allowed:

- 1) A 249 key hotel offers no benefit to locals; day-skier services do offer a benefit.
- 2) We are in a drought - have been and it's expected we will continue to be indefinitely. The amount of water a day-skier services facility and related operations require is far less than what a 249 key hotel with 249 bathrooms, tubs, showers, public bathrooms, swimming pool, etc requires. We can't continue to offer up our resources as if they are endless. It is our city government's responsibility to help ensure the well-being of its residents and water is necessary for survival. A 249 key hotel is not.

Lastly, I have no idea what PEG is planning to come back with regarding traffic and parking mitigation. But many graphs and charts on traffic over the last few months were presented at the March 31st, 2022 City Council meeting. It was stated more information could be gathered if desired, but suffice it to say, everything we've been claiming regarding an increase in traffic and travel times was supported by the data presented. While it is PEG's responsibility to gather data in support of their plan, this data clearly shows whatever data they've presented is outdated, inaccurate and/or misleading. Please take the time to look over the information presented at the City Council meeting, ask for more from the City if desired and hold PEG's feet to the fire. Their plan does not work; and note, Quinn's is on hold and our City

Councilor Max Doilney says Richardson's Flats is sketchy and he wouldn't let his Cornerstore employees park there. And, amenities such as bathrooms can NOT be built there. This indicates promises by PEG to put facilities out there for employees hasn't been investigated by PEG or vetted by planning staff; here's where they come back down the road and say "Oops, sorry. We didn't realize bathrooms and other amenities weren't an option at Richardson's. Oh well..." There's a lot of concern about how employees are treated in our community; actions often speak louder than words.

PEG has given many assurances verbally in meetings with regards to bus shelters, additional sidewalks, sidewalk widths, shuttle capacity, drop-off facilitation, off-site lot amenities, etc but have they actually done any investigation into the plausibility? Has the planning staff vetted their 'assurances'? Do we know if they'll be granted the approval for the traffic light warrants which impacts the entire plan? Simply put, if this is approved, conditions of approval need to have the teeth of the Big Bad Wolf and our City needs to be prepared to enforce and uphold every single one of them.

Sincerely,
Deb Rentfrow

From: [Gretchen Milliken](#)
To: [Lillian Lederer](#)
Cc: [Alexandra Ananth](#)
Subject: FW: [External] PCMR Lift upgrades
Date: Friday, April 1, 2022 3:45:48 PM
Attachments: [image001.png](#)

Gretchen Milliken

Planning Director

Park City Municipal Corporation

<https://www.parkcity.org/departments/planning>

Marsac Avenue, PO Box 1480

Park City, UT 84060

o: 435.615.5008 | c: 435.659.4591



From: gregory neville <nev.gj123002@gmail.com>
Sent: Friday, April 1, 2022 3:14 PM
To: Gretchen Milliken <gretchen.milliken@parkcity.org>
Subject: [External] PCMR Lift upgrades

[CAUTION] This is an external email.

Park City Planning Department
ATTN: Gretchen Milliken
445 Marsac Avenue, PO Box 1480
Park City, UT 84060

Good afternoon Gretchen,

My name is Gregory Neville and I am a long time advocate of PCMR. I have been an avid skier at PCMR since 1992 and I have enjoyed the many mountain upgrades over the years. My wife and I, through our business Allora, are members of the Park City Chamber, Park City Restaurant Association, and Park City Women's Business Network. We are also an in-kind Sundance partner, strong supporters of the NAC, and annually support and partner with the Park City Educational Foundation.

I wanted to let Park City planning know that I am in favor of, and fully support, the 2 new lift upgrades proposed by PCMR. The planned Silverload 8 passenger lift

and Eagle 6 pack would greatly facilitate skier movement around the mountain while keeping inline with current lift alignments. By adding these modern and efficient lifts to PCMR, I believe it will be a huge benefit to Park City skiers, our out of town tourists and skiers, and reflect very favorably on Park City as a whole.

If I may lend further support to the PCMR lift upgrade process, or if can assist in ant way going forward, please do not hesitate to contact me.

Kind regards,
Gregory Neville

--

Gregory Neville
Chef Partner Sommelier
Allora, Inc.
6440 N. Business Park Loop Rd.
Park City, UT 84098
+1.435.776.6850
nev.gj123002@gmail.com
alloracateringevents.com



From: [planning](#)
To: [Lillian Lederer](#)
Subject: FW: [External] PCMR lifts
Date: Wednesday, April 6, 2022 9:53:11 AM

From: June Krigman <jrkrigman@gmail.com>
Sent: Tuesday, March 29, 2022 1:47 PM
To: planning <planning@parkcity.org>
Subject: [External] PCMR lifts

[CAUTION] This is an external email.

I understand that Park City Mountain Resort is looking for approval on new lifts. I would like to state an objection to the replacement of the current 6 person Silverlode lift with an 8 person lift. I realize they want to cut down lift lines, however, this lift will only end up putting even more skiers on already crowded slopes which will lead to more accidents. Also, 6 people have enough trouble getting off the lift, often falling and knocking others over. 8 people will create even more people falling and getting hurt.

What they should be doing is replacing the Pioneer lift. There are lovely trails off this lift but hardly anyone uses it because it is so slow. A faster lift here would draw skiers away from the Silverlode lift and trails, and spread them across the mountain. This would be a much safer alternative.

June Krigman

From: [Gretchen Milliken](#)
To: [Lillian Lederer](#); [Alexandra Ananth](#)
Subject: FW: Vail Resorts proposed Silverlode 8-pack and Eagle 6-pack lifts
Date: Wednesday, April 6, 2022 4:24:17 PM
Attachments: [image001.png](#)

Gretchen Milliken

Planning Director

Park City Municipal Corporation

<https://www.parkcity.org/departments/planning>

Marsac Avenue, PO Box 1480

Park City, UT 84060

o: 435.615.5008 | c: 435.659.4591



From: Walt Brett <walt@thecolonywpc.com>
Sent: Wednesday, April 6, 2022 1:41 PM
To: Gretchen Milliken <gretchen.milliken@parkcity.org>
Cc: mgoar@vailresorts.com
Subject: Vail Resorts proposed Silverlode 8-pack and Eagle 6-pack lifts

Dear Miss Milliken-

I am writing you and the Park City Planning Board regarding Vail Resorts proposed replacement lifts for the existing Eagle chair and Silverlode chair. These expensive improvements would help address existing issues with crowding and moving visitors around the resort. I believe that these proposed lifts are in compliance with previously developed Master Plans for the resort.

As the mountain and town have grown it is imperative that the resort operator addresses these types of issues. These two lifts certainly will help elevate some of the crowded areas and help get more people up the mountain faster.

I have been a full-time resident of Park City and Summit County for the past 24 years and my wife has called Park City home for the last 48 years. We have seen much change in our town and recognize that our quaint little town has changed. Having a quality skiing experience is very important to us. We fully support the approval and construction of these two lifts and encourage Park City Planning to approve the projects.

Sincerely,

Walter Brett
435-640-4621

Jennifer Lewis Brett
435-714-0919

From: [Gretchen Milliken](#)
To: [Lillian Lederer](#); [Alexandra Ananth](#)
Subject: Fwd: Park City Mountain Lift Expansion Support
Date: Sunday, April 3, 2022 9:57:33 PM

Sent from my iPhone

Begin forwarded message:

From: Dave March <dmarch@cvma.com>
Date: April 3, 2022 at 21:40:00 MDT
To: Gretchen Milliken <gretchen.milliken@parkcity.org>
Subject: **Park City Mountain Lift Expansion Support**

Dear Park City Planning Department,

I'm writing in support of the upcoming Park City Mountain lift enhancements for Eagle and Silverlode. My family and I have been skiing the resort for years and believe that these proposed upgrades would enhance the guest experience both directly out of the base area and also at Silverlode, perhaps the busiest lift on that side of the resort. By providing another major lift from the base that would allow you to ski the "front face" trails directly, as well as provide better connectivity to the other parts of the mountain, the new Eagle lift would be a major win for all. Likewise, increasing the capacity at Silverlode would help both the local and the destination skier. As we know, that lift is a vital artery for guests coming and going from the Quicksilver gondola. Both proposed lifts projects would certainly add to the Park City experience.

Thank you for your time.

Dave

Dave March
Dir. of Marketing and Events
Canyons Village Management Association
1790 Sun Peak Drive, B104
Park City, UT 84098
dmarch@cvma.com
O: 435.655.2580 x104
D: 435.602.1665

The information contained in this message is confidential and intended only for the use of the individual or entity named above, and may be privileged. Any unauthorized

review, use, disclosure or distribution is prohibited. If you are not the intended recipient, please reply to the sender immediately, stating that you have received the message in error, then please delete this e-mail.

April 1st, 2022

Park City Planning Department
ATTN: Gretchen Milliken
445 Marsac Avenue, PO Box 1480
Park City, UT 84060
gretchen.milliken@parkcity.org

Re: Letter of Support for Park City Mountain Lift Improvements

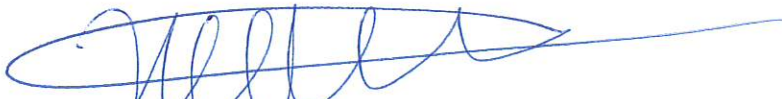
Gretchen,

Good morning.

I'm reaching out this morning ***in support*** of Park City Mountain's planned lift improvement project that includes the replacement of the Silverlode 6 pack with an 8 passenger lift and a new Eagle 6 pack which would be in place of the previously approved Chondola.

As a long time Park City resident and skier at Park City Mountain Resort I see these improvements as a critical investment to a resort that draws in more and more skiers annually. The increased traffic is great for all of our local businesses but if the resort cannot manage the capacity properly then the visitors will look for other markets to vacation. Because of that I think it is crucial for the City to vote yes for these improvements and keep PC as one of the top ski destinations in the world.

Please contact me directly if you have any questions and keep up the great work managing our 'small town'!

A handwritten signature in blue ink, appearing to read 'Matthew Magnotta', with a long horizontal flourish extending to the right.

Matthew Magnotta (wife Shannon and son Miles 13)
1286 Moray Court
Park City, UT 84060
435-602-0904

April 4, 2022

Park City Planning Department
ATTN: Gretchen Milliken
445 Marsac Avenue, PO Box 1480
Park City, UT 84060
gretchen.milliken@parkcity.org

Dear Gretchen,

I am writing in support of Vail Resorts plan to upgrade both the Eagle and Silverlode lifts at Park City Mountain Resort. The Eagle lift serves as a valuable access point for the National Ability Center's participants to ascend the mountain. The Silverlode lift is regularly used by our advanced participants and provides access to a wide variety of terrain.

Thank you for your consideration.

Sincerely,

Danny Glasser
CEO, National Ability Center

April 1, 2022

Dear Gretchen,

My name is Robert Winn, though pretty much everyone knows me by my nickname, Winnie. I have been a physician in Park City for the entirety of my career and have been fortunate enough to have represented the city on the Summit County Health Board for two decades, the committee that dealt with lead in the Prospector housing development, as the Medical Director for the 1985 Winter Special Olympics, and as the Venue Medical Officer in charge of all medical care at Deer Valley for the 2002 Olympics. I have also volunteered at the schools and countless special events held in our town over the years. I currently serve as the Medical Director for Park City, Canyons, and Deer Valley ski resorts.

Though I wasn't born in Park City (or Utah), a few years ago I realized I had lived in Park City more than half of the $\frac{3}{4}$ of a century that I've inhabited this planet. When I arrived in 1978, there was not a single stop light in town, or between I-80 and town for that matter. I've witnessed first-hand the transformation from a sleepy small town into a world class ski and international tourist destination. Though I certainly miss knowing pretty much everyone in town and the days before crowds and traffic, I love this town and am proud to share the many things that make Park City truly special.

Not everything about welcoming so many residents and visitors over the years has been positive. Crowding and congestion are at the top of my personal list. Those negatives not only apply to our roads and infrastructure, but also to the Park City Mountain

Resort (PCMR). It is my understanding that PCMR is proposing an exciting lift upgrade project that is currently working its way through the approval process with Park City Municipal. The project includes the replacement of the Silverlode 6 pack with an 8 passenger lift and a new Eagle 6 pack which will replace the previously approved Chondola. Since the Chondola was designed to start in the base area near the current Eagle lift and terminate on the ridge near King Con, the new Eagle lift would follow this approximate alignment. I believe PCMR plans to remove the current Eagle and Eaglet lifts.

As I see it, each of these changes will help relieve congestion and crowding. Circulation will be greatly improved, thereby reducing wait times for the Silverlode, First Time, Crescent, and Payday lifts. Also, since crowding increases the likelihood of accidents, the changes should make the ski experience not only more enjoyable, but also safer. These changes will be monumental. The guest experience will be greatly enhanced.

Therefore, I humbly submit this letter to offer my full support of PCMR's application.

Sincerely,

A handwritten signature in dark ink, appearing to read 'R.T. Winn', with a stylized flourish extending from the end.

Winnie

R.T. Winn, M.D.

Medical Director, Deer Valley and Park City ski resorts

winns@allwest.net

435-640-0342 (cell)

435-783-2496 (home)

4/7/2022

Park City Planning Department
Attn: Gretchen Milliken, Planning Director
Marsac Avenue, PO Box 1480
Park City Utah 84060

Dear Ms. Milliken,

This is to address Vail Corporations, Park City Mountain Resort's plans to upgrade Eagle ski lift and their complete disregard for Snowflower Property damage. This damage is in property valuation, view of the mountain, noise (not from just construction) but from its close proximity to the property when they could move it 100 feet away instead of 35 feet away from the buildings.

In the past Vail and Park City Mountain resort have had complete disregard for the Snowflower property since it is not in their management program, including addressing the drainage issues of runoff water from building the half pipe, which annually pours water into building 2 garage which we have notified them about for the last 7 years. Now building this lift, they have total disregard for the property values they will deteriorate, take away from the view, invade the privacy of the buildings view, porches, and pool area. They are potentially creating a hazard for people leaving the building as the chairs will be so low and close that they could harm residents. The amount of people in front and trespassing on the property will increase and cause damage. They could easily move the lift as there is ample property away from the building.

Building 2 ski access will be affected by the plans for the new lift. The staircase currently used to access the slope will lead directly into the "low clearance area" of the lift, so owners and guests will be required to walk up above the lift or down below to access the ski lifts. The "low clearance area" refers to the area of the lift where the chairs are low enough to the ground to run the risk of hitting someone; therefore, it is cordoned off and we will have to walk around the towers to enter the lift line.

This new building would be subject to a class action lawsuit as the Park City Mountain Resort has not investigated or presented to the HOA what property rights are being violated.

We agree that the lift is a great idea to generate more revenue for Vail but they could move it further away and use their ground and respect the rights of SnowFlower owners.

Respectfully,

Steve Rossow
Owner Snowflower Unit 61

4/7/2022

Park City Planning Department
Attn: Gretchen Milliken, Planning Director
Marsac Avenue, PO Box 1480
Park City Utah 84060

Dear Ms. Milliken,

This is to address Vail Corporations, Park City Mountain Resort's plans to upgrade Eagle ski lift and their complete disregard for Snowflower Property damage. This damage is in property valuation, view of the mountain, noise (not from just construction) but from its close proximity to the property when they could move it 100 feet away instead of 35 feet away from the buildings.

In the past Vail and Park City Mountain resort have had complete disregard for the Snowflower property since it is not in their management program, including addressing the drainage issues of runoff water from building the half pipe, which annually pours water into building 2 garage which we have notified them about for the last 7 years. Now building this lift, they have total disregard for the property values they will deteriorate, take away from the view, invade the privacy of the buildings view, porches, and pool area. They are potentially creating a hazard for people leaving the building as the chairs will be so low and close that they could harm residents. The amount of people in front and trespassing on the property will increase and cause damage. They could easily move the lift as there is ample property away from the building.

Building 2 ski access will be affected by the plans for the new lift. The staircase currently used to access the slope will lead directly into the "low clearance area" of the lift, so owners and guests will be required to walk up above the lift or down below to access the ski lifts. The "low clearance area" refers to the area of the lift where the chairs are low enough to the ground to run the risk of hitting someone; therefore, it is cordoned off and we will have to walk around the towers to enter the lift line.

This new building would be subject to a class action lawsuit as the Park City Mountain Resort has not investigated or presented to the HOA what property rights are being violated.

We agree that the lift is a great idea to generate more revenue for Vail but they could move it further away and use their ground and respect the rights of SnowFlower owners.

Respectfully,

Steve Rossow
Owner Snowflower Unit 61

April 4, 2022

Park City Planning Department
ATTN: Gretchen Milliken
445 Marsac Avenue, PO Box 1480
Park City, UT 84060
gretchen.milliken@parkcity.org

Dear Gretchen,

I am writing in support of Vail Resorts plan to upgrade both the Eagle and Silverlode lifts at Park City Mountain Resort. The Eagle lift serves as a valuable access point for the National Ability Center's participants to ascend the mountain. The Silverlode lift is regularly used by our advanced participants and provides access to a wide variety of terrain.

Thank you for your consideration.

Sincerely,

Danny Glasser
CEO, National Ability Center

April 1, 2022

Dear Gretchen,

My name is Robert Winn, though pretty much everyone knows me by my nickname, Winnie. I have been a physician in Park City for the entirety of my career and have been fortunate enough to have represented the city on the Summit County Health Board for two decades, the committee that dealt with lead in the Prospector housing development, as the Medical Director for the 1985 Winter Special Olympics, and as the Venue Medical Officer in charge of all medical care at Deer Valley for the 2002 Olympics. I have also volunteered at the schools and countless special events held in our town over the years. I currently serve as the Medical Director for Park City, Canyons, and Deer Valley ski resorts.

Though I wasn't born in Park City (or Utah), a few years ago I realized I had lived in Park City more than half of the $\frac{3}{4}$ of a century that I've inhabited this planet. When I arrived in 1978, there was not a single stop light in town, or between I-80 and town for that matter. I've witnessed first-hand the transformation from a sleepy small town into a world class ski and international tourist destination. Though I certainly miss knowing pretty much everyone in town and the days before crowds and traffic, I love this town and am proud to share the many things that make Park City truly special.

Not everything about welcoming so many residents and visitors over the years has been positive. Crowding and congestion are at the top of my personal list. Those negatives not only apply to our roads and infrastructure, but also to the Park City Mountain

Resort (PCMR). It is my understanding that PCMR is proposing an exciting lift upgrade project that is currently working its way through the approval process with Park City Municipal. The project includes the replacement of the Silverlode 6 pack with an 8 passenger lift and a new Eagle 6 pack which will replace the previously approved Chondola. Since the Chondola was designed to start in the base area near the current Eagle lift and terminate on the ridge near King Con, the new Eagle lift would follow this approximate alignment. I believe PCMR plans to remove the current Eagle and Eaglet lifts.

As I see it, each of these changes will help relieve congestion and crowding. Circulation will be greatly improved, thereby reducing wait times for the Silverlode, First Time, Crescent, and Payday lifts. Also, since crowding increases the likelihood of accidents, the changes should make the ski experience not only more enjoyable, but also safer. These changes will be monumental. The guest experience will be greatly enhanced.

Therefore, I humbly submit this letter to offer my full support of PCMR's application.

Sincerely,

A handwritten signature in dark ink, appearing to read 'R.T. Winn', with a stylized flourish extending from the end.

Winnie

R.T. Winn, M.D.

Medical Director, Deer Valley and Park City ski resorts

winns@allwest.net

435-640-0342 (cell)

435-783-2496 (home)



Park City Planning Department
Attn: Gretchen Milliken, Planning Director
gretchen.milliken@parkcity.org
Marsac Avenue, PO Box 1480
Park City, UT 84060

April 6, 2022

Dear Gretchen,

Park City Ski & Snowboard ("PCSS") is a local winter sports club that serves nearly 1,000 youth athletes in our community. For decades we have been the "home team" at Park City Mountain with hundreds of PCSS athletes training at the mountain daily during the winter season. The resort provides PCSS with highly affordable and premier training space (including on CB's, Picabo's, Payday, Pick Axe Terrain Park and the half pipe) and they provide our coaching staff with complimentary season passes which allows us to keep program fees affordable. Moreover, the resort's race department works endless hours each year to help us host safe and high-quality races and events for athletes all over the country.

I write this letter on behalf of the Club in full support of the resort's proposed lift upgrades. The new, high-speed lift in the Eagle training arena – a six-seater - will allow racers shorter ride times and considerations are being made to balance the needs of the public and local athletes during high-use times. We have reviewed lift upgrade plans with resort staff directly and they continue to work with us to ensure the proposed changes adequately address the needs of developing athletes in our community. Specifically, the shorter ride times and increased load capacity help us to increase our time on task, thereby strengthening athlete skill development throughout the season.

PCSS could not deliver its high-quality programming without the generous support of Park City Mountain. We urge the planning department to support the upgrades in the interests of local athletes. Please do not hesitate to reach out to me if you need further information or feedback.

Yours truly,

A handwritten signature in black ink, appearing to read 'Christie Hind', with a long horizontal line extending to the right.

Christie Hind
Executive Director, Park City Ski & Snowboard

Cc: Mike Goar and Shaydar Edelmann via email

4/7/2022

Park City Planning Department
Attn: Gretchen Milliken, Planning Director
Marsac Avenue, PO Box 1480
Park City Utah 84060

Dear Ms. Milliken,

This is to address Vail Corporations, Park City Mountain Resort's plans to upgrade Eagle ski lift and their complete disregard for Snowflower Property damage. This damage is in property valuation, view of the mountain, noise (not from just construction) but from its close proximity to the property when they could move it 100 feet away instead of 35 feet away from the buildings.

In the past Vail and Park City Mountain resort have had complete disregard for the Snowflower property since it is not in their management program, including addressing the drainage issues of runoff water from building the half pipe, which annually pours water into building 2 garage which we have notified them about for the last 7 years. Now building this lift, they have total disregard for the property values they will deteriorate, take away from the view, invade the privacy of the buildings view, porches, and pool area. They are potentially creating a hazard for people leaving the building as the chairs will be so low and close that they could harm residents. The amount of people in front and trespassing on the property will increase and cause damage. They could easily move the lift as there is ample property away from the building.

Building 2 ski access will be affected by the plans for the new lift. The staircase currently used to access the slope will lead directly into the "low clearance area" of the lift, so owners and guests will be required to walk up above the lift or down below to access the ski lifts. The "low clearance area" refers to the area of the lift where the chairs are low enough to the ground to run the risk of hitting someone; therefore, it is cordoned off and we will have to walk around the towers to enter the lift line.

This new building would be subject to a class action lawsuit as the Park City Mountain Resort has not investigated or presented to the HOA what property rights are being violated.

We agree that the lift is a great idea to generate more revenue for Vail but they could move it further away and use their ground and respect the rights of SnowFlower owners.

Respectfully,

Steve Rossow
Owner Snowflower Unit 61

April 4, 2022

Park City Planning Department
ATTN: Gretchen Milliken
445 Marsac Avenue, PO Box 1480
Park City, UT 84060
gretchen.milliken@parkcity.org

Dear Gretchen,

I am writing in support of Vail Resorts plan to upgrade both the Eagle and Silverlode lifts at Park City Mountain Resort. The Eagle lift serves as a valuable access point for the National Ability Center's participants to ascend the mountain. The Silverlode lift is regularly used by our advanced participants and provides access to a wide variety of terrain.

Thank you for your consideration.

Sincerely,

Danny Glasser
CEO, National Ability Center

April 1, 2022

Dear Gretchen,

My name is Robert Winn, though pretty much everyone knows me by my nickname, Winnie. I have been a physician in Park City for the entirety of my career and have been fortunate enough to have represented the city on the Summit County Health Board for two decades, the committee that dealt with lead in the Prospector housing development, as the Medical Director for the 1985 Winter Special Olympics, and as the Venue Medical Officer in charge of all medical care at Deer Valley for the 2002 Olympics. I have also volunteered at the schools and countless special events held in our town over the years. I currently serve as the Medical Director for Park City, Canyons, and Deer Valley ski resorts.

Though I wasn't born in Park City (or Utah), a few years ago I realized I had lived in Park City more than half of the $\frac{3}{4}$ of a century that I've inhabited this planet. When I arrived in 1978, there was not a single stop light in town, or between I-80 and town for that matter. I've witnessed first-hand the transformation from a sleepy small town into a world class ski and international tourist destination. Though I certainly miss knowing pretty much everyone in town and the days before crowds and traffic, I love this town and am proud to share the many things that make Park City truly special.

Not everything about welcoming so many residents and visitors over the years has been positive. Crowding and congestion are at the top of my personal list. Those negatives not only apply to our roads and infrastructure, but also to the Park City Mountain

Resort (PCMR). It is my understanding that PCMR is proposing an exciting lift upgrade project that is currently working its way through the approval process with Park City Municipal. The project includes the replacement of the Silverlode 6 pack with an 8 passenger lift and a new Eagle 6 pack which will replace the previously approved Chondola. Since the Chondola was designed to start in the base area near the current Eagle lift and terminate on the ridge near King Con, the new Eagle lift would follow this approximate alignment. I believe PCMR plans to remove the current Eagle and Eaglet lifts.

As I see it, each of these changes will help relieve congestion and crowding. Circulation will be greatly improved, thereby reducing wait times for the Silverlode, First Time, Crescent, and Payday lifts. Also, since crowding increases the likelihood of accidents, the changes should make the ski experience not only more enjoyable, but also safer. These changes will be monumental. The guest experience will be greatly enhanced.

Therefore, I humbly submit this letter to offer my full support of PCMR's application.

Sincerely,

A handwritten signature in dark ink, appearing to read 'R.T. Winn', with a stylized flourish extending from the end.

Winnie

R.T. Winn, M.D.

Medical Director, Deer Valley and Park City ski resorts

winns@allwest.net

435-640-0342 (cell)

435-783-2496 (home)

From: [Kara Bowyer](#)
To: [Gretchen Milliken](#); [Lillian Lederer](#)
Subject: [External] FW: Lift support
Date: Wednesday, April 13, 2022 11:07:54 AM

[CAUTION] This is an external email.

Kara M.W. Bowyer, AICP

Director of Land Use & Community Development
Cell: 202.215.3330

From: Mike Goar <Mgoar@vailresorts.com>
Sent: Wednesday, April 6, 2022 10:56 AM
To: Mike Goar <Mgoar@vailresorts.com>
Subject: FW: Lift support

From: Kirk Barfuss <kbarfuss01@gmail.com>
Sent: Wednesday, April 6, 2022 8:35 AM
To: Mike Goar <Mgoar@vailresorts.com>
Subject: RE: Lift support

ATTENTION: This eMail originated from outside of Vail Resorts and may or may not be legitimate. Although we do our best to screen phishing emails, please use extra caution before opening any attachments or clicking on any links unless you are absolutely sure the source of the email is trusted. If in doubt about the legitimacy of this email, please use the Report Phish button for validation.

Dear Ms. Milliken,

I have been a resident of Utah for over 40 years and have noticed one thing, change is inevitable. I moved here over 40 years ago for the skiing and have accepted the fact that many more people want to experience the same thing I sought many years ago. I am writing you in support of PC Mountain request and application for their lift upgrades. I am excited that our resorts want to invest in their mountain to make everyone's experience more enjoyable by providing a world class resort that will benefit many businesses and visitors. The two lifts proposed will be able to circulate more people, decrease the lift lines and improve the experience for everyone.

I hope that Park City Municipal will approve this request and investment that will improve everyone's visit to Park City Mountain.

Regards,
Kirk Barfuss
kbarfuss01@gmail.com

The information contained in this message is confidential and intended only for the use of the individual or entity named above, and may be privileged. Any unauthorized review, use, disclosure, or distribution is prohibited. If you are not the intended recipient, please reply to the sender immediately, stating that you have received the message in error, then please delete this e-mail. Thank you.

From: [Kara Bowyer](#)
To: [Gretchen Milliken](#); [Lillian Lederer](#)
Subject: [External] FW: Proposed Vail Lift improvements
Date: Wednesday, April 13, 2022 11:08:06 AM
Attachments: [image002.png](#)

[CAUTION] This is an external email.

Kara M.W. Bowyer, AICP

Director of Land Use & Community Development
Cell: 202.215.3330

From: Tom Savage <tomsavage@utahopia.com>
Sent: Monday, April 4, 2022 2:28 PM
To: Mike Goar <Mgoar@vailresorts.com>
Subject: FW: Proposed Vail Lift improvements

ATTENTION: This eMail originated from outside of Vail Resorts and may or may not be legitimate. Although we do our best to screen phishing emails, please use **extra caution** before opening any attachments or clicking on any links unless you are absolutely sure the source of the email is trusted. If in doubt about the legitimacy of this email, please use the Report Phish button for validation.

Below was sent today.



Tom Savage
Realtor Utahopia, LLC

BHHS Utah Properties,
Ph/Txt: 435.659.6810 | Fx: 435.649.5696
Email: tomsavage@utahopia.com
Website: www.Utahopia.com

[Facebook](#) | [LinkedIn](#) | [Google+](#) | [Pinterest](#)

This e-mail and any attachments are confidential and may be protected by legal privilege. If you are not the intended recipient, be aware that any disclosure, copying, distribution or use of this e-mail or any attachment is prohibited. If you have received this e-mail in error, please notify us immediately by returning it to the sender and delete this copy from your system. Thank you for your cooperation.

From: Tom Savage <tomsavage@utahopia.com>
Sent: Monday, April 4, 2022 2:28 PM
To: gretchen.milliken@parkcity.org
Cc: Tom Savage <tomsavage@utahopia.com>
Subject: Proposed Vail Lift improvements

Dear Ms. Milliken

I trust this note finds you and yours well. Thank you for your service and support of our wonderful city's best interests.

As a native Utahan and longtime Park City resident my family and I are definitely in support of the proposed Vail Resorts project improvement plans. Specifically, the replacement of the Silverload 6 pack and the 8 passenger lift, and the new Eagle lifts changes.

We have a multitude of family and guests visit each year and believe these changes will improve the overall P.C. experience and help maintain our world class status as the community it has been and will be.

Please if you have any questions you may reach me at the below.

Sincerely,



Tom Savage
Realtor **Utahopia, LLC**

BHHS Utah Properties,
Ph/Txt: 435.659.6810 | Fx: 435.649.5696
Email: tomsavage@utahopia.com
Website: www.Utahopia.com

[Facebook](#) | [LinkedIn](#) | [Google+](#) | [Pinterest](#)

This e-mail and any attachments are confidential and may be protected by legal privilege. If you are not the intended recipient, be aware that any disclosure, copying, distribution or use of this e-mail or any attachment is prohibited. If you have received this e-mail in error, please notify us immediately by returning it to the sender and delete this copy from your system. Thank you for your cooperation.

The information contained in this message is confidential and intended only for the use of the individual or entity named above, and may be privileged. Any unauthorized review, use, disclosure, or distribution is prohibited. If you are not the intended recipient, please reply to the sender immediately, stating that you have received the message in error, then please delete this e-mail. Thank you.



31 March 2022

Park City Planning Department
ATTN: Gretchen Milliken
445 Marsac Avenue, PO Box 1480
Park City, UT 84060

Re: Park City Lift Expansion Support

Gretchen,

I hope this finds you well and preparing for a busy summer season.

Of tremendous value to local business owners is the world-class status of Park City Mountain Ski Resort. Local businesses, including ours, benefit from the continual investment in infrastructure to keep PCMR at the front of a very competitive field.

My wife, Sara, and I support the proposed lift expansion(s) to improve skier flow and mountain access. Please reach out directly if we may answer any questions about our position.

Thank you for your acceptance of our letter.

Sincerely,

Rob & Sara Sargent
Owners – Alpine Distilling & Alpine Pie Bar

Board Member
Sara:
Park City Restaurant Association

Rob:
Park City Chamber of Commerce – Marketing
Utah Department of Alcohol Beverage Control (DABC)
SKIUTAH

Law Offices Of
Thomas N. Jacobson

May 19, 2021

VIA E MAIL AND FIRST-CLASS MAIL

Gretchen Milliken
Planning Director
City of Park City
445 Marsac Avenue
Park City, Utah 84060

Re: Park City Mountain Resort Additional Lift Capacity

Dear Ms. Milliken:

The purpose of this letter is voice support for the plan of Park City Mountain Resort to add lift capacity. The focus of your approval should be based upon the improvements it will afford for residents, visitors and the environment.

The approval process of this important project should not be diverted due to the unfortunate series of events that has plagued the ski industry and our community. In some respects, we are the victims of our own success, but we have an opportunity to address the demand we have created for our community and its excellent skiing experiences.

One of the complaints we have heard in the past is the issue of long lines at two very important choke points on the hill, (1) the Base, and (2) Silverlode. As someone who has skied on what was Treasure Mountain since Year Two, I can testify to the long lines we experienced in the Silverlode area since the days of the Prospector lift, two person chairs and anything but high speed.

The new alignment of the Eagle chair and the improvement to a high-speed chair will have many benefits in addition to moving more people from the Base during peak periods. It will deliver skiers to an area of greater choices of terrain and a more logical point for commencing the skiing experience. It will not deprive any skier of the terrain now served by the outdated and inefficient current Eagle lift. It will not negatively affect the environment as it lines up with a current ski corridor and allows for the restoration of the area of the former Eagle lift.

The improvement to the Silverlode lift will allow the operator to load more skiers in a given time frame and significantly reduce the wait times in this important transition area. It will provide a better ski experience

and an attempt to remediate one of the biggest choke points at the resort. There is no negative effect on the environment because the chair will follow the same path and not break any new ground.

Chair lifts are an expensive investment. There are many formulas that were formerly used in the ski industry to justify the investment into new lifts. In this case, Park City Mountain Resort is willing to make an investment in remediation of a problem that is not entirely of their making and may not meet the former criteria for investing in such improvements. This is not an attempt to increase the number of skiers on a given day, but a remedy to an issue inherited by the current operator from previous owners.

The community is on the map and locals, such as me, cannot turn back the clock. We need to move forward and look for solutions. Park City Mountain Resort has proposed a solution to one of the items locals have been voicing. Let's solve one concern at a time and begin with increasing and improving lift capacity.

Very truly yours,

Thomas N. Jacobson

April 20, 2022

To the Park City Planning Department

Re: Park City Lift Applications

The Land Management Code bases the ski area parking on the rated lift capacity. That term is not well defined, but there have to be industry standards that would take into consideration all of the lifts (on at least the PCMR side of the operation), the number of skiers they can carry, and some reasonable allowance for differing demand based on the terrain served. They don't all operate at full capacity. The key number is probably the combined capacity of the base area lifts—Payday, Crescent, Town, and the improved Eagle.

The proposed upgrade of the Eagle lift is without question an increase in the capacity. That's the whole purpose. It's arguable that Silverlode is distributing skier traffic that is already on the mountain, not increasing it. Eagle is specifically intended to move people up the mountain. It doesn't serve much skiing by itself, and is intended to address the morning rush by increasing capacity.

It's inescapable that the addition of capacity needs to result in an increase in parking. It's also clear that PCMR does not have adequate parking for current operations, let alone expansions.

I support the lift expansion. It is necessary to maintain some semblance of a quality ski experience with the onslaught of Epic Pass holders. The crowds we saw this winter are unacceptable and damaging to the guest experience. It damaged the reputation of the entire town. Expansion seems necessary. But with that expansion there needs to be expanded parking.

That leads to the more troubling issue of the severance of the air rights over the parking lots from the resort operation. Once that is completed, whether with the PEG project or some successor, Vail Resorts no longer has the ability to expand parking on-site. The code does not address off-site parking, and for the nearly 60 year history of the ski area, the parking has been on-site. I'm not sure that off-site parking is permissible under the current code. If the air rights are sold, and it becomes impossible for Vail Resorts to build a parking structure on the existing lots to provide the code-required parking for increase in rated capacity, the City needs to figure out how that gets addressed in the future.

For example, the Town Lift is a relic, and really needs to be upgraded. Usage there seems to have increased pretty significantly recently. A more efficient lift there would be a real advantage. But if Town Lift is increased, there is again an increase in "rated capacity" of the resort, and additional parking required under the code. Where does that get built if the parking lots have been sold? Many users of the Town Lift are now parking in Swede Alley and China Bridge—parking that was intended for other users.

The future probably requires satellite parking lots and shuttle buses. There has not been a really detailed plan for that. How does a day skier, or worker, from Salt Lake get from home to the ski resort? Somebody needs to show how that works, from leaving Salt Lake in a car, to parking in a satellite parking lot, and then how the shuttles work (and who pays for them). The City's inability to bring the Richardson Flat lot on line after more than a decade indicates that there is no plan at all. It is a major shift in the way things have functioned for 60 years, and convincing people to make that change won't be easy. It will be impossible if it isn't fully thought out and functional from the front door of somebody's house to the base of the resort.

The proposed lift expansion is necessary, and while it falls short of solving Vail's overcrowding problems, it's a start. But the expansion cannot be approved without addressing the code required parking expansion that goes with it, and the longer range issue of whether the code allows off-site parking at all, and if it does, where is the offsite parking located and how does it operate (and at whose expense).

Tom Clyde

From: [Gretchen Milliken](#)
To: [Lillian Lederer](#)
Cc: [Alexandra Ananth](#)
Subject: FW: [External] Please reconsider placement of the new Eagle Lift
Date: Wednesday, April 13, 2022 2:42:10 PM
Attachments: [image001.png](#)

Gretchen Milliken

Planning Director

Park City Municipal Corporation

<https://www.parkcity.org/departments/planning>

Marsac Avenue, PO Box 1480

Park City, UT 84060

o: 435.615.5008 | c: 435.659.4591



From: Kathy Fitzer <kathyfitzer@gmail.com>
Sent: Wednesday, April 13, 2022 2:37 PM
To: Gretchen Milliken <gretchen.milliken@parkcity.org>
Cc: jennifer@parkcitylodging.com
Subject: [External] Please reconsider placement of the new Eagle Lift

[CAUTION] This is an external email.

Dear Gretchen,

I am writing to voice my concerns regarding the current plans for the placement of the proposed expanded Eagle Lift. My husband and I are owners of a 4-bedroom condominium in Building 2 of Snow Flower. We spend every winter in residence there. Although our unit is on the other side of the building, and the view will not be affected, we would certainly be impacted in terms of access to the mountain.

More important than the view being restricted for many units, access to and from the mountain will be severely restricted. This condominium of 41 units has been in place for years. It seems there should be an alternative that would enable the lift to be positioned further up the mountain (closer to the current Eagle lift) in order to lessen the impact on Snow Flower owners and renters.

I certainly see the advantages of expanding the current Eagle Lift, assuming it will, as promised, open

up greater access to the mountain, including access to beginner terrain. But, I hope that you will insist on a plan that will have less negative impact on home-owners and visitors to Park City.

Thank you for your service to our city. I look forward to a solution to this issue that will be good for all.

Sincerely,
Kathy Fitzer
Bldg. 2, Unit 82
Snow Flower Condominiums

From: [planning](#)
To: [Lillian Lederer](#)
Subject: FW: Eagle Lift & SnowFlower
Date: Tuesday, April 19, 2022 1:13:32 PM

From: Cary Harvey <sonic_man@msn.com>
Sent: Tuesday, April 19, 2022 1:10 PM
To: planning <planning@parkcity.org>
Subject: FW: Eagle Lift & SnowFlower

This is a forward of a message sent to Gretchen.
I don't want to miss the comments deadline.

*Thanks,
Cary Harvey
Piney Woods Investments, LLC
(601)876-4009*

From: Cary Harvey
Sent: Tuesday, April 19, 2022 1:38 PM
To: gretchen.milliken@parkcity.org
Subject: Eagle Lift & SnowFlower

Hello Gretchen,

I submit this email letter in **support** of the proposed changes to Eagle Lift by Vail/PCMR for construction this summer.

I submit this support in different capacities.

1st as a board member of SnowFlower HOA 2.

2nd as an owner in Building 2 of the SnowFlower complex. I am in unit #56.

3rd as an owner of a total of 6 SnowFlower units.

Even though I do not speak on behalf of the entire SnowFlower HOA 2 board I very much support this relocation of Eagle Lift project.

No development or remodeling as this could be considered, is without second guessing & possible alternatives. As a Board member for HOA 2 I think this is a fantastic enhancement to PCMR & a benefit to skiing owners & guests. I am recognizing a business continuing to make investments in enhancing their service. As a skiing owner & now resident in Bldg. 2 I also see this as an enhancement to my experience & that of my guests. It is a small trade-off to have some additional steps to take to get onto a high speed 6-pack.

Thank you for your consideration & your compiling comments.

*Thanks,
Cary Harvey
Piney Woods Investments, LLC
(601)876-4009*

From: [planning](#)
To: [Lillian Lederer](#)
Subject: FW: PCMR lift expansions
Date: Wednesday, April 20, 2022 7:56:48 AM

From: M Falk <mfalk435@gmail.com>
Sent: Tuesday, April 19, 2022 6:14 PM
To: planning <planning@parkcity.org>
Subject: [External] PCMR lift expansions

[CAUTION] This is an external email.

No. Just no please. It really is a matter of safety. Currently, and I doubt anyone would disagree, there are too many people on the mountain at any given time. In 30 years, I have NEVER seen the crowds that occurred this year after the build up since Vail took over. (I had a close friend die 2 years ago from being hit by an out of control skier on a crowded run). It is causing the mountain to be an unnecessarily dangerous place (yes we all know about inherit risk).

Please hear me out. What has happened since "Epic" has taken over is that more people are skiing/riding. Also more lower ability skiers/riders than ever before. More people with less ability = danger. So, now they (Vail) want to put MORE people on the hill FASTER than they do now? Are you kidding me? Right now there are X number of skiers per hour that they can upload from the base. Town Lift Payday Cresnet and Eagle. That's a lot of uphill capacity! Changing Eagle will add many more skiers per hour due to the change from 3 person fixed grip to high speed detachable. It might be fair to say it will double or triple the number of people per hour placed on the runs. Silverlode will add another 20% to what there already is.

The runs are already overcrowded. Do not allow it to become even more dangerous. It's too late for a lot of other measures around town (unless maybe you begin to limit nightly rentals in inappropriate places) that could relieve the burden of our overcrowding but this is one you can do.

Just my opinion, does not make me right.

Michael.

From: [planning](#)
To: [Lillian Lederer](#)
Subject: FW: Relocation of Eagle Chair Lift
Date: Wednesday, April 20, 2022 7:52:33 AM

From: Bob Toller <bob.toller@rockwool.com>
Sent: Tuesday, April 19, 2022 4:59 PM
To: planning <planning@parkcity.org>
Cc: Gretchen Milliken <gretchen.milliken@parkcity.org>; Jo Ella Toller <wtoller@msn.com>
Subject: Relocation of Eagle Chair Lift

Hi Gretchen – I have a feeling you are probably receiving numerous emails/letters regarding the upcoming move of the Eagle Chair Lift in Park City.

With the proposed changes, as I understand them, I felt compelled to also reach out and express my concern.

Our family has been an owner in Snowflower condos for over 30 years (currently #77 in building 2) and to know this chair lift move could negatively affect the condos is very upsetting.

Be assured I am 100% in favor of mountain improvements but what I'm not in favor of is improving one piece and creating a negative elsewhere and that's exactly where I believe the chair lift move is heading.

The fact that building #2, and others, will lose the true ski in/ski out feature, some will lose their current views and some could realize a negative condo value hit is, simply put, unacceptable.

I would certainly hope the committee takes my, and all others, concerns seriously and in to consideration when making the final decision.

A slight tweak with the chair lift placement improves the mountain while keeping the integrity of the owners property intact.

Regards;

Bob Toller
770-375-6913 cell

From: [Gretchen Milliken](#)
To: [Lillian Lederer](#); [Alexandra Ananth](#)
Subject: Fwd: [External] Comments on New Eagle Lift
Date: Monday, April 18, 2022 6:08:47 AM

Sent from my iPhone

Begin forwarded message:

From: Greg Horn <greg@greghorn.com>
Date: April 16, 2022 at 03:17:38 MDT
To: Gretchen Milliken <gretchen.milliken@parkcity.org>
Subject: [External] Comments on New Eagle Lift

[CAUTION] This is an external email.

Hi Gretchen,

I am writing to comment on the proposed expansion of the Park City Mountain Resort / Vail (PCMR) Eagle lift, the specific details of which are just now becoming available to those of use who live next door. I have been an owner/resident at Park City's Snowflower condominiums since 1994 and my wife first moved to Park City in 1972, qualifying us as long term members of the community.

While we are all in favor of improved ski lifts at PCMR, we have several concerns about the specifics of the expansion as it impacts our adjacent property and appreciate the chance to comment in the hopes that they can be taken into account in any final approval of the plan.

1. Reduced access to the ski hill from our property. In the proposed plan, the staircase from Snowflower building 2 will be cordoned off due to a "low clearance area", reducing skier access to the resort from our ski-in, ski-out property.

2. Reduced privacy. In the proposed plan, the lift line maze overlooks our property's pool area.

3. Increased traffic and illegal parking. There is already a significant problem with locals and vacationers illegally overwhelming the Snowflower property roads and parking garages as the PCMR lots fill up (often very early in the day), and the expansion of Eagle is likely to make this problem much worse.

Thank you for taking these impacts into account in negotiating final modifications before approval of the Eagle lift improvements.

Best regards,

Greg Horn

Snowflower #156, #157 #158

401 Silver King Drive

Park City, UT 84060

From: [Gretchen Milliken](#)
To: [Lillian Lederer](#); [Alexandra Ananth](#); [John Sale](#); [Kara Bowyer](#)
Subject: Fwd: [External] Eagle lift
Date: Tuesday, April 19, 2022 2:30:25 PM

Sent from my iPhone

Begin forwarded message:

From: Sue Ogle <sojo2@cox.net>
Date: April 19, 2022 at 11:55:26 PDT
To: Gretchen Milliken <gretchen.milliken@parkcity.org>
Subject: [External] Eagle lift

[CAUTION] This is an external email.

Hello,

We are owners of a Snow Flower condominium and are very concerned about the addition to Eagle lift. It seems that it is way to close to building 2 and will impact our whole area. Please consider moving it away from the building and further up the hill.

Thank you,
Sue and Jim Ogle unit #36

Sent from my iPad

From: [Gretchen Milliken](#)
To: [Lillian Lederer](#)
Cc: [Alexandra Ananth](#)
Subject: Fwd: [External] letter of support for Park City lift enhancements
Date: Friday, April 15, 2022 2:48:40 PM

Sent from my iPhone

Begin forwarded message:

From: Hargis Matt <Matt.Hargis@srpnet.com>
Date: April 15, 2022 at 15:40:51 EDT
To: Gretchen Milliken <gretchen.milliken@parkcity.org>
Subject: [External] letter of support for Park City lift enhancements

[CAUTION] This is an external email.

Park City Planning Department
ATTN: Gretchen Milliken
[445 Marsac Avenue](#), PO Box 1480
Park City, UT 84060
gretchen.milliken@parkcity.org

Dear Ms. Milliken,

I am writing this letter in support of the Park City Mountain lift upgrade project currently under review with the city. As a long Park City skier, one time resident, and current owner of a cabin in the nearby Weber River valley, I've spent many winter days over the years enjoying the Park City slopes. The growing congestion on the mountain in recent years is a concern of any skier and negatively impacts the overall experience. Vail really seems to be taking the right steps with this lift upgrade package to improve congestion and reduce wait times at the most crowded areas like Silverlode and First Time.

I sincerely hope you have received many other notes of support and this lift upgrade project is approved accordingly. It just makes so much sense for such a popular ski area that needs lift improvements to meet the demand and improve skier experience.

Thank you for your consideration,

Matt Hargis

480-752-9875

From: [Gretchen Milliken](#)
To: [Lillian Lederer](#); [Alexandra Ananth](#); [John Sale](#); [Kara Bowyer](#)
Subject: Fwd: [External] PCMR Eagle Lift Proposal
Date: Tuesday, April 19, 2022 4:56:58 PM

Sent from my iPhone

Begin forwarded message:

From: Bill Bohls <bill.bohls@gmail.com>
Date: April 19, 2022 at 15:46:37 PDT
To: Gretchen Milliken <gretchen.milliken@parkcity.org>
Subject: [External] PCMR Eagle Lift Proposal

[CAUTION] This is an external email.

April 19, 2022

Park City Planning Department
Attn: Gretchen Milliken, Planning Director
Marsac Avenue, PO Box 1480
Park City, UT 84060

Re: PCMR relocation of Eagle Lift

Dear Ms. Milliken,

I recently learned of the proposed relocation of the Eagle lift by Park City Mountain Resort/Vail ("PCMR") and I am deeply concerned. I own a condominium in Building II in the Snow Flower complex and for many years have greatly appreciated being a neighbor to PCMR and valued our ski-in/ski-out access to the resort.

I was aware PCMR was going to upgrade the Eagle lift to a high speed "six pack" and I believe virtually all skiers will welcome any steps PCMR takes to reduce lift lines at the base of the mountain.

However, I was only recently made aware that the base of the lift would be relocated extremely close to our building in the Snow Flower. So close, in fact, the building will literally be in the shadow of the lift as Snow Flower is slightly below the raised grade where the lift is proposed. I do not have actual measurements, but it appears the lift will be located approximately 35' from Snow Flower building II. In addition, the proposed lift maze will run parallel to our property line with PCMR. Having potentially hundreds of people in lift lines overlooking our pool and units facing the slopes presents concerns over noise and privacy and will negatively impact Snow Flower owners' enjoyment of their property.

I realize there are competing goals in determining the location of the new Eagle lift base. Realignment of the lift to provide both a mid-mountain station and extending the lift near the top of the King Con lift seem to be priorities for PCMR. However, moving the base of the lift so close to the Snow Flower condos seems to be designed to reduce the distance to proposed PEG development by a few yards, much to Snow Flower's detriment.

Moving the base of the new Eagle lift closer to the site of the current Eagle lift base will not significantly impact access and will greatly reduce noise and maintain privacy for Snow Flower. For these reasons, I respectfully ask the Planning Department request PCMR to develop plans that use the existing Eagle lift base site and are more considerate of PCMR's neighbors.

Sincerely,

Bill Bohls

From: [Gretchen Milliken](#)
To: [Lillian Lederer](#); [Alexandra Ananth](#); [John Sale](#); [Kara Bowyer](#)
Subject: Fwd: [External] Upgrade Eagle Lift to Six Passenger Lift
Date: Wednesday, April 20, 2022 7:08:03 AM

Sent from my iPhone

Begin forwarded message:

From: Richard Mingo <richmingo@gmail.com>
Date: April 19, 2022 at 20:04:31 PDT
To: Gretchen Milliken <gretchen.milliken@parkcity.org>
Subject: [External] Upgrade Eagle Lift to Six Passenger Lift

[CAUTION] This is an external email.

Park City Planning Department

Attn: Gretchen Milliken,
Planning Director
gretchen.milliken@parkcity.org

Marsac Avenue, PO Box 1480

Park City, UT 84060

Re: Park City Mountain Resort's Proposal to Upgrade Eagle Lift to Six Passenger Lift

Dear Ms. Milliken,

April 19, 2022

I am writing to express my concerns regarding the proposed placement of the new Eagle lift at Park City Mountain Resort. My family owns Unit No. 10 at Snow Flower and we are quite concerned that the placement of the new lift in such close proximity to our shared property boundary will negatively impact the use, enjoyment and value of our property. The new lift is in such close proximity to Snow Flower that

owners and guests of the building will be impacted by the noise from operation of the lift and of the gathering guests of the resort as they queue up. The noise will be unabated while the lift is in operation during the ski season and possibly for off season use as well. As planned, the lift would impact the privacy of many of Snow Flowers' owners as the lift would look directly down onto the decks / balconies of many condos in Snow Flower complex and the pool. The lift will also increase the amount of trespass parking and access across Snow Flower property.

As PCMR's closest neighbors, we will be the most heavily impacted by the placement of the new lift and ask that the Commission take our concerns under consideration. We ask that the City and PCMR work closely with the Snow Flower HOA board to identify and implement enforceable plans to fully mitigate impacts to Snow Flower complex and its community.

Sincerely,

Imogene Mingo
#10 Snow Flower
richmingo@gmail.com

From: [Gretchen Milliken](#)
To: [Lillian Lederer](#); [Alexandra Ananth](#); [John Sale](#); [Kara Bowyer](#)
Subject: Fwd: Relocation of Eagle Chair Lift
Date: Tuesday, April 19, 2022 4:56:27 PM

Sent from my iPhone

Begin forwarded message:

From: Bob Toller <bob.toller@rockwool.com>
Date: April 19, 2022 at 15:55:17 PDT
To: Gretchen Milliken <gretchen.milliken@parkcity.org>
Cc: Jo Ella Toller <wtoller@msn.com>
Subject: Relocation of Eagle Chair Lift

Hi Gretchen – I have a feeling you are probably receiving numerous emails/letters regarding the upcoming move of the Eagle Chair Lift in Park City.

With the proposed changes, as I understand them, I felt compelled to also reach out and express my concern.

Our family has been an owner in Snowflower condos for over 30 years (currently #77 in building 2) and to know this chair lift move could negatively affect the condos is very upsetting.

Be assured I am 100% in favor of mountain improvements but what I'm not in favor of is improving one piece and creating a negative elsewhere and that's exactly where I believe the chair lift move is heading.

The fact that building #2, and others, will lose the true ski in/ski out feature, some will lose their current views and some could realize a negative condo value hit is, simply put, unacceptable.

I would certainly hope the committee takes my, and all others, concerns seriously and in to consideration when making the final decision.

A slight tweak with the chair lift placement improves the mountain while keeping the integrity of the owners property intact.

Regards;

Bob Toller
770-375-6913 cell

Christie Babalis
1565 Village Round Drive
Park City, UT 84098
(801) 652-1879
Babalisc100@gmail.com

Park City Planning Department
ATTN: Gretchen Milliken
445 Marsac Avenue, PO Box 1480
Park City, UT 84060
gretchen.milliken@parkcity.org

April 6, 2022

Dear Ms. Milliken:

I am writing in support of Park City Mountain's recent application for lift upgrades. One of the most important factors in delivering a world class ski experience is an efficient and modern lift system. Our community wants our resorts to invest in the mountain and the ski experience and lifts are a key factor in improving both. The 2 lifts proposed will provide improved circulation and much shorter lift lines in areas that desperately need it.

The on-mountain experience at Park City Mountain will be greatly improved by the expansion of the Eagle and Silverload chairlifts. Changes are needed and these 2 lift improvements are a great solution to address lift lines and crowds. I hope Park City Municipal will approve this major investment in the guest experience at Park City Mountain.

Please do not hesitate to reach out to me if you have any questions or wish to discuss.

Very truly yours,

Christie Babalis

Christie Babalis

Lynne Morgan
Owner, Snowflower #130
P.O. Box 3277
Santa Barbara, CA 93130

April 15, 2022

To: Gretchen Milliken, Planning Director

In Re: Snow Flower Condominiums: Proposed 6-person Eagle Lift to be installed on the Park City Mountain Resort (PCMR)

Dear Planning Commissioners,

We are writing regarding our concerns about the proposed 6-person chair lift to be installed on the Park City Mountain Resort (PCMR) adjacent to the Snow Flower condominiums. We have several concerns that we would like to address with the Park City Planning Commission and to be considered during the Public Administration Hearing.

We would like the Park City Planning Commission to assign an advocate to represent the homeowners of Snow Flower Condominiums (at the builder's expense) to ensure our rights are protected and addressed, before and during the entire building process. We would like to partner for the most positive outcome for all.

Our concerns are primarily related to security, protection of property, noise, loss of value and the impending expenses related to upgrading our property for privacy. We respectfully ask that you please address the following in your next meeting:

- Fencing – If the chair lift installation is built up to the setback line, Snow Flower will need to place a fence for our security, permission may need to be obtained that Snow Flower would have this right. Also, what plan does the resort have to assist with costs that are directly related to the PMCR project?
- Parking and Property – Access and control plans are needed to control foot and car traffic that may enter Silver King Drive and our building parking. Greatly expanded parking capacity at PCMR should be included in the project plans prior to approvals.
- Restrooms – Will PCMR put restrooms near 3 Kings/ First Time/ new lift base? More traffic and guests starting their ski experience at these chairlifts will require restroom facilities. Nonresident foot traffic on the Snow Flower property will require homeowners to alter public access security, which will be an additional expense for homeowners.

- Access to grounds and pool – Security? More fencing? These and other issues need to be thought out and planned for prior to approval.
- Liability - With more people adjacent to our property and the ensuing security issues, liability expenses will be increased. How will PCMR compensate Snow Flower for increased insurance?
- Noise abatement – What is the plan to reduce noise during hours of construction? Once chair lift is in operation, limits need to be imposed on volume and timing of music.
- Privacy – Windows facing the mountain and the new chairlift will be exposed. This is a major loss of our privacy. How does PCMR propose to address this? If Snow Flower currently has CC&Rs restricting polarizing and other window treatments to be allowed for privacy, then it becomes necessary to amend Snow Flower CC&Rs at the expense of PCMR.
- Protection of property values – We greatly value our view along with our ski in and ski out access to the mountain. These qualities are some of the most coveted assets for rental income, as well as property value. How will the chair lift impact our view of the mountain?
- Access – Our current ski in and ski out access to the mountain must be planned for and maintained daily.
- Income - How long of a period will this chair lift take to build from start to finish and how will that impact our stay, or affect our guests stay, and our rental income?

We very much appreciate all your time and efforts on this project and your attention to Snow Flower Homeowners quality of life, privacy, and security concerns.

Sincerely,

Lynne Morgan

April 11, 2022

Park City Planning Department
ATTN: Gretchen Milliken
445 Marsac Avenue, PO Box 1480
Park City, UT 84060

Re: Letter of Support for PCMR Chairlifts & Improvements

Dear Gretchen:

I understand you are entertaining public input for the proposed Lift improvements and realignment of the Eagle Chairlift at Park City Mountain Resort.

In addition to improved guest circulation and reduced chairlift times, please know that the realigned Eagle lift would improve the capabilities of Park City Mountain to host a venue for a future Olympic Winter Games.

For all these reasons, know that I am very supportive of PCM's request and hope the City would approve this.

Sincerely,



Colin Hilton
President/CEO
Utah Olympic Legacy Foundation

LEGACY

PO Box 980337
3419 Olympic Parkway
Park City, UT 84098
435.658.4200

OVAL

5662 S. Cougar Lane
Kearns, UT 84118
801.968.6825

PARK

PO Box 980337
3419 Olympic Parkway
Park City, UT 84098
435.658.4200

SOLDIER
HOLLOW

PO Box 2002
2002 Soldier Hollow Lane
Midway, UT 84049
435.654.2002

To: Gretchen Milliken, Park City Planning Director

Copy: Rule Makers, and Code Enforcers of Park City Municipal Corporation.

From: Clive Bush, Park City resident.

Date: April 19, 2022

Re: Park City Mountain Lift Upgrade Application.

Vail Corporations' footprint and impact on our community is significant and affects us all. On one side - Epic Promise delivers the goods to our charities, non-profits and youth sports clubs. Whereas, concerns regarding Vail's operational impact has focused the spotlight on these proposed lift upgrades.

So much so, The Chief Operating Officer of Park City Mountain Resort wrote an editorial in the Park Record to explain some things. Sadly what transpired typifies a myopic perspective that attempts to justify an automatic approval for lift upgrades to enhance on-mountain guest experience and safety, while ignoring consequential and meaningful impacts elsewhere.

In contrast, I must ask that in your deliberate and purposeful approval process, you determine what's real and impactful, and what is not:

1. Comfortable Carrying Capacity **NOT REAL**

Vail's Director of Land Use explained at a recent Planning Commission Work Session that the Comfortable Carrying Capacity (CCC) is merely a planning tool with NO bearing on actual visitations. This is plainly obvious as the mountain operates within its theorized capacity, while overwhelming the community and infrastructure surrounding it.

The planning authority has a duty to address this mismatch between theory and reality that defies City Code. Hopeful conjecture that visitors will stop arriving because it's uncomfortable is a desertion of the truth. While adding to, or shifting parking offsite - fails to grasp the applicants' unlimited, and uncontrollable invitations via its season pass offerings are the primary, if not the singular cause, of mounting negative impacts on our community that thwarts mandatory and predictable mitigation.

Park City Municipal can no longer ignore what is being done at resorts and national parks across the country - reservation systems for people, cars or both are in place to right size crowds. These are paying off with win/win outcomes that are a step ahead of Park City's laggard approach to-date.

2. On-Site Parking Analysis **NOT REAL**

Theorized CCC does not predict future (or existing) day skier parking requirements.

SE Groups' January 3rd memorandum concludes that the 1200 day skier spaces will continue to be sufficient to serve the CCC of the resort – fantastic, except we must deal in the real world which proves the inadequacy of the current day skier parking – it's overwhelmed – you must resolve what's real - not text book folly.

The assumption that the increased capacity of the resort will be balanced out by new base area development is equally absurd. Premature in its prediction, SE group provide no solution to turn the tide on the real world dynamics of spawning growth of traffic brought about by changes in local population; new zoning (HTRZ); national exposure; worldwide marketing – *"largest ski resort in America"*; unlimited pass sales, while concluding that not much has changed.

Notwithstanding these implausible assumptions, SE Group, like Vail and EchoSign agree that their calculations for day skier parking are theoretical, and have no bearing on actual numbers.

3. Parking Mitigation Plan **NOT REAL**

We have yet to see the applicants' submission or supporting data for parking mitigation. They must provide the right number of parking stalls with sufficient throughput capacity. It's clear there is a serious throughput problem as evidenced by our own personal queuing experiences, and as shown in this photo from the Park Record.

<https://www.parkrecord.com/news/park-city/park-city-growth-pace-too-slow-just-right-too-fast/>

Substantial enough, it prompted City Hall into an emergency rescue act to change the circulation ahead of the Presidents Day weekend. Queuing prevailed - got worse offsite, and other negative side-effects appeared.

It's common sense that when traffic grinds to a halt you will count less cars – a complete blockade results in a count of zero. Significant queuing reduces the numbers by limiting access over time, it shifts the impairments of congestion onto someone else - residential streets, private parking lots, other businesses, while others simply give up.

Parking mitigation must account for all present, future as well as these disturbed demands if it is to be everlasting. It must properly limit throughput to on-site parking stalls, while capturing overflow parking beforehand to keep this all in-check.

I'm not sure how you predict the future demand if you continue to allow uncontrolled, unlimited access, however?

4. Offsite Parking **NOT REAL**

Capacities of the streets and parking was exceeded on many days of the week this winter, and not just on weekends. Residential streets required police blockades to rescue whole neighborhoods from excessive commercial intrusion.

Offsite parking must capture vehicles before the resort that is predominantly redirected as overflow today. It's no longer viable to rely on a school parking lot a few days each year. The focus needs to switch from temporary overflow parking to an off-site parking requirement that is properly and permanently signed, predictable, visible on electronic mapping services, and available every day of the week.

5. Safety: **NOT REAL**

There's no safer place on the mountain than a lift line. Nothing in this application addresses the diminished safety on resort roads brought about by the circulation changes this winter. Flaggers are fallible in their ability to control large groups of pedestrians offloading from buses into multiple lanes of parked and moving cars. This should be a priority of this applicant if we are to believe the editorial that safety is this applicant's number one priority.

In summary:

I'm sure like me, most of you want to be riding cushy new lifts next season, but with upgrades comes the responsibility to the entire community of mitigating impacts. This application fails to deliver the results to overcome any increase in capacity, no matter how small. The following three items from Park City's Land Management Code under review remain unresolved. They create insufferable conditions for the community today that will be inflamed further by improper or deficient mitigation as currently submitted.

#2 Traffic considerations including capacity of existing streets in the Area;

#5 Location and amount of off-Street parking;

#6 Internal vehicular and pedestrian circulation system;

I look forward to seeing these items addressed in a foolproof and enduring manner before any approval is granted. The community of Park City will thank you for doing so!

Regards,

Clive Bush, Resident Park City.

From: [planning](#)
To: [Lillian Lederer](#)
Subject: FW: [External] PCMR Lift Upgrade CUP / For Public Record
Date: Wednesday, April 20, 2022 12:11:05 PM
Attachments: [Exhibit_B_Proposed_Plans.pdf](#)
[Exhibit_M_Ecosign_PCMR_CCC.pdf](#)
[image001.png](#)

Julie Schultz
Executive Office Administrator
Park City Municipal - Planning Department
445 Marsac Avenue, PO Box 1480
Park City, UT 84060
o: 435.615.5061
www.parkcity.org



From: Eric Moxham <emoxham@me.com>
Sent: Wednesday, April 20, 2022 11:59 AM
To: Gretchen Milliken <gretchen.milliken@parkcity.org>
Cc: Matt Dias <matt.dias@parkcity.org>; planning <planning@parkcity.org>
Subject: [External] PCMR Lift Upgrade CUP / For Public Record

[CAUTION] This is an external email.

Hi. I am writing to express my concerns related to the routing of Park City Mountain Resort's proposed new Eagle lift as a replacement for the resort's existing Eagle and Eaglet lifts.

Per Section 15.1.10.E.15 of the City's Code, a project must be reviewed for its environmental impact. The proposed routing (reference attached Exhibit B) for the resort's new Eagle lift will require excavation, cutting down trees, and pouring of cement pads for new lift towers and will result in additional collateral damage from the required heavy equipment to do this work. Alternatively, it would seem to make more sense environmentally and likely from a cost perspective to follow the routing for the resort's existing Eagle and Eaglet lifts with the final termination point extending higher on the mountain than the existing Eaglet lift to the same approximate termination point as Vail's proposed routing for the new Eagle lift, which is adjacent to the termination point for the resort's existing King Con lift. From a cost perspective, the avoidance of costs related to the required cutting of the new proposed route would likely offset the cost of any additional required towers for following the existing Eagle and Eaglet routing. This also would result in the preservation of the resort's mountain tree stands and corresponding vistas.

While not applicable for review under Section 15.1.10.E.15, the proposed routing also is unfortunate for its impact on guest experience, the community, and particularly the community's athletes. By following the routing of the resort's existing Eagle and Eaglet lifts, it would allow for the proposed new Eagle lift mid station to be more logically located at the termination point for the resort's existing Eagle lift and starting point for the resort's existing Eaglet lift. This would preserve the new lift's use for providing our local and visiting national athletes efficient access to the resort's famed CB's and Picabo's runs for both training and competition purposes. Additionally, it would preserve more optionally for the resort's guests to efficiently access both the resort's King Con and Silver Star lifts and adjacent terrain. The required lift turn at the mid station for this alternate routing is common in the industry with a lift turn on Canyon's Red Pine gondola and at many resorts in the Wasatch as well as other national and global resorts. Conversely, Vail's proposed mid station location next to the termination point of the resort's existing Three Kings lift is redundant with the terrain served by this lift and makes accessing both CB's and Picabo's from the new proposed mid station location infeasible for athletes. Additionally, and as referenced in the Ecosign Resort Planner's report commissioned by the City (reference attached Exhibit M), the proposed placement of the mid station in close proximity to the termination point of the resort's existing Three Kings lift suggests that the resort would logically consider removing the Three Kings lift that currently efficiently services guest and local freestyle athletes use of the Three Kings Park. While clearly speculation (mine and the broader community's), this likely would be a precursor to the resort moving or entirely removing the Three Kings Park, which is clearly an important part of the resort's and community's fabric and identity as a premier training and competition venue for freestyle skiing and snowboard athletes. The dedicated Three Kings lift allows for efficient use of the park by not requiring guests and athletes to wait in line with other resort guests, who are skiing/boarding other parts of the mountain. It is important for both our alpine athletes and freestyle athletes to have efficient access to their respective alpine and freestyle terrain and parks to allow for maximum training time, which leads to faster skill progression and ultimately better results in competitions.

In summary, by following the routing of the resort's existing Eagle and Eaglet lifts and locating the mid station at the termination point of the existing Eagle lift, the resort's new Eagle lift would result in greatly reduced environment impact associated with the lift replacements as well as maximize accessibility of other lifts and terrain for all resort guests plus preserve CB's and Picabo's as premier and efficient training and competition venues for the community's alpine athletes and the Three Kings Park as a premier and efficient training and competition venue for the community's freestyle athletes. It is important for City staff and the community to remember that CB's was the giant slalom venue and Three Kings was the half pipe venue for the 2002 Winter Olympics. Therefore, It is vital to preserve and enhance these venues for the future as the city and state court the International Olympic Committee to host the 2030 or 2034 Winter Olympic Games.

Respectfully,

Eric Moxham

917.399.6725

From: [Gretchen Milliken](#)
To: [Lillian Lederer](#); [Alexandra Ananth](#)
Subject: Fwd: [External] Home Components Calendar Event 38721/14 April 20,2022
Date: Wednesday, April 20, 2022 12:27:45 PM

Doesn't make the cut, but if possible please include

Sent from my iPhone

Begin forwarded message:

From: lrpetersen@aol.com
Date: April 20, 2022 at 11:20:03 PDT
To: Gretchen Milliken <gretchen.milliken@parkcity.org>
Cc: jennifer@parkcitylodging.com
Subject: [External] Home Components Calendar Event 38721/14 April 20,2022
Reply-To: lrpetersen@aol.com

[CAUTION] This is an external email.

Ms. Milliken,

I am the owner of Unit #47 in Building 2 at Snow Flower Condominiums.

I have been thinking and rewriting comments to you for over a week. Words cannot express the fear, anxiety and disappointment I feel over PCMR's proposal to move the Eagle Lift literally 35 feet from my living room, dining room, and bedroom.

I purchased my first tiny unit in Building 4 almost 30 years ago.

Approximately 14 years ago I was lucky enough to trade "up" for my current unit.

I knew eventually my son would move out, I would get to be too old to ski and life would slow down. Those things I cannot change. However, I expected rightfully so that as this happened, I would sit in my condo or on my patio and see the beautiful mountains, watch skiers coming down, and feel a part of life going on -- summer and winter.

I am not against development or expansion BUT I am against people coming in and literally changing the outcome for those around them. PCMR's proposal will forever negatively impact the lives of people who

have lived here for years. Those of us who have invested our "blood, sweat, and tears" and dollars in Park City, creating an amazing town and ski area could see it all literally wiped out by one vote in support of a corporation.

I understand construction noise, winter cats driving outside my window, music playing on the lifts BUT I do not understand anyone who supports building 35' from someone's home (condo) whose life will be negatively impacted, and not for the better, forever.

There are alternatives to the plan. PCMR has the ability to design an alternative for the Eagle Lift without damaging residents.

Aside from the above, this project will ABSOLUTELY negatively affect the value of my condo. I have made payments for years. The investment/principle in the condo is what I will live on someday. It will pay for my assisted living!

PLEASE consider everyone impacted by this project. No skier will be denied a day of skiing, no executive or company will make one less dollar without it but all of us at Snow Flower will SUFFER immeasurable and irreparable damage if it is approved.

Sincerely,
Laurie Petersen
Unit #47 Snow Flower Condominiums

From: [Shaydar Edelmann](#)
To: [Jennifer Booth](#); [Gretchen Milliken](#); [Lillian Lederer](#)
Cc: [Rhonda Sideris](#); [Deb Doyle](#); [Teri Whitney](#); [Kara Bowyer](#)
Subject: [External] RE: Letter of Support re: PCMR Plans for Eagle Lift
Date: Friday, April 22, 2022 4:19:01 PM
Attachments: [image005.png](#)

[CAUTION] This is an external email.

Hi Jennifer,

Thank you for the ongoing dialogue and feedback on the proposed upgrades to the Eagle and Silverlode lifts for next season. We appreciate the time over the past few months that various board members, residents and the General Manager have taken to discuss these proposed improvements with us. We also understand that some residents have expressed concerns to the City regarding our Administrative CUP application. While staff has deemed the proposal compliant with all requirements, in the spirit of being a good neighbor and continuing a productive dialogue, we propose the following additional changes and confirmations in response to concerns of Snow Flower residents. Please consider this a written follow up confirming what we have discussed over the last week.

- **Setback.** The submitted proposal to the City was fully compliant with the 25-foot required setbacks. We agree to move the bottom terminal an additional five feet from the Snow Flower property line, which will result in a 30 foot setback on the resort side of the property line and, when added to the 10-foot setback on Snow Flower's property, at least 40 feet between the lift and any Snow Flower structure.
- **Privacy and Access:** We will offer to plant additional landscaping and/or install a gated fence at the Snow Flower property line to increase visual privacy between the lift terminal and Snow Flower. Additionally, the gated fencing may help resolve trespassing concerns with the public accessing Snow Flower property. This fence and screening will not change the convenient slope side access from all four Snow Flower buildings that exists today.
- **Noise:** The mechanical drive equipment for this lift is at the top of the lift on the ridgeline so it will not be heard at the base area. The mechanical equipment at the return station is designed to be relatively quiet. The only sound to be heard from this end of the lift is the mechanical movement of the haul rope and chairs moving through the terminal. We expect the noise level at the property line to be less than 55 decibels, which is similar to moderate rainfall (and similar to First Time, Payday & Crescent base area lifts) and the requirement in the City's noise ordinance. We will also manage any music in the area of the new lift to maintain the music level at the property line consistent with the City's noise ordinance. Construction noise will be compliant with City regulations.

We are confident that the above mitigation measures address many of the concerns the Snow Flower community has brought to our attention to date and ultimately will lead to a more successful project. We are eager to bring these investments to the Park City community and enhance the on-mountain

experience for Snow Flower residents and their guests. We look forward to continued collaboration with the Snow Flower community. Please do not hesitate to reach out at any time to discuss further.

Respectfully,

SHAYDAR EDELMANN

Vice President Mountain Operations
O: 435.647.5499 | C: 801.258.1886
parkcitymountain.com



From: Jennifer Booth <jennifer@parkcitylodging.com>
Sent: Thursday, April 21, 2022 1:31 PM
To: Gretchen Milliken <gretchen.milliken@parkcity.org>; lillian.lederer@parkcity.org
Cc: Rhonda Sideris <rhonda@parkcitylodging.com>; Deb Doyle <rdoyle1640@gmail.com>; Shaydar Edelmanna <Shaydar.Edelmanna@vailresorts.com>; Teri Whitney <teri@snowflowerparkcity.com>
Subject: Letter of Support re: PCMR Plans for Eagle Lift

ATTENTION: This eMail originated from outside of Vail Resorts and may or may not be legitimate. Although we do our best to screen phishing emails, please use extra caution before opening any attachments or clicking on any links unless you are absolutely sure the source of the email is trusted. If in doubt about the legitimacy of this email, please use the Report Phish button for validation.

Ms. Milliken,

I have attached a letter of support from the Snow Flower II HOA regarding the planned upgrade of Eagle Lift at PCMR, to be discussed at next week's administrative hearing.

We will have a spokesperson for each Snow Flower HOA present in person on Monday. Do we need to pre-register to make comment at the hearing?

Thank you,

Jennifer Booth | General Manager
Snow Flower Condominiums
401 Silver King Drive | Park City, UT 84060

Direct: 435.658.4090 | Snow Flower Office: 435.649.6400

www.ParkCityLodging.com



The information contained in this message is confidential and intended only for the use of the individual or entity named above, and may be privileged. Any unauthorized review, use, disclosure, or distribution is prohibited. If you are not the intended recipient, please reply to the sender immediately, stating that you have received the message in error, then please delete this e-mail. Thank you.

Alex Butwinski
2028 Venus Ct
Park City, Utah 84060

April 2, 2022

Park City Planning Department
ATTN: Gretchen Milliken
445 Marsac Avenue
Park City, UT 84060

I moved to Park City shortly before the 2002 Olympics. I am in support of the improvements Park City Mountain is requesting to the Silverlode and Eagle lifts.

As a longtime resident of Park City I've observed the evolution of our ski areas into world class resorts. Both Vail and Deer Valley have made significant contributions to both businesses and the City's income.

That world class recognition has to remain fresh and that requires improving the reason tourists come to Park City. The ski experience.

I ski PCM several times a week and these changes will greatly enhance our visitors experience. Skiers probably don't choose a ski area based on the quality of lift service. But it most likely affects their choice to come back.

Best,

A handwritten signature in black ink, appearing to be 'Alex Butwinski', written over the word 'Best,'.

Alex Butwinski

From: [planning](#)
To: [Lillian Lederer](#)
Subject: FW: [External] Comment on PCMR lift realignment proposal for Planning Commission meeting 4/25/22
Date: Monday, April 25, 2022 10:11:42 AM

From: KF <kdf999-localpc@yahoo.com>
Sent: Sunday, April 24, 2022 5:15 PM
To: planning <planning@parkcity.org>
Subject: [External] Comment on PCMR lift realignment proposal for Planning Commission meeting 4/25/22

[CAUTION] This is an external email.

I would like to submit the following comment, as I will not be able to participate in real time for the above topic -

The increases in capacity of the Silverlode and Eagle lifts do not address several crucial issues related to lift line crowding in the following regards -

(1) Significant crowding in the Silverlode lift line includes guests trying to exit the King Con area and the Quicksilver gondola to return to the Park City base. The large numbers of these guests compounds the users of the Silverlode runs themselves.

I suggest an alternative to the proposed capacity increase of the Silverlode lift to 8-person, which may end up being rife with injuries. Getting off even the current 6-person lift is hazardous, which causes stoppage of the lift for falling riders to untangle themselves and further creates delays on the lift; this contributes to compounded crowding at the lift line while the lift is stopped.

The alternative is to add a short lift system or rope tow from the top of King Con to the Yurt/Crescent lift unload area. Since Gotcha Run is not open for early and late season use due to insufficient snow, there is no way to return to the base from the King Con area other than to get in line at Silverlode.

(2). Expanding the Eagle Lift capacity is addressing a non-issue. That lift is very under-used even as a triple chair, and because it exits at the King Con runs, it doesn't provide any exit from that part of the mountain other than, again, leaving guests to join the crowds at Silverlode.

I suggest a more impactful improvement would be to update the Pioneer lift to make it a 4 person high speed quad, as this lift and the runs exclusively accessible via Pioneer could be enjoyed more with a faster and possibly increased capacity lift.

Thank you.

Katherine Fagin
2424 Holiday Ranch Loop Rd
Park City 84060
435-729-0414
kdf999-localpc@yahoo.com

From: [planning](#)
To: [Lillian Lederer](#)
Subject: FW: [External] New eComment for Planning Department Administrative Public Hearing
Date: Monday, April 25, 2022 10:49:55 AM

From: noreply@granicusideas.com <noreply@granicusideas.com>
Sent: Monday, April 25, 2022 10:48 AM
To: planning <planning@parkcity.org>
Subject: [External] New eComment for Planning Department Administrative Public Hearing

[CAUTION] This is an external email.

[SpeakUp](#)

New eComment for Planning Department Administrative Public Hearing

Bo Pitkin submitted a new eComment.

Meeting: Planning Department Administrative Public Hearing

Item: Park City Mountain Resort- Ski Operations Improvements- Parcels: PCA-S-98-PCMR-1, PCA-29-A, PCA-29-D, PCA-1003, SA-402-A, SA-253-B-2 – Administrative Conditional Use Permit – The Applicant Proposes to Upgrade the Existing Silverlode Lift and Install a New Chair (Chondola Lift) Under the Park City Mountain Resort Mountain Upgrade Plan. PL-22-05145 (A) Public Hearing; (B) Action

eComment: Uphill Capacity of the Silverlode High Speed 6 person Lift is NOT the problem! Of course the Silverlode area was a skier congestion issue, PCMR only operated 79% of their lifts and 75% of the on-mountain restaurants. One of the only places to get some food or drinks, was Miner's Camp at the bottom of Silverlode. Rather than increasing the size of the Silverlode lift by 33%, which by the way will increase the already ridiculous amount of skiers coming down Home Run, Claim Jumper, Home Run and Propsector face off the top of Silverlode, why not run 100% of the lifts and restaurants, especially the Mid-Mountain Restuarant and The Thaynes Ski Lift which both were closed for most of the ski season. If you really want to solve the problem, replace the old and slow Pioneer lift, with a new high-speed lift. As for increasing uphill capacity and realigning the Eagle Lift, I am for this improvement, as long as increased skier capacity is matched with increased parking. The proposed reserve and pay parking system, especially if free to promote car pooling, will decrease traffic and parking, but will increase off site parking both on city streets and satellite lots, like the high school lot as well as usage of the bus system. The city and PCMR need to come up with a plan where the buses coming in and heading out from satellite lots and neighborhoods don't sit in the same traffic as vehicles do. The busses need dedicated bus lanes and drop off locations (and not where people have to cross in front of

vehicles to get to the buses like the cluster at the ice skating rink drop off pick up location).

[View and Analyze eComments](#)

This email was sent from <https://granicusideas.com>.

[Unsubscribe](#) from future mailings

From: [planning](#)
To: [Lillian Lederer](#)
Subject: FW: [External] Park city lift expansion
Date: Thursday, April 21, 2022 4:00:24 PM

-----Original Message-----

From: Bill Dark <pcdarks@gmail.com>
Sent: Thursday, April 21, 2022 2:44 PM
To: planning <planning@parkcity.org>
Subject: [External] Park city lift expansion

[CAUTION] This is an external email.

After reading about the park city lift the expansion I think it is an excellent idea. silverload has long been a chokepoint resulting in long lift lines. Having an additional capacity will help eliminate this. Also having eagle as a high-speed lift at the bottom will ease the morning rush and allow for skiers to get to the less used lifts to ski for the day with less of a wait. I do not see it as an impact to parking is the people are already here and waiting in long lift lines in the mornings to get off the base area. This was a major concern this last winter and should help that problem. Thank you, Bill Dark.

Sent from my iPhone

From: [planning](#)
To: [Lillian Lederer](#)
Subject: FW: [External] Park City Mountain request to upgrade ski lifts
Date: Monday, April 25, 2022 10:12:00 AM

From: JF Lanvers <jflanvers@gmail.com>
Sent: Sunday, April 24, 2022 7:13 AM
To: planning <planning@parkcity.org>
Subject: [External] Park City Mountain request to upgrade ski lifts

[CAUTION] This is an external email.

Dear Planning Commission member,

I know that I'm coming very late to the table with my comments, but if it can help you in any way, feel free to consider them.

I contacted Mike Goar, back in early October of 2021, to let him know what I thought of Vail Resorts Mountain improvement plans as I wasn't particularly impressed about them. This is what I told him.

I'd leave Silverlode as is, instead of loading more folks on a new 8-pack chair and risking users falling on each other at the top, causing even more stoppage than it's currently the case, and defeating the purpose of some improved capacity.

I would move the current 4-pack Motherload lift to replace Eagle and Eaglet, and replace Motherload with a six-pack, lowering its base station to about 7,500 feet, and then cutting a ski run from around Miner's Camp and down to that new base station, to be used as overflow, away from the overly congested base of Silverlode-Quicksilver-Miner's Camp.

This would enable gravity-fed, skier overflow, from Silverlode to slide down to the new Motherload loading area and let skiers opt for a longer and higher capacity Motherlode Express, that would now reach higher up on the mountain to the lower Puma ridge, just below Jupiter Peak.

This higher top station, at about 9,500 ft, would give users easier access to Jupiter and its West Face, Puma Bowl, Pioneer and MacConkey lifts, as well as to the rest of the ski runs currently served by Motherlode, relieving the current Summit area where traffic flow would now take a breather in the absence of Motherlode's top station. See attached sketch.

This could also alleviate the need for the antiquated Thaynes double-fixed-grip chair while Jupiter could be upgraded to a triple by "recycling" the old, fixed-grip Eagle chair, which could see its line lengthened and its loading area relocated close to the Thaynes mine.

Instead of bringing more crowds to the already gridlocked Silverlode-Quicksilver-Miner's Camp area, this layout would more efficiently spread skiers into the rest of the mountain.

JF Lanvers, Park Meadows.

I'm a retired ski industry executive that still skis 100+ days per season at PCM.

From: [Julie Schultz](#)
To: [Lillian Lederer](#)
Subject: FW: [External] Parking
Date: Monday, April 25, 2022 10:13:29 AM

Don't know if this is PEG or lift. Already sent it to Alex.

-----Original Message-----

From: Dave Gmail <demoessner@gmail.com>
Sent: Monday, April 25, 2022 7:37 AM
To: planning <planning@parkcity.org>
Subject: [External] Parking

[CAUTION] This is an external email.

If you approve paid parking at PCMR I will never, ever buy an Epic pass again. Vail Mountain Resorts is trying to turn us into Vail. The attraction of Park City has always been the affordability and lack of glitz. Emphasis on skiing not brass and glass for billionaires.

From: [planning](#)
To: [Lillian Lederer](#)
Subject: FW: Comments for 4/25 lift-upgrade hearing
Date: Monday, April 25, 2022 10:11:25 AM

From: Dirk R <DirkR77@outlook.com>
Sent: Sunday, April 24, 2022 10:35 PM
To: planning <planning@parkcity.org>; Gretchen Milliken <gretchen.milliken@parkcity.org>
Subject: Comments for 4/25 lift-upgrade hearing

To the Planning Department:

I want the City to grant Vail the approval to do the 2 lift upgrades, BUT IN RETURN, Vail needs to agree to put down a bond where they will commit to XX million dollars to help with a City-wide infrastructure plan.

I don't care what consulting reports Vail provided to the City. Any professional knows that usually you can shop around and get the opinion letter that you're looking for. To think that these lifts won't increase capacity is ridiculous – that's the whole point of them. And this is why the application should be denied – because they have not provided for adequate solutions. But if Vail agrees to mitigate this situation by participating in a widespread infrastructure plan, then they should be allowed to proceed.

The City has the opportunity to protect its residents here, as well as get started on a huge transportation infrastructure plan – and you can make its biggest tenant help pay for it. I would argue that you elected officials have a DUTY to work out a reasonable plan that will help out all involved. All over the place, you see residents questioning “who is running this town, Vail?” Well, if you all don't take a stand against Vail, then what's the point of having civic leaders in the first place. You were all elected to represent the people, not the big corporate giant.

I am not anti-Vail – and I'm fine with the lift upgrades - I just want them to do their part in helping the City. They have obviously had a huge negative impact on traffic, and they should be part of the solution of fixing it. Making minor traffic pattern changes isn't even a Band-Aid – we need a major overhaul that will take the City's infrastructure through the next few decades. We need major parking facilities at the two main intersections of 80/224 and 40/248. All non-locals should be parking at these locations. A monorail line could carry guests from 80/224 right down to Canyons Village. Another monorail line could carry guests from 40/248 down to the Bonanza Park land. As has already been proposed, a Gondola system can take guests from Bonanza Park to the PC base, to the Transit Center, and to Deer Valley. And then the City Bus system needs to be overhauled to help the locals get to the resorts and town more efficiently.

Yes, these are big ideas, but we need leaders who are not afraid to represent its citizens and to start thinking about big solutions. We have the largest ski resort in the country – we need big, world class solutions to make things work here.

From: [Gretchen Milliken](#)
To: [Lillian Lederer](#)
Cc: [Alexandra Ananth](#)
Subject: FW: PCMR Eagle Lift Upgrade
Date: Sunday, April 24, 2022 5:39:42 PM
Attachments: [image001.png](#)

I'm going through my emails from last week and found this one that technically should have been included in the packet. Let's make sure it part of the public record and I'll let the Scott's know it has been recorded.

Gretchen Milliken

Planning Director

Park City Municipal Corporation

<https://www.parkcity.org/departments/planning>

Marsac Avenue, PO Box 1480

Park City, UT 84060

o: 435.615.5008 | c: 435.659.4591



From: Ken Scott <kscott@scottcitrus.com>
Sent: Wednesday, April 20, 2022 9:00 AM
To: Gretchen Milliken <gretchen.milliken@parkcity.org>
Subject: PCMR Eagle Lift Upgrade

To whom it may concern:

We have been owners at Snowflower for over 20 years and have enjoyed the ease of access and proximity to Park City Mountain.

As owners we realize that there are certain things you are subjected to being so close to the resort, the noise of the snowcats at night, parking, and traffic issues, etc.

We do however have grave concerns over the realignment of the Eagle lift as shown in the plan proposal.

The Eagle lift in its present configuration is already quite close to Snowflower building 2 (approximately 135 feet). The new configuration from my estimation would put it within approximately 35 feet.

Our major points of concern would include added noise from the operation of the lift as well as music played during operational hours, which are already annoyances but would be exacerbated with the realignment.

With the increase in available capacity, it will also add major congestion at a very narrow part of the base area.

The proximity to the Snowflower complex may also add to an increase in skiers attempting to access

the lift area through the Snowflower complex adding to liability and security issues for residents and guests.

We are also concerned with the new sight lines that will encroach on the view from our condo and what that may do to property values.

We encourage you to not approve the plan as presented and ask for a realignment that will consider our concerns .

Kenneth and Patricia Scott
Snowflower Unit 76

From: [Gretchen Milliken](#)
To: [Lillian Lederer](#); [Alexandra Ananth](#)
Subject: Fwd: Comments for 4/25 lift-upgrade hearing
Date: Sunday, April 24, 2022 11:07:43 PM

Sent from my iPhone

Begin forwarded message:

From: Dirk R <DirkR77@outlook.com>
Date: April 24, 2022 at 22:34:53 MDT
To: planning <planning@parkcity.org>, Gretchen Milliken
<gretchen.milliken@parkcity.org>
Subject: Comments for 4/25 lift-upgrade hearing

To the Planning Department:

I want the City to grant Vail the approval to do the 2 lift upgrades, BUT IN RETURN, Vail needs to agree to put down a bond where they will commit to XX million dollars to help with a City-wide infrastructure plan.

I don't care what consulting reports Vail provided to the City. Any professional knows that usually you can shop around and get the opinion letter that you're looking for. To think that these lifts won't increase capacity is ridiculous – that's the whole point of them. And this is why the application should be denied – because they have not provided for adequate solutions. But if Vail agrees to mitigate this situation by participating in a widespread infrastructure plan, then they should be allowed to proceed.

The City has the opportunity to protect its residents here, as well as get started on a huge transportation infrastructure plan – and you can make its biggest tenant help pay for it. I would argue that you elected officials have a DUTY to work out a reasonable plan that will help out all involved. All over the place, you see residents questioning “who is running this town, Vail?” Well, if you all don't take a stand against Vail, then what's the point of having civic leaders in the first place. You were all elected to represent the people, not the big corporate giant.

I am not anti-Vail – and I'm fine with the lift upgrades - I just want them to do their part in helping the City. They have obviously had a huge negative impact on traffic, and they should be part of the solution of fixing it. Making minor traffic pattern changes isn't even a Band-Aid – we need a major overhaul that will take the City's infrastructure through the next few decades. We need major parking facilities at the two main intersections of 80/224 and 40/248. All non-locals should be parking at these

locations. A monorail line could carry guests from 80/224 right down to Canyons Village. Another monorail line could carry guests from 40/248 down to the Bonanza Park land. As has already been proposed, a Gondola system can take guests from Bonanza Park to the PC base, to the Transit Center, and to Deer Valley. And then the City Bus system needs to be overhauled to help the locals get to the resorts and town more efficiently.

Yes, these are big ideas, but we need leaders who are not afraid to represent its citizens and to start thinking about big solutions. We have the largest ski resort in the country – we need big, world class solutions to make things work here.



Snow Flower Homeowners Association
PO Box 448 401 Silver King Dr
Park City UT 84060
435-649-6400

Snow Flower HOA I
401 Silver King Drive
PO Box 448
Park City, Utah 84060

Park City Planning Department
Attn: Gretchen Milliken, Planning Director
gretchen.milliken@parkcity.org
Marsac Avenue, PO Box 1480
Park City, UT 84060

Re: Park City Mountain Resort's Proposal to Upgrade Eagle Lift to Six Passenger Lift

Thursday, April 21, 2022

Dear Ms. Milliken,

We are writing this letter to update and clarify our position from our previous letter of concern. Snow Flower HOA I supports the proposed upgrades to the Eagle Lift, but we are concerned that its placement just 35-40 feet behind Snow Flower Building 2 may negatively impact many of our owners and guests.

We do appreciate PCMR's efforts to engage with us and address many of the concerns we have brought up, including noise and traffic mitigation efforts, and we look forward to continuing this dialogue. We enjoy being PCMR's closest neighbor and deeply value our relationship with them.

Thank you for your time and consideration of our comments. We understand this won't be included with the public comments, but HOA I will have a spokesperson in attendance for the hearing on April 25th.

Regards,

Claudia Ehrenfeld, President
Snow Flower HOA I



Snow Flower Homeowners Association
PO Box 448 401 Silver King Dr
Park City UT 84060
435-649-6400

Snow Flower HOA II
401 Silver King Drive
PO Box 448
Park City, Utah 84060

Park City Planning Department
Attn: Gretchen Milliken, Planning Director
gretchen.milliken@parkcity.org
Marsac Avenue, PO Box 1480
Park City, UT 84060

Re: Park City Mountain Resort's Proposal to Upgrade Eagle Lift to Six Passenger Lift

Thursday, April 21, 2022

Dear Ms. Milliken,

After much discussion, Snow Flower HOA II supports the new Eagle lift. However, to do this, we will do so in exchange for Vail's considerations regarding some of our concerns. HOA II does not have many of the same issues and impact that Snow Flower HOA I does. But there are a few that we can ask for PCMR's support on and try and "negotiate" with them. I know some of HOA I management committee do not agree with our position, but we feel it benefits Snow Flower in the long run. A response to HOA I's concerns was received from PCMR yesterday. Although there were very minor concessions from PCMR, HOA II would like to continue the conversation with them.

Here's what we'd like to request support on from PCMR-

1. Ask PCMR to consider moving the base of the lift over a bit to provide a larger buffer for building 2 and realigning the corral lines. This will provide a safer and better access for our guests and owners who will be utilizing building 2 stairs and surrounding area.
2. The new lift will be the "go to lift" for day skiers now. We need PCMR to assure us that they will address and try and mitigate the huge crowds that certainly will be a problem such as what happened at Christmas at the Payday and Crescent lifts.

While we may not be able to completely change the visual for building 2, our focus on the other items below will benefit Snow Flower as a whole.

- Eliminating music at the lift terminal.
- Maintain a clear and safe path to the lift maze for skiers using building 1 stair access and area

- PCMR to work with Snow Flower to have the City reconsider a security gate at Three Kings and Silver King Dr. Things have changed now and it's time to bring this option back up. Other security measures should also be considered for the property as well.
- A better egress and ingress maintained groomed path between buildings 3 and 4.

PCMR indicated they had our full support after the annual meeting in November. However, the presentation was very generic and never outlined the proximity of the base of the lift. Both HOAs were excited to see a high speed 6 pack, replace Eagle and with the new alignment of the lift to the top of King Con. It would make access much more efficient. PCMR interpreted this to move forward with the placement of the lift although it was never presented at the time.

With all this being said, PCMR is going to be our neighbor for a long time and we don't want to jeopardize the relationship that we have built over the years. They have always been very responsive to any issues we have had and are concerned we will lose that over this if we push back to hard.

Thank you for your time and consideration of our comments. We understand this won't be included with the public comments, but HOA II will have a spokesperson in attendance for the hearing on April 25th.

Regards,

Deb Doyle, President
Snow Flower HOA II

Summary from Admin Hearing Packet
April 25th, 2022 12:00PM
Submitted by Deborah Rentfrow – RRAD President

Findings of Fact Review

Finding of Fact #9: The new Eagle (Chondola lift) upgrade is planned within the Park City Mountain Resort 1998 MUP.

False: The Eagle/Eaglet were clearly shown in all exhibits as remaining in place. A NEW chondola was proposed located with an origination below the existing Eagle and First Time lifts. The NEW chondola had an offload in the Meadows/Assessment terrain area of the resort.

Finding of Fact #18: The application complies with an Administrative review, per the six criteria listed in the 1998 Development Agreement:

1. Consistency with the Mountain Upgrade plan. **The Planning Director finds the lift upgrades comply with the 1998 MUP and are within the allowed CCC for the Park City side of the Resort.**

False: In the 1998 MUP, the Eagle/Eaglet were clearly shown in all exhibits as remaining in place. A NEW chondola was proposed located with an origination below the existing Eagle and First Time lifts. The NEW chondola had an offload in the Meadows/Assessment terrain area of the resort. Therefore, the proposed lift upgrade for the Eagle is NOT CONSISTENT with the MUP.

6. Parking. At all times Developer shall assure that it has adequate parking or has implemented such other assurances, as provided in the Parking Mitigation Plan (PMP), to mitigate any impact of any proposed expansion of lift capacity. **The Applicant submitted a PMP dated April 19, 2022, stating that PCM will implement paid parking with a regulated reservations system starting 2022/2023 ski season. This plan proposes to increase Average Vehicle Occupancy (AVO), carpool and transit use, and more effectively manage traffic and parking impacts. The Planning Director finds that the PMP mitigates the impact of the lift upgrades.**

False: There isn't sufficient/adequate parking today and this requirement has existed since 1998 and has NOT BEEN ENFORCED. Review of the PMP details with more validation of this criteria not being met is below.

Conditions of Approval Review:

#4: The Applicant shall submit a vegetation removal and replacement plan with their building permit, subject to Planning Director approval. **Question: Will this vegetation removal and replacement plan subject to Planning Director approval be shared with the public?**

#5: Any impact to open space or trails shall be mitigated by the Applicant to the satisfaction of the Planning Director and Open Space Program Manager. The Applicant shall submit a trails plan with their building permit. **Question: Will the applicant's Trails Plan be shared with the public?**

#10: The Eagle and Eaglet lifts shall be dismantled and removed, prior to the operation of the new lifts, and site restored to a natural state. **Question: What is the deadline for the removal of the Eagle/Eaglet lift? What is the deadline for the site being restored to a natural state? Both of these need to be spelled out clearly.**

#14: The Applicant shall provide information that the proposed Parking Mitigation Plan dated April 19, 2022, is in effect before the start of the 2022/2023 ski season. This includes the implementation of 90 employee parking spaces at Munchkin and a paid parking reservation system. **Question: What is the consequence for failure to meet either one of these conditions? There needs to be something – a big stick!!**

#15: The Applicant shall meet with the Planning Director and other relevant staff within sixty (60) days of completion of the 2023 season and at least bi-annually thereafter to provide parking and traffic studies demonstrating compliance with the Parking Mitigation Plan. The applicant shall share relevant parking information with staff, including achievement of increased Average Vehicle Occupancy numbers and number of days the parking areas reached capacity. The Planning Director may impose additional conditions or operational changes if the Parking Mitigation Plan results in on-going adverse impacts or is not achieving increased Average Vehicle Occupancy. **Question: In order to make any measurement and claim improvement, you must have a baseline. This information must be provided for the 2021-22 season consequently or else any claims from paid parking and reservation system can not be validated plain and simple. I've heard and seen reports which show the AVO is anywhere from 1.7 – 2.4; however, upon observation on a regular basis, I imagine it is actually higher than that already. It would be a grossly inaccurate statement to next year claim the AVO is 3.2 and improved if we don't have this real data for this past season. Same with number of days parking lots reached capacity. Does the City have this number? A COA in the 1998 DA and subsequent amendments has always clearly stated failure to properly mitigate traffic gives the City authorization to restrict ticket sales. This has been eliminated and rightly so as parking has been issue for years and city has never enforced it. However, there still needs to be a BIG STICK requiring they fulfill this responsibility. The other issue is what happens when the Resort Operator no longer owns the lots which takes us to the next COA.**

#16: This approval, including the parking mitigation herein, is solely for the installation and capacity associated with the lift upgrades subject to this application. This approval shall not have any bearing on other applications under the DA, the overall assessment of on-going compliance with the DA, and the requirements of new development which continue to be governed by the applicable LMC and DA in effect at the time of the application. **Question: What happens when the Resort Operator no longer owns the lots or controls the data collection? What authority will the City have to do anything about the continued failure to meet parking demand at the resort? Is this statement to relieve PEG from addressing in their proposal? The bifurcation of this property is going to be extremely costly to the community of Park City and it cannot be ignored. We continue to make exception after exception from the '98 DA for the Resort Owner, in this case with lift replacement and inadequate parking mitigation, and a single family home-owner can't add a deck or in another case an extra bedroom for their growing family on a home that is only 25% of their lot footprint.**

Parking Mitigation Plan Review

Under Benefits of Paid Parking and Parking Reservations, the following statements are made:

- Reduce guests circulating for available spaces, creating traffic congestion in and around the base area. **DOES NOT CONSIDER: More people may utilize drop-off and there is not enough drop-off area available today. 10-12 cars are often lined up unloading with a string of cars sitting and waiting to pull up to area or else dangerously unloading in the street/traffic.**
- Disperse guest arrival times over a longer period, improving parking and lift upload experience for guests. **WHAT FACTUAL EVIDENCE DO YOU HAVE OF THIS IN THE SKI INDUSTRY? On a powder day, people will wait until after 1:00 pm? People buy passes to use them and with stats it is shown the lots are overflowing even when locals are blacked out. Consequently,**

while locals may be able to stagger their arrival, those who've spent 10K on a vacation, probably don't want to wait until late morning/early afternoon to take that first run.

- Provide guests assurances of available parking. Under Parking Reservation System it states "Guests who arrive without reservations will be directed to another parking location, such as Canyons Village, the High School, or a park n ride location. Issues with this include the following:
 - 1) All of these locations are greater than one mile away and cars will likely opt to drop off passengers before moving on to the other parking location. There is currently insufficient drop-off and this will worsen the drop-off problem.
 - 2) The High School lot is ONLY available Saturdays, Sundays and school holidays. Based on the time period of December 5th – March 31st, the lots overflowed AT LEAST 23 times on Monday – Fridays when the High School lot was NOT AVAILABLE. In addition, the Canyons lot filled up AT LEAST 23 times during the same period. What will be the consequence for full lots with no available off-site parking? Something needs to be established prior to approval. (Note: Stats are not "assumptions" but actual data collected during the 2021-22 ski season based on messaging by the Resort and City.) Has PCMR provided the City any real data? If so, the sharing of that data would be greatly appreciated.

Under Employee Parking, the following is stated: For the 2022/2023 ski season, PCM employees will park free of charge in the Silver King lot during non-peak periods, and at offsite locations (with PCM provided transit) during peak periods. Two things about this:

- This means there are not actually 1,200 day-skier spaces available on a "non-peak" day if we're going to keep believing in the peak day concept and 90 spots are available for employees.
- There were AT LEAST 68 days (58.1%) "peak days" where the PCMR lots overflowed between December 5th, 2021 and March 31st, 2022. Clearly, the employees need to be parked off-site more than just Christmas, New Years, MLK, President's Day and Winter Break as those add up to a total of only 26 days. **Another 42 DAYS AT LEAST WERE AT CAPACITY and should be categorized as PEAK.**

Under Third Party Analysis of Parking Demand Impacts from Paid and Reservation Parking, it is anticipated a 11% reduction in parking demand is achievable under the paid parking scenario.

- In order to know whether the 11% is achieved, a baseline must be present. An apples to apples comparison is required. Therefore, all parking data for the 2021-22 ski season must be presented to the City in order for an accurate assessment to occur.

Under Employee Transportation Demand Management, it states PCM invested over \$3,000 and the City provided incentives over the last year to encourage use of transit. In addition, PCM states their employee program has approximately 30% participation by employees.

- The prizes and such from PCM probably equates to their \$3,000 (a token gesture). How much did the City spend? If we polled the employees, how many of them would state they indeed were aware of these incentives? If there are 1,800 employees that means Vail spent \$1.67 an employee for the entire season to incentivize carpooling or transit. Per Mike Goar on a different day, he has 3,000 employees which would be \$1 per employee for the entire season towards incentivizing carpooling or transit.
- Is it 30% of all Vail employees – PCMR and Canyons, or just PCMR? Is it 30% based on positions filled or total positions? We've heard many times this season they were greatly understaffed. This impacts how many parking spaces for Employees is also necessary/in use.
- What about the non-Vail employees that work at the base?

Other Miscellaneous Concerns

Over 5 acres impacted by the Eagle relocation – wildlife, natural landscape, etc with the new placement

Direct Statements from Ecosign (City's consultant on CCC) supporting additional capacity on mountain & pressure at base area:

- This is assuming that the lift is proposed largely for staging in the morning, and will run less than full during the rest of the day due to the fact the higher capacity has been chosen primarily to efficiently stage people out of the base area more quickly in the morning (to reduce lift lines at the base area).
- In summary, although there is not a direct effect on business levels due to an increase in CCC, that better skier experience will likely make skiing at the resort even more attractive, which could be a factor in putting more pressure on the base areas

Where are the 23 employee housing units due from Marriott Mountainside completion and required in '98 DA and each subsequent amendment? This indicates Conditions of Approval are meaningless and will not be enforced.

From: [Gretchen Milliken](#)
To: [John Sale](#); [Kara Bowyer](#)
Cc: [Lillian Lederer](#); [Alexandra Ananth](#)
Subject: FW: Eagle Chair lift
Date: Monday, May 9, 2022 8:51:51 PM

FYI -

From: Teri Whitney <teri@snowflowerparkcity.com>
Sent: Friday, May 6, 2022 7:01 PM
To: Gretchen Milliken <gretchen.milliken@parkcity.org>
Cc: Jennifer Booth <jennifer@parkcitylodging.com>; SF054 Mike Mangano <mikempve@gmail.com>; SF103 Deb Doyle <rdoyle1640@gmail.com>
Subject: Eagle Chair lift

Gretchen,

I understand there was an appeal process for the decision that was made to approve the new Eagle Lift as proposed. I was not aware that there was an appeal process, my bad, and I understand I may have missed this process. Since it needs to go to Planning now, I thought I would mention that Vail did not get the approval from Snow Flower members as they reported in the meeting. Both Shaydar and Mike Goar mentioned that they staked the area, owners at Snow Flower reviewed and gave their approval. This DID NOT HAPPEN.

I personally met with Shaydar at the site, prior to the SF HOA annual meeting in November, and we walked the property line but there were NO stakes outlining where the lift base would be placed. Shaydar was kind enough to attend the annual meeting and explained that Vail planned to replace the Eagle chair with a high speed 6 pack and land on the ridge at the top of the mountain along with the explanation of the 8 pack. Those in attendance thought it was a great idea as it would give better access to the mountain for all pass holders, especially Snow Flower. Not once did Shaydar suggest that there were stakes in the ground and all should go out and review. The information was very generic so no one in attendance apposed as they did not understand that it would be so close to building II. Shaydar took this as our approval and moved forward with all the engineering, hence the problem with moving the lift over as we asked since all the design work had been done.

Snow Flower members are in favor of this replacement but still ask for it to be moved over to allow a larger buffer area between the lift house and building II. If this can be added to the Planning Commission's packet, that would be great. If this is too late, I understand but thought it was worth writing.

Thank you in advance,
Teri

Teri Whitney

Snow Flower Condominiums
401 Silver King Drive | PO Box 957
Park City, UT 84060
Cell: 435-640-3743
www.ParkCityLodging.com



Park City Lodging, Inc. proudly supports 1% for open space.
Please consider the environment before printing this e-mail.

MEMORANDUM

To: Lillian Lederer, Park City Municipal Corporation
From: John Sale, VR CPC Holdings, Inc.
Date: April 19, 2022
Re: Revised Parking Mitigation Plan for Administrative CUP Application

On behalf of the applicant, VR CPC Holdings, Inc., operator of Park City Mountain (PCM), and at staff's request, I submit this memorandum to you regarding the required parking mitigation associated with the administrative CUP application for the Eagle and Silverlode lift replacements.

PARKING MITIGATION PLAN

Paid Parking and Parking Reservation System

PCM will implement paid parking with a required reservation system, starting with 2022/2023 ski season.

Benefits of Paid Parking and Parking Reservations

- Increase average vehicle occupancy
- Encourage carpooling/transit alternatives
- Reduce guests circulating for available spaces, creating traffic congestion in and around the base area
- More effectively and efficiently manage incoming traffic and load-in of the base area, making for an improved arrival experience
- Disperse guest arrival times over a longer period, improving parking and lift upload experience for guests
- Provide guests assurances of available parking

Applicable Lots and Times

All lots (Main, First Time and Silver King) in the Mountain Village Base Area will be converted to paid parking for the 2022/2023 ski season. PCM will review and publish rates annually prior to the start of ski season, and rates will include meaningful carpool incentives. Paid parking will be in effect seven days a week during the ski season up until 1:00 pm. After 1:00 pm each day, all parking will be free and no reservation will be required.

The Resort Center underground garage will remain paid parking. PCM will continue to offer season parking passes for the Resort Center garage to existing passholders and will re-evaluate that program annually.

Parking Reservation System

PCM will implement a required parking reservation system. The parking reservation system will require guests to make an advanced reservation and pay in advance for parking in the Mountain Village Base Area. Reservations will be required every day up until 1:00 pm.

Required reservations will also mitigate traffic congestion caused by guests who arrive at the base and circulate through the tight street network without finding a parking space. Reservation systems implemented at other resorts and large venues have proven to effectively deter guests who do not have a reservation from approaching or entering a reserved lot.

Reservations will be available online and via an app. Enforcement of the reservation system will be handled in conjunction with the enforcement of paid parking, which will be implemented by the third-party parking system manager. Resort will supplement with Resort or contract staff on the ground as needed

In addition to the third-party analysis detailed below, PCM has reviewed information provided by other venues that have implemented reservation parking, which confirmed anecdotally that a reservation-based parking system does drive a significant positive change in guest parking behavior, including dispersing guest arrival times. The assurance of parking availability decreases the pressure on traffic infrastructure during peak times.

PCM will implement a robust communications plan (see additional information below) regarding the mandatory parking reservation system at Mountain Village Base Area. Guests who arrive without reservations will be directed to another parking location, such as Canyons Village, the High School, or a park n' ride location.

Communications Plans for Required Reservation System

PCM will implement the following communications plan to inform guests of the reservation requirement prior to and thorough the season.

- Website
 - PCM will update its website to include prominent “know before you go” information, including paid parking, the reservation requirement and alternative parking locations.
 - This messaging will also include promotion of the use of transit and carpools.
 - PCM will explore options for notifying purchasers of PCM lift tickets, ski school lessons and rentals of the parking reservation requirement at the point of purchase.
- Social Media
 - PCM will use social media channels to inform guests of the implementation of paid parking and about required parking reservations.
 - This messaging will be pushed multiple times throughout the season, including frequent early season communications and communications around peak holiday periods.
- Geo-Fenced Email Communications
 - PCM will use geo-fenced email communications to inform regional and local passholders of the implementation of paid parking and about required parking reservations.

- Local Messaging
 - PCM will periodically contact local media, including KPCW, the Park Record and the Town Lift to request that they provide parking information to local guests.
- Text Messaging
 - Beginning in the 2022/2023 ski season, PCM will implement a subscription text messaging service to provide guests with parking and traffic information. Guests will have the option to subscribe to updates. This will make real-time updates that are not dependent on a third party.
 - This messaging will include day-of updates on the status of parking at PCM's two base areas with directions for guests on where to park along with periodic reminders of the parking reservation system and the requirement to make parking reservations.

Operator/Management

This system will be managed by a third party, contracted through PCM. The third party will manage infrastructure, reservation platform, payment platform and enforcement. The system will be an internet and app-based system, allowing guests to make reservations and pay on their phones or mobile devices.

Employee Parking

PCM will review its employee parking policies annually. For the 2022/2023 ski season, PCM employees will park free of charge in the Silver King lot during non-peak periods, and at offsite locations (with PCM-provided transit) during peak periods.

Third Party Analysis of Parking Demand Impacts from Paid and Reservation Parking

Implementing a paid and reserved parking system at PCM is likely to both encourage day skiers to change how they travel (by carpooling or riding transit) and to distribute arrival times as day skiers will be assured to find a parking space. This combination of strategies will decrease the total demand for parking at PCM.

PCM retained Fehr & Peers, a nationally renowned third-party transportation and parking consultant, to analyze the expected reduction in parking demand based upon the operational shift to implementing paid parking. Fehr & Peers used a proprietary model based on a meta-analysis of 50 different parking studies. The existing parking supply and observed average parking demand from the 2021-2022 ski season was analyzed under a \$25/day pricing scheme for all existing base area parking. Relying on price sensitivities for different user groups, an 11% reduction in parking demand is achievable under a paid parking system at PCM. The anticipated potential reduction in demand will be achieved through an increase in vehicle occupancy and an increase in transit ridership.

The anticipated 11% reduction in parking demand is consistent with data collected at other Vail Resorts' operations that implemented a paid parking system. Beaver Creek Resort in Colorado instituted paid parking during the 2016/2017 ski season for all of its surface lots (940 spaces). The fee for the lots has remained \$10 for the day. Similar to PCM, parking is free starting at 1:00 pm. Prior to the implementation of paid parking, the Beaver Creek parking lots were filled on average 53 days per season. In the five years since the implementation of paid parking, parking lots have filled an average of 8 days per season.

Fehr & Peers also evaluated the impacts of implementing a parking reservation system. Similar programs have shown to be an effective tool to manage parking demand at other Utah ski resorts. Fehr & Peers

reported that, based upon feedback from the Town of Alta's staff, implementation of the ski area's paid and reserved parking system has led to zero days on which day skiers have been turned around due to a lack of available parking on days in which it has been in effect.

Employee Parking at Munchkin

For the 2022/2023 season, PCM will be adding approximately 90 spaces at Mountain Village by relocating some employee parking to the resort-owned lot on Munchkin Road. PCM will instruct employees to park at the resort-owned lot on Munchkin Road and provide transportation to and from this location for employees.

Employee Transportation Demand Management

PCM uses the following measures to encourage employee transit use and discourage driving to the base area. PCM will adapt these measures to mitigate impacts of employee parking, based upon new technologies and/or platforms for incentivizing transit use and carpooling. The program currently has approximately 30 percent participation by employees.

1. UTA Van Share – PCM pays for costs and helps facilitate placement in van share through UTA's program.
2. PC-SLC Connect – PCM pays for the costs of a PC-SLC Connect pass for any employee who requests it. Over 7,000 trips of PC-SLC Connect were logged during the 2021/2022 ski season.
3. Transit Incentives – PCM invested over \$3,000 and the City provided incentives over the last year to encourage use of transit. Employees who track and report their car pooling or transit miles are eligible for various prizes and events throughout the year.
4. Ride On Platform – PCM has participated in the regional platform in partnership with Deer Valley, CVMA and the City to connect for ride sharing/carpool opportunities.

Prioritize Transit Circulation

PCM also plans to maintain the circulation plan implemented in the second half of the 2021/2022 season, which prioritized bus and transit circulation through the site. Improved circulation through the site reduced travel times for transit, which serves as a driver for increased transit use.

Specifically, PCM will maintain the one-way westbound approach on Shadow Ridge Road with one dedicated lane for skier drop off (shown in red below) and one dedicated lane for transit vehicles only (shown in green below). This will direct drop off traffic into the current transit center (shown in red) and buses will serve the island between Lowell Avenue and the drop off center (shown in green). This will continue to provide drop off and transit only access on the portion of Lowell Avenue between Shadow Ridge Road and Manor Way ("Upper Lowell Avenue") during the AM peak period. (Blue arrows demonstrate areas of combined traffic flow)



IMPACTS OF LIFT IMPROVEMENTS

Section 2.3.6 of the Development Agreement notes that the developer must mitigate any impacts to parking associated with any proposed increase in lift capacity through submission of a Parking Management Plan.

PCM is proposing two lift replacements projects for the 2022 summer construction season, 1) the removal and replacement of Silverlode, and 2) the removal of the existing Eagle and Eaglet and replacement with the installation of the new Eagle lift (Lift A in MUP). As included with our submission, this results in an increase in CCC of 290 (from current 12,570 to 12,860).

As provided in a memorandum from SE Group (see Exhibit A to this memo), these upgrades will not generate an impact on parking. SE Group, who is the leading national expert on ski area planning, states that “the overall capacity of the mountain will not significantly increase” with these lifts, based “largely on the fact that these lifts are replacement lifts.”

This is consistent with the City’s approach to previous lift projects. Since 2015, the applicant has received approval to replace two existing lifts – Motherlode and King Con – and add a new lift – Quicksilver Gondola. As part of the administrative CUP approvals for the Motherlode and King Con replacements, staff specifically found that “no additional parking will be required for the lift replacement” (Finding of Fact #18 of PL-15-02678 and PL-15-02679).

The Quicksilver Gondola approval required an amendment to the Mountain Upgrade Plan as that lift was a new addition to the plan. As part of the Quicksilver Gondola approval, the Planning Commission specifically found “the proposed [Quicksilver] Gondola does not need more parking as it functions only as an access/transfer lift between existing ski operations and has not been designed with round trip skiing on it.” (Finding of Fact #49 of PL-14-02600).

The proposed Silverlode and Eagle lift improvements serve the same function as these previously approved lifts, providing access to existing terrain or functioning as a transfer to access existing terrain.

Despite the fact that SE Group has concluded that there is no impact to parking associated with these lifts, staff has cited a previous submission as part of the separate application made by SE Group related to CCC and skier parking. Based on analysis by SE Group and Fehr & Peers, the following updated analysis demonstrates adequate parking is available for the minimal increase proposed with these lift upgrades.

Total CCC for Park City side of PCM	12,860	12,570 existing + 290 increase
Accessing from Town and Silver Star Lifts	1,325	950 from Town Lift and 375 from Silver Star
Guests within walking distance	4,310	3,249 from lodging in 1996; 437 from Marriott Mountainside; 624 from nightly rental houses
Transit/drop off	2,449	1800 from transit/398 from hotel shuttles/251 from drop off/ride share
Total skiers remaining (require parking)	4,776	
Average Vehicle Occupancy	2.7	2.7 based upon SE Group anticipation with paid parking
Total Parking Spaces Required	1,769	
11% Reduction for Paid Parking	195	Based on F&P analysis
Total Required	1,574	
Total Existing Parking Spaces	1,586	1200 in surface lots; 265 in Resort Center; 75 in Sweetwater; 17 in Legacy/Marriott
Current Surplus	12	
Proposed Spaces	90	Relocate 90 employees from base to offsite
Total Parking Space Surplus	102	

Per SE Group analysis as part of a separate application, paid parking is estimated to increase AVO to, at a minimum, 2.7.

Per Fehr & Peers analysis, paid parking and a reservation system are anticipated to reduce demand by 11%.

SUMMARY

PCM's planned parking mitigation combines the transformational impact of paid and mandatory reservation parking with incremental parking capacity, an enhanced employee transportation demand management plan, the relocation of 90 employee spaces to an offsite location, and implementation of transit priority and parking protocols to move cars efficiently in and around the base area.

EXHIBIT A
Memorandum from SE Group on Parking Impacts



MEMORANDUM

DATE: January 3, 2022
SUBJECT: Park City Mountain Resort functional capacity increase as a result of the upgrades to the Silverlode and Eagle chairlifts

SE Group is currently working with Park City Mountain Resort on the planning and design for the Silverlode and Eagle Lift replacements. SE Group has also recently completed a parking analysis for the PCMR base Area MDP project. The parking analysis studied the parking demand at the base area based on the Comfortable Carrying Capacity (CCC) of the resort under both existing conditions and a future condition following completion of the Mountain Upgrade Plan. That analysis (which was widely shared with the planning commission and the public) documents the different modes with which guests access the resort, along with the corresponding numbers for each, to reach a conclusion on the needed number of day skier parking spaces at the base area. The conclusion of that analysis is that essentially the skiers from the new base area development would balance out with the increased on-mountain capacity of the resort, meaning that there is no need for additional day skier parking in the future condition. Retaining the existing number of 1200 day skier parking spaces will maintain the day skier population, with the expanded skier capacity coming from the new lodging (which has its own parking). The replacement of the Silverlode and Eagle chairs does not change the findings of this analysis - the 1200 day skier parking spaces will continue to be sufficient to serve the CCC of the resort.

This finding is based largely on the fact that these lifts are replacement lift projects. While the hourly capacity of the Silverlode lift will increase, that increase will result in shorter lift lines at that lift. In other words, the same number of people will be skiing that lift, but more of them will be on the lift and on the runs, with fewer people in the lift line. The Eagle lift replacement is directly replacing two existing lifts (Eagle and Eaglet), so it will replace all the capacity of those lifts and all the skiers who use them for repeat-skiing and to access King Con. In addition, the Eagle lift is being designed with a mid-station that will let skiers unload near the top of the existing Three Kings lift. For this reason, we believe that many of the skiers who currently ride Three Kings will choose to ride the lower section of the new Eagle instead, which will functionally replace some of the capacity of that lift as well. As a result of these factors, we feel that the overall capacity of the mountain will not significantly increase.

Pete Williams
Director of Mountain Planning

April 5, 2022

Gretchen Milliken, Planning Director
Park City Municipal Corporation
Marsac Avenue, PO Box 1480
Park City, UT 84060

Via email: gretchen.milliken@parkcity.org

Hello Gretchen,

The following text is included as a brief summary of the work performed during the last couple of weeks.

What is CCC

CCC is a number that describes the comfortable daily carrying capacity of the ski lifts at a ski area, expressed in the unit "skiers per day". This unit is used so that we can easily compare all the different facets of the operation of a ski area; i.e., lift capacity, trail capacity, restaurant capacity, ski school capacity, staging capacity (parking, transit and accommodation within comfortable skier walking distance), etc.

The CCC is calculated using the "lifting power" at a resort versus the amount of vertical that that skiers demand. The lifting power of a resort's lift system is the lift's rated hourly capacity x vertical rise x the hours of operation/day = Vertical Transport Feet/day) supplied. (Note that, contrary to many people's understanding, the rated capacity of a lift is only a factor in this calculation and not a comparable measure of a lift's actual size; i.e., a moving carpet with 1,200 pph and 10 feet of vertical is not the same as a double chair with 1,200 pph and 2,000 feet of vertical).

The amount of vertical feet that a guest skis in one day is the VTF demand. During our meeting, we also discussed the fact that the VTF demand on any lift is determined by the skill class of the terrain serviced by that lift and therefore the level of skier on that lift. Also discussed, a beginner skier will ski far less vertical in a day than an intermediate or expert skier.

Each lift's CCC (in skiers per day) is a simple calculation of VTF supplied in a day divided by average VTF demanded by each skier on that lift. Adjustments are then made to account for loading inefficiencies and lift stops (generally in the 5-15% range), as well as the use of that lift exclusively for transportation of skiers from one part of a mountain to the other (i.e., base area lifts moving large numbers of people out of the base area and into the central mountain).

Overview of Park City Mountain/SE's CCC Calculations

As mentioned in our discussions, both Ecosign and SE use similar methods to model and calculate the comfortable, daily lift capacity at a ski area. It should be noted that CCC (Comfortable Carrying Capacity), SCC (Skier Carrying Capacity) or SAOT (Skiers At One Time) are similar measures of the same thing used by different ski resort planning consultants. The CCC at a ski area is a number used to estimate the theoretical capacity of a ski area when all guests are receiving the experience they desire (i.e., getting the number of runs in that they desire and waiting in lift lines for an acceptable amount of time).

In the memo of 2022.02.28, PCM correctly states that the CCC..... *"is not a visitation metric or cap on the number of daily visitors."* As discussed with PCMC (Park City Municipal Corporation), the CCC, while sometimes related to the number of skiers that the ski area would like to allow on the mountain to maintain a good skier experience, does not determine the actual number of skiers on the mountain (i.e., business levels). For example, some ski areas regularly operate at levels well below their CCC in order to provide a superior ski experience and almost all ski areas operate at levels below their CCC during early season, late season, and midweek. Also as discussed, at Park City, as at some other large resorts, the business levels seem to be more determined by the capacity of the base areas (arrival by accommodation, parking, and transit) rather than the lift capacity on the mountain.

While the general methodology to calculate the CCC is quite similar between Ecosign and SE, the exact planning parameter numbers are slightly different and, therefore, the task set before us was to confirm for PCMC that the CCC calculations performed by SE were in general conformity to that methodology. Ecosign did this by examining the calculations, as shown in the 2 spreadsheets provided by PCMR (Park City Mountain Resort). This is assuming that all of the lift specifications were correct, but we more closely examined the adjustments for transportation and lift loading efficiencies, as well as the relative levels of VTF demand in each lift pod.

Analysis of PCMR/ SE CCC Calculations

As mentioned, Ecosign and SE use similar methods but slightly different planning parameters to model ski area capacity. According to the numbers on this table, it seems the planning parameters that SE is using for PCMR are the same or similar to the planning parameters they (or Ecosign) would use at similar resorts.

After closely examining the CCC tables of the current conditions, it appears that most of the numbers used match with the general skier circulation on the mountain and skier skill levels in each lift pod, therefore the CCC calculation for current conditions appears to be appropriate.

The CCC tables for the proposed conditions have identical numbers used for calculation of the CCC's except where lifts are replaced, upgraded or removed or affected by the upgrades (Eagle, Eaglet, Silverlode, Three Kings).

The new Silverlode lift will be located in the same position as the existing lift but with increased capacity, therefore, all of the numbers in the calculations would remain the same except for the rated hourly capacity, which results in a proportionate increase in CCC (as shown in the table submitted to PCMC).

PCMR proposes to install a new Eagle lift that generally goes from the existing bottom of Eagle to the ridge near the top of the Eaglet lift, with a mid station offload located near the top of the existing Three Kings lift. Both the existing Eagle and Eaglet lifts will be removed. According to the application memo, the new Eagle lift will function as a staging lift in the morning and for return cycle skiing on the trails currently served by the Three Kings lift (and assumably, as a return cycle skiing lift for trails coming off the ridge on the terrain spanning from Commitment to Men's & Ladies' SL). The CCC table shows a large adjustment for transportation functions, which makes sense. This is assuming that the lift is proposed largely for staging in the morning, and will run less than full during the rest of the day due to the fact the higher capacity has been chosen primarily to efficiently stage people out of the base area more quickly in the morning (to reduce lift lines at the base area). The one number that does seem to be out of place however, is the VTF demand assigned to this lift. As listed in the table, the VTF demand on this new Eagle lift is 19,087 Vertical Transport Feet/Day, which is appropriate for a lift that services black diamond terrain.

However, as described in the application memo, this new lift alignment now services a combination of black diamond, blue and green terrain, which means that the average VTF demand per skier on this lift should drop dramatically; our estimate is that the VTF demand on this lift would likely shift to the 12,000 to 13,000 Vertical Transport Feet/Day range based on the mix of trails serviced by the new Eagle lift. If we use the 13,000 Vertical Transport Feet/Day figure, then the calculated CCC of the new Eagle lift would be approximately 850 skiers per day (270 higher than the 580 calculated on the table included in the application).

In the application memo, PCMR/SE has argued that the combined CCC in this zone would increase by a total of approximately 120 skiers per day as a result of the installation of the new Eagle, the removal of the old Eagle, the removal of the Eaglet, and the reduced utilization of the Three Kings chair due to the attractiveness of using the bottom section of the new Eagle as a return cycle skiing lift on the Three Kings terrain.

The recalculation of the Eagle CCC using the adjusted VTF number as shown above would increase the mountain's total CCC by approximately 270; higher than the number provided in the application table (from 12,860 to 13,130 Vertical Transport Feet/Day). While we believe that a reduction in the CCC assigned to Three Kings makes sense due to the competition from this new high capacity and easier loading lift, we believe that the reduction may actually be understated. If the lower section of Eagle does in fact service exactly the same terrain as Three Kings (we assume so from descriptions from PCMC, as we have not received a plan showing its exact location) we could imagine a situation where the existing Three Kings lift would basically go unused during the bulk of the day, due to the attractiveness of the new Eagle lift. If this does happen, then we can imagine that the lift company would choose not to operate that lift (as it would be running empty) and therefore its CCC would effectively be zero. In that case, the overall Mountain CCC, with Eagle at 850 and Three Kings at 0, would be almost identical to that in the application table (12,850 vs 12,860).

Effect of Increase of CCC over Current CCC

As discussed, the CCC calculation is simply a model that describes the theoretical capacity of the ski area that would provide a good skier experience. An increase in CCC does not directly cause an increase in business or in demand. If business levels remain the same, an increase in CCC will result in a better skier experience, with shorter lift lines and potentially marginally more skiing available for each skier due to less time waiting in the lift line.

Due to the maximized use of the current accommodation and parking inventory at the base areas, business levels (& base area throughput) are unlikely to rise in the short term unless measures are taken to increase the occupancy of the parked vehicles or increase transit/shuttle use to those base areas.

In summary, although there is not a direct effect on business levels due to an increase in CCC, that better skier experience will likely make skiing at the resort even more attractive, which could be a factor in putting more pressure on the base areas.

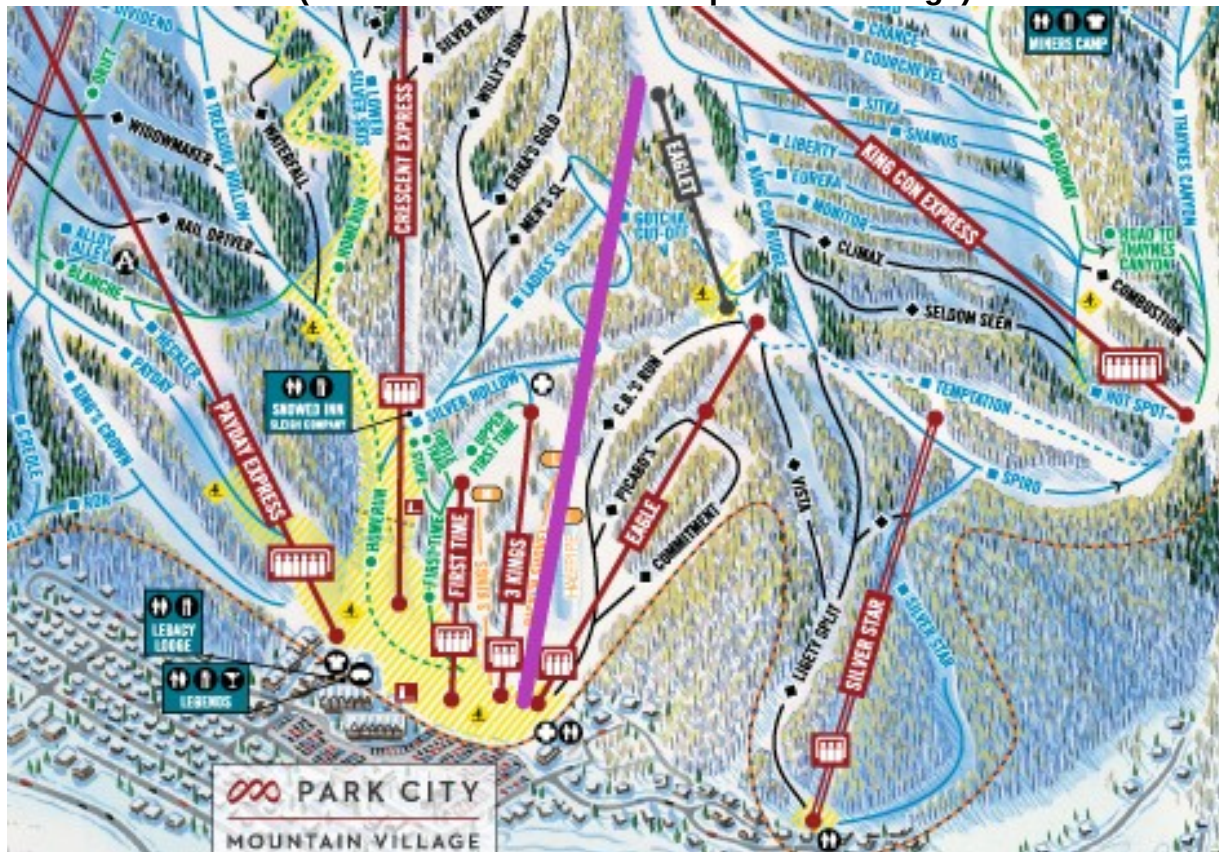
Respectfully submitted,

Dave Felius

Dave Felius

Ecosign Resort Planners (2016) Ltd.

**Assumed Location of New Eagle lift (magenta Line)
(Mid-station unload near top of Three Kings)**



CCC Tables from PCMR/SE

PARK CITY MOUNTAIN - Existing Conditions Comfortable Carrying Capacity

Map Ref.	Lift Name, Lift Type	Slope Length (ft.)	Vert. Rise (ft.)	Actual Capacity (persons/hr.)	Oper. Hours (hrs.)	Up-Mountain Access Role (%)	Misloading/ Lift Stoppages (%)	Adjusted Hrly. Cap. (persons/hr.)	VTF/Day (000)	Vertical Demand (ft./day)	CCC (guests)
Mountain Village Side											
A	Jupiter/C2	3,393	1,018	1,200	6.00	0	10	1,080	6,598	19,035	350
B	McConkey's/DC6	5,469	1,194	2,400	6.50	0	5	2,280	17,693	19,219	920
C	Pioneer/C3	3,932	970	1,800	6.50	0	10	1,620	10,218	15,638	650
D	Thaynes/C2	2,784	863	1,200	6.50	0	10	1,080	6,057	15,356	390
E	Motherload/DC4	5,251	1,275	2,400	7.00	0	5	2,280	20,349	18,226	1,120
F	Bonanza/DC6	5,426	1,115	2,700	7.00	0	5	2,565	20,022	13,198	1,520
G	Silverload/DC6	5,275	1,286	3,000	7.00	0	5	2,850	25,654	15,567	1,650
H	Quicksilver PC Side/G8	4,780	1,030	1,500	7.00	100	-	-	0	18,403	-
I	King Con/DC6	4,416	1,188	3,400	7.00	0	5	3,230	26,862	19,398	1,380
J	Crescent/DC4	7,255	1,752	2,400	7.00	30	5	1,560	19,135	16,323	1,170
K	Payday/DC6	5,803	1,265	2,734	7.00	20	5	2,051	18,159	13,196	1,380
L	Town Lift/C3	6,640	1,176	1,541	7.00	70	10	308	2,538	9,534	270
M	Eaglet/C3	1,265	236	605	7.00	50	10	242	399	8,473	50
N	Eagle/C3	3,698	1,150	1,105	7.00	70	10	221	1,780	19,533	90
O	SilverStar/C3	3,023	774	1,221	7.00	80	10	122	661	11,909	60
P	Three Kings/C3	2,201	436	1,788	7.00	0	10	1,609	4,907	8,457	580
Q	First Time/DC4	1,866	273	1,800	7.00	0	5	1,710	3,263	4,615	710
R	Mine Cart/Conveyor	151	12	600	7.00	0	5	570	46	567	80
S	Tommy Knocker/Conv.	196	16	600	7.00	0	5	570	63	688	90
T	Mule Trail/Conveyor	295	39	600	7.00	0	6	564	154	1,385	110
Mountain Village Sub-Total:		73,118		34,594				26,512	184,558		12,570

PARK CITY MOUNTAIN - Proposed Upgrades Comfortable Carrying Capacity

Map Ref.	Lift Name, Lift Type	Slope Length (ft.)	Vert. Rise (ft.)	Actual Capacity (persons/hr.)	Oper. Hours (hrs.)	Up-Mountain Access Role (%)	Misloading/ Lift Stoppages (%)	Adjusted Hrly. Cap. (persons/hr.)	VTF/Day (000)	Vertical Demand (ft./day)	CCC (guests)
A	Jupiter/C2	3,393	1,018	1,200	6.00	0	10	1,080	6,598	19,035	350
B	McConkey's/DC6	5,469	1,194	2,400	6.50	0	5	2,280	17,693	19,219	920
C	Pioneer/C3	3,932	970	1,800	6.50	0	10	1,620	10,218	15,638	650
D	Thaynes/C2	2,784	863	1,200	6.50	0	10	1,080	6,057	15,356	390
E	Motherload/DC4	5,251	1,275	2,400	7.00	0	5	2,280	20,349	18,226	1,120
F	Bonanza/DC6	5,426	1,115	2,700	7.00	0	5	2,565	20,022	13,198	1,520
G	Silverload/DC8	5,275	1,286	3,600	7.00	0	5	3,420	30,785	16,934	1,820
H	Quicksilver PC Side/G8	4,780	1,030	1,500	7.00	100	-	-	0	18,403	-
I	King Con/DC6	4,416	1,188	3,400	7.00	0	5	3,230	26,862	19,398	1,380
J	Crescent/DC4	7,255	1,752	2,400	7.00	30	5	1,560	19,135	16,323	1,170
K	Payday/DC6	5,803	1,265	2,734	7.00	20	5	2,051	18,159	13,196	1,380
L	Town Lift/C3	6,640	1,176	1,541	7.00	70	10	308	2,538	9,534	270
O	SilverStar/C3	3,023	774	1,221	7.00	80	10	122	661	11,909	60
P	Three Kings/C3	2,201	436	1,788	7.00	50	10	715	2,181	8,457	260
Q	First Time/DC4	1,866	273	1,800	7.00	0	5	1,710	3,263	4,615	710
R	Mine Cart/Conveyor	151	12	600	7.00	0	5	570	46	567	80
S	Tommy Knocker/Conv.	196	16	600	7.00	0	5	570	63	688	90
T	Mule Trail/Conveyor	295	39	600	7.00	0	6	564	154	1,385	110
Q	Eagle Replacement	5,990	1,620	2,800	7.00	60	5	980	11,113	19,087	580
Total:		74,145		36,284				26,705	195,897		12,860



Planning Department

April 19, 2022

VR CPC Holdings – Park City Mountain Resort
1375 Munchkin Road
Park City, Utah 84060

NOTICE OF PLANNING DIRECTOR DETERMINATION

RE: Determination of height extension for ski lift upgrades proposed for ski operation improvements on parcels PCA-S-98-PCMR-1, PCA-29-A, PCA-29-D, PCA-1003, SA-402-A, and SA-253-B-2 (Administrative Conditional Use Permit, PL-22-05145)

The Eagle and Silverlode lift upgrades at Park City Mountain Resort include new alignment and tower installations. The project falls in the Recreation and Open Space (ROS) Zone, where the maximum Building Height is 28 feet. Ski lift towers traditionally exceed zone height, and per Land Management Code § 15-2.7-4, "Ski lift or tramway towers may extend above the maximum Zone Height subject to a visual analysis and administrative approval by the Planning Director."

After thorough review of the submitted material required, the Planning Director finds the information to be sufficient regarding the lift alignments, tower locations, and visual and ridgeline impacts and makes the determination that the ski lift towers for the Chondola lift (new Eagle) and Silverlode lift are consistent with existing heights and best practices and may extend above the maximum Zone Height of 28 feet, as shown on the following attachments:

- Attachment 1 – Ridgelines
- Attachment 2 – Entry Corridor and Vantage Points
- Attachment 3 – Proposed Chondola Tower Height
- Attachment 4 – Proposed Silverlode Tower Height

Please contact the Planning Department with questions or concerns regarding this determination at planning@parkcity.org.

Sincerely,

A handwritten signature in blue ink, appearing to read "Gretchen Milliken".

Gretchen Milliken
Planning Director
(435) 615-5008

gretchen.milliken@parkcity.org

Park City Municipal Corporation • 445 Marsac Avenue • P.O. Box 1480 • Park City, Utah 84060-1480
Building (435) 615-5100 • Engineering (435) 615-5055 • Planning (435) 615-5060

Attachment 1 – Ridgelines



Legend

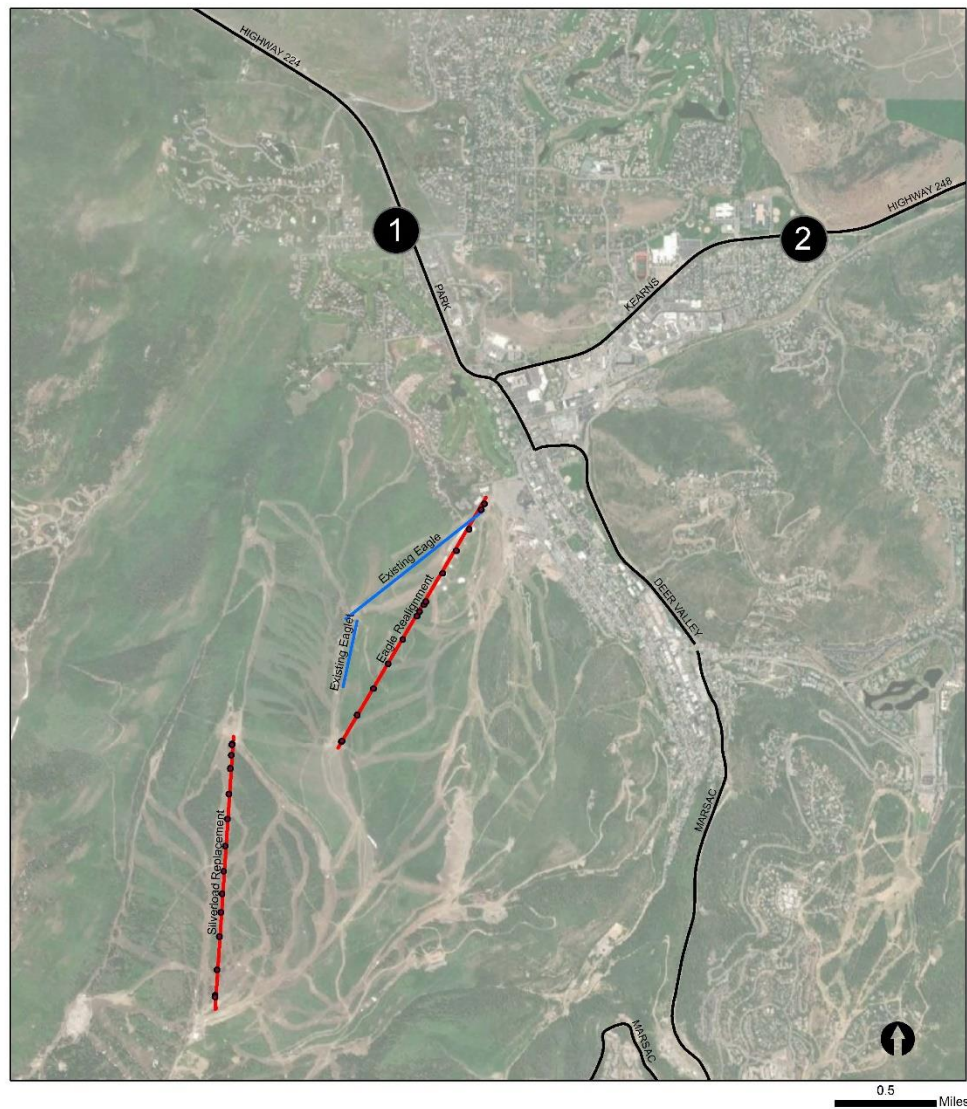
- Proposed Lift Tower Locations
- Ridgetops
- Lifts to be Removed
- Proposed Lifts

Ridgetops Proximate to Site Area



Source: UGRRC
Date: 2/11/2022
Produced by: Annaka Egan

Attachment 2 – Entry Corridor and Vantage Points



Legend

- Primary Transportation Routes
- Proposed Lift Tower Locations
- Lifts to be Removed
- Proposed Lifts

ENTRY CORRIDOR AND VANTAGE POINTS



Source: UORC
Date: 2/11/2022
Produced by: Annaka Egan

Attachment 3 – Chondola Tower Height

Proposed Chondola Towers Height			
19.5			
38			
49.5			
56.5			
63			
42			
42			
23.5			
40			
47			
45			
44			
56			
50			
47			
44.2	Average		

Attachment 4 – Silverlode Tower Height

Proposed Silverlode Towers Height			
35			
41			
42.5			
56.5			
52			
50			
61			
62			
49			
59			
46			
35.5			
25			
20.5			
45.35714	Average		