PARK CITY PLANNING COMMISSION MEETING
SUMMIT COUNTY, UTAH
March 25, 2026

The Planning Commission of Park City, Utah, will hold its regular meeting in person at the Marsac Municipal Building, City Council Chambers, at 445 Marsac Avenue, Park City, Utah 84060. Meetings will also be available online and may have options to listen, watch, or participate virtually.
Zoom Link: https://us02web.zoom.us/j/86137534714

SITE VISIT 8:30 AM

Park City Mountain – The Planning Commission Will Conduct a Site Visit at First Time Lot, 1498 Lowell Avenue, to View the Locations of the Proposed Silverlode and Eagle Lift Upgrades. A recording of the site visit will be made available to the public.

MEETING CALLED TO ORDER AT 5:30 PM.

1. ROLL CALL

2. STAFF AND BOARD COMMUNICATIONS AND DISCLOSURES

2.A. General Plan Implementation and Planning Commission Liaisons

3. PUBLIC COMMUNICATIONS

4. WORK SESSION

4.A. **Park City Mountain – Conditional Use Permits** – The Planning Commission Will Review Park City Mountain's Proposal to Upgrade the Silverlode and Eagle Lifts in the Recreation and Open Space Zoning District and Sensitive Land Overlay. Silverlode, PL-26-06820; Eagle, PL-26-06821 (60 mins.)

4.B. **Land Management Code Amendments – Telecommunications Facilities and Emerging Technologies** – The Planning Commission Will Review and Provide Input on Proposed Updates to the Land Management Code for Telecommunications Facilities and Emerging Technologies. PL-26-06844 (45 mins.)

5. REGULAR AGENDA

5.A. **1009 Norfolk Avenue – Conditional Use Permit** – The Applicant Seeks to Construct a Basement Addition Within the Existing Foundation and Side Setback of a Significant Historic Site in the Historic Residential-1 Zoning District. PL-26-06838 (15 mins.)
(A) Public Hearing; (B) Action

6. ADJOURNMENT

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.gov at least 24 hours prior to the meeting.

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

A majority of Planning Commissioners may meet socially after the meeting. If so, the location will be announced by the Planning Commission Chair. City business will not be conducted.

Planning Commission
Staff Communication

Subject: General Plan Implementation Liaisons
Authors: Alec Barton, Senior Planner
Nan Larsen, Senior Planner
Date: March 25, 2026
Type of Item: Informational

Summary

On February 26, 2026, the City Council voiced support for the Planning Commission's recommended priorities for General Plan implementation (Meeting Packet, Work Session Item 5; Meeting Recording). This Staff Communication requests Planning Commission liaisons for implementation of the General Plan.

Liaisons

Proposed amendments to the Land Management Code (LMC) are grouped into six categories:

I. **Open Space Preservation -** Integrate and update Wildland Urban Interface and Waterwise Landscaping requirements and update "Open Space" definition and criteria.
II. **Affordable Housing -** Update the Affordable Master Planned Development Code and establish allowances for seasonal housing to incentivize affordable housing.
III. **Community Character -** Review regulations for compatible infill in residential areas outside Historic Districts.
IV. **Transportation -** Update parking requirements to prohibit separate leasing of parking, to replace parking minimums with maximums, and to allow flexibility to replace excess surface parking. Evaluate a potential pilot parking program for residents to access transit.
V. **Sustainability -** Incentivize a zero-emissions stretch code, require landfill diversion in construction mitigation plans, and create remediation criteria for sites that contain contaminated soil but are outside the Soils Ordinance Boundary.
VI. **Emerging Technology -** Update Telecommunications Facilities to accommodate and regulate emerging technologies, including small wireless facilities and smart infrastructure.

Staff requests one Commissioner serve as liaison for each category listed above. Liaisons work with staff to:

- Review draft code amendments and supporting documents;
- Summarize proposed amendments to the Planning Commission; and,
- Present recommended code amendments to the City Council.

Next Steps

Due to the volume of proposed LMC updates in 2026, staff anticipate returning to the Planning Commission several times this year with work session and regular agenda items related to General Plan implementation.

Planning Commission
Staff Report

Subject:	**Park City Mountain** **Parcels PCA-S-98-PCMR-1, PCA-29-A, PCA-29-D, PCA-1003, SA-402-A, and SA-253-B-2**
Applications:	**PL-26-06820** **Silverlode Lift Conditional Use Permit** **PL-26-06821** **Eagle Lift Conditional Use Permit**
Authors:	**Virgil Lund, Planner II** **Lillian Zollinger, Planner III** **Nan Larsen, Senior Planner**
Date:	**March 25, 2026**
Type of Item:	**Work Session**

Recommendation

Review and provide input on the Conditional Use Permit (CUP) applications to replace Park City Mountain's Silverlode lift with an eight-passenger lift and Eagle and Eaglet lifts with a six-passenger lift.

Description

Applicant:	Park City Mountain Representative: Deirdra Walsh, VP-COO
Location:	Parcels PCA-S-98-PCMR-1, PCA-29-A, PCA-29-D, PCA-1003, SA-402-A, and SA-253-B-2
Zoning District:	Recreation and Open Space, Sensitive Land Overlay
Adjacent Land Uses:	Resort Base, Residential, Recreation, Open Space
Reason for Review:	The Planning Commission reviews, conducts a public hearing, and takes Final Action on CUPs.[1]

ACUP	Administrative Conditional Use Permit
CUP	Conditional Use Permit
LMC	Land Management Code
MPD	Master Planned Development
MUP	Mountain Upgrade Plan
PCMR	Park City Mountain Resort
ROS	Recreation and Open Space
SLO	Sensitive Land Overlay

Terms that are capitalized as proper nouns throughout this staff report are defined in LMC § 15-15-1.

[1] LMC § 15-1-8

Summary

This first work session is to introduce the project to the Planning Commission and review applicable Land Management Code (LMC) regulations, including the Recreation and Open Space (ROS) Zoning District, the CUP criteria, the Sensitive Land Overlay (SLO), and the Passenger Tramways and Ski Base Facilities criteria, and to determine whether additional information is needed for project evaluation. Future meetings will include information and analysis related to parking, traffic, and transportation.

On January 27, 2026, Park City Mountain applied for two CUPs:

- **PL-26-06820** – Upgrade the Silverlode lift from a six-passenger detachable to an eight-passenger detachable lift with the same approximate alignment with a 3,652-square-foot bottom terminal and 159-square-foot operator house, and a 3,025-square-foot top terminal and a 281-square-foot operator house. The Applicant also proposes constructing an 1,800-square-foot lift storage and maintenance building near the bottom terminal (Exhibit A: *Applicant's Silverlode Lift Narrative*; Exhibit B: *Silverlode Lift Proposed Plans*).



Figure 1: Applicant's Silverlode lift context submittal

- **PL-26-06821** – Replace the Eagle and Eaglet fixed-grip lifts with a six-passenger detachable lift in a new alignment with a 2,073-square-foot bottom terminal and 167-square-foot operator house, a 1,048-square-foot mid-station unload and 143-square-foot operator house, and a 2,061-square-foot top terminal and a 294-square-foot operator house (Exhibit C: *Applicant's Eagle Lift Narrative*; Exhibit D: *Eagle Lift Proposed Plans*).



Figure 2: Applicant's Eagle lift context submittal

Background

Please see the end of this report for a summary of Park City Mountain base and lift development.

Analysis

The Planning Commission reviews the following for lift upgrades:

- Recreation and Open Space Zoning District regulations
- Conditional Use Permit criteria
- Sensitive Land Overlay - Development Approvals for Ski Area Construction and Expansion
- Passenger Tramways and Ski Base Facilities criteria

These are outlined below with Planning team analysis, excluding parking, traffic, and transportation, which will be discussed at a later meeting. Please see Exhibits E and F for the Applicant's LMC compliance analysis.

(I) Recreation and Open Space Zoning District requirements.

The purpose of the ROS Zoning District is to:

1. Establish and preserve districts for land uses requiring substantial areas of open land covered with vegetation and substantially free from Structures, Streets, and Parking Lots,
2. Permit recreational Uses and preserve recreational Open Space land,
3. Encourage parks, golf courses, trails and other Compatible public or private

recreational Uses,
4. Preserve and enhance environmentally sensitive lands, such as wetlands, Steep Slopes, ridge lines, meadows, stream corridors, and forests, and
5. Encourage sustainability, conservation, and renewable energy.[2]

The lift upgrades comply with Setback requirements.

The ROS Zoning District requires 25-foot Front, Side, and Rear Setbacks.[3] The proposed ski lifts and towers exceed the requirement, are 30 feet from the closest property line, and comply.

A height exception for the lift towers was approved in 2022.

The maximum Building Height in the ROS Zoning District is 28 feet from Existing Grade.[4] Ski lifts may extend above the Zone Height subject to visual analysis and approval by the Planning Director.[5]

On April 19, 2022, a Notice of Planning Director Determination was issued approving the height exception for the Eagle and Silverlode lift upgrades, finding "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" based on attachments outlining ridgelines and entry corridor and vantage points evaluated (Exhibit G). This Planning Director Determination was not appealed. The Applicant's updated plans comply with the 2022 Determination and reduce most tower heights with comparisons shown in tables below.

Silverlode Tower Height

The Applicant proposes 14 replacement towers for the Silverlode upgrade, 12 of which exceed 28 feet in height, with the tallest at 62 feet. The table below compares the 2022 Determination and the 2026 proposed tower heights with those reduced in height highlighted in green; those in white remain the same.

[2] LMC § 15-2.7-1
[3] LMC § 15-2.7-3
[4] LMC § 15-2.7-4
[5] LMC § 15-2.7-4(A)(4)

Tower	2022 Silverlode Heights[6]	2026 Silverlode Heights
1	20.50’	18.55’
2	25.00’	23.00’
3	35.50’	34.80’
4	46.00’	44.20’
5	59.00’	57.00’
6	49.00’	47.00’
7	62.00’	62.00’
8	61.00’	61.00’
9	50.00’	49.00’
10	52.00’	50.20’
11	56.50’	54.60’
12	42.50’	40.60’
13	41.00’	38.90’
14	35.00’	33.10’

Eagle Tower Height

The Applicant proposes 15 new towers for the Eagle lift, 11 of which exceed 28 feet in height, with the tallest at 61.8 feet. The table below compares the 2022 Determination and the 2026 tower heights with those reduced in height highlighted in green; those in white remain the same.

Tower	2022 Eagle Heights	2026 Eagle Heights
1	19.50’	17.34’
2	38.00’	36.00’
3	49.50’	47.50’
4	56.50’	56.00’
5	63.00’	61.80’
6	42.00’	33.50’
7	42.00’	21.49’
8	23.50’	21.65’
9	40.00’	19.50’
10	47.00’	45.00’
11	45.00’	43.70’
12	44.00’	43.00’
13	56.00’	56.00’
14	50.00’	47.41’
15	47.00’	45.08’

[6] The 2022 Planning Director Determination evaluated the Silverlode tower heights from the top terminal to the bottom. The table above compares the heights starting from the bottom terminal to the top.

(II) Conditional Use Permit criteria.

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 Department evaluates proposed Conditional Uses and may recommend conditions of approval to preserve the character of the zone, and to mitigate potential adverse effects of the Conditional Use.

The Planning Commission 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.

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

The Planning Commission reviews 17 criteria in LMC § 15-1-10(E) when evaluating whether a proposed Conditional Use mitigates impacts of and addresses the following:

1. **Size and location of the site.**

Silverlode

The existing and proposed length of the lift is approximately 6,870 feet. The location of the Silverlode lift is a high-use area, providing access to the Canyons Village side of the mountain and direct access to the advanced terrain located on the upper elevations of the resort.

The Applicant proposes replacing the existing six-passenger detachable with an eight-passenger detachable lift in the same location. The bottom terminal is 3,652 square feet and 25 feet tall with a 159-square-foot operator house and an 1,800-square-foot lift storage and maintenance Building that is 28 feet tall.



Figure 3: Applicant's submittal comparing existing and proposed Silverlode lift alignment

Eagle

The proposed Eagle lift will replace two existing ski lifts, the Eagle and Eaglet. The existing Eagle lift is a fixed-grip triple lift and is approximately 4,576 feet in length and the Eaglet lift is a fixed-grip double lift that is approximately 1,792 feet in length. The Applicant proposes to replace these lifts with a single six-passenger detachable lift in a new alignment with a bottom terminal near the existing First Time lift terminal, a mid-station unload, and a top terminal near the crescent ridgeline.

The bottom terminal is 2,073 square feet and 21 feet in height with a 167-square-foot operator house. The mid-mountain terminal is approximately 1,048 square feet with a 143-square-foot operator house. The top terminal is 2,061 square feet and 21 feet in height with a 294-square-foot operator house.

The proposed lift will provide intermediate and advanced skiers with access to the mid-mountain terrain and is approximately 7,333 feet in length, approximately 965 feet longer than the two existing lifts.

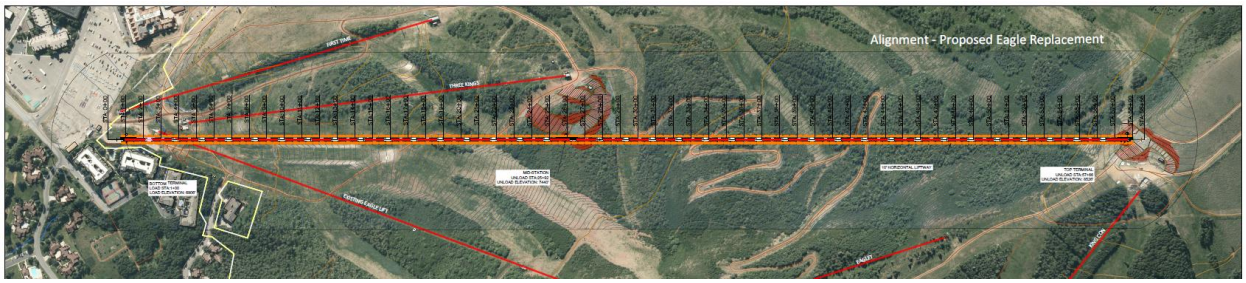


Figure 4: Applicant's submittal comparing existing Eagle and Eaglet and proposed Eagle lift alignment

2. **Traffic considerations including capacity of the existing Streets in the Area.**

Traffic will be discussed at a future meeting.

3. **Utility capacity, including Storm Water run-off.**

On February 17, 2026, the Development Review Committee evaluated the proposed lift upgrades and determined the proposal complies with their requirements.

The Applicant submitted a storm water prevention plan to mitigate storm water runoff during construction and an accompanying Erosion Control Plan that details best management practices to reduce runoff and erosion. These details are outlined below in Section III.

4. **Emergency vehicle access.**

On February 17, 2026, the Park City Fire District reviewed the proposal and found it complies with their requirements.

5. **Location and amount of off-Street parking.**

Parking will be discussed at a future meeting.

6. **Internal vehicular and pedestrian circulation system.**

According to the Applicant, the proposed Eagle lift alignment improves skier connectivity throughout the mountain because the top terminal will unload skiers and provide mid-mountain access to the King Con and Silverlode lifts, and will improve wind resilience, better distribute intermediate and advanced riders, reduce visibility and visual impacts, and reduce mid-station conflicts.

During the construction of the lift upgrades, the Applicant proposes using existing ski runs and access roads for vehicles.

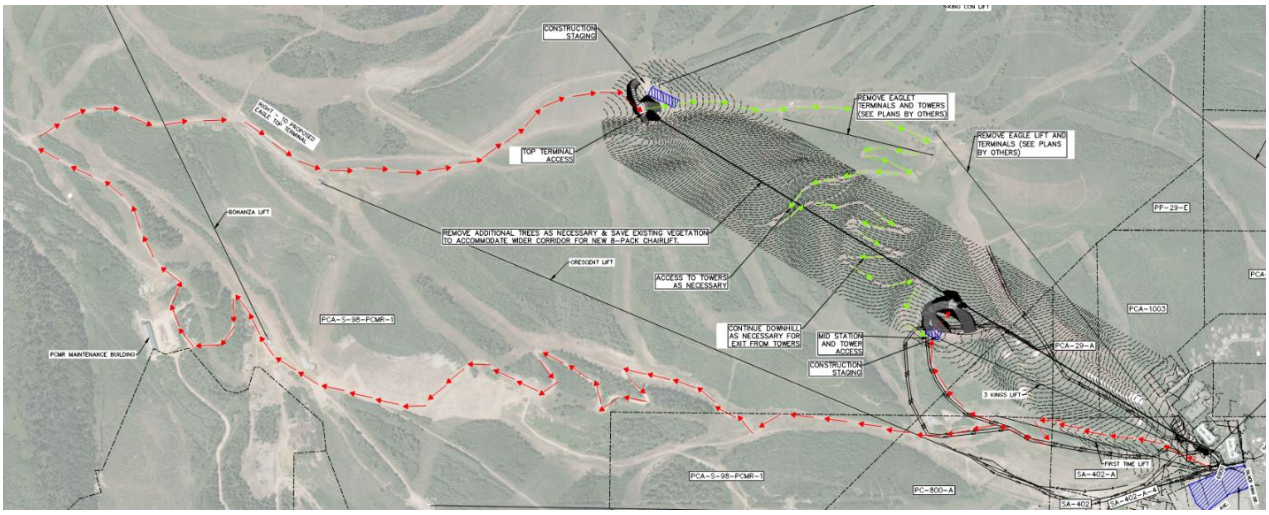


Figure 5: Applicant's Eagle lift replacement Construction Access Plan

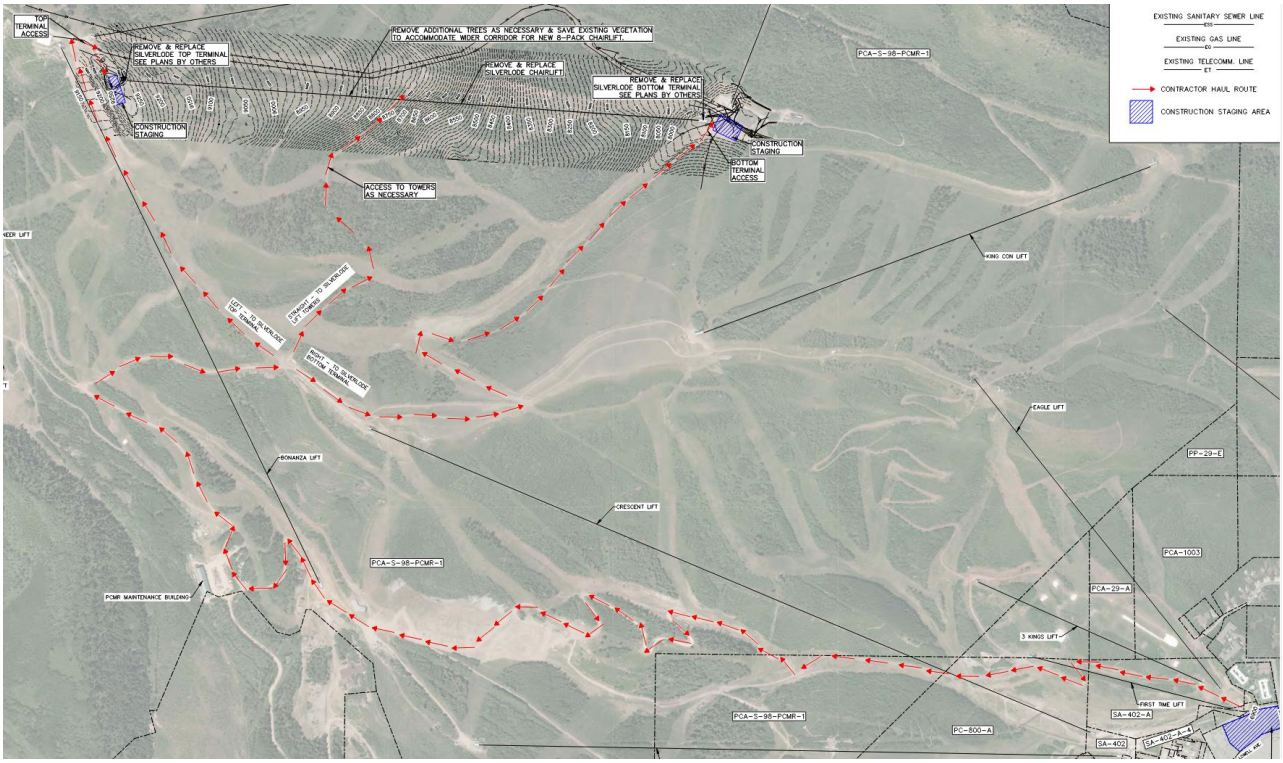


Figure 6: Applicant's Silverlode lift replacement Construction Access Plan

7. **Fencing, Screening, and landscaping to separate the Use from adjoining Uses.**

Silverlode

The proposed Silverlode lift loading and unloading areas and the general alignment will be in the same approximate location. The Silverlode lift is within the Park City Mountain ski terrain area and no fencing, screening, or landscaping to separate the Use is proposed.

Eagle

The proposed Eagle lift loading and unloading areas are proposed to change. The Eagle mid-mountain station and unloading area are proposed to be surrounded by the existing resort, and it is expected there will be no impact to adjoining uses. The proposed lower terminal loading area is near the residential Snow Flower Condominiums and is set back from the loading area to the north property line 30 feet. Mature landscaping and a pedestrian walkway exist along portions of the north property line.

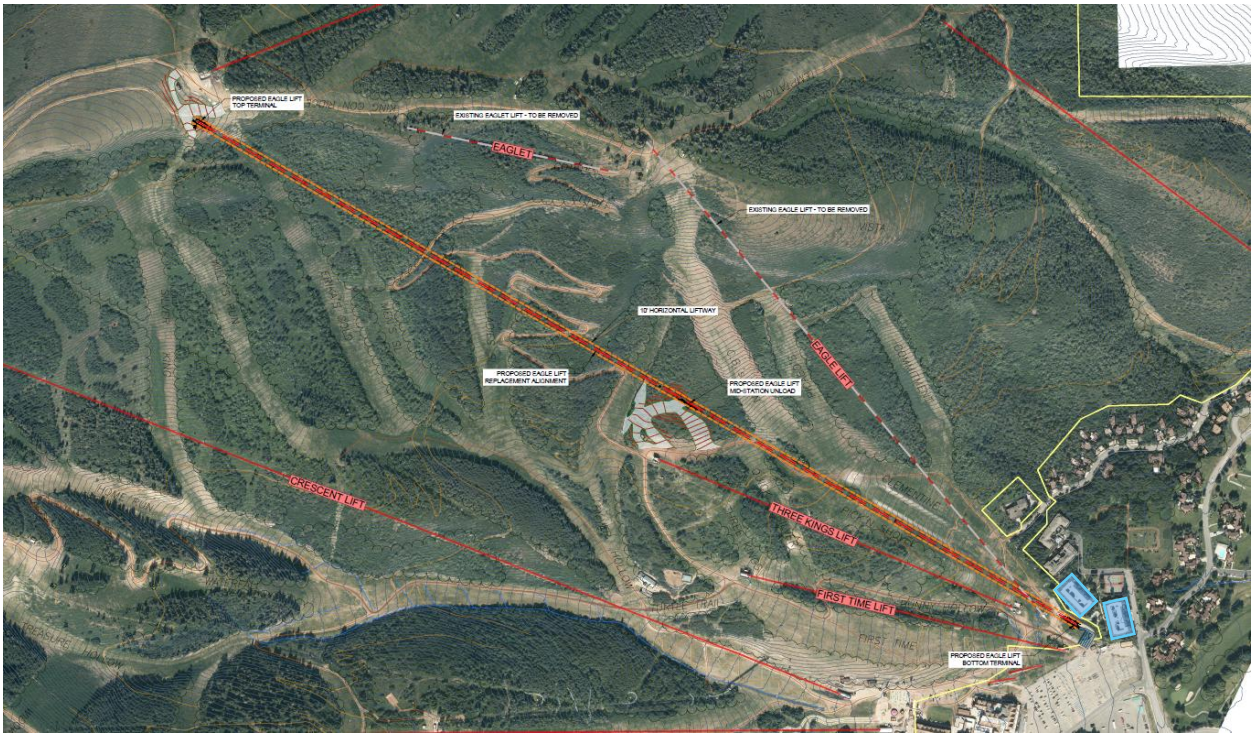


Figure 7: Applicant's plans showing proximity of the lower Eagle terminal and loading zone to the Snow Flower Condominiums, highlighted in blue by staff

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

Silverlode Terminals and Accessory Buildings

The terminals and accessory buildings are comparable in mass, bulk, and orientation to those throughout the resort. The bottom terminal of the Silverlode replacement lift is 3,652 square feet and 25 feet tall with a 159-square-foot operating house, and an 1,800 square foot lift storage and maintenance Building that is 28 feet tall. The top terminal of the Silverlode lift replacement is 3,025 square feet and 27 feet tall with a 281-square-foot operator house.

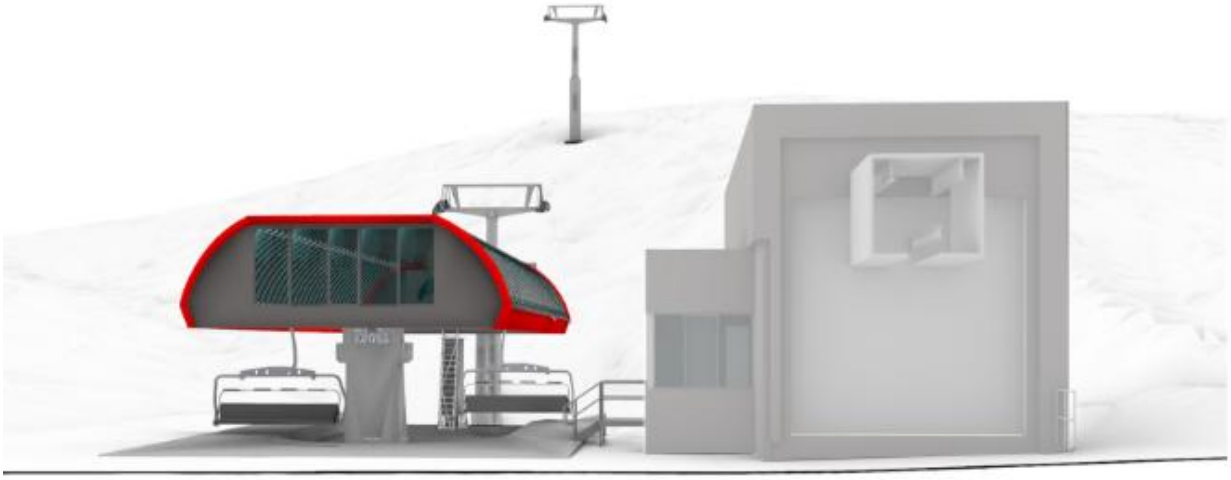


Figure 8: Applicant's Silverlode bottom terminal elevations showing the accessory building

Eagle Terminals and Accessory Buildings

The terminals and accessory buildings are comparable in mass, bulk, and orientation to those throughout the resort. The bottom terminal is proposed approximately 30 feet from the north property line and is 2,073 square feet and 21 feet in height with a 167-square-foot operator house. The proposed lift queueing line will be oriented towards the First Time parking lot east of the terminal. Total disturbance area and grading for the bottom terminal is approximately 1.2 acres. Re-grading towards the northeast of the bottom terminal is proposed on the existing ski run.

The mid-mountain terminal is approximately 1,048 square feet and 18 feet in height with a 143-square-foot operator house, and the top terminal is 2,061 square feet and 21 feet in height with a 294-square-foot operator house. The proposed location of the mid-station unloading terminal will be west of the existing Three Kings top terminal. The mid-station terminal will require regrading of the slope to the east of the proposed terminal with a total disturbance area and grading for the mid-station and mid-station ski runs of approximately 2.3 acres.

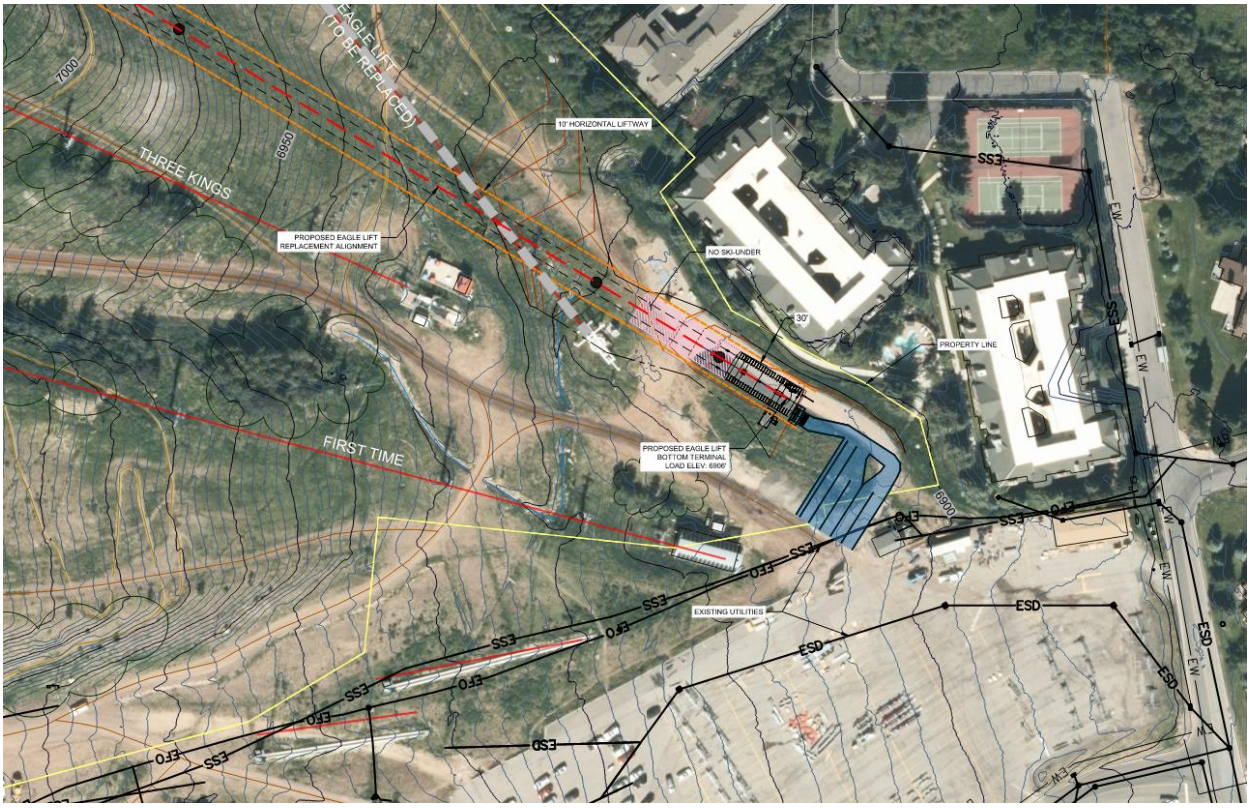


Figure 9: Applicant's site plan showing the Eagle bottom terminal and lift line

9. **Usable Open Space.**

The proposed Silverlode and Eagle lifts are within recreational Open Space and will enhance and improve access to ski terrain.

10. **Signs and lighting.**

Municipal Code of Park City § 12-8-1(F) *Signs Exempt From Permit Requirement* includes signs located inside open-air recreational facilities not oriented to public streets, such as signs in ski resorts, from the regulations of the Sign Code.

The Applicant does not propose new outdoor lights. Any proposed outdoor lighting requires compliance with the City's dark sky code in LMC § 15-5-5(J) *Outdoor Lighting*.

11. **Physical design and Compatibility with surrounding Structures in mass, scale, style, design, and architectural detailing.**

The Applicant proposes matte black, non-reflective, galvanized towers, recommended by the MUP, and terminals designed similar in kind and style to those existing within the resort.

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

Staff is working with the Applicant for submittal of information regarding noise at the proposed bottom Eagle terminal for evaluation due to its proximity to the Snowflower Condominiums. The Applicant will provide a technical memo regarding findings for discussion in a future meeting.

Due to the lift locations within the ski terrain area, staff has not identified vibration, odors, steam, or other mechanical factors that might affect people and Property Off-Site.

13. **Control of delivery and service vehicles, loading and unloading zones, and Screening of trash and recycling pickup Areas.**

The Applicant does not propose permanent delivery vehicles, trash, or recycling. During construction, compliance with the City's regulations outlined in Municipal Code of Park City § 11-14-4 *Construction Mitigation Plan* as well as the established construction management practices outlined in the PCMR Development Agreement is required.

In addition to established requirements of Municipal Code of Park City § 11-14-4 *Construction Mitigation Plan*, to incorporate the construction management practices outlined in the PCMR Development Agreement, staff recommends the following Conditions of Approval:

- *Material stockpiling and staging shall be on site.*
- *Pedestrian ways and trails shall be maintained during construction.*
- *Off-site material transport shall be minimized.*

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

The Applicant owns four of the five parcels where the ski lift upgrades are proposed and provided a Memorandum of Lease between the Applicant and property owner of Parcel PCA-S-98-PCMR-1 (TCFC Leaseco LLC).

15. **Within and adjoining the Site, Environmentally Sensitive Lands, Physical Mine Hazards, Historic Mine Waste and Park City Soils Ordinance, Steep Slopes, and appropriateness of the proposed Structure to the existing topography of the Site.**

See Section III below for evaluation of environmentally sensitive lands.

The proposal is not within the Park City Soils Ordinance Boundary.[7] However, on February 23, 2026, the City's Environmental Program Manager reviewed the proposed Silverlode and Eagle lift upgrades and confirmed the proposal conforms with soil

[7] Municipal Code of Park City Chapter 11-15

requirements.

On February 23, 2026, the City's Water Quality and Treatment Manager reviewed the proposed plans for compliance with the City's Source Protection Ordinance[8] and requests a Condition of Approval:

> *The location of Ski Lift Standby Fuel Tanks and associated secondary containment shall be identified and submitted to the City's Water Department for review and approval prior to building permit submittal.*

16. **Reviewed for consistency with the goals and objectives of the Park City General Plan; however such review for consistency shall not alone be binding.**

The 2025 General Plan outlines several recommendations for the Resort Center neighborhood:

- Promoting redevelopment that integrates a world-class resort with a strong sense of community.
- Improving connectivity:
  - Continuing coordination with the resort on paid parking and parking reservations and to improve traffic circulation during peak times.
  - Installing traffic calming measures in residential areas to discourage speeding and through traffic.

17. **Radon Mitigation; the Planning Commission shall require residential Conditional Uses to include the installation of a basic radon remediation system that allows for the installation of a radon remediation air handler if or when radon mitigation is required for the space in accordance with residential building codes.**

Not applicable.

Is additional information needed for Planning Commission evaluation of the CUP criteria outlined above?

(III) Sensitive Land Overlay – Development Approvals for Ski Area Construction and Expansion.

LMC § 15-2.21-1 outlines the purposes of the SLO:

- Require dedicated Open Space in aesthetically and environmentally sensitive Areas;
- Encourage preservation of large expanses of Open Space and wildlife habitat;
- Cluster Development while allowing a reasonable use of Property;

[8] Municipal Code of Park City § 13-1-28

- Prohibit Development on Ridge Line Areas, Steep Slopes, and wetlands; and
- Protect and preserve environmentally sensitive land.

Because ski lifts and runs are located within aesthetically and environmentally sensitive areas, including Steep Slopes and Ridge Line Areas, LMC § 15-2.21-7 establishes SLO flexibility for ski area construction and expansion, requiring the Applicant to mitigate impacts to the Maximum Extent Feasible. LMC § 15-15-1 defines *Maximum Extent Feasible* as "[t]he maximum mitigation where no prudent, practical and feasible alternative exists to completely mitigate the adverse impact. Economic considerations may be taken into account but shall not be the overriding factor in determining *Maximum Extent Feasible*."

The Applicant submitted a Sensitive Lands Analysis, including a visual analysis, slope/topographic map, geotechnical report, ridge line areas, vegetative cover, vantage point analysis, and information regarding wetlands, stream corridors, and wildlife habitat areas.[9] The Planning Director scheduled a consultation meeting with the Applicant, requested additional information, and finds the Applicant—to the Maximum Extent Feasible—designed the ski facilities to preserve the natural character of the Sensitive Lands because:

- The Silverlode lift follows the existing alignment, reduces impacts to new areas of disturbance, and limits new disturbance to the bottom terminal accessory building.
- No Very Steep Slopes are disturbed, and the proposed construction is at least 48 feet from Very Steep Slope areas.
- The Silverlode top terminal is set below a ridgeline within a Ridge Line Area buffer and is minimally visible from the Park Meadows Country Club and Park City Hospital Vantage Points.
- The Eagle top terminal consolidates two ridgeline disturbances to one, is set below a ridgeline within a Ridge Line Area buffer, and is minimally visible from the Park City School District, Park Meadows Country Club Clubhouse, Quinn's Junction, Deer Valley and Queen Esther Drive, Park City Hospital, and Park City Mountain Resort Base Vantage Points.
- No wetlands or streams are impacted.
- The Applicant's Wildlife Habitat Report completed by Martin and Nicholson Environmental Consultants and recommended Conditions of Approval mitigate impacts to wildlife and habitat during construction.
- The Applicant's plans address re-vegetation of disturbed areas and temporary and permanent erosion control measures.

Analysis and recommended Conditions of Approval are outlined below.

[9] LMC § 15-2.21-2(A)

Silverlode Steep Slopes

The Silverlode top terminal and operator house will replace the existing top terminal and operator house. The Silverlode bottom terminal will replace the existing bottom terminal. The Applicant's proposed 1,800-square-foot lift storage and maintenance building is within 50 feet of a Very Steep Slope. Staff finds the location of the lift storage building has been mitigated to the Maximum Extent Feasible because it is in an area that will not impact Significant Vegetation, and it provides for skier safety and visibility for skiers coming off the Parley's Park, Prospector, Claimjumper, and King Con ski runs.

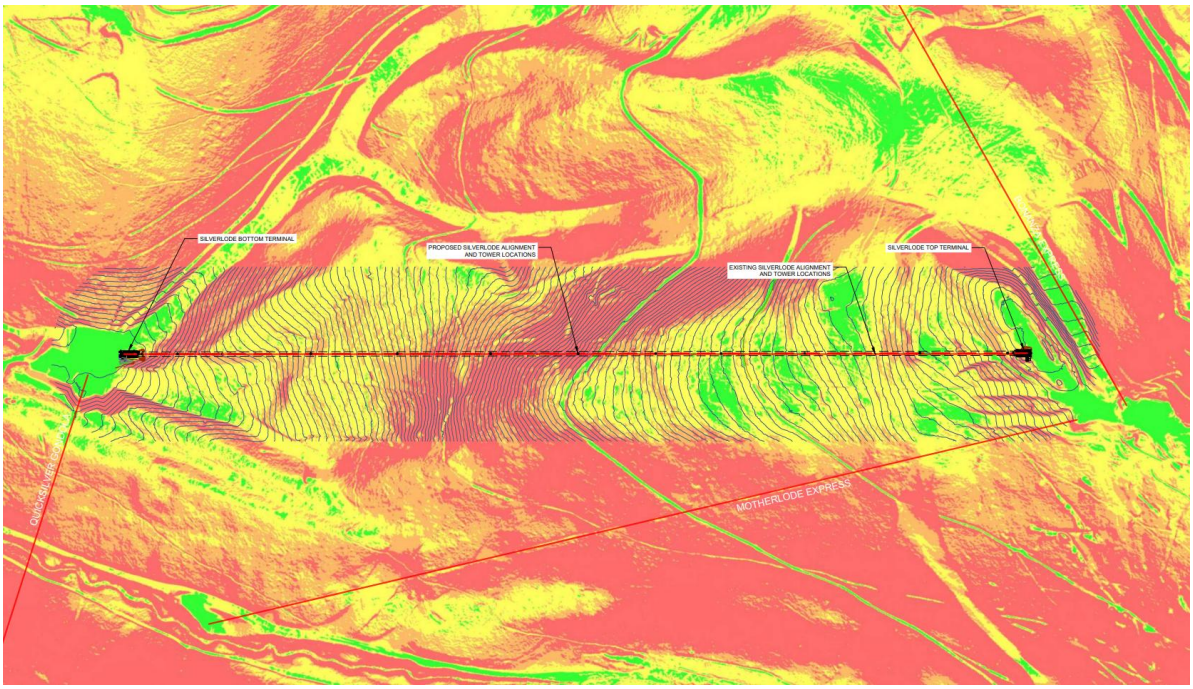


Figure 10: Applicant's Silverlode lift slope map



Figure 11: Proposed cut for Silverlode bottom terminal and lift storage building

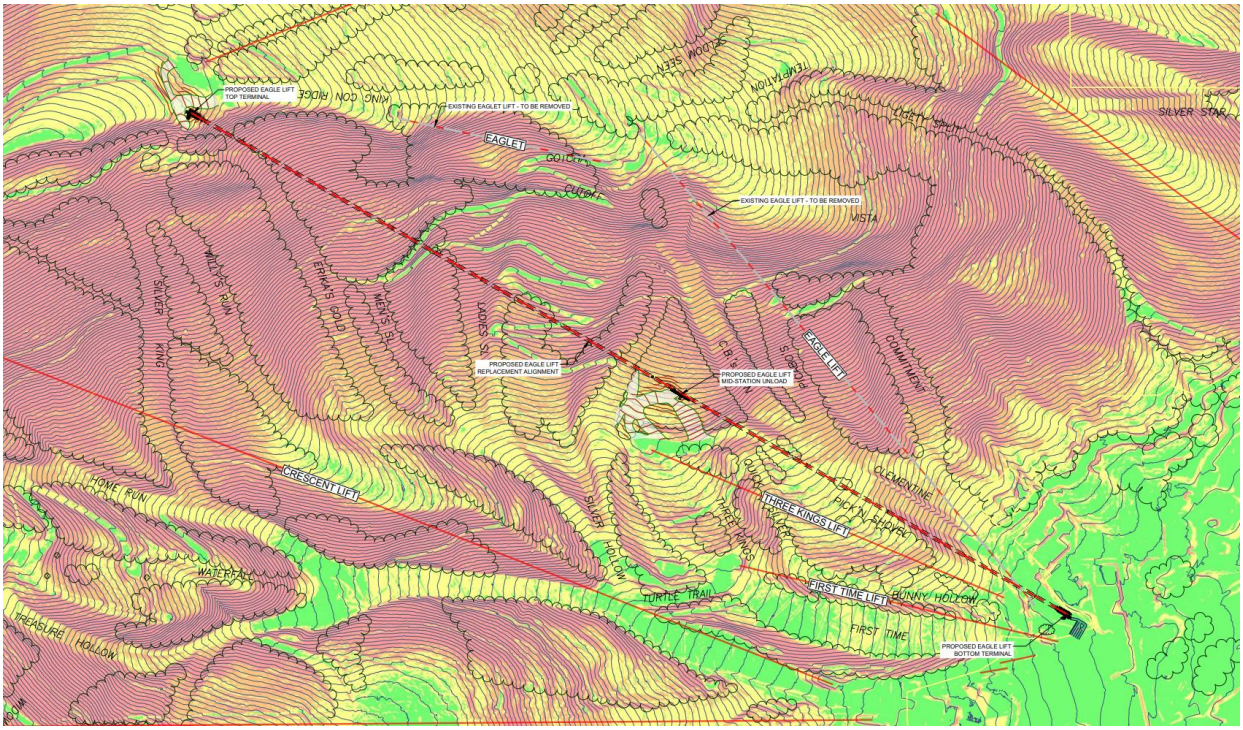


Figure 12: Applicant's Eagle lift slope map

Eagle Steep Slopes

The Eagle bottom terminal and operator house do not impact Very Steep Slopes and will be constructed on a Slope between 10 and 15 percent.

The Eagle mid-station and operator house are located on slopes that are between 15 and 40 percent. No Very Steep Slopes will be disturbed.

The Eagle top terminal and operator house are approximately 48 feet from a Very Steep Slope. However, the top terminal and operator house will be located on the edge of an existing ski run that is already disturbed. Staff finds the Very Steep Slopes that are within 48 feet of the top terminal are mitigated to the Maximum Extent Feasible by locating the top terminal in an area that is already disturbed, and in a location that does not affect skier circulation.

The Applicant's erosion control plan states "[u]pon completion of construction activities, final site grading will occur, and disturbed areas will be permanently stabilized using revegetation with an approved seed mix, mulching, erosion control blankets, or other approved stabilization measures consistent with state and municipal regulatory requirements" (Exhibits H and I).

Staff recommends the following Conditions of Approval for revegetation and erosion control measures:

- *The finish surface of ski runs shall be graded with a three-foot maximum topsoil and native soils.*

- *The Applicant shall install erosion control blankets on all slopes steeper than 2:1.*

Ridge Line Area Protection

LMC § 15-15-1 defines *Ridge Line Area*: “The top, ridge or Crest of Hill, or Slope plus the land located within one hundred fifty feet (150') on both sides of the top, crest or ridge.” Pursuant to LMC § 15-2.21-5, “[t]he intent of these provisions is to ensure that Development near Ridge Line Areas blends with the natural contour of these land forms. Significant Ridge Line Areas should be retained in a natural state, and Development should be sited in such a manner so as not to create a silhouette against the skyline or mountain backdrop as viewed from designated Vantage Points.”

Silverlode

The existing Silverlode lift is within a Ridge Line Area, and the proposed upgrade does not increase the encroachment. Relocating the lift and connecting runs would increase the areas of disturbance.

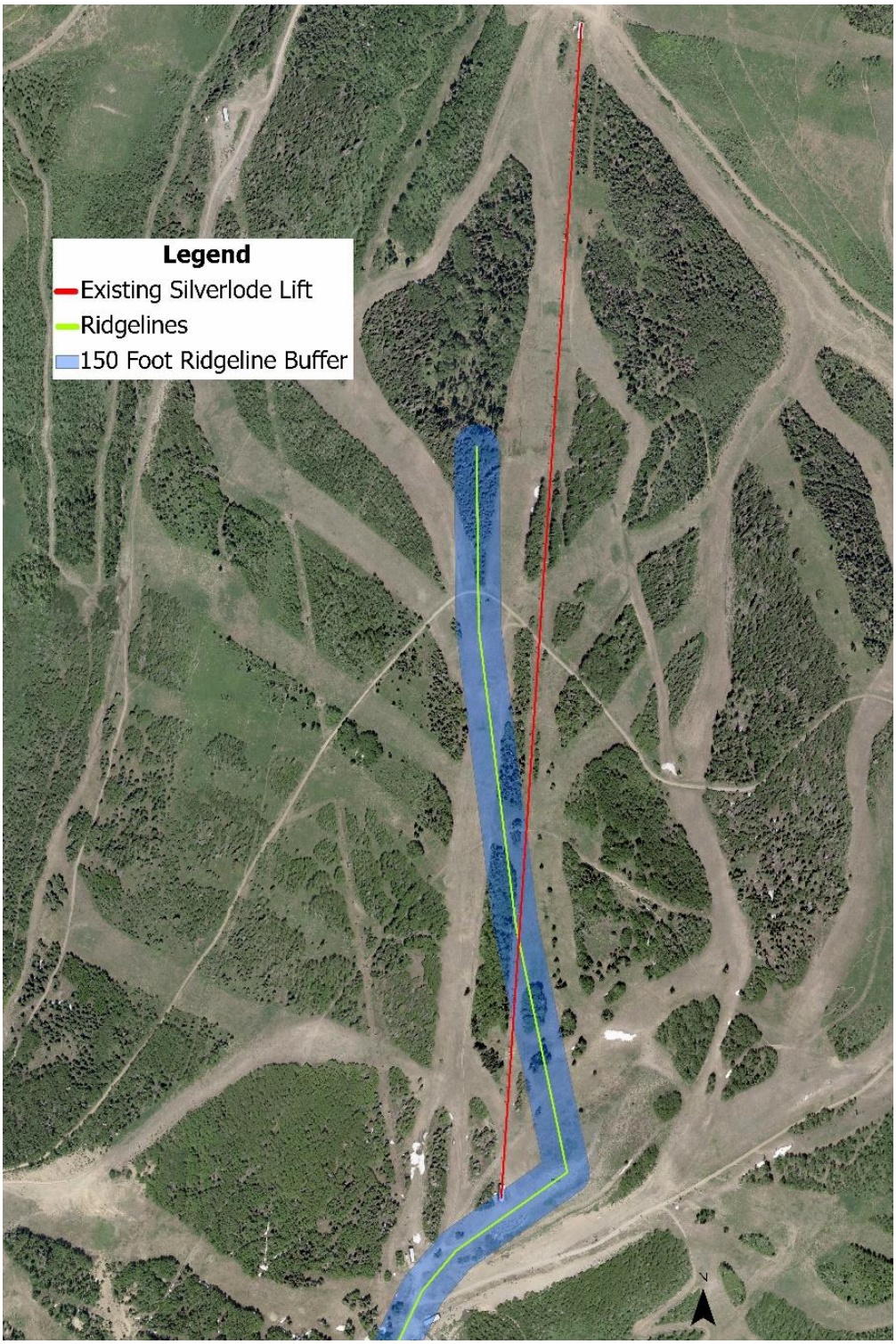


Figure 13: Silverlode lift alignment in relation to the ridgeline

The existing Silverlode top terminal is minimally visible from the Park Meadows Country Club and the Park City Hospital Vantage Points (Exhibit J). The proposed top terminal will be in the same location as the existing terminal.

Eagle

The existing Eagle and Eaglet lifts are within Ridge Line Areas, and the proposed realignment reduces the impact to Ridge Line Areas by consolidating the two top terminals into one that is located below the ridgeline within the Ridge Line Area buffer.

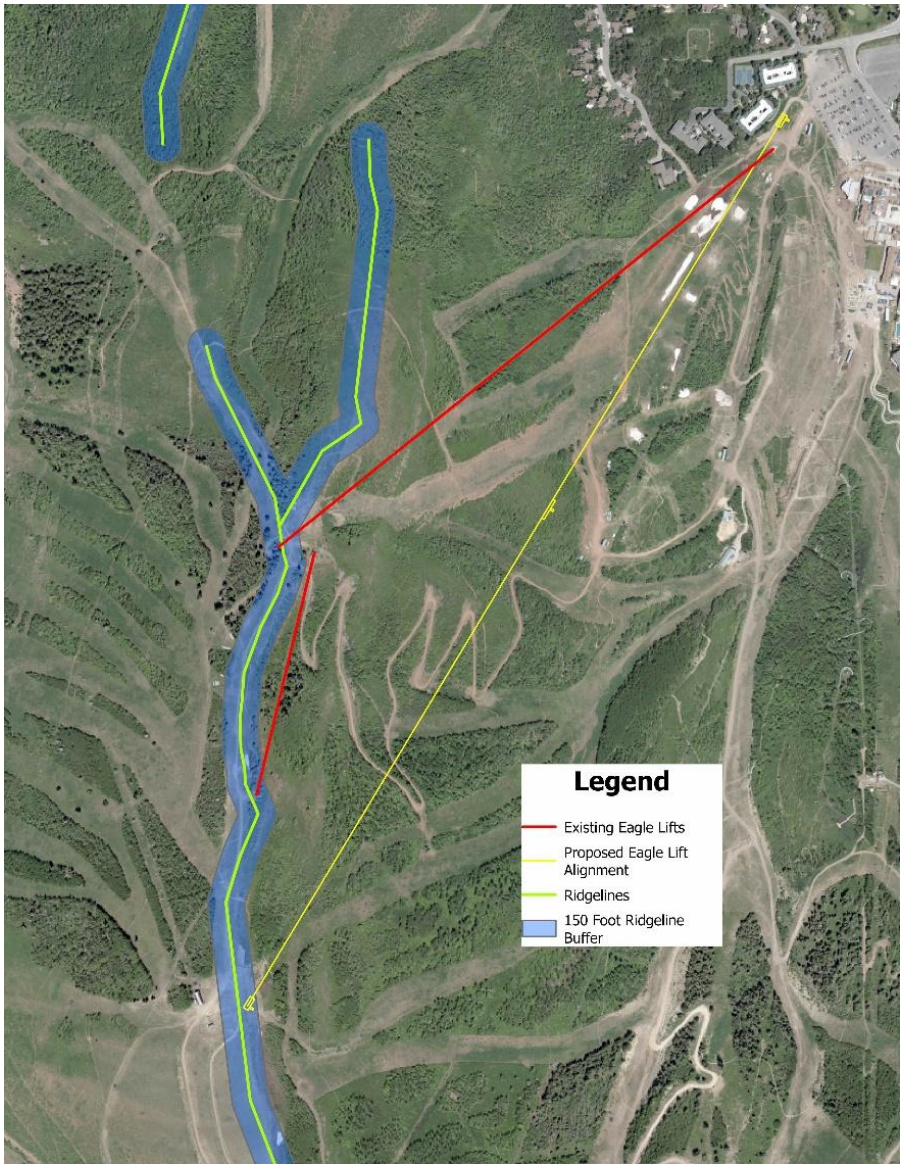


Figure 14: Proposed Eagle lift alignment in yellow and the existing Eagle and Eaglet lifts in red in relation to the Ridge Line Area shown in blue

The proposed Eagle lift will be minimally visible from the Park City School District, Park Meadows Country Club Clubhouse, Quinn's Junction, Deer Valley and Queen Esther Drive, Park City Hospital, and Park City Mountain Resort Base Vantage Points (Exhibit K).

Wetlands and Stream Protection

LMC § 15-2.21-6 prohibits disturbance within 50 feet of a wetland or stream corridor. There are no wetlands within 50 feet of the proposed lift alignments, terminals, or accessory structures.

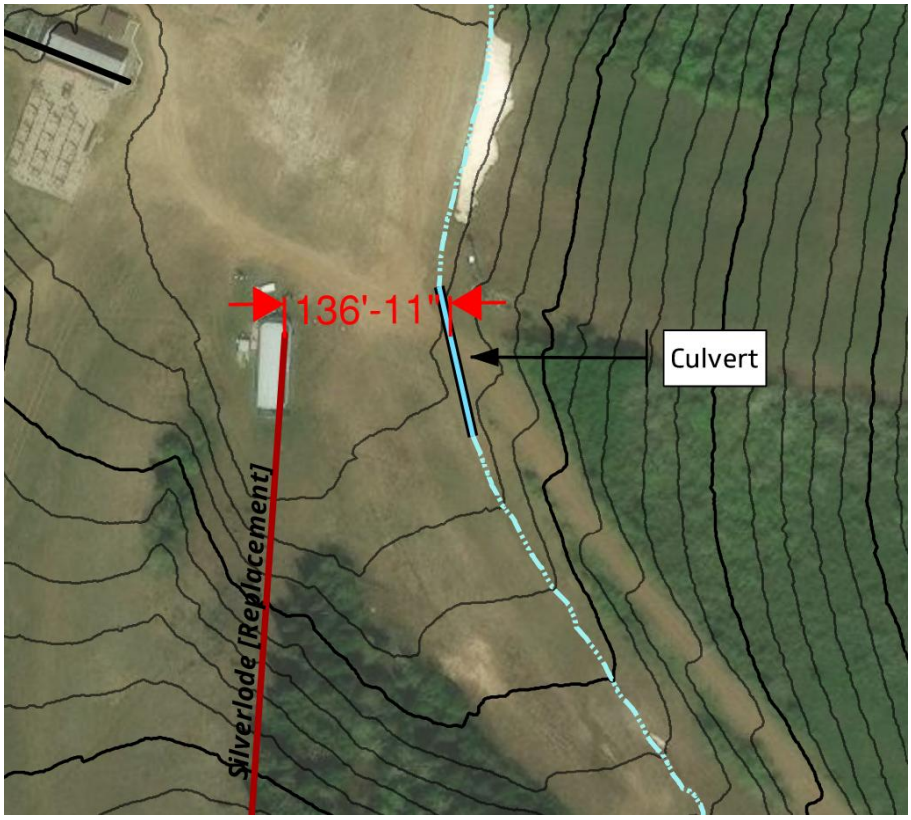


Figure 15: Bottom of Silverlode lift terminal distance to underground culvert

The bottom terminal of the Silverlode lift is 136 feet from a stream (Exhibit L). However, this stream is in an underground culvert. Surface conditions are dry, it is an existing ski run, and no wetland hydrology or vegetation are within the project area.

The bottom terminal of the Eagle lift replacement is 213 feet from McLeod Creek (Exhibit M). However, this portion of McLeod Creek is underground in a culvert. Surface conditions are dry and no wetland hydrology or vegetation are within the project area.

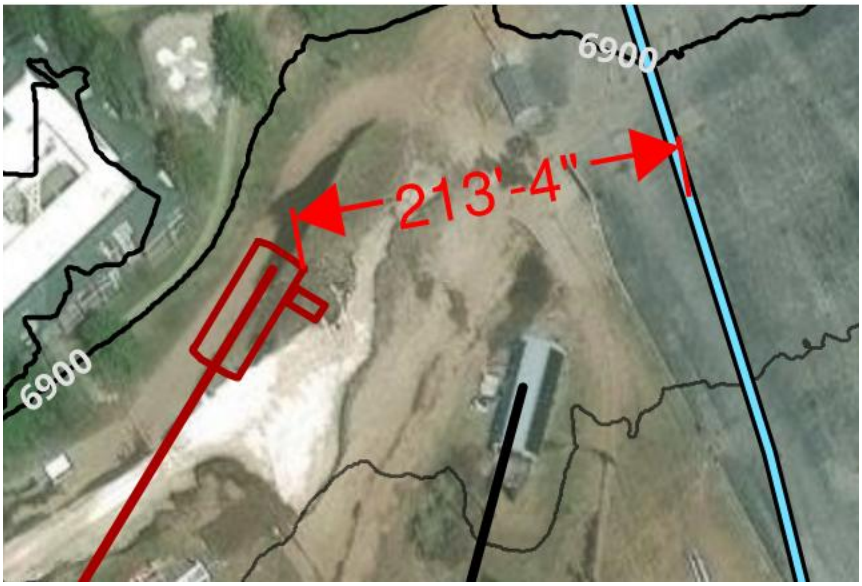


Figure 16: Bottom of Eagle lift terminal distance to underground culvert

The Applicant's erosion control plan includes the following measures to mitigate sediment and soil runoff concerns:

- *Phase grading activities to minimize exposed soil areas.*
- *Direct drainage away from disturbed slopes toward stable, vegetated area when feasible.*
- *Disperse runoff to avoid concentrated flows.*

Wildlife and Wildlife Habitat Protection

Pursuant to LMC § 15-2.21-8, "[t]he following requirements and standards have been developed to promote, preserve, and enhance wildlife and wildlife habitat Areas in and around Park City, and to protect them from adverse effects and potentially irreversible impacts."

The LMC requires the following:

JURISDICTION. All Sensitive or Specially Valued Species, including all species identified by state or federal agencies as Threatened or Endangered Wildlife are regulated as provided below.

a. PROTECTION OF WILDLIFE HABITAT AND ECOLOGICAL CHARACTER.
   i. CONSTRUCTION TIMING. Construction shall be organized and timed to minimize disturbance of Sensitive or Specially Valued Species occupying or using on-Site and adjacent natural Areas.
   ii. SENSITIVE AND SPECIALLY VALUED SPECIES. If the Development Site contains or is within five hundred feet

(500') of a natural Area or habitat Area, and the wildlife and habitat report show the existence of Sensitive or Specially Valued Species, the Development plans shall include provisions to ensure that any habitat contained in any such natural Area shall not be disturbed or diminished, and to the Maximum Extent Feasible, such habitat shall be enhanced.

iii. CONNECTIONS. If the Development Site contains existing natural Areas that connect to other Off-Site natural Areas, to the Maximum Extent Feasible the Development plan shall preserve such natural Area connections. If natural Areas lie adjacent to the Development Site, but such natural Areas are not presently connected across the Development Site, then the Development plan shall, to the extent reasonably feasible, provide such connection. Such connections shall be designed and constructed to allow for the continuance of existing wildlife movement between natural Areas and to enhance the opportunity for the establishment of new connections for movement of wildlife.

iv. WILDLIFE CONFLICTS. If wildlife that may create conflicts for future occupants of the Development are known to exist in Areas adjacent to or on the Development Site, then the Development plan must include provisions to minimize these conflicts to the extent reasonably feasible.

Staff recommends the following Conditions of Approval consistent with the LMC requirements and the Applicant's Wildlife Habitat Report completed by Martin and Nicholson Environmental Consultants on January 12, 2026 (Exhibits N and O):

- *The Project Area will be surveyed during the summer by qualified wildlife biologists to determine if species discussed in the wildlife habitat report are present. Results of this survey will help determine if big game avoidance and migratory bird measures need to be implemented.*

- *Except for emergencies, all construction activities will be confined to daylight hours to reduce the impacts on crepuscular and nocturnal wildlife species.*

- *If Project construction occurs before August 31, raptor stick nest surveys will be conducted in and adjacent to the Project Area prior to tree and shrub leaf-out in May. If any occupied nests are found, they will be flagged and monitored.*

- *If Project construction occurs before August 31, two days of broadcast acoustical surveys for American goshawk will be conducted: one in June and one in July. If occupied nests are found within the Project Area, they are to be avoided until the nests are no longer active (May to late-August).*

- *To minimize the risk of transporting noxious and invasive weeds into the Project Area, all vehicles and equipment will be cleaned, (soil, seeds and any plant parts are removed from exterior surfaces), before moving into the Project Area. Cleaning activities will concentrate on tracks, feet, or tires and the undercarriage with special emphasis on axels, frame, cross members, motor mounts, underneath steps, running boards, and front bumper/brush guard assemblies. Vehicle cabs should also be swept out and the refuse disposed of in waste receptacles prior to entering the Project Area.*

- *A native plant seed mix, (including grasses, forbs, and where appropriate shrubs), certified as noxious and invasive weed free, will be used for reseeding all areas of ground disturbance caused by Project construction.*

- *All sites disturbed during Project construction will be monitored and treated yearly, for a minimum of three years, to prevent any new noxious and invasive weeds from becoming established.*

- *If Project action will take place during the avian breeding season (generally January 1 – August 31), the presence of active nests will be assessed no more than 10 days prior to construction and construction in the vicinity of those nests avoided until the nests are no longer active. Active nests will be flagged and a biological monitor will be on-site to monitor any active nests if construction must take place prior to August 31.*

Is additional information needed for Planning Commission evaluation of the SLO?

(IV) Passenger Tramways And Ski Base Facilities criteria.

The location and Use of a Passenger Tramway,[10] including a ski lift, requires compliance with the following:

1. **OWNERSHIP OF LIFTWAY.** The Applicant owns or controls the Liftway necessary to construct and operate the Passenger Tramway.

LMC § 15-5-1 defines *Liftway* as "[t]he necessary Right-of-Way, both surface and air space, for the operation of any tram or ski lift."

The Applicant owns four of the five parcels for the proposed Liftway area where the new lifts are proposed to go. The Applicant leases the fifth parcel and was given permission to construct the lift upgrades on that parcel.

2. **WIDTH.** The Liftway shall extend a distance of at least ten feet (10') outward from the vertical plane established by the outermost surface of the Passenger Tramway, which generally is the outside edge of the chair or passenger compartment, on each side of the tramway's course excluding base and terminal

[10] LMC § 15-4-18

Structures. Width is computed in this manner, rather than measuring from the center line of the Passenger Tramway or the cable in order to provide a minimum clearance of ten feet (10') on each side of the Liftway regardless of the configuration of the passenger-carrying elements.

More than a 10-foot distance outward from the vertical plane of the lifts is proposed.

3. **BASE OR TERMINAL FACILITIES.** The Passenger Tramway must be constructed without the installation of base or terminal facilities within the HR-1 or HRL zones.

Not applicable.

4. **CROSSING OF PUBLIC ROADS.** The Applicant must show that all components of the Passenger Tramway and any components of the Liftway, such as safety netting provide a minimum clearance of eighteen feet (18') over major roads and fourteen feet (14') over residential Streets.

No improvements are proposed over public roads or residential Streets.

5. **UTILITY CLEARANCE.** The Applicant must show all portions of the Passenger Tramway including any associated safety netting constructed with it provides a minimum clearance of ten feet (10') over any wires or utility line which it crosses, and that the Applicant has complied with or has the ability to comply with safety restrictions or regulations imposed by utilities having possession or control over wires that tramway crosses over.

The lifts are not proposed over any utility lines.

6. **PARKING AND TRAFFIC PLANS.** The Applicant must present a parking, traffic, and transportation plan pertaining to the Passenger Tramway for review and approval by the Planning Commission. The plan must address at least the following considerations: auto, bus, and pedestrian traffic, which could be generated by the Passenger Tramway, the impacts of this traffic on the adjoining landowners and the neighborhood in general, parking demand created by the Passenger Tramway and how that parking would be provided.

The traffic and parking plan may be included in the neighborhood impact analysis. The parking requirements and impacts of a Passenger Tramway will vary within the zones depending upon the location and the ability of the Applicant to make use of existing public and private parking facilities; therefore, no specific requirement has been set. The Applicant is expected to show workable means of dealing with the traffic generated by the Passenger Tramway construction and operation, including such regulations as resident parking permits, Off-Site traffic controls and facilities, or similar means for controlling traffic and minimizing Off-Site impacts on adjoining Properties.

Parking and traffic plans will be discussed at a future meeting.

7. **LIFTWAY SETBACK.** The minimum Setback between the outermost surface of Structure of the Liftway and any existing dwelling shall be ten feet (10'), in addition to the width of the Liftway itself. This Setback may be waived with the written consent of the Owner of the affected dwelling, which consent shall be in a form suitable for recording with the County Recorder.

The lift upgrades are not within 10 feet of any dwelling.

8. **STATE REGULATION.** Any Passenger Tramway constructed under a Conditional Use permit is subject to safety regulation by the Passenger Tramway Safety Committee of the State Department of Transportation. The Applicant is expected to involve the State in the planning process to the extent necessary to inform the Commission of State requirements in order to avoid the imposition of inconsistent requirements by the State and the Planning Commission.

The Applicant is coordinating with the Utah Passenger Tramway Safety Committee to coordinate the design, construction, and operation of the lifts in compliance with state requirements. If the state requires substantive modifications to any component of the proposed lifts during or after the construction process, the Applicant will return to the Planning Commission for review to ensure any changes required by the state are not in conflict with the Commission's approval.

9. **PUBLIC PURPOSE SERVED.** The Planning Commission must find that the construction and operation of the tramway serves the overall community interest by accomplishing or furthering community goals such as reducing traffic congestion and volume between the downtown Area and the base facilities of the ski resorts, encouraging pedestrian traffic in the downtown neighborhood redevelopment Area, stabilizing the economic base of the Historic District, and mitigating the demand for parking in the Historic District, and that adequate controls on noise, mechanical equipment, smoking and safety aspects of the tramway have been provided to mitigate the effects of the Passenger Tramway on adjoining Properties.

According to the Applicant:

Silverlode
"The Replacement Lift improves on-mountain circulation and operational efficiency by upgrading existing lift infrastructure in place. The Replacement Lift reduces congestion at key gathering areas, enhances safety and reliability, and maintains existing access patterns. The Replacement Lift supports the long-term operational performance of Park City Mountain and enhances the guest experience."

Eagle

“The Replacement Lift serves a clear public purpose by improving base-area circulation, enhancing uphill access, and supporting more efficient distribution of skiers across the mountain. By upgrading existing lift infrastructure within an established access framework, the project improves safety, reliability, and the overall guest experience without increasing demand on parking supply or increasing off-site traffic impacts. The Replacement Lift supports the long-term operational performance of Park City Mountain and enhances the guest experience.”

10. **STATUS OF LAND WITHIN LIFTWAY.** Owners of Lots or other land, which is burdened by the easement for the Liftway are entitled to count the land within the Liftway for calculation of open space for improvement of that Property. Normal Setback and Side Yard requirements apply from the Lot Line or Property boundary.

The proposal does not require Liftway easements.

11. **STRUCTURES WITHIN LIFTWAY.** Structures may be constructed within the Liftway, subject to the terms of the easement agreement between the Lot Owner and the owner of the Liftway. The Owner of a Lot or other Property, which is subject to the Liftway easement may build within the confines of the easement, provided however, that all construction within the easement is a Conditional Use, which requires review by the City, and approval will not be granted for construction which is inconsistent with the terms of the easement agreement.

No structures exist or are proposed within the Liftways.

12. **PRESERVATION OF HISTORIC STRUCTURES.** It is the policy of the City to protect and preserve Historic Structures within the City. The Applicant for the Passenger Tramway must provide a study, which catalogues any Structures within the Liftway easement and identifies their Historic value, and indicates whether the Structure will be removed to accommodate the tram. The Applicant must also show what alternatives have been considered for the protection and preservation of those Structures, such as making improvements of structural or fire safety systems or relocation of the Structures.

No Historic Structures are within or proximate to the Silverlode or Eagle lift alignment.

Is additional information needed for Planning Commission evaluation of the Passenger Tramways and Ski Base Facilities criteria?

(V) The Forestry Board reviewed the proposal on March 5, 2026, and requires Conditions of Approval.[11]

The Applicant proposes clearing approximately one acre of vegetation for the Silverlode lift and five and a half acres for the Eagle lift. The Forestry Board requires the following Conditions of Approval:

- *Dead and dying vegetation shall be cleared to reduce fire fuels in an amount equal to the clearing required for the proposed lift upgrades – one acre for the Silverlode lift and five and a half acres for the Eagle lift.*
- *Prior to submitting a building permit for the lifts, a final plan for the removal of vegetation shall be submitted to the Forestry Board for review.*
- *Dead and dying vegetation shall be removed to improve the wildfire defensible space near the Crescent Ridge Condos. The fuels reduction area shall follow 30 feet off the center line on each side of the Silver Spur Trail adjacent to the Crescent Ridge Condo parcel line and incorporate intermediate ignition zone mitigation compliance with Wildland Urban Interface requirements.*

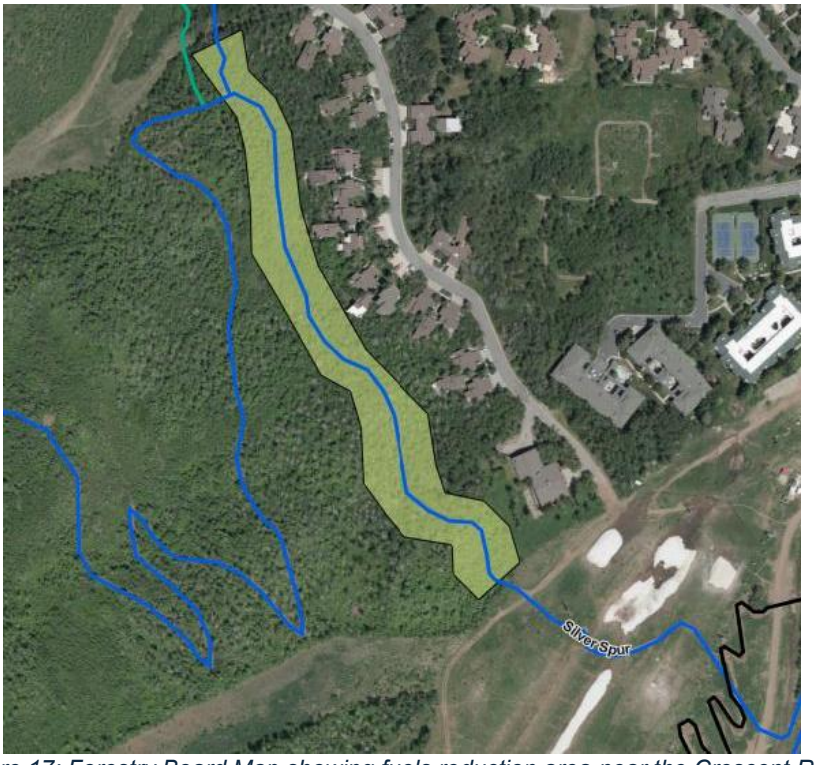


Figure 17: Forestry Board Map showing fuels reduction area near the Crescent Ridge Condos

[11] The Forestry Board—including the Fire Marshal and Planning, Engineering, Sustainability, Trails and Open Space, and Parks Departments—meets the first Thursday of each month to review and provide comments on Significant Vegetation impacts and compliance with the Municipal Code.

(VI) The Development Review Committee reviewed the proposal on February 17, 2026, and found the proposal complies with all requirements.[12]

Department Review

The Planning and Executive Departments and City Attorney's Office reviewed this report.

Notice

Staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on March 11, 2026. Staff mailed courtesy notice to property owners within 300 feet on March 11, 2026. The *Park Record* published courtesy notice on March 11, 2026.[13]

Public Input

Public input is attached as Exhibit P.

Project Background

Development of the Park City Mountain base and lifts is outlined below:

- **1997** – The Planning Commission approved the Park City Mountain Resort Large Scale Master Plan Development (PCMR MPD) outlining base area development (Exhibit Q).
- **1998** – The PCMR MPD Development Agreement was recorded (Exhibit R).
    - Section 2.3 *Ski Operations Improvements* establishes staff review for lifts identified in a 1996 Mountain Upgrade Plan (MUP).
    - Lift upgrades beyond the MUP scope require review in accordance with the LMC.
- **2007** – The City annexed 2,800 acres of Park City Mountain ski terrain and zoned the acreage ROS and SLO (Ordinance No. 2007-10).
- **2008** – The Planning Commission approved a CUP for the replacement and realignment of the Ski Team lift with the Crescent detachable quad lift (Exhibit S).
- **2015** – The Planning Department approved an Administrative CUP (ACUP) for the King Con and Motherlode lift upgrades (Exhibit T).
- **2015** – The Planning Commission approved a CUP and an MPD and MUP amendment for the Quicksilver interconnect gondola and Snow Hut on-mountain restaurant expansion (Exhibit U).
- **2022** – The Planning Director approved an ACUP for the Silverlode and Eagle lift upgrades (Exhibit V).
- **2022** – The Planning Commission granted an appeal of the ACUP approval

[12] The Development Review Committee meets the first and third Tuesday of each month to review and provide comments on Planning Applications, including review by the Building Department, Engineering Department, Sustainability Department, Transportation Planning Department, Code Enforcement, the City Attorney's Office, Local Utilities including Rocky Mountain Power and Enbridge Gas, the Park City Fire District, Public Works, Public Utilities, and the Snyderville Basin Water Reclamation District (SBWRD).
[13] LMC § 15-1-21

(Exhibit W). The Planning Commission decision was subsequently upheld by Utah District Court and Court of Appeals decisions.

- **2026** – Park City Mountain submitted CUP applications for Planning Commission review of the Silverlode and Eagle lift upgrades.

Exhibits

A: Applicant's Silverlode Lift Narrative
B: Silverlode Lift Proposed Plans
C: Applicant's Eagle Lift Narrative
D: Eagle Lift Proposed Plans
E: Applicant's Silverlode Code Compliance Analysis
F: Applicant's Eagle Code Compliance Analysis
G: 2022 Lift Tower Height Approval
H: Silverlode Erosion Control Plan
I: Eagle Erosion Control Plan
J: Silverlode Vantage Points
K: Eagle Vantage Points
L: Silverlode Culvert and Stream
M: Eagle Culvert and Stream
N: Silverlode Wildlife Report
O: Eagle Wildlife Report
P: Public Input
Q: 1997 Park City Mountain Master Planned Development
R: 1998 Park City Mountain Development Agreement
S: 2008 Crescent Lift Approval
T: King Con and Motherlode Lift Approval
U: Quicksilver Interconnect Gondola Approval
V: Silverlode and Eagle Lift Approval
W: Silverlode and Eagle Lift Appeal

Silverlode Lift Replacement

PROJECT NARRATIVE

Park City Mountain proposes to replace the existing mid-mountain Silverlode six-passenger detachable chairlift with a new eight-passenger detachable chairlift along the same general alignment, maintaining the existing bottom and top terminal locations (the "Replacement Lift"). The Replacement Lift will improve the guest experience by enhancing mid-mountain circulation and reducing lift-line wait times in the Silverlode pod without increasing resort capacity or creating new base portals.

The Replacement Lift remains fully within the existing corridor and visual envelope of the existing lift. The Replacement Lift towers will be approximately 44 feet tall on average, consistent with the height of the existing Silverlode towers, and will require an administrative height allowance from the 28-foot zone height. A visual and sightline exhibit is included with this application to support the administrative height allowance request. Tower and terminal locations are in the same alignment as the existing lift. All towers will feature a matte, non-reflective galvanized finish consistent with current infrastructure. A maintenance component is included at the bottom terminal for lift operation and maintenance workspace.

Work will be confined to the existing corridor and terminal areas, with less than one acre of vegetation clearing. Standard erosion and stormwater best management practices will be implemented during construction in accordance with applicable law, and all disturbed areas will be revegetated with native species. No wetlands occur within or adjacent to the Replacement Lift, and two existing ephemeral streams near the lower terminal are already culverted and will not be affected by the proposed replacement work. The Replacement Lift lies within established ski-area boundaries and will not incrementally impact wildlife habitats and corridors once construction is complete.

While the Silverlode lift replacement is eligible for administrative review under the 1998 Development Agreement (DA) as a project identified in the Mountain Upgrade Plan (MUP) (Exhibit L), Park City Mountain is seeking a conditional use permit approval under the City's Land Management Code for the Replacement Lift. Accordingly, the following application should be evaluated against the standards and criteria set forth in the Land Management Code. Exhibit 2 sets forth in more detail the Replacement Lift's consistency with the applicable provisions of the Land Management Code and the Park City General Plan (2025).

Silverlode Lift Replacement

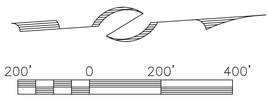
Exhibit 4 – Plans and Profiles

Silverlode Lift Upgrade Plans and Profiles

Existing Conditions 2
Overall Lift Alignment 3
Contour Map 4
Vegetation Clearing 5
Slope Map 6
Lift Plan and Profile 7
Bottom Terminal Plan 8
Bottom Terminal Plan Grading Analysis 9
Maintenance Building Profile View 10
Bottom Terminal Elevation 1 11
Bottom Terminal Elevation 2 12
Top Terminal Plan 13
Top Terminal Grading Analysis 14
Construction Access and Site Plan 15
Stormwater Pollution Prevention Plan (SWPPP) 16
Construction Site Details 17







LEGEND

- EXISTING WATER LINE — EW
- EXISTING SNOW MAKING LINE — ESM
- EXISTING POWER LINE — EP
- EXISTING SANITARY SEWER LINE — ESS
- EXISTING GAS LINE — EG
- EXISTING TELECOMM. LINE — ET

REGISTERED PROFESSIONAL ENGINEER
No. 4857264
MICHAEL DEMKOWICZ
11/13/2025
STATE OF UTAH

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

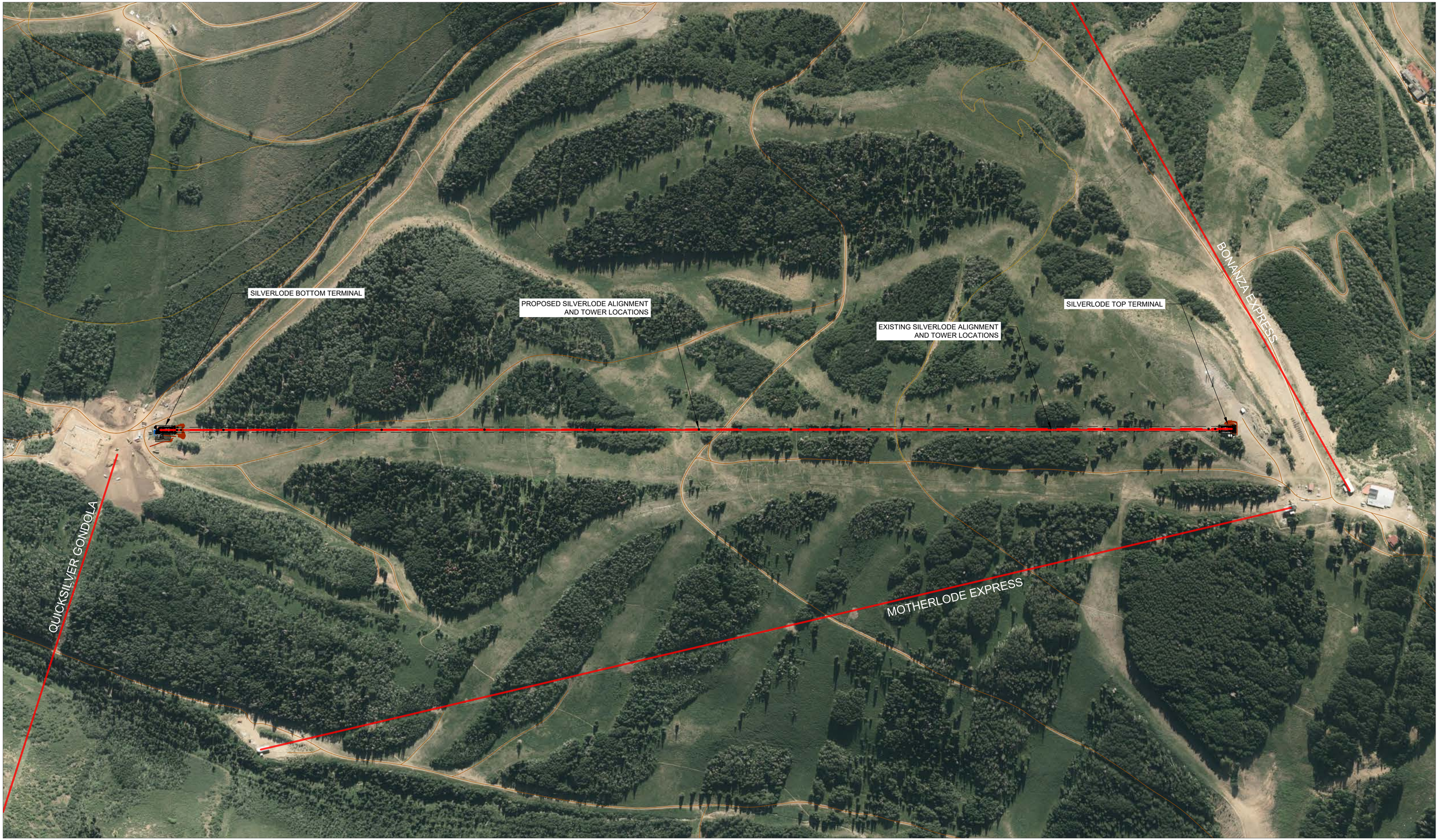
STAFF: THOMAS VAUGHN

DATE: 11/13/2025

EXISTING CONDITIONS
PARK CITY MOUNTAIN RESORT
SILVERLODE CHAIRLIFT IMPROVEMENTS

FOR: PARK CITY MOUNTAIN RESORT
JOB NO.: 11-9-21
FILE: X:\ParkCityMtnResort\dwg\Vail\Silverlode and Eagle Chairlift\2025 Silverlode\110921-civil_silverlode.dwg

SHEET 1 **OF** 4



PARK CITY

0 100' 200' 400'

Graphic Scale: 1"=200'

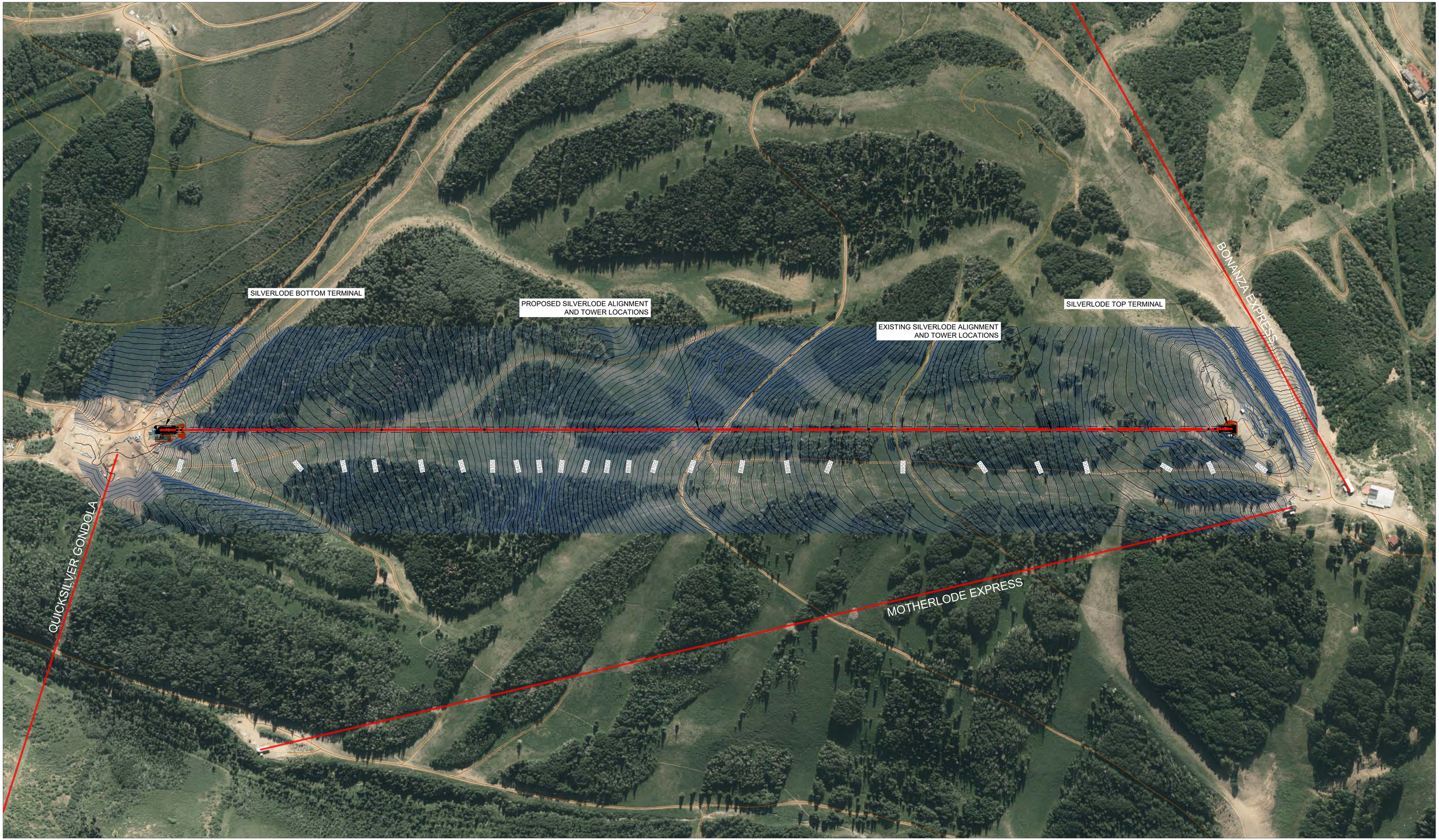
PARK CITY MOUNTAIN RESORT

Silverlode Express - Overall Alignment

Prepared By:

SE GROUP

December 2025



PARK CITY

0 100' 200' 400'

Graphic Scale: 1"=200'
Contour Interval: 2 ft

PARK CITY MOUNTAIN RESORT

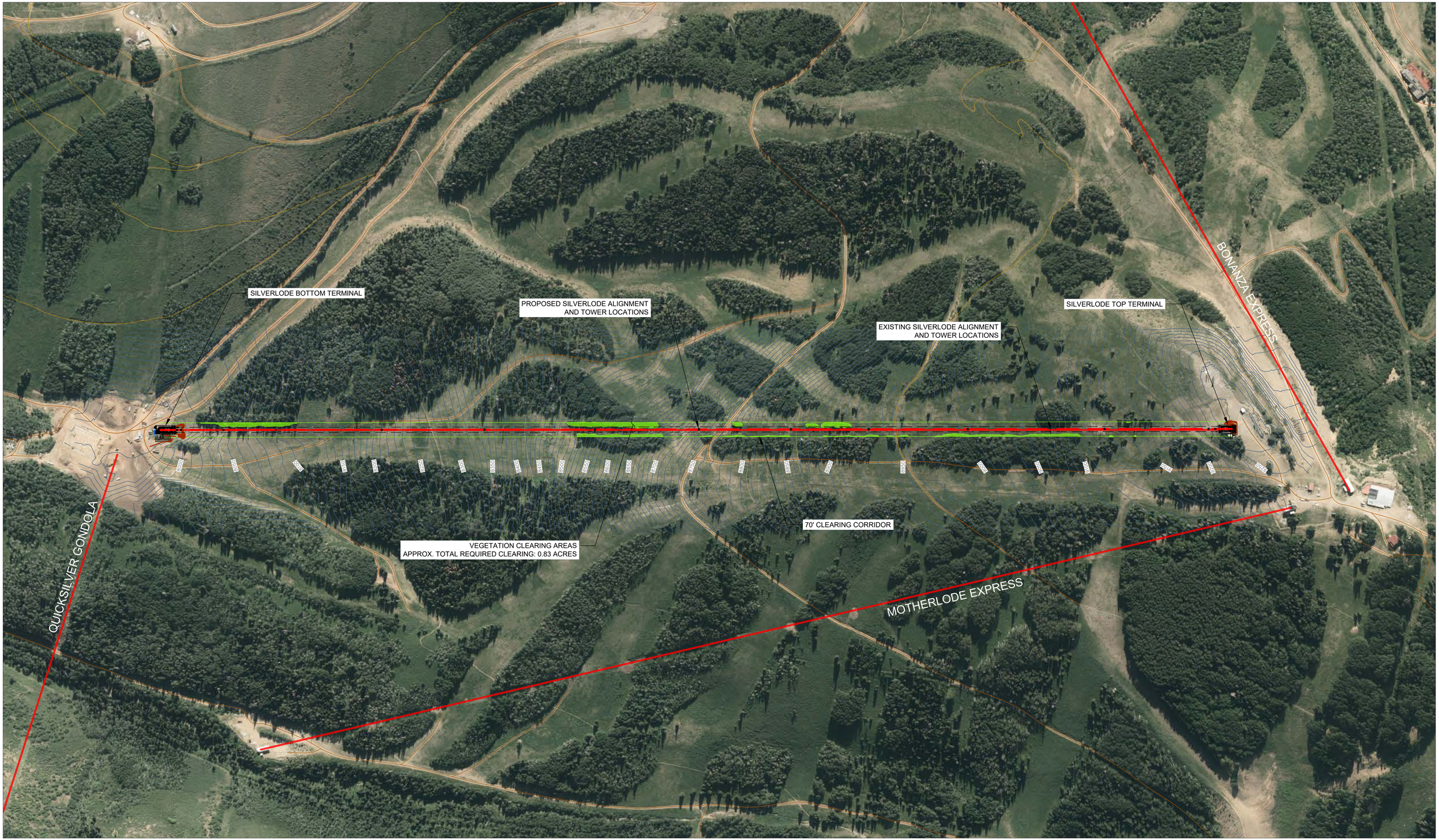
Silverlode Express - Overall Alignment

Contour Map

Prepared By:

SE GROUP

December 2025



PARK CITY

0 100' 200' 400'

Graphic Scale: 1"=200'
Contour Interval: 10'

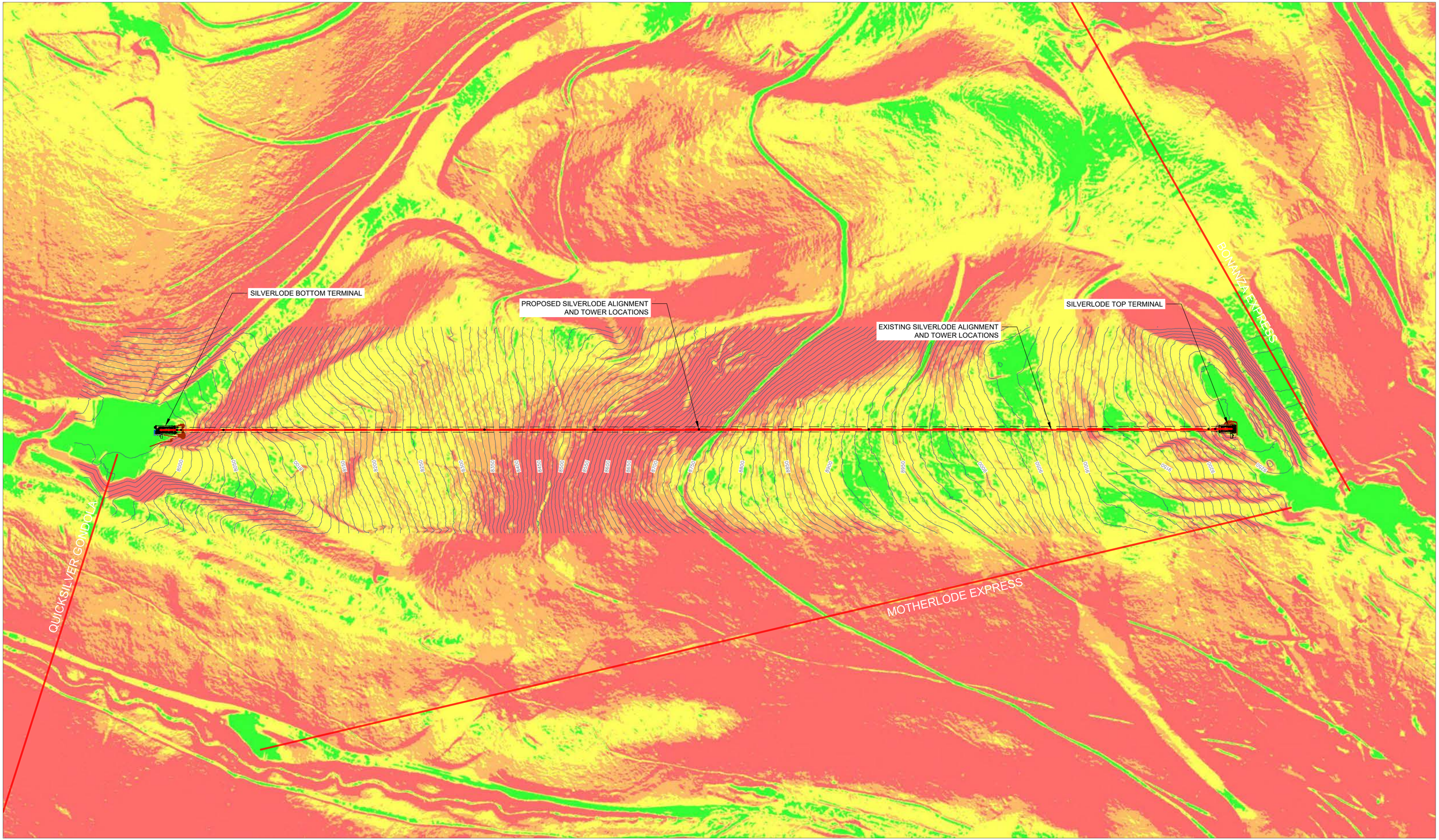
PARK CITY MOUNTAIN RESORT

Silverlode Express - Overall Alignment and Vegetation Clearing Exhibit

Prepared By:

SE GROUP

December 2025



PARK CITY

0 100' 200' 400'

Graphic Scale: 1"=200'
Contour Interval: 10 ft

40% and Above
30 - 40%
15 - 30%
0 - 15%

SLOPE KEY

PARK CITY MOUNTAIN RESORT

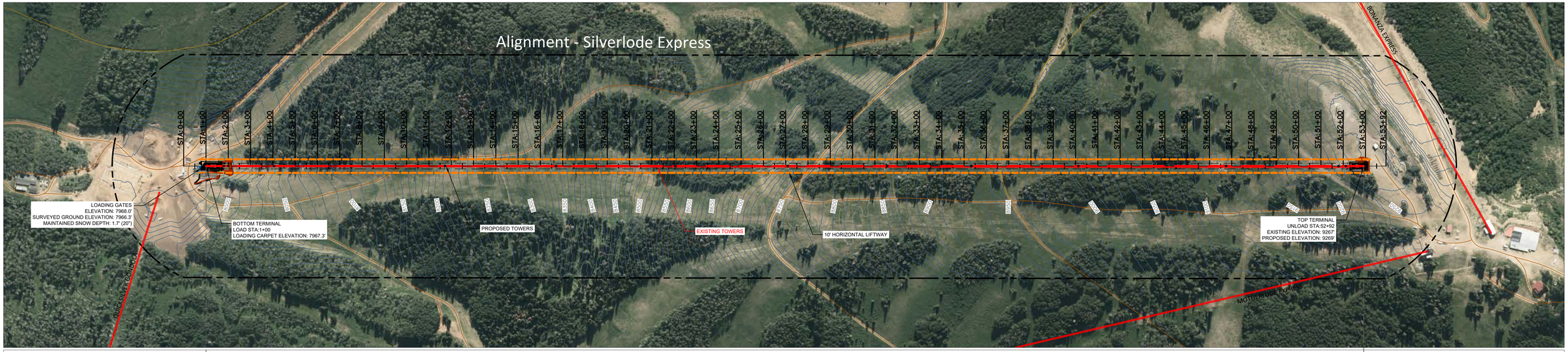
Silverlode Express - Overall Alignment

Slope Map

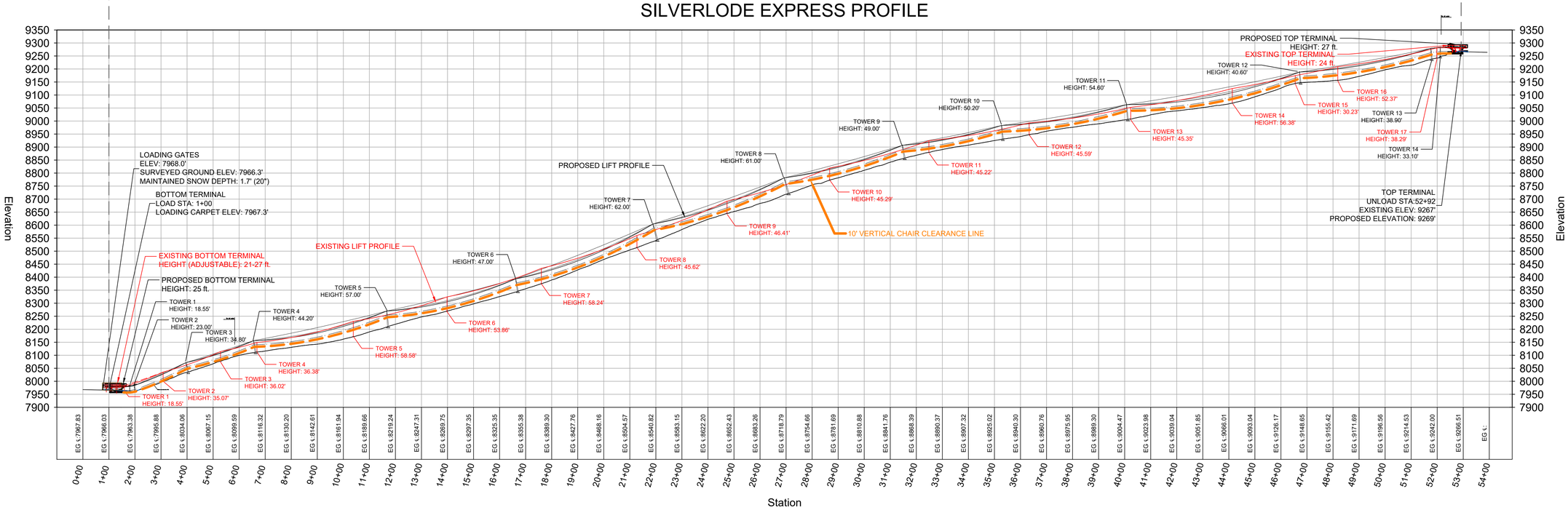
Prepared By:

SE GROUP

December 2025



SILVERLODE EXPRESS PROFILE



LIFT SPECIFICATIONS:
SLOPE LENGTH: 5,386'
VERTICAL: 1,302'

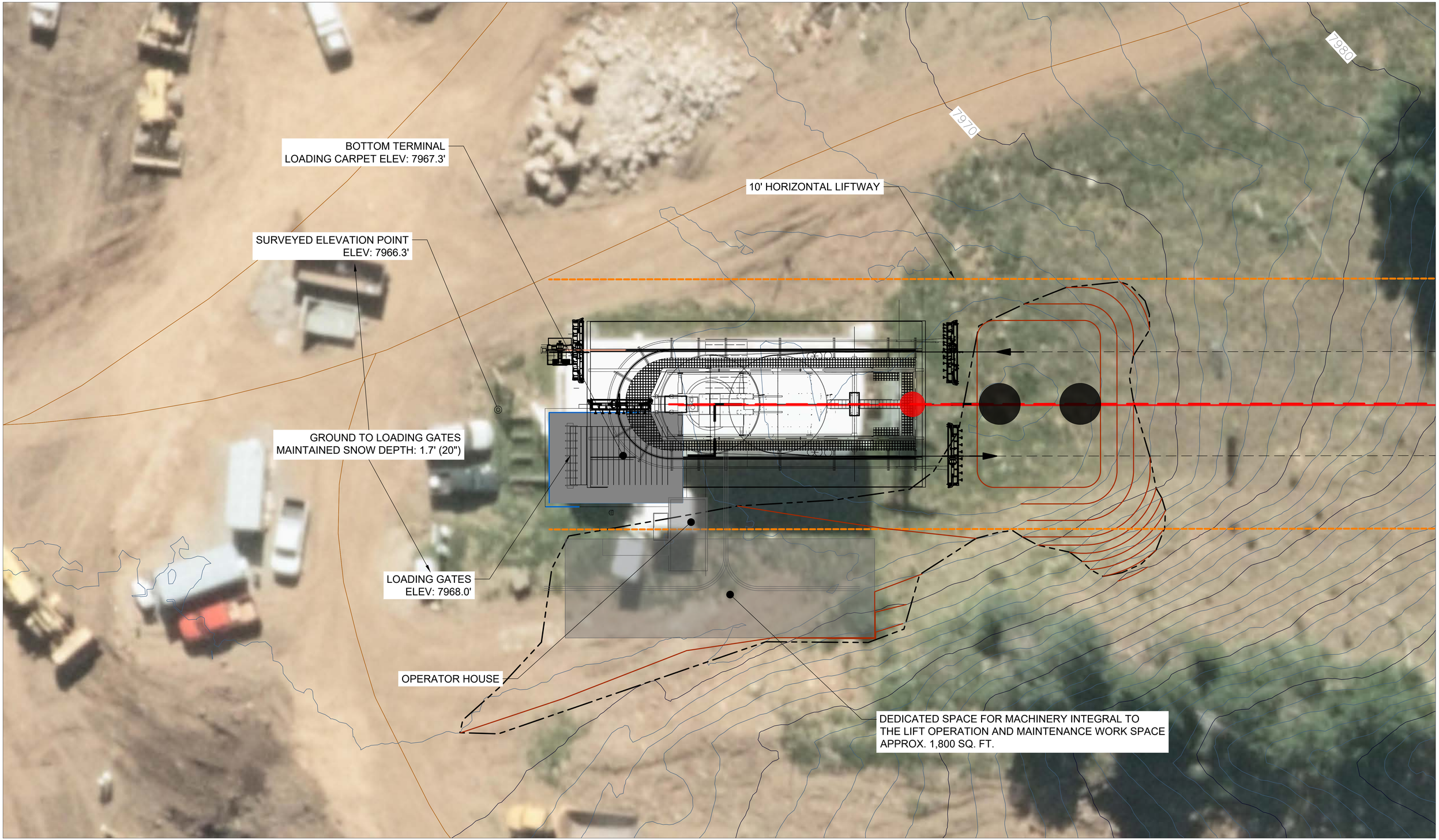
PARK CITY

0 100' 200' 400'
Graphic Scale: 1" = 200'
Contour Interval: 10ft

PARK CITY MOUNTAIN RESORT
Silverlode Express Plan & Profile

Prepared By:
SE GROUP

December 2025



PARK CITY

0 5 10 20

Graphic Scale: 1"= 10'
Contour Interval: 2ft

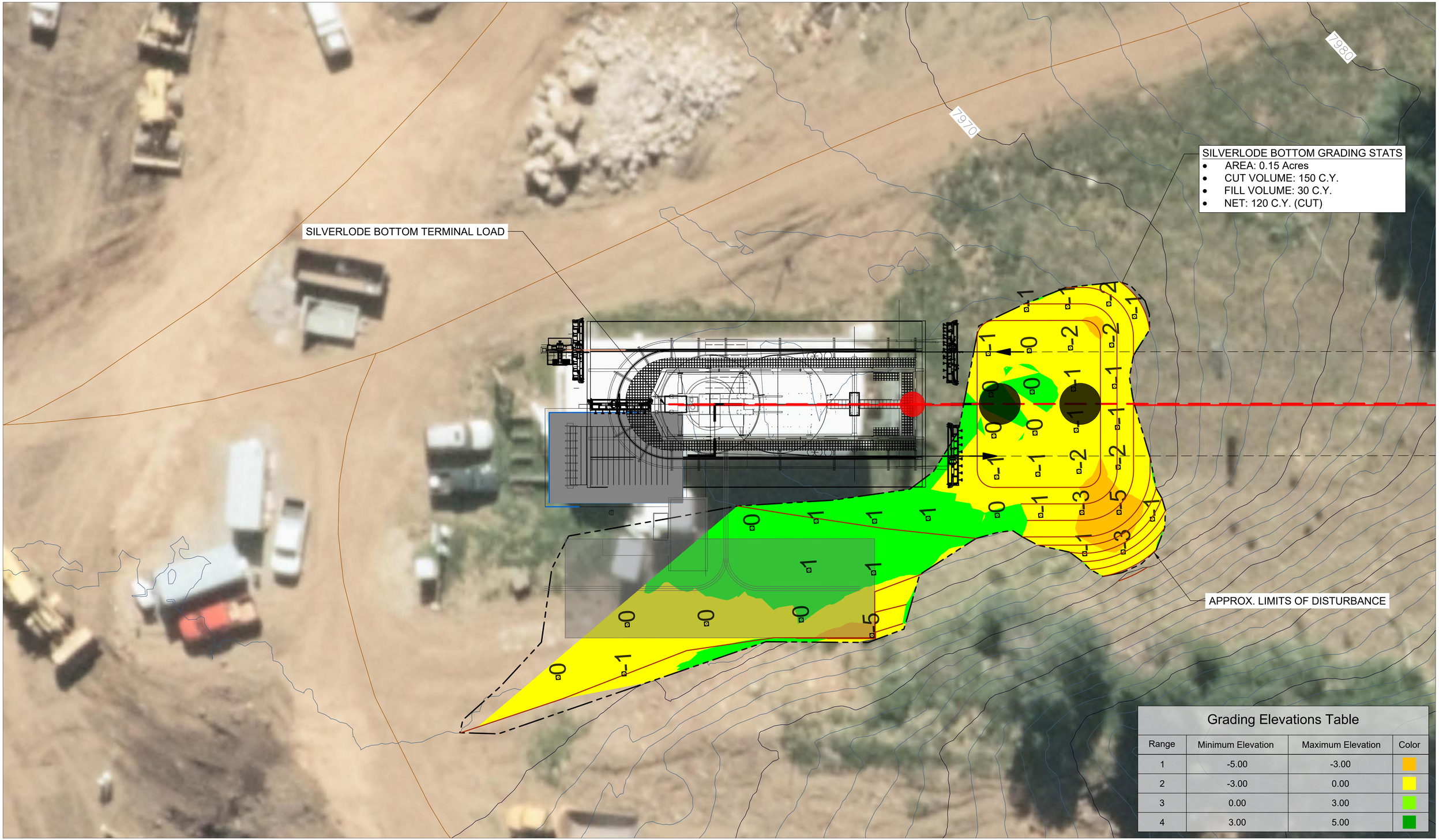
PARK CITY MOUNTAIN RESORT

Silverlode Express Bottom Terminal Plan

Prepared By:

SE GROUP

December 2025



Grading Elevations Table			
Range	Minimum Elevation	Maximum Elevation	Color
1	-5.00	-3.00	
2	-3.00	0.00	
3	0.00	3.00	
4	3.00	5.00	

PARK CITY

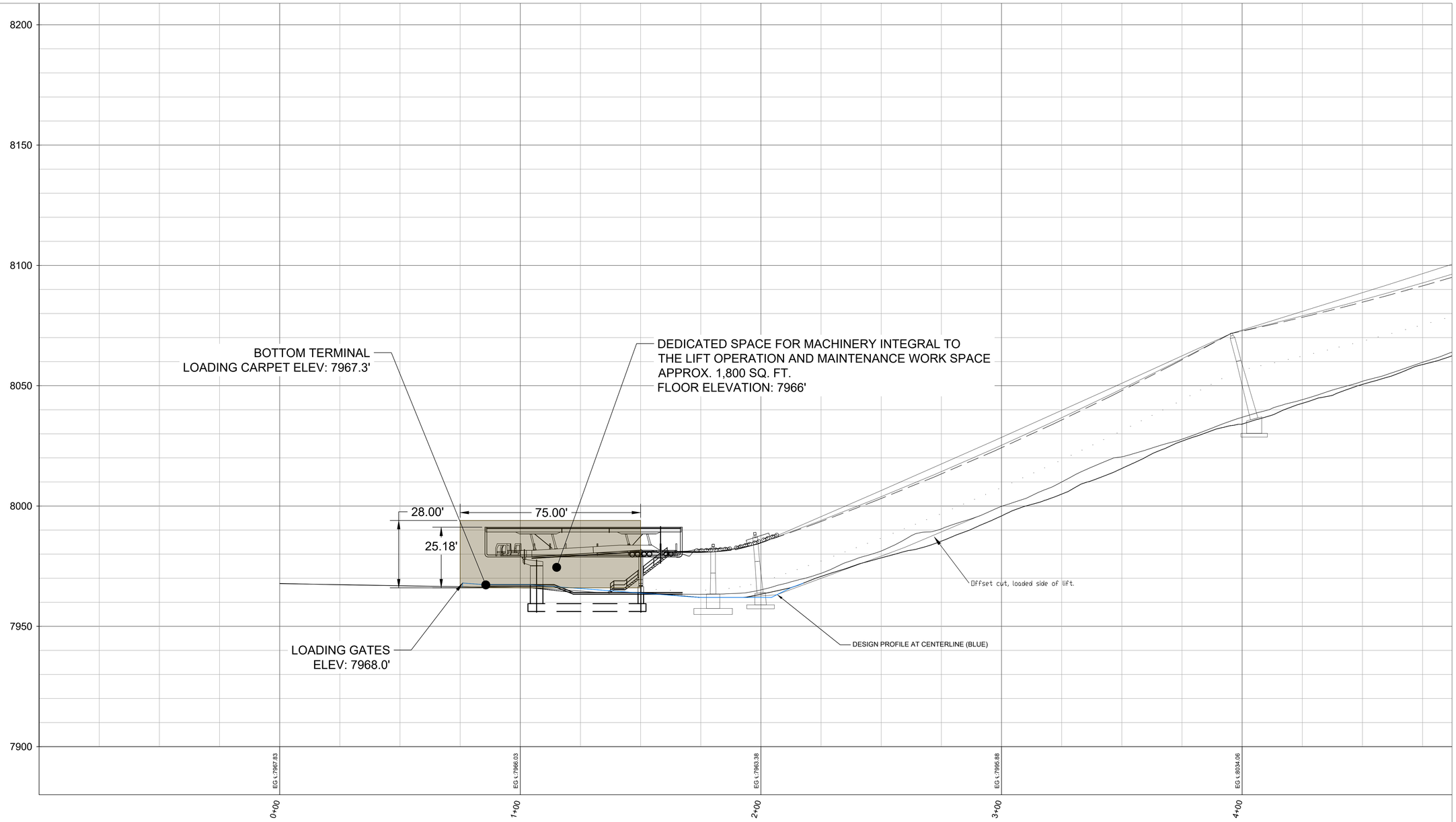
0 5 10 20

Graphic Scale: 1"= 10'
Contour Interval: 2ft

PARK CITY MOUNTAIN RESORT
Silverlode Express Bottom Terminal Plan
GRADING ANALYSIS

Prepared By:
SE GROUP

December 2025



PARK CITY

0 10 20 40

Graphic Scale: 1"= 20'

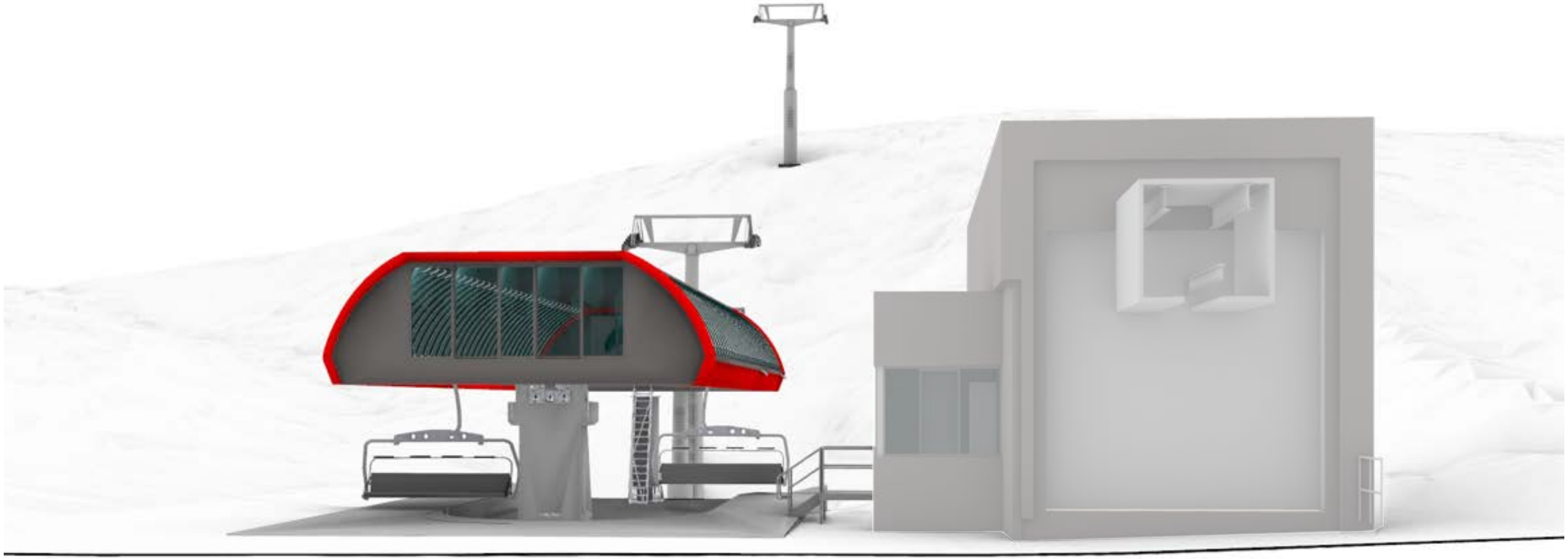
PARK CITY MOUNTAIN RESORT

Silverlode Express Bottom Terminal - Maintenance Building Profile View

Prepared By:

SE GROUP

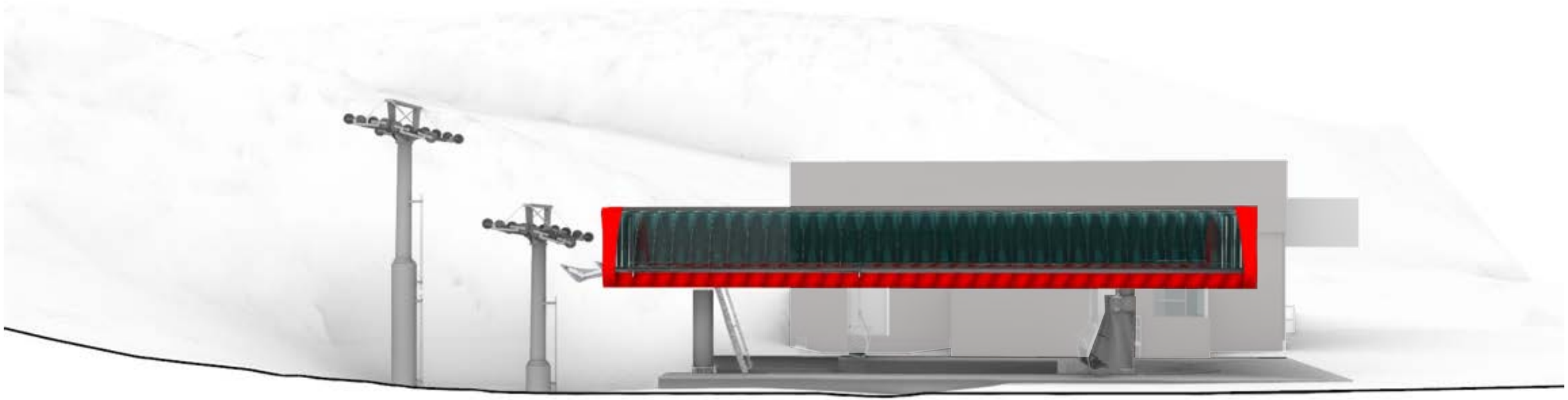
December 2025



SILVERLODE LIFT | ELEVATION 1

Park City, UT

SE GROUP



SILVERLODE LIFT | ELEVATION 2

Park City, UT

SE GROUP



PARK CITY

0 5' 10' 20'

Graphic Scale: 1"=10'
Contour Interval: 2ft

PARK CITY MOUNTAIN RESORT

Silverlode Express Top Terminal Plan

Prepared By:

SE GROUP

November 2025

SILVERLOD TOP GRADING STATS
- AREA: 0.07 Acres
- CUT VOLUME: 0 C.Y.
- FILL VOLUME: 190 C.Y.
- NET: 190 C.Y. (FILL)

9230
9240
9250
9260
9270

SILVERLODE TOP TERMINAL UNLOAD

OPERATOR HOUSE

Grading Elevations Table			
Range	Minimum Elevation	Maximum Elevation	Color
1	-5.00	-3.00	
2	-3.00	0.00	
3	0.00	3.00	
4	3.00	5.00	

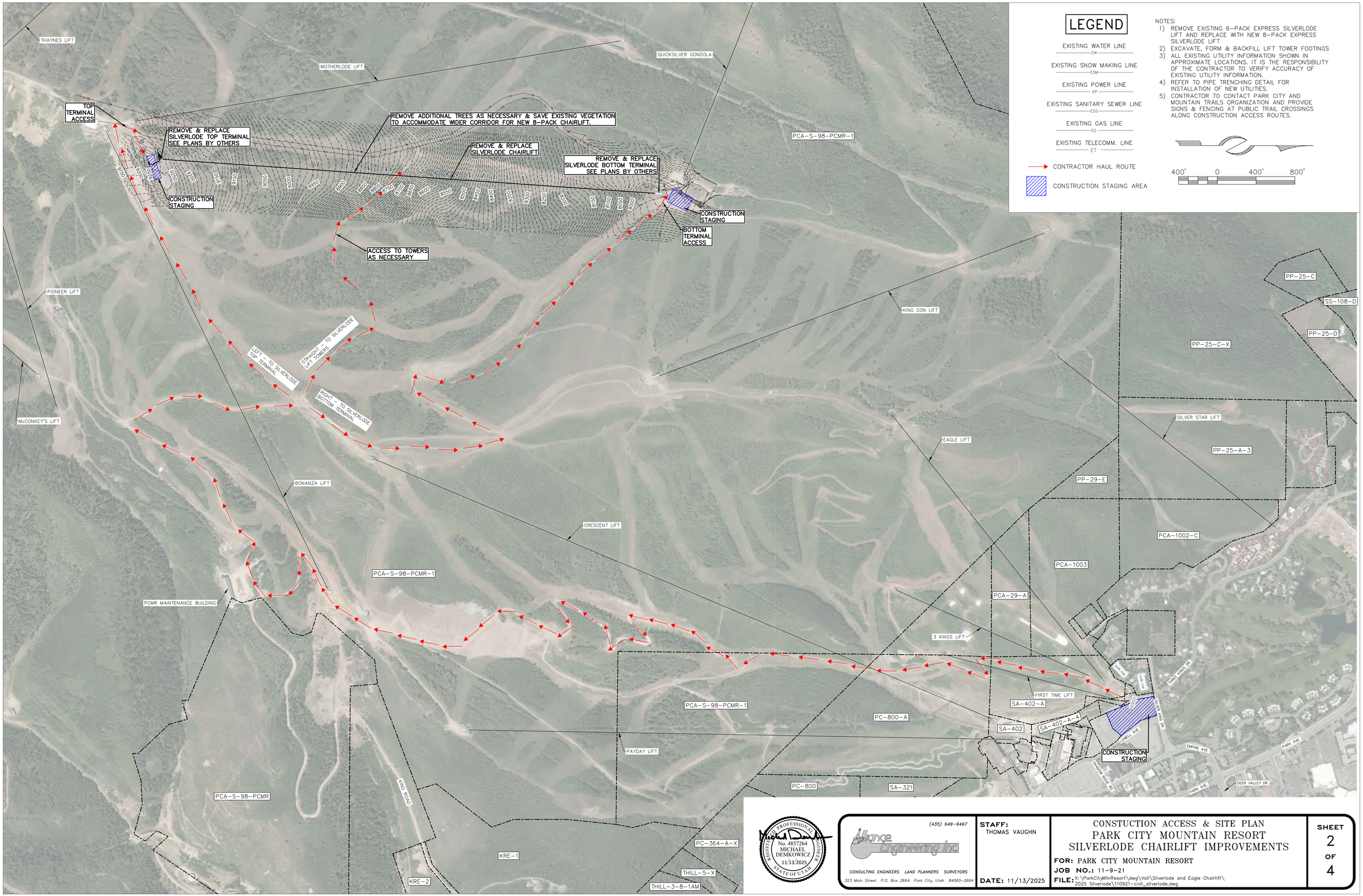
PARK CITY

0 5' 10' 20'
Graphic Scale: 1"=10'
Contour Interval: 2ft

PARK CITY MOUNTAIN RESORT
Silverlode Express Top Terminal Plan
GRADING ANALYSIS

Prepared By:
SE GROUP

November 2025



LEGEND

- EXISTING WATER LINE — EW
- EXISTING SNOW MAKING LINE — ESM
- EXISTING POWER LINE — EP
- EXISTING SANITARY SEWER LINE — ESS
- EXISTING GAS LINE — EG
- EXISTING TELECOMM. LINE — ET
- CONTRACTOR HAUL ROUTE
- CONSTRUCTION STAGING AREA

NOTES:

1) REMOVE EXISTING 6-PACK EXPRESS SILVERLODE LIFT AND REPLACE WITH NEW 8-PACK EXPRESS SILVERLODE LIFT
2) EXCAVATE, FORM & BACKFILL LIFT TOWER FOOTINGS
3) ALL EXISTING UTILITY INFORMATION SHOWN IN APPROXIMATE LOCATIONS. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY ACCURACY OF EXISTING UTILITY INFORMATION.
4) REFER TO PIPE TRENCHING DETAIL FOR INSTALLATION OF NEW UTILITIES.
5) CONTRACTOR TO CONTACT PARK CITY AND MOUNTAIN TRAILS ORGANIZATION AND PROVIDE SIGNS & FENCING AT PUBLIC TRAIL CROSSINGS ALONG CONSTRUCTION ACCESS ROUTES.

400' 0 400' 800'

REGISTERED PROFESSIONAL ENGINEER — No. 4857264 — MICHAEL DEMKOWICZ — 11/13/2025 — STATE OF UTAH

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

STAFF: THOMAS VAUGHN

DATE: 11/13/2025

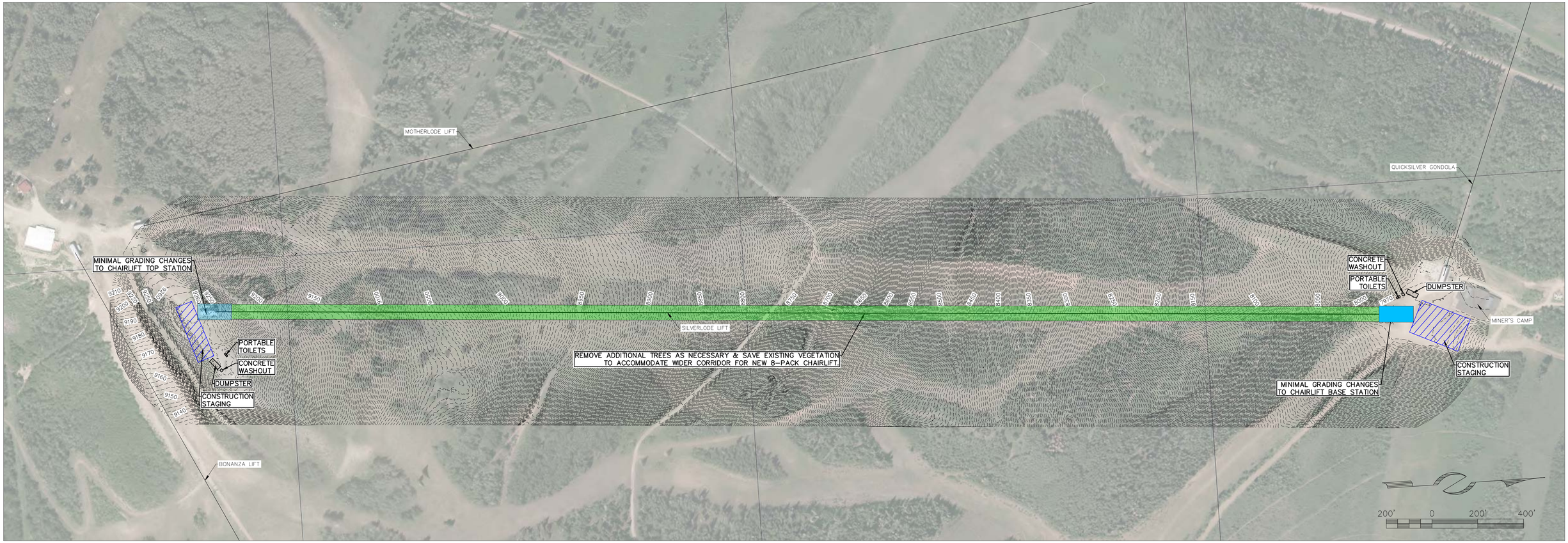
CONSTUCTION ACCESS & SITE PLAN
PARK CITY MOUNTAIN RESORT
SILVERLODE CHAIRLIFT IMPROVEMENTS

FOR: PARK CITY MOUNTAIN RESORT

JOB NO.: 11-9-21

FILE: X:\ParkCityMtnResort\dwg\Vail\Silverlode and Eagle Chairlift\2025 Silverlode\110921-civil_silverlode.dwg

SHEET 2 **OF** 4





REVEGETATE DISTURBED AREA W/ STOCKPILED TOPSOIL & RESORT APPROVED SEED MIX. PROVIDE STRAW EROSION CONTROL BLANKETS.

REMOVE TREES & SAVE EXISTING VEGETATION

CONSTRUCTION STAGING AREA

	AREA (sqft)	SEED MIX (lbs)
TOTAL AREA OF DISTURBANCE– CHAIRLIFT TOP & BOTTOM TERMINALS, CHAIRLIFT TOWERS	347,000	1388

APPROVED SEED MIX TO BE USED REQUIRES 4LBS/1000 SF OF DISTURBANCE.

NOTES:
1. SAVE EXISTING VEGETATION IN AREAS OUTSIDE OF LIMITS OF DISTURBANCE.
2. STRIP & STOCKPILE EXISTING TOPSOIL.
3. USE STOCKPILED TOPSOIL TO VEGETATE SLOPES.
4. INSTALL EROSION CONTROL BLANKETS ON ALL SLOPES STEEPER THAN 2:1.
5. CONSTRUCTION PARKING/TRAFFIC MAY NOT BLOCK STREETS WITHOUT A PERMIT (AVAILABLE FROM THE ENGINEERING DIVISION).
6. MUD TRACKED OUT ONTO THE STREET MUST BE CLEANED PRIOR TO THE END OF THE WORK DAY.
7. THE CONSTRUCTION SITE MUST BE MAINTAINED IN A NEAT MANNER. TRASH AND OTHER DEBRIS MAY NOT ACCUMULATE OUTSIDE THE DUMPSTER.
8. ROADSIDE PARKING IS NOT ALLOWED FROM NOVEMBER 1ST TO APRIL 1ST.
9. PROVIDE STABILIZED CONSTRUCTION ENTRANCE AT LOCATION OF CONSTRUCTION ACCESS TO PRIVATE OR PUBLIC ROAD.
10. PROVIDE SILT FENCE ON DOWNHILL SIDE OF CHAIRLIFT TOWERS DURING CONSTRUCTION.
11. REVEGETATE VEGETATION DISTURBED BY CONSTRUCTION ACCESS.
12. INSTALL STRAW WATTLE AT THE BASE OF SLOPES DURING CONSTRUCTION,

REGISTERED PROFESSIONAL ENGINEER
No. 4857264
MICHAEL DEMKOWICZ
11/13/2025
STATE OF UTAH

(435) 649-9467
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323 Main Street P.O. Box 2664 Park City, Utah 84060-2664

STAFF: THOMAS VAUGHN

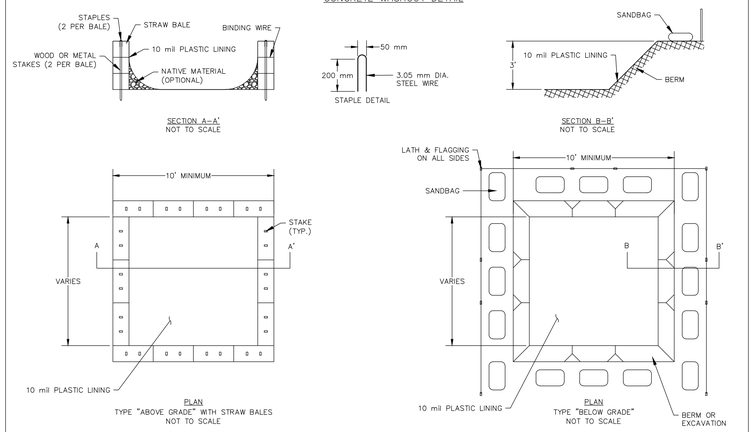
DATE: 11/13/2025

CMP & SWPPP
PARK CITY MOUNTAIN RESORT
SILVERLODE CHAIRLIFT IMPROVEMENTS

FOR: PARK CITY MOUNTAIN RESORT
JOB NO.: 11-9-21
FILE: X:\ParkCityMtnResort\dwg\Vail\Silverlode and Eagle Chairlift\2025 Silverlode\110921-civil_silverlode.dwg

SHEET 3 OF 4

CONCRETE WASHOUT DETAIL



NOTES:
1. ACTUAL LAYOUT DETERMINED IN THE FIELD.
2. THE CONCRETE WASHOUT SIGN SHALL BE INSTALLED WITHIN 30 FT OF THE TEMPORARY CONCRETE WASHOUT FACILITY.
3. WASHOUT NEEDS TO BE EMPTIED AND REPAIRED WHEN 75% OF STORAGE CAPACITY IS FILLED.

Mix Name: Park City Slope Mix — 1-31184

Mix # 158946 — Park City Slope Mix

% Pure	Common Name	Variety	G + D or H	Origin
21.23	INTERMEDIATE WHEATGRASS	Manifest	91 -TZ	SD
19.22	RYEGRASS, PERENNIAL	Linn	95 + 0 = 95	OR
18.63	BARLEY	Goldeneye	98 -TZ	UT
10.74	BLUEGRASS, SANDBERG	Mt-1	85 -TZ	WA
9.61	ORCHARDGRASS	Palute	95 + 0 = 95	OR
9.32	BROMEGRASS, MOUNTAIN	Bromar	98 + 0 = 98	WA
4.81	TIMOTHY	Climax	95 + 0 = 95	CAN
4.68	CLOVER, RED	Medium	75 + 22.5 = 97.5	OR

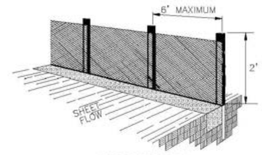
0.34 Other Crop — Date Tested: 27-AUG-14

1.41 Inert Matter — % Hard Seed: 1.06

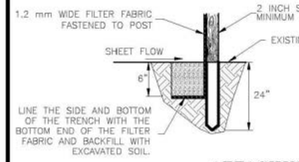
0.00 Weed Seed — Noxious Weed: None

Net Weight: 46.18 Lbs. PLS — 50.00 Lbs. Bulk

SILT FENCE

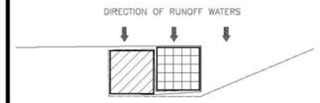


INSTALLATION:
1. Where possible, layout the silt fence 5 to 10 feet beyond the toe of slope.
2. Align the fence along the contour as close as possible.
3. When excavating the trench, use machinery that will produce no more than the desired dimension.
4. Place posts 6 foot on center along contour (or use pre assembled unit) and drive 2 feet (min.) into ground. Excavate an anchor trench (8 inches wide and 8 inches deep) immediately up-gradient of posts.
5. Cut fabric to required width, unroll along length of barrier and drape over barrier. Secure fabric to, stakes with staples, or similar, with trailing edge extending into anchor trench.
6. Backfill trench over filter fabric to anchor.



MAINTENANCE:
1. Inspect immediately after any rainfall and at least daily during prolonged rainfall.
2. Look for runoff bypassing ends of barriers or undercutting fence (repair immediately).
3. Repair or replace damaged areas of the fence and remove accumulated sediment.
4. Re-anchor fence as necessary to prevent shortcutting.
5. Remove accumulated sediment when it reaches ½ the height of the fence.

ATTACHING TWO SILT FENCES



1. PLACE THE END POST OF THE SECOND FENCE INSIDE THE END POST OF THE FIRST FENCE.
2. ROTATE BOTH POSTS AT LEAST 180 DEGREES IN A CLOCKWISE DIRECTION TO CREATE A TIGHT SEAL WITH THE FABRIC MATERIAL.
3. DRIVE BOTH POSTS ABOUT 24 INCHES INTO THE GROUND AND BURY FLAP.

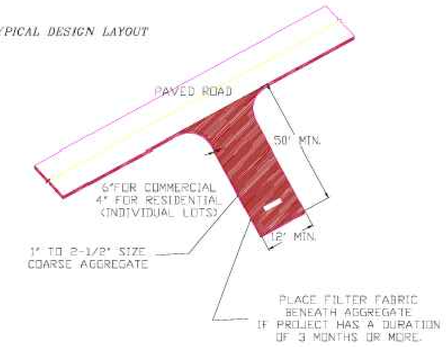
ALL SUBGRADES

NOTES:
1. BACKFILL IN ROADS, STREETS OR RIGHTS-OF-WAY SHALL BE IN ACCORDANCE WITH APPLICABLE CITY, COUNTY OR STATE STANDARDS.
2. BACKFILL IN OFF-ROAD AREAS SHALL BE IN ACCORDANCE WITH OFF ROAD SEWER LINE TRENCH DETAIL.
3. ATTACH TRACER WIRE TO TOP OF PIPE AT MAXIMUM 5' SPACING WITH DUCT TAPE OR ZIP TIES.

Snyderville Basin Water Reclamation District	PIPE TRENCH	STANDARD DETAIL PI-01 Revision Date: 5/7/10

STABILIZED CONSTRUCTION ENTRANCE

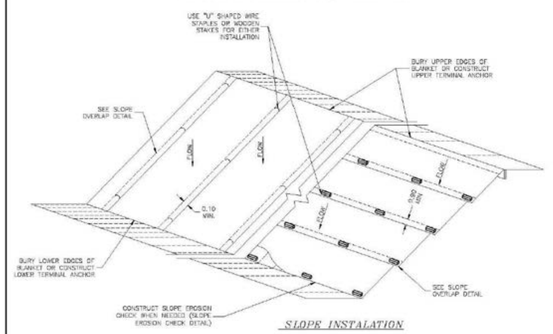
TYPICAL DESIGN LAYOUT

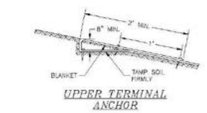


INSTALLATION:
1. Install at any point of ingress or egress at a construction site where adjacent traveled way is paved.
2. Clear and grub area and grade to provide slope shown for driveway, or access/intersection. If adjacent to waterway, use a maximum slope of 2%.
3. Compact subgrade and place filter fabric if required.
4. Place coarse aggregate, 1 to 2 ½ inches size, to a minimum depth of 6 inches for commercial projects, and 4 inches for residential projects.

MAINTENANCE:
1. Inspect daily for loss of gravel or sediment buildup.
2. Inspect adjacent roadway for sediment deposit and clean by sweeping or shoveling.
3. Repair entrance and replace gravel as required to maintain control in good working condition.
4. Expand stabilized area as required to accommodate traffic, and off site street parking and prevent erosion at driveway.

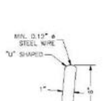
GEOTEXTILES— TYPICAL DESIGN / LAYOUT

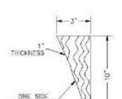












REGISTERED PROFESSIONAL ENGINEER — No. 4857264 — MICHAEL DEMKOWICZ — 11/13/2025 — STATE OF UTAH

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

STAFF: THOMAS VAUGHN

DATE: 11/13/2025

DETAILS
PARK CITY MOUNTAIN RESORT
SILVERLODE CHAIRLIFT IMPROVEMENTS

FOR: PARK CITY MOUNTAIN RESORT
JOB NO.: 11-9-21
FILE: K:\ParkCityMtnResort\dwg\Vail\Silverlode and Eagle Chairlift\2025 Silverlode\110921-civil_silverlode.dwg

SHEET 4 OF 4

Eagle Lift Replacement

PROJECT NARRATIVE

Park City Mountain proposes to replace the existing Eagle and Eaglet chairlifts with a new high-speed six-passenger detachable chairlift with a mid-station unload, along a modified alignment within the existing ski area (the "Replacement Lift"). The Replacement Lift is intended to improve guest circulation, reduce lift wait times, and enhance access to beginner and intermediate terrain—particularly for ski and ride school guests— while also improving connections to advanced terrain. The Replacement Lift does not create a new base portal, but rather improves the guest experience at all portal lifts providing guests of all skill levels with options for uploading and by reliably serving front-side terrain and beyond.

The Replacement Lift will improve internal mountain circulation by providing direct, high-speed access from the base area to higher-elevation terrain and by replacing two existing lifts with a single, efficient lift. This configuration allows novice skiers to progress within the First Time area while also improving access to frontside and mid-mountain terrain, including Silverlode and King Con lifts. The Replacement Lift will continue to serve the existing Mountain Village/First Time base area and will not introduce a new skier access point.

The Replacement Lift will have an approximate slope length of 5,796 feet, a vertical rise of 1,600 feet, and a ride time of approximately 5.9 minutes. The base terminal will be located slightly northeast of the existing Eagle bottom terminal; the mid-station will provide optional unloading to return to base areas or continue uphill, and the top terminal will be located near the existing King Con lift unload. The existing Eagle and Eaglet lifts will be removed as part of the project.

Lift towers and terminals will be similar in scale and character to existing resort infrastructure and will feature a matte, non-reflective galvanized finish. Work will be confined to the lift corridor and terminal areas. Approximately 5.5 acres of vegetation, primarily scrub oak, will be removed to accommodate the modified alignment. Standard erosion control and stormwater best management practices will be implemented during construction, and all disturbed areas will be revegetated with appropriate native species.

While the Eagle lift replacement is eligible for administrative review under the 1998 Development Agreement (DA) as a project identified in the Mountain Upgrade Plan (MUP) (Exhibit L), Park City Mountain is seeking a conditional use permit approval under the City's Land Management Code for the Replacement Lift. Accordingly, the following application should be evaluated against the standards and criteria set forth in the Land Management Code. Exhibit 2 sets forth in more detail the Replacement Lift's consistency with the applicable provisions of the Land Management Code and the Park City General Plan (2025).

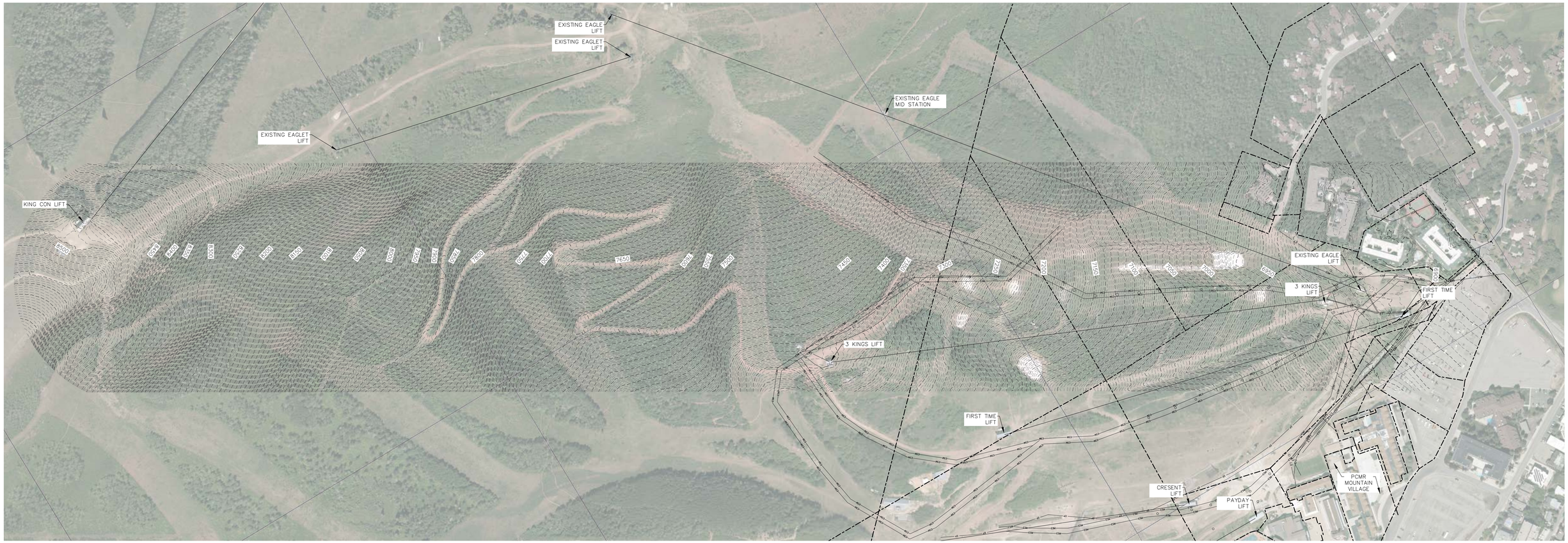
Eagle Lift Replacement

Exhibit 4 – Plans and Profiles

Eagle Lift Upgrade Plans and Profiles

Existing Conditions 2
Overall Lift Alignment 3
Contour Map 4
Vegetation Clearing 5
Slope Map 6
Lift Plan and Profile 7
Bottom Terminal Plan 8
Bottom Terminal Plan Grading Analysis 9
Bottom Terminal Profile 10
Mid-station Plan 11
Mid-station Grading Analysis 12
Mid-station Axonometric 13
Top Terminal Plan 14
Top Terminal Grading Analysis 15
Construction Access and Site Plan 16
Stormwater Pollution Prevention Plan (SWPPP) 17
Construction Site Details 18





200' 0 200' 400'

LEGEND

- EXISTING WATER LINE — EW
- EXISTING SNOW MAKING LINE — ESM
- EXISTING POWER LINE — EP
- EXISTING SANITARY SEWER LINE — ESS
- EXISTING GAS LINE — EG
- EXISTING TELECOMM. LINE — ET

REGISTERED PROFESSIONAL ENGINEER
No. 4857264
MICHAEL DEMKOWICZ
12/23/2025
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323 Main Street P.O. Box 2664 Park City, Utah 84060-2664

STAFF: GABRIAL HARJU

DATE: 12/23/2025

EXISTING CONDITIONS
PARK CITY MOUNTAIN RESORT
EAGLE CHAIRLIFT IMPROVEMENTS

FOR: PARK CITY MOUNTAIN RESORT
JOB NO.: 11-9-21
FILE: X:\ParkCityMtnResort\dwg\Vail\Silverlode and Eagle Chairlift\2025 Eagle\110921-civil_eagle.dwg

SHEET 1 **OF** 4



PARK CITY

LEGEND

- EXISTING LIFT
- PROPOSED LIFT
- PROPOSED GRADING

PARK CITY MOUNTAIN RESORT

Eagle Lift Replacement

Overall Alignment

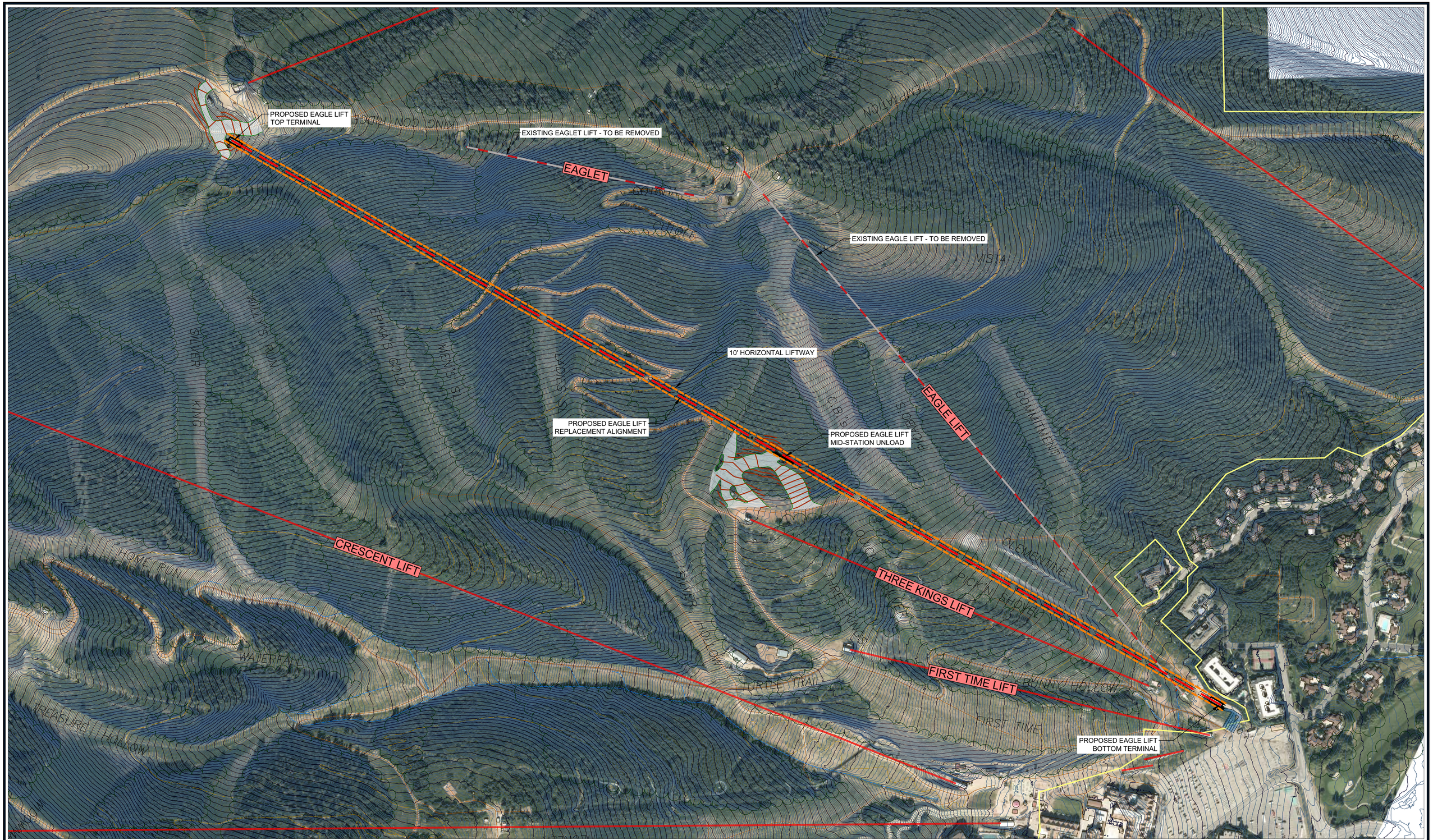
0 200' 400'

Graphic Scale: 1" = 200'
Contour Interval: 10ft

PREPARED BY:

SE GROUP

December 2025



PARK CITY

LEGEND

- EXISTING LIFT
- PROPOSED LIFT
- PROPOSED GRADING

PARK CITY MOUNTAIN RESORT

Eagle Lift Replacement

Two-foot Interval Contour Map

0 200' 400'

Graphic Scale: 1" = 200'
Contour Interval: 10ft

PREPARED BY:

SE GROUP

December 2025



PARK CITY

LEGEND

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

PARK CITY MOUNTAIN RESORT

Eagle Lift Replacement

Vegetation Clearing Exhibit

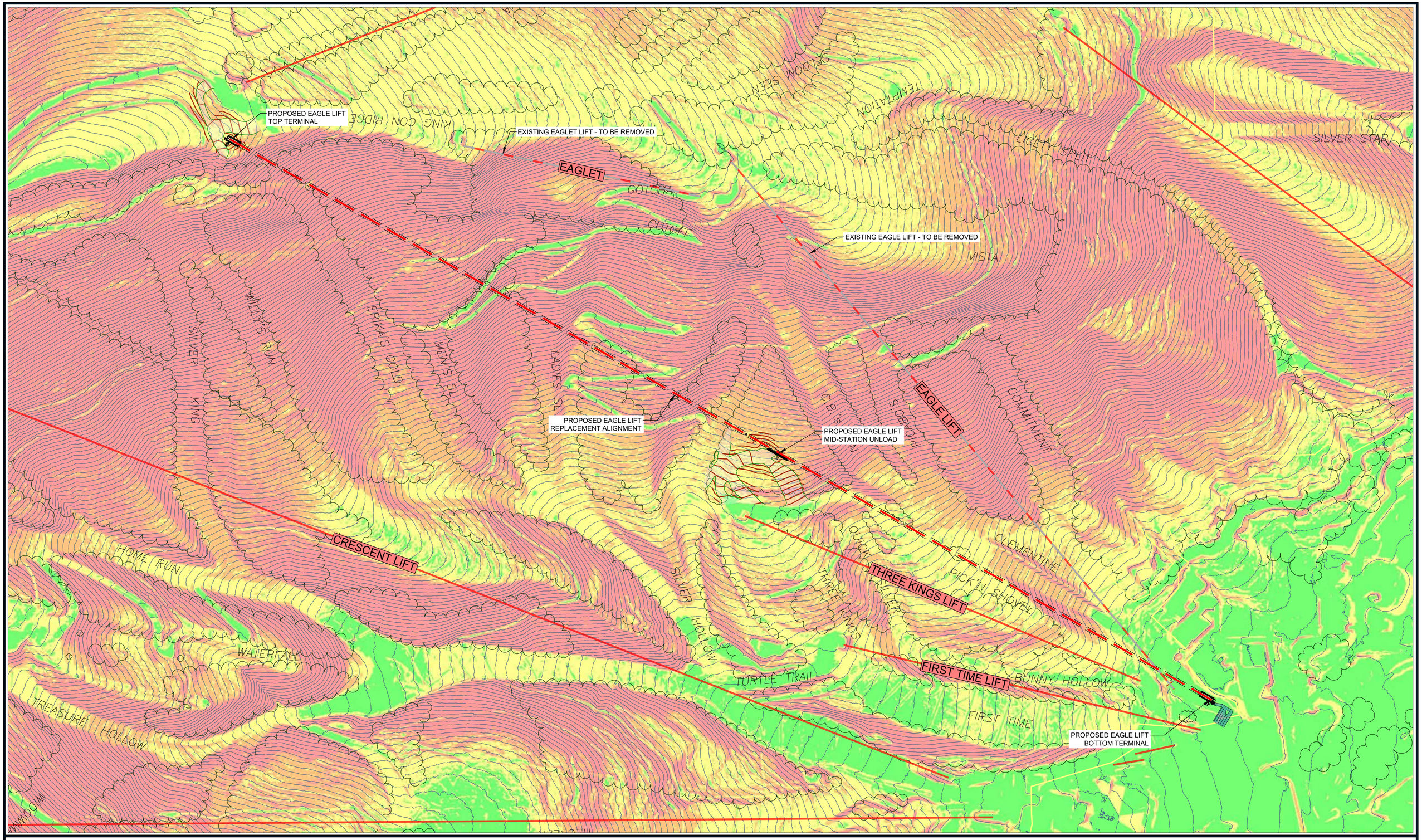
0 150' 300'

Graphic Scale: 1" = 150'
Contour Interval: 10ft

Prepared By:

SE GROUP

December 2025



PARK CITY

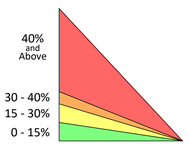
LEGEND

- EXISTING LIFT
- PROPOSED LIFT
- PROPOSED GRADING

PARK CITY MOUNTAIN RESORT

Eagle Lift Replacement

Slope Map



SLOPE KEY

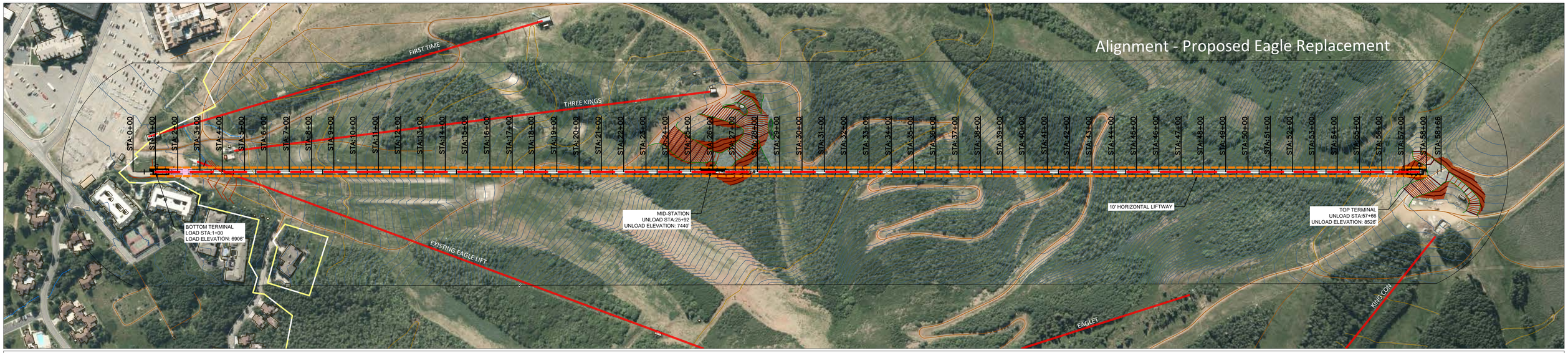
0 200' 400'

Graphic Scale: 1" = 200'
Contour Interval: 10ft

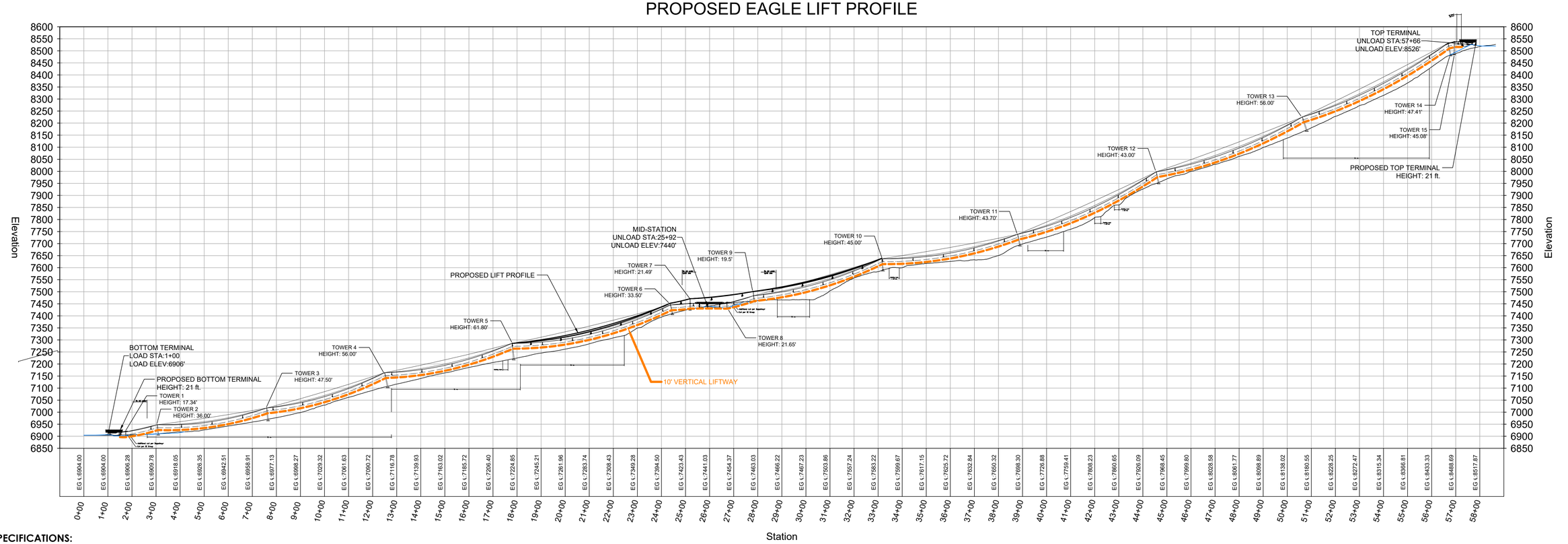
Prepared By:

SE GROUP

December 2025



PROPOSED EAGLE LIFT PROFILE



LIFT SPECIFICATIONS:
SLOPE LENGTH: 5,990'
VERTICAL: 1,620'

PARK CITY

0 100' 200' 400'
Graphic Scale: 1" = 200'
Contour Interval: 10ft

PARK CITY MOUNTAIN RESORT
Eagle Lift Replacement Plan & Profile

Prepared By:
SE GROUP

December 2025



PARK CITY

LEGEND

- EXISTING LIFT
- PROPOSED LIFT
- PROPERTY LINE
- PROPOSED GRADING

PARK CITY MOUNTAIN RESORT

Eagle Lift Replacement

Bottom Terminal Plan

0 20' 40' 80'

Graphic Scale: 1" = 40'
Contour Interval: 2ft

PREPARED BY:

SE GROUP

December 2025

EAGLE LIFT (TO BE REPLACED)

PROPOSED EAGLE LIFT REPLACEMENT ALIGNMENT

THREE KINGS

FIRST TIME

7000

6950

6900

PROPERTY LINE

PROPOSED EAGLE LIFT BOTTOM TERMINAL

EST. EAGLE BOTTOM GRADING STATS

- AREA: 1.2 ACRES
- CUT VOLUME: 970 C.Y.
- FILL VOLUME: 980 C.Y.
- NET: 10 C.Y. (FILL)

Grading Elevations Table

Range	Minimum Elevation	Maximum Elevation	Color
1	-20.00	-15.00	
2	-15.00	-10.00	
3	-10.00	-5.00	
4	-5.00	0.00	
5	0.00	5.00	
6	5.00	10.00	
7	10.00	15.00	
8	15.00	20.00	

PARK CITY

LEGEND

- EXISTING LIFT
- PROPOSED LIFT
- PROPERTY LINE
- PROPOSED GRADING

PARK CITY MOUNTAIN RESORT

Eagle Lift Replacement

Bottom Terminal - Grading Analysis

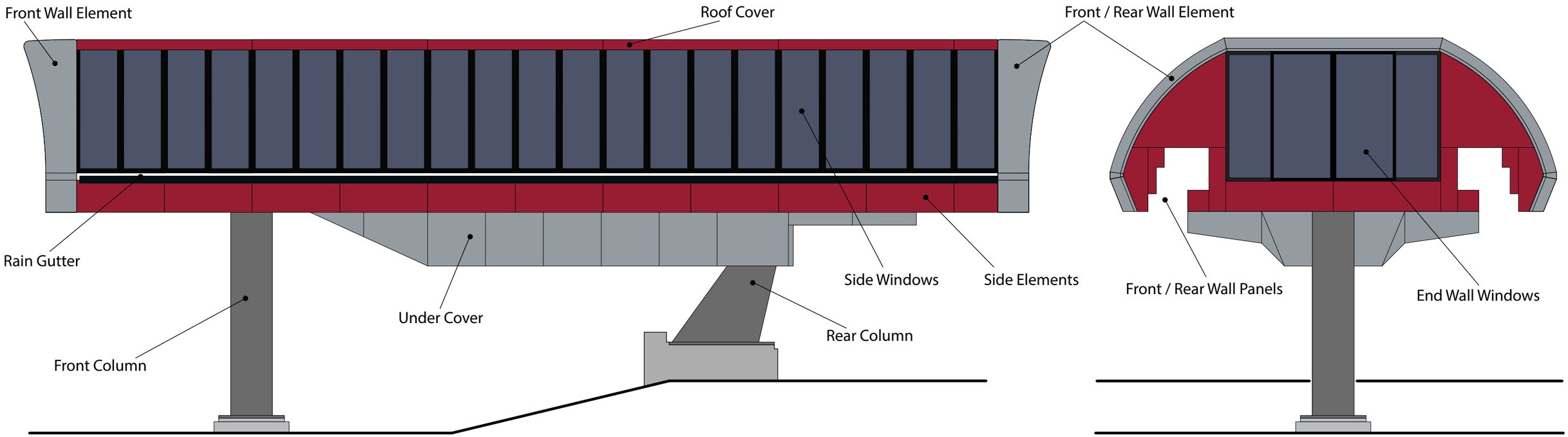
0 20' 40' 80'

Graphic Scale: 1" = 40'
Contour Interval: 2ft

Prepared By:

SE GROUP

December 2025



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	

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

P.Wiedemann 2-12-2013



PARK CITY

LEGEND

- EXISTING LIFT
- PROPOSED LIFT
- PROPOSED GRADING

PARK CITY MOUNTAIN RESORT

Eagle Lift Replacement

Mid-Station Plan

0 20' 40' 80'

Graphic Scale: 1" = 40'
Contour Interval: 2ft

Prepared By:

SE GROUP

December 2025

EST. EAGLE MID-STATION GRADING STATS

- AREA: 2.3 Acres
- CUT VOLUME: 8160 C.Y.
- FILL VOLUME: 5670 C.Y.
- NET: 2490 C.Y. (CUT)

PROPOSED EAGLE LIFT
MID-STATION UNLOAD

PATROL SHACK
(TO REMAIN IN PLACE)

PROPOSED EAGLE LIFT
REPLACEMENT ALIGNMENT

7450

7400

7350

???

Grading Elevations Table			
Range	Minimum Elevation	Maximum Elevation	Color
1	-20.00	-15.00	
2	-15.00	-10.00	
3	-10.00	-5.00	
4	-5.00	0.00	
5	0.00	5.00	
6	5.00	10.00	
7	10.00	15.00	
8	15.00	20.00	

PARK CITY

LEGEND

EXISTING LIFT
PROPOSED LIFT
PROPOSED GRADING

PARK CITY MOUNTAIN RESORT

Eagle Lift Replacement

Mid-Station - Grading Analysis

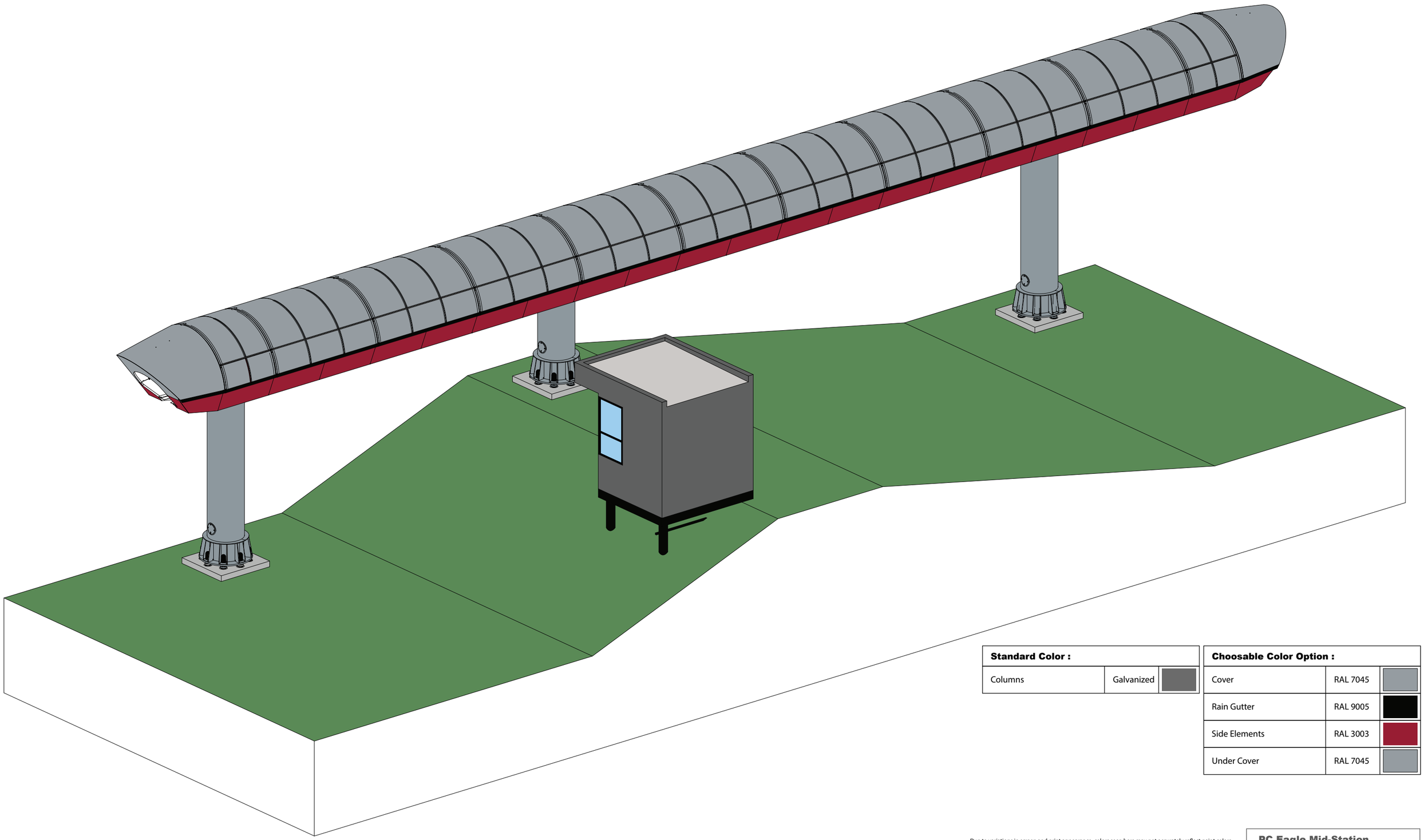
0 10' 20' 40'

Graphic Scale: 1" = 20'
Contour Interval: 2ft

Prepared By:

SE GROUP

December 2025

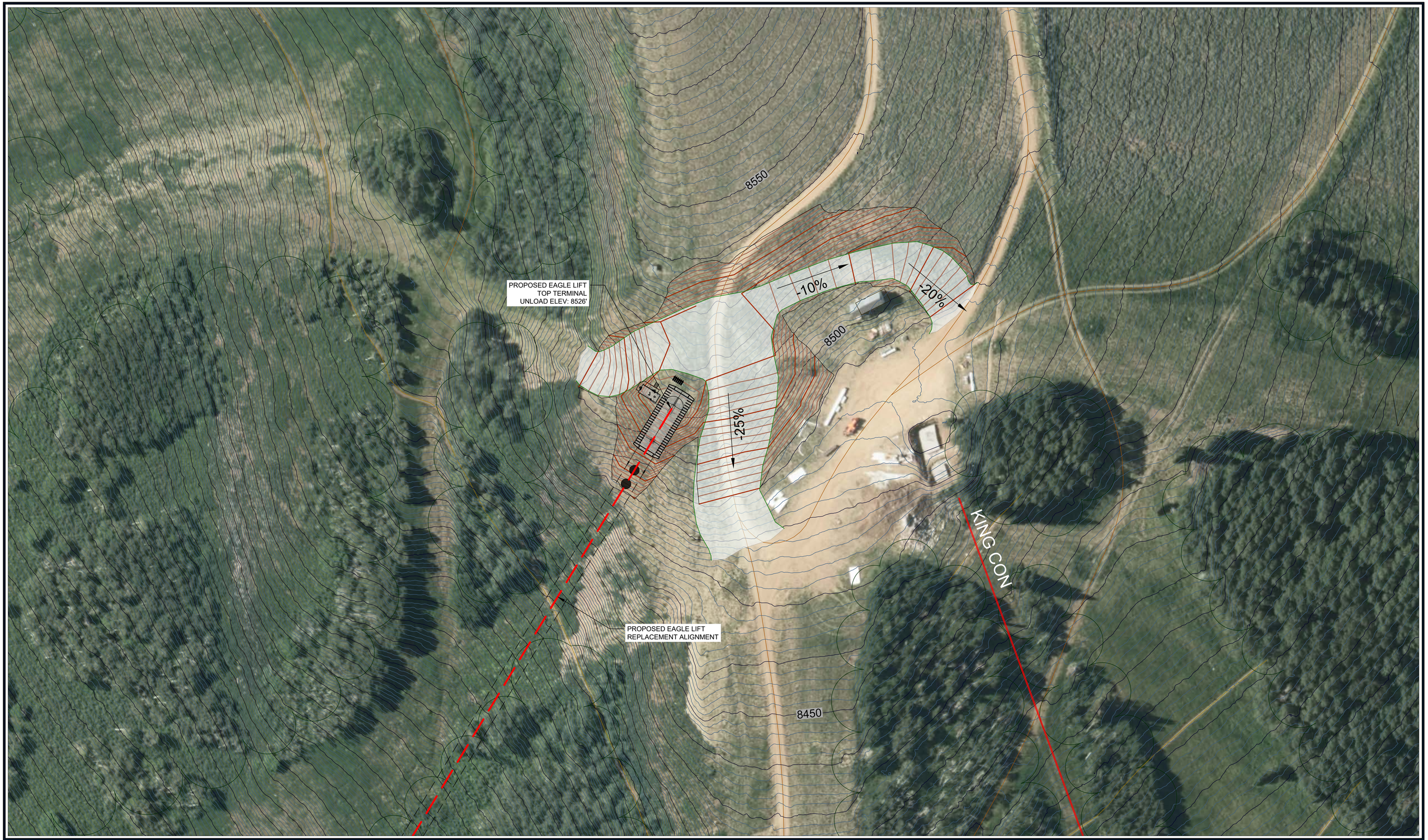


Standard Color :		
Columns	Galvanized	

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

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

PC Eagle Mid-Station



PARK CITY

LEGEND

- EXISTING LIFT
- PROPOSED LIFT
- PROPOSED GRADING

PARK CITY MOUNTAIN RESORT

Eagle Lift Replacement

Top Terminal Plan

0 20' 40' 80'

Graphic Scale: 1" = 40'
Contour Interval: 2ft

Prepared By:

SE GROUP

December 2025

EST. EAGLE TOP TERMINAL GRADING STATS

- AREA: 1.2 Acres
- CUT VOLUME: 4730 C.Y.
- FILL VOLUME: 4450 C.Y.
- NET: 280 C.Y. (CUT)

8550

8500

8450

PROPOSED EAGLE LIFT
TOP TERMINAL UNLOAD

PROPOSED EAGLE LIFT
REPLACEMENT ALIGNMENT

KING CON

Grading Elevations Table			
Range	Minimum Elevation	Maximum Elevation	Color
1	-20.00	-15.00	
2	-15.00	-10.00	
3	-10.00	-5.00	
4	-5.00	0.00	
5	0.00	5.00	
6	5.00	10.00	
7	10.00	15.00	
8	15.00	20.00	

PARK CITY

LEGEND

- EXISTING LIFT
- PROPOSED LIFT
- PROPOSED GRADING

PARK CITY MOUNTAIN RESORT

Eagle Lift Replacement

Top Terminal - Grading Analysis

0 10' 20' 40'

Graphic Scale: 1" = 20'
Contour Interval: 2ft

Prepared By:

SE GROUP

December 2025

LEGEND

EXISTING WATER LINE — EW

EXISTING SNOW MAKING LINE — ESM

EXISTING POWER LINE — EP

EXISTING SANITARY SEWER LINE — ESS

EXISTING GAS LINE — EG

EXISTING TELECOMM. LINE — ET

CONTRACTOR HAUL ROUTE

HISTORIC2-TRACK, CONTRACTOR TO CONFIRM CONDITION AND USE WITH PCMR AS NECESSARY

CONSTRUCTION STAGING AREA

NOTES:

1) REMOVE EXISTING 3-PACK EAGLE LIFT AND 2-PACK EAGLET LIFT AND REPLACE WITH NEW 6-PACK EXPRESS EAGLE LIFT
2) EXCAVATE, FORM & BACKFILL LIFT TOWER FOOTINGS
3) ALL EXISTING UTILITY INFORMATION SHOWN IN APPROXIMATE LOCATIONS. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY ACCURACY OF EXISTING UTILITY INFORMATION.
4) REFER TO PIPE TRENCHING DETAIL FOR INSTALLATION OF NEW UTILITIES.
5) CONTRACTOR TO CONTACT PARK CITY AND MOUNTAIN TRAILS ORGANIZATION AND PROVIDE SIGNS & FENCING AT PUBLIC TRAIL CROSSINGS ALONG CONSTRUCTION ACCESS ROUTES.

400' 0 400' 800'

THAYNES LIFT
MOTHERLODE LIFT
QUICKSILVER GONDOLA
PROPOSED SILVERLODE ALIGNMENT (SEE PLANS)
PCA-S-98-PCMR-1
PIONEER LIFT
KING CON LIFT
CONSTRUCTION STAGING
RIGHT TO PROPOSED EAGLE TOP TERMINAL
REMOVE EAGLET TERMINALS AND TOWERS (SEE PLANS BY OTHERS)
REMOVE EAGLE LIFT AND TERMINALS (SEE PLANS BY OTHERS)
McCONKEY'S LIFT
TOP TERMINAL ACCESS
BONANZA LIFT
REMOVE ADDITIONAL TREES AS NECESSARY & SAVE EXISTING VEGETATION TO ACCOMMODATE WIDER CORRIDOR FOR NEW 8-PACK CHAIRLIFT.
CRESCENT LIFT
ACCESS TO TOWERS AS NECESSARY
PCA-S-98-PCMR-1
CONTINUE DOWNHILL AS NECESSARY FOR EXIT FROM TOWERS
MID STATION AND TOWER ACCESS
CONSTRUCTION STAGING
PCMR MAINTENANCE BUILDING
3 KINGS LIFT
BOTTOM TERMINAL ACCESS
FIRST TIME LIFT
PCA-S-98-PCMR-1
PC-800-A
SA-402-A
SA-402
SA-402-A-4
PAYDAY LIFT
CONSTRUCTION STAGING
PCA-S-98-PCMR
PC-800
SA-321
KING ROAD
PC-364-A-X
KRE-1
KRE-2
THILL-5-X
THILL-3-8-1AM
PP-25-C
SS-108-D
PP-25-D
PP-25-C-X
SILVER STAR LIFT
PP-25-A-3
PP-29-E
PCA-1002-C
PCA-1003
PCA-29-A
THREE KINGS DR.
STORM DRAIN
RIDGE DR.
LOWELL AVE.
EMPIRE AVE.
PARK AVE.
SHADOW RIDGE RD
PARK AVE.
DEER VALLEY DR.

REGISTERED PROFESSIONAL ENGINEER — No. 4857264 — MICHAEL DEMKOWICZ — 12/23/2025 — STATE OF UTAH

(435) 649-9467

Alliance Engineering Inc.

CONSULTING ENGINEERS LAND PLANNERS SURVEYORS

323 Main Street P.O. Box 2664 Park City, Utah 84060-2664

STAFF: GABRIAL HARJU

DATE: 12/23/2025

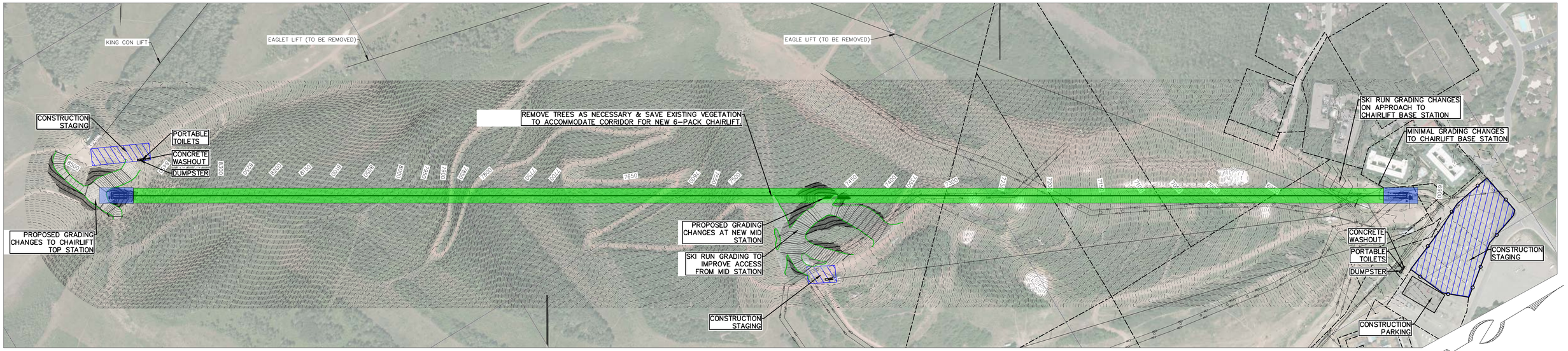
CONSTUCTION ACCESS & SITE PLAN
PARK CITY MOUNTAIN RESORT
EAGLE CHAIRLIFT IMPROVEMENTS

FOR: PARK CITY MOUNTAIN RESORT

JOB NO.: 11-9-21

FILE: X:\ParkCityMtnResort\dwg\Vail\Silverlode and Eagle Chairlift\2025 Eagle\110921-civil_eagle.dwg

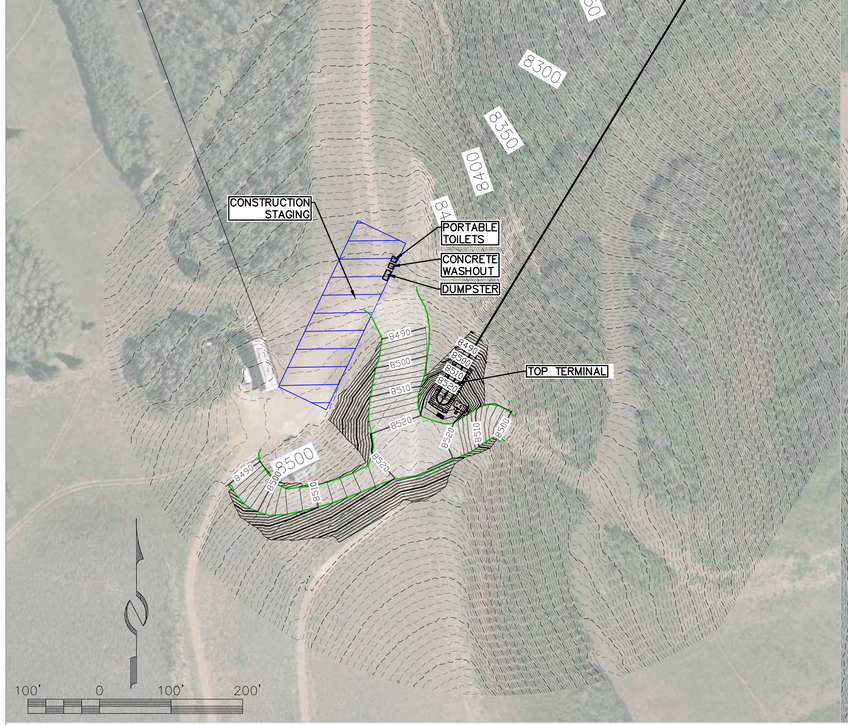
SHEET 2 OF 4

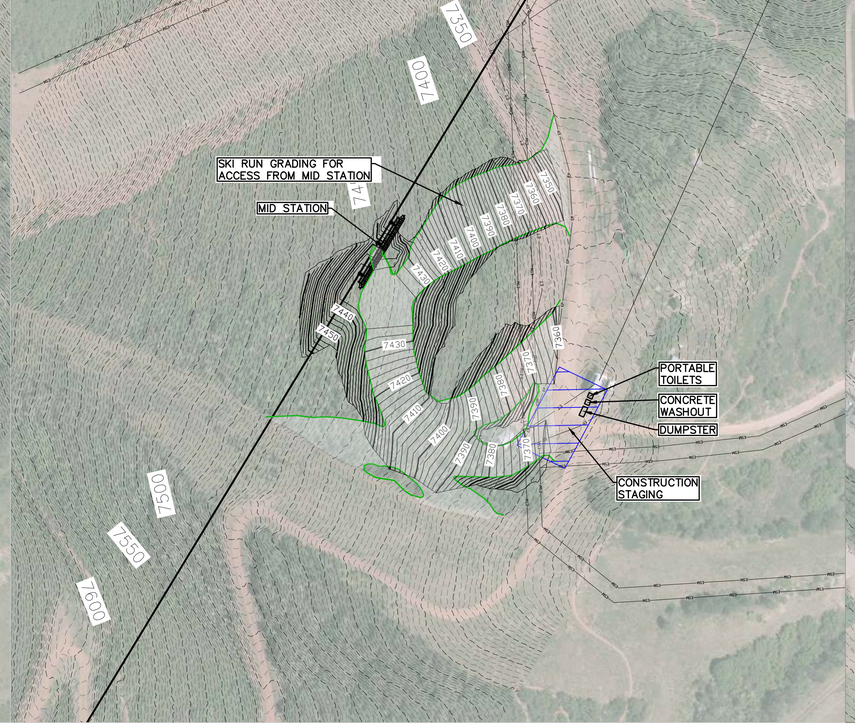


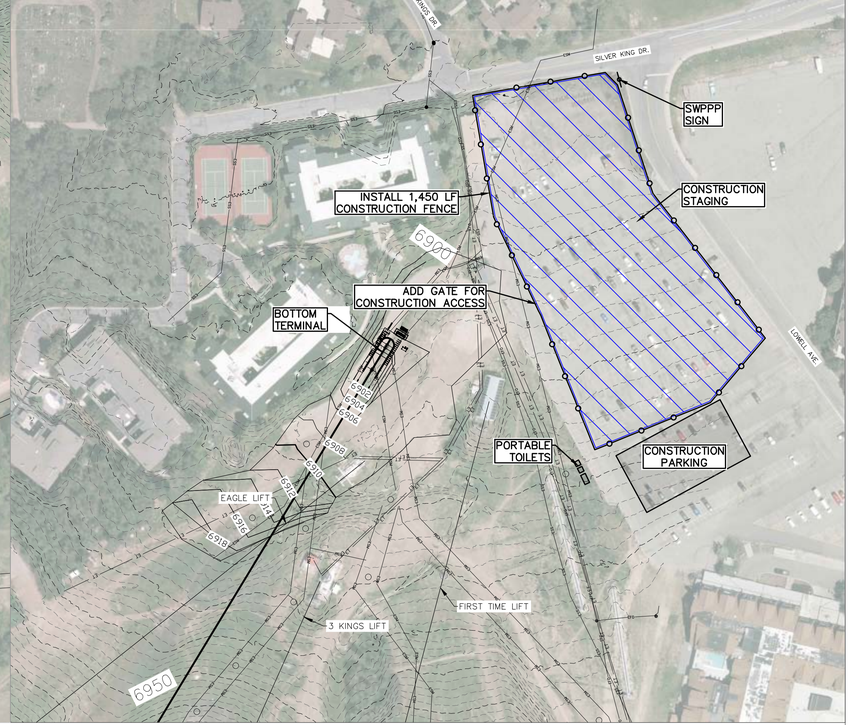
TOP TERMINAL

MID STATION

BOTTOM TERMINAL







REVEGETATE DISTURBED AREA W/ STOCKPILED TOPSOIL & RESORT APPROVED SEED MIX. PROVIDE STRAW EROSION CONTROL BLANKETS.

REMOVE TREES & SAVE EXISTING VEGETATION

REVEGETATE DISTURBED SKI RUNS GRADING W/ STOCKPILED TOPSOIL & RESORT APPROVED SEED MIX. PROVIDE STRAW EROSION CONTROL BLANKETS.

CONSTRUCTION STAGING AREA

	AREA (sqft)	SEED MIX (lbs)
TOTAL AREA OF DISTURBANCE- CHAIRLIFT TOP & BOTTOM TERMINALS, CHAIRLIFT TOWERS	489,000	1957

APPROVED SEED MIX TO BE USED REQUIRES 4LBS/1000 SF OF DISTURBANCE.

NOTES:
1. SAVE EXISTING VEGETATION IN AREAS OUTSIDE OF LIMITS OF DISTURBANCE.
2. STRIP & STOCKPILE EXISTING TOPSOIL.
3. USE STOCKPILED TOPSOIL TO VEGETATE SLOPES.
4. INSTALL EROSION CONTROL BLANKETS ON ALL SLOPES STEEPER THAN 2:1.
5. CONSTRUCTION PARKING/TRAFFIC MAY NOT BLOCK STREETS WITHOUT A PERMIT (AVAILABLE FROM THE ENGINEERING DIVISION).
6. MUD TRACKED OUT ONTO THE STREET MUST BE CLEANED PRIOR TO THE END OF THE WORK DAY.
7. THE CONSTRUCTION SITE MUST BE MAINTAINED IN A NEAT MANNER. TRASH AND OTHER DEBRIS MAY NOT ACCUMULATE OUTSIDE THE DUMPSTER.
8. ROADSIDE PARKING IS NOT ALLOWED FROM NOVEMBER 1ST TO APRIL 1ST.
9. PROVIDE STABILIZED CONSTRUCTION ENTRANCE AT LOCATION OF CONSTRUCTION ACCESS TO PRIVATE OR PUBLIC ROAD.
10. PROVIDE SILT FENCE ON DOWNHILL SIDE OF CHAIRLIFT TOWERS DURING CONSTRUCTION.
11. REVEGETATE VEGETATION DISTURBED BY CONSTRUCTION ACCESS.
12. INSTALL STRAW WATTLE AT THE BASE OF SLOPES DURING CONSTRUCTION,

REGISTERED PROFESSIONAL ENGINEER
No. 4857264
MICHAEL DEMKOWICZ
12/23/2025
STATE OF UTAH

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

STAFF: GABRIEL HARJU

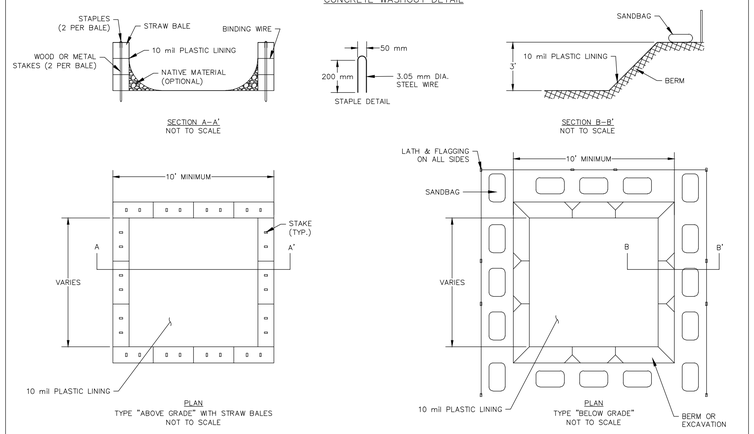
DATE: 12/23/2025

CMP & SWPPP
PARK CITY MOUNTAIN RESORT
EAGLE CHAIRLIFT IMPROVEMENTS

FOR: PARK CITY MOUNTAIN RESORT
JOB NO.: 11-9-21
FILE: X:\ParkCityMtnResort\dwg\Vail\Silverlode and Eagle Chairlift\2025 Eagle\110921-civil_eagle.dwg

SHEET 3 **OF** 4

CONCRETE WASHOUT DETAIL



NOTES:
1. ACTUAL LAYOUT DETERMINED IN THE FIELD.
2. THE CONCRETE WASHOUT SIGN SHALL BE INSTALLED WITHIN 30 FT OF THE TEMPORARY CONCRETE WASHOUT FACILITY.
3. WASHOUT NEEDS TO BE EMPTIED AND REPAIRED WHEN 75% OF STORAGE CAPACITY IS FILLED.

Mix Name: Park City Slope Mix — 1-31184

Mix # 158946 — Park City Slope Mix

% Pure	Common Name	Variety	G + D or H	Origin
21.23	INTERMEDIATE WHEATGRASS	Manifest	91 -TZ	SD
19.22	RYEGRASS, PERENNIAL	Linn	95 + 0 = 95	OR
18.63	BARLEY	Goldeneye	98 -TZ	UT
10.74	BLUEGRASS, SANDBERG	Mt-1	85 -TZ	WA
9.61	ORCHARDGRASS	Palute	95 + 0 = 95	OR
9.32	BROMEGRASS, MOUNTAIN	Bromar	98 + 0 = 98	WA
4.81	TIMOTHY	Climax	95 + 0 = 95	CAN
4.68	CLOVER, RED	Medium	75 + 22.5 = 97.5	OR

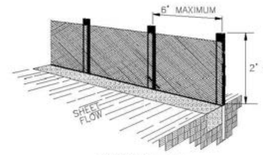
0.34 Other Crop — Date Tested: 27-AUG-14

1.41 Inert Matter — % Hard Seed: 1.06

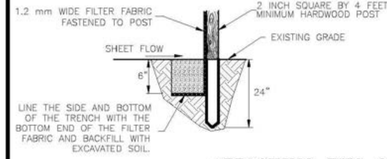
0.00 Weed Seed — Noxious Weed: None

Net Weight: 46.18 Lbs. PLS — 50.00 Lbs. Bulk

SILT FENCE

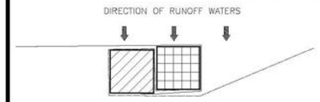


INSTALLATION:
1. Where possible, layout the silt fence 5 to 10 feet beyond the toe of slope.
2. Align the fence along the contour as close as possible.
3. When excavating the trench, use machinery that will produce no more than the desired dimension.
4. Place posts 6 foot on center along contour (or use pre assembled unit) and drive 2 feet (min.) into ground. Excavate an anchor trench (8 inches wide and 8 inches deep) immediately up-gradient of posts.
5. Cut fabric to required width, unroll along length of barrier and drape over barrier. Secure fabric to, stakes with staples, or similar, with trailing edge extending into anchor trench.
6. Backfill trench over filter fabric to anchor.

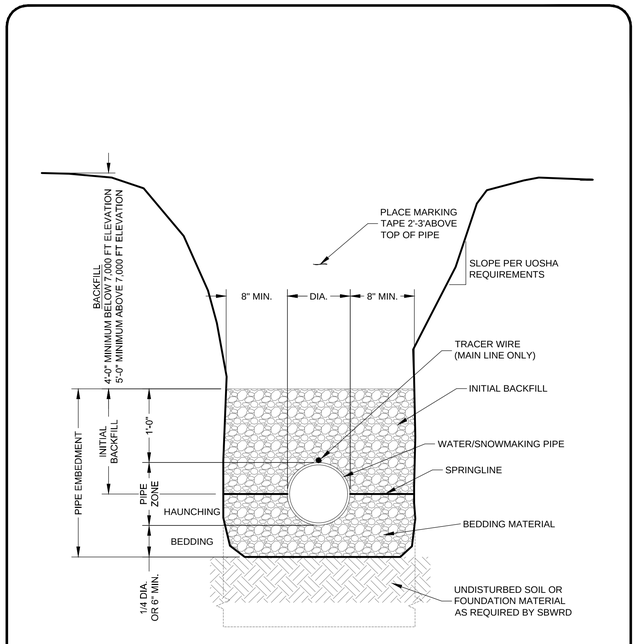


MAINTENANCE:
1. Inspect immediately after any rainfall and at least daily during prolonged rainfall.
2. Look for runoff bypassing ends of barriers or undercutting fence (repair immediately).
3. Repair or replace damaged areas of the fence and remove accumulated sediment.
4. Re-anchor fence as necessary to prevent shortcutting.
5. Remove accumulated sediment when it reaches ½ the height of the fence.

ATTACHING TWO SILT FENCES



1. PLACE THE END POST OF THE SECOND FENCE INSIDE THE END POST OF THE FIRST FENCE.
2. ROTATE BOTH POSTS AT LEAST 180 DEGREES IN A CLOCKWISE DIRECTION TO CREATE A TIGHT SEAL WITH THE FABRIC MATERIAL.
3. DRIVE BOTH POSTS ABOUT 24 INCHES INTO THE GROUND AND BURY FLAP.



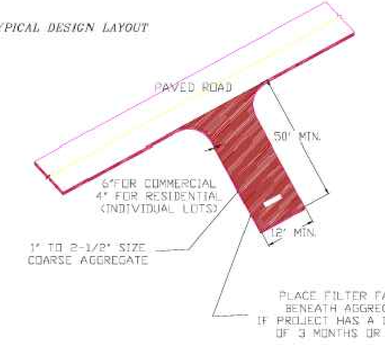
ALL SUBGRADES

NOTES:
1. BACKFILL IN ROADS, STREETS OR RIGHTS-OF-WAY SHALL BE IN ACCORDANCE WITH APPLICABLE CITY, COUNTY OR STATE STANDARDS.
2. BACKFILL IN OFF-ROAD AREAS SHALL BE IN ACCORDANCE WITH OFF ROAD SEWER LINE TRENCH DETAIL.
3. ATTACH TRACER WIRE TO TOP OF PIPE AT MAXIMUM 5' SPACING WITH DUCT TAPE OR ZIP TIES.

Snyderville Basin Water Reclamation District	PIPE TRENCH	STANDARD DETAIL PI-01 Revision Date: 5/17/10

STABILIZED CONSTRUCTION ENTRANCE

TYPICAL DESIGN LAYOUT



INSTALLATION:
1. Install at any point of ingress or egress at a construction site where adjacent traveled way is paved.
2. Clear and grub area and grade to provide slope shown for driveway, or access/intersection. If adjacent to waterway, use a maximum slope of 2%.
3. Compact subgrade and place filter fabric if required.
4. Place coarse aggregate, 1 to 2 ½ inches size, to a minimum depth of 6 inches for commercial projects, and 4 inches for residential projects.

MAINTENANCE:
1. Inspect daily for loss of gravel or sediment buildup.
2. Inspect adjacent roadway for sediment deposit and clean by sweeping or shoveling.
3. Repair entrance and replace gravel as required to maintain control in good working condition.
4. Expand stabilized area as required to accommodate traffic, and off site street parking and prevent erosion at driveway.

[redacted]

REGISTERED PROFESSIONAL ENGINEER — No. 4857264 MICHAEL DEMKOWICZ 12/23/2025 — STATE OF UTAH

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

STAFF: GABRIAL HARJU

DATE: 12/23/2025

DETAILS
PARK CITY MOUNTAIN RESORT
EAGLE CHAIRLIFT IMPROVEMENTS

FOR: PARK CITY MOUNTAIN RESORT
JOB NO.: 11-9-21
FILE: X:\ParkCityMtnResort\dwg\Vail\Silverlode and Eagle Chairlift\2025 Eagle\110921-civil_eagle.dwg

SHEET 4 OF 4

Exhibit 2 – SILVERLODE LIFT REPLACEMENT - CONSISTENCY WITH LAND MANAGEMENT CODE (LMC)

This exhibit demonstrates the Replacement Lift's consistency with the applicable Conditional Use review provisions of the Land Management Code and the review standards of the Passenger Tramways and Ski Base Facilities and Recreational Open Space (ROS) District as set forth below.

§ 15-1-10 Conditional Use Review Process

Under LMC §15-1-10, a Conditional Use shall be approved if reasonable conditions are proposed, or can be imposed, to mitigate the reasonably anticipated detrimental effects of the proposed use in accordance with applicable standards. Subsection (E) identifies the review items for the Planning Department to evaluate in making this determination, including:

1. Whether the application complies with all requirements of the Park City Land Management Code;
2. Whether the use is compatible with surrounding structures in use, scale, mass, and circulation; and
3. Whether any differences in use or scale are mitigated through careful planning.

Park City Mountain submits the following responses to demonstrate how the Replacement Lift mitigates the impacts of and addresses the review items set forth in LMC §15-1-10(E), §15-4-18(B) and §15-2.7.

§ 15-1-10 (E) Review

1) Size and location of the site; Park City Mountain proposes to replace the existing Silverlode six-passenger detachable chairlift with a new eight-passenger detachable chairlift along the same general alignment, maintaining the existing mid-mountain bottom and top terminal locations. The location of the Replacement Lift is within the boundary of Park City Mountain.

2) Traffic considerations including capacity of the existing streets in the area; Base area operations and guest arrival patterns remain unchanged. The Silverlode lift serves existing ski terrain and as a mid-mountain lift with no public street connectivity, the replacement does not generate new vehicular trips or impact the capacity of surrounding streets. This determination is consistent with prior City findings for similar ski-lift projects. For example, the King Con lift was previously upgraded from a four-person to a six-person detachable chairlift and Motherlode was previously upgraded from a three-person to a high-speed quad lift. The City stated in its findings of fact for the 2015 ACUP approval of the King Con and Motherlode lifts that *"no measurable change in vehicle traffic patterns are anticipated to result from the replacement of lifts" and "no additional parking is required for the lift replacement."*

Further, in its 2022 CUP approval of the Burns Lift at Deer Valley—a new lift rather than a replacement— the City stated in its findings of fact that the project *"will not impact traffic"* and *"will not increase parking demand,"* confirming that mid-mountain lifts do not impact traffic or parking.

3) Utility capacity including storm water run-off; No additional sewer or water capacity is needed for the Replacement Lift. Additional water may be necessary for the bottom terminal maintenance structure and could be serviced by existing water and sewer lines. Additional electrical power will be required for the lift drive and the maintenance component. The power has been planned for previously and available for use at the new lift. (See Exhibit 4 for Stormwater Pollution Prevention Plan)

4) Emergency vehicle access; The Silverlode lift is currently accessed for service and emergencies by existing mountain roads during summer months and over snow during winter conditions. The access points will remain the same for the Replacement Lift.

5) Location and amount of off-street parking; No new parking is proposed or required. As noted above, prior City determinations confirm that mid-mountain lifts do not trigger parking impacts.

6) Internal vehicular and pedestrian circulation system; The Replacement Lift uses existing mountain service roads for construction access, maintenance, and emergency response. No new roads or circulation changes are required. Pedestrian and skier circulation at the terminals remain unchanged, with improved flow expected due to reduced queueing. Several hiking and biking trails traverse the area. No permanent changes to the trails are proposed, and all temporary construction detours will be restored upon completion.

7) Fencing, screening and landscaping to separate the use from adjoining uses; The Replacement Lift retains the existing Silverlode alignment and terminal areas, which are naturally separated from adjoining uses by terrain, vegetation, and distance. Lift towers will utilize a matte, non-reflective galvanized finish that limits glare and blends with surrounding conditions, consistent with the existing lift. Given the established mid-mountain context and inherent visual buffering, additional fencing, screening, or landscaping is not needed.

8) Building mass, bulk, and orientation, and the location of buildings on the site; including orientation to buildings on adjoining lots; Tower, terminal and lift operator structure/maintenance structure locations remain consistent with the existing lift. The Replacement Lift does not change the mass, bulk, or orientation of lift structures, nor does it alter their relationship to buildings on adjoining lots. The proposed 28-foot maintenance component is within the ROS height restriction.

9) Usable Open Space; The project does not modify designated open space areas, and no changes to usable open space will occur as a result of the Replacement Lift.

10) Signs and lighting; The Replacement Lift does not introduce any new signs or lighting. Existing lighting and signage will remain in place with no changes to current conditions.

11) Physical design and compatibility with the surrounding structures in mass, scale, style, design and architectural detailing; The new lift terminals are comparable in size, scale, and design to the existing lift infrastructure at Park City Mountain. Terminal and maintenance structure finishes will be compatible with the surrounding lift system, maintaining visual consistency and alignment with established resort facilities.

12) Noise, vibration, odors, steam, or other mechanical factors that might affect people and property off-site; The Replacement Lift operates using electric motor drives, consistent with the existing system, and includes a standard diesel backup unit for emergency use. As a like-for-like replacement within an existing lift corridor, the Replacement Lift does not introduce new sources of noise, vibration, odors, steam, or other mechanical impacts. No off-site effects are anticipated.

13) Control of delivery and service vehicles, loading and unloading zones, and screening of trash and recycling pickup areas; The Replacement Lift does not alter existing access, service, or delivery operations. No changes to loading, unloading, or trash-handling areas are proposed or required.

14) Expected ownership and management of the project as primary residences, condominiums, time interval ownership, nightly rental, or commercial tenancies, how the form of ownership affects taxing entities; No changes to these items will occur as a result of the Replacement Lift.

15) Within and adjoining the Site, Environmentally Sensitive Lands, Physical Mine Hazards, Historic Mine Waste and Park City Soils Ordinance, Steep Slopes, and appropriateness of the proposed structure to the existing topography of the site; Areas of temporary disturbance will be restored and re-vegetated using an appropriate native seed mix. Standard erosion-control measures will be implemented during construction, and a detailed erosion and stormwater management plan will be submitted with construction permits. The Replacement Lift follows the existing lift corridor and is appropriate to the established topography, with no new impacts on environmentally sensitive lands, mine hazards, or City regulated soils.

16) Reviewed for consistency with the goals and objectives of the Park City General Plan; however, such review for consistency shall not alone be binding; The Replacement Lift is consistent with the new Park City General Plan (2025)**.** The replacement supports the Plan's emphasis on modernizing essential recreational infrastructure to reinforce Park City's role as a premier four-season destination. It advances the objective of ensuring that resort facilities evolve in ways that enhance the guest experience and support long-term operational resilience. By improving mid-mountain circulation and reducing congestion within an existing lift pod, the Replacement Lift aligns with the City's broader vision for sustainable, high-quality resort operations.

17) Radon mitigation; the Planning Director or Planning Commission shall require residential Conditional Uses to include the installation of a basic radon remediation system that allows for the installation of a radon remediation air handler if or when radon mitigation is required for the space in accordance with residential building codes. This criterion applies to residential conditional uses. As the Replacement Lift is not a residential project, radon mitigation requirements are not applicable**.**

§ 15-4-18 Passenger Tramways and Ski Base Facilities

§ 15-4-18(B) Conditional Use Review

1) Ownership of Liftway; Park City Mountain has control of the land necessary to construct and operate the Replacement Lift and associated facilities. Documentation demonstrating control of the Liftway and terminal areas is provided as part of the application packet.

2) Width; The Replacement Lift is designed to meet the required Liftway width standards, providing a minimum of ten feet (10') of clearance on each side of the passenger carriers. The 10' Liftway corridor is shown on the project plans included as Exhibit 4.

3) Base or Terminal Facilities; All components of the Replacement Lift are located within the ROS (Recreation Open Space) zone, where Passenger Tramways are a permitted Conditional Use. No portion of the lift or its associated facilities is located within the HR-1 or HRL zones; therefore, the restrictions applicable to those districts under §15-4-18(3) do not apply.

4) Crossing of Public Roads; The Replacement Lift does not cross any public roads.

5) Utility Clearance; The Replacement Lift does not cross overhead utility lines.

6) Parking and Traffic Plans; The Replacement Lift is a mid-mountain improvement and does not create a new access portal, base terminal, or day-skier entry point. As such, it does not generate new vehicle trips, parking demand, or changes to base-area traffic patterns. Parking, traffic, and pedestrian circulation associated with the Replacement Lift remain unchanged.

7) Liftway Setback; No portion of the Liftway encroaches within ten feet (10') of any existing dwelling, and no setback waivers are required. The setback diagram included in the plan set confirms compliance.

8) State Regulation; Park City Mountain will coordinate with the Utah Passenger Tramway Safety Committee, and the Replacement Lift will be designed, constructed, and operated in full compliance with applicable State safety regulations and standards.

9) Public Purpose Served; The Replacement Lift improves on-mountain circulation and operational efficiency by upgrading existing lift infrastructure in place. The Replacement Lift reduces congestion at key gathering areas, enhances safety and reliability, and maintains existing access patterns. The Replacement Lift supports the long-term operational performance of Park City Mountain and enhances the guest experience.

§ 15-2.7 Recreational Open Space (ROS) District

- ***Purpose (§15-2.7-1):*** The Replacement Lift supports the ROS District's purpose by preserving open space and recreational uses, protecting sensitive lands, and maintaining compatible

recreational infrastructure. The Replacement Lift remains within an existing lift corridor and continues an established recreational use. Although some new disturbance will occur as part of the replacement, work is contained within an existing operational area, avoiding environmentally sensitive lands to the extent practicable, and all temporary disturbance will be restored with native revegetation. The Replacement Lift also continues the use of modern electric lift-drive technology systems.

- ***Uses (§15-2.7-2):*** Ski lifts and associated mountain-resort infrastructure are identified as Conditional Uses within the Recreation and Open Space (ROS) District.
- ***Building Height (§15-2.7-4):*** While the base zone height limit is 28 feet, ski-lift towers are explicitly allowed to exceed this height subject to visual analysis and administrative approval. The proposed average tower height of 44 feet is consistent with the existing Silverlode lift and is supported by the required visual/sightline exhibits. The proposed 28-foot maintenance component is within the ROS height restriction.
- ***Architectural Review (§15-2.7-5):*** Terminal and lift infrastructure/maintenance component will follow the Architectural Design Guidelines (Title 15, Chapter 5) and will use finishes that minimize reflectivity, including matte, non-reflective galvanized coatings, consistent with surrounding conditions.
- ***Vegetation Protection (§15-2.7-6):*** Construction is confined within the existing lift corridor, and vegetation removal is limited (approx. 0.83 acres). Disturbed areas will be revegetated consistent with the code requirements, and significant vegetation adjacent to the alignment will be protected in accordance with the code.
- ***Signs (§15-2.7-10):*** The lift replacement does not introduce any new signs.

Exhibit 2 – EAGLE LIFT REPLACEMENT - CONSISTENCY WITH LAND MANAGEMENT CODE (LMC)

This exhibit demonstrates the Replacement Lift's consistency with the applicable Conditional Use review provisions of Land Management Code and the review standards of the Passenger Tramways and Ski Base Facilities and Recreational Open Space (ROS) District as set forth below.

§ 15-1-10 Conditional Use Review Process

Under LMC §15-1-10, a Conditional Use shall be approved if reasonable conditions are proposed, or can be imposed, to mitigate the reasonably anticipated detrimental effects of the proposed use in accordance with applicable standards. Subsection (E) identifies the review items for the Planning Department to evaluate in making this determination, including:

1. Whether the application complies with all requirements of the Park City Land Management Code;
2. Whether the use is compatible with surrounding structures in use, scale, mass, and circulation; and
3. Whether any differences in use or scale are mitigated through careful planning.

Park City Mountain submits the following responses and supporting exhibits to demonstrate how the Replacement Lift mitigates the impacts of and addresses the review items set forth in LMC §15-1-10(E), §15-4-18(B) and §15-2.7.

§ 15-1-10 (E) Review

1) Size and location of the site; Park City Mountain proposes a new six-passenger detachable chairlift to replace the existing Eagle and Eaglet lifts, improving circulation, terrain access, and the overall guest experience. The Replacement Lift will be constructed on the alignment as identified as Potential Eagle Replacement in the Mountain Upgrade Plan (MUP Exhibit L) and will include a base terminal, a mid-station unloading point, and a top terminal. The base terminal is located approximately 150 feet northeast of the current Eagle bottom terminal; the mid-station is located approximately 2,500 feet uphill; and the top terminal is located just above the existing King Con unload, providing direct access to frontside terrain and adjacent lift pods.

2) Traffic considerations including capacity of the existing streets in the area; The Replacement Lift is located at an existing base portal within Park City Mountain and does not introduce a new access point. While the project improves uphill circulation and terrain access, it does not include new or improved parking facilities. Access to the base area continues to be managed through existing

parking and transportation programs, including paid parking, reservations, transit, and other transportation demand management measures.

The Replacement Lift is located at an existing base portal within Park City Mountain and does not introduce a new access point. As such, base area operations and guest arrival patterns remain unchanged. The project replaces two existing lifts with a single, efficient lift, improving uphill circulation and terrain access, representing an operational improvement within an established framework. As the City found in its 2008 approval of the Crescent Lift (June 11, 2008), a base lift replacement does not result in measurable changes to vehicle traffic patterns and does not require additional parking. As the Replacement Lift does not result in unmitigated traffic impacts, it does not include new or improved parking facilities.

Access to the base area continues to be managed through existing parking and transportation programs, including paid parking, reservations, transit, and other transportation demand management measures. A Parking, Traffic, and Transportation Plan, developed with the City and implemented in 2022, is included with this application and demonstrates that existing operational controls manage parking demand and vehicular access, and maintain traffic operations on the streets serving the base area.

3) Utility capacity including storm water run-off; The Replacement Lift does not require additional water or sewer capacity. Electrical power required for lift operations has been previously planned and is available for use for the Replacement Lift. Stormwater impacts associated with construction and operation will be managed in accordance with the Stormwater Pollution Prevention Plan included in Exhibit 4.

4) Emergency vehicle access; The Replacement Lift is located adjacent to the base parking area, providing direct and convenient access for maintenance and emergency response. Emergency vehicles can access the lift via existing service roads and base-area access points during summer conditions, with over-snow access available during winter operations. These access routes will remain in place for the Replacement Lift, ensuring clear, reliable, and efficient emergency access.

***5) Location and amount of off-street parking*;** The Replacement Lift serves an existing base area and does not introduce a new access point or expand the base footprint. Accordingly, no additional off-street parking is proposed. Existing parking facilities and traffic demand management programs will continue to serve the base area without the need for additional off-street parking or other parking management changes. Mountain Village base area surface parking will remain at 1,200 stalls.

***6) Internal vehicular and pedestrian circulation system*;** The Replacement Lift will use existing mountain service roads for construction access, maintenance, and emergency response. No new roads or circulation changes are required. Pedestrian and skier circulation at the terminals remain unchanged, with improved circulation expected due to reduced queueing. Several hiking and biking trails traverse the area. No permanent changes to the trails are proposed, and all temporary construction detours will be restored upon completion.

7) Fencing, screening and landscaping to separate the use from adjoining Uses; The Replacement Lift towers and associated structures will utilize a matte, non-reflective galvanized finish that limits glare and blends with surrounding conditions, consistent with existing lift infrastructure at Park City Mountain. No additional fencing, screening, or landscaping is required to separate uses, and existing landscape conditions will be maintained or restored following construction.

8) Building mass, bulk, and orientation, and the location of buildings on the site; including orientation to buildings on adjoining lots; The Replacement Lift includes a realignment of lift infrastructure within the established ski area. The scale, mass, and height of the towers, terminals and lift operator structures are consistent with existing lift facilities at Park City Mountain. The base terminal is located near the Snow Flower Condominiums and is compliant with applicable setback requirements. In addition, the terminal location was adjusted to increase separation from the adjacent property above and beyond required setbacks. The Replacement Lift does not introduce new buildings or create unmitigated impacts on adjoining properties. Moreover, the existing Eagle and Eaglet lifts will be removed as part of the Replacement Lift, thereby reducing overall massing and any visual impact on the adjoining lots.

9) Usable Open Space; The Replacement Lift does not reduce usable open space or alter the overall open-space function of the site. Limited vegetation clearing will occur to connect the new lift alignment to existing ski terrain; however, these areas remain within the established ski area and do not change the availability or function of open space. Disturbed areas associated with construction will be stabilized and restored following completion of the Replacement Lift.

10) Signs and lighting; The Replacement Lift does not introduce any new signs or lighting. Existing lighting and signage will remain in place with no changes to current conditions.

11) Physical design and compatibility with the surrounding structures in mass, scale, style, design and architectural detailing; The new lift terminals are comparable in size, scale, and design to the existing lift infrastructure at Park City Mountain. Terminal finishes will be compatible with the surrounding lift system, maintaining visual consistency and alignment with established resort facilities.

12) Noise, vibration, odors, steam, or other mechanical factors that might affect people and property off-site; The Replacement Lift will operate using electric motor drives consistent with other lifts at the resort, with diesel-powered backup systems used only for emergency operations. The top-drive configuration places mechanical equipment at the upper terminal, limiting potential impacts near the base area. The Replacement Lift will not result in noise, vibration, or other mechanical impacts affecting off-site properties.

13) Control of delivery and service vehicles, loading and unloading areas, and screening of trash and recycling pickup areas; The Replacement Lift does not alter existing access, service, or delivery operations. No changes to loading, unloading, or trash-handling areas are proposed or required.

14) Expected ownership and management of the project as primary residences, condominiums, time interval ownership, nightly rental, or commercial tenancies, how the form of ownership affects taxing entities; No changes to these items will occur as a result of the Replacement Lift.

15) Within and adjoining the Site, Environmentally Sensitive Lands, Physical Mine Hazards, Historic Mine Waste and Park City Soils Ordinance, Steep Slopes, and appropriateness of the proposed structure to the existing topography of the site; The Replacement Lift has been designed to follow existing ski terrain and topography. Temporary areas of disturbance will be restored and re-vegetated using appropriate native seed mixes, and standard erosion control measures will be implemented to maintain slope stability and protect sensitive areas.

16) Reviewed for consistency with the goals and objectives of the Park City General Plan; however, such review for consistency shall not alone be binding; The Replacement Lift is consistent with the Park City General Plan (2025). The replacement supports the Plan's emphasis on modernizing essential recreational infrastructure within existing resort areas, reinforcing Park City's role as a premier four-season destination. By improving base-area circulation and uphill access while relying on existing parking and transportation management programs, the Replacement Lift enhances the functionality and efficiency of the resort without expanding its footprint. The Replacement Lift aligns with the City's broader objectives related to sustainable mobility, visitor experience, and long-term operational performance of established resort facilities.

17) Radon mitigation; the Planning Director or Planning Commission shall require residential Conditional Uses to include the installation of a basic radon remediation system that allows for the installation of a radon remediation air handler if or when radon mitigation is required for the space in accordance with residential building codes. This criterion applies to residential conditional uses. As the Replacement Lift is not a residential project, radon mitigation requirements are not applicable**.**

§ 15-4-18 Passenger Tramways and Ski Base Facilities

§ 15-4-18(B) Conditional Use Review

1) Ownership of Liftway; Park City Mountain has control of the land necessary to construct and operate the Replacement Lift and associated facilities. Documentation demonstrating control of the Liftway and terminal areas is provided as part of the application packet.

2) Width; The Replacement Lift is designed to meet the required Liftway width standards, providing a minimum of ten feet (10') of clearance on each side of the passenger carriers. The 10' Liftway corridor is shown on the project plans included as Exhibit 4.

3) Base or Terminal Facilities; All components of the Replacement Lift are located within the ROS (Recreation Open Space) zone, where Passenger Tramways are a permitted Conditional Use. No portion of the lift or its associated facilities is located within the HR-1 or HRL zones; therefore, the restrictions applicable to those districts under §15-4-18(3) do not apply.

4) Crossing of Public Roads; The Replacement Lift does not cross any public roads.

5) Utility Clearence; The Replacement Lift does not cross overhead utility lines.

6) Parking and Traffic Plans; The Replacement Lift is located at an existing base portal within Park City Mountain and does not introduce a new access point or expand the base area footprint. This project improves uphill circulation and terrain access. Parking supply, traffic, and pedestrian circulation will continue to be managed through existing parking and transportation programs. Further details of the existing Parking, Traffic and Transportation Program are included in this application.

7) Liftway Setback; No portion of the Liftway encroaches within ten feet (10') of any existing dwelling, and no setback waivers are required. The setback diagram included in the plan set confirms compliance.

8) State Regulation; Park City Mountain will coordinate with the Utah Passenger Tramway Safety Committee, and the Replacement Lift will be designed, constructed, and operated in compliance with applicable State safety regulations and standards.

9) Public Purpose Served; The Replacement Lift serves a clear public purpose by improving base-area circulation, enhancing uphill access, and supporting more efficient distribution of skiers across the mountain. By upgrading existing lift infrastructure within an established access framework, the project improves safety, reliability, and the overall guest experience without increasing demand on parking supply or increasing off-site traffic impacts. The Replacement Lift supports the long-term operational performance of Park City Mountain and enhances the guest experience.

§ 15-2.7 Recreational Open Space (ROS) District

- ***Purpose (§15-2.7-1):*** The Replacement Lift supports the purpose of the ROS District by maintaining recreational access and improving existing mountain-resort infrastructure within an established ski area. The Replacement Lift replaces existing lifts with a modern lift system on a new alignment within the resort footprint to improve guest circulation and reduce wait times, while providing more direct and efficient access to beginner and intermediate terrain. Limited clearing will occur to connect the new alignment to existing ski runs; however, the project does not reduce the overall availability or function of open space, and disturbed areas will be stabilized and restored following construction.
- ***Uses (§15-2.7-2):*** Ski lifts and associated mountain-resort infrastructure are identified as Conditional Uses within the Recreation and Open Space (ROS) District.
- ***Building Height (§15-2.7-4):*** While the base zone height limit is 28 feet, ski-lift towers are explicitly allowed to exceed this height subject to visual analysis and administrative approval. Tower heights associated with the Eagle lift replacement are comparable to other lift

infrastructure at Park City Mountain and are supported by visual and sightline exhibits included with the application. Associated terminal structures comply with applicable height requirements.

- ***Architectural Review (§15-2.7-5)**:* Terminal and lift infrastructure will follow the Architectural Design Guidelines (Title 15, Chapter 5) and will use finishes that minimize reflectivity, including matte, non-reflective galvanized coatings, consistent with surrounding conditions.
- ***Vegetation Protection (§15-2.7-6)**:* Vegetation removal associated with the Replacement Lift is limited to areas necessary to accommodate the new alignment and terminal locations within the existing ski area. Temporary disturbance will be minimized to the extent practicable, and all disturbed areas will be re-vegetated in accordance with code requirements. Adjacent significant vegetation will be protected during construction.
- ***Signs (§15-2.7-10)**:* The Replacement Lift does not introduce new signage beyond what currently exists, and no additional signage is proposed.

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:

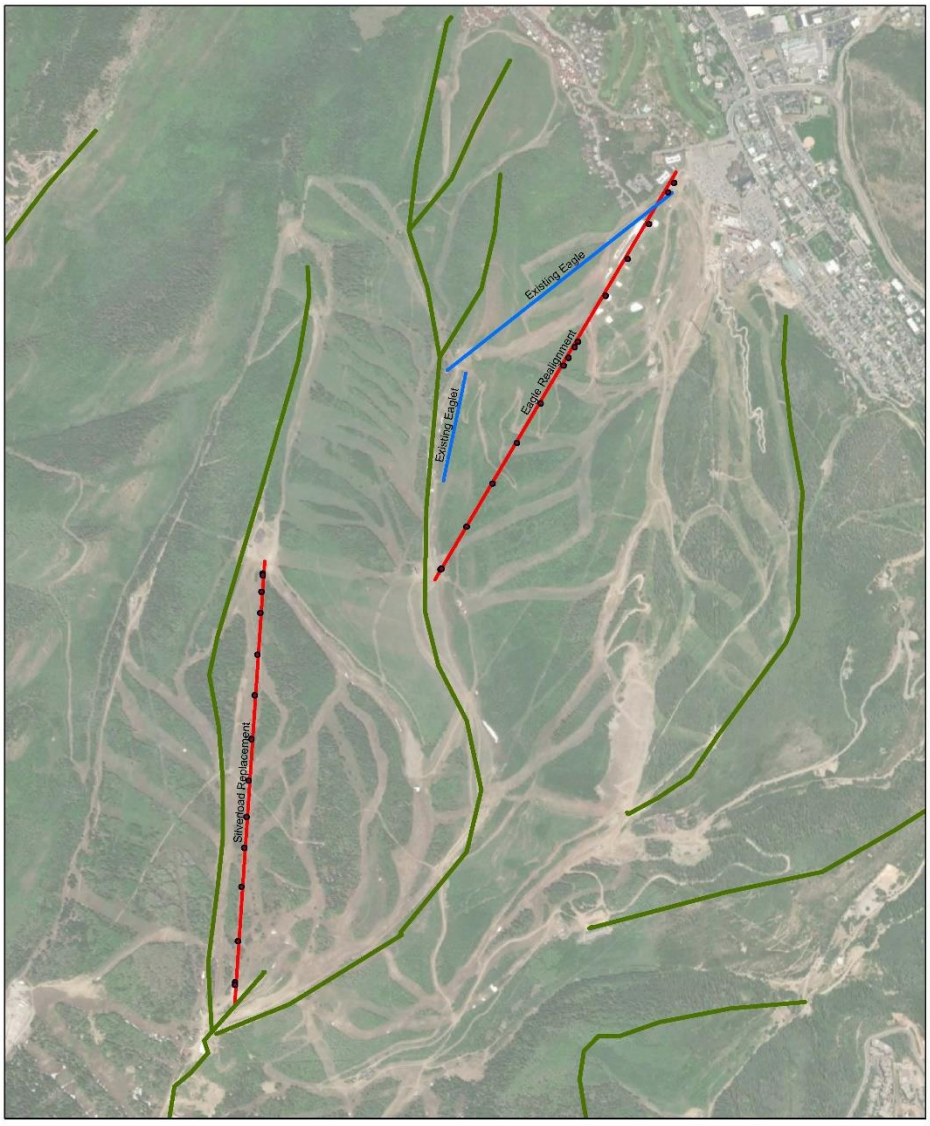
Attachment 1 – Ridgelines
Attachment 2 – Entry Corridor and Vantage Points
Attachment 3 – Proposed Chondola Tower Height
Attachment 4 – Proposed Silverlode Tower Height

Please contact the Planning Department with questions or concerns regarding this determination at planning@parkcity.org.

Sincerely,

Gretchen Milliken
Planning Director
(435) 615-5008
gretchen.milliken@parkcity.org

Attachment 1 – Ridgelines



0.25 Miles

Legend

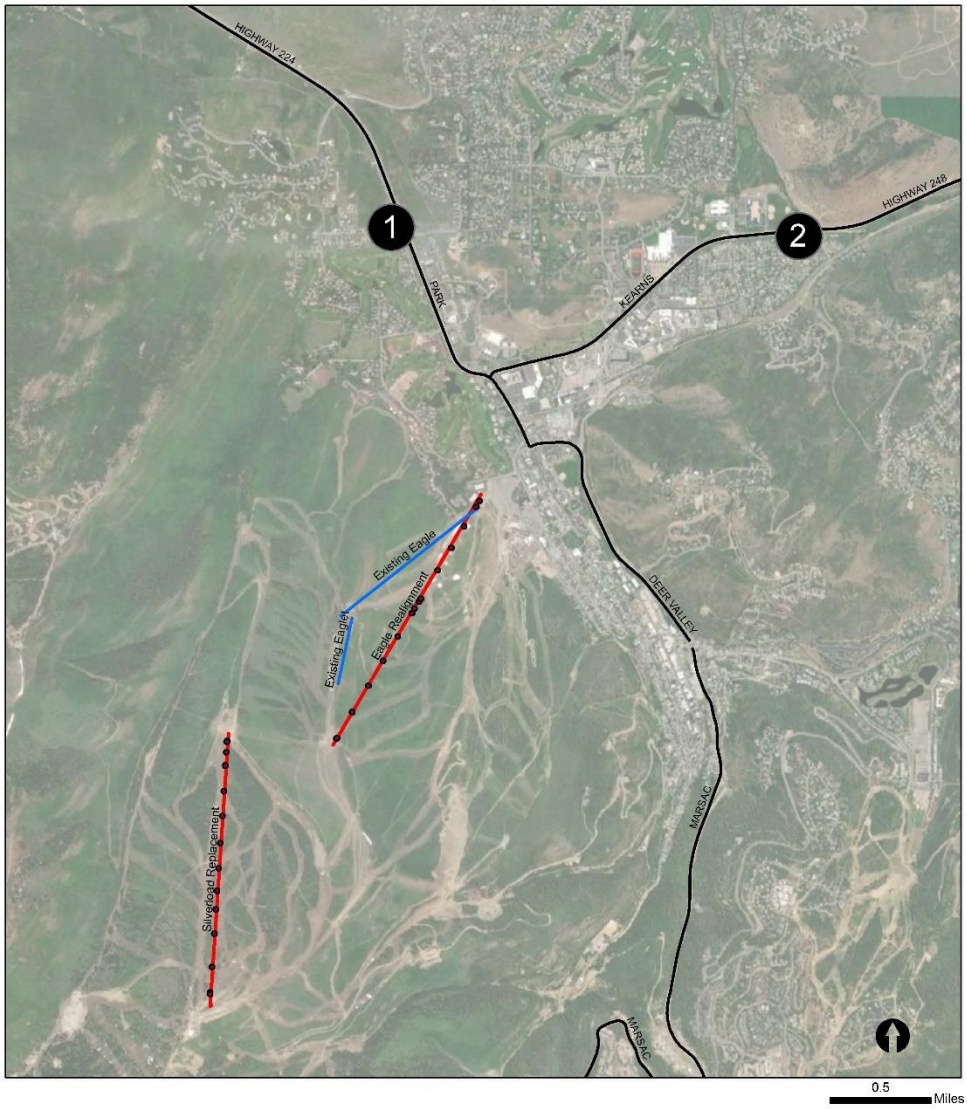
- Proposed Lift Tower Locations
- Ridgetops
- Lifts to be Removed
- Proposed Lifts

Ridgetops Proximate to Site Area

SE GROUP

Source: UGRC
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

SE GROUP

Source: UGRC
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**

SILVERLODE LIFT REPLACEMENT – EROSION CONTROL PLAN

This erosion and sediment control plan accompanies the Stormwater Pollution Prevention Plan (SWPPP) and the Construction Site Detail sheets included as Exhibit 4 of the Silverlode Replacement Conditional Use Permit (CUP) application, specifically pages 16 and 17, respectively. This plan outlines the Best Management Practices (BMPs) to be implemented during construction of the lift replacement project to minimize erosion, control sediment transport, and protect downstream drainage systems during ground-disturbing activities. The BMPs described herein are consistent with and adhere to Park City's list of preferred BMPs.

Erosion Prevention

Construction activities will be planned and sequenced to minimize disturbance and exposure of soils. The following general practices will be implemented:

- Limit vegetation clearing to areas necessary for construction.
- Phase grading activities to minimize exposed soil areas.
- Direct drainage away from disturbed slopes toward stable vegetated areas when feasible.
- Disperse runoff to avoid concentrated flows.
- Stabilize disturbed areas as soon as practicable following grading operations using seeding, mulching, erosion control blankets, or equivalent methods.

Erosion and Sediment Control BMPs

The following BMPs represent the typical measures and controls that may be implemented for this type of mountain lift replacement project. Specific BMPs and locations will be finalized during construction planning.

Slope and Surface Erosion Controls

- Erosion control blankets on disturbed surfaces.
- Biodegradable fiber rolls installed along contour to shorten slope length reduce sheet-flow velocity.
- Water bars installed on temporary access routes or disturbed slopes to intercept and divert runoff.

Sediment Control Measures

- Rock check dams or straw-wattle check dams in drainage swales to slow runoff and promote sediment deposition.
- Silt fence installed along downslope project boundaries, stockpiles, and disturbance limits.

- Sediment traps for broader drainage areas to capture sediment in centralized locations.
- Gravel bags or inlet protection devices placed at culverts, drainage structures, or storm drain inlets when present.

Drainage and Energy Dissipation Controls

- Energy dissipators at culvert outlets, ditch outlets, or concentrated discharge locations.
- Rock armoring or outlet protection where concentrated flows may cause erosion.

Construction Access and Tracking Controls

- Stabilized construction entrance at site access points.
- Wheel wash station at access points to minimize sediment tracking onto roadways.

Material and Stockpile Controls

- Locate soil stockpiles away from drainage paths and surround with perimeter controls such as silt fence or wattles.

Inspection and Maintenance

All erosion and sediment control BMPs will be inspected on a routine basis and following significant precipitation events. Maintenance activities will include:

- Repairing damaged BMPs.
- Removing accumulated sediment when capacity is reduced.
- Replacing degraded wattles, silt fence, or blankets.
- Maintaining track-out controls and construction entrances.
- Adjusting BMPs as site conditions change.

Inspection and maintenance documentation will be maintained as part of the project SWPPP in accordance with applicable state and municipal requirements.

Final Stabilization

Upon completion of construction activities, final site grading will occur, and disturbed areas will be permanently stabilized using revegetation with an approved seed mix, mulching, erosion control blankets, or other approved stabilization measures consistent with state and municipal regulatory requirements.

EAGLE LIFT REPLACEMENT – EROSION CONTROL PLAN

This erosion and sediment control plan accompanies the Stormwater Pollution Prevention Plan (SWPPP) and the Construction Site Detail sheets included as Exhibit 4 of the Eagle Replacement Conditional Use Permit (CUP) application, specifically pages 16 and 17, respectively. This plan outlines the Best Management Practices (BMPs) to be implemented during construction of the lift replacement project to minimize erosion, control sediment transport, and protect downstream drainage systems during ground-disturbing activities. The BMPs described herein are consistent with and adhere to Park City's list of preferred BMPs.

Erosion Prevention

Construction activities will be planned and sequenced to minimize disturbance and exposure of soils. The following general practices will be implemented:

- Limit vegetation clearing to areas necessary for construction.
- Phase grading activities to minimize exposed soil areas.
- Direct drainage away from disturbed slopes toward stable vegetated areas when feasible.
- Disperse runoff to avoid concentrated flows.
- Stabilize disturbed areas as soon as practicable following grading operations using seeding, mulching, erosion control blankets, or equivalent methods.

Erosion and Sediment Control BMPs

The following BMPs represent the typical measures and controls that may be implemented for this type of mountain lift replacement project. Specific BMPs and locations will be finalized during construction planning.

Slope and Surface Erosion Controls

- Erosion control blankets on disturbed surfaces.
- Biodegradable fiber rolls installed along contour to shorten slope length reduce sheet-flow velocity.
- Water bars installed on temporary access routes or disturbed slopes to intercept and divert runoff.

Sediment Control Measures

- Rock check dams or straw-wattle check dams in drainage swales to slow runoff and promote sediment deposition.
- Silt fence installed along downslope project boundaries, stockpiles, and disturbance limits.

- Sediment traps for broader drainage areas to capture sediment in centralized locations.
- Gravel bags or inlet protection devices placed at culverts, drainage structures, or storm drain inlets when present.

Drainage and Energy Dissipation Controls

- Energy dissipators at culvert outlets, ditch outlets, or concentrated discharge locations.
- Rock armoring or outlet protection where concentrated flows may cause erosion.

Construction Access and Tracking Controls

- Stabilized construction entrance at site access points.
- Wheel wash station at access points to minimize sediment tracking onto roadways.

Material and Stockpile Controls

- Locate soil stockpiles away from drainage paths and surround with perimeter controls such as silt fence or wattles.

Inspection and Maintenance

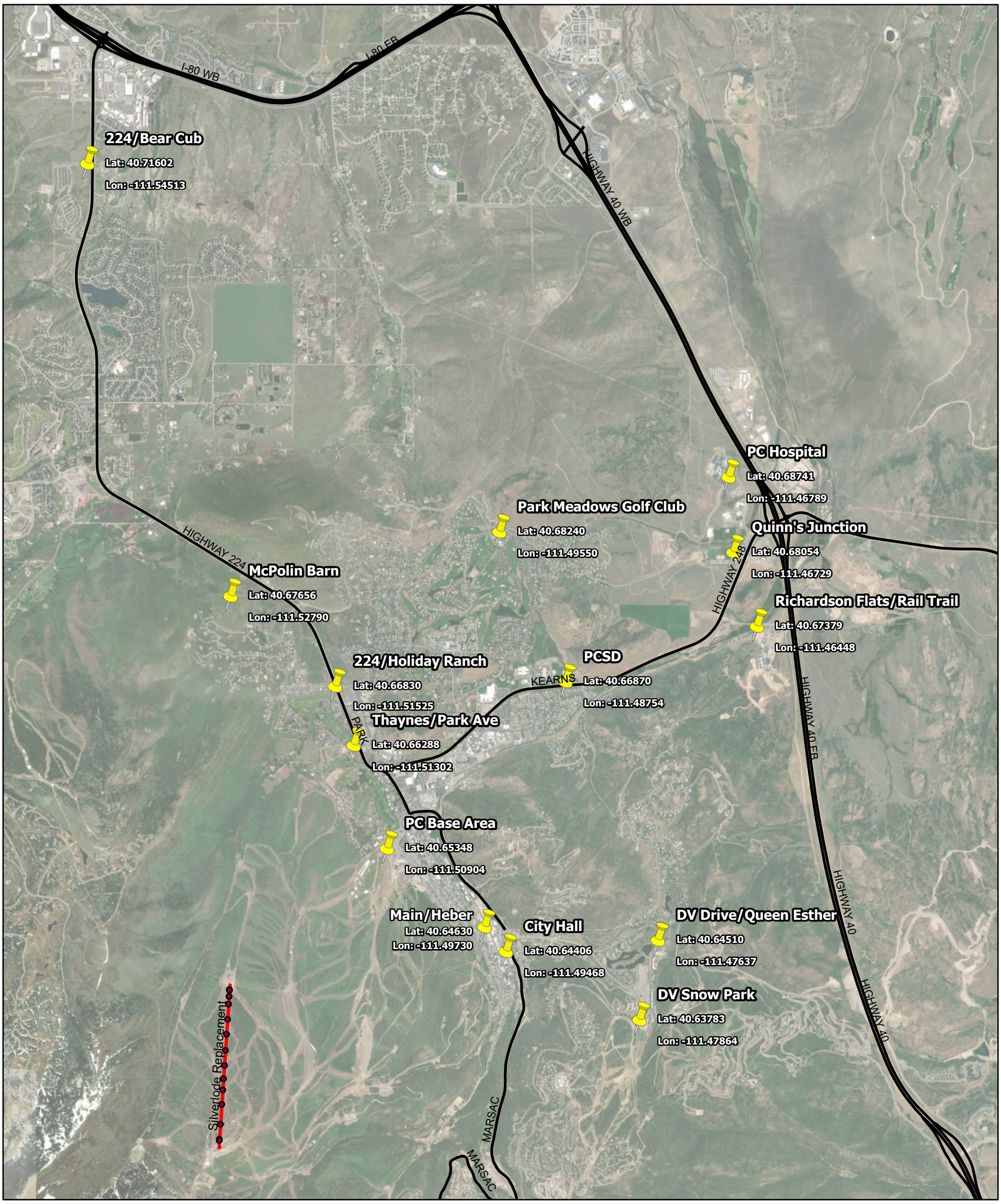
All erosion and sediment control BMPs will be inspected on a routine basis and following significant precipitation events. Maintenance activities will include:

- Repairing damaged BMPs.
- Removing accumulated sediment when capacity is reduced.
- Replacing degraded wattles, silt fence, or blankets.
- Maintaining track-out controls and construction entrances.
- Adjusting BMPs as site conditions change.

Inspection and maintenance documentation will be maintained as part of the project SWPPP in accordance with applicable state and municipal requirements.

Final Stabilization

Upon completion of construction activities, final site grading will occur, and disturbed areas will be permanently stabilized using revegetation with an approved seed mix, mulching, erosion control blankets, or other approved stabilization measures consistent with state and municipal regulatory requirements.



0.8 Miles

Legend

- Proposed Silverlode Replacement
- Proposed Lift Tower Locations
- Vantage Point Location
- Primary Transportation Routes

Entry Corridor and Vantage Points

SE GROUP

Source: UGRC
Date: 01/07/2026
Produced by: Mike Clawson

Figure 1. McPolin Barn



Figure 2. Park City School District



Figure 3. Main Street / Heber Ave.



Figure 4. Park City Base Area



Figure 5. Deer Valley Snow Park



Figure 6. Thaynes Canyon / 224



Figure 7. Park Meadows Golf Course



Figure 8. Quinn's Junction



Figure 9. 224 / Bear Cub Drive



Figure 10. 224 / Holiday Ranch Road



Figure 11. Deer Valley Drive / Queen Esther



Figure 12. City Hall

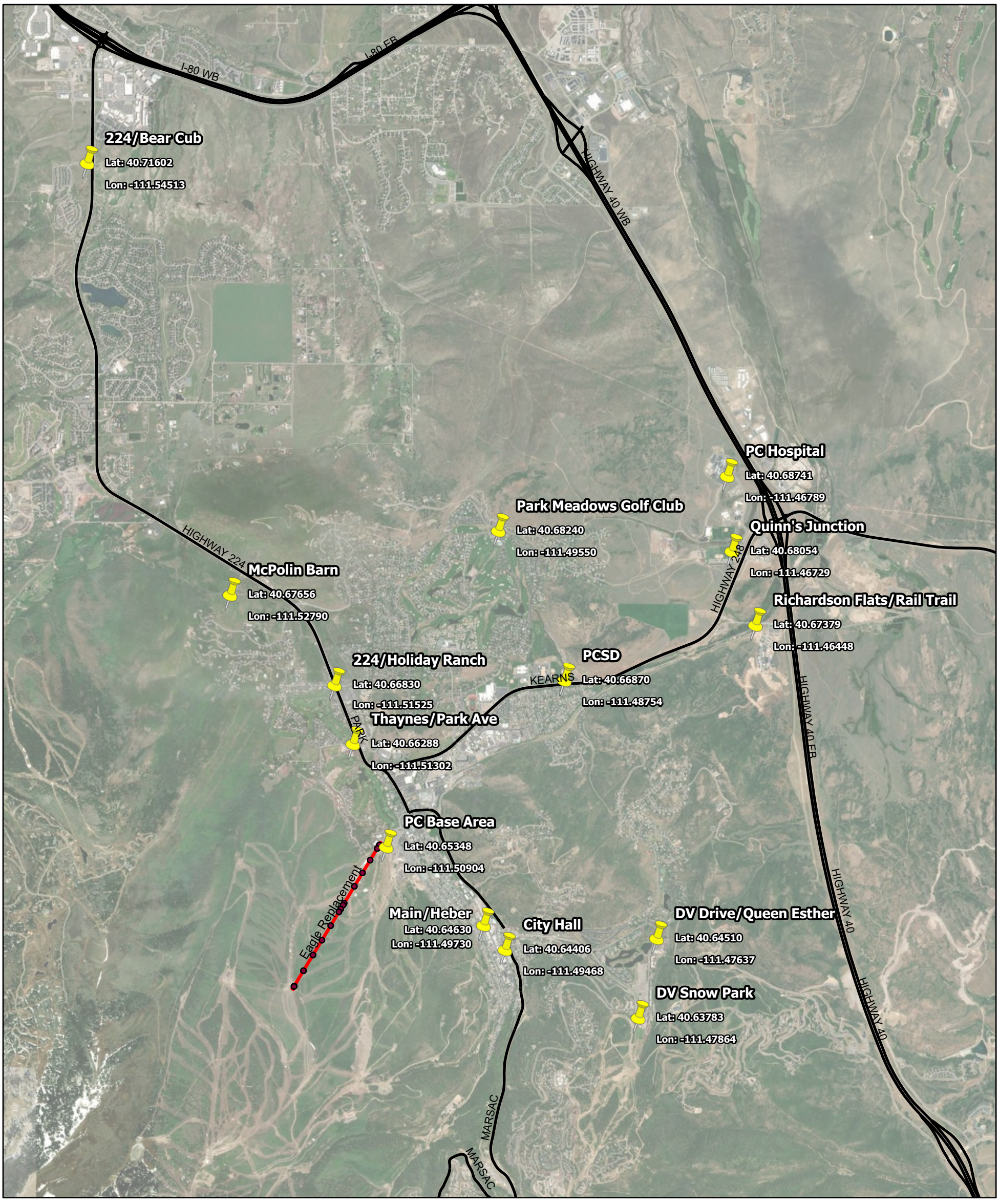


Figure 13. Park City Hospital



Figure 14. Richardson Flats Rd. / Rail





0.8 Miles

Legend

- Proposed Eagle Replacement
- Proposed Lift Tower Locations
- Vantage Point Location
- Primary Transportation Routes

Entry Corridor and Vantage Points

SE GROUP

Source: UGRC
Date: 01/07/2026
Produced by: Mike Clawson

Figure 1a. Mcpolin Barn – Existing Condition



Figure 1b. Mcpolin Barn Photo Analysis – Proposed



Figure 2a. Park City School District – Existing Condition



Figure 2b. Park City School District Photo Analysis – Proposed



Figure 3. Main St. & Heber Ave.



Figure 4. PCMR Base Area – Existing Condition



Figure 4b. PCMR Base Area Visual Simulation – Proposed



Figure 5. Deer Valley Snow Park



Figure 6a. Thaynes Dr. & Park Ave. – Existing Condition



Figure 6b. Thaynes Dr. & Park Ave. Photo Analysis – Proposed



Figure 7a. Park Meadows Golf Course – Existing Condition



Figure 7b. Park Meadows Golf Course Photo Analysis – Proposed



Figure 8a. Quinn's Junction – Existing Condition



Figure 8b. Quinn's Junction Photo Analysis – Proposed



Figure 9. 224 & Bear Club

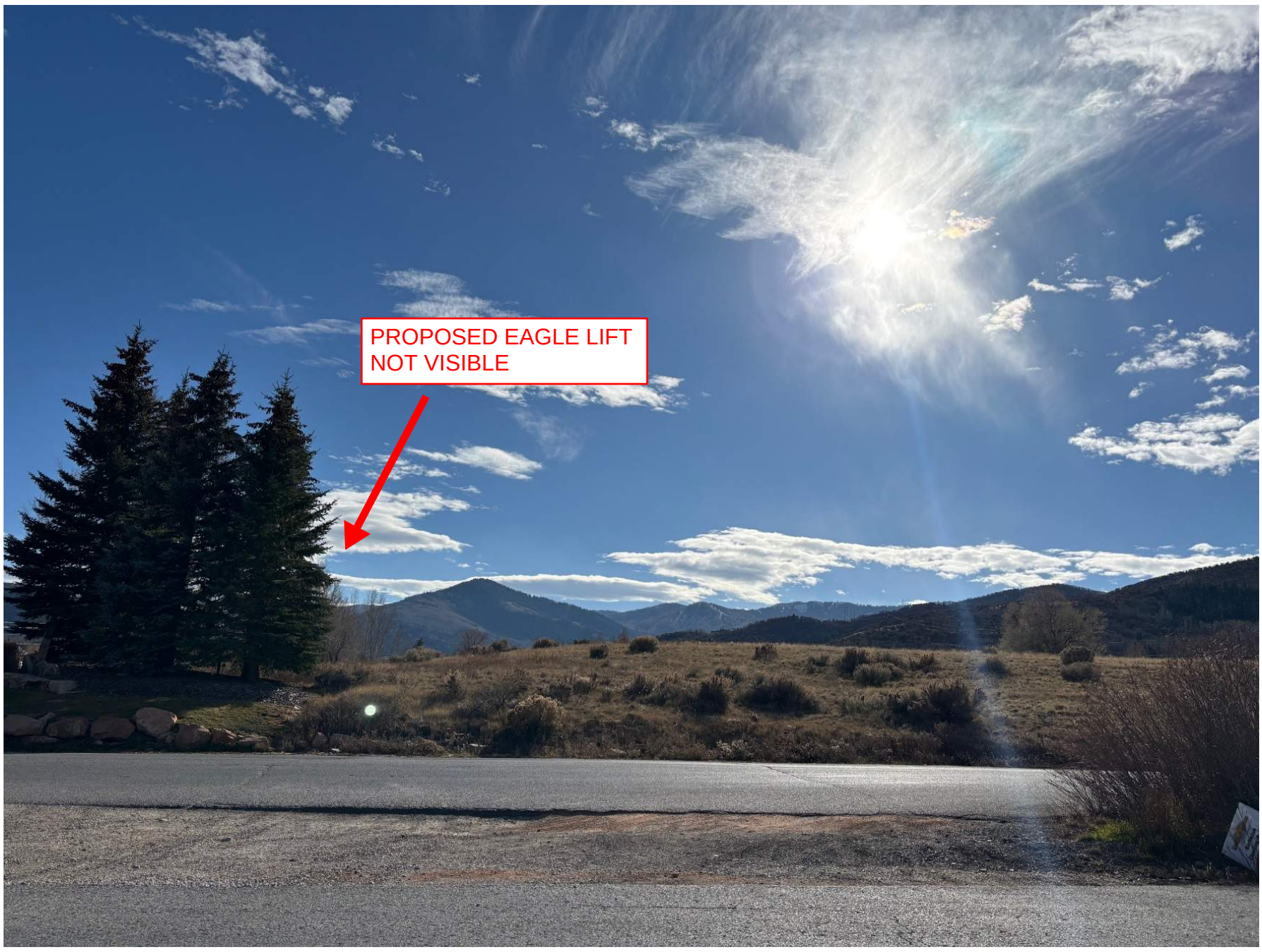


Figure 10a. 224 & Holiday Ranch Rd. – Existing Condition



Figure 10b. 224 & Holiday Ranch Rd. Photo Analysis – Proposed



Figure 11a. Deer Valley Dr. & Queen Esther Dr. – Existing Condition



Figure 11b. Deer Valley Dr. & Queen Esther Dr. – Proposed



Figure 12. City Hall



Figure 13a. Park City Hospital – Existing Condition

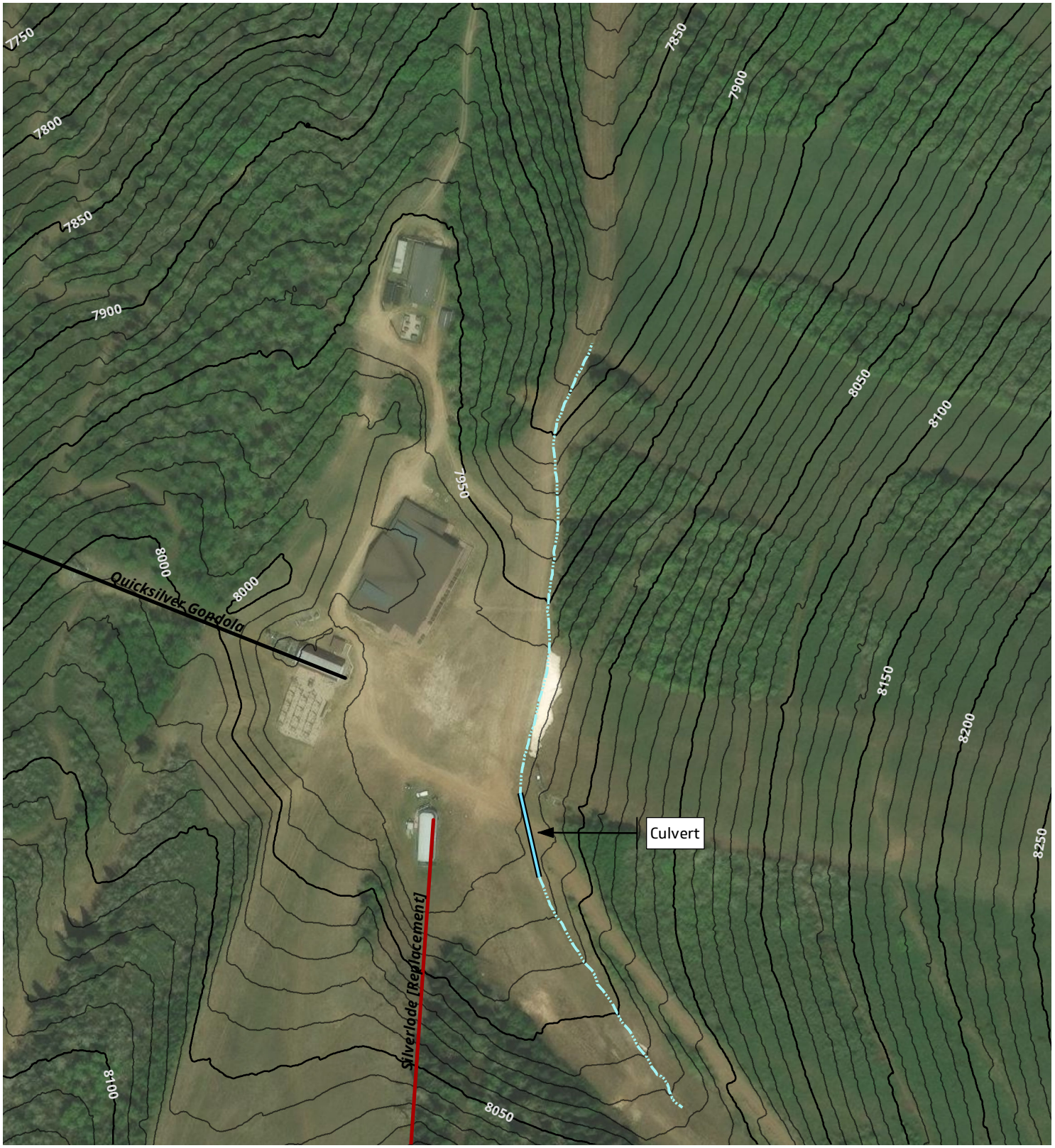


Figure 13b. Park City Hospital Photo Analysis – Proposed



Figure 14. Richardson Flat & Rail Trail





LEGEND

- Culvert
- Ephemeral Stream

The existing culvert depicted on this figure conveys water from an ephemeral stream that drains down Claimjumper and beneath an existing mountain access road that will be utilized to access the site during the construction period.No construction activities associated with the Silverlode Replacement project will impact the existing culvert.

TITLE

STREAMS & CULVERTS

PROJECT

Silverlode Lift Replacement

LOCATION

Summit County, UT

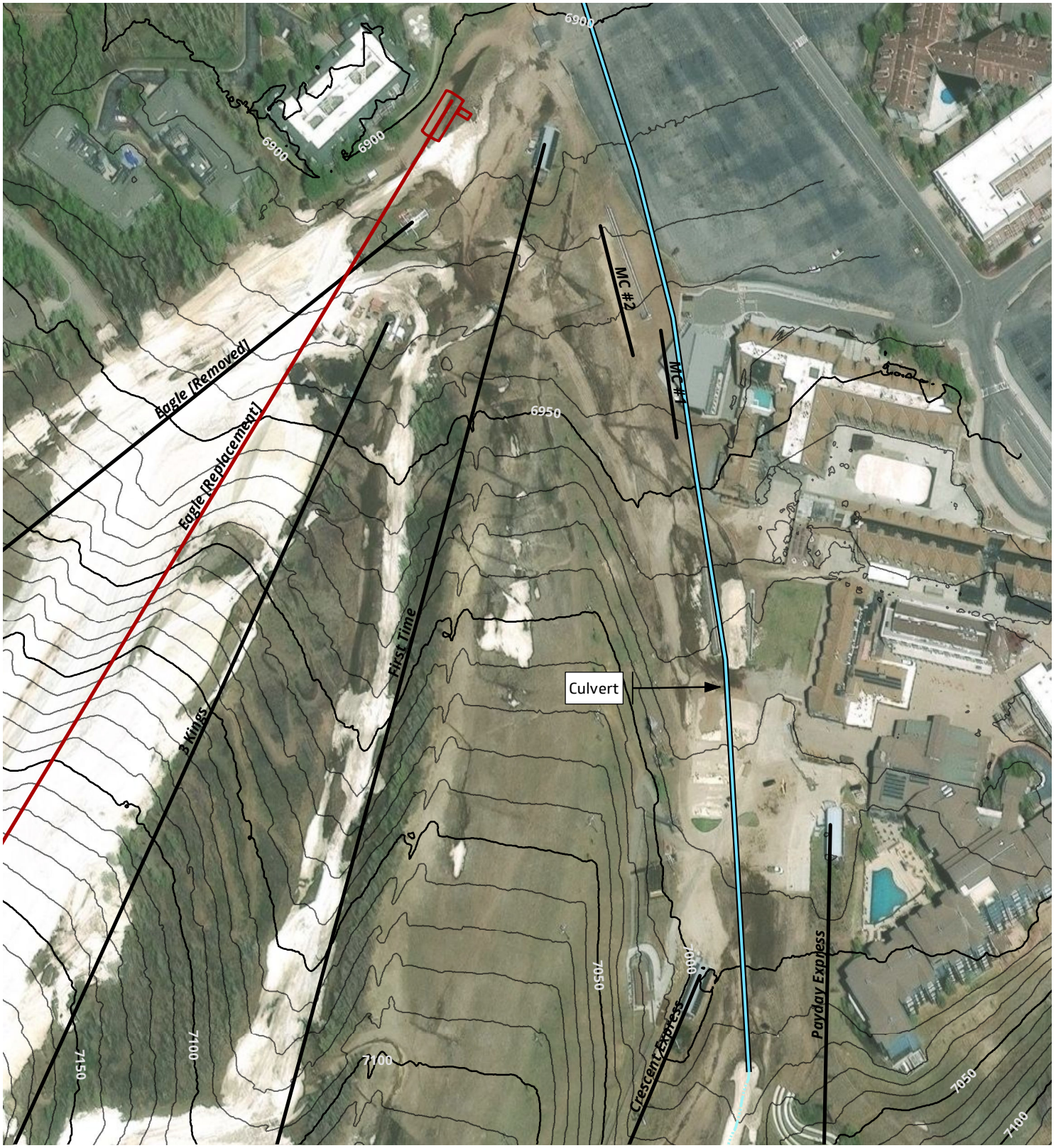
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PREPARED FOR	PREPARED BY	DRAWN BY
Park City Planning Department	Park City Mountain	ZDP

PROJECTION	DATUM	DATE	VERSION
StatePlane Utah North 2011 (US Feet)	North American Datum 1983	02.18.2026	001

SCALE 1:2,400

1 inch = 200 feet



LEGEND

Culvert

Ephemeral Stream

The existing culvert depicted on this figure conveys water from McLeod creek beneath the Mountain Village base area and integrates with an existing storm drain system that moves runoff beneath the First Time surface parking lot. No construction activities associated with the Eagle Replacement project will impact the existing culvert.

TITLE

STREAMS & CULVERTS

PROJECT

Eagle Lift Replacement

LOCATION

Summit County, UT

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SCALE 1:2,400

1 inch = 200 feet

Silverlode Lift Replacement
Wildlife Habitat Report

Park City Mountain Resort

Prepared for:

SE Group
323 W. Main St.
Suite 201
Frisco, CO 80443

Prepared by:

Martin & Nicholson Environmental Consultants

935 Williamstown Ct.
Park City, UT 84098

January 12, 2026

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1. Introduction

Park City Mountain Resort (PCMR) proposes to remove the existing Silverlode chairlift and replace it with a new Silverlode chairlift, which will be located within the same alignment (Project) (Map 1, Appendix A). As required in Section 15-2.21-8 Sensitive Lands Regulations – Wildlife and Wildlife Habitat Protection of the Park City Municipal Code, the Wildlife Habitat Report requires wildlife information for species and habitat within 500 feet of each side of the Silverlode chairlift alignment (Project Area). Section 15-2.21-3 (9) Wildlife Habitat Areas requires maps depicting wildlife habitat areas located within the Project Area (Appendix A, Maps 2-8).

1.1 Methodology

Martin & Nicholson Environmental Consultants, LLC (M&N) completed a desktop analysis to determine the potential for federally listed threatened, endangered, proposed or candidate plant and wildlife species (federally listed), wildlife on the Utah Species of Greatest Conservation Need list (SGCN), birds of conservation concern (BCC), and game species with potential to occur in the Project Area. These species are referred to as "Sensitive or Specially Valued Species" in the Park City Municipal Code.

As part of the desktop analysis, M&N generated a U.S. Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) report and a Wildlife Habitat Analysis Tool (WHAT) report to determine which, if any, federally listed species, SGCN, or migratory birds have potential to occur in the Project Area. M&N reviewed publicly sourced data including eBird (Sullivan, et al., 2009) and iNaturalist (iNaturalist, 2026) to obtain a list of recently observed Sensitive or Specially Valued Species and general wildlife species observed in the Project Area in the last couple of years. In addition, M&N obtained game species data from UDWR's ArcGIS Online Gallery.

2. Wildlife

2.1 General Ecological Features and Functions of the Project Area

The Project Area ranges from roughly 7,977 to 9,275 feet elevation, and contains a mosaic of montane and subalpine habitats, including spruce-Douglas fir forest, aspen stands, grass-forb ski slopes, and oak-maple shrublands. These habitats play essential ecological roles: they stabilize steep mountain soils, regulate watershed function by capturing snow and slowly releasing meltwater, and provide food and shelter for wildlife such as mule deer, moose, hares, and diverse migratory bird species. The Project Area's snowpack also contributes to regional hydrology, feeding downstream rivers and supporting both ecological communities and human water use.

2.2 Federally Listed Species

The U.S. Fish and Wildlife Service's IPaC report, generated on January 8, 2026, identified the potential for four federally threatened, endangered, or proposed wildlife species to occur in the Project Area. There is no designated critical habitat for any of the identified species within the Project Area (U.S. Fish and Wildlife Service, 2026).

Table 1. Potential for Federally Listed Species on the IPAC Report to Occur in the Project Area

Species	Status	Habitat[1]	Potential to Occur in Project Area[2]
Canada lynx *Lynx canadensis*	Threatened	Occurs in boreal and montane regions dominated by coniferous or mixed forest with thick understory, but may utilize open forest, rocky areas, and tundra to forage for abundant prey. Dens are typically found in mature or old growth forests with a high density of logs. Major limiting factor is abundance of snowshoe hare.	**None** The Project Area does not provide suitable habitat preferred by the Canada lynx in the form of contiguous mature coniferous and mixed forest habitat.
Monarch Butterfly *Danaus plexippus*	Proposed Threatened	Requires milkweed to breed. Breeds in patches of milkweed in North America during summer months. Adults forage on milkweed and similarly nectar-rich flowering plants. Winters elsewhere.	**Moderate** Adults may forage on various other nectar-rich flowering plants in the Project Area. Milkweed surveys are necessary to accurately assess the potential for this species to occur in the Project Area. The closest observation of monarch butterfly is near Snyderville, UT in 2025.
North American Wolverine *Gulo gulo*	Threatened	Inhabits alpine and arctic tundra and contiguous coniferous boreal and mountain forests with winter snow cover. Riparian areas are important winter habitat. Dens and births in caves, rock crevices, beneath fallen logs, and in thickets.	**Low** The Project Area provides potentially suitable winter habitat for this species. However, due to its reclusive nature and vast home range, the presence of the species within the Project Area is very low. The last observed wolverine in Utah was in Rich County, near the Uintah Mountains, on March 11, 2022 (Utah Division of Willdife Resources, 2022).
Suckley's cuckoo bumble bee *Bombus suckleyi*	Proposed Endangered	Found in prairies, meadows and grassland habitats with rich floral resources. Requires above-and below-ground microsites for overwintering. *Bombus suckleyii* parasitizes nests of other bumble bees, primarily the western bumble bee (*Bombus occidentalis*) and depends on these species to raise its young. Requires flowers with cups of shallow or medium depth for nectar.	**Low** This species has also not been observed in the contiguous U.S. since 2016 in Oregon. The closest observation of western bumble bee was in Millcreek Canyon in 1999.

[1] Habitat descriptions summarized from NatureServe Explorer (NatureServe, 2026), Cornell Lab of Ornithology (The Cornell Lab of Ornithology, 2026), and the Utah Natural Heritage Program (Utah Division of Wildlife Resources, 2026), unless otherwise noted.

[2] Occurrence potential determined by best professional judgement, habitat suitability in the Project Area, and observational data provided by M&N and eBird (Sullivan, et al., 2009)

2.3 Utah Species of Greatest Conservation Need

The UDWR maintains a list of SGCN and includes NatureServe's state and national conservation status rankings for each species and identifies these species' federal status, as applicable. Apart from federally listed threatened and endangered species and species proposed for federal listing, there are no state level permitting or consultation requirements related to SGCN. Section 15-2.21-3 subsection 9 of the Park City Municipal Code requires an analysis of Project impacts on Special Status Species that may occur in the Project Area.

There are five wildlife SGCN listed as having potential to occur in the Project Area: American goshawk (*Astur atricapillus),* Columbia spotted frog (*Rana luteiventris*), large marble butterfly (*Euchloe ausonides*), Northern leopard frog (*Lithobates pipiens*) and ruddy copper (*Lycaena rubidus*). The UDWR WHAT report generated on January 8, 2026, lists five species observed within two miles of the Project Area. Table 2, below, details general habitat characteristics and/or distribution, status, and occurrence potential for each wildlife SGCN identified by UDWR.

Table 2. Potential for Utah Species of Greatest Conservation Concern listed on the WHAT Report to Occur in the Project Area

Species	Status	Habitat[1]	Potential to Occur in Project Area[2]
Two-mile Radius			
American Goshawk *Astur atricapillus*	SGCN	Nests in the largest trees of dense, old or mature growth coniferous and mixed forests, commonly near the bottom of moderate to steep slopes and near clearings. Prefers forests with high, dense canopy cover and sparse groundcover.	**Moderate** The Project Area contains potentially suitable foraging and roosting habitat, although lacks the contiguous mature coniferous and mixed forest habitat preferred by the species for nesting.
Columbia Spotted Frog *Rana luteiventris*	SGCN	Occurs at the grassy or sedgy margins of streams, lakes, ponds, springs, and marshes at elevations between 5,600 and 8,700 feet AMSL. Rarely found far from permanent water, but may disperse into nearby forest, grassland, or shrubland habitat during wet weather events.	**None** The Project Area lacks suitable aquatic and wetland habitats required by this species.
Evening Grosbeak *Coccothraustes vespertinus*	SGIN	Breeds in spruce and fir forests. Uses a variety of forest and woodland habitats during migration and in winter, including deciduous and second growth woodland, parks, and areas near human habitation. Nests in dense foliage of trees.	**Moderate** The Project Area provides suitable foraging habitat. However, the area lacks contiguous and dense coniferous forests used for breeding and nesting.

Species	Status	Habitat[1]	Potential to Occur in Project Area[2]
Large Marble Butterfly *Euchloe ausonides*	SGCN	Forages on nectar of flowering plants of the mustard family (*Brassicaceae*). Occupy grasslands and open meadows along streamsides, berms, desert washes, canyons, sagebrush steppe, montane slopes and weedy flats. Males follow stream to look for females during breeding.	**Low** Adults may forage on various other nectar-rich flowering plants in the Project Area. May occur in open grasslands and meadows provided by ski runs. According to iNaturalist, the latest observation of large marble was in 2007 in Park City.
Northern Leopard Frog *Lithobates pipiens*	SGCN	Lives in the vicinity of permanent water with rooted submergent and emergent (aquatic) vegetation. Commonly inhabit wet meadows and fields during summer months. Eggs are laid upon vegetation in shallow, still, permanent water in areas well exposed to light.	**None** The Project Area lacks suitable aquatic and wetland habitats required by this species.
Ruddy Copper Butterfly *Lycaena rubidus*	SGCN	Occupies dry gravelly or sandy areas such as arid stream sides, sagebrush, scrub dry fields and alluvial washes. A larval specialist that feeds solely on plants in the genus *Rumex*, or closely related *Oxyria digyna*. Adults feed on nearby nectar plants in and around riparian areas. Often create patchy populations with low dispersal tendencies.	**Moderate** Adults may forage on various other nectar-rich flowering plants in the Project Area. May occur in open grasslands and meadows provided by ski runs. According to iNaturalist, the latest observation of ruddy copper was in 2024 near the Town Lift and Cresent Express.

[1] Habitat descriptions summarized from NatureServe Explorer (NatureServe, 2026), Cornell Lab of Ornithology (The Cornell Lab of Ornithology, 2026), and the Utah Natural Heritage Program (Utah Division of Wildlife Resources, 2026), unless otherwise noted.

[2] Occurrence potential determined by best professional judgement, habitat suitability in the Project Area, and observational data provided by M&N, eBird (Sullivan, et al., 2009) and iNaturalist (iNaturalist, 2026).

2.4 Birds of Conservation Concern

The USFWS IPaC report, generated on January 8 2026, identified bald and golden eagles and 12 additional birds of conservation concern (BCC) with potential to occur in the Project Area. All of these species are protected by the Migratory Bird Treaty Act of 1918 and eagles receive additional protection under the Bald and Golden Eagle Protection Act of 1940. M&N reviewed information on the preferred nesting substrates, breeding habitats, and dietary requirements of these species to assess their potential to occur in the Project Area or be impacted by the Project construction and operation. In addition, the online citizen-science application, eBird, was referenced to identify where BCC species have been observed. Table 3 provides information about the habitat and occurrence potential for these avian species. The evening grosbeak is discussed in Table 2, above.

Table 3. Potential for Birds of Conservation Concern on the IPAC Report to Occur in the Project Area

Species[1]	Breeding Season[2]	Habitat[3]	Potential to Occur in Project Area[4]
Bald Eagle* *Haliaeetus leuocephalus*	Dec. 1 – Aug. 31	Most commonly breeds in areas close to water bodies that contain an abundance of food sources including fish, waterfowl, or seabirds. Less commonly occupies habitats with little or no open water sources where upland food resources are readily available (carrion, livestock, afterbirths). Nests in tall trees, cliffs, or rock pinnacles.	**Low** Potentially suitable roosting habitat is present in tall trees. Individuals may pass over the Project Area during migration. The closest large bodies of water are Jordanelle Reservoir, among other smaller bodies within Park City.
Black Rosy-finch *Leucotitcte atrata*	June 15 – Aug. 31	Breeds exclusively in alpine areas above timberline, nesting in rock crevices or holes in cliffs above snowfields. In summer, populations are dependent on snowpack edges where melting snowlines reveal seeds and insects that are easily spotted.	**Low** Suitable foraging and roosting habitats may be located within the Project Area. The Project Area is at too low of an elevation for breeding.
Broad-tailed Hummingbird* *Selasphorus platycercus*	May 25 – Aug. 21	Breeds in meadows and open woodlands, especially pinyon juniper, pine-oak, evergreen and montane scrub around 5,500 to 10,000 feet elevation. During migration they move from highland meadows to lowlands abundant with wildflowers. Drink nectar from flowers as well as sugar water from feeders.	**High** Suitable breeding, nesting, and foraging habitats are located within the Project Area. Adults may forage on various other nectar-rich flowering plants in and around the Project Area.
California Gull *Larus californicus*	Mar. 1 – Jul. 31	Seacoasts, bays, estuaries, mudflats, marshes, irrigated fields, lakes, ponds, landfills, cities, and agricultural lands. Breeds in the Great Salt Lake and Utah Lake ecological complex. Nests inland on the ground on open sandy or gravelly areas with scattered grasses along lake and pond shores.	**Low** Suitable roosting, breeding and nesting habitat is absent from the Project Area. This species may occur over the Project Area during migration and to forage at Jordanelle Reservoir, approximately 3.9 miles east.
Cassin's Finch* *Haemorhous cassinii*	May 15 – Jun. 15	Breeds in open coniferous forests where it nests in conifer limbs. During winter and migration, occurs in deciduous woodland, second growth forest, and scrub or brushy areas.	**High** The Project Area provides suitable nesting, breeding and foraging habitat.
Clark's Nutcracker *Nucifraga columbiana*	Jan. 15 – Jul. 15	Occurs in open coniferous forest, forest edges, and clearings, primarily in mountains. Nests in conifer limbs at elevations between 5,900-8,200 feet AMSL.	**High** Suitable breeding, nesting and foraging habitat is present throughout the Project Area.

Species[1]	Breeding Season[2]	Habitat[3]	Potential to Occur in Project Area[4]
Flammulated Owl *Psiloscops flammeolus*	May 10 – Aug. 15	Breeds and forages in semi-arid mature-growth coniferous montane forests with open canopies and high abundance of nocturnal arthropods. Nests in abandoned tree cavities in open coniferous forests with large old trees, scattered thickets, and clearings.	**Moderate** The Project Area contains potentially suitable foraging and roosting habitat but lacks the contiguous mature coniferous and mixed forest habitat preferred by the species.
Golden Eagle* *Aquila chrysaetos*	Dec. 1 – Aug 31	Habitat generalists that forage in open to semi-open landscapes such as tundra, shrub- and grasslands, wood- and brushlands, and coniferous forests. Nests on cliffs and rock outcrops, trees, and sometimes on the ground.	**Moderate** The high level of human activity already in the vicinity of the Project Area during early nesting season (January-March) likely precludes this species from nesting. This species may forage in the Project Area.
Lesser Yellowlegs *Tringa flavipes*	Breeds elsewhere	Inhabits marshes, ponds, wet meadows, lakes, coastal salinas, and mudflats.	**None** The Project Area does not provide suitable nesting, roosting or breeding habitat required by the species.
Lewis's Woodpecker *Melanerpes lewis*	April 20 – Sept. 20	Breeds in open forests and woodlands, often in areas previously logged or burned. Preferred breeding habitat includes open tree canopy, brushy understory with ground cover, dead standing trees for nest cavities, downed woody debris, and abundance of insects.	**Moderate** The Project Area provides potentially suitable roosting habitat. Dead standing trees could be used for nesting.
Olive-sided Flycatcher* *Contopus cooperi*	May 20 – Aug. 31	Breeds in coniferous and mixed woodland and forest habitats, especially where there are standing dead trees. Nests in trees, commonly near bogs, marshes, and wet meadows.	**High** The Project Area provides suitable nesting, breeding, and foraging habitat.
Pinyon Jay* *Gymnorhinous cyanocephalus*	Feb. 15 – Jul. 15	Year-round inhabitant of pinyon-juniper woodlands, and less frequently inhabit pine or scrub oak forests and sagebrush steppe. Nests in shrubs or trees.	**Low** The Project Area provides potentially suitable roosting and foraging habitat. This species may use conifers or oak for nesting.

Species[1]	Breeding Season[2]	Habitat[3]	Potential to Occur in Project Area[4]
Virginia's Warbler* *Leiothylpis virginiae*	May 1 – Jul. 31	Inhabits arid montane woodlands, oak and mountain mahogany thickets, pinyon-juniper, coniferous scrub, chaparral, and steep brushy mountain slopes. Nests on ground among dead leaves, or in small depression concealed by bark, moss, lichens, grasses, or roots	**Moderate** The Project Area provides potentially suitable nesting habitat and suitable foraging habitat; however, proximity to high human activity in portions of the Project Area likely limits this species presence.
Western Grebe *Aechmophorus occidentalis*	Jun. 1 – Aug. 31	Breeds in marshes, lakes and bays. In migration and winter, frequents sheltered seacoasts, and sometimes rivers.	**None** The Project Area does not provide suitable nesting, roosting or breeding habitat required by the species.

[1] Species with single asterisk indicates recent nearby observations within 0.5 miles of the Project Area reported by eBird (Sullivan, et al., 2009)

[2] Breeding seasons ascertained from USFWS IPaC Report (Appendix B)

[3] Habitat descriptions summarized from NatureServe Explorer (NatureServe, 2026), Cornell Lab of Ornithology (The Cornell Lab of Ornithology, 2026), and the Utah Natural Heritage Program (Utah Division of Wildlife Resources, 2026), unless otherwise noted.

[4] Occurrence potential determined by best professional judgement, habitat suitability in the Project Area, and observational data provided by M&N and eBird (Sullivan, et al., 2009)

The Migratory Bird Treaty Act (MBTA) states that it is unlawful to capture, kill, or possess migratory birds or their parts or to destroy an active nest. The Bald and Golden Eagle Protection Act (BGEPA) states that it is illegal to "take" bald or golden eagles (including their nests and eggs) without a permit. It is also illegal to disturb eagles to the point that it interferes with breeding/feeding. It is recommended that, if Project action will take place during the avian breeding season (generally January 1 – August 31) the presence of active nests will be assessed and construction in the vicinity of those nests avoided until the nests are no longer active.

2.5 Game Species

The entire Project Area is classified as year-long crucial habitat for black bear, moose, and dusky grouse; summer crucial habitat for mule deer; year-long substantial habitat for ruffed grouse; and year-long substantial snowshoe hare habitat. The southern half of the Project Area is classified as Spring/Fall substantial elk habitat. A small portion of Spring/Fall crucial elk habitat is located just outside of the 500-foot buffer (Map 2, Appendix A).

UDWR recommends avoiding disturbance from May 15-July 15 (fawning period) in the crucial summer range of elk and mule deer. UDWR recommends improving or conserving four acres of mule deer and elk habitat for every one acre of disturbance. UDWR also recommends avoiding disturbance in crucial moose habitat from November 1-July 5. The Project Area does contain moose calving habitat which should be avoided in late May, when calving typically peaks. According to the statewide management plan (UDWR, 2017), these areas often include high-elevation shrub communities and young deciduous forests such as aspen stands that are found in the Project Area. Protecting these sites requires limiting habitat loss from

development, preventing degradation from weed introduction, and minimizing construction and other disturbance during the sensitive calving period.

3. Potential Impacts on SGCN and Federally Listed Species in the Project Area

The potential impacts of the Project on Sensitive or Specially Valued Species identified in Tables 1-3 above as having a chance of occurring within 500 feet of the Project Area are considered in Table 4 below. This impacts analysis will be updated after wildlife field surveys are completed during the summer of 2026.

Table 44. Potential Impacts of the Project on Special Status Species within the Project Area

Species	Known Threats to the Species	Potential Impacts of the Proposed Project on the Species
Insects		
Monarch Butterfly *Danaus plexippus*	Habitat loss, pesticides, declining population due to lack of milkweed, climate change	**None or Low** There were no surveys conducted for this species as part of this analysis. The mitigation measures detailed in Section 4, below, will avoid/minimize impacts on individuals and their habitat related to construction noise and habitat removal. The Project may impact individuals but is not likely to contribute to federal listing or loss of viability of this species.
Ruddy Copper *Lycaena rubidus*	Habitat loss, declining host plants and flowering plants, pesticides, livestock	**None or Low** There were no surveys conducted for this species as part of this analysis. There is potentially suitable habitat present in the Project Area that could be impacted by Project construction. The mitigation measures detailed in Section 4, below, will avoid/minimize construction-related impacts on individuals and their habitat. The Project may impact individuals but is not likely to cause a trend toward federal listing or loss of viability of this species.
Birds		
American Goshawk *Astur atricapillus*	Loss of mature forests which removes nesting habitat, encroaching habitat loss	**None or Low** There were no surveys conducted for this species as part of this analysis. There is suitable habitat present in the Project Area that could be impacted by Project construction. American goshawks prefer mature mountain forests near riparian areas for foraging and nesting requirements. Clearing of riparian areas or thicks stands of montane conifer has attributed to the decline of American goshawks. Human disturbance near nesting sites may cause nest abandonment; however, this is usually due to an extended duration of disturbance. Temporary displacement of individuals during Project construction may occur. The mitigation measures detailed in Section 4, below, will avoid/minimize impacts on individuals and their habitat related to construction noise and habitat removal. The Project may impact individuals but is not likely to cause a trend toward federal listing or loss of viability of this species.

Species	Known Threats to the Species	Potential Impacts of the Proposed Project on the Species
Evening Grosbeak *Coccothraustes vespertinus*	Loss of mature forests which removes nesting habitat, encroaching habitat loss	**None or Low** There were no surveys conducted for this species as part of this analysis. There is potentially suitable habitat present in the Project Area that could be impacted by Project construction. Evening grosbeak nest high in trees or shrubs. Human disturbance near nests may cause abandonment or prevent a suitable nest site from being utilized; however, this is usually due to an extended duration of disturbance. Temporary displacement of individuals during Project construction may occur (if present). The mitigation measures detailed in Section 4, below, will avoid/minimize impacts on individuals and their habitat related to construction noise and habitat removal. The Project may impact individuals but is not likely to cause a trend to federal listing or loss of viability of this species.

***None, low, moderate, or high**

4. Applicant Committed Impact Avoidance and Minimization Measures

As required in Section 15-2.21-8 Sensitive Lands Regulations – Wildlife and Wildlife Habitat Protection of the Park City Municipal Code, the Project plan must include provisions to ensure that construction will be timed to avoid or minimize disturbance of big game using natural areas within or adjacent to the Project Area for fawning or calving. In addition, the Project plan must include provisions to minimize wildlife conflicts to the extent reasonably feasible. Per Code, the Project plan must also include provisions to ensure that any habitat contained in any natural area within 500 feet of the Project footprint shall not be disturbed or diminished, and where possible, the habitat shall be enhanced. The Project plan must, to the extent reasonably feasible, provide a connection between natural areas within and adjacent to the Project Area. Such connections will be designed and constructed to allow for the continuance of existing wildlife movement between natural areas and to enhance the opportunity for the establishment of new wildlife movement. Because noxious weeds degrade wildlife habitat, it is important to remove and prevent the spread of noxious weeds in the Project Area. Implementation of the following pre-construction surveys and avoidance and minimization measures will allow the Project to meet these Code requirements.

4.1 Pre-Construction Surveys

- The Project Area will be surveyed during the summer of 2026 by qualified wildlife biologists to determine if species discussed in Section 2.5 are present. Results of this survey will help determine if big game avoidance measures need to be implemented.
- If Project construction occurs before August 31, the Project Area will be surveyed by qualified biologists to determine if the migratory birds listed in Table 3 are using the Project Area. Results of this survey will help determine if any additional avoidance measures are necessary during construction.
- If Project construction occurs before August 31, raptor stick nest surveys will be conducted in and adjacent to the Project Area prior to tree and shrub leaf-out in May of 2026. If any occupied nests are found, they will be flagged and monitored as described above.
- If Project construction occurs before August 31, two days of broadcast acoustical surveys for American goshawk would be conducted: one in June and one in July. If occupied nests are found

within the Project Area, they are to be avoided until the nests are no longer active (May to late-August).

- If Project action will take place during the avian breeding season (generally January 1 – August 31), the presence of active nests will be assessed no more than 10 days prior to construction and construction in the vicinity of those nests avoided until the nests are no longer active. Active nests will be flagged and a biological monitor will be on-site to monitor any active nests if construction must take place prior to August 31.
- The Project Area will be surveyed for SGCN and federally listed pollinator species with potential to occur in the Project Area, during the summer of 2026 (prior to Project construction).
- Under Rule R68-9-Utah Noxious Weed Act, property owners are legally responsible to control and prevent the spread of noxious weeds on their property. Noxious weed surveys will be conducted in summer 2026 to locate and remove any infestations before work and soil disturbance begins.

4.2 Impact Avoidance and Mitigation

- Except for emergencies, all construction activities will be confined to daylight hours to reduce the impacts on crepuscular and nocturnal wildlife species.
- To minimize the risk of transporting noxious and invasive weeds into the Project Area, all vehicles and equipment will be cleaned, (soil, seeds and any plant parts are removed from exterior surfaces), before moving into the Project Area. Cleaning activities will concentrate on tracks, feet, or tires and the undercarriage with special emphasis on axels, frame, cross members, motor mounts, underneath steps, running boards, and front bumper/brush guard assemblies. Vehicle cabs should also be swept out and the refuse disposed of in waste receptacles prior to entering the Project Area.
- A native plant seed mix, (including grasses, forbs, and where appropriate shrubs), certified as noxious and invasive weed free, will be used for reseeding all areas of ground disturbance caused by Project construction.

All sites disturbed during Project construction will be monitored and treated yearly, for a minimum of three years, to prevent any new noxious and invasive weeds from becoming established.

5. References

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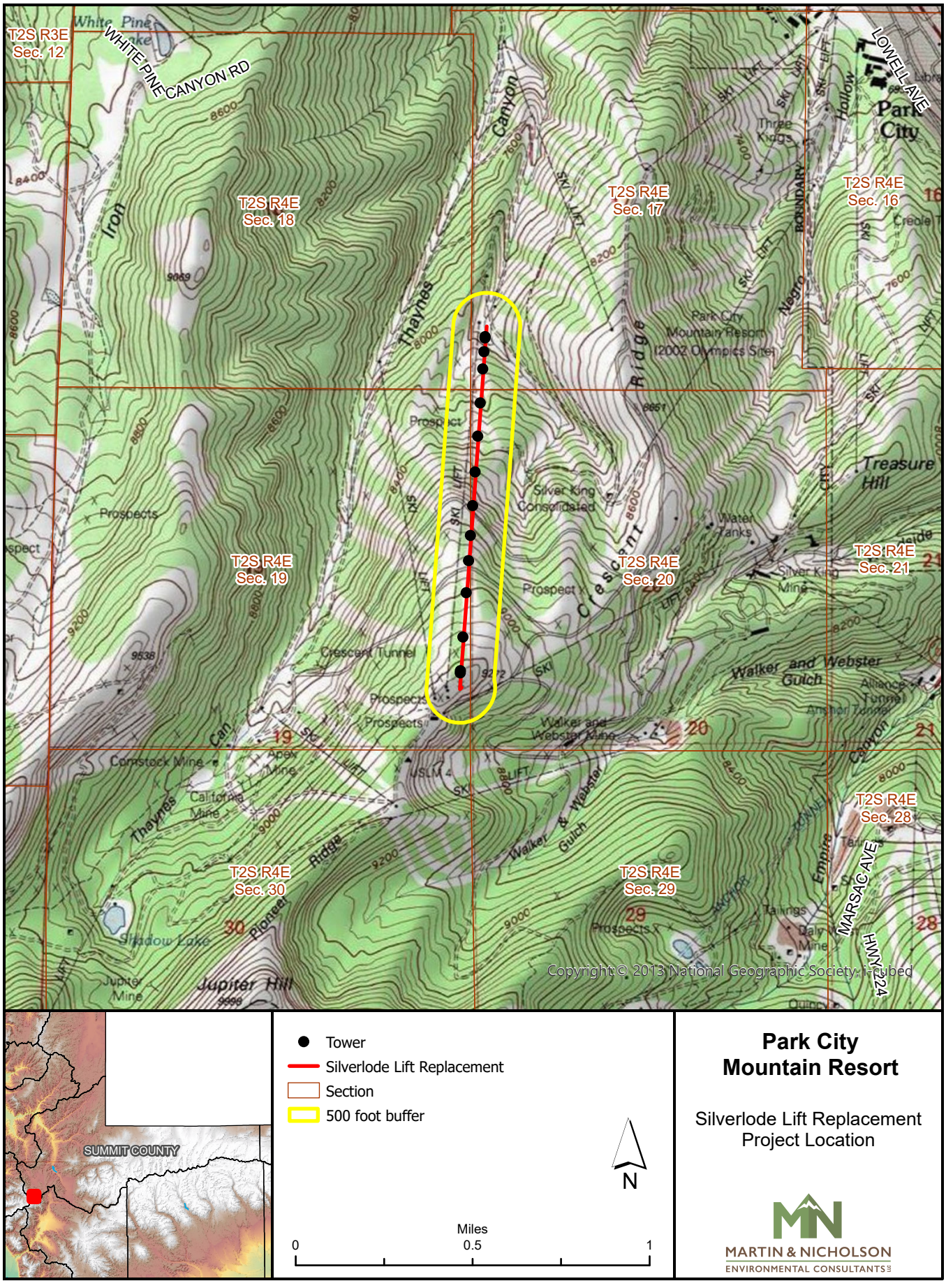
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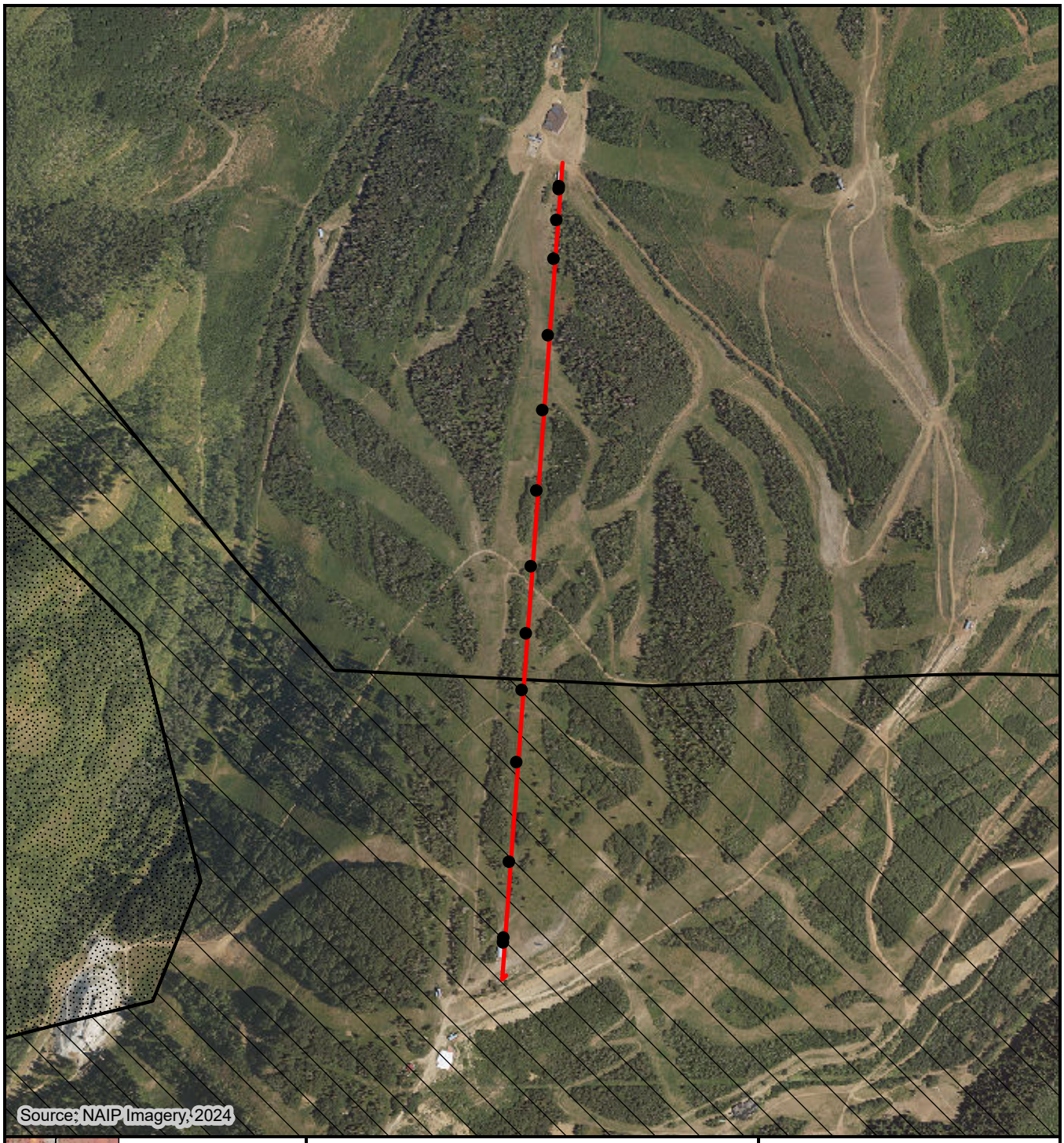
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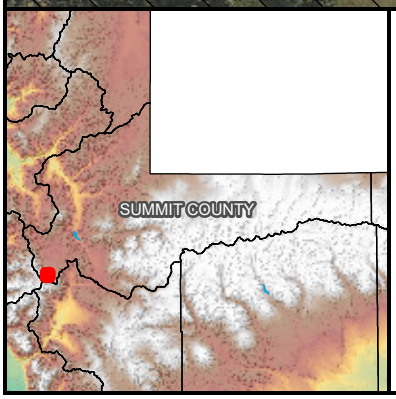
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Appendix A - Maps



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Tower
Silverlode Lift Replacement
Spring/Fall Crucial Elk Habitat
Spring/Fall Substantial Elk Habitat

N

Feet
0 500 1,000

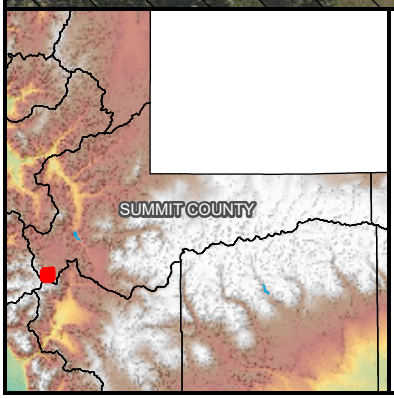
Park City Mountain Resort

Silverlode Lift Replacement
Elk Habitat

MARTIN & NICHOLSON
ENVIRONMENTAL CONSULTANTS

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Tower
Silverlode Lift Replacement
Year-long Crucial Dusky Grouse Habitat

N

Feet
0 500 1,000

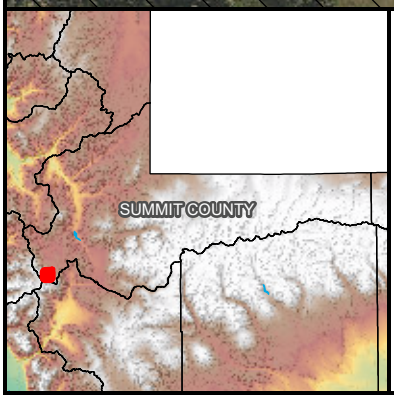
Park City Mountain Resort

Silverlode Lift Replacement
Dusky Grouse Habitat

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Tower
Silverlode Lift Replacement
Year-long Substantial Ruffed Grouse Habitat

N

Feet
0 500 1,000

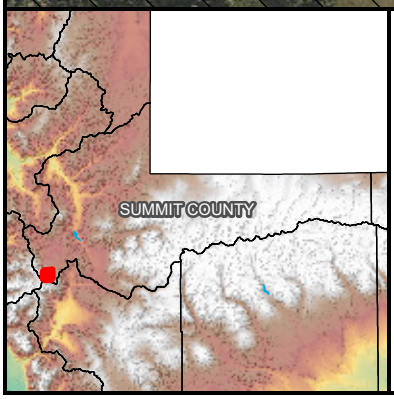
Park City Mountain Resort

Silverlode Lift Replacement
Ruffed Grouse Habitat

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Tower
Silverlode Lift Replacement
Year-long Crucial Black Bear Habitat

N

Feet
0 500 1,000

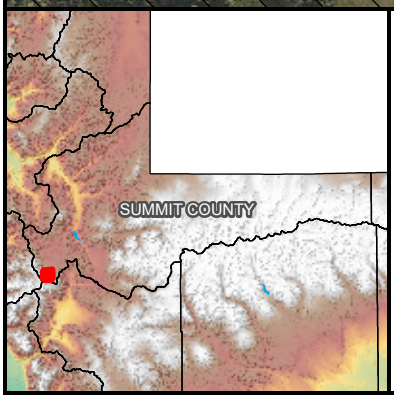
Park City Mountain Resort

Silverlode Lift Replacement
Black Bear Habitat

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Tower
Silverlode Lift Replacement
Year-Long Substantial Snowshoe Hare Habitat

N

Feet
0 500 1,000

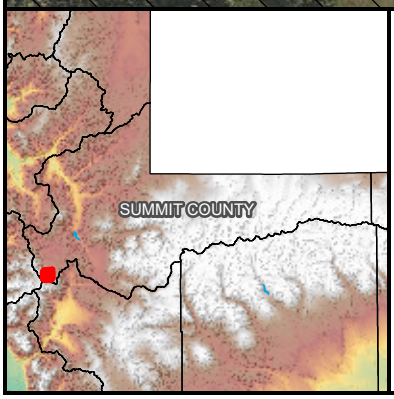
Park City Mountain Resort

Silverlode Lift Replacement
Snowshoe Hare Habitat

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Tower
Silverlode Lift Replacement
Year-long Crucial Moose Habitat

N

Feet
0 500 1,000

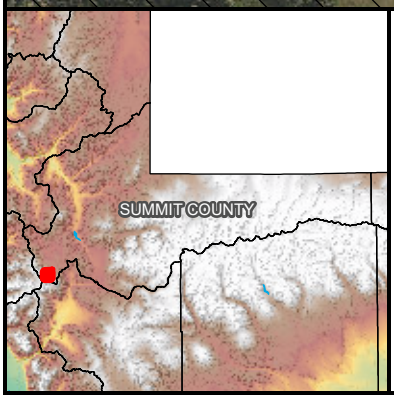
Park City Mountain Resort

Silverlode Lift Replacement
Moose Habitat

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Tower
Silverlode Lift Replacement
Summer Crucial Mule Deer Habitat

N

Feet
0 500 1,000

Park City Mountain Resort

Silverlode Lift Replacement
Mule Deer Habitat

MARTIN & NICHOLSON
ENVIRONMENTAL CONSULTANTS

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Eagle Lift Replacement
Wildlife Habitat Report

Park City Mountain Resort

Prepared for:

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Prepared by:

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935 Williamstown Ct.
Park City, UT 84098

January 12, 2026

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1 Introduction

Park City Mountain Resort (PCMR) proposes to remove the existing Eagle and Eaglet chairlifts and replace them with a new Eagle chairlift, which will be located in a new alignment (Project) (Map 1, Appendix A). As required in Section 15-2.21-8 Sensitive Lands Regulations – Wildlife and Wildlife Habitat Protection of the Park City Municipal Code, the Wildlife Habitat Report requires wildlife information be provided for species and habitat within 500 feet of each side of the new Eagle chairlift alignment (Project Area). Section 15-2.21-3 (9) Wildlife Habitat Areas requires maps depicting wildlife habitat areas located within the Project Area (Appendix A, Maps 2-8).

1.1 Methodology

Martin & Nicholson Environmental Consultants, LLC (M&N) completed a desktop analysis to determine the potential for federally listed threatened, endangered, proposed or candidate plant and wildlife species (federally listed), wildlife on the Utah Species of Greatest Conservation Need list (SGCN), birds of conservation concern (BCC), and game species with potential to occur in the Project Area. These species are referred to as "Sensitive or Specially Valued Species" in the Park City Municipal Code.

As part of the desktop analysis, M&N generated a U.S. Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) report and a Utah Natural Heritage Program Wildlife Habitat Analysis Tool (WHAT) report to determine which, if any, federally listed species, SGCN, or migratory birds have potential to occur in the Project Area. M&N reviewed publicly sourced data including eBird (Sullivan, et al., 2009) and iNaturalist (iNaturalist, 2026) to obtain a list of Sensitive or Specially Valued Species and general wildlife species recently observed in the Project Area. In addition, M&N obtained big game seasonal range data from the Utah Division of Wildlife (UDWR) ArcGIS Online Gallery.

2 Wildlife

2.1 General Ecological Features and Functions of the Project Area

The Project Area ranges from roughly 6,910 to 8,540 feet elevation, and contains a mosaic of montane and subalpine habitats, including spruce-Douglas fir forest, aspen stands, grass-forb ski slopes, and oak-maple shrublands. These habitats play essential ecological roles: they stabilize steep mountain soils, regulate watershed function by capturing snow and slowly releasing meltwater, and provide food and shelter for wildlife such as mule deer, moose, hares, and diverse migratory bird species. The Project Area's snowpack also contributes to regional hydrology, feeding downstream rivers and supporting both ecological communities and human water use.

2.2 Federally Listed Species

The USFWS IPaC report, generated on January 8, 2026, identified the potential for four federally threatened, endangered, or proposed wildlife species to occur in the Project Area. There is no designated critical habitat for any of the identified species within the Project Area (U.S. Fish and Wildlife Service, 2026).

Table 1. Potential for Federally Listed Species on the IPAC Report to Occur in the Project Area

Species	Status	Habitat[1]	Potential to Occur in Project Area[2]
Canada lynx *Lynx canadensis*	Threatened	Occurs in boreal and montane regions dominated by coniferous or mixed forest with thick understory, but may utilize open forest, rocky areas, and tundra to forage for abundant prey. Dens are typically found in mature or old growth forests with a high density of logs. Major limiting factor is abundance of snowshoe hare.	**None** The Project Area does not provide suitable habitat preferred by the Canada lynx in the form of contiguous mature coniferous and mixed forest habitat.
Monarch Butterfly *Danaus plexippus*	Proposed Threatened	Requires milkweed to breed. Breeds in patches of milkweed in North America during summer months. Adults forage on milkweed and similarly nectar-rich flowering plants. Winters elsewhere.	**Moderate** Adults may forage on various other nectar-rich flowering plants in the Project Area. Milkweed surveys are necessary to accurately assess the potential for this species to occur in the Project Area. The closest observation of monarch butterfly is near Snyderville, UT in 2025.
North American Wolverine *Gulo gulo*	Threatened	Inhabits alpine and arctic tundra and contiguous coniferous boreal and mountain forests with winter snow cover. Riparian areas are important winter habitat. Dens and births in caves, rock crevices, beneath fallen logs, and in thickets.	**Low** The Project Area provides potentially suitable winter habitat for this species. However, due to its reclusive nature and vast home range, the presence of the species within the Project Area is very low. The last observed wolverine in Utah was in Rich County, near the Uintah Mountains, on March 11, 2022 (Utah Division of Willdife Resources, 2022).
Suckley's cuckoo bumble bee *Bombus suckleyi*	Proposed Endangered	Found in prairies, meadows and grassland habitats with rich floral resources. Requires above-and below-ground microsites for overwintering. *Bombus suckleyii* parasitizes nests of other bumble bees, primarily the western bumble bee (*Bombus occidentalis*) and depends on these species to raise its young. Requires flowers with cups of shallow or medium depth for nectar.	**Low** This species has also not been observed in the contiguous U.S. since 2016 in Oregon. The closest observation of western bumble bee was in Millcreek Canyon in 1999.

[1] Habitat descriptions summarized from NatureServe Explorer (NatureServe, 2025), Cornell Lab of Ornithology (The Cornell Lab of Ornithology, 2025), and the Utah Natural Heritage Program (Utah Division of Wildlife Resources, 2024), unless otherwise noted.

[2] Occurrence potential determined by best professional judgement, habitat suitability in the Project Area, and observational data provided by M&N and eBird (Sullivan, et al., 2009)

2.3 Utah Species of Greatest Conservation Need

The UDWR maintains a list of Utah's SGCN and includes NatureServe's state and national conservation status rankings for each species and identifies these species' federal status, as applicable. Apart from ESA (federally)-listed threatened and endangered species and species proposed for federal listing, there are no state-level permitting or consultation requirements related to SGCN. However, migratory bird SGCN species are protected by the MBTA. Section 15-2.21-3 (9) of the Park City Municipal Code requires an analysis of Project impacts on Special Status Species that may occur in the Project Area.

There are five wildlife SGCN listed as having potential to occur in the Project Area: American goshawk (*Astur atricapillus),* Columbia spotted frog (*Rana luteiventris*), large marble butterfly (*Euchloe ausonides*), Northern leopard frog (*Lithobates pipiens*) and the ruddy copper butterfly (*Lycaena rubidus*). The UDWR WHAT report generated on January 8, 2026, lists three species observed within 0.5 miles of the Project Area boundary and two species observed within two miles of the Project Area. Table 2, below, details general habitat characteristics and/or distribution, status, and occurrence potential for each wildlife SGCN identified by UDWR.

Table 2. Potential for Utah Species of Greatest Conservation Concern listed on the WHAT Report to Occur in the Project Area

Species	Status	Habitat[1]	Potential to Occur in Project Area[2]
Observed within a Half-mile Radius			
Columbia Spotted Frog *Rana luteiventris*	SGCN	Occurs at the grassy or sedgy margins of streams, lakes, ponds, springs, and marshes at elevations between 5,600 and 8,700 feet AMSL.	**None** The Project Area lacks suitable aquatic and wetland habitats required by this species.
Northern Leopard Frog *Lithobates pipiens*	SGCN	Lives in the vicinity of permanent water with rooted submergent and emergent (aquatic) vegetation. Commonly inhabits wet meadows and fields during summer months.	**None** The Project Area lacks suitable aquatic and wetland habitats required by this species.
Ruddy Copper Butterfly *Lycaena rubidus*	SGCN	Occupies dry gravelly or sandy areas such as arid stream sides, sagebrush, scrub dry fields and alluvial washes. A larval specialist that feeds solely on plants in the genus *Rumex*, or closely related *Oxyria digyna*. Adults feed on nearby nectar plants in and around riparian areas. Often create patchy populations with low dispersal tendencies.	**Moderate** There is no riparian habitat in the Project Area, however, it may occur infrequently in open grasslands and meadows provided by ski runs. Surveys for Rumex would be necessary to determine if suitable habitat is present. According to iNaturalist, the latest observation of ruddy copper was in 2024 near the Town Lift and Cresent Express.
Observed within a Two-mile Radius			

Species	Status	Habitat[1]	Potential to Occur in Project Area[2]
American Goshawk *Astur atricapillus*	SGCN	Nests in the largest trees of dense, old- or mature-growth coniferous and mixed forests, commonly near the bottom of moderate to steep slopes and near clearings. Prefers forests with high, dense canopy cover and sparse groundcover.	**Moderate** The Project Area contains potentially suitable foraging and roosting habitat, but lacks the contiguous mature coniferous and mixed forest habitat preferred by the species for nesting.
Evening Grosbeak *Coccothraustes vespertinus*	SGIN	Breeds in spruce and fir forests. Uses a variety of forest and woodland habitats during migration and in winter, including deciduous and second growth woodland, parks, and areas near human habitation. Nests in dense foliage of trees.	**Moderate** The Project Area provides suitable foraging habitat. However, the area lacks contiguous and dense coniferous forests used for breeding and nesting.
Large Marble Butterfly *Euchloe ausonides*	SGCN	Forages on nectar of flowering plants of the mustard family (*Brassicaceae*). Occupy grasslands and open meadows along streamsides, berms, desert washes, canyons, sagebrush steppe, montane slopes and weedy flats. Males follow stream to look for females during breeding.	**Low** May occur in open grasslands and meadows provided by ski runs; however, according to iNaturalist, the latest observation of large marble in Park City was in 2007.

[1] Habitat descriptions summarized from NatureServe Explorer (NatureServe, 2025), Cornell Lab of Ornithology (The Cornell Lab of Ornithology, 2025), and the Utah Natural Heritage Program (Utah Division of Wildlife Resources, 2024), unless otherwise noted.

[2] Occurrence potential determined by best professional judgement, habitat suitability in the Project Area, and observational data provided by M&N and eBird (Sullivan, et al., 2009)

2.4 Birds of Conservation Concern

The USFWS IPaC report, generated on January 8 2026, identified bald and golden eagles and 12 birds of conservation concern (BCC) with potential to occur in the Project Area. All of these species are protected by the Migratory Bird Treaty Act of 1918 and eagles receive additional protection under the Bald and Golden Eagle Protection Act of 1940. M&N reviewed information on the preferred nesting substrates, breeding habitats, and dietary requirements of these species to assess their potential to occur in the Project Area or be impacted by the Project construction and operation. In addition, the online citizen-science application, eBird, was referenced to identify where BCC species have been observed. Table 3 provides information about the habitat and occurrence potential for these avian species. The evening grosbeak is discussed in Table 2, above.

Table 3. Potential for BCC Identified in the IPAC Report to Occur in the Project Area

Species[1]	Breeding Season[2]	Habitat[3]	Potential to Occur in Project Area[4]
Bald Eagle* *Haliaeetus leuocephalus*	Dec. 1 – Aug. 31	Most commonly breeds in areas close to water bodies that contain an abundance of food sources including fish, waterfowl, or seabirds. Less commonly occupies habitats with little or no open water sources where upland food resources are readily available (carrion, livestock, afterbirths). Nests in tall trees, cliffs, or rock pinnacles.	**Low** Potentially suitable roosting habitat is present in tall trees. Individuals may pass over the Project Area during migration. The closest large bodies of water are Jordanelle Reservoir, among other smaller bodies within Park City.
Black Rosy-finch *Leucotitcte atrata*	June 15 – Aug. 31	Breeds exclusively in alpine areas above timberline, nesting in rock crevices or holes in cliffs above snowfields. In summer, populations are dependent on snowpack edges where melting snowlines reveal seeds and insects that are easily spotted.	**Low** Suitable foraging and roosting habitats may be located within the Project Area. The Project Area is at too low of an elevation for breeding.
Broad-tailed Hummingbird* *Selasphorus platycercus*	May 25 – Aug. 21	Breeds in meadows and open woodlands, especially pinyon juniper, pine-oak, evergreen and montane scrub around 5,500 to 10,000 feet elevation. During migration they move from highland meadows to lowlands abundant with wildflowers. Drink nectar from flowers as well as sugar water from feeders.	**High** Suitable breeding, nesting, and foraging habitats are located within the Project Area. Adults may forage on various other nectar-rich flowering plants in and around the Project Area.
California Gull *Larus californicus*	Mar. 1 – Jul. 31	Seacoasts, bays, estuaries, mudflats, marshes, irrigated fields, lakes, ponds, landfills, cities, and agricultural lands. Breeds in the Great Salt Lake and Utah Lake ecological complex. Nests inland on the ground on open sandy or gravelly areas with scattered grasses along lake and pond shores.	**Low** Suitable roosting, breeding and nesting habitat is absent from the Project Area. This species may occur over the Project Area during migration and to forage at Jordanelle Reservoir, approximately 3.9 miles east.
Cassin's Finch* *Haemorhous cassinii*	May 15 – Jun. 15	Breeds in open coniferous forests where it nests in conifer limbs. During winter and migration, occurs in deciduous woodland, second growth forest, and scrub or brushy areas.	**High** The Project Area provides suitable nesting, breeding and foraging habitat.
Clark's Nutcracker *Nucifraga columbiana*	Jan. 15 – Jul. 15	Occurs in open coniferous forest, forest edges, and clearings, primarily in mountains. Nests in conifer limbs at elevations between 5,900-8,200 feet AMSL.	**High** Suitable breeding, nesting and foraging habitat is present throughout the Project Area.

Species[1]	Breeding Season[2]	Habitat[3]	Potential to Occur in Project Area[4]
Flammulated Owl *Psiloscops flammeolus*	May 10 – Aug. 15	Breeds and forages in semi-arid mature-growth coniferous montane forests with open canopies and high abundance of nocturnal arthropods. Nests in abandoned tree cavities in open coniferous forests with large old trees, scattered thickets, and clearings.	**Moderate** The Project Area contains potentially suitable foraging and roosting habitat but lacks the contiguous mature coniferous and mixed forest habitat preferred by the species.
Golden Eagle* *Aquila chrysaetos*	Dec. 1 – Aug 31	Habitat generalists that forage in open to semi-open landscapes such as tundra, shrub- and grasslands, wood- and brushlands, and coniferous forests. Nests on cliffs and rock outcrops, trees, and sometimes on the ground.	**Moderate** The high level of human activity already in the vicinity of the Project Area during early nesting season (January-March) likely precludes this species from nesting. This species may forage in the Project Area.
Lesser Yellowlegs *Tringa flavipes*	Breeds elsewhere	Inhabits marshes, ponds, wet meadows, lakes, coastal salinas, and mudflats.	**None** The Project Area does not provide suitable nesting, roosting or breeding habitat required by the species.
Lewis's Woodpecker *Melanerpes lewis*	April 20 – Sept. 20	Breeds in open forests and woodlands, often in areas previously logged or burned. Preferred breeding habitat includes open tree canopy, brushy understory with ground cover, dead standing trees for nest cavities, downed woody debris, and abundance of insects.	**Moderate** The Project Area provides potentially suitable roosting habitat. Dead standing trees could be used for nesting.
Olive-sided Flycatcher* *Contopus cooperi*	May 20 – Aug. 31	Breeds in coniferous and mixed woodland and forest habitats, especially where there are standing dead trees. Nests in trees, commonly near bogs, marshes, and wet meadows.	**High** The Project Area provides suitable nesting, breeding, and foraging habitat.
Pinyon Jay* *Gymnorhinous cyanocephalus*	Feb. 15 – Jul. 15	Year-round inhabitant of pinyon-juniper woodlands, and less frequently inhabit pine or scrub oak forests and sagebrush steppe. Nests in shrubs or trees.	**Low** The Project Area provides potentially suitable roosting and foraging habitat. This species may use conifers or oak for nesting.

Species[1]	Breeding Season[2]	Habitat[3]	Potential to Occur in Project Area[4]
Virginia's Warbler* *Leiothylpis virginiae*	May 1 – Jul. 31	Inhabits arid montane woodlands, oak and mountain mahogany thickets, pinyon-juniper, coniferous scrub, chaparral, and steep brushy mountain slopes. Nests on ground among dead leaves, or in small depression concealed by bark, moss, lichens, grasses, or roots	**Moderate** The Project Area provides potentially suitable nesting habitat and suitable foraging habitat; however, proximity to high human activity in portions of the Project Area likely limits this species presence.
Western Grebe *Aechmophorus occidentalis*	Jun. 1 – Aug. 31	Breeds in marshes, lakes and bays. In migration and winter, frequents sheltered seacoasts, and sometimes rivers.	**None** The Project Area does not provide suitable nesting, roosting or breeding habitat required by the species.

[1] Species with single asterisk indicates recent nearby observations within 0.5 miles of the Project Area reported by eBird (Sullivan, et al., 2009)

[2] Breeding seasons from USFWS IPaC Report

[3] Habitat descriptions summarized from NatureServe Explorer (NatureServe, 2025), Cornell Lab of Ornithology (The Cornell Lab of Ornithology, 2025), and the Utah Natural Heritage Program (Utah Division of Wildlife Resources, 2024), unless otherwise noted.

[4] Occurrence potential determined by best professional judgement, habitat suitability in the Project Area, and observational data provided by M&N and eBird (Sullivan, et al., 2009)

The Migratory Bird Treaty Act (MBTA) states that it is unlawful to capture, kill, or possess migratory birds or their parts or to destroy an active nest. The Bald and Golden Eagle Protection Act (BGEPA) states that it is illegal to "take" bald or golden eagles (including their nests and eggs) without a permit. It is also illegal to disturb eagles to the point that it interferes with breeding/feeding. It is recommended that, if Project action will take place during the avian breeding season (generally January 1 – August 31) the presence of active nests will be assessed and construction in the vicinity of those nests avoided until the nests are no longer active.

2.5 Game Species

The entire Project Area is classified as year-long crucial habitat for black bear, moose, and dusky grouse; summer crucial habitat for mule deer; year-long substantial habitat for ruffed grouse; and year-long white-tailed jackrabbit habitat. The southwest half of the Project Area is classified as year-long substantial habitat for snowshoe hare (Maps 2-8, Appendix A). UDWR recommends avoiding disturbance to mule deer crucial summer range from May 15-July 15 (fawning period) and improving or conserving four acres of mule deer habitat for every one acre of disturbance. UDWR also recommends avoiding disturbance in crucial moose habitat from November 1-July 5. The Project Area does contain moose calving habitat which should be avoided in late May, when calving typically peaks. According to the statewide moose management plan (UDWR, 2017), these areas often include high-elevation shrub communities and young deciduous forests such as aspen stands that are found in the Project Area. Protecting these sites requires limiting habitat loss from development, preventing degradation from weed introduction, and minimizing construction and other disturbance during the sensitive calving period.

3 Potential Impacts on SGCN and Federally Listed Species in the Project Area

The potential impacts of the Project on Sensitive or Specially Valued Species identified in Tables 1 and 2 above as having a moderate or high chance of occurring within 500 feet of the Project Area are considered in Table 4 below. This impacts analysis will be updated after wildlife field surveys are completed during the summer of 2026.

Table 4. Potential Impacts of the Project on Federally Listed and SGCN within the Project Area

Species	Known Threats to the Species	Potential Impacts of the Proposed Project on the Species
Insects		
Monarch Butterfly *Danaus plexippus*	Habitat loss, pesticides, declining population due to lack of milkweed, climate change	**None or Low** There were no surveys conducted for this species as part of this analysis. The mitigation measures detailed in Section 4, below, will avoid/minimize impacts on individuals and their habitat related to construction noise and habitat removal. The Project may impact individuals but is not likely to contribute to federal listing or loss of viability of this species.
Ruddy Copper *Lycaena rubidus*	Habitat loss, declining host plants and flowering plants, pesticides, livestock	**None or Low** There were no surveys conducted for this species as part of this analysis. There is potentially suitable habitat present in the Project Area that could be impacted by Project construction. The mitigation measures detailed in Section 4, below, will avoid/minimize construction-related impacts on individuals and their habitat. The Project may impact individuals but is not likely to cause a trend toward federal listing or loss of viability of this species.
Birds		
American Goshawk *Astur atricapillus*	Loss of mature forests which removes nesting habitat, encroaching habitat loss	**None or Low** There were no surveys conducted for this species as part of this analysis. There is suitable habitat present in the Project Area that could be impacted by Project construction. American goshawks prefer mature mountain forests near riparian areas for foraging and nesting requirements. Clearing of riparian areas or thicks stands of montane conifer has attributed to the decline of American goshawks. Human disturbance near nesting sites may cause nest abandonment; however, this is usually due to an extended duration of disturbance. Temporary displacement of individuals during Project construction may occur. The mitigation measures detailed in Section 4, below, will avoid/minimize impacts on individuals and their habitat related to construction noise and habitat removal. The Project may impact individuals but is not likely to cause a trend toward federal listing or loss of viability of this species.

Species	Known Threats to the Species	Potential Impacts of the Proposed Project on the Species
Evening Grosbeak *Coccothraustes vespertinus*	Loss of mature forests which removes nesting habitat, encroaching habitat loss	**None or Low** There were no surveys conducted for this species as part of this analysis. There is potentially suitable habitat present in the Project Area that could be impacted by Project construction. Evening grosbeak nest high in trees or shrubs. Human disturbance near nests may cause abandonment or prevent a suitable nest site from being utilized; however, this is usually due to an extended duration of disturbance. Temporary displacement of individuals during Project construction may occur (if present). The mitigation measures detailed in Section 4, below, will avoid/minimize impacts on individuals and their habitat related to construction noise and habitat removal. The Project may impact individuals but is not likely to cause a trend to federal listing or loss of viability of this species.

*None, low, moderate, or high

4 Applicant Committed Impact Avoidance and Minimization Measures

As required in Section 15-2.21-8 Sensitive Lands Regulations – Wildlife and Wildlife Habitat Protection of the Park City Municipal Code, the Project plan must include provisions to ensure that construction will be timed to avoid or minimize disturbance of big game using natural areas within or adjacent to the Project Area for fawning or calving. In addition, the Project plan must include provisions to minimize wildlife conflicts to the extent reasonably feasible. Per Code, the Project plan must also include provisions to ensure that any habitat contained in any natural area within 500 feet of the Project footprint shall not be disturbed or diminished, and where possible, the habitat shall be enhanced. The Project plan must, to the extent reasonably feasible, provide a connection between natural areas within and adjacent to the Project Area. Such connections will be designed and constructed to allow for the continuance of existing wildlife movement between natural areas and to enhance the opportunity for the establishment of new wildlife movement. Because noxious weeds degrade wildlife habitat, it is important to remove and prevent the spread of noxious weeds in the Project Area. Implementation of the following pre-construction surveys and avoidance and minimization measures will allow the Project to meet these Code requirements.

4.1 Pre-Construction Surveys

- The Project Area will be surveyed during the summer of 2026 by qualified wildlife biologists to determine if species discussed in Section 2.5 are present. Results of this survey will help determine if big game avoidance measures need to be implemented.
- If Project construction occurs before August 31, the Project Area will be surveyed by qualified biologists to determine if the migratory birds listed in Table 3 are using the Project Area. Results of this survey will help determine if any additional avoidance measures are necessary during construction.
- If Project construction occurs before August 31, raptor stick nest surveys will be conducted in and adjacent to the Project Area prior to tree and shrub leaf-out in May of 2026. If any occupied nests are found, they will be flagged and monitored as described above.
- If Project construction occurs before August 31, two days of broadcast acoustical surveys for American goshawk would be conducted: one in June and one in July. If occupied nests are found

within the Project Area, they are to be avoided until the nests are no longer active (May to late-August).

- If Project action will take place during the avian breeding season (generally January 1 – August 31), the presence of active nests will be assessed no more than 10 days prior to construction and construction in the vicinity of those nests avoided until the nests are no longer active. Active nests will be flagged and a biological monitor will be on-site to monitor any active nests if construction must take place prior to August 31.
- The Project Area will be surveyed for SGCN and federally listed pollinator species with potential to occur in the Project Area, during the summer of 2026 (prior to Project construction).
- Under Rule R68-9-Utah Noxious Weed Act, property owners are legally responsible to control and prevent the spread of noxious weeds on their property. Noxious weed surveys will be conducted in summer 2026 to locate and remove any infestations before work and soil disturbance begins.

4.2 Impact Avoidance and Mitigation

- Except for emergencies, all construction activities will be confined to daylight hours to reduce the impacts on crepuscular and nocturnal wildlife species.
- To minimize the risk of transporting noxious and invasive weeds into the Project Area, all vehicles and equipment will be cleaned, (soil, seeds and any plant parts are removed from exterior surfaces), before moving into the Project Area. Cleaning activities will concentrate on tracks, feet, or tires and the undercarriage with special emphasis on axels, frame, cross members, motor mounts, underneath steps, running boards, and front bumper/brush guard assemblies. Vehicle cabs should also be swept out and the refuse disposed of in waste receptacles prior to entering the Project Area.
- A native plant seed mix, (including grasses, forbs, and where appropriate shrubs), certified as noxious and invasive weed free, will be used for reseeding all areas of ground disturbance caused by Project construction.
- All sites disturbed during Project construction will be monitored and treated yearly, for a minimum of three years, to prevent any new noxious and invasive weeds from becoming established.

5 References

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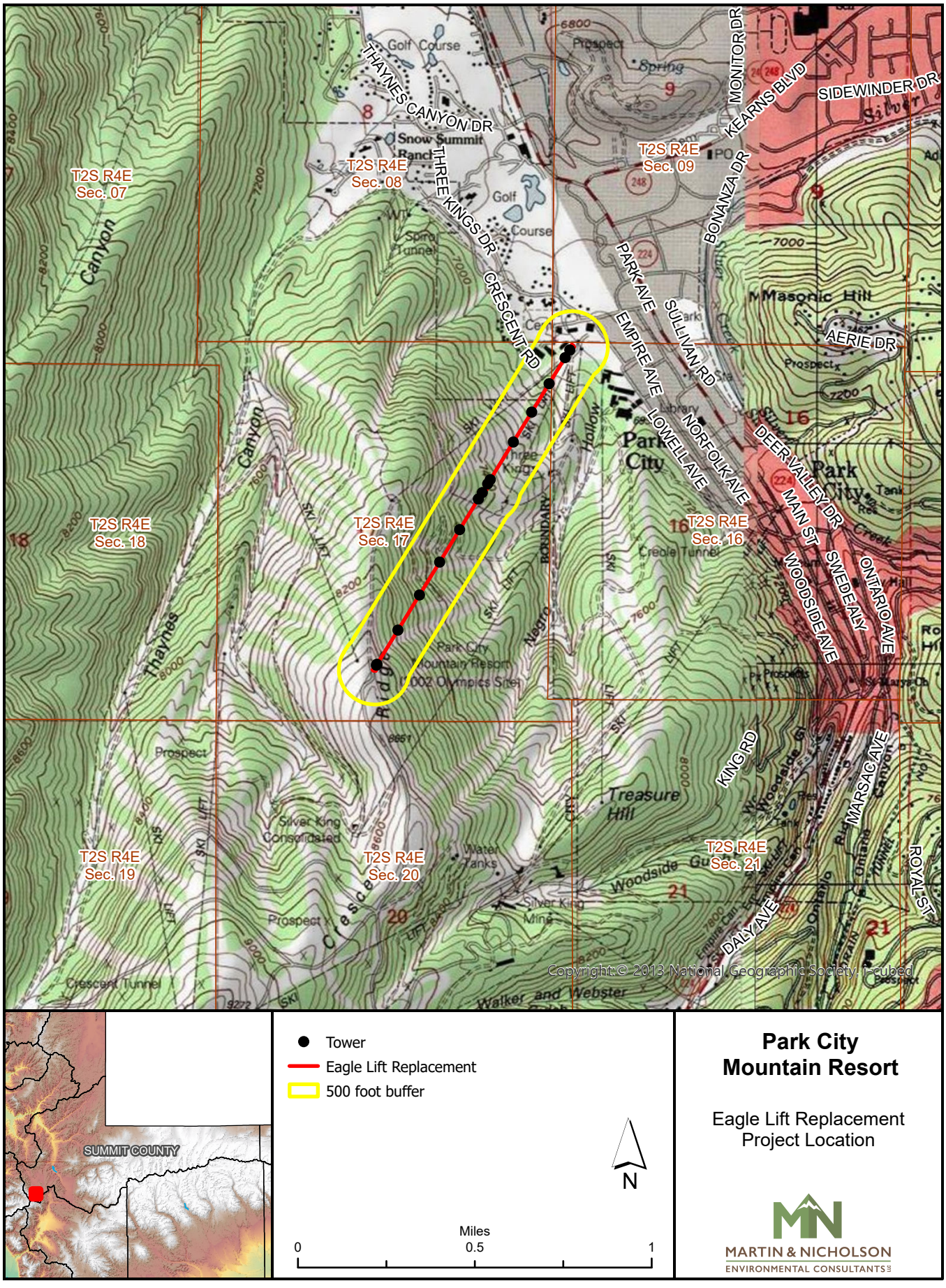
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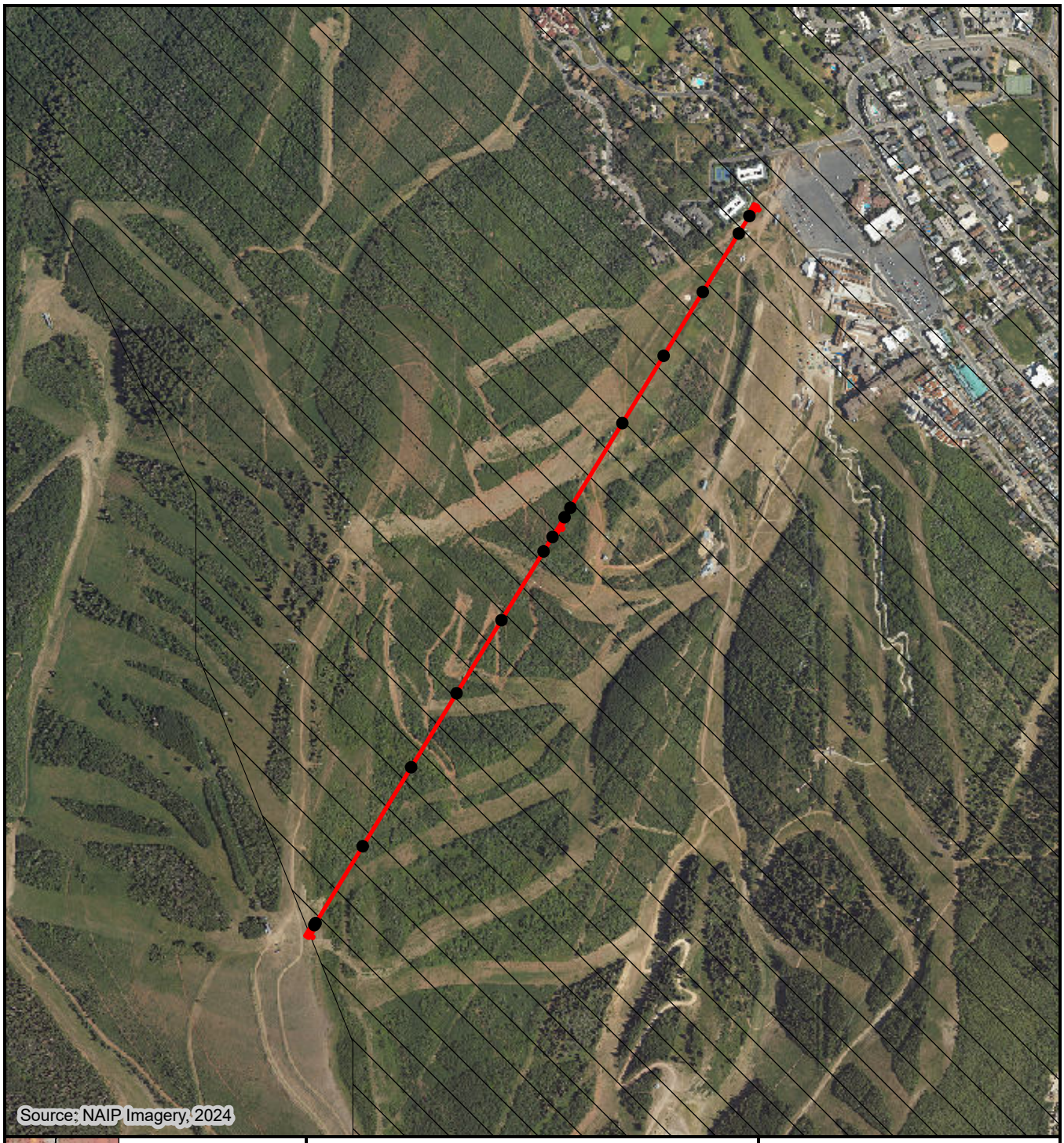
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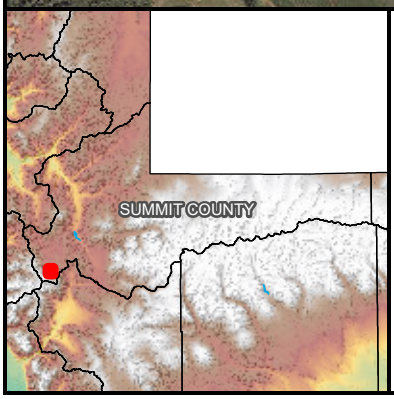
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Appendix A - Maps



1/9/2026 C:\GIS_Projects\M_N\M_N_1300_PCMR_Wildlife_Report\Pro\PCMR_Wildlife_Report.aprx





Tower
Eagle Lift Replacement
Year-long White-tailed Jackrabbit Habitat

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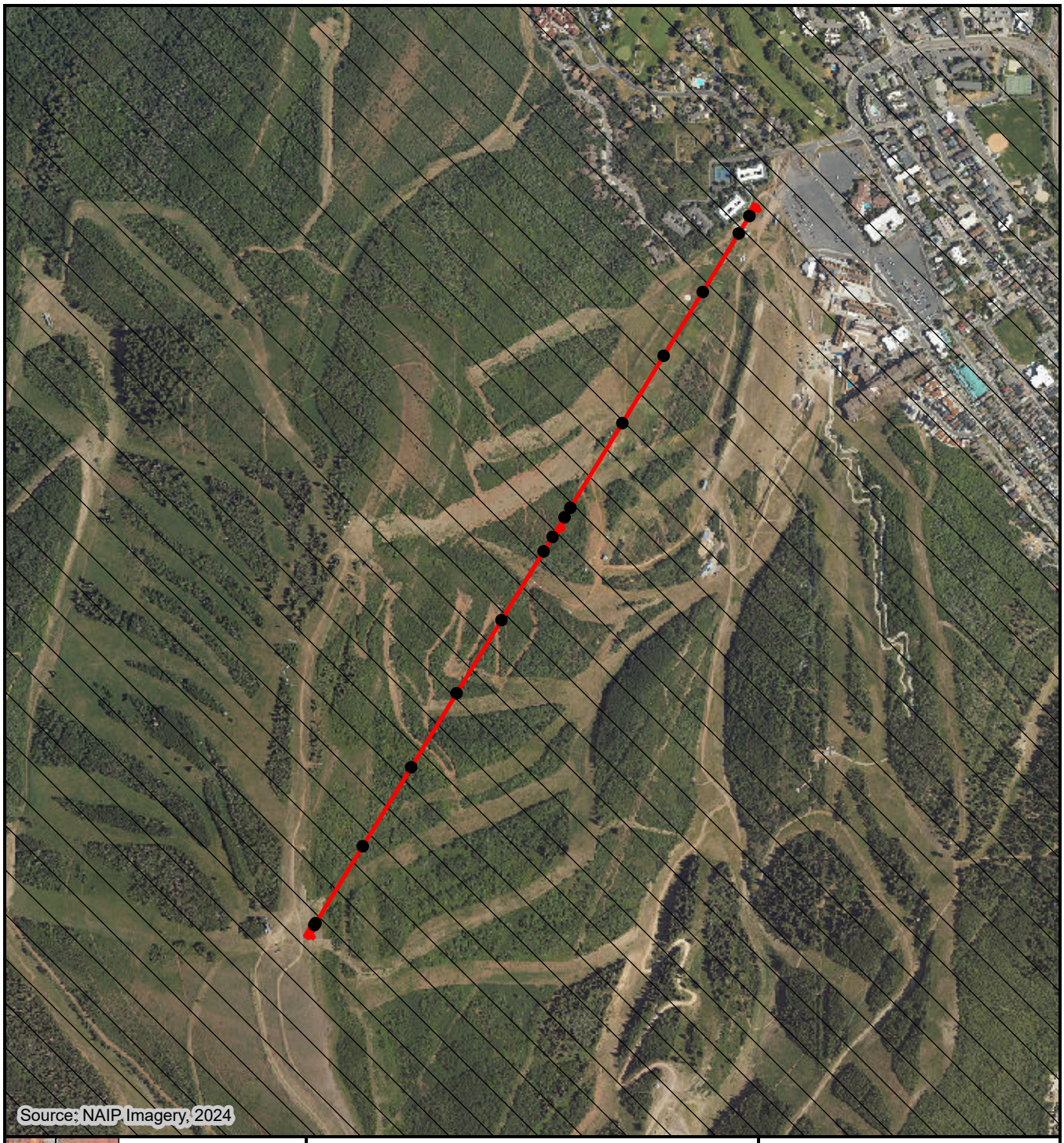
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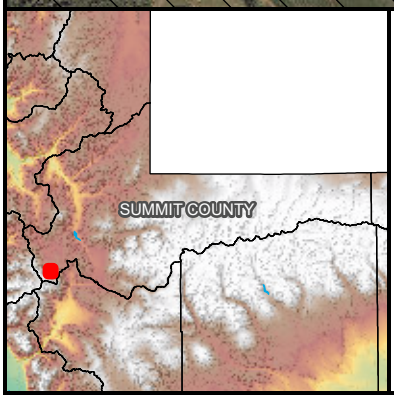
Park City Mountain Resort

Eagle Lift Replacement
White-tailed Jackrabbit Habitat

MARTIN & NICHOLSON
ENVIRONMENTAL CONSULTANTS

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Tower
Eagle Lift Replacement
Year-long Crucial Black Bear Habitat

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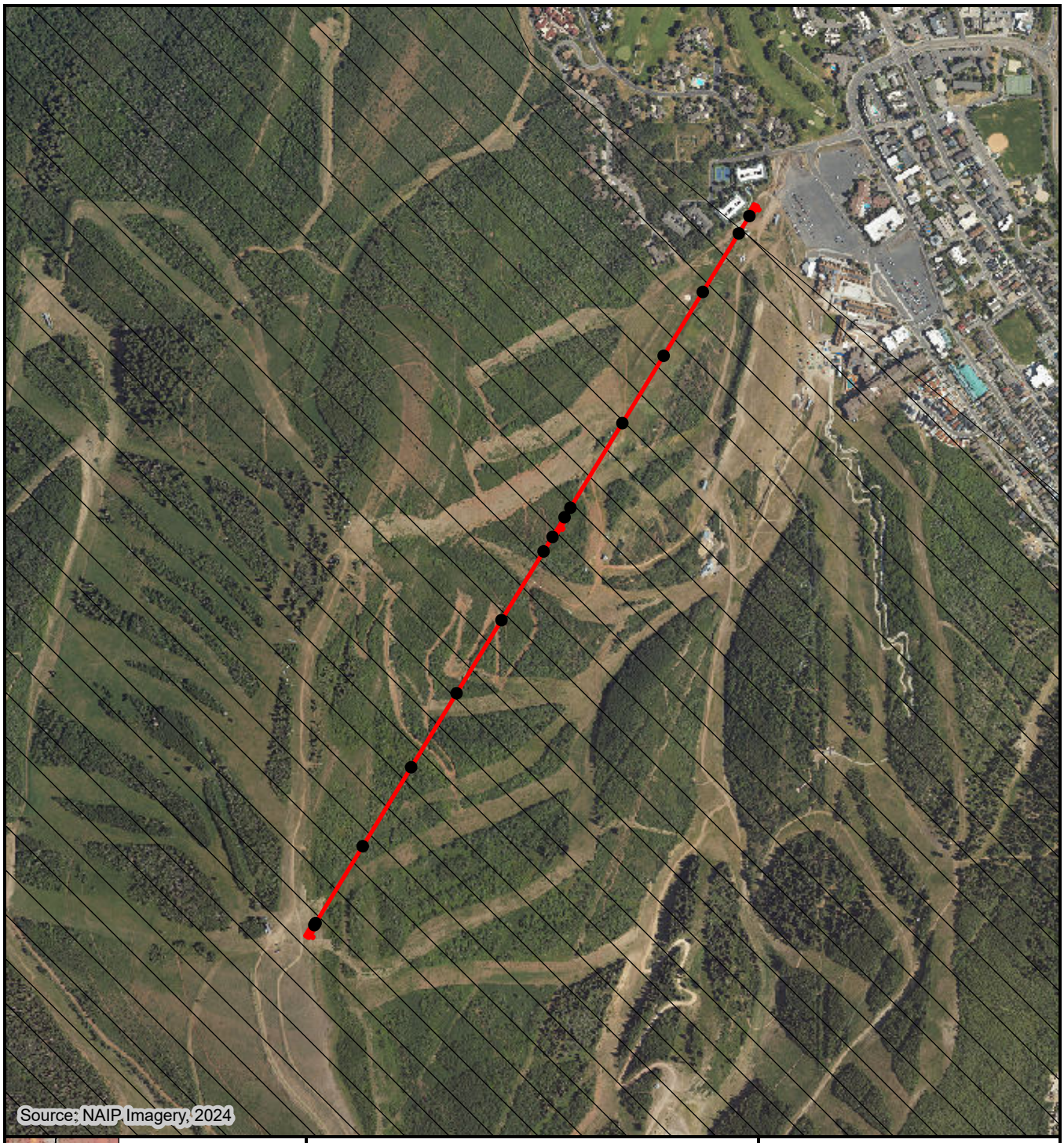
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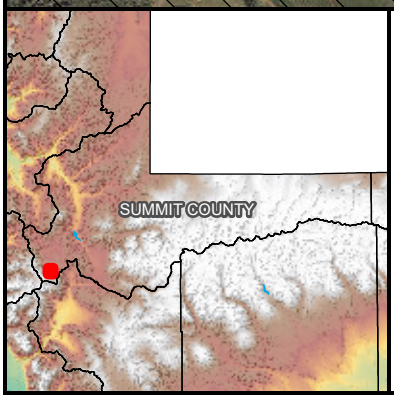
Park City Mountain Resort

Eagle Lift Replacement
Black Bear Habitat

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ENVIRONMENTAL CONSULTANTS

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Tower
Eagle Lift Replacement
Year-long Crucial Dusky Grouse Habitat

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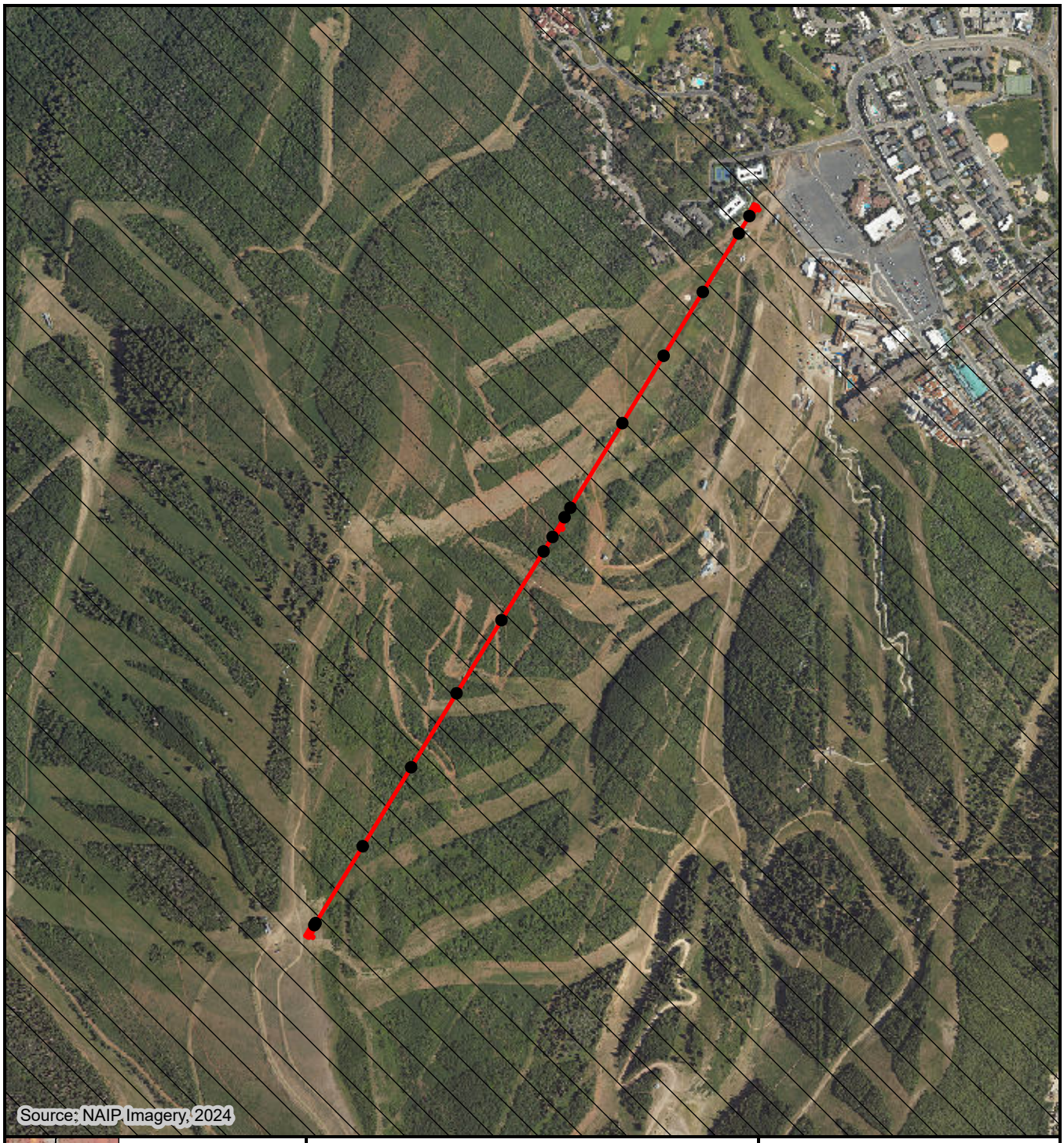
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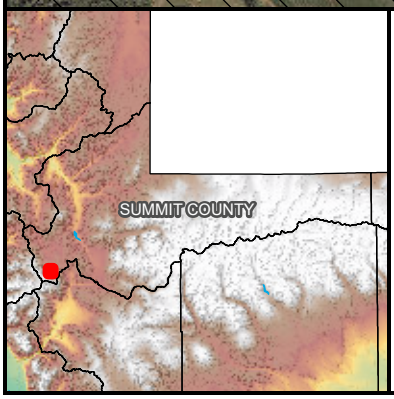
Park City Mountain Resort

Eagle Lift Replacement
Dusky Grouse Habitat

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Tower
Eagle Lift Replacement
Year-long Crucial Moose Habitat (Calving)

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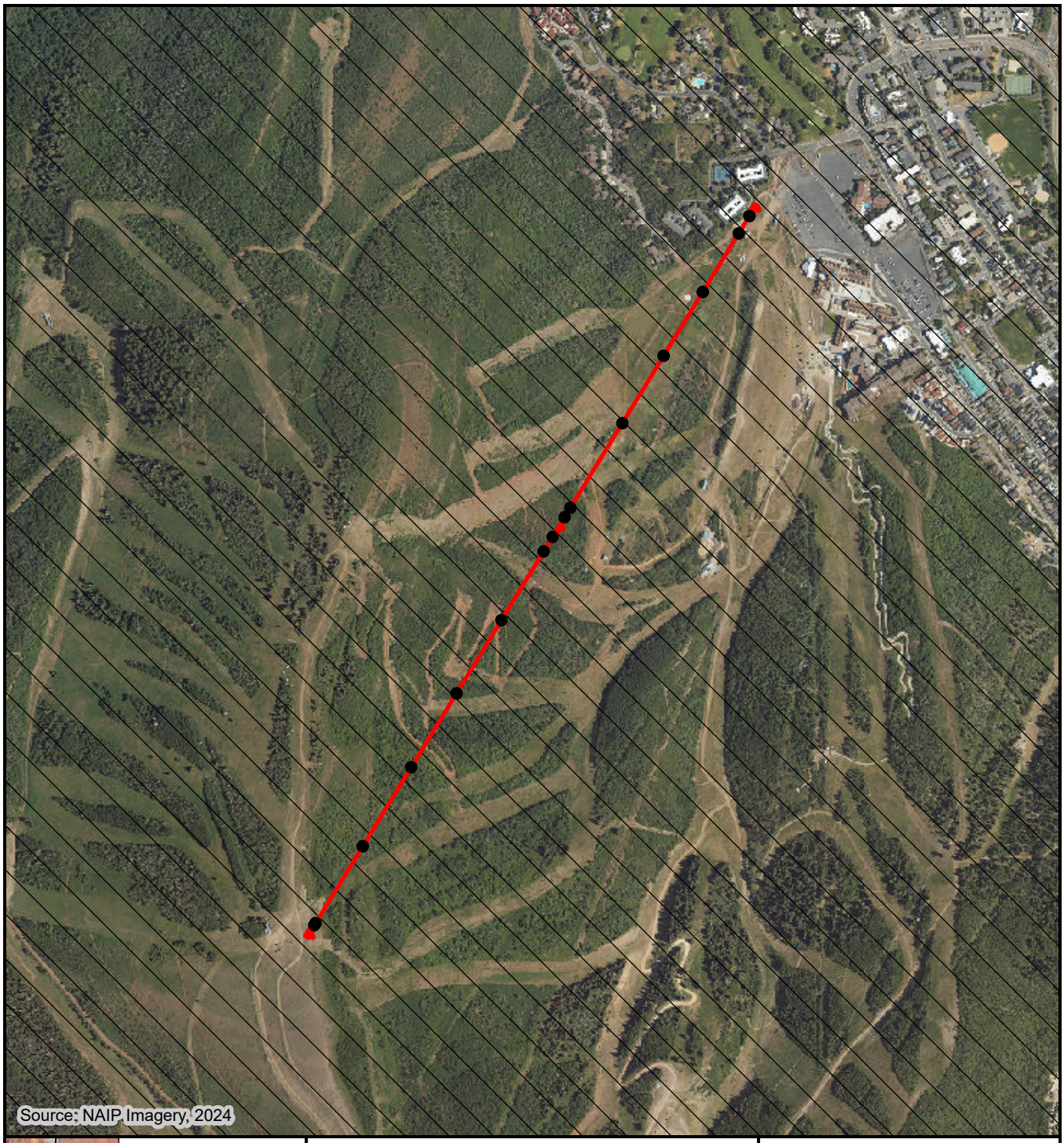
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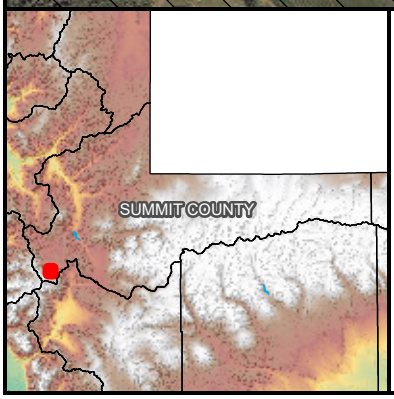
Park City Mountain Resort

Eagle Lift Replacement
Moose Habitat

MARTIN & NICHOLSON
ENVIRONMENTAL CONSULTANTS

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Tower
Silver Lift Replacement
Summer Crucial Mule Deer Habitat

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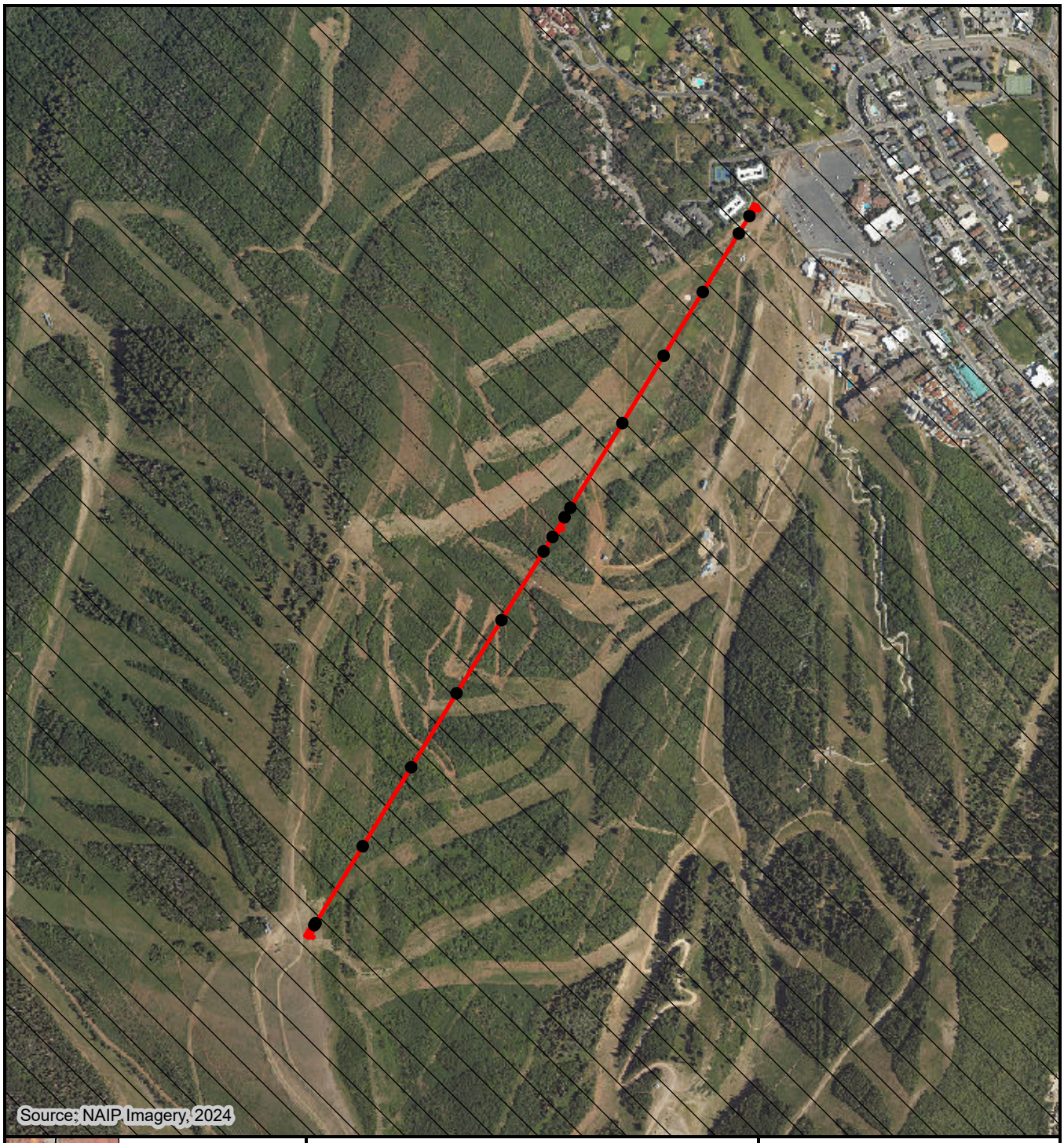
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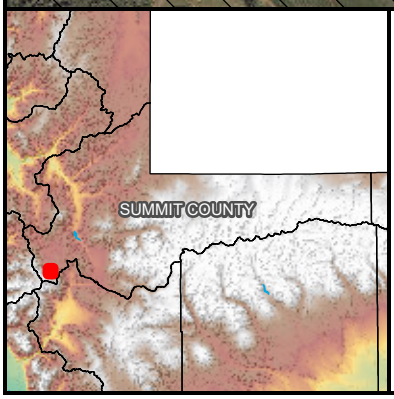
Park City Mountain Resort

Eagle Lift Replacement
Mule Deer Habitat

MARTIN & NICHOLSON
ENVIRONMENTAL CONSULTANTS

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Tower
Eagle Lift Replacement
Year-long Substantial Ruffed Grouse Habitat

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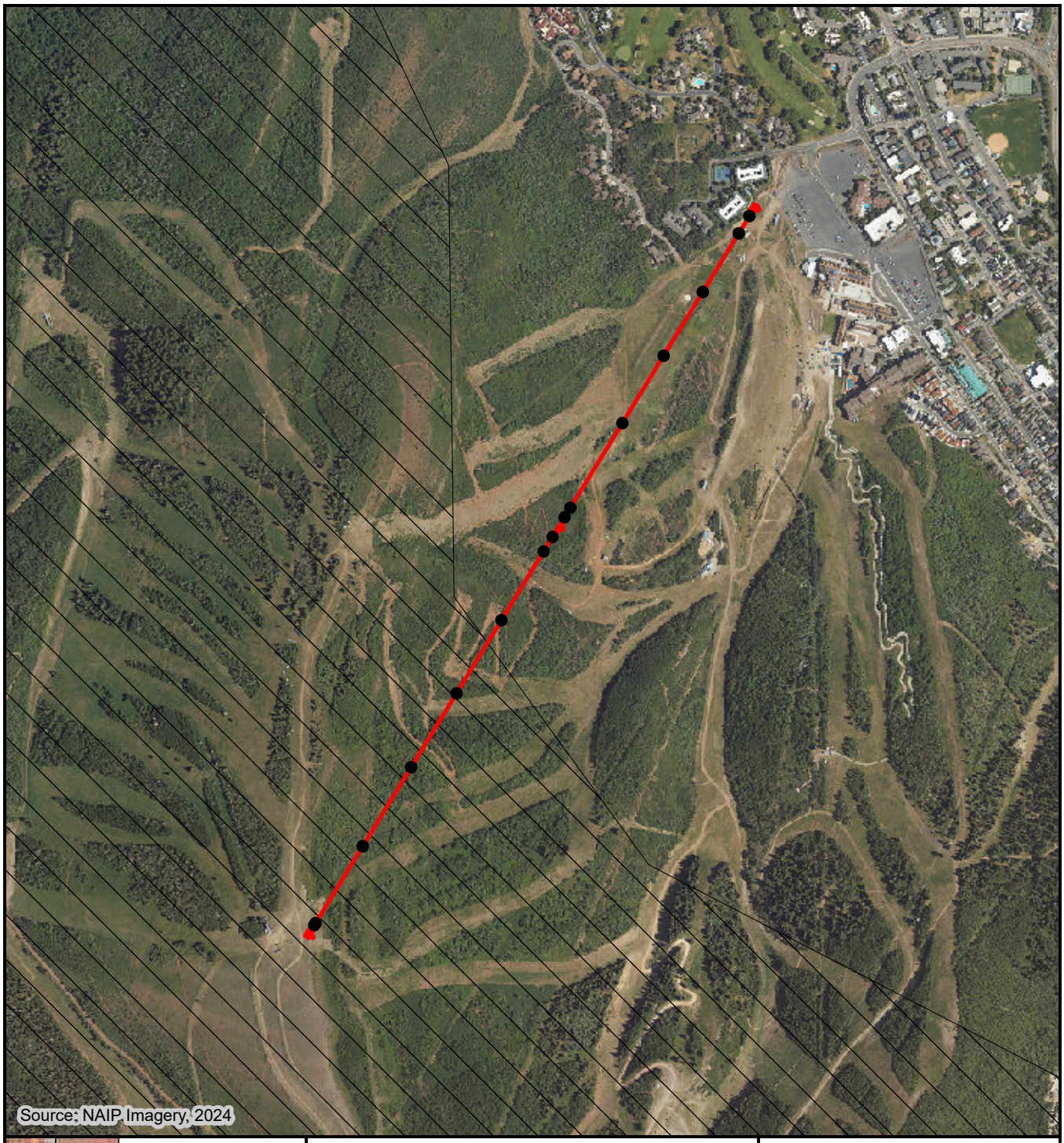
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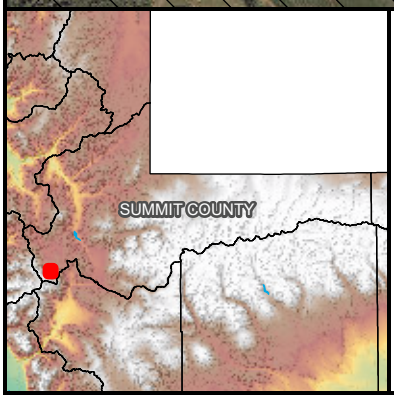
Park City Mountain Resort

Eagle Lift Replacement
Ruffed Grouse Habitat

MARTIN & NICHOLSON
ENVIRONMENTAL CONSULTANTS

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Tower
Eagle Lift Replacement
Year-Long Substantial Snowshoe Hare Habitat

N

Feet
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Park City Mountain Resort

Eagle Lift Replacement
Snowshoe Hare Habitat

MARTIN & NICHOLSON
ENVIRONMENTAL CONSULTANTS

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Exhibit P: Public Input

March 20, 2026

Hello Ms. Larsen

We own a condo since 2016 at 1415 Lowell Ave., the base of Park City Mountain Resort, and are in SUPPORT of the proposed lift replacement of the Silverlode Express & Eagle Lifts.

Reducing lift wait times by replacing these lifts are way overdue. For Park City to continue being a world class city to visit and ski, infrastructure improvements at the base are critical. With the Olympics coming in 8 years, this should be an immediate priority for the Planning Commission.

There are long lines at the Silverlode Express most of the time. It would be really nice to shorten the wait time when returning from the Canyons via the Gondola, or stopping for a meal or restroom break at Miners Camp in the middle of the day.

Due to the location of the current Eagle lift drop off, the only option is to ski is a blue run to get to the next lift (King Con), which can then take you to a green run. Therefore, for all inexperienced skiers, the only options to get up the mountain are the FirstTime, Payday and Crescent lifts, which frequently have longer wait times. Expanding and moving the drop off point for a new Eagle Lift would provide an additional green run route and alleviate skier wait times at the base.

We encourage the Planning Commission to move forward and ultimately approve Vail's Conditional Use Permit.

Thank you, James, Edward & Carolyn Rogers

March 18, 2026

Dear Planning Commission,

As a long-term owner at Snowflower condominiums, I fully support the Silverlode and Eagle chairlift upgrades.

Park City Mountain resort is in desperate need of improvement and mechanisms to move skiers/borders up the hill more quickly.

The argument of increased noise at Snowflower is a minor concern.

The planned upgrades will add tremendous value to the resort and to the fortunate neighbors will benefit from easier access up the hill.

Sincerely,

Sarah Evans

March 18, 2026

Park City Planning Commission

I am writing in regards to Vail's request for approval of lift upgrades to include the Eagle and Silverlode lifts. I agree the upgrades would improve the uphill capacity of the mountain and could improve the overall experience of PCMR.

I attended the open house on February 4th at the Legacy lodge. I talked to several Vail representatives and looked over the proposed location of specifically the Eagle base area. What I discovered was the lift is going to be placed 30 feet from the property line in front of Snowflower, Building two. The Vail representatives were proud of the fact that they moved the lift line an extra five feet beyond the required 25 feet. I suspect after the engineers looked at the location where the lift was going to be, they realized it would put the lift base on the downslope of the embankment that is currently in front of Snowflower.

Vail's concept is that 30 feet is enough to create a throughway on that side of the lift. I don't disagree, however, how are you going to accomplish that? Since the buildings at Snowflower sit much lower than the ski hill, 25 of the 30 feet is the embankment down to Snowflower. The Vail representative said they could build a retaining wall on the property line to level out the 25 feet so they can accomplish their 30 foot setback. To accomplish that, I feel they would have to build a retaining wall approximately 20 feet high with possibly a wire fence on top to ensure the safety of the skiers and to accommodate any snow pack on the trail. Part of the property line passes within 10 feet of building two. How would you like it if your neighbor built a 20 foot high concrete wall 10 feet from your picture window.

Snowflower has been here since the late 70's. Ski in, ski out is one of the hallmarks of the Snowflower properties. If Vail builds a retaining wall, they will have negated any access to the ski hill.

I have been an owner at Snowflower since the late eighties. I have seen the changes in the base area. I suspect the decision to move the Three KIngs lift up the mountain was to lessen the congestion in the base area especially when the original Eagle was added. The current proposed location of the new Eagle lift would once again create a congestion problem of the entire First Time/Eagle/3 Kings base area.

As in 2022, I asked Vail why they couldn't move the new base of the Eagle lift 100 yards up the mountain or closer to where the old Eagle lift is located. Both times the answer has been the engineers say that is where it needs to be for alignment. The Vail representatives also said something about moving it would interfere with the return back to the lift. Maybe. What might look good on paper doesn't necessarily work in practice. I

think moving the entry point of the new Eagle lift 25 or 30 yards up the mountain would work, eliminate a need for a retaining wall and help alleviate the congestion in the base area.

All I'm asking for is they move the base of the lift up the mountain. I think the new lift will enhance the PCMR experience if done with all parties having input. Thank you for your time.

Sincerely, Glen Chinn

March 17, 2026

Dear Park City Council Members,

I hope this letter finds you well. I am writing to discuss the potential upgrades to the ski lifts on privately owned Vail land within our city's ski resort area. Such enhancements can significantly improve the overall experience for visitors and boost the city's reputation as a top-tier winter destination.

I recognize that any changes must align with the city's planning and safety standards. My intention is to highlight the benefits these upgrades could bring, such as improved visitor satisfaction, increased tourism, and potentially higher revenue for local businesses.

I would appreciate the opportunity to discuss this further with you to ensure that all considerations are addressed and that these upgrades serve the best interest of our community.

Thank you for your time and consideration. I look forward to your response.

Sincerely,

Jackie Davis Gray, JWD Incorporated

March 17, 2026

Hi Nannette,

I am writing to provide public comment regarding the proposed upgrades to the Eagle and Silverlode lifts at Park City Mountain.

I am an owner at SnowFlower Condominiums, which is located immediately adjacent to the proposed Eagle lift alignment. From both a property owner and long-time Park City visitor perspective, I would like to express my strong support for these lift improvements.

Increasing lift capacity at these locations will provide important benefits to the mountain and the broader Park City community. The Silverlode lift currently serves as a significant circulation bottleneck, particularly during periods of lower snowfall when King Con is not operating. Improving capacity and reliability in this area will enhance skier distribution, reduce congestion, and improve overall mountain safety.

Similarly, an upgraded Eagle lift will help move guests onto the mountain more efficiently from the base area. This will reduce crowding at existing access lifts such as PayDay and Crescent and improve the overall visitor experience. Enhancements that improve skier flow are critical to maintaining Park City's competitiveness as a premier winter destination and to supporting the local economy that depends on recreation and tourism.

From a neighborhood standpoint, these improvements also have the potential to reduce concentrated pedestrian and skier traffic pressures by creating more balanced access points. This can contribute positively to safety and circulation patterns in the base area.

My only request is that the final design continue to provide adequate spacing from Building 2 at SnowFlower and maintain convenient, safe access for SnowFlower residents and guests to reach the new Eagle lift. Preserving a level of access comparable to what currently exists for the First Time and existing Eagle lifts would be very important for adjacent property owners.

Overall, I believe these lift upgrades represent a thoughtful infrastructure investment that will benefit skiers, residents, businesses, and the long-term vitality of the Park City community.

Thank you for the opportunity to provide input and for your service.

Sincerely,

Dave Curtis

March 16, 2026

Dear Planner Larsen,

My name is Eric Lipton, a resident of 1385 Lowell Ave. It's come to my attention that in the coming weeks the Planning Commission will hold a work session to review Vail Resorts' application to upgrade the Silverlode and Eagle chairlifts to increase uphill capacity.

It is my and many other Park City residents' sincere hope that the planning commission approves these upgrades, and does not see the need to reject the proposal again. We have another opportunity to approve an upgrade that the town skiers so earnestly want and need.

Please do not make the same decision that was made years ago. Regardless of current levels of parking, we NEED more uphill capacity at the ski area. Skiing is why many of us are here and we want a better on-mountain experience.

Thank you,

Eric Lipton

February 17, 2026

To: Honorable Park City Planning Commission and Ryan Dickey-Mayor, and Deirdra Walsh-Vice-President & COO Park City Mountain

Subject: PCMR Eagle and Silverlode Lift Upgrades

The Crescent Ridge Condominium Association Board of Trustees enthusiastically supports the Vail Resorts plan to upgrade the Eagle and Silverlode lifts. Our community of 60 condominiums resides along Vail Resorts property between the Eagle Lift and Silver Star lift. Sharing a property line with the Snowflower community, the Eagle lift is the closest lift to our residents.

The Eagle lift improvement will eliminate an extra chairlift ride for skiers wanting to get up the mountain and modernize a slow, outdated, poorly aligned ski lift configuration. While a minority of our condos are rental investments, the majority of our residents utilize our condos for the skiing experience during the season and want to get up the mountain to ski better runs with better snow conditions.

As for increasing the capacity of the Silverlode lift by 33%, we certainly view this as a mid-mountain skier movement improvement and not a capacity increase. The Silverlode lift is heavily utilized and necessary to navigate around all of the great skiing options on the mountain. This bottleneck affects local tax paying residents and pass holders all season.

The Planning Commission and City leaders should support the initiative of Vail Resorts to update and improve these lifts. Local residents will benefit the most from this initiative.

Sincerely,

Board of Trustees

Crescent Ridge Condominium Association

as individuals and not for the HOA

PARK CITY
1884

Department of Community Development
Engineering • Building Inspection • Planning

Exhibit E

September 2, 1997

Doug Clyde
Powdr Corp
P O Box 39
Park City, UT 84060

NOTICE OF PLANNING COMMISSION ACTION

Project Name: Park City Mountain Resort

Project Description: Large Scale Master Plan

Date of Meeting: June 25, 1997

Action Taken By Planning Commission: Approved the Park City Mountain Resort Large Scale Master Plan with the following findings of fact, conclusions of law, and conditions of approval:

Master Planned Development Findings:

1. There are 31.19 acres of Recreation Commercial Zoning at the Park City Mountain Resort Base. The existing development occupies 6.27 acres of that total. There are, therefore, 24.92 acres of property zoned Recreation Commercial (RC) under consideration in this application. The permitted density in the RC zone for Master Planned Developments is 1 unit equivalent for each 2,000 square feet of land area on the site (Section 10.16 of the Park City LMC).

   A portion of the area zoned RC is within the Sensitive Lands Overlay Zone. Based upon the total area of the site, and taking into consideration the Sensitive Area Overlay Zone, the maximum density permitted would be 491.78 Unit Equivalents.

2. The Park City Mountain Resort Large Scale Master Plan includes:
   - demolition and replacement of the Gondola Building with a hotel/timeshare stepping up the hill
   - construction of new buildings on all of the current surface parking lots
   - addition of skier parking in underground structures
   - construction of a new plaza oriented primarily toward the day skier
   - improvement of the existing plaza to better serve skiers staying on site
   - installation of skiing improvements

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- construction of employee housing
- realignment of Lowell Avenue and modifications to Empire Avenue

The Master Plan consists of 5 parcels which are fully described in a booklet entitled Concept Master Plan dated June 10, 1997. That document is referenced as a part of this approval.

Density
The densities and square footages proposed are as follows:

Parcel Square Footage Allowance Table

Parcel	Gross Residential Sq. Ft.	Residential Support Commercial & Accessory Use @ 10%	Accessory Use to Resort Operation	Retail/ Commercial	Total (2)
A	287000	28700	35000	(1)	350810
B	294000	29400		(1)	323519
C	159000	15900	18000	(1)	192963
D	93000	9300		(1)	102338
E	141000	14100	32000	(1)	187157
Total	974000	97400	85000		1156787

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

(2) Building square footage does not include mechanical or storage space that may be located below grade.

The residential development is intended to occur in the form of condominiums, hotels and timeshares and is intended to serve the visitor.

The square footage numbers that are shown in the Parcel Square Footage Allowance Table are the maximums that can be built within each category. Three separate factors control the size of the individual buildings, and in each case the most restrictive of these factors will

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control the size of the building. The size and configuration of each building is limited by the gross square footage listed in the Parcel Square Footage Table, and the overall building envelope as set out in the Volumetrics, neither of which can be exceeded. In addition the entire project is limited by the total Unit Equivalents that are available within the MPD. The project is entitled to a total of 492 unit equivalents.

Mechanical space, maintenance and storage space that is located underground is not included in the total building square footage and is allowed in addition to the total Parcel Square Footage Allowance. Public Convention and Meeting Space that is likewise underground would be allowed in addition to the total Parcel Square Footage Allowance.

3. The commercial uses proposed in the Park City Mountain Resort MPD are consistent with the RC zone and support the residential bed base and skiing activity. The commercial uses are defined as follows:

RESORT ACCESSORY USES:

The following uses are accessory uses for the Resort's Winter and Summer operations. These uses meet the definition of "Accessory" by being: (1) clearly incidental to, and customarily found in connection with, the principal building or use, and (2) operated and maintained for the benefit or convenience of the owners, occupants, employees, customers or visitors to the principal use or building. Accessory uses do not require the use of Unit Equivalents. Other uses that are not listed here may also qualify as "Accessory".

Information/Lost and Found
Maintenance Facilities
Mountain Patrol
Mountain Administration
Mountain Patrol Medical Facilities
Base Day Lodge and Food Service
Public Lockers
Public Restrooms
Horseback Riding and Stables
Mountain Bike Rental, Repair, and Sales
Ski/Snowboard (etc,) Repair, Rental and Sales
Ski School/Skiwee/ Kinderschule/Day Care
Ticket Sales
Summer Recreation Facilities
Public Convention Facilities

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RESIDENTIAL ACCESSORY USE AND SUPPORT COMMERCIAL:
Residential accessory uses include those facilities that are for the benefit of the building residents and do not require the use of Unit Equivalents. These uses include, but are not limited to the following:

Health Clubs and Fitness Centers
Pools, Saunas and Hot Tubs
Ski Lockers
Lobbies
Meeting Rooms
Storage
Laundry
Employee Facilities

Residential Support Commercial are those commercial uses that are oriented towards the internal circulation of the development, for the purposes of serving the needs of the residents or users of that development and otherwise meet the definition as found in the Land Management Code. Support Commercial does not require the use of Unit Equivalents.

General Commercial and Retail activities that do not qualify as Support Commercial or Accessory use may be desirable. For example, a full service hotel would require a restaurant that would provide food service to patrons outside of the project. General Commercial or Retail will require the use of Unit Equivalents as per the Land Management Code. No square footage has be allocated to this space; consequently, it would have to come out of one of the other categories that make up the total square footage of the building.

4. In conjunction with the planning for the Village Development, a Mountain Upgrade Plan was prepared by Sno.engineering. This mountain upgrade plan calls for the construction and/or replacement of several lifts with detachable lift systems. Plans for the next 6 years result in a mountain configuration of 7 detachable chairs, and 11 fixed grip lifts. Additionally, the First Time beginner lift may also be a detachable. New lifts will include an expansion into McConkey's Bowl, a detachable that services the Bonanza run, and a new transportation lift from the new plaza and drop off area at Building E to a new restaurant site just below the summit. The new transportation lift may be a gondola or a hybrid detachable chair/gondola. If required, cabin storage will be at the top terminal with a minimal terminal at the base. Both Payday and Motherlode will be replaced with detachables.

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On mountain food service will be improved and expanded. New restaurants include a large upper day lodge in the meadow just above the Assessment ski run, and some smaller restaurants in the Payday and King Con Ski Pods.

The majority of the uphill improvements are not within the City Limits of Park City. Because the improvements may impact traffic, parking, runoff, and views within Park City, the City is requesting review authority of those improvements.

5. The Large Scale MPD proposes over 70% open space in the form of pedestrian plazas and walkways, ski runs, and landscaped areas. Special conditions will be placed on the Master Plan to ensure the long term maintenance and quality of those open space areas and that they remain open to the public, subject to reasonable restrictions.

6. The applicant prepared two parking and traffic studies which were carefully evaluated by the Planning Commission. A parking management plan is proposed to minimize neighborhood impacts and to provide opportunities for creative parking solutions. The applicant is being required to upgrade roads and intersections to meet the increase traffic demand.

7. The site planning for the project takes into consideration separation from existing uses and has been determined to provide adequate setbacks. The setbacks proposed are at, or in excess, of those required in the RC Zone.

8. The Recreation Commercial Zone allows the highest density in the City and is intended to provide transient residential bed base.

9. The site planning criteria set forth in Section 10.9(h) of the Land Management Code were considered in the review of this Large Scale Master Plan. Specific design guidelines, building volumetrics and site planning were required in order to:
   - site building masses in the most appropriate locations, taking into consideration surrounding uses and structures;
   - cluster units in the most developable portions of the project, keeping development off of the hillsides and maintaining significant view corridors;
   - place utilities and roads in areas already disturbed whenever possible;
   - provide for significant pedestrian circulation;
   - improve the efficiency of the road and transit system;
   - provide attractive and functional landscaping and streetscape;
   - minimize the impact of construction on the neighborhood and surrounding open space areas;
   - maximize public access and usability of open space;

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- ensure that the buildings are attractive and compatible with existing structures and architectural styles in Park City;
- provide adequate facade variation.

10. Because of significant existing vegetation on the site, limits of disturbance and construction staging will be required to manage construction activity.

11. The adjacent neighborhood is unique in that it includes a variety of land uses and occupancies. In order for the impact of construction on the adjacent neighborhoods to be minimized, a construction mitigation plan is required.

12. The Park City Mountain Resort Master Plan will result in a significant demand for new employees as detailed in employee generation studies conducted by both the applicant and the City. The City Council has stated that employee generation should be addressed in resort expansion. The Park City Mountain Resort has agreed to provide seasonal housing for 80 employees, which constitutes 10% of the employees generated. In addition, the Park City Mountain Resort provides an employee shuttle from Salt Lake City, Provo and Heber and will commit to continue this service.

13. Parking requirements for the residential developments will be dependent on the final unit configuration and will conform to the current requirements for parking as set out in Chapter 10 of the Land Management Code. Those requirements are based on unit type, zone and project size. The classification that applies to this project is RC^3 (projects having more than 24 development credits) and is as follows:

Unit Type	Unit Square Footage (not to exceed)	Parking Spaces Required
Hotel Room/Suite	650	0.66
Studio Apt.	1,000	0.66
One Bedroom Apt.	1,000	0.66
Two or more Bedroom Apt.	1,500	1
Apt. greater then 1,500 sq. ft.	2,000	1.5
Apt. greater then 2,000 sq. ft.	2,500	2
Apt. in excess of 2,500 sq. ft.	none	2

Total skier parking for the ski area is 1700 stalls, of which 1200 exist in the surface parking lots. These 1200 surface stalls will be replaced by 1800 underground stalls for the exclusive use of the Resort. It is anticipated that all Resort parking will be paid parking.

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Parking for the Resort's Accessory Uses and or Support Commercial to the Resort are included in the 600 additional parking stalls that will be built for the Resort uses. Parking for employees of the new Accessory Uses to the ski area are provided for at the rate of 1 space per 400 sq. ft.. Parking for the replacement of the Commercial in the Gondola building is included in the existing parking for the Resort.

Resort employees are generally parked off site and will be transported by: local busing to proposed employee housing, the continuation of the Employee parking program on the Munchkin Lane site, and the Resort's Employee busing program which services Provo, SLC and the Heber areas.

Commercial uses other than Accessory or Support may require additional parking if these uses generate parking demand that conflicts with the peak Resort parking demand. These parking requirements will be determined when the use of the space is declared at the CUP level.

14. It has been represented by Powdr Corporation that this plan is the complete plan for new development on the undeveloped lands currently owned by Powdr Corp or its subsidiaries, at the base of the resort.

15. The conceptual elements of the basic fire protection and life safety plan for the Master Plan have been set out in correspondence from Rolf Jensen and Associates to Ron Ivie dated December 11, 1996. Several overall life safety requirements will apply project wide with specific fire protection requirements for Building A. Building A requires fire protection systems in excess of the minimums as set forth in the Uniform Fire Code in order to gain approval. The balance of the project will be of standard design based upon the rating of the building. Specific plans for the implementation of the fire protection elements will be a condition precedent to any Conditional Use Approval.

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Findings for Recommending the Requested Height Variation to the City Council:
The applicant has requested a height variation as provided for in the Section 10.9 of the Land Management Code. The heights proposed are described and regulated by the Concept Master Plan Book dated June 10, 1997 and are summarized on pages 10, 10B, 11 and 11B, copies of which are attached to this approval.

In many cases, the Planning Commission required significant changes to the project, or extraordinary conditions based upon review of the criteria outlined in Section 10.9(f) of the Land Management Code.

The Planning Commission has considered the site specific review standards outlined in Section 10.9(f) Variations in Height Requirements and recommends a variation in height based upon the following findings:

- The Planning Commission carefully considered the extent of the RC zone, and has determined that clustering the density around a new skier plaza at the base of the ski runs is preferable to spreading the density up the hill to the extent of the RC zone. The clustering preserves open space, allows for the separation of buildings, and provides opportunities for view corridors.
- The applicant provided extensive visual analysis, including shadow studies, to determine the effect of the proposed height variation on views and solar access. Building layout and massing were modified based upon those studies. The majority of the mass and height of the proposed buildings was placed toward the hill, away from existing residential uses.
- Specific building volumetrics were developed by the applicant to define where building masses should and should not occur. The volumetrics provide massing transitions to the adjacent existing buildings and streets, and maintain important view corridors.
- The clustering of density increases the potential effectiveness of public transportation. The Planning Commission reviewed circulation and transit plans. The project, when built, will result in significant traffic circulation and transit improvements.
- The Planning Commission has determined that the location of the proposed buildings is appropriate for density, bed base and commercial uses contained in the Master Plan.
- A major element of the Planning Commission review included landscaping, streetscape and building design details, which reduce the apparent mass of the structures and to provide some pedestrian scale at sidewalks and plaza areas.
- Because of the clustering of density, over 70% of the site will remain in open space. The Planning Commission requires that the open space be preserved in perpetuity, through easement restrictions, zoning or other means deemed to be appropriate by the applicant and City.

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- The increase in height requested does not result in increased density beyond that which is allowed by the RC zoning.
- The requested height variations are deemed appropriate by the Planning Commission as they provide an opportunity to enhance the appearance of the buildings through significant vertical and horizontal articulation. The articulation is defined in the building volumetrics, which are an integral component of the plan, and are incorporated by reference to this approval.

Conclusions of Law:

1. The proposed Large Scale Master Plan, as conditioned, is consistent with the criteria set forth in Chapter 10 of the Land Management Code.

2. The proposed plan is consistent with the 1985 Comprehensive Plan for Park City and with Phase 1 of the 1996 Park City General Plan.

3. The Planning Commission has considered the criteria for a height variation as specified in Section 10.9(f) and recommends the variation be approved by the City Council.

4. The uses proposed in the Large Scale Master Plan are consistent with the intent of the RC zone. The uses are intended to be nightly rental, operating as hotels, timeshare, or condos available for nightly rental.

5. The nature of the commercial uses has been limited to support the purpose of this area as outlined in the Comprehensive Plan for Park City and the 1996 General Plan.

Conditions of Approval:

1. This approval includes and incorporates the "Concept Master Plan" dated June 10, 1997. The Concept Master Plan 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. This Large Scale Master Plan approval is conceptual in nature. Each parcel and building is subject to conditional use review by the Planning Commission. Site specific proposals must substantially conform to the approved Concept Master Plan. The square footages and unit equivalents are intended to be maximums which the Planning Commission may consider during site specific conditional use review. The maximum square footages and the volumetrics as described in the Concept Master Plan shall be the maximums permitted for each development parcel. The overall project shall not exceed the permitted density of 491.78 Unit Equivalents. If the Planning Commission approves less than the maximum square footages outlined in the Master Plan for any given parcel, that square footage will not be allowed to be transferred to another parcel.

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2. The volumetrics outlined in the Concept Master Plan are intended to communicate to potential developers that building height and facade variation are critical components of this project. The volumetrics represent maximums that can be achieved on any given parcel. The vertical and horizontal articulations that are specified in the volumetrics are minimums that must be met. If the proposed building does not fill the volumetrics, the minimum roof and facade shifts set out in the Design Guidelines and Volumetrics must be present in the reduced structure.

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

4. This Large Scale Master Plan approval is contingent upon City Council approval of the recommended height variation, as required in Section 10.9(f) of the Park City Land Management Code. If the height exception, and therefore the Master Planned Development, is approved by the City Council, the applicant must apply for the necessary change in the zoning map and resubdivision of the property. Planning Commission and City Council shall review and take action on these applications. The approval and construction of the Master Plan can only move forward if and when the height exception, zone modification, and resubdivision are approved by the City Council.

5. The City does not fully own the current Bus Drop Off Area at the Resort Center. As a part of the process for this approval, the City, the Resort Center and the Park City Mountain Resort discussed transit alternatives, which includes the City obtaining control of the Bus Drop Off Area. That area is being required to be improved as a part of this Large Scale Master Plan. The ownership and maintenance issues must be resolved prior to, or concurrent with any plat approval for this Large Scale Master Plan. If this cannot be achieved, the circulation and transit plan will be reevaluated.

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6. The applicant has submitted a draft phasing plan. Prior to, or concurrent with the review of the first CUP, a detailed phasing plan for the entire Large Scale MPD is required. That plan shall include, but not be limited to, the following:
   - timing and phasing of development
   - phasing of parking to ensure adequate skier parking is available during each phase
   - schedule for construction and completion of public improvements including plazas, pedestrian walkways and trails, streets, transit improvements, utilities, landscaping, and lighting.
   - a plan to address the improvements to be completed by the 2002 Olympics
   - timing of construction of the employee units

7. As a part of the draft phasing plan, the applicant has proposed construction management practices. A more comprehensive construction mitigation plan is required and specific construction mitigation plans will be required as a part of each CUP. That plan shall address, at minimum, the following:
   - Days of the week and hours when construction is permissible
   - Routing of construction traffic so that adjacent residential streets are not affected
   - Material stockpiling and staging on site
   - Parking of construction vehicles
   - Maintenance of pedestrian ways and trails during construction
   - Recycling of construction waste, including the minimizing of off-site soil/material transport.

   A financial security will be required to ensure compliance with the agreed to Construction Mitigation Plan, consistent with existing practices.

8. A Master Owners Association will be formed for this Large Scale MPD prior to or concurrent with any subdivision or condominium plat approval. The Association shall be responsible for maintenance of all landscaping, streetscape and plaza improvements, pedestrian pathways and trails and other public amenities that are a part of this Master Plan. The Master Association shall coordinate recycling, snow removal and maintenance with the existing associations in the resort center project.

9. The developer shall upgrade utilities as deemed reasonably necessary by the City Engineer. These upgrades shall be consistent with the application of these standards throughout the City.

10. Concurrent with the review of the CUP for each building, the applicant shall satisfy fire protection requirements as specified by the Chief Building Official and the Park City Fire

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Service District. If building height or square footage is required to be decreased as a result of meeting the fire protection requirements, that square footage shall not be allowed to be transferred to another parcel.

11. The proposed employee housing will be required to meet the standards guidelines adopted by the City Council (such as rental limitations and sizes) at the time of site specific approval. The specific location, design and restrictions on the housing requires the appropriate review by the Planning Commission.

12. Prior to any construction commencing on this project, or Planning Commission action on any CUP related to this project, the Park City Mountain Resort, Property Owner(s), City and County shall enter into an annexation or interlocal agreement which gives the City review authority over improvements to the Park City Mountain Resort. If an interlocal agreement is executed, the City's review will specifically include:
    - The impact of any improvement on parking, traffic and transportation systems.
    - Environmental or visual impact on Park City consistent with the provisions outlined in the Sensitive Lands Ordinance.
    - Water quality and erosion prevention and revegetation.
    - Lighting

13. Prior to any construction commencing on this project, or Planning Commission final action on any CUP related to this project, the traffic mitigation plan submitted by the applicant shall be finalized, to the satisfaction of the City Engineer, Public Works Director and Police Chief, which shall address, but not be limited to:
    - Traffic control during peak hours of peak ski season.
    - Timing and financial responsibility for required improvements to Empire and Lowell Avenues and for the intersections of Deer Valley Drive and Park Ave and Deer Valley Drive and Bonanza.

    In general, Lowell Avenue waterline work shall be constructed between October and May to minimize conflicts with irrigation demands, but not done at times that would impede skier traffic flow through the area.

14. Prior to any construction commencing on this project, or Planning Commission final action on any CUP related to this project, a parking mitigation plan shall be submitted by the applicant, to the satisfaction of the City Engineer. This plan shall include:
    - A plan to prohibit and enforce no parking zones in adjacent neighborhoods and an agreement as to the financial responsibility for that enforcement. The applicant is

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expected to be responsible for parking enforcement costs beyond that which would normally be provided by Park City.

- A parking operations plan, including specifics of the pay for parking system.
- A parking structure design, circulation plan to ensure safe, convenient circulation for vehicles and pedestrians.
- Contingency plans for satellite large vehicle and overflow parking.
- A condition that if adequate parking is not provided to handle peak day parking requirements, the City shall have the authority to require the Resort to limit ticket sales until the parking mitigation plan is revised to address the issues. The intent is that any off-site parking solution include a coordinated and cooperative effort with the City, other ski areas, the Park City School District, Summit County, and the Park City Chamber/Bureau to provide creative solutions for peak day and special event parking.

This plan shall be reviewed and modified, if necessary, as a part of the CUP for each phase to evaluate transit alternatives and demonstrated parking needs.

15. The Staff, applicant and property owners shall prepare documentation (preferably deed restrictions) necessary to ensure that development does not occur in the future in the areas shown as open space in the Park City Mountain Resort Master Plan and that the area is maintained to a mutually acceptable standard.

16. The City and the applicant will concurrently enter into a development agreement which includes language necessary to implement the Findings of Fact, Conclusions of Law and Conditions of Approval of this Large Scale MPD.

Sincerely,

Nora L Seltenrich

Nora Seltenrich, AICP
Special Projects Manager

NS/rr

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BEFORE THE CITY COUNCIL OF THE PARK CITY MUNICIPAL CORPORATION

Park City Mountain Resort Height Variation	)	**FINDINGS OF FACT AND CONCLUSIONS OF LAW GRANTING PCMR HEIGHT VARIATION**

This matter, having come on for Council work session on July 17,1997 for public hearing on August 14, 1997, and for public input, Council deliberation, and action on August 21, 1997, and having reviewed the planning files and records herein, supplemented by a site visit on August 14, 1997 and new computer graphics of the proposed Concept Master Plan, the Council enters the following findings of fact, conclusions of law and conditions of approval:

FINDINGS OF FACT:

1. The Planning Commission carefully considered the proposed Master Planned Development, and properly determined that clustering density around a new skier plaza at the base of the ski runs is preferable to spreading the density up the hill to the extent of the applicant's land within the RC zone. The clustering preserves open space, allows for the separation of buildings, and provides opportunities for view corridors.

2. The applicant provided extensive visual analysis, including shadow studies, to determine the effect of the proposed height variation on views and solar access. Building layout and massing were modified throughout the process, based upon those studies to accommodate neighboring uses. The majority of the mass and height of the proposed buildings was placed toward the hill, away from existing residential uses.

3. Specific building volumetrics were developed by the applicant to define where building masses will and will not occur. The volumetrics provide massing transitions to the adjacent existing buildings and streets, large setbacks and pedestrian amenities, and important view corridors. Beneficial modifications to the plan have been incorporated into the April 23, 1997 Concept Master Plan including revisions through August 21, 1997.

4. Clustered density increases the potential effectiveness of public transportation. The Planning Commission reviewed circulation and transit plans. The project, when built, will result in significant traffic circulation and transit improvements.

5. The locations and heights of the proposed buildings are appropriate for the density, bed base and commercial uses contained in the Master Plan.

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6. Landscaping, streetscape and building design details, which reduce the apparent mass of the structures and provide pedestrian scale at sidewalks and plazas, help minimize the apparent height of the structures.

7. Clustering the density in relatively tall structures ensures that over 70% of the site will remain in open space. That open space will be preserved in perpetuity, through easement restrictions, zoning or other means deemed to be appropriate by the applicant and the City.

8. The increase in height requested does not result in increased density beyond that which is allowed by the RC zoning.

9. The requested height variations provide an opportunity to enhance the appearance of the buildings through significant vertical and horizontal articulation.

CONDITIONS OF APPROVAL:

The heights, massing, stepping, volumetrics, articulation and design of the proposed structures, as defined by the April 23, 1997 Concept Master Plan, and revised by the August 21, 1997 Concept Master Plan (which shall be further revised to delete signage at the intersection of Three Kings and Lowell Avenue, the loading dock on Three Kings Drive, and pedestrian bridges over Lowell Avenue), are integral components of the plan, are incorporated by reference to, and a condition of, this approval.

CONCLUSION OF LAW:

The applicant has met its burden of proof pursuant to LMC §10.9(f).

ORDER

Consistent with the Planning Commission's June 25, 1997 conditional approval of the Park City Mountain Resort Large Scale Master Plan, modified by the August 21, 1997 revisions to the Concept Master Plan (with itemized deletions), the Council hereby grants the requested height variations.

Dated this 21st day of August, 1997

Park City Municipal Corporation

Bradley A. Olch, Mayor

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Attest:

Jan Scott, City Recorder

Approved as to form:

Jodi Hoffman, City Attorney



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

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

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

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

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

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ALAN SPRIGGS, SUMMIT COUNTY RECORDER
1998 JUL 21 12:03 PM FEE $.00 BY DMG
REQUEST: PARK CITY MUNICIPAL CORP

RECITALS

A. Developer controls the development rights to, owns, or is purchasing approximately 24.92 acres located in Park City as described in Exhibit A attached hereto (the "1997 Master Planned Area"), and has a legal interest (whether by lease, fee title, or prescription) in certain real property consisting of approximately three thousand five hundred (3500) acres located in unincorporated Summit, Salt Lake, and Wasatch Counties as described in Exhibit B and depicted in Exhibit C attached hereto (the "Park City Alpine Terrain").

B. Developer intends to develop the 1997 Master Planned Area pursuant to the "Park City Mountain Resort Base Area Master Plan Study" (Exhibit D) and subject to all conditions of approval described in Exhibits E and F attached to this Agreement (respectively, the June 25, 1997 Conditions of Planning Commission Approval and the August 21, 1997

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

C. City has taken planning actions relating to the development of the 1997 Master Planned Area and the Park City Alpine Terrain which culminated, after a duly noticed public hearing on June 25, 1997, in a unanimous, conditional approval of the PCMR Concept Master Plan.

D. Developer will contract in reliance on the PCMR Concept Master Plan approval.

E. City granted development rights and height variations contained in the PCMR Concept Master Plan in exchange for, *inter alia*, development restrictions on both the Open Space designations within the 1997 Master Planned Area and within the Park City Alpine Terrain.

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

AGREEMENT

Section 1. DEFINITIONS

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

(a) "Community Development Director" shall mean the Director of the City's Department of Community Development, or his or her designee.

(b) "Master Owners' Association" means the Park City Resort Base Area Plaza Association, a Utah non-profit corporation.

(c) "Parcel" means one of parcels A through E described in the PCMR Concept Master Plan.

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

Health Clubs and Fitness Centers

Pools, Saunas and Hot Tubs

Ski Lockers

Lobbies

Meeting Rooms

Storage

Laundry

Employee Facilities

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

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

Information/Lost and Found

Maintenance Facilities

Mountain Patrol

Mountain Administration

Mountain Patrol Medical Facilities

Base Day Lodge and Food Service

Public Lockers

Public Restrooms

Horseback Riding and Stables

Mountain Bike Rental, Repair, and Sales

Ski/Snowboard (etc) Repair, Rental and Sales

Ski School/Skiwee/Kinderschule/Day Care

Ticket Sales

Summer Recreation Facilities

Public Convention Facilities

(g) "Unit Equivalent"

Unit Equivalent

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

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

(1) Within a hotel or condominium project with front desk nightly rental, up to 5% of the total floor area may be dedicated to meeting rooms and an additional 5% for support commercial, areas without requiring the use of a unit equivalent of commercial space.

(2) Circulation spaces including lobbies inside or outside of units do not count as floor area of the unit, or as commercial unit equivalents

(3) Where the unit configuration fits one of the above designations, but the square footage exceeds the footage stated for the configuration, the square footage shall control, and the unit equivalent for that size unit shall apply.

(4) The Developer shall have the right to make its election of how to apply the unit equivalency within individual building projects. An election of the final unit configuration must be made at the time the application for final site plan is submitted, and the election of unit mixes is part of the conditional use process that the final site plan is reviewed under.

(5) For purposes of calculating unit equivalency, "condominium" means a residential unit, which is designed to maximize its potential for continuous use as nightly lodging. Such design shall include the provision of front desk accommodation services and lockout units within a minimum of 80% of the units containing more than one bedroom attributed to each Parcel.

Section 2. OBLIGATIONS OF DEVELOPER

2.1 Conditions of Approval

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

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

2.1.2 The volumetrics outlined in the PCMR Base Area Master Plan Study are intended to communicate to potential developers that building height and facade variation are critical components of this project. The volumetrics represent maximums that can be achieved on any given Parcel. The vertical and horizontal articulations that are specified in the volumetrics are

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

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

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

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2.1.5 Neither the City nor the Developer owns the current Bus Drop off Area at the Resort Center. The Bus Drop off Area must be improved, and the Bus Drop off Easement attached hereto as Exhibit G must be executed, prior to any building permit.

2.1.6 The Developer has submitted, and the City has approved, a detailed phasing plan attached hereto as Exhibit H.

2.1.7 As a part of the phasing plan, the Developer has proposed construction management practices. More detailed construction mitigation plans, to the reasonable satisfaction of the Chief Building Official, are required for each Parcel, as it is proposed for development. At a minimum, those Parcel-specific construction management plans shall address the following:

- Days of the week and hours when construction is permissible
- Routing of construction traffic so that adjacent residential streets are not affected
- Material stockpiling and staging on site
- Parking of construction vehicles
- Maintenance of pedestrian ways and trails during construction
- Recycling of construction waste, including the minimizing of off-site soil/material transport.

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

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

2.1.9. The Developer shall upgrade utilities, as the City Engineer deems reasonably necessary for the development of the Concept Master Plan. These upgrades shall be consistent with the application of these standards throughout the City. Developer shall provide financial assurance as the City Engineer deems reasonably necessary to secure the completion of public improvements contemplated by the PCMR Concept Master Plan.

2.1.10. Concurrent with the review of the Small Scale MPD (CUP) for each building, the Developer shall satisfy fire protection requirements attached hereto as Exhibit I. If building height or square footage is required to be decreased as a result of meeting the fire protection requirements that square footage shall not be transferred to another Parcel.

2.1.11. The proposed employee housing shall comply with Section 2.2 herein.

2.1.12. The Developer shall comply with the traffic mitigation plan attached hereto as Exhibit J.

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

2.1.14 Development Exclusion.

Developer shall not promote, encourage, nor allow (to the extent of Developer's current, and if increased, future, legal rights) in the, the Shadow Lake Lease Area, the Thaynes Mining Reservation Area, or the Development Exclusion Area

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depicted within the Park City Alpine Terrain (Exhibit C), residential development of any kind nor any commercial nor industrial development which customers will primarily access by rubber tired vehicles. Developer contemplates on-mountain commercial facilities such as restaurants and other services which accommodate individuals engaging in recreational activity on the Park City Alpine Terrain. This Agreement does not prohibit the transfer of base densities from the Park City Alpine Terrain to other suitable locations in unincorporated Summit County. Further, most of the Development Exclusion Area is held under ski leases by GPCC, which reserve development rights in United Park City Mines (UPCM) and others. GPCC holds rights of first refusal in lease lands for which the owner receives a *bona fide* offer of sale. GPCC agrees immediately to notify Park City Municipal Corp. of the fact and substance of any offer to purchase which triggers GPCC's right of first refusal to purchase lease lands; and to the extent allowed by the current leases agrees to cooperate with Park City Municipal Corp. to exercise such right of first refusal prior to the expiration of the first right of refusal period described in the leases by a party, which is or will become bound by these Development Exclusions. GPCC further agrees that it will not amend any of its leases involving lands within the Park City Alpine Terrain to reduce or exclude land that is presently subject to this Agreement. The Parties agree that nothing in this subsection is intended to adversely affect lessor's rights in the leases.

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

2.2 Employee Housing

Developer shall construct or provide deed restricted off-site housing for 80 PCMR employees on or before October 1, 2003.[1] The rental rate (not including utilities) for the employee housing will be determined by the City Council Housing Resolutions Establishing Guidelines and Standards, but will not exceed 1/3 of the employee's base gross wages. The rental rate shall be assured in perpetuity through deed restrictions in form and substance satisfactory to the City. Developer must commence construction or complete the purchase of housing to accommodate 80 employees within 90 days of receiving a Small Scale MPD which, in combination with previously granted Small Scale MPDs, represent approvals for a total of 50% of the total square footage of the Concept Master Plan. Developer must work expeditiously to complete the employee housing project(s). In no case shall Small Scale MPDs, which represent approvals for a total of 60% of the Small Scale MPDs within the PCMR Concept Master Plan, be issued until the required housing is available for occupancy. Park City will provide Developer a letter of compliance when it fulfills this requirement.

2.3 Ski Operations Improvements

The Developer has submitted a Mountain Upgrade Plan, which is attached hereto as Exhibit L. Development of the skiing and related facilities as identified in the Mountain Upgrade plan is a conditional use within the City limits and is a subject to administrative review[2] and approval or rejection for improvements visible from vantage points within the City limits prior to application to Summit County for any necessary County permit. Within the areas shown on the view shed Area map, Exhibit M, the Developer shall notify the Community Development Director of the proposed project and shall submit a plan detailing the proposed location of the alignment and scope of the proposed undertaking will be submitted with such notification. The Developer and the Community Development Director shall discuss the project and the potential

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

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

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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.

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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

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

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

3.2.1. **Parcel Square Footage Allowance Table**

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

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

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

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

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

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

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

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

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

Section 4. AMENDMENT OF AGREEMENT AND DEVELOPMENT PLAN

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

Section 5. IMPLEMENTATION OF THIS AGREEMENT

5.1 Processing and Approvals. Site specific plans shall be deemed proposed Small Scale Master Plans pursuant to Section 1.14(a) of the Park City Municipal Corporation Land Management Code (or its equivalent) and shall be subject to the conditional use permit process as set forth in the Park City Municipal Corporation Land Management Code. City shall review and approve or deny site-specific plans according to the Concept Master Plan and the Land Management Code. City shall process and take action on Developer's applications for land use permits and approvals with due diligence.

5.2 Cooperation in the Event of Legal Challenge. If any third party challenges the validity of or, any provision of the PCMR Concept Master Plan or the height exception for the Concept Master Plan the parties shall cooperate in defending such action or proceeding and Developer shall indemnify and shall hold City harmless for any expense generated from such challenge.

Section 6. GENERAL PROVISIONS

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

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

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

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

Section 7. MISCELLANEOUS

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

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7.2 Other Miscellaneous Terms. The singular shall include the plural; the masculine gender shall include the feminine; "shall" is mandatory; "may" is permissive.

7.3 Severability. If any provision of this Agreement or the application of any provision of this Agreement to a particular situation is held by a court of competent jurisdiction to be invalid or unenforceable, then, to the extent that the invalidity or unenforceability does not impair the application of this Agreement as intended by the parties, the remaining provisions of this Agreement, or the application of this Agreement to other situations, shall continue in full force and effect.

7.4 Construction. This Agreement has been reviewed and revised by legal counsel for both Developer and City, and no presumption or rule that ambiguities shall be construed against the drafting party shall apply to the interpretation or enforcement of this Agreement.

7.5 Notices. Any notice or communication required hereunder between City and Developer must be in writing, and may be given either personally or by registered or certified mail, return receipt requested. If given by registered or certified mail, the same shall be deemed to have been given and received on the first to occur of (i) actual receipt by any of the addressees designated below as the party to whom notices are to be sent, or (ii) five (5) days after a registered or certified letter containing such notice, properly addressed, with postage prepaid, is deposited in the United States mail. If personally delivered, a notice is given when delivered to the party to whom it is addressed. Any party hereto may at any time, by giving ten (10) days written notice to the other party hereto, designate any other address in substitution of the address to which such notice or communication shall be given. Such notices or communications shall be given to the parties at the address set forth below:

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If to City to:

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

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

If to Developer to:

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

Copy to:

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

7.6 No Third Party Beneficiary. This Agreement is made and entered into for the sole protection and benefit of the parties hereto. No other party shall have any right of action based upon any provision of this Agreement.

7.7 Counterparts and Exhibits. This Agreement is executed in four (4) duplicate counterparts, each of which is deemed to be an original. This Agreement consists of 22 pages, including notary acknowledgment forms, and in addition, thirteen (13) exhibits, which constitute the entire understanding and agreement of the parties to this Agreement. The following exhibits are attached to this Agreement and incorporated herein for all purposes:

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

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

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

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

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

Park City Municipal Corporation

By: Charles P. Klingenstein

Charles P. Klingenstein, Mayor Pro Tem

ATTEST: City Clerk

By: Janet M. Scott

Janet Scott, City Recorder

PARK CITY SUMMIT COUNTY UTAH CORPORATE Seal MARCH 1, 1894

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Approved as to Form:

Jodi Hoffman, City Attorney

DEVELOPER:
Powdr Development Corp.,
a Utah corporation

By: Douglas Clyde, President

STATE OF UTAH)
SS
COUNTY OF Summit)

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

Notary Public
KIMBERLY J. STEVENS
P.O. Box 39 1310 Lowell Ave.
Park City, Utah 84060
My Commission Expires
August 26, 2000
State of Utah

NOTARY PUBLIC

Approved as to Form:

Tom Berggren, Counsel to Powdr Development Corp

Powdr Corp.,
a Delaware corporation

By: John D. Cumming, President

Approved as to Form:

Tom Berggren, Counsel to Powdr Corp

Greater Park City Corp.,
a Utah corporation

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

Approved as to Form:

Tom Berggren, Counsel to Greater Park City Corp

Park City Ski Holidays,
a Utah corporation

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

Tom Berggren, Counsel to Park City Ski Holidays

STATE OF UTAH)
: SS
COUNTY OF Summit)

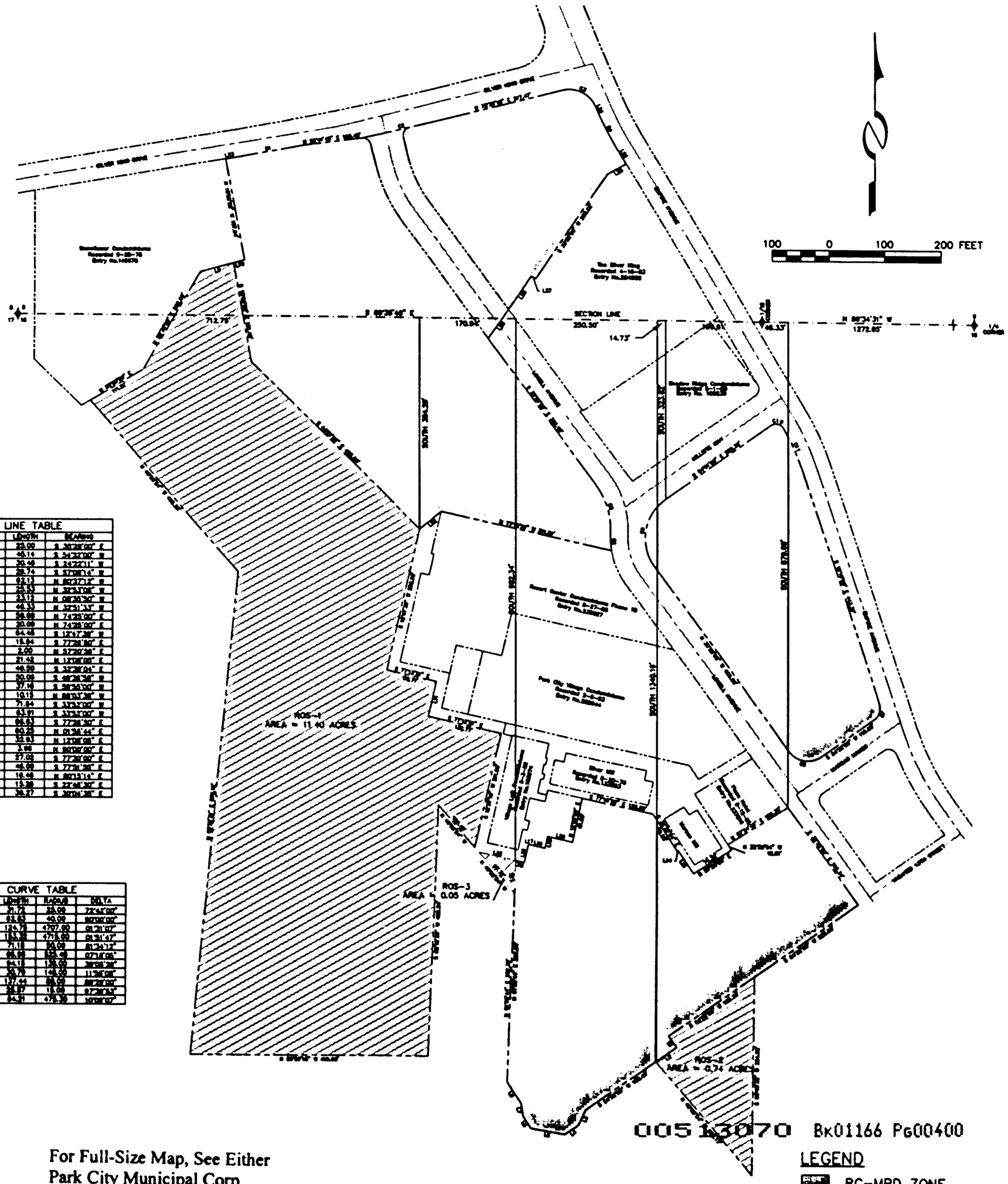
The foregoing Agreement was acknowledged before me this 25 day of June, 1998 by John D. Cumming, President of Powdr Corp., Greater Park City Company, and Park City Ski Holidays, who executed the same on behalf of said corporations.

Notary Public
KIMBERLY J. STEVENS
P.O. Box 39 1310 Lowell Ave.
Park City, Utah 84060
My Commission Expires
August 26, 2000
State of Utah

NOTARY PUBLIC

00513070 Bk01166 Pg00399

Exhibit A



00513070 Bk01166 Pg00400

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

Exhibit A

DESCRIPTIONS

PARCEL ROS-1

Beginning at a point South 89° 35' 48" East along the Section line 712.75 feet and South 384.29 feet from the Northwest Corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian; and running thence South 12° 47' 39" West 263.93 feet; thence South 77° 12' 21" East 90.71 feet; thence South 12° 47' 39" West 64.45 feet; thence South 77° 12' 21" East 132.77 feet; thence South 12° 37' 19" West 211.90 feet; thence North 40° 08' 54" West 100.48 feet; thence South 02° 12' 39" West 452.24 feet; thence North 89° 56' 15" West 419.60 feet; thence North 05° 22' 31" East 876.12 feet; thence North 40° 08' 54" West 406.25 feet to the boundary line of SNOW FLOWER CONDOMINIUMS, according to the Record of Survey Plat recorded September 25, 1978 as Entry # 149678 in the Summit County Recorder's Office; thence along the boundary line of SNOW FLOWER CONDOMINIUMS North 58° 50' 00" East 111.21 feet; thence along the boundary line of SNOW FLOWER CONDOMINIUMS North 29 38' 00" East 202.90 feet; thence along the boundary line of SNOW FLOWER CONDOMINIUMS North 74° 25' 00" East 59.68 feet; thence South 10° 06' 00" East 181.42 feet; thence South 44° 31' 22" East 425.00 feet to the point of beginning. Description contains 11.39 Acres

PARCEL ROS-2

Beginning at a point South 89° 35' 48" East along the Section line 1134.19 feet and South 1340.16 feet from the Northwest Corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian; and running thence North 54° 32' 00" East 45.14 feet; thence North 35° 28' 00" West 25.00 feet; thence North 54° 32' 00" East 185.35 feet; thence South 00° 40' 32" West 354.52 feet; thence North 40° 08' 54" West 262.17 feet to the point of beginning. Description contains 0.74 Acres.

PARCEL ROS-3

Beginning at a point South 89° 35' 48" East along the Section line 883.69 feet and South 982.34 feet from the Northwest Corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian; and running thence South 01° 55' 44" West 60.25 feet; thence North 40° 08' 54" West 97.72 feet; thence South 77° 26' 50" East 66.63 feet to the point of beginning. Description contains .05 Acres.

PARCEL RC-MPD-A

Beginning at the southeast corner of the Plaza Hotel Condominiums according to the Record Of Survey Plat recorded March 19, 1992 as Entry # 355911 in the Summit County Recorder's Office, said point is located North 89° 34' 31" West 1272.65 feet along the section line and South 879.09 feet from the North Quarter Corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian; and running thence along the westerly right-of-way line of Lowell Avenue South 35° 28' 00" East 215.34 feet; thence along the centerline of vacated 13th Street (aka Calhoun Street) and a projection of the centerline South 54° 32' 00" West 409.30 feet;
thence South 35° 28' 00" East 25.00 feet; thence South 54° 32' 00" West 195.63 feet; thence South 24° 22' 11" West 30.45 feet; thence South 57° 08' 14" West 29.74 feet; thence North 80° 37' 12" West 62.13 feet; thence North 32° 53' 06" West 25.53 feet; thence North 08° 35' 50" West 23.12 feet; thence North 32° 51' 33" West 46.33 feet; thence North 01° 55' 44" East 397.64 feet; thence South 77° 26' 50" East 15.84 feet; thence North 12° 08' 05" East 32.93 feet; thence East 3.96 feet; thence South 77° 30' 00" East 27.02 feet; thence North 12° 08' 05" East 21.42 feet; thence South 77° 51' 55" East 46.09 feet; thence North 12° 08' 05" East 81.80 feet to a point on an easement line which surrounds the Silver Mill House and Marsac Mill Manor, and is described on the Record of Survey Plat of MARSAC MILL MANOR AND SILVER MILL HOUSE CONDOMINIUMS, recorded August 20, 1976 as Entry #133093 in the Summit County Recorder's Office; thence along said easement line the following six (6) courses: thence 1) South 77° 16' 22" East (Plat South 77° 14' 20" East) 126.89 feet; thence 2) South 32° 39' 04" East (Plat South 32° 40' 30" East) 79.20 feet; thence 3) North 57° 20' 56" East (Plat North 57° 19' 30" East) 2.00 feet; thence 4) South 32° 39' 04" East (Plat South 32° 40' 30" East) 49.50 feet; thence 5) North 57° 20' 56" East 79.32 feet(Plat North 57° 19' 30" East 79.00 feet); thence 6) North 32° 39' 04" West (Plat North 32° 40' 30" West) 12.01 feet; thence along the Plaza Hotel Condominium North 57° 24' 49" East 126.35 feet (Plat North 57° 19' 30" East 127.72 feet) to the point of beginning. Description contains 4.89 Acres.

PARCEL RC-MPD-B

Beginning at a point on the Southerly right-of-way line of Millsite Way, according to the Record of Survey Plat on file and recorded December 22, 1982 as Entry # 199571 in the Summit County Recorder's Office, said point is located South 89° 35' 48" East 1148.92 feet along the Section line and South 323.82 feet from the Northwest Corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian; and running thence along the northerly line of Millsite Way North 54° 01' 00" East 229.36 feet to a point on a 15.00 foot radius curve to the right, of which the radius point bears South 35° 59' 00" East; thence along the right-of-way line of Millsite Way and along the arc of said curve 25.57 feet thru a central angle of 97° 39' 53" to a point on a 475.30 foot radius curve to the right, of which the radius point bears South 61° 40' 53" West; thence along the right-of-way line of Empire Avenue and along the arc of said curve 84.21 feet thru a central angle of 10° 09' 07"; thence along the right-of-way line of Empire Avenue South 18° 10' 00" East 443.37 feet to a point on a 25.00 foot radius curve to the right, of which the radius point bears South 71° 50' 00" West; thence along the right-of-way line of Marsac Manor and along the arc of said curve 31.72 feet thru a central angle of 72° 42' 00"; thence along the right-of-way line of Marsac Manor South 54° 32' 00" West 118.05 feet to a point on a 40.00 foot radius curve to the right, of which the radius point bears North 35° 28' 00" West; thence along the right-of-way line of Marsac Manor and along the arc of said curve 62.83 feet thru a central angle of 90° 00' 00"; thence along the right-of-way line of Lowell Avenue North 35° 28' 00" West 409.88 feet to a point on a 88.00 foot radius curve to the right, of which the radius point bears North 54° 32' 00" East; thence along the right-of-way line of Lowell Avenue and Millsite Way and along the arc of said curve 137.44 feet thru a central angle of 89° 29' 00" to the point of beginning. Description contains 3.16 Acres.

PARCEL RC-MPD-C

Beginning at a point South 89° 35' 48" East along the Section line 712.75 feet and South 384.29 feet from the Northwest Corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian; and running thence North 44° 31' 22" West 425.00 feet; thence North 10° 06' 00" West 181.42 feet to a point on the boundary line of SNOW FLOWER CONDOMINIUMS, according to the Record of Survey Plat Recorded September 25, 1978 as Entry #149678 in the Summit County Recorder's Office; thence along the boundary line of SNOW FLOWER CONDOMINIUMS the following two (2) courses: 1) North 74° 25' 00" East 20.09 feet; thence 2) North 10° 06' 00" West 187.64 feet (Plat 187.70 feet) to a point on the southerly right-of-way line of Silver King Drive, according to the Record of Survey Plat recorded December 22, 1982 as Entry # 199571 in the Summit County Recorder's Office; thence along the right-of-way line of Silver King Drive the following six (6) courses: thence 1) North 80° 15' 14" East 16.46 feet to a point on a 4707.00 foot radius curve to the left, of which the radius point bears North 09° 44' 46" West; thence 2) along the arc of said curve 124.75 feet thru a central angle of 01° 31' 07"; thence 3) North 82° 41' 48" East 100.40 feet to a point on a 4715.00 foot radius curve to the left, of which the radius point bears North 12° 28' 55" West; thence 4) along the arc of said curve 153.32 feet thru a central angle of 01° 51' 47"; thence 5) North 75° 39' 18" East 217.47 feet to a point on a 50.00 foot radius curve to the right, of which the radius point bears South 14° 20' 42" East; thence 6) along the arc of said curve 71.18 feet thru a central angle of 81° 34' 12"; thence along the right-of-way line of Empire Avenue South 22° 46' 30" East 15.28 feet to a point on a 525.48 foot radius curve to the left, of which the radius point bears North 67° 13' 30" East; thence along the right-of-way line of Empire Avenue and along the arc of said curve 66.96 feet thru a central angle of 07° 18' 05"; thence along the right-of-way line of Empire Avenue South 30° 04' 35" East 36.27 feet; thence along the boundary line of THE SILVER KING Condominiums, according to the Record of Survey Plat recorded April 15, 1983 as Entry # 204662 in the Summit County Recorder's Office South 59° 55' 00" West 37.16 feet; thence along the boundary line of THE SILVER KING Condominiums South 33° 52' 00" West 230.02 feet; thence along the boundary line of THE SILVER KING Condominiums North 66° 03' 36" West 10.15 feet; thence along the boundary line of THE SILVER KING Condominiums South 33° 52' 00" West 71.64 feet; thence South 33° 52' 00" West 63.91 feet; thence along the right-of-way line of Lowell Avenue South 35° 59' 00" East 326.48 feet to a point on a 138.00 foot radius curve to the right, of which the radius point bears South 54° 01' 00" West; thence along the right-of-way line of Lowell Avenue and along the arc of said curve 94.15 feet thru a central angle of 39° 05' 29" to a point on a 148.00 foot radius curve to the left, of which the radius point bears South 88° 53' 31" East; thence along the right-of-way line of Lowell Avenue and along the arc of said curve 30.79 feet thru a central angle of 11° 55' 08"; thence along the boundary line of THE RESORT CENTER CONDOMINIUMS PHASE 1B, according to the Record of Survey Plat recorded August 22, 1985 as Entry # 238027 in the Summit County Recorder's Office North 77° 12' 21" West 311.21 feet; thence South 49° 36' 56" West 50.06 feet to the point of beginning. Description contains 8.50 Acres.

00513070 Bk01166 Pg00401

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

Exhibit C

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



00513070 Bk01186 Pg00402

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Exhibit D

00413079 Bk01166 Pg00403

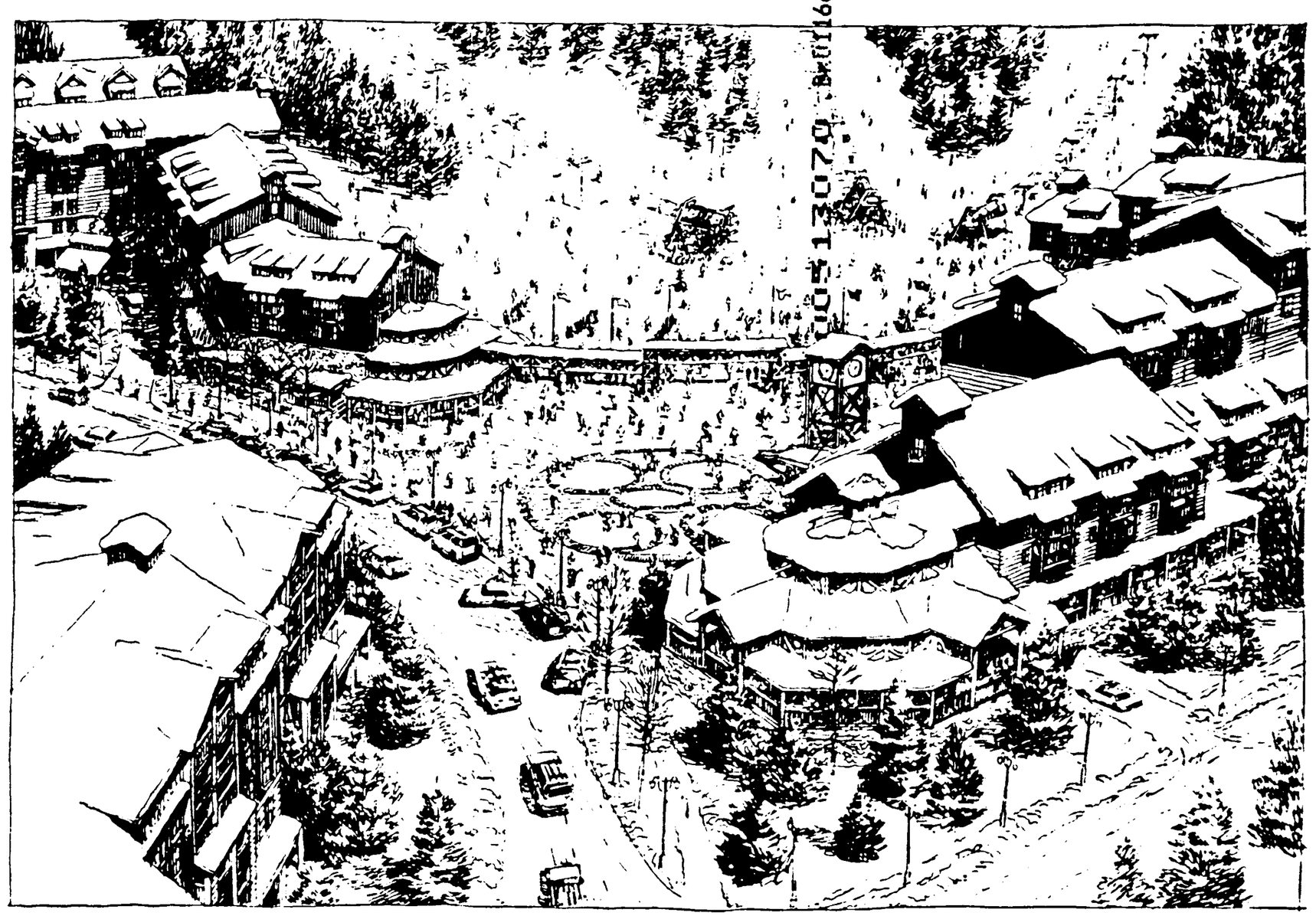
Park City Ski Area

PARK CITY MOUNTAIN RESORT

BASE AREA

MASTER PLAN

STUDY



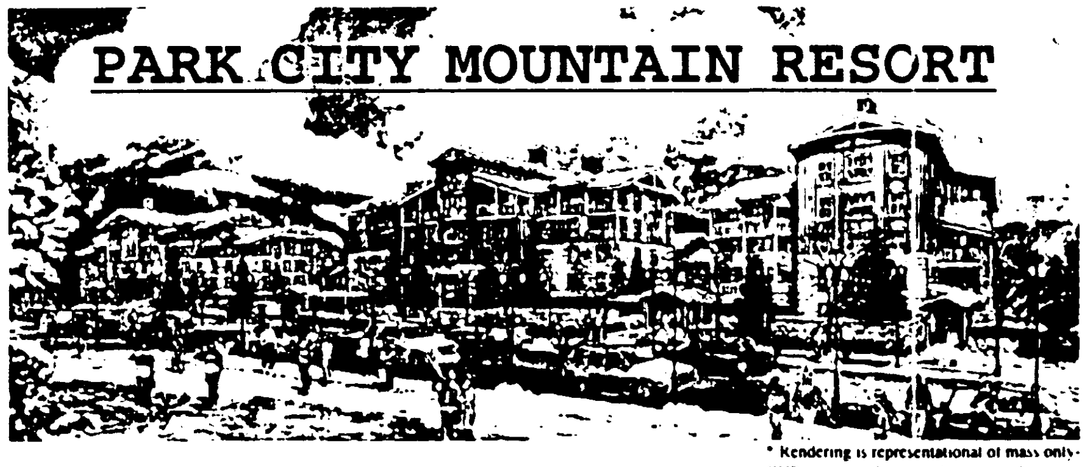
CONCEPT MASTER PLAN

MARCH 13, 1998

BSA Architects

00513070 Bk01166 Pg00404

PARK CITY MOUNTAIN RESORT



* Rendering is representational of mass only. CUP review and approval is required

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Park City Ski Area

BSA Architects

00513070 Bk01166 Pg00405

PARK CITY MOUNTAIN RESORT:
BASE AREA MASTER PLAN

Development Parcel Summary
(in approximate gross sq. ft.)

May 21, 1997

Parcel Square Footage Allowance Table

Parcel	Gross Residential Sq. Ft	Residential Support Commercial and Accessory use @ 10%	Accessory Use to Resort Operations	Retail/ Commercial	Total
A	287000	28700	35000	(1)	350810
B	294000	29400		(1)	323519
C	159000	15900	18000	(1)	192963
D	93000	9300		(1)	102338
E	141000	14100	32000	(1)	187157
TOTAL	974000	97400	85000		1156787

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

(2) Building square footage does not include mechanical space that may be located below grade.

BUILDING VOLUME, UNIT EQUIVALENTS AND PARCEL SQUARE FOOTAGE ALLOWANCE TABLE:

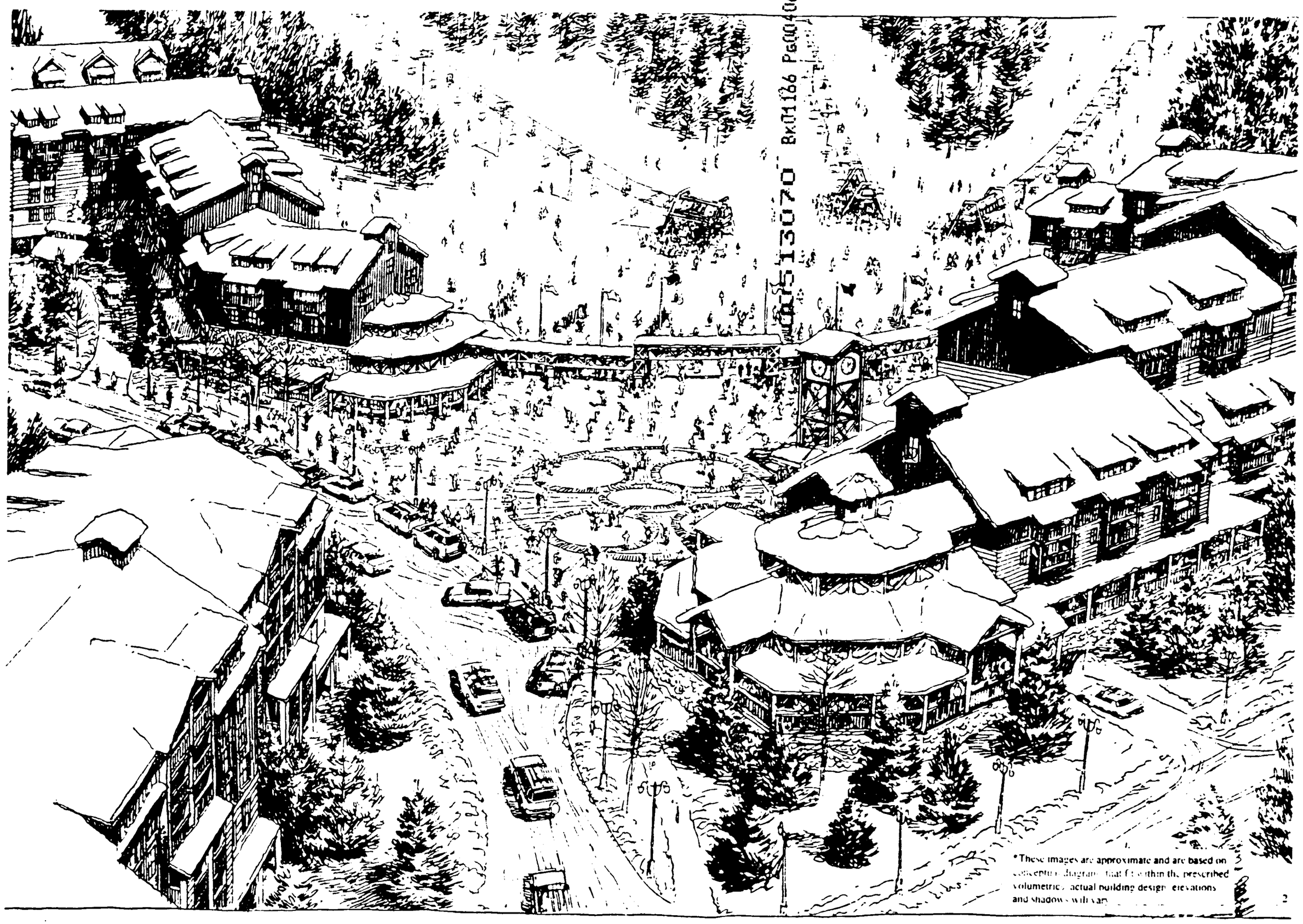
The square footage numbers that are shown in the Parcel Square Footage Allowance Table are the maximums that can be built within each category. Three separate factors control the size of the individual buildings, and in each case the most restrictive of these factors will control the size of the building. The size and configuration of each building is limited by the gross square footage listed in the Parcel Square Footage Table, and the overall building envelope as set out in the Volumetric, neither of which can be exceeded. In addition the entire project is limited by the total Unit Equivalents that are available within the M.P.D.. The total Unit Equivalents that the project is entitled to is 492.

Mechanical space, maintenance and storage space that is located underground is not included in the total building square footage and is allowed in addition to the total Parcel Square Footage Allowance. Public Convention and Meeting Space that is likewise underground would be allowed in addition to the total Parcel Square Footage Allowance.

Park City Ski Area

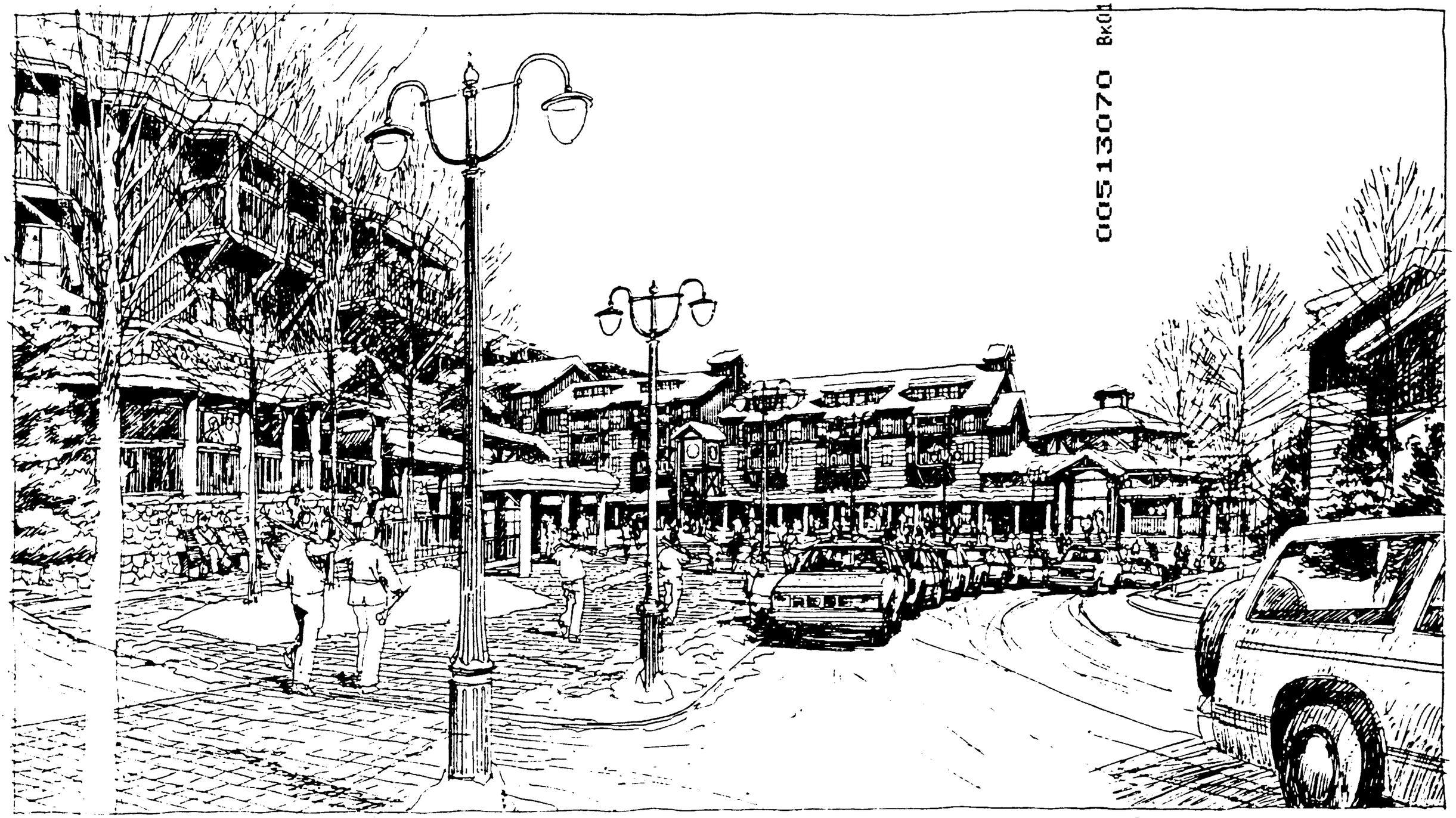
BSA Architects

OR5130701 Bk01186 Pg0406



*These images are approximate and are based on conceptual diagrams that fit within the prescribed volumetrics. Actual building design, elevations and shadows will vary.

00513070 Bk01166 Pg00407



LOWELL AVENUE LOOKING NORTH

*These images are approximate and are based on conceptual diagrams that fit within the prescribed volumetrics. Actual building design, elevations and shadows will vary.

00513070 Bk01166 Pg00408



LOWELL AVENUE LOOKING NORTHWEST

*These images are approximate and are based on conceptual diagrams that fit within the prescribed volumetrics. Actual building design, elevations and shadows will vary.

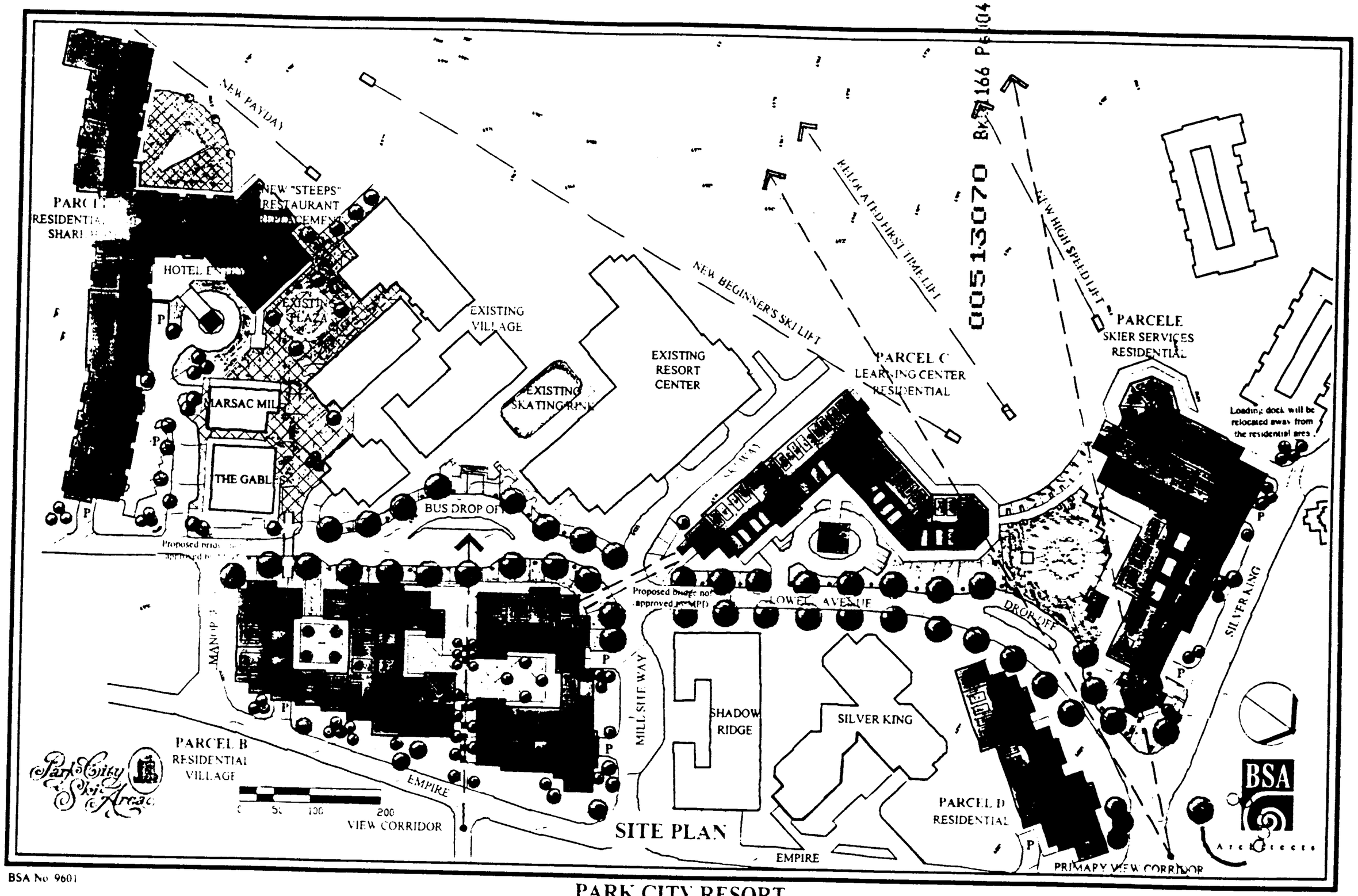
00513070 Bk01166 Pg00409

SITE INFORMATION

Park City Ski Area

BSA Architects

00513070 Bk 0166 Pg 0410



SITE PLAN

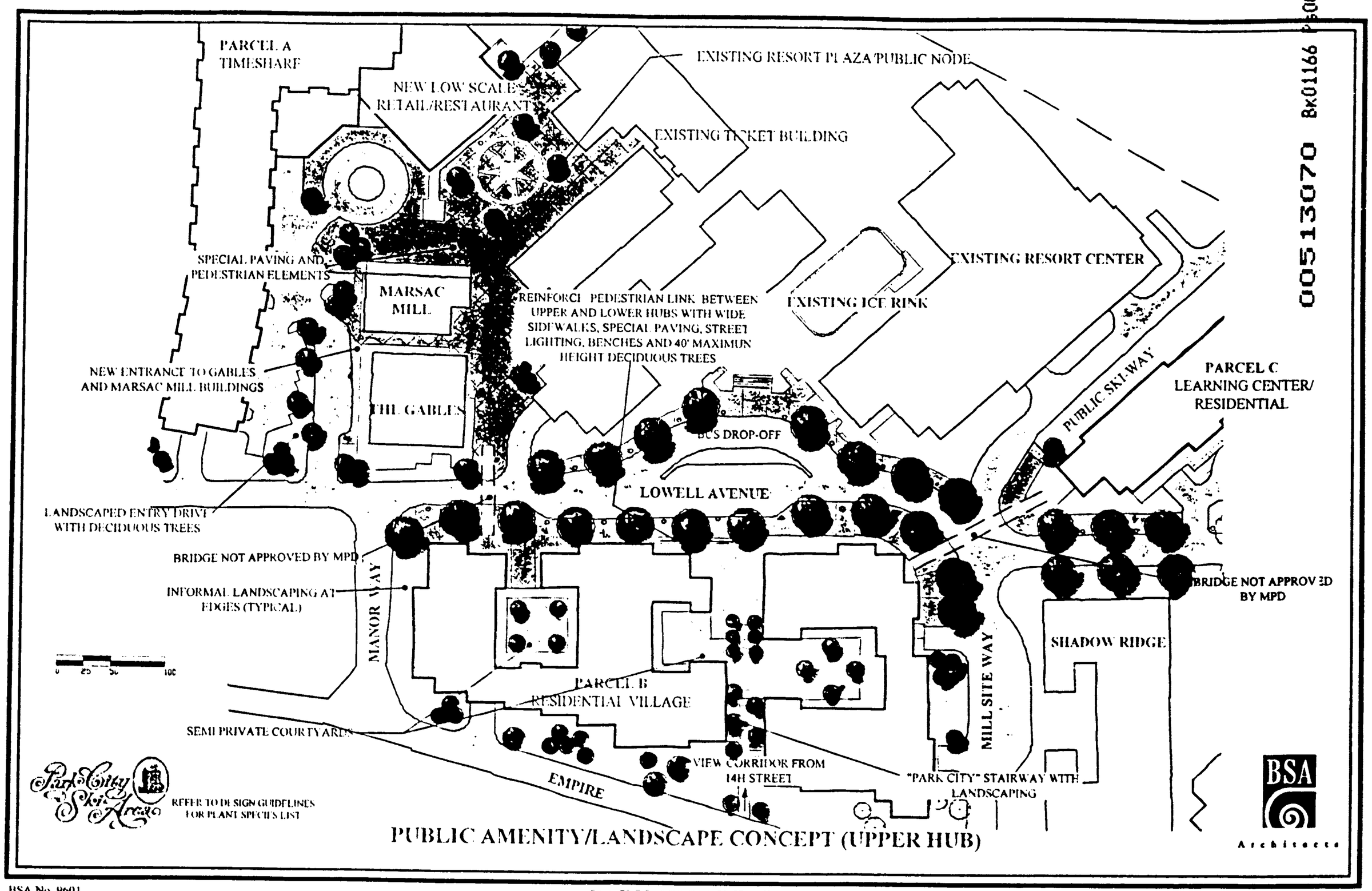
BSA No. 9601

PARK CITY RESORT

BASE AREA MASTER PLAN STUDY

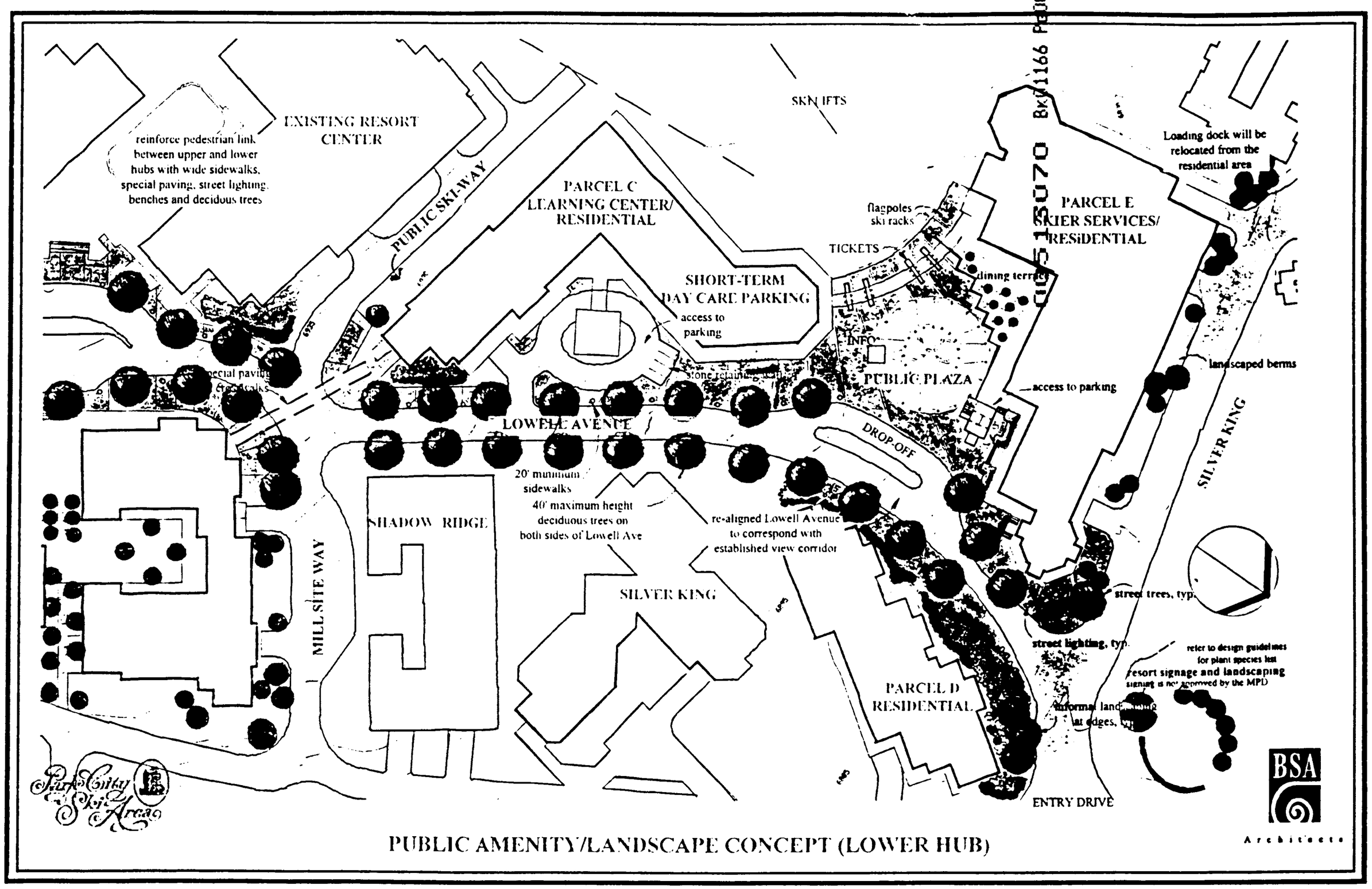
April 23, 1997
Rev. May 14, 1997

00513070 Bk01166 Pg00411



PUBLIC AMENITY/LANDSCAPE CONCEPT (UPPER HUB)

00515070 Bk01166 Pg00412



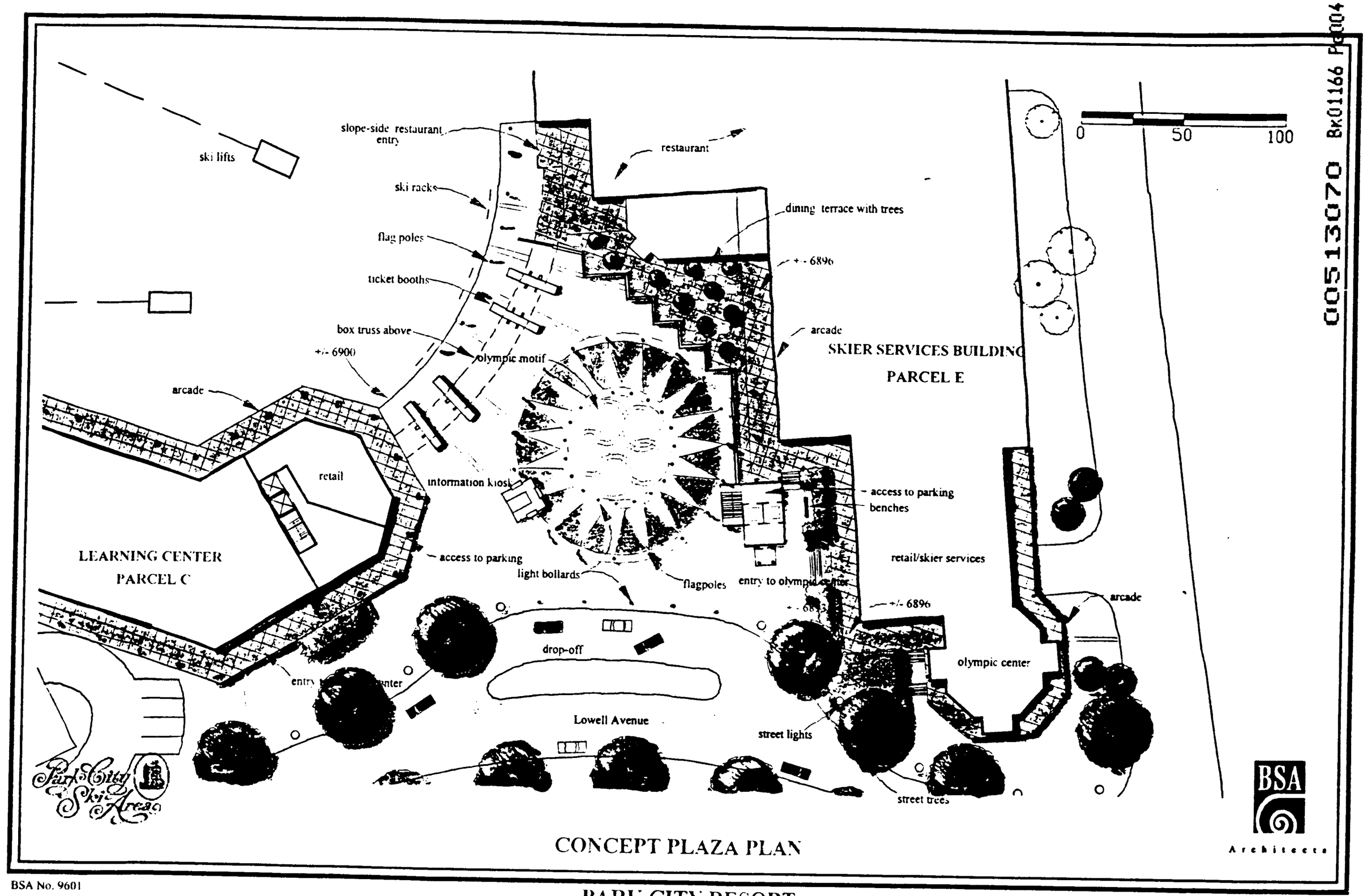
PUBLIC AMENITY/LANDSCAPE CONCEPT (LOWER HUB)

BSA No. 9601

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

April 23, 1997
Rev. May 14, 1997

00513070 Bk01166 Pg00413



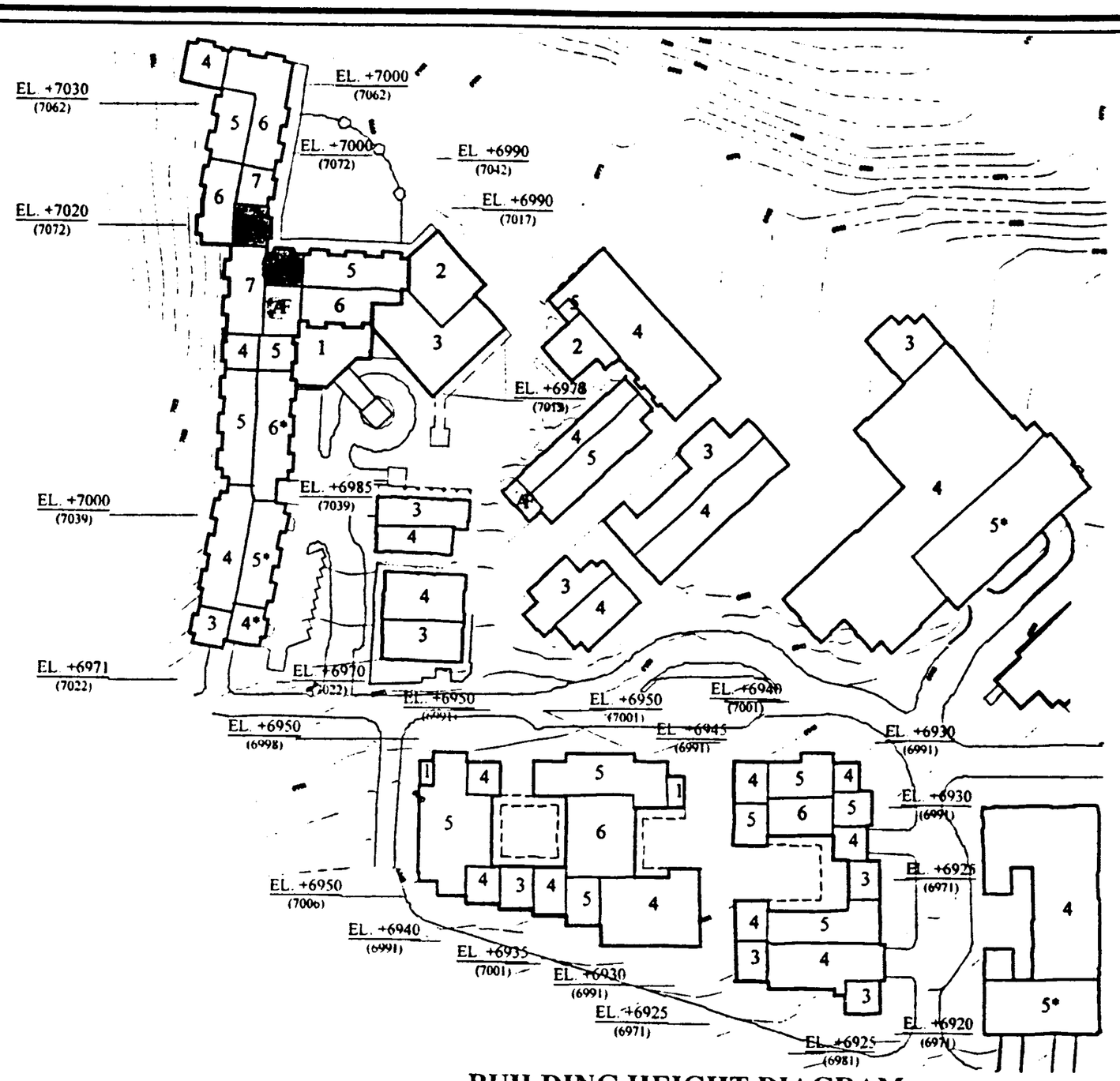
CONCEPT PLAZA PLAN

BSA No. 9601

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

April 23, 1997
Rev. May 14, 1997

00513070 Bk01166 Pg00414



LEGEND

- 1 STOREY
- 2 STORIES
- 3 STORIES
- 4 STORIES
- 5 STORIES
- 6 STORIES
- 7 STORIES
- 8 STORIES
- 9 STORIES

AF ARCHITECTURAL FEATURE ABOVE 100'

EL +6999 (6999) EXISTING GRADE
EST. BLDG. EAVE HEIGHT
* ONE LEVEL ABOVE GRADE GARAGE

Park City Ski Area

BSA Architects

BUILDING HEIGHT DIAGRAM
FOR PARCELS A & B

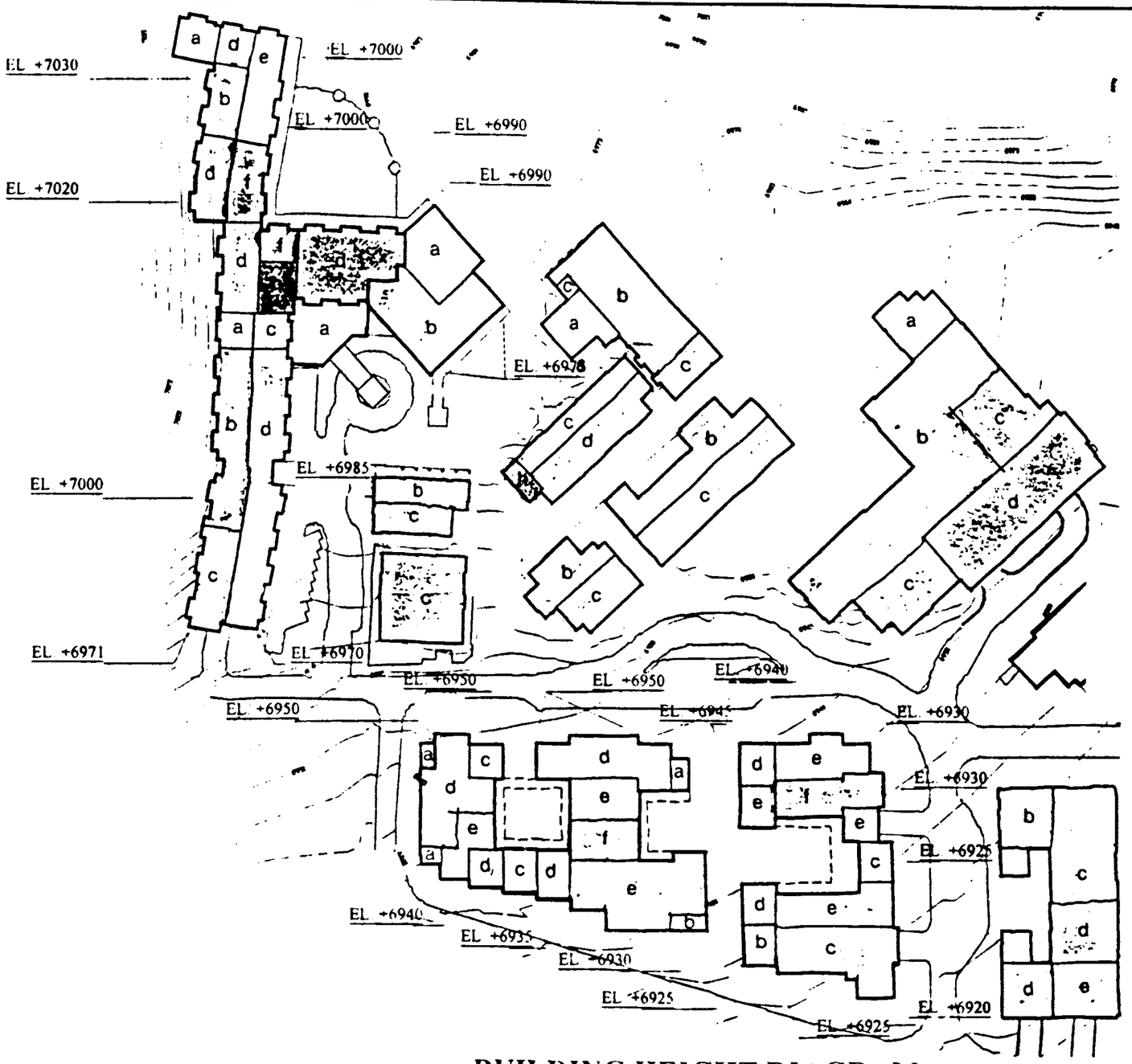
BSA No. 9601

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

April 23, 1997

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00513070 Bk01166 Pg00415



APPROXIMATE FEET ABOVE 35'-0"[1]

[1] At midpoint of pitched roof where applicable

LEGEND

- [a] BELOW THRESHOLD
- [b] 0-9'
- [c] 10-19'
- [d] 20-29'
- [e] 30-39'
- [f] 40-49'
- [g] 50'59'
- [h] 60-69'

EL +6999 EXISTING GRADE

Park City Ski Area

BSA Architects

BUILDING HEIGHT DIAGRAM
FOR PARCELS A & B

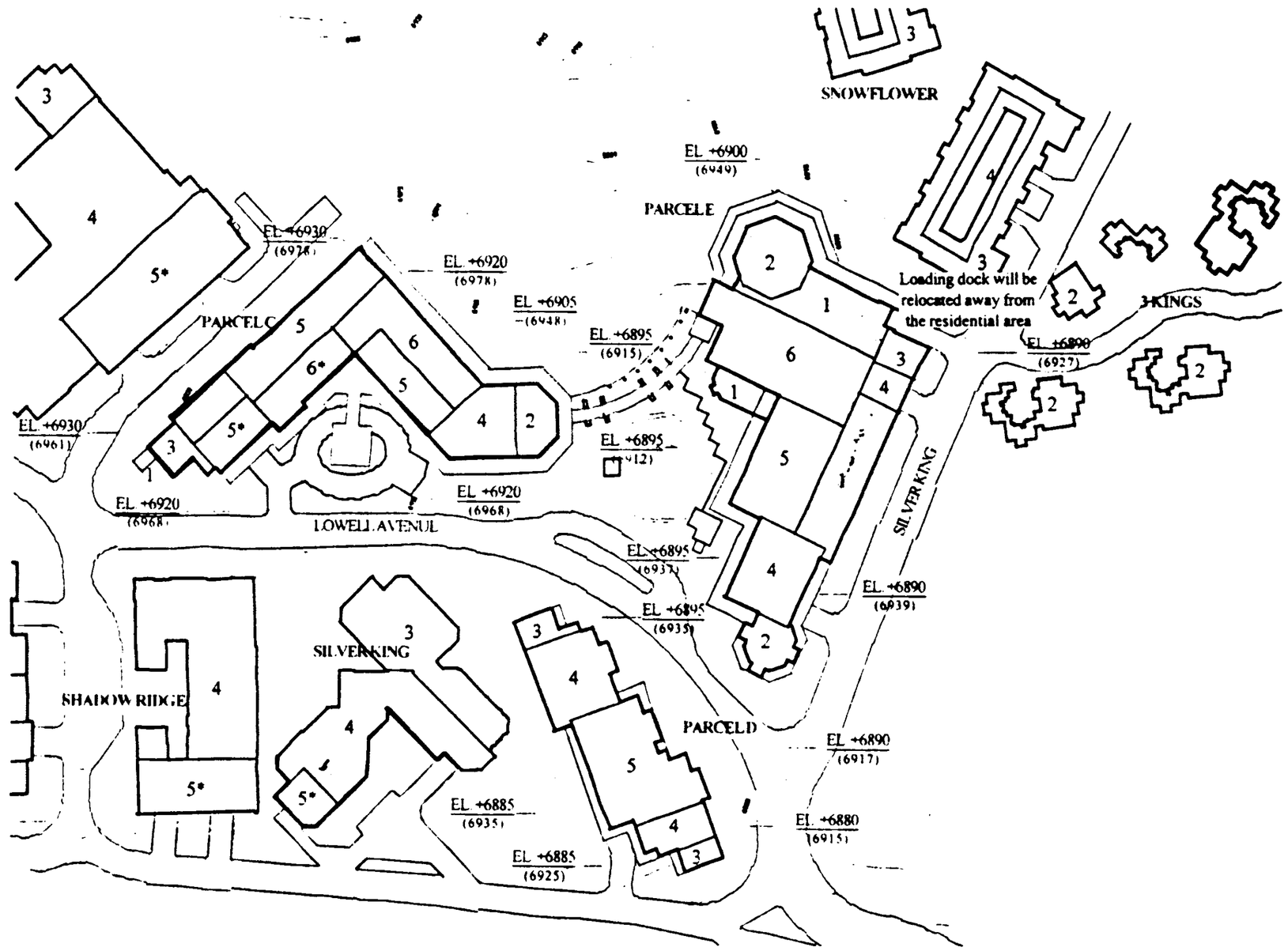
BSA No 9601

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

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00513070 Bk01166 Pg00416



LEGEND

- 1 STOREY
- 2 STORIES
- 3 STORIES
- 4 STORIES
- 5 STORIES
- 6 STORIES

EL. +6999 (6999) EXISTING GRADE

* EST. BLDG. EAVE HEIGHT ONE LEVEL ABOVE GRADE GARAGE

Park City Ski Area

BUILDING HEIGHT DIAGRAM
FOR PARCELS C,D & E

BSA Architects

BSA No. 9601

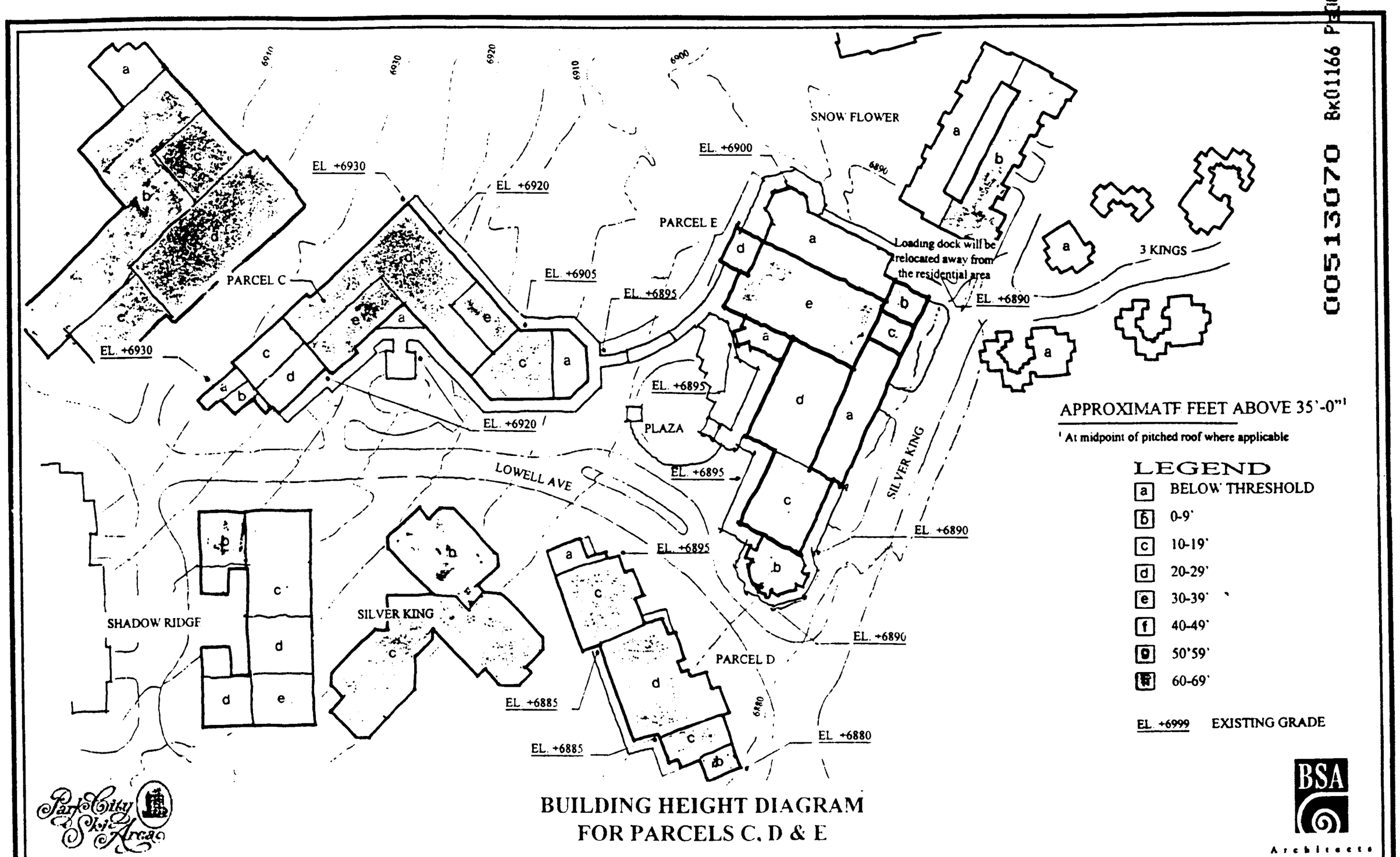
PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

April 23, 1997
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00513070 Bk01166 Pg00417



BSA No. 9601

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BASE AREA MASTER PLAN STUDY

May 26, 1997

11B

00513070 Bk01166 Pg00418

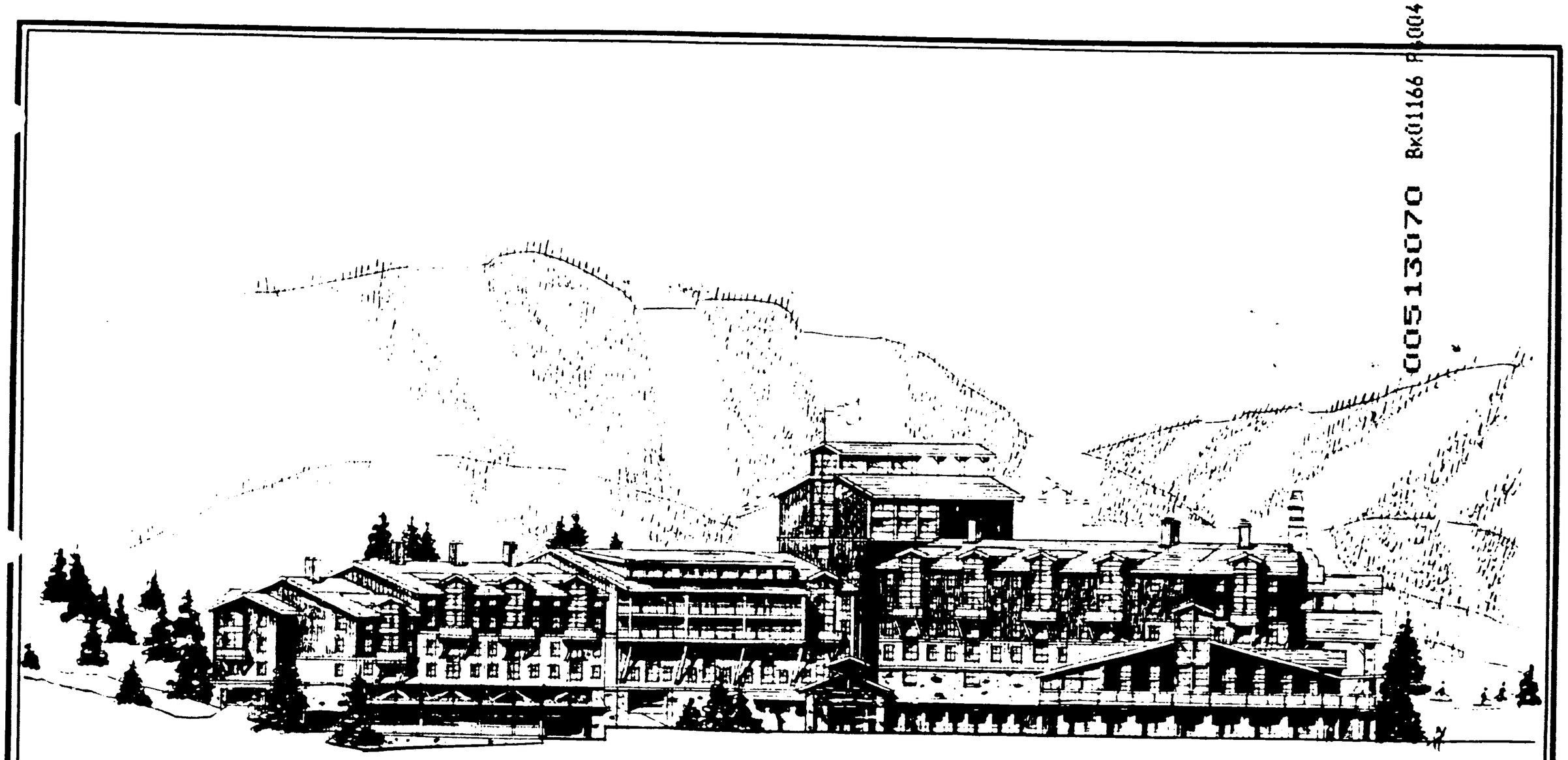
BUILDING ELEVATIONS

PLEASE NOTE: THE FOLLOWING ELEVATIONS ARE INDICATIVE OF ARCHITECTURAL CHARACTER. FOR ALLOWABLE MASSING, SEE VOLUMETRICS

Park City Ski Area

BSA Architects

00513070 Bk01166 Pg00419



NORTHEAST ELEVATION (view from Plaza)

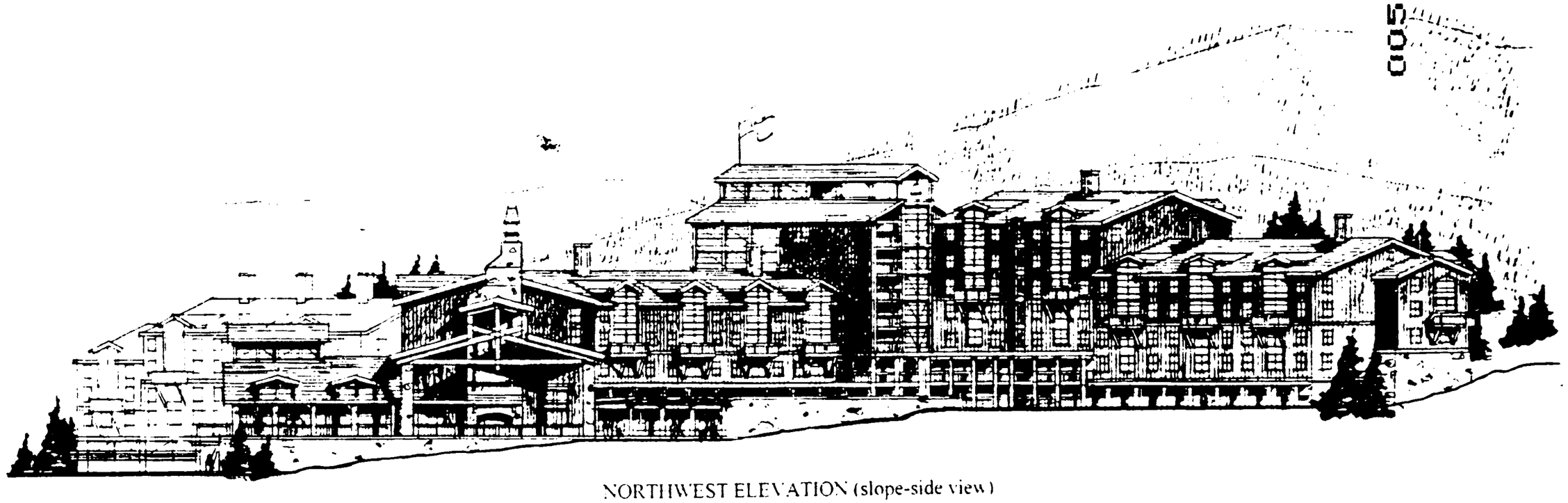
Park City Ski Area

*These images are approximate and are based on conceptual diagrams that fit within the prescribed volumetrics. actual building design, elevations and shadows will vary

BSA Architects

Parcel A: TIMESHARE ELEVATION STUDY

00513070 Bk01166 Pg00420



NORTHWEST ELEVATION (slope-side view)

Park City Ski Area

Parcel A: TIMESHARE ELEVATION STUDY

*These images are approximate and are based on conceptual diagrams that fit within the prescribed volumetrics. actual building design, elevations and shadows will vary.

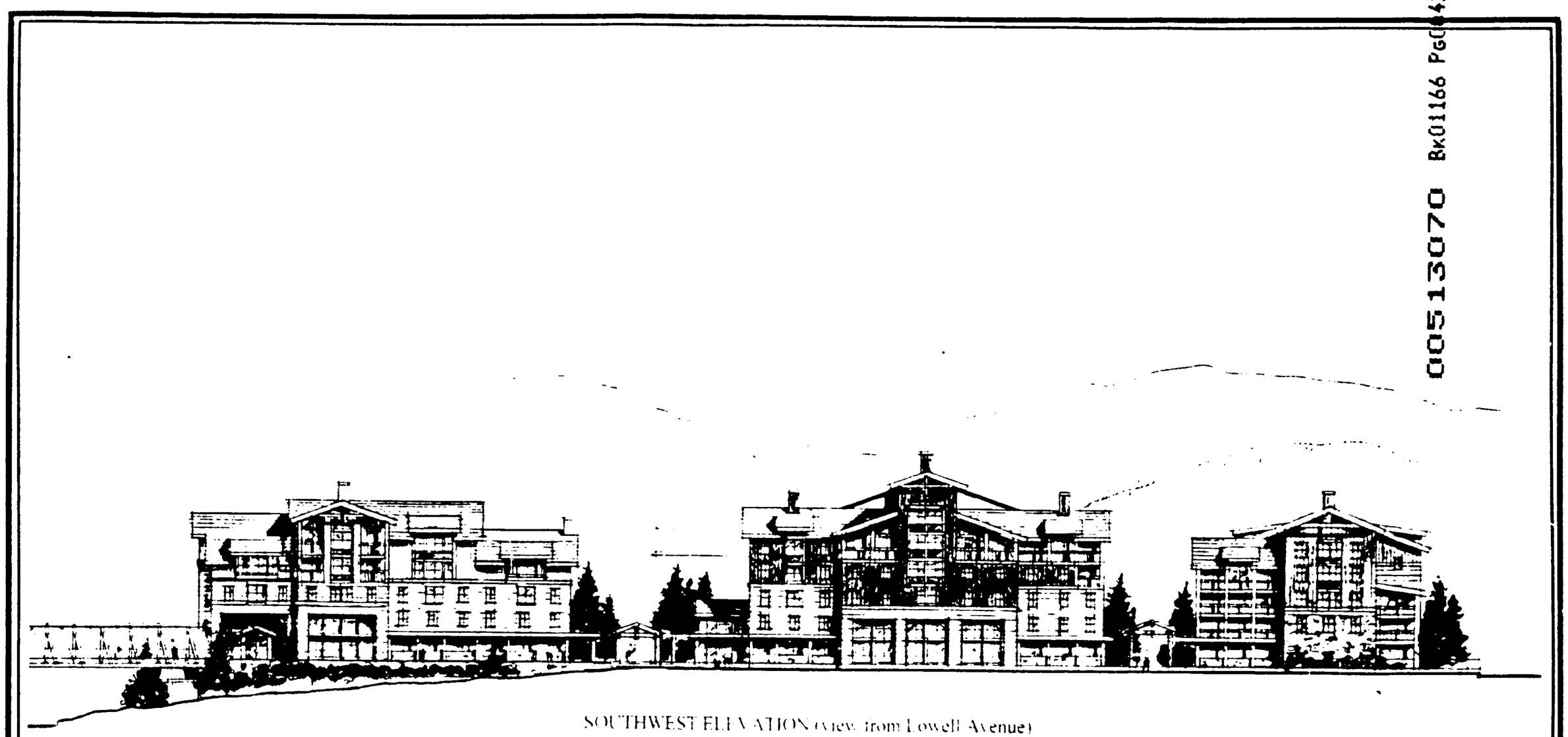
BSA Architects

BSA&R No. 9601.18

PARK CITY RESORT:
BASE AREA MASTER PLAN STUDY

July 31, 1996

00513070 Bk01166 Pg0421



SOUTHWEST ELEVATION (view from Lowell Avenue)

Park City Ski Area

*These images are approximate and are based on conceptual diagrams that fit within the prescribed volumetrics. actual building design, elevations and shadows will vary.

BSA Architects

Parcel B: ELEVATION STUDY

00513070 Bk01166 Pg00422



NORTHWEST ELEVATION (view from Shadow Ridge)

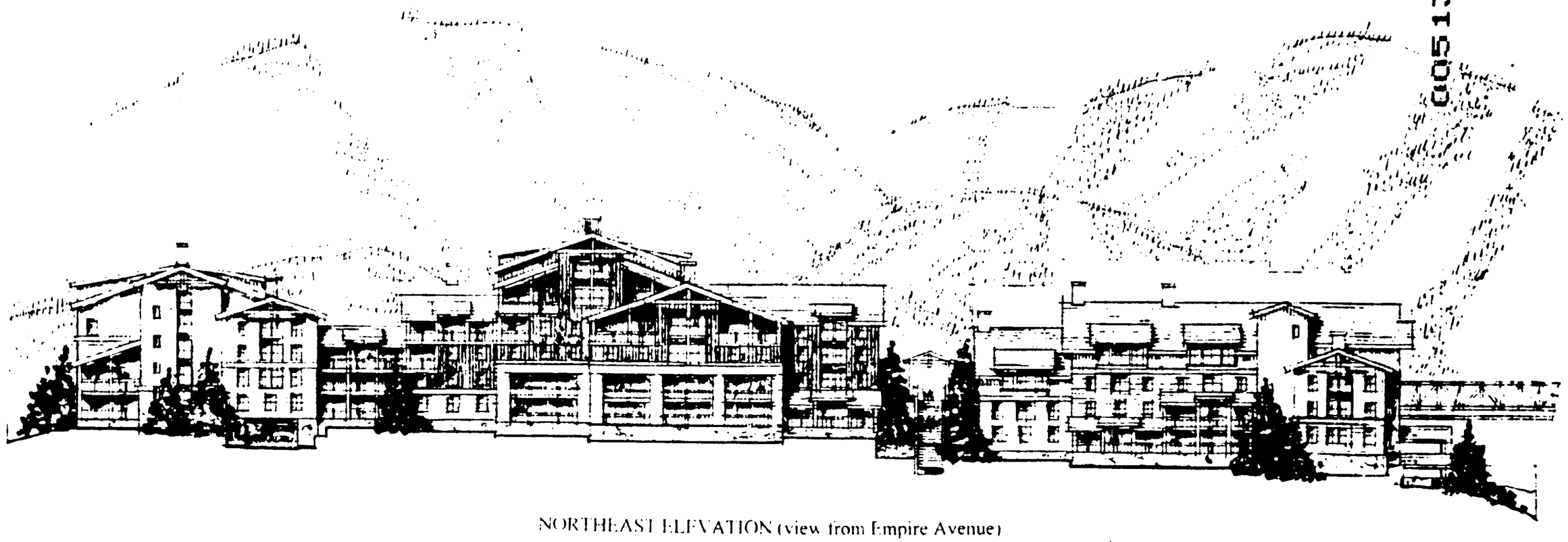
Park City Ski Area(s)

*These images are approximate and are based on conceptual diagrams that fit within the prescribed volumetrics; actual building design, elevations and shadows will vary.

BSA Architects

Parcel B: ELEVATION STUDY

00513070 Bk01166 Pg00423



NORTHEAST ELEVATION (view from Empire Avenue)

Park City Ski Area

*These images are approximate and are based on conceptual diagrams that fit within the prescribed volumetrics; actual building design, elevations and shadows will vary.

BSA Architects

Parcel B: ELEVATION STUDY

00513070 Bk01166 Pg00424



NORTHEAST ELEVATION (view from Lowell Avenue Drop-off)

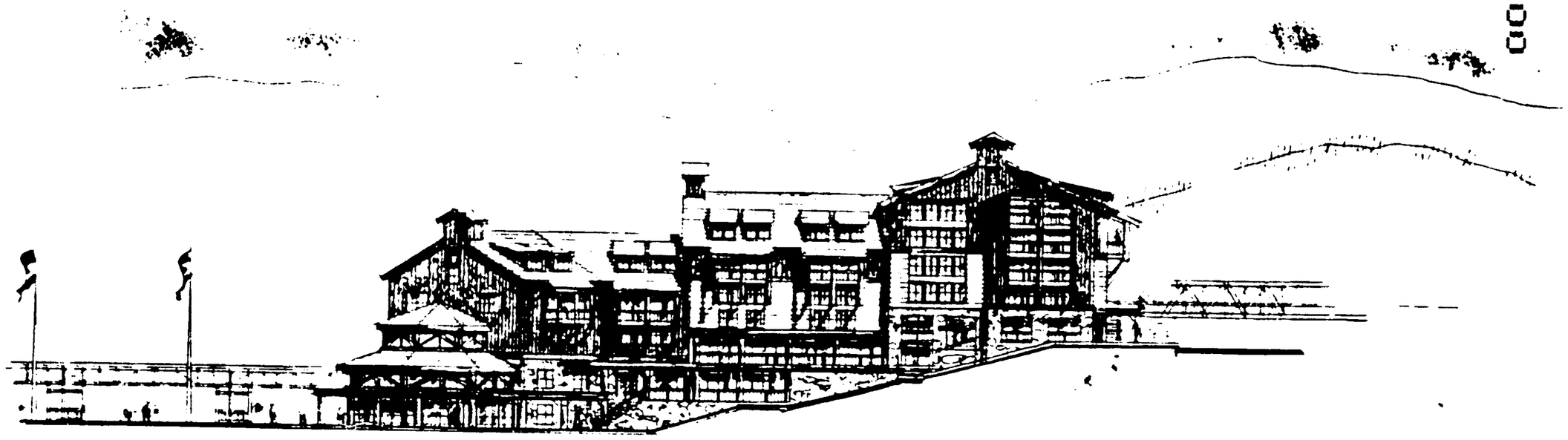
Park City Ski Area

Parcel C: ELEVATION STUDY

*These images are approximate and are based on conceptual diagrams that fit within the prescribed volumetrics; actual building design, elevations and shadows will vary

BSA Architects

00513070 Bk01166 Pg00425



NORTHWEST ELEVATION (slope-side view)

Park City Ski Area

Parcel C: ELEVATION STUDY

*These images are approximate and are based on conceptual diagrams that fit within the prescribed volumetrics; actual building design, elevations and shadows will vary.

BSA Architects

00513070 Bk01166 Pg00426



NORTHEAST ELEVATION (View from Entry)



NORTHWEST ELEVATION (View from Lowell Avenue)

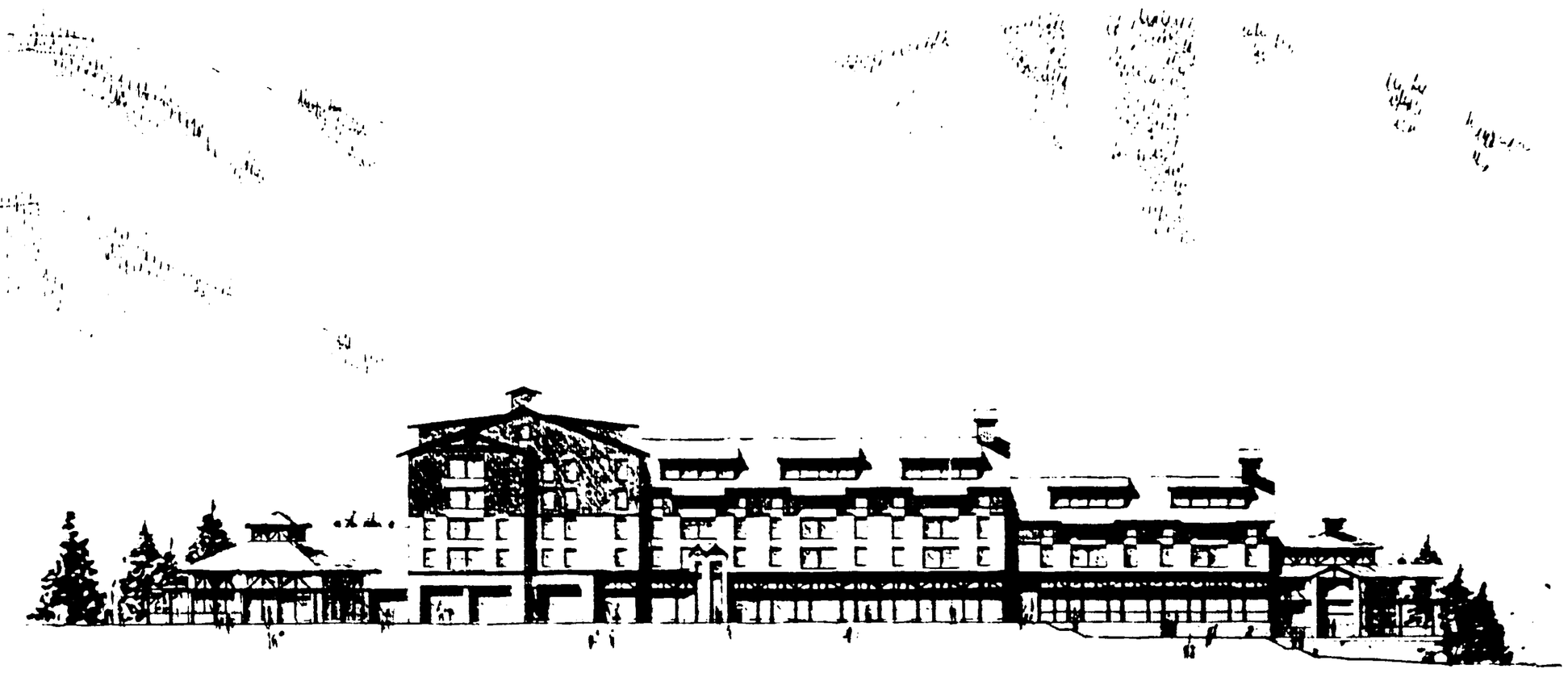
Park City Ski Area

Parcel D: ELEVATION STUDY

*These images are approximate and are based on conceptual diagrams that fit within the prescribed volumetrics. actual building design, elevations, and shadows will vary.

BSA Architects

00513070 Bk01166 Pg00427



SOUTH ELEVATION (View from Plaza)

Park City Ski Arrac

PARCEL E: NEW ELEVATION PROFILE

*These images are approximate and are based on conceptual diagrams that fit within the prescribed volumetrics; actual building design, elevations and shadows will vary.

BSA Architects

00513070 Bk01166 Pg00428



* Loading dock will be relocated away from the residential area

NORTH ELEVATION (View from Three Kings)

Park City Ski Area

PARCEL E: NEW ELEVATION PROFILE

*These images are approximate and are based on conceptual diagrams that fit within the prescribed volumetrics; actual building design, elevations and shadows will vary

BSA Architects

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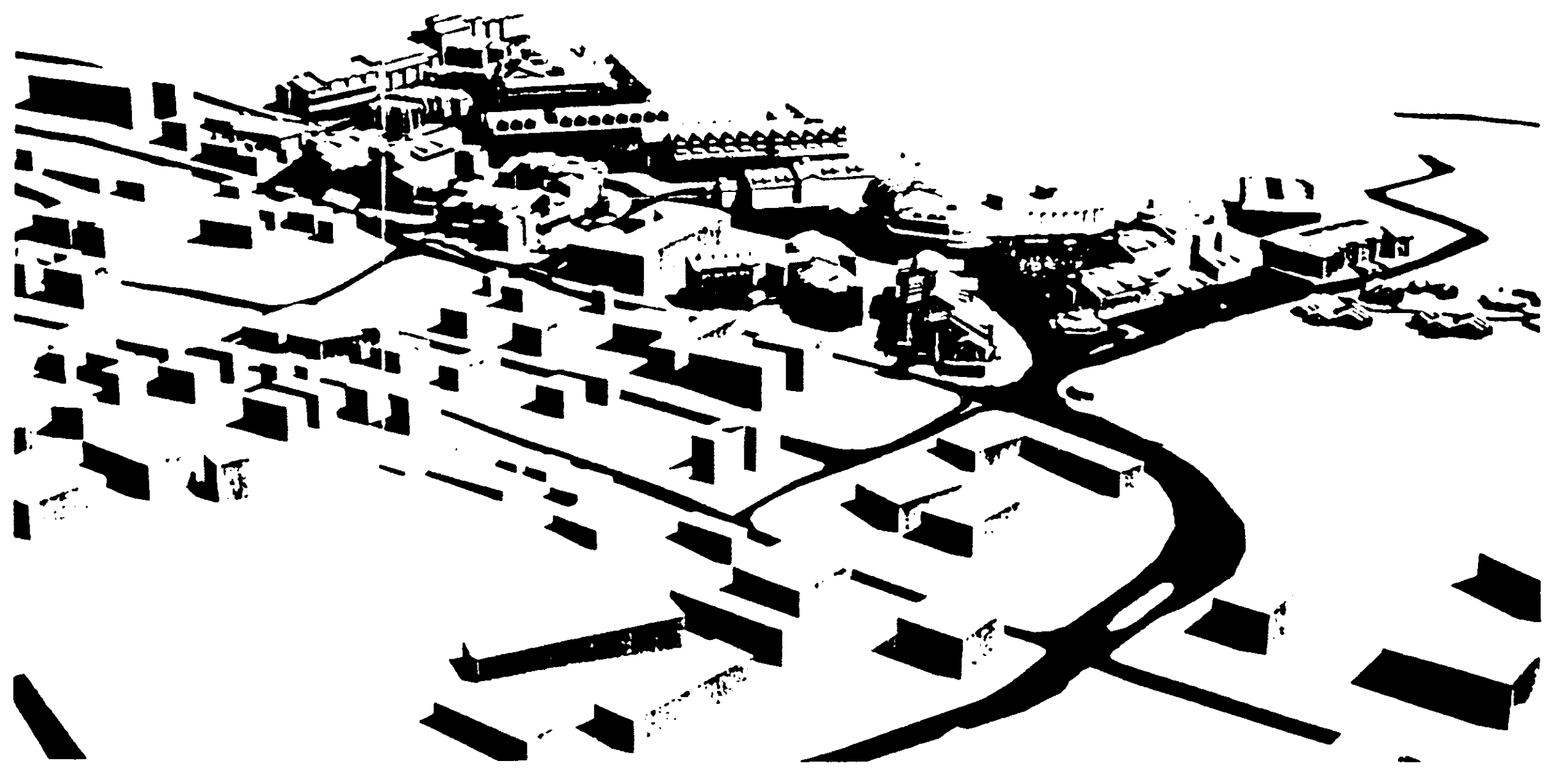
00513070 Bk01166 Pg00429

3D MODELING

Park City Ski Area

BSA Architects

00513070 Bx01166 Pg00430



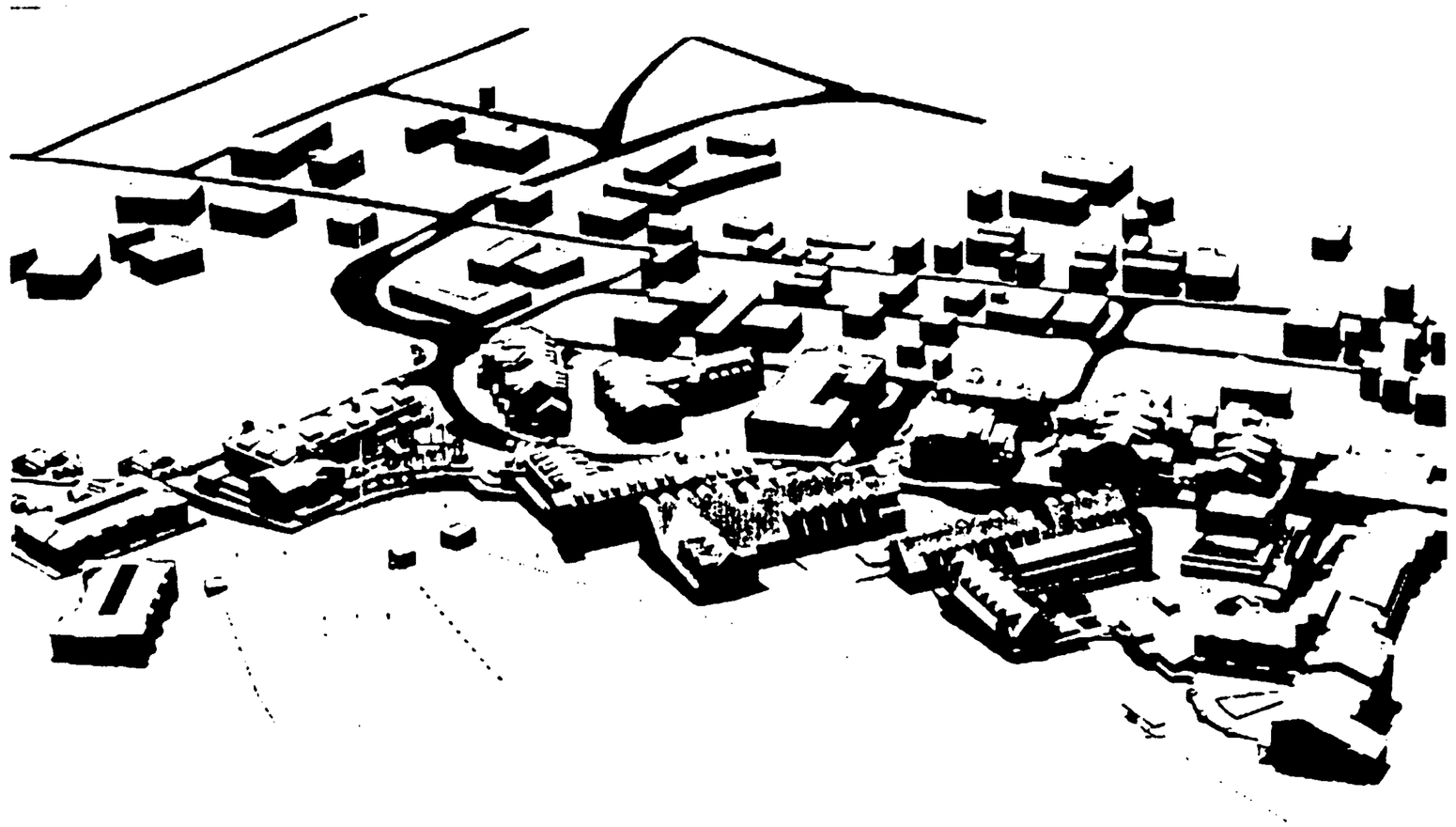
SITE MODEL: ENTRY VIEW

BSA No 9601

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

April 23, 1997

00513070 Bk01166 Pg00431



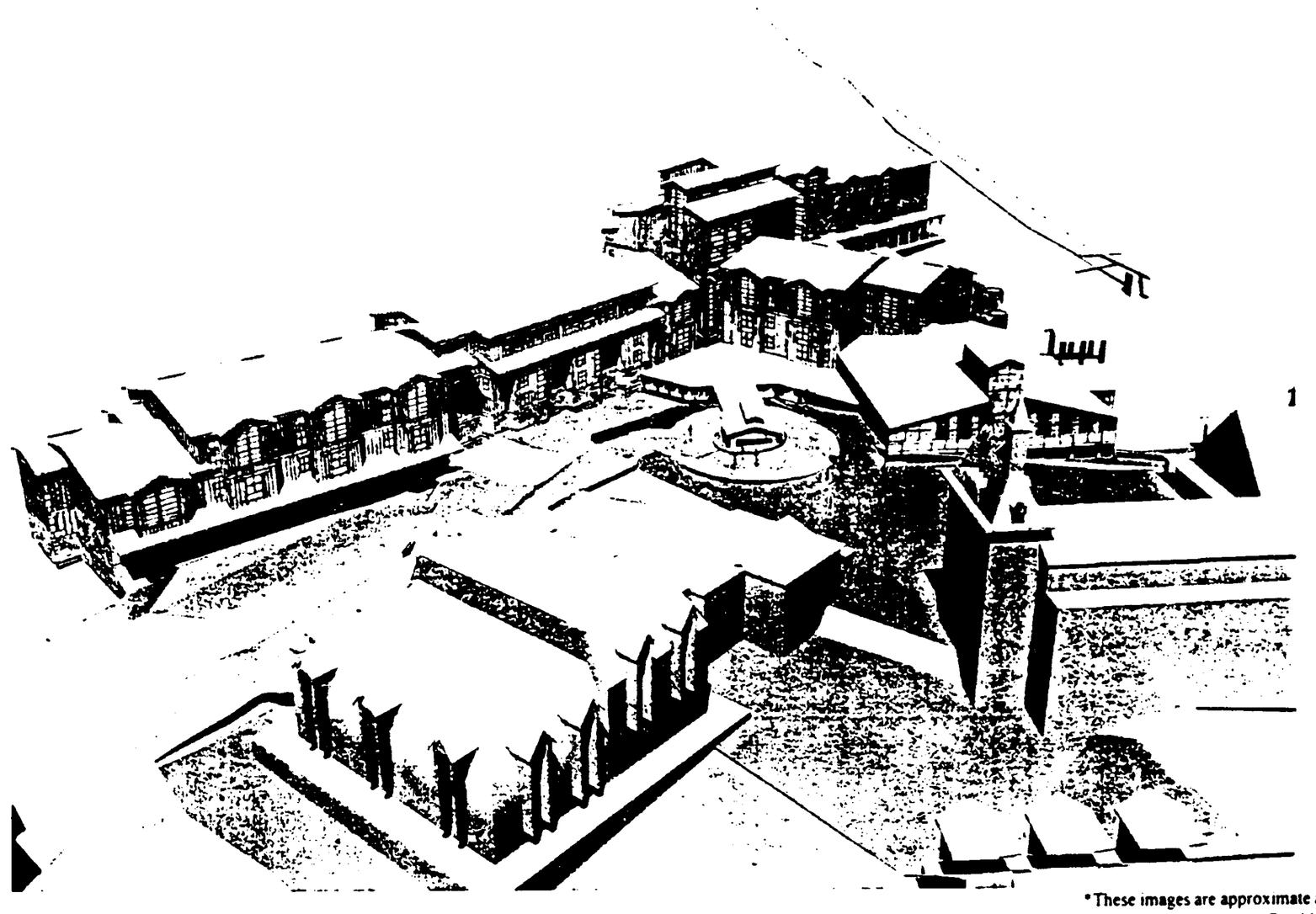
SITE MODEL: SLOPE-SIDE VIEW

BSA No. 9601

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

April 23, 1997

00513070 Bk01166 Pg00432



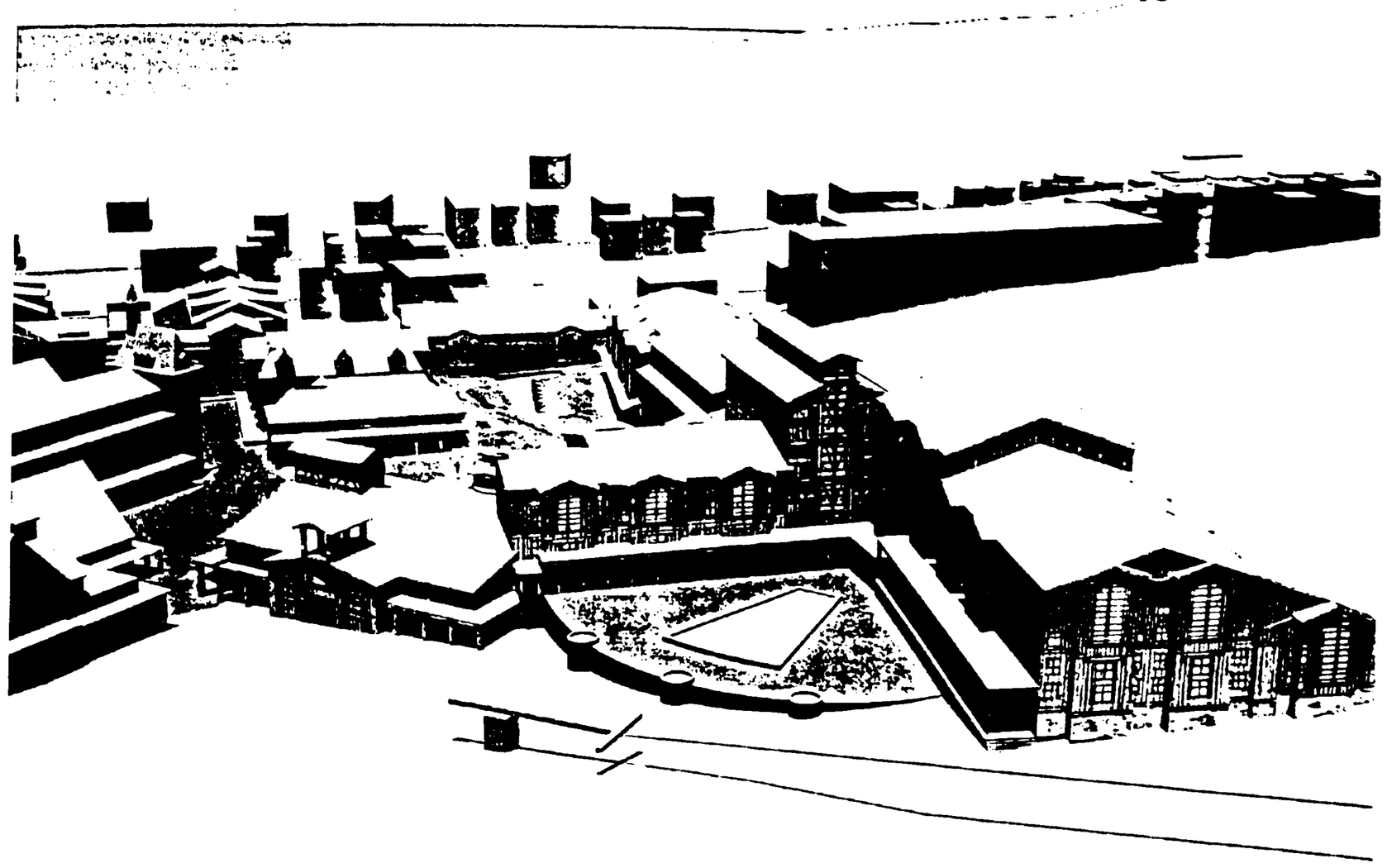
*These images are approximate and are based on conceptual diagrams that fit within the prescribed volumetrics. actual building design, elevations and shadows will vary

Park City Ski Area

BSA Architects

PARCEL A: REVISED BUILDING MODEL

00513070 Bk01166 Pg00433



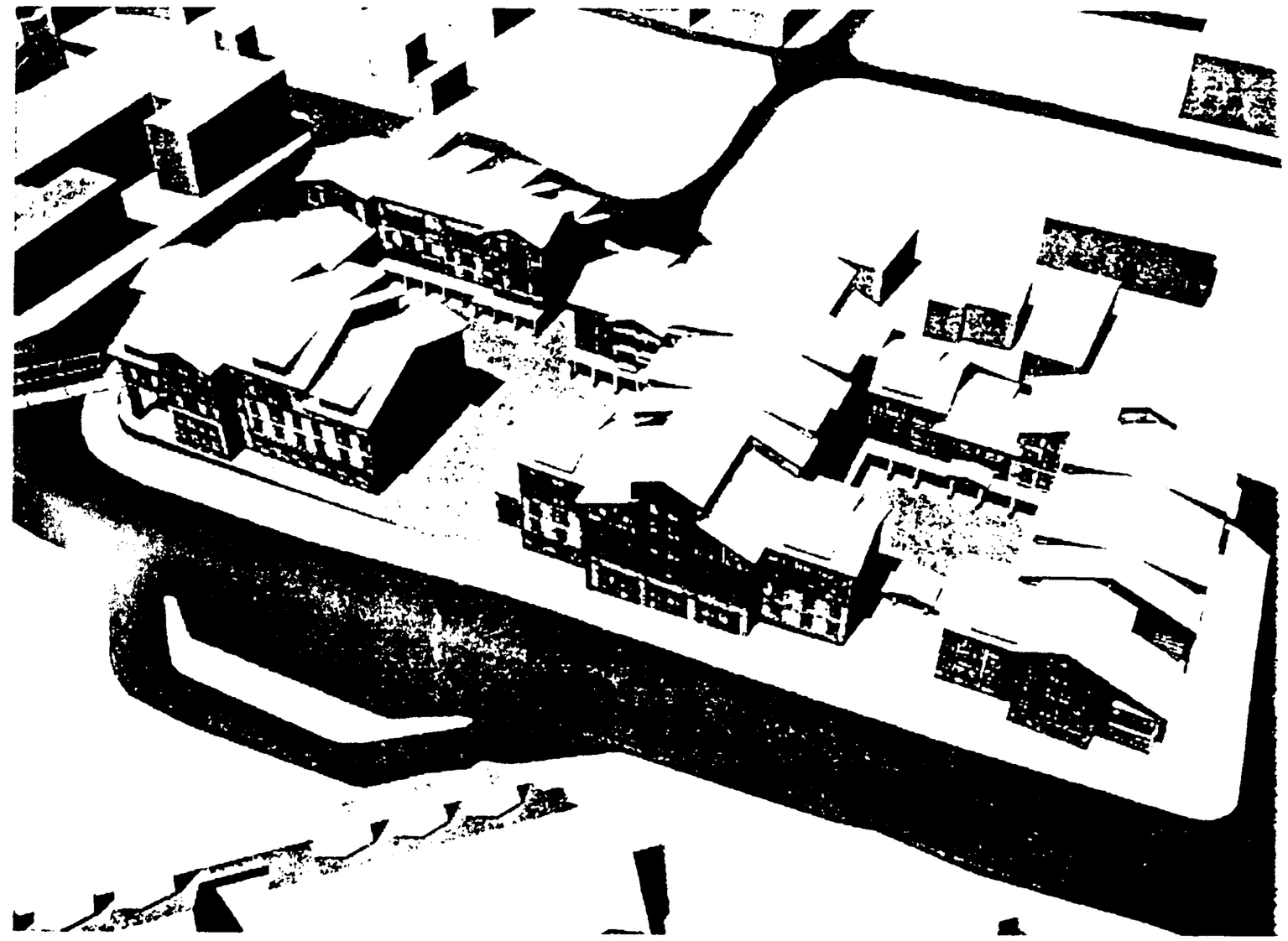
PARCEL A: REVISED BUILDING MODEL

*These images are approximate and are based on conceptual diagrams that fit within the prescribed volumetrics; actual building design, elevations and shadows will vary

BSA Architects

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00513070 Bk01166 Pg00434



"These images are approximate and are based on conceptual diagrams that fit within the prescribed parameters. Actual building design will vary."

PARCEL B: BUILDING MODEL

BSA Architects

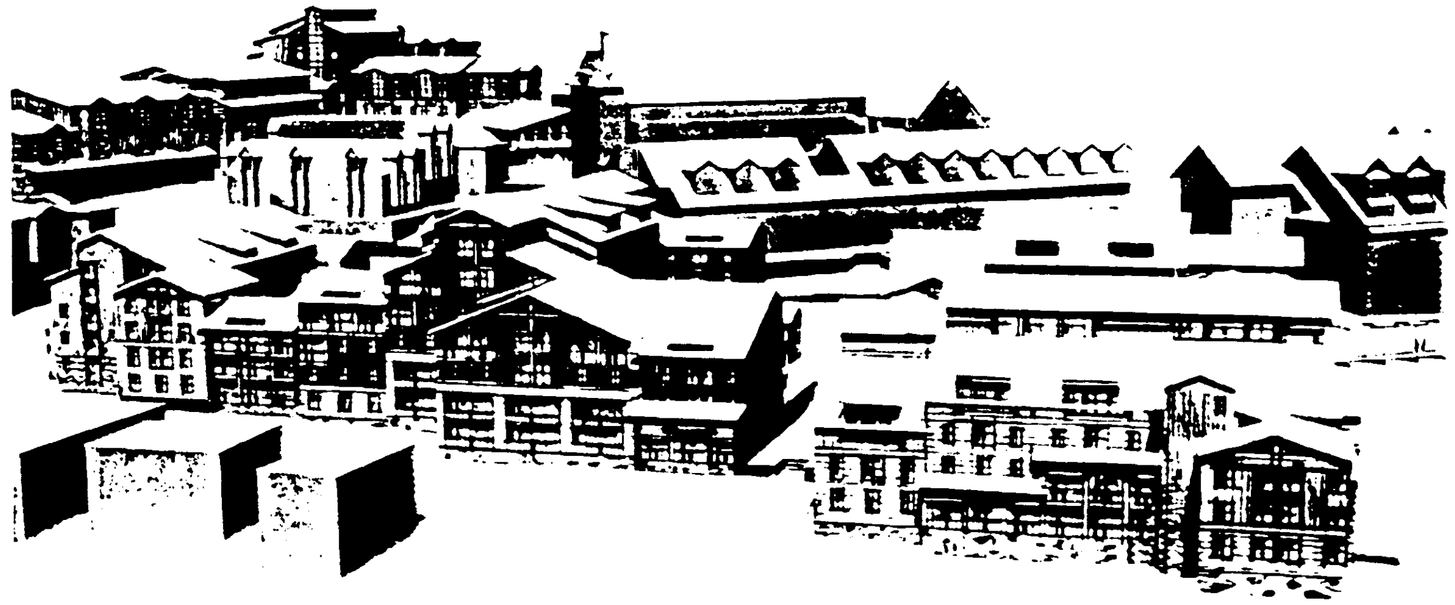
BSA No. 9601

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

April 25, 1997

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00513070 Bk01166 Pg00435

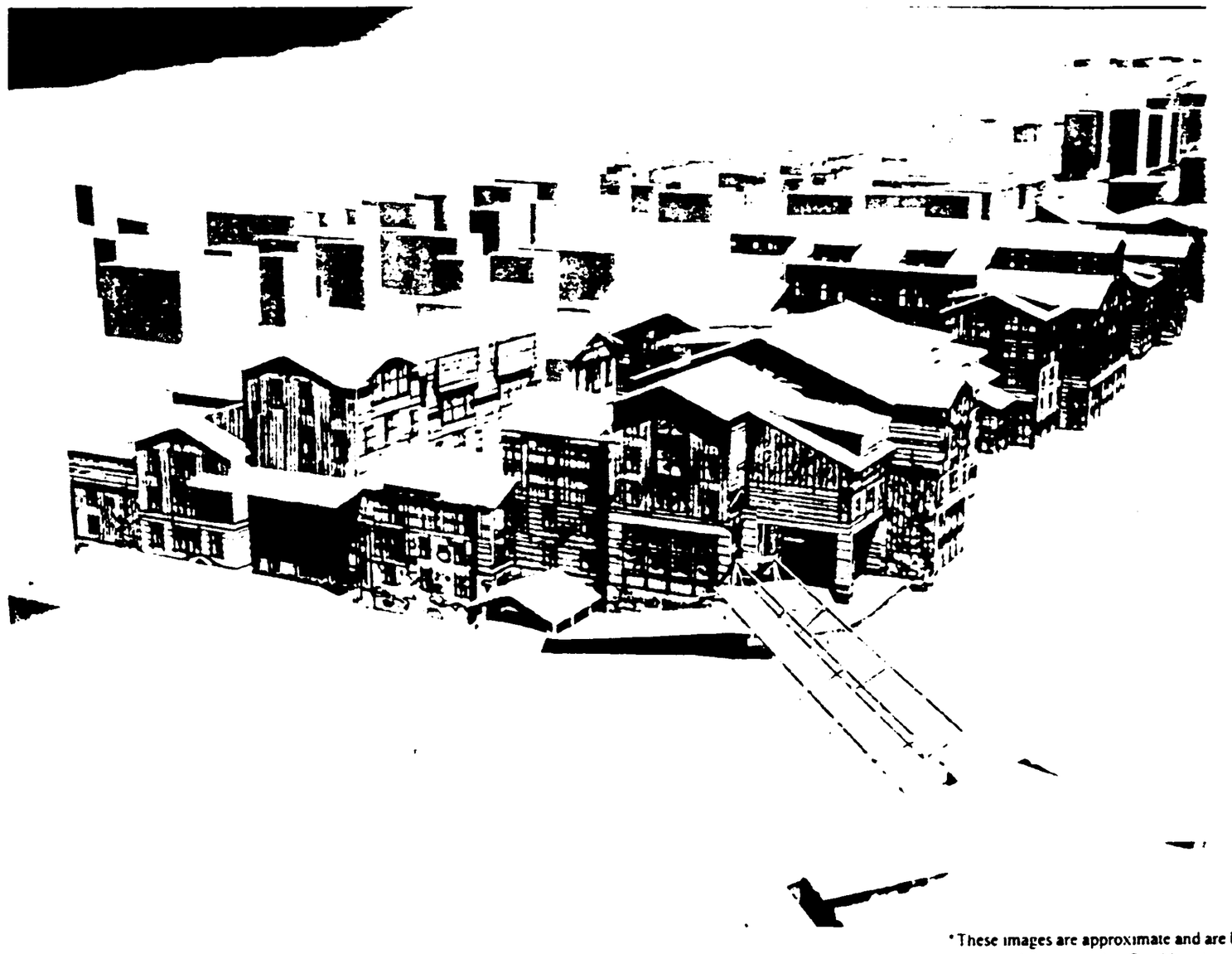


*These images are approximate and are based on conceptual diagrams that fit within the prescribed volumetrics. actual building design, elevations and shadows will vary

PARCEL B: BUILDING MODEL

BSA Architects

00513070 Bk01166 Pg00436



* These images are approximate and are based on conceptual diagrams that fit within the prescribed volumetrics; actual building design, elevations and shadows will vary.

* Bridge is not approved

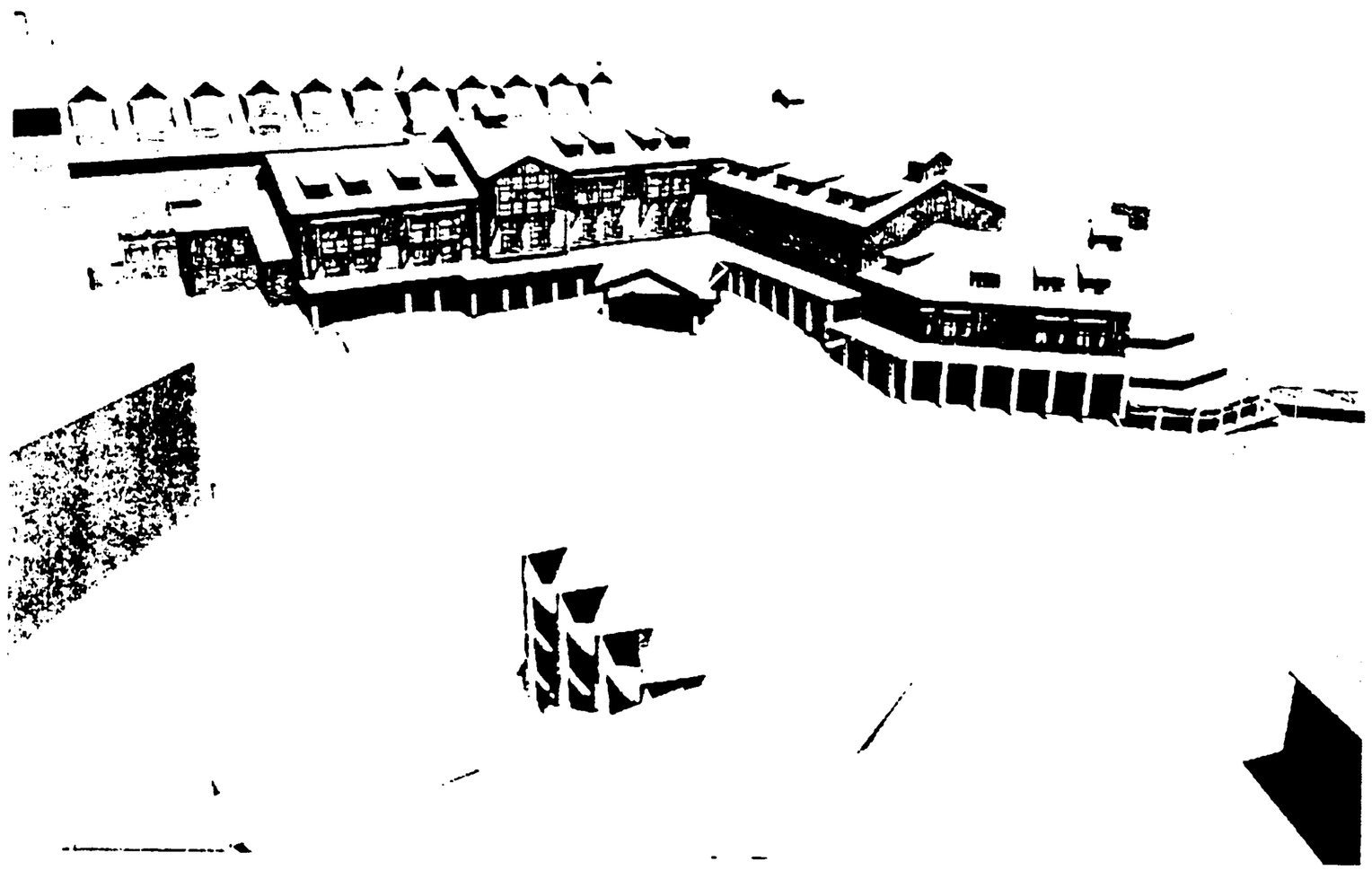
PARCEL B: BUILDING MODEL

BSA No. 9601

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

July 17, 1997

00513070 Bk01166 Pg00437



PARCEL C: BUILDING MODEL

*These images are approximate and are based on conceptual diagrams that fit within the prescribed volumetrics; actual building design, elevations and shadows will vary.

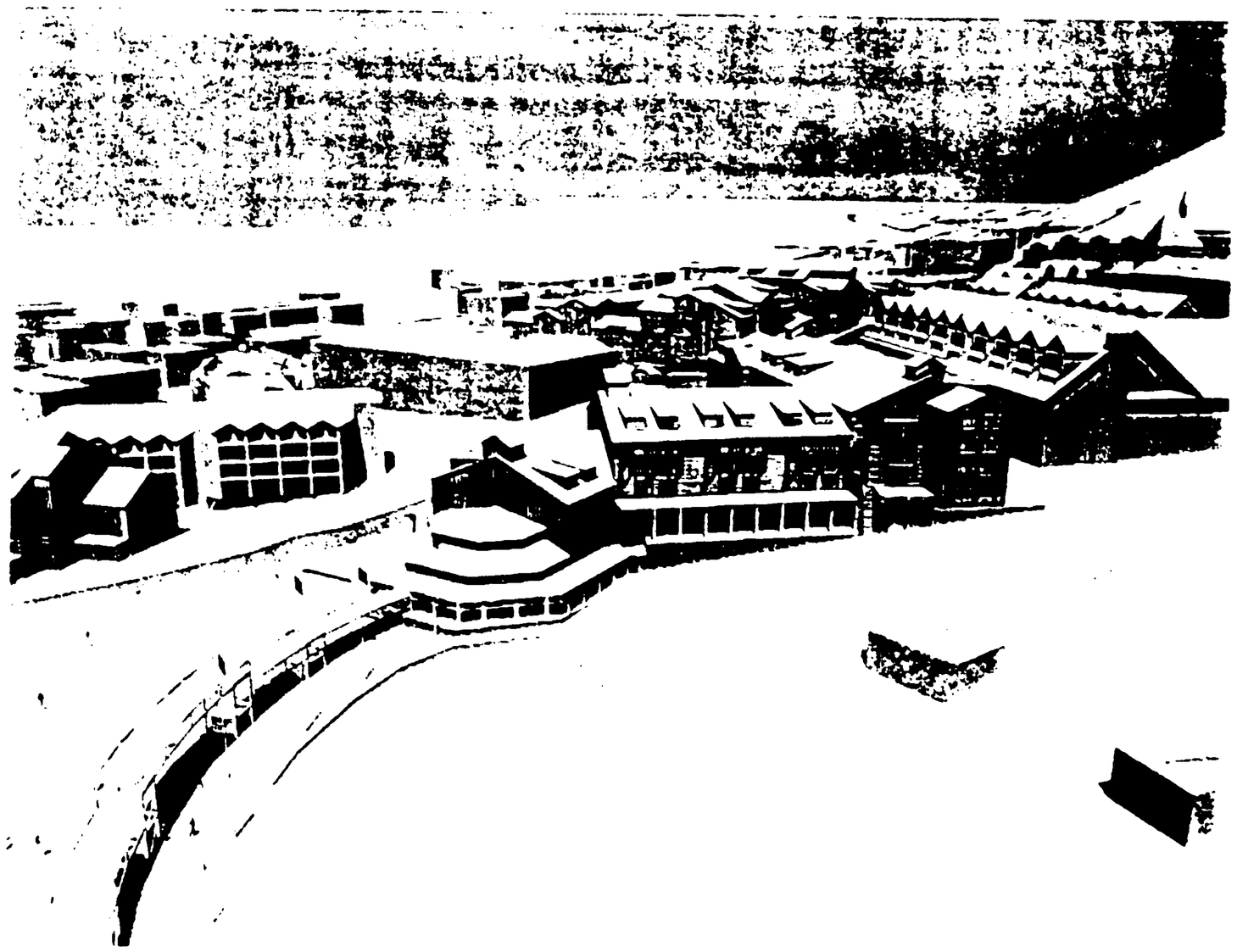
BSA Architects

BSA No. 9601

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

March 5, 1997

00513070 Bk01166 Pg00438



Park City Ski Area

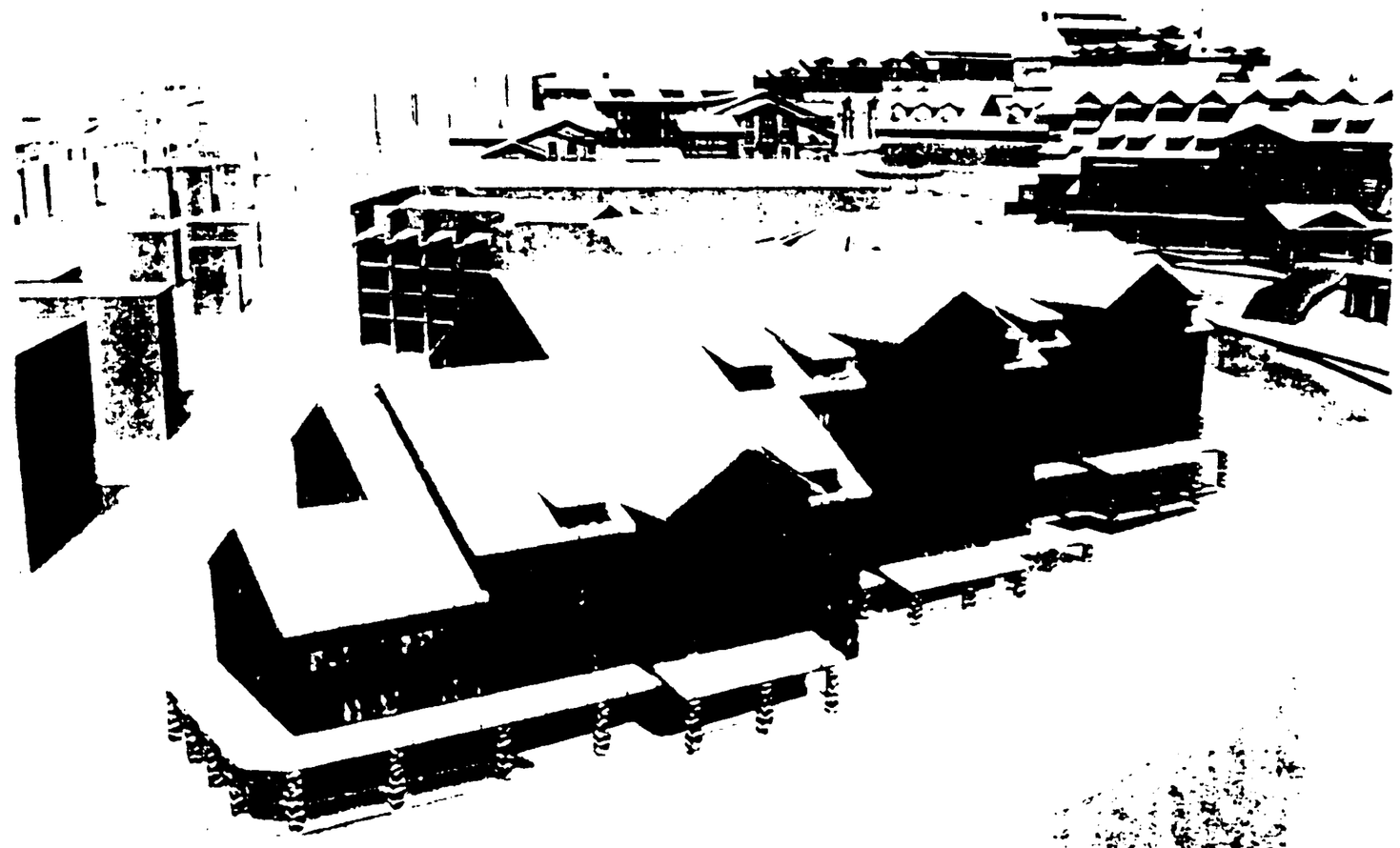
*These images are approximate and are based on conceptual diagrams that fit within the prescribed [illegible] actual building design. Elevations and shadows will vary.

BSA Architects

PARCEL C: BUILDING MODEL

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00513070 Bk01166 Pg00439



*These images are approximate and are based on conceptual diagrams that fit within the prescribed volumetrics. actual building design, elevations and shadows will vary.

Park City Ski Area

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PARCEL D. BUILDING MODEL

00513070 Bk01166 Pg00440



*These images are approximate and are based on conceptual diagrams that fit within the prescribed volumetrics. Actual building design, elevations and shadows will vary.

PARCEL E: BUILDING MODEL

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00513070 Bk01166 Pg00441



*These images are approximate and are based on [illegible] that fit within the prescribed volumes. Actual building design, elevations [illegible]

Park City Ski Area

PARCEL E: BUILDING MODEL

*Loading dock will be relocated away from the residential area

BSA Architects

BSA No. 9601

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

July 17, 1997

37

00513070 Bk01166 Pg00442

PHOTOMONTAGES

Park City Ski Area

BSA Architects

00513070 Bk01166 Pg00443



PHOTOMONTAGE: RESORT ENTRY

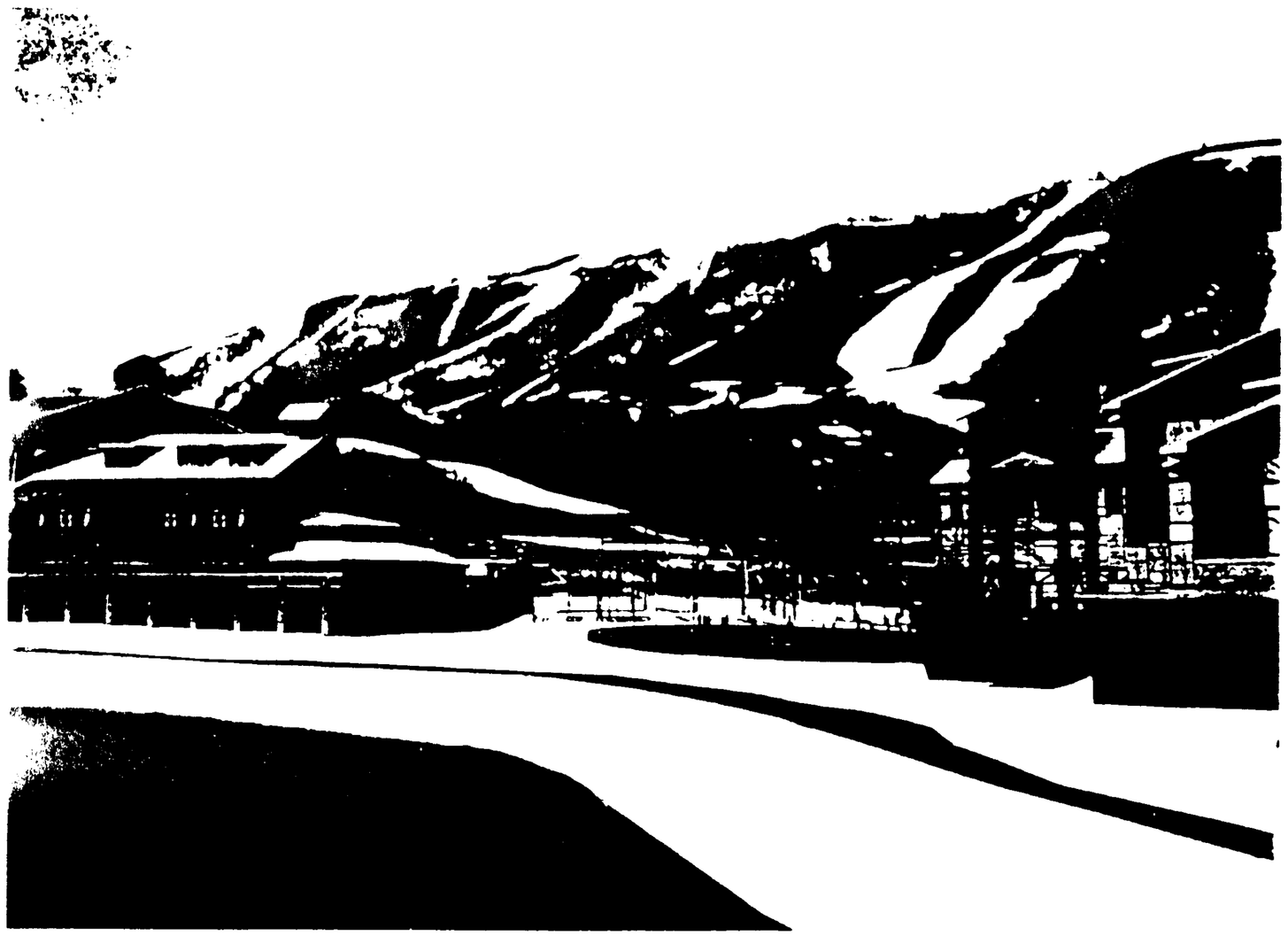
BSA Architects

BSA No. 9906

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

July 17, 1997

00513070 Bk01166 Pg00444



PHOTOMONTAGE : PARCEL F (Entry View from Lowell Avenue)

Park City Ski Area

BSA Architects

BSA No. 9640

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

July 17, 1997

00513070 Bk01166 Pg0445



PHOTOMONTAGE: PARCEL B (looking Northwest on Empire)

005130 70 8x01166 RG00446



"These images are copyrighted and are owned or ... prescribed ...

PHOTOMONTAGE: PARCEL B (looking Southwest on Empire)

BSA Architects

BSA No. 9607

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

July 1st 1997

00513070 Bk01166 Pg00447



* Loading docks will be relocated away from the residential area

PHOTOMONTAGE: PARCEL E (view from Three Kings)

BSA Architects

BSA No. 9611

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

Jun. 17, 1997

00513070 Bk01156 Pg00448

SHADOW STUDIES

Park City Ski Area

BSA Architects

00513070 Bk01166 Pg00449



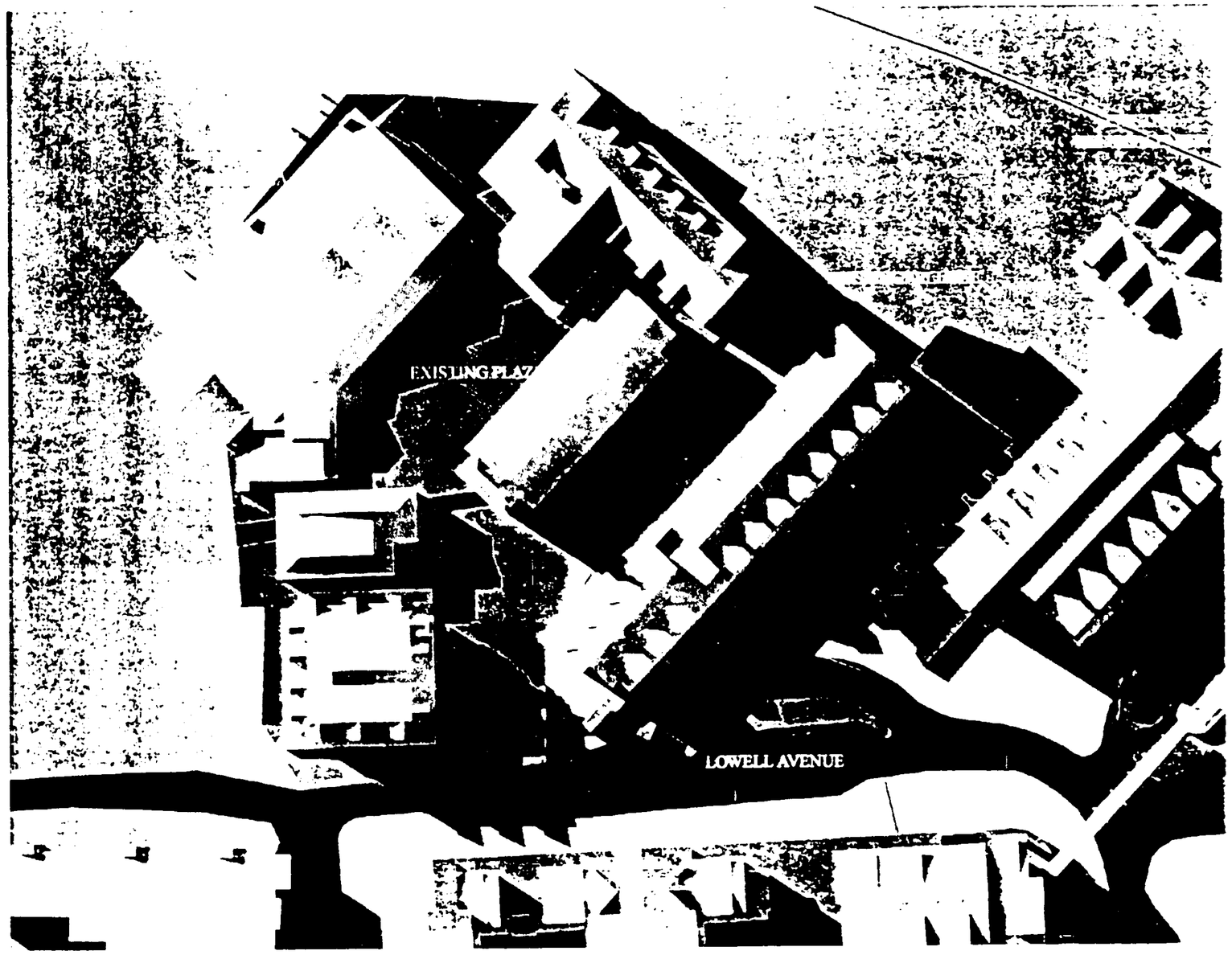
Park City Ski Area

SHADOW STUDIES: EXISTING GONDOLA BUILDING
DECEMBER 21 AT 10:00am

* These images are approximate and are based on conceptual diagrams that fit within the prescribed volumetrics. actual building design, elevations and shadows will vary

BSA Architects

00513070 Bk01166 Pg00450



Park City Ski Area

SHADOW STUDIES: EXISTING GONDOLA BUILDING
DECEMBER 21 AT 12:00pm

*These images are approximate and are based on conceptual diagrams that fit within the prescribed volumetrics. Actual building design, elevations and shadows will vary.

BSA Architects

BSA No. 9601

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

April 23, 1997



SHADOW STUDIES: EXISTING GONDOLA BUILDING
DECEMBER 21 AT 3:00pm

BSA

00513070 B-011e6 600452



SHADOW STUDIES: DECEMBER 21 AT 10:00am

BSA

PARK CITY RESORT

BASE AREA MASTER PLAN STUDY



SHADOW STUDIES: DECEMBER 21 AT 12:00pm

PARK CITY RESORT

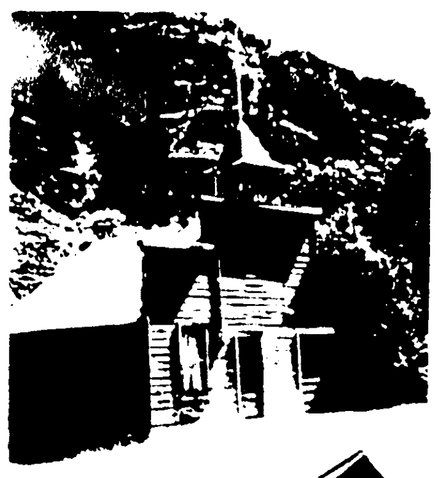


SHADOW STUDIES: DECEMBER 21 AT 3:00pm

BSA

00513070 Bk01166 Pg00455

* Contextual Analysis section (pages 51-58) has been omitted.










Silver King hoist building











Park City Ski Area

BSA Architects

Mills and Mines

PARK CITY RESORT:
BASE AREA MASTER PLANNED

Old Town: Public Buildings





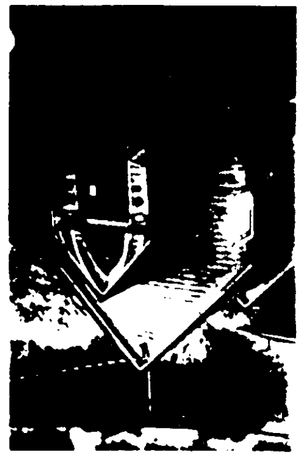


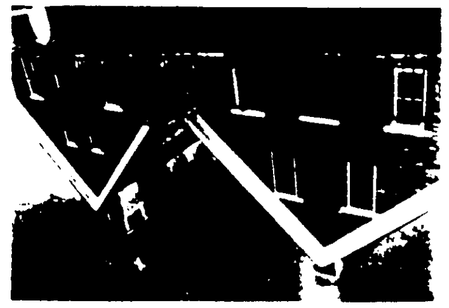


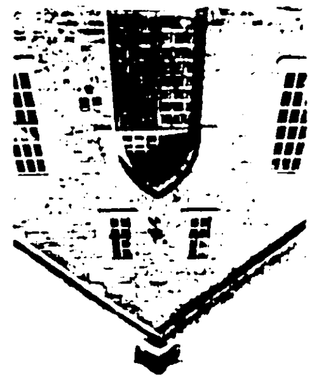














00513070 Bk01164 Pg00457

00513070 1166 Pg00458



Old Town
Commercial Buil lings

Park City Ski Area

BSA Architects



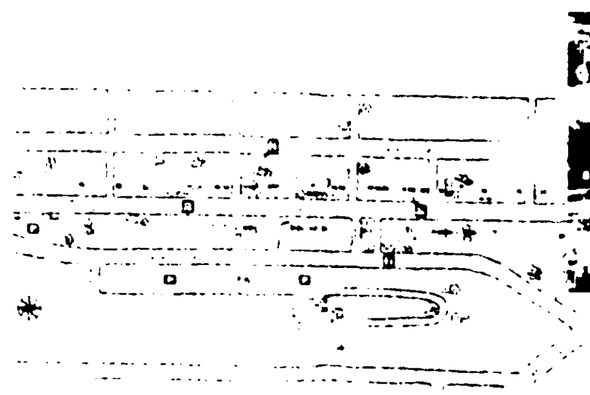














Park City Ski Area

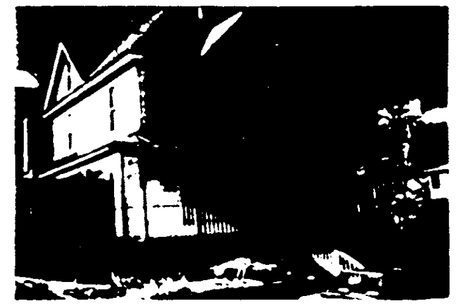
Old Town Vistas

BSA Architects

00513070 Bk01166 Pg00460



















Park City Ski Area

BSA Architects

Old Town Cottages

00513070 Bk01166 Pg00461























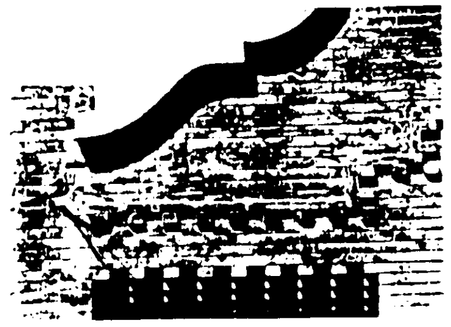
Park City Ski Area

Old Town Cottages

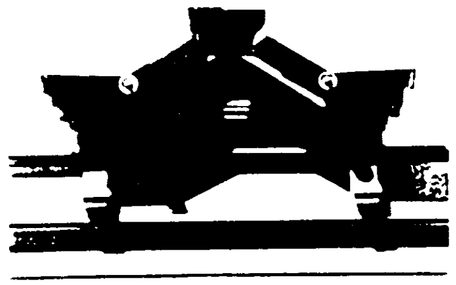
BSA

ARCHITECTS

00513070 Bk01166 Pg00462



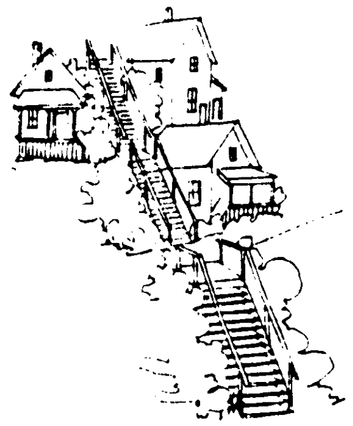


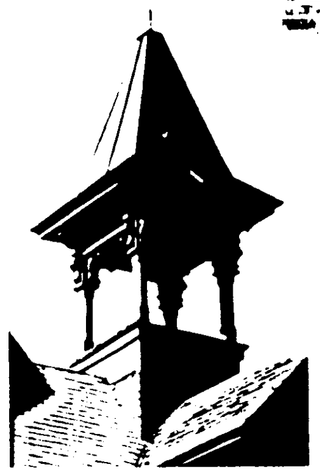


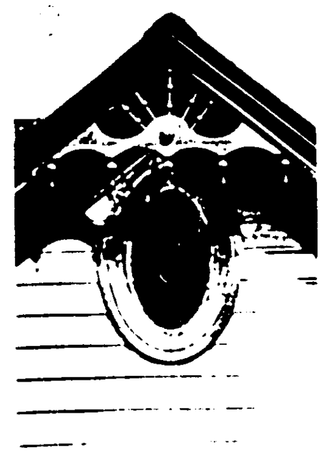














Park City Ski Area

BSA Architects

Old Town
Building Elements

00513070 Bk01166 Pg00463

PARCEL DIAGRAMS

PLEASE NOTE:

THE FOLLOWING DRAWINGS ARE CONCEPTUAL IN NATURE.

FOR ALLOWABLE MASSING, SEE VOLUMETRICS.

Park City Ski Area

BSA Architects

00513070 Bk01166 Pg00464

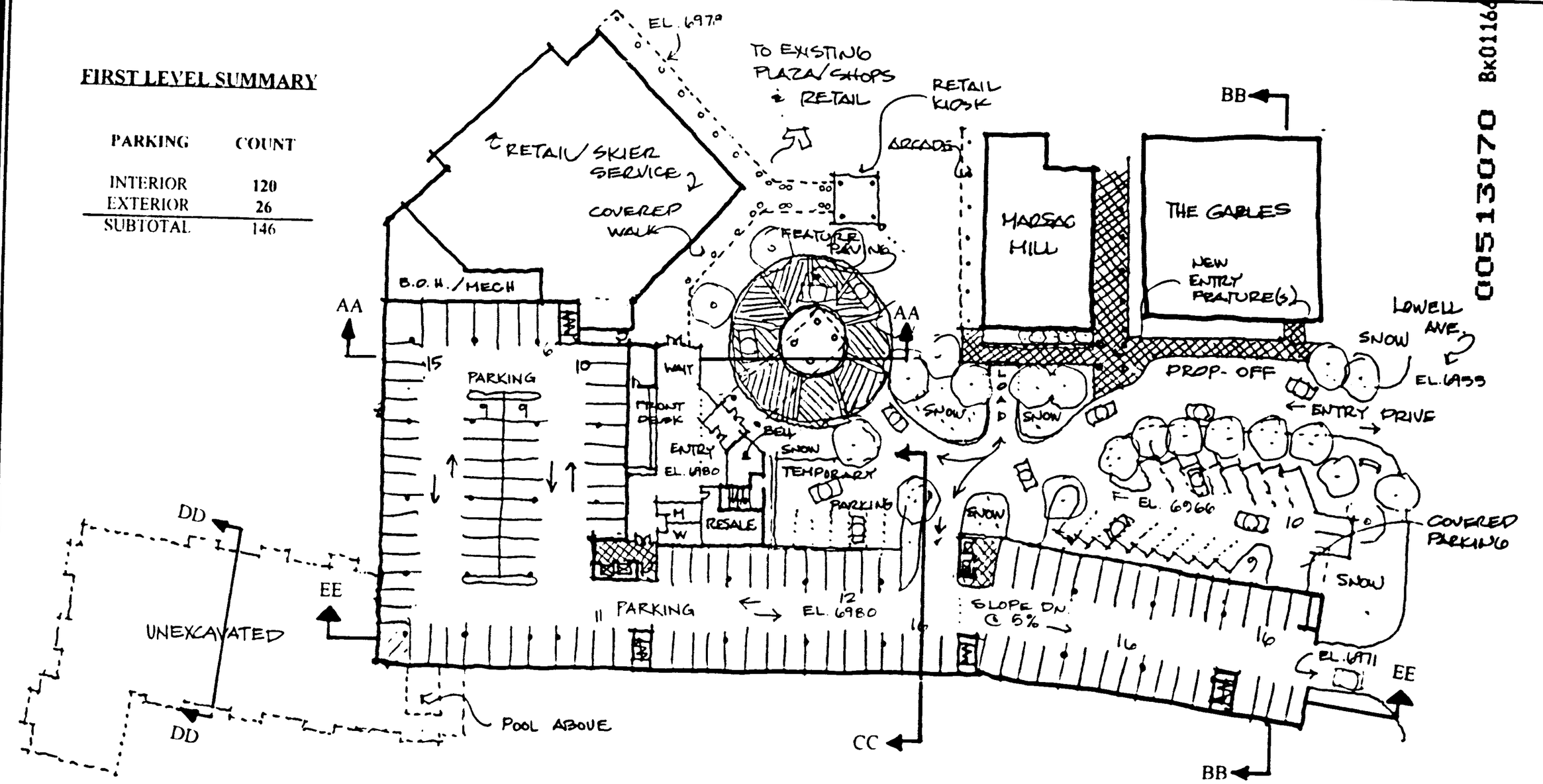
PARCEL A

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00513070 Bk01166 Pg00465

FIRST LEVEL SUMMARY

PARKING	COUNT
INTERIOR	120
EXTERIOR	26
SUBTOTAL	146



Park City Ski Area

BSA Architects

ENTRY LEVEL PLAN (FIRST FLOOR)

(EL. +/- 6980)

BSA No. 9601.14

PARK CITY RESORT:
PARCEL A TIMESHARE CONCEPT

Revised May 14, 1997
February 12, 1997

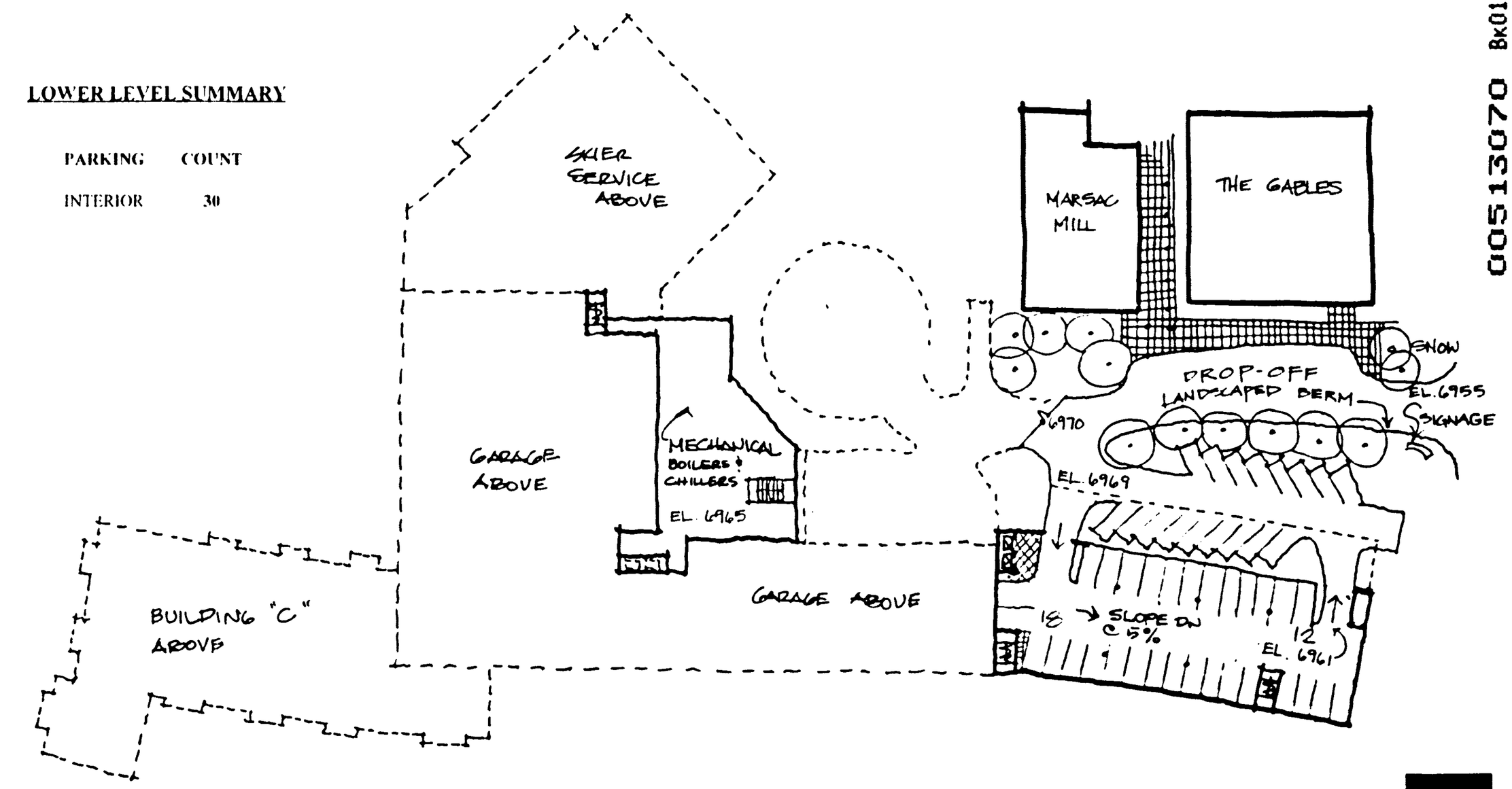
G1

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00513070 Bk01166 Pg00466

LOWER LEVEL SUMMARY

PARKING	COUNT
INTERIOR	30



Park City Ski Areas

LOWER LEVEL PLAN
(EL. VARIES)

0 25 50 75

BSA Architects

BSA No. 9601 14

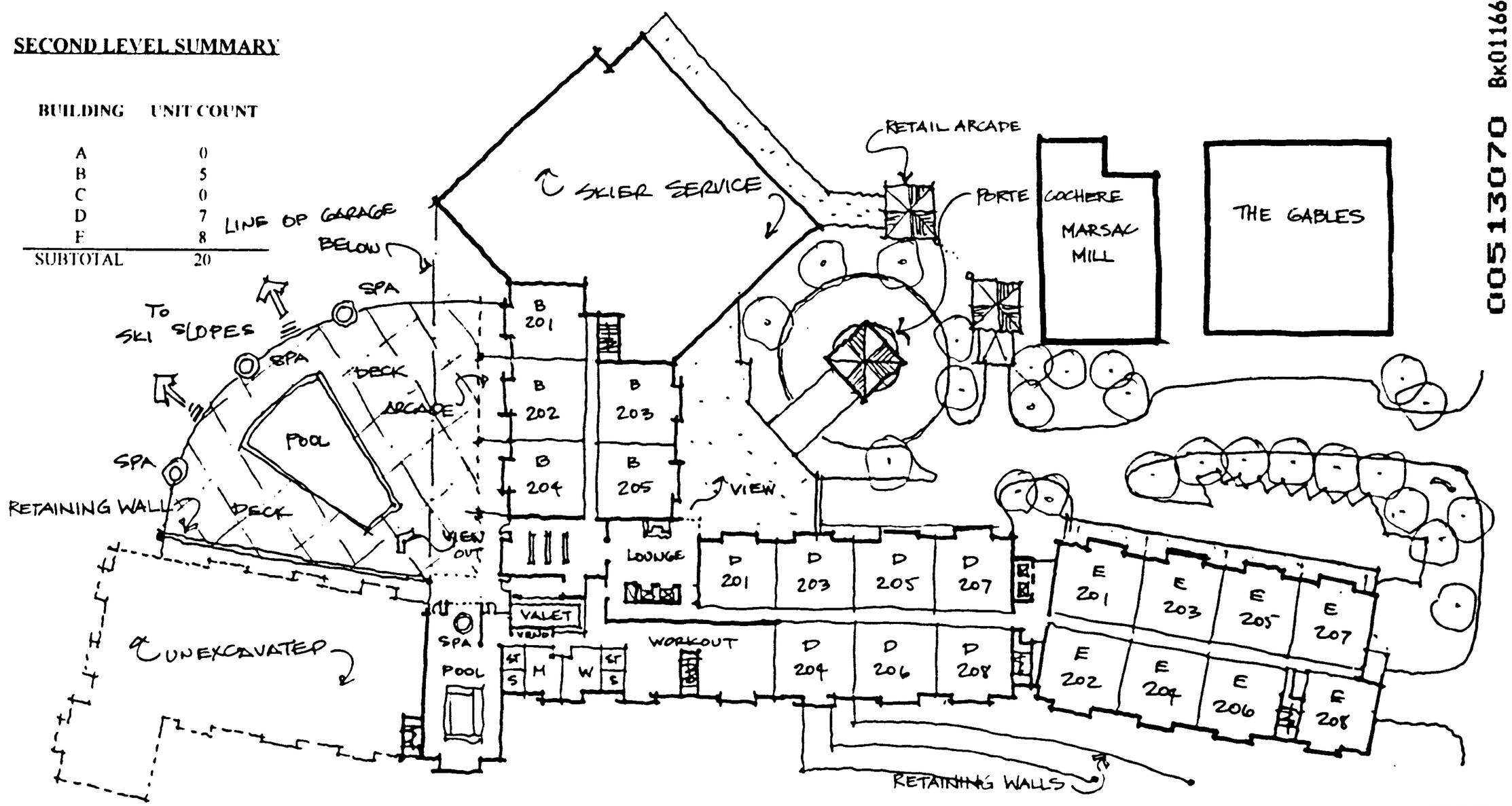
PARK CITY RESORT:
PARCEL A TIMESHARE CONCEPT

February 12, 1997
G2

00513070 Bk01166 Pg00467

SECOND LEVEL SUMMARY

BUILDING	UNIT COUNT
A	0
B	5
C	0
D	7
E	8
SUBTOTAL	20



Park City Ski Area

SECOND LEVEL PLAN
(EL. +/- 6990)

BSA Architects

BSA No. 9601.14

PARK CITY RESORT:
PARCEL A TIMESHARE CONCEPT

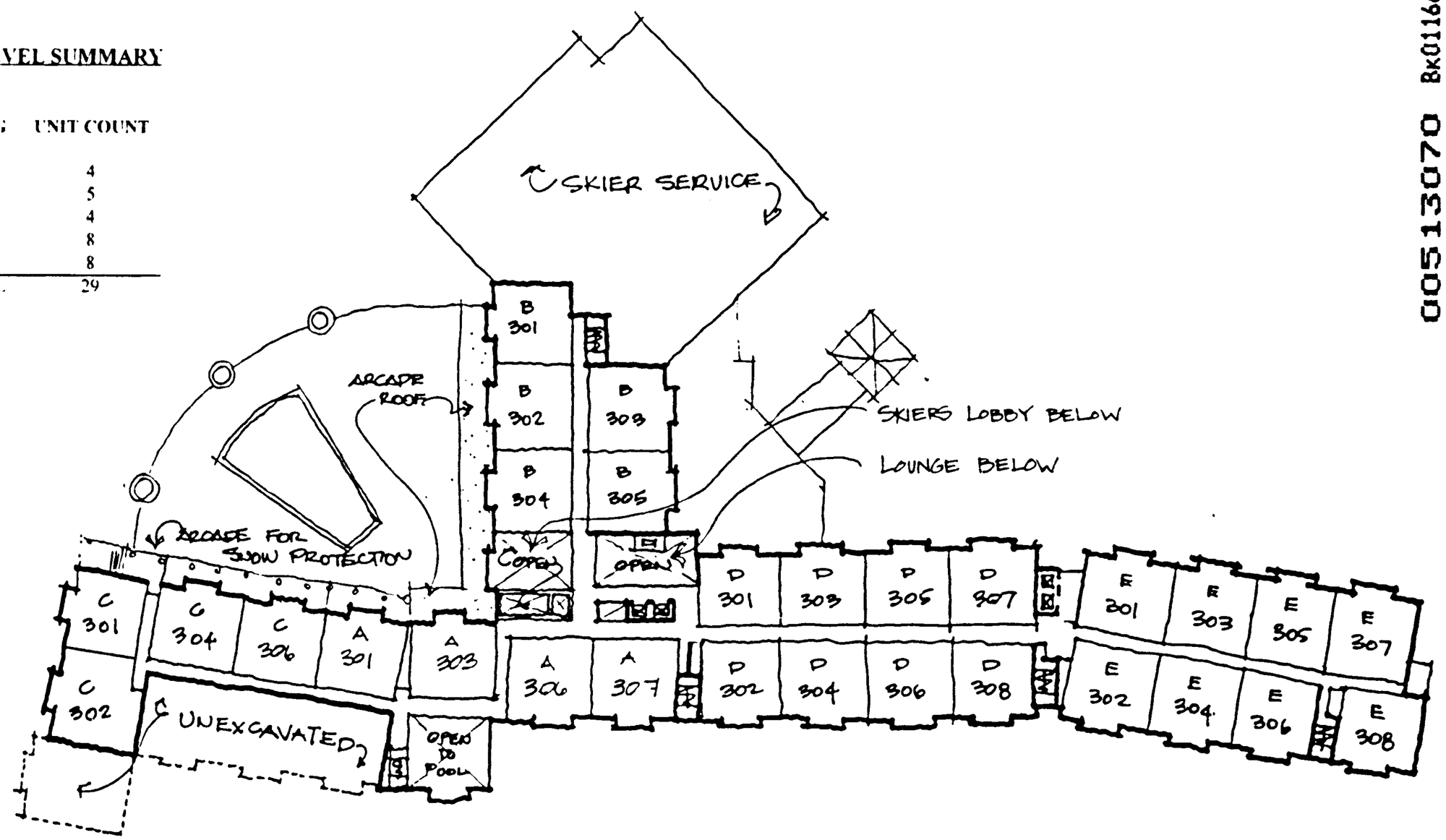
February 12, 1997

G3

00513070 Bk01166 Pg00468

THIRD LEVEL SUMMARY

BUILDING	UNIT COUNT
A	4
B	5
C	4
D	8
E	8
SUBTOTAL	29



Park City Ski Area

THIRD LEVEL PLAN
(EL. +/- 7000)

0 25 50 75

BSA Architects

BSA No. 9601.14

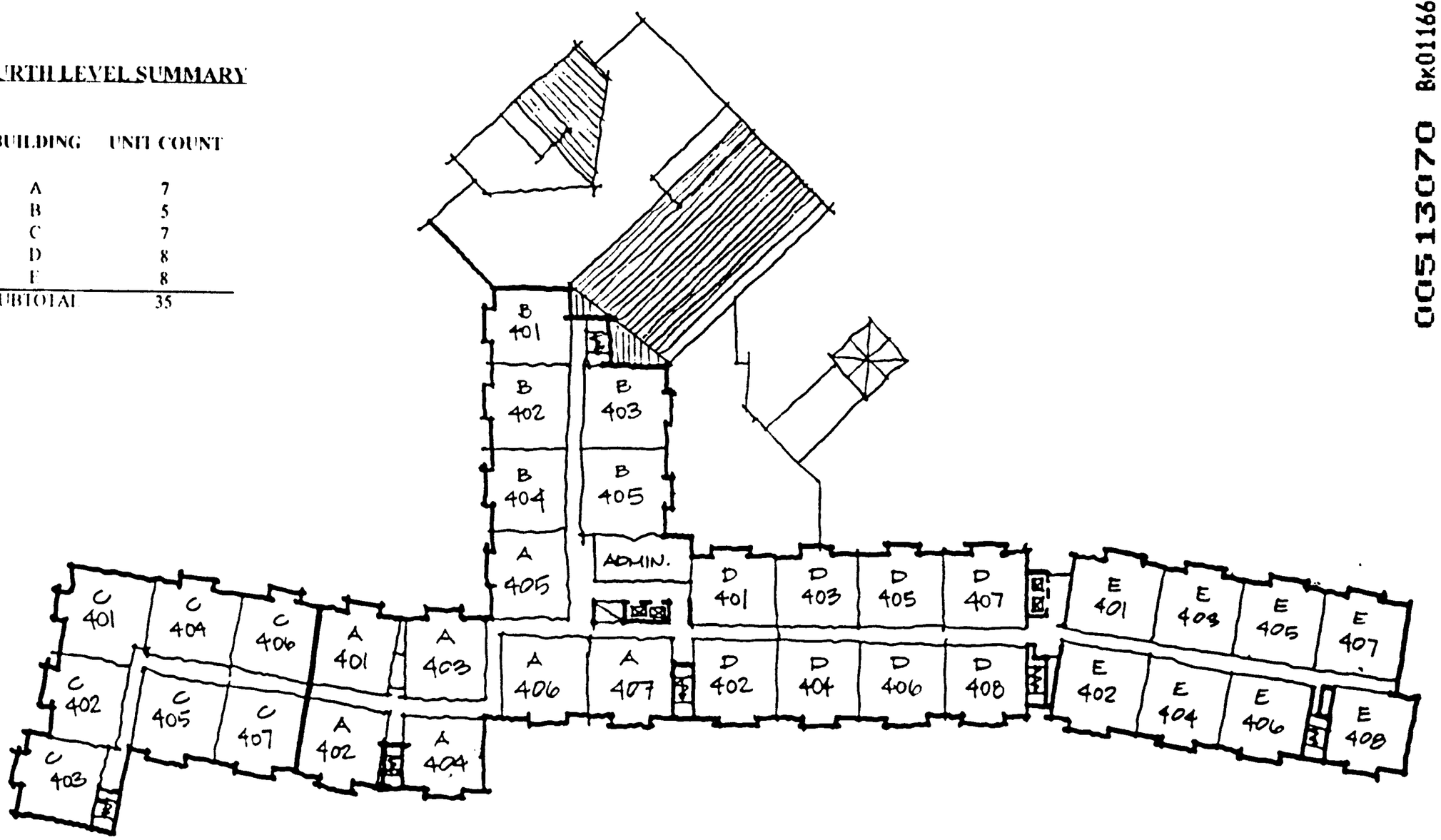
PARK CITY RESORT:
PARCEL A TIMESHARE CONCEPT

February 12, 1997
C4

00513070 Bk01166 Pg00469

FOURTH LEVEL SUMMARY

BUILDING	UNIT COUNT
A	7
B	5
C	7
D	8
E	8
SUBTOTAL	35



Park City Ski Area

FOURTH LEVEL PLAN
(EL. +/- 7010)

0 25 50 75

BSA Architects

BSA No. 9601.14

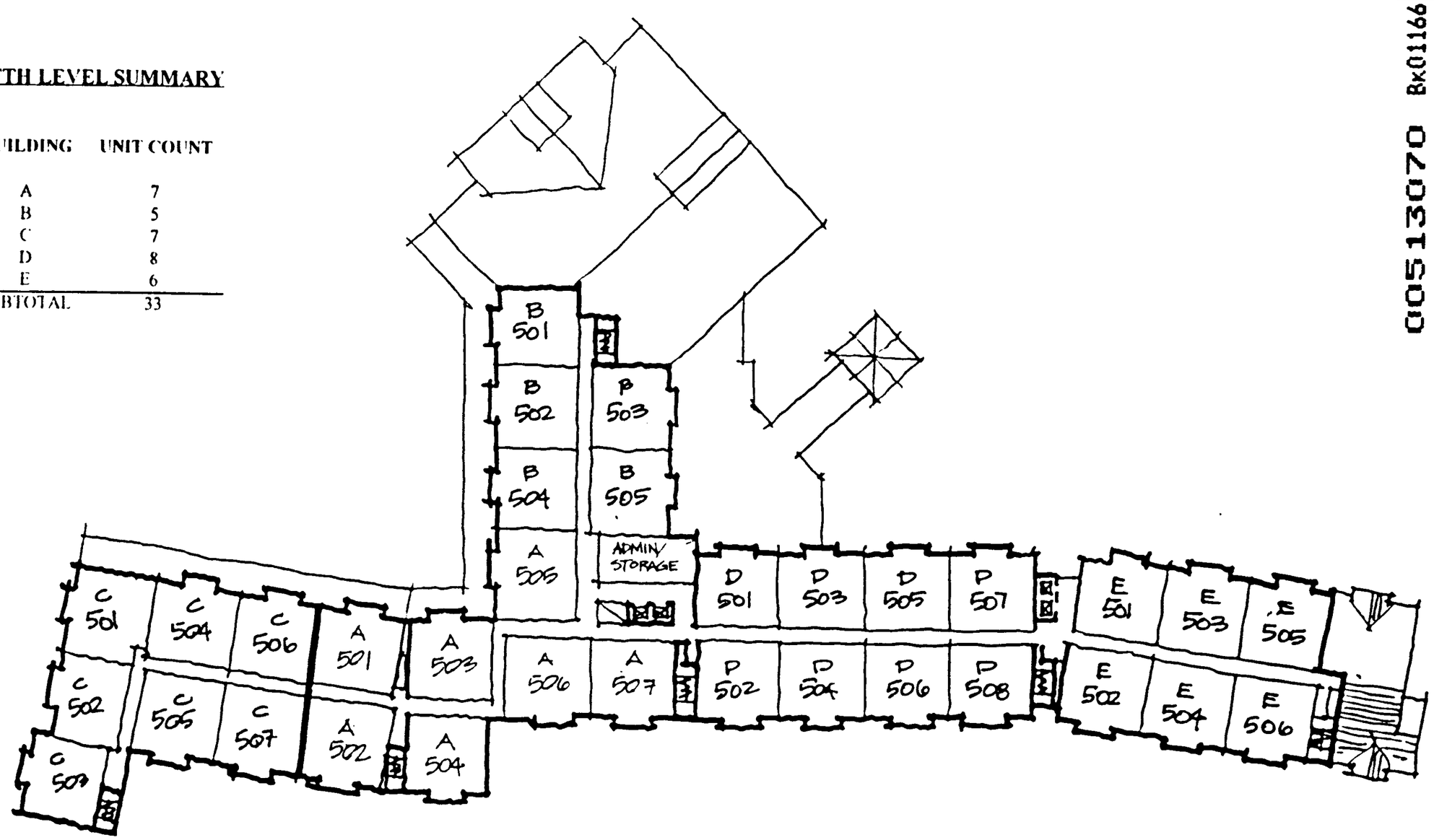
PARK CITY RESORT:
PARCEL A TIMESHARE CONCEPT

February 12, 1997

00513070 Bk01166 Pg00470

FIFTH LEVEL SUMMARY

BUILDING	UNIT COUNT
A	7
B	5
C	7
D	8
E	6
SUBTOTAL	33



Park City Ski Area

FIFTH LEVEL PLAN
(EL. +/- 7020)

0 25 50 75

BSA Architects

BSA No. 9601.14

PARK CITY RESORT:
PARCEL A TIMESHARE CONCEPT

February 12, 1997

06

00513070 Bk01166 Pg00471

SIXTH LEVEL SUMMARY

BUILDING	UNIT COUNT
A	7
B	5
C	7
D	6
E	0
SUBTOTAL	25



Park City Ski Area

SIXTH LEVEL PLAN
(EL. +/- 7030)

0 25 50 75

BSA Architects

BSA No. 9601.14

PARK CITY RESORT:
PARCEL A TIMESHARE CONCEPT

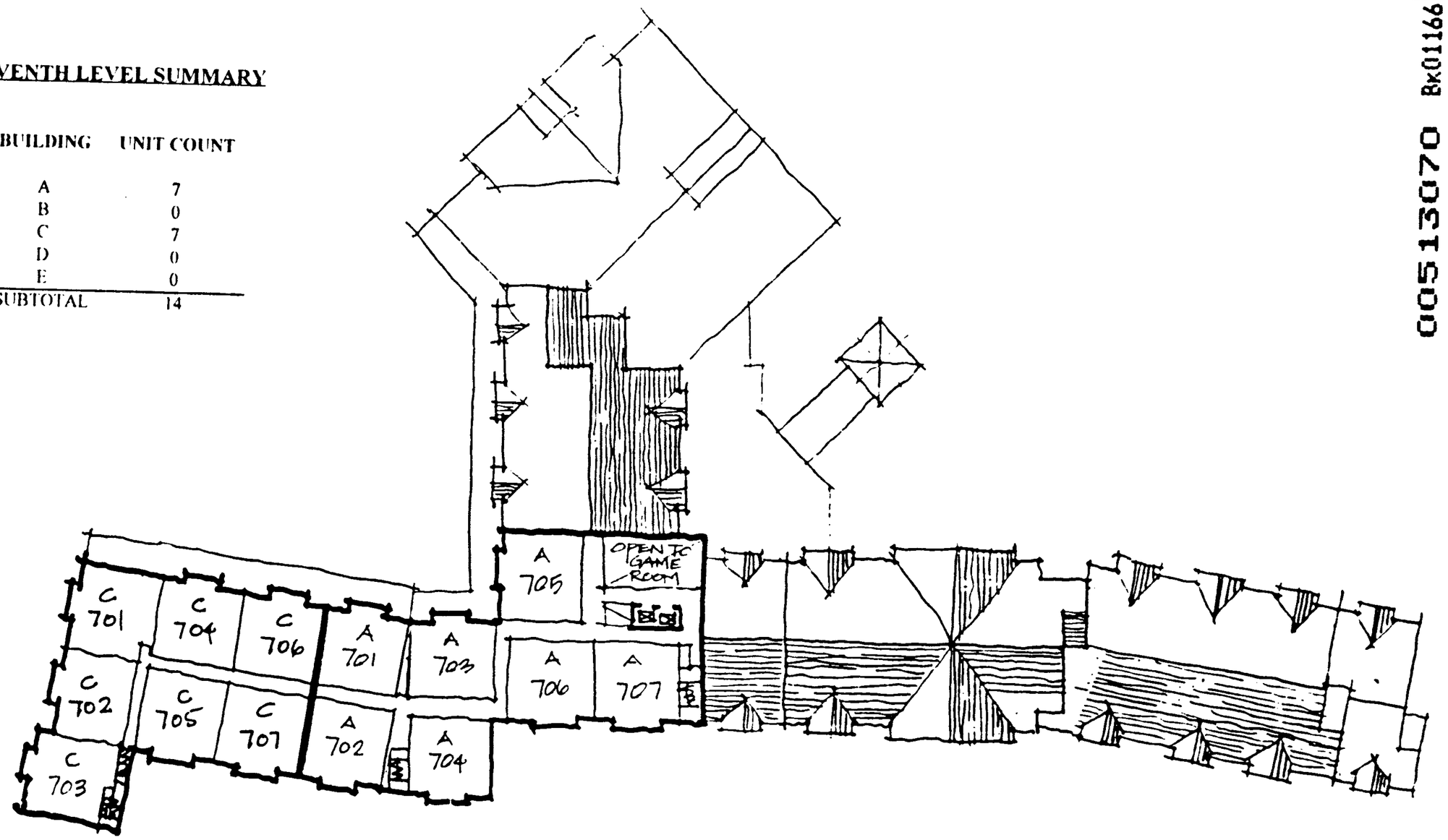
February 12, 1997

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00513070 Bk01166 Pg00472

SEVENTH LEVEL SUMMARY

BUILDING	UNIT COUNT
A	7
B	0
C	7
D	0
E	0
SUBTOTAL	14



Park City Ski Area

SEVENTH LEVEL PLAN
(EL. +/- 7040)

0 25 50 75

BSA Architects

BSA No. 9601.14

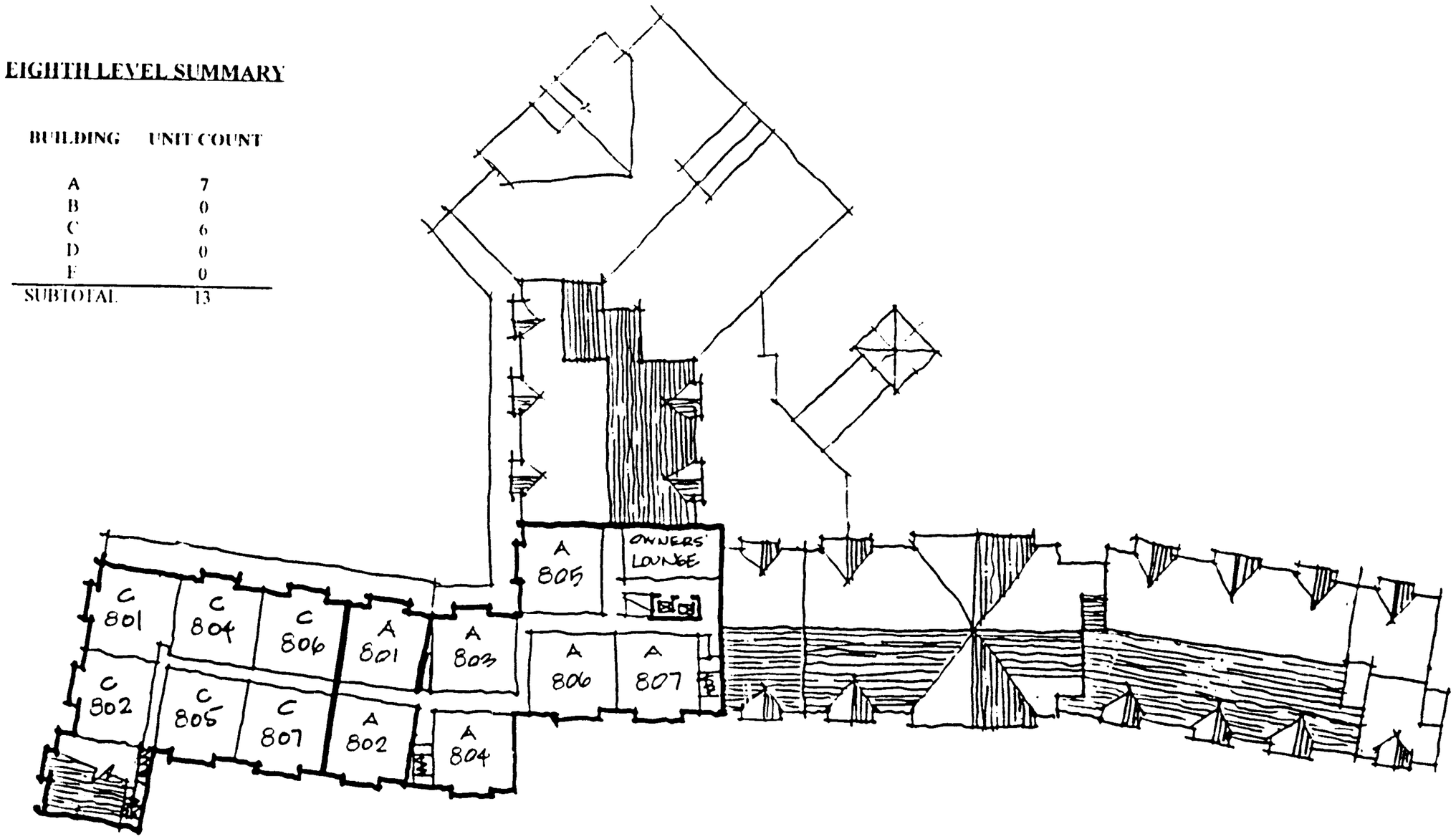
PARK CITY RESORT:
PARCEL A TIMESHARE CONCEPT

February 12, 1997

00513070 Bk01166 Pg00473

EIGHTH LEVEL SUMMARY

BUILDING	UNIT COUNT
A	7
B	0
C	6
D	0
E	0
SUBTOTAL	13



Park City Ski Area

EIGHTH LEVEL PLAN
(EL. +/- 7050)

BSA Architects

BSA No. 9601.14

PARK CITY RESORT:
PARCEL A TIMESHARE CONCEPT

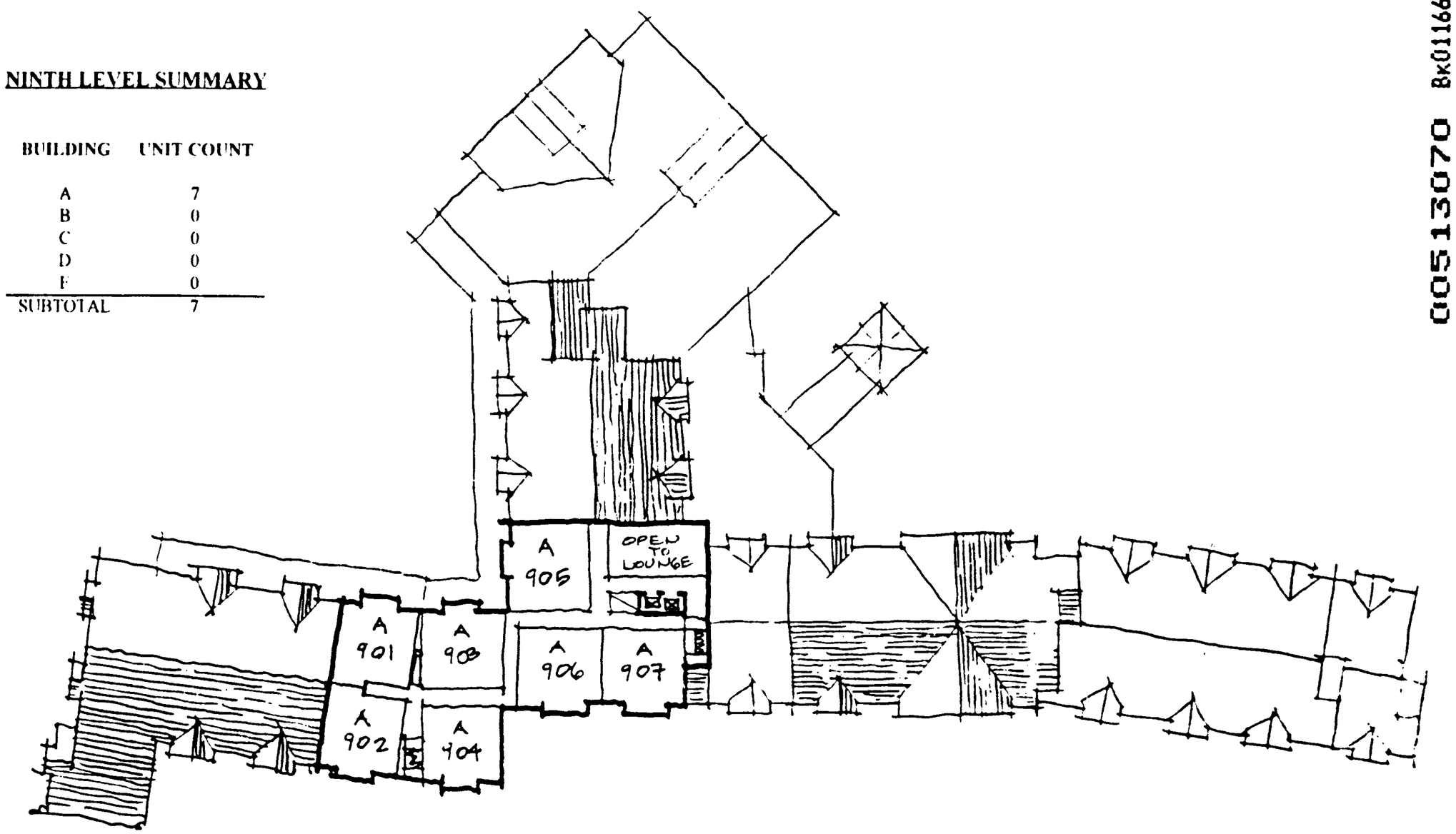
February 12, 1997

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00513070 Bk01166 Pg00474

NINTH LEVEL SUMMARY

BUILDING	UNIT COUNT
A	7
B	0
C	0
D	0
E	0
SUBTOTAL	7



Park City Ski Area

NINTH LEVEL PLAN
(EL. +/- 7060)

0 25 50 75

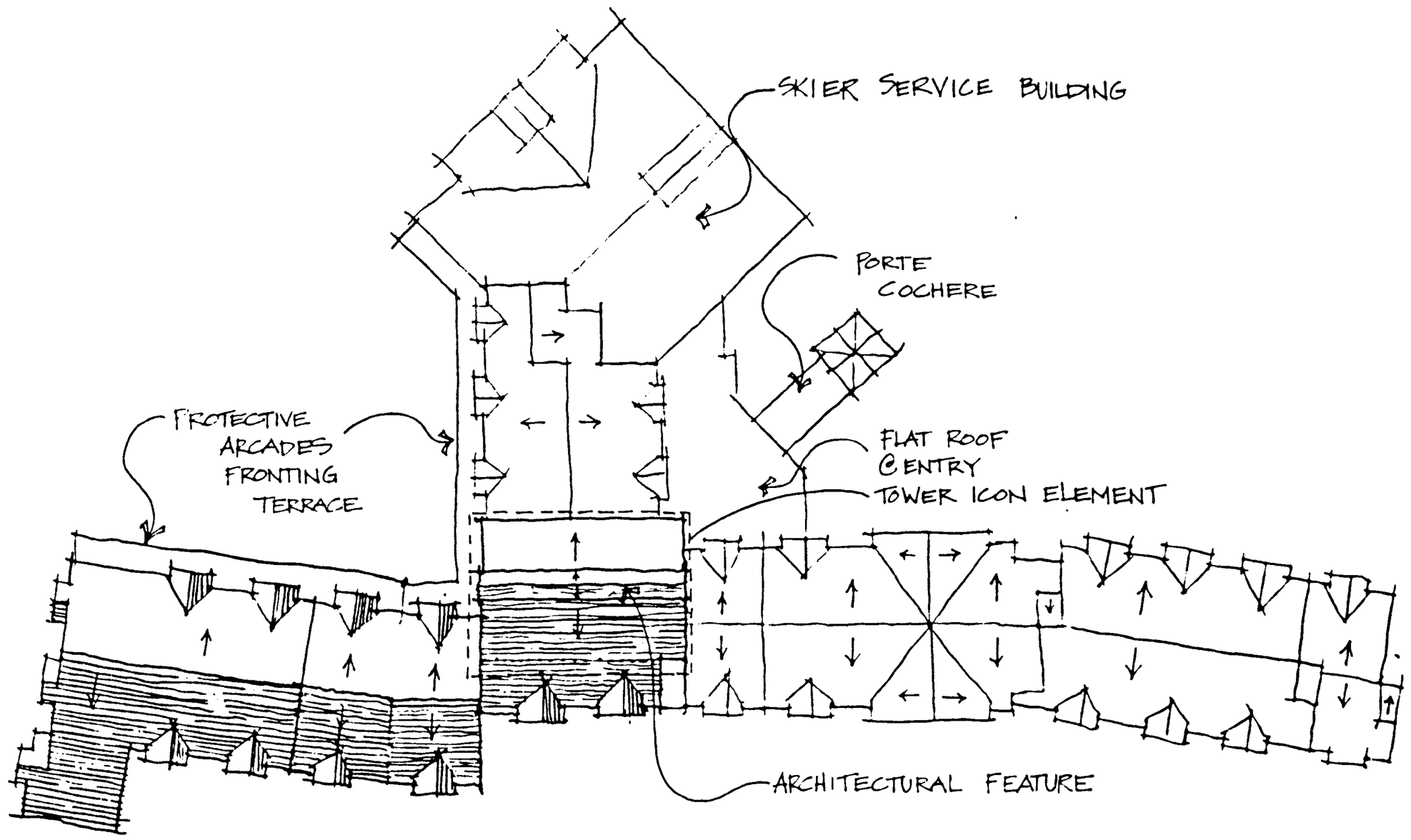
BSA Architects

BSA No. 9601.14

PARK CITY RESORT:
PARCEL A TIMESHARE CONCEPT

February 12, 1997

00513070 Bk01166 Pg00475



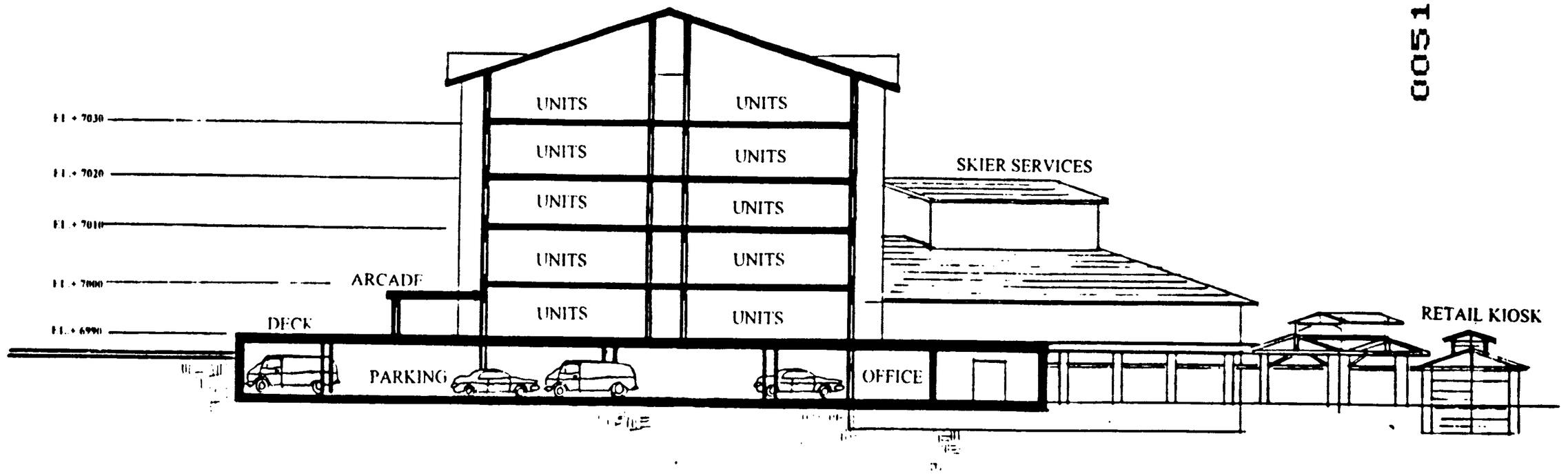
Park City Ski Area

ROOF PLAN

0 25 50 75

BSA Architects

00513070 Bk01166 Pg00476



Park City Ski Area

PARCEL A SECTION AA

0 10 20 30

BSA Architects

BSA No. 9601

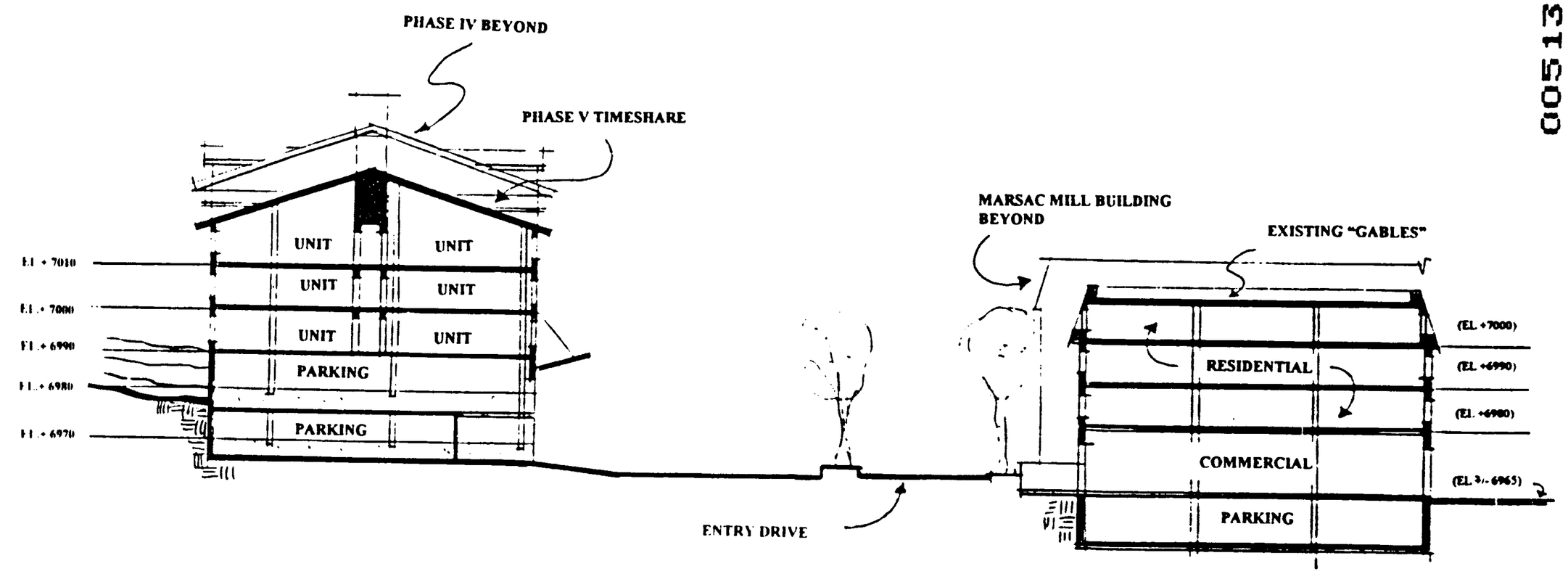
PARK CITY RESORT

BASE AREA MASTER PLAN STUDY

February 12, 1997

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00513070 Bk01166 Pg00477



Park City Ski Area

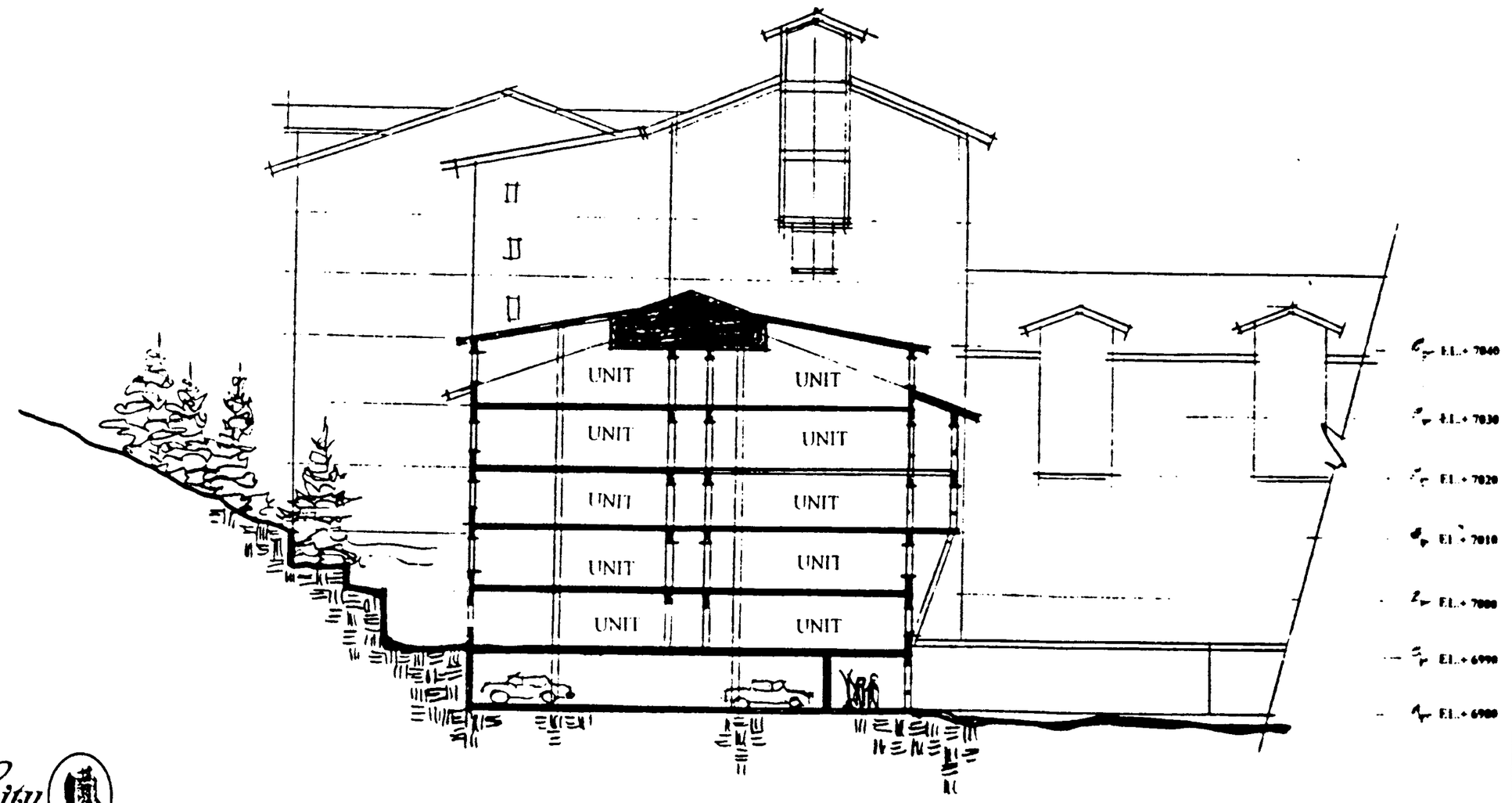
PARCEL A: SECTION BB

0 10 20 30

BSA Architects

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00513070 Bk01166 Pg00478



Park City Ski Area

BSA Architects

PARCEL A: SECTION CC

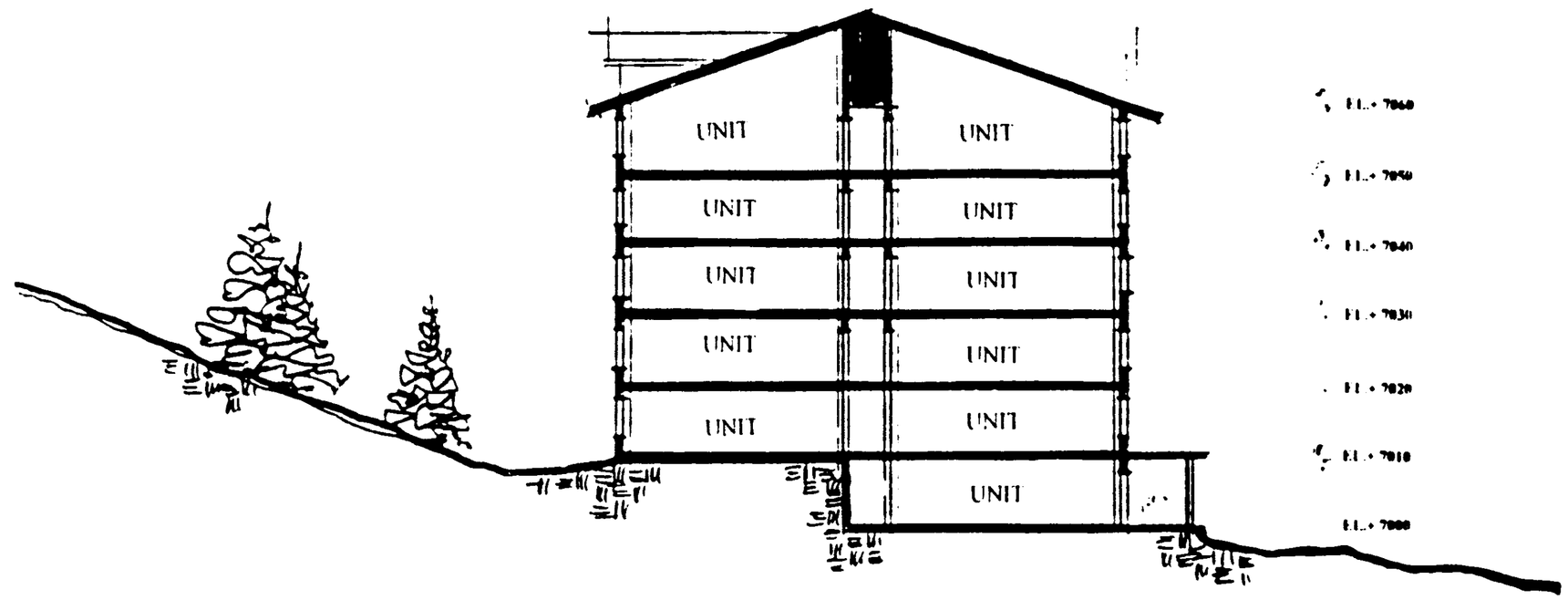
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PARK CITY RESORT:
BASE AREA MASTER PLAN STUDY

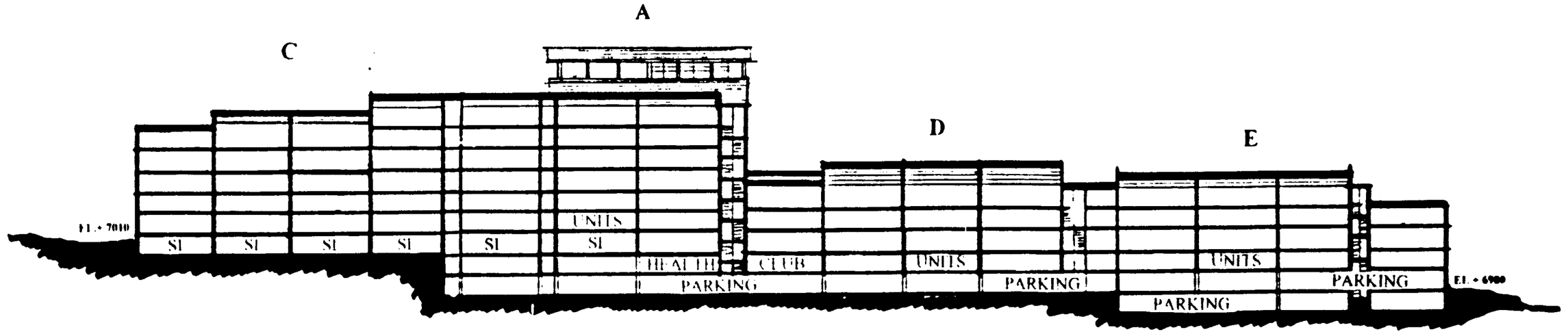
74
December 19, 1996
Revised February 12, 1997

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00513070 Bk01166 Pg00479


UNIT
UNIT
UNIT

00513070 Bk01166 Pg00480



A= AMENITY/BOH SLOPE SIDE

SL= SINGLE LOADED CORRIDOR DOWNSLOPE

Park City Ski Area

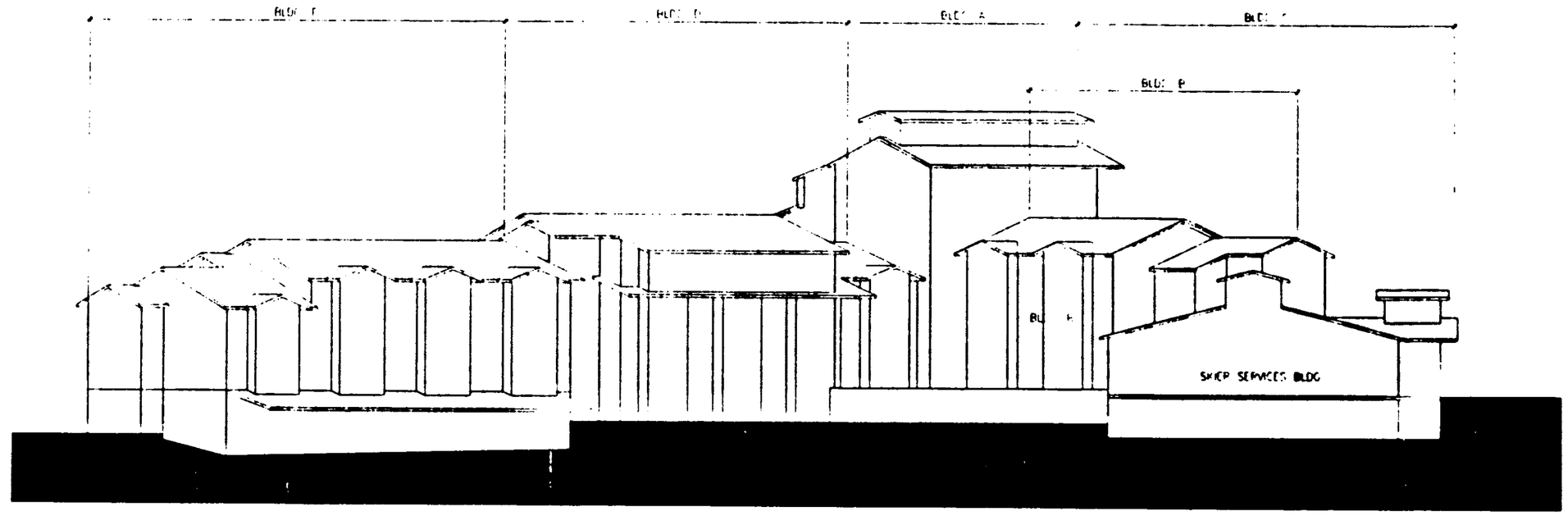
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BSA Architects

PARCEL A: SECTION EE

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00513070 Bk01166 Pg00481



Park City Ski Area

NORTH WEST MASSING

BSA Architects

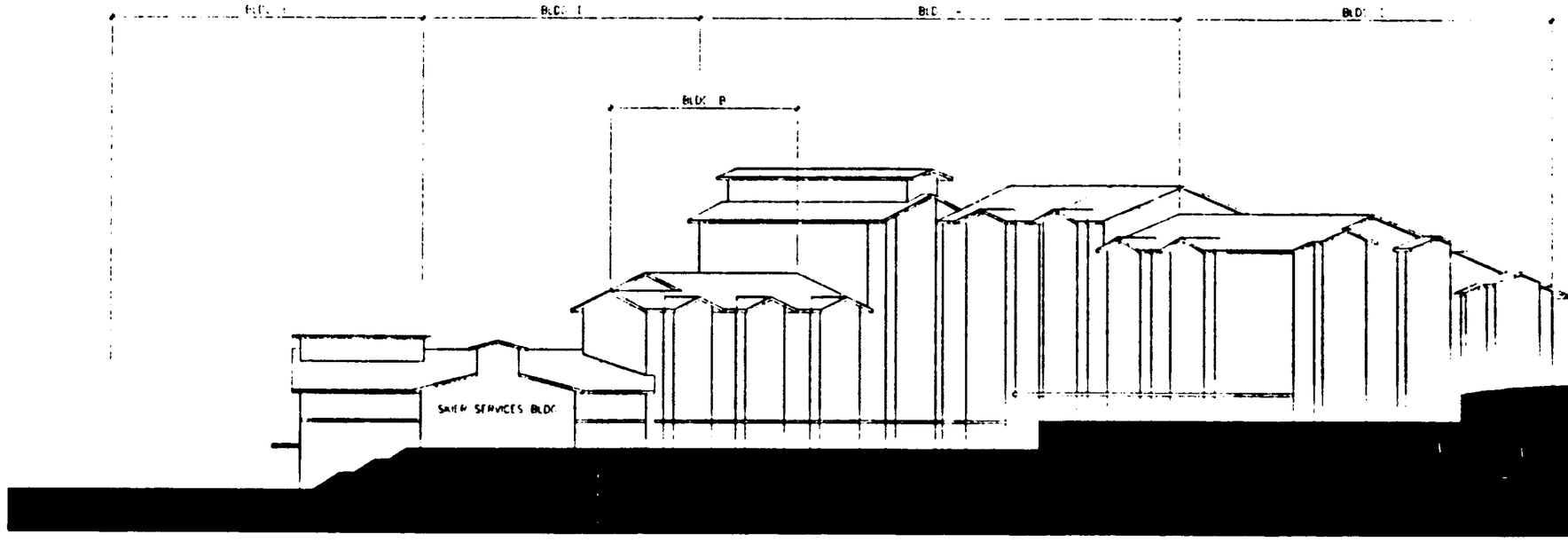
BSA No. 9601

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

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NORTH EAST MASSING

BSA No. 9601

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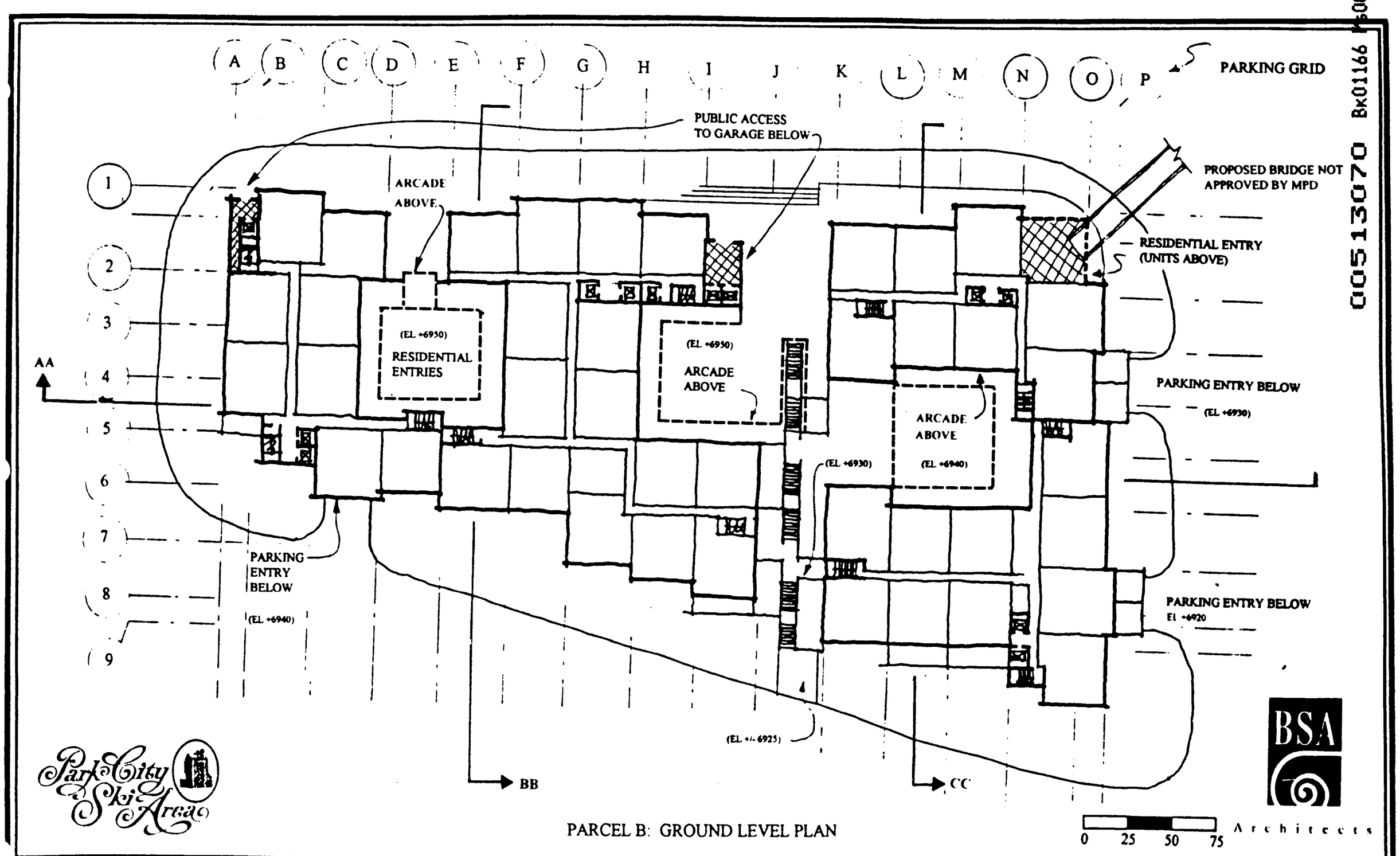
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PARCEL B

Park City Ski Area

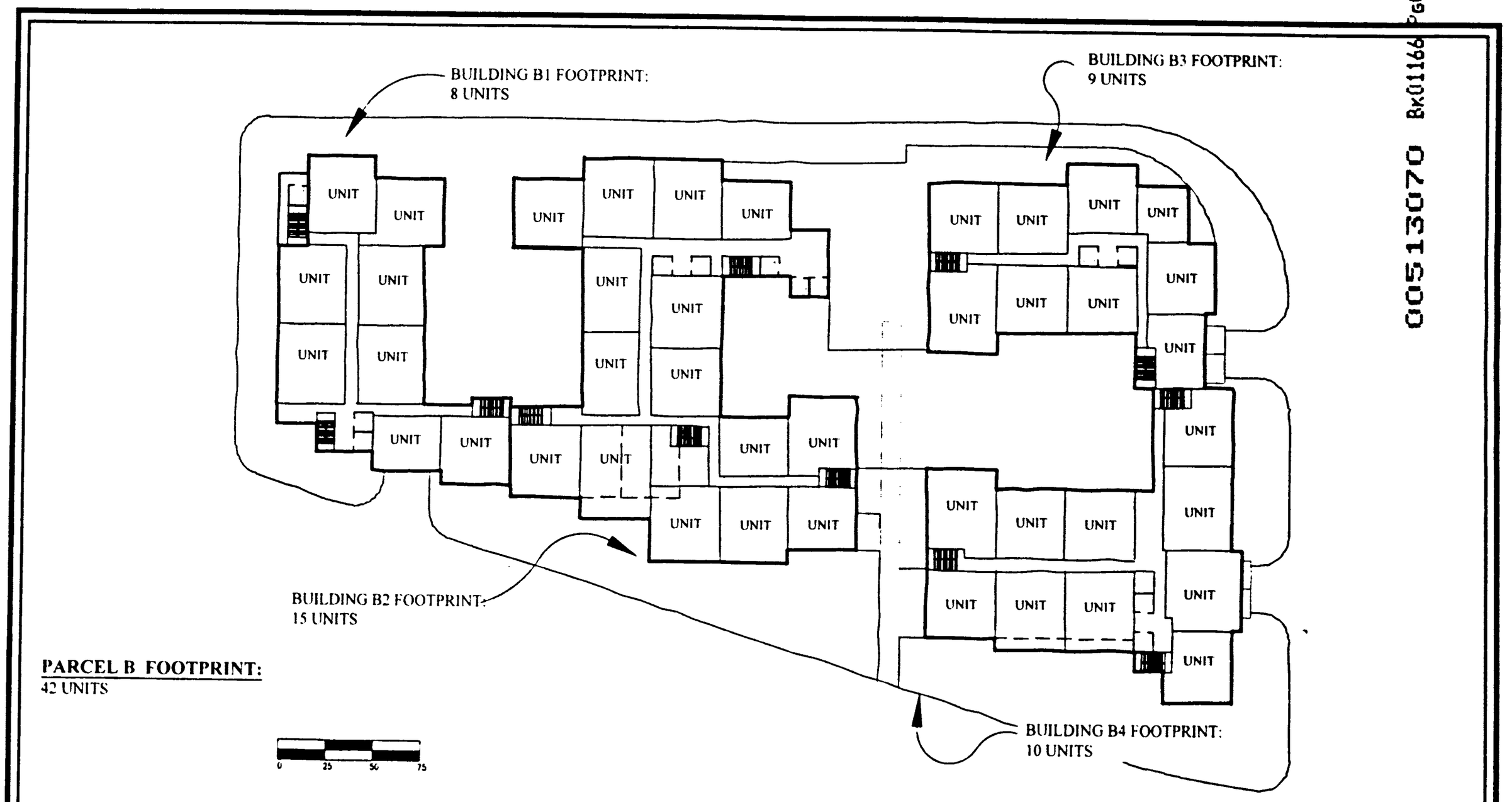
BSA Architects

00513070 Bk01166 Pg00484



PARCEL B: GROUND LEVEL PLAN

00513070 Bk01166 Pg00485



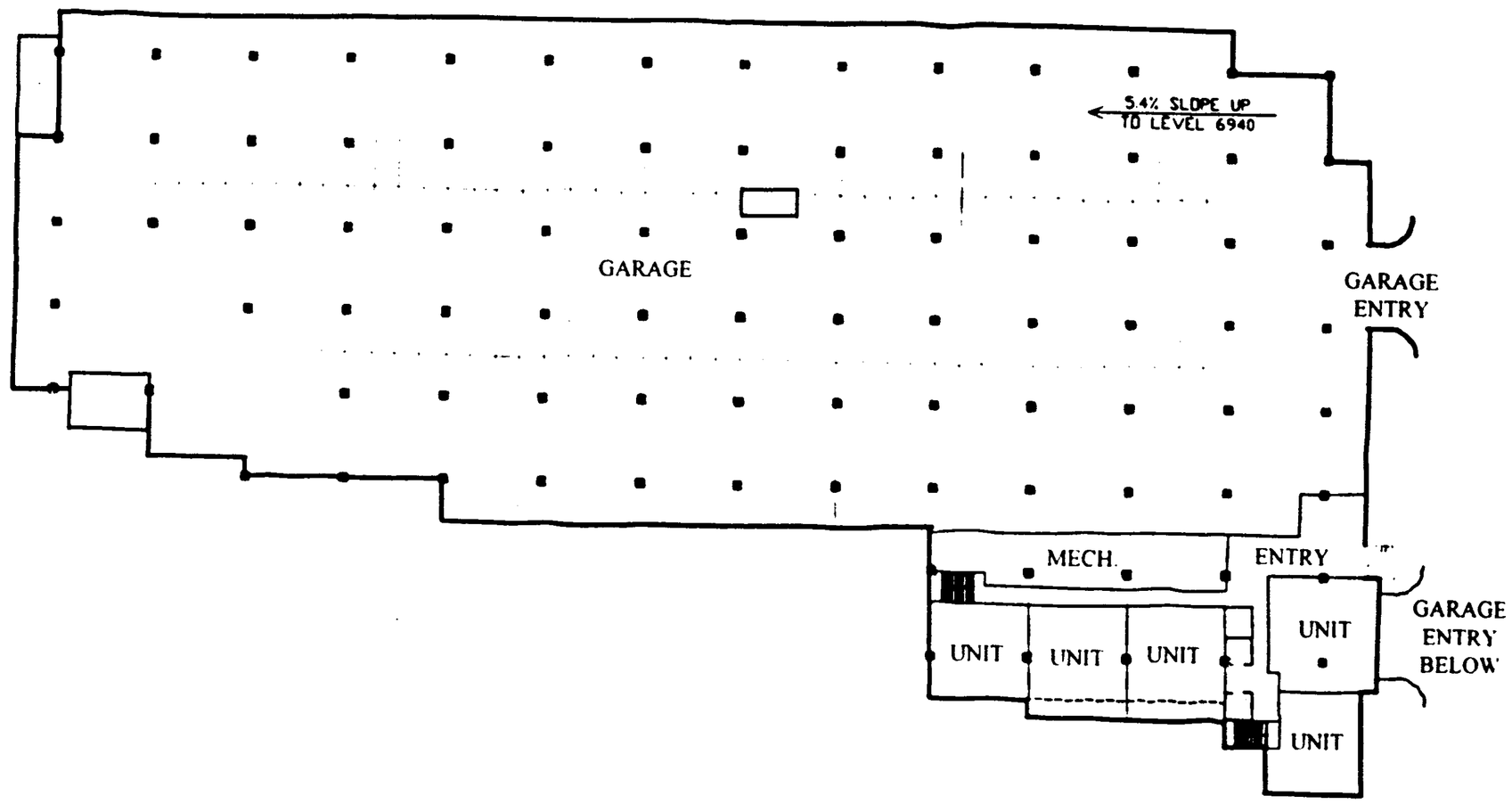
PARCEL B FOOTPRINT:
42 UNITS

Park City Ski Area

BSA Architects

PARCEL B: TYPICAL FLOOR PLAN

00513070 Bk01166 Pg00486



Park City Ski Area

PARCEL B: FLOOR PLAN (Level 6930)

BSA Architects

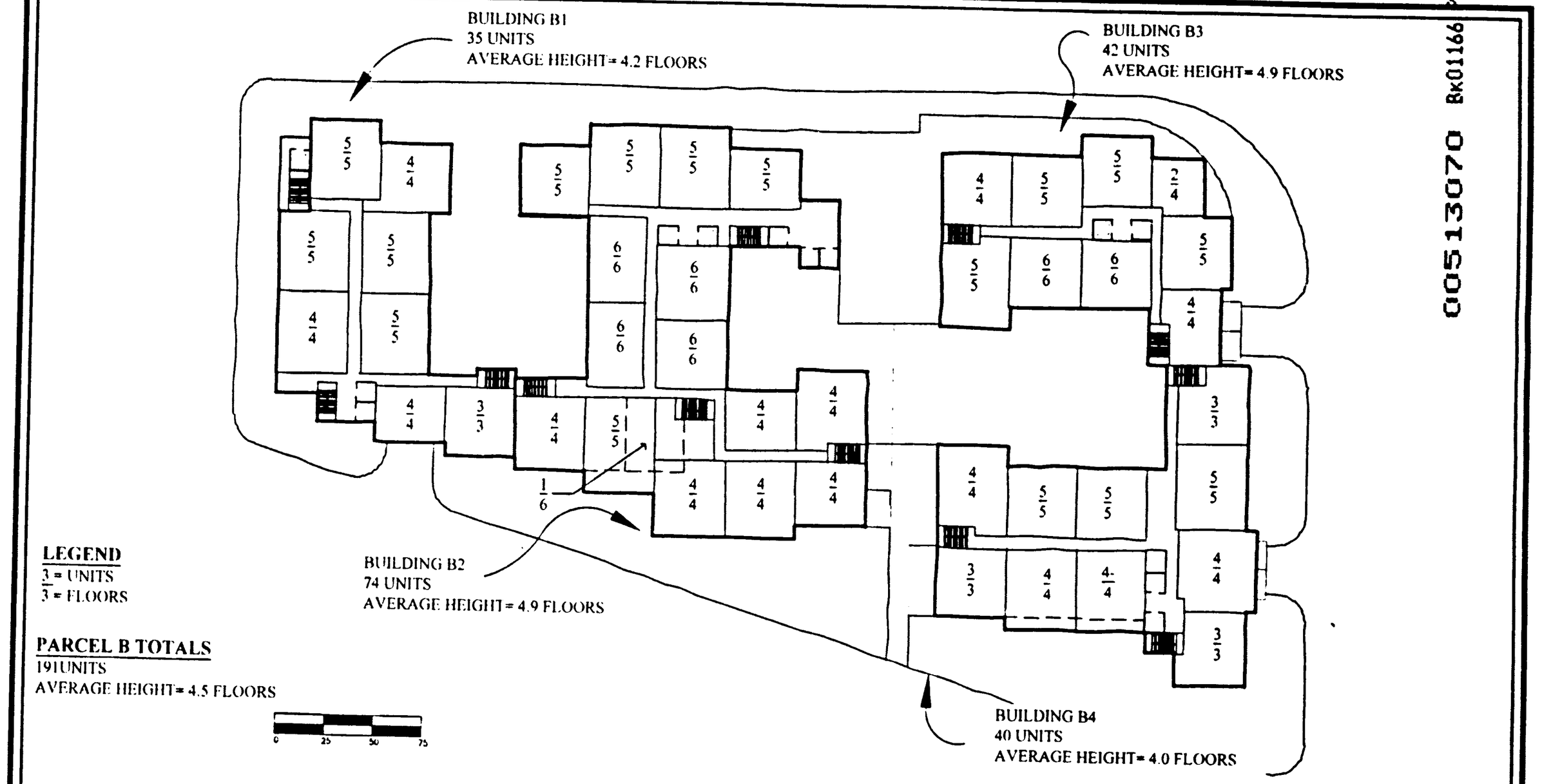
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PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

MAY 14, 1997

81B

00513070 Bk01166 Pg00487



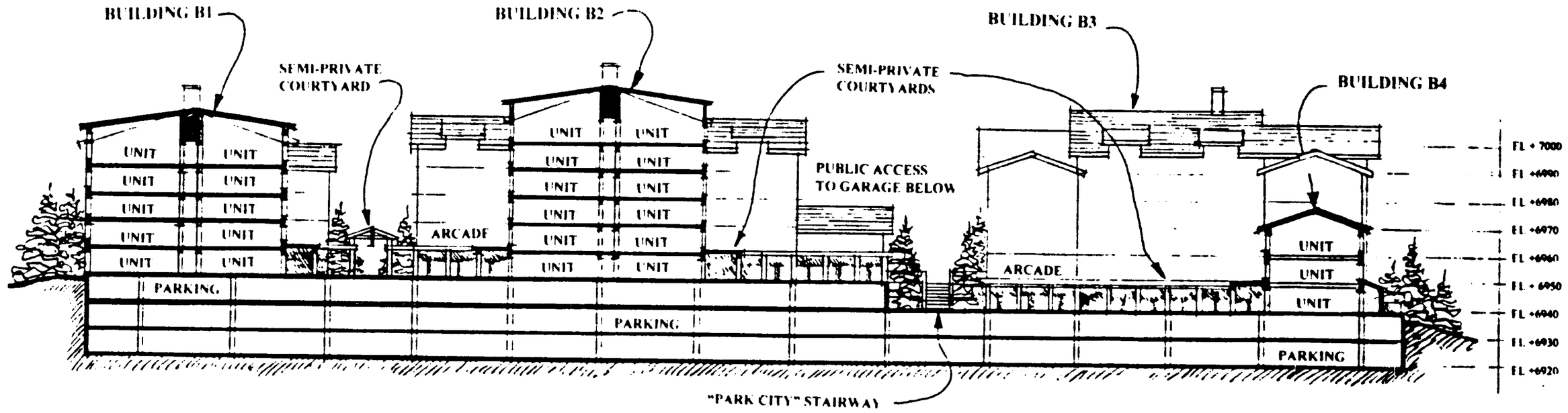
PARCEL B: UNIT COUNT AND BUILDING HEIGHT

BSA No. 9601

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

MAY 14, 1997

00513070 Bk01166 Pg00488



Park City Ski Area(s)

0 20 40 60

BSA Architects

PARCEL B: SECTION AA

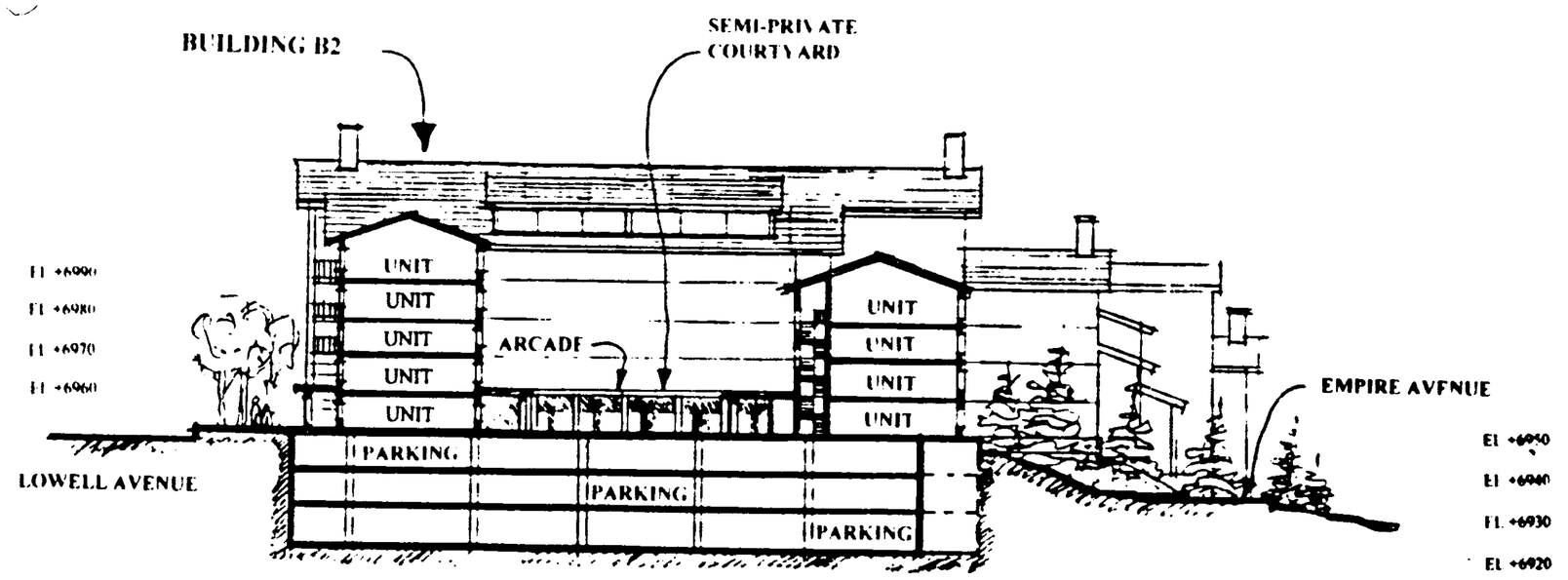
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BASE AREA MASTER PLAN STUDY

83

July 31, 1996
Revised April 23, 1997

00513070 Bk01166 Pg00489



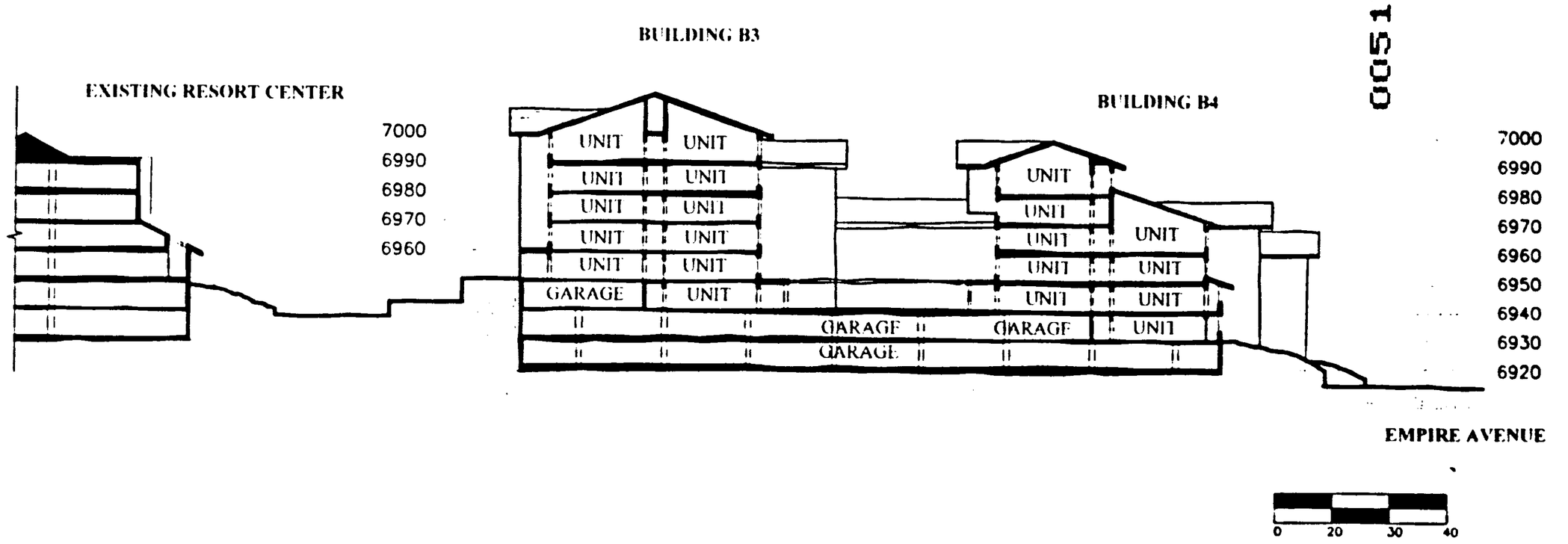
Park City Ski Area

BSA Architects

PARCEL B: SECTION BB

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Park City Ski Area

PARCEL B: SECTION CC

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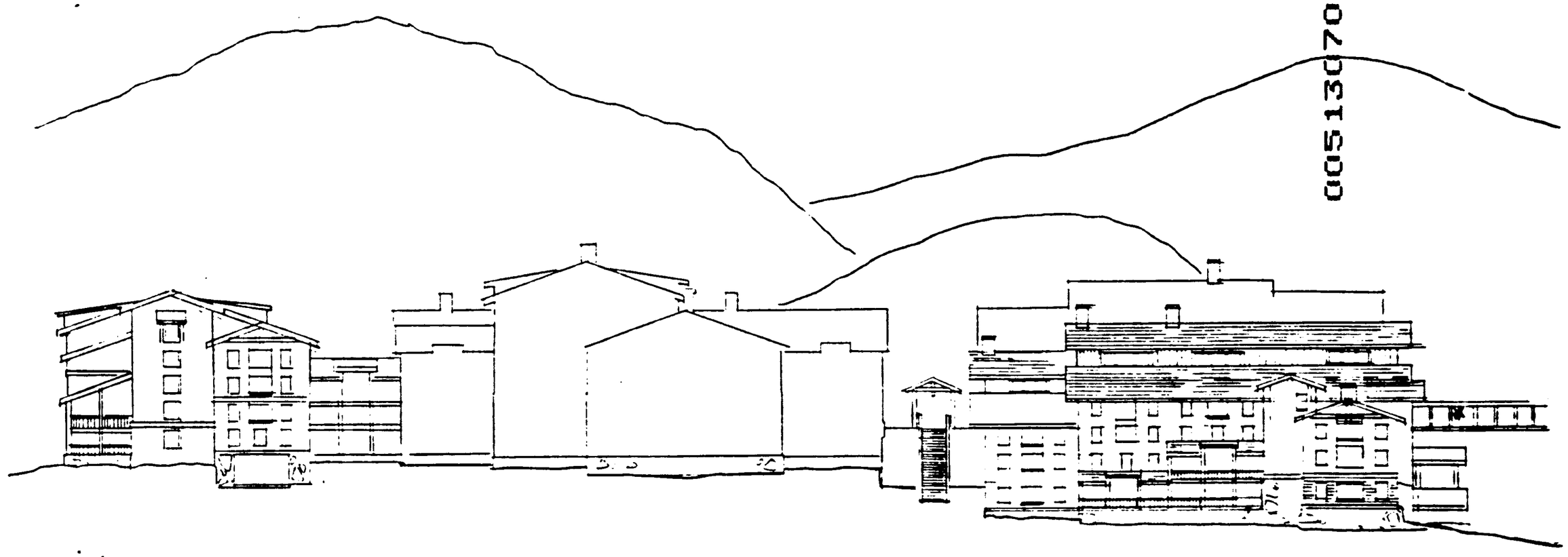
BSA No. 9601

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

MAY 14, 1997

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NORTHEAST ELEVATION (View from Empire Avenue)

Park City Ski Area

PARCEL B: ELEVATION STUDY

* Bridge is not approved

BSA Architects

BSA No 9601

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

MAY 14, 1997

E5B

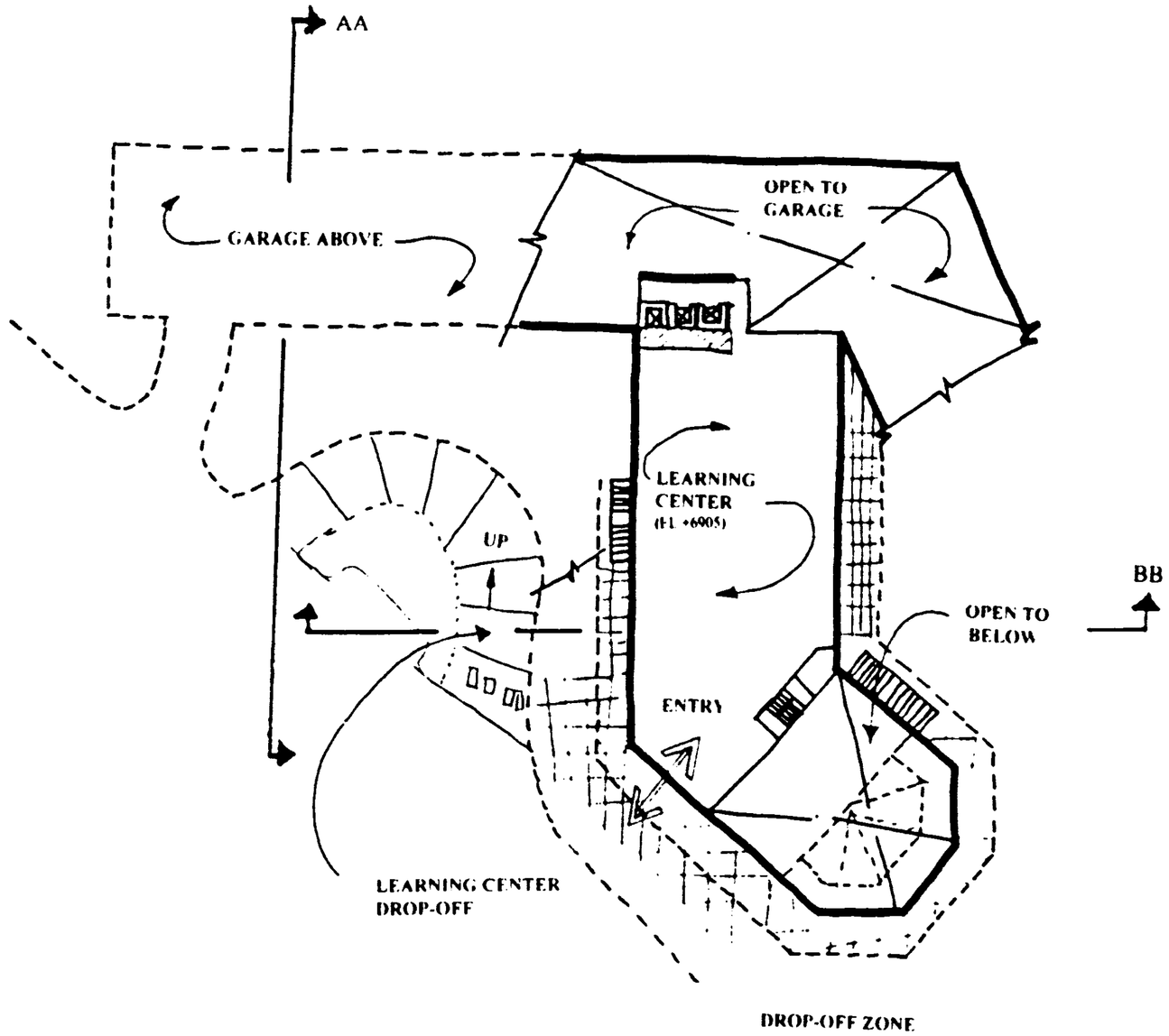
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PARCEL C

Park City Ski Area

BSA Architects

00513070 Bk01166 Pg00493



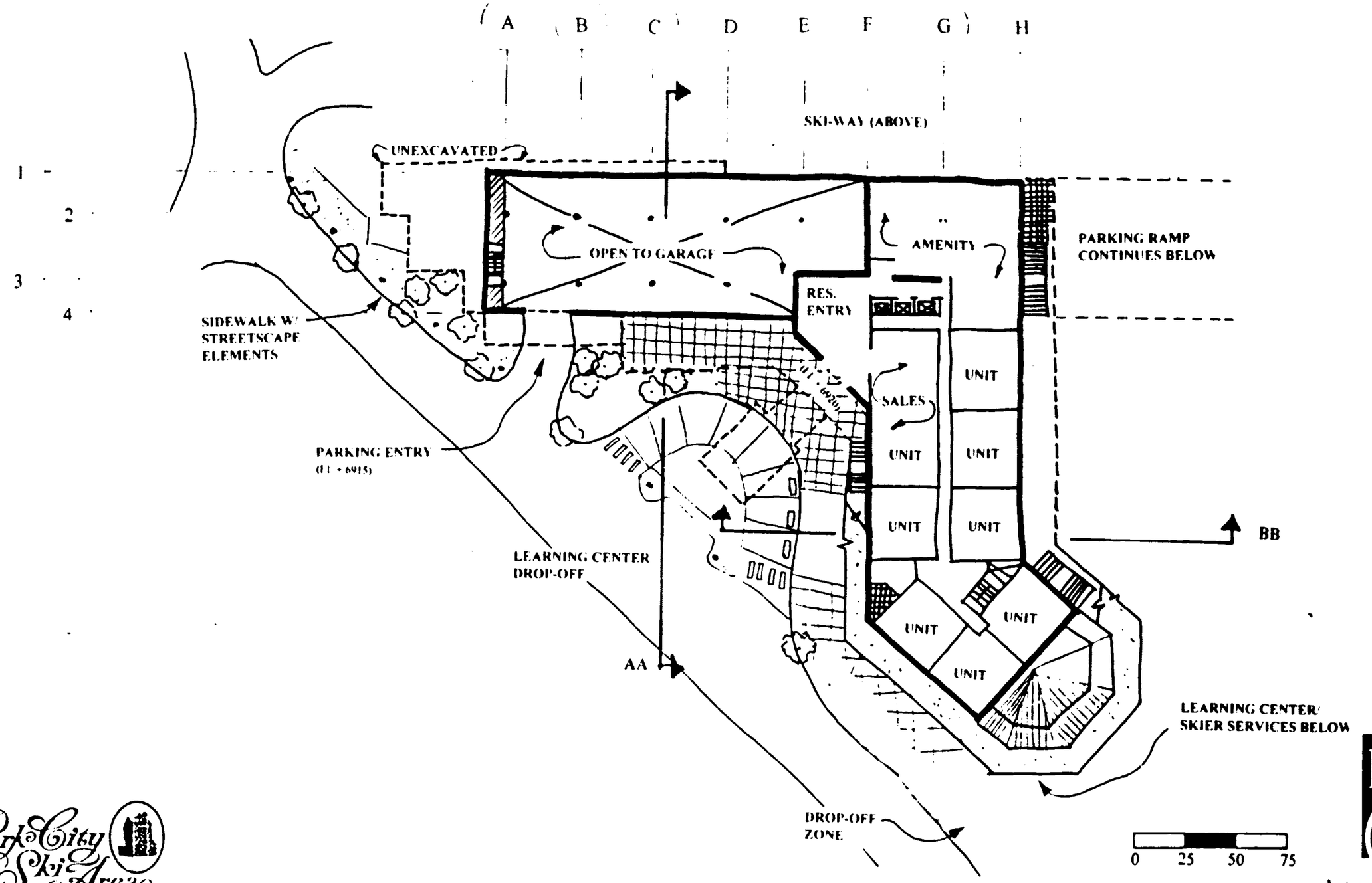
0 25 50 75

BSA Architects

PARCEL C: SKIER SERVICE FLOOR PLAN

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00513070 Bk01166 Pg00494

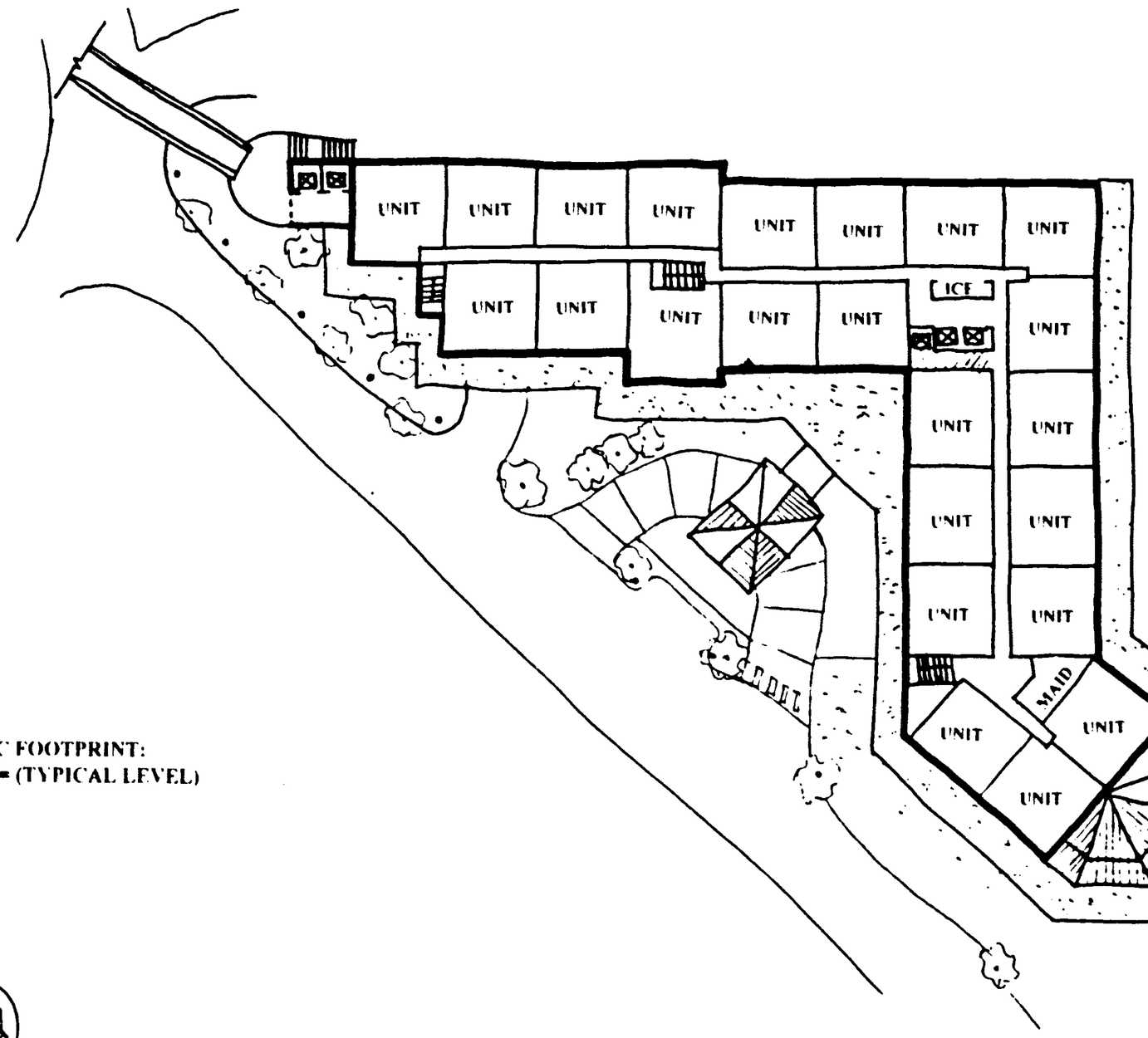


Park City Ski Area

PARCEL C: PARKING/RESIDENTIAL ENTRY FLOOR PLAN

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00513070 Bk01166 Pg00495

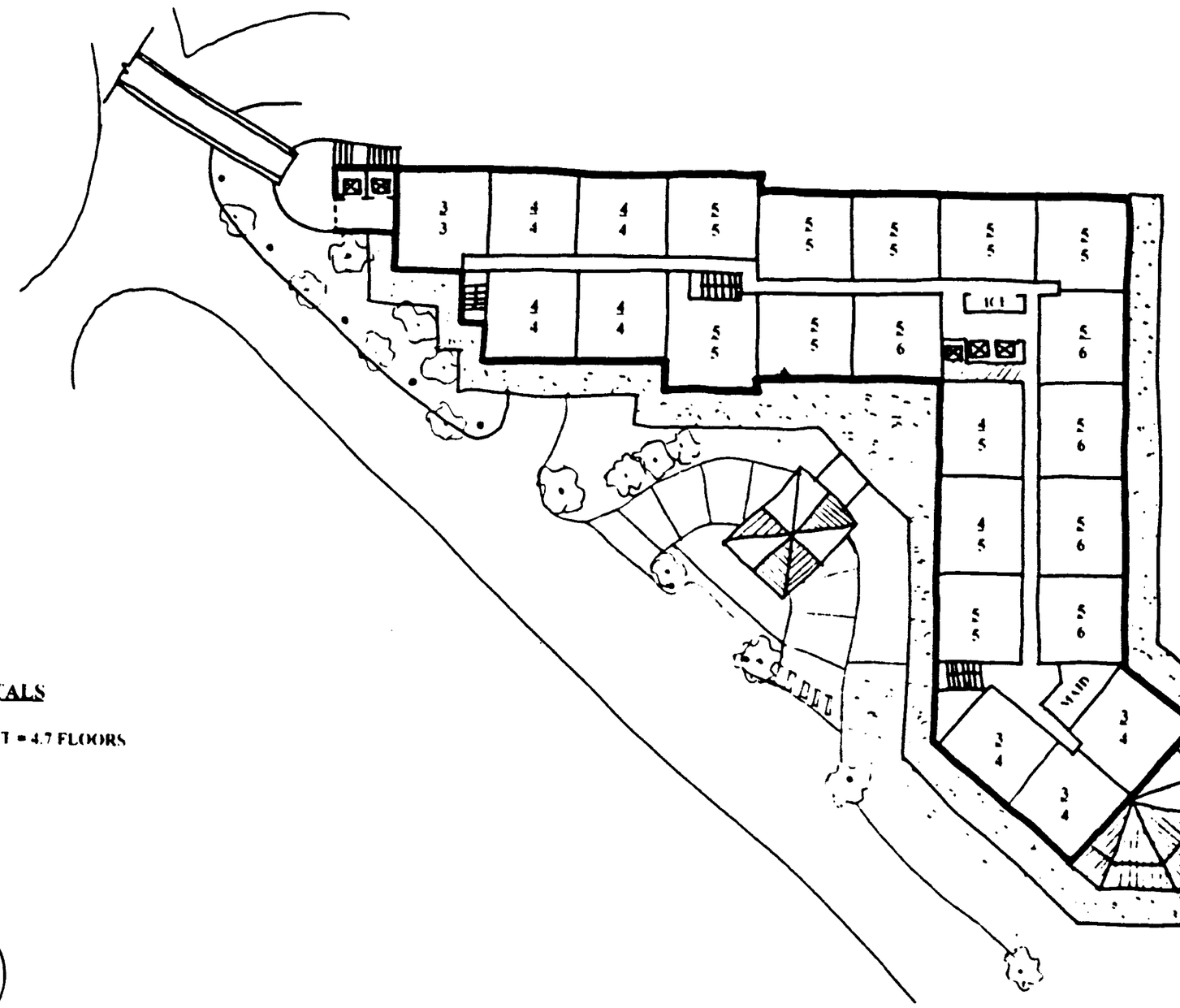


PARCEL C FOOTPRINT:
23 UNITS = (TYPICAL LEVEL)

Park City Ski Area

BSA Architects

PARCEL C: TYPICAL FLOOR PLAN



LEGEND
3 = UNITS
4 = FLOORS

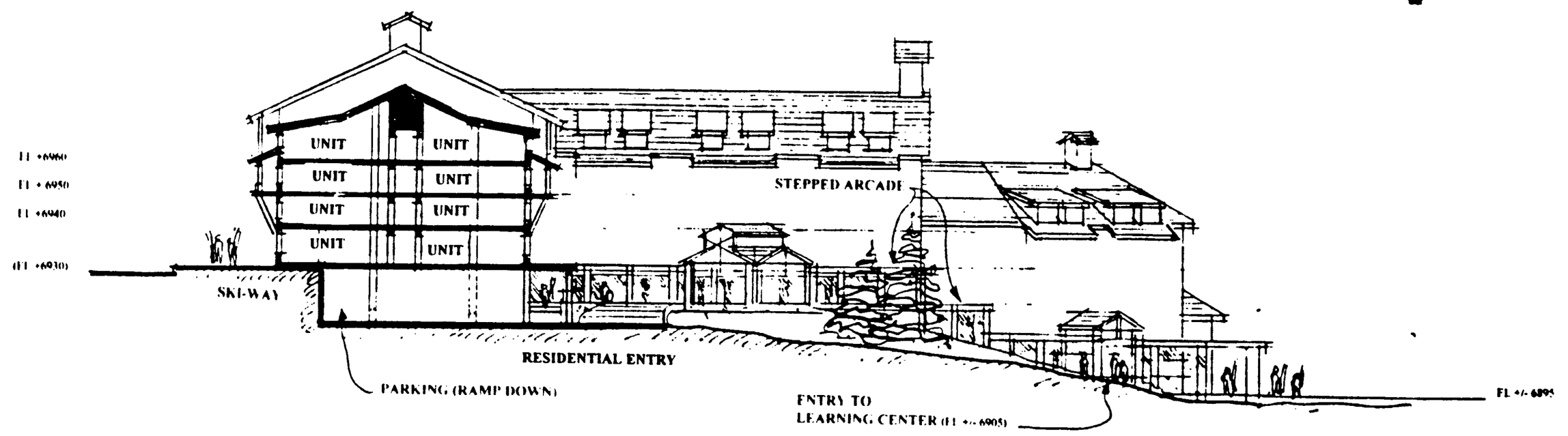
PARCEL C TOTALS
101 UNITS
AVERAGE HEIGHT = 4.7 FLOORS

Park City Ski Area

BSA Architects

PARCEL C: BUILDING HEIGHT AND UNIT COUNT

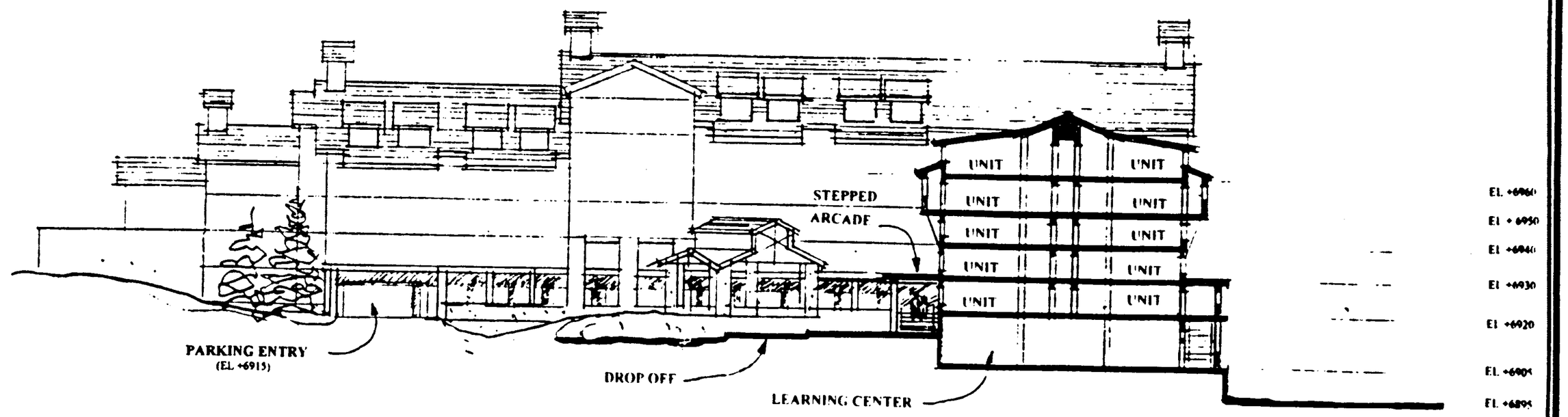
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PARCEL C: SECTION AA

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Park City Ski Area

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PARCEL C: SECTION BB

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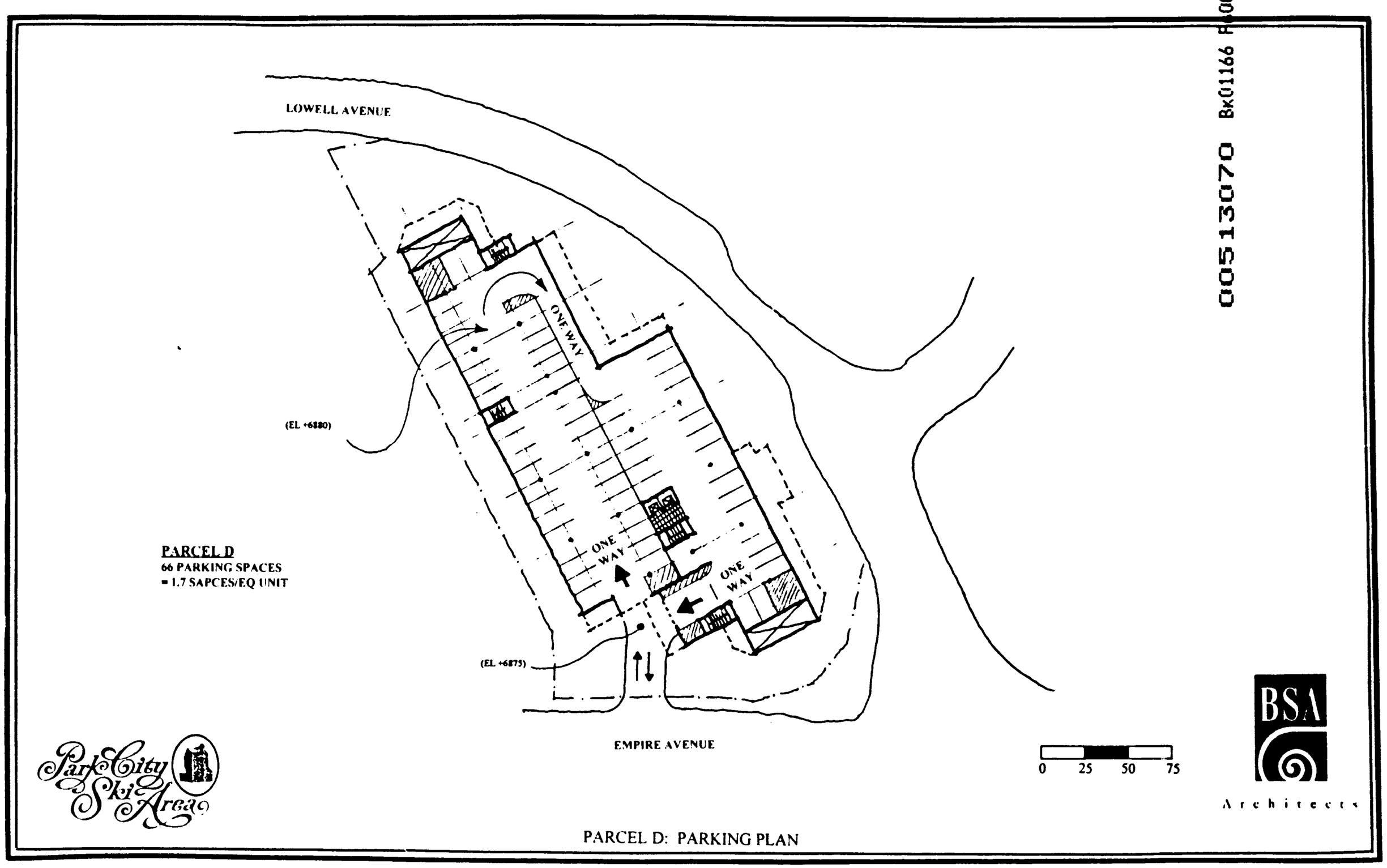
PARCEL D

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BSA Architects

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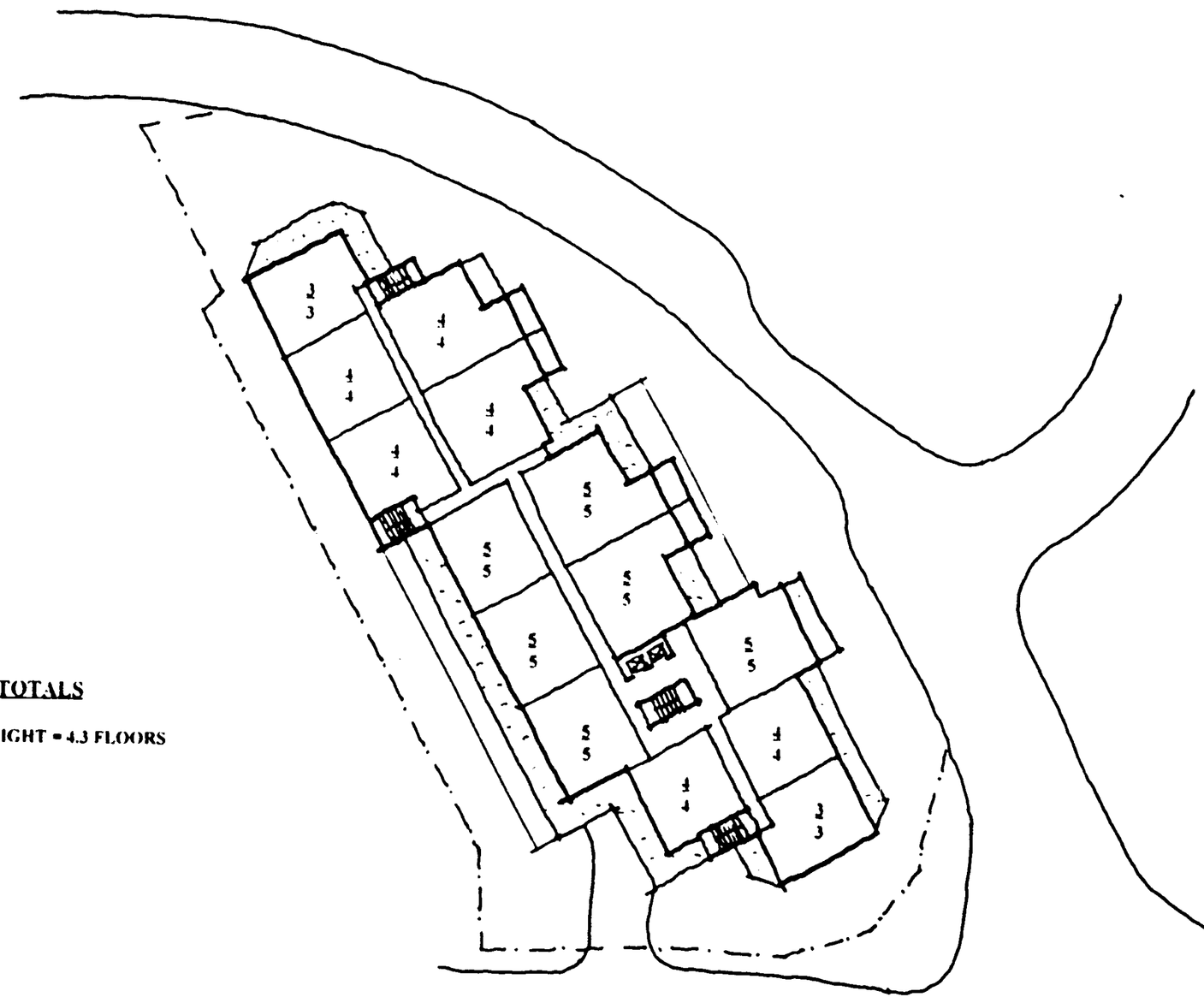
00513070 Bk01166 Pg00500



PARCEL D: PARKING PLAN

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00513070 Bk01166 Pg0501



LEGEND
3 = UNITS
3 = FLOORS

PARCEL D TOTALS
60 UNITS
AVERAGE HEIGHT = 4.3 FLOORS

Park City Ski Area

0 25 50 75

BSA Architects

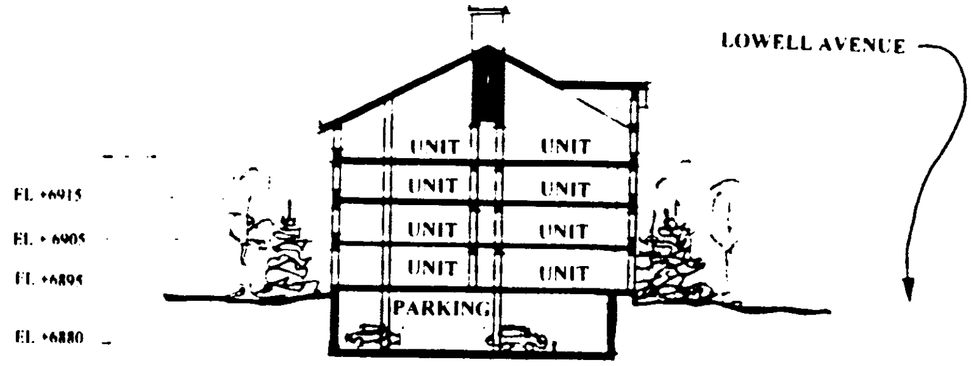
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BSA&R No. 9601.18

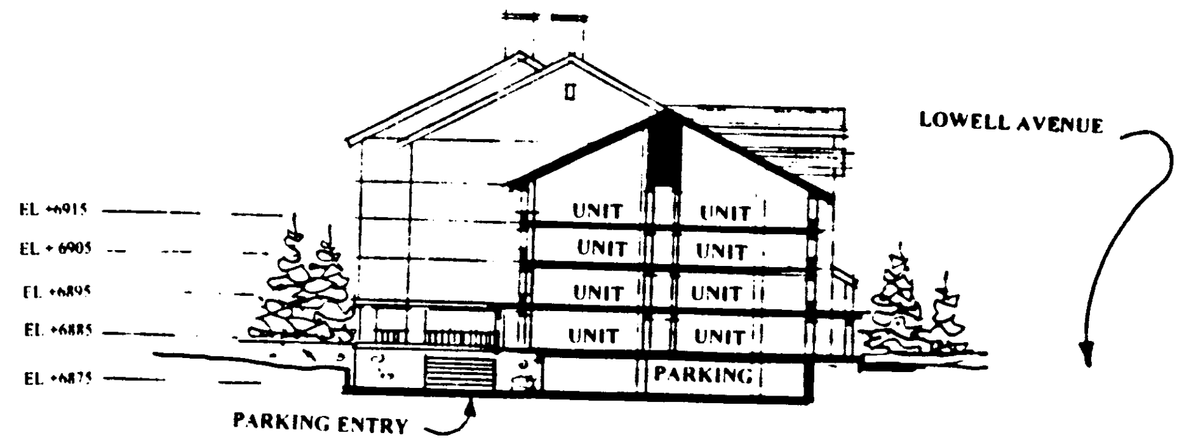
PARK CITY RESORT:
BASE AREA MASTER PLAN STUDY

July 31, 1996

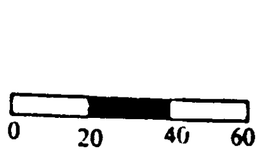
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SECTION AA



SECTION BB



Park City Ski Area

BSA Architects

PARCEL D SECTIONS

BSA&R No. 9601.18

PARK CITY RESORT:
BASE AREA MASTER PLAN STUDY

July 31, 1996

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00513070 Bk01166 Pg0503

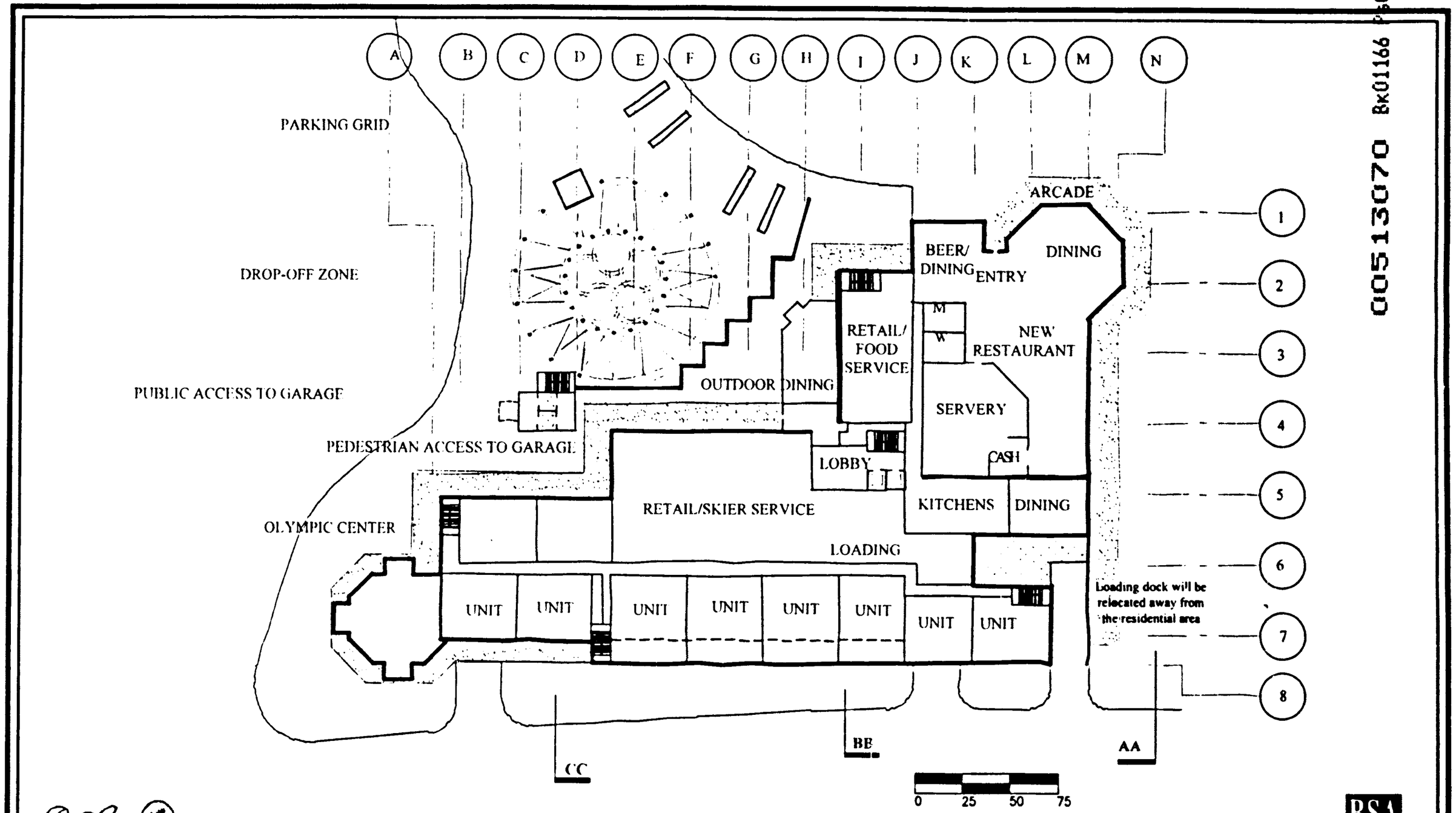
PARCEL E

Park City Ski Area

BSA Architects

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00513070 Bk01166 Pg00504



Park City Ski Area

PARCEL E: GROUND LEVEL PLAN

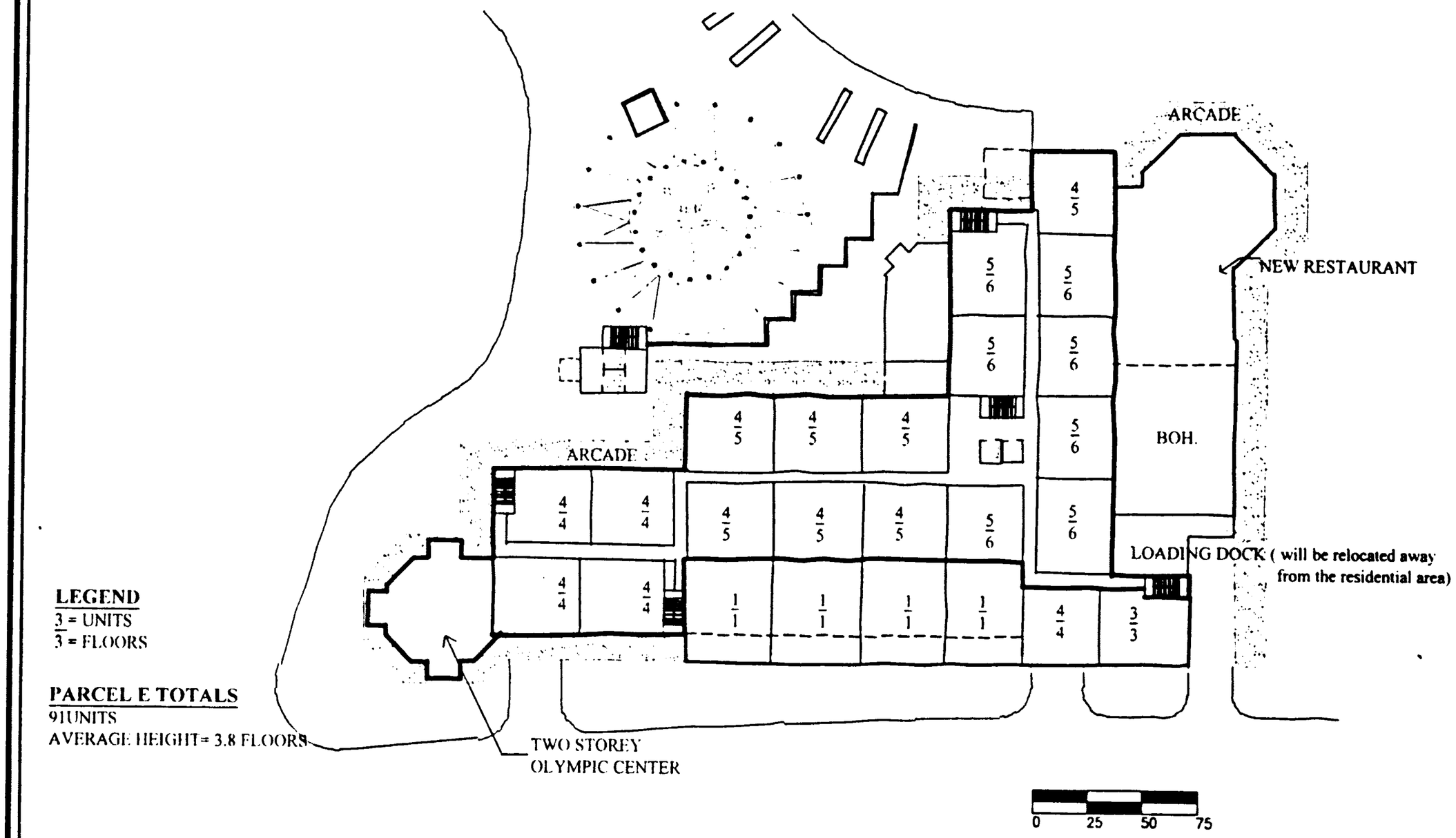
BSA Architects

BSA No. 9601

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

April 23, 1997
Rev. May 14, 1997

00513070 Bk01166 Pg00505



LEGEND
3 = UNITS
3 = FLOORS

PARCEL E TOTALS
91UNITS
AVERAGE HEIGHT= 3.8 FLOORS

Park City Ski Area

PARCEL E: UNIT COUNT AND BUILDING HEIGHT

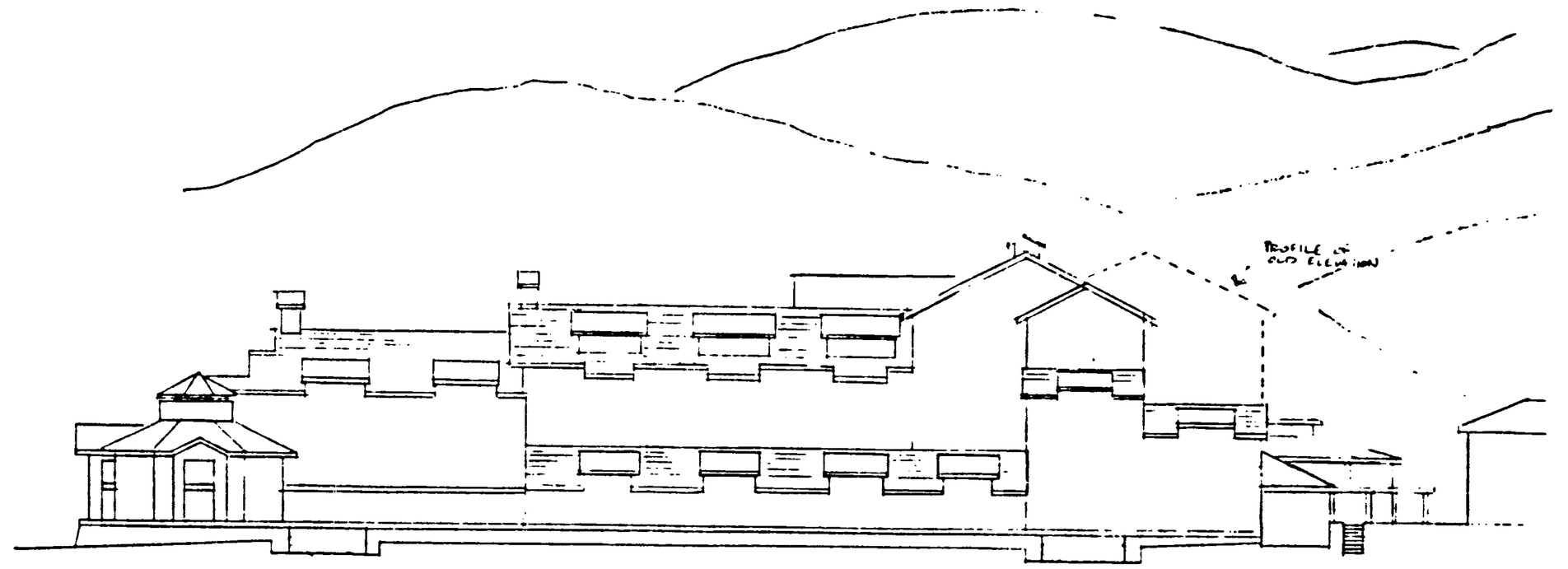
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BSA No. 9601

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

April 23, 1997
Rev. May 14, 1997

00513070 Bk01166 Pg00506



NORTH ELEVATION (View from Three Kings)

Park City Ski Area

PARCEL E: NEW ELEVATION PROFILE

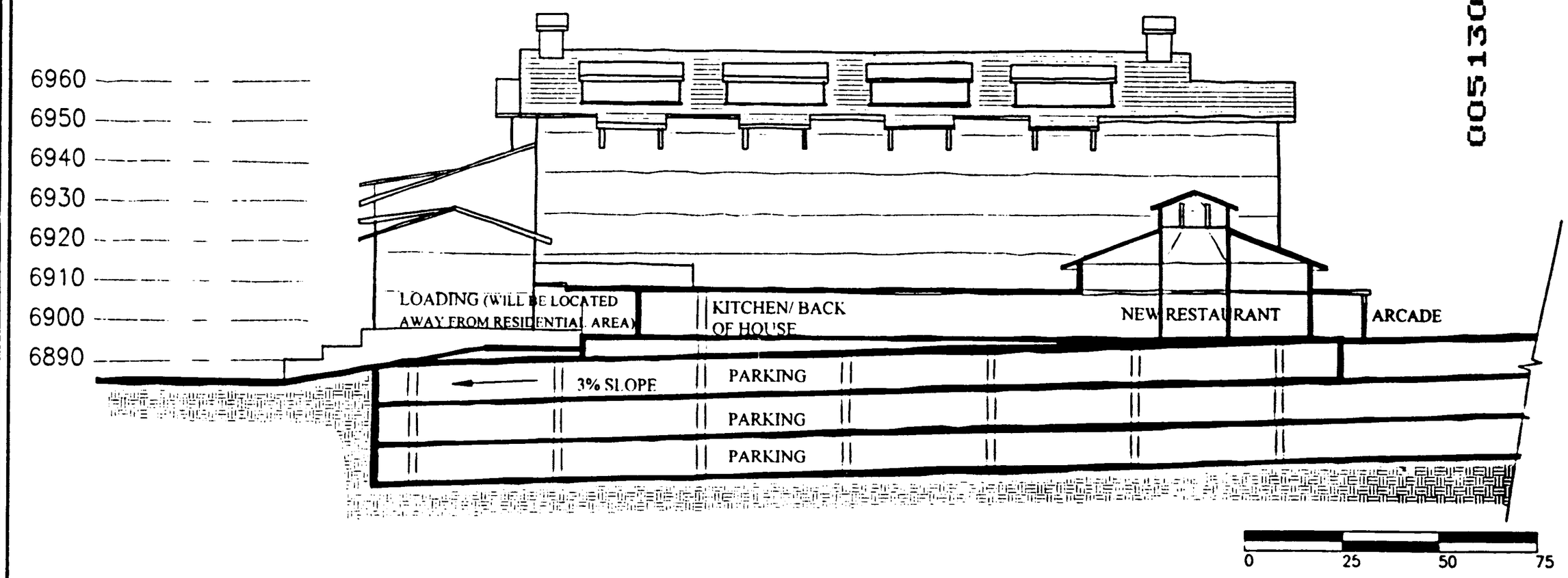
BSA Architects

BSA No 9601

PARK CITY RESORT
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Rev. May 14, 1997

00513070 Bk01166 Pg00507



Park City Ski Area

PARCEL E: SECTION A-A

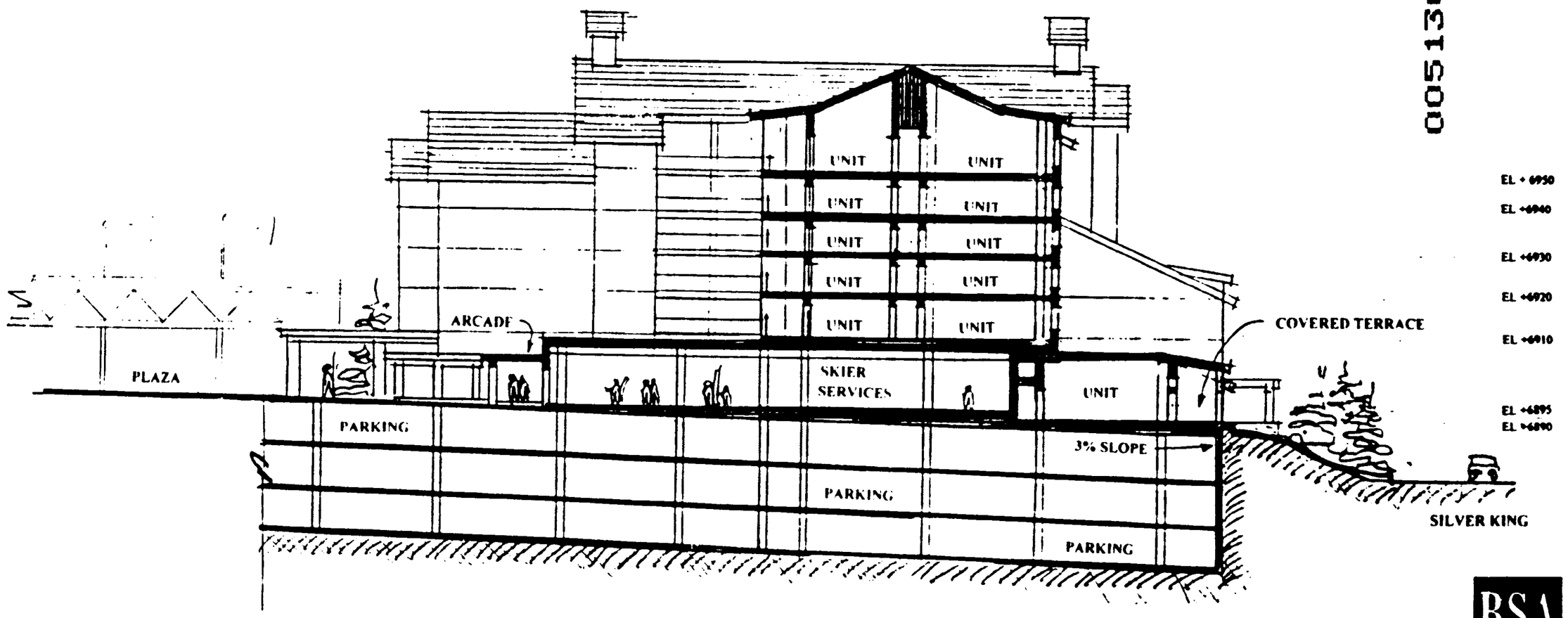
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April 23, 1997
Rev. May 14, 1997

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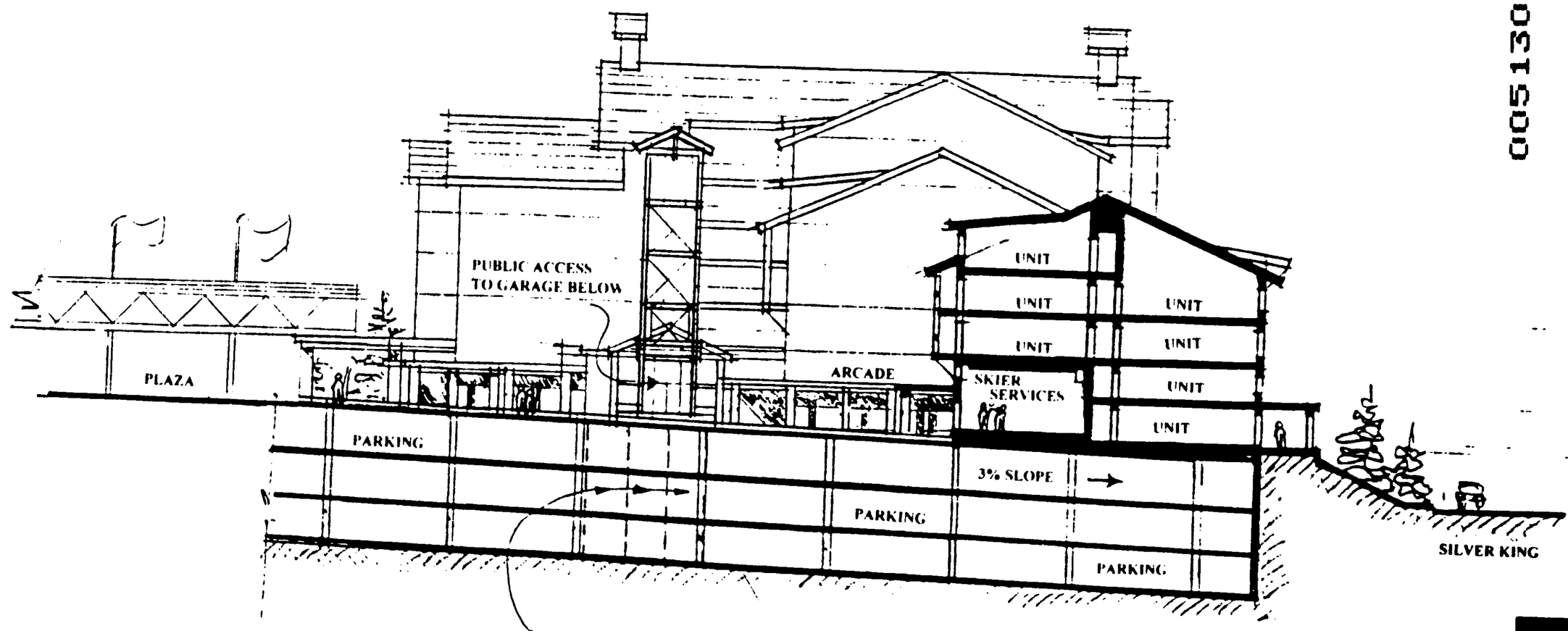
Park City Ski Area

BSA Architects

PARCEL E: SECTION BB

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Park City Ski Areas

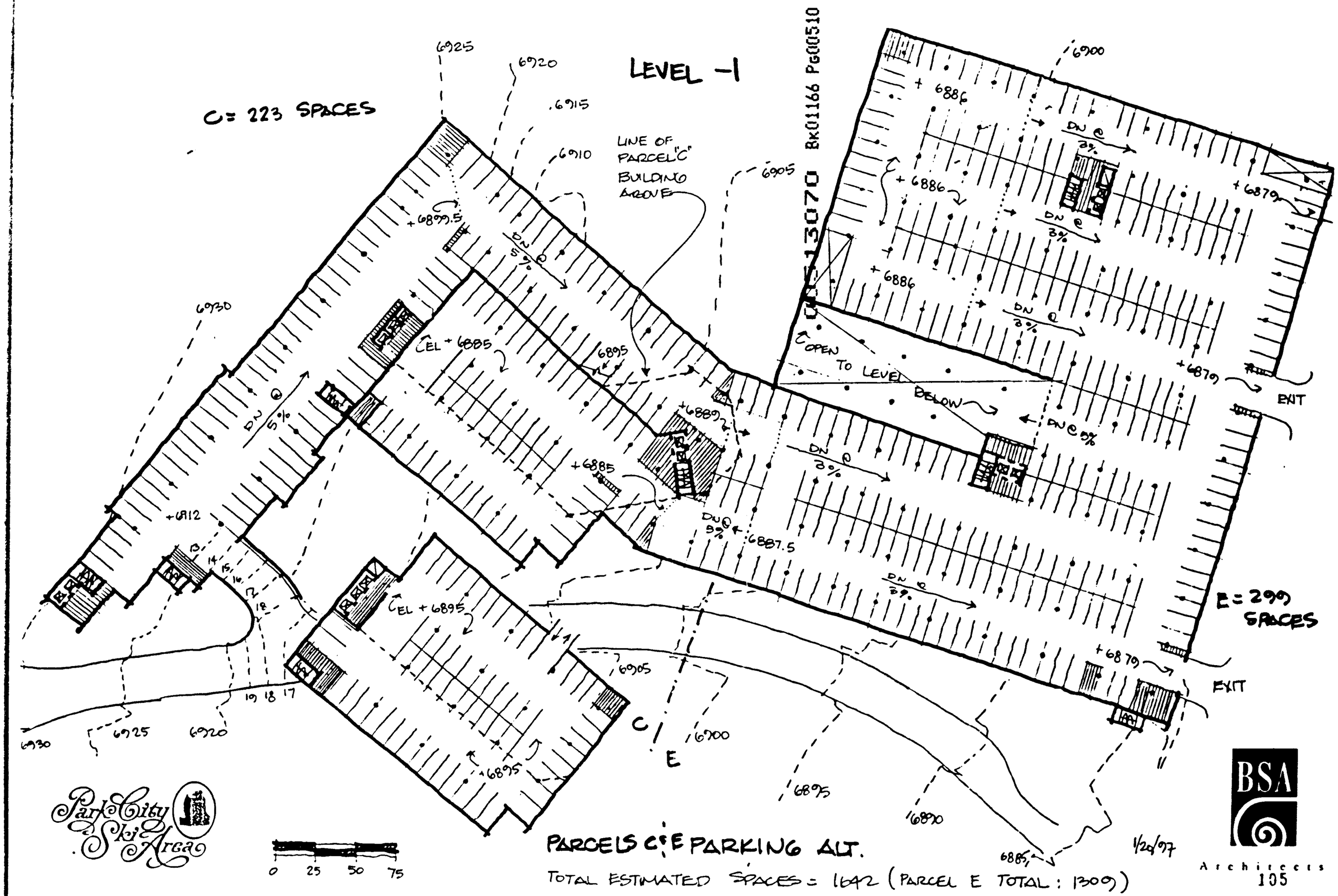
BSA Architects

PARCEL E: SECTION CC

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Park City Ski Area

PARCELS C & E PARKING ALT.

TOTAL ESTIMATED SPACES = 1642 (PARCEL E TOTAL: 1309)

1/24/97

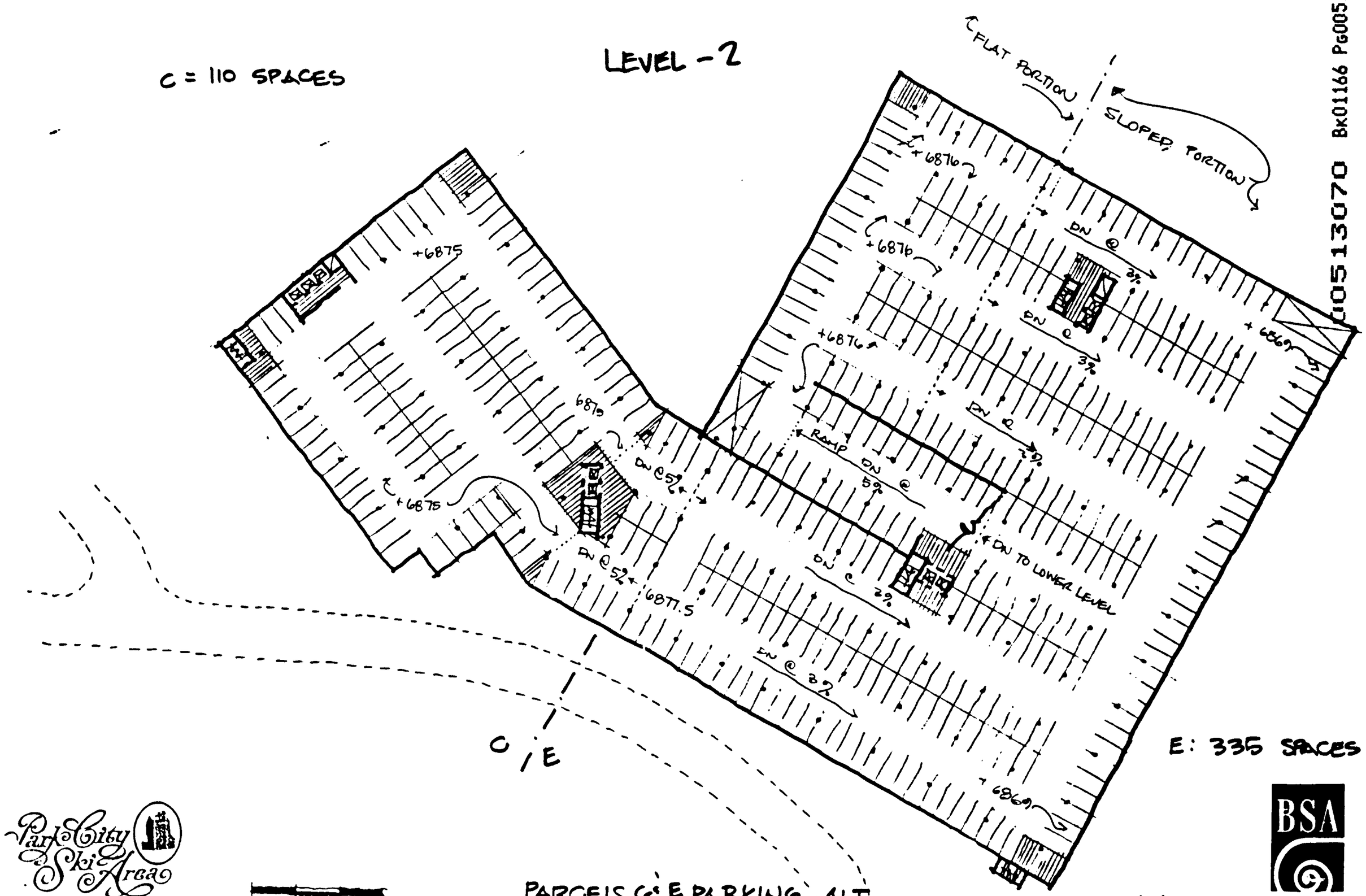
BSA Architects

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00513070 Bk01166 Pg00511

C = 110 SPACES

LEVEL - 2



E: 335 SPACES

Park City Ski Area

0 25 50 75

PARCELS C & E PARKING ALT
TOTAL ESTIMATED SPACES = 1642 (PARCEL E TOTAL: 1309)

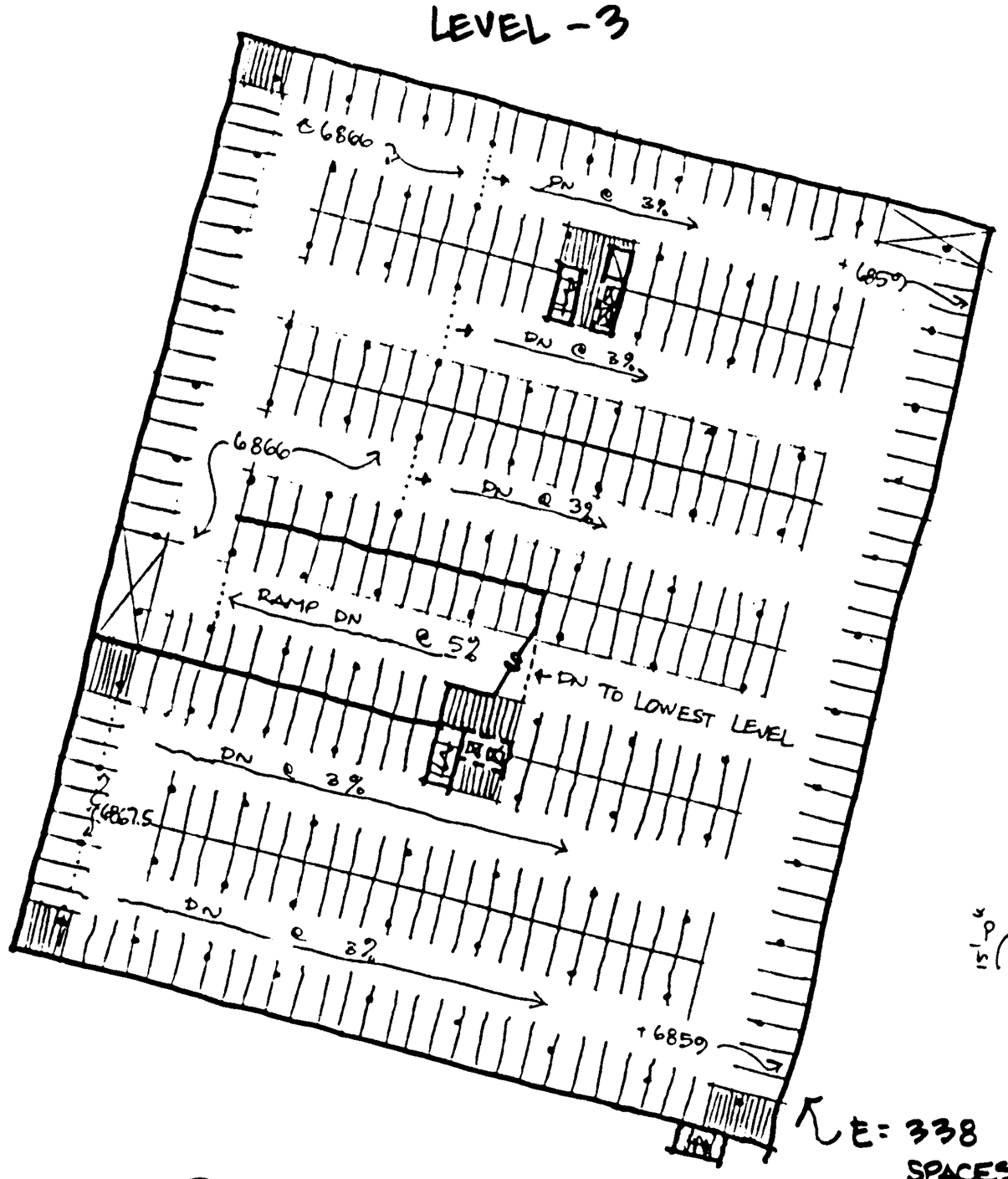
1/20/97

BSA Architects

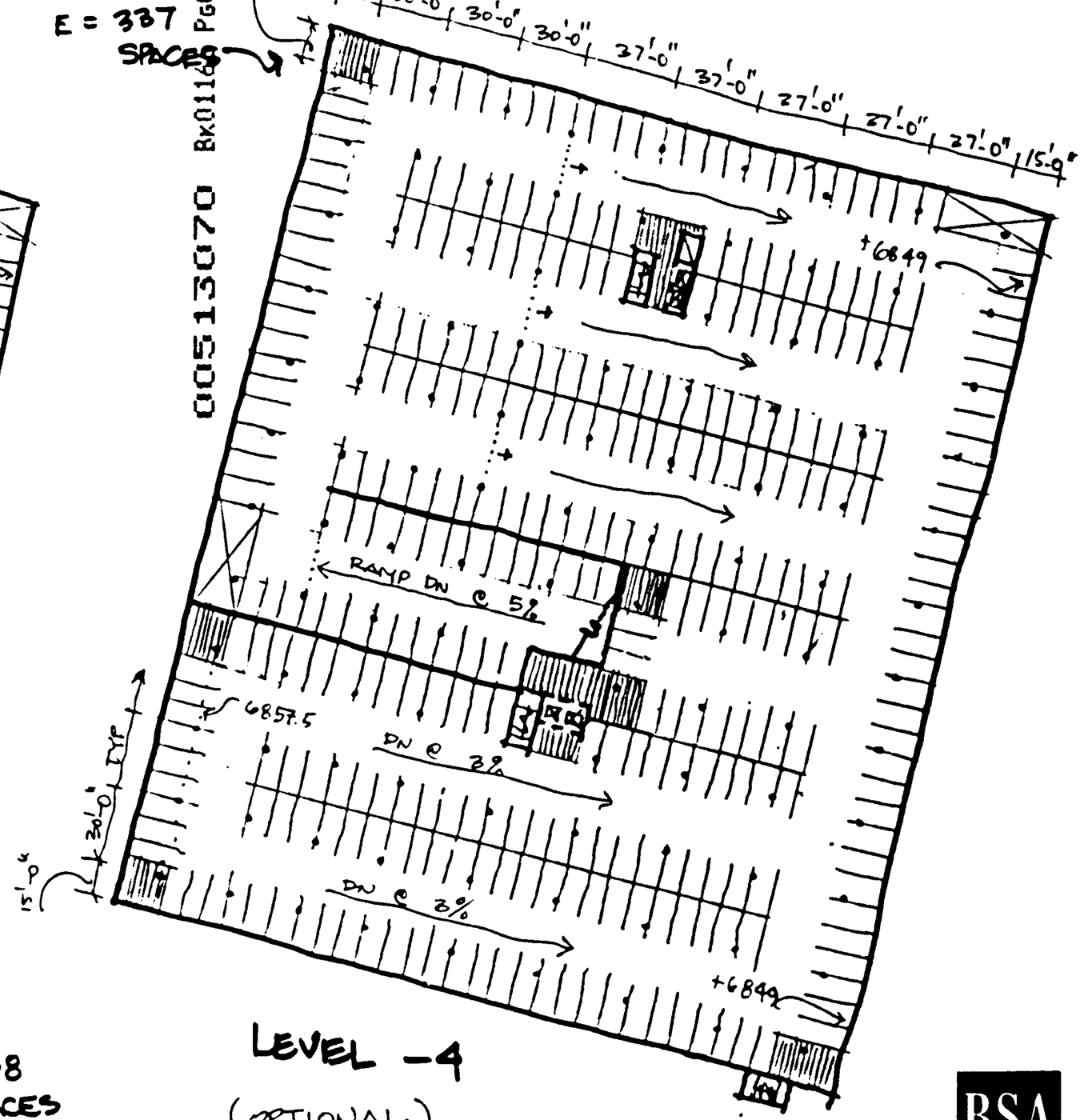
106

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00513070 Bk0116 Pg00512



E: 338 SPACES



LEVEL -4
(OPTIONAL)

Park City Ski Area

0 25 50 75

PARCELS C & E PARKING ALT. 1/10/97

TOTAL ESTIMATED SPACES = 1642 (PARCEL E TOTAL: 1309)

BSA Architects

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DESIGN GUIDELINES

Park City Ski Area

BSA Architects

00513070 Bk01166 Pg00514

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APPENDIX A: VOLUMETRIC DIAGRAMS

Park City Ski Area

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00513070 Bk01166 Pg0515

1.0 DESIGN OBJECTIVE

1.1 INTENT

The Park City Mountain Resort Base Area Master Plan (the "Master Plan") comprises a complex of skier service, retail, residential and parking facilities to be constructed over a period of time. The following design guidelines (the Guidelines), in association with additional Master Plan documentation, set a framework to encourage a project whose high quality is consistent; with each phase related to an overall design theme.

The intent of the Guidelines is to establish a prescribed menu of related forms and materials for the structures, fixtures and equipment for new development at the base of the resort. The Guidelines are to be used by the Park City Mountain Resort and its representatives, developers, architects, Park City staff and other design or construction facilitators.

In themselves, the Guidelines will only assist in setting general themes and unifying the various types of structures within the area. In order to be truly effective, the Guidelines must be interpreted and possibly expanded by designers who understand and are sensitive to the overall spirit of the Master Plan.

1.2 FLEXIBILITY WITHIN THE GUIDELINES

As with any project built over time, minor changes in the massing and footprints of a particular building may be required due to changes in circumstance and the need to retain some development flexibility. Such changes, however, must fall within the spirit of these Guidelines and be generally consistent with the volumetric envelopes (e.g., building heights, facade shifts, etc.) established in conjunction with the Master Plan documents.

1.3 GENERAL IMAGE AND CHARACTER

These Guidelines wish to encourage architecture that is compatible in character with the existing Park City Mountain Resort facilities, as well as the larger Park City community. The architecture should look as if it belongs in Park City, Utah and no place else. Part of the Master Plan documents include a contextual analysis which documents building types in and around the Community. Building design shall be used to enhance the visitors' experience through consideration of: spatial sequence; scale; and the use of materials which compliment the outdoor environment, reflect a special sense of place and give a cohesive identity to the resort components.

In using these Guidelines and in the development of the design of individual structures, respective developers, architects and builders shall strive for:

A. Compatibility with the site layout and building massing set forth in the approved Master Plan.

B. Indoor and outdoor spaces that reflect and enhance the mountain setting.

C. Architecture for the individual buildings that adheres to the design objectives and development themes established for each development parcel as outlined in Section 4. In general, this shall include a compatible palette of building materials and contextual relationships between building forms and design elements. The buildings should reflect differences in individual use, functional needs and location within the Park City Mountain Resort, but share a unified image so that each building is recognized as part of the master planned whole.

D. Functional design which address issues of public circulation, back-of-house service functions and snow safety.

Importantly, new development should strive to create a resort environment that is greater than the sum of its parts. This objective goes beyond basic forms and a prescribed palette of materials; it requires special attention to design motifs and detailing in order to reflect the scale and existing character of Park City.

1.4 DEVELOPMENT ZONES

As part of this Master Plan, the resort's base area has been divided into two distinct zones or nodes: 1) an upper node comprising a revitalized hub of existing ticketing, shops and residential units; and 2), a new drop-off and base area at the resort's entry. These nodes are intended to serve specific functions within the overall plan.

A. New development in the existing or "upper" node (Parcels A and B), should be compatible with existing structures and serve to reinforce and revitalize existing circulation patterns, retail, public spaces, etc. While Parcel A will replace the commercial uses in the existing gondola building, new development on Parcel B will be primarily residential in nature. Support commercial that is geared toward the residences is generally allowed. Restaurant uses may also be appropriate. General commercial or retail use, however, is not allowed on Parcel B except in

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ground floor locations on Lowell Avenue that are adjacent to the access points from the public underground parking garages.

The upper node is envisioned as the resort's primary bed-base and it is conceived as a village in form. Streetwall, courtyards and party walls are all appropriate design elements to reinforce the village concept.

B. Development Parcels C, D and E, in contrast, will form a new base or "lower node" dedicated primarily to the day skier. This node will provide convenient access to the resort's primary skier service and upper mountain facilities. Key planning elements include a major view corridor toward the ski slopes, and a vehicular drop-off zone that will serve new ticketing and skier services. Here the buildings sit in the landscape; all are intended to frame the resort's entry. Parcels C and E, in particular, will define and invigorate a major, south facing outdoor space.

1.5 APPLICATION OF THESE GUIDELINES

These Guidelines shall apply to all new development in both upper and lower nodes that comprise the resort's base area. They are to be interpreted in concert with separate site planning, traffic, building, landscape and planting documents in the Master Plan as approved by the City of Park City.

The procedures and standards that follow formulate and define the ways in which structures may be designed. Compliance with the spirit of these standards is crucial to the quality of construction and future growth of the community. The Guidelines are to be used along with all applicable planning, zoning and building codes, but do not take precedence over them.

1.6 ADMINISTRATION

A Master Plan design review Committee (the "Committee") will be established to review all development within the project area and make the final decision regarding approval. The Committee shall be composed of two members of the Powdr Development Company and an architect.

The Committee shall elect a director. The director shall act as the chairperson of the Committee and shall be responsible for the coordination and direction of the Committee's work and for the application of its rules and amendments.

The Committee shall adopt these Guidelines and, from time-to-time, modify or add to them, giving required city approval and legal notice of such modifications. The Committee shall establish standards for submittal and processing of project designs and no construction shall proceed without the approval of the Committee.

2.0 SITE DESIGN, LANDSCAPING, STREETSCAPE & SIGNAGE

2.1 IMAGE OF A COMMUNITY

Both the upper and lower nodes should project a cohesive image that responds to, without mimicking, the history and character of the Park City area as a rustic mining town and present day destination resort. Building siting must result in an integration of open spaces and adjacent buildings. Relationships between building footprints and outdoor spaces have been established in both nodes in order to foster a pedestrian scale. Buildings should relate to each other with respect to eave heights, materials, public walkways, outdoor activity spaces and their association with the natural terrain. Large monolithic structures are atypical in Park City (with the exception of the coalition building) New building structures including those which emulate larger mining structures must minimize perceived mass by substantial horizontal and vertical breaks in building's mass, as detailed in the volumetrics.

2.2 BUILDING SITING

In general, building footprints, setbacks, and open spaces shall follow the approved Master Plan documents. Minor changes that respond to phasing needs or internal marketing requirements may be allowed with city approval, providing that the applicant can demonstrate that the total building volume, as outlined in the Master Plan documents, has not been significantly altered. Such changes will require review and approval as part of a Conditional Use Permit (CUP).

2.3 COMMON AREAS

As individual buildings develop over time, it will be the common areas that provide continuity and tie together different phases of the project. Included in these open space areas are such items as paving, benches, lighting standards, trash containers, signs and decorative lighting and landscaping. The design standards for these are set forth as an element of the approved Master Plan.

Overall responsibility for controlling these common areas shall lie with the Powdr Development Company who shall establish a master association of the new development properties. Its purpose will be to regulate the development and maintenance of the common areas. Existing base area properties will be encouraged to join the master association in an effort to incorporate all common areas and their maintenance requirements under one association.

2.4 PUBLIC ACCESS WAYS, OPEN SPACES AND ARTWORK

Buildings that provide public access or facilities must welcome and orient visitors. Distinctions between public and private areas can be accomplished with contrasts of materials and scale, approved graphics and discreet fencing.

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The sequence of public spaces, streets, exterior building walls and plazas, however, should feel continuous. Sudden or abrupt grade, material and scale changes should be minimized. To establish continuity within the new and existing base area components, it is important to create building-to-public space connections through the appropriate use of plazas, terraces and covered passageways.

The Guidelines encourage Artwork to help to reinforce the cultural vitality of the community. Sculpture, wood carving, ironwork and landscape furniture shall be integral with the design of buildings, streets and the public spaces. Provisions for public art may be subject to the City's review and approval process.

As a resort community, new development at the Park City Mountain Resort must be welcoming and comprehensible to new comers. It must provide adequate accessibility for local pedestrians; short and long-term guests and normal vehicular as well as emergency service traffic. Paths must be well designed to service the needs of the resort community. There should be a strong integration of retaining walls, walkways and other built elements to establish the direction of pedestrian and vehicular movement. The following elements should be considered:

A. Clean and attractive pathway surfaces capable of being plowed for winter maintenance.

B. Passenger drop-off areas and sheltered entries should be provided for major buildings.

C. The provision of sunny, wind-sheltered outdoor seating spaces is encouraged.

D. Circulation to and through the parking structure must be made inviting, understandable and obvious with a basic flow system supported by legible, attractive signage and color coding to differentiate areas.

E. Sidewalks indicated as major access routes between principal base area nodes shall be a minimum of 15'-0" wide, on average, or where existing buildings and/or setbacks do not permit, they shall be as wide as possible.

2.5 LANDSCAPING AND PLANTING

The design of buildings and their surrounding landscape shall be an integrated process so that indoor spaces relate to the outdoors spaces and the Park City environment, topography and climate. As the link between the necessary structure and the dominant natural environment, landscaping offers the opportunity to add its dimension to the visitor's experience. A selected plant list has been prepared (Table 1) outlining varieties that have tolerance for the wind, soil and moisture conditions in the Park City area. Any other varieties should be picked for ease of maintenance, appropriateness to the setting, and potential for adding pleasure through color and scent. All new planting should conform to the Plant Guide prepared by the City of Park City.

Table 1: Partial Plant List

Ground Cover			
Kinnikinnick	Arctostaphylos uva-ursi —		
Fescue	Festica ovina —		
Juniper	Juniperus Communis —		
Trees			
Amur Maple	Acer ginnala —		
Apple	Malus sp.—		
Shore Pine	Pinus contorta—		
Austrian Black Pine	Pinus nigra —		
Flowering Plum	Prunus Thundercloud—		
Annuals			
Common thrift	Armeria Maritima —	x	
Basket of Gold Alyssum	Aurinia sasatilus —		x
Pot Marigold	Calendula officinalis —		x
Snow-in-Summer	Cerastium tomentosum —	x	
Cyrsanthemum	Chrysanthemum sp. —		x
Clarkia	Clarkia sp. —	x	
Cosmos	Cosmos sp. —	x	
Crocus	Crocus sp. —	x	
Craneshill	Geranium sanguineum —	x	
Lobelia	Lobelia erinus—		x
Grape Hyacinth	Muscaria —	x	
	Phlox subulata —		

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In addition to planting material, all landscape proposals should incorporate the following considerations:

A. Planting shall reinforce vistas and not block important views from the building itself or surrounding buildings.

B. The Landscape plan should provide for greenery in the winter, flowering trees and shrubs in the Spring and color during the summer and fall seasons.

C. Vines and shrubs with invasive roots or branch systems that might damage or destroy the structures or outdoor plazas should be avoided.

D. Use planting material to enrich building facades and screen service zones and other unsightly areas or equipment.

E. Planting areas should be designed to anticipate and handle snow storage requirements.

Additional specific Guideline requirements include:

A. An initial erosion control and temporary site stabilization plan prior to a major project's preliminary approval. A detailed permanent erosion control and revegetation plan is required prior to final plan approval. This will include measures to control both ground water and surface water runoff, along with measures to permanently stabilize all disturbed slopes and drainage features upon completion of construction.

B. A detailed landscape plan subject to the review and approval of the Committee.

2.6 STREETSCAPE

Distinct relationships between the design of paved surfaces, open structures and exterior street furnishings can convey a sense of place and purpose. These important "connectors" help define and carry an appropriate Park City Mountain Resort image.

A. Fences: Garden walls and fences and decorative retaining walls (where appropriate) shall be compatible with and incorporate the materials of adjacent structures; the use of stone or masonry walls or piers between infill fencing elements is encouraged.

B. Stone Work: Where specified for dividing and/or retaining walls, stone work should incorporate natural, indigenous stone —in particular local Sandstone." Stone walls should be laid with staggered joints and natural bedding.

C. Gateways: Architectural "gateway" features shall define views, entries and important public spaces or circulation corridors. Special emphasis shall be made with changes in the building with changes in the building massing —especially at ends or prominent corner locations. Freestanding structures, fencing, posts or other accenting elements may also be used.

D. Exterior Lighting: Exterior light fixtures shall be compatible with Park City standards; they should be decorative and fabricated of copper, wood and/or painted metal and have shielded light sources. Light fixtures and standards should be consistent with the design themes established by the Master Plan and compatible with adjacent development parcels. Exterior lighting shall not be installed where its direct source is visible from neighboring properties, or where it produces excessive glare to pedestrian or vehicular traffic. White light sources are encouraged; yellow or orange burning fixtures such as high pressure sodium lighting shall not be used.

E. Building Lighting: Lighting for buildings shall be by decorative fixtures but for access and safety only. There will be no washing of buildings and moonlighting.

F. Path Lighting: Pedestrian paths to be traveled at night should be illuminated with low voltage sidewalk lights or bollard-type path lights enclosed in stone, brick or wood structures.

G. Utility Lines: All new phone, power and cable lines shall be placed underground. All mechanical units, transformers, etc. shall be concealed and incorporated into the user-building mass.

H. Trash receptacles and dumpsters shall be concealed by enclosures that are incorporated into the users building pad.

I. Outdoor Furniture: The style of benches, light posts, bike racks, etc. should be consistent throughout the base area. The use of horizontal wood or metal slats for seating surfaces is recommended. The use of a repetitive design for visitors' service items simplifies their ready identification and standardizes maintenance procedures. Stock manufactured items may be used if they meet these criteria.

J. Recreational Facilities: Spas, Swimming Pools and related facilities will be designed to blend in with the overall environment, using walls, terracing, railings, light fixtures and amenities that are in character with the adjacent buildings.

2.7 SIGNS

In order to unify new development at the Park City Mountain Resort, as well as orient and define place, a master sign plan shall be prepared by a qualified graphics/environmental design firm for all identification, directional and advertising signs. Also refer to specific Park City ordinances governing signs.

For retail shops and other commercial or food service uses, signs shall be custom crafted of wood and/or metal in order to add interest and individuality to the operation. Especially at arcade locations, the Guidelines encourage signage mounted perpendicular to the plane of the primary retail facade. Vitrines, bow, bay or other window types used for advertising or show purposes are encouraged but must meet sign code. Overscaled, internally illuminated, backlit surface mounted, plastic, neon or other types of commercial signage will not be allowed. Only downlighting fixtures allowed.

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3.0 SNOW COUNTRY CONSIDERATIONS

3.1 SLIDING SNOW: Given the significant average annual snowfall in Park City, the building forms for the new buildings should derive from a common-sense attitude toward the forces of nature, including snow and ice. Particularly important are covered arcades and covered entries that protect pedestrian travel paths from sliding snow or falling ice. In new pedestrian areas, building bases must be resistant to damage created by sliding snow or falling ice.

Roof pitches greater than 4 in 12 require careful consideration in order to prevent snow accumulation and sliding that can injure individuals, destroy private property and create unnecessary maintenance headaches. Roof pitches should slope away from parking, roadways, service zones and accessible public areas. Where this is not possible (or desirable from an aesthetic standpoint), snow fences or snow guards, flat roof sections[1] and/or arcades shall be utilized to provide adequate snow protection.

Gabled roof forms are encouraged at entries as they protect from both sliding snow and annoying drips. Gabled dormers, however, create unnecessary valley conditions which can create significant snow buildup, flashing and related leakage problems. In order to minimize these problems, the Guidelines encourage simple roof forms, the elimination of unnecessary valleys and the use of flat vs. gabled dormers when possible.

In order to minimize sliding snow, use high friction roofing materials such as asphalt shingles. Metal roofs are not recommended due to their relative lack of friction which can encourage snow sliding. Standing seam metal roof systems can additionally be damaged by creep or sliding snow.

3.2 ICE DAMS

In addition to sliding, ice dams can create serious problems including roof leaks and the formation of potentially hazardous icicles. To prevent leaks, in general, the Guidelines recommend the use of self-sealing rubberized membranes under the selected roofing material. To prevent falling ice and damage at the eaves/gutters, the Guidelines recommend heavy insulation to minimize melting and/or heated roof edges.

3.3 SNOW LOADING

Roofs shall be engineered to handle the maximum possible snow load in accordance with standard engineering practice and all applicable codes.

3.4 HEATED OUTDOOR TERRACING and WALKWAYS

Heated terracing and walkways can: help eliminate slippery conditions for pedestrians (thereby reducing potential liability); create outdoor activity zones; reduce snow removal and maintenance; and prevent surface deterioration due to extreme freeze thaw cycles. The downside is that heated walks can consume a considerable amount of energy; thereby undermining conservation efforts and increasing operation costs.

Where heated walkways are desirable (typically very high trafficked public areas where snow buildup is a problem), the Guidelines recommend using a concrete system imbedded with glycol/water filled polybutylene piping. A slip resistant surface is also important. A heated exposed aggregate surface, when wet, is less slippery that broom finished concrete and does not suffer the spalling characteristic of unheated areas. Pavers over glycol/water filled polybutylene piping have also been used successfully in resort areas, although the thickness of the paver can adversely affect heat transmission and, thus, the melting capacity of the surface.

4.0 BUILDING DESIGN THEMES

4.1 GENERAL OBJECTIVES

Section 1.0 describes the Master Plan's design objectives for new development as a whole. With respect to individual buildings, the Guidelines seek to create a community with materials and massing which will withstand the harsh mountain climate, survive the seasonal changes in temperature and exposure to moisture, yet result in a unity and appropriateness in architectural form which will give owners and visitors a memorable experience. Special "theme" oriented designs are forbidden by the Park City Land Management Code. Refer to the Land Management Code and Park City's design guidelines for specific style and other limitations.

4.2 BUILDING ENVELOPE AND MASSING

Building heights shall step up from major roadways,, public plazas and neighboring projects with higher buildings placed closest to the mountain backdrop. The overall building volumes shall be broken up and stepped both in plan and elevation. This requires significant shifts in building volumes as opposed to additive or subtractive building elements such as balconies or bay windows.

Buildings shall be sited, massed and comply with the height in the approved Master Plan documents. Building footprints shall conform to the boundaries established in the Master Plan and illustrated in the Volumetrics. Any proposal to change building envelopes, heights, or massing must demonstrate that the resultant patterns are comparable to those shown in the Master Plan. The roof steps, for example are a significant design element that cannot be substantively changed without demonstrating that any alternate design has no additional adverse massing and/or significant shadow impacts.
Building heights represent a maximum.

4.3 ROOFSCAPES

Roofs are conceived as dominant building elements, visible from all sides. They shall be designed to create a sense of shelter. Roof designs which do not carry through the building form, i.e. Summit Watch's false clerestory, will not be permitted.

Rooftop mechanical units and other HVAC systems can be used provided that they are generally not visible by neighboring properties in the project area. In order to minimize impacts, all reasonable steps shall be taken to

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incorporate all such mechanical into the roofscape design elements. Boxed-in chimney forms, appropriately designed cupolas and louvered gables are examples of acceptable solutions.

Roofs shall incorporate the following features:

A. Open-gabled roofs; some hip, shed and flat roof forms may be used if complimentary to the open-gables.

B. Roofing materials with a proven record of service in high mountain locations, and have surface textures that help hold the snow cover. Materials prohibited in Park City include untreated metal, other than copper, and reflective or colored roofing. For Park City Village, roofing shall be dark gray, dark brown, black or copper pretreated to develop a patina.

C. Exposed structure, where possible at overhangs.

D. Projected roof beams and/or open truss gable ends to provide individual expression within the overall theme.

E. Roof pitches that range from a minimum 3 feet in 12 feet to a maximum of 6 feet in 12 feet—except at covered entries, commercial zones, arcades or covered walkways where flat roofs may pitch at a minimum of 1/4" per foot.

F. Dormers, chimneys or towers which enhance the roof forms. Gabled, shed or "flat" style dormers may be used for windows or where ventilating openings for mechanical equipment is required.

Also see Section 3.0 for a discussion of Snow Country considerations affecting roof design and materials.

4.4 EXTERIOR BUILDING FORMS

All buildings shall have exterior elevations, roofs and details that are consistent in their architectural treatment. Special care should be given to proportion, human scale and contextual relationships. The Guidelines recognize the need for repetitive architectural elements (for example, bay windows, balconies, fenestration patterns) in order to establish an overall architectural motif; excessive repetition without vertical and horizontal counterpoint, however, will not be allowed. This is intended to further reduce building scale and enliven the building facades.

A. Repetitive architectural features used to establish a coherent architectural theme shall be relieved of monotony by some combination of the following: 1), changes in visible cladding materials; 2), horizontal and vertical breaks in the architectural system (e.g., the elimination of repetitive bay windows or covered balconies at lower levels); 3), a fenestration system with varied patterns and window sizes; and 4), anomalous breaks in the roof line.

B. Entries shall be covered to provide snow and rain protection in the winter or spring, and sun protection in the summer. Entries also represent a key opportunity to add design distinction to buildings.

C. The exposure of structural elements such as rafter ends or porch columns is encouraged. These elements shall not appear minimal and their spacing shall be in proportion to the size of the elements. Decorative and structural truss work is also encouraged to add shadow and depth to building facades.

D. Fuel tanks, electric meters, garbage areas and other utility boxes or utilitarian features of all kinds must be screened, buried or enclosed from general view.

E. Balconies shall have supporting structures to match or compliment the overall design (balconies are best covered in Snow Country for obvious reasons).

F. Garage openings and vents shall be designed sensitively so as not to distract from the building's scale and design intent, to the greatest extent possible.

4.5 EXTERIOR MATERIALS AND COLORS

Exterior wall materials shall be those depicted in the Master Plan documents and as approved in the Park City Development Code. The intent is to establish a palate of materials consistent with those traditionally used in old Park City, i.e. wood, metal, stone and brick masonry. In addition to design and contract documents, color samples must be submitted to the Committee for review and approval.

A. Exposed foundation wall and building bases over 12 inches in height shall have natural stone, masonry or brick finish to minimize weathering marks and protect against damage from snow removal equipment. Split face block may be used for foundation or retaining walls.

B. Approved materials include brick, natural stone, wood and preformed metal or cementitious materials that provide texture and long term resistance to deterioration or fading. Stucco or split face block surfaces are acceptable in out of view and/or heavily landscaped locations.

C. Colors for development parcels A, C, D and E shall generally be natural earth tones relating to the rustic outbuildings, mills, barn and/or mine buildings in and around the Park City region. Development parcel B may draw on the color palate corresponding to buildings in Park City's historic core and existing buildings in and around the Resort Center. These include muted blues, grays, reds and ochres.

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White may only be used as an accent. Bright contrasting colors will not be acceptable. Trim colors may echo or contrast with the field colors.

D. Roof fascias shall be built up of more than one overlapping member.

E. All exposed metals shall be painted to match adjacent wall or trim colors. Plumbing vents shall be grouped, carried to peaks and painted to match roofing.

F. Paving materials for public, on-grade patios and decks should be similar to the paving on the public pedestrian walkways; approved materials include brick or stone pavers and/ textured colored concrete. Metal, redwood and/or cedar decks will be considered where appropriate. The Committee and the City may consider synthetic materials depending on their quality, track record and aesthetic appearance.

4.6 BUILDING OPENINGS

Openings are an important expression of the building's relationship to human functions and uses. When they are unusual in shape or located in arbitrary ways, they can distract or appear self-conscious. Conversely, openings that are only placed at very controlled locations can produce a formality that is not characteristic of Park City.

A. Window frames shall be wood, metal, metal-clad or vinyl-clad in approved colors. Where energy considerations allow and especially in commercial zones, the Guidelines encourage glazed surfaces and maximum transparency. Large, unbroken panes of storefront glazing, however, shall be avoided. In both residential and commercial zones, applied, two dimensional mullions or stick grilles are unacceptable. Windows shall be substantially detailed to provide true sills, sashes, and divided lights.

B. Glass shall be clear or lightly tinted and must be set in manufactured glazing stops or otherwise concealed sealants. Low-(e), high altitude insulated glazing is recommended. Reflective glass is not allowed.

C. Doors shall be built up of stiles, rails and panels, and may be carved with designs appropriate to the Park City Village theme. Simple designs are preferred, but does not mean cheap metal featureless doors.

D. Skylights: Flat glass skylights only. Not illuminated.

4.7 MISCELLANEOUS STRUCTURES

A. Open Structures or Outdoor Space Enclosures: Garden trellises, posts, pergolas and fencing shall be used to reduce apparent building bulk and extend the buildings into the outdoors.

B. Arcades: In snow country, arcades provide shelter from bad weather and protect pedestrians from sliding snow. Additionally, they can provide pedestrian friendly elements that modulate scale and provide a "base" to the massing. Arcades shall be designed in accordance with sensible snow design as outlined in Section 3.0 and may be designed of stone, masonry, painted wood or metal. New arcade structures constructed in conjunction with Development Parcel A shall be compatible with the existing arcade surrounding the public ticketing/retail plaza.

C. Service Structures: Service structures shall be located away from primary visitor entrances and be screened from direct views. Transformers and other building equipment shall be placed underground, within service structure or screened by vegetation and/or fencing.

4.8 ENERGY AND CLIMATE CONSIDERATIONS

Beyond general code requirements, the following considerations represent standard practice in Snow Country locations. Passive solar design is encouraged but should not dictate design.

A. When possible, plan the longest facade of the structure in the east-west direction where solar radiation can be controlled.

B. Employ overhangs and covered porches (particularly at south facing facades) to protect from summer sun/heat yet allow the winter sun to penetrate.

C. Protect north facing facades and wind exposed walls with berms, air locks and/or evergreen trees. Use air lock vestibules to reduce heating costs.

D. Locate major entries and/or public activity zones in southeast to southwest locations where winter sun will help animate the spaces and melt ice/snow.

E. Establish and preserve sunny paved areas for sitting and outside dining, particularly between noon and 3 PM on Winter days.

F. Wood burning fireplaces are not allowed in any residential units except in major public spaces, such as lobby, restaurants and convention center areas.

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G. Building Designers shall incorporate methods to reduce fuel use for heating, cooling and lighting through the use of fuel-efficient heating systems, adequate insulation, thermal pane windows, etc. Designers should also incorporate energy efficient light sources and provide for recycling in the design of the trash facilities.

5.0 PROGRAM SPECIFIC GUIDELINES

5.1 PARKING STRUCTURES

Many of the individual lodging buildings planned for the resort's base area are to be located over community parking garages. As a result the building and the garage facilities will be dependent on each other for structural support and the passage of utility ducts, piping and power lines, etc. The garage designer has allocated expected live and dead loads to designated columns and provided for the penetration and extension of all utility systems. In a similar fashion, building design must provide for vertical exhaust ducts and other required chases from the garage. This interdependence is a factor that must be respected by all involved in the building process.

At a Park City Mountain Resort, garage floor to floor heights ideally are more generous than in a standard parking garage. Sport utility vehicles and pedestrians loaded with skis require additional headroom to maneuver, load and unload. The Guidelines recommend a minimum effective clear height of 7'6".

The intent of the Master Plan is to minimize the visual impact of the garages by constructing their bulk substantially below existing and future finish grades. In order to achieve this end, important design considerations will include: 1) blending exposed garage side walls with building walls and/or installing landscaped berms at exposed exterior walls; and 2), utilizing the garage roof areas as landscaped, open spaces and courtyards. At the same time, the garage must work well as a parking structure. Specific attention should be paid to:

A. Well-defined entryways with adequate standing space for ingress/egress.

B. Clearly defined areas for residential and daytime guests, as well as vans, shuttles and oversize vehicles.

C. Adequate artificial lighting and ventilation.

D. Well defined, obvious locations for stairs and elevators giving access to both public functions and private building interiors.

E. Adequate drainage and water proofing inside the garage and at all perimeter locations.

5.2 ENTRY SIGN

The intersection of Silver King and Empire represents the first point of entry for an arriving visitor to the Park City Mountain Resort. Provision shall be made on Parcel D (or across Lowell Avenue opposite the northeast corner of Parcel D) for a major entry or "gateway" feature consisting of a natural stone or masonry wall, with integrated graphics, lighting and decorative features. This entry sign will serve as the primary entry signage for the resort and should serve to orient visitors to the location of available parking, resort amenities, etc. The specific design and location for the entry sign will require City review and approval.

5.3. RETAIL SHOPS

Where lower floors of the buildings are designed for retail uses, the finishes shall be distinctive from the residential areas. Where feasible, store fronts and display windows shall line pedestrian walkways and arcades. Individual shops shall have pedestrian-oriented signage and appropriately scaled window openings. Transparent shop windows shall be placed at least 30 inches above walkways and shall be divided to reflect a pedestrian or human scale. Non-glazed storefronts shall be stone or masonry. Per code requirements, all door openings shall be recessed so that no doors project beyond the face of the storefront when opened. Stock commercial storefront and doorway assemblies will not be allowed. Likewise, standard storefronts and related signage by national/international chains are discouraged.

5.4 IMPROVEMENTS TO EXISTING FACILITIES

Several improvements to existing facilities are contemplated as part of the Master Plan. These include the following:

A. Relocating the primary entrance to the Gables and Marsac Mill buildings via the new entry drive contemplated for Parcel A. Improvements will include new pedestrian paving and a vehicular drop-off zone, as well as possible open Porte Cochere structures, pedestrian canopies and/or arcades.

B. A new drop-off zone for the Resort Center on an island between Parcel B and the shuttle bus drop-off will be allowed, at the City's discretion, once the existing bus drop-off has been modified and dedi-

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cated to the City.. This island may include an open or enclosed weather and baggage kiosk for the arriving and departing guests. The kiosk may or may not be manned by a Resort Center employee.

6.0 APPLICATION OF THE GUIDELINES

6.1 CONSTRUCTION MANAGEMENT

All construction programs shall be compatible with the City approved construction mitigation plan prepared for the resort's base development. No significant changes in plans or materials previously approved may be undertaken without approval by the Committee. In addition to the Committee, contract documents shall be submitted for approval to the Park City Planning, Building and other departments, as required, for all necessary permits or authorizations. Once begun, construction must be completed with expedition, strictly in accordance with the approved plan.

To verify the progress of all building projects and compliance with the required approvals, the Committee or its representative(s) may visit and monitor construction activity over its duration. Please note the following:

A. Every developer or his/her general contractor shall give written communication to the Committee and adjacent neighbors regarding the proposed and ongoing construction schedule and possible construction related inconveniences

B. Every general contractor shall provide a detailed plan of the construction site, including all proposed staging areas. The plan area shall be protected with unobtrusive snow fencing, or other barricades prior to the commencement of construction.

C. Construction trailers, fences and temporary structures shall be approved by the Committee before their erection. All temporary structures will be removed within 30 days after completion of the permanent building.

D. Excavation materials shall be removed to approved and regulated sites.

E. Proper soil stabilization, revegetation and water control must be utilized during and subsequent to construction to minimize soil erosion and provide dust abatement.

F. Daily cleanup of the construction site is mandatory. Trash and debris removal are the contractor's responsibility.

G. Contractors shall comply with Park City's guidelines regarding noise and hours of construction and equipment operation. Materials, tools, equipment and construction trailers shall only be located in the construction staging area(s) indicated in the Master Plan documents. No material, tools or equipment used at off-site locations may be stored at or transferred from these staging areas.

H. Permanent water connection and temporary self-contained chemical toilet facilities must be provided during construction. Toilets should be screened from public view.

I. Upon completion of the building, the structure shall receive final review and approval by the Committee before a certificate of occupancy may be issued.

6.2 DESIGN REVIEW AND DEVELOPMENT PROCESS

The review and approval procedures provide the framework by which the Committee can review, process and approve proposed site and building designs. All projects must follow these procedures to gain the necessary approvals. This review process is in addition to and in no way supplants that which is required by city or state codes.

A. An orientation meeting will be held between the Committee and the building owner/developer and his/her architect or designer to review the Master Plan documents, Guidelines and other likely site constraints. The architect and owner shall be provided two copies of the Guidelines as well as information on the supporting garage structure such as site elevations, possible load-bearing column locations and vertical access points.

B. Two sets of Preliminary Design Review drawings should be submitted to the Committee. The drawings should include a site plan at 1/16" = 1'-0", floor plans and roof plans at 1/8" = 1'-0", exterior elevations at 1/8" = 1'-0", appropriate building sections, a landscape plan and a perspective sketch or model to explain the general design intent and character.

C. Two sets of design development drawings and specifications shall be submitted to the Committee for review and approval.

D. Two sets of construction documents shall be submitted for approval by the Committee including all bidding documents, add and deduct alternatives, etc.

E. The Committee shall have the right to review and approve any selection of a General Contractor elected to undertake construction within the project area in addition to the construction plan and schedule.

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F. After each submittal, the Committee will either accept as approved, accept as noted or reject for reasons cited in the respective drawings, and so notify the applicant and the city.

7.0 VOLUMETRICS

7.1 SPIRIT AND INTERPRETATION

The attached volumetric diagrams provide parcel developers a massing envelope in which to program and design their building that has been previously reviewed by Park City. That is not to say conformance to the prescribed envelope in any way circumvents the prescribed approval process with the City and the Committee; nor do they supersede other local design ordinances. Rather, the Volumetrics serve as a template for buildings whose heights, setbacks and general building forms correspond to those approved by the City and Park City Mountain Resort in the Master Plan.

The Volumetrics are not intended to unduly limit a developer with specific design and or module requirements. They are intended to be flexible enough to allow for some maneuvering within the specified envelope. Minor envelope extensions outside the volumetric envelope may, at the discretion of the City and the Park City Mountain Resort, be deemed acceptable should the developer demonstrate any such extensions adhere to the spirit of the Guidelines.

7.2 ENVELOPE DESCRIPTION

For each development parcel, Setback and Datum points, Footprint and Massing diagrams have been prepared to communicate the location and basic envelope or block from which the actual building design may be "carved." In tandem with Section 7.0 of the Guidelines, these diagrams constitute the volumetric documents (the "Volumetrics).

The Volumetrics are intended to confirm, not override, the setback locations, allowable number of units and stories, etc. illustrated in the Master Plan documents. Should a discrepancy occur, the demonstrable intent of the Master Plan documents shall govern.
Additionally, while certain specific site information is noted in the Volumetrics, this information does not attempt to represent all applicable site and setback requirements.

Subject to all other applicable regulations, footprint sizes and horizontal massing, shall be within 5'-0" or 5% of the dimensions noted in the Volumetrics, whichever is greater. In no case, however, shall a required setback be less than 5'-0". Maximum building heights will be calculated from within one foot, plus or minus, of the established datum.

7.3 ROOFSCAPE ZONE

In the massing diagrams, hatched zones are used to differentiate above grade parking and the rooftop zones from the basic building mass. Importantly, the rooftop "zone" does not represent the proposed building form. The hatched roof zone represents the area where roofscape design elements are required to break the massing and reduce scale. These roofscape elements include pitched roof forms, dormers, etc.

As noted in Section 4.3 of the Guidelines, open gable roofs are anticipated as the primary roof forms with slopes ranging from 3 in 12 to 6 in 12. Minimally sloped "flat" roofs are not encouraged except at protective arcades and entryways. Additional roofscape elements are listed in the appurtenances section below.

7.4 APPURTENANCES

In addition to the basic building forms outlined in the Volumetrics, a variety of building appurtenances are anticipated to be included in the final roofscape and building designs. Within reason and subject to Park City's Land Management and all other applicable codes, setback requirements and the limitations outlined below, these may extend beyond the envelope prescribed in the Volumetrics.

Acceptable appurtenances include but are not necessarily limited to:

A. Dormers with ridge heights not exceeding the ridge height of the roof on which the dormers sit;

B. Chimneys, chimney roof forms used for HVAC related purposes or mechanical penthouses other than elevators located on building ridge lines and not exceeding 5'-0" above the volumetrics ; unless otherwise approved by city. Elevator mechanical penthouses shall not exceed 15' above volumetrics.

C. Skylights not exceeding 3'0 above the ridge line of the roof on which the skylight is located.

D. Code required parapet walls;

E. Roof Overhangs, Brackets and Bracing;

F. Commercial or Residential Awnings;

G. Covered and Uncovered Balconies;

H. Non-enclosed Grade Level Arcades not exceeding 15'0" in height;

I. Information and Retail kiosks not exceeding an eave height of 15'0";

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J. Flagpoles, Lighting and Signage;

K. Open Porte Cochere Structures (Parcels A, C and D only and including the existing Marsac Mill and Gables buildings);

L. Pool and Spa Pavilions, including screened mechanical equipment;

M. Bow or bay windows not exceeding 5'0" in depth measured perpendicular to the primary facade plane;

N. Outdoor Barbecue Facilities and Kitchens not exceeding 500 square feet;

O. Screened HVAC related equipment or towers.

7.5 VOLUMETRIC DIAGRAMS

Please see Appendix A for the parcel by parcel Volumetric Diagrams.

'A "flat" roof section should have a minimum positive slope of 1/4 inch per foot and drain toward a warm wall and away from pedestrians where possible.

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APPENDIX A

VOLUMETRICS

Park City Ski Area

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PARCEL A VOLUMETRICS

I. DESIGN INTENT

Several site contextual relationships have influenced the concept design for Parcel I. Parcel A is characterized by a relatively steep hillside site adjacent to the existing gondola building (to be demolished) and the existing resort plaza. A landscaped entry drive between the new hillside structure and the existing Gables and Marsac Mill buildings will serve as a new front door to both.

In order to accommodate the residential units and locate the building mass away from the existing plaza, the majority of the building runs parallel to the contours along the hillside; the residential component is lowest near Lowell Avenue and steps up toward the ski slope. A low-scale skier service building fronts the existing plaza and replaces existing retail and restaurant uses. Its purpose is to create a transition between the new and the old. Like the existing buildings, it has an arcade which fronts the plaza in the approximate location of the existing gondola building. The building mass is located to reduce shadow impacts on the existing public plaza.

A central core modulates the elevations between the various residential wings which step with the hillside; its form is articulated in order to create an architectural feature appropriate to Park City and the resort. The building's size is mitigated by its stepping and segmentation into five distinct masses. Like a rambling mining structure overlooking its village by-product, the building is conceived as a flagship assemblage comprising a single, albeit varied, composition.

II. APPROVAL CRITERIA

The following bullets outline the specific design criteria behind the plan and massing diagrams as outlined in the Volumetrics. This criteria explains the reasons behind the massing and shall be used by the City and the Committee to measure proposals should they differ from the Volumetrics.

Building design for Parcel A shall:

- Vary in building height from a maximum of three to a maximum of eight occupied levels above parking and a residential entry level.
- Be composed of at least six distinct building masses in order to reflect phased growth and prevent the appearance of one monolithic building mass.
- Step vertically in sections roughly corresponding to the slope of the natural terrain --with the lowest building elements closest to Lowell Avenue and the highest portions located closest to the ski slopes; this is intended to modulate scale and establish contextual height relationships to existing Resort Center structures.
- Limit shadow impacts on the Marsac Mill and Gables buildings by locating the bulk of the building mass along the hillside away from the existing plaza; new development shall not appreciably decrease sunlight in the existing plaza area.
- Limit shadow impacts on the plaza by locating the mass of any north/south wing slope-side such that the shadows of the two and three story elements fronting the plaza govern the shadow impacts in the plaza at all times of the year, including the Winter solstice.
- Limit impacts on mountain views from the existing plaza, as well as the Marsac Mill and Resort Center structures by locating the building mass as close to the hillside as practical and limiting the northernmost extent of any north/south wing.
- Improve pedestrian circulation space and views from the existing public plaza to the mountain beyond by widening the current "bottleneck" between the existing ticket facility and the northeast corner of the existing Gondola building retail.
- Provide continuous at grade retail fronting the plaza and visible and convenient slope-side access to the skier service restaurant facilities.
- Provide an entry drive with sufficient distance between buildings to accommodate new vehicular drop off zones and pedestrian entry building elements for the Marsac Mill and Gables facilities, as well as emergency fire access to the plaza.
- Provide the resort and the City of Park City an architectural icon that is integral to the function of the building and visible both down-slope and slope-side.

III. ASSUMPTIONS

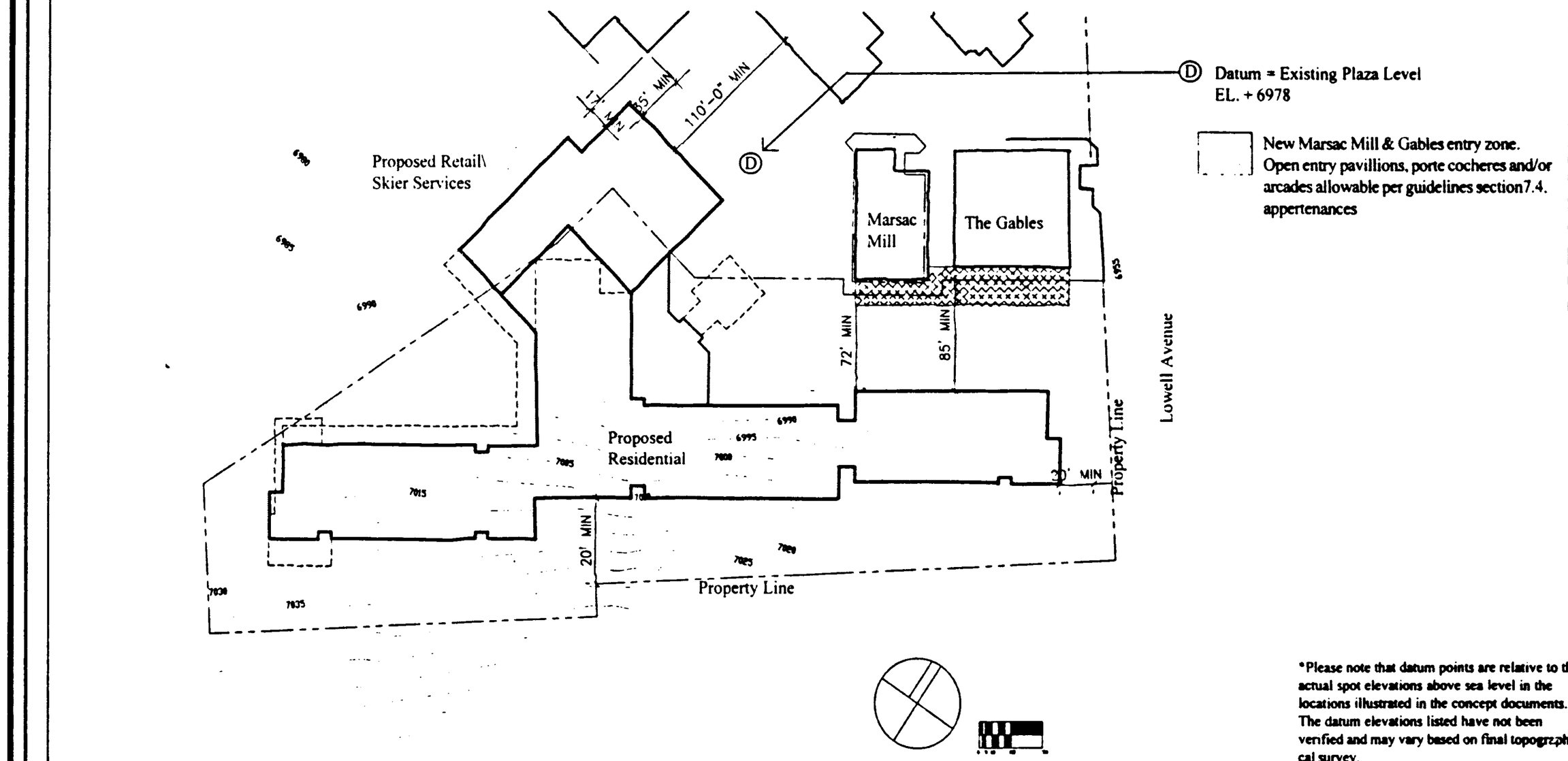
The concept drawings for the residential component are based on a 38'-0" x 30'-0" wide grid in order to accommodate a two bedroom condominium or timeshare unit comprising approximately 1250 square feet.

Park City Ski Area

PARK CITY RESORT
VOLUMETRICS

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*Please note that datum points are relative to the actual spot elevations above sea level in the locations illustrated in the concept documents. The datum elevations listed have not been verified and may vary based on final topogrzphical survey.

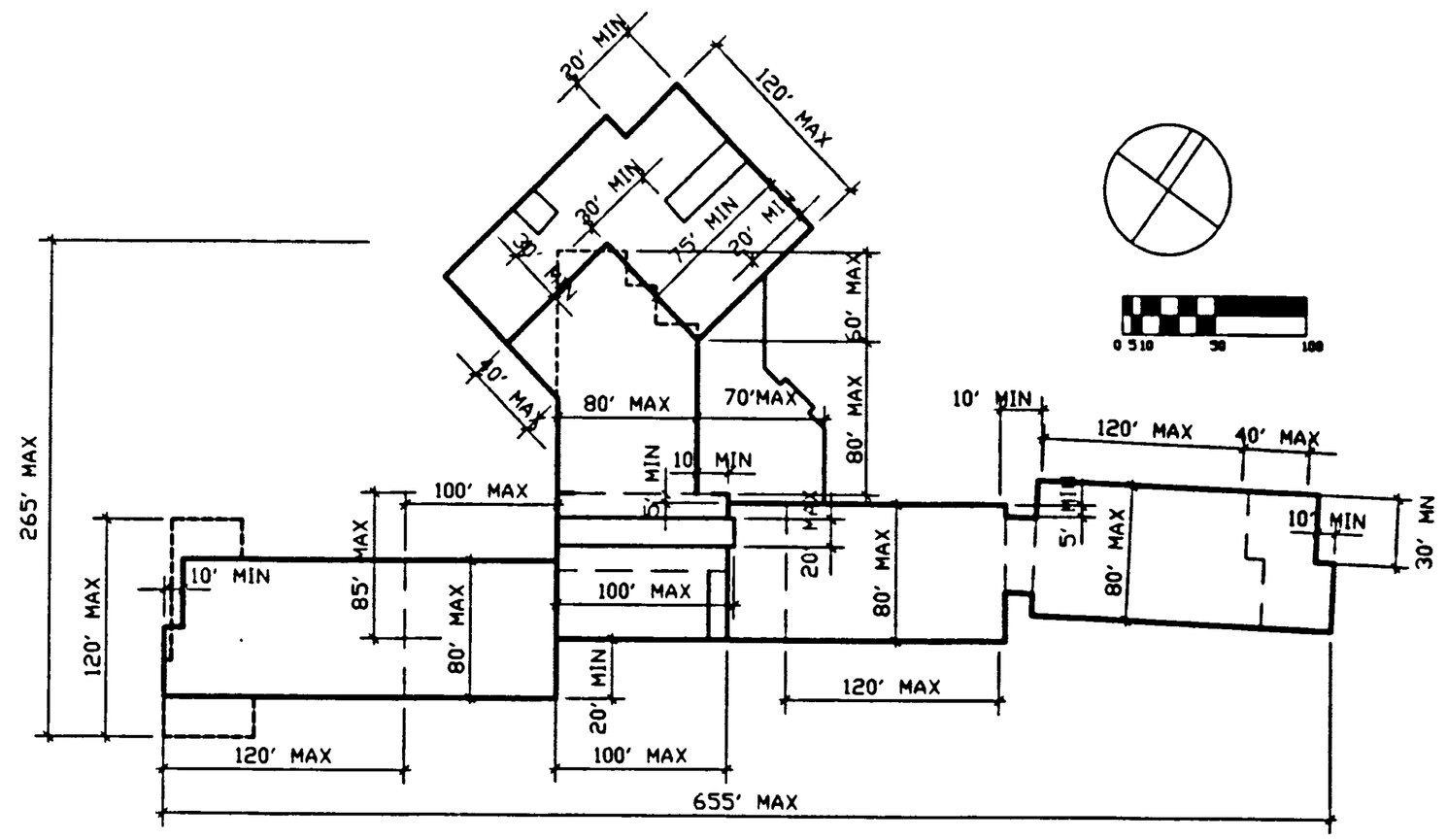
PARCEL A:
Building Setbacks and Datum Points:

Park City Ski Area

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VOLUMETRICS

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PARCEL A Footprint Diagram:
Recommended Building Lengths, Widths and Offsets.

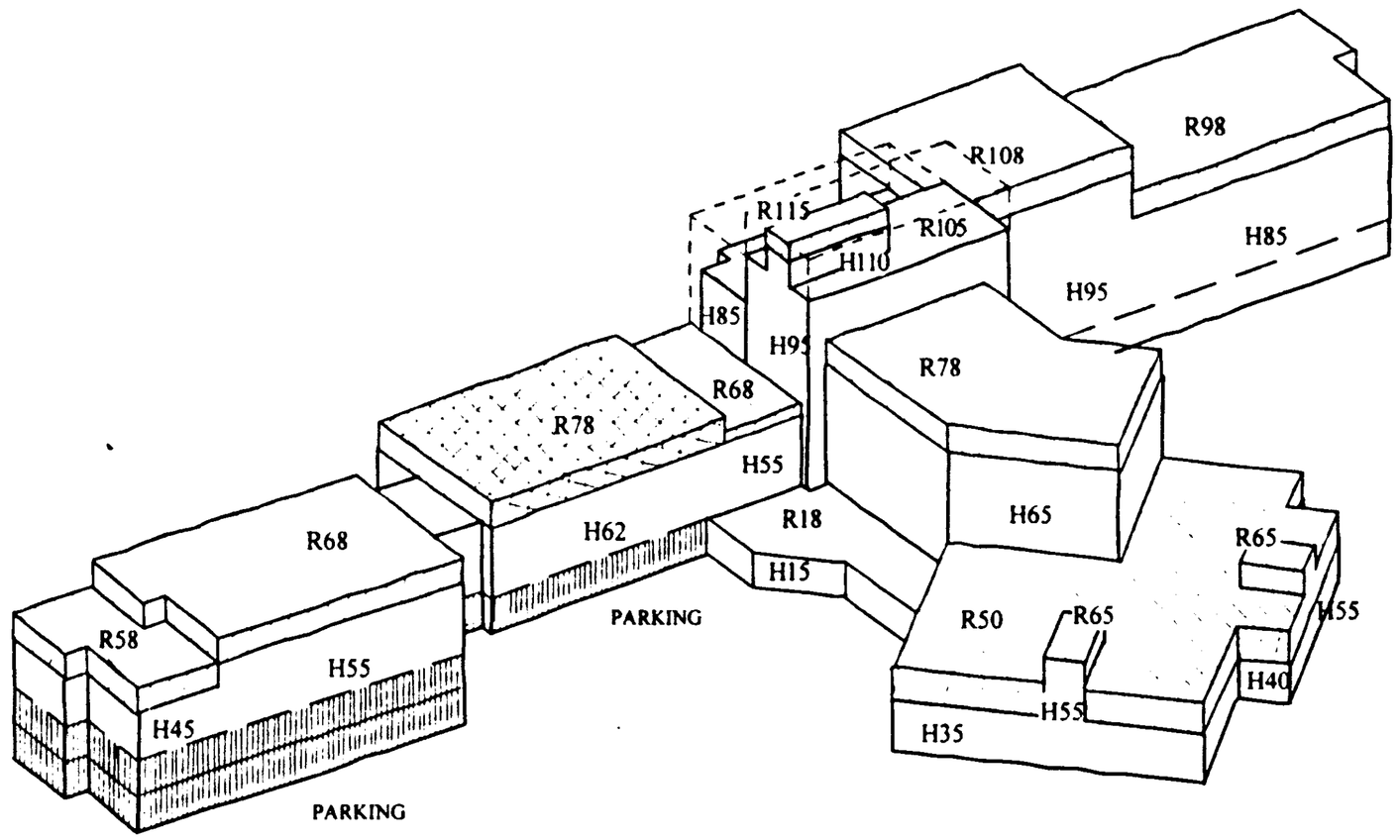
Balconies, bay windows, cornices and overhangs: please see Appendix A.

Park City Ski Area

PARK CITY RESORT
VOLUMETRICS

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PARCEL A Massing Diagram
Recommended Building Heights.

LEGEND:
H= Maximum eave height,
measured vertically from datum. Point El. 6978'
R= maximum ridge height measured
vertically from datum. Point El. 6978'

=Pitched roof zone.

=Dormer zone.

=Parking zone.

Park City Ski Area

PARK CITY RESORT
VOLUMETRICS

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PARCEL B VOLUMETRICS

I. DESIGN INTENT

Parcel B is conceived as at least four separate buildings, residential in character, which surround semiprivate quadrangles enclosed by low-scale arcades. Their scale is modulated by numerous steps in massing both vertically as well as horizontally from the property lines. In concept, the parcel's bulk steps down with the contours from Lowell toward the northeast corner of the site fronting Empire.

In order to minimize height and shadow impacts, the streetwall along Empire has a saw tooth plan with large setbacks; one, two and three story elements vary height and further reduce the buildings' scale and apparent mass. Large setbacks are also envisioned opposite Millsite Way. The tallest portions of the building are located at the site's center and closest to Lowell Avenue where bulk and shadow impacts on adjacent properties will be minimized.

The concept design establishes a pedestrian and view corridor to the resort center from 14th Street. Low-scaled public pavilions fronting Lowell Avenue house vertical circulation from the garage below. A minor amount of commercial space geared to pedestrian circulation from the garage may be appropriate.

II. APPROVAL CRITERIA

The following bullets outline the specific design criteria behind the plan and massing diagrams as outlined in the Volumetrics. This criteria explains the reasons behind the massing and shall be used by the City and the Committee to measure proposals should they differ from the Volumetrics.

Building design for Parcel B shall:

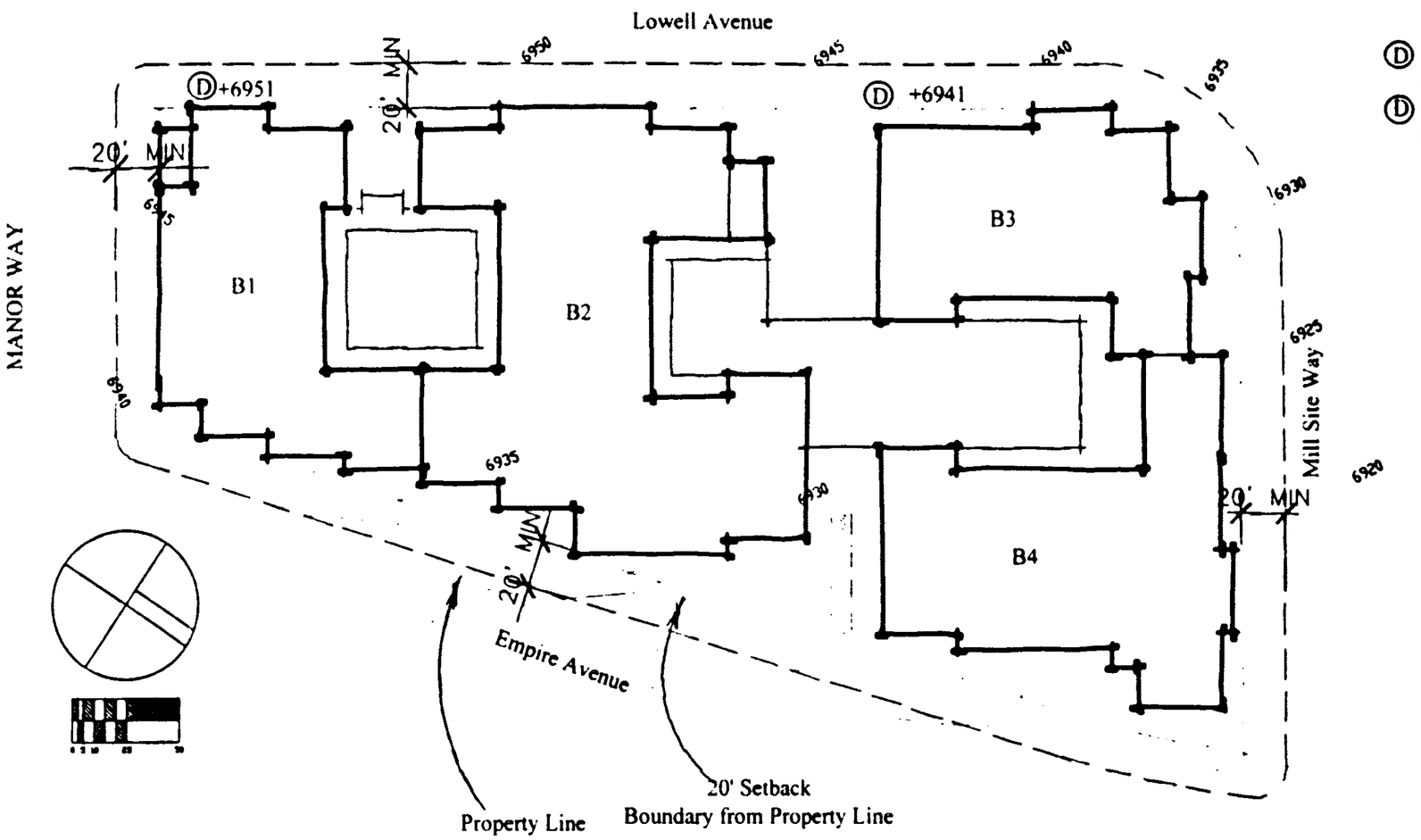
- Vary in height from a maximum of three to a maximum of six occupied levels of residential above parking.
- Consist of at least four distinct building masses to provide scale, create vistas through the buildings, allow access to open space and prevent the appearance of one monolithic structure or development.
- Create a predominately residential scale and character by utilizing numerous breaks in each building mass --both horizontally in plan and vertically in section; in plan this may be accomplished with covered balcony extensions or other open structures such as arcades.
- Provide varied setbacks at all street-front locations to prevent the massing from appearing fortress-like; setbacks, in particular, shall be generous and pronounced along Empire Avenue and Millsite Way so as to mitigate building and shadow impacts on neighboring structures across the street.
- Step vertically in sections roughly corresponding to the existing countours in order to further limit shadow and massing impacts opposite Empire Avenue and Millsite Way; i.e., building heights in general shall step in height from highest to lowest in in the following order: 1) the parcel's center; 2) Lowell Avenue and Manor Way 3) Empire Avenue; and 4.), Empire Avenue at the intersection of Millsite Way.
- Create new view corridors from 14th Street to the Resort Center and from Parcel B to the existing Silver Mill tower/mountain access route so as to reinforce Parcel B's relationship to the community and the existing Resort Center facilities.
- Provide at least two significant pockets of open space; each of which is visible and accessible (free and clear, without occupied overhead encumbrances) from at least one semipublic pathway of at least 30'-0" in width.

III. ASSUMPTIONS

The concept documents are based on a underground garage grid of 36'-0" in the north/south direction and 30'-0" east/west. An initial 15'-0" grid line has been assumed at the garage's perimeter walls. The southeast corner of the garage commences 20'0" back from the Lowell Avenue and Manor Way property lines.

The south and northwest corners of Parcel B have been designed to accommodate possible pedestrian bridges crossing Lowell Avenue and linking Parcel B to the ski hill.

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D Datum B1-B2
EL. + 6951
D Datum B3-B4
EL. + 6941

*Please note that datum points are relative to the actual spot elevations above sea level in the locations illustrated in the concept documents. The datum elevations listed have not been verified and may vary based on final topographical survey.

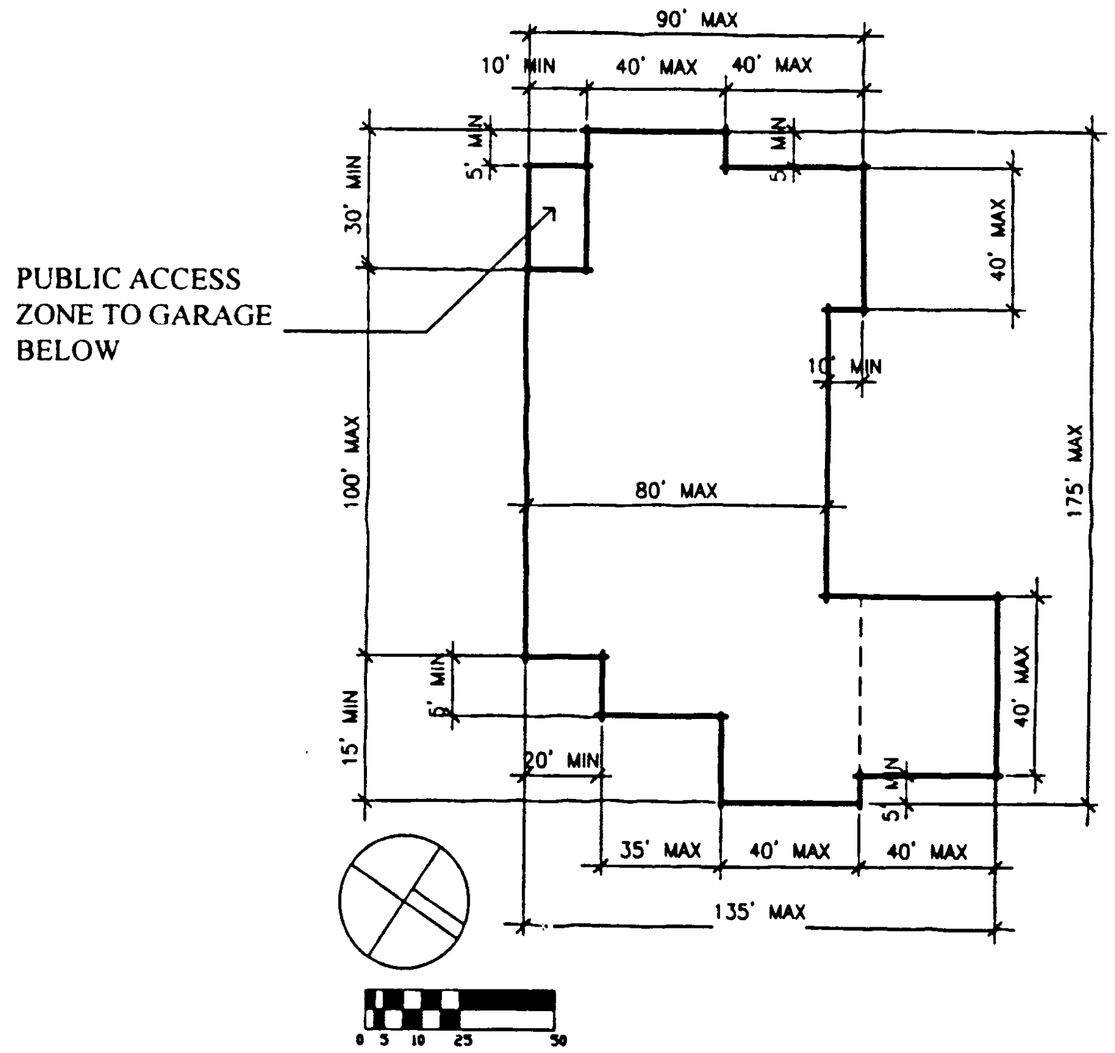
PARCEL B: Building B1, B2 & B3:
Building Setbacks and Datum Points

Park City Ski Area

PARK CITY RESORT
VOLUMETRICS

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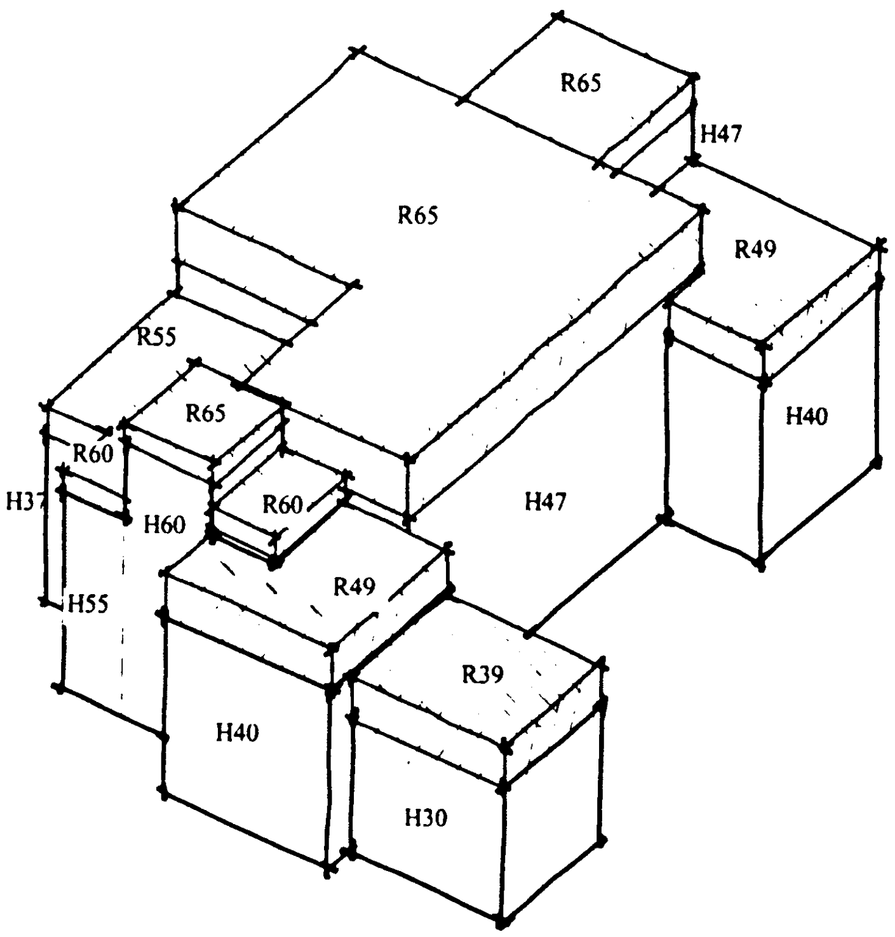
PARCEL B: Building B1
Footprint Diagram:
Recommended Building Lengths, Widths and Offsets.

Park City Ski Area

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VOLUMETRICS

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PARCEL B: Building B1
Massing Diagram
Recommended Building Heights.

LEGEND:
H= Maximum eave height, measured vertically from datum. El. 6951'
R= maximum ridge height measured vertically from datum. El. 6951'

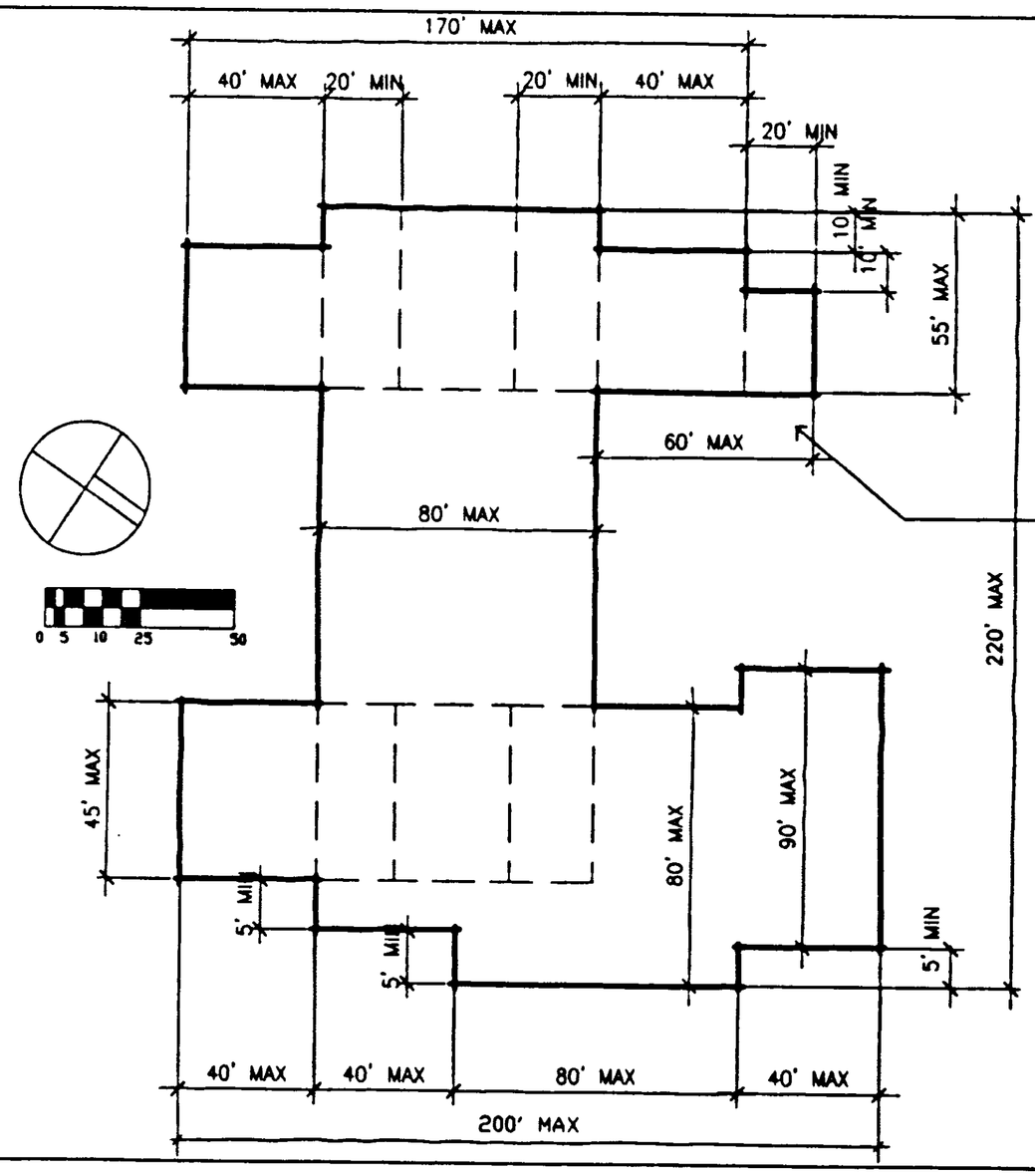
=Pitched roof zone.

Park City Ski Area

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VOLUMETRICS

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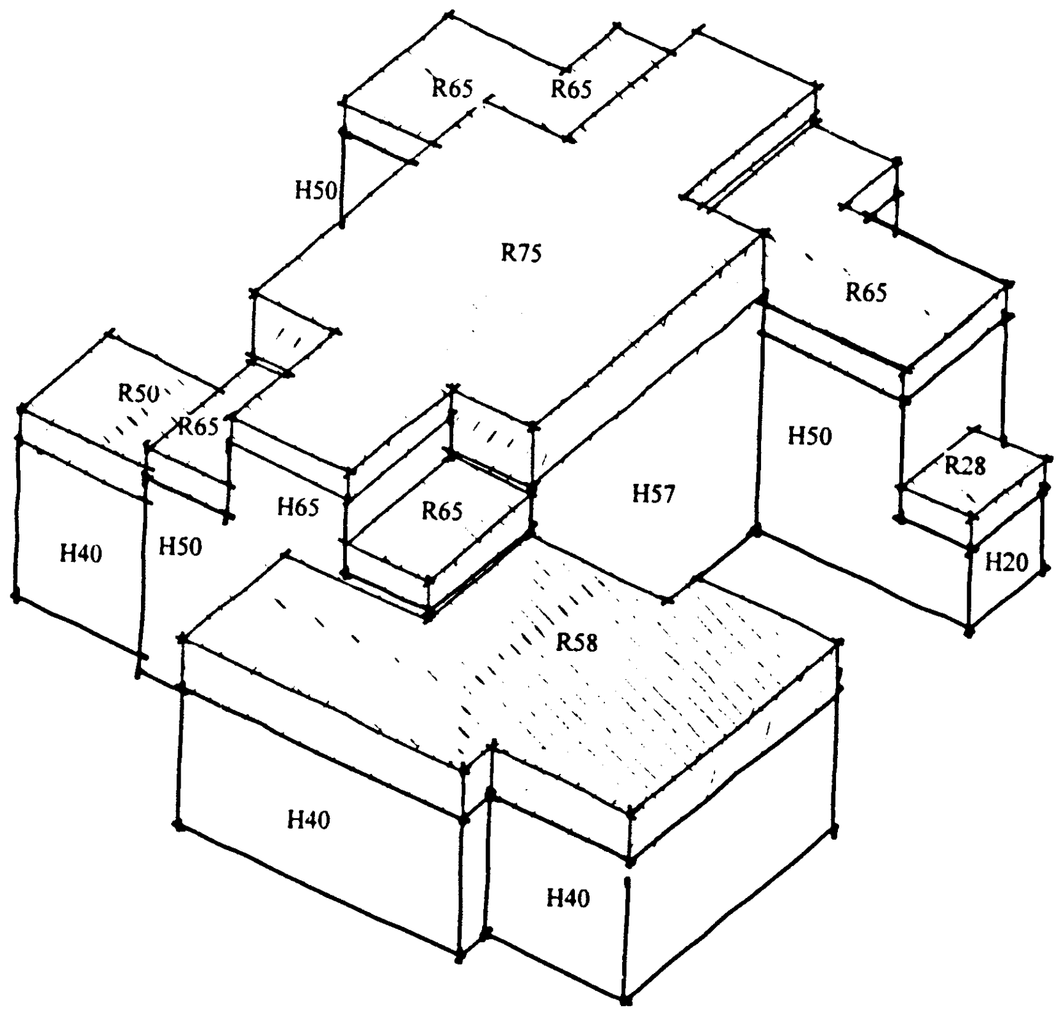
PARCEL B: Building B2
Footprint Diagram:
Recommended Building Lengths, Widths and Offsets.

Park City Ski Area

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VOLUMETRICS

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PARCEL B: Building B2
Massing Diagram:
Recommended Building Heights.

LEGEND:
H= Maximum eave height, measured vertically from datum. El. 6951'
R= maximum ridge height measured vertically from datum. El. 6951'

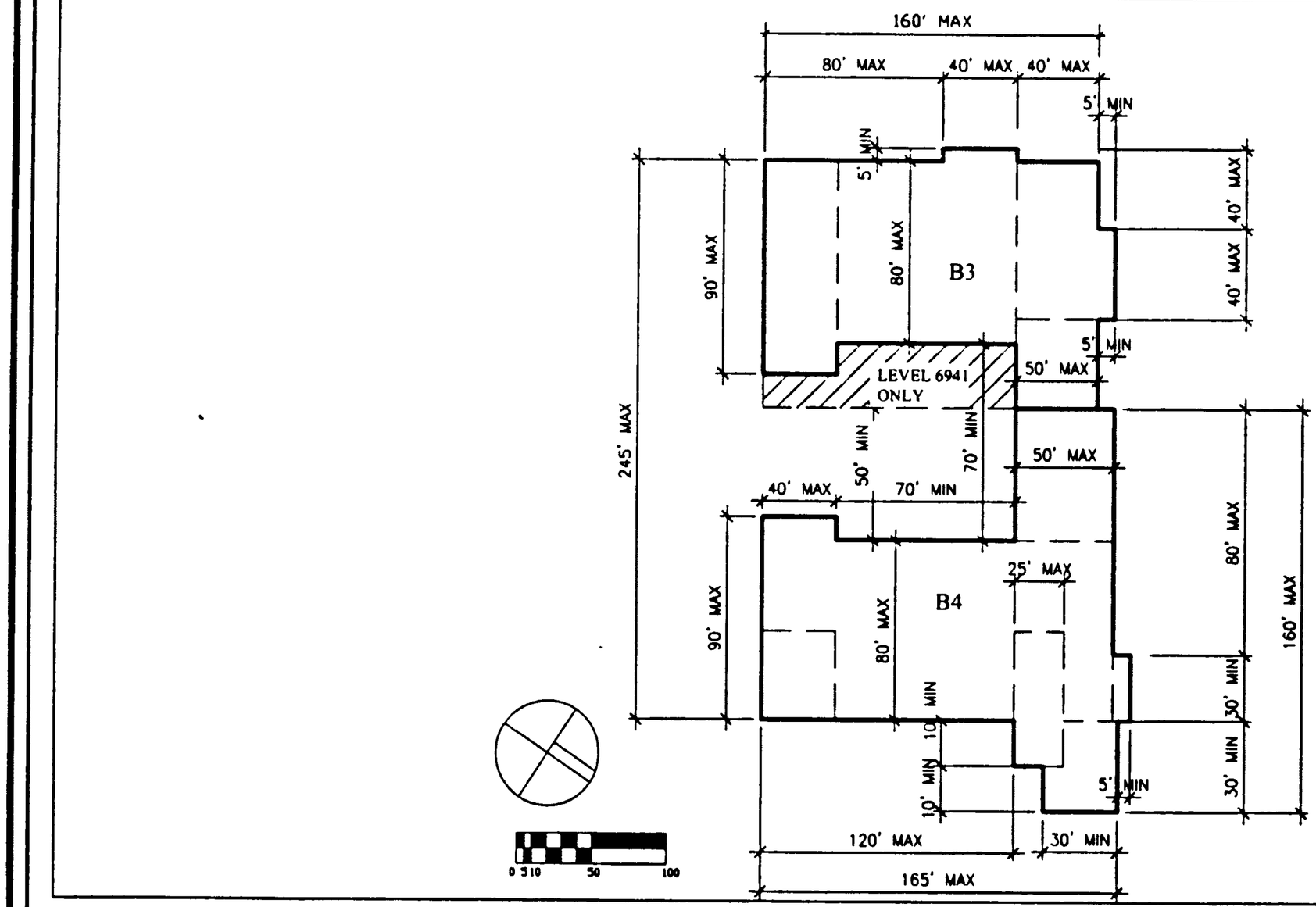
=Pitched roof zone.

Park City Ski Area

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VOLUMETRICS

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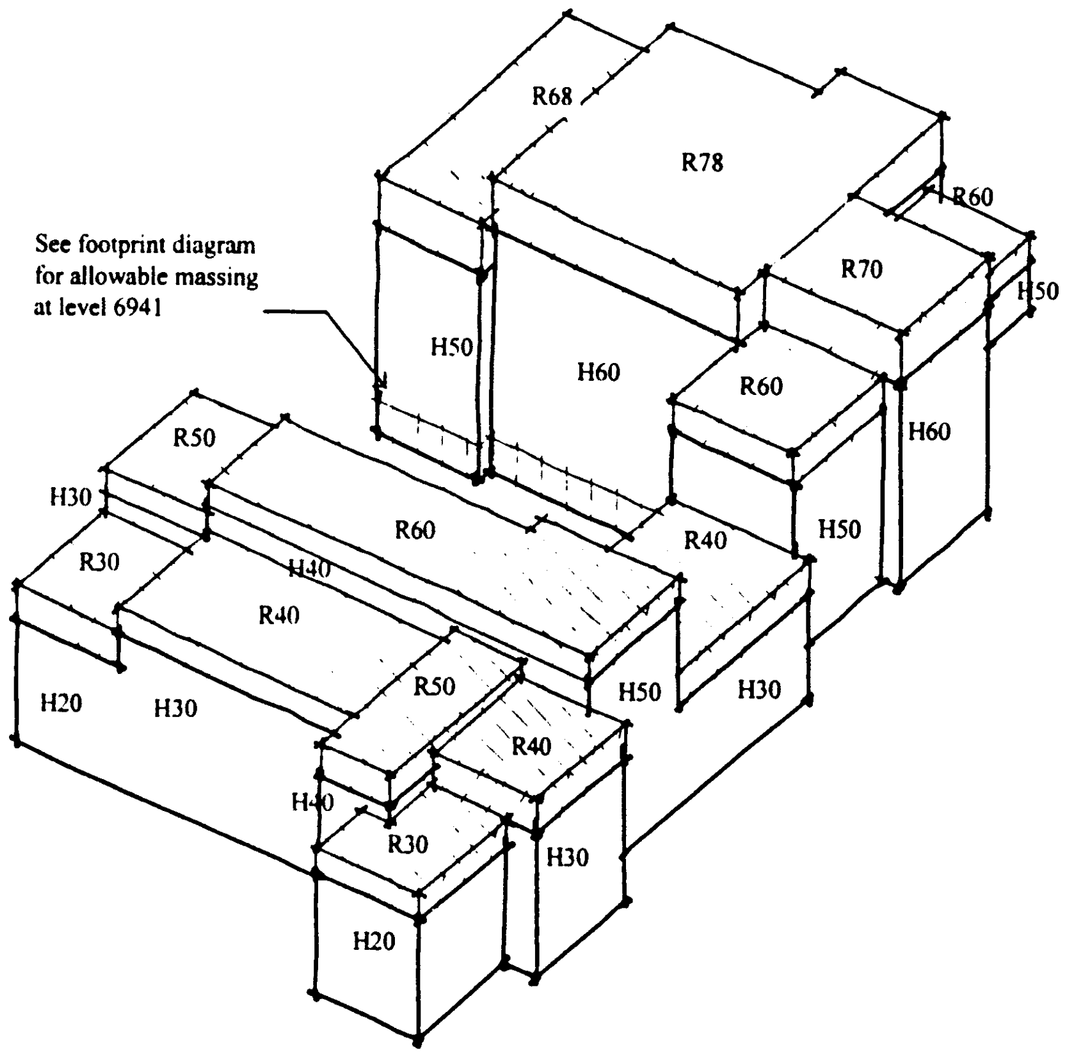
PARCEL B: Buildings B3 & B4
Footprint Diagram:
Recommended Building Lengths, Widths and Offsets.
Ground Floor Level only.

Park City Ski Area

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VOLUMETRICS

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PARCEL B: Buildings B3 & B4
Massing Diagram
Recommended Building Heights.

LEGEND:
H= Maximum eave height, measured vertically from datum.
R= maximum ridge height measured vertically from datum.

=Pitched roof zone.

Parcel B3 Datum:
Heights referenced are measured from established datum. El. 6941'
Parcel B4 Datum:
Heights referenced are measured from established datum. El. 6941'

Park City Ski Area

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VOLUMETRICS

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PARCEL C VOLUMETRICS

I. DESIGN INTENT

The purpose behind Parcel C's form is to push the building mass away from Lowell Avenue toward the ski slope and the similarly scaled resort center. This form minimizes bulk and shadow impacts on the street and accommodates drop-off areas for both the proposed children's center and the residential units above. The building steps in height from its center down to two and three story elements fronting Lowell.

The two ends of the buildings are important focal points as one enters the resort and drives along Lowell. Dedicated to skier services, the northern end of the building functions as a gateway element framing the new plaza/drop off and the primary mountain view corridor. To the south, a low structure could contain vertical circulation and tie into a potential pedestrian bridge from Parcel B. With or without the bridge, this end serves as a gateway marker to the resort's upper node.

Parcel C additionally accommodates the major entry to one of two major underground parking garages; the building's southernmost wing sits atop the ramp leading into the garage.

II. APPROVAL CRITERIA

The following bullets outline the specific design criteria behind the plan and massing diagrams as outlined in the Volumetrics. This criteria explains the reasons behind the massing and shall be used by the City and the Committee to measure proposals should they differ from the Volumetrics.

Building design for Parcel C shall:

- Range in building height from a maximum of two to a maximum of six occupied levels above parking.
- Break the mass of the building into at least six distinct components visible in both plan and elevation so as to provide scale and prevent the appearance of one monolithic structure.
- Limit bulk and shadow impacts on Lowell Avenue and create a landscaped buffer to serve as drop-off and open space by pulling the bulk of the mass away from the street and pushing it as far as practical toward the existing Resort Center complex and the ski slopes.
- Limit building bulk and shadow impact on Lowell Avenue and the new drop-off and plaza zones by stepping in height from lower scaled structures fronting Lowell Avenue to taller building elements fronting the ski slopes.
- Locate the highest portions of the buildings against the backdrop of the existing multi-storied Resort Center complex.
- Create a maximum two story architectural pavilion at the building's plaza frontageto serve, in conjunction with a similar pavilion on Parcel E, as a gateway element framing the planned mountain view corridor.
- Provide visible, at grade entry and slope-side access for the skier service building component that is convenient to temporary day-care parking and the planned beginners' slopes.
- Serve as the primary vehicular entrance to a public parking lot underneath Parcels C, E and the new skier service plaza.
- Delineate between commercial, skier service, residential and parking related entrances in order to orient the visitor, separate between public and private functions, and facilitate traffic flow into the underground parking garage.
- Limit access to Parcel C off of Lowell Avenue to one curb-cut across the main side-walk; including public access to the underground parking garage.

III. ASSUMPTIONS

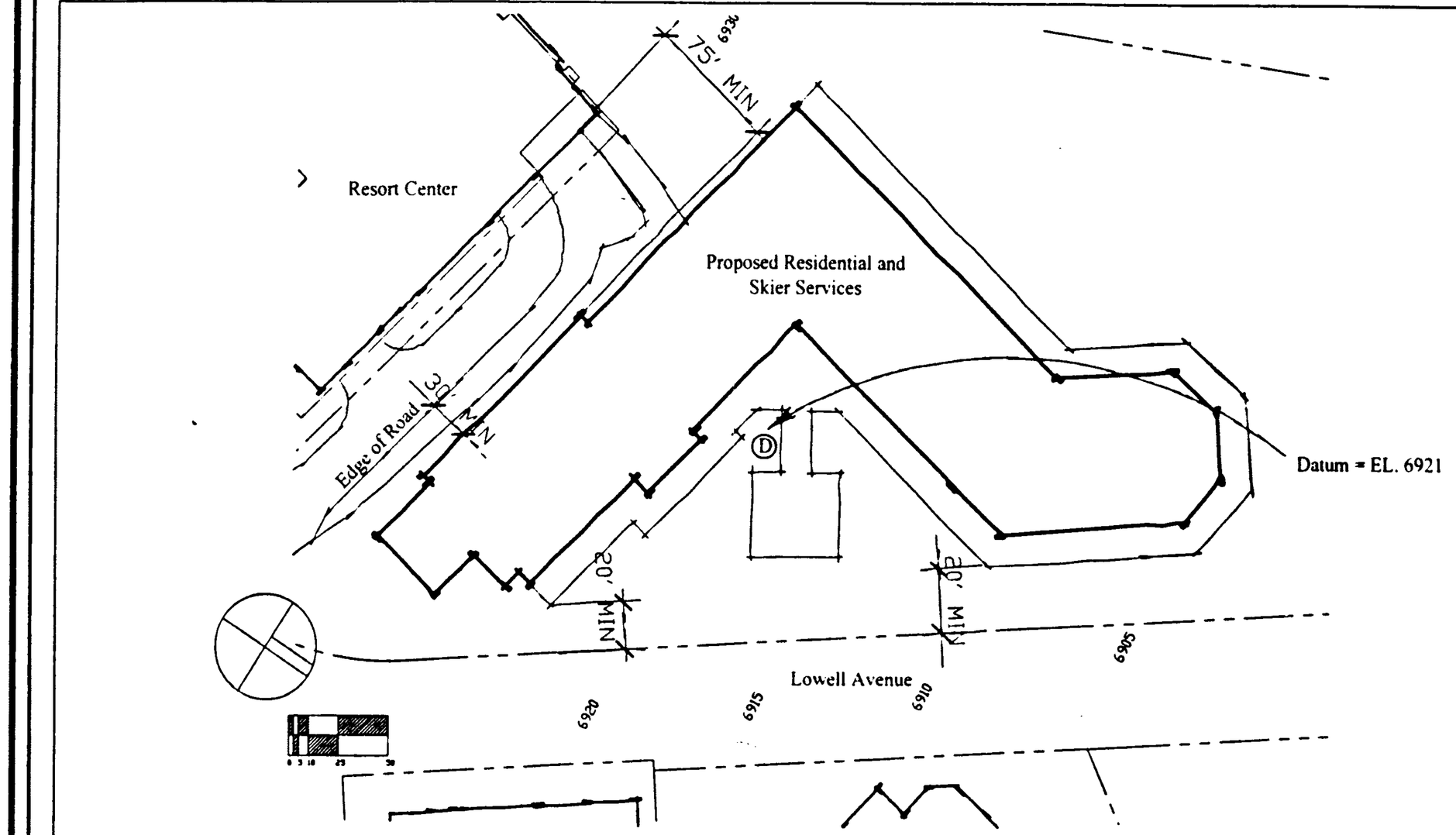
The conceptual footprint for Parcel C is based on a 37'-0" wide x 30'-0" parking grid as illustrated in the design documents. An initial 15'-0" grid line has been assumed at some of the garage's perimeter walls.

Park City Ski Area

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VOLUMETRICS

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*Please note that datum points are relative to the actual spot elevations above sea level in the locations illustrated in the concept documents. The datum elevations listed have not been verified and may vary based on final topographical survey.

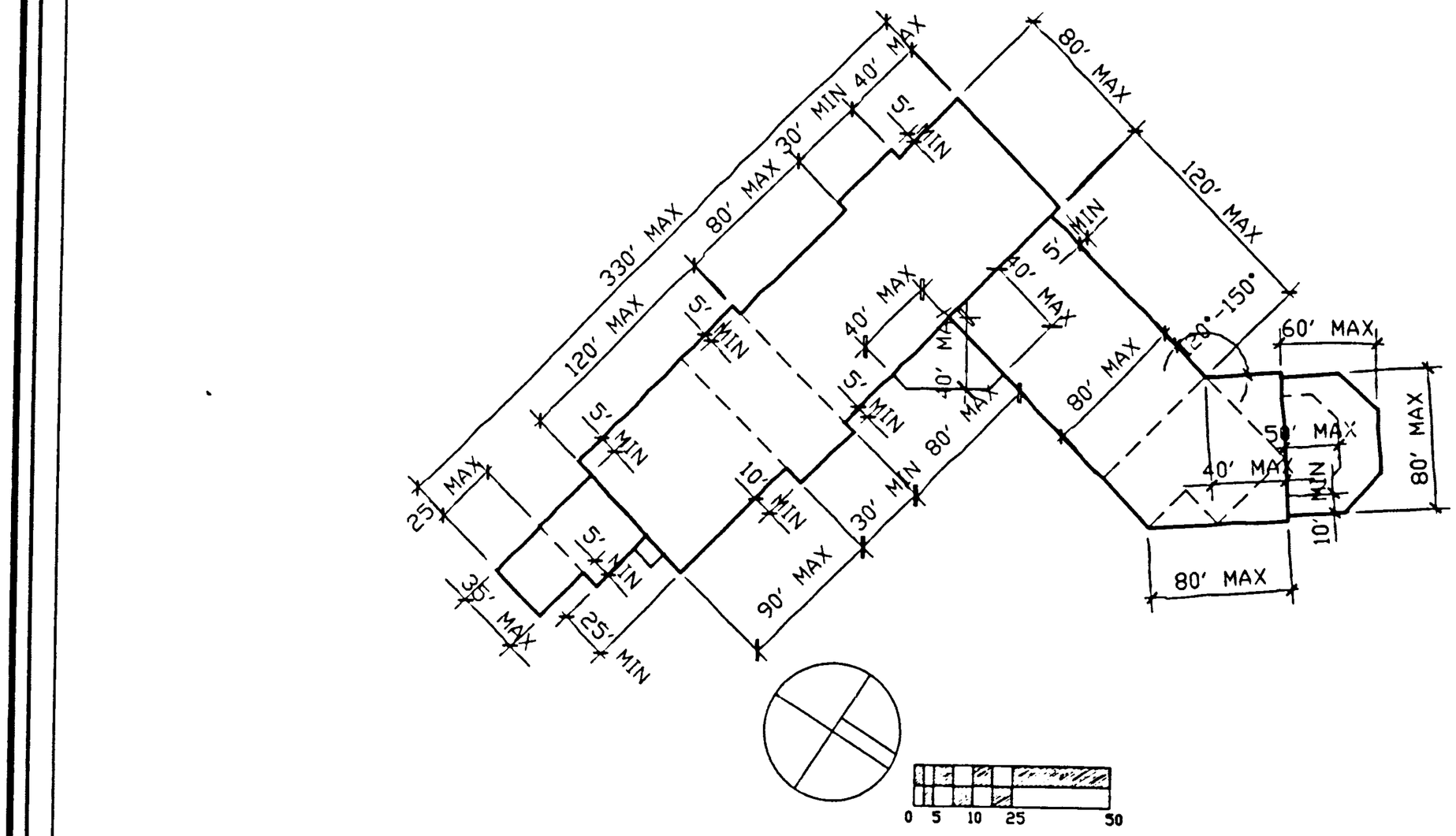
PARCEL C: Building C
Building Setbacks and Datum Points:

Park City Ski Area

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VOLUMETRICS

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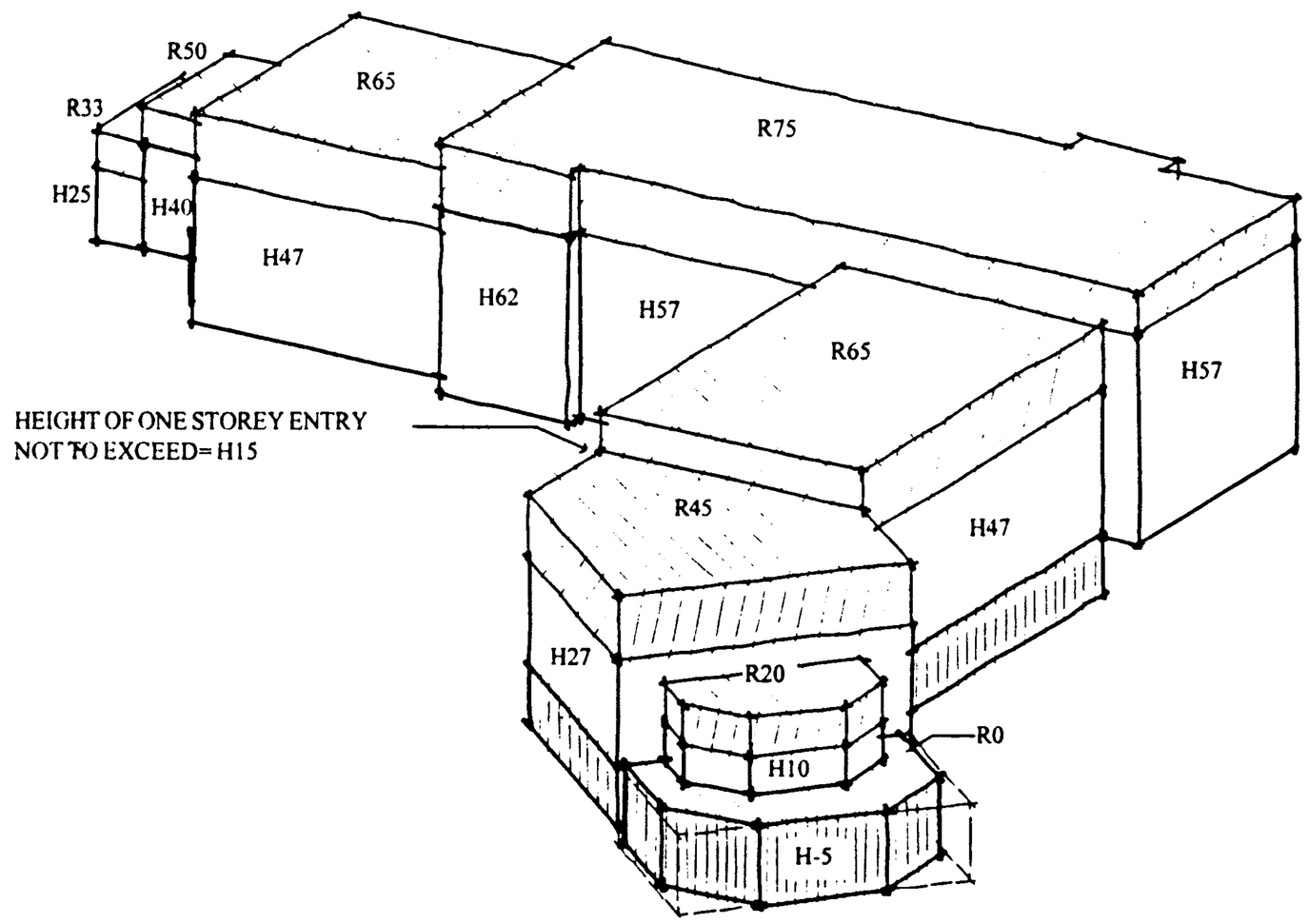


PARCEL C:
Footprint Diagram:
Recommended Building Lengths, Widths and Offsets.

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VOLUMETRICS

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PARCEL C:
Massing Diagram
Recommended Building Heights.

LEGEND:
H= Maximum eave height, measured vertically from datum. El. 6921'
R= maximum ridge height measured vertically from datum. El. 6921'

=Pitched roof zone.

=Skier services/ commercial zone below datum.

Park City Ski Area

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VOLUMETRICS

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PARCEL D VOLUMETRICS

I. DESIGN INTENT

Given it's position at the resort's entry and opposite the new drop off plaza, Parcel D occupies one of the most visually important locations in the resort. A building on the site will help form a skiers first and end-of-the-day impressions of the ski area. Conceived as three interconnected masses stepping back from Lowell Avenue, the building's bulk telescopes from its center to low, three story elements at both ends. Its section steps down at least once with the contours moving from southwest to northeast.

A possible porte cochere could provide entry to Parcel D from Lowell Avenue.

II. APPROVAL CRITERIA

The following bullets outline the specific design criteria behind the plan and massing diagrams as outlined in the Volumetrics. This criteria explains the reasons behind the massing and shall be used by the City and the Committee to measure proposals should they differ from the Volumetrics.

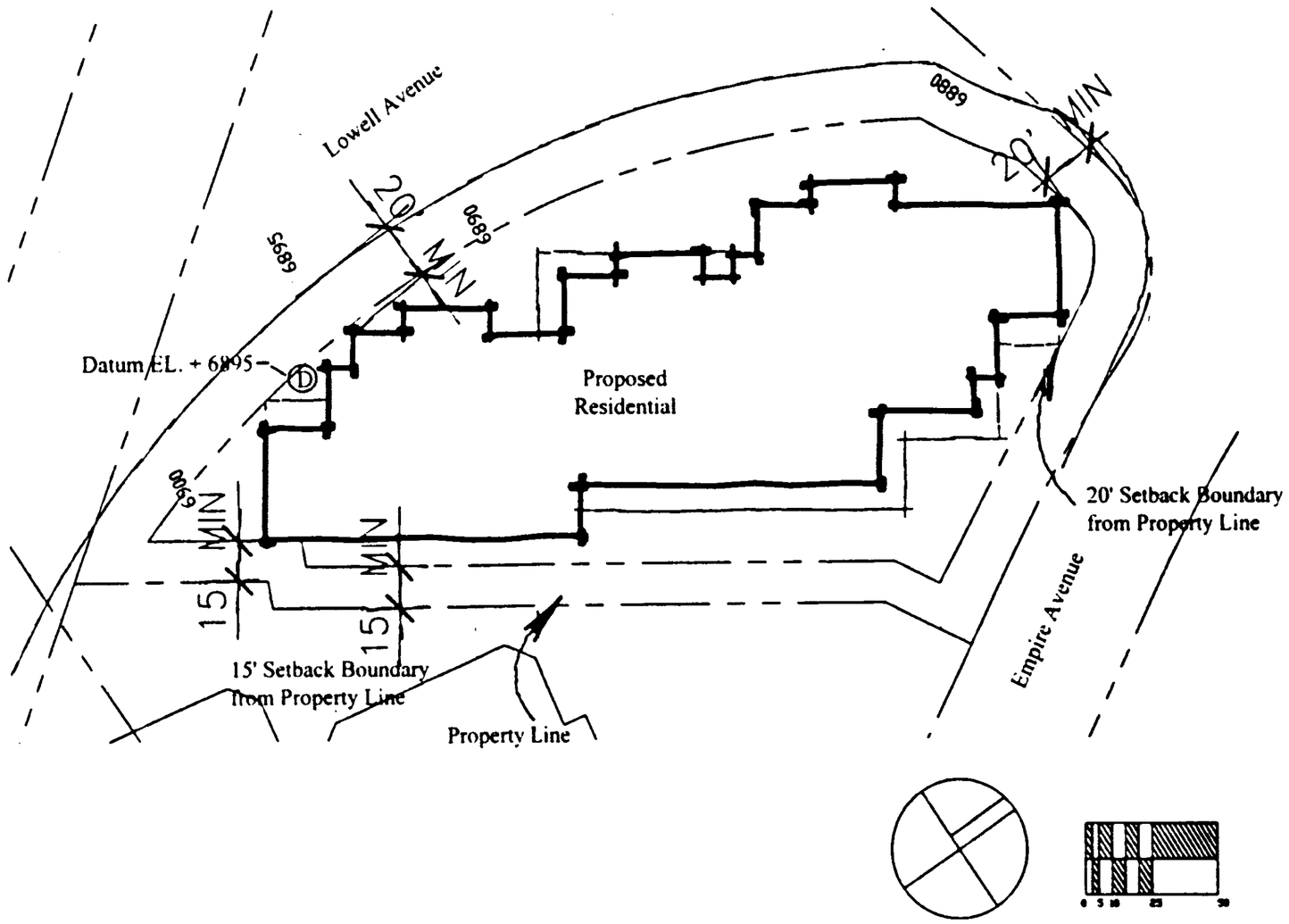
Building design for Parcel D shall:

- Vary in height from a maximum of three to a maximum of five occupied levels above parking.
- Consist of at least three distinct masses in order to provide scale and prevent the appearance of one monolithic building; these breaks shall be visible in both plan and elevation.
- Telescope in height and mass from both ends toward the building's center in order to limit shadow and visual impact, as well as to establish contextual relationships with neighboring structures.
- Limit bulk and shadow impacts by locating the tallest portions of the building at the center of its mass.
- Design its Lowell Avenue frontage as a streetwall to the northeast edge of the new skier plaza as viewed from the hillside and upon exiting the plaza; this will help facilitate the plaza's success as a contained "outdoor room".
- Provide a lower scaled (maximum three story) element, at the intersection of Lowell and Empire avenues to serve as a gateway framing the view to the mountain upon entering the resort.
- Create a building which is clearly residential in character by minimizing parking and floor to floor height requirements and disallowing public retail and commercial uses.
- Provide vehicular access to the underground parking via Empire Avenue only.

III. ASSUMPTIONS

The conceptual footprint for Parcel D is based on a 37'0" wide x 30'-0" parking grid as illustrated in the design documents.

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*Please note that datum points are relative to the actual spot elevations above sea level in the locations illustrated in the concept documents. The datum elevations listed have not been verified and may vary based on final topographical survey.

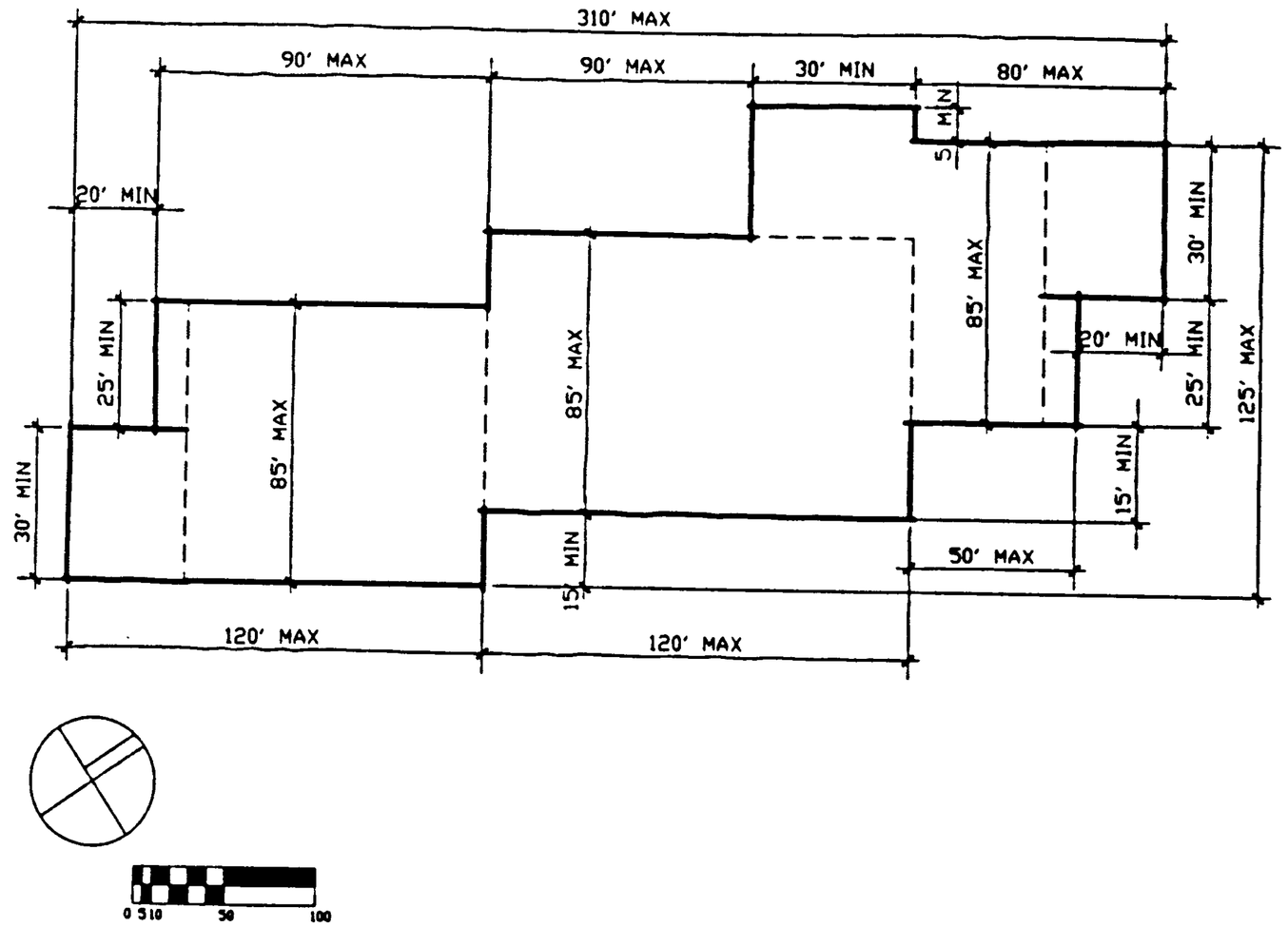
PARCEL D: Building D
Building Setbacks and Datum Points:

Park City Ski Area

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VOLUMETRICS

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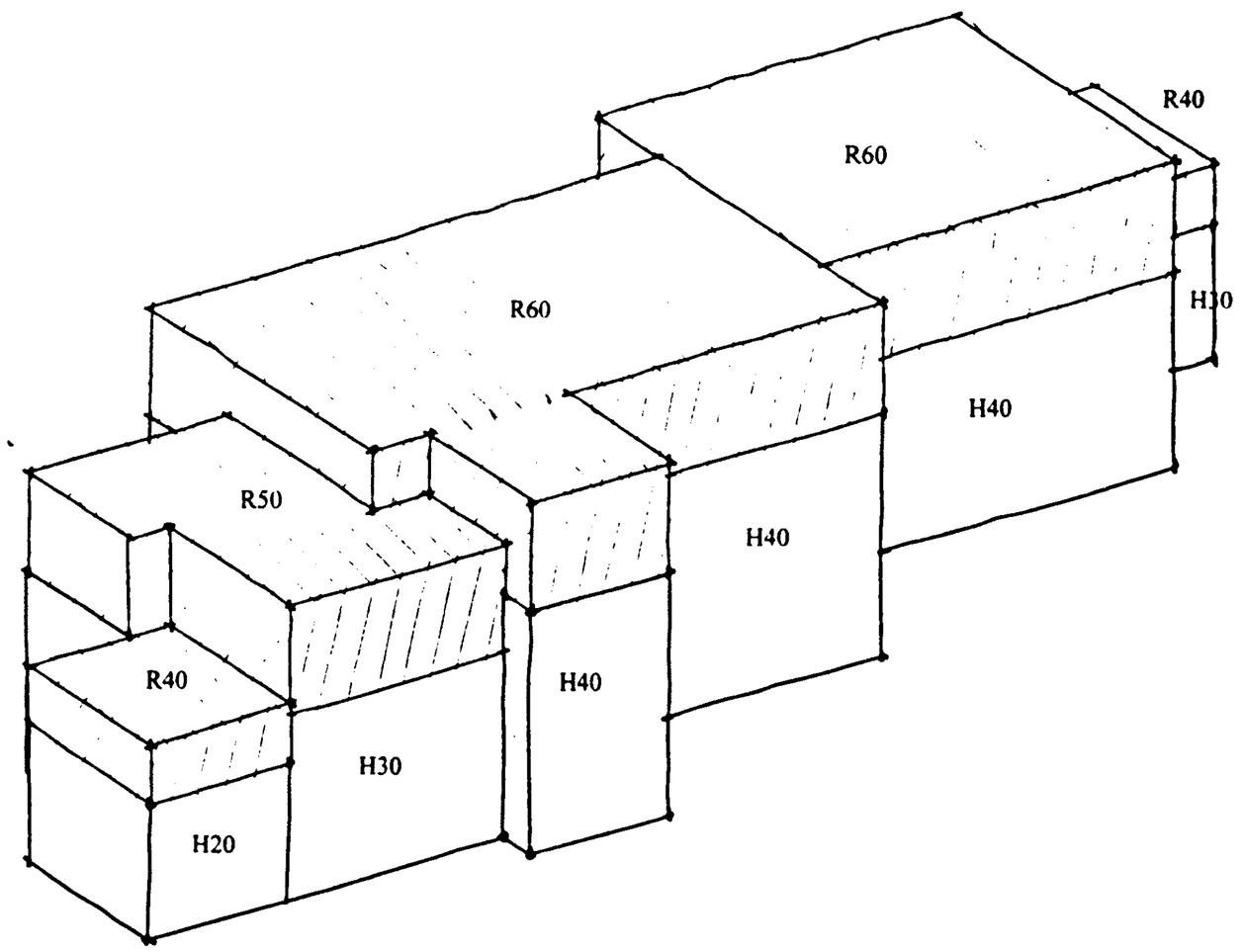
PARCEL D:
Footprint Diagram:
Recommended Building Lengths, Widths and Offsets.

Park City Ski Area

PARK CITY RESORT
VOLUMETRICS

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PARCEL D:
Massing Diagram
Recommended Building Heights.

LEGEND:
H= Maximum eave height, measured vertically from datum. El. 6895'
R= maximum ridge height measured vertically from datum. El. 6895'

=Pitched roof zone.

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PARCEL E VOLUMETRICS

I. DESIGN INTENT

In conjunction with Parcel C, Parcel E defines the drop-off plaza and frames the resort's primary view corridor. Special massing and architectural treatment at its eastern end is intended to create a gateway into the resort and highlight the intersection of Lowell and Silver King. The building steps in segments toward the ski hill, both vertically and horizontally.

Across from Three Kings the massing is broken and single story residential units minimize the building's impact to the north. To the northwest, three story residential units turn the corner and establish contextual relationships with Snow Flower's existing eave line. Opposite Snow Flower's easternmost facade, the taller portion of the proposed building steps back from the property line.

A covered arcade on the building's western edge creates a passage way from Three Kings to the resort's new base operations.

On the plaza side, a single commercial level extends out into the plaza in order to further modulate the buildings scale, provide additional commercial square footage and enliven the plaza area. Vertical circulation to the plaza from the garage below is accommodated via an articulated pavilion adjacent to the building's skier service facilities.

II. APPROVAL CRITERIA

The following bullets outline the specific design criteria behind the plan and massing diagrams as outlined in the Volumetrics. This criteria explains the reasons behind the massing and shall be used by the City and the Committee to measure proposals should they differ from the Volumetrics.

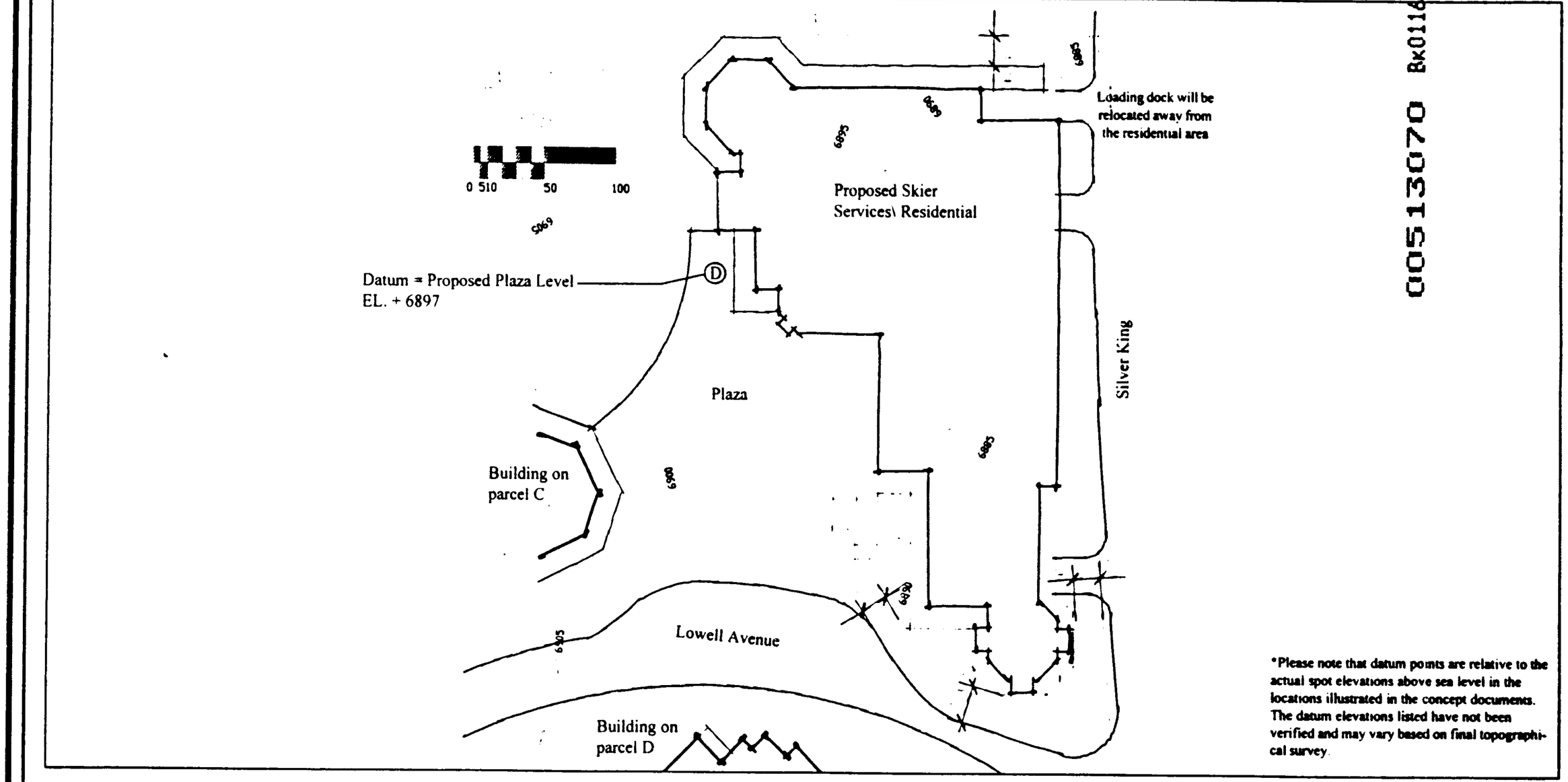
Building design for Parcel E shall:

- Range in building height from a maximum of one to a maximum of six occupied levels above parking.
- Break the mass of the building into at least six distinct components, visible in both plan and elevation, so as to create scale and prevent the appearance of one monolithic structure.
- Limit bulk and shadow impacts along Silver King Drive by locating the taller portions of the structure on the plaza/mountain side and locating one to four story elements along Silver King Drive.
- Bring the height of the building down to three stories at its northwest corner where it meets Snowflower in order to establish a contextual relationship and limit the building's visual impact; the tallest portions of the building shall be a minimum distance of 95'-0" from the edge of Snowflower's building one.
- Provide a covered public pedestrian link from Silver King Drive on the property opposite Snowflower.
- Limit bulk and shadow impacts on Lowell Avenue, the new drop-off and plaza zones by stepping the building in height from a two story pavilion fronting Lowell Avenue towards the taller building elements fronting the ski slope.
- Create a maximum two story architectural pavilion at the intersection of Lowell Avenue and Silver King Drive to serve as a major gateway to the resort by framing, in conjunction with a similar pavilion on Parcel C, the planned mountain view corridor.
- Use one story commercial elements and covered arcades to reduce the building's scale at the Public Plaza and fill-out the plaza with active indoor/outdoor uses.
- Incorporate programmed outdoor spaces, terraces, etc. geared to mitigate the scale of the plaza and encourage year-round activity.

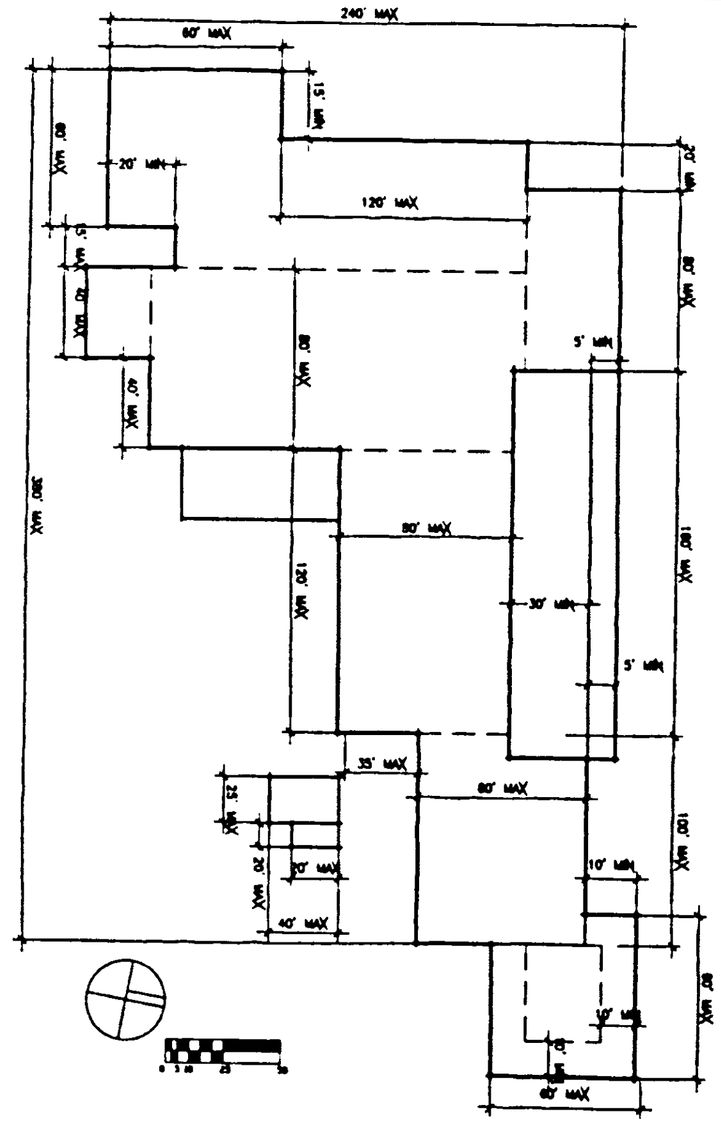
III. ASSUMPTIONS

Parcel E's concept plans are based on a 30'-0" grid in the east west direction and a 37' grid from north to south. An initial 15'-0" grid line has been assumed at the garage's perimeter walls.

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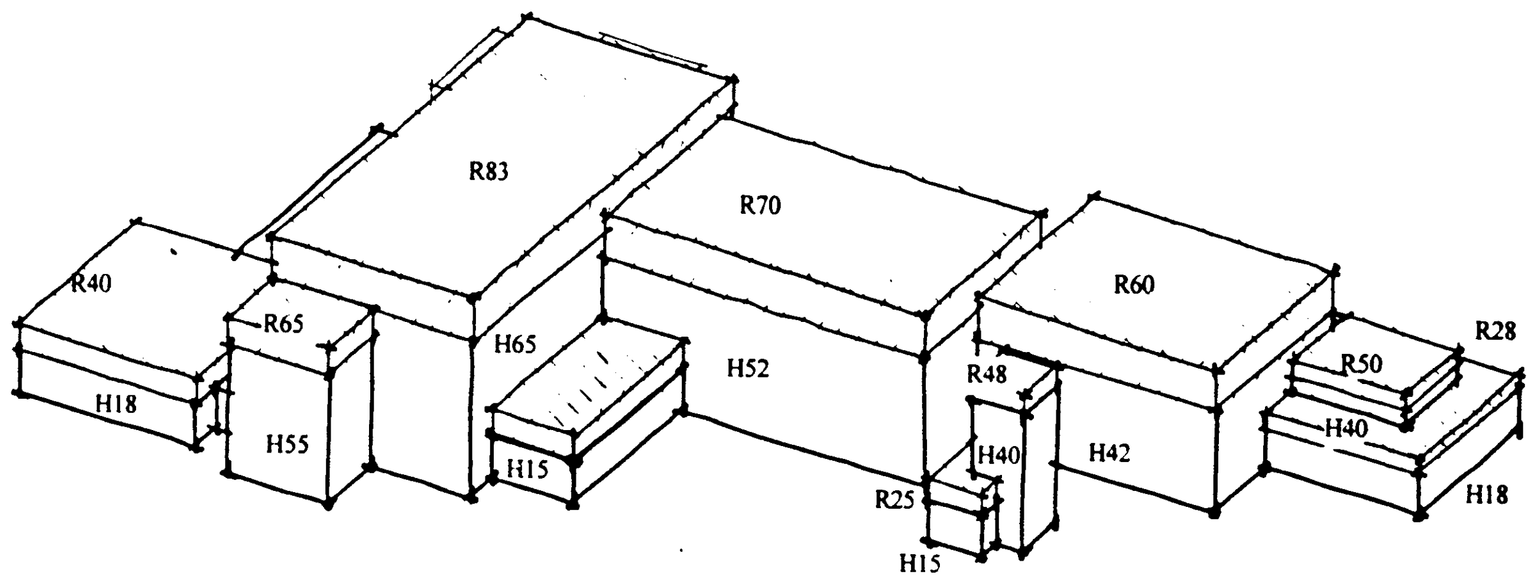
PARCEL E:
Footprint Diagram:
Recommended Building Lengths, Widths and Offsets.

Park City Ski Area

PARK CITY RESORT
VOLUMETRICS

BSA Architects

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PARCEL E: Plaza Side
Massing Diagram
Recommended Building Heights.

LEGEND:
H= Maximum eave height, measured vertically from datum. El. 6897'
R= maximum ridge height measured vertically from datum. El. 6897'

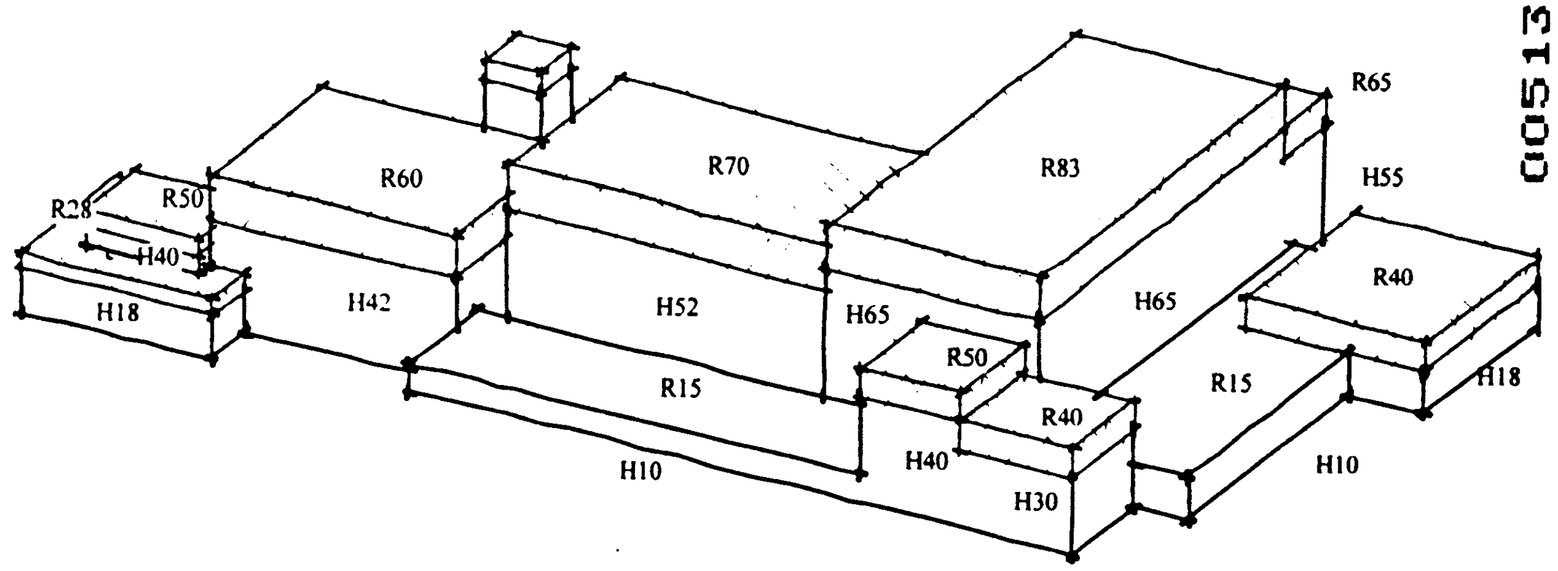
=Pitched roof zone.

Park City Ski Area

PARK CITY RESORT
VOLUMETRICS

BSA Architects

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PARCEL E: From Three Kings
Massing Diagram:
Recommended Building Heights.

LEGEND:
H= Maximum eave height, measured vertically from datum. El. 6897'
R= maximum ridge height measured vertically from datum. El. 6897'

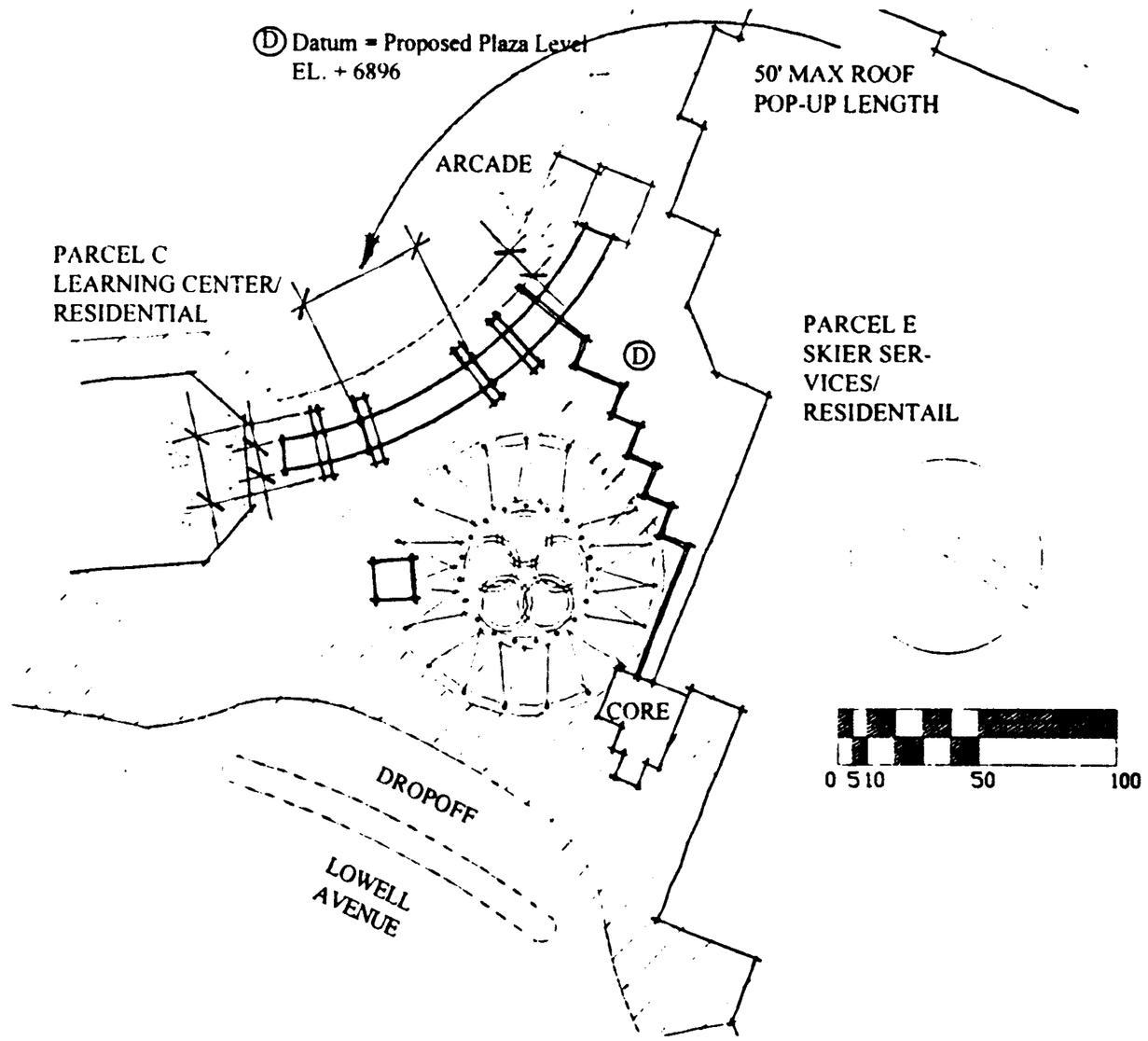
=Pitched roof zone.

Park City Ski Area

PARK CITY RESORT
VOLUMETRICS

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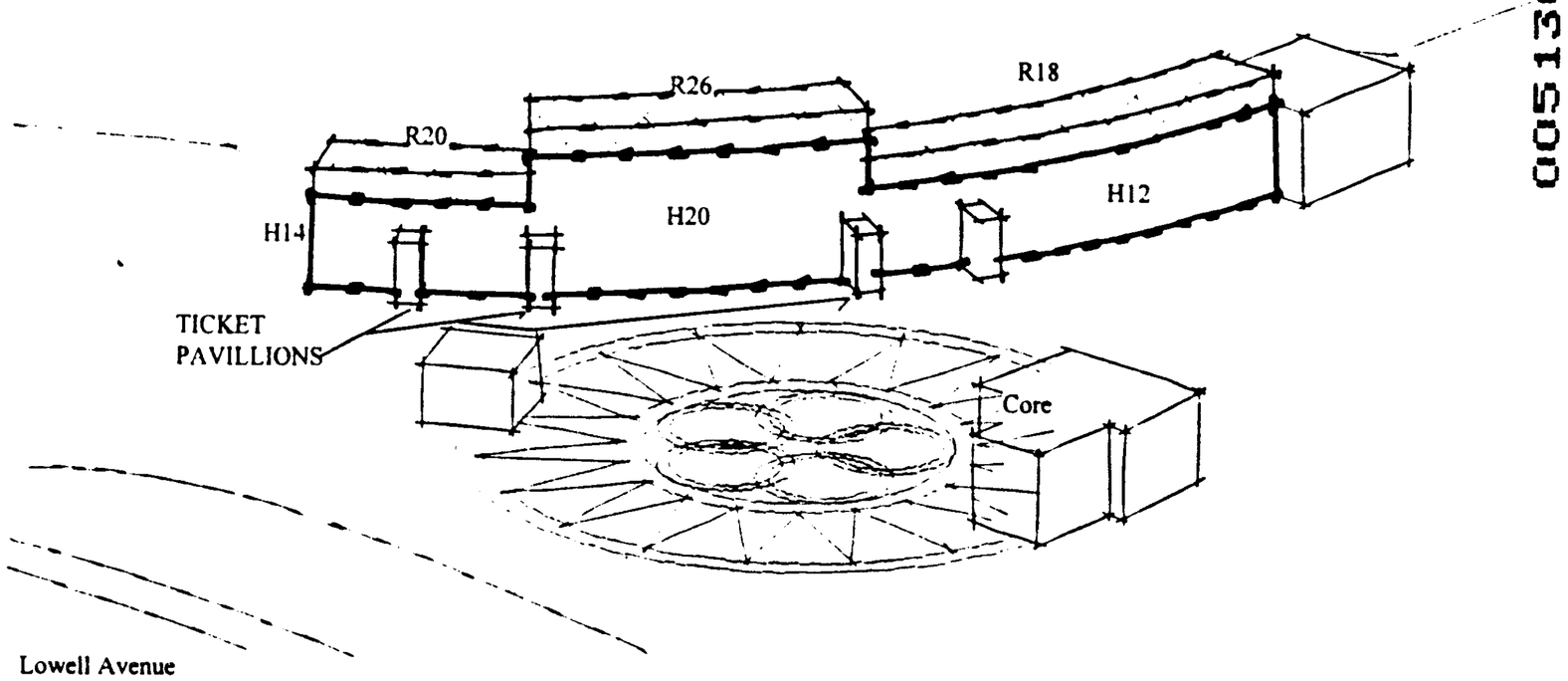
ARCADE:
Footprint Diagram:
Recommended Lengths, Widths and Offsets.

Park City Ski Area

PARK CITY RESORT
VOLUMETRICS

BSA Architects

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ARCADE: From Lowell Avenue
Massing Diagram:
Recommended Building Heights.

LEGEND:
H= Maximum height, to underside of structure.
R= maximum roof height measured vertically from datum. El. 6896'

=Roof truss zone.

Park City Ski Area

PARK CITY RESORT
VOLUMETRICS

BSA Architects

Exhibit E

PARK CITY
1884

Department of Community Development
Engineering • Building Inspection • Planning

September 2, 1997

Doug Clyde
Powdr Corp
P O Box 39
Park City, UT 84060

NOTICE OF PLANNING COMMISSION ACTION

Project Name: Park City Mountain Resort

Project Description: Large Scale Master Plan

Date of Meeting: June 25, 1997

Action Taken By Planning Commission: Approved the Park City Mountain Resort Large Scale Master Plan with the following findings of fact, conclusions of law, and conditions of approval:

Master Planned Development Findings:

1. There are 31.19 acres of Recreation Commercial Zoning at the Park City Mountain Resort Base. The existing development occupies 6.27 acres of that total. There are, therefore, 24.92 acres of property zoned Recreation Commercial (RC) under consideration in this application. The permitted density in the RC zone for Master Planned Developments is 1 unit equivalent for each 2,000 square feet of land area on the site (Section 10.16 of the Park City LMC).

   A portion of the area zoned RC is within the Sensitive Lands Overlay Zone. Based upon the total area of the site, and taking into consideration the Sensitive Area Overlay Zone, the maximum density permitted would be 491.78 Unit Equivalents.

2. The Park City Mountain Resort Large Scale Master Plan includes:
   - demolition and replacement of the Gondola Building with a hotel/timeshare stepping up the hill
   - construction of new buildings on all of the current surface parking lots
   - addition of skier parking in underground structures
   - construction of a new plaza oriented primarily toward the day skier
   - improvement of the existing plaza to better serve skiers staying on site
   - installation of skiing improvements

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- construction of employee housing
- realignment of Lowell Avenue and modifications to Empire Avenue

The Master Plan consists of 5 parcels which are fully described in a booklet entitled Concept Master Plan dated June 10, 1997. That document is referenced as a part of this approval.

Density

The densities and square footages proposed are as follows:

Parcel Square Footage Allowance Table

Parcel	Gross Residential Sq. Ft.	Residential Support Commercial & Accessory Use @ 10%	Accessory Use to Resort Operation	Retail/ Commercial	Total (2)
A	287000	28700	35000	(1)	350810
B	294000	29400		(1)	323519
C	159000	15900	18000	(1)	192963
D	93000	9300		(1)	102338
E	141000	14100	32000	(1)	187157
Total	974000	97400	85000		1156787

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

(2) Building square footage does not include mechanical or storage space that may be located below grade.

The residential development is intended to occur in the form of condominiums, hotels and timeshares and is intended to serve the visitor.

The square footage numbers that are shown in the Parcel Square Footage Allowance Table are the maximums that can be built within each category. Three separate factors control the size of the individual buildings, and in each case the most restrictive of these factors will

control the size of the building. The size and configuration of each building is limited by the gross square footage listed in the Parcel Square Footage Table, and the overall building envelope as set out in the Volumetrics, neither of which can be exceeded. In addition the entire project is limited by the total Unit Equivalents that are available within the MPD. The project is entitled to a total of 492 unit equivalents.

Mechanical space, maintenance and storage space that is located underground is not included in the total building square footage and is allowed in addition to the total Parcel Square Footage Allowance. Public Convention and Meeting Space that is likewise underground would be allowed in addition to the total Parcel Square Footage Allowance.

3. The commercial uses proposed in the Park City Mountain Resort MPD are consistent with the RC zone and support the residential bed base and skiing activity. The commercial uses are defined as follows:

RESORT ACCESSORY USES:

The following uses are accessory uses for the Resort's Winter and Summer operations. These uses meet the definition of "Accessory" by being: (1) clearly incidental to, and customarily found in connection with, the principal building or use, and (2) operated and maintained for the benefit or convenience of the owners, occupants, employees, customers or visitors to the principal use or building. Accessory uses do not require the use of Unit Equivalents. Other uses that are not listed here may also qualify as "Accessory".

Information/Lost and Found
Maintenance Facilities
Mountain Patrol
Mountain Administration
Mountain Patrol Medical Facilities
Base Day Lodge and Food Service
Public Lockers
Public Restrooms
Horseback Riding and Stables
Mountain Bike Rental, Repair, and Sales
Ski/Snowboard (etc,) Repair, Rental and Sales
Ski School/Skiwee/ Kinderschule/Day Care
Ticket Sales
Summer Recreation Facilities
Public Convention Facilities

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RESIDENTIAL ACCESSORY USE AND SUPPORT COMMERCIAL:
Residential accessory uses include those facilities that are for the benefit of the building residents and do not require the use of Unit Equivalents. These uses include, but are not limited to the following:

Health Clubs and Fitness Centers
Pools, Saunas and Hot Tubs
Ski Lockers
Lobbies
Meeting Rooms
Storage
Laundry
Employee Facilities

Residential Support Commercial are those commercial uses that are oriented towards the internal circulation of the development, for the purposes of serving the needs of the residents or users of that development and otherwise meet the definition as found in the Land Management Code. Support Commercial does not require the use of Unit Equivalents.

General Commercial and Retail activities that do not qualify as Support Commercial or Accessory use may be desirable. For example, a full service hotel would require a restaurant that would provide food service to patrons outside of the project. General Commercial or Retail will require the use of Unit Equivalents as per the Land Management Code. No square footage has be allocated to this space; consequently, it would have to come out of one of the other categories that make up the total square footage of the building.

4. In conjunction with the planning for the Village Development, a Mountain Upgrade Plan was prepared by Sno.engineering. This mountain upgrade plan calls for the construction and/or replacement of several lifts with detachable lift systems. Plans for the next 6 years result in a mountain configuration of 7 detachable chairs, and 11 fixed grip lifts. Additionally, the First Time beginner lift may also be a detachable. New lifts will include an expansion into McConkey's Bowl, a detachable that services the Bonanza run, and a new transportation lift from the new plaza and drop off area at Building E to a new restaurant site just below the summit. The new transportation lift may be a gondola or a hybrid detachable chair/gondola. If required, cabin storage will be at the top terminal with a minimal terminal at the base. Both Payday and Motherlode will be replaced with detachables.

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On mountain food service will be improved and expanded. New restaurants include a large upper day lodge in the meadow just above the Assessment ski run, and some smaller restaurants in the Payday and King Con Ski Pods.

The majority of the uphill improvements are not within the City Limits of Park City. Because the improvements may impact traffic, parking, runoff, and views within Park City, the City is requesting review authority of those improvements.

5. The Large Scale MPD proposes over 70% open space in the form of pedestrian plazas and walkways, ski runs, and landscaped areas. Special conditions will be placed on the Master Plan to ensure the long term maintenance and quality of those open space areas and that they remain open to the public, subject to reasonable restrictions.

6. The applicant prepared two parking and traffic studies which were carefully evaluated by the Planning Commission. A parking management plan is proposed to minimize neighborhood impacts and to provide opportunities for creative parking solutions. The applicant is being required to upgrade roads and intersections to meet the increase traffic demand.

7. The site planning for the project takes into consideration separation from existing uses and has been determined to provide adequate setbacks. The setbacks proposed are at, or in excess, of those required in the RC Zone.

8. The Recreation Commercial Zone allows the highest density in the City and is intended to provide transient residential bed base.

9. The site planning criteria set forth in Section 10.9(h) of the Land Management Code were considered in the review of this Large Scale Master Plan. Specific design guidelines, building volumetrics and site planning were required in order to:
   - site building masses in the most appropriate locations, taking into consideration surrounding uses and structures;
   - cluster units in the most developable portions of the project, keeping development off of the hillsides and maintaining significant view corridors;
   - place utilities and roads in areas already disturbed whenever possible;
   - provide for significant pedestrian circulation;
   - improve the efficiency of the road and transit system;
   - provide attractive and functional landscaping and streetscape;
   - minimize the impact of construction on the neighborhood and surrounding open space areas;
   - maximize public access and usability of open space;

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- ensure that the buildings are attractive and compatible with existing structures and architectural styles in Park City;
- provide adequate facade variation.

10. Because of significant existing vegetation on the site, limits of disturbance and construction staging will be required to manage construction activity.

11. The adjacent neighborhood is unique in that it includes a variety of land uses and occupancies. In order for the impact of construction on the adjacent neighborhoods to be minimized, a construction mitigation plan is required.

12. The Park City Mountain Resort Master Plan will result in a significant demand for new employees as detailed in employee generation studies conducted by both the applicant and the City. The City Council has stated that employee generation should be addressed in resort expansion. The Park City Mountain Resort has agreed to provide seasonal housing for 80 employees, which constitutes 10% of the employees generated. In addition, the Park City Mountain Resort provides an employee shuttle from Salt Lake City, Provo and Heber and will commit to continue this service.

13. Parking requirements for the residential developments will be dependent on the final unit configuration and will conform to the current requirements for parking as set out in Chapter 10 of the Land Management Code. Those requirements are based on unit type, zone and project size. The classification that applies to this project is RC^3 (projects having more than 24 development credits) and is as follows:

Unit Type	Unit Square Footage (not to exceed)	Parking Spaces Required
Hotel Room/Suite	650	0.66
Studio Apt.	1,000	0.66
One Bedroom Apt.	1,000	0.66
Two or more Bedroom Apt.	1,500	1
Apt. greater then 1,500 sq. ft.	2,000	1.5
Apt. greater then 2,000 sq. ft.	2,500	2
Apt. in excess of 2,500 sq. ft.	none	2

Total skier parking for the ski area is 1700 stalls, of which 1200 exist in the surface parking lots. These 1200 surface stalls will be replaced by 1800 underground stalls for the exclusive use of the Resort. It is anticipated that all Resort parking will be paid parking.

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Parking for the Resort's Accessory Uses and or Support Commercial to the Resort are included in the 600 additional parking stalls that will be built for the Resort uses. Parking for employees of the new Accessory Uses to the ski area are provided for at the rate of 1 space per 400 sq. ft.. Parking for the replacement of the Commercial in the Gondola building is included in the existing parking for the Resort.

Resort employees are generally parked off site and will be transported by: local busing to proposed employee housing, the continuation of the Employee parking program on the Munchkin Lane site, and the Resort's Employee busing program which services Provo, SLC and the Heber areas.

Commercial uses other than Accessory or Support may require additional parking if these uses generate parking demand that conflicts with the peak Resort parking demand. These parking requirements will be determined when the use of the space is declared at the CUP level.

14. It has been represented by Powdr Corporation that this plan is the complete plan for new development on the undeveloped lands currently owned by Powdr Corp or its subsidiaries, at the base of the resort.

15. The conceptual elements of the basic fire protection and life safety plan for the Master Plan have been set out in correspondence from Rolf Jensen and Associates to Ron Ivie dated December 11, 1996. Several overall life safety requirements will apply project wide with specific fire protection requirements for Building A. Building A requires fire protection systems in excess of the minimums as set forth in the Uniform Fire Code in order to gain approval. The balance of the project will be of standard design based upon the rating of the building. Specific plans for the implementation of the fire protection elements will be a condition precedent to any Conditional Use Approval.

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Findings for Recommending the Requested Height Variation to the City Council:
The applicant has requested a height variation as provided for in the Section 10.9 of the Land Management Code. The heights proposed are described and regulated by the Concept Master Plan Book dated June 10, 1997 and are summarized on pages 10, 10B, 11 and 11B, copies of which are attached to this approval.

In many cases, the Planning Commission required significant changes to the project, or extraordinary conditions based upon review of the criteria outlined in Section 10.9(f) of the Land Management Code.

The Planning Commission has considered the site specific review standards outlined in Section 10.9(f) Variations in Height Requirements and recommends a variation in height based upon the following findings:

- The Planning Commission carefully considered the extent of the RC zone, and has determined that clustering the density around a new skier plaza at the base of the ski runs is preferable to spreading the density up the hill to the extent of the RC zone. The clustering preserves open space, allows for the separation of buildings, and provides opportunities for view corridors.
- The applicant provided extensive visual analysis, including shadow studies, to determine the effect of the proposed height variation on views and solar access. Building layout and massing were modified based upon those studies. The majority of the mass and height of the proposed buildings was placed toward the hill, away from existing residential uses.
- Specific building volumetrics were developed by the applicant to define where building masses should and should not occur. The volumetrics provide massing transitions to the adjacent existing buildings and streets, and maintain important view corridors.
- The clustering of density increases the potential effectiveness of public transportation. The Planning Commission reviewed circulation and transit plans. The project, when built, will result in significant traffic circulation and transit improvements.
- The Planning Commission has determined that the location of the proposed buildings is appropriate for density, bed base and commercial uses contained in the Master Plan.
- A major element of the Planning Commission review included landscaping, streetscape and building design details, which reduce the apparent mass of the structures and to provide some pedestrian scale at sidewalks and plaza areas.
- Because of the clustering of density, over 70% of the site will remain in open space. The Planning Commission requires that the open space be preserved in perpetuity, through easement restrictions, zoning or other means deemed to be appropriate by the applicant and City.

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- The increase in height requested does not result in increased density beyond that which is allowed by the RC zoning.
- The requested height variations are deemed appropriate by the Planning Commission as they provide an opportunity to enhance the appearance of the buildings through significant vertical and horizontal articulation. The articulation is defined in the building volumetrics, which are an integral component of the plan, and are incorporated by reference to this approval.

Conclusions of Law:

1. The proposed Large Scale Master Plan, as conditioned, is consistent with the criteria set forth in Chapter 10 of the Land Management Code.

2. The proposed plan is consistent with the 1985 Comprehensive Plan for Park City and with Phase 1 of the 1996 Park City General Plan.

3. The Planning Commission has considered the criteria for a height variation as specified in Section 10.9(f) and recommends the variation be approved by the City Council.

4. The uses proposed in the Large Scale Master Plan are consistent with the intent of the RC zone. The uses are intended to be nightly rental, operating as hotels, timeshare, or condos available for nightly rental.

5. The nature of the commercial uses has been limited to support the purpose of this area as outlined in the Comprehensive Plan for Park City and the 1996 General Plan.

Conditions of Approval:

1. This approval includes and incorporates the "Concept Master Plan" dated June 10, 1997. The Concept Master Plan 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. This Large Scale Master Plan approval is conceptual in nature. Each parcel and building is subject to conditional use review by the Planning Commission. Site specific proposals must substantially conform to the approved Concept Master Plan. The square footages and unit equivalents are intended to be maximums which the Planning Commission may consider during site specific conditional use review. The maximum square footages and the volumetrics as described in the Concept Master Plan shall be the maximums permitted for each development parcel. The overall project shall not exceed the permitted density of 491.78 Unit Equivalents. If the Planning Commission approves less than the maximum square footages outlined in the Master Plan for any given parcel, that square footage will not be allowed to be transferred to another parcel.

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2. The volumetrics outlined in the Concept Master Plan are intended to communicate to potential developers that building height and facade variation are critical components of this project. The volumetrics represent maximums that can be achieved on any given parcel. The vertical and horizontal articulations that are specified in the volumetrics are minimums that must be met. If the proposed building does not fill the volumetrics, the minimum roof and facade shifts set out in the Design Guidelines and Volumetrics must be present in the reduced structure.

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

4. This Large Scale Master Plan approval is contingent upon City Council approval of the recommended height variation, as required in Section 10.9(f) of the Park City Land Management Code. If the height exception, and therefore the Master Planned Development, is approved by the City Council, the applicant must apply for the necessary change in the zoning map and resubdivision of the property. Planning Commission and City Council shall review and take action on these applications. The approval and construction of the Master Plan can only move forward if and when the height exception, zone modification, and resubdivision are approved by the City Council.

5. The City does not fully own the current Bus Drop Off Area at the Resort Center. As a part of the process for this approval, the City, the Resort Center and the Park City Mountain Resort discussed transit alternatives, which includes the City obtaining control of the Bus Drop Off Area. That area is being required to be improved as a part of this Large Scale Master Plan. The ownership and maintenance issues must be resolved prior to, or concurrent with any plat approval for this Large Scale Master Plan. If this cannot be achieved, the circulation and transit plan will be reevaluated.

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6. The applicant has submitted a draft phasing plan. Prior to, or concurrent with the review of the first CUP, a detailed phasing plan for the entire Large Scale MPD is required. That plan shall include, but not be limited to, the following:
   - timing and phasing of development
   - phasing of parking to ensure adequate skier parking is available during each phase
   - schedule for construction and completion of public improvements including plazas, pedestrian walkways and trails, streets, transit improvements, utilities, landscaping, and lighting.
   - a plan to address the improvements to be completed by the 2002 Olympics
   - timing of construction of the employee units

7. As a part of the draft phasing plan, the applicant has proposed construction management practices. A more comprehensive construction mitigation plan is required and specific construction mitigation plans will be required as a part of each CUP. That plan shall address, at minimum, the following:
   - Days of the week and hours when construction is permissible
   - Routing of construction traffic so that adjacent residential streets are not affected
   - Material stockpiling and staging on site
   - Parking of construction vehicles
   - Maintenance of pedestrian ways and trails during construction
   - Recycling of construction waste, including the minimizing of off-site soil/material transport.

   A financial security will be required to ensure compliance with the agreed to Construction Mitigation Plan, consistent with existing practices.

8. A Master Owners Association will be formed for this Large Scale MPD prior to or concurrent with any subdivision or condominium plat approval. The Association shall be responsible for maintenance of all landscaping, streetscape and plaza improvements, pedestrian pathways and trails and other public amenities that are a part of this Master Plan. The Master Association shall coordinate recycling, snow removal and maintenance with the existing associations in the resort center project.

9. The developer shall upgrade utilities as deemed reasonably necessary by the City Engineer. These upgrades shall be consistent with the application of these standards throughout the City.

10. Concurrent with the review of the CUP for each building, the applicant shall satisfy fire protection requirements as specified by the Chief Building Official and the Park City Fire

Service District. If building height or square footage is required to be decreased as a result of meeting the fire protection requirements, that square footage shall not be allowed to be transferred to another parcel.

11. The proposed employee housing will be required to meet the standards guidelines adopted by the City Council (such as rental limitations and sizes) at the time of site specific approval. The specific location, design and restrictions on the housing requires the appropriate review by the Planning Commission.

12. Prior to any construction commencing on this project, or Planning Commission action on any CUP related to this project, the Park City Mountain Resort, Property Owner(s), City and County shall enter into an annexation or interlocal agreement which gives the City review authority over improvements to the Park City Mountain Resort. If an interlocal agreement is executed, the City's review will specifically include:
    - The impact of any improvement on parking, traffic and transportation systems.
    - Environmental or visual impact on Park City consistent with the provisions outlined in the Sensitive Lands Ordinance.
    - Water quality and erosion prevention and revegetation.
    - Lighting

13. Prior to any construction commencing on this project, or Planning Commission final action on any CUP related to this project, the traffic mitigation plan submitted by the applicant shall be finalized, to the satisfaction of the City Engineer, Public Works Director and Police Chief, which shall address, but not be limited to:
    - Traffic control during peak hours of peak ski season.
    - Timing and financial responsibility for required improvements to Empire and Lowell Avenues and for the intersections of Deer Valley Drive and Park Ave and Deer Valley Drive and Bonanza.

    In general, Lowell Avenue waterline work shall be constructed between October and May to minimize conflicts with irrigation demands, but not done at times that would impede skier traffic flow through the area.

14. Prior to any construction commencing on this project, or Planning Commission final action on any CUP related to this project, a parking mitigation plan shall be submitted by the applicant, to the satisfaction of the City Engineer. This plan shall include:
    - A plan to prohibit and enforce no parking zones in adjacent neighborhoods and an agreement as to the financial responsibility for that enforcement. The applicant is

expected to be responsible for parking enforcement costs beyond that which would normally be provided by Park City.

- A parking operations plan, including specifics of the pay for parking system.
- A parking structure design, circulation plan to ensure safe, convenient circulation for vehicles and pedestrians.
- Contingency plans for satellite large vehicle and overflow parking.
- A condition that if adequate parking is not provided to handle peak day parking requirements, the City shall have the authority to require the Resort to limit ticket sales until the parking mitigation plan is revised to address the issues. The intent is that any off-site parking solution include a coordinated and cooperative effort with the City, other ski areas, the Park City School District, Summit County, and the Park City Chamber/Bureau to provide creative solutions for peak day and special event parking.

This plan shall be reviewed and modified, if necessary, as a part of the CUP for each phase to evaluate transit alternatives and demonstrated parking needs.

15. The Staff, applicant and property owners shall prepare documentation (preferably deed restrictions) necessary to ensure that development does not occur in the future in the areas shown as open space in the Park City Mountain Resort Master Plan and that the area is maintained to a mutually acceptable standard.

16. The City and the applicant will concurrently enter into a development agreement which includes language necessary to implement the Findings of Fact, Conclusions of Law and Conditions of Approval of this Large Scale MPD.

Sincerely,

Nora L Seltenrich

Nora Seltenrich, AICP
Special Projects Manager

NS/rr

00513070 Bk01166 Pg00566

BEFORE THE CITY COUNCIL OF THE PARK CITY MUNICIPAL CORPORATION

Park City Mountain Resort Height Variation	)	**FINDINGS OF FACT AND CONCLUSIONS OF LAW GRANTING PCMR HEIGHT VARIATION**

This matter, having come on for Council work session on July 17,1997 for public hearing on August 14, 1997, and for public input, Council deliberation, and action on August 21, 1997, and having reviewed the planning files and records herein, supplemented by a site visit on August 14, 1997 and new computer graphics of the proposed Concept Master Plan, the Council enters the following findings of fact, conclusions of law and conditions of approval:

FINDINGS OF FACT:

1. The Planning Commission carefully considered the proposed Master Planned Development, and properly determined that clustering density around a new skier plaza at the base of the ski runs is preferable to spreading the density up the hill to the extent of the applicant's land within the RC zone. The clustering preserves open space, allows for the separation of buildings, and provides opportunities for view corridors.

2. The applicant provided extensive visual analysis, including shadow studies, to determine the effect of the proposed height variation on views and solar access. Building layout and massing were modified throughout the process, based upon those studies to accommodate neighboring uses. The majority of the mass and height of the proposed buildings was placed toward the hill, away from existing residential uses.

3. Specific building volumetrics were developed by the applicant to define where building masses will and will not occur. The volumetrics provide massing transitions to the adjacent existing buildings and streets, large setbacks and pedestrian amenities, and important view corridors. Beneficial modifications to the plan have been incorporated into the April 23, 1997 Concept Master Plan including revisions through August 21, 1997.

4. Clustered density increases the potential effectiveness of public transportation. The Planning Commission reviewed circulation and transit plans. The project, when built, will result in significant traffic circulation and transit improvements.

5. The locations and heights of the proposed buildings are appropriate for the density, bed base and commercial uses contained in the Master Plan.

00513070 Bk01166 Pg00567

6. Landscaping, streetscape and building design details, which reduce the apparent mass of the structures and provide pedestrian scale at sidewalks and plazas, help minimize the apparent height of the structures.

7. Clustering the density in relatively tall structures ensures that over 70% of the site will remain in open space. That open space will be preserved in perpetuity, through easement restrictions, zoning or other means deemed to be appropriate by the applicant and the City.

8. The increase in height requested does not result in increased density beyond that which is allowed by the RC zoning.

9. The requested height variations provide an opportunity to enhance the appearance of the buildings through significant vertical and horizontal articulation.

CONDITIONS OF APPROVAL:

The heights, massing, stepping, volumetrics, articulation and design of the proposed structures, as defined by the April 23, 1997 Concept Master Plan, and revised by the August 21, 1997 Concept Master Plan (which shall be further revised to delete signage at the intersection of Three Kings and Lowell Avenue, the loading dock on Three Kings Drive, and pedestrian bridges over Lowell Avenue), are integral components of the plan, are incorporated by reference to, and a condition of, this approval.

CONCLUSION OF LAW:

The applicant has met its burden of proof pursuant to LMC §10.9(f).

ORDER

Consistent with the Planning Commission's June 25, 1997 conditional approval of the Park City Mountain Resort Large Scale Master Plan, modified by the August 21, 1997 revisions to the Concept Master Plan (with itemized deletions), the Council hereby grants the requested height variations.

Dated this 21st day of August, 1997

Park City Municipal Corporation

Bradley A. Olch, Mayor

00513070 Bk01166 Pg00568

Attest:

Jan Scott, City Recorder

Approved as to form:

Jodi Hoffman, City Attorney

PARK CITY SUMMIT COUNTY, UTAH
CORPORATE
Seal
MARCH 1, 1804

00513070 Bk01166 Pg00569

BEFORE THE CITY COUNCIL OF THE PARK CITY MUNICIPAL CORPORATION

Park City Mountain Resort Height Variation	)	**FINDINGS OF FACT AND CONCLUSIONS OF LAW GRANTING PCMR HEIGHT VARIATION**

This matter, having come on for Council work session on July 17,1997 for public hearing on August 14, 1997, and for public input, Council deliberation, and action on August 21, 1997, and having reviewed the planning files and records herein, supplemented by a site visit on August 14, 1997 and new computer graphics of the proposed Concept Master Plan, the Council enters the following findings of fact, conclusions of law and conditions of approval:

FINDINGS OF FACT:

1. The Planning Commission carefully considered the proposed Master Planned Development, and properly determined that clustering density around a new skier plaza at the base of the ski runs is preferable to spreading the density up the hill to the extent of the applicant's land within the RC zone. The clustering preserves open space, allows for the separation of buildings, and provides opportunities for view corridors.

2. The applicant provided extensive visual analysis, including shadow studies, to determine the effect of the proposed height variation on views and solar access. Building layout and massing were modified throughout the process, based upon those studies to accommodate neighboring uses. The majority of the mass and height of the proposed buildings was placed toward the hill, away from existing residential uses.

3. Specific building volumetrics were developed by the applicant to define where building masses will and will not occur. The volumetrics provide massing transitions to the adjacent existing buildings and streets, large setbacks and pedestrian amenities, and important view corridors. Beneficial modifications to the plan have been incorporated into the April 23, 1997 Concept Master Plan including revisions through August 21, 1997.

4. Clustered density increases the potential effectiveness of public transportation. The Planning Commission reviewed circulation and transit plans. The project, when built, will result in significant traffic circulation and transit improvements.

5. The locations and heights of the proposed buildings are appropriate for the density, bed base and commercial uses contained in the Master Plan.

00513070 Bk01166 Pg00570

Exhibit F

6. Landscaping, streetscape and building design details, which reduce the apparent mass of the structures and provide pedestrian scale at sidewalks and plazas, help minimize the apparent height of the structures.

7. Clustering the density in relatively tall structures ensures that over 70% of the site will remain in open space. That open space will be preserved in perpetuity, through easement restrictions, zoning or other means deemed to be appropriate by the applicant and the City.

8. The increase in height requested does not result in increased density beyond that which is allowed by the RC zoning.

9. The requested height variations provide an opportunity to enhance the appearance of the buildings through significant vertical and horizontal articulation.

CONDITIONS OF APPROVAL:

The heights, massing, stepping, volumetrics, articulation and design of the proposed structures, as defined by the April 23, 1997 Concept Master Plan, and revised by the August 21, 1997 Concept Master Plan (which shall be further revised to delete signage at the intersection of Three Kings and Lowell Avenue, the loading dock on Three Kings Drive, and pedestrian bridges over Lowell Avenue), are integral components of the plan, are incorporated by reference to, and a condition of, this approval.

CONCLUSION OF LAW:

The applicant has met its burden of proof pursuant to LMC §10.9(f).

ORDER

Consistent with the Planning Commission's June 25, 1997 conditional approval of the Park City Mountain Resort Large Scale Master Plan, modified by the August 21, 1997 revisions to the Concept Master Plan (with itemized deletions), the Council hereby grants the requested height variations.

Dated this 21st day of August, 1997

Park City Municipal Corporation

Bradley A. Olch, Mayor

00513070 Bk01166 Pg00571

Attest:

Jan Scott, City Recorder

Approved as to form:

Jodi Hoffman, City Attorney

PARK CITY SUMMIT COUNTY, UTAH
CORPORATE
Seal
MARCH 1,
1884

When Recorded Please Return To:
City Attorney
Park City Municipal Corporation
P.O. Box 1480
Park City, Utah 84060-1480

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

EASEMENT AGREEMENT

This Easement Agreement ("Agreement") is entered into this 21st day of June, 1998, by and between **THE RESORT CENTER CONDOMINIUMS OWNERS ASSOCIATION**, a Utah non-profit corporation ("Association"), 1415 Lowell Avenue, P.O. Box 3449, Park City, Utah 84060, Attention: Trent W. Davis and **PARK CITY MUNICIPAL CORPORATION**, a body corporate and third class city of the State of Utah, of P.O. Box 1480, 445 Marsac Avenue, Park City, Utah 84060-1480, ("Park City").

RECITALS

A. The Association is the manager and operator of the Resort Center Condominiums, a Utah condominium project ("Resort Center"). The Resort Center includes as part of its common areas that certain parcel of real property ("Easement Area") located in Summit County, State of Utah, more particularly described on Exhibit A attached hereto and made a part hereof.

B. The Easement Area is contiguous to that certain public street known as Lowell Avenue, which is owned and maintained by Park City. Park City has used the Easement Area, as a bus transit station for picking up and dropping off passengers using Park City's public transportation system. The Association has constructed and reconstructed and repaired certain improvements in the Resort Center contiguous to the Easement Area, including a covered passenger area, baggage storage facility, attendant structure, asphalt roadway, cement sidewalks and signs to provide a more convenient and efficient point of arrival and departure for the public to use the Resort Center facilities.

C. The Association desires to grant to Park City and exclusive easement on, over, across and through the Easement Area in accordance with the terms of this Agreement.

AGREEMENT

NOW, THEREFORE, for good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the Association and Park City agree as follows:

00513070 Bk01166 Pg00573

1. **Grant of Easement**. The Association grants to Park City, for the benefit of Park City, an exclusive easement in gross ("Easement") for access, ingress and egress on, over, across and through the Easement Area for the use as a bus transit station, and for ancillary uses related thereto. This Easement is an exclusive easement in favor of Park City, thus granting unto Park City and its invitees the exclusive use and possession of the Easement Area except that the Association reserves the right to use the Easement Area to access Association properties for the

Exhibit G

purpose of snow removal and pedestrian access for Association owners, customers, guests and invitees to travel over the Easement Area.

2. **Maintenance of Improvements**. Park City agrees to maintain and keep the Easement Area in a reasonable and attractive state in conformity with the maintenance standards employed by Park City throughout the City. The Association shall pay all costs for electricity used for reasonable lighting located on or near the Association Parcel.

3. **No Interference**. No routine, repair or reconstruction shall occur within the Easement Area from the time Park City Mountain Resort, its successors and assigns as to the ownership and/or use of the ski resort, opens for business until it closes for the season, and from July 1 through September 10 of each year.

4. **Duration**. The Agreement and the easement and undertakings set forth herein shall be perpetual.

5. **Integration**. This Agreement contains the entire agreement between the Association and Park City with respect to the matters set forth herein.

6. **No Partnership**. The parties do not by this Agreement, in any way or for any purpose, become partners or joint venturers of each other in the conduct of their respective businesses or otherwise.

7. **Applicable Law**. This agreement shall be construed in accordance with and governed by the laws of the State of Utah.

8. **Attorneys' Fees**. In the event it becomes necessary for any party hereto to employ the services of an attorney to enforce its rights under this Agreement, either with or without litigation, the losing party in any such controversy shall pay the successful party reasonable attorneys' fees and such costs and expenses as are incurred in enforcing this Agreement.

9. **Notices**. All notices and other communications provided for in this Agreement shall be in writing and shall be sufficient for all purposes if personally delivered, or sent by certified U.S. mail, return receipt requested, postage prepaid, or by other overnight courier service, and addressed to the respective party at the addresses first written above, which addresses may be changed from time to time by notice from one party to the other.

10. **Main Bus Drop Off**. "Main Bus Drop Off" means that at least seventy percent (70%) of the regularly scheduled City buses that service the Park City Mountain Resort, and the various condominium projects contiguous to the Park City Mountain Resort, must stop in the Easement Area, regardless of whether or not such buses stop at any other location in the area. In the event the Easement Area ceases to be the Main Bus Drop Off, for a period of one month or more, then after 30 days written notice and opportunity to cure, either party may suspend the exclusivity of the easement by written notice to the other. The exclusivity of the easement shall reinstate upon Park City's notice to the Association of its use of the Easement Area as the Main

Bus Drop Off. Park City shall exercise best efforts to notify the Association of any change in bus service that could result in suspension of the exclusivity of the easement. During the suspension period, Park City's obligation to maintain and to properly sign the Easement Area shall remain intact.

IN WITNESS WHEREOF, this Easement Agreement is executed as of the day and year first above written.

THE RESORT CENTER CONDOMINIUMS OWNERS ASSOCIATION
A Utah Non-Profit Corporation

By: _____
David Holland Zatz

Its: Agent

PARK CITY MUNICIPAL CORPORATION
A Body Corporate and Politic of the State of Utah

By: _____
Charles P. Klingenstein, Mayor Pro Tem

Attest:

_____
Cindy Loricolo, Deputy City Recorder

PARK CITY SUMMIT COUNTY UTAH
CORPORATE
Seal
MARCH 1,
1884

Approved as to form:

_____
Jodi Hoffman, City Attorney

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(continued next page)

(continued from previous page)

STATE OF UTAH)
) ss.
COUNTY OF SUMMIT)

The forgoing instrument was acknowledged before me on this 26th day of June, 19 98, by David H. Zahn the Agent of THE RESORT CENTER CONDOMINIUM OWNERS ASSOCIATION, a Utah Non-Profit Corporation.

Glen L. Robins

Notary Public

Commission Expires 10-15-2001 GR

Notary Public
Glen L. Robins
2408 West Country Bend Dr.
South Jordan, UT 84095
My Commission Expires
October 15, 2001
State of Utah

00513070 Bk01166 Pg00576

EXHIBIT "A"

BUS TURNOUT EASEMENT
Located in S16, T2S, R4E, SLB&M

Beginning at a point on the westerly right-of-way line of Lowell Avenue, as shown on the dedication plat titled Lowell Avenue, Silver King Drive, Millsite Way, Marsac Manor and recorded December 22, 1982 as Entry #199571 in the office of the Summit County Recorder, said point of beginning is located South 89° 35' 48" East along the Section Line 1084.93 feet and South 488.16 feet from the northwest corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base & Meridian, and running thence along the westerly right-of-way line of Lowell Avenue South 35° 28' 00" East 51.93 feet; thence South 04° 31' 35" West 4.90 feet to a point on a 67.00 foot radius curve to the left, whose radius point bears South 85° 28' 26" East; thence along the arc of said curve 46.77 feet thru a central angle of 39° 59' 34"; thence South 35° 28' 00" East 30.88 feet to a point on a 67.00 foot radius curve to left, whose radius point bears North 54° 32' 00" East; thence along the arc of said curve 48.82 feet thru a central angle of 41° 45' 00"; thence South 77° 13' 00" East 2.71 feet; thence along the westerly right-of-way line of Lowell Avenue South 35° 28' 00" East 52.62 feet to a point on a 75.00 foot radius curve to the left, whose radius point bears South 26° 10' 13" West; thence along the arc of said curve 17.52 feet thru a central angle of 13° 23' 13"; thence North 77° 13' 00" West 24.60 feet to a point on a 100.00 foot radius curve to the right, whose radius point bears North 12° 47' 00" East; thence along the arc of said curve 72.87 feet thru a central angle of 41° 45' 00"; thence North 35° 28' 00" West 30.88 feet to a point on a 100.00 foot radius curve to the right, whose radius point bears North 54° 32' 00" East; thence along the arc of said curve 69.80 feet thru a central angle of 39° 59' 35"; thence North 04° 31' 35" East 37.19 feet to a point on a 75.00 foot radius curve to the left, whose radius point bears North 85° 28' 25" West; thence along the arc of said curve 7.50 feet thru central angle of 05° 43' 48" to the point of beginning.

Y:\PCSR\DOCS\BUS.DES

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EXHIBIT "A"

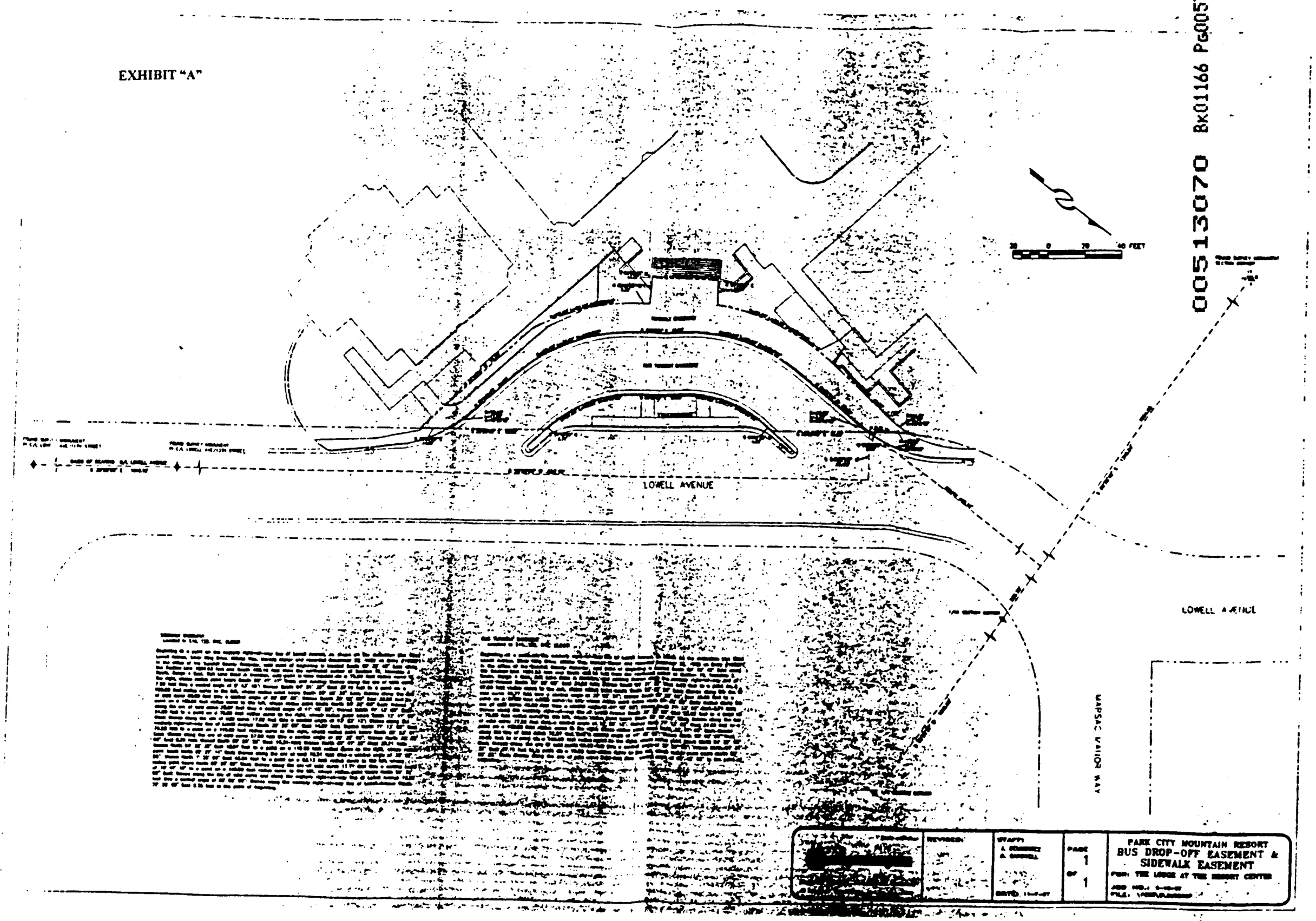


Exhibit H

Park City Mountain Resort and Park City Village

Master Phasing and Construction Management Plan

May 22, 1998

This plan forms the basis for the construction phasing of the Park City Mountain Resort and Park City Village Projects. Each phase will also have an individual construction plan incorporating the general conditions outlined in this plan. The actual timing and phasing of each project is dependent on the market demand and subject to revisions. Park City Mountain Resort projects are identified in the Mountain Upgrade Plan and Development Agreement between Park City Mountain Resort and Park City Municipal Corporation. Applications for these projects within City limits will be made on a year by year basis as the demand for the project warrants.

Each phase of the Park City Village project is planned to not decrease the total available parking at the ski area during construction of the phase and to accommodate the increase in parking required by improvements to the ski area.

Construction workers for each phase will vary by the trades required and the stage of construction. Based on experience on similar projects in Park City, 70 to 100 workers are anticipated during the peak periods. Options will be explored for the general contractor to shuttle employees from Salt Lake or other locations as currently accomplished on other projects in Park City. A specific plan for shuttling will accompany each individual building project construction management plan.

PHASE I

Park City Village Projects:

- Marriott Phase 1 - 1998
- New Base Lodge – 1999
- Realignment of Lowell Avenue from Empire to Manor Way - 1998
- Replacement and realignment of the west side of Lowell Ave. at Manor - 1998
- Additional parking at the Lower Lot - 1998
- Repair / replacement of the Lowell Ave. storm drain - 1998
- Repair / replacement of the Lowell Ave water line - 1998
- Parcel D Construction - 1998-1999

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Exhibit H

Park City Mountain Resort Projects -1998

- Installation of McConkeys Lift and runs (Summit County)
- Re-contouring lower Payday and Heckler runs
- Re-contouring First Time Run and the Olympic Run (CUP required)
- Shortening of Ski Team Lift
- Re-contouring lower Hollow run (CUP required)
- Skate Board Park (CUP required)
- Re-installation of the Alpine Slide

Marriott Phase 1 / New Base Lodge

Phase I buildings will be the construction of the new lodging and ski facilities on Parcel A. Applications and a specific construction management plan have been submitted for review. Construction plans for the water and storm drain lines and improvements to the portions of Lowell Avenue are currently being prepared.

On Parcel A the gondola portion of the gondola building will be removed in April of 1998. The remaining portion of the building (Steeps, Garts and restrooms) will be removed in the spring of 1999. The first phase of the Parcel A lodging will be constructed during the summer of 1998. Excavation for all phases of the Parcel A lodging building will be conducted the first year to accommodate material staging and construction employee parking. The replacement skier services building will be constructed during the summer of 1999.

Approximately 70 to 100 construction related employees are anticipated. Parking for the construction workers will be on Parcel A during the phases 1 and 2 of the project. The construction management plan for this project identifies that a shuttle system for employees is planned from the K-Mart / W-Mart area to the site. During phases 3 and 4 parking will be provided on the south side of parcel B during summer and off-site during the ski season.

Material delivery will be "just-in-time" with stockpiles on the graded area of the project site serviced by a tower crane and to the northeast between phases 1 and 2 of the building. Stockpile areas are expected to be approximately 20,000 square feet.

The entrance and surface parking area will be graded and constructed in the initial phase of construction and can be used for additional material and worker parking.

The construction area on the south and west will have established limits of disturbance fenced with orange construction fencing. Construction limits

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within the existing plaza area and adjacent to the Payday lift area will fenced with a wooden fence constructed with 4 x 8 sheets of plywood.

Re-Contouring Payday, Heckler, Hollow First Time and Olympic Runs, Re-installation of the Alpine Slide

Excavated materials from the Phase I site will be transported to the "Hollow" area of the ski area and used for re-contouring the ski run. The grading plan for this project indicates the haul routes and appropriate construction fencing for this portion of the project. Additional grading identified as part of the Payday and Heckler run re-contouring is also shown on that grading plan application. Additional grading will occur during the Olympic run re-construction.

Fencing and haul routes will be phased to accommodate summer activities. The first phase of the fill areas in the Hollow re-contouring will be in the lower Hollow area. This is expected to be completed by July, 1998. At the completion of work in this area, the re-located Alpine slide and Payday lift will operate. The construction fencing will be moved to accommodate this operation and the public access areas sodded to allow for these activities. The remaining re-contouring work from Heckler run, First Time run and the Olympic run will continue through the summer along the designated haul routes. Equipment will be stored on the construction site. Appropriate revegetation and erosion control treatments will be applied to this area in accordance with the *Park City Resort Resource Management Plan.*

Reconstruction of Lowell and Lowell Utility Improvements

The west side of Lowell Avenue at the intersection with Manor Way and the bus drop off area will be reconstructed to the new configuration shown on the master plan. In this area the curb and sidewalk between the existing bus drop off and the garage entrance will be reconstructed. The entrance to the existing underground parking on Lowell will be realigned to the new alignment. Both improvements are designed for additional City bus and private shuttle carrier drop off areas.

Lowell Avenue from Empire Avenue to Manor Way and the intersection of Empire and Lowell will be reconstructed. During this period, Lowell Avenue will be closed in the construction area. Vehicles will be routed along Empire Avenue to access the B Lot and Lowell Avenue to return north to the Lower Lot parking. Fencing and signage are shown on the construction plans for this project.

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Additional Parking in the Lower Lot

The Lower Lot will be closed for reconstruction in June of 1998 Summer activity parking will be routed to the Main (B) Lot. The Lower Lot will be

regraded; paved and interim landscaping installed along with a relocation of the children's learning area to accommodate the additional parking. This new parking (opening for the ski season 1998) will create a better guest experience by placing more parking closer to the ski slope and reducing the number of persons required to cross Lowell Ave. 90 spaces can be accommodated in the Northwest corner of the Lower Lot. This area will be regraded and paved with the disturbed area revegetated. The area directly south (old children's teaching area) will be graded and paved to accommodate approximately 40 spaces. The final area will accommodate 130 spaces after grading and paving.

Skateboard park, and McConkeys Lift Staging

The Skateboard Park will be constructed on the reconstructed and expanded Lower Lot. This will occur on the northern half of the lot. The southern half of the Lower Lot will be used for the McConkeys Lift construction staging area.

Parcel D Construction

The building on Parcel D may begin construction during the construction of the other elements of Phase I. Parcel D is located on the existing Silver King lot. To accommodate this construction, Excavated materials will be transported to the First Time / Silver Hollow / Bunny Hollow Ski run areas for ski run re-contouring. Material will be stockpiled on the existing parking outside of the re-construction of Lowell Avenue until the ski season. At that time materials will be stockpiled on Parcel D. Construction parking will be on the existing parking of the Silver King lot until ski season when it will be moved on Parcel D.

The Silver King Lot currently has a parking capacity of 243 cars. The construction of the Parcel D building will cause 130 cars to be relocated to the new Lower Lot parking (discussed above). The remaining 113 cars will be accommodated in the area of the relocated Lowell Avenue, or if Lowell is not relocated in this phase due to approval processing or weather, remain on the existing Silver King Lot outside of the Parcel D construction area.

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PHASE II

Potential Start Date start 1999

Phase II would consist of the construction of the Parcel C building and or/ the Parcel B buildings.

- Parcel C building
- Parcel B buildings

Parcel C building

This phase consists of the construction of Parcel C - lodging and skier services. It is planned to construct this phase as one continuous construction.

Similar to the Phase I buildings, 70 to 100 construction workers will be required at peak activity. Material storage will be on site or adjacent ski run to the west. Construction worker parking will be on the north end of the Lower lot during the summer construction of the parking structure. After construction of the structure, workers will be therein.

Excavated material will be transported to the Three Kings / Silver Hollow / Treasure Hollow ski run areas and used to recontour the run for more acceptable teaching and beginner terrain. Revegetation and erosion control will be placed as required.

This phase will require approximately half of the existing Lower Lot parking (487 spaces total) The required half (243 spaces) are replaced by 300 new spaces in the structure. The net new spaces (57) will satisfy the parking requirement of the new units on this parcel.

Parcel B buildings

Parcel B is proposed to be constructed on the Main Lot. During summer construction the Main Lot will be utilized for construction parking and material staging. During the winter, the new parking will be available for use during the ski season. The number of construction workers would be the same as previous construction, 70 to 100 workers.

Excavated material will be transported to the Three Kings / Silver Hollow / Treasure Hollow ski run areas with erosion control and revegetation as required. Construction fencing will be placed on the lot to facilitate skier traffic and minimize conflicts with the construction.

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The existing parking on Parcel B is 492 spaces. If Parcel B is completed over more than one season, the parking would be accommodated as follows. Half of the 492 spaces (246) would be lost and replaced in the new structure on the north half of the lot. Of the remaining 246 spaces, 74 would be dedicated to construction staging for Parcel B. This results in 150 surface space remaining available for skiers. The new structure will accommodate 380 spaces (780/2 = 390 use 380).

This results in approximately 530 spaces (380 + 150) available at this phase for a net increase of 38 spaces (530 - 492 = 38).

64 (191 spaces required for all units in Parcel B / 3) spaces will be required for the new units constructed. The total of unit and skier parking required is 556 (492 existing spaces + 64 for new units). Prior to the completion of construction any temporary deficit in parking will be made up in the temporary construction and paving of available property at the north end of the Lower Lot and east side of the Silver King Lot. This results in approximately 60 spaces for a net - net increase of 34 spaces for the ski area, assuming construction continues as above.

The completion of the remainder of Parcel B will be completed on a non-critical schedule (*see* Phase IV). On site parking for construction will be available. Material storage may require some on-street storage during the summer season. This would likely occur between the employee building and the project site.

PHASE III

Potential Start Date start 1999 / 2000

- Parcel E building

Parcel E building

This phase completes the construction Parcel E on the existing Lower Lot. The new plaza and relocation of Empire Avenue are completed during this phase. The plan anticipates that this phase will be completed for the Olympic Games.

Excavation material will be transported to the Olympic run area and Three Kings for completion of the run improvements. Revegetation and erosion control will be in-place as in previous phases.

Similar to previous phases, 70 to 100 construction workers are anticipated at peak operation in this phase. Parking will be on the Silver King lot along with

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material storage during the construction summer. Material and construction workers will use the parking structure after its completion.

The remaining 243 spaces of the Lower lot will be replaced with 764 parking stalls for a total of 1064 spaces with Parcel C. Net new spaces will be 577 spaces (1064 - 487 = 577). 192 are required for the units and commercial spaces resulting in a net - net new of 385 spaces for the ski area.

PHASE IV

Potential Start Date - open

This phase will complete the unit construction of Parcel B if only a portion of Parcel B is constructed in Phase II. Parcel B would be an independent project with material storage and workers staged on site. Use of the right of way is anticipated during summer construction operations.

Parcel B construction materials would be staged on the site with some right-of -way staging on Manor Way. This would be located to avoid conflict with transit operations. Construction worker parking would be on site and in the Parcel B skier parking during the summer season.

This Phase would include the completion of the additional skier parking adding the remaining 390 spaces of the south half of the parking structure on this site. The completed parking allocation would be: 780 spaces constructed, 492 surface spaces replaced and 191 spaces provided for units on Parcel B. This results in and increase of skier parking of 97 spaces (780 - 492 - 191 = 97).

00513070 Bk01166 Pg00585

RJA

ROLF JENSEN & ASSOCIATES, INC.
FIRE PROTECTION ENGINEERING CONSULTANTS

RECEIVED
JAN 07 1998
PARK CITY
MUNICIPAL CORP.

Exhibit I

November 21, 1997

Revised December 30, 1997

Mr. Ron Ivey
Fire Marshal/Building Official
Park City Municipal Corporation
445 Marsac Avenue
P. O. Box 1480
Park City, UT 84060

PARK CITY SKI AREA BASE MASTER PLAN
AND MARRIOTT TIMESHARE RESORT PROJECT

Dear Ron:

This letter is to follow-up on our previous letter to you dated December 11, 1996, and our discussions in your office on September 17, 1997, and December 4, 1997, with Doug Clyde of Powdr Development, Brad Sanders of Marriott and John Ashworth of BSA Architects. Below is our understanding of the fire and life safety approach for the ski area base master plan and specifically for the development of Parcel A, the timeshare resort being developed by Marriott.

The Park City Ski Resort plans to construct several new facilities on five parcels of land at the resort.

The goal of the Base Area Master Plan is to outline project-wide issues. This letter similarly addresses project-wide fire and life safety concerns. Fire and life safety issues related to the first phase, Parcel A, are then presented in greater detail. Finally, general information on later project phases is present for an overall view of the master plan's fire and life safety concerns.

GENERAL ITEMS

- Evacuation Shelters - The Park City Resort will establish a program to designate shelter locations attended by trained staff within the resort complex in the event occupants of any building must be evacuated at any time of the year. The resort shares the City's concern that people are not evacuated from any building and left in the snow during an emergency. Locations such as the Steeps Restaurant replacement, the new cafeteria and other skier service, conference and office facilities at the resort may be used. A formal plan will be submitted to the Park City Fire District for review, comments and approval.

00513070 Bk01166 Pg00586

3753 HOWARD HUGHES PARKWAY SUITE 200 LAS VEGAS NV 89109 (702) 892-3739 FAX (702) 892-3905

A SUBSIDIARY OF THE RJA GROUP INC

- Garage Ventilation - All enclosed parking garages will be provided with mechanical ventilation meeting the requirements of the 1997 Uniform Building Code (UBC) Section 1202.2.7. Lighting requirements for the parking garage will exceed the one foot-candle at floor level requirement found in 1997 UBC Sections 403.8.2 and 1003.2.9.1.

- Fireplaces - The residential units will be provided with only gas-fired fireplaces. No wood burning fireplaces will be found in the residential units. Creosote build-up in flues will not be a problem in residential units. The replacement for the Steeps Restaurant will be a separate discreet building element with an area separation wall dividing this element from the residential building. The restaurant may contain no more than two wood burning fireplaces. If these fireplace units are installed, the resort will include routine chimney cleaning as a part of its preventative maintenance program. Provisions for an ash drop feature in the wood burning fireplaces will be investigated by the architect and will be incorporated in the design, if feasible.

- Egress Protection - Exits from buildings will be protected from snow sliding from the roof. Exits will open onto maintained pathways leading to public ways.

- Medical Access - Primary exit stairways will be sized to accommodate the movement of medical personnel, equipment and gurneys as requested. At least one elevator serving all floor levels will also meet or exceed the stretcher size requirements of 1997 UBC Section 3003.5.

- Roof Access - The roofs of these buildings will have multiple levels. Roof access hatches or access doorways from adjacent levels will be provided as necessary to reach the different roof levels. The architect will work with the Building and Fire Departments to best determine the locations for these access points during the detailed design of the buildings.

PARCEL A

Parcel A is proposed to include two discreet buildings, a residential structure and a skier services building that includes the replacement for the Steeps Restaurant. The two building elements will be separated by an area separation wall in complete conformance with the 1997 Uniform Building Code. The residential building component will be comprised of approximately 280,000 square feet. The two lowest levels will house covered parking for residents. The levels of the building will step upward from Lowell Avenue and will reach up to 9 levels above grade for a small portion of the structure. One of the two parking levels will be below grade.

The skier service component will comprise approximately 10,000 square feet of retail space and a 20,000 square feet replacement for the existing Steeps Restaurant This low-rise element will face the existing ski slopes.

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- Type of Construction - The Parcel A residential building could be divided by area separation walls constructed in accordance with 1997 UBC Section 504.6 resulting in a single nine-level high-rise structure with low-rise structures attached. However, the entire structure, except the skier service element, will be treated and protected as a single high-rise building. The residential building will be of Type II-FR construction and will meet the requirements of 1997 UBC Section 403 for automatic sprinkler systems, back-up water supply, smoke detection systems, smoke control, fire alarm and communications, central control station, elevators, standby power, exits and seismic considerations. The skier service element will be of Type II-one hour construction, with automatic sprinkler protection substituting for the one hour construction. An area separation wall from the adjacent residential structure will be provided.

- Horizontal Separation - A three hour fire resistive horizontal separation is proposed in the skier service element between the lower retail floor and the upper two restaurant floor levels. The restaurant will be an A-2.1 occupancy and will have an exposed roof structure. This separation is intended to allow the two story A-2.1 occupancy in this Type II-one hour building to sit above the one story mercantile occupancy.

- Automatic Sprinklers - An automatic sprinkler system will be installed throughout the building as required by 1997 UBC Sections 403.2 and 904. In addition, the design of the sprinkler systems will comply with NFPA 13 as opposed to the reduced standard NFPA 13R.

- Standpipe System - A standpipe system meeting the requirements of 1997 UBC Section 904.5 will be provided in all stairways and will be supplied by both municipal water supplies and the back-up water supply in 1997 UBC Section 403.

- Back-up Water Supply - A proposed outside water tank located approximately 1,000 to 1,500 feet from the building, designed for fire protection service and constructed in accordance with applicable NFPA standards would be acceptable to the Building Department to satisfy Section 403. The reliance on gravity to deliver the required flows and pressures for the sprinkler and standpipe systems offers an improved degree of reliability over mechanical fire pump installations.

- Smoke Control - A smoke management system in conformance with 1997 UBC Section 905 will be developed in cooperation with the Building Department and Scott Adams of the Park City Fire Service District. Testing and acceptance of the system will involve both agencies.

- Roof Access - All roof levels will be accessible from corridor access doors for lower roof levels and stairway access for the uppermost roof level. An architectural tower feature will facilitate ready access to higher roof levels and will be accessible to the Fire Department

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- Reduced Travel Distance - Exit stairways in rated enclosures have been provided with maximum travel distances significantly reduced from those allowed by the UBC. Maximum travel distance to reach a rated exit stairway enclosure will be approximately 150 feet. In many cases, exit travel distance from a residential unit to a rated stairway enclosure will be under 100 feet.

- Fire Flow Requirements - Fire flow will be provided at the site to meet the requirements of the Park City Building and Fire Departments.

- Access - This access roadway will substantially improve the long, dead-end fire access to the existing plaza. Access to Parcel A will be provided on the north side of the main building entry and will connect to the existing fire access currently dead-ending on the plaza to the north. Access along the east side of the building will be provided from Lowell Avenue.

- Pass-Through Access - It will be possible to pass through the grade-level parking garage between the north entry to the west skier use area at several points. The parking garage will be separated from the remainder of the building by a fire-resistive deck providing added protection to fire department personnel in the event of a fire on an upper floor.

- Fire Equipment Caches - Emergency rescue and fire equipment caches will be provided by the developer in strategically placed locations in the building. Equipment inventories will be developed with the Park City Fire Service District. Equipment caches such as these will enable fire district personnel to respond quicker without the need to shuttle equipment long distances through the building. Equipment placed in these cache locations would be under the exclusive control and maintenance of the fire district and would meet the specifications and requirements of the Park City Fire Service District.

Due to the designation of the entire residential building on Parcel A as a high-rise structure, the fire resistive construction of the residential building element, the extent of the built-in fire and life safety protection features, the increased sprinkler system design standard, the improvement to the Fire Department's access to the existing plaza, the placement of fire and emergency equipment in caches, and given the existing topography of the site, approval of your department to modify the 150 foot travel distance as allowed under the Uniform Fire Code (UFC) is requested.

The following items summarize future construction phases and are included for information:

PARCEL B

Parcel B is proposed to have approximately 296,000 square feet of buildable area. Three to four sub-grade levels of parking will be provided. The height of the building will vary and will range from 2 up to 6 levels above grade.

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Access to the building's exterior walls will be from the four public streets surrounding the parcel. Two plaza areas will be accessible to fire department apparatus, one interior courtyard will meet the requirements for exiting and occupant loads in the UBC. No portion of the exterior of the Parcel B building will exceed a 150 foot travel distance from a fire apparatus access roadway.

PARCEL C

Parcel C is proposed to include approximately 25,000 square feet of retail, commercial and skier service areas. The building will have approximately 181,000 square feet. A portion of the grade level will provide parking for residents. The levels of the building will vary and will range up to 6 levels.

Access to the building will be from Lowell Avenue on the east, from the new plaza to the north and from an extension of the existing drive along the southwest side of the Parcel C Building. No portion of the exterior of the Parcel C Building will exceed a 150 foot travel distance from a fire apparatus access roadway.

PARCEL D

Parcel D will be approximately 93,000 square feet. The basement level will provide parking for residents. The levels of the building vary, ranging up to five levels.

Access to the building will be from Lowell Avenue on the north and west sides and from Empire Avenue on the east side. No portion of the exterior of the Parcel D Building will exceed a 150 foot travel distance from a fire apparatus access roadway.

PARCEL E

Parcel E is proposed to include approximately 31,000 square feet of retail, commercial and skier service areas. The building will have approximately 172,000 square feet. Three sub-grade levels will provide parking for skiers and residents. The levels of the building will vary and will reach up to six levels above grade.

Access to the building will be from Lowell Avenue on the east, from the new plaza to the south and from Silver King on the north. No portion of the exterior of the Parcel E Building will exceed a 150 foot travel distance from a fire apparatus access roadway.

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CONCLUSION

Fire and life safety for Parcel A is enhanced by the increased level of construction and built-in fire and life safety systems. These systems are designed to offset the limited access on the building's south and west elevations. The development of Parcel A will also significantly improve the access to the existing plaza by eliminating a long, dead-end access road and providing a continuous roadway back to Lowell Avenue.

Access for Parcels B, C, D and E can be satisfied within the requirements of the Uniform Fire Code.

Exiting, shelter for evacuees, building protection systems will all meet or exceed the minimum requirements set by the 1997 Uniform Building Code.

These combinations of features should provide an acceptable level of protection from fire and other hazards for building occupants, resort staff, visitors and responding fire department personnel.

We look forward to working with the Park City Building Department and the Park City Fire Service District in the construction of these projects.

If you concur with the design approach as detailed for this project, please return a copy with your approval noted below. Thank you for your assistance in developing the fire and life safety criteria for this project.

Sincerely,
ROLF JENSEN & ASSOCIATES, INC.

Peter J. Mulvihill

APPROVED BY:

Ron Ivie, Building Official
Park City Municipal Corporation

Scott Adams
Park City Fire Service District

PJM/AJV:pm
S13235

cc: John Ashworth
Douglas Clyde
Scott Adams

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Exhibit J Exhibit K

Park City Village

Traffic and Parking Management Plan

This Traffic and Parking Management Plan forms the basis for maintaining existing or improved traffic conditions throughout the construction of the Park City Village Project and after the completion of the project.

1. Project Construction Overview

Each phase of the Park City Village project is planned to not decrease the total available parking at the ski area during construction of each phase and to accommodate the increase in parking required by improvements to the ski area.

Construction workers for each phase will vary by the trades required and stage of construction. Similar projects in the Park City area indicate that approximately 70 to 100 workers are anticipated during the peak construction periods.

Overall construction impacts will be minimized by :

- Place excavated material on site to eliminate the impacts of haul trucks to roads accessing the site.
- Set restricted construction delivery times and specific routes for each phase. No deliveries during morning and evening peak travel hours.
- Set limitation of work during special events - Park City Art Festival, America's Opening for the World Cup, etc.

Need to place the following improvements in the Construction Phases listed below:

Improvements to Empire Avenue, Lowell Avenue and the intersection of Lowell Avenue/Empire Avenue/ Silver King Drive - These improvements will need to be considered as a package of improvements along with any utility improvements or relocations necessary. Although the realignment of Lowell is suggested as soon as possible in the project schedule the final curb, gutter, and sidewalk may not occur until the completion of the Lower Lot parking structure.

Phase I planned start 1997 - completed winter 1997-1998. This phase will be the construction of the new lodging and ski facilities on Parcel A. The gondola building and gondola will be removed. The replacement skier facilities and the first phase of Parcel A lodging will be constructed. Excavation for all phases of the Parcel A building will be conducted the first year to accommodate material staging and construction employee parking. Construction traffic will use SR-224, Empire Avenue, Manor Way, and Lowell Avenue to the site.

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Exhibit J Exhibit K

Phase I option A - planned start 1997 - complete 1998. This option considers the construction of the units and required parking proposed on Parcel D (Silver King Lot) with additional parking constructed on the North half of Parcel B (Main Lot). The units above the parking on Parcel B would be constructed in the later Phase. Construction traffic will use SR-224, both Empire Avenue and Silver King Drive to the site.

Phase I option B - planned start 1997 - complete 1998. In addition to the construction of Parcel A, this option considers the construction of the North half of the parking and one third of the lodging units of Parcel B. Parcel D would not be constructed and subsequent phases of Parcel B would be constructed as other phases develop Construction traffic will use SR-224, and Empire Avenue to the site.

Phase II - planned start 1998 - complete winter 1999-2000. This phase consists of the construction of Parcel C - lodging and skier services. It is planned to construct this phase as one continuous construction. Construction traffic will use SR-224, Empire Avenue, Silver King Drive, Lowell Avenue to the site.

Phase III - planned start 1999 - complete winter 2000-2001. This phase completes the construction of Parcel E on the existing Lower Lot. Construction parking and staging could occur on Parcel D if Phase I option A does not occur, otherwise construction parking and staging will need to occur on Parcel E, utilizing the right-of-way during the summer. The new plaza and relocation of Lowell Avenue are completed during this phase. Lowell relocation should occur during the summer with traffic detouring on Empire Avenue and Shadow Ridge Drive. The plan anticipates that this phase will be completed for the Olympic Games. Construction traffic should be on SR-224, Empire Avenue, Silver King Drive, and Lowell Avenue to the site. Construction traffic will be restricted from Three Kings Drive. Continual access can be provided on Silver King Drive by widening out Silver King Drive to the north prior to the start of this phase as proposed for full buildout.

Phase IV - planned date - open. This phase will complete the unit construction of Parcel B and/or if either of the two Phase I options for development of Parcel B or D is exercised. As previously described, Parcel D would be an independent project with material storage and workers staged on site. Use of the right of way is anticipated during summer construction operations. Construction traffic will use SR-224, and Empire Avenue to the site.

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2. Parking - accommodating existing parking requirements and new requirements as each phase is completed.

Phase	I	Option IA	Option IB	II*	III*	IV*	Total
Existing stalls	1222			1542	1614	2541	2544
Skier stalls lost	0	563	256	243	244	246	0
Existing surface stalls remaining	1222	659	966	416	173	0	0
Stalls constructed							
Skier	0	400	336	214	990	228	1832
Commercial/ Residential	187	66	64	101	91	191	636
Employee					150		150
Subtotal	187	466	400	315	1231	419	2618
Temporary		230	60		-60	-170	0
Total skier stalls	1222	1289	1362	1260	1946	1758	1832
Total other stalls	187	253	251	354	595	786	786
Total stalls	1409	1542	1613	1614	2541	2544	2618

* Option IA was assumed

** Existing stalls do not include underground parking.

Phase I. Existing parking will not be impacted, site will be self contained, new parking structure (187 stalls) will be completed prior to completion of new dwelling units.

Phase I option A. The construction on Parcel D (Silver King Lot) is an independent phase, the construction workers will be accommodated on site with overflow worker parking on Parcel E (Lower Lot) during the summer operations. The completion of the remainder of parcel B will also provide on site parking on the south side.

The Silver King Lot currently accommodates 243 skier parking stalls, the development of Parcel D will replace these with the required 66 stalls for the units

developed. Skier parking will be accommodated in the other lots. For this phase, the skier parking will be accommodated in the structure on Parcel B.

The existing parking on Parcel B (current Main Lot) is 492 stalls. Construction of the north half of the proposed parking structure will provide 400 of the proposed 819 stalls. Approximately 1/3 of the existing remaining parking in the Main Lot will be taken up with material and construction parking leaving approximately 150 stalls of this parking available for skiers. (492/2=246, 246-74=172 use 150 stalls)

The parking for skiers from Parcel D to be accommodated on Parcel B in this Phase is 243. Therefore the total parking for skiers required from the parking developed in this phase from Parcel B is 243+246+74=563 skier stalls. The new parking structure will accommodate 400 stalls. 170 stalls will be available for the skiers on the surface level deck of the new structure. 150 stalls will be available on the south third of the existing lot.

Prior to the completion of construction any temporary deficit in parking will be made up in the temporary construction and paving of available property at the north end of the Lower Lot and the east side of the Silver King Lot. This results in approximately 60 stalls.

Phase I option B construction parking will be maintained on site.

The existing parking on Parcel B is 492 stalls. Half of these stalls (246) would be lost and replaced in the new structure on the north half of the lot. Of the remaining 246 stalls 10 would be dedicated for construction staging for Parcels A and B (during the ski season the remaining 64 construction workers will park in the 64 residential stalls constructed during the summer of this phase). This results in approximately 150 surface stalls remaining available for skiers. The new structure will accommodate 380 stalls (780/2=390 use 376).

This results in approximately 530 stalls (380+150) available during this phase for a net increase of 38 skier stalls (530-492=38).

64 (191 stalls required for all the units in Parcel B/3) stalls will be required for the new units constructed. The total of unit and skier parking required is 556 (492 existing stalls and 54 for the new units). Again, prior to the completion of construction any temporary deficit in parking will be made up in the temporary construction and paving of available property at the north end of the Lower Lot and the east side of the Silver King Lot. This results in approximately 60 stalls for a net increase of 34 stalls for the ski area.

Phase II Construction worker parking will be on the Lower Lot north during the summer construction of the parking structure. After the parking structure is completed the workers can use it for parking.

This phase will require approximately half of the existing Lower Lot parking (487 stalls total). The required half (243 stalls) are replaced by 315 new stalls in the structure. 101 of which will be used for employees and the new residential units. The net new stalls (72) will satisfy the parking requirement of the new dwelling units on this parcel also can be used for construction worker parking prior to completion of the residential units..

Phase III. Construction worker parking will be on the Silver King Lot during the summer construction of the structure (unless Phase I option A is constructed then construction workers will need to be accommodated on Parcel E or the southern half of Parcel B), the construction workers will use the parking structure upon completion.

The remaining 244 stalls on the Lower Lot will be replaced with 1231 parking stalls for a total of 1546 stalls including Parcel C. Net new stalls will be 1059 stalls (1546-487=1059). 192 stalls are required for the units and commercial to be constructed on this parcel.

Phase IV. Construction worker parking will be on site in the winter and in Parcel B skier parking in the summer.

This Phase would include the completion of the additional skier parking adding the remaining 419 stalls of the south half of the parking structure on Parcel B. The completed parking allocation would be: 819 stalls constructed, 492 surface stalls replaced and 191 stalls provided for the units on Parcel B. This results in an increase of 136 stalls for skier parking (819-492-191=136).

3. Transit

The existing transit routes can be maintained through construction of Phase II even if Lowell Avenue is made one-way in Phase I. However, in Phase III the relocation of Lowell Avenue and reconstruction of the Park City Transit transfer station will occur requiring some modifications to the Transit System. It is currently planned that the roadway work will occur during the summer when the Park City Transit has the flexibility to stage in alternate locations (we have discussed this with representatives from Park City Transit and a location will be selected in the future).

As mentioned previously, transit use will be recommended to construction workers and ski area employees in the winter to maximize the stalls available for skiers. Provide a park and ride lot for the construction workers, most probably come from Salt Lake City.

4. Traffic

Below is a summary of forecasted traffic impacts by Phase. The proposed construction phasing and requirements for on site staging allows only minor increases in traffic until Phase III when the roadway improvements will be constructed and in place for the ski

season. Therefore, in Phases I and II existing traffic control methods can be used for peak skier traffic periods.

The changing of Lowell Avenue to one-way before the reconstruction (of Lowell Avenue) may want to be considered when Parcel B is constructed. This would improve the circulation for the existing site, reduce vehicle conflicts, may also provide additional staging area for construction or/ and additional drop-off/ pick-up.

Trip Generation Table for new parking and existing surface stalls

	Enter	Exit
Phase I	28	647
Phase IA	38	715
Phase IB	38	711
Phase II	53	651
Phase III	89	1047
Phase IV	127	881
Project Complete*	171	1004

* includes 99 additional trips from commercial and commercial employees
This table includes cumulative trips by phase for the new surface and new stalls, it does not include drop-off/ pick-up trips, or trips associated with existing underground parking.

Phase I will increase the evening peak hour traffic volumes by approximately 28 vehicles (15% of 187) arriving, i.e. destination skiers coming back to their dwelling unit.

Phase I option A will increase the evening peak hour traffic volumes by approximately 10 vehicles (15% of 66) arriving, i.e. destination skiers coming back to their dwelling unit, and 68 vehicles (53% of 127) exiting day skiers leaving.

Phase I option B will increase the evening peak hour traffic volumes by approximately 74 vehicles (15% of 64 and 53% of 120). 10 arriving vehicles for the new dwelling units on Parcel B and 64 exiting vehicles for the net new skier stalls.

Phase II will increase the Phase I evening peak hour traffic volumes by approximately 15 vehicles (15% of 101) arriving, i.e. destination skiers coming back to the new dwelling units on Parcel C.

Phase III will increase the Phase II evening peak hour traffic volumes by approximately 440 vehicles (30 trips for employees, 15% of 91 and 53% of 747).

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14 arriving vehicles for the new dwelling units on Parcel E and the 396 exiting vehicles for the net new skier stalls in the parking structure on Parcel E.

Phase IV will increase the Phase III evening peak hour traffic volumes by approximately 19 (15% of 125). 19 arriving vehicles for the new dwelling units on Parcel B.

Neighborhood mitigation strategies

Three Kings

During Phase III of the construction it is recommended that construction traffic exiting out of the Parcel E parking structure towards Three Kings be restricted to right turns only, as well as improved signing to the ski area via Empire Avenue. Although these neighborhood traffic impact mitigation measures are recommended in Phase III they may also want to be considered in Phase I, with the proposed additional parking being constructed adjacent to the Lower Lot (west side).

The changing of existing Lowell Avenue to one-way may also want to be considered prior to the start of construction. This change will reduce the traffic exiting the ski area traveling towards Three Kings and also reduce the vehicle conflicts along Lowell Avenue.

After the completion of Parcel E with parking access onto Silver King Drive it is imperative that the following actions are incorporated:

- Sign at are placed at the driveways on Silver King Drive restricting left turn movements out (towards Three Kings Drive).
- Cones, and parking attendant restricting left turn movement out of driveways on Silver King Drive.
- Signs are placed on SR-224 that direct traffic to the Empire/ Lowell entrance into the Park City Village, away from access on Three Kings.

Empire Avenue

The Park City Ski Area has committed to keeping the ski visitors from parking on the shoulder of Empire Avenue during the peak ski periods. With the increased activity from the Park City Village, Empire Avenue will need to provide open lanes for vehicle travel. The ski area will use parking attendants, cones and signing (installed by the City) to prohibit the parking. Depending on the success of these strategies it may also be necessary to ticket and impound (repeat offenders).

Methods for monitoring compliance (regular traffic counts and publishing of data)

UDOT should be encouraged to install permanent count stations on SR-224 to monitor overall traffic in and out of Park City.

Periodically publish number of actual skiers compared to forecasted numbers. This will either show that the proposed mitigation measures are sufficient or that other measures need to be taken, such as increased transit use, increased car pooling, and adjusting arrival and departure times for skiers - just to name a few possible solutions. This information is not only critical to the Park City public but also to the ski area so they can provide a quality experience to their visitors.

Perform annual parking lot counts, transit ridership inventory and turning movement counts at intersections adjacent to the ski area. This in combination with the skier counts will verify transit use, skiers per car, arrival times, and will enable the ski area to be proactive in maintaining smooth access to and from the site.

Although the circulation patterns will be improved there will still be a need for traffic attendants at the following locations and for the time periods listed:

- Silver King Driveways (AM peak hour) for assigning lanes into structure, and restricting left turns towards Three Kings (PM peak hour).
- Lowell Avenue and Silver King Drive (PM peak hour) to allow exit traffic from Silver King onto Lowell without blocking Lowell SB traffic.
- Millsite Way (Shadow Ridge Drive) and Empire Avenue (PM peak hour) to balance exiting resort traffic from Millsite and NB Empire, specifically the Transit on Empire.
- **Off Duty** Police Officers from the City or County should be used at the intersections of Empire Avenue and Millsite Way, and Lowell Avenue and Silver King Drive.

It is forecasted that the attendants will be needed only on weekends and holidays to improve the ingress and egress for people who are unfamiliar with the site.

Summary

The proposed Park City Village provides a layout that will accommodate the increased parking and traffic by improving the circulation and access patterns. The proposed one-way Lowell Avenue significantly reduces the vehicle conflicts with the majority of parking, drop-off/ pick-up being on the right side of the street. Access points to the new parking structures have been strategically located to provide efficient ingress and egress. The reduction in number of access points will also improve the circulation, the access point which are currently near unlimited for some parking lots are now restricted to driveways into the structures.

Traffic Analysis Background Data

ITE Trip Generation Rates are based on suburban applications and overestimate the trips generated in a mixed use residential/ commercial resort facility such as the Park City

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Village. In order to provide the most accurate forecast of the projected growth the following assumptions were used for this traffic study:

- Evening peak hour traffic counts and inventory of parking stalls for daily skier parking indicate that approximately 53% of the daily skiers exit during the evening peak hour, the remaining 47% exit prior to or after this peak hour.
- During this same evening peak hour destination skiers are returning to their dwelling units, approximately 15% of the overnight visitor parking. These are people staying at the dwelling units on site and are returning to their dwelling units during the evening peak hour.
- ITE trip generation rates for commercial development were reduced by 40 percent to account for internal trips. The commercial development on site are primarily for the use of the destination skiers that come to the Park City Village resort overnight, therefore the development can be accessed by foot.
- Commercial employee trips are estimated at an additional 30 trips during the evening peak hour, most employee trips will occur after the peak hour.
- Ski area employee trips will also occur before and after the evening peak traffic volume hour.
- Distribution of the new trips was based on the existing trip distribution, the primary origin (Salt Lake City area) remains the same for the daily skier regardless the size of the area.

These assumptions were based on previous traffic counts and studies performed at the existing Park City Ski Area Resort and other ski areas throughout the country.

Phase	I	Option IA	Option IB	II*	III*	IV*	Total
Existing stalls	1222			1602	1583	2571	2513
Skier stalls lost	0	503	256	334	243	247	0
Existing surface stalls remaining	1222	719	966	399	173	0	0
Stalls constructed							
Skier	0	400	376	214	990	228	0
Commercial/ Residential	187	66	64	101	91	191	0
Employee					150		0
Subtotal	187	466	440	315	1231	419	0
Temporary		230				-230	0
Total skier stalls	1222	1349	1342	1229	1976	1727	1875
Total other stalls	187	253	251	354	595	786	786
Total stalls	1409	1602	1593	1583	2571	2513	2661

* Option IA was assumed

** Existing stalls do not include underground parking.

Phase I

1222 stalls includes:

Lower Lot	487
Main Lot	492
Silver King Lot	243

165 Commercial/ Residential includes:

Parcel A new stalls	187

1222 Total skier stalls, no additional constructed

165 Total other - stalls constructed for new residential units Parcel A

1409 Total skier plus total other stalls (1222+187)

Phase IA

503 skier lost stalls includes:

Silver King Lot	243	
North half of Main Lot	246	
Construction workers residential stalls)	74	(60 of the 74 can park in the Parcel D

719 Remaining existing surface stalls (1222-503)

400 new skier includes:

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stalls under 1/2 of Parcel B 400

60 new commercial/ residential includes:
new units Parcel D 66 (used by construction workers)

1349 Total skier existing minus skiers stalls lost plus new skier stalls constructed (1222-503+400+230)

253 Total other stalls includes: 66 Parcel D and 187 Parcel A

1554 Total Stalls (1329+225)

Phase IB

256 skier lost stalls includes:
North half of Main Lot 246
Construction workers 74 (64 of the 74 can park in the Parcel B residential stalls)

376 new skier includes:
stalls under 1/2 of Parcel B 316
northwest of Lower lot 60

64 new commercial/ residential includes:
for units on Parcel B 64 (will be used for construction workers until project is complete)

1342 Total Skier Stalls (1222-320+376+64)

251 Total Other Stalls (187+64)

1593 Total Stalls (1342+251)

Phase II

1602 Existing stalls (1602 from Phase IA)

317 skier lost stalls includes:
South half of Lower Lot 243
Construction workers 74 (Construction workers for Parcel C will use 74 residential stalls in Parcel C)
Construction workers 74 (Construction workers for Parcel A will use surface stalls in south half of Main Lot)

399 Existing remaining surface stalls (719 from phase IA plus 14 from phase IA construction workers minus 74 for construction workers Parcel A minus 243

construction of Parcel C, the 14 stalls are gained from construction workers in phase IA)

214 new skier includes:
stalls under Parcel C 214

101 new commercial/ residential includes:
for units on Parcel C 57 (used by construction workers)

1246 Total Skier Stalls (1349-317+214), (1349 from Phase I option A total skier stalls)

354 Total other stalls (253+101)

1600 Total Stalls (1246+354)

Phase III

1600 Existing stalls (1520 from Phase II)

243 skier lost stalls includes:
North half of Lower Lot 243
Construction workers 80 (accommodated in the designated residential stalls under Parcel E)

173 Remaining existing surface stalls (416-243)

990 new skier stalls includes:
stalls under Parcel E 990

91 new commercial/ residential stalls includes:
for units on Parcel C 91

150 Employee parking

1564 Total skier stalls (1229-243+990), (1229 is the total skier stalls from Phase II)

595 Total Other Stalls (91+354+150)

2571 Total Stalls (1976+595)

Phase IV

2571 Existing stalls (from Phase III)

247 skier lost stalls includes:
South half of Main Lot 247

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Construction workers 74 (park in the constructed residential/ commercial stalls)

In phase IV the 74 construction workers that have been accommodated in the south half of the Main Lot will need to be relocated into the Parcel B underground parking.

0 Remaining existing surface stalls (173+74-247)

228 new skier includes:
stalls under 1/2 Parcel B 228

191 new commercial/ residential includes:
for units on 2/3 Parcel B 191
completion of other residential units on parcel B assuming Option IA, 64 stalls currently being used for skiers will be required for residential

230 eliminating 230 temporary stalls

1663 Total skier stalls (1976-247+228-64)

850 Total Other Stalls (595+191+64)

2513 Total Stalls (1516+608)

Upon completion 148 stalls are gained from construction to bring the total up to 2661.

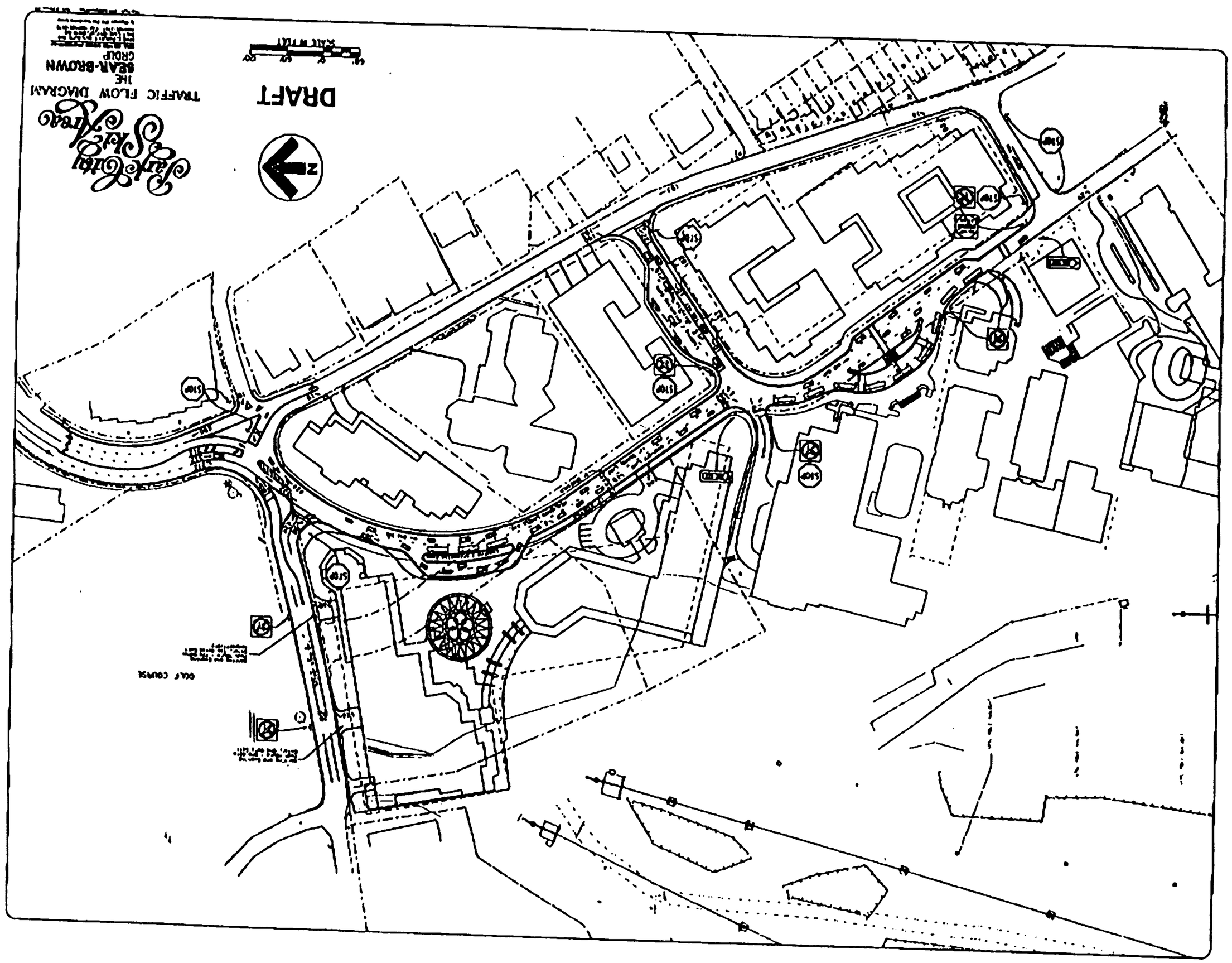
Trip Generation Table for new parking and existing surface stalls

	Enter	Exit
Phase I	28	647
Phase IA	38	715
Phase IB	38	711
Phase II	53	651
Phase III	89	1047
Phase IV	127	881
Project Complete*	171	1004

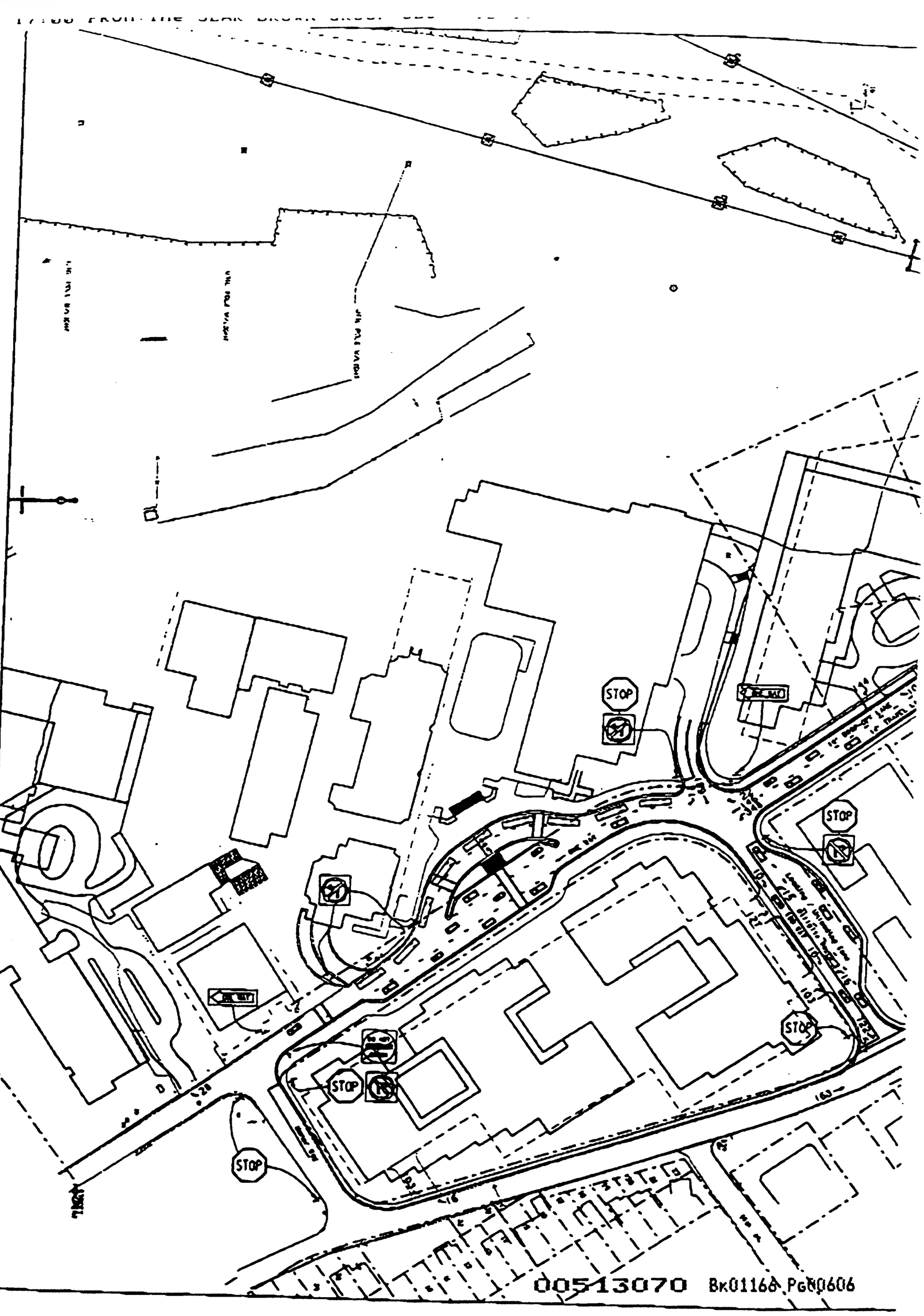
* includes 99 additional trips from commercial and commercial employees
This table does not include drop-off/ pick-up trips, or trips associated with existing underground parking.

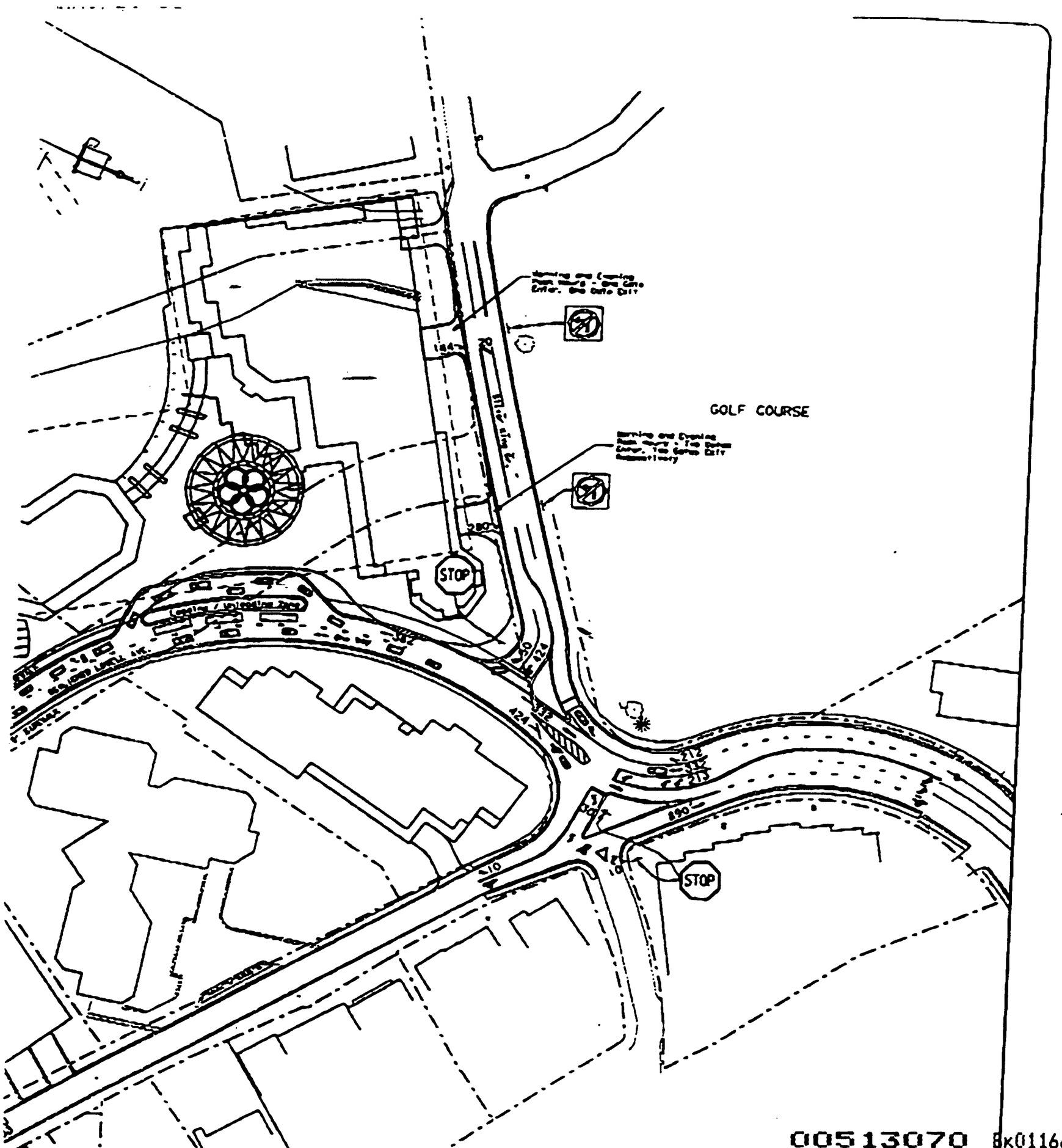
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MAY-21-90


STOP
STOP
STOP



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DRAFT

SCALE IN FEET

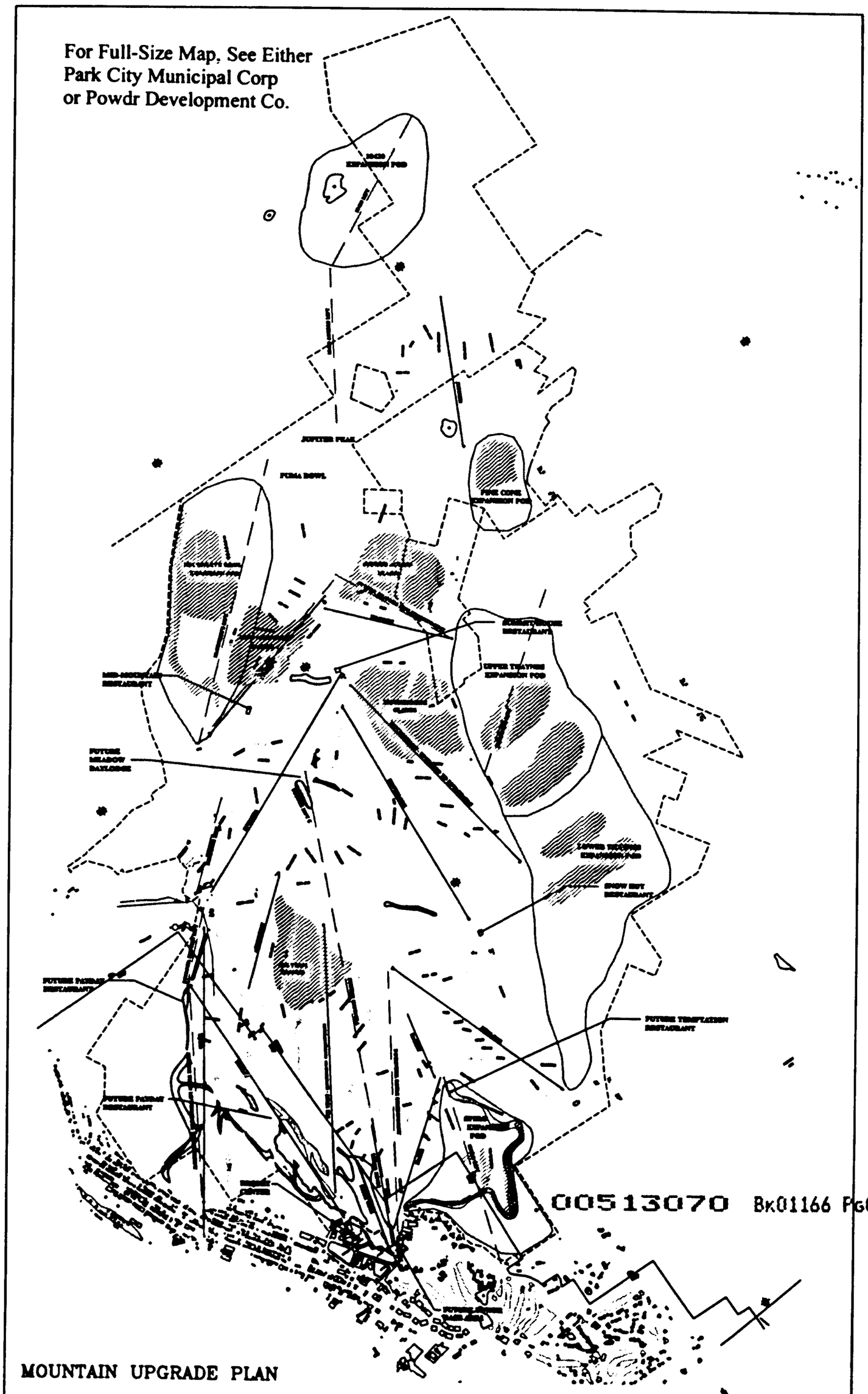
Park City Ski Area

TRAFFIC FLOW DIAGRAM

THE SEAR-BROWN GROUP

Exhibit L

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



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Park City Ski Area

Mountain Upgrade Plan

Exhibit L

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August 1996

sno.engineering

Park City Ski Area

Mountain Upgrade Plan

August 1996

Prepared for:
Park City Ski Area
Post Office Box 39
Park City, Utah

Prepared by:
Sno-engineering, Inc.
Littleton, New Hampshire
Frisco, Colorado

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APPENDIX A

PARK CITY SKI AREA PARKING
AND CAPACITY ANALYSIS 49

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I. INTRODUCTION

A. Background

Sno.engineering, Inc. has been retained by Powdr Corporation to develop a mountain upgrade plan for the Park City Ski Area (PCSA). The primary goal in undertaking this project is to develop a long-range plan for upgrading the ski area facilities. Specific objectives of the upgrading plan include:

- to identify opportunities to improve the quality of the ski product by upgrading facilities within the current ski area boundary;
- to utilize innovative ski area planning and design techniques, as well as recent technological advances, to modernize the ski area facilities;
- to reconfigure the out-of-base lifts to accommodate a new base area staging portal in the Three Kings/First Time area;
- to develop a greater variety of ski terrain tailored to the skier market ability distribution (to the extent possible) with an emphasis on enhancing opportunities for beginner, novice, intermediate, and advanced intermediate skiers;
- to improve out-of-base lift capacity, end-of-day egress trail capacity, and overall skier circulation;
- to balance the uphill capacity of the lift systems with the downhill capacity of the ski trails;
- to identify areas of potential future expansion terrain; and
- to establish the skier support facility requirements (day lodge square footage, food service seating, and parking/shuttle/overnight accommodations) to maintain a balance with the upgraded lift and trail system.

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B. Study Methodology

In order to develop a mountain upgrade plan for PCSA that is responsive to the planning goals and objectives outlined above, an evaluative process has been undertaken that includes three interrelated tasks. These components are summarized below:

Existing Conditions

An evaluation of the existing conditions at PCSA was completed, which involved a review of the ski area's physical resources and an assessment of the existing ski area operation. On site investigations of the ski facilities were conducted under bare ground conditions, and during winter operations, including a site visit to observe the facility during "America's World Cup Opener". The inventory of site resources helps to guide the planning and location of new facilities, whereas the assessment of the existing ski operation identifies deficiencies within the ski area which must be brought into balance to improve the recreational experience. The evaluation of existing conditions is set forth in Section III of this document.

Alternative Development Concepts

The initial inventory and analysis of the existing ski area operation lead to the production of a number of alternative development concepts for upgrading the ski facilities. The alternative concepts were presented to the PCSA planning team in Park City for review and comments. Based upon input from the PCSA planning team, a "preferred concept" was selected.

Mountain Upgrade Plan

The "preferred concept" guided the production of the Park City Ski Area Mountain Upgrade Plan, which sets forth the improvement program for PCSA. Addressing both ski facilities and visitor services, the Mountain Upgrade Plan is outlined in Section IV of this document.

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II. DESIGN CRITERIA

The upgrading and expansion of a ski area is influenced by a variety of ski facility design criteria that help to create a quality ski experience. This section will briefly discuss these factors as they apply to PCSA.

A. Trail Design

1. Fall-Line

This analysis looks at the natural flow of skiers and skier routes that will service various skier ability levels from the top of the mountain to the base area on a consistent basis. Consistency of fall-line provides for the best recreational skiing experience and demonstrates the resort's potential to develop an expanded ski trail system with minimal topographic disturbance.

2. Slope Gradients and Terrain Breakdown

The following gradients were used to determine the skier ability level of the mountain terrain.

Table II-1
ACCEPTABLE TERRAIN GRADIENTS

Skier Ability	Slope Gradient
Beginner	8 to 12%
Novice	to 25% (short pitches to 30%)
Low Intermediate	to 30% (short pitches to 35%)
Intermediate	to 40% (short pitches to 45%)
Advanced Intermediate	to 50% (short pitches to 55%)
Expert	over 50% (maximum of 80%)

Source: Sno.engineering, Inc.

The resultant terrain breakdown is then compared with the market demand for each ability level. The available ski terrain should be capable of accommodating the full range of ability levels consistent with market demand. The ideal breakdown of terrain for PCSA's skier market is shown in table II-2 This table illustrates that intermediate skiers comprise the bulk of PCSA's skier market.

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Table II-2
PCSA'S SKIER ABILITY BREAKDOWN

Skier Ability	Percent of Skier Market
Beginner	5 percent
Novice	12 percent
Low Intermediate	18 percent
Intermediate	35 percent
Advanced Intermediate	20 percent
Expert	10 percent

Source: Sno.engineering, Inc.

3. Trail Density

The calculation of capacity for a ski area is based in part on the acceptable number of skiers that can be accommodated on each acre of ski terrain at any one given time. The widely accepted density criteria for ski areas in western North America are listed in Table II-3.

Table II-3
SKIER DENSITY PER ACRE

Skier Ability	Trail Density
Beginner/Novice	50 skiers/acre
Low Intermediate/Intermediate	30 skiers/acre
Advanced Intermediate/Expert	15 skiers/acre

Source: Sno.engineering, Inc.

These density figures are based on the assumption that on an average day, approximately 33 percent of the total number of skiers in the area will be on the trails at any one time. The remainder of the skiers are either in lift lines, riding the lifts, or utilizing skier support services. The densities listed above have been used in the analysis of PCSA's trail densities.

4. Trail System

Each trail must have generally consistent grades to provide an interesting and challenging ski experience for the ability level for which the trail is designed. Optimum trail widths should vary depending upon topographic conditions and the caliber of the skier being served. The trail network must minimize cross-traffic and should provide

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the full range of ability levels consistent with market demand. The trails must be designed and constructed to minimize off fall-line conditions and to avoid bottlenecks and convergence zones, which might produce skier congestion.

In summary, a broad range of skiing terrain must be provided in order to satisfy skiers from beginner through expert ability levels within the natural, topographic characteristics of the site.

B. Lift Design

Ski lifts should be placed to serve the available ski terrain in the most efficient manner, while considering a myriad of factors such as wind conditions, round-trip skiing and access needs, interconnectability between other lifts and trails, and the need for circulatory space at the lower and upper terminal sites. Additionally, it should be understood that the vertical rise and length of ski lifts for a particular mountain are the primary measures of overall attractiveness and marketability of a ski area.

C. Capacity Analysis and Design

Comfortable Carrying Capacity (CCC) is defined as the optimal level of utilization for the ski area (the number of visitors that can be accommodated at any given time) which guarantees a pleasant recreational experience, while at the same time preserving the quality of the environment. The accurate estimation of the CCC of a ski area is a complex issue and is the single most important planning criterion for the resort. Given proper identification of the mountain's true capacity, all other related skier service facilities can be planned, such as base lodge seating, mountain restaurant requirements, sanitary facilities, parking, and other skier services. The CCC figure is based on a combination of the uphill hourly capacity of the lift system, the downhill capacity of the trail system, and the total amount of time spent in the lift waiting line, on the lift itself, and in the downhill descent.

Sno.engineering employs a planning parameter which recommends that the total ski area CCC should be able to flow through the entry portal or out of the base area lifts in 90 to 120 minutes. Accordingly, total out-of-base skier capacity is computed using the hourly

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uphill capacity of the access lifts multiplied by the minimum 90 to 120 minute cycle time. This planning parameter must also address return ski trail capacity over a 90-minute egress period.

D. Base Area Design

Particular consideration should be given to the relationship of the base area to the mountain facilities. Skiers should gravitate naturally into the base area and mid-mountain hubs allowing convenient access to any of the lift systems originating in these staging areas. Upon arrival at the ski area, skiers should be able to move directly from parking/shuttle drop-off areas, through ticketing or rentals, to the base of the lifts. Walking distance and vertical differential between the base area facilities and lifts should be minimized in an effort to move skiers directly onto the mountain. Vehicle, pedestrian, and skier circulation should be coordinated to create a safe and pleasant base area environment.

E. Balance of Facilities

The mountain master planning process emphasizes the importance of balancing recreational facility development. The size of the skier service functions must be matched to the CCC of the mountain. The future development of a ski area should be designed and coordinated to maintain a balance between skier demand, ski area capacity (lifts and trails), and the supporting equipment and facilities (e.g. grooming machines, day lodge services and facilities, overnight lodging, utility infrastructure, access, and parking).

Based upon the suitability of site resources, complementary year-round facilities and recreational opportunities should also be integrated into a comprehensive plan. In addition to alpine skiing, activities such as nordic skiing, snowshoeing, ice skating, summer chairlift rides, hiking, bike riding, golf, tennis, wildlife viewing, and environmental interpretation programs can help enhance the overall attractiveness of a resort's environs.

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III. EXISTING SKI RESORT FACILITIES

The following section contains an examination and analysis of PCSA's existing ski facilities. As the first step in the evaluation process, the resort inventory involves the collection of data pertaining to PCSA's existing facilities, including data regarding: ski lifts, ski trails, base area structures, skier services, and day-use parking/shuttle services. The analysis of the inventory data involves the application of ski industry standards to PCSA's existing conditions. This process enables Sno.engineering to compare PCSA's existing ski facilities to those facilities commonly found at other North American ski resorts of similar size and composition.

The overall balance of the existing ski area is evaluated by calculating the skier capacities of PCSA's various facility components, and, in turn, comparing these capacities to the ski area's CCC (PCSA's existing CCC is detailed in Section III.A.3). This examination of capacities helps to identify the ski resort's strengths and weaknesses (i.e. surpluses and deficiencies). With an understanding of the ski area's strengths and weaknesses, the next step is to identify improvements that will: (1) help bring the existing ski area into better equilibrium, and (2) help the resort meet the ever-changing needs of their skier marketplace. Accomplishing both of these objectives will ultimately enhance PCSA's financial performance.

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Park City Ski Area

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MOUNTAIN UPGRADE PLAN

PREPARED FOR:
PARK CITY SKI AREA
PO BOX 39
PARK CITY, UT 84060
801-649-8111

PREPARED BY:

Figure III-1
Existing Ski Area

DATE: AUGUST 1986
CONTOUR INTERVAL = 100'

A. Skiing Facilities

1. Ski Lifts

The skiable terrain at PCSA is currently served by two detachable quads, four fixed-grip doubles, six fixed-grip triples, one fixed-grip quad, and one four-passenger gondola. Table III-1 provides specifications for PCSA's fourteen existing lifts.

Table III-1
EXISTING LIFT SPECIFICATIONS

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	Prospector	Det. Quad	9,250	7,980	1,270	5,130	5,285	25	2,800	1,000
2	Thaynes	Double	9,385	8,505	880	2,630	2,773	33	1,200	500
3	Three Kings	Double	7,360	6,895	465	2,570	2,612	18	900	400
4	Pay Day	Triple	8,250	6,980	1,270	5,790	5,928	22	1,800	500
5	Crescent	Quad	8,735	7,875	860	2,440	2,587	35	1,800	450
6	First Time	Triple	7,170	6,900	270	1,900	1,919	14	900	350
7	King Con	Det. Quad	8,480	7,280	1,200	4,320	4,484	28	2,800	1000
8	Jupiter	Double	9,960	8,935	1,025	3,200	3,360	32	1,200	500
9	Ski Team	Double	8,630	7,020	1,610	5,600	5,827	29	1,200	500
10	Motherload	Triple	9,230	7,975	1,255	5,110	5,262	25	1,800	500
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
14a	Gondola (lower)	4-Pass.	8,180	6,990	1,190	6,950	7,051	17	600	500
14b	Gondola (upper)	4-Pass.	9,230	8,180	1,050	5,650	5,747	19	600	500

Source: PCSA Resort Management

PCSA's existing lifts service the terrain efficiently, however many of the lifts have low hourly capacities (the exceptions being the Prospector and King Con detachable quads). While many of PCSA's lifts feature older technology, these lifts are generally well-maintained. Pay Day, Ski Team, Motherlode, Town, and the Gondola all have long slope lengths and relatively slow rope speeds, causing these lifts to be underutilized due to their long ride time. The base terminals of Ski Team and Eagle chairlifts are inconveniently located for access from parking areas and skier services in the base area.

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2. Ski Terrain

The existing ski area has approximately 700 acres of skiable acreage (not including natural, non-maintained tree skiing and chutes). The sanctioned ski trail network accommodates the entire range of skier ability levels, from beginner to expert. Table III-2 outlines the terrain which constitutes PCSA's formal ski trail network.

Table III-2
EXISTING SKI TERRAIN SPECIFICATIONS

Map Ref.	Trail Name	Vert. Drop (ft.)	Horiz. Length (ft.)	Slope Length (ft.)	Avg. Width (ft.)	Area (acres)	Avg. Grade (%)	Max. Grade (%)	Ability Level
1	Upper Claim Jump.	488	3,416	3,459	145	11.51	14	27	Low Int.
2	Claim Jumper	598	3,039	3,103	195	13.89	20	31	Low Int.
3	Lower Claim Jump.	202	1,496	1,518	150	5.23	14	25	Low Int.
4	Assessment	733	3,443	3,539	150	12.19	21	36	Inter.
5	Powder Keg	435	1,259	1,335	175	5.36	35	35	Inter.
6	Hidden Splendor	920	3,704	3,740	150	12.88	25	45	Inter.
7	Mel's Alley	450	2,150	2,197	75	3.78	21	26	Low Int.
8	Newport	445	989	1,088	150	3.75	45	57	Expert
9	Lost Prospector	360	850	923	100	2.12	42	62	Expert
10	Dynamite	332	892	956	150	3.29	37	52	Adv. Int.
11	Up. Lost Prospector	300	1,500	1,530	150	5.27	20	29	Low Int.
12	Prospector	783	2,638	2,768	200	12.71	30	51	Adv. Int.
13	Lower Parley's	365	1,450	1,495	200	6.87	25	44	Inter.
14	Parley's Park	310	794	880	200	4.04	39	43	Inter.
15	Upper Prospector	469	2,936	2,981	100	6.84	16	28	Low Int.
16	Single Jack	595	2,400	2,473	75	4.26	25	29	Low Int.
17	Double Jack	675	1,743	1,879	200	8.63	39	56	Expert
18	Summit Road	145	1,386	1,405	50	1.61	10	10	Low Int.
19	Thaynes	817	2,177	2,345	200	10.77	38	68	Expert
20	Hoist	739	2,133	2,290	100	5.26	35	70	Expert
21	Keystone	827	4,417	4,538	75	7.81	19	45	Inter.
22	King's Crown	174	783	803	75	1.38	22	28	Low Int.
23	Three Kings	191	780	780	100	1.79	25	37	Inter.
24	Quick Silver	186	721	747	100	1.71	26	31	Low Int.
25	Pick 'n Shovel	461	2,495	2,544	150	8.76	18	25	Novice
26	Silver Hollow	393	2,711	2,755	100	6.32	14	25	Novice
27	Pay Day	1,140	5,292	5,435	100	12.48	22	40	Inter.
28	Nastar	663	3,025	3,106	120	8.56	22	36	Inter.
29	Drift	361	3,265	3,302	30	2.27	11	34	Low Int.
30	Lower Blanche	354	1,735	1,773	150	6.10	20	25	Low Int.
31	Nail Driver	565	1,346	1,469	175	5.90	42	69	Expert
32	Widowmaker	438	979	1,077	300	7.42	45	62	Expert

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Map Ref.	Trail Name	Vert. Drop (ft.)	Horiz. Length (ft.)	Slope Length (ft.)	Avg. Width (ft.)	Area (acres)	Avg. Grade (%)	Max. Grade (%)	Ability Level
33	Dividend	271	769	817	175	3.28	35	43	Inter.
34	Treasure Hollow	703	2,973	3,073	200	14.11	24	44	Inter.
35	Silver Queen	567	1,530	1,643	125	4.72	37	58	Expert
35A	Upper Silver Queen	116	1,076	1,085	125	3.11	11	19	Expert
36	Crescent	841	2,201	2,373	150	8.17	38	58	Expert
37	Silver Skis	671	1,414	1,573	125	4.51	47	66	Expert
38	Shaft	886	1,682	1,906	50	2.19	53	62	Expert
39	Water Fall	490	1,910	1,972	100	4.53	26	62	Expert
40	First Time	269	2,032	2,057	125	5.90	13	22	Novice
41	Bunny Hollow	239	1,612	1,638	100	3.76	15	22	Novice
42	Teaching Area	65	1,070	1,072	125	3.08	6	8	Beginner
43	Road to Hollow	70	1,600	1,602	30	1.10	6	10	Beginner
44	Hot Spot	265	1,213	1,249	150	4.30	22	38	Inter.
45	Combustion	302	1,132	1,192	150	4.10	27	57	Expert
46	Gotcha Ridge	357	1,951	1,984	150	6.83	18	23	Low Int.
47	Temptation	735	3,650	3,723	120	10.26	20	35	Low Int.
48	Seldom Seen	623	1,955	2,062	175	8.28	32	55	Adv. Int.
49	Climax	559	1,683	1,780	150	6.13	33	49	Adv. Int.
50	Monitor	523	1,525	1,619	125	4.65	34	53	Adv. Int.
51	Eureka	483	1,328	1,416	125	4.06	36	51	Adv. Int.
52	Liberty	504	1,309	1,407	175	5.65	39	54	Adv. Int.
53	Shamus	508	1,418	1,511	175	6.07	36	50	Adv. Int.
54	Sitka	641	2,027	2,143	175	8.61	32	58	Expert
55	Courchevel	568	1,603	1,708	150	5.88	35	52	Adv. Int.
56	High Card	672	2,032	2,150	150	7.40	33	55	Expert
56A	Chance	356	942	1,011	150	3.48	38	50	Adv. Int.
57	King Con	584	1,890	1,981	150	6.82	31	40	Inter.
58	Broadway	435	3,820	3,845	100	8.83	11	18	Low Int.
59	Shadow Ridge	990	3,110	3,264	100	7.49	32	56	Expert
60	Scotts Bowl	885	4,800	4,881	150	16.81	18	77	Expert
61	Fortune Teller	950	2,780	2,938	200	13.49	34	83	Expert
62	Silver Cliff	715	1,780	1,918	100	4.40	40	75	Expert
63	Indicator	780	2,100	2,240	100	5.14	37	95	Expert
64	Portuguese Gap	680	2,020	2,131	100	4.89	34	73	Expert
65	Six Bells	570	1,050	1,195	100	2.74	54	95	Expert
66	West Face	1,905	5,870	6,171	200	28.34	32	67	Expert
67	Jupiter Road	743	7,386	7,457	25	4.28	10	35	Low Int.
68	Silver King	904	1,966	2,184	200	10.03	46	76	Expert
69	Willy's Run	1,245	3,829	4,060	150	13.98	33	62	Expert
70	Men's GS	1,610	3,550	3,898	150	13.42	45	65	Expert
71	Men's SL	550	965	1,250	150	4.30	57	62	Expert
72	Ladies SL	397	991	1,073	200	4.93	40	59	Expert
73	Thaynes Canyon	1,150	9,450	9,520	50	10.93	12	19	Low Int.

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Map Ref.	Trail Name	Vert. Drop (ft.)	Horiz. Length (ft.)	Slope Length (ft.)	Avg. Width (ft.)	Area (acres)	Avg. Grade (%)	Max. Grade (%)	Ability Level
74	Lower Single Jack	450	880	988	200	4.54	51	71	Expert
75	Ford Country	716	1,627	1,791	200	8.22	44	64	Expert
76	Glory Hole	720	1,817	1,964	200	9.02	40	55	Adv. Int.
77	Sunny Side	686	1,926	2,059	175	8.27	36	53	Adv. Int.
78	Carbide Cut	310	970	1,018	150	3.51	32	42	Inter.
79	Sampson	470	1,557	1,653	100	3.80	30	55	Adv. Int.
80	Comstock	439	1,181	1,277	100	2.93	37	55	Adv. Int.
81	Red Fox	406	1,137	1,213	125	3.48	36	50	Adv. Int.
82	Hawk Eye	379	1,212	1,281	125	3.68	31	47	Adv. Int.
83	Woodside	713	3,271	3,371	100	7.74	22	42	Adv. Int.
84	Blue Slip Bowl	554	1,614	1,734	200	7.96	34	71	Expert
85	Webster	496	3,515	3,568	150	12.29	14	29	Low Int.
86	Lucky Boy	345	1,900	1,931	75	3.32	18	50	Adv. Int.
87	Creole	576	2,092	2,190	150	7.54	28	49	Adv. Int.
88	Quit 'n Time	551	2,724	2,811	100	6.45	20	52	Adv. Int.
89	Gotcha Cutoff	605	5,180	5,215	30	3.59	12	36	Inter.
90	C.B.'s Run	801	1,918	2,091	150	7.20	42	62	Expert
91	Upper Clementine	340	950	1,009	150	3.47	36	63	Expert
92	Commitment	500	1,150	1,254	150	4.32	43	83	Expert
93	Clementine	315	1,600	1,631	200	7.49	20	31	Low Int.
94	Bonanza	400	3,150	3,175	200	14.58	13	29	Low Int.
95	Bonanza Cutoff	178	1,947	1,929	30	1.33	09	21	Low Int.
96	Bonanza Road	156	1,362	1,378	30	0.95	11	24	Low Int.
97	Belmont	465	1,745	1,821	150	6.27	27	59	Expert
98	Side Winder	1,003	5,864	6,002	200	27.56	17	35	Low Int.
99	King Con Access	197	3,457	3,474	30	2.39	06	21	Low Int.
100	Quarter Load	85	381	391	200	1.80	22	30	Low Int.
101	Half Load	141	427	450	200	2.06	33	38	Inter.
	Total:					691.53			

Source: PCSA Resort Management

Existing Ski Terrain Classification Distribution

The ski trails described in Table III-2 have been categorized according to skier ability level. The six skier ability levels used to classify the slopes and trails at PCSA have been compared with the national trail standards (refer to Table III-3).

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Table III-3
ABILITY LEVELS AND NATIONAL TRAIL STANDARDS

Skier Ability Level	Trail Designation	Map Symbol
Beginner and Novice	Easier	Green Circle ●
Low Intermediate and Intermediate	More Difficult	Blue Square ■
Advanced Intermediate and Expert	Most Difficult	Black Diamond ◆

Source: Sno.engineering, Inc.

Table III-4 sets forth a distribution of PCSA's existing ski terrain by skier ability level. The figures in the skier capacity column indicate the total number of skiers the ski terrain in each ability level category can support. The last column in this table represents the skill level distribution of PCSA's skier market.

Table III-4
EXISTING SKI TERRAIN DISTRIBUTION BY ABILITY LEVEL

Skier Ability Level	Skiable Area (acres)	Skier Capacity (skiers)	Skier Distribution (%)	Skier Market (%)
Beginner	4.2	167	1	5
Novice	24.7	742	6	12
Low Intermediate	173.4	4,334	37	18
Intermediate	109.6	2,193	19	35
Adv. Intermediate	116.4	1,747	15	20
Expert	263.1	2,631	22	10
Total:	691.5	11,815	100	100

Source: PCSA Resort Management, Sno.engineering, Inc.

The results of the ski terrain classification distribution indicate that there is a surplus of low intermediate and expert terrain, with a commensurate deficit of beginner, novice, intermediate, and advanced intermediate terrain. As a result, PCSA's upgrading plan should focus on improving the distribution of terrain by enhancing the skiing opportunities for beginner, novice, intermediate, and advanced intermediate skiers.

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3. Analysis of Comfortable Carrying Capacity

The CCC is a measure of the number of visitors that can be effectively served by the mountain facilities while maintaining a comfortable skiing atmosphere. Of the total CCC, 70 to 85 percent (depending primarily on weather and snow conditions) will be actively skiing, while the balance of the visitors will be using skier support facilities. At a well-balanced ski facility, the active skiers will be evenly distributed throughout the mountain facilities -- on ski trails, waiting in lift lines, or riding ski lifts.

As was stated earlier, the accurate estimation of a ski area's CCC is a complex issue and is the single most important planning criterion for the ski area. Based on the proper identification of the mountain's capacity, all other related skier service facilities can be planned (e.g. base lodge seating, mountain restaurant requirements, sanitary facilities, parking, and other skier services).

The estimated CCC for the existing ski facilities at PCSA is calculated in Table III-5.

Table III-5
EXISTING COMFORTABLE CARRYING CAPACITY

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)
Prospector	Det. Quad	5,285	1,270	2,800	6.75	95	2,660	3,556	11,769	1,940
Thaynes	Double	2,773	880	1,200	6.50	95	1,140	1,056	16,706	390
Three Kings	Double	2,612	465	900	7.00	90	810	419	6,156	430
Pay Day	Triple	5,928	1,270	1,800	7.00	80	1,440	2,286	11,254	1,140
Crescent	Quad	2,587	860	1,800	6.75	50	900	1,548	18,011	290
First Time	Triple	1,919	270	900	7.00	90	810	243	3,588	430
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	5,827	1,610	1,200	7.00	80	960	1,932	21,258	510
Motherload	Triple	5,262	1,255	1,800	6.50	90	1,620	2,259	15,659	840
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
Gondola (lower)	4-Pass.	7,051	1,190	600	7.00	25	150	714	9,622	130
Gondola (upper)	4-Pass.	5,747	1,050	600	7.00	75	450	630	9,815	340
Total:		67,054		22,400			17,410	24,537		9,910

Source: PCSA Resort Management, Sno.engineering, Inc.

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As described earlier, the CCC is defined as the number of active and inactive skiers that can be accommodated at a ski area at any given time while guaranteeing a pleasant recreational experience and, at the same time, preserving the quality of the environment. As Table III-5 illustrates, PCSA's existing CCC is 9,910 skiers.

It is not uncommon for ski areas to experience peak days, throughout the ski season, during which skier visitation exceeds the CCC by as much as 25 percent. However, it is not recommended that resorts consistently exceed their CCC due to the resulting decrease in the quality of the recreational experience (and thus the resort's repeat business). Historical skier-visit performance records at PCSA indicate that the resort experiences peak days which are approximately 10 percent greater than the CCC, or approximately 11,000 skiers.

Terrain Capacity and Skier Density

The CCC figures specified above are based on uphill lift capacity. In order to measure the balance between uphill lift capacity and downhill slope capacity, the CCC of the lifts must be compared with the resort's terrain capacity. To calculate terrain capacity, the total area of the ski trails is multiplied by an average trail density that reflects the ability distribution of the ski terrain. As the difficulty of the terrain increases, the acceptable slope density decreases. The following table outlines the industry standards for acceptable slope densities at ski areas in the western United States.

Table III-6
SKIER DENSITY PER ACRE INDUSTRY STANDARDS

Skier Ability	Acceptable Slope Density	Ski Area Design Density
Beginner	10-20/acre	40-60/acre
Novice	8-17/acre	30-50/acre
Low Intermediate	6-13/acre	25-40/acre
Intermediate	5-10/acre	20-30/acre
Advanced Intermediate	3-5/acre	10-20/acre
Expert	1-4/acre	5-15/acre

Source: Sno.engineering, Inc.

In Table III-6, the "acceptable slope density" figure represents the number of skiers who are actually on the ski trails. The "ski area design density" figure accounts for the total carrying capacity of the trails, including skiers on the slopes, riding the lifts, waiting in lift lines, and using milling areas and support facilities. At a well-balanced ski facility, approximately one-third of the active skiers will be on the slopes while the remaining two-thirds of the active skiers will be either riding the lifts or waiting in the lift lines. Active skiers make up 70 to 85 percent of the total number of skiers visiting a resort. As a result, the "acceptable slope density" must be multiplied by a factor of 3 to 4 to

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derive the overall "ski area design density." A ski area's terrain capacity is derived by finding the product of the average "ski area design density" and the skiable area.

One of the critical steps in estimating total capacity, and a method for making certain the density figures are applicable, is to determine the actual density of skiers per acre of skiable terrain, on a lift-by-lift basis. Using the trail and capacity figures developed in earlier tables, PCSA's density breakdown is depicted in Table III-7.

Table III-7
EXISTING TERRAIN CAPACITY AND DENSITY ANALYSIS

Lift Name	Area (acres)	CCC (skiers)	Terrain Capacity (skiers)	Actual Density (CCC/acre)	Acceptable Density (CCC/acre)	Difference (+/-)	Difference (actual/acceptable)
Prospector	110.5	1,940	2,044	18	19	-1	0.97
Thaynes	39.7	390	583	10	15	-5	0.68
Three Kings	17.1	430	482	25	28	-3	0.89
Pay Day	73.0	1,140	1,401	16	19	-3	0.83
Crescent	24.6	290	330	12	13	-1	0.90
First Time	12.9	430	428	33	33	0	0.99
King Con	103.4	1,790	1,788	17	17	0	0.98
Jupiter	83.3	350	833	4	10	-6	0.40
Ski Team	55.9	510	693	9	12	-3	0.72
Motherload	48.2	840	820	17	17	0	1.00
Pioneer	46.0	810	782	18	17	1	1.06
Town	15.8	270	256	17	16	1	1.05
Eagle	24.3	250	374	10	15	-5	0.65
Gondola (lower)	8.9	130	198	15	22	-7	0.68
Gondola (upper)	27.9	340	549	12	20	-8	0.61
Total:	691.5	9,910	11,561				

Source: PCSA Resort Management, Sno.engineering, Inc.

Table III-7 shows that PCSA's downhill terrain capacity (11,561 skiers) exceeds the CCC of the lifts (9,910 skiers). This fact indicates that PCSA's uphill lift capacity and downhill terrain capacity is relatively well-balanced, even on peak days when as many as 11,000 skiers visit PCSA. The small surplus of downhill terrain capacity is one sign that PCSA has uncongested trails. On a lift-by-lift basis, Table III-7 illustrates that Prospector, Crescent, First Time, King Con, Motherlode, Pioneer, and Town have uphill lift and downhill terrain capacities that are in equilibrium. The uphill capacity of all the other lifts could be increased to effect a more balanced lift/trail system. PCSA's upgrading plan should focus on balancing the lifts and downhill capacities so that capital decisions produce a well-balanced and well-utilized product.

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4. Skiers Access and Egress Analysis

Morning Access Capacity

The existing lift configuration at PCSA features seven out-of-base access lifts (Three Kings, Pay Day, First Time, Ski Team, Town, Eagle, and the Gondola) which provide access from the PCSA base area to the remote lifts, as well as to round-trip skiing opportunities on the lower slopes of the ski area. These lifts have a total out-of-base capacity of 6,264 skiers per hour. (The combined hourly capacity of these lifts is adjusted to reflect a 95 percent peak period loading efficiency rate.) To appraise the suitability of the access lifts for carrying skiers to the up-mountain lifts within an acceptable time frame, a computer modeling technique has been used to simulate the staging functions of each access lift. This model computes the percentage of the uphill capacity of the access lift that is dedicated to access versus the percentage of the lift capacity required for round-trip skiing during the access period. Knowing the total skier staging requirement for each access lift and the amount of uphill access capacity available, the access time for each lift can be calculated and compared to an industry standard. Table III-8 summarizes the access times for PCSA's out-of-base lifts.

Table III-8
EXISTING MORNING ACCESS CAPACITY

Access Lift	Hourly Capacity* (skiers/hr.)	Percent Access (%)	Percent Round-Trip (%)	Access Capacity (skiers/hr.)	Total Access Requirement (skiers)	Access Time (minutes)
Three Kings	810	50	50	405	430	64
Pay Day	1,710	79	21	1,357	2,759	122
First Time	810	50	50	405	430	64
Ski Team	1,140	87	13	992	1,970	119
Town	1,710	86	14	1,466	945	39
Eagle	1,140	93	7	1,065	1,910	108
Gondola	600	96	4	573	1,466	153
Total:	7,920			6,264	9,910	

Source: Sno.engineering, Inc.

* Reduced for loading efficiency.

According to an accepted industry standard, a destination ski resort's dedicated access lifts should have sufficient hourly capacities to supply the resort's remote lift systems with their daily CCC requirements in a period of 90 to 120 minutes. Table III-8 shows that the access times for the Ski Team and Eagle chairlifts are near the 120 minute limit. The access time at Pay Day exceeds 120 minutes and at the Gondola's access time is significantly higher (estimated at 153 minutes). This access deficiency is apparent on weekends and during holiday periods when morning lift lines are long at these locations.

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The access times in the right hand column of Table III-8 should not be confused with the length of the lift line at the various access lifts. The access time represents the amount of time the particular out-of-base lift is used primarily for access during the morning hours to supply the remote lifts with their daily capacity. The actual length of the lift line is dependent on the rate at which skiers are arriving at the lift in comparison with the uphill hourly capacity of the access lift. When the arrival rate of skiers is higher than the uphill lift capacity, lift lines will grow. Typically, when the access time extends longer than 90 minutes, the combined number of skiers arriving at the lift for their first ride (access skiers), and skiers who are also arriving at the lift's lower terminal from runs on terrain served by that lift (round-trip skiers) will exceed the uphill lift capacity, causing lift lines to grow.

Egress Capacity

At the end of the ski day, PCSA's entire CCC must return to the resort's base facilities or to the base of the Town chairlift. The mandate of the egress capacity analysis is to ensure that there is a sufficient number of ski trails to accommodate the additional traffic returning from the remote ski lifts during the last 60 minutes of the ski day without causing unacceptable congestion on the return trails.

Currently, the majority of the skiers return to the base area or town via one of the following routes (or combination of routes): Pay Day Egress (Drift, Pay Day, Nastar), Sidewinder Egress (Silver Hollow, Sidewinder, Gotcha Cutoff, Treasure Hollow), Three Kings Egress (First Time, Pick N' Shovel/Clementine), Town Egress (Creole Entrance), and Upper Mountain Egress (Upper Claim Jumper, Webster, Bonanza Road, Silver Queen Road, Broadway/Thaynes).

The egress capacity analysis investigates the skier capacity of each egress trail based on acceptable skier flows at observed "bottleneck" areas. Table III-9 sets forth the resultant skier densities (number of skiers per acre) on each egress trail during the 60-minute egress period. The egress densities calculated for PCSA's return trails are then compared with acceptable density figures, which are based upon egress criteria collected at other ski areas within the Rocky Mountain region.

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Table III-9
EXISTING EGRESS TRAIL CAPACITY STUDY

Egress Route	Min. Width (ft.)	Skier Speed (fpm)	Ability Level	Egress Req. (skiers)	1 Hour Egress* (skiers)	Egress Density (skier/acre)	Acceptable Density (skier/acre)	Diff. +/(-)	Diff. (%)
Pay Day Egress									
Drift	40	1,200	Low Int.	2,467	1,604	24	20	4	121
Pay Day	100	1,500	Inter.	1,044	679	3	15	(12)	22
Nastar	80	1,500	Inter.	695	451	3	15	(12)	18
Sidewinder Egress									
Silver Hollow	100	1,000	Beginner	6,125	3,981	29	25	4	116
Sidewinder	120	1,200	Low Int.	5,144	3,343	17	20	(3)	84
Gotcha Cutoff	75	1,800	Inter.	981	638	3	15	(12)	23
Treasure Hollow	60	1,500	Low Int.	2,365	1,537	12	20	(8)	62
Three Kings Egress									
First Time	80	1,200	Novice	559	363	3	20	(17)	14
Pick N' Shovel/Clem	150	1,200	Low Int.	551	358	1	20	(19)	7
Town Egress									
Creole Entrance	80	1,500	Inter.	1,072	697	4	15	(11)	28
Upper Mtn. Egress									
Upper Claim Jumper	95	1,200	Low Int.	5,848	3,801	24	20	4	121
Webster	25	1,200	Low Int.	1,610	1,046	25	20	5	127
Bonanza Road	50	1,200	Low Int.	3,314	2,154	26	20	6	130
Silver Queen Road	30	1,500	Adv. Int.	925	601	10	10	(0)	97
Broadway/Thaynes	30	1,500	Low Int.	433	281	5	20	(15)	23

Source: Sno.engineering, Inc.

* Assumes that 65 percent of skiers exit the ski area from 3:30 PM to 4:30 PM.

Table III-9 indicates that the trail densities on Drift, Silver Hollow, Upper Claim Jumper, Webster, and Bonanza Road are subjected to congested conditions at the end of the ski day while other egress routes are underutilized. Section IV contains alternatives for improving PCSA's egress trail capacity.

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B. Visitor Services

1. Visitor Service Buildings

The buildings and facilities that accommodate visitor services must be sized and located such that they complement the mountain capacity. PCSA's existing visitor services are provided primarily in the Park City Resort Center and at three on-mountain locations: the Snow Hut at the base of the Prospector Chairlift, the Mid-Mountain Lodge off the Webster Trail, and the Summit House at the top of the Gondola (see Figure III-1 for building locations). The following discussion outlines the general layout of PCSA's visitor service buildings.

Park City Resort Center

Most of PCSA's visitor services are located in the buildings which comprise the Park City Resort Center. The main day lodge, located at the base of the Gondola, houses the Steeps Restaurant, as well as rest rooms, ski equipment rental and repair shops, and a retail shop. There are 504 indoor food service seats at Steeps and 140 outdoor seats. The day lodge building is well-located relative to the ski trails served by the Pay Day, Three Kings, First Time, Eagle, and Gondola lifts.

Other visitor service buildings in the Resort Center include the Gondola building, the Ticket building, Kinderschule, ski school, and several retail/rental/repair shops. Located adjacent to the base lodge, the Gondola building contains ski patrol/first aid space, as well as public and PCSA employee lockers. The primary ticket windows are located in the Ticket building across the plaza from the main day lodge. Additional ticket windows are located at a kiosk at the base of the Three Kings and Eagle chairlifts.

The new employee building is located to the east of the Resort Center and houses administration offices, rest rooms, and employee locker/lounge space.

On-Mountain Buildings

The Summit House, Snow Hut, and Mid-Mountain Restaurants provide food service facilities at strategic locations on the upper mountain. The Summit Restaurant is directly accessible from Pioneer, Thaynes, Motherlode, Prospector, and Upper Gondola lifts, and offers 392 indoor food service seats and 72 outdoor seats. The 168 indoor seats and 246 outdoor seats at the Snow Hut are conveniently located for access to and from King Con, Prospector, and Motherlode chairlifts. The Mid-Mountain Restaurant is centrally located on the upper mountain and offers 506 indoor seats and 508 outdoor seats.

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2. Size and Placement of Visitor Service Functions

Table III-10 shows the size and placement of all existing visitor services at PCSA.

Table III-10
EXISTING SPACE USE BY BUILDING/LOCATION

Service Function	Resort Center (sq. ft.)	Summit (sq. ft.)	Snow Hut (sq. ft.)	Mid-Mountain (sq. ft.)	Total Space (sq. ft.)
Restaurant Seating*	9,050	6,000	3,000	7,280	25,330
Kitchen/Scramble	1,947	1,000	250	1,342	4,539
Bar/Lounge	6,171	0	0	0	6,171
Rest Rooms	1,898	1,200	320	1,594	5,012
Ski School	0	0	0	0	0
Ski Wee/Day Care	5,980	0	0	0	5,980
Rentals/Repair/Retail Sales	9,254	0	0	0	9,254
Ticket Sales	3,478	0	0	0	3,478
Public Lockers	2,407	0	0	0	2,407
Ski Patrol	3,971	0	0	0	3,971
Administration	16,382	0	0	0	16,382
Employee Lockers/Lounge	19,761	0	0	0	19,761
Total:	80,299	8,200	3,570	10,216	102,285

Source: PCSA Resort Management

* Restaurant seating space does not include outdoor deck space

It should be noted that space use square footage information, available to PCSA management, was limited and included some known inconsistencies. Therefore, the information set forth in Table III-10 is not complete, and may include some inaccuracies. Field verification of PCSA's square footage information was beyond the scope of this report.

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Based upon a CCC of 9,910 skiers, Table III-11 illustrates the industry standards for space use for a resort of similar size and market orientation as PCSA. Space requirements outlined in Table III-11 are supplied for comparison and planning purposes only, and should not be considered absolute requirements for PCSA. However, given PCSA's mountain capacity of 9,910 skiers, space for the following services appears to be underappointed: restaurant seating, kitchen/scramble, ski school, public lockers, and ski patrol.

Table III-11
EXISTING TOTAL SPACE USE REQUIREMENTS

Service Function	Resort Center (sq. ft.)	Summit (sq. ft.)	Snow Hut (sq. ft.)	Mid-Mountain (sq. ft.)	Total Space (sq. ft.)
Restaurant Seating	11,976	5,130	3,771	2,798	23,674
Kitchen/Scramble	4,790	2,736	2,011	2,238	11,775
Bar/Lounge	1,996	1,425	1,048	746	5,214
Rest Rooms	2,156	1,539	1,131	1,007	5,833
Ski School	5,252	0	0	0	5,252
Ski Wee/Day Care	5,351	0	0	0	5,351
Rentals/Repair	4,261	0	0	0	4,261
Retail Sales	6,042	365	268	239	6,913
Ticket Sales	1,487	0	0	0	1,487
Public Lockers	4,460	0	0	0	4,460
Ski Patrol	5,946	0	0	0	5,946
Administration	6,640	0	0	0	6,640
Employee Lockers/Lounge	2,478	0	0	0	2,478
Mechanical/Storage	4,152	784	576	492	6,003
Circulation/Waste	2,794	560	411	351	4,117
Total:	69,781	12,539	9,216	7,871	99,407

Source: Sno.engineering, Inc.

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3. Food Service Seating

Food service seating at PCSA can be found at the Resort Center and at on-mountain restaurants. There is a total of 1,570 indoor, cafeteria-style seats available to skiers, including 504 seats at the Steeps Restaurant, 506 seats at the Mid-Mountain Restaurant, 168 seats at Snow Hut, and 392 seats at the Summit House Restaurant. In addition to the indoor seats, there are 966 outdoor seats available at the four restaurant locations (140 seats at Steeps, 508 seats at Mid-Mountain, 246 seats at Snow Hut, 72 seats at Summit House).

A key factor in evaluating food service seating capacity is the seat turnover rate. A turnover rate of 3 to 5 is the standard range utilized in determining restaurant seating capacity. Sit-down dining at ski areas typically results in a turnover rate of 3, while cafeteria-style dining is characterized by a higher turnover rate. Furthermore, weather has an influence on turnover rates, as skiers will typically spend more time indoors on stormy days than on sunny days.

Table III-12 summarizes the seating requirements at PCSA, based on a logical distribution of the CCC to each service building/location.

Table III-12
EXISTING FOOD SERVICE SEATING REQUIREMENTS

	Resort Center	Summit	Snow Hut	Mid-Mountain	Total
Total Skier Capacity	3,100	2,850	2,095	1,865	9,910
Average Seat Turnover	4.0	4.5	4.5	4.5	
Total Seats Required	775	633	414	466	2,288
Total Seats Available	504	392	168	506	1,570
Difference	-271	-241	-246	40	-718

Source: Sno.engineering, Inc.

Due to PCSA's predominance of cafeteria-style food service, an average turnover rate of 4.5 was used to calculate the seating capacity of the on-mountain facilities. An average turnover rate of 4 was used for the Resort Center to reflect the influence of the lower ability skiers who tend to take more time for lunch. Table III-12 shows a combined deficit of 718 seats (and estimated 3,096 skiers). The seating shortage is mitigated by the fact that outdoor seating is available at all food service locations, and additional restaurant opportunities exist in the Resort Center (a combined 516 seats at Baja, Moose's, Eating Establishment, Ziggy's, Bistro, and Yen Jing). However, as the ski area is upgraded, additional indoor food service seating should be provided.

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4. Parking/Shuttle Services and Access

A complete Parking and Capacity Analysis has been prepared for PCSA and is included in Appendix A of this document. The following is a summary of the Parking and Capacity Analysis for existing conditions.

Parking

There are approximately 1,700 parking spaces available to skiers and resort employees. About 200 of these spaces are used by resort employees, leaving 1,500 spaces for ski area guests. Parking surveys have indicated that the average car occupancy of cars arriving at PCSA is 3.7 people per car. As a result, the existing parking spaces can support a maximum of 5,550 skiers per day.

Lodging at Base Area

There are a total of 4,274 ski to/ski from beds available at PCSA's base area. Assuming a 95 percent peak occupancy, and that 20 percent of the accommodations guests are non-skiers, the existing bed base yields 3,249 ski to/ski from beds used by skiers at PCSA. Accordingly, the ski to/ski from accommodations in the base area can support a maximum of 3,249 skiers per day.

Town Lift

Based upon "design day" skier counts during the 1995-96 ski season, an average of approximately 1,100 skiers access PCSA via the Town lift.

Park City Transit

A number of PCSA surveys have been conducted which indicate that, on average, 13 percent of the skiers at PCSA arrived at the resort by riding some form of Park City transit. Using the aggregate of the figures given above, on a peak day, approximately 1,480 skiers access PCSA via Park City transit.

The combination of on-site parking, ski to/ski from accommodations, Town lift access, and Park City transit access can support a maximum of approximately 11,380 skiers per day. This illustrates that the current parking/access capacity at PCSA is sufficient to meet the demands of peak-day skier visitation patterns.

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C. Conclusions

Based on Sno.engineering's initial investigation of the PCSA's existing conditions, the PCSA Mountain Upgrade Plan should contain recommendations which:

- Improve out-of-base access;
- Enhance egress routes off the mountain to improve skier egress traffic;
- Develop beginner, novice, intermediate, and advanced intermediate terrain (based on the physical capabilities of the land) to improve PCSA's distribution of terrain by ability levels;
- Modernize lifts and balance them with the available downhill terrain; and
- Position additional on-mountain seating to accommodate existing and upgraded capacities.

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IV. MOUNTAIN UPGRADING PLAN

The improvements recommended for the upgrading of PCSA reflect the findings of Sno.engineering's analysis of the existing facilities. They also reflect the expectation for continued growth in demand and recognize skier preferences (confirmed by RRC's market research). The purpose of the upgrading plan is to produce a road map for ski area development that ensures the greatest practical and profitable use of the existing lands while remaining sensitive to the environment.

The upgrading plan is a dynamic document that will be implemented in accordance with market demand. The goal of the upgrading plan is to produce a high quality experience throughout the recreational complex. Accordingly, the upgrading plan is tailored to improve PCSA's ability to respond to market/skier demands through development of a more well-rounded resort experience. This plan should not only improve the ski area's current market niche, but also help to attract new visitors on a year-round basis.

A. Skiing Facilities

During the course of the planning process, a number of alternatives were evaluated for the upgrading and expansion of PCSA. In formulating the upgrade plan, the following design criteria were considered:

- **Consistent Fall-Line** - New ski trails were designed to follow the natural fall-line, thus providing for the most natural flow of skier traffic and optimum skiing routes to serve specific skier ability levels, from top to bottom, on a consistent basis.

- **Trail Classification Distribution** - The new and upgraded ski trails were designed to provide a distribution of trail classifications that will more closely match the ability level profile of the PCSA skier market.

- **Optimum Skier Density (skiers-per-acre) on Trails** - The installation of new lifts has been suggested in order to balance the uphill capacity of each lift with the downhill capacity of the terrain which it serves.

- **Reasonable Waiting Lines for Lifts** - Low trail densities have been balanced with hourly uphill capacities on lifts. A maximum of ten minute waits have been specified for peak hour operations.

- **Lift Alignments** - Lift terminals have been located at practical sites, based upon evaluation of terrain, circulation, and ease of integration with existing ski facilities.

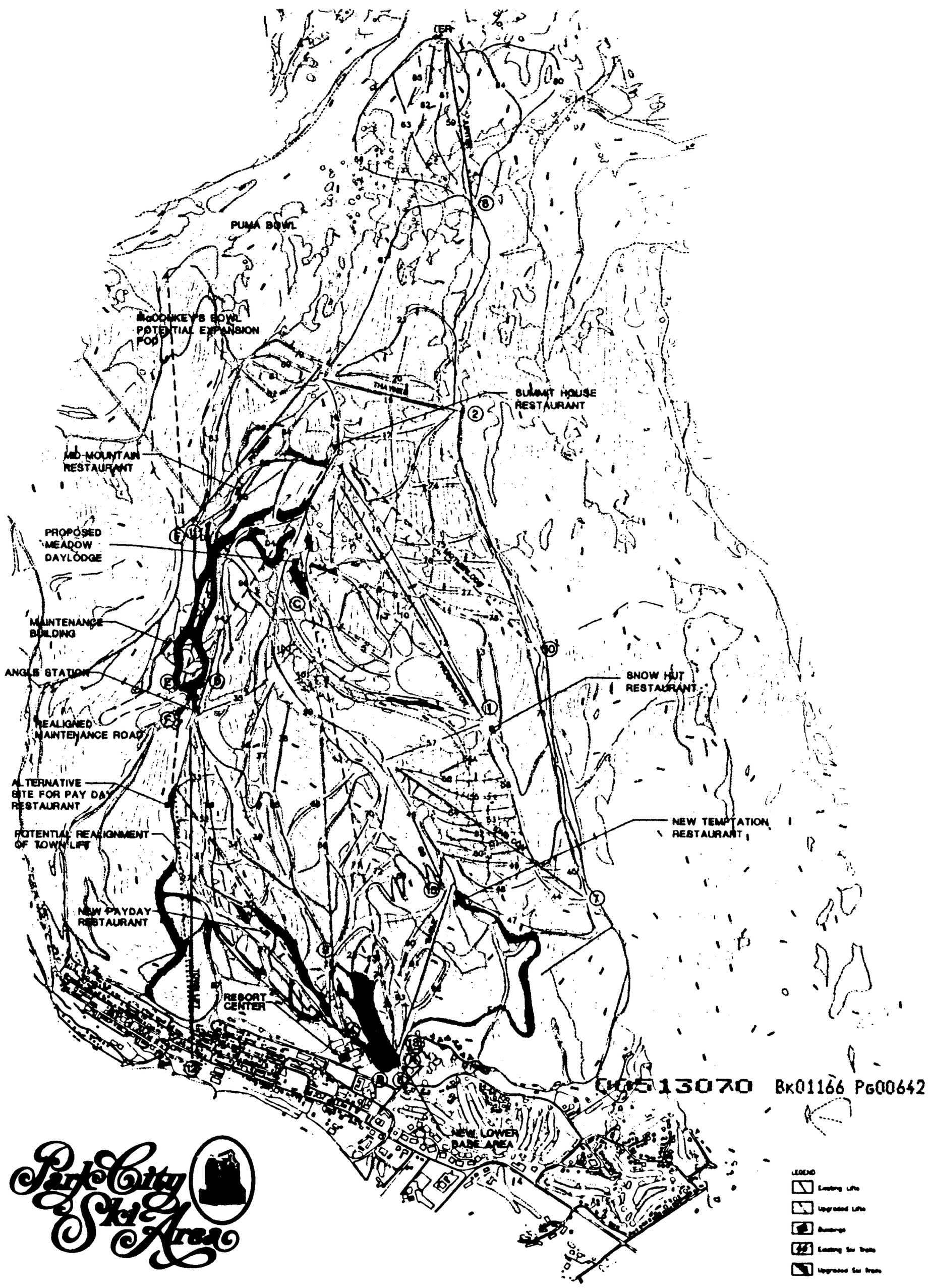
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- **Support Facility Requirements** - The mountain development has been organized to incorporate the interface of vehicular, pedestrian, and skier circulation, as well as skier support services and ski area maintenance.

Figure IV-1 is a graphic representation of analyses conducted using detailed topographic mapping and on-site field work. Prior to implementation of any component of the upgrading plan, it will be necessary to establish more detailed planning prior to final field adjustments.

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Park City Ski Area

MOUNTAIN UPGRADE PLAN

PREPARED FOR:
PARK CITY SKI AREA
PO BOX 39
PARK CITY, UT 84060
801-649-8111

PREPARED BY:

Figure IV-1
Ski Area Upgrading

DATE: AUGUST 1986
CONTOUR INTERVAL = 100

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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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quad chairlift depicted as Lift E in Figure IV-1). This configuration of detachable chairs will reduce the ride time to the Summit House to about 12 to 15 minutes. The upgrading of Pay Day to a detachable lift will improve the utilization of the Pay Day terrain (the reduced ride time will enhance round-trip skiing).

An expanded entry portal will be located below the Eagle and First Time chairlifts. This site will feature a chondola lift (by definition, a detachable lift with both gondola cabins and quad chairs). PCSA's New Chondola will terminate at the meadow above Assessment Trail (an area commonly known as the meadow). Sno.engineering recommends the installation of a chondola lift to allow for the proposed construction of a beginner ski lift and the Meadow Restaurant (see Figure IV-1). Both beginner skiers and night/summer pedestrian traffic will require gondola cabins for downloading. In addition, the chondola lift will also provide downloading for novice skiers in ski school classes and act as an additional egress route off the mountain.

To help accommodate beginner skiers in the base area, Sno.engineering recommends the installation of a beginner, baby double chairlift (designed for first-time beginner skiers). This lift would access terrain specifically dedicated for first-time beginners -- providing a category of lift-served terrain that presently is not available at PCSA. The slopes served by the base area beginners' lift will require fencing to ensure that first-time beginner skiers are not intimidated by skiers of higher ability levels.

To create a logical progression from the beginner lift, Sno.engineering is recommending that the First Time Chairlift be relocated with significant reshaping of the slopes served by the lift to ensure the final slope gradients are suitable for a novice skier.

As a complement to these significant base area lift improvements, Sno.engineering recommends the upgrading of several up-mountain lifts (i.e. Motherlode from a triple to a detachable quad, Prospector from a detachable quad to a detachable six-passenger lift, and Thaynes from a double to a triple). The increased uphill hourly capacity on these lifts will provide a better equilibrium between uphill lift capacity and downhill terrain capacity.

Several new lifts are recommended, including a detachable quad to service McConkey's Bowl, an advanced beginner lift near the upper maintenance area for ski school instruction (New Bonanza-II Chairlift), and a return egress lift (from the bottom of the New Bonanza chairlifts to the top of Pay Day Chairlift) to provide an alternative return route off of the mountain.

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2. Ski Terrain

Improvements to the existing ski terrain, coupled with the addition of new trails, will increase the formal trail network from 691 acres to 792 acres -- an increase of 101 acres. This represents a 15 percent increase in the size of PCSA's formal trail network. Table IV-2 summarizes the terrain specifications for the upgraded trail network. Bold and italicized trails are either new or upgraded trails.

Table IV-2
SKI TERRAIN SPECIFICATIONS - UPGRADING

Map Ref.	Trail Name	Vert. Drop (ft.)	Horiz. Length (ft.)	Slope Length (ft.)	Avg. Width (ft.)	Area (acres)	Avg. Grade (%)	Max. Grade (%)	Ability Level
1	Upper Claim Jumper	488	3,416	3,459	145	11.51	14	25	Novice
1A	***New Trail***	90	630	636	100	1.46	14	25	Novice
2	Claim Jumper	598	3,039	3,103	195	13.89	20	31	Low Int.
3	***Lower Claim Jumper***	202	1,496	1,518	200	6.97	14	25	Low Int.
4	Assessment	733	3,443	3,539	150	12.19	21	36	Inter.
5	Powder Keg	435	1,259	1,335	175	5.36	35	35	Inter.
6	Hidden Splendor	920	3,704	3,740	150	12.88	25	45	Inter.
6A	***New Trail***	80	500	506	50	0.58	16	25	Inter.
7	Mel's Alley	450	2,150	2,197	75	3.78	21	26	Low Int.
8	Newport	445	989	1,088	150	3.75	45	57	Expert
9	Lost Prospector	360	850	923	100	2.12	42	62	Expert
10	Dynamite	332	892	956	150	3.29	37	52	Adv. Int.
11	Upper Lost Prospector	300	1,500	1,530	150	5.27	20	29	Low Int.
12	Prospector	783	2,638	2,768	200	12.71	30	51	Adv. Int.
13	Lower Parley's	365	1,450	1,495	200	6.87	25	44	Inter.
14	Parley's Park	310	794	880	200	4.04	39	43	Inter.
15	Upper Prospector	469	2,936	2,981	100	6.84	16	28	Low Int.
16	Single Jack	595	2,400	2,473	75	4.26	25	29	Low Int.
16A	***Single Jack Glades***	400	1,000	1,077	300	7.42	40	51	Adv. Int.
17	Double Jack	675	1,743	1,879	200	8.63	39	56	Expert
18	Summit Road	145	1,386	1,405	50	1.61	10	10	Low Int.
19	Thaynes	817	2,177	2,345	200	10.77	38	68	Expert
20	Hoist	739	2,133	2,290	100	5.26	35	70	Expert
21	Keystone	827	4,417	4,538	75	7.81	19	45	Inter.
22	King's Crown	174	783	803	75	1.38	22	28	Inter.
23	***Three Kings***	146	592	611	100	1.40	25	36	Inter.
24	***Quick Silver***	138	535	553	100	1.27	26	29	Inter.
25	Pick 'n Shovel	461	2,495	2,544	150	8.76	18	25	Inter.
26	Silver Hollow	393	2,711	2,755	100	6.32	14	25	Novice

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Map Ref.	Trail Name	Vert. Drop (ft.)	Horiz. Length (ft.)	Slope Length (ft.)	Avg. Width (ft.)	Area (acres)	Avg. Grade (%)	Max. Grade (%)	Ability Level
27U	***Upper Pay Day***	215	720	751	150	2.59	30	40	Inter.
27L	***Lower Pay Day***	470	1,910	1,967	150	6.77	25	33	Low Int.
28	***Nastar***	1,218	7,100	7,204	120	19.84	17	25	Novice
28A	***Lower Nastar***	219	795	825	110	2.08	28	34	Low Int.
29	Drift	361	3,265	3,302	40	3.03	11	34	Low Int.
30	Lower Blanche	354	1,735	1,773	150	6.10	20	25	Low Int.
30A	***Lwr. Blanche Cutoff***	60	340	345	80	0.63	18	26	Low Int.
30B	***New Lower Blanche***	511	2,165	2,224	150	7.66	24	39	Inter.
31	Nail Driver	565	1,346	1,469	175	5.90	42	69	Expert
32	Widowmaker	438	979	1,077	300	7.42	45	62	Expert
33	Dividend	271	769	817	175	3.28	35	43	Inter.
34	Treasure Hollow	703	2,973	3,073	200	14.11	24	44	Inter.
35	Silver Queen	567	1,530	1,643	125	4.72	37	58	Expert
35A	Silver Queen Road	116	1,076	1,085	125	3.11	11	19	Expert
36	Crescent	841	2,201	2,373	150	8.17	38	58	Expert
37	Silver Skis	671	1,414	1,573	125	4.51	47	66	Expert
38	Shaft	886	1,682	1,906	50	2.19	53	62	Expert
39	Water Fall	490	1,910	1,972	100	4.53	26	62	Expert
40	***New First Time***	273	1,934	1,966	350	15.79	14	18	Novice
41	***New Beginner***	66	962	966	130	2.88	7	12	Beginner
42	***Silver Hollow***	186	1,857	1,874	70	3.01	10	12	Beginner
43	Road to Hollow	70	1,600	1,602	30	1.10	6	10	Beginner
44	Hot Spot	265	1,213	1,249	150	4.30	22	38	Inter.
45	Combustion	302	1,132	1,192	150	4.10	27	57	Expert
46	Gotcha Ridge	357	1,951	1,984	150	6.83	18	23	Novice
47	Temptation	735	3,650	3,723	120	10.26	20	35	Low Int.
48	Seldom Seen	623	1,955	2,062	175	8.28	32	55	Adv. Int.
49	Climax	559	1,683	1,780	150	6.13	33	49	Adv. Int.
50	Monitor	523	1,525	1,619	125	4.65	34	53	Adv. Int.
51	Eureka	483	1,328	1,416	125	4.06	36	51	Adv. Int.
52	Liberty	504	1,309	1,407	175	5.65	39	54	Adv. Int.
53	Shamus	508	1,418	1,511	175	6.07	36	50	Adv. Int.
54	Sitka	641	2,027	2,143	175	8.61	32	58	Expert
55	Courchevel	568	1,603	1,708	150	5.88	35	52	Adv. Int.
56	High Card	672	2,032	2,150	150	7.40	33	55	Expert
56A	Chance	356	942	1,011	150	3.48	38	50	Adv. Int.
57	King Con	584	1,890	1,981	150	6.82	31	40	Inter.
58	Broadway	435	3,820	3,845	100	8.83	11	18	Low Int.
59	Shadow Ridge	990	3,110	3,264	100	7.49	32	56	Expert
60	Scotts Bowl	885	4,800	4,881	150	16.81	18	77	Expert
61	Fortune Teller	950	2,780	2,938	200	13.49	34	83	Expert

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Map Ref.	Trail Name	Vert. Drop (ft.)	Horiz. Length (ft.)	Slope Length (ft.)	Avg. Width (ft.)	Area (acres)	Avg. Grade (%)	Max. Grade (%)	Ability Level
62	Silver Cliff	715	1,780	1,918	100	4.40	40	75	Expert
63	Indicator	780	2,100	2,240	100	5.14	37	95	Expert
64	Portuguese Gap	680	2,020	2,131	100	4.89	34	73	Expert
65	Six Bells	570	1,050	1,195	100	2.74	54	95	Expert
66	West Face	1,905	5,870	6,171	200	28.34	32	67	Expert
67	Jupiter Road	743	7,386	7,457	25	4.28	10	35	Low Int.
68	Silver King	904	1,966	2,184	200	10.03	46	76	Expert
69	Willy's Run	1,245	3,829	4,060	150	13.98	33	62	Expert
70	Men's GS	1,610	3,550	3,898	150	13.42	45	65	Expert
71	Men's SL	550	965	1,250	150	4.30	57	62	Expert
72	Ladies SL	397	991	1,073	200	4.93	40	59	Expert
73	Thaynes Canyon	1,150	9,450	9,520	50	10.93	12	19	Low Int.
74	Lower Single Jack	450	880	988	200	4.54	51	71	Expert
74A	*Single Jack Glades*	750	1,600	1,767	200	8.11	47	54	Adv. Int.
75	Ford Country	716	1,627	1,791	200	8.22	44	64	Expert
76	Glory Hole	720	1,817	1,964	200	9.02	40	55	Adv. Int.
76A	*Glory Hole Glades*	650	1,700	1,820	200	8.36	38	54	Adv. Int.
77	Sunny Side	686	1,926	2,059	175	8.27	36	53	Adv. Int.
78	Carbide Cut	310	970	1,018	150	3.51	32	42	Inter.
79	Sampson	470	1,557	1,653	100	3.80	30	55	Adv. Int.
80	Comstock	439	1,181	1,277	100	2.93	37	55	Adv. Int.
81	Red Fox	406	1,137	1,213	125	3.48	36	50	Adv. Int.
82	Hawk Eye	379	1,212	1,281	125	3.68	31	47	Adv. Int.
83	Woodside	713	3,271	3,371	100	7.74	22	42	Adv. Int.
84	Blue Slip Bowl	554	1,614	1,734	200	7.96	34	71	Expert
85	Webster	496	3,515	3,568	150	12.29	14	29	Low Int.
86	Lucky Boy	345	1,900	1,931	75	3.32	18	50	Adv. Int.
87	Creole	576	2,092	2,190	150	7.54	28	49	Adv. Int.
88	*Quit 'n Time*	551	2,724	2,811	150	9.68	20	45	Inter.
88A	*New Up. Quit 'n Time*	409	1,492	1,548	160	5.69	27	36	Inter.
89	*Gotcha Cutoff*	754	5,086	5,169	30	3.56	15	37	Inter.
90	C.B.'s Run	801	1,918	2,091	150	7.20	42	62	Expert
91	Upper Clementine	340	950	1,009	150	3.47	36	63	Expert
92	Commitment	500	1,150	1,254	150	4.32	43	83	Expert
93	*Clementine*	160	659	681	200	3.13	24	37	Inter.
94	Bonanza	400	3,150	3,175	200	14.58	13	25	Novice
95	*Bonanza Cutoff*	156	1,653	1,669	30	1.15	9	21	Novice
96	Bonanza Road	156	1,362	1,378	50	1.58	11	24	Novice
97	Belmont	465	1,745	1,821	150	6.27	27	59	Expert
98	Side Winder	1,003	5,864	6,002	200	27.56	17	35	Low Int.
99	King Con Access	197	3,457	3,474	30	2.39	6	21	Novice

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Map Ref.	Trail Name	Vert. Drop (ft.)	Horiz. Length (ft.)	Slope Length (ft.)	Avg. Width (ft.)	Area (acres)	Avg. Grade (%)	Max. Grade (%)	Ability Level
100	Quarter Load	85	381	391	200	1.80	22	30	Low Int.
101	Half Load	141	427	450	200	2.06	33	38	Inter.
C1	***New Beginner***	45	624	629	130	1.88	7	10	Beginner
D1	***New Bonanza***	806	4,123	4,235	130	12.64	20	45	Inter.
D2	***New Bonanza***	358	2,448	2,485	120	6.85	15	34	Low Int.
D3	***New Bonanza***	46	367	371	75	0.64	12	18	Novice
D4	***New Bonanza***	201	1,108	1,129	100	2.59	18	25	Novice
D5	***New Bonanza***	53	519	525	30	0.36	10	21	Novice
D6	***New Bonanza***	340	775	846	100	1.94	44	65	Expert
E1	***New Spiro***	1,242	8,070	8,212	75	14.14	15	25	Novice
	Total:					792.6			

Source: PCSA Resort Management, Sno.engineering, Inc.

The goal in developing the ski terrain upgrading program was to improve the distribution of ability levels to better match PCSA's skier market demand and to balance the downhill capacity of the trails with the capacity of the proposed lift network. The ski terrain upgrading has increased the amount of beginner terrain to the extent possible and has significantly increased the availability of novice terrain. To a lesser degree, the intermediate and advanced intermediate terrain has been enhanced. In addition to the improvements outlined above, the upgrading plan improves egress off the mountain and enhances the terrain available for ski school instruction.

Table IV-3 reflects the distribution of terrain by ability level after completion of the trail upgrading and expansion program.

Table IV-3
SKI TERRAIN DISTRIBUTION BY ABILITY LEVEL - UPGRADING

Ability Level	Skiable Area (acres)	Skier Capacity (skiers)	Skier Distribution (%)	Skier Market (%)
Beginner	8.9	355	2	5
Novice	99.2	2,976	21	12
Low Intermediate	144.0	3,601	25	18
Intermediate	141.6	2,831	20	35
Adv. Intermediate	133.9	2,008	14	20
Expert	265.1	2,651	18	10
Total:	792.6	14,422	100	100

Source: Sno.engineering, Inc.

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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.

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Terrain Capacity and Density Analysis

To create a high quality ski experience, PCSA should maintain skier-per-acre ratios that are at the low end of industry norms (see Table III-6 for the skier density per acre industry standards). Table IV-5 sets forth the skier density design criteria used for upgrading at PCSA. The "acceptable slope density" figures given in Table IV-5 represent the number of skiers actually populating the trails. The "ski area design density" figures take into account all of the skiers distributed throughout the entire ski area. As was mentioned in Section III, it has been estimated that approximately 25 to 33 percent of the total skier population (depending on weather and snow conditions) will be using the trail system itself at any given time, while the remaining 67 to 75 percent will be on the lifts, in the waiting lines, or in the day lodge buildings and milling areas. This means that if a particular lift and trail system has a design density of 15 skiers per acre, there are only between 4 and 5 skiers actually populating that acre at any given time.

Table IV-5
SKIER DENSITY[1] PER ACRE -- PCSA DESIGN CRITERIA

Skill Classification	Ski Area Design Density	Acceptable Slope Density
Beginner	40/acre	10-13/acre
Novice	30/acre	8-10/acre
Low Intermediate	25/acre	6-8/acre
Intermediate	20/acre	5-7/acre
Adv. Intermediate	15/acre	4-5/acre
Expert	10/acre	2-3/acre

Source: PCSA Resort Management, Sno.engineering, Inc.

Using the trail acreage, capacity, and design criteria listed in earlier tables, the terrain capacity and density breakdown for the upgraded ski area is depicted on a lift-by-lift basis in Table IV-6.

Table IV-6 shows that the downhill terrain capacity at PCSA after upgrading (15,265 skiers) exceeds the upgraded CCC of the lifts (13,700 skiers) by a small margin. This fact indicates that the overall uphill lift capacity is well-balanced with the downhill terrain capacity, even on peak days when more than 15,000 skiers could be expected to visit PCSA.

[1] The "ski area design density" figures listed in column two of this table represent the total population of skiers distributed among the ski trails, waiting in lift lines, riding the lifts, and using the support facilities. The "acceptable slope density" column only reflects the number of skiers actually on the ski slopes.

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Table IV-6
DENSITY ANALYSIS - UPGRADING

Lift Name	Area (acres)	CCC (skiers)	Terrain Capacity (skiers)	Actual Density (CCC/acre)	Acceptable Density (CCC/acre)	Difference (+/-)	Difference (Actual/Acceptable)
New Prospector	103.0	2,080	2,060	20	20	0	1.00
New Thaynes	42.9	590	644	14	15	-1	0.96
New Pay Day	82.9	1,560	1,824	19	22	-3	0.86
New First Time	18.3	570	586	31	32	-1	0.96
King Con	103.6	1,790	1,865	17	18	-1	0.97
Jupiter	83.3	350	833	4	10	-6	0.40
Ski Team	47.5	520	570	11	12	-1	0.94
New Motherload	68.4	1,030	1,094	15	16	-1	0.92
Pioneer	39.2	810	588	21	15	6	1.38
Town	24.4	270	464	11	19	-8	0.59
Eagle	29.1	250	466	9	16	-7	0.57
G.S. Lift	0	0	0	0	0	0	1.00
New Chondola	83.4	1,230	1,668	15	20	-5	0.76
New Beginner	2.6	110	104	42	40	2	1.05
New Beginner	1.9	80	76	43	40	3	1.08
New Bonanza-I	52.4	1,340	1,310	26	25	1	1.03
New Bonanza-II	9.7	220	213	23	22	1	1.06
Pay Day Link	0.0	0	0	0	0	0	1.00
McConkey's	60.0	900	900	15	15	0	1.00
Total:	852.6	13,700	15,265				

Source: Sno.engineering, Inc.

The results of the density analysis indicate that most of the lifts are within acceptable standards, with the exception of Jupiter, Pioneer, Town, Eagle, and the New Chondola.

The uphill lift capacity at Jupiter is underappointed relative to the downhill terrain capacity. In the upgrade, Jupiter's CCC was intentionally held at 350 skiers in an effort to preserve Jupiter's snow quality on powder days.

Pioneer's uphill capacity is also not in balance with its downhill acreage. Given that only minimal terrain is available, it will not be possible to bring Pioneer into balance unless the lift's hourly capacity is reduced.

The New Chondola, Town, and Eagle lifts could support additional terrain, but due to the physical configuration of the mountain, this is not possible.

Overall, the lift upgrading program is in equilibrium with the proposed ski trail enhancements.

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4. Skier Access and Egress Analysis

Morning Access Capacity

The upgraded lift network at PCSA features six access lifts (Pay Day, First Time, Town, Eagle, New Chondola, and New Beginner) with a total out-of-base capacity, adjusted for lift efficiency, of 8,510 skiers per hour. The upgraded out-of-base capacity represents a 36 percent increase over the existing capacity of 6,264 skiers per hour.

The computer modeling technique for morning access (as described in Section III.A.4) has shown that all out-of-base access lifts meet the 90 to 120 minute standard for access time. Table IV-7 summarizes the findings of the upgrade modeling exercise.

Table IV-7
MORNING ACCESS TIME - UPGRADING

Access Lift	Hourly Capacity* (skiers/hr.)	Percent Access (%)	Percent Round-Trip (%)	Access Capacity (skiers/hr.)	Total Access Requirement (skiers)	Access Time (minutes)
Pay Day	2,850	82	18	2,338	3,906	100
First Time	1,140	81	19	928	1,534	99
Town	1,710	95	5	1,621	2,606	96
Eagle	1,140	94	6	1,067	1,764	99
Chondola	2,660	85	15	2,271	3,781	100
Beginner	570	50	50	285	110	23
Total:	10,070			8,510	13,700	

Source: Sno.engineering, Inc.

* Reduced for loading efficiency.

Egress Capacity

In an effort to improve the skier egress capacity at the end of the ski day, Sno.engineering has designed a new ski trail (Trail E-1) which links the Temptation and Clementine trails. This egress route, in concert with an improved Gotcha Cutoff, will provide those skiers utilizing King Con and Prospector chairlifts with an alternative egress to Treasure Hollow, Sidewinder, or Drift. On the east side of the mountain, Pay Day Link Chairlift (new Lift F), in conjunction with a new novice/low intermediate trail adjacent to Nastar, will allow skiers of lower ability levels using New Bonanza-I and New Bonanza-II (new lifts D and E) an additional egress to Drift/Treasure Hollow or Sidewinder. In addition to the above trail improvements, the installation of the New

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Chondola will also provide additional downloading capabilities. Table IV-8 summarizes the densities associated with PCSA's egress trails after upgrading.

Table IV-8
EGRESS TRAIL DENSITY ANALYSIS - UPGRADING

Egress Route	Min. Width (ft.)	Skier Speed (fpm)	Ability Level	Egress Req. (skiers)	1 Hour Egress (skiers)	Egress Density (skier/ac.)	Accept. Density (skier/ac.)	Diff. +/(-)	Diff. (%)
Pay Day Egress									
Drift	40	1,200	Low Int.	1,935	1,257	19	20	(1)	95%
Pay Day	100	1,500	Int.	699	454	2	15	(13)	15%
Nastar	80	1,500	Int.	1,554	1,010	6	15	(9)	41%
Sidewinder Egress									
Silver Hollow	100	1,000	Beg.	4,797	3,118	23	25	(2)	91%
Sidewinder	120	1,200	Low Int.	3,986	2,591	13	20	(7)	65%
Gotcha Cutoff	75	1,800	Int.	811	527	3	15	(12)	19%
Treasure Hollow	60	1,500	Low Int.	2,051	1,333	11	20	(9)	54%
Three Kings Egress									
First Time	80	1,200	Nov.	1,451	943	7	20	(13)	36%
Pick N' Shovel/Clem	150	1,200	Low Int.	1,728	1,123	5	20	(15)	23%
Beginner Slope	130	1,000	Beg.	110	72	4	25	(21)	16%
New E-1	30	1,200	Novice	1,132	735	15	20	(5)	74%
Town Egress									
Creole Entrance	120	1,500	Int.	2,138	1,389	6	15	(9)	37%
Upper Mtn. Egress									
Upper Claim Jumper	95	1,200	Nov.	5,596	3,637	23	20	3	116%
Webster	25	1,200	Low Int.	800	520	13	20	(7)	63%
Bonanza Road	50	1,200	Nov.	2,040	1,326	16	20	(4)	80%
Silver Queen Road	30	1,500	Adv. Int.	800	520	8	10	(2)	84%
New D-4	50	1,200	Nov.	2,136	1,388	17	20	(3)	84%
Gotcha Ridge	80	1,500	Nov.	4,711	3,062	19	20	(1)	93%
Broadway/Thaynes	50	1,500	Low Int.	2,589	1,683	16	20	(4)	81%

Source: Sno.engineering, Inc.

Table IV-8 is predicated on the assumption that 65 percent of PCSA's skiers exit the ski area between 3:30 PM and 4:30 PM. Table IV-8 shows that the calculated skier densities on all of the egress trails are lower than the acceptable criteria. This is an indication that the proposed egress trails have sufficient capacity to exit the upgraded CCC without causing skier congestion on the return ski trails.

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B. Visitor Services

1. Visitor Service Buildings

The increase in mountain capacity resulting from upgrading of the lifts and trails must be complemented with a commensurate increase and improvement in visitor service building space in the base area and on the mountain. In general, a key objective for PCSA is to provide several food service facilities on the mountain, creating venues that are logically located to accommodate concentrations of lift capacity. The proposed concept of smaller, more intimate buildings is similar to the alpine eateries found at Snowmass, Aspen, and in the Alps.

The existing Steeps Restaurant and day lodge at the base of the existing Gondola should be upgraded and expanded to accommodate the new lift configuration in this area and the higher number of skiers who will be using these facilities, both for staging at the beginning of the day and for food service during the lunch period. Additional skier service facilities are recommended for the new lower base area portal at the lower terminal of the New Chondola. These facilities will service support functions for the alpine racing venue of the Olympic Winter Games, as well as the skier services associated with the new beginner/ski school area and the staging requirements of a major base area portal.

To complement the existing mountain restaurants that will remain in service and be expanded after upgrading, Sno.engineering recommends two on-mountain locations for the small scale restaurants described above: (1) the top of PCSA's alpine slide, and (2) the top of the Eagle Chairlift. This recommendation will ensure an even distribution of the skiers on the mountain throughout the ski day, reducing the congestion presently experienced during the lunch period.

Along with the smaller, more focused restaurants, Sno.engineering recommends the construction of a large facility (the proposed Meadow Restaurant) at the top of the New Chondola. In addition to the typical day lodge operations, this facility would feature dining opportunities during the late afternoon and evening hours.

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2. Size and Placement of Visitor Service Functions

Based on a CCC of 13,700 skiers, the size and placement of each visitor service facility has been derived by distributing the upgraded capacity for each lift/trail system to the appropriate building sites. Industry standard space use allocations have been applied to derive the total spatial requirement for each service building or location.

Table IV-9a
DISTRIBUTION OF CCC BY FACILITY/LOCATION - UPGRADING BASE AREA

		Upper Village		Lower Village	
Lift Name	CCC	(%)	(CCC)	(%)	(CCC)
New Prospector	2,080		0		0
New Thaynes	590		0		0
New Pay Day	1,560	50	780		0
New First Time	570	25	142.5	75	427.5
King Con	1,790		0		0
Jupiter	350		0		0
Ski Team (shorten)	520	50	260	50	260
New Motherload	1,030		0		0
Pioneer	810		0		0
Town	270		0		0
Eagle	250		0	50	125
G.S. Lift	-		0		0
New Chondola	1,230	15	184.5	25	307.5
New Beginner	110		0	100	110
New Beginner	80		0		0
New Bonanza I	1,340		0		0
New Bonanza II	220		0		0
Pay Day Link	-		0		0
McConkey's	900		0		0
Total:	13,700		1,367		1,230

Source: Sno.engineering, Inc.

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Table IV-9b
DISTRIBUTION OF CCC BY FACILITY/LOCATION - UPGRADING MOUNTAIN RESTAURANTS

		Summit House		Mid-Mountain		Snow Hut		Meadow		Pay Day		Temptation	
Lift Name	CCC	(%)	(CCC)	(%)	(CCC)	(%)	(CCC)	(%)	(CCC)	(%)	(CCC)	(%)	(CCC)
New Prospector	2,080		0		0	50	1,040	50	1,040		0		0
New Thaynes	590	50	295	50	295		0		0		0		0
New Pay Day	1,560		0		0		0		0	50	780		0
New First Time	570		0		0		0		0		0		0
King Con	1,790		0		0	50	895		0		0	50	895
Jupiter	350	50	175	50	175		0		0		0		0
Ski Team (shrtn)	520		0		0		0		0		0		0
New Motherload	1,030	50	515	50	515		0		0		0		0
Pioneer	810	25	202.5	50	405		0	25	202.5		0		0
Town	270		0	50	135		0	50	135		0		0
Eagle	250		0		0		0		0		0	50	125
G.S. Lift	-		0		0		0		0		0		0
New Chondola	1,230		0		0		0	60	738		0		0
New Beginner	110		0		0		0		0		0		0
New Beginner	80		0		0		0	100	80		0		0
New Bonanza I	1,340		0		0		0	100	1340		0		0
New Bonanza II	220		0		0		0	100	220		0		0
Pay Day Link	-		0		0		0		0		0		0
McConkey's	900		0	100	900		0		0		0		0
Total:	13,700		1,188		2,425		1,935		3,756		780		1,020

Source: Sno.engineering, Inc.

The total ski related space use requirements for the visitor service buildings are categorized by fifteen separate functions. These functions have been distributed to the appropriate facility location in order to accommodate the various user requirements and patterns throughout the day. Table IV-10 shows the total space use requirements after upgrading at PCSA.

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Table IV-10
SPACE USE REQUIREMENT BY BUILDING/LOCATION - UPGRADING

Service Function	Upper Village (sq. ft.)	Lower Village (sq. ft.)	Summit House (sq. ft.)	Mid-Mountain (sq. ft.)	Snow Hut (sq. ft.)	Meadow (sq. ft.)	Pay Day (sq. ft.)	Temptation (sq. ft.)	Total Space (sq. ft.)
Restaurant Seating	5,581	5,909	2,850	5,820	4,644	11,267	1,872	2,448	40,391
Kitchen/Scramble	2,400	2,541	1,226	2,503	1,997	4,845	805	1,053	17,368
Bar/Lounge	1,710	2,508	451	922	735	1,427	296	388	8,437
Rest Rooms	3,825	5,610	1,009	2,061	1,645	3,192	663	867	18,873
Ski School	2,466	3,699				685			6,850
Ski Wee/Day Care	2,988	4,382				2,274			9,645
Rentals/Repair	3,330	4,884							8,214
Retail Sales	4,144	5,478	197	403	321	623	129	169	11,465
Ticket Sales	360	528							888
Public Lockers	2,385	3,498							5,883
Ski Patrol	1,644	2,466				1,370			5,480
Administration	2,740	4,110							6,850
Employee Lockers/Lounge	1,096	1,644							2,740
Mechanical	495	726	131	267	213	413	86	112	2,442
Storage	1,215	1,782	321	655	522	1,014	211	275	5,995
Circulation/Waste	2,547	3,484	433	884	705	1,898	284	372	10,606
Total:	38,925	53,249	6,617	13,513	10,783	29,008	4,347	5,684	162,127

Source: Sno.engineering, Inc.

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3. Food Service Seating

Food service facilities have been distributed around the mountain to alleviate the space limitations encountered at the base areas and to better serve skiers by locating facilities closer to activity hubs. After upgrading, food service seating will be provided at the Upper and Lower villages, and all of the existing and new mountain restaurants.

Table IV-11 summarizes PCSA's restaurant seating requirements after upgrading, based on a logical distribution of the CCC to each service building/location. The basic planning parameter used in deriving the seating requirements for each food service facility is the average seat turnover rate. A turnover rate of 4 was used for the Upper and Lower village facilities to reflect their cafeteria-style food service and significant use by beginner skiers. Cafeteria-style food service is envisioned for all of the on-mountain restaurants. Hence, a turnover rate of 4.5 was utilized for these facilities.

Table IV-11
FOOD SERVICE SEATING REQUIREMENTS - UPGRADING

	Upper Village	Lower Village	Summit House	Mid-Mountain	Snow Hut	Meadow	Pay Day	Temptation	Total
Total Skier Capacity	1,367	1,230	1,188	2,425	1,935	3,756	780	1,020	13,700
Average Seat Turnover	4.0	4.0	4.5	4.5	4.5	4.5	4.5	4.5	
Total Seats Required	342	308	264	539	430	835	173	227	3,117

Source: Sno.engineering, Inc.

As shown in Table IV-11, there is a need for a total of 3,117 seats to balance food service seating capacity with PCSA's upgraded CCC of 13,700 skiers.

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4. Parking/Shuttle Services and Access

A complete Parking and Capacity Analysis has been prepared for PCSA and is included as Appendix A of this document. The following is a summary of the Parking and Capacity Analysis for the upgraded ski area.

Parking

There are a total of approximately 1,700 parking spaces currently available to skiers and resort employees. About 200 of these spaces are used by resort employees, leaving 1,500 spaces for ski area guests. A total of 500 new spaces will be developed at Parcel "E", of which 100 will be set aside for employees and 400 will be available for skier parking. Parking surveys have indicated that the average car occupancy of cars arriving at PCSA is 3.7 people per car. As a result, the existing parking spaces can support a maximum of 7,030 skiers per day (1,900 x 3.7 = 7,030).

Lodging at Base Area

There are a total of 4,274 ski to/ski from beds currently available at the base of the ski area. A total of 2,104 new beds are proposed for PCSA's base, giving a total of 6,378 beds. Assuming a 95 percent peak occupancy, and that 20 percent of the overnight guests are non-skiers, the current bed base yields 4,848 ski to/ski from beds used by skiers at PCSA. Accordingly, the ski to/ski from accommodations in the base area can support a maximum of 4,848 skiers per day.

Town Lift

Based upon "design day" skier counts during the 1995-96 ski season, an average of approximately 1,100 skiers currently access PCSA via the Town lift. It is assumed that future Town lift usage will increase to 1,600 skiers per day.

Park City Transit

A number of PCSA surveys have been conducted which indicate that, on average, 13 percent of the skiers at PCSA arrived at the resort by riding some form of Park City transit. Using the aggregate of the figures given above, on a peak day, approximately 2,014 skiers will access PCSA via Park City transit.

The combination of on-site parking, ski to/ski from accommodations, Town lift access, and Park City transit access can support a maximum of approximately 15,490 skiers per day. This illustrates that the current parking/access capacity at PCSA is sufficient to meet the demands of peak-day skier visitation patterns.

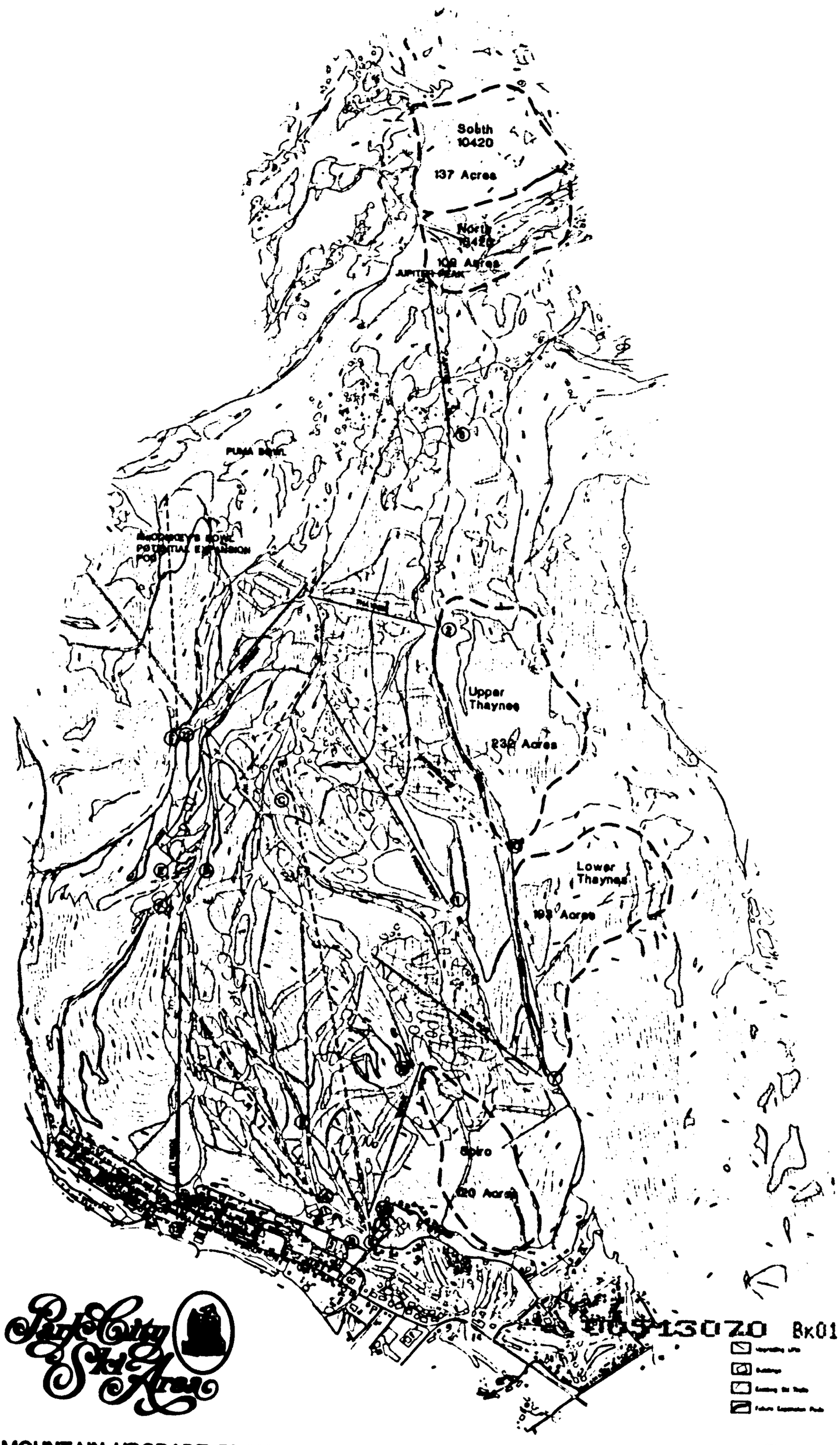
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V. FUTURE EXPANSION POTENTIAL

After complete buildout of the Mountain Upgrade Plan, there are a number of options for the future expansion of PCSA. Sno.engineering has identified, through map analysis only, five separate areas (pods) that could be developed for alpine skiing. These pods are logical additions to the existing ski area. The expansion pods are illustrated in Figure V-1 as "Spiro" near the base of the ski area and above the Park City golf course; "Lower Thaynes", which is located across Thaynes Canyon from the King Con and Prospector chairlifts, "Upper Thaynes" which is located across Thaynes Canyon from the Motherlode and Thaynes chairlifts; and "North 10420" and "South 10420" pods which occur to the southwest of Jupiter Bowl.

As illustrated in Figure V-1, the five future expansion pods comprise nearly 800 acres of potential ski development terrain, which could yield as much as 250 acres of additional skiable terrain. While it is premature to predict potential lift capacities for each of the expansion pods, it is anticipated that some degree of development in these areas could result in PCSA's CCC increasing to 16,000 or more skiers per day.

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Park City Ski Area

MOUNTAIN UPGRADE PLAN

PREPARED FOR:
PARK CITY SKI AREA
PO BOX 39
PARK CITY, UT 84060
801-649-8111

PREPARED BY:

ENT 13070 Bk01166 Pg00661

Figure V-1
FUTURE EXPANSION PODS

VI. CONCLUSION

The PCSA Mountain Upgrade Plan addresses the concerns found in Sno.engineering's analysis of the existing ski operation, as well as the shortcomings identified in the market research conducted by RRC. The plan, as outlined above, achieves the following objectives:

- improves PCSA's out-of-base access and enhances the resort's end of day return egress;
- increases the amount of beginner, novice, intermediate, and advanced intermediate terrain;
- reduces the resort's restaurant seating deficiencies;
- modernizes the resort's lift technology; and
- addresses the price versus value concerns expressed by PCSA guests.

Unfortunately, due to the site's geological formations, the availability of additional intermediate terrain is limited. However, through diligent grooming of the resort's advanced intermediate trails, PCSA should be able to satisfy the needs of the resort's intermediate skiers.

PCSA's efforts to improve and upgrade the existing facilities will help the resort position itself in the marketplace, allowing the resort to compete for both day and destination skiers. In addition, PCSA's on-mountain improvements will help stimulate future real estate development and improve real estate values.

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APPENDIX A

PARK CITY SKI AREA
PARKING AND CAPACITY ANALYSIS

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Sno.engineering, Inc.
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98004

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MEMORANDUM

TO: Douglas Clyde
Powdr Corporation

DATE: July 31, 1996

RE: Parking and Capacity Analysis - Park City Ski Area

The following analysis has been prepared in response to your request to document the balance relationships between lodging, parking and mountain capacity at Park City Ski Area.

sno.engineering

USA
LITTLETON, NH
FRISCO, CO
BELLEVUE, WA
CANADA
WHISTLER, BC
JAPAN
TOKYO

Background

The current Comfortable Carrying Capacity (CCC) of the ski area is calculated to be 9,910 skiers (Sno.Engineering, 1996). The existing CCC of the ski area corresponds with the number of skiers that can be supplied from the existing parking, bed base, and bus system.

The CCC is a measure of the number of visitors that can be effectively served by the mountain facilities while maintaining a comfortable skiing atmosphere. Of the total CCC, 70-85 percent (depending on weather and snow conditions) will be active skiers, while the other inactive skiers will be using the skier support facilities and amenities. At a well balanced ski facility the active skiers will be evenly distributed throughout the mountain facilities; on the slope, waiting in the lift lines, or riding the ski lifts.

The accurate estimation of the ski area CCC is a complex issue and is the single most important planning criterion for the resort. Based on the proper identification of the mountain's capacity, all other related skier service facilities can be planned, such as base lodge seating, mountain restaurant requirements, sanitary facilities, parking, and other skier services. The CCC figure is based on a combination of the uphill hourly capacity of the lift system, the downhill capacity of the trail system, and the total amount of time spent in the lift waiting line, on the lift itself, and in the downhill descent. CCC is not a maximum capacity of the area, but rather a measure of the quality of the ski experience. The CCC figure represents the "comfortable" capacity of the resort. It is common for ski areas to experience "peak" days throughout the season during which the number of skiers visiting the resort exceeds the CCC, in many cases by 25% or more. Park City's peak days are significantly below these limits.

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Park City peak skier counts are generally in the range of 10% over CCC. Consequently 110% of CCC has been used throughout this analysis as as an approximate design guide for base facilities on peak days, while maintaining 125% as an upper limit.

Two recent (1994-95 season and 1995-96 season) analyses of parking and skier capacity have been conducted by RRC Associates and Sear Brown Group for Park City Ski Area. These works updated previous studies in the early 1970's by J. J. Johnson and Associates and VanWagner (1981) for the Park City Village project.

Current Parking Situation

Park City Ski Area provides parking for skiers in 5 parking lots as shown below. The current parking lots have a capacity of approximately 1800 cars. This capacity varies with snow removal and control of parking cars by ski area parking lot personnel.

***Table* 1**

Parking Lot	Spaces
Main Lot	492
Lower Lot	487
Underground Lot (see Table 1a)	510
Silver King Lot	243
Sweetwater Lot	80
Total	**1812**

The underground lot has reserved spaces for guests of the Resort Center and Village Loft units.

00513070 Bk01166 Pg00665

Table 1a

Parking Level	Parking Spaces
P-1 Brown Level	52 (reserved for lodge parking)
P-2 Green Level	198
P-3 Red Level	198
P-4 Orange Level	60 (reserved for lodge parking)
Total (skier spaces)	**396**
Total (Lodging spaces)	**112**

The available parking for skiers is 1700 spaces. Prior to the 1995-96 ski season, ski area employees and employees of lodging, restaurant and retail operations parked in these lots. Based upon the 1994 parking study this resulted in approximately 200 parking spaces being used by employees in the Silver King Lot and all 80 spaces in the Sweetwater Lot. The Silver King and Sweetwater lots were designated for ski area employees as the appropriate location for parking thereby making parking closer to the lifts more available to ski guests. For the 1995-96 season, ski area employee parking was added at the Maintenance building location. Approximately 100 spaces were created. Paid parking was instituted to further increase the availability of close in and covered parking to ski guests and to control the amount of employee parking.

Other Arrivals by Skiers and Employees

Skiers also arrive by Park City Transit, private bus/van service and walking. The 1994-95 study reviewed Park City Transit daily reports of trips to the Park City Ski Area over the President's Day week, traditionally a peak period for destination and day skiers. This study reported a range of 24% to 27% of skiers on the mountain to bus drop-offs counted by Park City Transit. An on-mountain survey of skiers was conducted for the 1995-96 study in addition to review of Transit drop- off rates. The 1995-96 data identified that 13% of skiers on the mountain rode the bus. The 1994-95 study is consistent with the 1995-96 study when the total skiers on the mountain are adjusted equally for season pass holders and VIP passes. The 13% rate is used in the following analysis. The 13% figure equals 43% of the total bus drop-offs during the 1996 study period. The difference between the skier drop off-rate and the total drop-offs is the

00513070 Bk01166 Pg00666

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number of employees. guests and transfers to other busses taking place at the ski area.

Relationships of Parking and Lodging

The relationships of parking count, lodging occupancy, and skier counts were analyzed for the 30 highest days over the previous three seasons and are presented in *Chart* 1. Park City Ski Area records total cars parked as well as ticket sales daily. Season pass usage was determined by the lift line surveys that were completed in the RRC report. Lodging occupancy was collected from the Park City Chamber Bureau.

Of the five largest skier days, 2 of which occurred in the 1995-96 season, theoretical parking capacity was reached only once. Of the 10 largest days parking capacity was reached four times. During these days, lodging occupancy ranged from 70% to 84% of maximum.

In the next tier of ten days, lodging rates dropped to a range of 70% to 74%, parking capacity was reached 2 times and came within 100 cars of full capacity 4 additional times (60% of the days).

In the final tier of largest skier days, lodging occupancy fell to a range of 40% to 70%; however the lots were within 100 cars of capacity 5 times. (50% of the days).

The above analysis is based on the theoretical parking lot capacity, which is dependent on snow removal and parking efficiency. Actual capacity was likely to have been lower during some of the days which are analyzed above.

Lodging capacity is the limiting factor in reaching capacity of the ski mountain during the high occupancy holiday periods. Lodging occupancy rate have a very high correlation to the 30 highest skier days. As lodging occupancy rates approach 85% area wide, lodging occupancy rates at the base area reach 95%.

Parking counts have little or no correlation to the 30 highest days due to the fact that off-peak parking is dominated by local skiers who have a very low ratio of skiers per car compared to destination visitors.

00513070 Bk01166 Pg00667

An increase in beds at the base of the ski area will, of course, provide additional skiers without an increase in demand for bussing and parking. However, additional parking is required to support both the anticipated increase in local skiers during non-peak periods, as well as destination skiers staying in remote locations.

Chart 1 shows the relationship of parking to skier days. The overall ratio of skiers to cars parked ranged from 4.2 to 6.3 over the period. The ratio for the top ten days ranged from 5.0 to 6.3 skier per car. These ranges are consistent with previous studies. The average of the total period is 5.15 skiers per car.

This overall ratio is the number of skiers on the mountain divided by the number of cars parked. Actual persons per car based on skier surveys is shown in Appendix Table A-30. It can be seen that Park City residents have a significantly lower rate of persons per car than destination skiers. It is also apparent that Salt Lake origin skiers use more parking for fewer skiers than destination guests.

Skiers being dropped off at the drop off area (Resort Center) also comprise a component of the overall ratio of skiers to cars parked. Measured observations in the 1993-94 studies indicated a drop off rate of 100 cars and 300 persons per hour peak. Drop off rates have been observed to increase over this rate in the 1996 parking lot evaluations due to skiers entering the lower lot to access the new ticket sales windows and the Eagle Chair access to the mountain.

As discussed previously, the current CCC of the ski area is 9910. Peak conditions can and will exceed the CCC. The CCC was exceeded four times in the period displayed in *Chart* 1. From operational experience, the peak skier counts are approximately 10% greater than design capacity. Again from *Chart* 1, it can be seen that the highest use condition occurs when lodging units are at full capacity.

For consistency in the following tables, beds are calculated from unit counts using Chamber Bureau and Land Management Code "Unit Equivalents". This results in 8 beds per unit or "Unit Equivalent" when developed to maximize beds i.e. hotel rooms or suites.

Table 2 through 4 shows the contribution of skiers from beds, parking and transit. This analysis is for the peak condition at various states of build out.

00513070 Bk01166 Pg00668

Parking for the lodging units developed as part of the Park City Village plan is provided at the Land Management Code required rate per Unit Equivalent and is not shown separately in the *Tables* 2 through 4.

Employee parking for ski area employees is provided in off-site locations and considers employees using the Park City Transit and Ski Area provided bus transportation from out of Park City Locations in the same fashion as the current situation.

Employee parking for employees of new commercial operations not part of the current Ski Area operations are provided at a rate of 1 space per 400 square feet which is greater than the rate of employees per square foot in the existing commercial spaces. These spaces are shown in the following tables as "employee parking spaces".

Employee parking spaces for the lodging units are included in the code required and provided parking rates and are not shown separately for the purposes of the capacity calculations.

00513070 Bk01166 Pg00669

Table 2

Current Condition	Skiers Provided
I. Parking	
1700 parking spaces (skier and employee)	
<200> less spaces for employees	
1500 net parking spaces for skiers	
1500 net parking spaces @ 3.7 skiers per space[1]	5,550 skiers
II. Lodging at Base Area[2]	
4274 existing beds	
<213> less 5% for peak condition 95% occupancy	
<812> less 20% for non-skiers and skiers skiing elsewhere	
3249 net skiers from bed base	3,249 skiers
III. Town Lift	
based on 1995-96 season design day skier counts at Lift, 1128 skiers, use 1100.	1,100 skiers
IV. Park City Transit	
13% of skiers[3]	1,479 skiers
Total skiers at peak destination occupancy	**11,378 skiers**

It can be seen from this calculation that the peak condition exceeds the CCC somewhat, however, it lies well within the acceptable range of 110 - 125% of CCC of the mountain (10,901-12,388).

[1] Appendix Table A-30 attached

[2] Lodging units and beds Appendix Figure 1 attached

[3] Appendix Table A-29 attached

00513070 Bk01166 Pg00670

Future Relationship of Parking and Lodging

Using this analysis, the balance of mountain and base facilities is projected for two conditions. The first condition is established for the 2002 Olympic Winter Games. The second condition is at completion of the currently planned improvements to the mountain and base.

I. Olympic Condition

The projected status of improvements at the Ski Area include the addition of out of base lift capacity and additional lodging and parking. Buildings expected to be complete are A, C and E. The potential also exists for a portion of parcel B to be completed. This results in an additional 2104 beds created as well as a new ski learning center, a replacement of the gondola building and skier support services and construction of the arcade entryway between the ski learning center (Parcel C) and Parcel E. Development of Parcel E will also add an additional 500 parking spaces for day skiers.

Mountain improvements include; new detachable quads for McConkey's Bowl, and the Bonanza Lift (angle station of the Gondola to the Summit House), replacement of PayDay and Motherlode with detachable quads, along with other lift improvements. Also a new transportation lift will run from the new plaza at First Time to a location near the top of Assessment. These improvements will result in a design capacity of 13,700 skiers.

The CCC of the mountain in the "Olympic Condition" is 13,700 skiers, (15,070 peak skiers). The corresponding analysis of base area beds, parking and transit is shown in *Table* 3. From the table it can be seen that a peak occupancy condition results in approximately 15,492 skiers which is well within the acceptable range.

Table 4 shows the supply of skiers at the completion of the project to be 17,051. These skier volumes can be accommodated by the expansion terrain identified in the Ski Area Master Plan (Sno.Engineering 1996).

00513070 Bk01166 Pg00671

Table 3

Olympic Condition	Skiers Provided
I. Parking	
1,500 net parking spaces @ 3.7 skiers per space	5,550 skiers
500 new parking spaces at Parcel "E"	
<100> less new employee spaces	
400 net new skier parking spaces @3.7 skiers per space	1,480 skiers
II. Lodging at Base Area	
4,274 existing beds	
3,249 net skiers from bed base	3,249 skiers
2,104 new beds	
<105> less 5% for peak condition 95% occupancy	
<400> less 20% for non-skiers and skiers skiing elsewhere	
1,599 net skiers from new bed base	1,599 skiers
III. Town Lift	
use 1,100 skiers	1,100 skiers
increase in Town Lift use	500 skiers
IV. Park City Transit	
13% of skiers	2,014 skiers
Total skiers	**15,492 skiers**

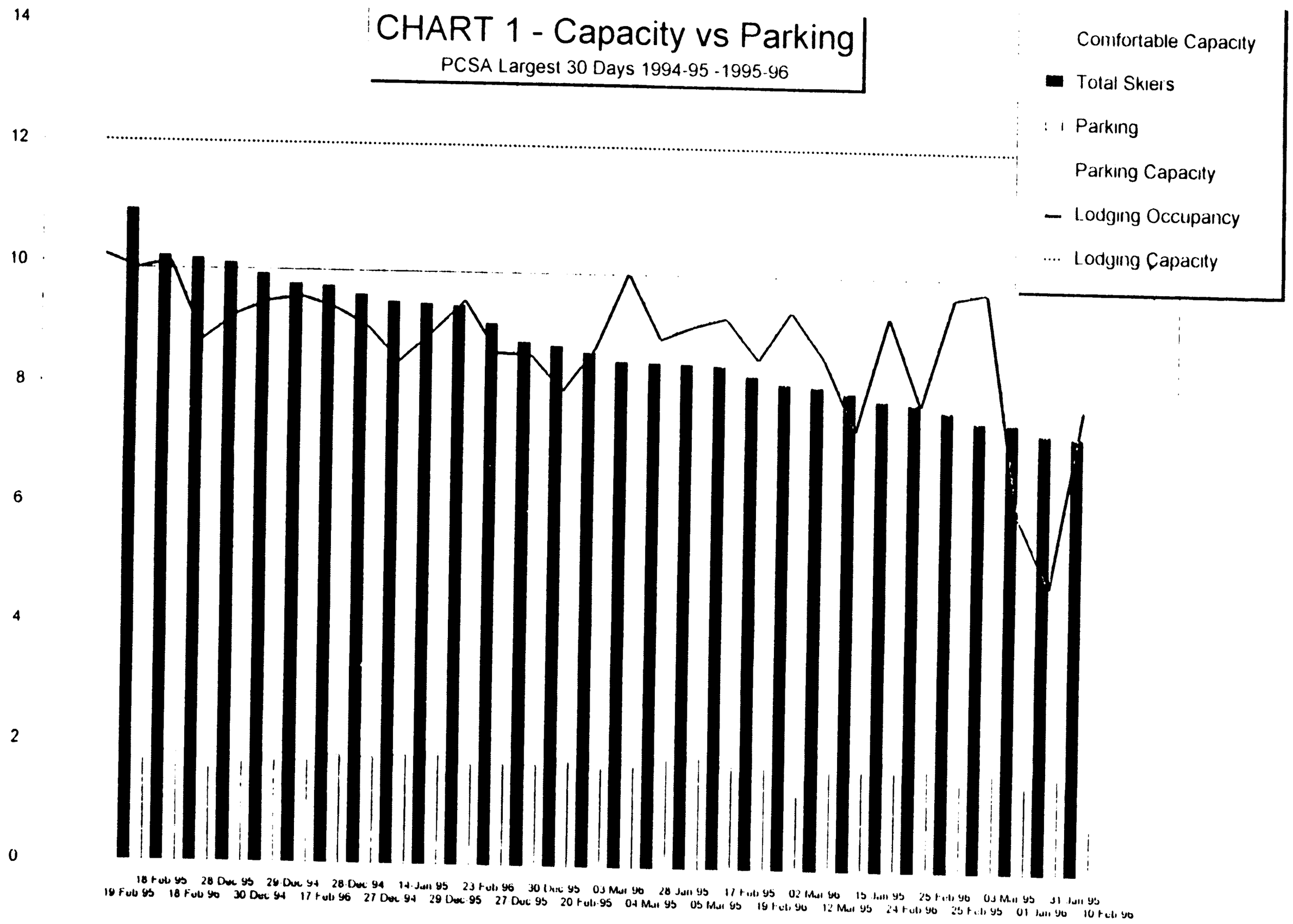
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Table 4

Completion Condition	Skiers Provided
I. Parking	
1,500 net parking spaces @ 3.7 skiers per space	5,550 skiers
600 new parking spaces at Parcel "B" and "E" (total)	
160> employee spaces	
440 net new skier parking spaces @3.7 skiers per space	1,628 skiers
II. Lodging at Base Area	
4,274 existing beds 3290 net skiers from bed base	3,290 skiers
3,640 new skiers from Park City Village Project	
<182> less 5% for peak condition 95% occupancy	
<692> less 20% for non-skiers and skiers skiing elsewhere	
2,766 net skiers from new bed base	2,766 skiers
III. Town Lift	
1,100, plus previous 500 skiers	1,600 skiers
IV. Park City Transit	
13% of skiers	2,217 skiers
Total skiers	**17,051 skiers**

From the following tables and supporting information attached, it can be seen that the facilities as proposed maintain an effective balance between mountain capacity, lodging, and parking.

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005130070 Bk01166 Pg00674

Table A-9

TRANSPORTATION & PARKING	OVERALL	VISITOR ORIGIN				PREVIOUS RESORT VISITS			MARITAL STATUS				SKIER ABILITY		
		PARK CITY	SALT LAKE COUNTY	OTHER UTAH	OUT OF STATE	FIRST VISIT	1 - 3 VISITS	4 OR MORE VISITS	SINGLE	COUPLE	SINGLE/ COUPLE W/ KIDS	EMPTY NEST	BEGINNER	INTER-MEDIATE	ADVANCED /EXPERT
HOW MANY PEOPLE CAME IN YOUR VEHICLE															
1	4%	16%	6%	14%	2%	2%	3%	6%	7%	5%	2%	4%		2%	6%
2	25%	38%	29%	14%	24%	29%	20%	27%	31%	35%	18%	30%	12%	23%	29%
3	17%	13%	26%	14%	16%	13%	19%	20%	17%	17%	19%	11%	12%	15%	19%
4	26%	22%	18%	27%	28%	30%	27%	20%	16%	25%	31%	26%	28%	32%	21%
5	11%	4%	12%	9%	12%	13%	10%	12%	14%	8%	13%	9%	36%	9%	11%
6	10%	4%	9%	18%	11%	7%	12%	13%	9%	9%	12%	11%	4%	11%	10%
7	4%	2%			5%	5%	5%	2%	4%	1%	3%	6%	4%	5%	3%
8	2%			5%	2%	2%	3%	1%	2%		2%	4%	4%	3%	1%
TOTAL	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Average	3.7	2.8	3.3	3.8	3.8	3.8	3.9	3.5	3.5	3.3	3.9	3.8	4.4	3.9	3.5
n =	527	45	34	22	425	175	146	172	139	77	224	47	25	203	256

Source: RRC Associates
Boulder, CO

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Table 29

TRANSPORTATION & PARKING	OVERALL	VISITOR ORIGIN				PREVIOUS RESORT VISITS			MARITAL STATUS				SKIER ABILITY		
		PARK CITY	SALT LAKE COUNTY	OTHER UTAH	OUT OF STATE	FIRST VISIT	1 - 3 VISITS	4 OR MORE VISITS	SINGLE	COUPLE	SINGLE/ COUPLE W/ KIDS	EMPTY NEST	BEGINNER	INTER-MEDIATE	ADVANCED /EXPERT
FORM(S) OF TRANSPORTATION USED TO GET HERE TODAY															
Rental car	40%	2%	3%	9%	46%	44%	47%	29%	40%	39%	39%	40%	47%	46%	34%
Private automobile	25%	73%	97%	73%	16%	12%	17%	48%	22%	31%	24%	21%	18%	14%	35%
Other	13%	8%			14%	12%	16%	9%	15%	10%	12%	9%	9%	13%	13%
Bus in Park City	12%	10%			13%	16%	13%	5%	11%	9%	13%	17%	12%	14%	10%
Bus from Salt Lake	9%			18%	10%	13%	7%	4%	7%	9%	9%	10%	12%	12%	5%
Traveled with family & friends	2%	10%			2%	2%	1%	3%	3%	3%	1%	4%	3%	1%	4%
Borrowed car	1%	4%			1%	1%	0%	3%	1%	3%	2%			1%	2%
TOTAL	101%	106%	100%	100%	101%	101%	100%	102%	101%	104%	101%	101%	100%	101%	102%
n =	756	51	33	22	644	293	206	205	201	108	324	70	34	328	330

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8 Mar 96

Source: RRC Associates
Boulder, CO

Figure 1
Park City Chamber Bureau Units Within Walking Distance to PCSA

Lodging Properties Within Walking Distance of
Park City Ski Area
as of 4/13/94

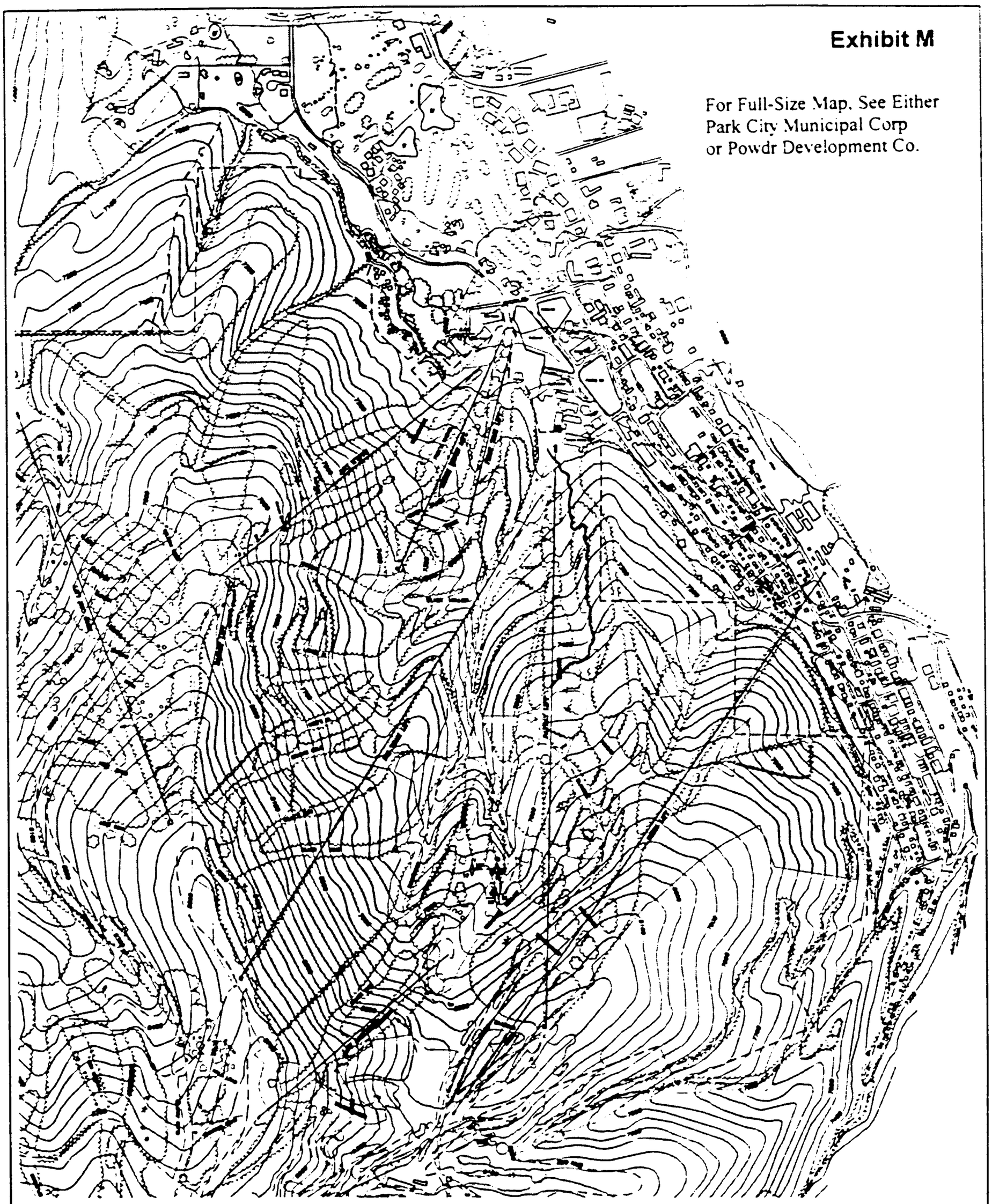
Property Name	Hotel	Studio	One Bdrm	Two Bdrm	Three Bdrm	Four Bdrm	Five Bdrm	Maximum People
Acorn Chalet	2		2	1				10
All Seasons				7	7			98
Alpenhof			2	6	1			52
Chamonix Groupe & Chalets	25	1		6	4			120
Chateau Apres	52							104
Doublejack				6				36
Edelweiss				38				228
Empire Coalition				17	2			118
Empire House			10					40
Liftline				1	12	1		112
Park Place			2	4	2			48
Powderpoint			21	12				156
Powder Ridge					6			48
Resort Center Lodge/Inn	27	53	22	17				350
Shadow Ridge	1		1	51	1			320
Silvertown				4	5	1		74
Silver Cliff				14				84
Silver King		18	28	15				238
Ski Team				8				48
Skier's Lodge			12	4				72
Snow Flower		7	6	59	39	14	6	916
Snowblaze		1	11	3	3			88
Snowcrest			14	8				104
Sunflower				4	4			56
Sweetwater		6	24	45	15			498
The Gables			11		8	2		128
Wasatch Condos					15			120
TOTALS*	107	86	166	330	124	18	6	4,274

*These totals include all units in any given property whether or not they are in the rental pool. Some owner associations could not be reached; total number of units in these cases has been estimated by adding number of units managed by various property management companies.

00513070 Bk01166 Pg00677

Exhibit M

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



PCMR VIEWSHED ANALYSIS
SENSITIVE VIEWSHED AREAS

PARK CITY
MOUNTAIN RESORT

LEGEND

- Tree Line
- 10 Foot Contour
- 50 Foot Contour
- Existing Building
- Sensitive Viewshed Area
- Existing Ski Lift
- Existing Road
- PCMR Lease Line

GRAPHIC SCALE

00513070 Bk01136 Pg00678

FILE COPY

PARK CITY 1884

PLANNING DEPARTMENT

June 12, 2008

1345 Lowell Avenue

NOTICE OF PLANNING COMMISSION ACTION

Project Name	Park City Mountain Resort – Crescent Lift
Project Description	Conditional Use Permit
Date of Meeting	June 11, 2008

Action Taken By Planning Commission: The Planning Commission APPROVED the Park City Mountain Resort and Park City Stables Conditional Use Permit based on the following:

Findings of Fact:

1. The property is located at 1345 Lowell Avenue.
2. The zoning is Recreation and Open Space (ROS).
3. A Ski Lift is a conditional use in the Recreation and Open Space zone.
4. A helicopter and a construction mitigation plan have been provided by the applicant.
5. The lift has been designed to avoid clearance conflicts for the zip-line and alpine coaster.
6. Total area of the project will be 12 acres.
7. The Crescent lift is approximately 7,000 feet long with an elevation change of 1,743 feet.
8. The uphill capacity of the new lift is 2,400 persons per hour.
9. A storm water pollution prevention plan (SWPP) has been approved by the City. Drainage of the site flows into Negro Hollow Creek and is therefore regulated. A pre and post sediment detention basin has been identified within the SWPP. A stream alteration permit through the Utah Department of Natural Resources has been required as part of the SWPP.
10. The size of the Crescent Lift terminal is smaller than the existing Payday terminal.
11. Maintenance access and lift line are planned to be out of the main circulation of the ski run.
12. The new lift will be more visible from the base than the Ski Team lift. The construction of a new chairlift from the base area will not impact the view adversely due to the existing recreational use of the area.

Conclusions of Law:

1. The application complies with all requirements of Section 15-1-10(E) of the Land Management Code.
2. The proposed use, as conditioned, is compatible with the surrounding residential and commercial structures in use, scale, mass and circulation.

3. As conditioned the use is consistent with the Park City General Plan.
4. The effects of any differences in use or scale have been mitigated through careful planning.

Conditions of Approval:

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

If you have any questions or if I can be of additional assistance, please do not hesitate to call me at 435-615-5070, or e-mail me at jeff.davis@parkcity.org

Sincerely

Jeff Davis
Planner

PARK CITY
1884
PLANNING DEPARTMENT

March 3, 2015

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

NOTICE OF PLANNING DEPARTMENT ACTION

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

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

Findings of Fact:
1. The property is located at 1345 Lowell Avenue in Park City.
2. The property is known as Park City Mountain Resort.
3. The proposed project is located in the Recreation Open Space (ROS) zoning district.
4. The Park City Mountain Resort Large-Scale Master Planned Development (MPD) was approved by the Park City Planning Commission on June 25, 1997.
5. The Park City Mountain Resort Development Agreement was recorded on July 21, 1998.
6. The locations of the King Con and Motherlode chairlifts were determined by the Park City Mountain Resort Large-Scale Master Planned Development (MPD) and Mountain Upgrade Plan. These locations will not change.
7. The size of the King Con bottom and top terminals will not change. They will remain 25 feet by 70 feet (25' x70').
8. The current size of the Motherlode top terminal is 14 feet by 20 feet (14' x 20').
9. The proposed size of the new Motherlode top terminal is 25 feet by 70 feet (25' x70').
10. The current size of the Motherlode bottom terminal is 50 feet by 50 feet (50' x 50').

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

Conclusions of Law:

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

Conditions of Approval

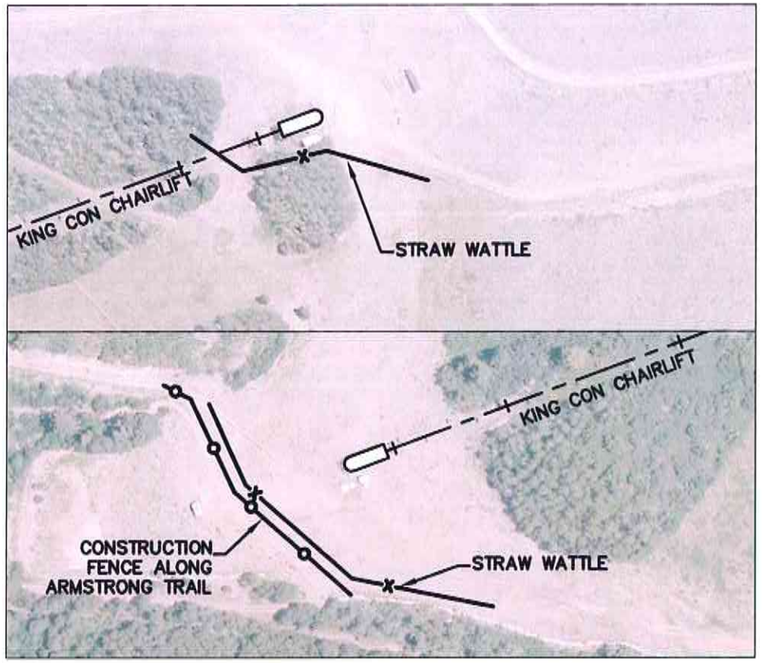
1. All standard conditions of approval apply to this Conditional Use Permit.
2. A building permit, approving the construction and the construction mitigation plan, must first be obtained from the Building Department prior to construction.
3. A building permit shall be issued within one year of this approval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

continue to apply.

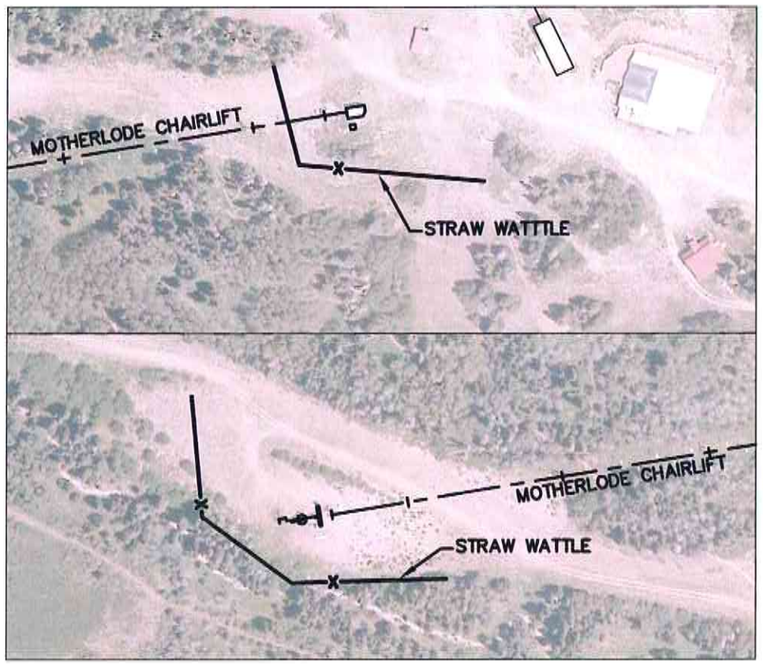
5. All public trails adjacent to work areas shall be protected from any potential construction impacts.
6. There are no significant fiscal or environmental impacts that result from this application as conditioned.

Sincerely,

John Boehm, Planner



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



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

1. SET METAL T-POSTS @ 8' O.C. MAX.

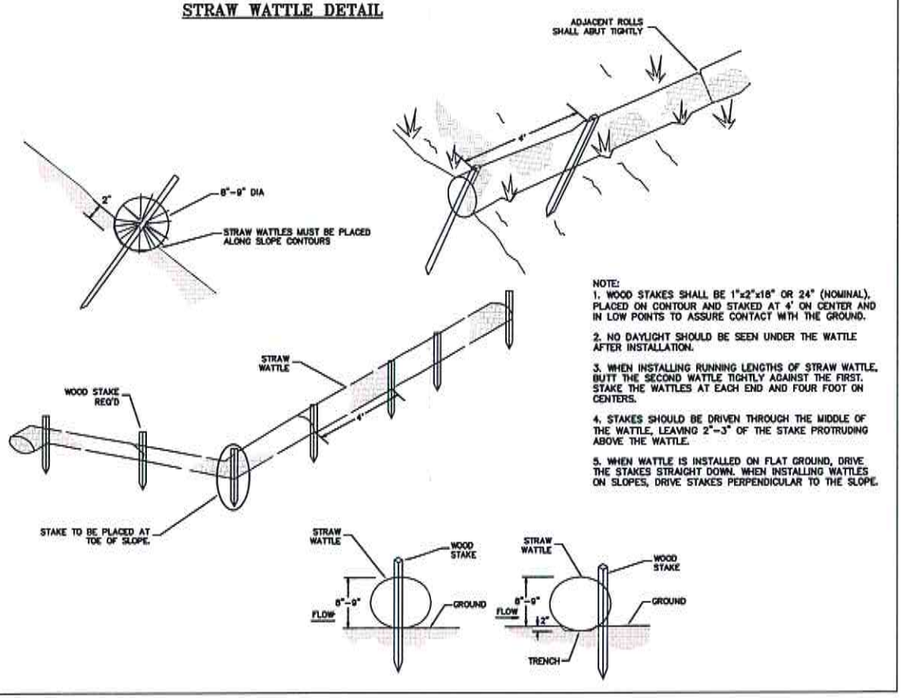


2. ATTACH ORANGE CONSTRUCTION FENCING TO THE T-POSTS.



STANDARD DRAWING	CONSTRUCTION FENCE DETAIL
	ALLIANCE ENGINEERING dtl\parkcity\const fence

STRAW WATTLE DETAIL



NOTE:
1. WOOD STAKES SHALL BE 1"x2"x18" OR 24" (NOMINAL), PLACED ON CONTOUR AND STAKED AT 4' ON CENTER AND IN LOW POINTS TO ASSURE CONTACT WITH THE GROUND.

2. NO DAYLIGHT SHOULD BE SEEN UNDER THE WATTLE AFTER INSTALLATION.

3. WHEN INSTALLING RUNNING LENGTHS OF STRAW WATTLE, BUTT THE SECOND WATTLE TIGHTLY AGAINST THE FIRST. STAKE THE WATTLES AT EACH END AND FOUR FOOT ON CENTERS.

4. STAKES SHOULD BE DRIVEN THROUGH THE MIDDLE OF THE WATTLE, LEAVING 2"-3" OF THE STAKE PROTRUDING ABOVE THE WATTLE.

5. WHEN WATTLE IS INSTALLED ON FLAT GROUND, DRIVE THE STAKES STRAIGHT DOWN. WHEN INSTALLING WATTLES ON SLOPES, DRIVE STAKES PERPENDICULAR TO THE SLOPE.

NOTES:

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

0 200'

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

STAFF: MICHAEL DEMKOWICZ

DATE: 1/28/15

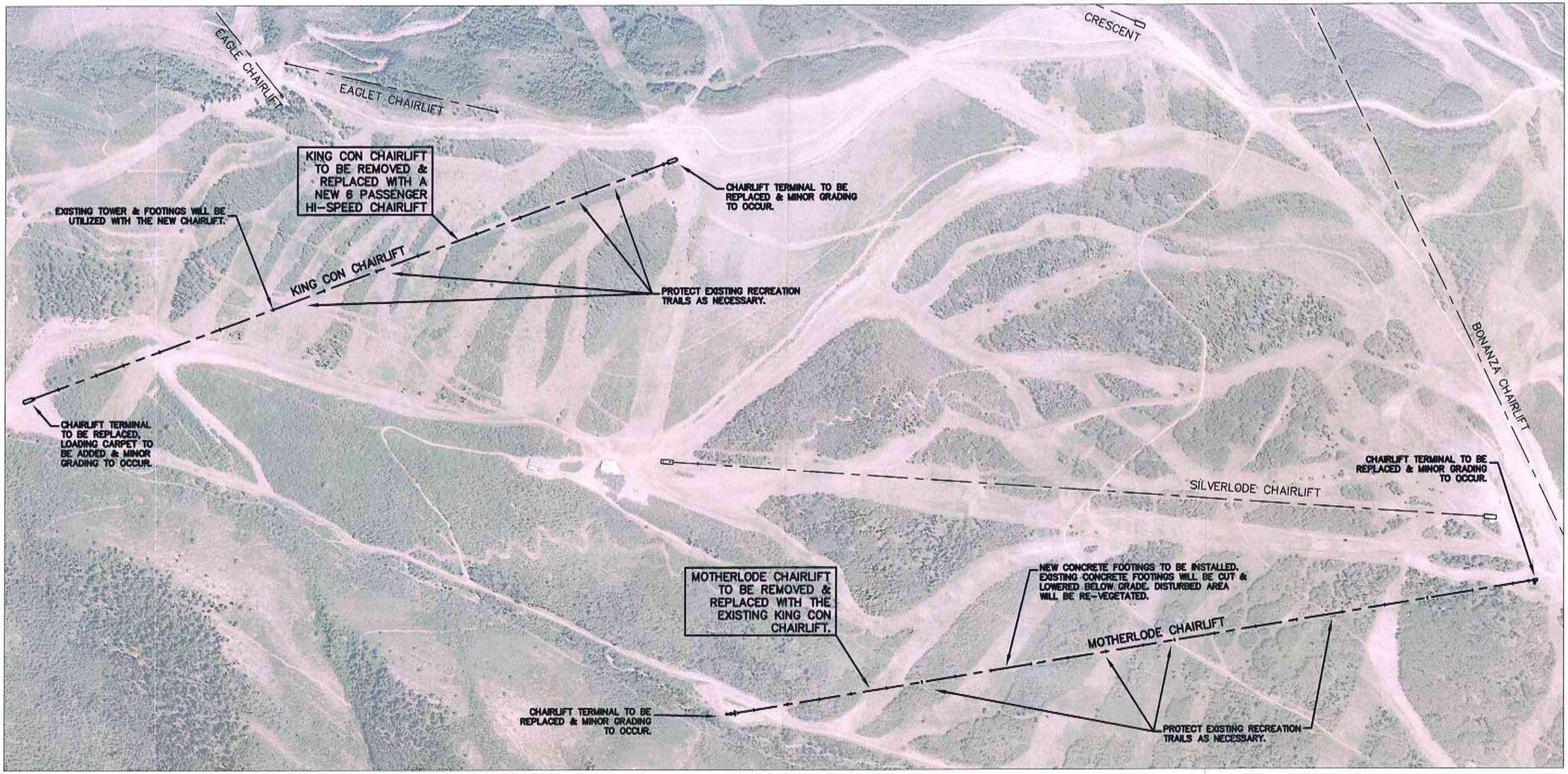
PARK CITY MOUNTAIN RESORT

2015 CHAIRLIFT IMPROVEMENTS
SWPPP/ CONSTRUCTION MITIGATION

FOR: VAIL
JOB NO.: 7-11-14
FILE: X\PCMR\dwg\Vail\pcmr-vail civil.dwg

SHEET 2 OF 3

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

STAFF: MICHAEL DEMKOWICZ

DATE: 1/28/15

PARK CITY MOUNTAIN RESORT

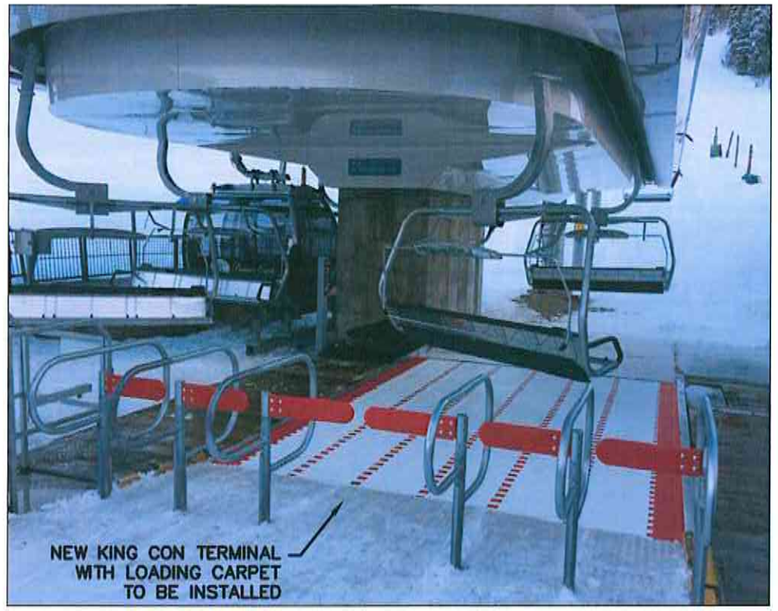
2015 CHAIRLIFT IMPROVEMENTS SITE PLAN

FOR: VAIL
JOB NO.: 7-11-14
FILE: X\PCMR\dwg\Vail\pcmr-vail civil.dwg

SHEET 1 OF 3

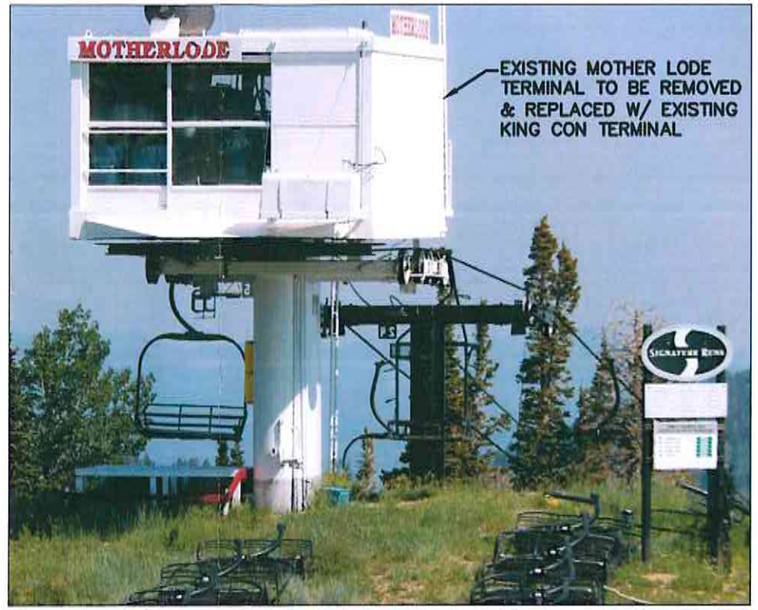
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FEB 02 2015
PARK CITY PLANNING DEPT.



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





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





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

STAFF: MICHAEL DEMKOWICZ

DATE: 1/28/15

PARK CITY MOUNTAIN RESORT

2015 CHAIRLIFT IMPROVEMENTS
IMAGES

FOR: VAIL
JOB NO.: 7-11-14
FILE: X\PCMR\dwg\Vail\pcmr-vail civil.dwg

SHEET 3 OF 3

RECEIVED
FEB 02 2015
PARK CITY
PLANNING DEPT.

7 April 2015

VR CPC Holdings, Inc. d/b/a Park City Mountain Resort
C/O Tim Beck
1310 Lowell Avenue
PO Box 39
Park City, Utah 84068

NOTICE OF PLANNING COMMISSION ACTION

Application #:	**PL-14-02600**
Subject:	**Master Planned Development, Development Agreement, and Mountain Upgrade Plan Amendments & Conditional Use Permit**
Address:	**1345 Lowell Avenue**
Action Taken:	**Approved with Conditions**
Date of Action:	**March 25, 2015**

On March 25, 2015, the Park City Planning Commission approved your requested: Amendment to the Mountain Upgrade Plan for the Interconnect Gondola and expansion of the Snow Hut on-mountain restaurant; Amendment to the Park City Mountain Resort Master Plan Development (MPD) to satisfy requirements of the 2007 annexation which requires the addition of the upper mountain ski terrain to PCMR's original MPD; and Conditional Use Permit (CUP) for a ski lift (interconnect). Your submitted application was approved subject to the following MPD/CUP Findings of Fact, Conclusions of Law, and Conditions of Approval:

MPD - Findings of Fact:

1. The site is known as Park City Mountain Resort.
2. The site address is 1345 Lowell Avenue.
3. On December 23, 2014 the applicant submitted a request to amend the existing Master Planned Development & Development Agreement.
4. The current application is an amendment to the Mountain Upgrade Plan for the Interconnect Gondola and expansion of the Snow Hut on-mountain restaurant

AND an amendment to the Park City Mountain Resort Master Plan Development (MPD) to satisfy requirements of the 2007 annexation which requires the addition of the upper mountain ski terrain to PCMR's original MPD.

5. A Ski Lift is listed as a Conditional Use Permit (CUP) in the ROS District. CUPs are reviewed and approved by the Park City Planning Commission.
6. In June 1997, the Park City Planning Commission approved the Park City Mountain Resort Large Scale Master Plan.
7. The Development Agreement was recorded with the County in July 1998.
8. The approved Master Plan includes development according to the PCMR Concept Master Plan and conditions of approval.
9. The conditions of approval include development of skiing and related facilities identified in the Mountain Upgrade Plan.
10. In March 2007, additional Park City Mountain Resort ski terrain was annexed into Park City Municipal Corporation known as the Annexation Agreement for the United Park City Mines Company Lands at Park City Mountain Resort.
11. The annexation indicated that the next Development Activity Application or amendment under the PCMR MPD must add the PCMR lease land annexed to the PCMR MPD.
12. In conjunction with the other amendments the applicant requests to fulfill the requirements of the annexation by incorporating PCMR's upper terrain into the PCMR Master Planned Development & Development Agreement.
13. The Mountain Upgrade Plan was recorded with the Development Agreement and identifies the background/methodology, design criteria, existing ski resort facilities, Mountain upgrading plan, future expansion potential, and conclusion.
14. The amendment of the Mountain Upgrade Plan includes the construction of those portions of the interconnect lift with Canyons Resort, and related lift towers, ski trails, terminals, buildings, infrastructure, and related appurtenances located in Park City.
15. The interconnect gondola is not specifically referenced in the Mountain Upgrade Plan, the terrain in which the lift is proposed is already designated in the Mountain Upgrade Plan for future ski pod development.
16. The proposed interconnect gondola will connect Park City Mountain Resort and Canyons Resort.
17. The amendment of the Mountain Upgrade Plan also includes the expansion of the Snow Hut on-mountain restaurant.
18. The improvement and enlargement of the Snow Hut is to improve mountain guest services.
19. The Planning Commission held a public hearing and reviewed this request on February 25, 2015.
20. During the February 25, 2015 Planning Commission meeting staff requested discussion by the Planning Commission on four items: building height, parking, employee housing, and historic preservation.
21. The purpose of the Master Planned Development Amendment application public meeting is to have the applicant present their amendments and give the public and Planning Commission an opportunity to evaluate those amendments in accordance with the applicable code criteria.

22. The proposed amendment to the Development Agreement does not change approved densities.
23. The site is not located in the HR-1 or HR-2 District. The proposed amendments take place with the areas shown in the Mountain Upgrade Plan, located in the Recreation and Open Space District (zone).
24. The proposed amendments are not nearby the exterior boundary of the MPD with the exception of the interconnect line.
25. The Snow Hut on-mountain restaurant and the PCMR interconnect line terminal are a minimum of 2,000 feet from PMCR perimeter.
26. Open space is established by the approved MPD. Of the approximately 3,700 acres in the ski resort, nearly 95% of the property is considered recreation/open space (i.e. trails and forested areas).
27. The proposed projects will not materially affect the required open space.
28. The LMC indicates that the Planning Department shall review the parking analysis and provide a recommendation to the Planning Commission. The Commission is to make a finding during review of the MPD as to whether or not the parking analysis supports a determination to increase or decrease the required number of Parking Spaces.
29. The Developer shall comply with the parking mitigation plan. This plan shall be reviewed and modified, if necessary, as a part of the Small Scale MPD (CUP) for each phase to evaluate transit alternatives and demonstrated parking needs.
30. If, in practice, the parking mitigation plan fails to adequately mitigate peak day parking requirements, the City shall have the authority to require the Resort to limit ticket sales until the parking mitigation plan is revised to address the issues. The intent is that any off-site parking solution include a coordinated and cooperative effort with the City, other ski areas, the Park City School District, Summit County, and the Park City Chamber/Bureau to provide creative solutions for peak day and special event parking.
31. The replacement of the Snow Hut does not affect skier capacity and subsequently does not affect parking requirements.
32. Skiers and riders are already on the mountain during operations, and the replacement Snow Hut Lodge is designed to significantly improve service at a major connection area in a central area of the ski resort.
33. The Interconnect Gondola functions only as an access/transfer lift between existing ski operations and has not been designed with round trip skiing on it. Given it is an access lift only between the two areas there is no skier capacity increase associated with it.
34. No additional parking is impacted by the Snow Hut on-mountain restaurant expansion.
35. The applicant indicated that in 2014 the Snow Hut has 154 indoor seats and 200 outdoor seats.
36. The Mountain Upgrade Plan called for several items in the conclusion of Section III - Existing Ski Resort Facilities, one of which was to position additional on-mountain seating to accommodate existing and upgrade facilities.
37. The Mountain Upgrade Plan indicated that the Snow Hut needed additional seating based on the seating requirement summary based on logical distribution

of the CCC. As indicated in the document in 1997, the Snow Hut had 168 indoor seats available but should have 414 indoor seats.

38. The applicant currently proposes to increase the indoor seating from the 168 indicated in 1997 to approximately 500 and the outdoor seating to stay the same at approximately 250 seats (indicated in 1997).
39. The net increase, from what was necessary in 1997, is 86 seats, which is 21% above the required number of seats.
40. The increase of 86 indoor seats (1997) from the identified CCC necessitates no additional parking at the base since the skier capacity is not affected.
41. Skiers are already on the mountain during operations and the CCC remains unchanged.
42. The proposed Interconnect 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.
43. The approved and recorded Development Agreement states that parking mitigation is reviewed at each Small Scale Master Planned Development (Conditional Use Permit) approval.
44. The review that occurred for “Parcel A,” was satisfied, noting that no additional parking issues would be occurring until later phases were built-out at the base.
45. The applicant requests an increase in building height for the Snow Hut expansion.
46. In the ROS District no structure may be erected to a height greater than twenty-eight feet (28') from existing grade.
47. To allow for a pitched roof and to provide usable space within the structure, a gable, hip, or similar pitched roof may extend up to five feet (5') above the Zone Height, if the roof pitch is 4:12 or greater.
48. The majority of the proposed new building does not meet the maximum roof height, according to its corresponding roof pitch, of either 28 or 33 feet.
49. The corner on the left on the front elevation is approximately 52 feet above existing grade.
50. The corner on the right on the front elevation is approximately 68 feet above existing grade.
51. The front elevation has the tallest points found on the proposed snow hut expansion.
52. When viewed from the side elevation, north, about a quarter of the building on the right meets the maximum of height 28/33 feet.
53. When viewed from the other side, south elevation, two thirds (2/3s) of the building from the left on the lowest form and about 1/3 of the ridge towards the left meets the maximum building height.
54. When reviewing the rear of the building, west elevation, the entire wall (rear façade) meets the maximum height.
55. The roof however, as indicated on the other elevations does not meet the height.
56. It is estimated that approximately 70% of the overall roof does not meet the maximum corresponding building height.

57. In order to grant building height in addition to that which is allowed in the ROS District, underlying zone, the Planning Commission is required to make specific findings Outlined in LMC § 15-5-5(F)(1)-(5).
58. The proposed increase in Building Height does not result in increased square footage or Building volume over what would be allowed under the zone required Building Height and Density.
59. Even though the building is indeed tall, not just in form but also due to the terrain (height measured from existing grade per Park City codes), the proposed building is a one (1) story building which maximizes sun-light exposure from the windows on the front, east elevation.
60. There is no density increase as the existing support commercial use for the restaurant does not require use of unit equivalents. A different design with the same capacity at height would result in greater site disturbance, grading and less architectural variation.
61. The proposed Snow Hut is remote from any other building.
62. The minimum setback for the building is 2,000 feet. No other structures, except ski lifts are within this area. No impact to view, solar access, shadows, or other criteria will occur.
63. The site is centralized in the upper mountain of the existing ski resort, and not generally visible from developed off-site locations in Park City. As a ski resort operation, the site will be re-vegetated with a proven seed mix.
64. The adjacent open space is designated ski terrain. With approximately 3,700 acres of ski terrain the proposed projects 17,200 square feet of footprint will have no effect on open space or its usability.
65. The proposed height of the building is the result of a combination of the single story accessible design and the roof design which does not shed snow to public areas or decks, and does not require heat taping in roof valleys or edges to prevent large icicle development.
66. The large glazed areas are designed to maximize solar gain in support of the project sustainability goals. Interruptions in the roof plane would interrupt snow shed and possible increase height with no purpose.
67. There are no other buildings within one-half mile to match roof façade or variations.
68. The proposed roof form maximizes sun-light exposure on the east elevation.
69. The proposed one (1) story structure meets the following Architectural Design Guidelines outlined in LMC § 15-5-5.
70. The Architectural Style and Motif is not prohibited by the LMC.
71. The proposed siding is not prohibited by the LMC.
72. The applicant proposes the following three (3) main exterior wall materials on the front and side elevations: 1. reclaimed board and batten; 2. horizontal chinked trestlewood; and 3. rusted corten ribbed siding. The applicant proposes concrete masonry unit (CMU) on the bottom half of the rear elevation.
73. Applicant proposes a dark green shingle roof and a metal standing seam for the two smaller shed roofs as seen on the rear, west elevation.
74. The combination roof shape is not listed under prohibited roof forms.
75. Window treatments are not prohibited by the code.

76. The applicant has not submitted plans regarding this provision.
77. The project shall fully comply with any provisions indicated in the LMC or approved MPD regarding lighting.
78. The applicant has not submitted plans regarding this provision.
79. The project shall fully comply with any provisions indicated in the LMC or approved MPD regarding trash/recycling enclosures.
80. The applicant has not submitted plans regarding this provision.
81. The project shall fully comply with any provisions indicated in the LMC or approved MPD regarding mechanical equipment.
82. LMC § 15-5-8 indicates the following regarding façade length and variations, following: Structures that exceed 120 feet in length on any facade shall provide a prominent shift in the mass of the Structure at each 120 foot interval, or less if the Developer desires, reflecting a change in function or scale. The shift shall be in the form of either a fifteen foot (15') change in Building Facade alignment or a fifteen foot (15') change in the Building Height. A combination of both the Building Height and Building Facade change is encouraged and to that end, if the combined change occurs at the same location in the Building plan, a fifteen foot (15') total change will be considered as full compliance.
83. The east elevation, front does not meet the façade façade length and variations requirement.
84. The façade is 140 feet long and does not provide a prominent shift in the mass of the structure.
85. The north and south elevations provide appropriate breaks, both horizontally and vertically (height) where a shift was incorporated in the design.
86. The west elevation, rear, meets the shift in the form of a fifteen foot (15') change in the building height.
87. LMC § 15-5-7 indicates that in some cases, the Planning Director, may vary from these standards if warranted by unusual or unique circumstances. This may result in variation from the strict interpretation of this section and may be granted by the Planning Director.
88. The Planning Director has reviewed the submitted plans and finds that the site is unusual and unique due to its remote location.
89. The Snow Hut is located on the mountain, accessible to skiers.
90. The location of the Snow Hut is not in a typical Park City neighborhood.
91. The intent of the façade length and variation criteria is to break up the massing of buildings so that they relate to the pedestrian scale.
92. The amount of glass on the front, east elevation, also helps mitigate the width of the building adding an aesthetically pleasing component.
93. When the Planning Commission grants additional Building Height due to a Site Specific analysis and determination, that additional Building Height shall only apply to the specific plans being reviewed and approved at the time. Additional Building Height for a specific project will not necessarily be considered for a different, or modified, project on the same Site.
94. The additional height due to the specific site analysis is not detrimental and in compliance with applicable LMC standards regarding the height allowance.

95. The Snow Hut Lodge is located on the footprint of the existing building and against an existing hill side to maximize skier circulation in the area.
96. Placing excavated material on site will remove the reverse slope between the King Con run and the building location. Skier circulation down to the King Con lift will be improved by the site grading on Broadway and the new location of the building.
97. The Interconnect Gondola is located not to interfere with skier circulation and provides direct access to the Snow Hut Lodge.
98. No retaining structures are proposed. Site grading is minimized while providing an on-snow / no stairs access to Snow Hut.
99. Existing summer biking and hiking trails on the Park City Mountain Resort side of the project are avoided to extent possible. Within the Summit County portion of the site, the evacuation routes may cross existing biking / hiking trails within the terms of the property agreements with trail operators and landowners.
100. Snow storage is on-site. The building is designed to shed snow away from public areas and service doors.
101. Refuse and recycling will take place in the building footprint consistent with the sustainability goals of Park City Mountain Resort. Refuse removal will not change from current operations.
102. Transportation to the site is via lifts, skiing and snowboarding only. No public vehicle access is proposed.
103. Significant vegetation is retained and protected.
104. Vegetation removed for site grading consists mainly of existing ski runs grasses and brush. The lift line corridor will require tree removal but ground disturbance will only occur in lift tower areas, base terminal area and evacuation route construction.
105. The visual simulations have been conducted properly for review of viewshed and ridgeline protection. The terminal structure minimizes the intrusion on the ridgeline from either east or west sight lines.
106. The lift line impacts are reduced as it is below the sky line and in many places within a forested area.
107. A visual analysis from designated viewpoints has been submitted to illustrate the visual effects of the proposed lift system.
108. The interconnect gondola system, towers and terminals, and evacuation route in Thaynes Canyon are shown on the visual simulation from the designated viewpoints.
109. The location of the proposed Snow Hut building is also shown in the simulations.
110. All other elements of the Sensitive Land analysis for the original MPD remain in effect and unchanged by this project.
111. The MPD Development Agreement states the following:
Developer shall construct or provide deed restricted off-site housing for 80 PCMR employees on or before October 1, 2003. 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.

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 I, 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.

112. The existing MPD contains the requirement for employee housing, this project does not change these requirements.
113. Employee housing is actually triggered ONLY by the receipt and approval of Conditional Use Permits (Small Scale MPD's) of the base area, "Parcels A - E."
114. As indicated in the Development Agreement, there was a trigger date of October 1, 2003, for 60% of the Small Scale MPDs (CUPs for each parcel), with an exception of a market downturn hit, which did take place.
115. Under this situation, the employee requirement was proportionally based on approved Small Scale MPD's (CUPs for each parcel).
116. The Planning Department calculates, Parcel A, the first and only approved Small Scale MPD/CUP for Marriott Mountainside/Legacy Lodge, accounted for approximately 334,000 total s.f. of the total 1,156,787 s.f. in the Large Scale Master Plan or 28.8% of the required housing for 80 PCMR employees. This equates to housing for 23 PCMR employees required after October 1, 2003.
117. Section 2.2 of the Development Agreement states, "In no case shall Small Scale MPDs…be issued until the required housing is available for occupancy."
118. No additional base parcels can be approved until the housing for the 23 PCMR employees are available and in use.
119. The employee housing requirement is not triggered by the requested amendment for on-mountain upgrades, updates, etc.
120. No child care is proposed in this application.
121. The project does not affect possible child care demands.
122. The City has received a map and list of known Physical Mine Hazards on the property.

123. A mine hazard mitigation plan has also been submitted to the City with appropriate mitigation. The map and mitigation plan are filed in the office of the City's Environmental Regulatory Program Manager and mitigation is scheduled to be completed by December 1, 2015.
124. Proposed development activity is not anticipated to encounter known historic mine waste.
125. The site is not within the soils boundary. In the event mine waste is encountered, it must be handled in accordance to State and Federal Law.
126. In accordance with LMC §15-8-5 (B)(15) and (C)(9), the prior applicants at the time of the 2007 annexation agreed to update the Preservation Plan submitted in 2000 for the additional annexed area.
127. The 2007 annexation included the following analysis in the February 1, 2007 staff report:
18. Historic and cultural resources. This annexation will include historic mining era structures within the Park City limits. The Silver King mine and other mining structures throughout the annexation area are more than 50 years old and would be considered to be historic structures due to the age of construction. No determination of historical significance has been made. Any changes to the historic buildings would require review by the Planning Department for compliance with the LMC preservation ordinance and Historic Design Guidelines. The Flagstaff Historic Preservation Technical Report will necessarily need to be amended to include those resources within the annexed area. The annexation therefore has a significant public benefit in the area of historic or cultural resources, in that several historic structures will be included within the City limits. If the structures are rehabilitated to building code, resort support uses could be permitted subject to a Conditional Use Permit.
128. Finding of Fact no. 7, of the 2007 annexation indicated that the proposed annexation protects the general interests and character of Park City including several historic mining era structures within the Park City Boundary.
129. The applicants agreed to update the mitigation as identified in the original Annexation Agreement regarding historic preservation:
Historic Preservation. The Historic Preservation Plan, at a minimum, shall contain an inventory of historically significant structures located within the Project and shall set forth a preservation and restoration plan, including a commitment to dedicating preservation easements to the City, with respect to any such historically significant structures. The head frame at Daly West site is historically significant.
130. The Annexation Agreement for the United Park City Mines Company Lands at PCMR tied the various agreements together.
131. This 2007 Annexation is conditioned upon the Amended and Restated Development Agreement For Flagstaff Mountain, the Talisker Conservation Deed Restriction and the Conservation Easement executed and recorded herewith. (Annexation Agreement paragraph 26).
132. The inventory is to be completed to comply with the 2007 Annexation and the Preservation and Restoration Plans are finished and approved by the City.

133. A Condition of Approval to this MPD amendment requiring completion of the outstanding inventory and subsequent Preservation and Restoration Plans prior to the City accepting any application for base area development is to be added.
134. The Preservation and Restoration plans shall also indicate a stabilization timeframe for each site.
135. In accordance with LMC §15-8-5(C)(3), the prior applicants at the time of the 2007 annexation acknowledged numerous trails in the annexed area, and their public use through dedication to the Park City Master Trails Map. See exact language below:
5. Trails. Numerous trails exist on the annexation property. These trails will be available for public use subject to reasonable restrictions due to construction, maintenance, and environmental factors including wildlife and erosion. The existing and any newly required trails shall be added to the Park City Master Trails and as necessary dedicated to the City either on the Annexation plat or at the time of PCMR MPD amendment.
136. A Condition of Approval to this MPD amendment requiring trails language needs to be added to this approval.
137. The proposed Interconnect Gondola and Snow Hut on-mountain restaurant are not detrimental impacts of the Mountain Upgrade Plan.
138. The Interconnect increases accessible terrain as it connects PCMR with the Canyons Resort.
139. The Snow Hut expansion reduces the resort's restaurant seating deficiencies.

MPD - Conclusions of Law:

A. The MPD Amendment, as conditioned, complies with all the requirements of the Land Management Code;
B. The MPD Amendment, as conditioned, meets the minimum requirements of Section 15-6-5 herein;
C. The MPD Amendment, as conditioned, is consistent with the Park City General Plan;
D. The MPD Amendment, as conditioned, provides the highest value of Open Space, as determined by the Planning Commission;
E. The MPD Amendment, as conditioned, strengthens and enhances the resort character of Park City;
F. The MPD Amendment, as conditioned, compliments the natural features on the Site and preserves significant features or vegetation to the extent possible;
G. The MPD Amendment, as conditioned, is Compatible in Use, scale, and mass with adjacent Properties, and promotes neighborhood Compatibility, and Historic Compatibility, where appropriate, and protects residential neighborhoods and Uses;
H. The MPD Amendment, as conditioned, provides amenities to the community so that there is no net loss of community amenities;
I. The MPD Amendment, as conditioned, is consistent with the employee Affordable Housing requirements as adopted by the City Council at the time the Application was filed.

J. The MPD Amendment, as conditioned, meets the Sensitive Lands requirements of the Land Management Code. The project has been designed to place Development on the most developable land and least visually obtrusive portions of the Site;
K. The MPD Amendment, as conditioned, promotes the Use of non-vehicular forms of transportation through design and by providing trail connections; and
L. The MPD Amendment has been noticed and public hearing held in accordance with this Code.
M. The MPD Amendment, as conditioned, incorporates best planning practices for sustainable development, including water conservation measures and energy efficient design and construction, per the Residential and Commercial Energy and Green Building program and codes adopted by the Park City Building Department in effect at the time of the Application.
N. The MPD Amendment, as conditioned, addresses and mitigates Physical Mine Hazards according to accepted City regulations and policies.
O. The MPD Amendment, as conditioned, addresses and mitigates Historic Mine Waste and complies with the requirements of the Park City Soils Boundary Ordinance.

MPD - Conditions of Approval:

1. The project shall fully comply with any provisions indicated in the LMC or approved MPD regarding lighting, trash/recycling enclosures, mechanical equipment, etc.
2. In the event mine waste is encountered, it must be handled in accordance to State and Federal Law.
3. Employee Housing
   Unless Section 2.2 of the Development Agreement is previously satisfied by the developer in an off-site location which shall include employee housing required by the development of Parcel A (the "Required Employee Housing"), or an updated housing plan is approved by the Housing Authority, the Developer shall include as part of the next application for a Small Scale MPD/CUP approved after March 25, 2015 under the Development Agreement for Parcels A-E (the "Next Small Scale MPD Application") an affordable housing plan subject to Park City Housing Authority approval per the Housing Resolution in effect at the time of application for the Required Employee Housing and the employee housing required for the Next Small Scale MPD/CUP Application as determined by such resolution. Unless otherwise approved in the housing plan or previously satisfied, a completion bond or letter of credit in a form approved by the City Attorney will be required for the Required Housing as a condition of building permit issues for the Next Small Scale MPD. Nothing in this condition shall be deemed to relieve any owner or prior developer of Parcel A from any liability that may exist to the City, the Developer, or any future developers in the MPD for failure to comply with Section 2.2 of the Development Agreement.
4. Historic Preservation:
   In furtherance of assisting the developers in meeting their obligations under Section 2.9.3 of the Amended and Restated Development Agreement for

Flagstaff Mountain dated March 2, 2007, the Developer under the PCMR Development Agreement shall, (a) identify historically significant structures within the PCMR Development Agreement Property by October 1, 2015, (b) complete the inventory of historically significant structures and the preservation and restoration plan for such structures, as located within the PCMR Development Agreement Property (provided such sites are confirmed to be located within the property either owned by VR CPC Holdings, Inc. or held by VR CPC Holdings, Inc. pursuant to its ground lease from TCFC LeaseCo LLC) by March 25, 2016; (upon completion of the staff approval of the preservation and restoration plan, the applicant shall come back to the Planning Commission to report on the prioritization, annual check-in schedule and progress report on work complete to date) and (c) no later than March 25, 2016, dedicate and/or secure preservation easements for the historically significant structures (or reasonably equivalent long-term rights satisfactory to the City if easements are unavailable) for the City with respect to the identified sites within the PCMR Development Agreement Property. In addition, by October 1, 2015, the Developer under the PCMR Development Agreement shall contribute a total of $50,000 towards the preservation of the prioritized historically significant structures on the PCMR Development Agreement Property as approved by the Planning Department/Preservation Planner, and propose a five (5) year capital fundraising plan dedicated towards restoration/stabilization of the historically significant structures. Nothing herein shall release the original Flagstaff Mountain Developer (e.g., United Park City Mines) or current property owner from any existing obligation under the Ordinance 07-10, and all related agreements including the Amended and Restated Development Agreement for Flagstaff Mountain dated March 2, 2007.

5. Trails:
   Public trails existing at the time of annexation in 2007 were added to the Park City Master Trails Plan in 2008 as depicted on Exhibit P. Developer is finalizing survey and other closing matters with regards to their acquisition and ground lease of the property. A final trails plan shall be submitted and evaluated as part of the next application for a Small Scale MPD/CUP approved after March 25, 2015 under the Development Agreement for Parcels A-E (the “Next Small Scale MPD Application”) to determine which existing trails or any newly required trials are required to be dedicated to the City. Unless such trails are previously dedicated by plat/subdivision, prior to the issuance of a Certificate of Occupancy for the Next Small Scale MPD Application, the Developer and any other necessary owner/party shall execute an irrevocable offer of dedication or easement in compliance with the requirements of Section 5 of the Annexation Agreement which remains in full force and effect, and states: Numerous trails exist on the annexation property. These trails will be available for public use subject to reasonable restrictions due to construction, maintenance, and environmental factors including wildlife and erosion. The existing and any newly required trails shall be added to the Park City Master Trails and as necessary dedicated to the city either on the Annexation plat or at the time of PCMR MPD amendment.

CUP - Findings of Fact

1. LMC § 15-4-18 indicates that the location and use of a passenger tramway, including a ski tow or ski lift, is a Conditional Use.
2. CUPs under this section shall be issued only after public hearing before the Planning Commission, and upon the Planning Commission finding that all the following conditions can be met.
3. The interconnect complies with the Ownership of Liftway and Public Purpose criteria.
4. The interconnect complies with the Width, Utility Clearance, Liftway Setback, State Regulation, criteria, as conditioned.

CUP Conclusions of Law:

1. The application complies with all requirements of the Land Management Code.
2. The use will be compatible with surrounding structures in use, scale, mass, and circulation.
3. The use is consistent with the Park City General, as amended.
4. The effects of any differences in use or scale have been mitigated through careful planning.

CUP - Conditions of Approval:

1. All Standard Project Conditions shall apply.
2. City approval of a construction mitigation plan is a condition precedent to the issuance of any building permits.
3. A final utility plan, including a drainage plan for utility installation, public improvements, and drainage, shall be submitted with the building permit submittal and shall be reviewed and approved by the City Engineer and utility providers prior to issuance of a building permit.
4. City Engineer review and approval of all lot grading, utility installations, public improvements and drainage plans for compliance with City standards is a condition precedent to building permit issuance.
5. A final landscape plan shall be submitted for review and approval by the City Planning Department, prior to building permit issuance.
6. As part of the building permit review process, the applicant shall submit a certified topographical survey of the property with roof elevations over topographic and U.S.G.S. elevation information relating to existing grade as well as the height of the proposed building ridges to confirm that the building complies with all height restrictions.
7. This Conditional Use Permit approval will expire on March 25, 2016, if a building permit has not issued by the building department before the expiration date, unless an extension of this approval has been granted by the Planning Commission.

Please be aware that the approval of this MPD Amendment and Conditional Use Permit by Park City in no way exempts the property from complying with other requirements that may be in effect on the property, and building permit regulations, as applicable. It is

the responsibility of the property owner/applicant to ensure compliance with these regulations.

Land Management Code (LMC) § 15-6-4(G) indicates the following regarding Development Agreement ratification:

> *The Development Agreement shall be ratified by the Planning Commission, signed by the City Council and the Applicant, and recorded with the Summit County Recorder. The Development Agreement shall contain language, which allows for minor, administrative modifications to occur to the approval without revision of the agreement. The Development Agreement must be submitted to the City within six (6) months of the date the project was approved by the Planning Commission, or the Planning Commission approval shall expire.*

As the applicant, this letter is intended as a courtesy to document the status of your request. The official minutes from the Planning Commission are available in the Planning Office. We will continue to work with you closely on the project. If you have questions regarding your application or the action taken please don't hesitate to contact me at 435-615-5064 or fastorga@parkcity.org.

Sincerely,



Francisco Astorga
City Planner

PARK CITY
1884
Planning Department

April 25, 2022

Park City Mountain
1375 Munchkin Road
Park City, UT 84060

CC: John Sale
[redacted]

NOTICE OF PLANNING DIRECTOR

Description

Address:	PCA-S-98-PCMR-1, PCA-29-A, PCA-29-D, PCA-1003, SA-402-A, SA-253-B-2
District:	Recreation and Open Space (ROS), Sensitive Lands Overlay (SLO)
Application:	Administrative Conditional Use Permit
Project Number:	PL-22-05145
Action:	APPROVED WITH CONDITIONS (See Below)
Date of Final Action:	April 25, 2022
Project Summary:	Park City Mountain proposes to upgrade two ski lifts: Silverlode (to remain in the same location) and Eagle (to be realigned and extended).

Action Taken

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

Findings of Fact

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

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

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

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

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

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

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

Conclusions of Law

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

Conditions of Approval

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

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

season. This includes the implementation of 90 employee parking spaces at Munchkin and a paid parking reservation system.

15. The Applicant shall meet with the Planning Director and other relevant staff bi-annually, including prior to the beginning of the ski season, and within sixty (60) days of completion of the ski season to provide parking and traffic information demonstrating compliance with the Parking Mitigation Plan and a communications plan to ensure information dissemination to the public. The applicant shall share relevant parking information with staff, including parking lot occupancy rates and achievement of increased Average Vehicle Occupancy rates. The Planning Director may impose additional conditions or operational changes if the Parking Mitigation Plan results in on-going adverse impacts or is not achieving a demonstrated increased Average Vehicle Occupancy.
16. This approval, including the parking mitigation herein, is solely for the installation and capacity associated with the lift upgrades subject to this application. This approval shall not have any bearing on other applications under the DA, the overall assessment of on-going compliance with the DA, and the requirements of new development which continue to be governed by the applicable LMC and DA in effect at the time of application.
17. The Applicant shall provide adequate residential neighborhood mitigation and designate a residential liaison to meet with the city regarding impacts and mitigation.
18. The Applicant shall be responsible for effectively managing the parking reservation system with an on-site parking attendant presence with a turn-away and tow policy for people without a reservation.

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

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

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

Sincerely,

Gretchen Milliken,
Planning Director

CC: Lillian Lederer, Project Planner

PARK CITY
1884
Planning Department

June 27, 2022

Clive Bush
Angela Moschetta
Deborah Rentfrow
Mark Stemler

NOTICE OF PLANNING COMMISSION FINAL ACTION

Description

Application Appealed:	Park City Mountain Resort Administrative Conditional Use Permit to upgrade two ski lifts: Silverlode (to remain in the same location) and Eagle (to be realigned and extended) on Parcel Nos. PCA-S-98-PCMR-1, PCA-29-A, PCA-29-D, PCA-1003, SA-402-A, SA-253-B-2 in the Recreation and Open Space Zoning District and Sensitive Land Overlay (PL-22-05145).
Appeal Number:	PL-22-05249
Action:	APPEAL GRANTED (See Below)
Date of Final Action:	June 27, 2022
Appeal Summary:	The Appellant appealed the April 25, 2022 Planning Director Approval of the Administrative Conditional Use Permit.

Action Taken

On June 8, 2022, the Planning Commission reviewed an appeal of an Administrative Conditional Use Permit (ACUP) for the construction and upgrading of two ski lifts and conducted a public hearing. On June 15, 2022, the Planning Commission concluded their deliberations regarding the appeal. The Planning Commission hereby GRANTS the appeal according to the following Findings of Fact and Conclusions of Law:

Findings of Fact

1. The Site is located at Parcels PCA-S-98-PCMR-1, PCA-29-A, PCA-29-D, PCA-1003, SA-402-A, SA-253-B-2.

2. The Site is in the Recreation and Open Space (ROS) and Sensitive Land Overlay (SLO).
3. The ACUP Applicant proposed to upgrade the existing Silverlode ski lift from a six-person chairlift to an eight-person chairlift.
4. The Applicant proposed to replace the existing Eagle and Eaglet lifts with a single lift in an adjacent alignment.
5. The 1998 Development Agreement and Park City Mountain Resort 1998 Mountain Upgrade Plan (MUP) outlines future ski lift upgrades.
6. On April 25, 2022, the Planning Director approved an ACUP for the lift upgrades as proposed by Park City Mountain.
7. On May 5, 2022, the Appellant filed a timely Appeal regarding the ACUP approval with the Planning Department.
8. The appellant has standing to appeal because they submitted public input and participated in the Administrative Public Hearing on April 25, 2022.
9. The Planning Commission reviews appeals of Planning Staff pursuant to Land Management Code Section 15-1-18(A).
10. The Planning Commission heard the Appeal on June 8, 2022, conducted a public hearing, closed the public hearing, and continued their deliberations to June 15, 2022.
11. On June 15, 2022, the Planning Commission voted 3-1 to grant the appeal.
12. The Planning Commission determined the proposal did not meet Criteria 1 and 6 of the 1998 Development Agreement, in that:

- The alignment of the new Eagle (Chondola) lift is not the same as shown in the MUP, as it does not go to the Meadow area. The new Eagle (Chondola) lift is therefore not consistent with the Park City Mountain Resort 1998 MUP.
- The total CCC analysis due to the lift upgrades Contain discrepancies in Vertical Demand between the 1998 Mountain Upgrade Plan and the proposed CCC tables submitted by the Applicant. Discrepancies also existing in the CCC analysis and appropriate Vertical Demand calibration for the Eagle Lift, Silverlode and King Con between SE Group (the Applicant's consultant) and EcoSign (Park City Municipal's Consultant). Therefore, the total operating CCC has not been verified and/or defined. As a result it is not possible to accurately assess the required parking and other mitigation measures.
- The lease for additional parking at Park City High School is available a maximum of eight days per month limited to weekends and holidays and not to include consecutive weekends and is, therefore, insufficient to properly mitigate the increased parking demand which overflowed at least 68 days during the 2021/22 ski season. The number of stalls to be used was not defined, and therefore insufficient to properly mitigate.
- The paid parking mitigation plan was based on unconfirmed CCC numbers and ski resort data that is not satisfactorily comparable to Park City in terms of access and

controls for parking. Therefore, the assumed 11% reduction in Average Vehicle Occupancy (AVO) is in error.

- The City's consultant, EcoSign, did not verify actual calculations, and review was limited to the data and tables provided by the ACUP Applicant, Park City Mountain.
- The MUP specifies 200 stalls, plus the Sweetwater site, to be used by employees of Park City Mountain Resort, but these stalls are not accounted for in the Parking Mitigation Plan, and parking mitigation therefore is insufficient.
- The ACUP Application is inconsistent with Figure IV-1 (denoting ski lift locations) from the MUP.

Conclusions of Law

1. The Planning Director erred in determining the ACUP complies with Criteria 1 and 6 of the 1998 Development Agreement.
2. The effects of any differences in use or scale have not been sufficiently mitigated through careful planning because parking and other required mitigation cannot be determined because CCCs are neither agreed upon nor absolutely confirmed.

Order

The Appeal is GRANTED. Nothing herein prevents the Applicant from proceeding with a full Conditional Use Permit for each lift individually or jointly.

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

By:

John Phillips,
Planning Commission Chair

CC: Lillian Lederer, Project Planner

Planning Commission
Staff Report

Subject: **Telecommunications Facilities and Emerging Technologies: Land Management Code Amendments**
Application: **PL-26-06844**
Author: **Alec Barton, Senior Planner**
Date: **March 25, 2026**
Type of Item: **Work Session**

Recommendation
Review and provide input on proposed updates to the Land Management Code for Telecommunications Facilities and Emerging Technologies.

Description

Applicant:	Planning Department
Location:	Citywide
Reason for Review:	The Planning Commission reviews and forwards a recommendation to the City Council regarding Land Management Code Amendments.[1]

LMC Land Management Code

Terms that are capitalized as proper nouns throughout this staff report are defined in LMC § 15-15-1.

Background
Land Management Code (LMC) Section 15-4-14 regulates Telecommunications Facilities to:

- Ensure compatibility with the unique characteristics of each Zoning District;
- Mitigate adverse impacts on community quality and safety;
- Locate equipment where it is least visible from Public Streets, public Areas, and designated view corridors; and,
- Provide screening from adjacent Property Owners.

These regulations were last substantially updated in 2002 and may not fully address emerging technologies and best practices (see Ordinance No. 02-47).

On October 8, 2025, the Planning Commission recommended the City Council consider updating regulations for Telecommunications Facilities as part of broader updates to the LMC for implementation of the General Plan (Meeting Packet, Item 6.A; Minutes, p. 18).

[1] LMC § 15-1-8

On February 26, 2026, the City Council voiced support for the Commission's recommended priorities (Meeting Packet, Work Session Item 5; Meeting Recording).

Analysis

Planning Intern Chandler McNelis researched regulations for wireless facilities in other communities and summarized her findings and recommendations in a memo (see Exhibit A, Smart Wireless Infrastructure Memo). The memo outlines policies and design standards for wireless facilities in public rights-of-way.

Distinct from Telecommunications Facilities on private property regulated through the LMC, the City currently regulates small wireless facilities in public Rights-of-Way to encourage co-location of infrastructure and ensure aesthetic compatibility with the Streets and neighborhoods where infrastructure is installed (see Design Standards amended September 1, 2022).

Staff recommends a similar approach be evaluated through updates to the LMC for private property. Currently, the Planning Commission works with large-scale developments to mitigate the impacts of wireless infrastructure. For example, Condition of Approval 26 for Snow Park Village Phase I requires the Applicant to coordinate with the City on opportunities to install sufficient conduit to support future infrastructure and minimize the need for tall macro-cell tower infrastructure (February 26, 2025 Planning Commission Meeting Minutes, p. 70).

The Planning Commission could consider codifying consistent design standards for Telecommunications Facilities on private property to ensure infrastructure is compatible with neighborhood character and as visually unobtrusive as possible. Recent applications for macro-cell tower infrastructure in the City underscore the need for regulations that minimize the impacts of Telecommunications Facilities and promote smaller-profile installations.

(I) Land Management Code Section 15-4-14 could be updated to address design standards and best practices for Telecommunications Facilities.

The regulations for Telecommunications Facilities were last substantially updated in 2002.

Staff requests that the Planning Commission please review the memo and consider the following:

Telecommunications Facilities currently require a Conditional Use Permit in most Zoning Districts. Are there additional criteria the Planning Commission should consider when reviewing applications for Telecommunications Facilities? Are there Zoning Districts where the review could be streamlined through a staff-level review?

In addition to the design-based standards outlined in the memo, are there

additional items the Planning Commission recommends staff evaluate to mitigate the visual impacts of Telecommunications Facilities and ensure compatibility with the unique characteristics of each Zoning District?

(II) The Land Management Code could be updated to require holistic review of Telecommunications Facilities and emerging technological innovations.

Each year, the American Planning Association publishes a Trend Report for Planners. The 2025 and 2026 reports address technological innovations in transportation, climate change mitigation, healthcare, artificial intelligence, and more. Emerging technologies could impact land use planning:

- A growing number of cities are permitting drone delivery services and delivery robots, raising concerns about noise, privacy, and impacts to local business.
- Robotaxi services are expanding quickly across the U.S. and could simultaneously impact parking demand and the City's efforts to reduce single-occupant vehicle trips to and from major destinations.
- The transport of humans and cargo via advanced air mobility vehicles has been continuously delayed, but these vehicles have the potential to dramatically change local travel patterns once they scale up.
- Vehicle-to-home charging systems could create greater energy resilience and reshape how communities manage energy needs.
- Innovations in architecture, such as the development of transparent wood and self-repairing concrete, could impact building design standards and improve energy efficiency.
- Electrical generation is moving to the streets with expanding technologies like kinetic sidewalks, solar footpaths, and traffic-powered wind turbines.
- Robots enhanced by artificial intelligence are being used to harness geothermal energy on small plots of land and support bee populations.

Resilient communities anticipate innovation and change, working to accommodate and regulate emerging technologies. For example, to successfully move away from macro-cell tower installations, communities may adopt design standards and require co-location of wireless infrastructure. To ensure both adequate cell coverage and protection of neighborhood character, wireless infrastructure is best reviewed in the context of a larger development or neighborhood.

The impacts of emerging technologies on local land use planning should be considered holistically. The primary ways for the Planning Commission to review these impacts are the Conditional Use Permit (CUP), Master Planned Development (MPD), and Subdivision processes.

However, the community may want to facilitate rapid deployment of some emerging technologies without local regulatory processes which may add costs or slow

implementation. State and federal law may also impact local regulatory authority.[2]

Conditional Use Permit[3]
LMC Section 15-1-10(D) describes the standards for review of a CUP:

1. The Application complies with all requirements of the LMC.
2. The Use will be Compatible with surrounding Structures in Use, scale, mass, and circulation.
3. The effects of any differences in Use or scale have been mitigated through careful planning.

Emerging technologies have the potential to impact several items the Planning Commission already reviews for CUPs, including traffic, utility capacity, off-Street parking, vehicular and pedestrian circulation, and noise. The Planning Commission could consider recommending updates to the objective review criteria in LMC Section 15-1-10(E) to better address and mitigate the impacts of emerging technologies.

Master Planned Development
LMC Section 15-6-5 includes requirements the Planning Commission must review to approve an MPD. The Planning Commission could consider updates to these requirements to better accommodate and mitigate emerging technologies:

- Drone delivery services, robotaxis, and advanced air mobility vehicles could significantly impact Off-Street Parking demand.
- Rooftop wireless infrastructure could create visual impacts if it is not adequately screened or incorporated into the design of a building.
- Site planning considerations may need to be expanded to include vertiports, cohesive wireless infrastructure, and site access for robots and drones.
- Architectural design guidelines in LMC Section 15-5-5 and Section 15-6-5(P) may need to be retooled to account for innovative building materials.[4]
- Required setback and open space areas could accommodate appropriate electrical generation infrastructure such as solar footpaths and kinetic sidewalks.

Subdivision
LMC Section 15-7.1-5(D) states the Planning Commission shall "study the Preliminary Plat…taking into consideration requirements of Land Management Code, any Master Plan, site plan, or Sensitive Land Analysis approved or pending approval on the subject Property. Particular attention will be given to the arrangement, location and width of Streets, their relation to sewerage disposal, drainage, erosion, topography and natural features of the Property, location of Physical Mine Hazards and geologic hazards, Lot

[2] See Build America: Eliminating Barriers to Wireless Developments, a proposed rule by the Federal Communications Commission. See also, for example, Utah Code 10-20-624 regulating digital asset mining and Utah Code 10-8-85.4 prohibiting municipalities from regulating a nightly rental website.
[3] Utah Code 10-20-506 and LMC Section 15-1-10 require a conditional use be approved if reasonable conditions are proposed or can be imposed to mitigate the reasonably anticipated detrimental effects of the proposed use.
[4] Subject to Utah Code 10-20-618.

sizes and arrangement, the further Development of adjoining lands as yet un-subdivided, and the requirements of the Official Zoning Map, General Plan, and Streets Master Plan, as adopted by the Planning Commission and City Council."

Subdivisions present opportunities for the Planning Commission to consider the impacts of emerging technologies in the context of a proposed development.

Department Review

The Planning Department, City Attorney's Office, and Executive Department reviewed this report.

Exhibit

A: Smart Wireless Infrastructure Memo

To: Planning Commission, Park City Municipal Corporation

From: Chandler McNelis, Intern Planner, Park City Municipal Corporation

Date: TBD

Subject: Implementing Smart Wireless Infrastructure in Park City: A General Plan-Based Approach to Future-Ready Urban Planning

I. Introduction

Small wireless infrastructure supports the daily operations, economic vitality, and long-term resilience of modern smart cities. Park City's existing wireless systems are generally robust and supportive of rapid advancements in technology; however, further detailed consideration needs to acknowledge the next generation of wireless infrastructure. This includes conduits for higher-speed data transmission, expanding coverage needs, increasing device connectivity, and pioneering emerging applications powered by artificial intelligence. For Park City to remain resilient as a community, ordinances and respective policies need to reflect strategic upgrades to technology and coordinate planning to ensure continued support and thoughtful integration of smart wireless infrastructure.

The Park City General plan provides an opportunity to proactively guide how wireless infrastructure is incorporated into the city's form. In support of one of the five guiding principles, preserve community character, as previously mentioned to the planning commission, there is ample opportunity to evaluate telecommunication facility regulations to reflect new infrastructure and technologies. Community character is a planning lens for technology regulation as scholarship increasingly emphasizes that emerging infrastructure must be evaluated through community character and quality-of-life objectives and not as isolated entities solely managed by technical performance standards. In 2020, The American Planning Association's *Trend Report for Planners* highlights that resilient cities are those proactively regulating emerging technologies such as artificial intelligence, smart infrastructure, and advanced communications within their existing community values rather than treating them as a separate system. For Park City to cultivate community character that can withstand an ever-evolving technologic society, wireless infrastructure should be analyzed under the guise of preservation, neighborhood identity, and a small-town mountain character.

Technology Regulation and Preserving Community Character

Existing research on resort and historic communities across the board acknowledges that unregulated or reactive deployment of telecommunications infrastructure can undermine visual character, streetscapes, and cohesion in cities. Ultimately, areas with strong place identity like Park City are the most vulnerable to these consequences of unregulated telecommunication development. Best practices now more than ever call for anticipatory planning strategies,

where the documented infrastructure standards align with community character policies (APA PAS Reports; National League of Cities).

Park City's C1 Small-Town Feel goal and Strategy 1F prioritize high-quality design that considers scale, style, and massing, all of which mirror national best practices for integrating wireless infrastructure into sensitive contexts. Existing planning documents highlight that small wireless facilities, when meticulously designed and co-located, can reduce visual clutter and supersede the need for macro towards that impact scenic and historic landscapes which are essential to the fabric of Park City. Comparable cases of resort communities adopting telecommunications regulations are visible in Aspen, Colorado and Jackson, Wyoming. Both communities are recognized as comparable resort communities by the planning department. Regulations discuss co-location on existing structures, context-sensitive design standards, camouflage and concealment techniques, and placement strategies to protect historic streetscapes. These cities emphasize a growing consensus that design-based regulation is one of the most effective tools local governments have to protect community character while adapting to technological advancements.

Park City's C2 Sense of Community and Strategy 2A outlines the city's desire to protect place identity while ensuring that residents have community gathering spaces. One of the major components of smart cities and telecommunications planning is that connectivity is tied to social participation and how people engage with local services. Especially in mountain and resort communities like Park City connectivity is crucial to cultivate where seasonal populations and geographic constraints affect access to the city. National planning research reiterated that connectivity gaps can exacerbate social and economic inequities, therefore, ensuring that telecommunications infrastructure is thoughtfully planned and evenly distributed supports quality of life and social fluidity.

Park City's telecommunications regulations (LMC Section 15-4-14) were last updated in **2002**, predating small wireless facilities, distributed antenna systems, and emerging smart infrastructure. Outdated codes often default to macro-tower solutions, which can conflict with community character goals, particularly in historic or scenic areas.

Updating regulations to include:

- Co-location requirements
- Aesthetic integration standards
- Conduit planning for future expansion
- Right-of-way coordination

would better position Park City to manage emerging technologies while minimizing visual and environmental impacts.

Other Utah municipalities, including Salt Lake City and Saratoga Springs, have recently modernized their regulations to emphasize design integration and right-of-way coordination. Addressing wireless infrastructure within the General Plan provides a policy foundation for future code updates that balance innovation with preservation.

II. Applicable Case Studies

Napa, California

The City of Napa has adopted comprehensive design standards for small wireless facilities that address both technical performance and visual impact. Napa's guidelines restrict sitting with the public right-of-way, prioritize collocation on existing infrastructure, and require concealment and color-matching techniques to protect historic character and streetscape aesthetics. Napa demonstrates how wireless infrastructure can support modern connectivity while reinforcing community aesthetics and place making (City of Napa Small Wireless Facilities Design Guidelines).



Figure 1: Utility box on Second and Coombs Street in Downtown Napa

Jackson, Wyoming

Similar to Park City, Jackson is an internationally recognized resort and mountain community. Jackson has implemented telecommunications regulations that prioritize context-sensitive design and scenic preservation. The local standards encourage co-location on existing structures, such as streetlights and buildings, while requiring camouflage solutions that blend seamlessly into Jackson's rustic architectural character. Wireless facilities are evaluated not only on technical performance and necessity but their contribution to the pedestrian experience in the historic downtown setting. Jackson's approach underscores the importance of anticipatory planning as mentioned before. In communities where visual character and tourism are critical economic, maintaining the small-town mountain identity is crucial to the local economy.



Figure 2: Small cell wireless technology unanimously approved in Jackson contingent on it's ability to add value to downtown ladnscape

Savannah, Georgia

The City of Savannah has established a specific permitting framework for small wireless facilities and related infrastructure within the public right-of-way through its Small Wireless Facilities and Antennas Ordinance (Part 8, Chapter 14 of City Code). The ordinance requires providers to obtain a Small Wireless Permit for collocating, modifying, or replacing poles and decorative poles used to support small wireless equipment in rights-of-way. The intention ot to ensure that deployments meet applicable local standards and federal/state statutory requirements. These permits are processed by the Real Estate Services Department and application must be updated if material changes occur after issuance. Savannah's regulations include height limitations for new or modified poles, especially those within historic and residential districts to limit visual intrusions and protect community character.

Savannah's approach aligns infrastructure deployment with local code provisions that directly address community priorities like historic preservation and right-of-way character. For example, the City Code prohibits use of the small wireless facility permit for poles in historic districts or residential areas that exceed specified height limits, reflecting the city's motivation to balance modern connectivity with preservation of urban form. These provisions show how a municipal level strategy can be used to regulate emerging wireless technologies by establishing defined permitting standards that address aesthetic and contextual impacts on the built environment.

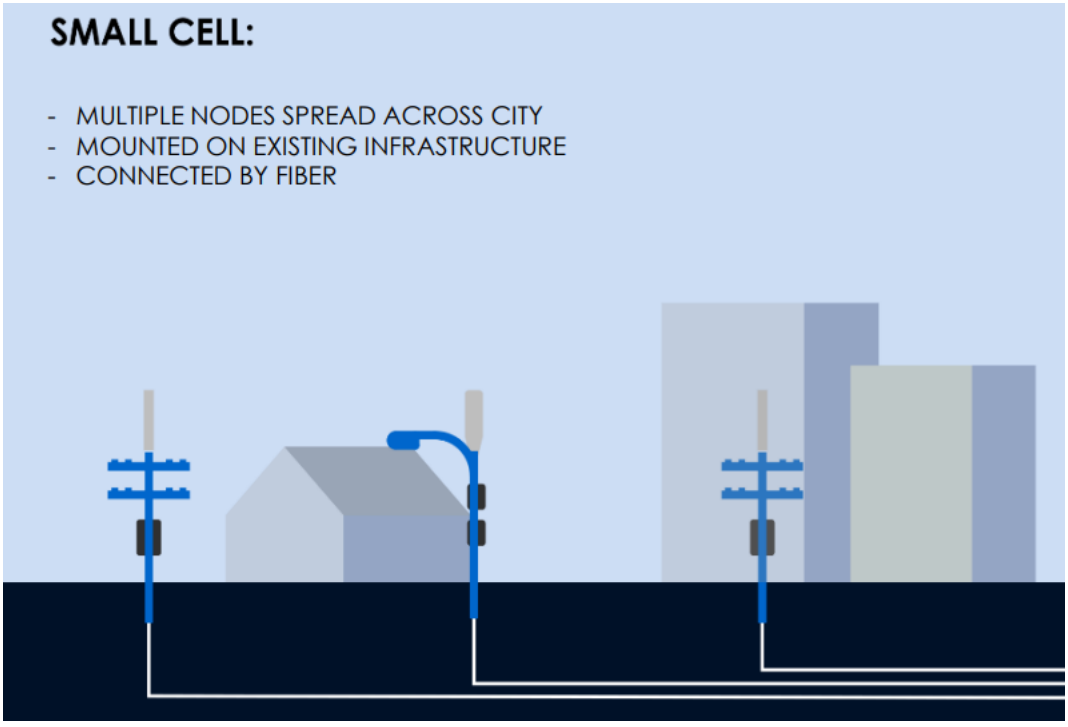


Figure 3 Small cell wireless equipment co-located on existing streetscape infrastructure.

Alexandria, VA

Alexandria's Old Town Historic District integrates small wireless facility regulations into its broader historic preservation and streetscape design policies. The city prioritizes stealth installations, pole replacement strategies, and underground conduit planning to minimize long-term surface disruption. Design standards require coordination among telecommunications providers, planning staff, and historic review boards. Alexandria's model illustrates how long-term infrastructure planning can reduce future impacts while supporting evolving connectivity needs.

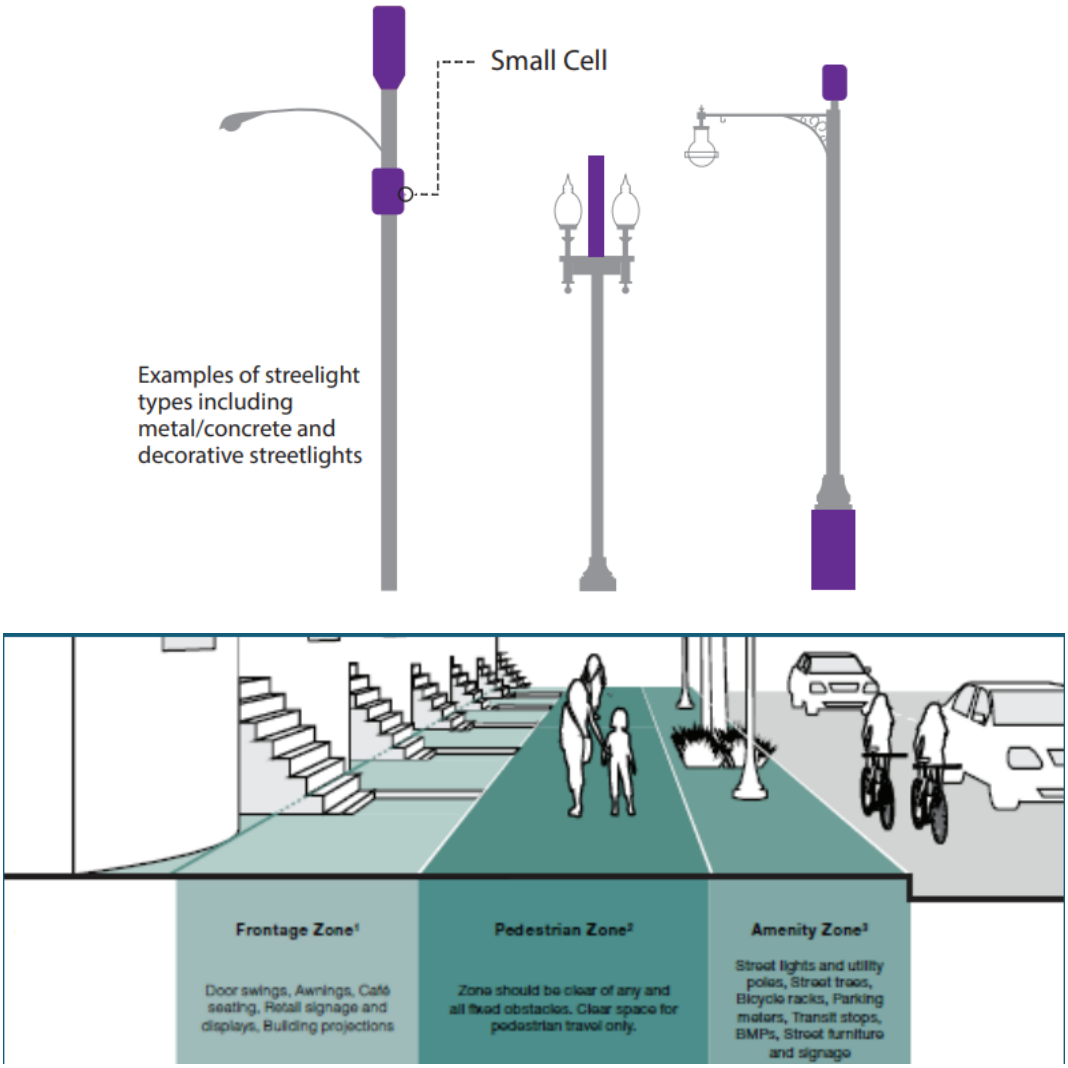


Figure 4 Small wireless facility located within the public right-of-way on a modified utility pole.

III. Best Practices for Park City

Across research and comparable case studies, a consistent best practice emerges wireless infrastructure is most successful when regulated as part of urban design and community character policy. Resort and historic communities demonstrate that proactive, design-oriented regulation can support technological advancement while preserving scenic identity and quality of life.

The Planning Commission should consider directing updates to the Land Management Code to address emerging technologies, including small wireless facilities and smart infrastructure. Potential updates could incorporate:

- Design-based standards
- Co-location requirements
- Stealth and concealment techniques
- Conduit and right-of-way coordination
- Early review through the Development Review Committee

Specific Examples of Considerations:

1. Design Based Standards
    a. Maximum equipment volume and antenna size limits
    b. Color-matching requirements for poles and equipment
    c. Screening or shroud requirements for ground equipment
    d. Prohibiting exposed cabling or external equipment boxes
2. Co-Location Requirements
    a. Require new facilities to demonstrate why co-location is not feasible
    b. Prioritize placement on existing infrastructure
    c. Establish spacing requirements between new poles
3. Conduit and Right-of-Way Coordination
    a. Require conduit installation during roadway or streetscape projects
    b. Coordinate wireless infrastructure planning and capital improvement plans
    c. Establish standard pole types for different zoning or districts
    d. Encourage shared trenching
4. Early Review via the DRC
    a. Ensure DRC review for facilities in scenic, gateway, or historic districts
    b. Integrate wireless facilities into streetscape
    c. Provide design checklist for applicants
    d. Coordinate with historic preservation committee when applicable

Establishing this policy direction in the General Plan will provide a clear framework for future ordinance updates that align innovation with Park City's small-town mountain character and long-term resilience goals.

Referenced Work:

American Planning Association. (2020). *APA Trend Report for Planners.* American Planning Association.

American Planning Association. (Various years). *Planning Advisory Service (PAS) Reports.* American Planning Association.

City of Alexandria, Virginia. (2019). *Interim Design Guidelines for Small Cell Facilities.* City of Alexandria Department of Planning & Zoning.

City of Napa, California. (n.d.). *Small Wireless Facilities Design Guidelines.* City of Napa.

City of Savannah, Georgia. (n.d.). *Small Wireless Facilities and Antennas Ordinance, Part 8, Chapter 14 of City Code.* City of Savannah.

National League of Cities. (n.d.). *Local Government Approaches to Small Cell and Wireless Infrastructure Regulation.* National League of Cities.

Town of Jackson, Wyoming. (n.d.). *Telecommunications and Wireless Facility Regulations.* Town of Jackson.

Utah League of Cities and Towns. (n.d.). *Municipal Approaches to Small Cell and Right-of-Way Coordination.* Utah League of Cities and Towns.

Planning Commission
Staff Report

Subject: **1009 Norfolk Avenue**
Application: **PL-26-06690**
Author: **Elissa Martin, Project Planning Manager**
Date: **March 25, 2026**
Type of Item: **Conditional Use Permit**

Recommendation

(I) Review the Conditional Use Permit (CUP) to construct a basement addition within the Historic Building Footprint of 1009 Norfolk Avenue, a Significant Historic Structure that encroaches into the required Setbacks, (II) conduct a public hearing, and (III) consider approving the CUP based on the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in the Draft Final Action Letter (Exhibit A).

Description

Applicant:	John and Jessica Cottey Represented by Jonathan DeGray
Location:	1009 Norfolk Avenue, a Significant Historic Site
Zoning District:	Historic Residential - 1
Adjacent Land Uses:	Residential
Reason for Review:	The Planning Commission reviews and takes Final Action on CUPs.[1]

CUP	Conditional Use Permit
HDDR	Historic District Design Review
HR-1	Historic Residential - 1
LMC	Land Management Code
ROW	Right-of-Way

Terms that are capitalized as proper nouns throughout this staff report are defined in LMC § 15-15-1.

Background

1009 Norfolk Avenue is a Significant Historic Site in the Historic Residential -1 (HR-1) Zoning District. The Historic hall-parlor type home was constructed c.1911 during the Mature Mining Era.[2] A concrete block garage with a roof patio was constructed between c. 1940 and 1995. While there have been alterations to the Structure over time, the building retains its essential historical form, according to the Historic Site Form.

[1] LMC § 15-2.2-6(A)(1)
[2] Park City Historic Site Form for 1009 Norfolk Avenue



Figure 1: 1009 Norfolk Avenue, Historic image taken from the Historic Site Form.


Figure 2: Google Maps street view image of 1009 Norfolk Avenue (2024).

The Historic Structure encroaches onto the adjacent property 1 foot, 1 inch across the southeast shared Lot line. The foundation encroaches into the Rear and Side Setbacks, and the garage addition encroaches into the Front Setback. Additionally, a non-Historic addition at the rear of the building encroaches onto the adjacent property across the rear shared Lot line.



Figure 3: Existing Conditions Survey with staff markup showing the existing foundation (shaded orange) that encroaches into the Setbacks and the portions of the Structure that encroach over property lines (shaded purple),

In 2013 and 2021, the property owner submitted HDDR applications to remodel the Historic Structure, including installation of dormer windows and modifications to the garage and the crawl space. The applications were not approved, and the Applicant withdrew both applications.

On March 29, 2024, the Planning Director approved an HDDR waiver letter for installation of flush-mounted egress lights and removal of the non-Historic rear addition which encroaches over the rear property line. This work was never carried out and the

2024 HDDR waiver letter expired. Subsequently, the Applicant submitted an HDDR Pre-Application for the same items approved in 2024 in addition to several other proposed work items. The following is the full scope of work being reviewed under the current HDDR Pre-Application:

- Remove non-historic structure at the rear of the home that extends onto the neighbor's property.
- Excavate the crawl space and convert to habitable space within the existing foundation (which encroaches in the Rear and Side Setback as well as onto adjacent property).
- Remove a portion of the rear foundation wall to install a window well.
- Replace the existing foundation with a new foundation.
- Reconstruct the entry porch as part of foundation reconstruction.
- Reframe the roof (from the interior) and convert the attic to habitable space, replace the roofing material like for like.
- Reconstruct the existing chimney in its current location using the existing brick as much as possible.
- Install three flush-mount sky lights on the north slope of the existing roof.
- Install two flush-mount smaller sky lights on the south elevation and two more on the flat roof.
- Replace the non-historic windows and doors.

LMC § 15-2.2-4 *Existing Historic Buildings And/or Structures states:*

> *Significant and Landmark Historic Sites that exceed the maximum Lot Area, and Historic Buildings and/or Structures that do not comply with Building Footprint, Building Height, Building Setbacks, Off-Street parking, and driveway location standards are valid Non-Complying Structures.*
>
> *Additions must comply with Building Setbacks, Building Footprint, driveway location standards and Building Height.*

An exception to the above requirement for additions to comply with Building Setbacks and Building Footprint is provided, pursuant to LMC § 15-2.2-4(A):

> ***EXCEPTION**. In order to achieve new construction consistent with the Design Guidelines for Historic Districts and Historic Sites, the Planning Commission may grant an exception to the Building Setback and driveway location standards for additions to Historic Buildings and/or Structures, including detached Garages:*
>
> 1. *Upon approval of a Conditional Use permit, and*
> 2. *When the scale of the addition and/or driveway is Compatible with the Historic Building and/or Structure, and*
> 3. *When the addition complies with all other provisions of this Chapter, and*
> 4. *When the addition complies with the adopted Building and Fire Codes, and*
> 5. *When the addition complies with the Design Guidelines for Historic Districts*

and Historic Sites.

On February 24, 2026, the Applicant submitted a CUP application for the proposed conversion of the crawl space to a basement addition within the existing foundation of the valid Non-Complying Historic Structure (See Attachment 1, Proposed Plans).

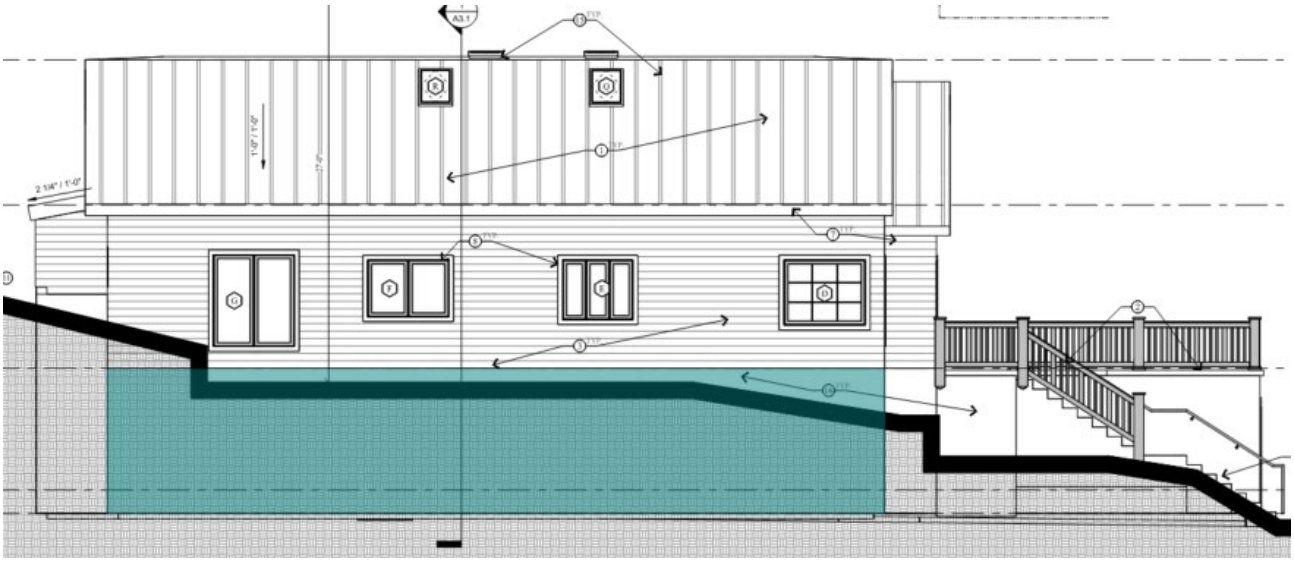


Figure 4: Proposed basement addition shaded in teal, as viewed from the southeast property line

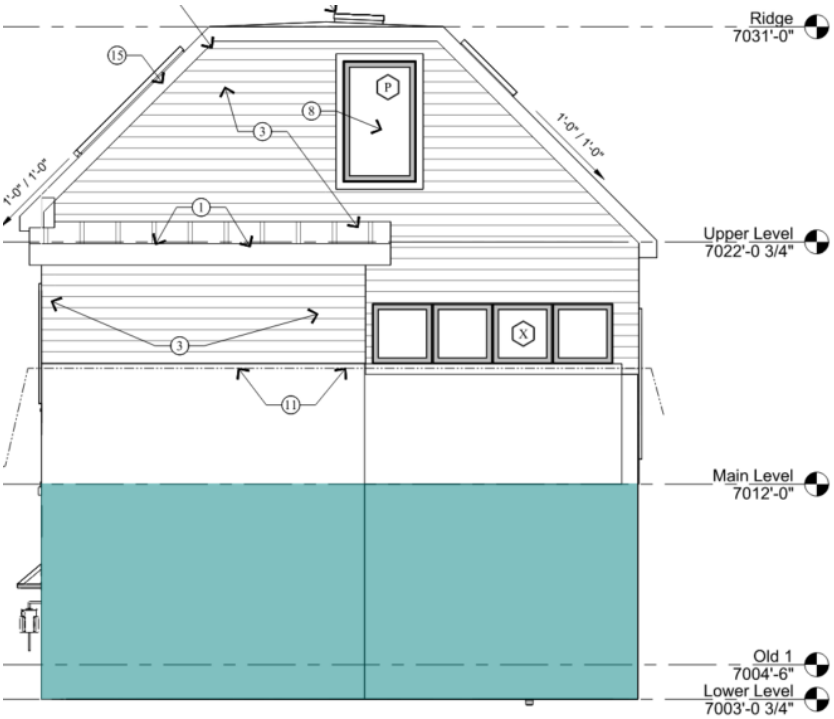


Figure 5: Proposed basement addition shaded in teal, as viewed from the rear property line

The proposed replacement of the existing foundation with a new foundation will require an encroachment agreement with the neighboring property owner on the southeast side

of the property boundary. Additionally, an access agreement will be required to remove the non-Historic rear addition that encroaches over the rear shared property line (See Condition of Approval 8).

The full scope of work is being evaluated by Planning staff for compliance with LMC § 15-13-2 *Regulations for Historic Residential Sites.*

Analysis

(I) The proposal to construct a basement addition within the existing foundation of the Significant Historic Structure, as conditioned, complies with LMC Chapter 15-2.2 *Historic Residential – 1 Zoning District Regulations*.

Setbacks

1009 Norfolk Avenue is a 25-foot-wide by 75-foot-deep Lot. LMC § 15-2.2-3(F) requires 10-foot Front and Rear Setbacks for Lots that are 75 feet in depth or less, for a combined total Setback of 20 feet. The required Side Setbacks for the 25-foot-wide Lot are three feet each for a total combined Setback of 6 feet. LMC § 15-2.2-3 requires that the Setbacks must be open and free of any Structure (with several exceptions).

As mentioned above, the Significant Historic Structure's foundation encroaches into the Rear and Side Setbacks, and the garage addition encroaches into the Front Setback. Pursuant to LMC § 15-2.2-4, Significant Historic Sites that do not comply with Setbacks are valid Non-Complying Structures.

The proposed addition within the existing Historic foundation encroaches into the 3-foot southeast Side Setback and the 10-foot Rear Setback. While the existing Historic Structure's foundation encroaches into the north Side Setback, the proposed basement addition is outside the 3-foot Side Setback. There are no proposed changes to the existing garage, which encroaches into the Front Setback. The HDDR Pre-Application scope of work includes removing the non-Historic Rear addition that encroaches into the neighboring property and installing a window well for emergency egress, which is allowed to encroach into the Rear Setback, per LMC § 15-2.2-3(H) *Rear Setback Exceptions*.

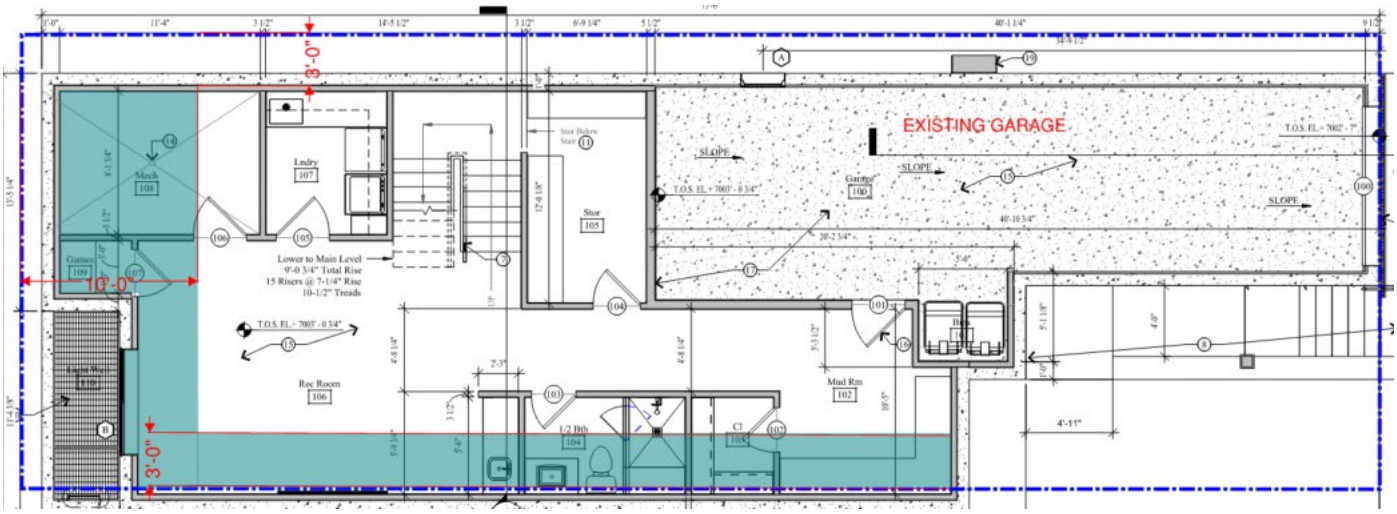


Figure 6: Proposed basement addition with staff's markup showing the encroachment into the southeast Side Setback and the encroachment into the Rear Setback shaded teal.

Pursuant to LMC § 15-2.2-4, additions to Historic Structures must comply with Building Setbacks, unless the Planning Commission grants an exception to achieve construction consistent with the Regulations for Historic Districts and Historic Sites, outlined in Section (II) below.

Building Footprint

The HR-1 maximum Building Footprint for the 1,875-square-foot Lot is 1,519 square feet. The existing Building Footprint of the Historic Structure, including the non-Historic Garage is 1,524 square feet, which exceeds the maximum Building Footprint by five feet. This does not include the non-Historic rear addition, which is planned to be demolished. According to LMC § 15-2.2-4, because the existing Building Footprint of the Significant Historic Structure exceeds the maximum Building Footprint, it is a valid Non-Complying Structure. Pursuant to LMC § 15-9-6, *Non-Complying Structures*,

> *Any Non-Complying Structure may be repaired, maintained, altered, or enlarged, provided that such repair, maintenance, alteration, or enlargement shall neither create any new non-compliance nor shall increase the degree of the existing non-compliance of all or any part of such Structure.*

The proposed plans follow the Historic Building Footprint of the existing Structure; while the proposed basement addition enlarges the Non-Compliant Structure, it does not increase the Building Footprint and therefore, the addition does not increase the existing Non-Compliance of the Structure.

Building Height

The basement addition will require excavation and will increase the internal height of the Structure, adding approximately 9 feet, bringing the total internal height to 27 feet, measured from the Lowest Floor Plane to the point of the highest wall top plate that supports the ceiling joists or roof rafters, which meets the HR-1 maximum internal Building Height of 35 feet, pursuant to LMC § 15-2.2-5 *Building Height*.

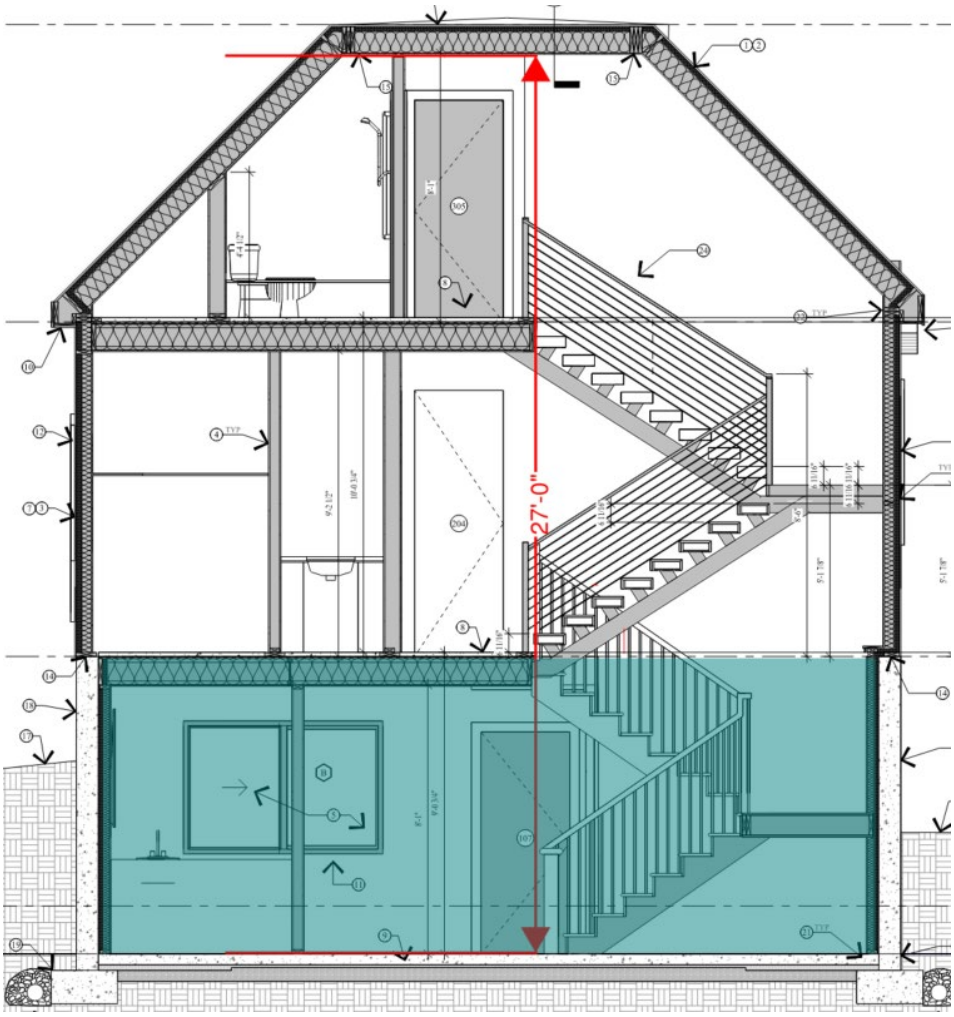


Figure 7: Building section with staff markup showing the proposed basement addition shaded teal and the internal height of the Structure at 27 feet.

(II) The proposal to construct a basement addition within the existing foundation of the Significant Historic Structure, as conditioned, complies with LMC § 15-2.2-4(A) *Exceptions for Existing Historic Buildings and/or Structures*.

LMC § 15-2.2-4 *Exceptions for Existing Historic Buildings and/or Structures* states that the Planning Commission may grant an exception to the Setback requirements for additions to Historic Sites:

> ***EXCEPTION**. In order to achieve new construction consistent with the Design Guidelines for Historic Districts and Historic Sites, the Planning Commission may grant an exception to the Building Setback and driveway location standards for additions to Historic Buildings and/or Structures, including detached Garages:*

Approval of a Conditional Use Permit
COMPLIES, as conditioned: Please see Section III below for CUP criteria.

The scale of the addition is Compatible with the Historic Structure.
COMPLIES: The scale of the addition is Compatible with the Historic Structure because it is not visible from the exterior. The proposed addition will not increase the external height of the Significant Historic Structure, nor will it increase the Building Footprint; it will be built within the existing footprint of the crawl space, by excavating the Existing Grade.

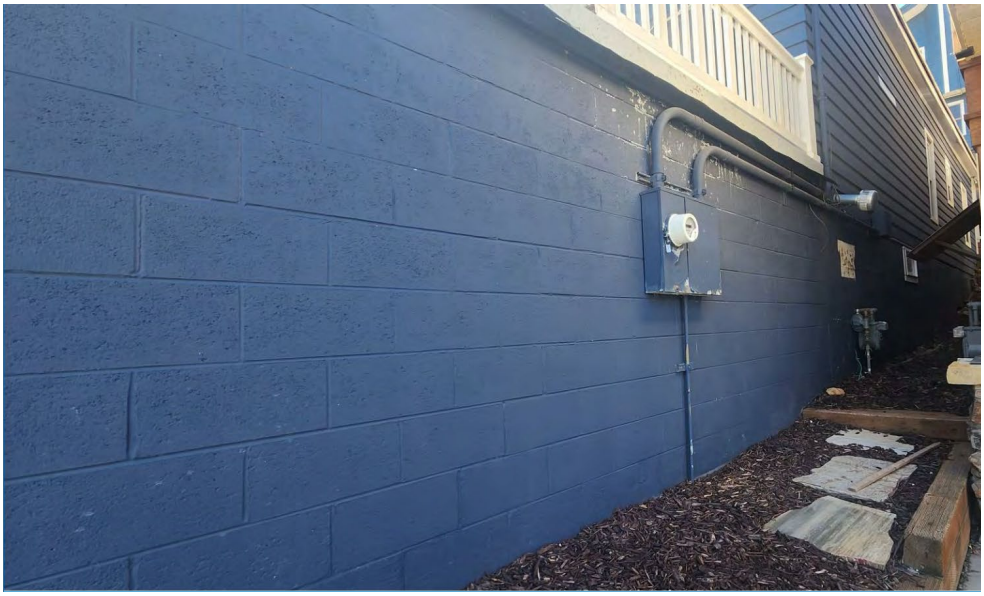


Figure 8: View from the north side of the Significant Historic Structure's existing concrete block foundation.



Figure 9: View from north side of the Significant Historic Structure with staff's markup highlighting the existing crawl space below in purple.

The addition complies with all other provisions of this Chapter.
Please see Section I of this report for compliance with LMC Chapter 15-2.2 and analysis of the Historic District Regulations below.

The addition complies with the adopted Building and Fire Codes.
COMPLIES as conditioned; the Building Department and Park City Fire District reviewed the proposed addition and requires Conditions of Approval (see below Section IV, Development Review Committee).

The addition complies with the Design Guidelines for Historic Districts and Historic Sites.
The Applicant submitted a HDDR Pre-Application (PL-25-06690) that includes the proposed basement addition in the scope of work. The basement addition must comply with LMC § 15-13-2 *Regulations For Historic Residential Sites.*

There is an existing garage attached to the Significant Historic Structure, which is not proposed to be altered as part of the basement addition. Because the proposal does not include construction of a new garage, the basement addition is regulated by LMC § 15-13-2(B)(5)(a) *Regulations for a Basement Addition Without a Garage,* and must be compliant with the following:

A basement addition shall not raise the historic structure generally more than two feet (2') from its original floor elevation above grade prior to construction.	COMPLIES: The proposed basement addition will not raise the Historic Structure.
The historic site shall be returned to original grade following construction of a foundation. When the original grade cannot be achieved, no more than two feet (2') of the new foundation shall be visible above final grade on the primary and secondary facades.	Condition of Approval 7 requires that the Historic Site be returned to original grade following construction of a foundation.
The exterior walls on an inline basement addition shall not extend beyond the exterior wall planes of the historic structure's primary or secondary facades.	COMPLIES: The walls of the proposed basement addition do not extend beyond the exterior wall plans of the primary or secondary façade of the Historic
Window or egress wells, if needed, shall not be located on the primary façade. Window or egress wells shall be located behind the midpoint of the secondary façades, on the rear tertiary façade, or in a location not visible from the primary public right-of-way. Landscape elements shall be used to aid in screening window/egress wells from the primary	The proposed basement addition includes an egress window on the tertiary façade and no windows proposed for the secondary or primary façade. The rear egress window is not visible from the primary right-of-way.

right-of-way.	
After construction of the basement, the site shall be re-graded to approximate the grading prior to construction of the addition.	Condition of Approval 7 requires that the site be re-graded to the grading prior to construction of the addition.

(III) The proposal to construct a basement addition complies with LMC § 15-1-10(E) *Conditional Use Permit Criteria.*

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 Commission 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 Commission 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.[3]

1. **Size and Location of the Site:** *No unmitigated impacts*

The requested exception to the Rear and southeast Side Setback for the basement addition does not alter the size or location of the site. The proposed basement addition is to be located within the same Building Footprint as the existing Structure.

2. **Traffic considerations including capacity of the existing Streets in the Area**: *No unmitigated impacts*

The proposed basement addition will not impact the traffic or capacity of the existing Streets.

3. **Utility capacity, including Storm Water run-off:** *No unmitigated impacts*

On March 17, 2026, the DRC reviewed the proposed basement addition and requires a utility plan be submitted to the Water Department and Snyderville Basin Water Reclamation District to confirm utility capacity (Condition of Approval 11). The Engineering Department requires Condition of Approval 12 that the Engineering Department review all lot grading, utility installations, public improvements, and drainage plans for compliance with City standards prior to Building Permit issuance.

4. **Emergency vehicle Access:** *No unmitigated impacts*

On March 17, 2026, the Park City Fire District reviewed the proposal and determined

[3] LMC § 15-1-10

the proposed basement addition will not impact emergency vehicle access.

5. **Location and amount of off-Street parking:** *No unmitigated impacts*

LMC § 15-3-6(A) requires two parking spaces for a SFD. Pursuant to LMC § 15-2.2-4, "[a]dditions to Historic Buildings and/or Structures are exempt from Off-Street parking requirements provided the addition does not create a Lockout Unit or Accessory Apartment." The proposed basement addition does not create a Lockout Unit or Accessory Apartment.

6. **Internal vehicular and pedestrian circulation system:** *No unmitigated impacts*

The proposed basement addition does not impact vehicular or pedestrian circulation.

7. **Fencing, Screening, and landscaping to separate the Use from adjoining Uses:** *No unmitigated impacts*

The proposed basement addition encroaches into the 10-foot Rear and 3-foot southeast Side Setback. The proposed addition is within the same Building Footprint as the existing Historic Structure and will not further encroach into the Side Setback or be located closer to the adjacent property. The addition is not visible from adjacent properties.

8. **Building mass, bulk, and orientation, and the location of Buildings on the Site; including orientation to Buildings on adjoining Lots:** *No unmitigated impacts*

The proposed basement addition is subordinate to the Historic Structure. It is located under the existing Historic Footprint and is not visible from adjacent properties or the primary public right-of-way.

9. **Usable Open Space:** *No unmitigated impacts*

The proposed basement addition is located within the same Building Footprint as the Historic Structure. There are no changes in usable open space.

10. **Signs and lighting:** *No unmitigated impacts*

There are no signs or lighting proposed as part of this application.

11. **Physical design and Compatibility with surrounding Structures in mass, scale, style, design, and architectural detailing:** *No unmitigated impacts.*

The proposed basement addition is subordinate to the Historic Structure. Condition of Approval 2 requires that the addition and any new construction on site comply with LMC § 15-13-2 *Regulations for Historic Residential Sites*. Please see Section II of this staff report for analysis of the proposed basement addition's compliance with LMC § 15-13-2(B)(5) *Regulations for a Basement Addition Without a Garage.*

12. **Noise, vibration, odors, steam, or other mechanical factors that might affect people and Property Off-Site:** *No unmitigated impacts*

There are no impacts from noise, odors, steam or other such factors from this proposal.

13. **Control of delivery and service vehicles, loading and unloading zones, and Screening of trash and recycling pickup Areas:** *No unmitigated impacts*

There are no impacts on delivery, unloading zones, or screening of trash as part of this application.

14. **Expected Ownership and management of the project as primary residences, Condominiums, time interval Ownership, Nightly Rental, or commercial tenancies, how the form of Ownership affects taxing entities:** *No unmitigated impacts*

The proposed basement addition is associated with the Primary Structure. Nightly Rentals are allowed in the HR-1 Zoning District subject to business license approval and compliance with Municipal Code of Park City § 4-5-3 *Regulation of Nightly Rentals.*

15. **Within and Adjoining Environmentally Sensitive Lands, Physical Mine Hazards, Historic Mine Waste, Park City Soils Ordinance, Steep Slopes:** *No unmitigated impacts*

The proposed basement addition is not within any of the above areas.

16. **Reviewed for consistency with the goals and objectives of the Park City General Plan; however, such review for consistency shall not alone be binding.**

The proposed basement addition is consistent with Focus Area, Sense of Community, Action item listed under Strategy 2A of the 2025 General Plan:

> *Encourage the design of new development that is compatible with the scale, aesthetics and materiality of historic structures for Old Town and the character of each individual neighborhood.*

(IV) The Development Review Committee reviewed the proposal on March 17, 2026, and requires additional Conditions of Approval 13-15:

- The Park City Fire District requires fire sprinklers to be installed in the existing level as well as the new habitable spaces (basement and attic).
- The Water Department and Snyderville Basin Water Reclamation District require a utility plan be submitted to their respective departments, detailing existing and proposed water and sewer infrastructure; additional impact fees may be applicable.
- The Engineering Department requires an encroachment agreement for the

garage and front deck over the garage that encroaches into the public ROW.

Department Review

The Planning and Executive Departments and City Attorney's Office reviewed this report.

Notice

Staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on March 11, 2026. Staff mailed courtesy notice to property owners within 300 feet on March 11, 2026. The *Park Record* published courtesy notice on March 11, 2026.[4]

Public Input

Staff did not receive any public input at the time this report was published.

Alternatives

The Planning Commission may:

- Approve the CUP.
- Deny the CUP and direct staff to make Findings for the denial.
- Request additional information and continue the discussion to a date certain.

Exhibits

A: Draft Final Action Letter
    Attachment 1: Proposed Plans
B: Existing Conditions Survey
C: Applicant's Images

[4] LMC § 15-1-21

Planning Department

March 25, 2026

John and Jessica Cottey

CC: Jonathan DeGray

NOTICE OF PLANNING COMMISSION ACTION

Description

Address:	1009 Norfolk Avenue
Zoning District:	Historic Residential - 1
Application:	Conditional Use Permit
Project Number:	PL-26-06690
Action:	APPROVED WITH CONDITIONS (See Below)
Date of Final Action:	March 25, 2026
Project Summary:	The Applicant proposes to construct a basement addition within the existing foundation of the Significant Historic Structure at 1009 Norfolk Avenue that encroaches into Setbacks.

Action Taken

On March 25, 2026, the Planning Commission conducted a public hearing and approved the Conditional Use Permit (CUP) for an exception to the Rear and southeast Side Setback for a basement addition within the existing Building Footprint of 1009 Norfolk Avenue, a Significant Historic Site, according to the following Findings of Fact, Conclusions of Law, and Conditions of Approval:

Findings of Fact

1. 1009 Norfolk Avenue is a Significant Historic Site in the Historic Residential-1 (HR-1) Zoning District.
2. The Historic hall-parlor type home, was constructed c.1911 during the Mature Mining Era and a concrete block garage with a roof patio was constructed between c. 1940 and 1995.

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3. According to the Historic Site Form for the property, while there have been alterations to the Structure over time, the building retains its essential historical form.
4. The Historic Structure encroaches onto the adjacent property 1 foot, 1 inch across the southeast shared Lot line; the foundation encroaches into the Rear and Side Setbacks, and the garage addition encroaches into the Front Setback; a non-Historic addition at the rear of the building encroaches onto the adjacent property across the rear Lot line.
5. Pursuant to Land Management Code (LMC) § 15-2.2-4, *Existing Historic Buildings And/or Structures*, Significant Historic Sites that do not comply with Building Footprint, Building Height, Building Setbacks, Off-Street parking, and driveway location standards are valid Non-Complying Structures.
6. The Applicant submitted a Historic District Design Review (HDDR) Pre-Application to:
    - Remove non-historic structure at the rear of the home that extends onto the neighbor's property.
    - Excavate the crawl space and convert to habitable space within the existing foundation (which encroaches in the Side Setback as well as onto adjacent property).
    - Remove a portion of the rear foundation wall to install a window well.
    - Replace the existing foundation with a compliant foundation.
    - Reconstruct the entry porch as part of foundation reconstruction.
    - Reframe the roof (from the interior) and convert attic to habitable space; replace the roofing material like for like.
    - Reconstruct the existing chimney in its current location using the existing brick as much as possible.
    - Install three flush-mount sky lights on the north slope of the existing roof.
    - Install two flush-mount smaller sky lights on the south elevation and two more on the flat roof.
    - Replace the non-historic windows and doors.
7. In accordance with LMC § 15-2.2-4, additions must comply with Building Setbacks, Building Footprint, driveway location standards and Building Height, unless an exception is approved by the Planning Commission pursuant to LMC § 15-2.2-4(A), which states:
   EXCEPTION. In order to achieve new construction consistent with the Design Guidelines for Historic Districts and Historic Sites, the Planning Commission may

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grant an exception to the Building Setback and driveway location standards for additions to Historic Buildings and/or Structures, including detached Garages:

a. *Upon approval of a Conditional Use permit, and*
b. *When the scale of the addition and/or driveway is Compatible with the Historic Building and/or Structure, and*
c. *When the addition complies with all other provisions of this Chapter, and*
d. *When the addition complies with the adopted Building and Fire Codes, and*
e. *When the addition complies with the Design Guidelines for Historic Districts and Historic Sites.*

8. On February 24, 2026, the Applicant submitted a CUP application for the proposed conversion of the crawl space to a basement addition within the existing foundation of the valid Non-Complying Historic Structure.
9. The full scope of work is being evaluated through a HDDR Pre-Application, which requires compliance with LMC Chapter 15-13-2 *Regulations for Historic Residential Sites*.
10. LMC Chapter 15-2.2 Historic Residential – 1 Zoning District Regulations requires the following:

SETBACKS:

a. 1009 Norfolk Avenue is a 25-foot-wide by 75-foot-deep Lot; LMC § 15-2.2-3(F) requires 10-foot Front and Rear Setbacks for Lots that are 75 feet in depth or less, for a combined total Setback of 20 feet; the required Side Setbacks for the 25-foot-wide Lot are three feet each for a total combined Setback of 6 feet; LMC § 15-2.2-3 requires that the Setbacks must be open and free of any Structure.
b. The proposed addition within the existing Historic foundation encroaches into the 3-foot southeast Side Setback and the 10-foot Rear Setback. While the existing Historic Structure's foundation encroaches into the north Side Setback, the proposed basement addition is outside the 3-foot north Side Setback.
c. There are no proposed changes to the existing garage, which encroaches into the Front Setback.
d. The HDDR Pre-Application scope of work includes removing the non-Historic rear addition that encroaches into the neighboring property and installing a window well for emergency egress, which is allowed to

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encroach into the Rear Setback, per LMC § 15-2.2-3(H) Rear Setback Exceptions.

BUILDING FOOTPRINT:

e. The HR-1 maximum Building Footprint for the 1,875-square-foot Lot is 1,519 square feet. The existing Building Footprint of the Historic Structure, including the non-Historic Garage, is 1,524 square feet, which exceeds the maximum Building Footprint by five feet (not including the non-Historic rear addition, which is planned to be demolished).

f. According to LMC § 15-2.2-4, the Significant Historic Structure is a valid Non-Complying Structure.

g. The proposed plans follow the Historic Building Footprint of the existing Historic Structure. While the proposed basement addition enlarges the Non-Compliant Structure, it does not increase the Building Footprint and therefore, the addition does not increase the existing Non-Compliance of the Structure pursuant to LMC § 15-9-6 *Non-Complying Structures*, which states that "any Non-Complying Structure may be repaired, maintained, altered, or enlarged, provided that such repair, maintenance, alteration, or enlargement shall neither create any new non-compliance nor shall increase the degree of the existing non-compliance of all or any part of such Structure."

BUILDING HEIGHT:

h. The basement addition will require excavation and will increase the internal height of the Structure, adding approximately 9 feet, bringing the total internal height to 27 feet, measured from the Lowest Floor Plane to the point of the highest wall top plate that supports the ceiling joists or roof rafters, which meets the HR-1 maximum internal Building Height of 35 feet, pursuant to LMC § 15-2.2-5 *Building Height.*

11. LMC § 15-2.2-4(A) *Exceptions for Existing Historic Buildings and/or Structures* requires the following:

    a. The proposal complies with LMC § 15-1-10(E) *Conditional Use Permit Criteria* (see below).

    b. The scale of the addition is Compatible with the Historic Structure; the scale of the addition is Compatible with the Historic Structure because it is not visible from the exterior. The proposed addition will not increase the

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external height of the Significant Historic Structure nor will it increase the Building Footprint.

c. The addition complies with all other provisions of this Chapter, as provided in the Analysis in the Staff Report, which is incorporated herein.
d. The addition complies with the adopted Building and Fire Codes; the Building Department and Fire Marshal require Conditions of Approval (below).
e. The addition complies with the Design Guidelines for Historic Districts and Historic Sites; the full scope of work is being evaluated through a HDDR Pre-Application (PL-25-06690), which requires compliance with LMC Chapter 15-13-2 *Regulations for Historic Residential Sites*.

12. LMC § 15-1-10(E) *Conditional Use Permit Criteria* requires the following:

a. Size and Location of the Site: No unmitigated impacts
The requested exception to the Rear and southeast Side Setback for the basement addition does not alter the size or location of the site. The proposed basement addition is to be located within the same Building Footprint as the existing Structure.

b. Traffic considerations including capacity of the existing Streets in the Area: No unmitigated impacts
The proposed basement addition will not impact the traffic or capacity of the existing Streets.

c. Utility capacity, including Storm Water run-off: No unmitigated impacts
On March 17, 2026, the DRC reviewed the proposed basement addition and confirmed utility capacity. The Engineering Department requires review of all lot grading, utility installations, public improvements, and drainage plans for compliance with City standards prior to Building Permit issuance.

d. Emergency vehicle Access: No unmitigated impacts
On March 17, 2026, the Park City Fire District reviewed the proposal and determined the proposed basement addition will not impact emergency vehicle access.

e. Location and amount of off-Street parking: No unmitigated impacts
LMC § 15-3-6(A) requires two parking spaces for a SFD. Pursuant to LMC § 15-2.2-4, "[a]dditions to Historic Buildings and/or Structures are exempt from Off-Street parking requirements provided the addition does not

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create a Lockout Unit or Accessory Apartment." The proposed basement addition does not create a Lockout Unit or Accessory Apartment.

f. Internal vehicular and pedestrian circulation system: No unmitigated impacts

The proposed basement addition does not impact vehicular or pedestrian circulation.

g. Fencing, Screening, and landscaping to separate the Use from adjoining Uses: No unmitigated impacts

The proposed basement addition encroaches into the 10-foot Rear and 3-foot southeast Side Setback and is adjacent to the neighboring property. The proposed addition is within the same Building Footprint as the existing Historic Structure and will not further encroach into the Side Setback or be located closer to the adjacent property. The addition is not visible from adjacent properties.

h. Building mass, bulk, and orientation, and the location of Buildings on the Site; including orientation to Buildings on adjoining Lots: No unmitigated impacts

The proposed basement addition is subordinate to the Historic Structure. It is located under the existing Historic Footprint and is not visible from adjacent properties or the primary public right-of-way.

i. **Usable Open Space: No unmitigated impacts**

The proposed basement addition is located within the same Building Footprint as the Historic Structure. There are no changes in usable open space.

j. Signs and lighting: Condition of Approval recommended

There are no signs or lighting proposed as part of this application.

k. Physical design and Compatibility with surrounding Structures in mass, scale, style, design, and architectural detailing: No unmitigated impacts.

The proposed basement addition is subordinate to the Historic Structure. A Condition of Approval requires that the addition and any new construction on site comply with LMC § 15-13-2 Regulations for Historic Residential Sites.

l. Noise, vibration, odors, steam, or other mechanical factors that might affect people and Property Off-Site: No unmitigated impacts

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There are no impacts from noise, odors, steam or other such factors from this proposal.

m. **Control of delivery and service vehicles, loading and unloading zones, and Screening of trash and recycling pickup Areas: No unmitigated impacts**
There are no impacts on delivery, unloading zones, or screening of trash as part of this application.

n. **Expected Ownership and management of the project as primary residences, Condominiums, time interval Ownership, Nightly Rental, or commercial tenancies, how the form of Ownership affects taxing entities: No unmitigated impacts**
The proposed basement addition is associated with the Primary Structure. Nightly Rentals are allowed in the HR-1 Zoning District subject to business license approval and compliance with Municipal Code of Park City § 4-5-3 Regulation of Nightly Rentals.

o. **Within and Adjoining Environmentally Sensitive Lands, Physical Mine Hazards, Historic Mine Waste, Park City Soils Ordinance, Steep Slopes: No unmitigated impacts**
The proposed basement addition is not within any of the above areas.

p. **Reviewed for consistency with the goals and objectives of the Park City General Plan; however, such review for consistency shall not alone be binding.**
The proposed basement addition is consistent with Focus Area, Sense of Community, Action item listed under Strategy 2A of the 2025 General Plan: Encourage the design of new development that is compatible with the scale, aesthetics and materiality of historic structures for Old Town and the character of each individual neighborhood.

Conclusions of Law

1. The proposal complies with the LMC requirements in Chapter 15-2.2 *Historic Residential - 1 (HR-1) Zoning District*.
2. The proposal complies with LMC Section 15-2.2-4(A) *Exceptions for Existing Historic Buildings and/or Structures*
3. The proposal complies with the criteria outlined in LMC § 15-1-10(E) *Conditional Use Permit Criteria*.
4. The Use will be Compatible with surrounding Structures in Use, scale, mass, and circulation.

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5. The effects of any differences in Use or scale have been mitigated through careful planning.

Conditions of Approval

1. Final building plans and construction details shall reflect substantial compliance with the plans reviewed March 25, 206, by the Planning Commission, pending design modifications required for HDDR compliance. Any changes, modifications, or deviations from the approved design that have not been approved in advance by the Planning and Building Departments may result in a stop work order.
2. The basement addition shall comply with LMC § 15-13-2, *Regulations for Historic Residential Sites*; the Applicant shall receive approval of an HDDR prior to submitting a Building Permit application.
3. If the Applicant does not obtain a Building Permit within one year of the date of this approval, this CUP approval will expire unless the Applicant submits a written extension request to the Planning Department prior to the expiration date and the Planning Director approves an extension.
4. The Applicant is responsible for notifying the Planning Department prior to making any changes to the approved plans.
5. Any changes, modifications, or deviations from the approved scope of work, in shall be submitted in writing for review and approval/denial in accordance with the applicable standards by the Planning Director or designee prior to construction.
6. A geotechnical soils report indicating site stability and temporary shoring and drainage must be submitted to the City and approved by the Building and Engineering Departments prior to Building Permit issuance.
7. Any areas disturbed during construction surrounding the proposed work shall be brought back to their original state. The Final Grade shall be within four feet of Existing Grade; the Historic Site shall be returned to original grade following construction of a new foundation.
8. An Encroachment Agreement and Access Agreement must be obtained by the homeowner and the applicable neighboring properties prior to Building Permit submittal.
9. All lot grading, utility installations, public improvements, and drainage plans are subject to Engineering Department review for compliance with City standards prior to Building Permit issuance.
10. Residential fire sprinklers are required for the existing and new construction on this lot, per requirements of the Park City Fire District.

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11. The Water Department and Snyderville Basin Water Reclamation District require a utility plan to be submitted to their respective departments, detailing existing and proposed water and sewer infrastructure; additional impact fees may be applicable.
12. The Engineering Department requires an encroachment agreement for the garage and front deck over the garage that encroaches into the public ROW.

This Final Action may be appealed pursuant to LMC § 15-1-18. If you have questions or concerns regarding this Final Action Letter, please call 435-699-7741 or email elissa.martin@parkcity.gov

Sincerely,

Christin VanDine
Planning Commission Chair

CC: Elissa Martin, Planning Project Manager

Attachment 1: Proposed Plans Basement Addition

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EXISTING CONCRETE STRUCTURE TO BE REMOVED

EXISTING LOWER LVL.

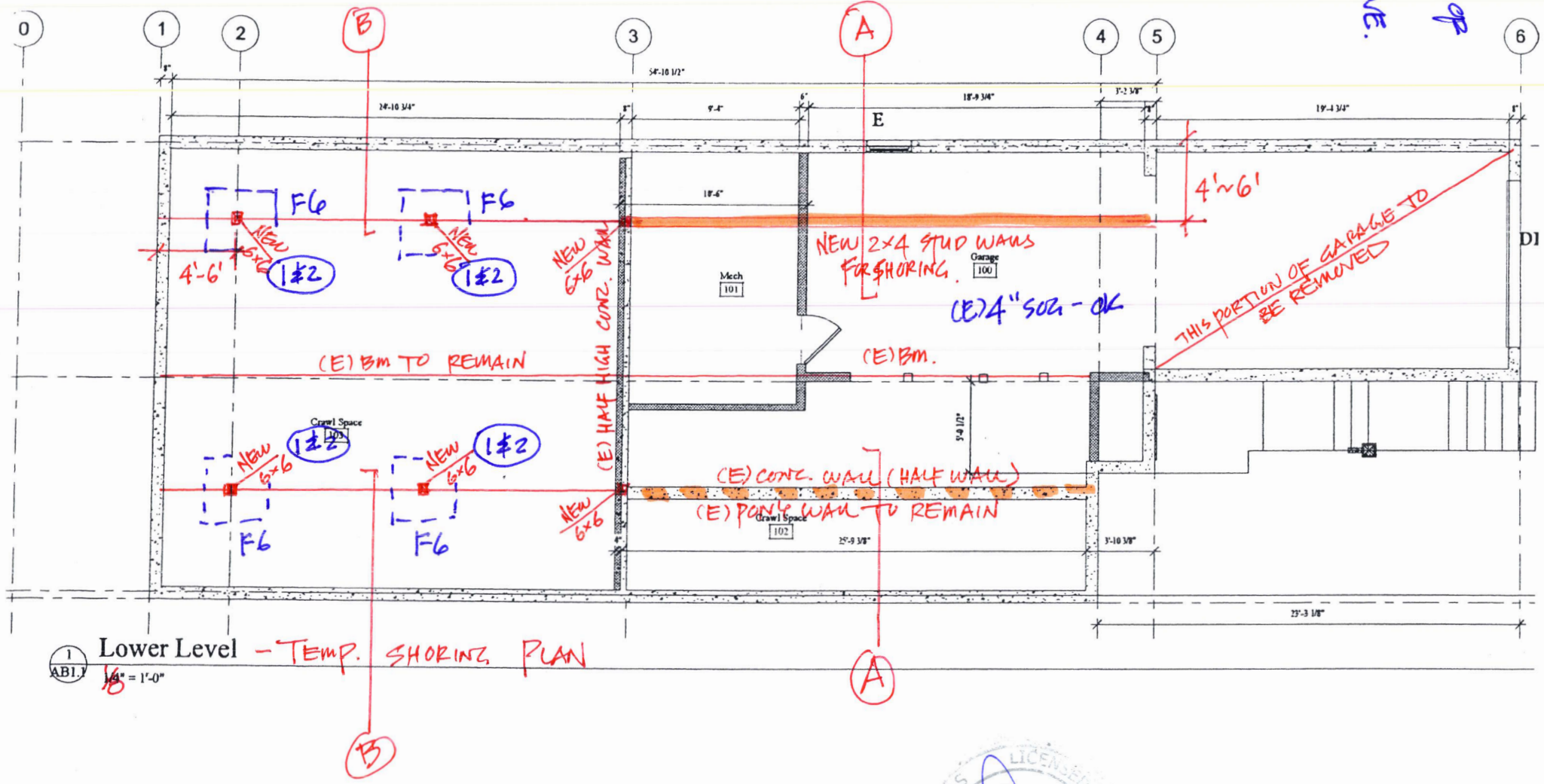
1/8"

PROPOSED LOWER LVL

1/8"

EXHIBIT "A"

SE26011
TEMP. SHORING OF THE HOUSE
1009 NORFOLK AVE.
PC, UT

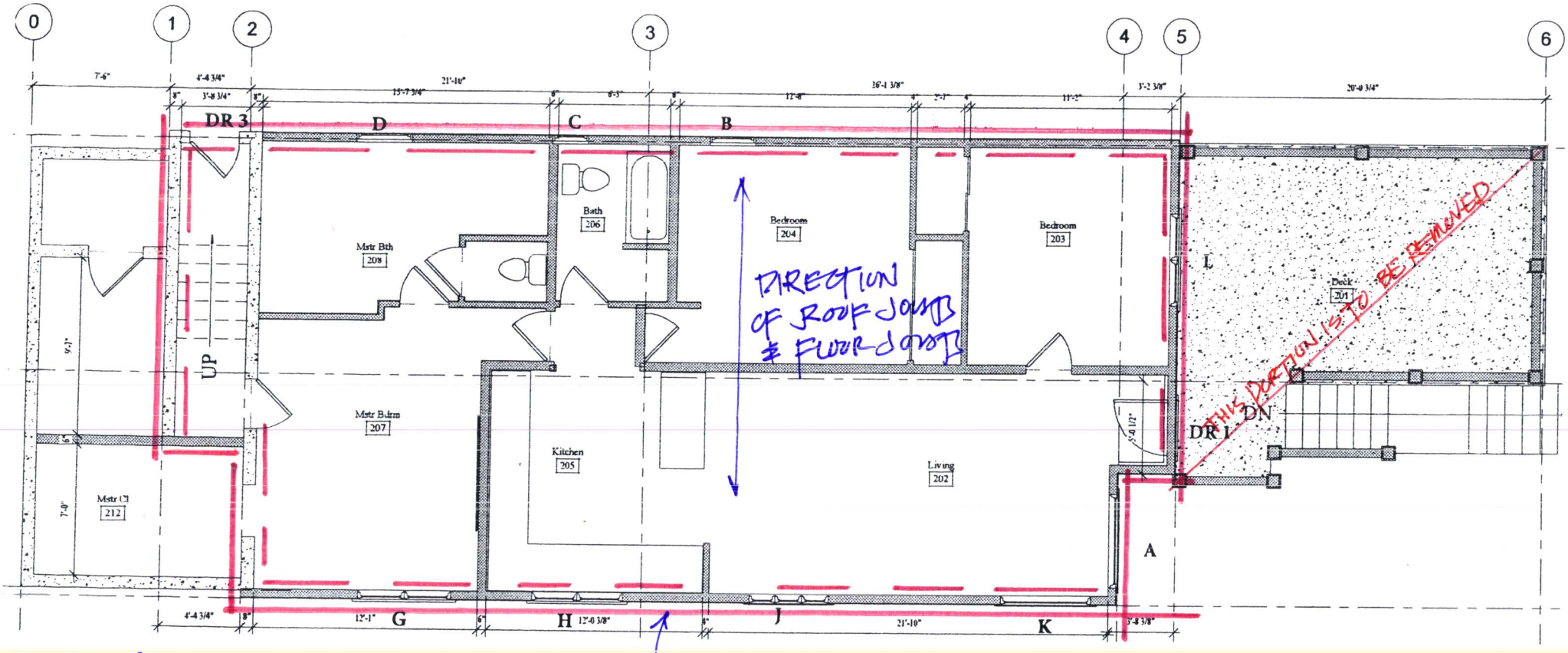


1-18-26

3-31-27

EXHIBIT "B"

52

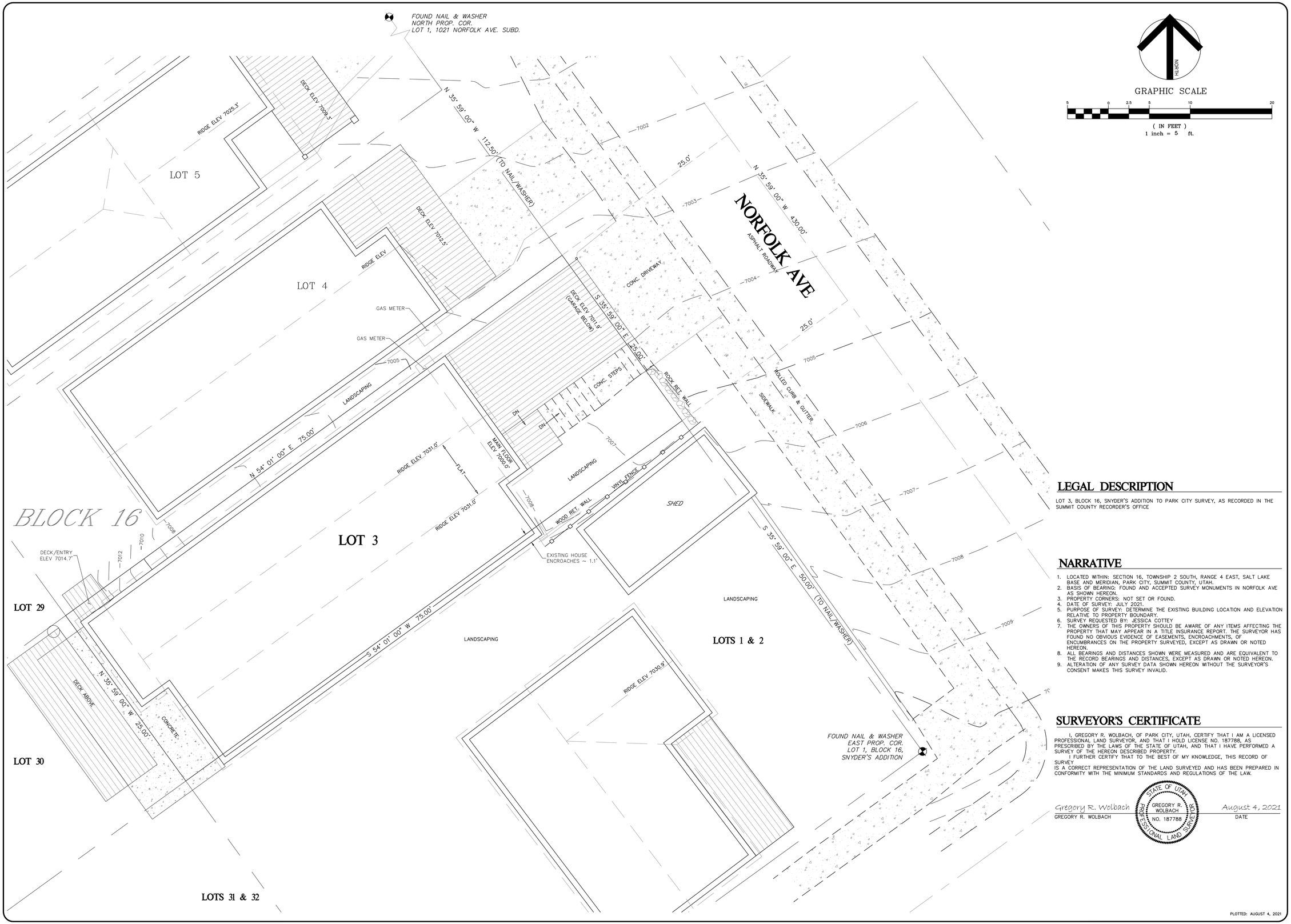


Level (E) FLOOR & ROOF

0"

1/8" = 1'-0

SUGGEST INSTALL NEW 3 1/4" x 11 7/8" LVL AS SUGGESTED BY A.C./ARCH/SHORING COMP. TO TEMP. STRENGTHEN THE BLDG.



NORTH

GRAPHIC SCALE

5 0 2.5 5 10 20

(IN FEET)
1 inch = 5 ft.

LEGAL DESCRIPTION

LOT 3, BLOCK 16, SNYDER'S ADDITION TO PARK CITY SURVEY, AS RECORDED IN THE SUMMIT COUNTY RECORDER'S OFFICE

NARRATIVE

1. LOCATED WITHIN: SECTION 16, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN, PARK CITY, SUMMIT COUNTY, UTAH.
2. BASIS OF BEARING: FOUND AND ACCEPTED SURVEY MONUMENTS IN NORFOLK AVE AS SHOWN HEREON.
3. PROPERTY CORNERS: NOT SET OR FOUND.
4. DATE OF SURVEY: JULY 2021.
5. PURPOSE OF SURVEY: DETERMINE THE EXISTING BUILDING LOCATION AND ELEVATION RELATIVE TO PROPERTY BOUNDARY.
6. SURVEY REQUESTED BY: JESSICA COTTEY
7. THE OWNERS OF THIS PROPERTY SHOULD BE AWARE OF ANY ITEMS AFFECTING THE PROPERTY THAT MAY APPEAR IN A TITLE INSURANCE REPORT. THE SURVEYOR HAS FOUND NO OBVIOUS EVIDENCE OF EASEMENTS, ENCROACHMENTS, OF ENCUMBRANCES ON THE PROPERTY SURVEYED, EXCEPT AS DRAWN OR NOTED HEREON.
8. ALL BEARINGS AND DISTANCES SHOWN WERE MEASURED AND ARE EQUIVALENT TO THE RECORD BEARINGS AND DISTANCES, EXCEPT AS DRAWN OR NOTED HEREON.
9. ALTERATION OF ANY SURVEY DATA SHOWN HEREON WITHOUT THE SURVEYOR'S CONSENT MAKES THIS SURVEY INVALID.

SURVEYOR'S CERTIFICATE

I, GREGORY R. WOLBACH, OF PARK CITY, UTAH, CERTIFY THAT I AM A LICENSED PROFESSIONAL LAND SURVEYOR, AND THAT I HOLD LICENSE NO. 187788, AS PRESCRIBED BY THE LAWS OF THE STATE OF UTAH, AND THAT I HAVE PERFORMED A SURVEY OF THE HEREON DESCRIBED PROPERTY.

I FURTHER CERTIFY THAT TO THE BEST OF MY KNOWLEDGE, THIS RECORD OF SURVEY
IS A CORRECT REPRESENTATION OF THE LAND SURVEYED AND HAS BEEN PREPARED IN CONFORMITY WITH THE MINIMUM STANDARDS AND REGULATIONS OF THE LAW.

Gregory R. Wolbach — August 4, 2021
GREGORY R. WOLBACH — DATE

STATE OF UTAH · GREGORY R. WOLBACH · NO. 187788 · PROFESSIONAL LAND SURVEYOR

PLOTTED: AUGUST 4, 2021

Evergreen Engineering, Inc.
Civil Engineering • Land Surveying • Land Planning
1676 Sidewinder Drive, Suite 201
P.O. Box 2861 • Park City • Utah • 84060
Phone: (801) 557-5482
E-mail: amount@evergreen-eng.com

REVISIONS

DATE	BY	COMMENTS

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SURVEYED BY: ADM
DRAWN BY: ADM
CHECKED BY: ADM

RECORD OF SURVEY - LOT 3, BLOCK 16 SNYDER'S ADDITION TO PARK CITY

JOB NO. 2131
DWG: 1009-NORFOLK
FOR: JESSICA COTTEY

SHEET 1 OF 1



PHOTO 1



PHOTO 2



PHOTO 3



PHOTO 4



PHOTO 5



PHOTO 6



PHOTO 7



PHOTO 8



PHOTO 9