



**PARK CITY PLANNING DEPARTMENT ADMINISTRATIVE PUBLIC HEARING MEETING
SUMMIT COUNTY, UTAH
April 25, 2022**

NOTICE OF HYBRID IN-PERSON AND ELECTRONIC MEETING: The Planning Department of Park City, Utah will hold its Administrative Public Hearing with an anchor location for public participation at the Marsac Municipal Building, City Council Chambers, 445 Marsac Avenue, Park City, Utah 84060 on Monday, April 25, 2022. 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.

REGULAR AGENDA - 12:00 PM

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

[Park City Mountain Silverlode and Eagle Lift Upgrades Staff Report](#)

[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 Materials](#)

[Exhibit G: SE Group Memo on Silverlode and Eagle Capacity](#)

[Exhibit H: PCM CCC Upgrading Plan](#)

[Exhibit I: Steep Slope Plans](#)

[Exhibit J: PCM 1998 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](#)

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 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.

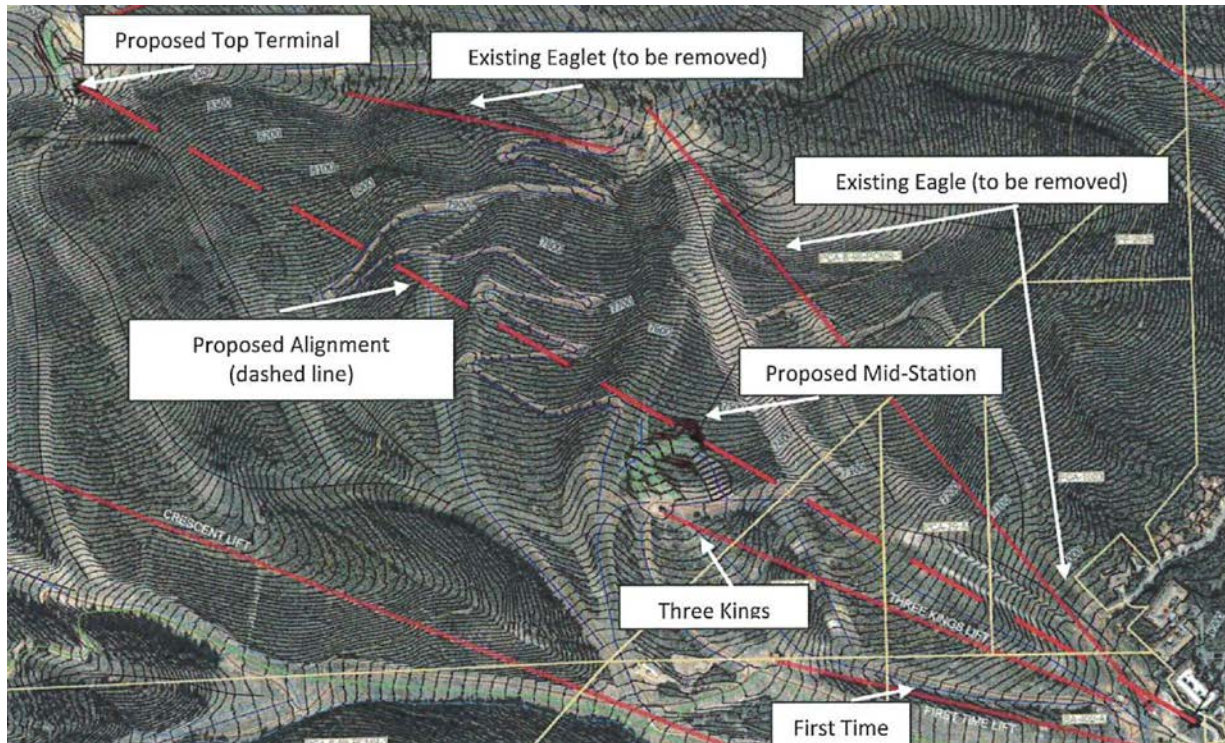
In 2015, PCM installed the Quicksilver Gondola, which was not included in the MUP. As the Gondola was not proposed in the MUP, it required Planning Commission review and approval.

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.
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(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



Planning Department

PROPOSED DRAFT ACTION LETTER

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



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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 selection of lift transportation type shall be at the sole discretion of



Planning Department

the Developer. ***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.***

- 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



Planning Department

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 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.

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

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 vegetation removal and replacement plan with their building permit, subject to Planning Director approval.
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 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 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



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the Parking Mitigation Plan. The applicant shall share relevant parking information with staff, including achievement of increased Average Vehicle Occupancy numbers and the 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.

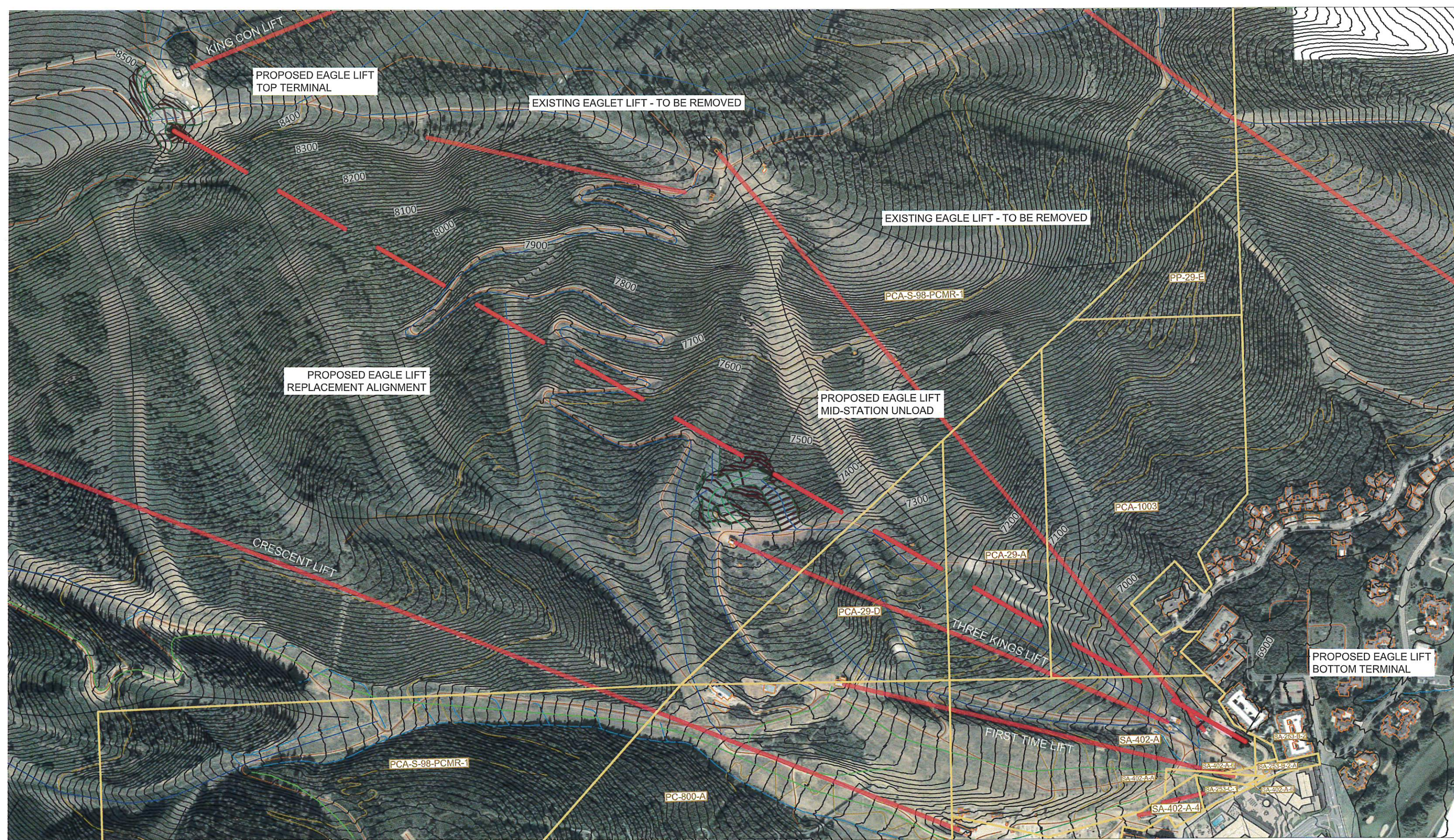
16. This approval, including the parking mitigation herein, is solely for the installation and capacity associated with the lift upgrades subject to this application. This approval shall not have any bearing on other applications under the DA, the overall assessment of on-going compliance with the DA, and the requirements of new development which continue to be governed by the applicable LMC and DA in effect at the time of application.

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

Sincerely,

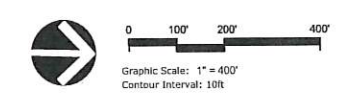
Gretchen Milliken,
Planning Director

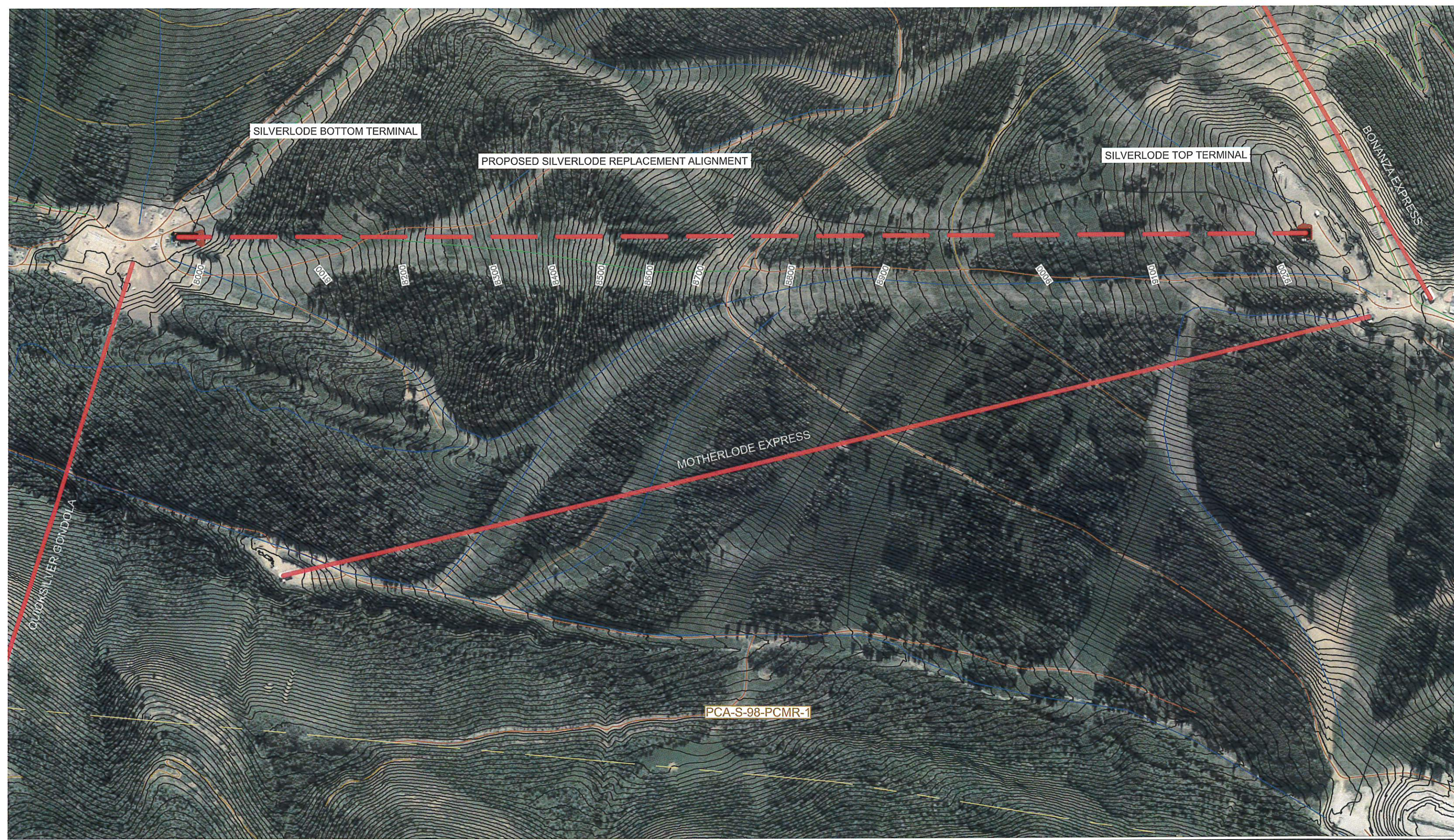
CC: Lillian Lederer, Project Planner



- LEGEND**
- EXISTING LIFT
 - PROPOSED LIFT
 - PARCEL BOUNDARY

PARK CITY MOUNTAIN RESORT
 Proposed Eagle Replacement - Overall Site Plan

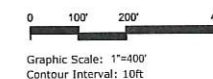




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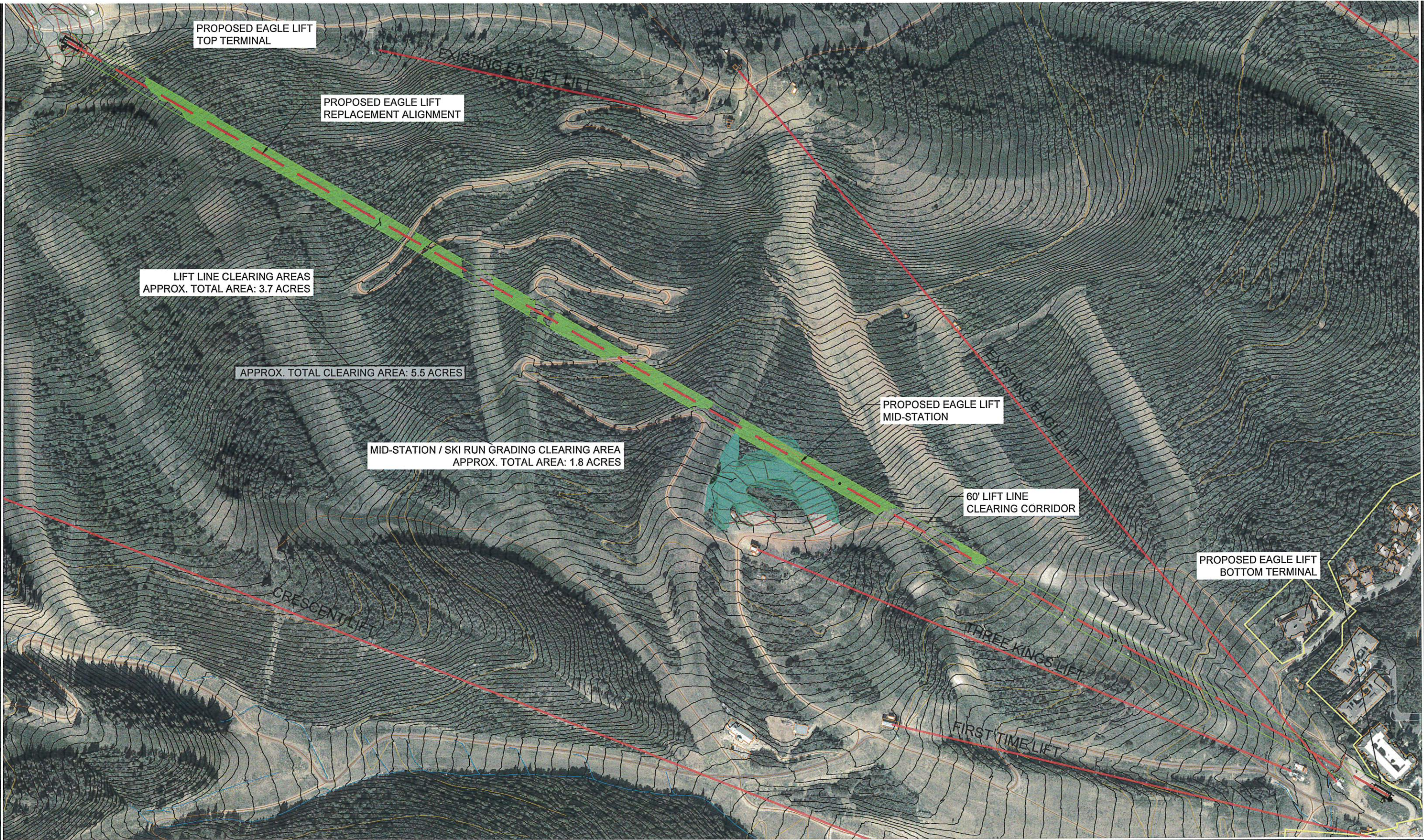
- EXISTING LIFT
- PROPOSED LIFT
- PARCEL BOUNDARY

PARK CITY MOUNTAIN RESORT
Silverlode Express Replacement Overall Site Plan



PREPARED BY:

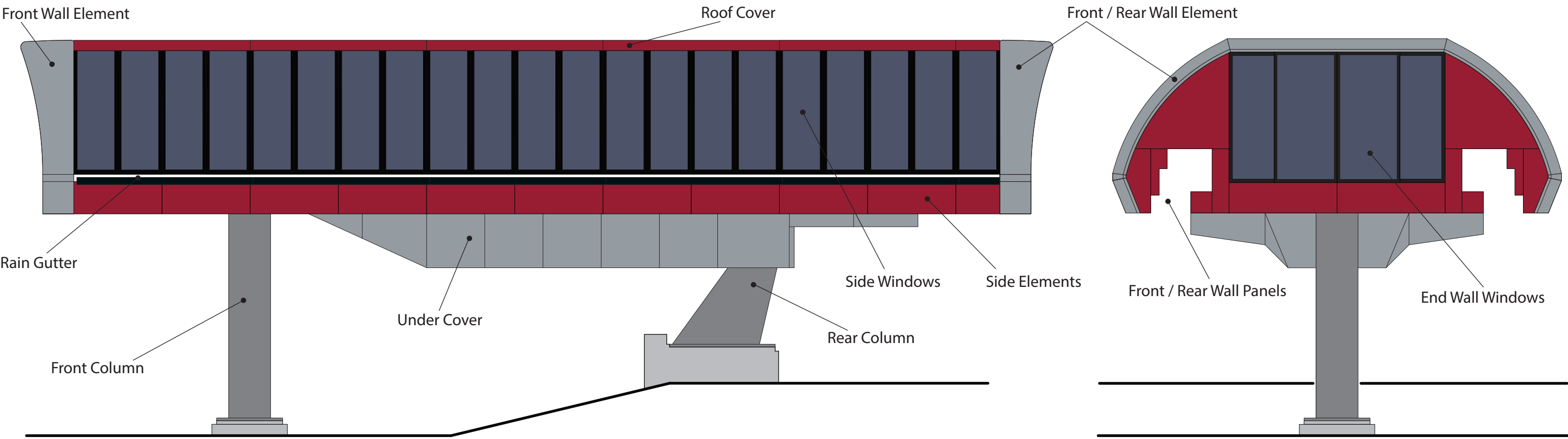
SE GROUP
ATTACHMENT 2



LEGEND

- EXISTING LIFT
- PROPOSED LIFT
- PROPOSED GRADING
- LIFT LINE CLEARING AREA
- SKI RUN / GRADING CLEARING AREA





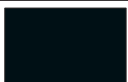
NAME _____

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	

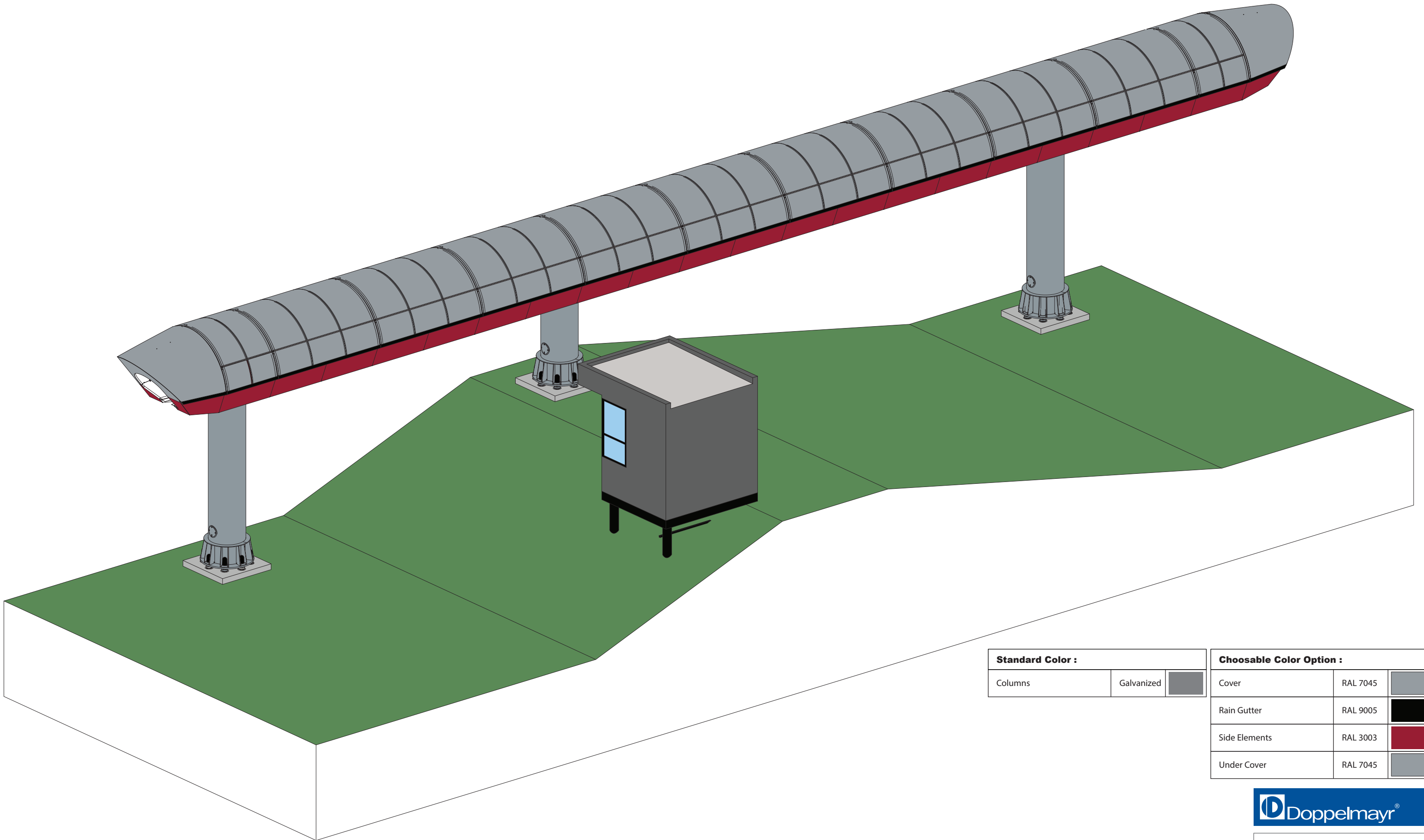
Choosable Color Option :		
Front and Rear Wall Element	RAL 7045	
Front and Rear Wall Panels	RAL 3003	
Rain Gutter	RAL 9005	
Roof Cover	RAL 3003	
Side Elements	RAL 3003	
Under Cover	RAL 7045	

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



Standard Color :		
Columns	Galvanized	

Choosable Color Option :		
Cover	RAL 7045	
Rain Gutter	RAL 9005	
Side Elements	RAL 3003	
Under Cover	RAL 7045	



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

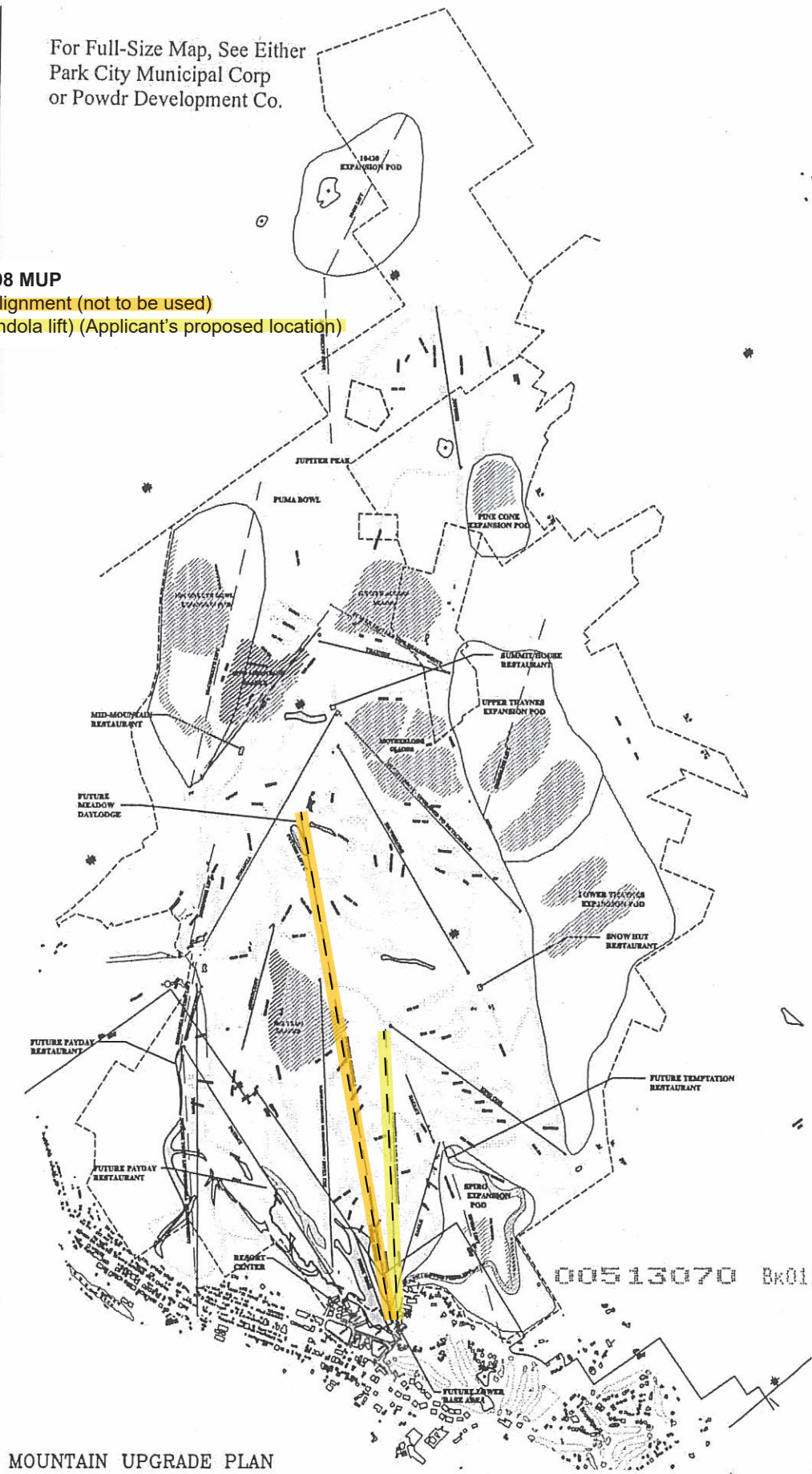
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For Full-Size Map, See Either
Park City Municipal Corp
or Powdr Development Co.

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**

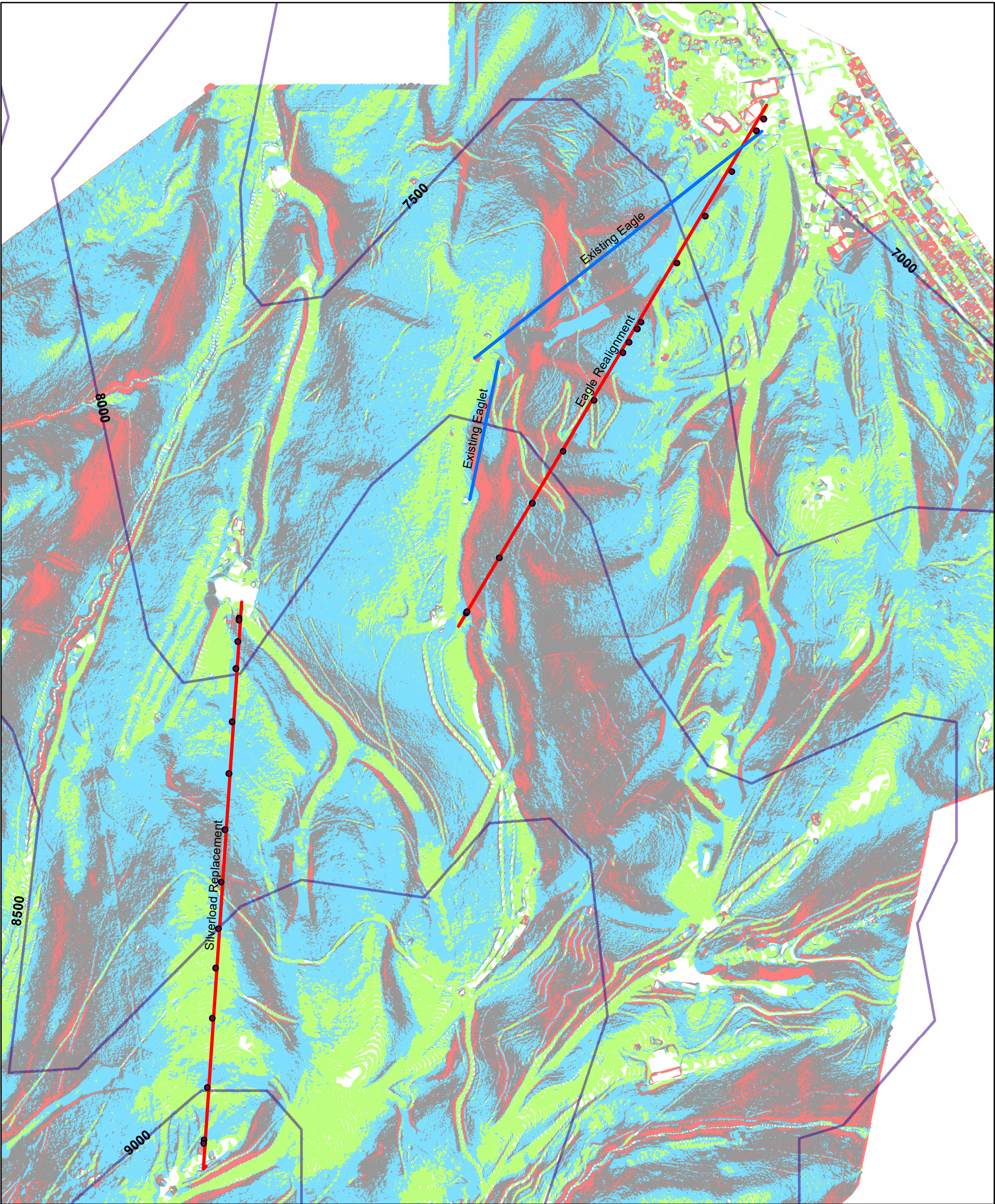
As part of PCM's construction management plan to be submitted as part of the Building Permit, PCM will mulch on-site or remove all vegetation to reduce fuel loading and the prevention of wildfires. Park City Mountain is a member of Park City's Wildfire task force and will continue to partner with stakeholders 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°

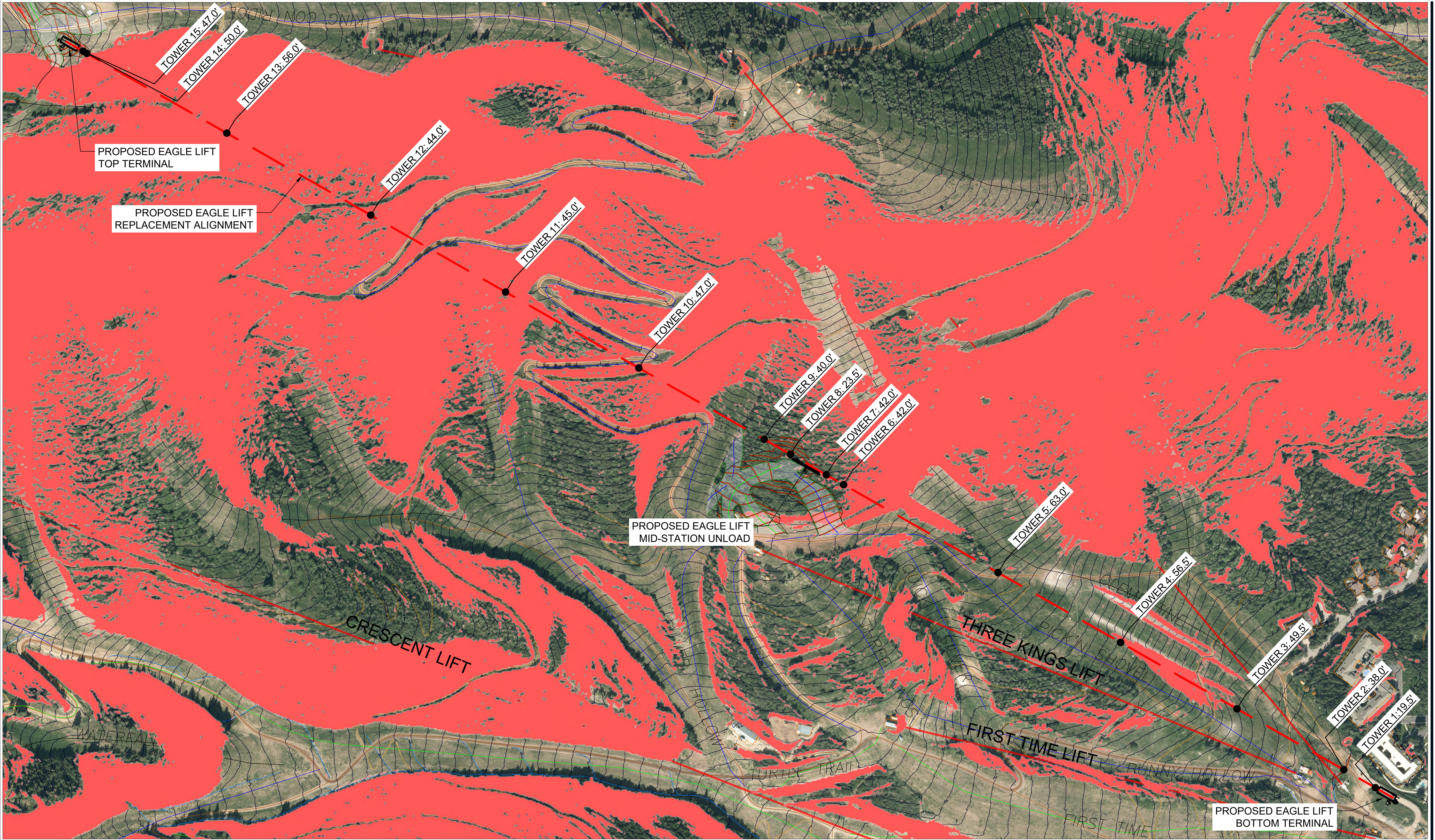
0.25 Miles



Slope Analysis



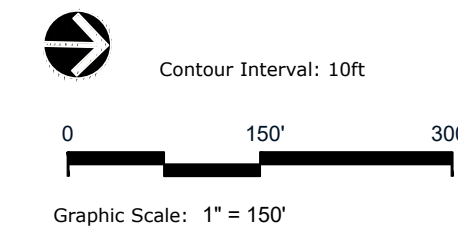
Source: UGRC
Date: 2/11/2022
Produced by: Annaka Egan



LEGEND

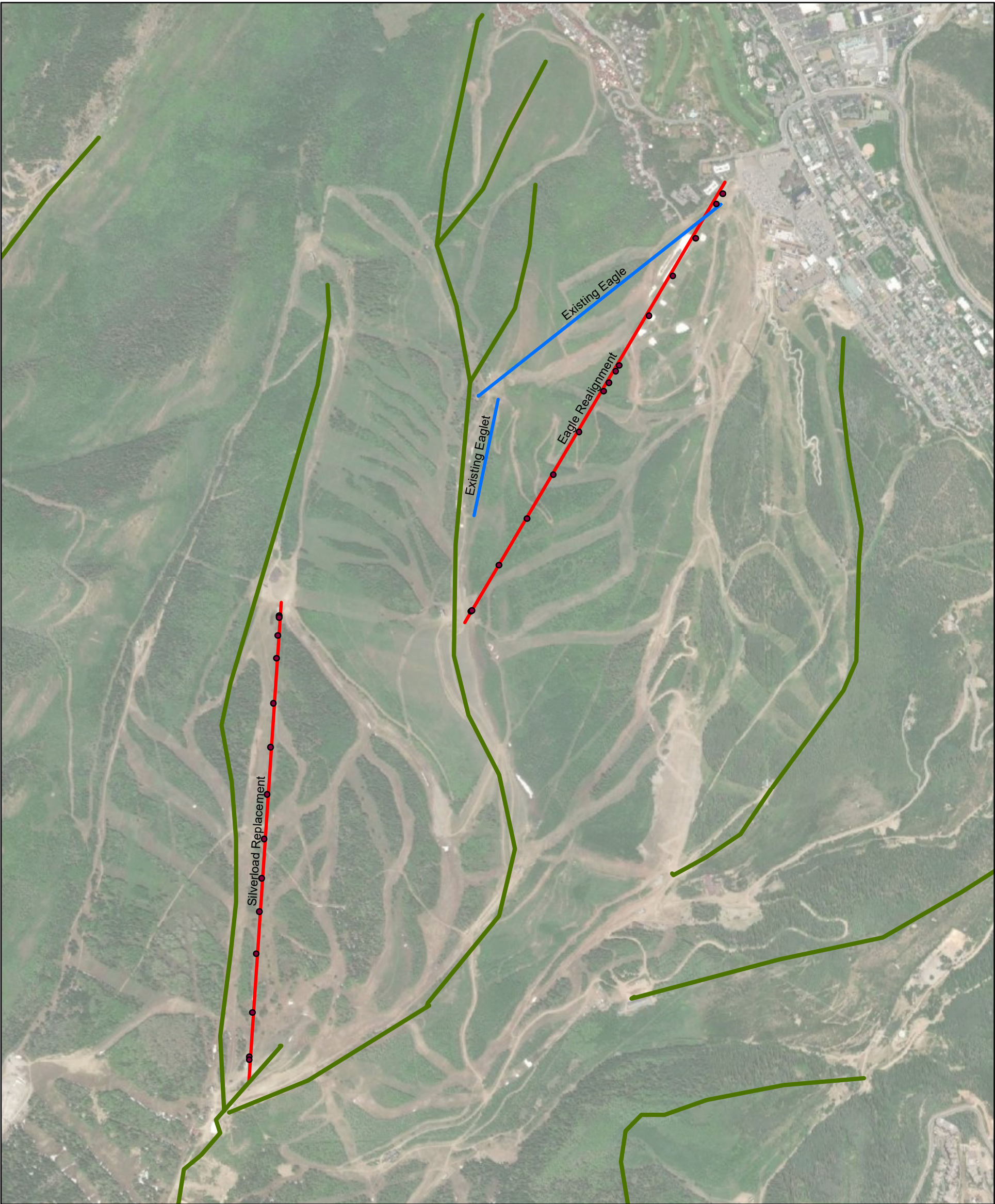
- EXISTING LIFT
- PROPOSED LIFT
- PROPOSED GRADING
- EXISTING SLOPES > 40%

PARK CITY MOUNTAIN RESORT
Proposed Eagle Lift Replacement - Overall Plan
Existing Slope and Tower Height Exhibit



PREPARED BY:





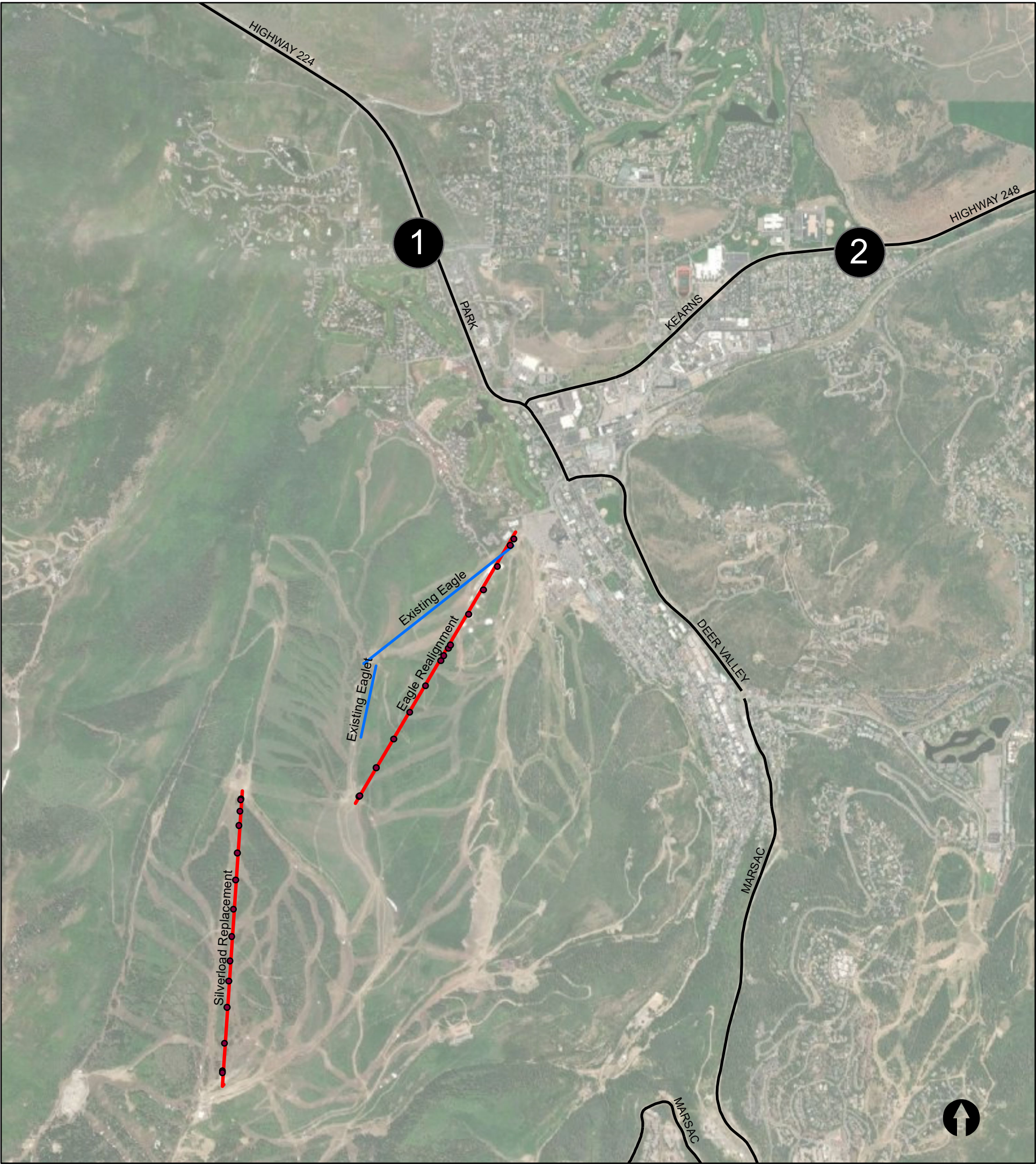
0.25 Miles



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



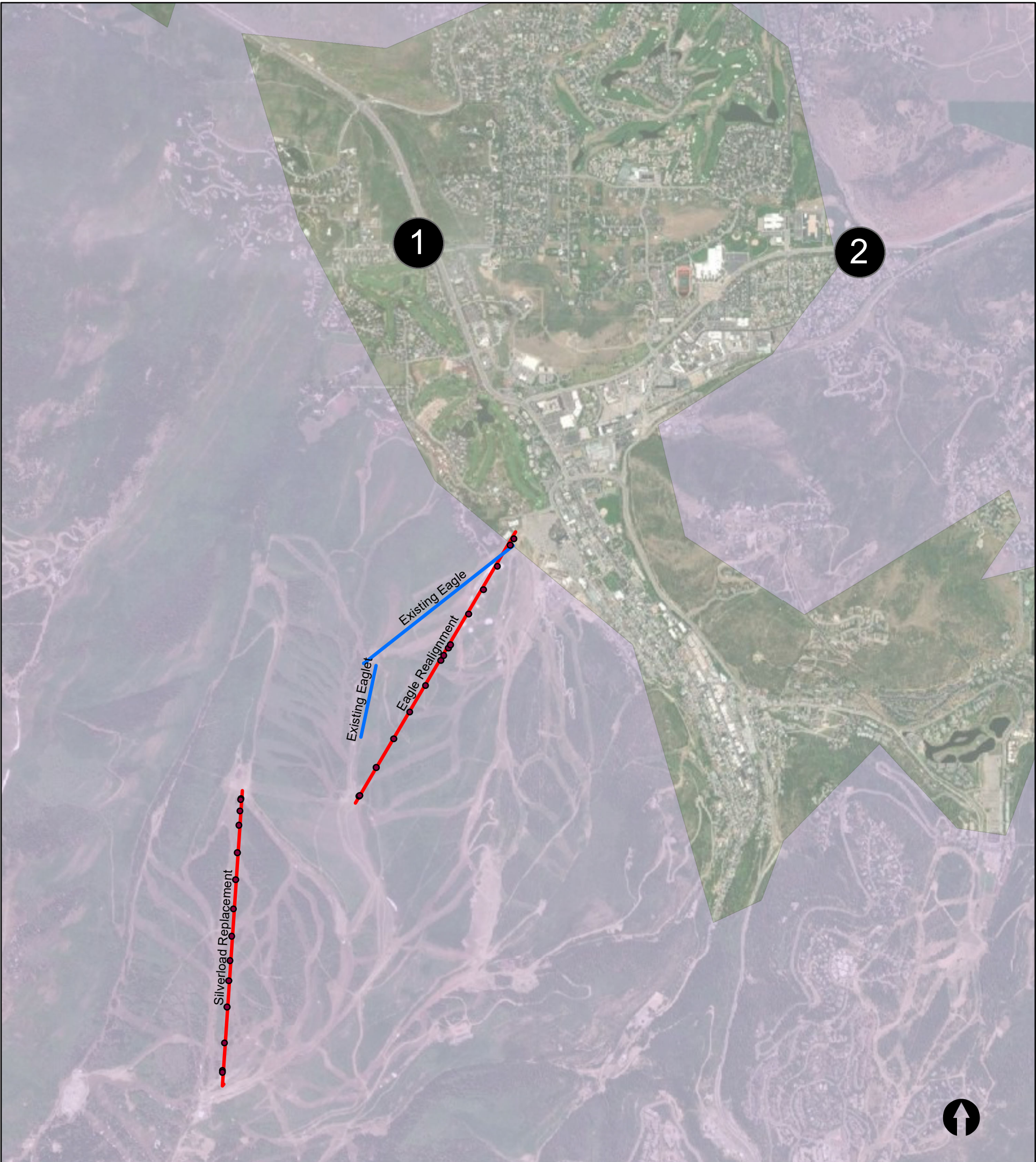
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Date: 2/11/2022
Produced by: Annaka Egan

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2





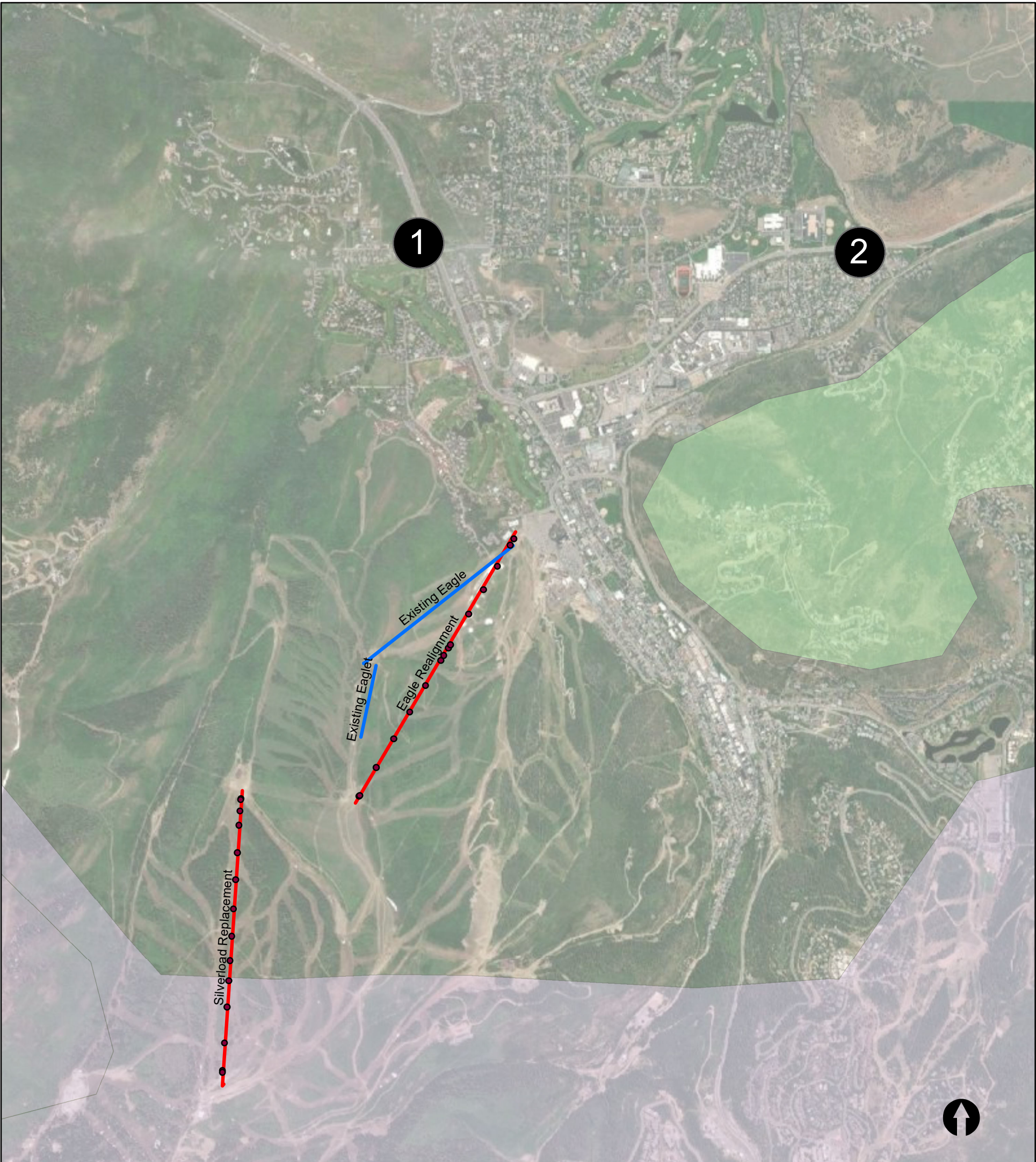
Legend

- 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

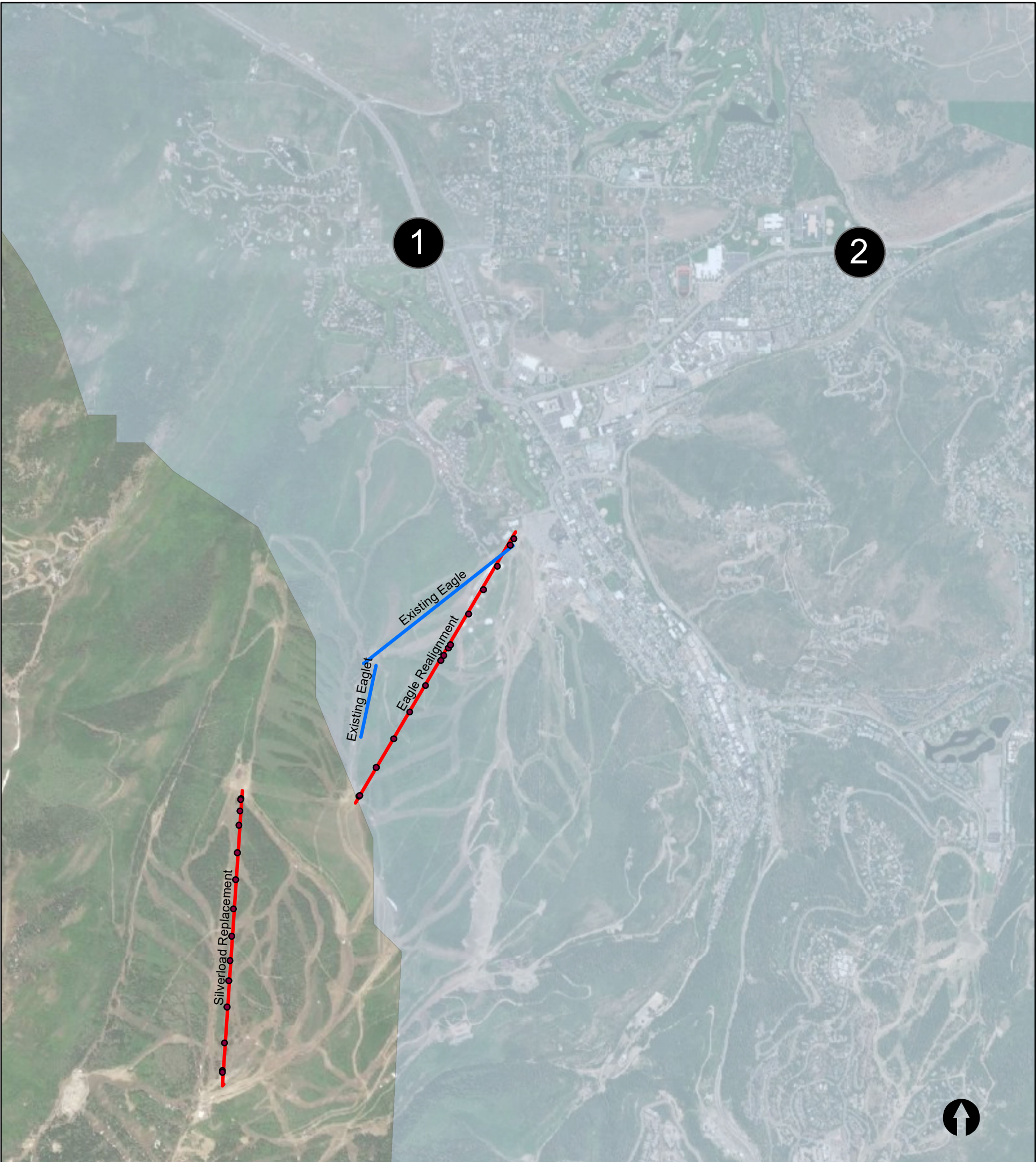
SEASON

- Spring/fall
- Winter

ELK HABITAT



Source: UGRC
Date: 2/11/2022
Produced by: Annaka Egan



0.5 Miles

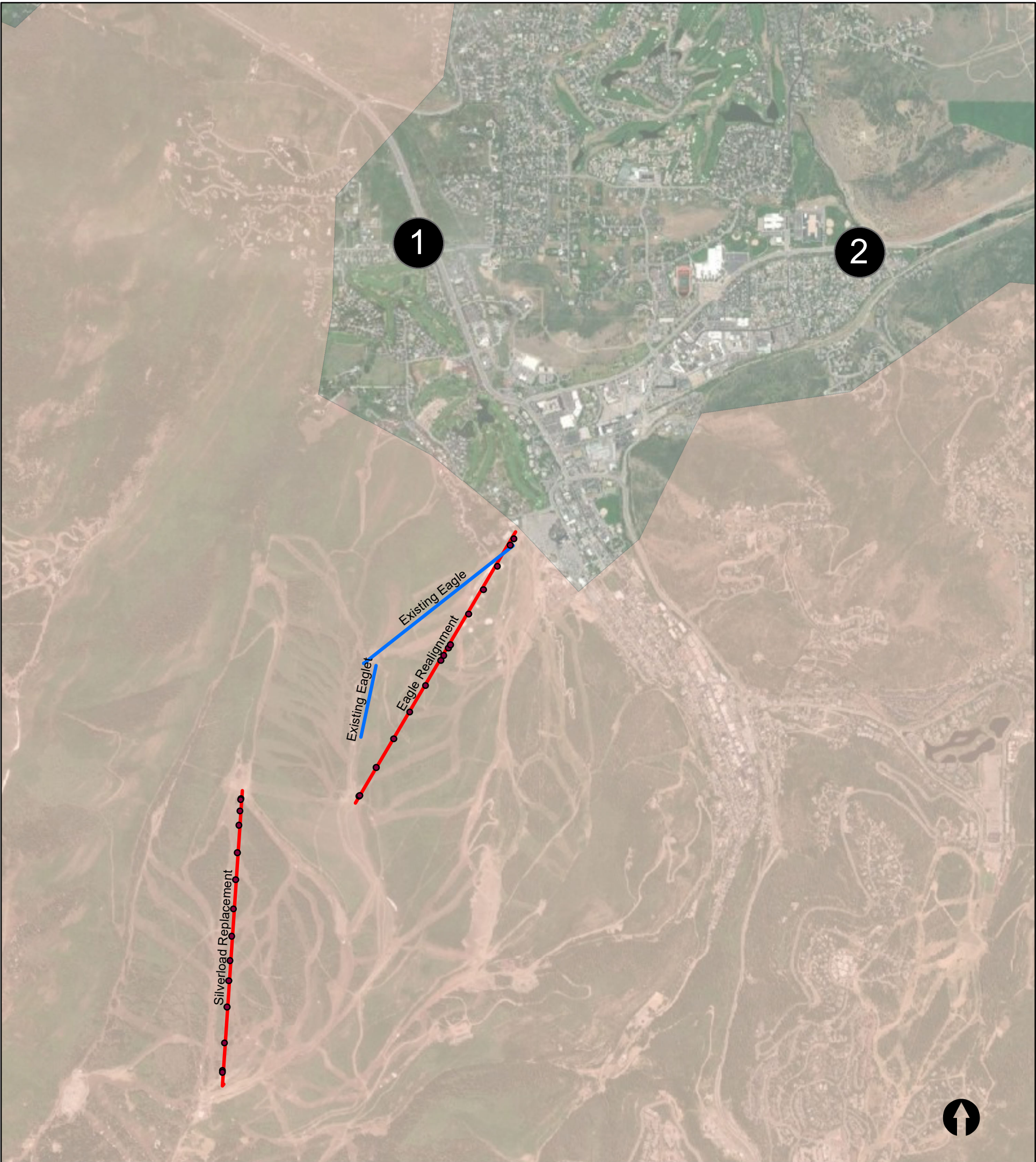
Legend

- 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

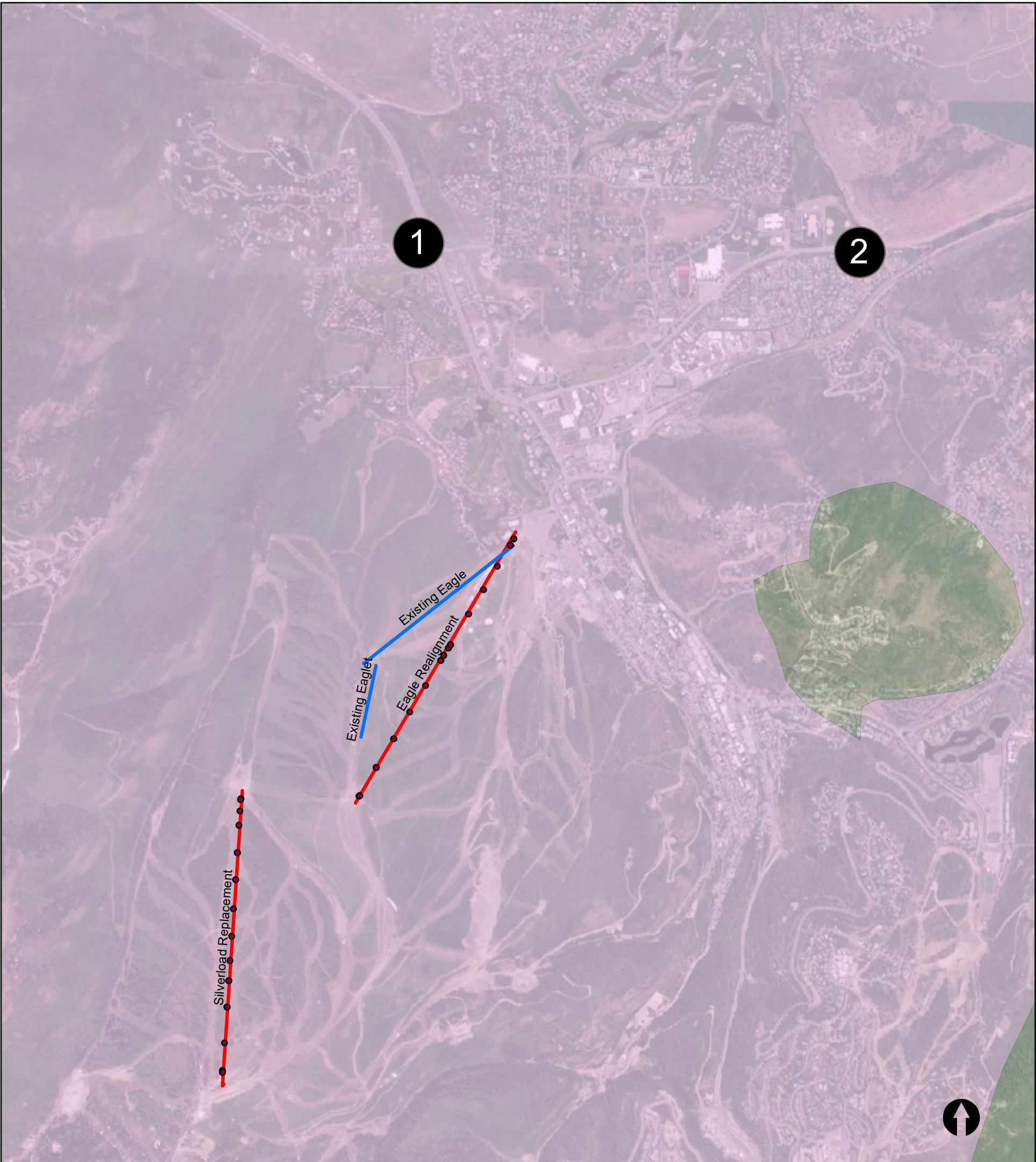
SEASON

- Year-long

MOOSE HABITAT



Source: UGRC
Date: 2/11/2022
Produced by: Annaka Egan



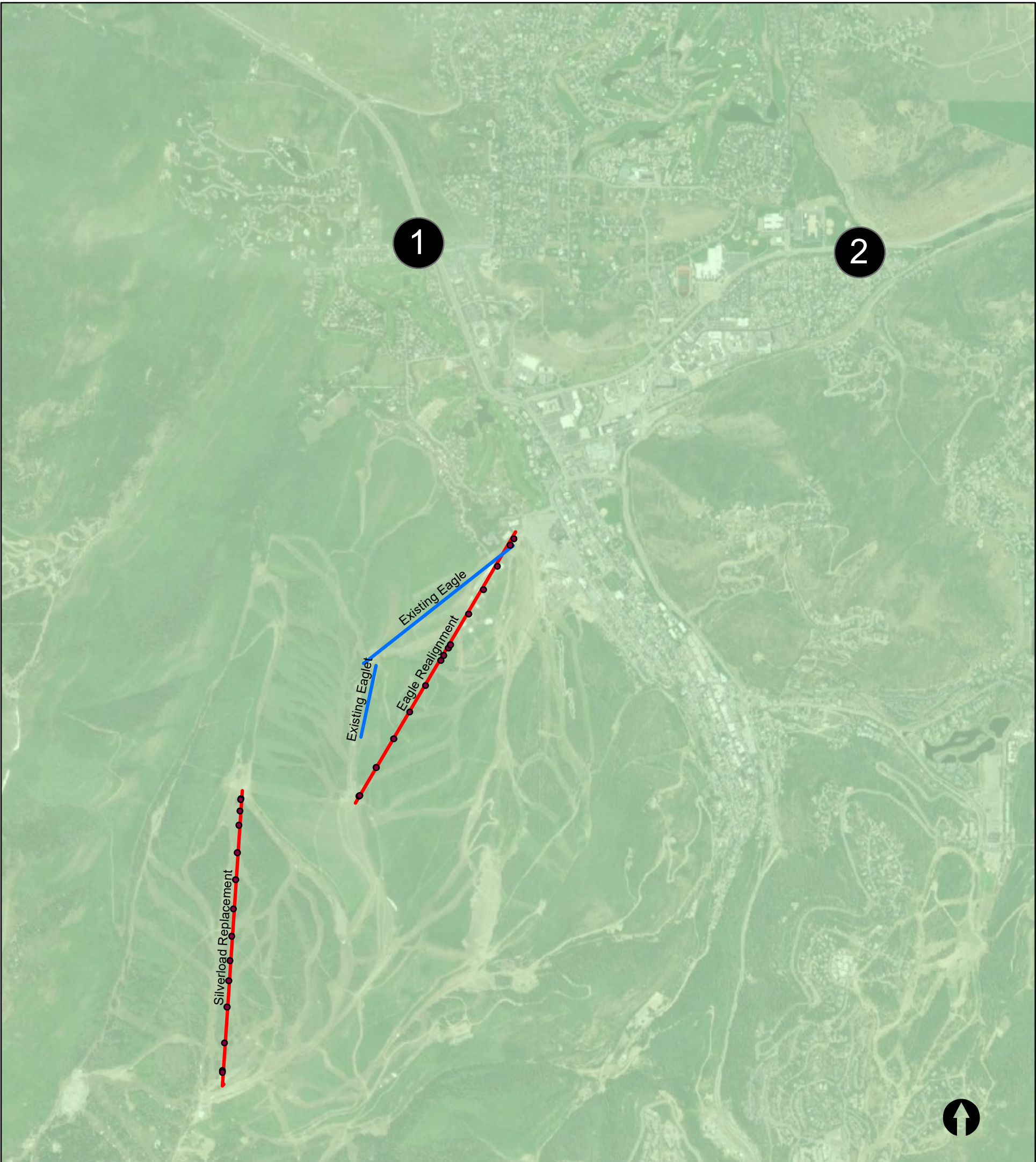
Legend

- Proposed Lift Tower Locations
- Lifts to be Removed
- Proposed Lifts

SEASON

Summer

MULE DEER HABITAT MAP



0.5 Miles

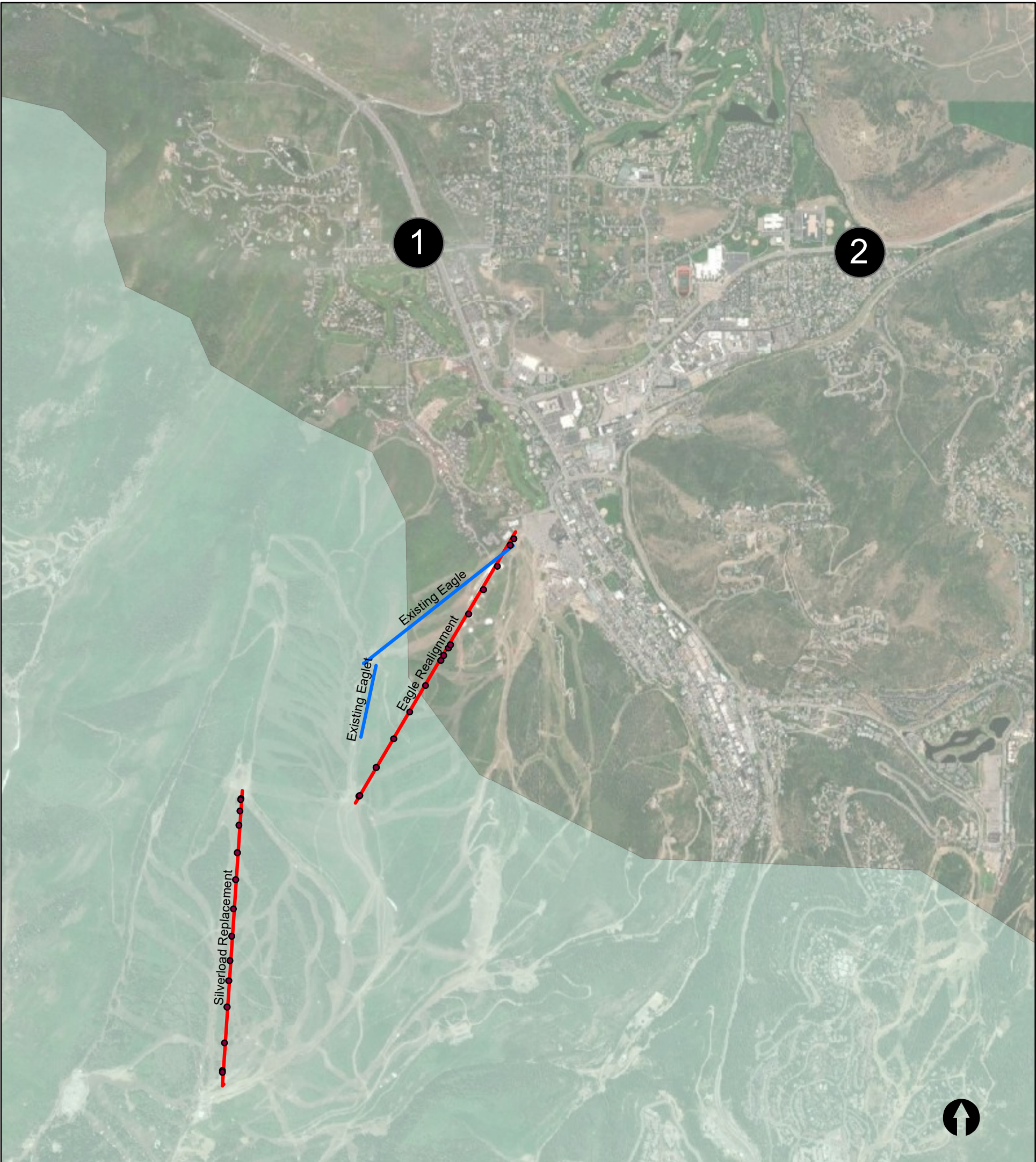
Legend

- Proposed Lift Tower Locations
- Lifts to be Removed
- Proposed Lifts

SEASON

Year-long

RUFFED GROUSE HABITAT



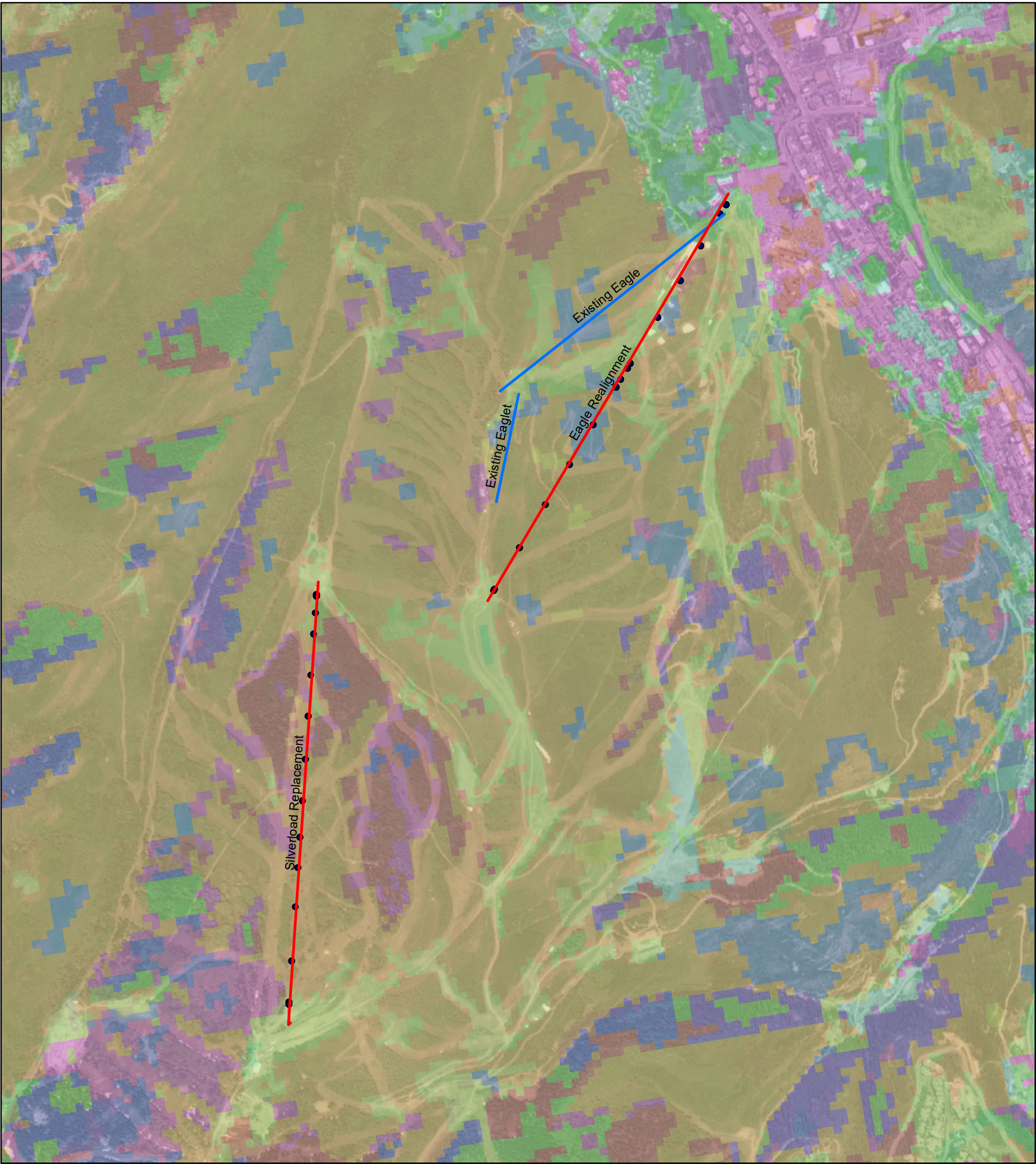
Legend

- 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

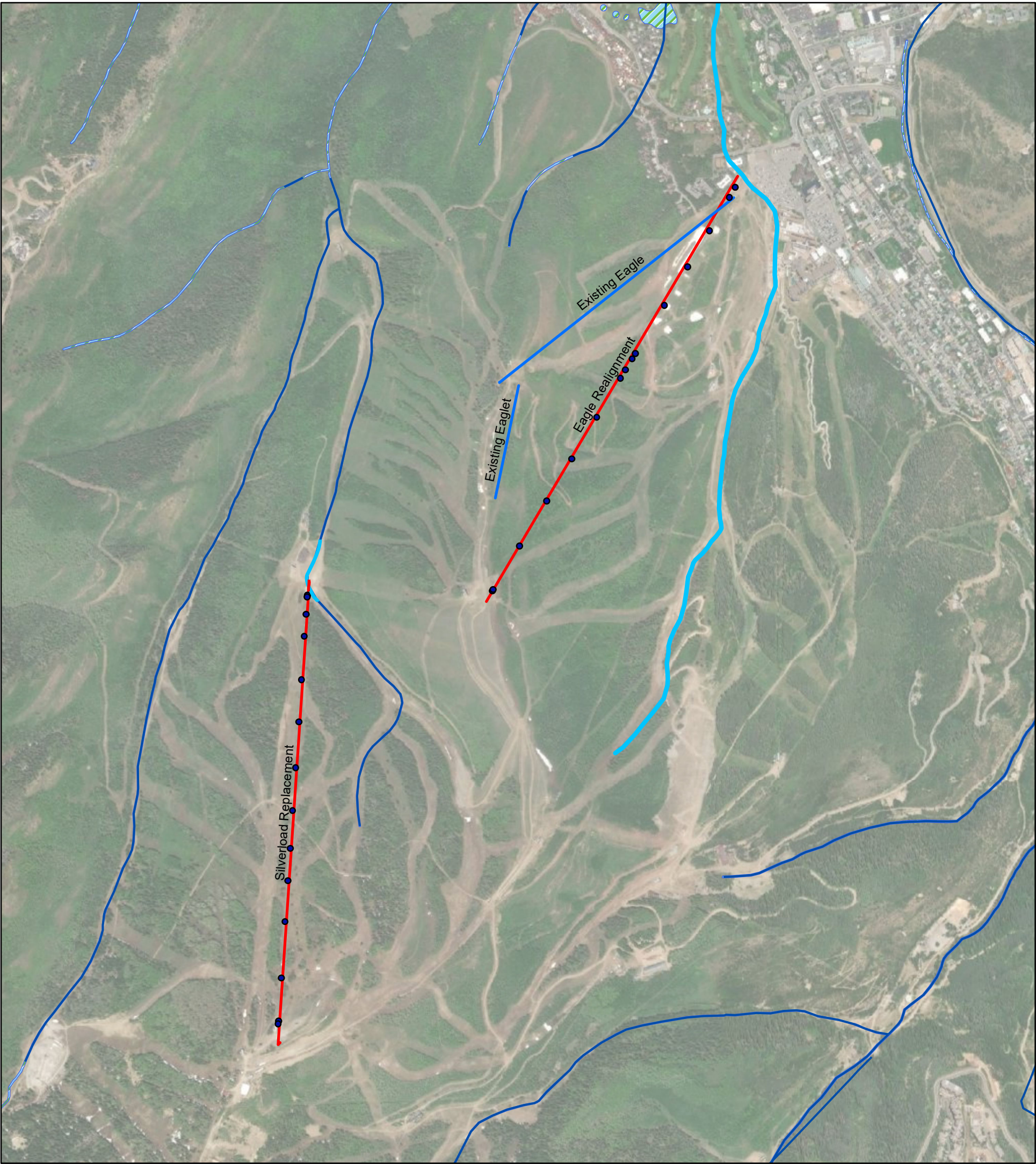
Southern Rocky Mountain Montane-Subalpine Grassland

0.5 Miles

Vegetation Cover

Source: USGS
Date: 2/11/2022
Produced by: Annaka Egan

42



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.

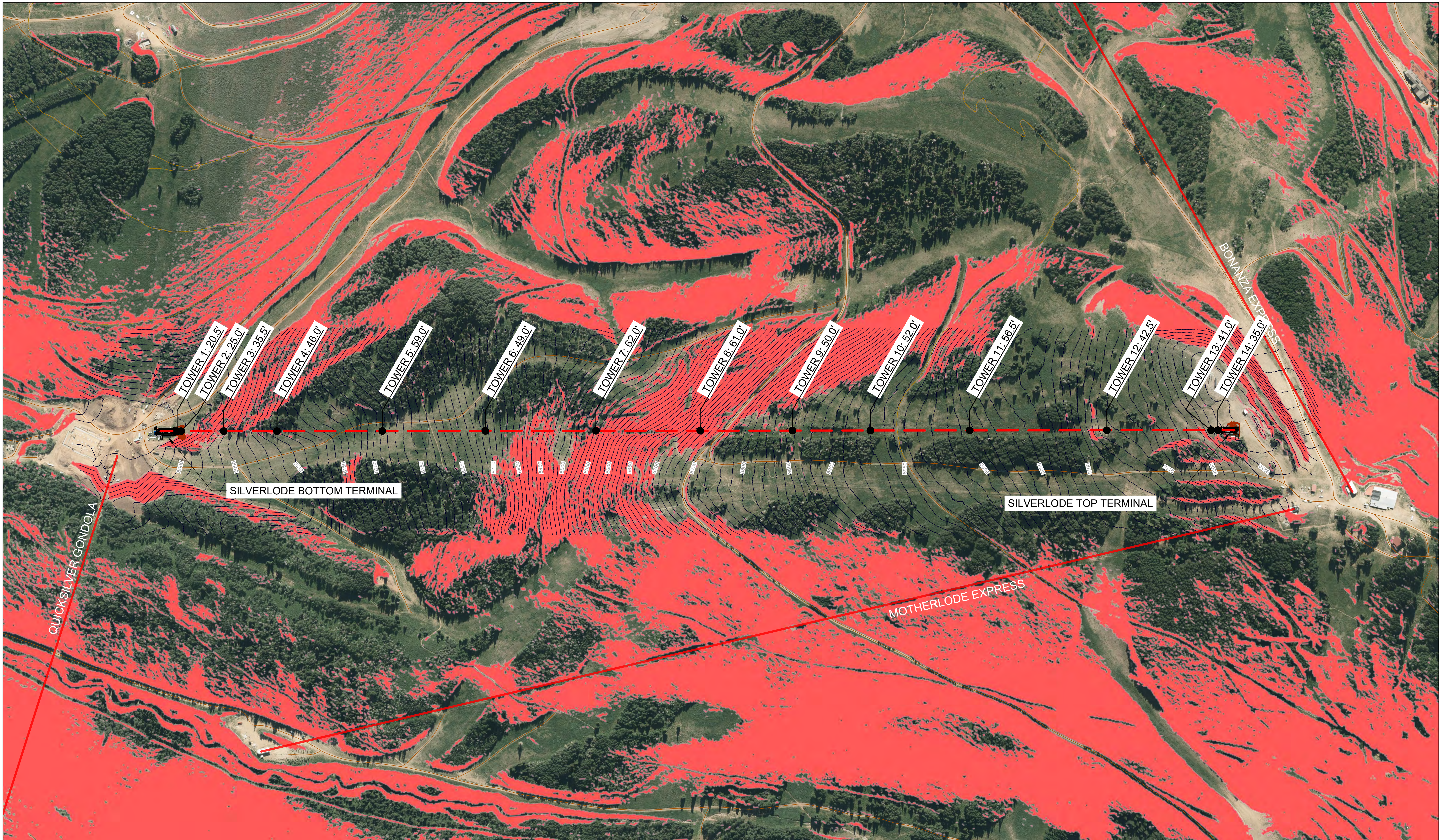
Pete Williams
Director of Mountain Planning

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

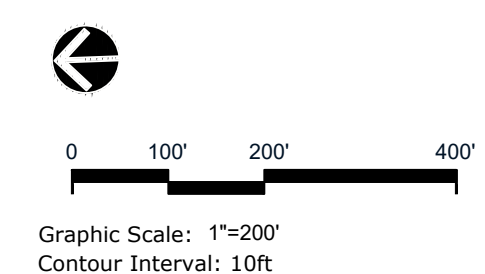
	Project not completed
	Project completed
	Removed
	No Change
	Project upgraded
	Proposed 2022 upgrade



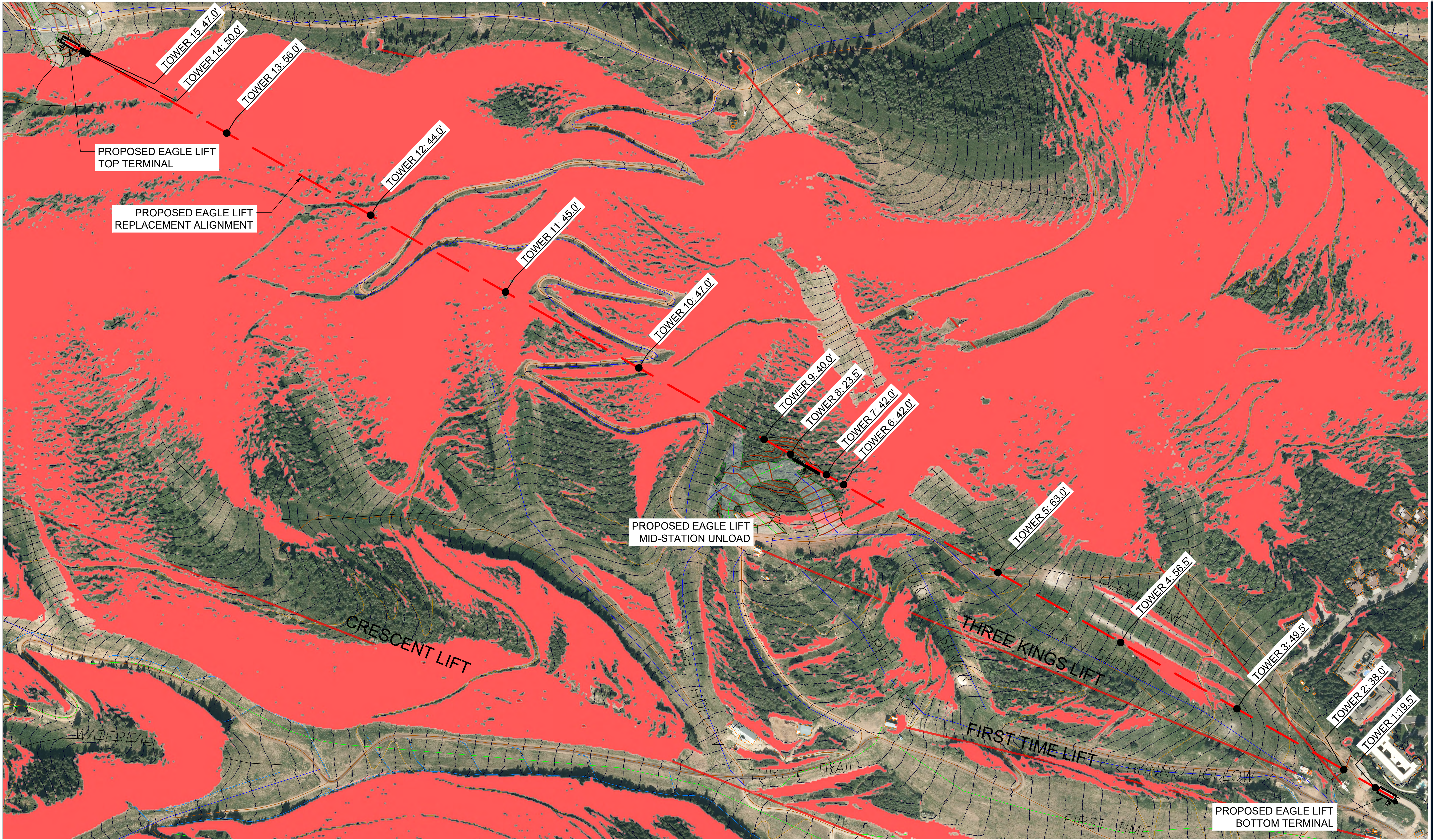
LEGEND

- 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



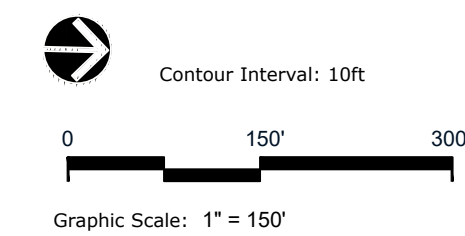
PREPARED BY:
SE GROUP



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 -

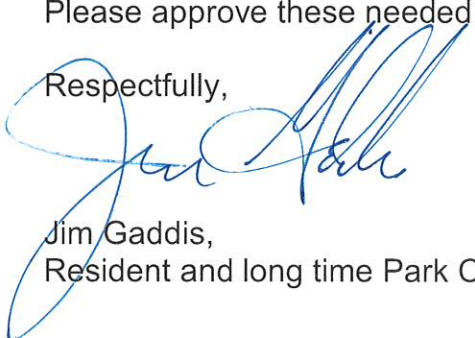
I was very excited to learn that Vail Resorts is planning on couple of major improvements to the Park City Mountain Resort. I believe we all know the resort needs more capacity to handle the growing number of skiers.

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

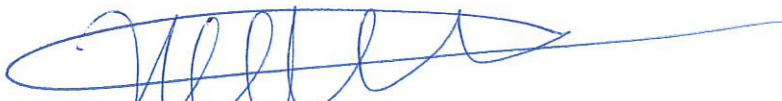
Gretchen,

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

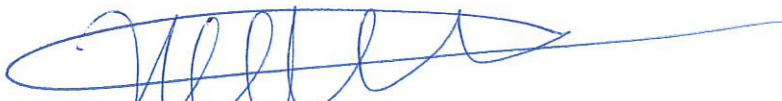
Gretchen,

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

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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

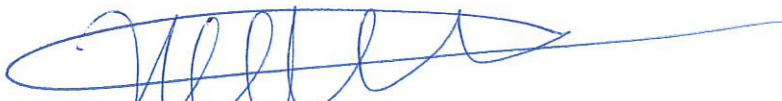
Gretchen,

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

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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

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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 to the right.

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 flourish 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,

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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

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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

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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

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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

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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](#)

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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](#)

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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

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.

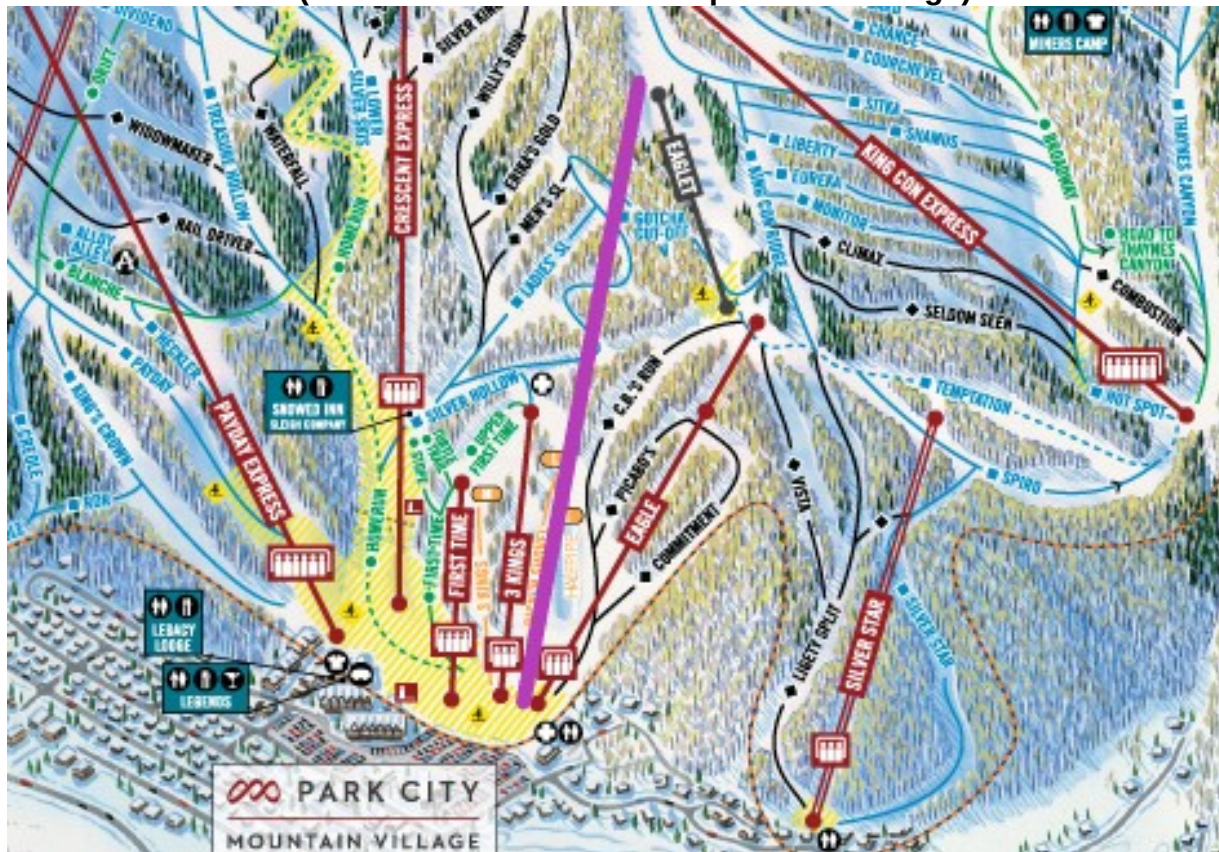
Respectfully submitted,

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,

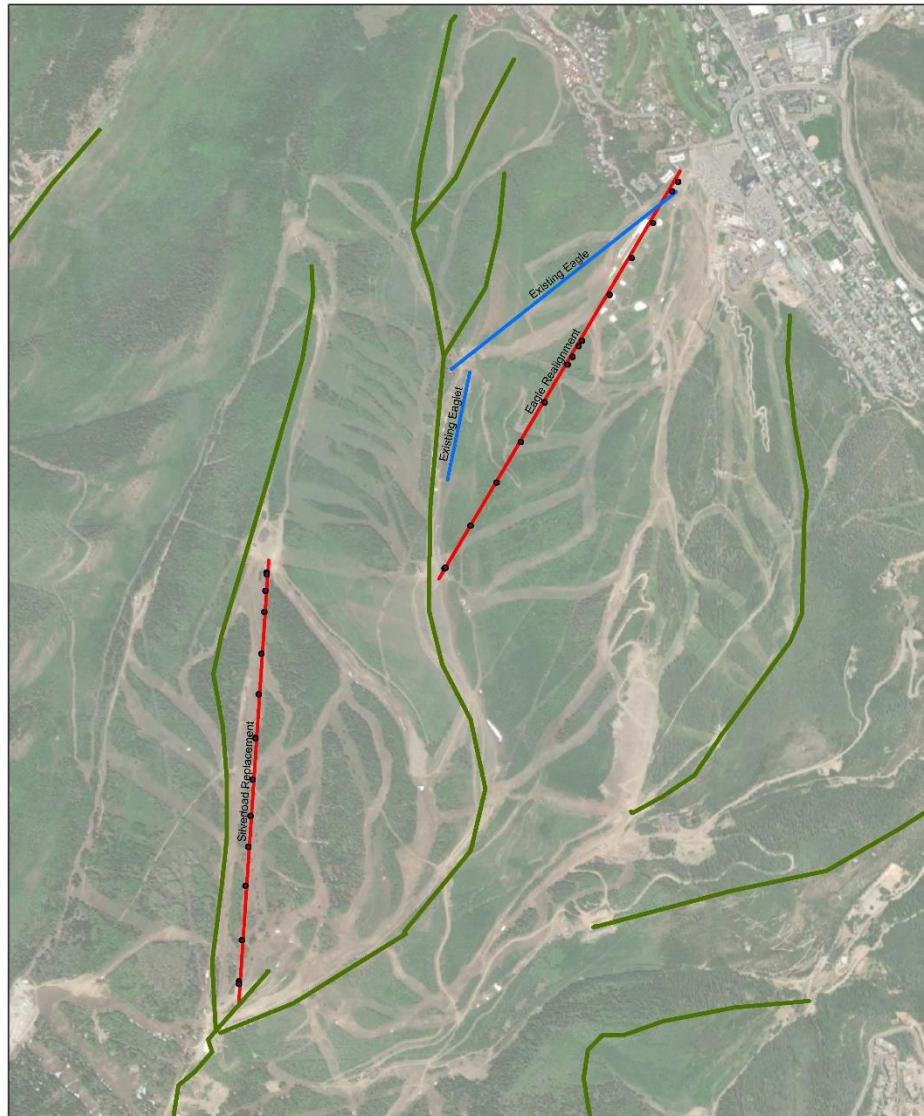
A handwritten signature in blue ink, appearing to read "Gretchen Milliken".

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

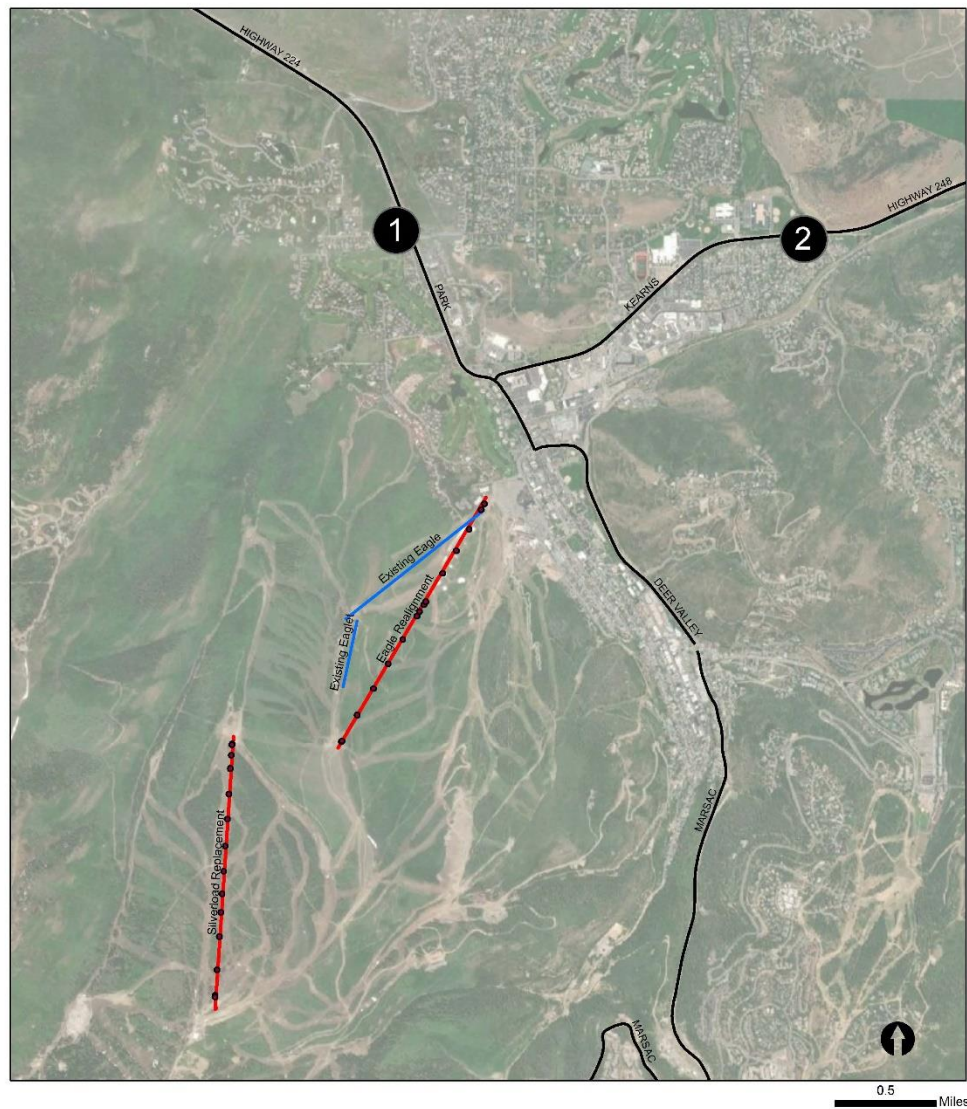
- Proposed Lift Tower Locations
- Ridgelines
- Lifts to be Removed
- Proposed Lifts

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		