PARK CITY PLANNING COMMISSION MEETING
SUMMIT COUNTY, UTAH
May 13, 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

MEETING CALLED TO ORDER AT 5:30 PM.

1. ROLL CALL

2. MINUTES APPROVAL

2.A. Consideration to Approve the Planning Commission Meeting Minutes from April 8, 2026

2.B. Consideration to Approve the Planning Commission Meeting Minutes from April 22, 2026

3. STAFF AND BOARD COMMUNICATIONS AND DISCLOSURES

4. PUBLIC COMMUNICATIONS

5. REGULAR AGENDA

5.A. **Park City Mountain Resort – Conditional Use Permit** – Park City Mountain Proposes Replacing the Eagle and Eaglet Lifts with an Upgraded Six-Passenger Detachable Lift with a Mid-Station Unload in the Recreation and Open Space Zoning District and Sensitive Land Overlay. PL-26-06821 (60 mins.)
(A) Public Hearing; (B) Discussion; (C) Continue Public Hearing to May 27, 2026 for Possible Final Action

5.B. **Park City Mountain Resort – Conditional Use Permit** – Park City Mountain Proposes Upgrading the Silverlode Lift From a Six-Passenger Detachable to an Eight-Passenger Detachable Lift in the Recreation and Open Space Zoning District and Sensitive Land Overlay. PL-26-06820 (30 mins.)
(A) Public Hearing; (B) Discussion; (C) Continue Public Hearing to May 27, 2026 for Possible Final Action

5.C. **Municipal Sign Code Amendments** – The Planning Commission Will Provide a Recommendation for City Council's Consideration for a Draft Ordinance Regarding Amendments to Municipal Code of Park City Title 12 *Sign Code* to Include a New Definition for a Leasing Sign and To Allow Temporary Portable Signs in the Community Transition Zoning District. PL-26-06819 (15 mins.)
(A) Public Hearing; (B) Recommendation for City Council's Consideration on June 4, 2026

5.D. **30 Sun Ridge Cove – Conditional Use Permit** – The Applicant Proposes Constructing a 144-Square-Foot Pool in the Community Transition Zoning District, Residential Development Zoning District, and Sensitive Land Overlay. PL-26-06854 (15 mins.)
(A) Public Hearing; (B) Action

5.E. **2700 Deer Valley Drive – Plat Amendment** – The Applicant Proposes the Seventh Amended Courchevel at Deer Valley Condominiums Plat to Convert 314 Square Feet of Attic Space for Unit B-101 from Common Area to Private Area. PL-26-06879 (10 mins.)
(A) Public Hearing; (B) Action

5.F. **1010 Woodside Avenue and 1011 Park Avenue – Plat Amendment** – The Applicant Proposes Combining Two Lots to Create One 3,750-Square-Foot Lot in the Historic Residential - 1 Zoning District. PL-26-06880 (15 mins.)
(A) Public Hearing; (B) Action

5.G. **1287 Empire Avenue – Plat Amendment** – The Applicant Proposes Creating Two 2,437.5 Square Foot Lots From Two Existing Lots, Lot 21 and Lot 22 of Block 26 of Snyder's Addition to Park City and One Metes and Bounds Parcel in the Recreation Commercial Zoning District. PL-26-06882 (15 mins.)
(A) Public Hearing; (B) Action

5.H. **209 and 213 Norfolk Avenue – Plat Amendment** – The Applicant Proposes Creating Two Lots – a 3,741.82-Square-Foot Lot, 213 Norfolk Avenue, and a 3,750-Square-Foot Lot, 209 Norfolk Avenue – From Four Lots in the Historic Residential-1 Zoning District. PL-24-06189 (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.

PARK CITY MUNICIPAL CORPORATION
PLANNING COMMISSION MEETING MINUTES
COUNCIL CHAMBERS
MARSAC MUNICIPAL BUILDING
APRIL 8, 2026

COMMISSIONERS IN ATTENDANCE: Christin Van Dine (Chair), Rick Shand, Adam Strachan, John Frontero, Henry Sigg, Grant Tilson, Seth Beal

EX OFFICIO: Rebecca Ward, Planning Director; Jacob Klopfenstein, Planner II; John Robertson, City Engineer; Alec Barton, Senior Planner; Meredith Covey, Planner II; Becky Gutknecht, Assistant City Engineer; William Popp, Staff Engineer; Nan Larsen, Senior Planner

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1. ROLL CALL

Chair Christin Van Dine called the Planning Commission Meeting to order at 5:30 p.m. All Commissioners were present. Adam Strachan was welcomed to the Commission.

2. MINUTES APPROVAL

A. Consideration to Approve the Planning Commission Meeting Minutes from March 11, 2026.

MOTION: Commissioner Shand moved to APPROVE the Planning Commission Meeting Minutes from March 11, 2026. The motion was seconded by Commissioner Frontero. The motion passed unanimously. Commissioner Strachan abstained from the vote.

B. Consideration to Approve the Planning Commission Meeting Minutes from March 25, 2026.

MOTION: Commissioner Frontero moved to APPROVE the Planning Commission Meeting Minutes from March 25, 2026. The motion was seconded by Commissioner Beal. The motion passed unanimously. Commissioner Strachan abstained from the vote.

3. STAFF AND BOARD COMMUNICATIONS AND DISCLOSURES

Planning Director, Rebecca Ward, reported that she attended the Resort Town Summit from the Urban Land Institute on March 26, 2026. It was a sold-out event, and there were many local developers, real estate agents, elected officials, community stakeholders, and partners. Jason Glidden was at one of the panel discussions. He was the Housing

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Development Manager when the Planning Commission worked on the Affordable Master Planned Development ("AMPD") code to incentivize affordable units. He was also the Housing Development Manager during the Engine House project. Mr. Glidden commended the work done by the Planning Commission and their review of the code. Additionally, he noted that the Commission completed the review of Engine House in four meetings, which included one Work Session, a site visit, and two public hearings.

Director Ward recognized consistent Planning Commission participation when it comes to advancing affordable housing. There will be continued refinements made to the AMPD code this year. In addition, there will be incentives explored for seasonal workforce housing. She reiterated her appreciation for the efforts made by the Planning Commission. She acknowledged the different areas of expertise that Commissioners provide.

On February 25, 2026, the Planning Commission was scheduled to review an appeal of Planning Staff approval for driveway improvements in a platted easement on 200 King Road. However, the appellant requested that the Planning Commission continue that appeal to the current meeting. The appellant has since withdrawn the appeal.

4. PUBLIC COMMUNICATIONS

There were no public communications.

5. WORK SESSION

A. Land Management Code Amendments – The Planning Commission Will Conduct a Work Session Regarding Updates to the Transportation Impact Study Guidelines and Potential Code Amendments Regarding Transportation Demand Management and Parking. PL-25-06513.

Planner II, Jacon Klopfenstein, reported that the first Work Session item relates to Land Management Code ("LMC") amendments. There will be information shared about the Transportation Impact Study ("TIS") and Transportation Demand Management ("TDM") updates. He noted that City Engineer, John Robertson, and Senior Planner, Alec Barton, are also present to share information and answer Commissioner questions. Consulting partner, Corey Mack, from WCG is attending the Planning Commission Meeting virtually.

Planner Klopfenstein outlined the goals of the Work Session, which includes the following:

- Provide an overview of the TDM Toolbox to the Commission and gather feedback;
- Discuss possible LMC amendments regarding parking and transportation;
- Address remaining Commissioner questions ahead of possible LMC amendments.

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It was noted that TIS and TDM will be referred to throughout the presentation. Planner Klopfenstein provided clarification about those terms for the benefit of those present:

- Transportation Impact Study ("TIS"):
  - Technical traffic study prepared by professionals and based on engineering standards that assesses a development's impact on traffic, including major intersections.
- Transportation Demand Management ("TDM"):
  - USDOT defines TDM as a set of strategies aimed at maximizing traveler choices; reducing single-occupancy vehicle trips is usually one goal.

Background information was provided to the Commission. Planner Klopfenstein explained that transportation was a major component of the 2025 General Plan update. Advancing multi-modal transportation options, managing traffic, and creating walkable/bikeable neighborhoods were all mentioned as goals. The Planning Commission first reviewed the TDM Toolbox in August 2025 and then again in January 2026. The Commission previously expressed a need for more objective standards. In response to that feedback, the Engineering, Transportation Planning, and Planning Departments worked with the consultant team, WCG, to develop the TDM Toolbox.

On January 14, 2026, the Planning Commission requested a review of the full list of TDM Toolbox strategies. There was also feedback provided at that time. WCG has since updated the TDM Toolbox to increase the credit amount possible for airport shuttles. Provisions have also been built in to encourage developers to implement a variety of TDM options and strategies, rather than investing in one single option. As an example, the TDM Toolbox does not allow a developer to install 50 benches in order to reach the required TDM threshold. There needs to be a broader variety of options implemented.

Planner Klopfenstein reported that the TDM Toolbox provides applicants and the Commission with consistent and measurable criteria to address transportation concerns during land use reviews. It provides developers with the flexibility to implement transportation options that not only suit their specific needs but also have positive impacts on the City's transportation network. The TDM Toolbox is modeled after similar tools in peer communities. One of the exhibits in the Meeting Materials Packet is a memo that highlights similar tools in peer communities, including resort towns in the west.

The strategies included in the TDM Toolbox are backed by research and have been informed by Park City community context. Planner Klopfenstein explained that the tool is designed to incentivize developers to provide more multi-modal transportation options for sites and reduce single-occupancy vehicle use. He reported that the TDM Toolbox is designed to build up a varied, well-rounded, multi-modal transportation network over time.

The TDM Toolbox would apply to any proposed development expected to generate more than 10 peak-hour vehicle trips. Planner Klopfenstein explained that the TDM Toolbox

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uses the number of trips expected to be generated from the development, then converts that number into a credit percentage. The tool uses that information to assess the proposed TDM strategies. He noted that developers will fill out the TDM Toolbox to show that their proposal will provide TDM options that amount to at least 50% credit.

Planner Klopfenstein shared additional information about the credit system that is proposed. He next reviewed the TDM Toolbox with the Planning Commission. It includes the full list of strategies that are proposed to be included. These are grouped into different categories. Planner Klopfenstein reported that the categories include the following:

- Site Design and Layout;
- Site Programs;
- On-Site and/or Off-Site Features/Infrastructure;
- Custom/Site-Specific TDM Features, Programs, and/or Elements.

Planner Klopfenstein explained that the spreadsheet has been filled out with an example project to highlight what this would look like once a developer has filled it out with their proposed TDM strategies. The first tab asks the developer to define the project. The tool looks at the mix of uses and determines the peak hour vehicle trips that the mix of uses is expected to generate. Once that is determined, the tool looks at a percentage credit. From there, the developer has to choose a variety of TDM strategies to reach the 50% credit. Planner Klopfenstein shared additional information about the example project.

Each category and strategy is weighted based on local transportation goals as well as the research that has been conducted. Planner Klopfenstein discussed the low percentage and high percentage information included in the document. He clarified that each category includes a level of application. By filling out the TDM Toolbox, the developer can see the total peak hour trips, required credit percentage, required credit trips, and credited trips. The example scenario provides more than is actually required.

Planner Klopfenstein posed the following question to the Planning Commission:

- Are there any outstanding items or questions regarding the TDM Toolbox?

Chair Van Dine expressed appreciation for the work that has been done on the TDM Toolbox. She likes that there is a more predictable way to move through the process. Commissioner Rick Shand likes the TDM Toolbox because it gives developers an idea of what is expected from them. The intention is to reduce vehicle traffic in the City. He noted that there is a custom option where a developer can bring a new idea forward, so there is still some level of flexibility included. Commissioner John Frontero likes that the developer can choose from a variety of tools that have been proven to be effective. He also likes that there is some level of flexibility throughout, since the developer can choose the items. He expects the TDM Toolbox will be modified over time after applications are received. It is possible to continue to fine-tune this as developers use the TDM Toolbox.

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Commissioner Tilson asked what the developer will need to fill out in order to understand the requirements. Planner Klopfenstein explained that the idea is for developers to fill out the spreadsheet that was shown earlier. The developers fill out what it is they are proposing to provide. The tool will then assign a credit percentage. The spreadsheet was further reviewed. Commissioner Tilson noted that the interface might need to be modified in the future to make it easier for a developer to fill out the spreadsheet. Planner Klopfenstein reported that there will be community engagement.

Commissioner Seth Beal asked if there are alternatives to the percentage-based system. He wanted to know if other communities use something other than points and percentages. Mr. Mack reported that a number of peer communities were researched during this process, and it tends to come down to points, credits, or mitigated trips. For the latter, there might be a development with a certain number of proposed trips and there would be a requirement to mitigate those. The only alternative that he has seen is a region-wide vehicle miles traveled assessment tool, which is a more robust analysis.

Commissioner Beal expressed support for what has been included in the TDM Toolbox, but wondered whether the TDM proposals will actually work effectively. Chair Van Dine pointed out that the different options are weighted. Something that will likely be discussed in the future is whether the options in the toolbox are weighted appropriately. Commissioner Shand mentioned the shuttle service option. A developer might not have considered a shuttle service without the TDM Toolbox, but the credit amount might encourage a developer to implement one. Commissioner Beal explained that it is easier to measure the impacts of a shuttle than it is to measure the impacts of a bench. Commissioner Shand noted that a bench is weighted much less than a shuttle service.

Planner Klopfenstein explained that the intention is to build a framework that the Commission and Staff can revisit on a periodic basis. The TDM Toolbox can be discussed every so often to evaluate how it is working and ensure that the strategies are current and up to date. Some of the options included in the TDM Toolbox directly mitigate a vehicle trip, but others do not. The idea is to give developers flexibility to choose from different options, but still provide a measurable framework. Engineer Robertson reported that the TDM Toolbox is a way to incorporate strategies that have been seen throughout the nation. These strategies can result in a mode shift in the community. He reminded Commissioners that developers will still need to prepare a TIS, which will show deficiencies at certain intersections. There are several tools to address transportation.

There was additional discussion about the different options in the TDM Toolbox. Chair Van Dine believed there was a strong framework to start with. She pointed out that there is more weight given to certain items, such as a shuttle service. What is proposed will provide more predictability for developers. Commissioner Henry Sigg agreed with the comments made by Chair Van Dine. This is a proactive way to look at traffic, and it will

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also provide predictability to developers. He believed the TDM Toolbox will save time during reviews.

Commissioner Shand asked if an example scenario could be created where the TDM Toolbox is applied to an existing development that has already been approved. Planner Klopfenstein reported that this has been done internally, but he is hesitant to share that information publicly, as it could single out a development. He stated that there are additional presentation materials that will be reviewed about potential LMC amendments.

Planner Barton explained that in addition to the TDM Toolbox, there are opportunities to update the LMC in order to support the TDM program. Currently, the code allows the Planning Commission to reduce a parking requirement for Master Planned Developments ("MPD"), AMPD, and Conditional Use Permits ("CUP"). Planner Barton reported that there could be clarifications made to the LMC in the following sections:

- Parking in Master Planned Developments and Conditional Use Permits;
- Master Planned Development Requirements, Off-Street Parking;
- Affordable Master Planned Developments, Parking.

The Code is structured to outline general requirements for off-street parking. With the growth in app-based platforms that allow property owners to separately lease required parking spaces for other uses, Staff is recommending that a section of code be updated:

- LMC Section 15-3-2 (D):
    - Off-street parking required for approved uses shall not be separately leased for off-site or alternate uses unless specifically approved by the Planning Commission.

The General Plan also recommended replacing minimum parking requirements over time with maximum parking allowances. This is a trend that is happening in jurisdictions nationwide, particularly in mountain and resort communities. Several years ago, there was a recommendation to implement a maximum parking allowance of 125% of the minimum required parking for most newly constructed developments within one-quarter mile of a transit stop. There are opportunities to evaluate whether that is appropriate and whether parking maximums should be extended beyond that quarter-mile radius. Planner Barton posed the following question to the Planning Commission:

- What considerations should Staff, the Planning Commission, and the City Council evaluate in the transition from minimum parking requirements to maximum parking allowances, as envisioned by the General Plan?

Commissioner Frontero reported that he previously sent Planner Barton a note about the parking. He asked how the 125% was determined and how that would work in practical terms. His sense is that 125% will not be impactful enough. If the goal is to remove

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single-occupancy vehicles from the road, he would like to see an analysis that contemplates even more of a reduction. Commissioner Beal echoed those comments.

Planner Klopfenstein shared information from the Recommended Amendments Report from Lisa Wise Consulting. One of the recommendations was to set a parking maximum and not allow more than 125% of the required parking to be provided. Director Ward noted that when this comes back to the Commission for review, there will be more clarification provided. The recommendation was for projects within a quarter mile of transit. Commissioner Shand agrees with many of the other comments shared.

Commissioner Strachan referenced the third sentence in the redline text, which mentions shared parking areas. He asked if there is a definition for "shared parking areas." Planner Klopfenstein does not believe it has been formally defined, but that can be considered.

Planner Barton stated that the Commission can consider incentives for existing developments to allow flexibility to replace excess surface parking. Examples include sidewalk and trail easements, transit improvements, uses that activate the space, and publicly accessible or green community outdoor spaces. He asked the following:

- Are there other Zoning Districts outside of the draft Bonanza Park Mixed-Use District ("BPMX") where a CUP process allowing an applicant to replace surface parking with connectivity improvements is appropriate?

Commissioner Beal does not believe it should be limited to the BPMX, as there are likely other areas where it would make sense. He would apply it in areas where the Planning Department feels there are opportunities to reduce parking spots. Chair Van Dine mentioned Prospector, especially when there is more redevelopment in that area. She does not necessarily believe Old Town would be appropriate. Commissioner Frontero is not sure that he would restrict this to specific zones. He suggested that it be considered on any application above a certain number of units, regardless of the Zoning District.

B. 209 and 215 Norfolk Avenue – Plat Amendment and Steep Slope Conditional Use Permits – The Planning Commission Will Conduct a Work Session on the Proposed Single-Family Dwellings on Steep Slopes in the Historic Residential – 1 Zoning District to Provide Input on Access and Steep Slope Conditional Use Permit Criteria. PL-24-06189.

Chair Van Dine reported that the next Work Session item relates to 209 and 215 Norfork Avenue. This has to do with a Plat Amendment and Steep Slope Conditional Use Permits ("SSCUP"). She noted that there was a site visit conducted earlier in the day. The applicant representatives, Douglas Ogilvy and Jonathan DeGray, introduced themselves.

Planner II, Meredith Covey, explained that 209 and 215 Norfolk Avenue are owned by the same property owner. The applicant is proposing a Plat Amendment to create two lots.

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Lot A would be 215 Norfolk Avenue and Lot B would be 209 Norfolk Avenue. As discussed during the site visit, the right-of-way along Norfolk Avenue is wide. What has been discussed with the applicant over the last several months is the access needed to access the proposed lots. Planner Covey shared an image with the properties outlined in red and the right-of-way in green. The portion of Upper Norfolk Avenue is highlighted in orange, and the pink area is a private driveway located in the unbuilt public right-of-way.

Planner Covey reported that the applicant is proposing one singular access off of the orange portion shown, which would then split into two different driveways. The applicant has been through variations of this access in coordination with Staff and the Engineering Department. In all of the iterations, the applicant has proposed widening Upper Norfolk Avenue. There is a concentration of disturbance proposed with the shared driveway access and sloping retaining walls. The proposed site disturbance for access is 1,212 square feet, which excludes the portion of Upper Norfolk Avenue that would be widened.

The SSCUP criteria regarding access is that access points and driveways must be designed to minimize grading of the natural topography and reduce overall building scale. Shared driveways and parking areas are strongly encouraged, where feasible. The applicant is seeking input from the Planning Commission about the proposed access.

- Does the Planning Commission have feedback on the proposed access and impacts to steep slopes?

Commissioner Frontero stated that the shared driveway strategy is sound. The retaining walls, which are proposed to be 4 feet high and 3.5 feet high, also seem to be reasonable. As long as the City Engineer is supportive of the wording included in the Encroachment Agreements, he feels comfortable with what has been proposed. Commissioner Sigg agreed that the details of the Encroachment Agreement and approval from the City Engineer are both important. Commissioner Beal commended Planning Staff and the applicant for their efforts, because the various iterations have resulted in an improved proposal. He also appreciated the site visit that was scheduled ahead of the meeting.

Commissioner Shand was unable to attend the site visit, but he has visited the site twice. He agreed with the other Commissioners that this is well thought out. The current version is preferred over the previous iterations. Planner Klopfenstein shared additional information about the proposal. He explained that this proposal will require a SSCUP. The Planning Commission will look at nine specific criteria for the SSCUP, which includes:

- Location;
- Visual Analysis;
- Access;
- Terracing;
- Location;

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- Form and Scale;
- Setbacks;
- Volume; and
- Height.

Planner Klopfenstein shared renderings of 209 and 215 Norfolk Avenue. The applicant also provided a streetscape illustration taken from the lower portion of Norfolk Avenue. The applicant is looking for general feedback from the Planning Commission on the proposal as it relates to the SSCUP criteria. Planner Klopfenstein asked if the Commission requires any additional materials or information to evaluate compliance.

Commissioner Frontero noted that the Staff Report included some form and scale, volume, and height information. As currently presented, he finds the proposal meets the code. However, if there are any changes made, this might change. Planner Covey explained that when the plans are finalized, this will come back to the Planning Commission. Planner Klopfenstein noted that the applicant has prepared some preliminary sketches of the proposed dwellings, so there is general feedback requested.

Commissioner Beal stated that a bay window is referenced on 209 Norfolk Avenue. He asked that the location of the bay window be pointed out on the renderings. Mr. DeGray introduced himself as the architect for the project and pointed out the location.

6. REGULAR SESSION

A. 2026 Park City Municipal Standards and Specifications Update – The Planning Commission Will Review Updates to the Park City Municipal Standards and Specifications Based on the Approval and Implementation of the 2026 Updates to the Utah APWA Standards and Specifications. GI-26-00595.

Assistant City Engineer, Becky Gutknecht, and Staff Engineer, William Popp, introduced themselves to the Planning Commission. Engineer Gutknecht reported that this item has to do with the 2026 Park City Municipal Standards and Specifications updates. Engineer Popp asked the Planning Commission to consider forwarding a recommendation to the City Council. This has to do with the Park City 2026 Supplemental Standard Plans and Specifications. A few years ago, the Engineering Department made the first major upgrade to this in approximately 10 years. The idea is to look at it on a regular basis.

This year, the American Public Works Association (“APWA”) made its first update to its specifications and standards since 2017, so the Park City document was updated accordingly. There were a few technical updates made based on the APWA updates. Additionally, there was clarification provided based on feedback received. There was also a reference added to the Park City Crosswalk Treatment Guidelines. Commissioner

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Sigg asked if the APWA is a national standard or if it was created specifically for Utah. Engineer Popp confirmed that it is a national standard, but there is a Utah Division.

Chair Van Dine opened the public hearing. There were no comments. The public hearing was closed.

MOTION: Commissioner Sigg moved to forward a recommendation of APPROVAL to the City Council for the 2026 Park City Municipal Standards and Specifications Update. The motion was seconded by Commissioner Tilson. The motion passed with the unanimous consent of the Commission.

B. 830 Empire Avenue – Plat Amendment – The Applicant Seeks a Plat Amendment to Create a 1,721-Square-Foot Lot for a Landmark Historic Site in the Historic Residential – 1 Zoning District. PL-25-06587.

Senior Planner, Nan Larsen, presented the Staff Report and explained that this is a Plat Amendment request for 830 Empire Avenue. The site is unique because it fronts along Crescent Tram Road and Empire Avenue. It is located in the Historic Residential – 1 Zoning District, was built around 1911, and is a designated Landmark Historic Site.

This is a metes-and-bounds parcel, and the unusual lot configuration is surrounded on three sides by Empire Avenue and Crescent Tram Road. The southern portion of the property adjoins a neighboring property. Planner Larsen reported that there are a number of encroachments on the subject property. These encroachments are on both City-owned property and Empire Avenue public right-of-way. She shared an image of the area and explained that the encroachments are highlighted in blue and red. The structure also encroaches onto 820 Empire Avenue, which is the property to the south. This is highlighted in gray in the image. In light green, it is possible to see where the 830 Empire Avenue parcel extends into Crescent Tram Road, which is a previously built roadway.

The proposed Plat Amendment would remove internal property lines where the structure extends over property lines. The Plat Amendment would also require 22.5 square feet to be dedicated as public right-of-way, which would be along Crescent Tram Road. Planner Larsen reported that the site was approved for a Variance on March 31, 2026, and it was a Variance from the minimum lot size in the Historic Residential – 1 Zoning District. The minimum lot size in the zone is 1,875 square feet, but the existing property is 1,743 square feet. If the Plat Amendment is approved, the lot would be reduced to 1,721 square feet.

During the Staff analysis, it was found that the requested Plat Amendment complies with the Historic Residential – 1 Zoning District regulations, the Off-Street Parking regulations, and the Subdivision Procedures. There is Good Cause for a Plat Amendment, as it would allow for structural updates on the foundation. This would result in the continued preservation of the structure and would help preserve the historic character of the neighborhood.

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Staff recommends the Planning Commission review the proposed Plat Amendment and consider approval based on the Draft Final Action Letter. There is one recommended modification to the Conditions of Approval, which is a modification to Condition of Approval #3. Director Ward explained that this is an unusual area where there is city-owned property east of the home. It is located between the home and Crescent Tram Road. There are encroachments there that will require City Council approval for removal. She read the following language, which is proposed to amend Condition of Approval #3:

- Condition of Approval #3: The Applicant shall obtain an Encroachment Agreement for existing improvements in the rights-of-way and City property.

Planner Larsen reported that Condition of Approval #5 is proposed to be added:

- Condition of Approval #5: Prior to plat recordation, the Applicant shall sufficiently address all encroachments on neighboring properties.

Chair Van Dine opened the public hearing. There were no comments. The public hearing was closed.

Commissioner Shand asked if the Planning Commission is being asked to forward a positive recommendation to the City Council or make a decision. Director Ward reported that the Planning Commission will take final action on the plat. She clarified that any Encroachment Agreement on City property will be considered by the City Council.

Commissioner Frontero asked what improvements are envisioned for the home. Mr. DeGray explained that the plan is to improve the foundation, as there is not really one in place right now. The house will be put on a foundation and be structurally updated. Commissioner Frontero wondered whether the application would come back to the Planning Commission. Planner Larsen noted that this is a Landmark Historic Site, so requests related to lifting would be considered by the Historic Preservation Board.

MOTION: Commissioner Beal moved to APPROVE the Plat Amendment for 830 Empire Avenue, according to the following, as amended:

Background:

1. 830 Empire Avenue was constructed in 1911 during the Mature Mining Era.

2. On June 18, 2025, the Applicant applied for a Plat Amendment to create a Lot for the Landmark Historic Site. On October 23, 2025, staff deemed the application complete.

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3. On February 18, 2026, the Applicant applied for a Variance to the Historic Residential – 1 (HR-1) Zoning District's minimum Lot Area requirement. On March 4, 2026, staff deemed the Applicant's Variance application complete.

4. On March 31, 2026, the Board of Adjustment held a public meeting and approved the Variance.

Findings of Fact:

1. 830 Empire Avenue is an unusually shaped metes-and-bounds parcel with frontage along Crescent Tram Road and Empire Avenue.

2. The parcel is within the HR-1 Zoning District, contains a Single-Family Dwelling (SFD) constructed circa 1911, and is a Landmark Historic Site on Park City's Historic Sites Inventory.

3. The property is an unusually shaped 1,722.6-square-foot metes-and-bounds parcel (SA-144) consisting of portions of historic Old Town Lots and a portion of Empire Avenue Right-of-Way (ROW) that was vacated in 1967.

4. The property is surrounded on three sides by Crescent Tram Road, a City-owned parcel, and Empire Avenue.

5. 830 Empire Avenue contains several existing encroachments on City property and ROW along Crescent Tram Road to the north and east, and onto Empire Avenue to the west.

6. The Applicant proposes structural updates to the Landmark Historic Structure, including foundation improvements. Land Management Code (LMC) § 15-2.2-3 states "no Building Permit shall be issued for a Lot unless such Lot has the Area, width, and depth as required . . ." The creation of a Lot for this Landmark Historic Site is therefore required prior to Building Permit submittal.

7. The proposed Plat Amendment would remove the internal Lot Lines of the Old Town Lots and the previously vacated portion of Empire Avenue ROW.

8. The SFD is an Allowed Use in the HR-1 Zoning District.

9. The minimum Lot Area for HR-1 is 1,875 square feet.

    a. The property is currently 1,743.4 square feet, 132.6 square feet short of the minimum Lot Area requirement.

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b. The Engineering Department requires 22.5 square feet along Crescent Tram Road be dedicated to the City as ROW to reflect the existing ROW and decades of public use, further reducing the proposed Lot to 1,721 square feet.
c. On March 31, 2026, the Board of Adjustment approved a Variance from the minimum Lot Area.

10. Pursuant to LMC § 15-2.2-3(E), Building Footprint for the site is 781.18 square feet. The existing Landmark Historic Structure Building Footprint is approximately 860 square feet. To preserve the Historic Structure, LMC § 15-2.2-4 exempts the Landmark Historic Structure from the maximum Building Footprint.

11. The existing Landmark Historic Site encroaches into the west, east, and south Setbacks and the unusually shaped property contains Front Lot Lines of varying widths. To preserve the Historic Structure, LMC § 15-2.2-4 exempts the Landmark Historic Structure from Setback requirements and LMC § 15-2.2-3(B) establishes Planning Director discretion to determine Lot Widths for unusual Lots. As a result, on March 31, 2026, the Planning Director issued a Setback and Lot Width Determination pursuant to LMC § 15-2.2-3(B) *Lot Width* and § 15-4-17 *Setback Requirements for Unusual Lot Configurations*.

12. To preserve the Historic Structure, LMC § 15-2.2-4 exempts Landmark Historic Sites from on-site parking requirements.

13. There is Good Cause for the proposed Plat Amendment because it:

a. Allows for structural updates to the Landmark Historic Structure, including foundation improvements, to support the preservation of the Structure.
b. Preserves the character of the neighborhood and of Park City by allowing for improvements to a Landmark Historic Structure in compliance with Historic Regulations.
c. Complies with the General Plan recommendation to preserve the historic character and scale.
d. Requires the encroachments onto City property and ROW to either be removed or for the property owner to enter into an encroachment agreement with the City.
e. Requires 22.5 square feet be dedicated to formalize the Crescent Tram Road.

Conclusions of Law:

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1. The proposed Plat Amendment complies with LMC Chapter 15-2.2 *Historic Residential-1 Zoning District.*

2. The proposed Plat Amendment complies with LMC Chapter 15-3 *Off-Street Parking.*

3. The proposed Plat Amendment complies with LMC Chapter 15-7.1 *Subdivision Procedures.*

Conditions of Approval:

1. The City Planner, City Attorney, and City Engineer will review and approve the final form and content of the plat for compliance with State law, the Land Management Code, the Conditions of Approval prior to recordation of the plat.

2. The Applicant shall record the plat at the County within one year from the date of Planning Commission approval. If recordation is not complete within one year, this approval will be void, unless a request for an extension is made in writing prior to the expiration date and an extension is granted by the Planning Director.

3. The Applicant shall obtain an Encroachment Agreement for existing improvements in the rights-of-way and City property.

4. The Applicant shall dedicate Right-of-Way for any land within the bounds of the property from the back of the curb into the Crescent Tram as depicted in Attachment 2 in a form approved by the City Engineer.

5. Prior to plat recordation, the Applicant shall sufficiently address all encroachments on neighboring properties.

The motion was seconded by Commissioner Frontero. The motion passed with the unanimous consent of the Commission.

C. 8200 Royal Street #10 – Plat Amendment – The Applicant Proposes to Enclose a 73-Square-Foot Portion of a Main Level Deck for Private Ownership and Create a 380-Square-Foot Loft Area within the Existing Structure in the Residential Development Zoning District. PL-26-06846.

Planner Barton presented the Staff Report and explained that this is a Plat Amendment for 8200 Royal Street, Unit 10. He reported that Megan Blosser with Alliance Engineering is attending the meeting virtually to represent the applicant. Planner Barton noted that this Plat Amendment relates to Unit 10 of the Stag Lodge Condominiums, which are

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located at 8200 Royal Street. The original plat for Phase I was recorded in 1985. He clarified that Unit 10 is a 2,298 square foot two-level unit above a common garage.

There were prior Plat Amendments that impacted this unit. One of the Plat Amendments enclosed a portion of the main level deck. Another Plat Amendment expanded the main level deck and removed common area walls around a private ownership area. The proposed amendment currently before the Planning Commission is to create a loft within the attic area and enclose a 73 square foot portion of the main level deck. The proposal complies with the Residential Development Zoning District requirements, does not create any new Off-Street Parking requirements, and does not create any non-conformities.

Staff recommends the Planning Commission review the proposed Plat Amendment, conduct a public hearing, and consider approval based on the Draft Final Action Letter.

Chair Van Dine opened the public hearing. There were no comments. The public hearing was closed.

Chair Van Dine asked if it would be possible to change applications like this so they are handled through an administrative review rather than being presented to the Planning Commission. She noted that there have been a lot of similar applications recently.

MOTION: Commissioner Shand moved to APPROVE a Plat Amendment for 8200 Royal Street, Unit 10, according to the following:

Procedural History:

1. Stag Lodge Phase I Condominiums is a 24-Unit project in the Residential Development (RD) Zoning District.

2. The Stag Lodge Condominiums Phase One Plat was recorded with Summit County on March 4, 1985 (Recorder Entry No. 231328).

3. The Stag Lodge Phase I First Amended plat recorded January 17, 2003, enclosed a portion of the main level deck for private ownership.

4. The Stag Lodge Phase I Second Amended plat did not create changes to Unit 10.

5. The Stag Lodge Phase I Unit 10 Third Amended plat was recorded on May 24, 2017, and expanded the main level deck and removed common area walls around Private Ownership “Area B” from the First Amended plat.

6. The Stag Lodge Phase I Fourth and Fifth Amended plats did not create changes to Unit 10.

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Findings of Fact:

1. Unit 10 is a 2,298-square-foot two-level unit in the 24-unit Stag Lodge Phase I Condominiums project.

2. The Applicant proposes to enclose a 73-square-foot portion of a deck for private ownership and create a 380-square-foot loft area within the attic of the existing structure. The proposal increases the private area for Unit 10 to 2,751 square feet.

3. On February 21, 2026, the Applicant received permission from the Stag Lodge Homeowners Association (HOA) to complete the requested modifications. On February 24, 2026, an HOA representative signed an acknowledgement confirming approval of the requested modifications.

4. Land Management Code (LMC) Chapter 15-2.13 outlines the lot, site, and height regulations for the RD Zoning District.

    a. Setbacks for the RD Zoning District are as follows: Front – 20 feet, Rear – 15 feet, Side – 12 feet.
        i. Complies. The proposed 73-square foot addition is within the existing deck, and the proposed 380-square foot loft area is within the attic of the existing structure. The existing deck and structure are well outside the required Front, Rear, and Side Setbacks. The Stag Lodge extends across the neighboring Lot to the south (Stag Lodge Phase II). The nearest property under separate ownership (Deer Valley Resort Company) is 26 feet to the east.
    b. Building Height for the RD Zoning District is 28 feet from Existing Grade.
        i. Complies. Stag Lodge Unit 10 reaches a maximum height of approximately 27 feet 11 inches above Finished Grade. The proposed loft level is within the existing Building Footprint.
    c. Density for the RD Zoning District is three Units per acre.
        i. Complies. The Lot for Stag Lodge Phase I is approximately 3 acres. The Stag Lodge Phase I Condominiums were platted in 1985 for 24 units. The LMC in effect at the time did not have a Density limitation. The proposed Plat Amendment complies with LMC § 15-9-6(A) because it does not create an additional Unit or enlarge any non-compliance. The proposed Plat Amendment complies with the original Condominium approval for 24 units.

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5. LMC Chapter 15-3 outlines on-site parking requirements.

    a. Condominiums greater than 2,000 square feet require two Parking Spaces per Dwelling Unit. Unit 10 is proposed to expand from 2,298 square feet to 2,751 square feet.
        i. Complies. The proposal does not increase the Off-Street Parking requirement. Stag Lodge Phase I Condominiums includes a common parking garage. The owners of Unit 10 are entitled to two parking spaces within the common garage.

6. The proposal complies with LMC § 15-7.1-3(B), Plat Amendment.

    a. Changes to platted elements including private area additions within a condominium require a Plat Amendment. Plat Amendments shall be reviewed according to the requirements of LMC § 15-7-1.6 and approval shall require a finding of Good Cause.
    b. LMC § 15-15-1 defines Good Cause as "providing positive benefits and mitigating negative impacts, determined on a case by case basis to include such things as: providing public amenities and benefits, resolving existing issues and non-conformities, addressing issues related to density, promoting excellent and sustainable design, utilizing best planning and design practices, preserving the character of the neighborhood and of Park City and furthering the health, safety, and welfare of the Park City community."
        i. There is Good Cause for this Plat Amendment because the amendment includes an addition within an existing deck and a loft area within the attic of the existing structure. The proposal does not increase the parking requirements, and the proposed Plat Amendment does not create any non-conformities. The original plat, approved in 1985, does not include plat notes that impose limitations on the size of the units. Stag Lodge Phase I Condominiums was platted in 1985 for 24 units, and no additional unit is proposed. The LMC in effect at the time did not have a Density limitation. No Public Street, Right-of-Way, or easement will be vacated or amended.

7. The Development Review Committee reviewed the proposal on March 17, 2026, and confirmed the proposal conforms to their requirements.

Conclusions of Law:

1. There is Good Cause for this Plat Amendment.

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2. The Plat Amendment is consistent with Land Management Code § 15-7.1-3(B) *Classification of Subdivision*, § 15-7.1-6 *Final Subdivision Plat*, Chapter 15-3 *Off- Street Parking*, and Chapter 15-2.13 *Residential Development District.*

3. No Public Street, Right-of-Way, or Easement has been vacated or amended.

4. Neither the public nor any person will be materially injured by the proposed Plat Amendment.

5. Approval of the Plat Amendment, subject to the conditions below, does not adversely affect the health, safety, and welfare of the citizens of Park City.

Conditions of Approval:

1. The City Planner, City Attorney, and City Engineer will review and approve the final form and content of the plat for compliance with State law, the Land Management Code, the Conditions of Approval, and the amended Declaration of Condominium of Stag Lodge Condominiums Phase I prior to recordation of the plat.

2. The Applicant shall record the plat at the County within one year from the date of Planning Commission approval. If recordation is not complete within one year, this approval will be void, unless a request for an extension is made in writing prior to the expiration date and an extension is granted by the Planning Director.

3. The Applicant shall update the name of the plat to Stag Lodge Phase 1 Sixth Amended Amending Unit 10.

4. The Applicant shall prepare and submit a draft amended declaration of condominium.

The motion was seconded by Commissioner Sigg. The motion passed with the unanimous consent of the Commission.

7. ADJOURNMENT

MOTION: Commissioner Shand moved to ADJOURN the Planning Commission Meeting. The motion was seconded by Commissioner Frontero. The motion passed with the unanimous consent of the Commission.

The Planning Commission Meeting adjourned at approximately 7:04 p.m.

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PARK CITY MUNICIPAL CORPORATION
PLANNING COMMISSION MEETING MINUTES
COUNCIL CHAMBERS
MARSAC MUNICIPAL BUILDING
APRIL 22, 2026

COMMISSIONERS IN ATTENDANCE: Christin Van Dine (Chair), Rick Shand (attending virtually), Adam Strachan, John Frontero, Grant Tilson, Seth Beal

EX OFFICIO: Rebecca Ward, Planning Director; Jaron Ehlers, Planner I; Virgil Lund, Planner II; Mark Harrington, Senior City Attorney; Elissa Martin, Planning Project Manager

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1. ROLL CALL

Chair Christin Van Dine called the Planning Commission Meeting to order at 5:30 p.m. All Commissioners were present with the exception of Commissioner Henry Sigg.

2. STAFF AND BOARD COMMUNICATIONS AND DISCLOSURES

Chair Van Dine shared a disclosure for 3181 American Saddler Drive. She was contacted by a neighbor about the item, but there was no substantive discussion. The neighbor was informed that it is possible to submit comments to planning@parkcity.gov. Commissioner Rick Shand also shared a disclosure for 3181 American Saddler Drive. He knows the applicant and has been to the home before, but this will not influence his decision.

3. PUBLIC COMMUNICATIONS

There were no public communications.

4. WORK SESSION

A. 1885 Lower Iron Horse Loop – Master Planned Development, Conditional Use Permit, Zone Change – The Applicant Proposes to Develop a Vacant Lot at 1885 Lower Iron Horse Loop with a Multi-Family Dwelling Consisting of 18 Residential Units. The Current Zoning is Estate and the Applicant Proposes a Zone Change to General Commercial. MPD, PL-26-06842; CUP, PL-26-06861; Zone, PL-25-06456.

Planner I, Jaron Ehlers, explained that the first Work Session item relates to 1885 Lower Iron Horse Loop. He noted that Planner II, Virgil Lund, is attending the meeting virtually.

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In addition, the applicant team from Elliott Workgroup, Molly Guinan, Lyndsey Heck, and Dallas Davis are present at the Planning Commission Meeting. Planner Ehlers reported that the proposal is for a Zone Change, Master Planned Development ("MPD"), and Conditional Use Permit ("CUP"). Background information was provided to those present.

1885 Lower Iron Horse Loop has been zoned Estate since 1985. Planner Ehlers noted that the Land Management Code ("LMC") requires a minimum lot size of three acres to develop a unit within the Estate Zoning District. However, the applicant property is 0.54 acres. Under the current zoning, without a variance, there is no development allowed.

The property is located near several existing developments, including the Lower Iron Horse Apartments and the Upper Iron Horse Apartments. The proposed site of Deer Valley's Ski Rail Housing is located at the end of Lower Iron Horse Loop. The applicant property is also located near the Rail Trail parcel. Planner Ehlers reported that the applicant proposes a Zone Change to the General Commercial ("GC") Zone. He noted that there is an MPD and CUP proposed for 13 market-rate units and four affordable units.

On July 9, 2025, the Planning Commission held a Work Session related to this property. At that time, there was a proposed Zone Change to the Light Industrial ("LI") Zone and an Affordable Master Planned Development ("AMPD"). During that meeting, the Planning Commission provided feedback to Staff and the applicant, including the following:

- Additional justification consistent with the General Plan and applicable zoning purposes is required before a Rezone could be approved;
- An AMPD could be a public benefit;
- Additional work and many Conditions of Approval would be required before the Commission would be confident in the proposal, including a Condition of Approval limiting the Rezone to permit only an AMPD;
- Additional information on how the parking situation would work, along with access, is required;
- Information on the floodplain is needed to determine if adequate buffering was provided; and
- A smaller building footprint may be better suited to the steeply sloped site.

Planner Ehlers shared a correction to the Staff Report. In the table shown on Page 4, under the total units for the AMPD proposal, that should read 23 units instead of 13 units.

The main difference between the two proposals is that the AMPD was 23 units, half of which would need to be affordable under the AMPD. The current proposal is for 13 market-rate units and four affordable units. The total square footage was approximately 32,400 under the AMPD proposal and is 38,200 under the current MPD proposal. The open space under the AMPD was 39%, and it is 33% in the current proposal. Planner Ehlers reported that the proposed Building Height under the MPD is 54 feet 6 inches.

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There is a reduction in the amount of residential unit square footage and there is an increase of four proposed parking spaces. A Zoning Map of the area was shared.

Staff finds that construction of affordable units may justify a Zone Change on the property. However, four of the 17 total units may not be sufficient to justify the request. Planner Ehlers noted that there is a proposed Building Height exception. The highest point of the proposed building is a stair tower, which would measure 54 feet 6 inches. Other exceptions include chimneys that are 51 feet and an elevator tower at 49 feet 8 inches.

Planner Ehlers reviewed parking information. There are 24 proposed parking spaces and 23 are required under the code. 18 of the parking spaces would be located in the front setback, with six spaces in an enclosed garage. The applicant will need to record an Access Agreement for the proposed parking that allows vehicles to back into private property. He explained that Lower Iron Horse Loop is a private street. Staff brought this proposal to the Development Review Committee ("DRC"), and some concerns were expressed. There is work being done to address those concerns with the applicant.

Planner Ehlers posed the following questions to the Planning Commission:

- Does the Planning Commission require additional information to evaluate the applicant's request to Rezone the property?
- Does the Planning Commission require additional information to consider the Rezone in the context of the General Plan, Bonanza Park Small Area Plan, and Moderate Income Housing Plan?
- Does the Planning Commission require additional information to evaluate the applicant's requested Building Height exception?
- Does the Planning Commission require additional information to evaluate the parking?
- Does the Planning Commission require additional information to evaluate the Sensitive Lands?

Commissioner Shand wanted to understand the difference between backing out of a parking spot onto private property and accessing the parking spot over private property. Planner Lund explained that accessing the parking and backing out of the parking would both require there to be an Access Agreement from the property owner. The Access Agreement could potentially cover both backing out and accessing the parking spots.

Chair Van Dine suggested that the Planning Commission consider each of the Staff questions. The first question had to do with the evaluation of the Rezone request. Commissioner John Frontero asked the applicant to provide additional clarity about the applicant narrative. He found the second paragraph to be confusing, particularly the following statement: "The development will comply with required setbacks, heights, open space, and façade variation currently required by the General Commercial Zone." He finds the application does not comply with the height or open space code requirements.

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Ms. Guinan explained that the requirement is met for an MPD in a GC Zone. There would be a height exception required, but there would be compliance with the other components. Commissioner Frontero pointed out that the narrative indicates there is compliance with all of the elements listed, but that is not the case since there is an exception needed.

Ms. Guinan reported that there was a requirement to show how the proposal would qualify for a height exception. That information is included in the Meeting Materials Packet. Commissioner Frontero reiterated that he found the narrative to be inconsistent with what has been outlined. There are certain areas where there will not be compliance with code.

Commissioner Frontero asked to further review the Zoning Map that was shared earlier. He noted that the property is bordered on three sides by Estate or open space, and the purple color represents the LI Zone. Initially, when this came forward, the request was to further increase the LI in the area. He did not believe that was an unreasonable request, but the latest proposal is for a Zone Change from Estate to the GC Zone. He finds this request inconsistent with the General Plan. As for the traffic impacts, there were concerns expressed previously by the Commission, but he sees more parking has been added.

Commissioner Frontero was surprised to hear about the additional height request. Ms. Guinan clarified that the actual height is 45 feet, but there is an elevator tower. An exception has been requested for the elevator and chimneys, but the actual height is the same as the last time this item was considered by the Commission. Commissioner Frontero pointed out that there is much less affordable housing proposed than last time. He does not find the new application has considered the previous feedback provided.

Commissioner Seth Beal asked about the rationale for the GC Zone as opposed to the LI Zone. Ms. Guinan explained that there was a lot of consideration given to the zone. Light industrial is in the area, but the items within it are mixed-used residential. The light industrial that is currently being used, which is where the Rail Trail is proposed, is also shifting to mixed-use housing. Although it is zoned LI, there will not be traditional light industrial uses there in the future. She read the language for the GC Zone and reported that it accurately describes the goals of the site. There is close access to trails, pedestrian and cycling paths, and bus routes that access local resorts and places of employment. For the LI Zone, the goal is to allow light industrial and manufacturing uses, which this is not. She acknowledged that both zones require a CUP for mixed-use residential.

There was a meeting held with Director Ward and there was a discussion about commercial uses that might be suitable for the site. Based on those conversations, a daycare or a facility that would support the residential is what would make sense there. Commissioner Beal stated that there is not as much open space that needs to be protected in the GC Zone when compared to the LI Zone. Ms. Guinan explained that it is 60% open space for the LI Zone and 30% for the GC Zone. She reported that there are steep slopes on this site as well as a stream with a floodplain. This is a complicated site,

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which makes it difficult to achieve the 60% open space requirement associated with the LI Zone. Additionally, she does not believe light industrial best suits the future use.

Commissioner Beal noted that the LI Zone could make sense for the property, because this site borders LI Zoned properties. He pointed out that there will need to be a CUP for the desired use. He explained that it is difficult to answer the other questions that have been posed by Staff until the Zone Change issue has been addressed.

Commissioner Grant Tilson is unlikely to recommend a Zone Change outside of an AMPD based on the goals of the General Plan, the traffic in the area, and the site considerations. Ms. Guinan reported that the previous application was an AMPD and the current application is an MPD. She asked if there is a concern about traffic beyond the number of vehicles. Commissioner Tilson noted that the number of vehicles between the two proposals are similar, but with an AMPD, the City is gaining affordable units. With the new proposal, there are only four affordable units proposed. He does not find a compelling reason to consider a rezone of the property without those affordable units.

Ms. Guinan stated that if there is a specific affordable number in mind, it would be beneficial to have that communicated. There is an openness to finding a balance between affordable, attainable, and market-rate. Chair Van Dine pointed out that information was provided during the last Work Session, but the proposal went in a different direction. The number of units decreased, and the number of parking spaces increased. Ms. Guinan explained that the Planning Department asked them to look at parking within the building rather than it all being out front. Putting parking in the building required an increased footprint. It also meant the cost of the build would increase. This resulted in a change to the unit counts. With the AMPD calculation, there was a discrepancy in how RUEs were calculated, but the discussions reached an impasse. When the MPD was brought to the Planning Department, there were different ways to make this site developable explored.

Ms. Guinan explained that previously, there were 12 affordable and 11 market-rate units proposed, but the Planning Department thought the MPD proposal made sense to share with the Planning Commission. Some changes were made to the proposal in an attempt to meet the Planning Department's requests. If parking is not in the building, that could result in more affordable units. Every time the unit count is changed, the parking changes.

Chair Van Dine thought it made sense to focus on a better split between affordable, attainable, and market-rate units. Additional affordable units could warrant a Zone Change. Ms. Guinan asked for a breakdown of affordable versus attainable versus market-rate for these types of projects. Director Ward explained that AMPDs can have reduced open space, increased height, reduced setbacks, and the potential for reduced parking. At least 50% of the total square footage must be affordable. That information has been outlined in the Staff Report. If there is a Zone Change, the recommended baseline is that at least be 50% of the square footage be deed-restricted affordable. Ms. Guinan asked if this recommendation would apply to the MPD as well. Director Ward

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clarified that, based on Planning Commission input, to rezone and develop a site that cannot otherwise be developed, there needs to be a baseline of affordability provided. The Staff recommendation is that affordable be at least half of the total square footage.

Commissioner Shand believed this property should be considered for a Zone Change to the LI Zone rather than the GC Zone. The LI Zone would be consistent with the surrounding area. Commissioner Adam Strachan is new to this discussion, but agrees with the comments shared by other members of the Commission. He is weary of Zone Changes, especially when upzoning is requested. The purposes of the Estate Zone and GC Zone are dramatically different. The LI Zone seems to make more sense in this case.

Commissioner Frontero would only be in favor of moving from the Estate Zone to the LI Zone if there was a minimum of 50% affordable units. He would consider an upzone in that scenario, but what is now being presented is not something that is supported by the General Plan. As a result, he does not support the current proposal for a Zone Change.

Ms. Guinan asked if the GC Zone would be acceptable if the proposal was 50% affordable instead of the current unit mix. She wanted to know if the issue is the affordable mix or the requested zone. Commissioner Frontero explained that he is not in favor of rezoning the parcel to the GC Zone, as it is inconsistent with the neighborhood. The LI Zone makes more sense since there is already LI in the area. He pointed out that additional affordable units would support the General Plan and the housing goals of the City.

Ms. Guinan explained that the proposed Zone Change is due to the fact that this is a remnant Estate lot that cannot be built on. It cannot be developed as is, so the question is how to make the lot developable. Commissioner Frontero clarified that there is no requirement to allow the Zone Change, as it can remain an undevelopable Estate lot.

Discussions were had about the area and the challenges associated with the site. Planner Lund noted that the Commission has provided clear direction so the applicant can move forward with potential changes. He thanked Commissioners for their feedback.

B. Municipal Sign Code Amendments – The Planning Commission Will Conduct a Work Session Regarding Possible Amendments to Municipal Code of Park City Title 12 *Sign Code* Regarding Construction Marketing and Real Estate Signs. PL-26-06819.

Virgil Lund explained that the second Work Session item relates to Municipal Sign Code amendments. This was previously discussed at a Work Session held on February 25, 2026. During that Work Session, there was some concern from the Commission about the size of the potential Construction Marketing Signs. There was feedback to gather data regarding the current leasing at EngineHouse and Studio Crossing. The attorney representative for Studio Crossing is present at the current meeting to answer questions.

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At the last Work Session, the Planning Commission also provided direction to formulate a definition for a Leasing Sign. Planner Lund noted that the following has been drafted:

- SIGN, LEASING. To facilitate the initial occupancy of large-scale developments, one (1) Leasing Sign is permitted per street frontage for any new development containing more than ten (10) residential units or more than twenty thousand square feet (20,000 sq. ft.) of commercial floor area.
    - SIZE. Leasing Signs shall not exceed thirty-two square feet (32 sq. ft.) in area.
    - DURATION. Leasing Signs may be installed upon the issuance of the first Certificate of Occupancy and must be removed within twelve (12) months or 90% occupancy, whichever occurs first.
    - PLACEMENT. Leasing Signs must meet the same setback standards as Construction Marketing Signs.

Planner Lund shared a table that outlines the existing regulations for Construction Marketing Signs and Real Estate Signs. It also includes information about the proposal for Leasing Signs. He next provided Leasing Data for Commissioner consideration.

Planner Lund reported that he met with the Leasing Agents for both EngineHouse and Studio Crossing. For EngineHouse, 67 of the 99 income-restricted units (67%) are leased. 11 of the 24 market-rate units have been leased. The developer believes they will reach full capacity by the end of the year, as 100 people are moving through the pre-application stage. Advertising for units is done through online rental platforms, websites, and word of mouth. Right now, there are no signs used for advertising at EngineHouse.

As of March 11, 2026, 9 of the 104 units at Studio Crossing are leased. Advertising for the units is done in a similar way as EngineHouse, with online rental platforms and websites. There is also a Construction Marketing Sign at the development site. There was feedback from the Leasing Agent that some people have a difficult time finding the leasing office when they enter the development, since the site is still under construction. Based on that feedback, Staff looked into a potential code amendment to allow for Temporary Portable Signs in the Community Transition ("CT") Zoning District or the Regional Commercial Overlay ("RCO") to improve wayfinding at Studio Crossing.

Planner Lund posed the following questions to the Planning Commission:

- Does the Planning Commission support the proposed definition for Leasing Sign?
- Does the Planning Commission support allowing Temporary Portable Signs in the CT Zoning District?
- Does the Planning Commission recommend additional changes to the Sign Code?

It was noted that Justin Keys is present on behalf of Studio Crossing, LLC, which is the owner of the Studio Crossing development. There was a request made in December for

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temporary signage that could be used to market the units. Mr. Keys pointed out that it is not beneficial to construct affordable housing if it is not marketed and leased. Unleased affordable units could disincentivize developers from investing in affordable housing. There are currently 15 units leased. Due to active construction in front of the affordable housing buildings, it can be difficult to let people know that units are ready to be leased.

Commissioner Frontero supports the proposal for the Leasing Sign definition. The size seems reasonable, and he is generally supportive of allowing Leasing Signs. As stated by Mr. Keys, there is a push to build affordable housing, but those units need to be rented in order for them to be effective. The more advertising that can be done, the better. Commissioner Frontero is also supportive of removing signs in a way that is consistent with the code. There is no desire to have signs all over the City, but for affordable housing, it makes sense to allow Leasing Signs. The duration presented by Staff is reasonable.

Commissioner Shand asked Mr. Keys for clarification about whether the leasable residences are complete. Mr. Keys confirmed that there are 104 units complete at this time. Commissioner Shand noted that EngineHouse has leased the majority of its residences. He is not sure signage is the issue with Studio Crossing when EngineHouse does not have signs and is tucked away from the road. He pointed out that the Staff Report states: “The Developer believes they will reach full capacity by the end of the year. There are an additional 100 people who are moving through the pre-application stage.” Based on this, he does not know that signage is the problem. He does not have an issue with the signage that has been requested, but does oppose a change to the code.

Commissioner Beal asked to further review the proposed definition for Leasing Sign. Planner Lund shared the proposed language with those present. Commissioner Beal is generally in favor of Leasing Signs, but had a few questions. He wanted to know if there will be a period of time where it is possible to have both Construction Marketing Signs and Leasing Signs at the same project. He is in favor of Leasing Signs on each street frontage, but would not want them both at the same corner. He asked how to address that issue. Planner Lund confirmed that language can be added to the definition to state it cannot be installed at the same time as a Construction Marketing Sign.

Commissioner Tilson expressed support for the proposed changes. However, he suggested that Leasing Signs be allowed for smaller developments as well. The maximum size of the sign could be reduced for smaller developments. That way, if there is a development with eight units to lease, this would not put them at a disadvantage. Planner Lund asked if there is a minimum number of units Commissioner Tilson would suggest. Commissioner Tilson did not have a minimum number of units to recommend, but suggested that the size of the sign be scaled according to the number of units.

Commissioner Strachan asked if this is something that could be achieved through a CUP rather than a code change. Mr. Keys explained that the code would still need to be modified to allow these signs through a CUP process. Right now, the sign code is clear

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that these are not allowed. It is not possible to avoid the consequences of the code through a CUP, so there would need to be some sort of amendment made to proceed.

Commissioner Strachan asked if the Leasing Signs could state that the units are affordable or attainable. Senior City Attorney, Mark Harrington, would recommend avoiding this, but offered to look into the matter further if desired by the Commission.

Mr. Keys reported that the code would need to be changed to establish a conditional use process. He asked if that addresses the concerns expressed by members of the Commission. Commissioner Shand stated that he would support this being included in a list of conditional uses. He simply does not want there to be an automatic allowance for a 32 foot Leasing Sign. It would be preferable for there to be some review process in place. Chair Van Dine asked if there is support to make this an Administrative CUP. Commissioner Shand would support what the other Commissioners wanted.

Director Ward explained that installation of a sign requires a Sign Permit as well as Planning and Building review for compliance with the code. There is already a review process in place for compliance, but it happens at a Staff level. It could be elevated to a Planning Commission review, but currently, there is a Staff review with the Sign Code.

Commissioner Shand thought it made sense for it to be administrative unless a sign warrants further review by the Planning Commission. Commissioner Beal preferred a process that did not involve the Planning Commission reviewing each proposed sign. He is comfortable with whatever the Planning Department proposes. It does not necessarily make sense for the Planning Commission to review all of the Leasing Sign proposals.

Chair Van Dine asked to further review the questions posed by Staff. It seems there is support for the definition of Leasing Sign. Commissioner Beal reiterated that there should not be overlapping Construction Marketing Signs and Leasing Signs. There should also be some spacing between frontage signs. Discussions were had about the Temporary Portable Signs question. Planner Lund asked if the Commission would prefer the CT Zoning District or RCO. Several Commissioners expressed support for the larger area. Planner Lund wanted to know if the Commission would be supportive of a proposed ordinance presented at a future Planning Commission Meeting, which was confirmed.

The Planning Commission took a short break before hearing the Regular Session items.

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5. REGULAR SESSION

A. 384 Woodside Avenue – Modification of a Steep Slope Conditional Use Permit – The Applicant Requests a Modification to the Condition of Approval in the November 12, 2025, Planning Commission Final Action Letter Which Requires the Single-Family Dwelling Plans be Updated to Reduce the Depth of the Garage from 20 Feet to 18 Feet to Comply with the Dimensional Requirements for a Garage, Pursuant to LMC § 15-2.2-5(D)(4) *Building Height Exceptions, Garage on Downhill Lot.* PL-26-06858.

Planning Project Manager, Elissa Martin, presented the Staff Report and explained that this is a Modification of a Steep Slope Conditional Use Permit ("SSCUP") request at 384 Woodside Avenue. This is a Non-Historic Site on a Very Steep Slope with an existing structure in the Historic Residential – 1 ("HR-1") Zone. The existing structure is proposed to be demolished and a new single-family dwelling is proposed to be constructed.

On November 21, 2025, the Planning Commission approved the SSCUP with a Building Height exception for the single-family dwelling to allow the garage on the downhill slope to exceed the HR-1 Zone height of 27 feet in order to accommodate the second required off-street parking space. The plans included in the SSCUP application showed the depth of the garage at 20 feet, which exceeds the dimensional requirement for a garage with a Building Height exception, according to the HR-1 Building Height regulations.

The SSCUP Final Action Letter included Condition of Approval #8 (A), which required the applicant to modify the plans to reduce the depth of the garage to 18 feet in order to comply with LMC Section 15-2.2-5(D)(4) – Building Height Exceptions, Garage on Downhill Lot. This section states: "The depth of the garage may not exceed the minimum depth for internal Parking Spaces as dimensioned within this code, Chapter 15-3." Manager Martin shared renderings of the proposed single-family dwelling on the site.

When reading the specific language in the Building Height exception section of the code, it specifically uses the term Parking Space, which is a defined term in the LMC. The only place in Chapter 15-3 where Parking Space dimensions are called out is in Section 15-3-3(F), which states: "Parking Spaces must be at least nine feet (9') wide by eighteen feet (18') long. The City Engineer may approve minor variations in Parking Space dimensions." While Section 15-3-4(A)(1) provides minimum dimensions for Single Garages, a defined term in the LMC, the HR-1 Building Height exception regulations explicitly call for the garage not to exceed the minimum depth for internal Parking Spaces.

Since the LMC does not provide specific language for an internal Parking Space, Staff understands this requirement as being for a Parking Space, as dimensioned in Section 15-3-4. While the LMC may be somewhat unclear regarding the required depth for a garage with a Building Height exception, Staff understands the requirement for a more compact garage is intended to mitigate the impact of the building that exceeds the height.

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Manager Martin reported that the SSCUP approval with a Building Height exception for a garage on a downhill lot was conditioned on the plans being updated to reduce the depth of the garage from 20 feet to 18 feet. The applicant is requesting that the Condition of Approval be modified to allow the garage to be 20 feet, which increases the height of the garage by 1 foot beyond the 4 feet 2 inches that would already exceed the zone height.

Staff recommends the Planning Commission review the SSCUP Modification to amend the November 12, 2025, Planning Commission Final Action Letter, Condition of Approval #8 (A), requiring the single-family dwelling garage be reduced to 18 feet in depth. It is also recommended that the Commission conduct a public hearing and consider denying the modification based on the Findings of Fact and Conclusions of Law outlined in the Draft Final Action Letter. The Planning Commission may deny the modification request, approve the Modification to an SSCUP and direct Staff to making findings for the approval, or request additional information and continue the discussion to a date certain.

The applicant representatives, Jonathan DeGray and Justin Keys, are present at the Planning Commission Meeting, as well as the applicants, Rob and Laura Beasley. Mr. Keys explained that the discussion has to do with 384 Woodside Avenue. The relevant provision is 15-2.2-5(D)(4). There is a reference made to Chapter 15-3. He noted that 15-3-3(F) has Parking Space dimension information. 15-15-1 deals with Parking Areas, which are unenclosed areas or lots other than streets used or designed for parking.

It makes sense that the minimum Parking Space in a parking lot would be 9x18. Mr. Keys noted that 15-3-4(A)(1) deals with single-family residences and duplexes. It states that in single-family dwellings, single-car garages must have a minimum interior dimension of 11 feet wide by 20 feet deep. With an 11x20 garage, there is a 9x18-foot parking space for the actual vehicle. The additional area is the functional space around the vehicle.

Mr. Keys reported that this provision has been interpreted and applied by the Planning Commission in the same way that it is currently being requested. Mr. DeGray provided a letter with examples, which is included as Exhibit C in the Meeting Materials Packet. Mr. Keys reviewed an example from June 18, 2018, when there was a similar request made.

Mr. Keys pointed out that the Condition of Approval allows for an 11-foot-wide garage, but limits it to 18 feet in depth. It does not state that the garage must be 9x18. What the Staff Report is proposing is a hybrid of the language, rather than a strict application. Mr. Keys noted that there is no definition for an internal Parking Space anywhere in the code. In this case, since there is ambiguity, it should be considered in favor of the applicant. He believes a correct interpretation of the code is one that makes the garage practical to use.

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Chair Van Dine opened the public hearing. There were no comments. The public hearing was closed.

Director Ward provided some clarification about the Staff interpretation of the code. She reported that the Planning Commission was reviewing this under the lens of the SSCUP as well as the Building Height exception. In the Building Height exception language for the HR-1 Zone, it specifies that the Commission can consider additional Building Height on the downhill lot to accommodate a single-car wide garage. That is a reference to the garage dimensions. However, the depth is specific to the Parking Space dimension. Director Ward clarified that there has not been a hybrid interpretation of the code, but there are specific references within that subsection that were taken into consideration.

Commissioner Frontero asked about language on the Staff presentation slides that stated Building Height exception regulations call for a compact garage in order to mitigate impacts. He asked where that language came from. Manager Martin explained that this was included to explain the Staff interpretation of the requirement where the garage must not exceed the minimum depth for an internal Parking Space. Commissioner Frontero believed the Staff interpretation is that the code states a Parking Space is 18 feet. Manager Martin confirmed this. When areas of the code are somewhat ambiguous, Staff looks to the specific terminology. For instance, Parking Space is a defined term.

Commissioner Beal mentioned 15-3-3(F). Reading through that section of code, it felt clear that the language was not referring to internal residential parking garages. There are references to landscaping, and there are a number of diagrams that are all outside parking, with the exception of some tandem parking, which has inside and outside components. Looking through that section, the entirety does not appear to apply to single-family residential garages. As for 15-3-4, it starts out mentioning single-family residences and sets out the minimum size that can be for a single-family residential garage. Under that section of the code, the minimum must be 11x20. There is ambiguity in the code. He would resolve this matter in favor of the applicant due to the code language.

Commissioner Shand believed the reason the length of the garage is 18 feet is because of the height exception that was granted. Director Ward reported that there could be instances where a 20-foot depth was allowed, but it depends on the portion of the garage that is exceeding the height allowance. She understands the comments made by Commissioner Beal, but noted that 15-3-3 also specifically references single-family dwellings as far as driveway widths, spaces, and tandem parking. There is a section in code that is specific to internal garages for residential. The Staff interpretation is that the more restrictive language would apply in this case because of the height exception.

Commissioner Shand asked Mr. DeGray to provide feedback on the Building Height exception presentation slide. Mr. DeGray referenced the image shown. As noted in the Condition of Approval, he was asked to take the drawing that shows a 20-foot-deep

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garage and reduce it to 18 feet. The height exception that was granted is based on this drawing.

Commissioner Shand believed the way this was approved was that there was an 18-foot deep garage with a four-foot overage on the height. What is currently in front of the Planning Commission is a request to make the garage 20 feet deep with an additional foot of height. Mr. DeGray did not believe there was a discussion about how the depth affected the height. Manager Martin clarified that the analysis at that time did not look at what the difference in height would be for a reduction in the depth of the garage. Commissioner Shand stated that the Commission approved the application with an 18-foot depth. Mr. DeGray clarified that it was approved with a condition for 18 feet, but the drawing was approved, as presented. Discussions were had about height and the roof pitch.

Manager Martin shared information about the grade of the driveway. She recalled that the applicant team was asked to reduce the grade down to a maximum of a 14% slope for the driveway, which is shown in the plans. Chair Van Dine clarified that the current application is not asking for any additional height, because the height on the drawing was approved. Manager Martin explained that the height in the drawing is what was included in the Findings of Fact for the SSCUP. There were no conditions that specified the Building Height exception. The Finding of Fact explained that the plans, as proposed, exceeded the height by 5 feet 2 inches with a 20-foot deep garage. The Final Action Letter did not analyze or call out the difference in height as a result of a reduced depth.

Commissioner Tilson agreed with Commissioner Beal that the code has clear language about the length of the garage for a single-family home. He would lean toward following that language and interpretation. Commissioner Strachan agreed. When there are two sections that appear to be competing, the more specific section is chosen. In this case, 15-3-4 appears to be more specific. Commissioner Frontero expressed frustrations about the inconsistent piece of code. He is in favor of approving the Modification request.

Chair Van Dine believed there is consensus for Staff to draft findings for the approval. Director Ward noted that the height was not analyzed in the Condition of Approval. There would need to be a modification to strike Condition of Approval #8 (A). The Planning Commission can direct Staff to draft that Modification for signature from the Chair. Discussions were had about the Conditions of Approval and appropriate language.

MOTION: Commissioner Strachan moved to APPROVE the Modification of a Steep Slope Conditional Use Permit at 384 Woodside Avenue, directing Staff to draft a Final Action Letter approving the Modification and removing Condition of Approval #8 (A). The motion was seconded by Commissioner Frontero. The motion passed with the unanimous consent of the Commission.

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B. 3181 American Saddler Drive – Plat Amendment – The Applicant Proposes the Risner Ridge Subdivision Lot 21 Amended Plat to Increase the Allowable Square Footage for Lot 21 from 5,500 to 5,600 Square Feet. PL-26-06824.

Planner Lund presented the Staff Report and explained that this is a Plat Amendment for 3181 American Saddler Drive. This is Lot 21 of the Risner Ridge Subdivision. The Subdivision was originally recorded in 1988, and the applicant proposes to amend the Plat Note to allow 5,600 square feet for the single-family dwelling. Some background information was shared with the Commission. Planner Lund reported that the City Council approved an Ordinance in 1990 that limited the square footage for all homes in the Risner Ridge Subdivision to 5,500 square feet. That was not reflected on the recorded plat.

In 2014, a Plat Amendment was approved that memorialized the 5,500 square foot limitation that was shown on the 1990 Ordinance. The home at 3181 American Saddler Drive complies with the 5,500 square foot limitation, as constructed. Planner Lund shared images that highlight the existing conditions and the proposal. He explained that the applicant is proposing to enclose approximately 81 square feet. This would enclose an existing deck underneath the existing roof structure within the building footprint.

Staff finds there is no Good Cause for the Plat Amendment, as the request does not comply with the definition for Good Cause in the LMC. The square footage of single-family dwellings within the Risner Ridge Subdivision has been limited to 5,500 square feet since the original Subdivision approval, and this was also reiterated over the years. If the Commission finds Good Cause for the Plat Amendment, Staff recommends a Condition of Approval limiting the exception to a deck enclosure that does not exceed 100 square feet to avoid precedent within the Subdivision overall. The Commission may deny the Plat Amendment, approve the Plat Amendment and direct Staff to make Findings for the approval, or request additional information and continue the discussion.

The applicants, Robert and Anne Farina, introduced themselves to the Planning Commission. It was noted that Megan Blosser from Alliance Engineering planned to attend the meeting in person, but she was unable to due to illness. Mr. Farina believed there is Good Cause for the Plat Amendment, as this would provide a public benefit by elevating the aesthetic of Park Meadows. This also promotes excellent and sustainable design and utilizes the best planning and design practices. There was an award-winning architect and builder used. As for preserving the character of the neighborhood, the original build further elevates Park Meadows. He noted that there was feedback requested from the abutting neighbors, and there was support from all of them.

Mr. Farina discussed the scope and duration of this project. It will likely take a few weeks and the existing footprint of the house will not be expanded. When it comes to concerns about precedent, he does not believe this will result in additional requests for Plat Amendments, because this is narrowly focused and overwhelmingly restrictive. This

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would be singularly applied rather than universally applied to the rest of the houses in the Risner Ridge Subdivision. He reiterated that this would not establish further precedent.

The conditions that Alliance Engineering has proposed are restrictive. There is an existing deck, and it is already under a roof structure. Mr. Farina reiterated that there is no increase to the existing footprint of the structure proposed. In addition, the proposal does not further encroach upon lot lines. The applicants care a lot about Park City. It was noted that the 81 square foot expansion is proposed to install a small sauna, which will alleviate some of the chronic conditions that Mr. Farnia has developed from his status as a disabled veteran. The applicants thanked the Planning Commission for their time.

Chair Van Dine opened the public hearing. There were no comments. The public hearing was closed.

Ms. Blosser was attending the meeting virtually and asked to share comments. She explained that this proposal is similar to ones where porches in condominiums are enclosed. The scope of work is smaller than a lot of the Condominium Plat Amendments that have been approved previously. Commissioner Beal felt that the work was different. While he agrees that the scope of work is small, there is a restriction outlined in an Ordinance. If that 5,500 square foot restriction was not in place, he would not have an issue with the proposal. He is not sure there is Good Cause for the request in this case.

Ms. Blosser reported that the Homeowners Association ("HOA") that used to govern this neighborhood has since been disbanded. Commissioner Beal pointed out that there is still an Ordinance in place. The Commission is bound to the Ordinance unless there is Good Cause found, but he does not believe there is Good Cause. While he would like to grant the request, he does not see how the Planning Commission would be able to do so. Ms. Blosser pointed out that this became a Plat Note because of the HOA. If it had not been for the HOA, there may not have been a restriction. Chair Van Dine explained that the Planning Commission has to look at this request through the lens of the code.

Mr. Farina reported that three of the four neighbors that abut this property are well beyond the 5,500 square foot limit. Commissioner Shand referenced the image shown on Page 5 of the Staff Report and pointed out that the deck is already under the roof.

Commissioner Strachan noted that the Risner Ridge Subdivision is not a new Subdivision and this issue has been raised many times. The previously mentioned Ordinance has a long history. Some have challenged that square footage count in the past. As small as the request from the applicant is, he would not feel comfortable voting for approval. There needs to be Good Cause shown, but he does not believe the Good Cause standard can be met. This is a small request and it is a reasonable request, but there is an Ordinance in place that needs to be considered by the Commission. Commissioner Tilson is closer to Good Cause than some of the other Commissioners based on their comments. He

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mentioned promoting excellent and sustainable design and utilizing the best design practices. It is good design practice to take an existing deck and enclose the space.

Commissioner Frontero acknowledged that this is a difficult application. It is less than 100 square feet being discussed, but there are issues because of the existing Ordinance. The Condominium Plat Amendments that have been considered by the Planning Commission in the past did not have Ordinances in place with specific square footage maximums. In this case, the maximum is 5,500 square feet. This is a unique situation, because of the maximum square footage that has been determined in the Subdivision.

Commissioner Frontero finds that one or two of the required standards for Good Cause might be met, but this does not meet Good Cause for the majority of items. As a result, he does not believe Good Cause has been met for this application. He is leaning toward a denial of the proposal. Commissioner Shand is leaning toward supporting the Good Cause argument. However, he understands what the plat says and that is a hurdle.

MOTION: Commissioner Strachan moved to DENY the Plat Amendment for 3181 American Saddler Drive, based on the following:

Findings of Fact:

1. The Risner Ridge Subdivision includes 50 Single-Family Lots in the Park Meadows neighborhood.

2. On June 1, 1988, the Risner Ridge Subdivision was recorded with Summit County.

3. The Risner Ridge Subdivision has been amended several times over the years. However, one requirement has remained consistent – a maximum floor area for the Single-Family Dwellings of 5,500 square feet:

    a. October 11, 1990: The City Council adopted Ordinance No. 90-28 *An Ordinance Adding Previously Approved Language to the Risner Ridge Subdivision Plat Limiting Square Footage of Houses.*
    b. On February 7, 1991, the City Council approved Ordinance No. 91-3 vacating a portion of a ten-foot-wide non-exclusive utilities easement located within Lots 38 and 39 of the Risner Ridge Subdivision.
    c. On July 12, 2001, the City Council approved Ordinance No. 01-29 to add metes and bounds parcels to Lot 3 and Lot 4 and to amend the Risner Ridge Subdivision. The square footage limitation remained in effect.
    d. On July 11, 2002, the City Council approved Ordinance No. 02-25 approving a six-month extension of the 2001 plat amendment.

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e. On September 11, 2008, the City Council approved the Risner Ridge Subdivision Amendment. This plat amendment established Setbacks for all Structures in the Subdivision stricter than the Zoning District at the request of the Homeowners Association (HOA) to ensure consistency with the Covenants, Conditions, and Restrictions (CC&Rs):
   i. 15-foot Side, 20-foot Rear, and 30-foot Front Setbacks.
   ii. This amended plat was not recorded and expired.

f. On August 26, 2010, the City Council again approved the First Amended Risner Ridge Subdivision to establish the more restrictive Setbacks, adopting Ordinance No. 10-32. On February 7, 2011, the First Amended Risner Ridge Subdivision was recorded with Summit County (Recorder Entry No. 916684).

g. On April 17, 2014, the City Council adopted Ordinance No. 14-14, approving the Second Amended Risner Ridge Subdivision. This plat amendment added a plat note to reflect the 1988 approval and Ordinance No. 90-28 requirement restricting the maximum floor area for all Lots to 5,500 square feet. On June 19, 2014, the Second Amended Risner Ridge Subdivision plat was recorded with Summit County (Recorder Entry No. 997400).

4. Changes to platted elements including plat notes require a Plat Amendment and finding of Good Cause.
5. The Applicant proposes amending Lot 21 of the Risner Ridge Subdivision for a newly constructed home at 3181 American Saddler to increase the allowable square footage by 100.

Conclusions of Law:

1. There is no Good Cause for the Plat Amendment:

   a. Ordinance No. 90-28 *An Ordinance Adding Previously Approved Language to the Risner Ridge Subdivision Plat Limiting Square Footage of Houses* states:
      i. The Planning Commission and City Council approved the Risner Ridge Subdivision Plat recorded in 1988 (Entry No. 290977).
      ii. In granting the Subdivision approval, certain conditions were imposed by the Planning Commission and City Council.
      iii. The condition limiting maximum floor area was reiterated again through Ordinance 90-28:
      iv. The maximum floor area of any structure shall be 5500 square feet and shall be calculated as follows: The floor area is the area of a building that is enclosed by surrounding exterior

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walls, excluding a 600 square foot allowance for garages. Basements will be considered floor area whether finished or unfinished. Porches, balconies, patios and decks will not be considered floor area.

b. Ordinance No. 14-14 *An Ordinance Approving the Second Amended Risner Ridge Subdivision* required a plat note that incorporates the maximum floor area. Ordinance No. 14-14 Condition of Approval 3 states:
   i. *The plat note language shall match verbatim the language in the recorded Ordinances.*
   ii. Amending the plat to accommodate a 100-square-foot enclosure of an upper-*level* deck is contrary to the 1988 Risner Ridge Subdivision approval conditioned on the maximum floor area, the 1990 reiteration of the maximum floor area, and the 2014 plat amendment that included this maximum floor area on the plat.

c. Staff finds the proposed plat amendment to increase the restriction for one Lot does not comply with the definition for "Good Cause":
   i. No public amenity or benefit is proposed.
   ii. There is not an existing non-conformity with the LMC that is corrected.
   iii. The plat amendment does not preserve the character of the Risner Ridge Subdivision or Park Meadows neighborhood.

2. The Plat Amendment does not comply with Land Management Code § 15-7.1-3 Classification *of Subdivision* or § 15-7.1-6 *Final Subdivision Plat*.

The motion was seconded by Commissioner Frontero. The motion passed 3-to-2. Commissioner Tilson and Commissioner Shand voted "No."

6. ADJOURNMENT

MOTION: Commissioner Frontero moved to ADJOURN the Planning Commission Meeting. The motion was seconded by Commissioner Strachan. The motion passed with the unanimous consent of the Commission.

The Planning Commission Meeting adjourned at approximately 7:38 p.m.

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Planning Commission
Staff Report

Subject:	**Park City Mountain Eagle Lift** **Parcels SA-402-A, PCA-1003, PCA-29-A, PCA-29-D, PCA-S-98-PCMR-1**
Application:	**PL-26-06821**
Authors:	**Nan Larsen, Senior Planner** **Lillian Zollinger, Planner III** **Virgil Lund, Planner II**
Date:	**May 13, 2026**
Type of Item:	**Administrative – Conditional Use Permit**

Recommendation

(I) Review and provide input on the parking and traffic plan for Park City Mountain's Conditional Use Permit (CUP) application to replace the Eagle and Eaglet lifts with a six-passenger lift, (II) conduct a public hearing, and (III) continue the public hearing to May 27, 2026, for possible Final Action.

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, 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]

CUP	Conditional Use Permit
LMC	Land Management Code
MPD	Master Planned Development

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

Summary

On January 27, 2026, Park City Mountain applied for a CUP to replace the Eagle and Eaglet fixed-grip lifts with a six-passenger detachable lift in a new alignment with a mid-station unload (Exhibit A: *Applicant's Eagle Lift Narrative*; Exhibit B:

[1] LMC § 15-1-8

Eagle Lift Proposed Plans).

On March 25, 2026, the Planning Commission conducted a site visit, held a work session, and provided initial feedback regarding:

- 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 (Packet, Item 4.A; Media)

Parking, traffic, and transportation were not discussed. The Planning Commission requested clarification on the Applicant's narrative regarding the capacities of the different lifts (Minutes, p. 9).

Since the last meeting, the Applicant supplemented their Application with two memos:

- Parking Management Plan Consistency with the Land Management Code – Eagle Lift Replacement (Exhibit C).
- Parking Management Plan and Current Capacity (Exhibit D).

This staff report addresses these memos and focuses on parking, traffic, and transportation. The Applicant requests Planning Commission input to prepare for potential Final Action on May 27, 2026.

Analysis

The Planning Commission reviews parking, traffic, and transportation for lift upgrades pursuant to Land Management Code (LMC) § 15-4-18(B)(6):

> **PARKING AND TRAFFIC PLANS**. The Applicant must present a parking, traffic, and transportation plan pertaining to the [lift][2] 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 [lift], the impacts of this traffic on the adjoining landowners and the neighborhood in general, parking demand created by the [lift] and how that parking would be provided.
>
> The traffic and parking plan may be included in the neighborhood impact analysis. The parking requirements and

[2] LMC § 15-4-18 refers to "Passenger Tramways" defined in LMC § 15-15-1 as "[a] mechanical device to transport passengers and cargo by means of chairs or enclosed compartments attached to a cable or to rails, including each of the devices described in Section 72-11-102 of the Utah Code Annotated, as amended. Includes ski tows and ski lifts."

> impacts of a [lift] 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 [lift] 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.

The relevant provision states "no specific requirement has been set" for parking associated with lift upgrades and "[t]he Applicant is expected to show workable means of dealing with the traffic generated by the [lift] construction and operation." This case-by-case approach is consistent with Staff's survey of other resort jurisdictions and codes, which found parking determined by the Planning Commission on an individual basis the predominant if not universal approach. Accordingly, the Analysis Section evaluates the parking, traffic, and transportation associated with the proposed lift and is organized as follows:

> (I) The lift upgrade must be implemented consistent with the Park City Mountain Resort Master Planned Development Phase I Traffic and Parking Management Plan, as conditioned.
> (II) The Applicant's 2026 Parking, Traffic, and Transportation Plan must show workable means of dealing with traffic generated by the lift construction and operation.

(I) The lift upgrade must be implemented consistent with the Park City Mountain Resort Master Planned Development Phase I Traffic and Parking Management Plan, as conditioned.

The Planning Commission's 1997 approval of the Park City Mountain Resort Master Planned Development and Development Agreement outline base area development and ski terrain improvements and establish parking and traffic mitigation plans for skiers and employees.[3]

The Development Agreement requires ongoing compliance with these plans:

> 2.1.12 The Developer shall comply with the traffic mitigation plan. . .
>
> 2.1.13 The Developer shall comply with the parking mitigation plan . . . This plan shall be reviewed and modified, if necessary, as part of the [CUP] for each phase to evaluate transit alternatives and demonstrated parking needs. If, in practice, the parking mitigation

[3] For a summary of the base area development, please see the Background Section at the end of this report.

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 (Exhibit E).

The resort meets required skier parking for the Phase I Traffic and Parking Management Plan. Staff recommends Conditions of Approval to ensure ongoing compliance with the Phase I Plan and reflect existing mitigation that the resort implemented notwithstanding the Planning Commission's grant of an appeal overturning the Administrative Conditional Use Permit (ACUP) in 2022 for the Silverlode and Eagle lifts.

At the time of the Park City Mountain Resort Master Planned Development, the resort provided 1,700 parking spaces for skiers and employees, with 1,200 in the base area surface lots.[4] As outlined in the Phase I Traffic and Parking Management Plan, the resort is required to maintain these Phase I spaces until future phases are initiated and vertical development on the surface lots is approved.

The table below created by staff outlines parking within base area surface lots and garages, and off-site employee parking.[5]

Location	**Parking Spaces**
Mountain Village Surface Lots (First Time, Main, Silver King, Legacy/Marriott)	1,227
Parking Garages (Mountain Village and Sweetwater)	385
Employee Munchkin Parking Lot (1375 Munchkin Road)	100
TOTAL	**1,712**

While the required number of parking stalls are provided, to address traffic and parking conformance with the Phase I Traffic and Parking Management Plan,

[4] 1997 Master Planned Development Finding of Fact 13 (Exhibit E)

[5] The Applicant indicates overflow parking is available off-site with parking spaces leased on weekends and holidays within the Park City School District campus and the public/non-exclusive shared parking available at the Richardson Flat park and ride. While available to guests and employees, these off-site parking spaces do not formally count towards fulfilling the resort's Development Agreement parking requirement.

staff recommends Conditions of Approval to reflect existing and anticipated conditions:

(a) Focus on the originally proposed average vehicle occupancy and incentivize transit ridership for guests and employees.
(b) Formalize the existing mitigation protocols and collaboration between Park City Mountain and the City for improved efficient traffic and parking circulation during the ski season.
(c) Formalize Park City Mountain and City implementation of neighborhood mitigation strategies during the ski season.

Each is addressed below.

(a) Staff recommends Conditions of Approval focused on the originally proposed average vehicle occupancy and incentivize transit ridership for guests and employees.

The Phase I Traffic and Parking Mitigation Plan recommends:

> "Periodically [publishing the] 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 [sic], 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 and 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."[6]

As a result, staff recommends Conditions of Approval to establish metrics to evaluate the efficacy of the Applicant's Phase I Traffic and Parking Mitigation Plan and 2026 Parking, Traffic, and Transportation Plan.

- *To verify transit use, skiers per vehicle, employees per vehicle, and arrival times, the resort shall perform annual parking lot counts and transit ridership inventory and provide such information to the Planning Department for review by the Engineering Department and the City's Traffic Operations Team within 60 days of each ski season.*

[6] Development Agreement Exhibits J and K, p. 8

This data-based approach is not only supported by the Phase I Traffic and Parking Mitigation Plan, but also the General Plan:[7]

- Strategy 3D: Strengthen policies that reduce reliance on single-occupancy vehicles by requiring and incentivizing multimodal transportation through planning, development, and transportation initiatives.
    - Action: Continue developing clear policies for resorts to integrate trip reduction strategies, establish mode-shift targets, and reduce parking through formal City mechanisms.

Park City Forward, the City's long-range transportation plan and supplement to the General Plan, recommends increasing transit ridership to the base area from 13% to 20%. To support this goal, since 2023, the City added the 7 Express, a direct route from the Richardson Flat park and ride to the resort, and the 20 Tan, a local route from Park Meadows to the resort. To increase transit ridership for guests and employees to the resort, and to meet the General Plan and Park City Forward goals, staff recommends the following Condition of Approval:

- *Park City Mountain will encourage and incentivize guests and employees to take transit to the base area with a goal of increasing transit ridership to the Mountain Village base to 20% or more.*

For employees not proximate to transit, staff recommends establishing goals for carpooling or vanpooling. The 1997 Park City Mountain Master Planned Development Finding of Fact 13 stated resort employees are generally parked off site and ride transit or the resort's employee busing program that serves Provo, Salt Lake City, and the Heber areas to the base area. The resort currently partners with the Utah Transit Authority to provide three vans during the ski season from the Salt Lake area with the potential to seat 42 employees.

For the Resort Center neighborhood, the General Plan recommends established employee parking options, on-site or off-site with shuttle/transit. To supplement and increase employee vans, and therefore reduce traffic and parking demands to further the goals of the General Plan, staff recommends the following Conditions of Approval:

- *Prior to October 15 of each year, the resort will submit to the Planning Department for City review a plan for the monitoring and incentivizing of employee vanpool programs to ensure continued growth of these programs to provide employees commuting from the Wasatch Front and Wasatch Back areas with vanpool opportunities.*
- *Prior to October 15 each year, the resort will submit to the Planning Department a plan for City review of the resort's promotion of Park City Ride On Winter Rewards Program, or other incentive program in effect, to*

[7] LMC § 15-1-10(E)(16) requires review for consistency with the goals and objectives of the General Plan. However, such review for consistency is not alone binding.

target 20% employee participation with increased employee carpooling and use of vanpool opportunities each year.

(b) Staff recommends Conditions of Approval to formalize the existing mitigation protocols and collaboration between Park City Mountain and the City for improved efficient traffic and parking circulation during the ski season.

The Phase I Traffic and Parking Management Plan highlights the following:

> "Although the circulation patterns will be improved there will still be a need for traffic attendants [at four locations during peak times]."[8]

During the winter of 2022-2023, the City and Park City Mountain coordinated a new traffic circulation plan to prioritize transit. Cars are now routed from Empire Avenue to Silver King Drive to Lowell Avenue for parking and drop-off access. Buses and shuttles are routed from Empire Avenue to Shadow Ridge to the Lowell Avenue transit area.

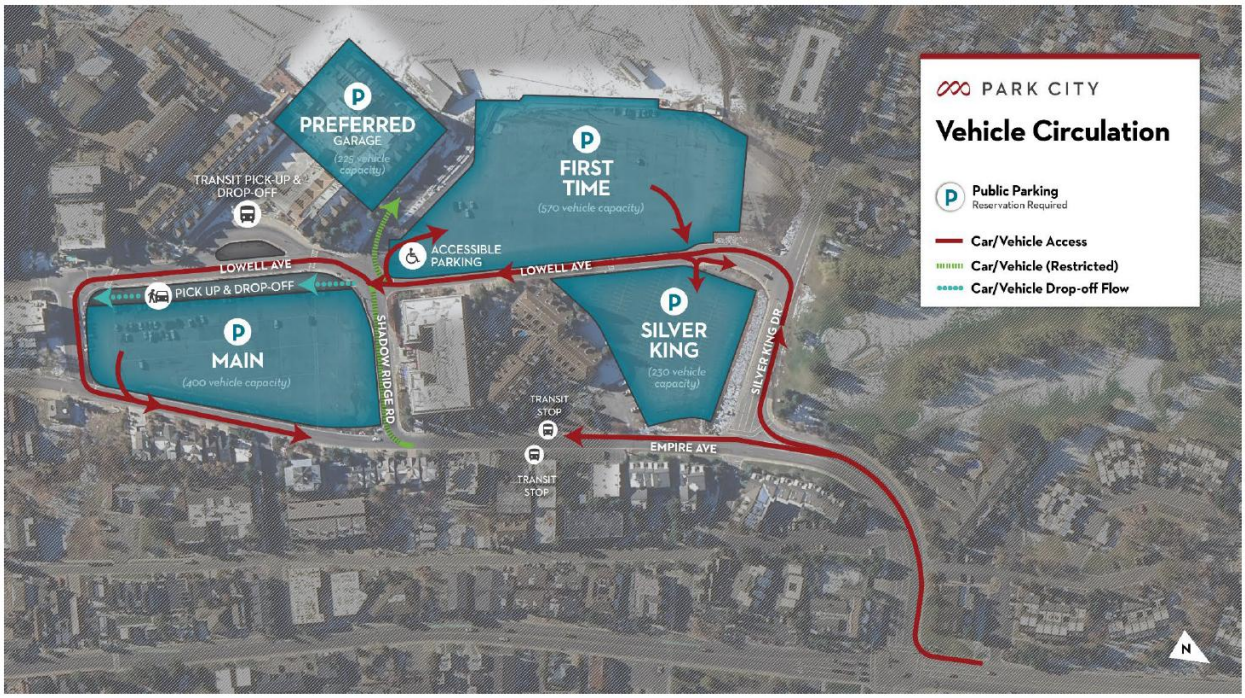


Figure 1: Applicant's Fehr and Peers Parking, Traffic, and Transportation Plan

This improved circulation has been maintained since with refinement and improvements each year. Additionally, for the Resort Center neighborhood, the General Plan recommends:

[8] Development Agreement Exhibits J and K, p. 8

- Installation of clear wayfinding signage to the Upper Resort Center and other tourist destinations.

The need for resort traffic and parking attendants and signage to support circulation efficiency is ongoing, and staff recommends Conditions of Approval:

- *Park City Mountain shall designate an employee to serve as the Transportation Demand Management coordinator to be the primary contact for parking, traffic, and transportation planning with the City, which at a minimum, shall include implementation of the Phase I Traffic and Parking Management Plan measures unless otherwise jointly agreed with the City's Traffic Operations Manager.*
- *Park City Mountain and the City's Traffic Operations Team will meet before October 15 of each year to comprehensively review the traffic attendant and signage plan to support efficient traffic and parking circulation for peak days that are identified by the City for each ski season.*
- *Park City Mountain and the City's Traffic Operations Team will meet regularly during the ski season to coordinate implementation of the traffic attendant and signage plan.*
- *Park City Mountain and the City's Traffic Operations Team will meet within 30 days of the end of the ski season each year to review and discuss the traffic attendant and signage plan and identify opportunities for improvements in the coming ski season.*

(c) Staff recommends Conditions of Approval to formalize Park City Mountain and City implementation of neighborhood mitigation strategies during the ski season.

The Phase I Traffic and Parking Management Plan outlines neighborhood mitigation strategies and states:

> "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)."[9]

Since 2023, the City completed the following to mitigate peak ski traffic and parking impacts to the Resort Center and surrounding neighborhoods:

- Installed manual drop arm gates at 14th and 15th Street for closure from November through April.

[9] Development Agreement Exhibits J and K, p. 7

- Installed LED turn prohibition signs at Manor Way/Empire Avenue and Lowell Avenue/Silver King. These are activated daily during the ski season from 2:00 – 6:00 PM to prevent turns from the base area into residential areas.
- Completed surface and curb improvements.
- Painted crosswalks and stop lines annually.
- Installed permanent resident only signage.
- Installed temporary way-finding signs on Empire Avenue to separate parking lot traffic and transit.
- Staffed police officers at the Lowell Avenue loading zone on peak days.

For the Resort Center neighborhood, the General Plan recommends installation of traffic calming measures in residential areas to discourage speeding and through traffic. Staff recommends Conditions of Approval to ensure continued compliance with the Phase I Traffic and Parking Management Plan and to support the General Plan recommendations:

- *Park City Mountain's neighborhood liaison and the City's Traffic Operations and Parking Teams will meet before October 15 of each year to comprehensively review the neighborhood parking mitigation and enforcement plan to protect the surrounding residential neighborhoods, including Thaynes, the residential areas of the Resort Center, and Old Town.*
- *Park City Mountain will provide parking data and will meet with the City's Traffic Operations and Parking Teams regularly during the ski season to coordinate implementation of the neighborhood parking mitigation and enforcement plan.*
- *Park City Mountain and the City's Traffic Operations and Parking Teams will meet within 30 days of the end of the ski season each year to review and discuss the neighborhood parking mitigation and enforcement plan and identify opportunities for improvements for the coming ski season.*

(II) The Applicant's 2026 Parking, Traffic, and Transportation Plan must show workable means of dealing with traffic generated by the lift construction and operation. Staff recommends Conditions of Approval.

In addition to compliance with the Phase I Traffic and Parking Management Plan, when considering a CUP, LMC § 15-1-10(E)(2) requires Planning Commission review of traffic, including the capacity of the existing streets in the area, and LMC § 15-1-10(E)(5) requires review of the location and amount of off-street parking.[10] Additionally, as noted above, for lift upgrades, the Applicant must address the following:

[10] LMC § 15-3-6(B) *Parking Ratio Requirements for Specific Land Use Categories* references "Chapter 8.20" for Tramway Station/Ski Base Facility parking requirements. This reference is a remnant from the LMC in effect in 1998. Section 8.20 referenced "Special Review Process for Passenger Tramways in HR-1, HRL and HCB Zones." When the LMC was reorganized in 2000, this reference remained and Passenger Tramways are now regulated pursuant to LMC § 15-4-18(B)(6) wherein "no specific

> **PARKING AND TRAFFIC PLANS**. The Applicant must present a parking, traffic, and transportation plan pertaining to the [lift] 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 [lift], the impacts of this traffic on the adjoining landowners and the neighborhood in general, parking demand created by the [lift] 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 [lift] 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 [lift] 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 (LMC § 15-4-18(B)(6)).

Park City Mountain requests replacing the Eagle and Eaglet fixed-grip lifts with a six-passenger detachable lift in a new alignment and mid-station unload "to better distribute guests across the lifts in the base area and shorten the time guests spend waiting in line. It will have a particularly positive impact on the beginner guest experience by providing guests access to unload the upgraded Eagle Express chairlift at the mid-station, offering another option to access beginner and lower intermediate terrain near the base" (Exhibit C, p. 1).

The proposed new and realigned Eagle lift increases hourly capacity of skiers to 2,800, or an additional capacity of 1,000 skiers per hour, a 55% increase. According to the Applicant, this improvement increases the overall Mountain Village base area uphill morning capacity by 15.56%, including the combined capacity of the Three Kings, Pay Day, First Time, Crescent, and current Eagle lifts.

On June 11, 2008, the Planning Commission approved a CUP for the Crescent lift, a high-speed detachable quad that replaced the Ski Team lift in a new alignment from the base area. The new lift increased the uphill capacity from 1,200 to 2,400 people per hour, a 100% increase. Based on the existing traffic conditions at that time, the staff report concluded "[t]he Crescent lift is designed to accommodate existing demand. No increase of traffic is anticipated." Analysis

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requirement has been set" and the Applicant is expected to show workable means of dealing with the traffic generated by the project.

regarding parking concluded “[t]he existing PCMR parking is used for winter operations. Approximately 1,500 spaces are available” (Exhibit F). The Planning Commission approval did not include conditions of approval related to traffic or parking mitigation (Exhibit G).

However, for the Eagle lift upgrade, due to increased traffic in the Resort Center neighborhood and changes in modes of travel, staff recommends Conditions of Approval to address the expected increase in the overall Mountain Village base area uphill morning capacity of 15.56% regarding existing and anticipated parking and traffic conditions.

The Applicant’s 2026 Parking, Traffic, and Transportation Plan proposes continuation of the following strategies that have been implemented since the 2022/2023 winter season:

- Paid parking and reservation system
- Employee parking management, including permits, off-site parking on peak days, and vanpools
- Circulation improvements that prioritize transit
- Coordination between the resort and the City’s Traffic Operations Team

The resort concludes that these strategies have led to an average surplus of approximately 474 parking spaces within the Mountain Village, even on high-visitation days.

While there have been measurable improvements to the traffic and parking impacts within the Mountain Village base area since comprehensive improvements were initiated in 2022/2023, staff recommends the Planning Commission consider Conditions of Approval to:

> (a) Formalize the current mitigation implementation, including the reservation and paid parking, by Park City Mountain.
> (b) Address continued improvements to base area circulation and mitigations to surrounding neighborhoods in collaboration with the City.
> (c) Address future changes that may require contingency plans.
> (d) Require a comprehensive update of Comfortable Carrying Capacity (CCC) and overall traffic, parking, and phasing plans at the time of Park City Mountain’s Master Planned Development and the next submittal for a vertical development Conditional Use Permit.
> (e) Address traffic and parking mitigation during construction.

Each is outlined below.

> **(a) Formalize the current mitigation implementation, including the reservation and paid parking, by Park City Mountain.**

For the Resort Center neighborhood, the General Plan recommends continued coordination with the resort on paid parking and parking reservations and to improve traffic circulation during peak times.

The 2022 Administrative CUP Conditions of Approval for the lift upgrades, later overturned by the Planning Commission, initiated the paid parking and reservation system with tracking, reporting, and future investment (Exhibit H). While not required because the approval was overturned, the resort has implemented these conditions to improve the overall traffic and parking conditions at the Mountain Village base area, and to mitigate impacts to adjacent neighborhoods. Staff recommends incorporating updated relevant Conditions of Approval from the Administrative CUP into the Planning Commission's CUP approval to support ongoing traffic and parking mitigation efforts:

- *The Applicant shall:*
    - *Maintain the paid parking reservation system.*
    - *Effectively manage the paid parking reservation system with on-site parking attendants and a turn-away and tow policy for people without a reservation.*
    - *Provide an accounting and 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 and employee access to the Mountain Village base area and transportation demand management in and around the resort.*

(b) Address continued improvements to base area circulation and mitigations to surrounding neighborhoods in collaboration with the City.

The General Plan Strategy 4A is to use parking pricing and policy updates to support mode shift goals, reduce vehicle congestion, and prioritize access for residents and high-occupancy travel. A recommended action is to address efficacy of paid parking programs and integrate capture lots with ski resort transit service. To ensure paid parking remains an effective mitigation strategy to traffic and parking impacts, staff recommends the following Conditions of Approval:

- *Regularly evaluate and update the paid reservation parking system to increase pricing on peak days if needed to support increased average vehicle occupancy and transit ridership.*
- *Implement measures to increase the average employee vehicle occupancy, reduce single-occupancy employee parking, and incentivize transit ridership.*

(c) Address future changes that may require contingency plans.

The Development Agreement encourages off-site parking solutions for the Mountain Village base area that 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.

On May 1, 2026, the Park City School District Superintendent submitted a letter of support regarding the parking collaboration between the School District and resort (Exhibit I). For many years, this partnership has allowed for overflow parking at the School District campus on weekends and school holidays. The resort operates shuttles from the School District campus to the Mountain Village base area to supplement City transit.

Staff recommends Conditions of Approval that require contingency plans if School District campus parking is unavailable in the future:

- *Park City Mountain shall provide confirmation of the parking agreement between the resort and Park City School District campus by October 15 prior to each ski season.*
- *If parking at the Park City School District campus or Richardson Flat are unavailable or decreased for future ski seasons, prior to the applicable ski season, Park City Mountain shall submit a supplemental parking mitigation plan for similar or greater capacity to the Planning Department for Planning Commission review and approval.*

In addition to the off-site parking at the School District campus, the resort maintains 100 employee parking spaces at their lot within the Bonanza Park neighborhood (1375 Munchkin Road).

- *If employee parking at Munchkin is reduced below 100 spaces, the Applicant shall return to the Planning Commission for approval of an updated employee parking mitigation plan that provides similar or greater capacity prior to the applicable ski season.*

Lastly, staff recommends a Condition of Approval that:

1. Establishes a threshold that signals the mitigation is not sufficient.
2. Requires the Applicant to return to the Planning Commission for comprehensive review of the 2026 Parking, Traffic, and Transportation Plan.
3. Requires the Applicant to provide updated skier and employee parking and transit ridership information to support the Planning Commission's comprehensive review.

Staff requests Planning Commission input.

(d) Require a comprehensive update of Comfortable Carrying Capacity (CCC) and overall traffic, parking, and phasing plans at the time of Park City Mountain's Master Planned Development and the next submittal for a vertical development Conditional Use Permit.

Staff recommends a Condition of Approval regarding comprehensive review of traffic, parking, and phasing plans as part of the Planning Commission's review for vertical development at the Mountain Village base:

- *The Development Agreement Phasing and Traffic and Parking Management Plan shall be comprehensively updated at the time of Park City Mountain's CUP application for vertical development of the surface parking lots in a manner approved by the Planning Commission. Comfortable Carrying Capacity (CCC) data shall be comprehensively updated, or an alternative methodology must be proposed to the satisfaction of the Planning Commission in accordance with LMC § 15-4-18(B)(6) and § 15-6-4(K). This CUP approval shall not have any bearing on other applications submitted under the Development Agreement. The overall assessment of on-going compliance with the Development Agreement, and the requirements of new development continue to be governed by the applicable LMC and Development Agreement in effect at the time of application.*

(e) Address traffic and parking mitigation during construction.

The Applicant indicates they anticipate construction on the lift upgrades in the late spring through early fall of 2027. Municipal Code of Park City § 11-14-4 outlines the requirements for a construction mitigation plan, including parking and deliveries. Additionally, the Planning Commission's 1997 Master Planned Development approval requires the following, recommended by staff to be incorporated as a Condition of Approval:

- *The Applicant's Construction Mitigation Plan shall address:*
  - *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.*
    - *For trails re-routed during construction, the Applicant shall submit a detour signage plan for Planning and Trails and Open Space review and approval and shall install and maintain the detour signage throughout construction.*
  - *Recycling of construction waste, including the minimizing of off-site soil/material transport.*

Additionally, the Applicant proposes the following Conditions of Approval:

- *Construction contractor and vendor parking will be managed off-site at designated staging location(s), with workers transported to and from the*

project areas using high occupancy transportation options such as carpools and shuttle buses. This approach will reduce construction-related parking demand within the Mountain Village and help limit additional traffic volumes in the base area.

- *Limited on-site construction parking may occur within designated staging areas where operationally necessary, including a portion of the First Time parking lot and select staging locations on the mountain. These areas will be managed to maintain safe circulation and minimize disruption to guest access and resort operations.*
- *Stabilized construction entrances with wash stations will be installed at mountain access points to prevent the spread of noxious weeds, reduce dust, and minimize the tracking of soil or debris onto paved surfaces.*
- *Transportation of construction equipment, materials, and infrastructure components will be coordinated with applicable agencies and departments to minimize potential disruption to public roadways and traffic flow. Deliveries will occur along designated haul routes and will be scheduled, where feasible, to avoid peak traffic periods.*

Questions for the Planning Commission

Is additional information needed to determine whether:

The proposal complies with the Park City Mountain Resort Master Planned Development Phase I Traffic and Parking Management Plan?

The Applicant's plan adequately addresses vehicles, transit, and pedestrian traffic generated by the Eagle lift and an increase in morning uphill capacity?

The Applicant's plan adequately addresses the impacts of traffic on the adjoining landowners and the neighborhood in general?

The Applicant's plan adequately addresses parking demand as a result of the proposed increase in lift capacity?

The Applicant shows workable means of dealing with the traffic generated by the Eagle lift construction and operation?

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 E, p. 177).
- **1998** – The PCMR MPD Development Agreement was recorded (Exhibit E).

    - 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 G).
- **2015** – The Planning Department approved an Administrative CUP (ACUP) for the King Con and Motherlode lift upgrades (Exhibit J).
- **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 K).
- **2022** – The Planning Director approved an ACUP for the Silverlode and Eagle lift upgrades (Exhibit H).
- **2022** – The Planning Commission granted an appeal of the ACUP approval (Exhibit L). 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.

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 April 29, 2026. Staff mailed courtesy notice to property owners within 300 feet on April 29, 2026. The *Park Record* published courtesy notice on April 29, 2026.[11]

Public Input

Public input is attached as Exhibit M.

Exhibits

A: Applicant's Eagle Lift Narrative
B: Eagle Lift Proposed Plans
C: Applicant's Memo – Parking Management Plan Consistency with the LMC
D: Applicant's Memo – Parking Management Plan and Current Capacity
E: Development Agreement
F: 2008 Crescent Lift Staff Report
G: 2008 Crescent Lift Final Action Letter
H: 2022 Administrative Conditional Use Permit

[11] LMC § 15-1-21

I: Park City School District Letter of Support
J: 2015 King Con and Motherlode Lifts Final Action Letter
K: 2015 Quicksilver Interconnect Gondola Final Action Letter
L: 2022 Planning Commission Appeal Final Action Letter
M: Public Input

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



EXISTING EAGLE LIFT

EXISTING EAGLET LIFT

EXISTING EAGLET LIFT

EXISTING EAGLE MID STATION

KING CON LIFT

EXISTING EAGLE LIFT

3 KINGS LIFT

FIRST TIME LIFT

3 KINGS LIFT

FIRST TIME LIFT

CRESENT LIFT

PAYDAY LIFT

PCMR MOUNTAIN VILLAGE

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 —

200' 0 200' 400'

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

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

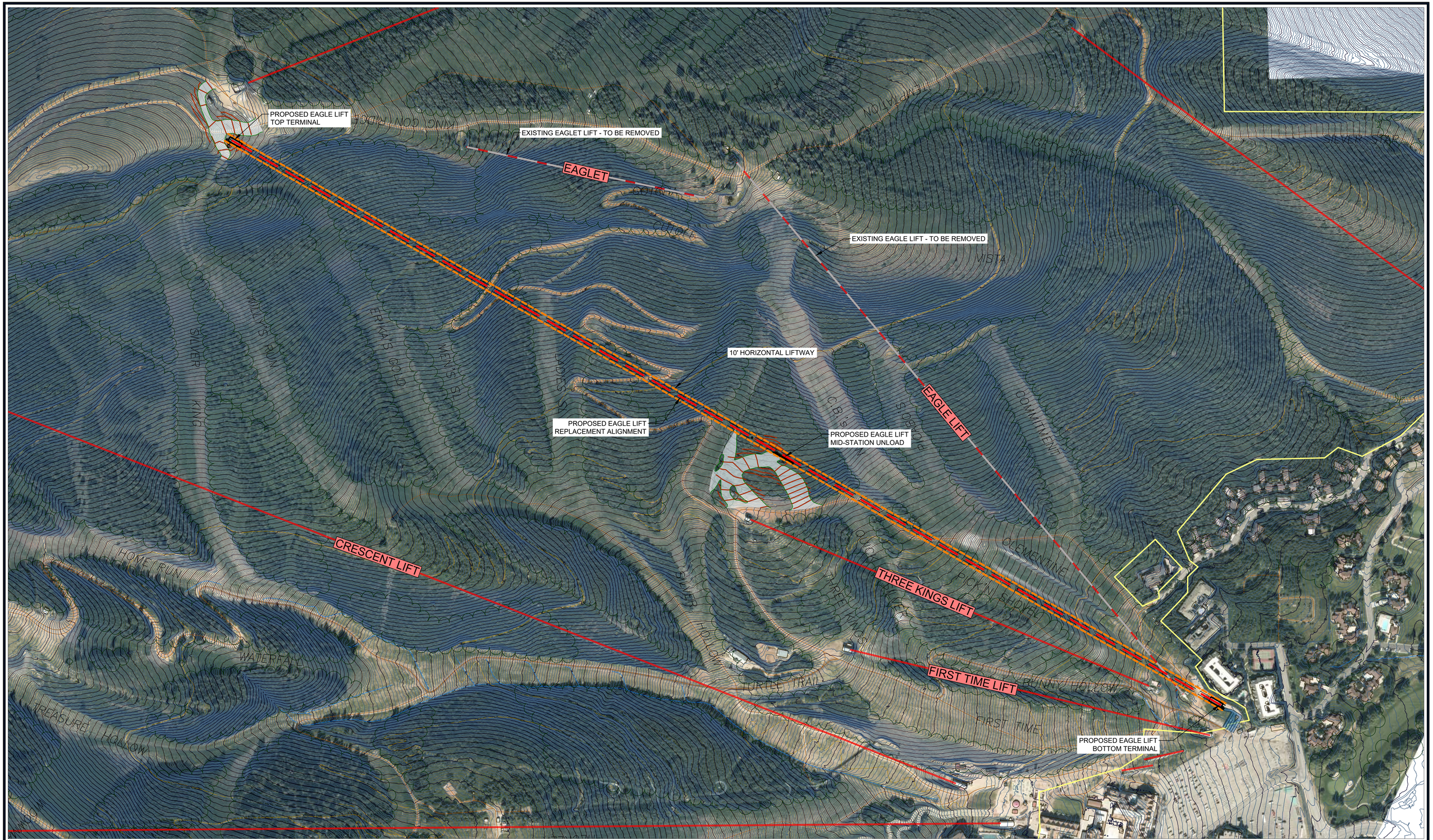
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PREPARED BY:

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

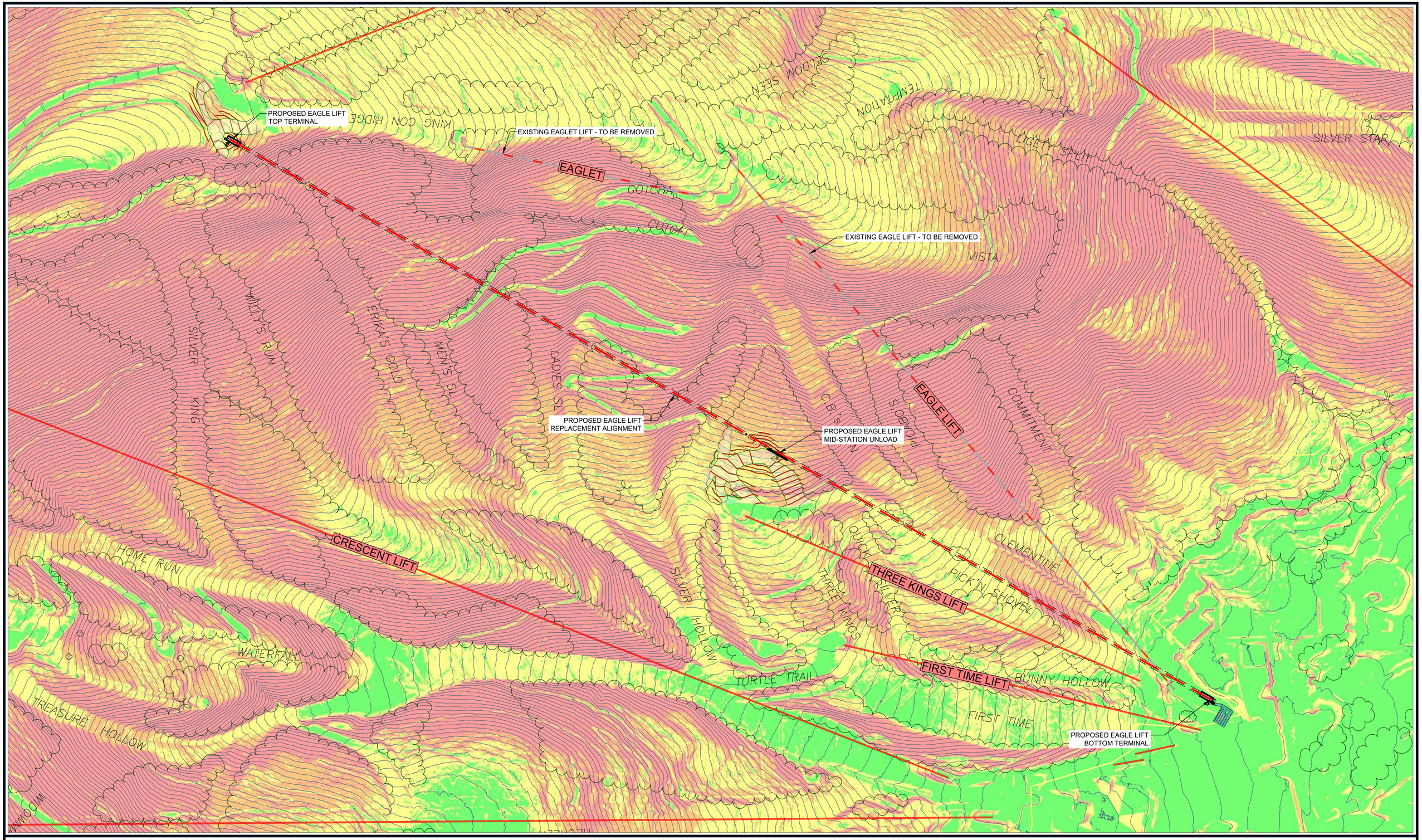
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Prepared By:

SE GROUP

December 2025



PARK CITY

LEGEND

- EXISTING LIFT
- PROPOSED LIFT
- PROPOSED GRADING

PARK CITY MOUNTAIN RESORT

Eagle Lift Replacement

Slope Map

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

SLOPE KEY

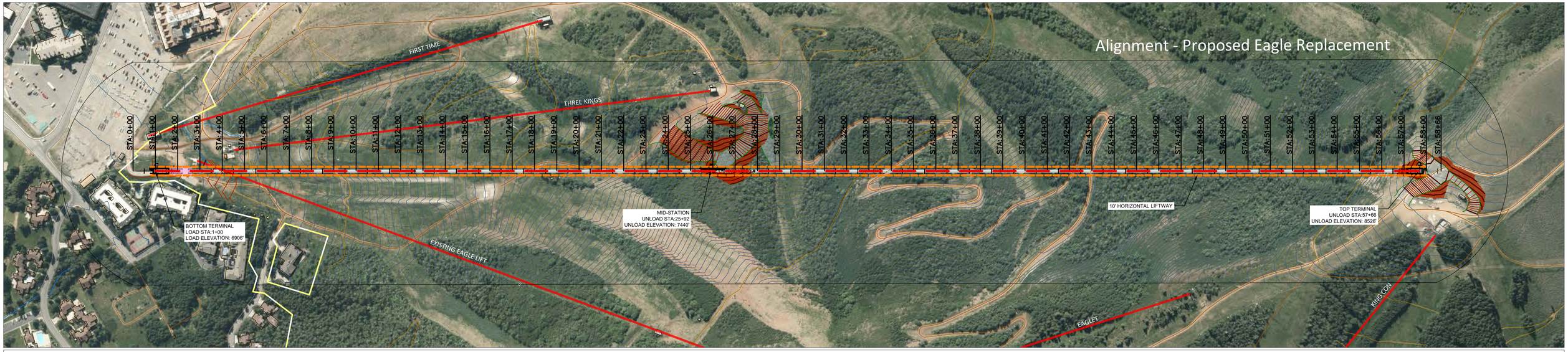
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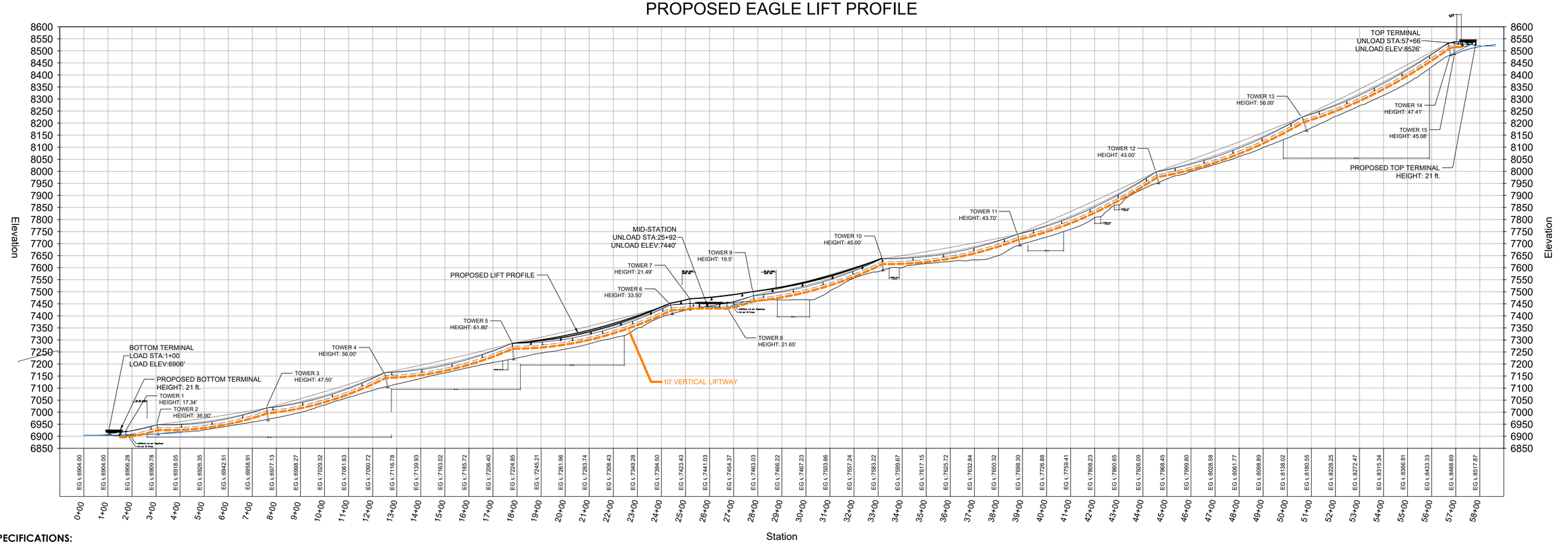
Prepared By:

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

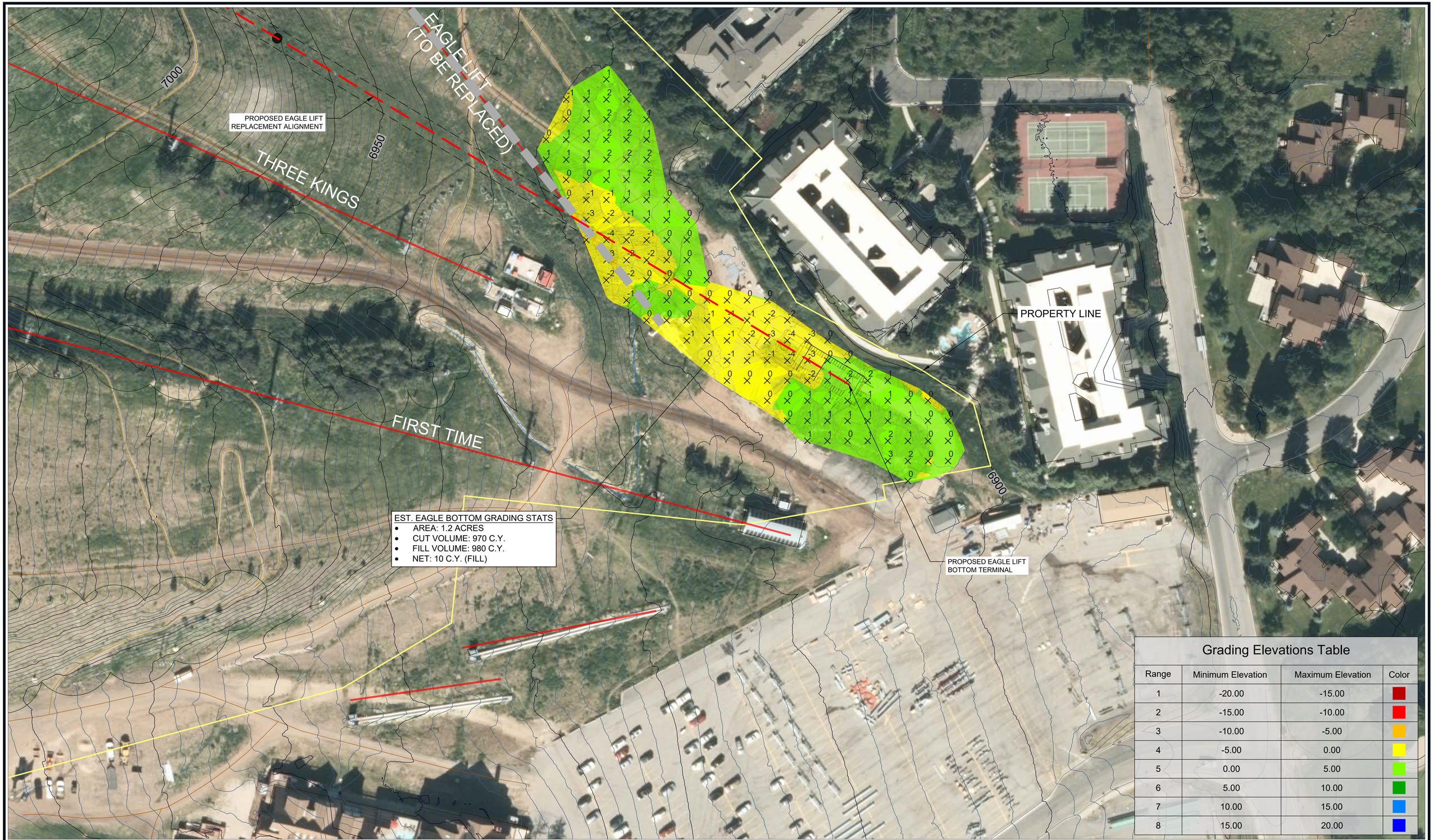
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Graphic Scale: 1" = 40'
Contour Interval: 2ft

Prepared By:

SE GROUP

December 2025



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

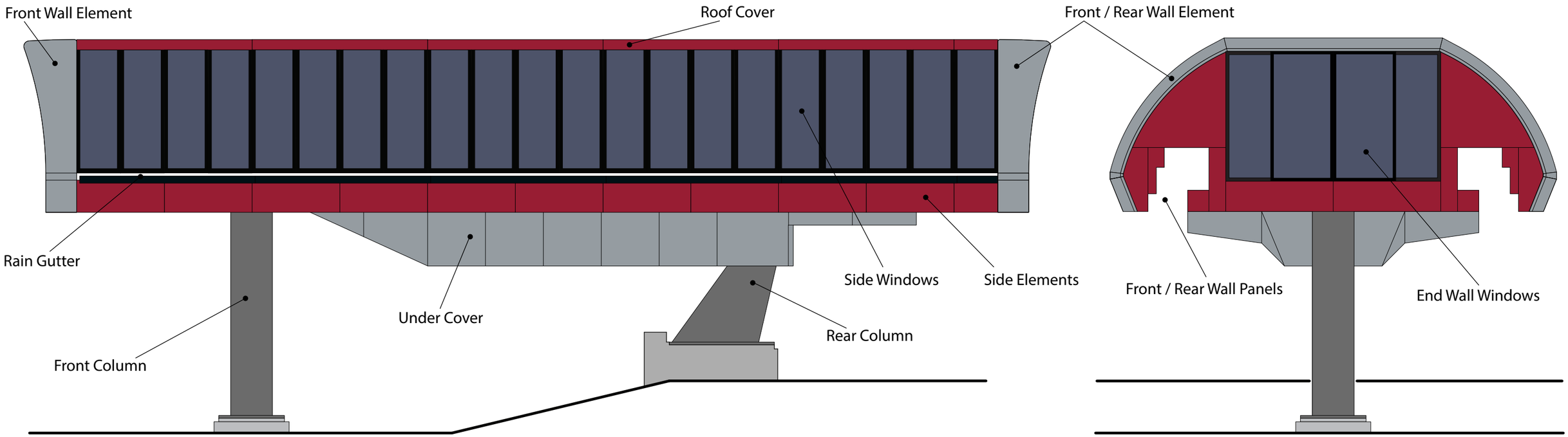
0 20' 40' 80'

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

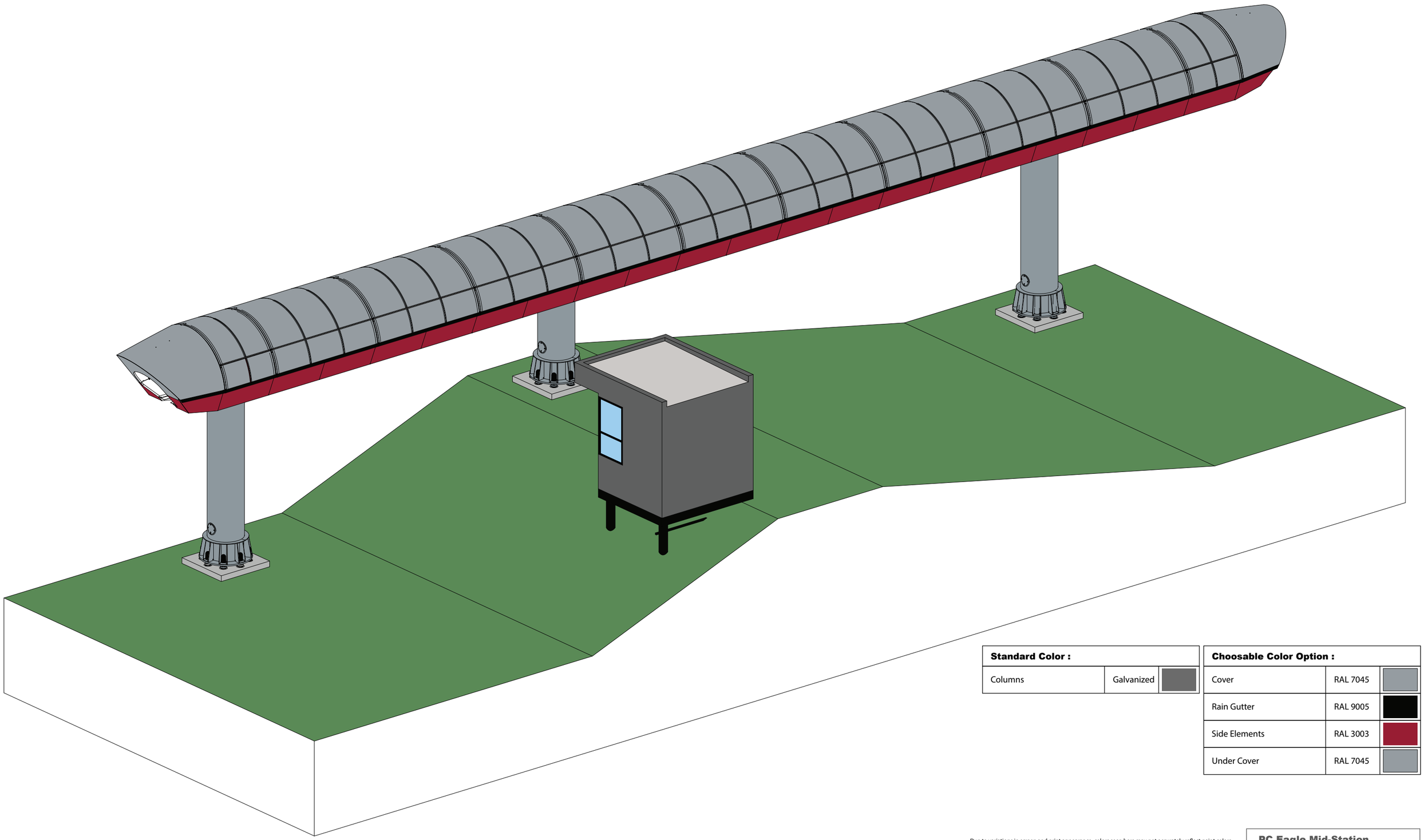
0 10' 20' 40'

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

Prepared By:

SE GROUP

December 2025

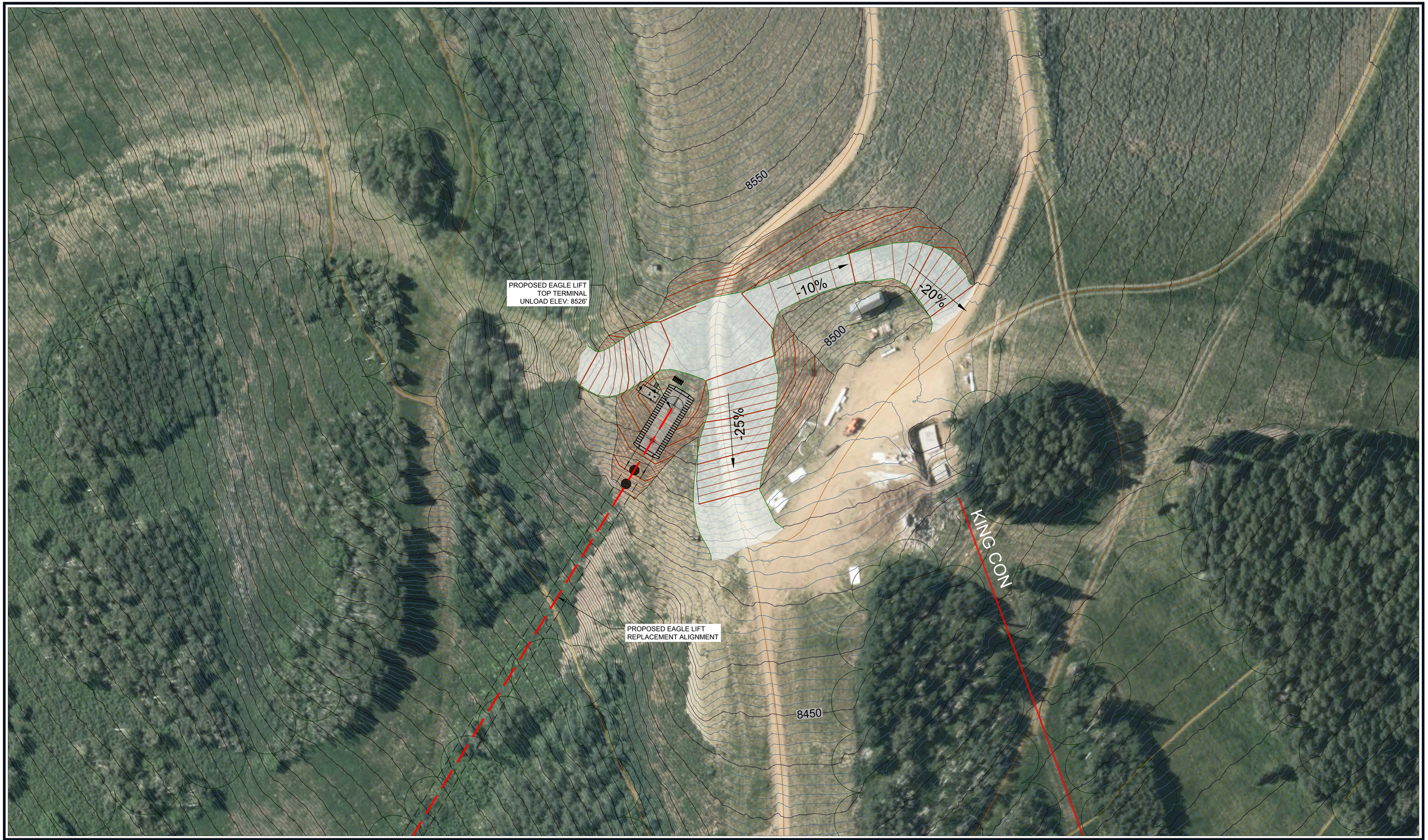


Standard Color :		
Columns	Galvanized	

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
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
PAYDAY LIFT
KING ROAD
SILVER STAR LIFT
PP-25-C
SS-108-D
PP-25-D
PP-25-C-X
PP-25-A-3
PP-29-E
PCA-1002-C
PCA-1003
PCA-29-A
SA-402-A
SA-402-A-4
SA-402
PC-800-A
PC-800
SA-321
PC-364-A-X
KRE-1
KRE-2
THILL-5-X
THILL-3-8-1AM
PCA-S-98-PCMR
THREE KINGS DR.
SHADOW RIDGE RD.
LOWELL AVE.
EMPIRE AVE.
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

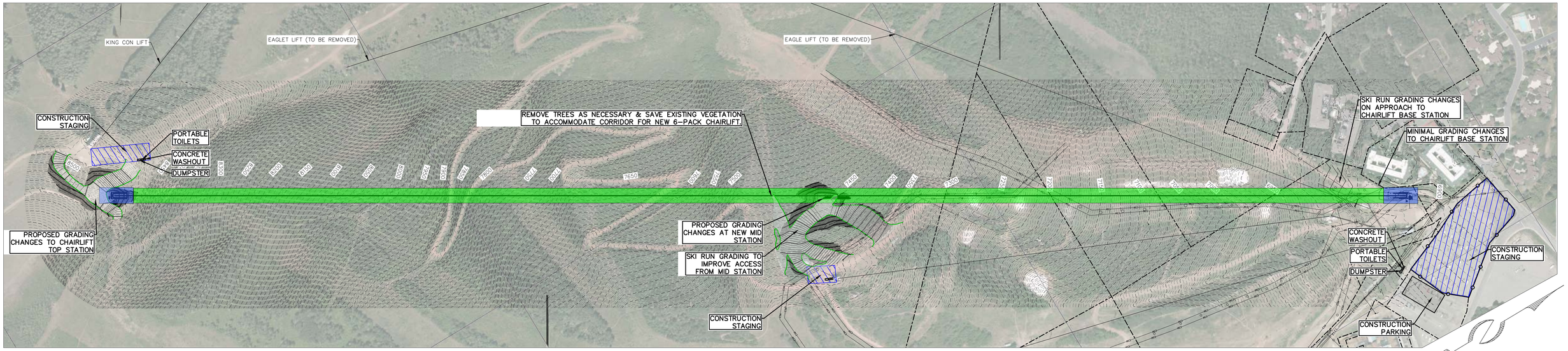
CONSTUCTION ACCESS & SITE PLAN
PARK CITY MOUNTAIN RESORT
EAGLE CHAIRLIFT IMPROVEMENTS

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

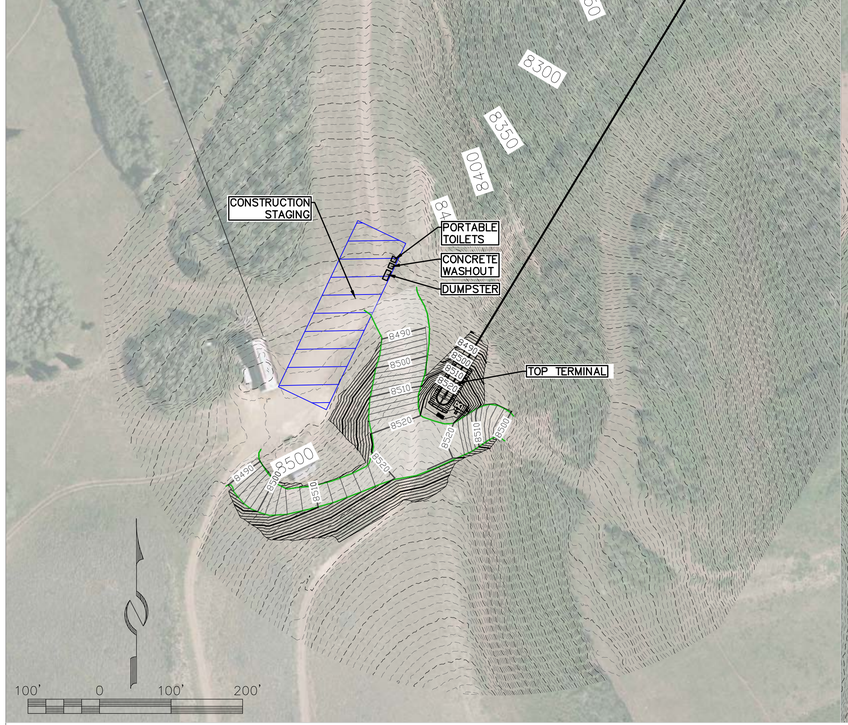
SHEET 2 OF 4

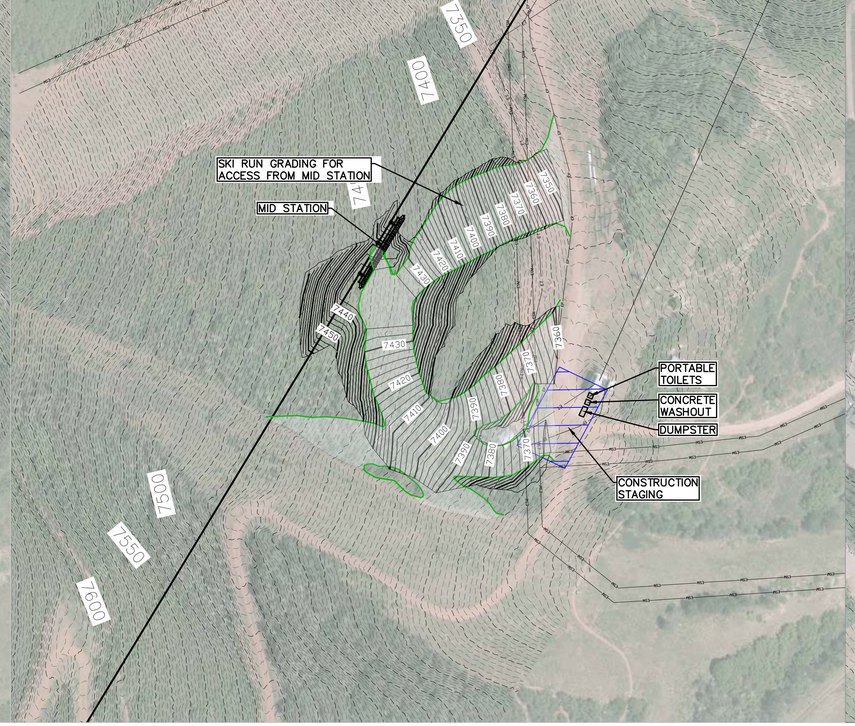


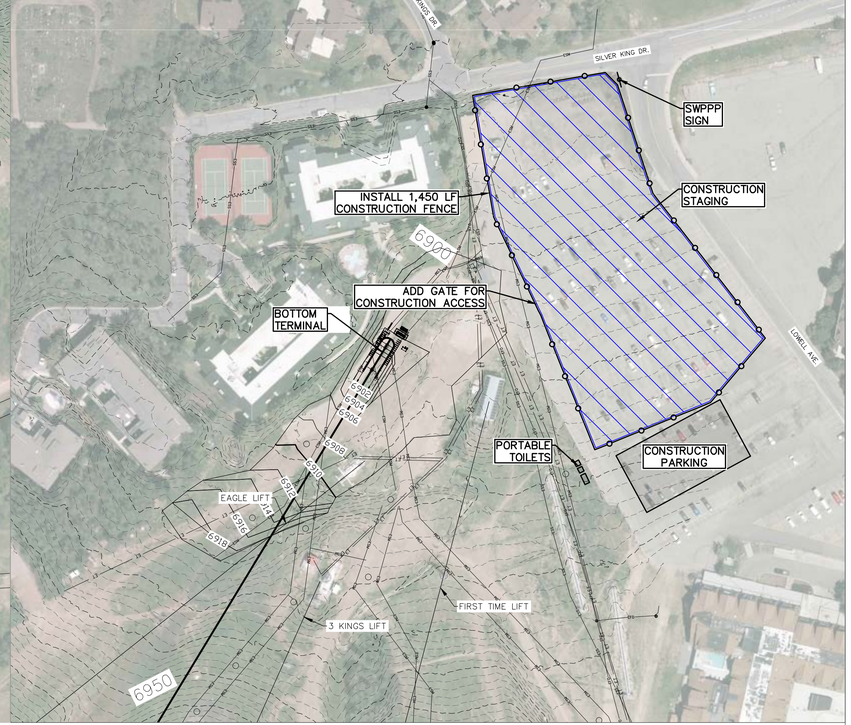
TOP TERMINAL

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

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

STAFF: GABRIEL HARJU

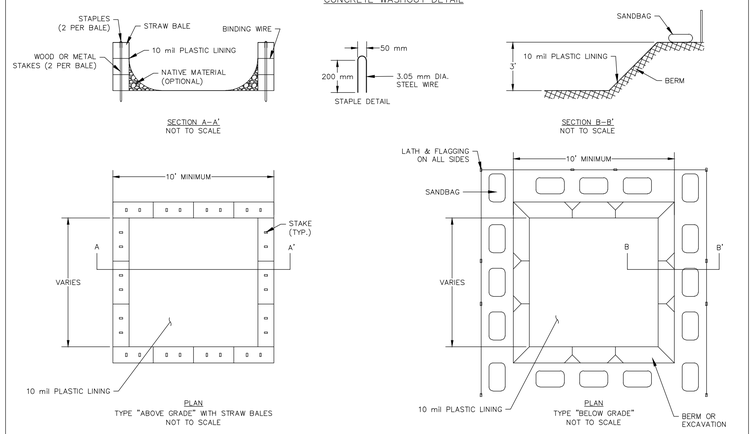
DATE: 12/23/2025

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

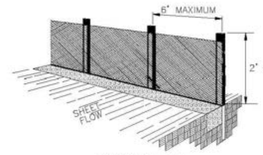
0.34 Other Crop — Date Tested: 27-AUG-14

1.41 Inert Matter — % Hard Seed: 1.06

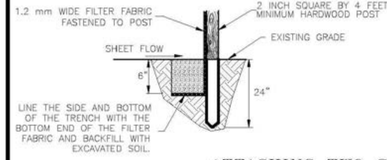
0.00 Weed Seed — Noxious Weed: None

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

SILT FENCE

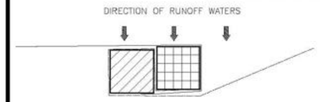


INSTALLATION:
1. Where possible, layout the silt fence 5 to 10 feet beyond the toe of slope.
2. Align the fence along the contour as close as possible.
3. When excavating the trench, use machinery that will produce no more than the desired dimension.
4. Place posts 6 foot on center along contour (or 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.

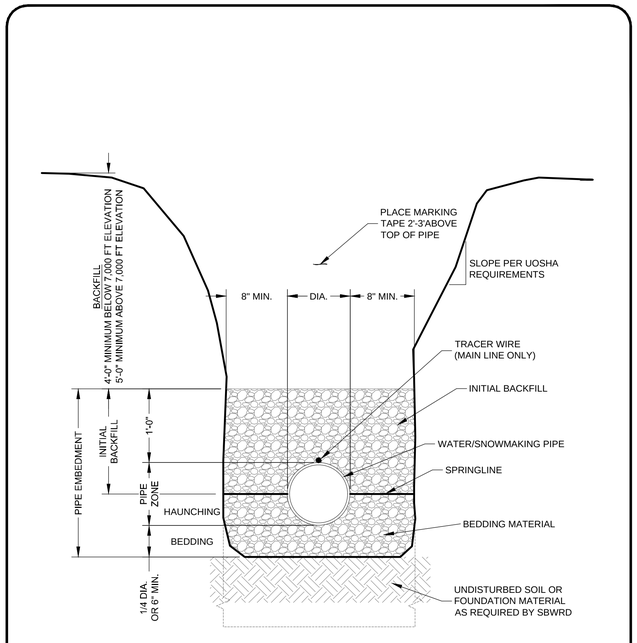


MAINTENANCE:
1. Inspect immediately after any rainfall and at least daily during prolonged rainfall.
2. Look for runoff bypassing ends of barriers or undercutting fence (repair immediately).
3. Repair or replace damaged areas of the fence and remove accumulated sediment.
4. Re-anchor fence as necessary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



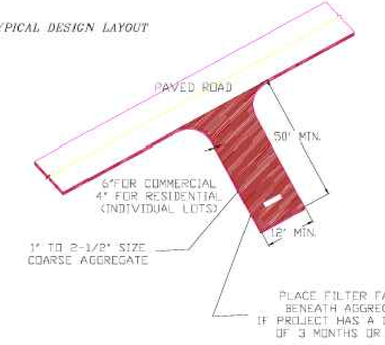
ALL SUBGRADES

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: 5/7/10

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.

[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

MEMORANDUM

To: Rebecca Ward, Park City Municipal Corporation

From: Deirdra Walsh, VR CPC Holdings, Inc.

Date: April 28, 2026

Re: Parking Management Plan and Current Capacity

On behalf of the applicant, VR CPC Holdings, Inc., operator of Park City Mountain (PCM), and at staff's request, I submit this memorandum to you regarding the required parking mitigation associated with the Conditional Use Permit applications for the Eagle and Silverlode lift replacements.

Executive Summary

This memo outlines Park City Mountain's parking management plan for guests and employees. PCM's parking strategy is built on demand management rather than supply expansion. The program focuses on influencing travel behavior, maximizing occupancy rates, and integrating transit solutions to maintain efficient operations without increasing parking infrastructure. Industry expert opinion indicates that lift replacements that increase uphill capacity do not inherently result in increased guest visitation, and available data provides no clear evidence of a causal relationship between the two. Therefore, lift upgrades would not impact parking demand. At the same time, analysis of the results of the resort's parking management plan demonstrates that sufficient capacity exists in the parking system to absorb an increase in visitation if needed.

PCM Parking Management Plan Overview

PCM's parking management plan manages how and when guests and employees access the Mountain Village base area. The various components of the system, which are outlined below, are designed to reduce congestion, improve the arrival experience, and make more efficient use of both on-site and off-site parking.

Paid Parking and Reservation System

PCM implemented a parking management plan at the Mountain Village base area ahead of the 22/23 winter season. PCM developed the plan in coordination with Park City (City) in 2022 in anticipation of the Eagle and Silverlode lift replacements. The goal of the parking management plan was to better manage the overall parking and arrival experience to the Mountain Village, alleviating congestion on adjacent roads and in the base area at peak times. The plan has successfully delivered on these objectives over the past four years; more details about the results can be found in the "Key Results – Traffic and Congestion" section of this memo.

The parking management plan manages parking demand through a reservation system with elements of paid and free parking. All guest vehicles parking at the Mountain Village base area between 8:00am and 12:00pm require reservations. This includes the Mountain Village garage, Main Lot, and First Time Lot. For the 2025/2026 season, reservations to park in a surface lot cost $29 per vehicle ($50 for a garage reservation). The reservation fee is waived in early and late season as determined by the resort. Throughout the season, parking reservations for vehicles with 4 or more occupants are free; the First Time lot is the preferred carpool lot, which is staffed with attendants to verify occupancy. Guests make reservations online at parkatparkcitymountain.com or through the app and can cancel for a full refund up to 8:00am the morning of the reservation.

Parking at PCM is monitored in conjunction with Interstate, the current third-party operator of the parking and reservation system. Vehicles parking in the lots are verified through a combination of parking attendants and license plate technology administered by Interstate. Guests who park in violation of the reservation and paid parking program are issued a parking violation ticket with escalating penalties for repeat violations.

Communications Plan for Required Reservation System

- PCM informs guests of the reservation requirement prior to and during the season. This outreach supports awareness of parking options and reinforces the need for advance parking reservations at Mountain Village, driving compliance and facilitating a smooth arrival experience. Our communications plan directs guests to the resort website for more detailed pre-arrival information.
- Website
    - PCM has a “getting here and parking” section on its website, which includes information on parking, reservation requirements, alternative parking locations, and public transportation. The page also has a link to the parking reservation site and promotes the use of transit and carpooling.
    - PCM notifies purchasers of PCM lift tickets, Ski and Ride school lessons, and rentals of the parking reservation requirement at the online point of purchase.
- Social Media
    - PCM uses its social media channels to link to the resort website for parking options at both villages, including information about parking fees and reservation requirements.
    - This messaging is provided ahead of the season with additional reminders during the season.
- Email Communications
    - PCM uses pre-arrival email communications to inform any guest who has a Ski and Ride School lesson reservation, rental package reservation, or lift ticket purchase about required parking reservations.
    - PCM provides parking updates via the daily Park City Mountain Resort Report for 9000+ email subscribers.
- My Epic App

    - The My Epic App links to the resort website for parking options at both villages, including information about parking reservation requirements.
- Local Messaging
    - PCM periodically works with local media to share parking updates and reinforce messaging with the local community.
- Text Messaging
    - PCM offers an optional subscription text messaging service to provide guests with parking information. There are currently 3,940 subscribers who receive messaging including day-of updates on the status of parking at both base areas if at capacity with suggestions on alternative parking options.

Operator/Management

The parking and reservation system is currently managed by a third party, Interstate, contracted through PCM. The third party manages the infrastructure, reservation platform, payment platform, and enforcement. The system is an internet and app-based system, allowing guests to make reservations and pay via computer or mobile device.

Parking and Available Capacity

Parking by Location

Table 1.1 summarizes the parking supply available within the Mountain Village base area and off-site parking system. PCM offers 1,612 total parking spaces within Mountain Village, consisting of 1,227 surface parking spaces and 385 spaces within parking garages. Most of the Mountain Village parking is managed through PCM's reservation system, which regulates parking demand within the base area. If reservations are unavailable or a guest chooses not to make a reservation, they have the option to use designated off-site parking locations and access the base area via public transit or resort operated shuttle services, instead of driving into the base area. Certain parking areas within Mountain Village are reserved for employees or operational needs while others may accommodate either guests or employees depending on daily operational requirements and anticipated visitation levels.

In addition to base area parking, 1,258 off-site parking spaces are available to support resort operations and transportation demand management strategies. These include approximately 100 employee-dedicated spaces at the Munchkin lot, 508 spaces at the Park City High School lot, and 650 spaces at the Richardson Flat Park-and-Ride facility. The Park City High School lot is available as coordinated with the Park City School District, and the resort provides a third-party shuttle service to and from Mountain Village to supplement the Park City Transit bus services that stop in front of the Park City High School. The Richardson Flat facility functions as a regional park-and-ride location and is open to the public, including PCM guests or employees accessing the resort via transit.

Together, the base area and these off-site locations provide 2,870 parking spaces to support resort operations, employee access, and guest visitation. Through a combination of reservation-based parking, flexible allocation of certain parking areas, and the use of off-site parking served by transit, PCM actively and dynamically manages parking demand and circulation within the

Mountain Village base area while maintaining the ability to accommodate peak visitation periods. Table 1.1 shows all day parking options available to employees and guests at PCM:

Table 1.1 Total Parking Supply within the Parking Management System

Parking Lot Name	**Parking Space Supply**	**Lot Type**	**Guest-dedicated spaces**	**Employee-dedicated spaces**	**Flexible/Managed Spaces**
First Time	580	MV Surface Lot	580	--	--
Main	400	MV Surface Lot	400	--	--
Silver King	230	MV Surface Lot	--	--	230
Legacy/ Marriott	17	MV Surface Lot	7	10	--
Mountain Village Garage	305	MV Parking Garage	305	--	--
Sweetwater	80	MV Parking Garage	--	80	--
Munchkin Lot	100	Off-site	--	100	--
Park City High School	† 508	Off-site	--	--	508
Richardson Flat	650	Off-site	--	--	650
TOTAL	2,870				

† Parking spaces available at the Park City High School are 496 for the 2025/2026 season due to current construction.

Employee Parking Management

PCM manages employee parking through a combination of permit-based parking access, off-site parking utilization, and transportation demand management programs designed to reduce single-occupancy vehicle trips and efficiently allocate limited base area parking resources.

Employee parking within Mountain Village is primarily accommodated in a designated section of the Silver King parking lot. Employees working at Mountain Village may request a permit to park in this location, with a limited number of permits allowing daily access. Additional employees may receive basic permits, which allow parking in Silver King during non-peak periods. On peak visitation days, employees with basic permits are directed to off-site parking locations and transported to Mountain Village via shuttle service. The number of employees allowed to park in the Silver King lot fluctuates daily based on operational needs and visitation levels. This flexible management allows the Silver King lot to accommodate employees when capacity is available while prioritizing guests during high-demand periods. Attendants on site direct guests to use these available spaces and assist them with reservations when appropriate.

In addition to managing employee parking through on-site permits and off-site parking on peak days, PCM actively incentivizes employees to use alternative transportation options. The resort participates in the Park City Ride On Winter Rewards Program, a four-month initiative running from December 1 through March 31 that incentivizes employees to walk, take transit, carpool, vanpool, or use park-and-ride facilities. Participants log their trips and earn points that can be

redeemed for cash prizes and monthly drawings, helping encourage higher vehicle occupancy and reduced parking demand.

PCM also partners to shuttle employees from Salt Lake City and Heber Valley. The resort leases Ride Share passenger vans from the Utah Transit Authority (UTA) which are driven by employees commuting together to and from work from Salt Lake City. For the 2025/2026 season, the resort leased one van for year-round use and three additional vans for the winter season. Each van transports up to 14 people, including the driver. In addition, High Valley Transit runs a route between Heber Valley and Park City with the resort's support. Employees can use the 106 from Heber Valley into Park City.

Communication and outreach efforts further support employee transportation management strategies. At the start of each winter season, employees receive information regarding parking procedures, off-site parking locations, transit options, and rideshare opportunities. Informational materials are distributed to department leaders and posted in employee areas to encourage participation in alternative transportation programs. Updates regarding parking operations and transportation options are also shared through multiple communication channels, including daily emails, text notifications, and internal messaging platforms.

As a result of discussions with base area businesses, PCM also provides a limited number of parking passes for Mountain Village merchants to accommodate their employees. These passes allow merchant employees to park in the First Time parking lot and are subject to the same peak-day parking restrictions as resort employees, requiring use of off-site parking locations during those periods.

These measures help manage employee parking demand, encourage higher-occupancy travel modes, and ensure that base area parking resources remain available to accommodate guest visitation during peak periods.

Base Area Circulation

Circulation within the Mountain Village base area has been refined since the program's initial deployment to continue to meet the goal of separating transit from general traffic to increase circulation efficiency.

Guests planning to park in surface lots are directed to access the base area by traveling southwest on Empire Drive, west on Three Kings Drive, and south on Lowell Avenue, from where they can access all reservable parking lots as shown in Figure 1. Guests being dropped off are directed to use the designated drop-off area along Lowell Avenue at the western edge of the Main Lot. Uber/Lyft vehicles are also directed to this public drop-off area within the Main Lot. Directions are provided in reservation confirmation emails, via signage, and via parking attendants.

Pedestrian circulation is managed to encourage use of marked crossings within parking lots and across Lowell Avenue as shown in Figure 2. To discourage pedestrian crossings outside of

marked crossing on Lowell Avenue adjacent to the drop-off area, a sidewalk and barrier were installed along the east side of Lowell Avenue to direct pedestrians to marked crossings at either end.

Transit operated by Park City Transit and High Valley Transit that serves the base area is routed southwest along Empire Avenue, into a dedicated lane heading west on Shadow Ridge Road, south onto Lowell Avenue, and into the transit loop on the eastern side of the Mountain Village base area, where passengers alight and board as shown in Figure 3. Private shuttle vans, including hotel shuttles, follow the transit routing described above and drop off east of the public transit loop in the dedicated drop-off area along the west edge of the Main Lot.

Emergency vehicles are given priority in the Mountain Village base area and have full access to all surface lots as shown in Figure 4. PCM's ski patrol station at the northwest corner of the First Time lot is where ambulances pick up guests.

These circulation measures reduce internal congestion, promote pedestrian safety and improve the predictability of vehicle movements within the base area.

Park City High School Parking
PCM values its long-standing partnership with the Park City School District, which allows peak day parking capacity at the Park City High School when demand warrants on certain Saturdays and Sundays and on certain peak periods that coincide with when the high school is out of session. This arrangement has functioned successfully as part of the overall parking management plan and provides an important seasonal resource during peak periods. The Park City High School lot serves as one component of the resort's broader, multi-location parking management plan.

At the same time, PCM has proactively identified additional parking and transportation strategies designed to diversify available options and reduce reliance on any single location. These strategies leverage existing regional parking assets, transit infrastructure and partnership opportunities to manage peak demand while minimizing congestion near the Mountain Village base area.

In addition to physical parking locations, PCM continues to expand incentive-based programs that encourage carpooling and transit use for both guests and employees. These programs reinforce alternative travel behavior through incentives and targeted outreach, supporting the long-term effectiveness and adaptability of the overall parking management approach.

Adjacent Neighborhood Protection
Traffic management efforts are supported through regular coordination meetings with City traffic and transportation supervisors and include discussion on adjacent neighborhoods with the goal to mitigate neighborhood impacts. Prior to each winter season, the resort's designated residential liaison meets with City staff to discuss impacts and mitigation strategies, and check-in meetings occur regularly throughout the winter season. The parking management circulation

plan has streamlined the arrival and departure experience through one-way traffic flow, clearly defined entrance and exit points for the Main Lot and First Time Lots and closing unnecessary access points with barricades. Additional infrastructure improvements implemented by the City, such as new access gates at 14th and 15th Streets, have enhanced control and reduced neighborhood cut throughs throughout the winter season.

Wayfinding has been enhanced with added directional signage throughout the parking areas and a variable message sign (VMS) at the Silver King–Empire Avenue intersection. These efforts are complemented by contracted police traffic control during high-volume times, resident only neighborhood parking restrictions, and an integrated operations plan with the City to proactively divert traffic away from residential areas.

Review and Update of the Plan

PCM continually reviews the parking management plan to determine what adjustments need to be made to meet any changing operational needs and create general improvement to the plan. PCM staff reviews the parking management plan prior to each season and holds a weekly debrief to discuss any unexpected challenges or necessary changes and determines the best way to implement those changes. PCM also communicates regularly with Park City Municipal staff and Park City Police to identify issues and implement potential solutions to those issues. This adaptive management approach allows PCM to respond to changing visitation patterns, weather conditions, and operational needs as conditions evolve.

Key Results – Traffic and Congestion

Measures of Success

Requiring reservations and charging for parking at peak times drives guest behavior that supports the parking management plan's objectives. Because a reservation is required to park, guests make reservations prior to arriving at Mountain Village. With a reservation, they have assurance of a parking spot, which reduces the number of vehicles driving into the base area looking for parking. This assurance also spreads out the morning arrival flow. Paid parking incentivizes the use of public transit, walking, or carpooling, reducing the number of vehicles coming into the base area and increasing average vehicle occupancy.

Since implementation, the parking management plan has seen significant success against its objectives across these key results:

Increased Alternative Transit Use

PCM contributes more than $1 million annually to local transit and off-site parking options to encourage guests to use alternatives to personal vehicles when traveling to the Mountain Village base area. This includes contributions to High Valley Transit, Rideshare UTA, and Park City Municipal for Richardson Flat and the Park City High School parking agreements.

As of the 22/23 season, 70% of guests stay in nearby lodging, take public transit, use hotel shuttles or use rideshare with approximately 30% of guests arriving by driving and parking at the resort. During the first season of implementation, mid-morning vehicle counts in Mountain Village parking lots decreased by 26%.

Park City Municipal also reported a 15% increase in transit ridership to the Mountain Village base area between the 21/22 and 22/23 winter seasons. To support capturing vehicles before they enter the City, the resort has contributed $150,000 annually since 2023 to enhance transit to and from Richardson Flat. On peak days, the resort contracts with Park City High School for offsite parking. Guests who opt to park at the high school arrive at the base area either via a resort provided shuttle or a City bus.

In partnership with the City, transit and private shuttle vans, including hotel shuttles, are routed through a dedicated lane on Shadow Ridge Road to prioritize these high occupancy modes of transportation. This new transit routing decreased average travel time for City buses through the base area by 40% during that same period.

Base Area Congestion Reduction

During the 22/23 season, PCM's highest visitation season since implementing the parking plan, approximately 64% of vehicles arrived with 4 or more occupants. Vehicles with 4+ occupants qualify for a carpool reservation, which are the only free reservations. Because there is no need to "beat the rush" with parking reservations, arrival times are spread over the course of the morning. Guest vehicles entering Mountain Village require a parking reservation; therefore, the

reservation system has significantly reduced the number of vehicles circling the base area looking for parking.

Improved Winter Ingress Travel Time
As a result of the reservation-driven program, many vehicles are now diverted prior to arrival in the base areas. Since implementation in 22/23, more guests are taking alternate transit or carpooling, which has resulted in approximately 88% of winter ingress delays being 10 minutes or less on 224 and 248. Delays over 15 minutes occur on average 3% of all operating days and 5% of weekends and holidays.

Enhanced Parking and Arrival Experience
In order to improve the skier drop-off and pick up, the resort reconfigured the Main Lot to accommodate a new drop-off lane, a new drive-through lane, and a new sidewalk to support safe and efficient loading and unloading. This area is designated for private and ride share vehicles and can accommodate approximately 15 vehicles at one time. Guests have appreciated having a dedicated location that allows for faster loading and unloading of passengers. Additionally, the resort has created pedestrian walkways and a new crosswalk on Lowell Avenue to promote a safe pedestrian experience. Guest satisfaction scores on parking and transit have improved since the 21/22 season after implementation of the new parking management plan improvements.

Pre-season, the resort works closely with the City traffic department to review peak day calendars and plan for a smooth ingress and egress experience, especially for City buses and high-occupancy hotel shuttles.

Appendix A: Fehr & Peers Parking, Traffic, and Transportation Plan

Appendix B: Fehr & Peers Average Vehicle Occupancy (AVO) Calculation

MEMORANDUM

To: Rebecca Ward, Park City Municipal Corporation

From: Deirdra Walsh, VR CPC Holdings, Inc.

Date: April 28, 2026

Re: Parking Management Plan and Current Capacity

On behalf of the applicant, VR CPC Holdings, Inc., operator of Park City Mountain (PCM), and at staff's request, I submit this memorandum to you regarding the required parking mitigation associated with the Conditional Use Permit applications for the Eagle and Silverlode lift replacements.

Executive Summary

This memo outlines Park City Mountain's parking management plan for guests and employees. PCM's parking strategy is built on demand management rather than supply expansion. The program focuses on influencing travel behavior, maximizing occupancy rates, and integrating transit solutions to maintain efficient operations without increasing parking infrastructure. Industry expert opinion indicates that lift replacements that increase uphill capacity do not inherently result in increased guest visitation, and available data provides no clear evidence of a causal relationship between the two. Therefore, lift upgrades would not impact parking demand. At the same time, analysis of the results of the resort's parking management plan demonstrates that sufficient capacity exists in the parking system to absorb an increase in visitation if needed.

PCM Parking Management Plan Overview

PCM's parking management plan manages how and when guests and employees access the Mountain Village base area. The various components of the system, which are outlined below, are designed to reduce congestion, improve the arrival experience, and make more efficient use of both on-site and off-site parking.

Paid Parking and Reservation System

PCM implemented a parking management plan at the Mountain Village base area ahead of the 22/23 winter season. PCM developed the plan in coordination with Park City (City) in 2022 in anticipation of the Eagle and Silverlode lift replacements. The goal of the parking management plan was to better manage the overall parking and arrival experience to the Mountain Village, alleviating congestion on adjacent roads and in the base area at peak times. The plan has successfully delivered on these objectives over the past four years; more details about the results can be found in the "Key Results – Traffic and Congestion" section of this memo.

The parking management plan manages parking demand through a reservation system with elements of paid and free parking. All guest vehicles parking at the Mountain Village base area between 8:00am and 12:00pm require reservations. This includes the Mountain Village garage, Main Lot, and First Time Lot. For the 2025/2026 season, reservations to park in a surface lot cost $29 per vehicle ($50 for a garage reservation). The reservation fee is waived in early and late season as determined by the resort. Throughout the season, parking reservations for vehicles with 4 or more occupants are free; the First Time lot is the preferred carpool lot, which is staffed with attendants to verify occupancy. Guests make reservations online at parkatparkcitymountain.com or through the app and can cancel for a full refund up to 8:00am the morning of the reservation.

Parking at PCM is monitored in conjunction with Interstate, the current third-party operator of the parking and reservation system. Vehicles parking in the lots are verified through a combination of parking attendants and license plate technology administered by Interstate. Guests who park in violation of the reservation and paid parking program are issued a parking violation ticket with escalating penalties for repeat violations.

Communications Plan for Required Reservation System

- PCM informs guests of the reservation requirement prior to and during the season. This outreach supports awareness of parking options and reinforces the need for advance parking reservations at Mountain Village, driving compliance and facilitating a smooth arrival experience. Our communications plan directs guests to the resort website for more detailed pre-arrival information.
- Website
    - PCM has a “getting here and parking” section on its website, which includes information on parking, reservation requirements, alternative parking locations, and public transportation. The page also has a link to the parking reservation site and promotes the use of transit and carpooling.
    - PCM notifies purchasers of PCM lift tickets, Ski and Ride school lessons, and rentals of the parking reservation requirement at the online point of purchase.
- Social Media
    - PCM uses its social media channels to link to the resort website for parking options at both villages, including information about parking fees and reservation requirements.
    - This messaging is provided ahead of the season with additional reminders during the season.
- Email Communications
    - PCM uses pre-arrival email communications to inform any guest who has a Ski and Ride School lesson reservation, rental package reservation, or lift ticket purchase about required parking reservations.
    - PCM provides parking updates via the daily Park City Mountain Resort Report for 9000+ email subscribers.
- My Epic App

    - The My Epic App links to the resort website for parking options at both villages, including information about parking reservation requirements.
- Local Messaging
    - PCM periodically works with local media to share parking updates and reinforce messaging with the local community.
- Text Messaging
    - PCM offers an optional subscription text messaging service to provide guests with parking information. There are currently 3,940 subscribers who receive messaging including day-of updates on the status of parking at both base areas if at capacity with suggestions on alternative parking options.

Operator/Management

The parking and reservation system is currently managed by a third party, Interstate, contracted through PCM. The third party manages the infrastructure, reservation platform, payment platform, and enforcement. The system is an internet and app-based system, allowing guests to make reservations and pay via computer or mobile device.

Parking and Available Capacity

Parking by Location

Table 1.1 summarizes the parking supply available within the Mountain Village base area and off-site parking system. PCM offers 1,612 total parking spaces within Mountain Village, consisting of 1,227 surface parking spaces and 385 spaces within parking garages. Most of the Mountain Village parking is managed through PCM's reservation system, which regulates parking demand within the base area. If reservations are unavailable or a guest chooses not to make a reservation, they have the option to use designated off-site parking locations and access the base area via public transit or resort operated shuttle services, instead of driving into the base area. Certain parking areas within Mountain Village are reserved for employees or operational needs while others may accommodate either guests or employees depending on daily operational requirements and anticipated visitation levels.

In addition to base area parking, 1,258 off-site parking spaces are available to support resort operations and transportation demand management strategies. These include approximately 100 employee-dedicated spaces at the Munchkin lot, 508 spaces at the Park City High School lot, and 650 spaces at the Richardson Flat Park-and-Ride facility. The Park City High School lot is available as coordinated with the Park City School District, and the resort provides a third-party shuttle service to and from Mountain Village to supplement the Park City Transit bus services that stop in front of the Park City High School. The Richardson Flat facility functions as a regional park-and-ride location and is open to the public, including PCM guests or employees accessing the resort via transit.

Together, the base area and these off-site locations provide 2,870 parking spaces to support resort operations, employee access, and guest visitation. Through a combination of reservation-based parking, flexible allocation of certain parking areas, and the use of off-site parking served by transit, PCM actively and dynamically manages parking demand and circulation within the

Mountain Village base area while maintaining the ability to accommodate peak visitation periods. Table 1.1 shows all day parking options available to employees and guests at PCM:

Table 1.1 Total Parking Supply within the Parking Management System

Parking Lot Name	**Parking Space Supply**	**Lot Type**	**Guest-dedicated spaces**	**Employee-dedicated spaces**	**Flexible/Managed Spaces**
First Time	580	MV Surface Lot	580	--	--
Main	400	MV Surface Lot	400	--	--
Silver King	230	MV Surface Lot	--	--	230
Legacy/ Marriott	17	MV Surface Lot	7	10	--
Mountain Village Garage	305	MV Parking Garage	305	--	--
Sweetwater	80	MV Parking Garage	--	80	--
Munchkin Lot	100	Off-site	--	100	--
Park City High School	† 508	Off-site	--	--	508
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TOTAL	2,870				

† Parking spaces available at the Park City High School are 496 for the 2025/2026 season due to current construction.

Employee Parking Management

PCM manages employee parking through a combination of permit-based parking access, off-site parking utilization, and transportation demand management programs designed to reduce single-occupancy vehicle trips and efficiently allocate limited base area parking resources.

Employee parking within Mountain Village is primarily accommodated in a designated section of the Silver King parking lot. Employees working at Mountain Village may request a permit to park in this location, with a limited number of permits allowing daily access. Additional employees may receive basic permits, which allow parking in Silver King during non-peak periods. On peak visitation days, employees with basic permits are directed to off-site parking locations and transported to Mountain Village via shuttle service. The number of employees allowed to park in the Silver King lot fluctuates daily based on operational needs and visitation levels. This flexible management allows the Silver King lot to accommodate employees when capacity is available while prioritizing guests during high-demand periods. Attendants on site direct guests to use these available spaces and assist them with reservations when appropriate.

In addition to managing employee parking through on-site permits and off-site parking on peak days, PCM actively incentivizes employees to use alternative transportation options. The resort participates in the Park City Ride On Winter Rewards Program, a four-month initiative running from December 1 through March 31 that incentivizes employees to walk, take transit, carpool, vanpool, or use park-and-ride facilities. Participants log their trips and earn points that can be

redeemed for cash prizes and monthly drawings, helping encourage higher vehicle occupancy and reduced parking demand.

PCM also partners to shuttle employees from Salt Lake City and Heber Valley. The resort leases Ride Share passenger vans from the Utah Transit Authority (UTA) which are driven by employees commuting together to and from work from Salt Lake City. For the 2025/2026 season, the resort leased one van for year-round use and three additional vans for the winter season. Each van transports up to 14 people, including the driver. In addition, High Valley Transit runs a route between Heber Valley and Park City with the resort's support. Employees can use the 106 from Heber Valley into Park City.

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As a result of discussions with base area businesses, PCM also provides a limited number of parking passes for Mountain Village merchants to accommodate their employees. These passes allow merchant employees to park in the First Time parking lot and are subject to the same peak-day parking restrictions as resort employees, requiring use of off-site parking locations during those periods.

These measures help manage employee parking demand, encourage higher-occupancy travel modes, and ensure that base area parking resources remain available to accommodate guest visitation during peak periods.

Base Area Circulation

Circulation within the Mountain Village base area has been refined since the program's initial deployment to continue to meet the goal of separating transit from general traffic to increase circulation efficiency.

Guests planning to park in surface lots are directed to access the base area by traveling southwest on Empire Drive, west on Three Kings Drive, and south on Lowell Avenue, from where they can access all reservable parking lots as shown in Figure 1. Guests being dropped off are directed to use the designated drop-off area along Lowell Avenue at the western edge of the Main Lot. Uber/Lyft vehicles are also directed to this public drop-off area within the Main Lot. Directions are provided in reservation confirmation emails, via signage, and via parking attendants.

Pedestrian circulation is managed to encourage use of marked crossings within parking lots and across Lowell Avenue as shown in Figure 2. To discourage pedestrian crossings outside of

marked crossing on Lowell Avenue adjacent to the drop-off area, a sidewalk and barrier were installed along the east side of Lowell Avenue to direct pedestrians to marked crossings at either end.

Transit operated by Park City Transit and High Valley Transit that serves the base area is routed southwest along Empire Avenue, into a dedicated lane heading west on Shadow Ridge Road, south onto Lowell Avenue, and into the transit loop on the eastern side of the Mountain Village base area, where passengers alight and board as shown in Figure 3. Private shuttle vans, including hotel shuttles, follow the transit routing described above and drop off east of the public transit loop in the dedicated drop-off area along the west edge of the Main Lot.

Emergency vehicles are given priority in the Mountain Village base area and have full access to all surface lots as shown in Figure 4. PCM's ski patrol station at the northwest corner of the First Time lot is where ambulances pick up guests.

These circulation measures reduce internal congestion, promote pedestrian safety and improve the predictability of vehicle movements within the base area.

Park City High School Parking
PCM values its long-standing partnership with the Park City School District, which allows peak day parking capacity at the Park City High School when demand warrants on certain Saturdays and Sundays and on certain peak periods that coincide with when the high school is out of session. This arrangement has functioned successfully as part of the overall parking management plan and provides an important seasonal resource during peak periods. The Park City High School lot serves as one component of the resort's broader, multi-location parking management plan.

At the same time, PCM has proactively identified additional parking and transportation strategies designed to diversify available options and reduce reliance on any single location. These strategies leverage existing regional parking assets, transit infrastructure and partnership opportunities to manage peak demand while minimizing congestion near the Mountain Village base area.

In addition to physical parking locations, PCM continues to expand incentive-based programs that encourage carpooling and transit use for both guests and employees. These programs reinforce alternative travel behavior through incentives and targeted outreach, supporting the long-term effectiveness and adaptability of the overall parking management approach.

Adjacent Neighborhood Protection
Traffic management efforts are supported through regular coordination meetings with City traffic and transportation supervisors and include discussion on adjacent neighborhoods with the goal to mitigate neighborhood impacts. Prior to each winter season, the resort's designated residential liaison meets with City staff to discuss impacts and mitigation strategies, and check-in meetings occur regularly throughout the winter season. The parking management circulation

plan has streamlined the arrival and departure experience through one-way traffic flow, clearly defined entrance and exit points for the Main Lot and First Time Lots and closing unnecessary access points with barricades. Additional infrastructure improvements implemented by the City, such as new access gates at 14th and 15th Streets, have enhanced control and reduced neighborhood cut throughs throughout the winter season.

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Review and Update of the Plan

PCM continually reviews the parking management plan to determine what adjustments need to be made to meet any changing operational needs and create general improvement to the plan. PCM staff reviews the parking management plan prior to each season and holds a weekly debrief to discuss any unexpected challenges or necessary changes and determines the best way to implement those changes. PCM also communicates regularly with Park City Municipal staff and Park City Police to identify issues and implement potential solutions to those issues. This adaptive management approach allows PCM to respond to changing visitation patterns, weather conditions, and operational needs as conditions evolve.



Figure 1: Mountain Village Base Area Vehicle Circulation



Figure 2: Mountain Village Base Area Pedestrian Circulation



Figure 3: Mountain Village Base Area Transit Circulation



Figure 4: Mountain Village Base Area Emergency Vehicle Circulation

Key Results – Traffic and Congestion

Measures of Success

Requiring reservations and charging for parking at peak times drives guest behavior that supports the parking management plan's objectives. Because a reservation is required to park, guests make reservations prior to arriving at Mountain Village. With a reservation, they have assurance of a parking spot, which reduces the number of vehicles driving into the base area looking for parking. This assurance also spreads out the morning arrival flow. Paid parking incentivizes the use of public transit, walking, or carpooling, reducing the number of vehicles coming into the base area and increasing average vehicle occupancy.

Since implementation, the parking management plan has seen significant success against its objectives across these key results:

Increased Alternative Transit Use

PCM contributes more than $1 million annually to local transit and off-site parking options to encourage guests to use alternatives to personal vehicles when traveling to the Mountain Village base area. This includes contributions to High Valley Transit, Rideshare UTA, and Park City Municipal for Richardson Flat and the Park City High School parking agreements.

As of the 22/23 season, 70% of guests stay in nearby lodging, take public transit, use hotel shuttles or use rideshare with approximately 30% of guests arriving by driving and parking at the resort. During the first season of implementation, mid-morning vehicle counts in Mountain Village parking lots decreased by 26%.

Park City Municipal also reported a 15% increase in transit ridership to the Mountain Village base area between the 21/22 and 22/23 winter seasons. To support capturing vehicles before they enter the City, the resort has contributed $150,000 annually since 2023 to enhance transit to and from Richardson Flat. On peak days, the resort contracts with Park City High School for offsite parking. Guests who opt to park at the high school arrive at the base area either via a resort provided shuttle or a City bus.

In partnership with the City, transit and private shuttle vans, including hotel shuttles, are routed through a dedicated lane on Shadow Ridge Road to prioritize these high occupancy modes of transportation. This new transit routing decreased average travel time for City buses through the base area by 40% during that same period.

Base Area Congestion Reduction

During the 22/23 season, PCM's highest visitation season since implementing the parking plan, approximately 64% of vehicles arrived with 4 or more occupants. Vehicles with 4+ occupants qualify for a carpool reservation, which are the only free reservations. Because there is no need to "beat the rush" with parking reservations, arrival times are spread over the course of the morning. Guest vehicles entering Mountain Village require a parking reservation; therefore, the

reservation system has significantly reduced the number of vehicles circling the base area looking for parking.

Improved Winter Ingress Travel Time
As a result of the reservation-driven program, many vehicles are now diverted prior to arrival in the base areas. Since implementation in 22/23, more guests are taking alternate transit or carpooling, which has resulted in approximately 88% of winter ingress delays being 10 minutes or less on 224 and 248. Delays over 15 minutes occur on average 3% of all operating days and 5% of weekends and holidays.

Enhanced Parking and Arrival Experience
In order to improve the skier drop-off and pick up, the resort reconfigured the Main Lot to accommodate a new drop-off lane, a new drive-through lane, and a new sidewalk to support safe and efficient loading and unloading. This area is designated for private and ride share vehicles and can accommodate approximately 15 vehicles at one time. Guests have appreciated having a dedicated location that allows for faster loading and unloading of passengers. Additionally, the resort has created pedestrian walkways and a new crosswalk on Lowell Avenue to promote a safe pedestrian experience. Guest satisfaction scores on parking and transit have improved since the 21/22 season after implementation of the new parking management plan improvements.

Pre-season, the resort works closely with the City traffic department to review peak day calendars and plan for a smooth ingress and egress experience, especially for City buses and high-occupancy hotel shuttles.

Appendix A: Fehr & Peers Parking, Traffic, and Transportation Plan

Fehr & Peers

Parking, Traffic, and Transportation Plan

Prepared for:
Park City Mountain

Submitted on:
January 16, 2026

Fehr & Peers

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Authors

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Executive Summary

Park City Mountain operates a multi-faceted program for traffic and parking management and public messaging regarding traffic conditions and transportation options. The program was put in place during the 2022-2023 winter season and has been successful in improving the traffic and parking experience as well as increasing transit use. The program manages vehicular access with paid and reservation parking requirements, shifts arrivals to non-auto modes including transit, and maintains reasonable traffic operations on the streets serving the base area. The program has been executed with a shared vision from City staff and enjoys support from resort visitors.

Program Overview

Park City Mountain's parking and traffic management program is in place from November through April and applies to their surface lots at the Mountain Village Base, covering the First Time, Main, and Silver King lots. Parking reservations are required on all days during the season and cost $29 for vehicles carrying fewer than four passengers between December 5th and April 5th for the 2025-2026 ski season. Reservations are free for vehicles carrying four or more passengers and are not required after 12:00 PM each day. Reservations are purchased online at www.parkatparkcitymountain.com, and lots are staffed every day to better facilitate arrivals, validate vehicle occupancy, and oversee drop-off and pick-up activities.

Guests are directed to arrive at the Mountain Village base via Empire Avenue, Silver King Drive, and Lowell Avenue. Transit, operated by both Park City Transit and High Valley Transit, operates on Empire Avenue, Shadow Ridge Road, and Lowell Avenue, and is separated from general traffic within the base area. Adjacent neighborhood streets are signed and, in some cases, gated to prevent cut-through traffic, interloper parking, and impacts on residents.

The Mountain Village Base parking lots have been improved through updated lot striping to improve space utilization, designated walkways to improve pedestrian circulation, a raised sidewalk along Lowell Avenue, and new crosswalks to improve pedestrian access. Park City Mountain contributes funding to transit service between Richardson Flats, Park City High School, and the Mountain Village Base to improve transit service and incentivize mode shift.

Program Outcomes

During the 2022-2023 season, **64% of vehicles parking at the Mountain Village base carried four or more passengers**, and that rate of carpooling has remained at similar levels in subsequent seasons. Park City Transit reported a **15% increase in passengers using transit to access the Mountain Village base and a decrease in average travel times through the base area of 40%**. Due to both increased transit utilization and higher vehicle occupancy, low- or single-occupancy vehicle trips to the Park City Mountain Base are low.

Implementation of the parking and traffic management program has also benefited from reliable communication and collaboration between Park City Mountain and Park City Municipal staff. Each week, Park City Mountain staff debrief to discuss base area operations from the previous weekend, identify any challenges that arise and potential solutions, and engage with Park City Municipal staff biweekly to discuss program adjustments. This has helped shape solutions to reduce cut-through traffic on neighborhood streets and manage traffic operations in and around the Base Area.

Program Overview

Beginning in the 2022-2023 ski season, Park City Mountain's parking and traffic management program requires parking reservations for vehicles parking in the Main, First Time, and Silver King parking lots at the Mountain Village base during peak morning hours (before 12:00 PM). Park City Mountain's parking management program was implemented to achieve three primary goals:

1. Manage the overall parking experience
2. Help manage traffic congestion in the base area and adjacent areas
3. Provide guests a variety of options to access the mountain

The reservation system includes 1,210 reservable surface parking stalls. The 305 stalls at the Mountain Village garage operate under a separate pricing structure. Vehicles with a valid reservation carrying four or more passengers may park at no charge, while vehicles with a reservation and fewer than four occupants are required to pay a parking fee. For the 2025-2026 season, the daily parking fee is $29. This reservation-based system has been in place since the 2022-2023 season and has proven effective in managing peak-period demand, encouraging higher vehicle occupancy, and managing the number of vehicles accessing the base area.

All surface lots at the Mountain Village Base are staffed to improve guest experience, manage parking and circulation to ensure capacity is maintained, and to validate vehicle occupancy for carpooling reservations. Vehicles with four or more passengers are directed to park in a priority area closer to the First Time lift base.

When parking demand allows, Park City Mountain employees are given the option to park in the Silver King lot. When demand is high enough to require use of the Silver King lot for guests, employees must park off-site and ride transit or use other public or resort-provided means to access the Mountain Village base.

Base Area Circulation

Circulation within the Mountain Village base area has been refined since the program's initial deployment to continue to meet the goal of separating transit from general traffic to increase circulation efficiency.

Guests who are planning to park in surface lots are directed to access the base area by traveling southwest on Empire Drive, west on Three Kings Drive, and south on Lowell Avenue, from where they can access all reservable parking lots as shown in **Figure 1.** Guests who are being dropped off are directed to use the designated drop-off area along Lowell Avenue at the western edge of the Main Lot.

Pedestrian circulation is controlled to encourage use of marked crossings within parking lots and across Lowell Avenue as shown in **Figure 2**. To discourage pedestrian crossings outside of marked crossing on Lowell Avenue adjacent to the drop-off area, a sidewalk and barrier were installed along the east side of Lowell Avenue to direct pedestrians to marked crossings at either end.

Transit operated by Park City Transit and High Valley Transit that serves the base area is routed southwest along Empire Avenue, into its own lane heading west on Shadow Ridge Road, south onto Lowell Avenue and into the transit loop immediately east of the Mountain Village area where

passengers alight and board as shown in **Figure 3**. Private shuttles and Uber/Lyft vehicles do not use the same routing as public transit, instead mixing with general traffic, and drop off east of the public transit loop in the dedicated drop-off area along the west edge of the Main Lot.

Emergency vehicles are given priority in the Mountain Village base area when needed and have full access to all surface lots as shown in **Figure 4**. Park City Mountain's ski patrol station at the northwest corner of the First Time lot is a regular destination for ambulances to transport guests.



Figure 1: Mountain Village Base Area Vehicle Circulation



Figure 2: Mountain Village Base Area Pedestrian Circulation



Figure 3: Mountain Village Base Area Transit Circulation



Figure 4: Mountain Village Base Area Emergency Vehicle Circulation

Program Refinement

Park City Mountain's parking and traffic management program is reviewed and further refined by Park City Mountain staff each season to continue to ensure a positive guest arrival experience. As an example, updates implemented for the 2025–2026 ski season include an earlier end for the daily reservation window, moving from 1:00 PM to 12:00 PM based on local residents feedback, and implementation of a no-show penalty for guests who make a carpool reservation and do not show up to use their reserved spot.

Park City Mountain staff hold a weekly debrief to discuss any unexpected challenges or necessary changes to the program and communicate regularly with Park City Municipal staff and Park City Police to identify and implement potential solutions to shared challenges.

Program Outcomes

Park City Mountain is one of several destinations for visitors, residents, and employees in Park City. To understand how ski season traffic has changed in Park City since the implementation of its parking, and traffic management program, multiple sources are needed.

Travel Times

One of the clearest indications of how traffic is operating is how long it takes to get from one point to another. To evaluate travel times on some roads, UDOT provides access to a set of anonymized GPS data called ClearGuide. It is gathered primarily from anonymized mobile phones and GPS-connected automobiles, sortable by time of day, day of week, direction, and year.

ClearGuide does not cover all roads in Park City, but it does cover SR-224. As shown below in **Figure 5**, average inbound travel times on SR-224 between Meadows Drive and Empire Avenue increased by approximately one minute on weekends during January-March of 2022, but travel times have since returned to more similar times as those experienced in 2021.

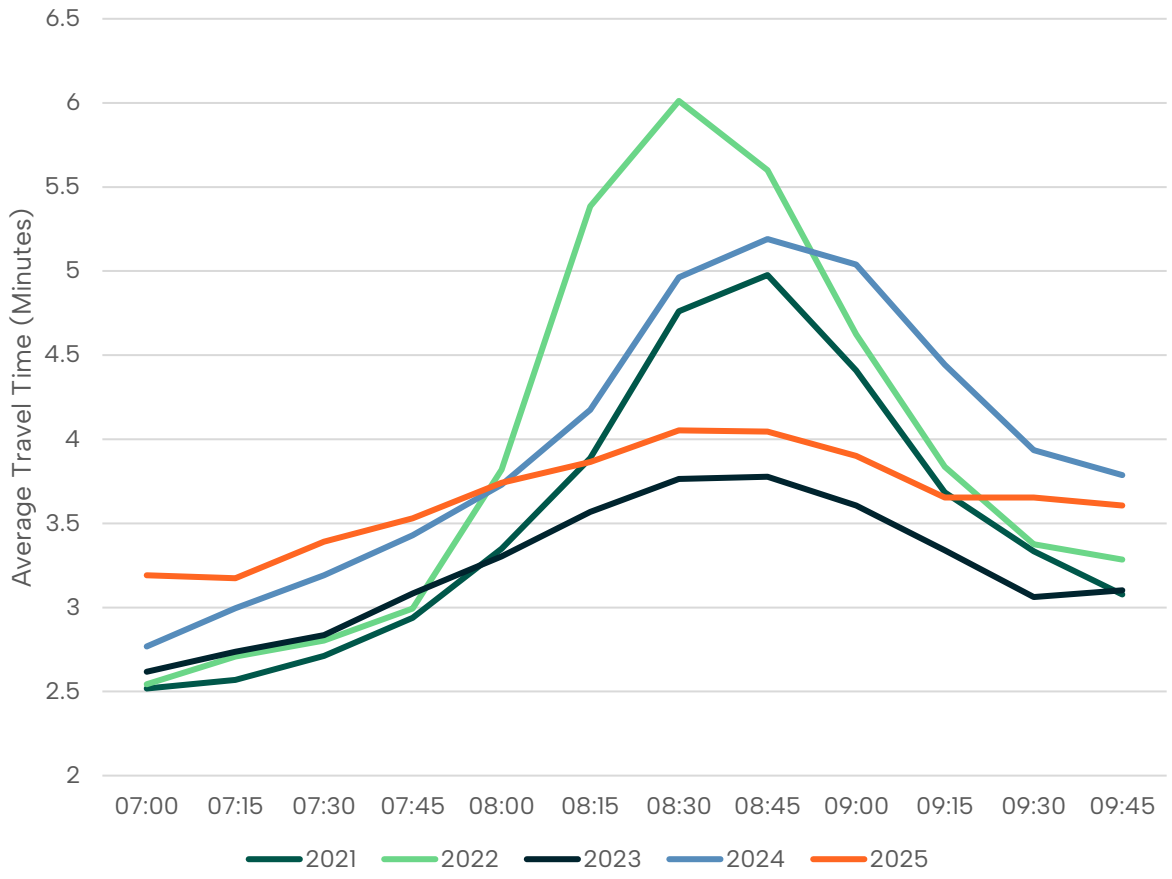


Figure 5: Average Winter Weekend (January-March) Travel Times on SR-224 between Meadows Drive and Empire Avenue by Time of Day and Year

This data does not distinguish between those traveling to Park City Mountain, Deer Valley Resort, Old Town Park City, or elsewhere. That said, it does indicate that overall traffic conditions are more manageable regardless of destination than 2022 conditions.

Transit

Park City is served by two transit agencies: High Valley Transit, which is managed by Summit County, and Park City Transit, which is managed by Park City. Increasing transit utilization aligns with Park City Municipal's goals as stated in their Transportation Master Plan, General Plan, and community values of reducing reliance on private vehicles to improve air quality and overall livability.

Since the implementation of Park City Mountain's parking and traffic management plan, Park City Transit has reported substantial increases in ridership to the base area by 15%. This has likely been bolstered by improved travel times, which Park City Transit reports as being 40% shorter than prior to implementation.

Park City Mountain also funds additional service between Park City High School and Park City Mountain on winter weekends to capture more inbound traffic from SR-248 and reduce traffic to the Mountain Village base for guests without parking reservations.

Carpooling

Beyond increasing transit utilization, Park City Mountain has designed its program to further reduce reliance on single or low-occupancy vehicles by incentivizing carpooling, offering free parking for vehicles with reservations that carry four or more passengers. Since implementation, 64% or more of vehicles have carried four or more passengers; while no before-data is available, this is notably high when compared with general traffic and is a clear success of the program.

Guest Experience

Lastly, guests are asked to indicate their satisfaction with the parking program at the Mountain Village base via surveys. Park City Mountain's guest experience scores on questions relating to parking and transit remained steady through the holiday period in 2022-2023 and 2023-2024 seasons, in contrast to a significant dip during the same period in 2021-2022. Taking each season as a whole, guest experience scores on questions relating to parking and bus transportation were higher in the 2024-2025 season than in the 2021-2022 season, and higher still in 2022-2023 and 2023-2024 seasons.

Conclusion

Park City Mountain operates an effective, user-friendly parking and traffic management program that meaningfully influences travel behavior and area traffic patterns. With this ongoing program in place, Park City Mountain has addressed the connection between parking availability and mode choice; with a clearer understanding of parking availability, those traveling to the Mountain Village base are more likely to choose alternative modes. Park City Mountain will continue to implement and refine its management program to ensure effective traffic and parking management, transit use, and public messaging regarding traffic conditions and transportation options.

Appendix B: Fehr & Peers Average Vehicle Occupancy (AVO) Calculation

Fehr & Peers

Memo

Date: April 28, 2026

To: Zachary Perdue; Vail Resorts

From: Dan Cawley; Fehr & Peers

Subject: Calculating Average Vehicle Occupancy for Park City Mountain's Mountain Village Base

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Using data collected by Park City Mountain through a guest experience survey and its third-party parking vendor, Fehr & Peers calculate average vehicle occupancy for vehicles parking at the Mountain Village base to be **3.19 passengers per vehicle**. This is notably higher than other vehicle occupancy data in Park City.

Data and Approach

Vail Resorts surveyed its guests in January – April of 2024 to better various aspects of the guest experience, including travel behavior and received approximately 7,000 responses. **Figure 1** shows the percentage of guests arriving at the mountain with various numbers of passengers in their car.

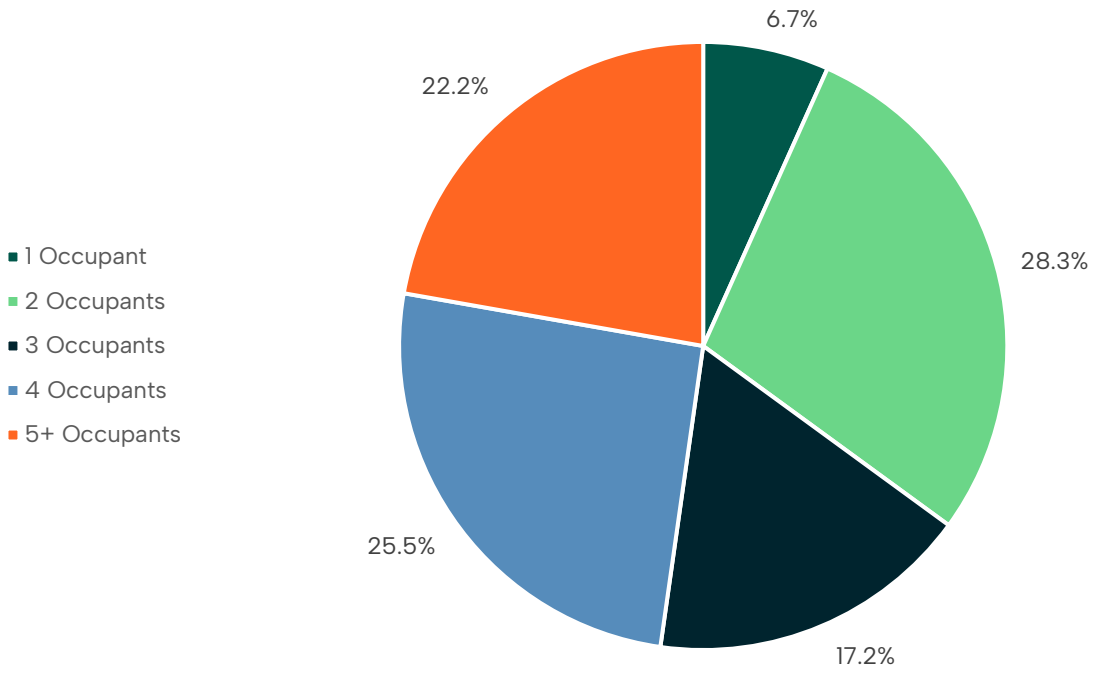


Figure 1: January–April 2024 Vehicle Occupancy

The survey data equates to an average vehicle occupancy (AVO) of 3.28 passengers per vehicle for January – April of 2024. This likely undercounts vehicles at the highest end of the occupancy range (six or more), though those vehicles are assumed to be rare. All vehicles with five or more occupants are assumed to have five occupants for the purposes of calculations included here.

Adjusting this AVO calculation for the 2025-2026 ski season, the share of vehicles with four or more occupants was revised lower to account for the discrepancy between carpool reservations made and survey data. In 2025-2026, 47.7% of reservations were for vehicles with four or more occupants, however, this was adjusted to match assumed reservation no-shows and discrepancies between the two sources, resulting in a more conservative AVO. This resulted in 43.5% of vehicles parked in 2025-2026 with four or more occupants. The proportion of one-, two-, and three-occupant vehicles was held constant within the larger share of non-carpool reservation, and the proportion of four- and five-plus occupant vehicles was held constant with the smaller share of carpool reservations. The adjusted vehicle occupancy data for 2025-2026 is shown in **Figure 2**.

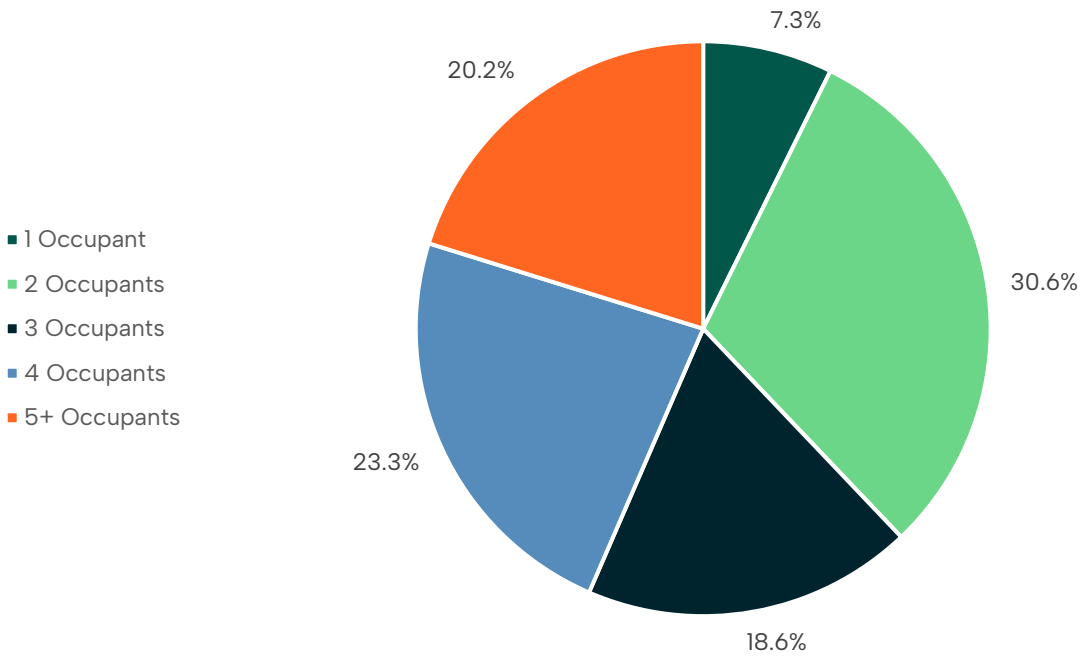


Figure 2: Estimated 2025-2026 Vehicle Occupancy

Using the values included in **Figure 2**, a weighted average calculation results in an AVO of 3.19 passengers per vehicle.

Historic Vehicle Occupancy Data

Based on visitor survey results, the 1996 Park City Ski Area Mountain Upgrade Plan (MUP) previously calculated AVO to be 3.7 passengers per vehicle, approximately 0.5 more passengers per vehicle compared to the calculated AVO for the 2025-2026 season. There are several reasons for the difference in AVO between the MUP and the results in this memorandum. Unlike the MUP, this memorandum does not have data for vehicles with over five occupants, and the sample size used in the memorandum is several thousand survey responses higher than what was available in the MUP. Both factors could result in a lower AVO in the 2025-2026 season compared to 1996.

Additionally, the data collection between these two studies occurred 30 years apart. It is expected that there would be shifts in guest behavior in the time between these studies as the area and consumer preferences change.

Conclusion

In comparison to other data measuring vehicle occupancy in Park City, the AVO for guests at Park City is high. Park City Municipal's 2016 Transportation Demand Management Plan calculated a City-wide AVO of 1.99 passengers per car on summer weekends, and the recent AVO data collected at Deer Valley revealed an AVO of 1.8 passengers per vehicle. This is high AVO is likely one outcome of Park City Mountain's parking management program that incentivizes higher vehicle occupancy.

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.

(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

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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:

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

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)

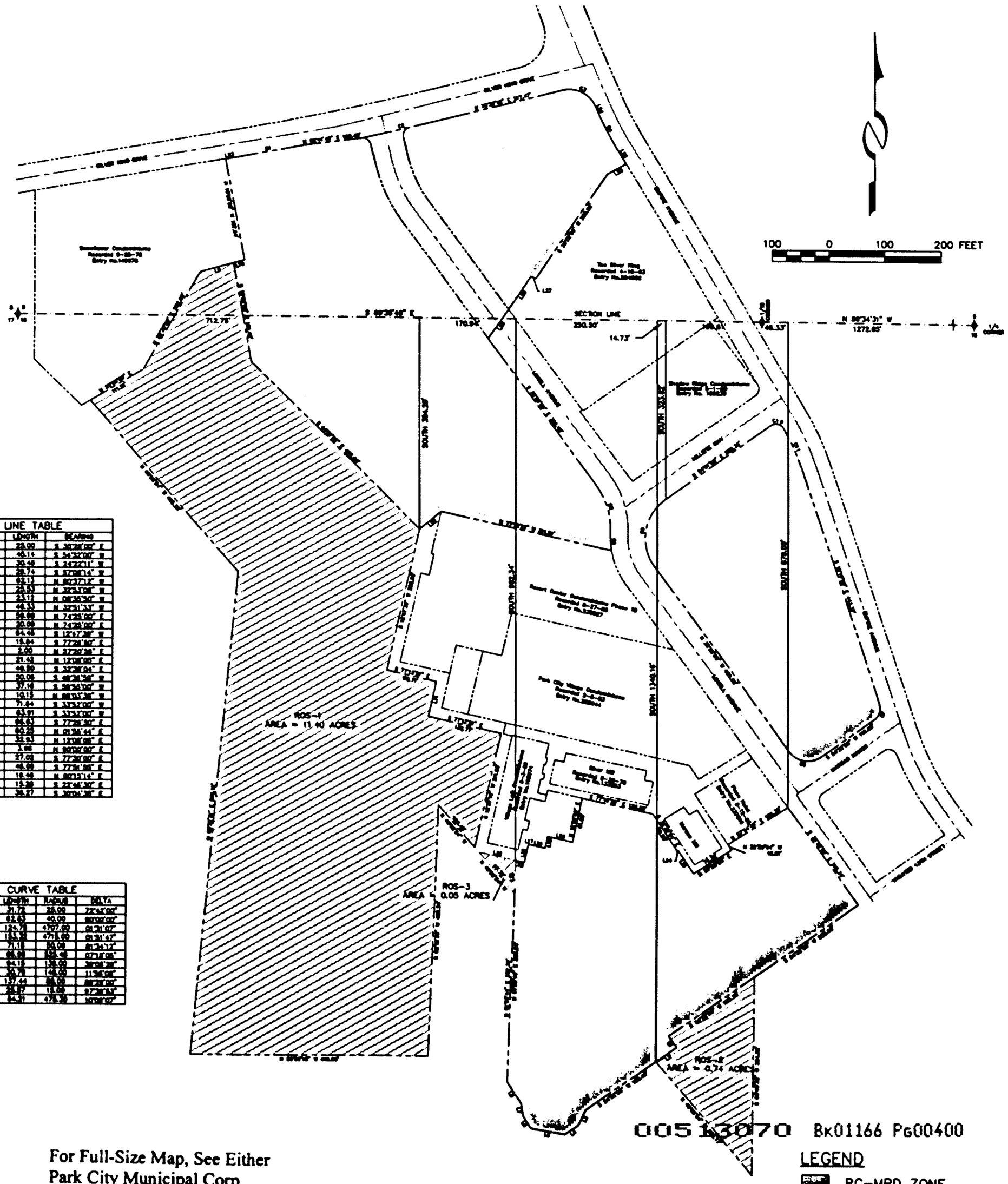
The foregoing Agreement was acknowledged before me this 25 day of June, 1998 by John D. Cumming, President of Powdr Corp., Greater Park City Company, and Park City Ski Holidays, who executed the same on behalf of said corporations.

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

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Exhibit A



LINE TABLE		
LINE	LENGTH	BEARING
L1	23.00	S 36°28'00" E
L2	45.16	S 54°32'00" W
L3	30.46	S 24°22'11" W
L4	28.74	S 57°08'14" W
L5	62.13	N 80°37'13" E
L6	23.53	N 32°43'08" W
L7	23.13	N 08°36'30" W
L8	46.32	N 32°31'33" W
L9	58.68	N 74°25'00" E
L10	20.08	N 74°28'00" E
L11	64.48	S 12°57'38" E
L13	18.84	S 77°28'50" E
L14	2.00	N 57°30'38" E
L19	21.43	N 12°08'00" E
L21	48.39	S 32°28'04" E
L22	30.08	S 46°28'36" E
L26	37.14	S 56°34'00" E
L27	10.13	N 88°03'38" E
L28	71.64	S 33°53'00" W
L29	63.71	S 33°53'00" W
L12	88.63	S 77°28'50" E
L15	60.22	N 01°36'44" E
L16	32.93	N 12°08'00" E
L17	3.66	N 80°00'00" E
L18	27.02	S 77°30'00" E
L20	46.08	S 77°28'50" E
L23	19.49	N 80°13'14" E
L24	13.38	S 27°46'30" E
L25	36.27	S 38°04'38" E

CURVE TABLE			
CURVE	LENGTH	RADIUS	DELTA
C7	31.73	25.00	72°42'00"
C8	63.63	40.00	90°00'00"
C9	134.73	4707.00	01°38'37"
C10	154.38	4715.00	01°52'47"
C11	71.18	80.00	51°24'12"
C12	68.88	125.48	31°27'06"
C13	64.13	136.00	26°58'28"
C14	50.79	124.00	11°36'06"
C15	137.44	80.00	88°20'00"
C16	28.87	18.00	91°56'34"
C17	84.91	475.00	10°08'07"

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.

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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.



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Exhibit D

00413079 Bk01166 Pg00403

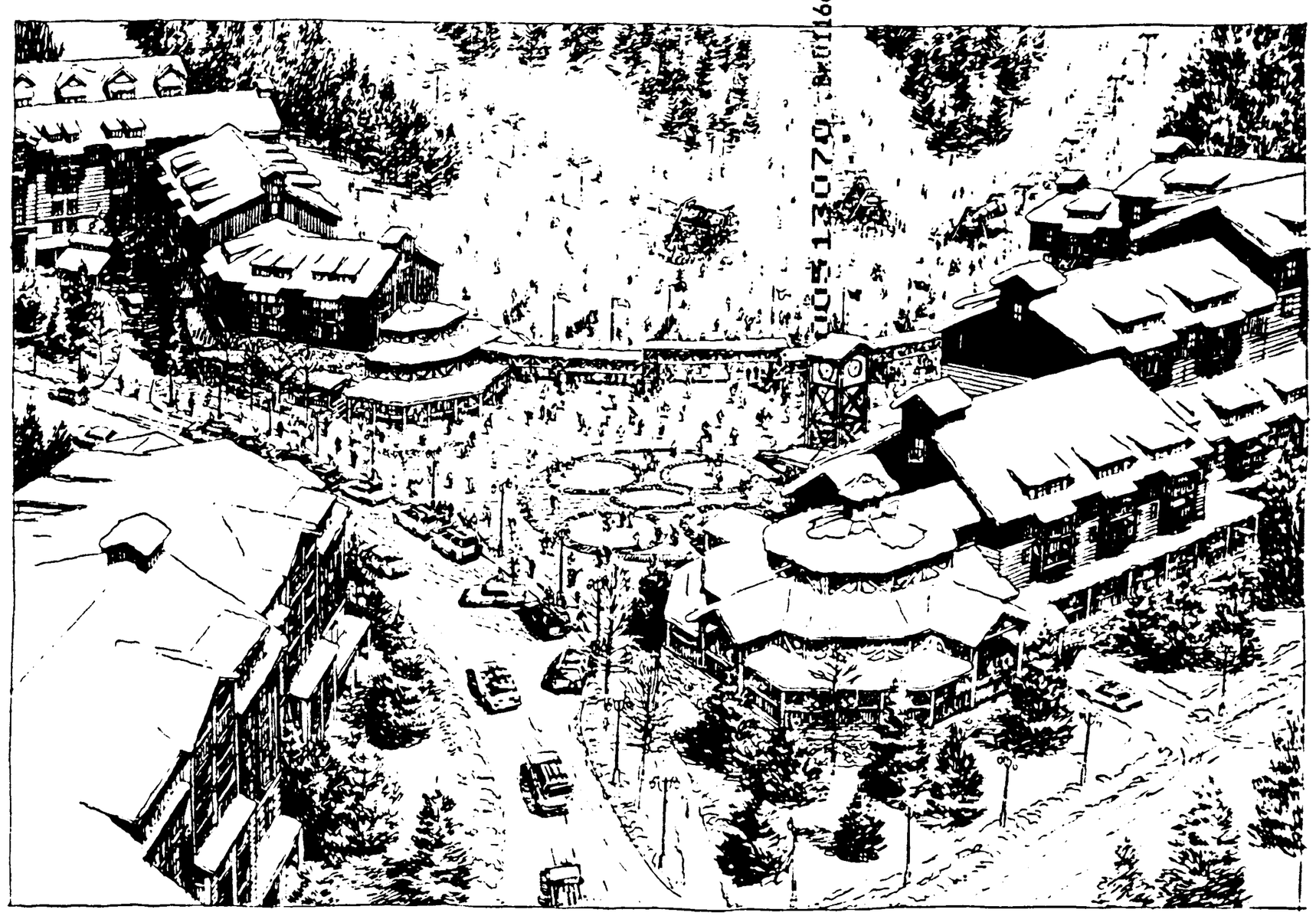
Park City Ski Area

PARK CITY MOUNTAIN RESORT

BASE AREA

MASTER PLAN

STUDY



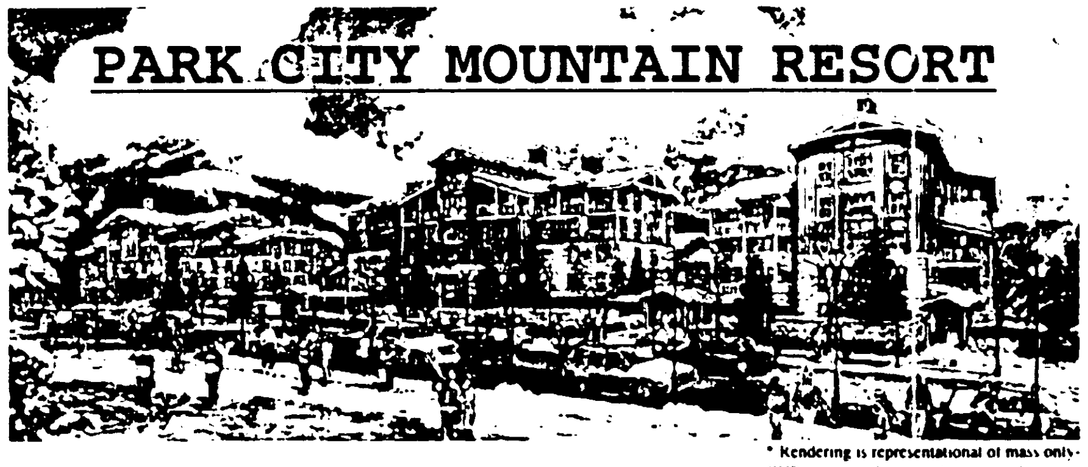
CONCEPT MASTER PLAN

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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Design Guidelines	pages 108-120
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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:

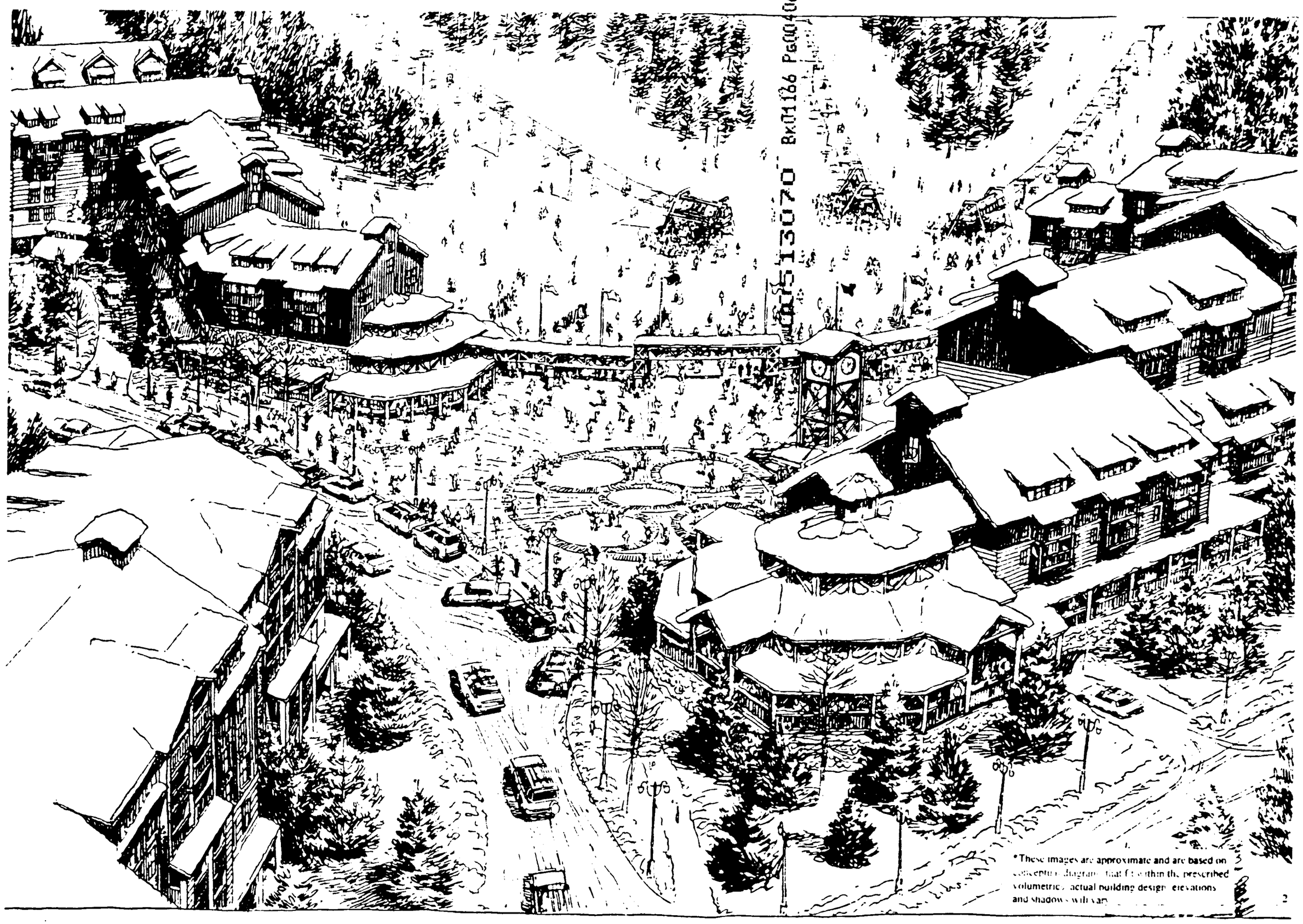
The square footage numbers that are shown in the Parcel Square Footage Allowance Table are the maximums that can be built within each category. Three separate factors control the size of the individual buildings, and in each case the most restrictive of these factors will control the size of the building.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

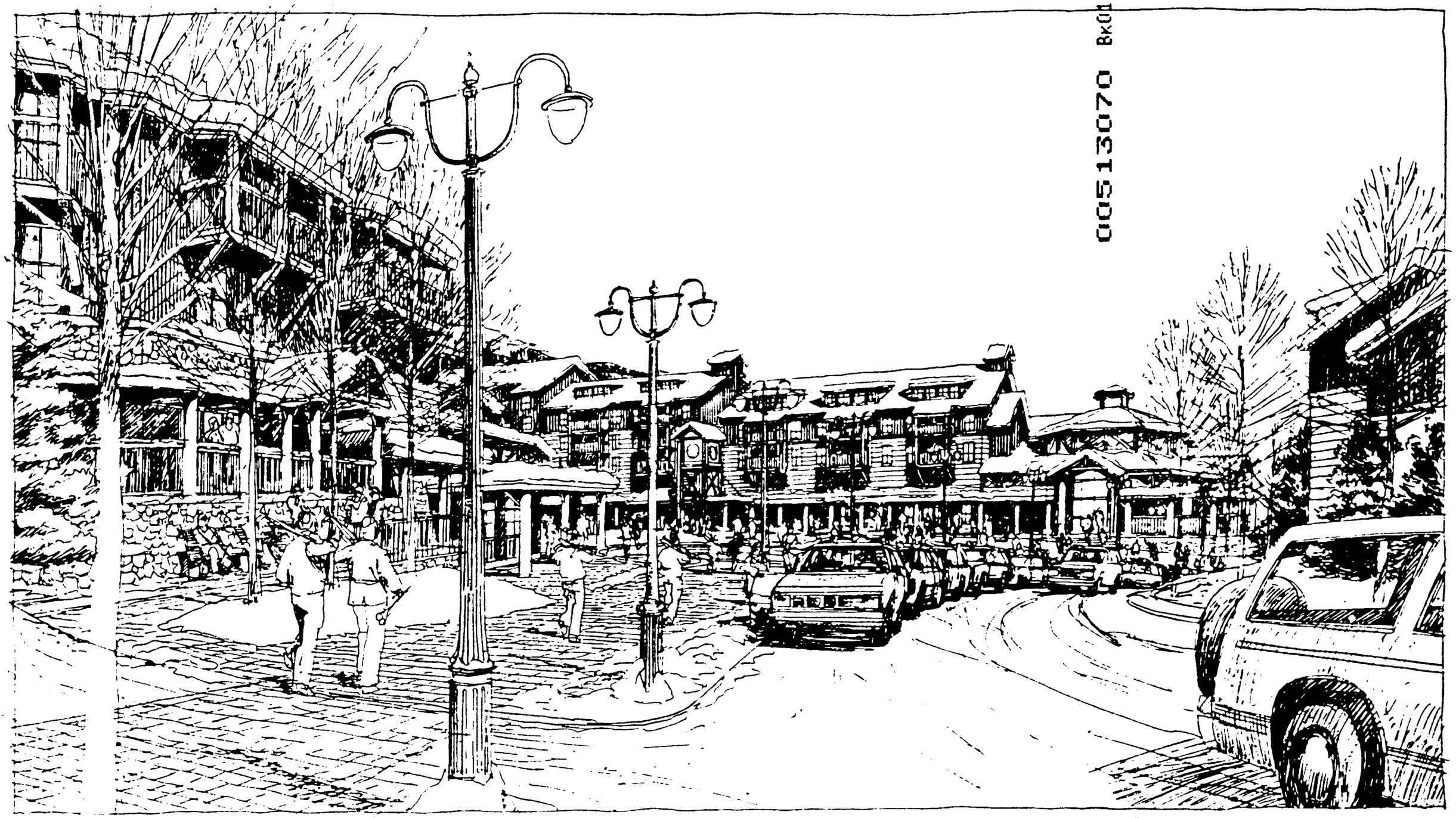
BSA Architects

OR5130'70 Bk01186 Pg00406



*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.

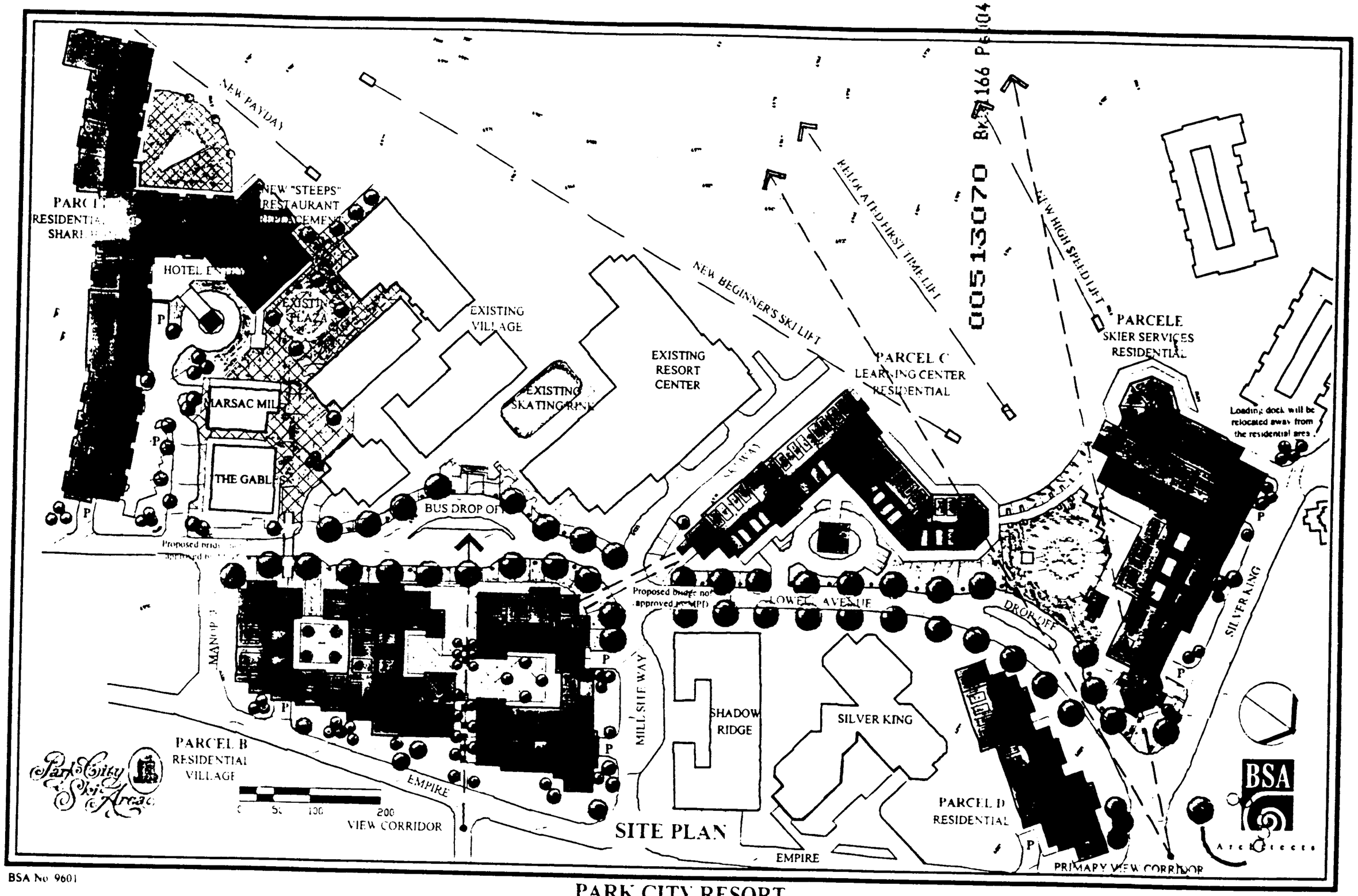
00513070 Bk01166 Pg00409

SITE INFORMATION

Park City Ski Area

BSA Architects

00513070 Bk 0166 Pg 0410



SITE PLAN

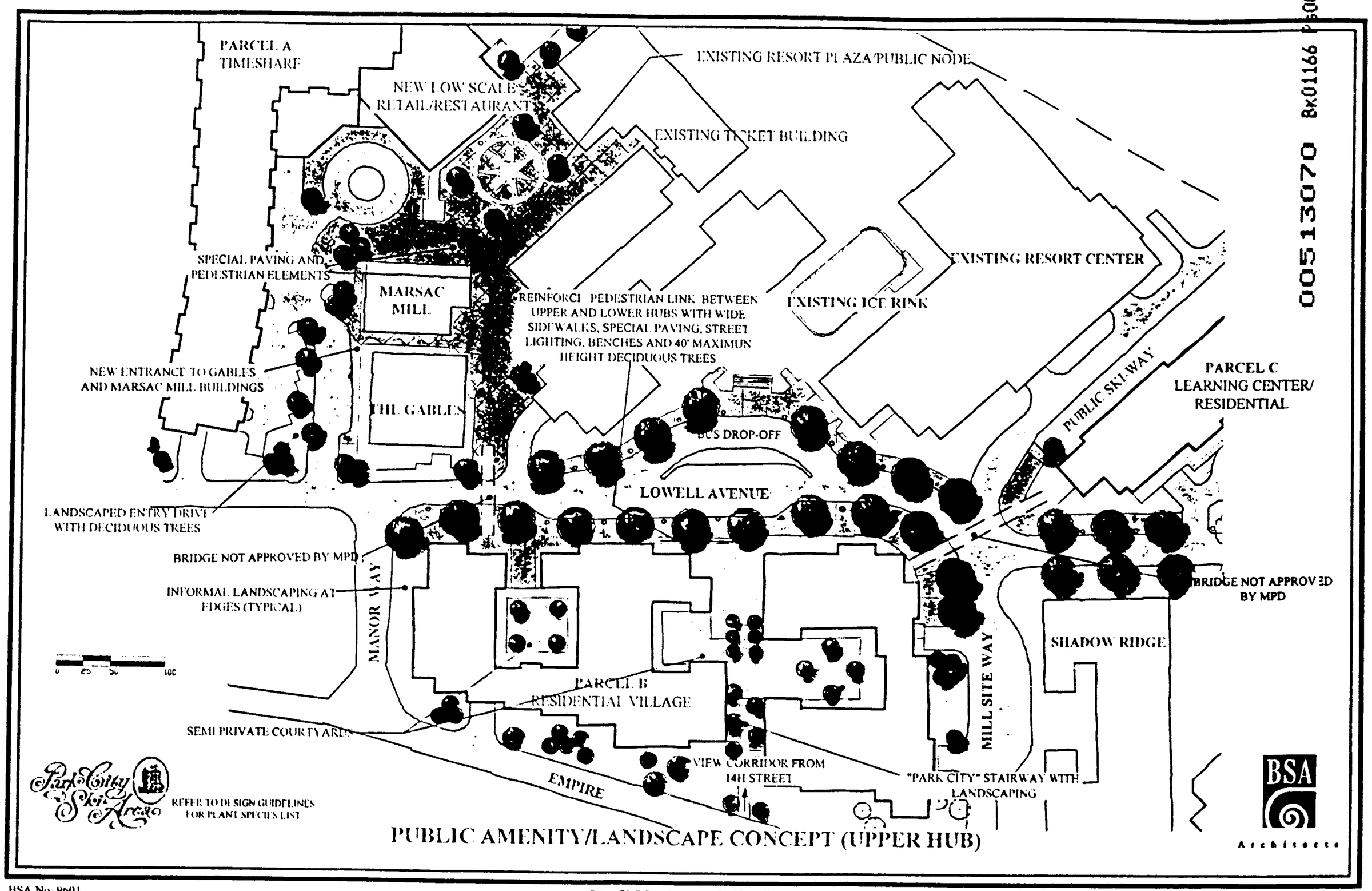
BSA No. 9601

PARK CITY RESORT

BASE AREA MASTER PLAN STUDY

April 23, 1997
Rev. May 14, 1997

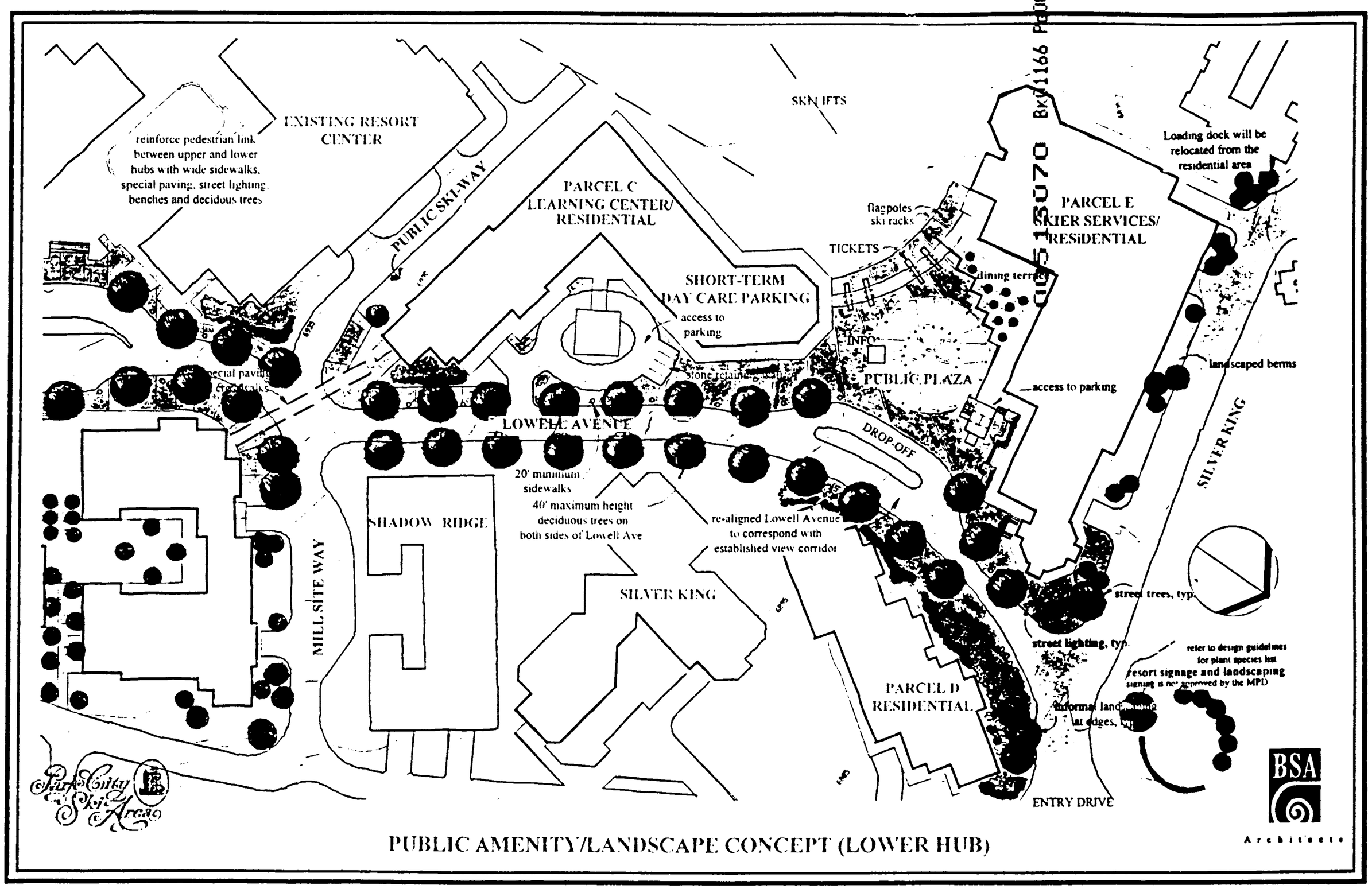
00513070 Bk01166 Pg00411



PUBLIC AMENITY/LANDSCAPE CONCEPT (UPPER HUB)

Page 150 of 684

00515070 Bk01166 Pg00412



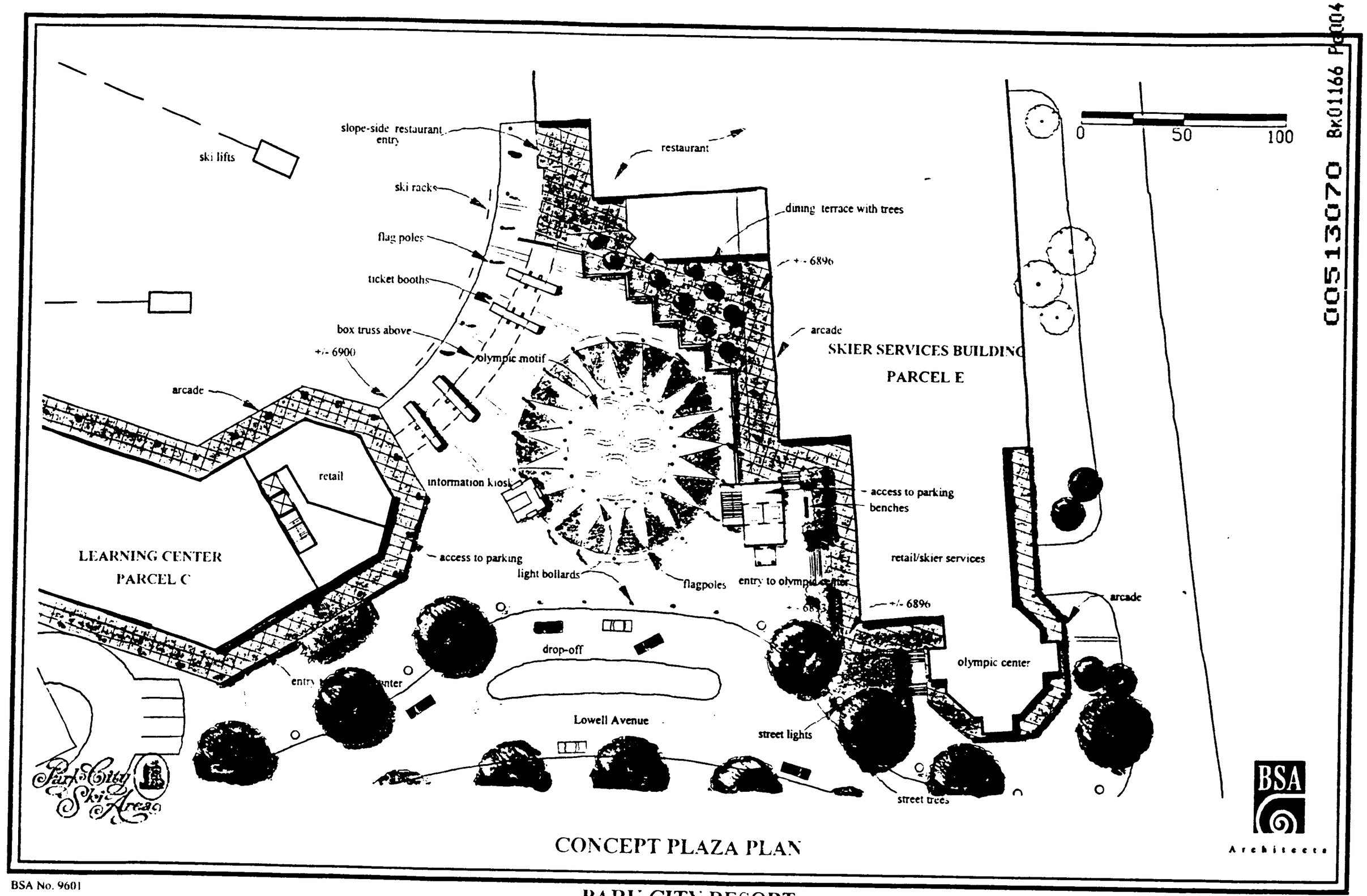
PUBLIC AMENITY/LANDSCAPE CONCEPT (LOWER HUB)

BSA No. 9601

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

April 23, 1997
Rev. May 14, 1997

00513070 Bk01166 Pg00413



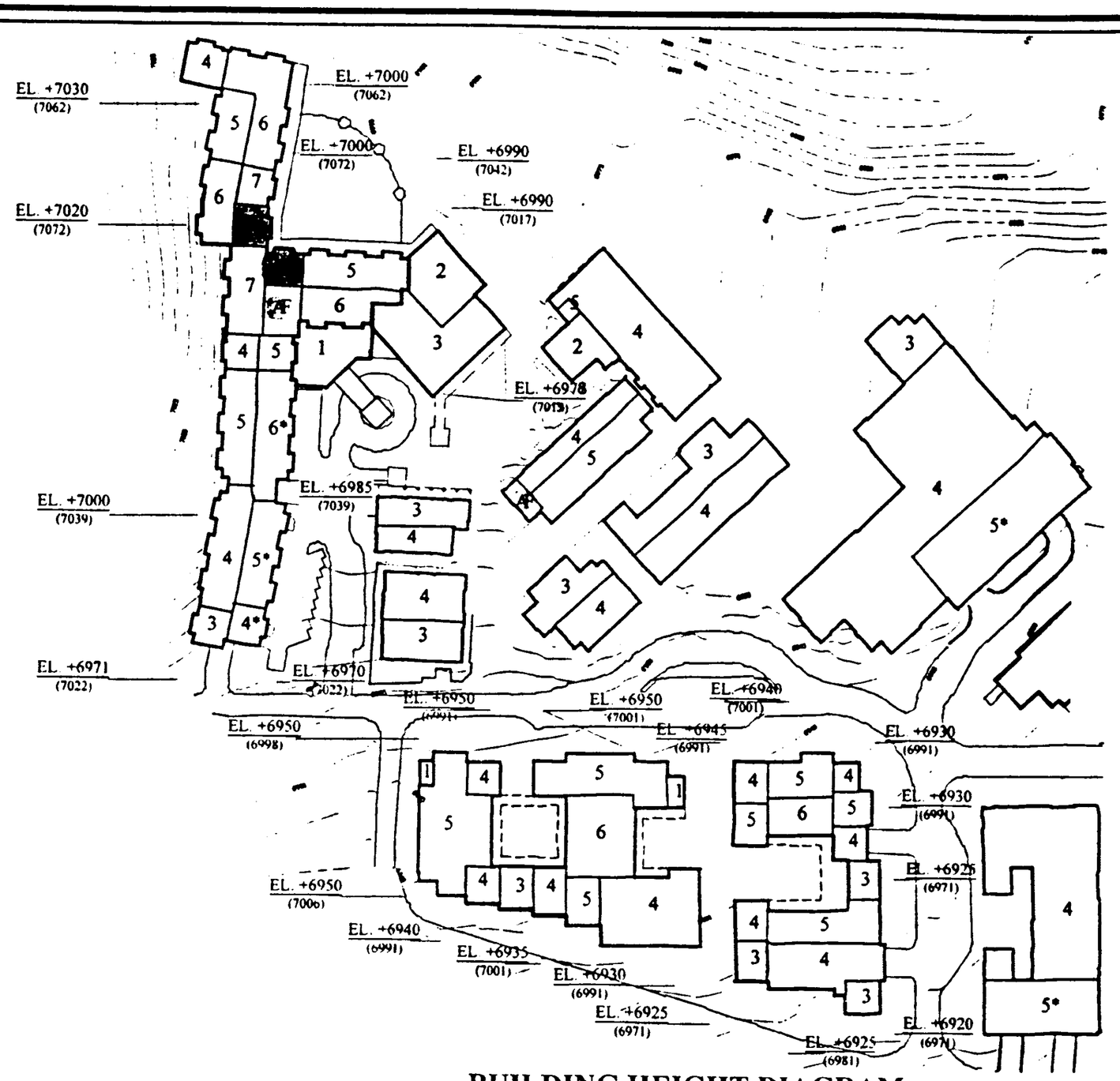
CONCEPT PLAZA PLAN

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

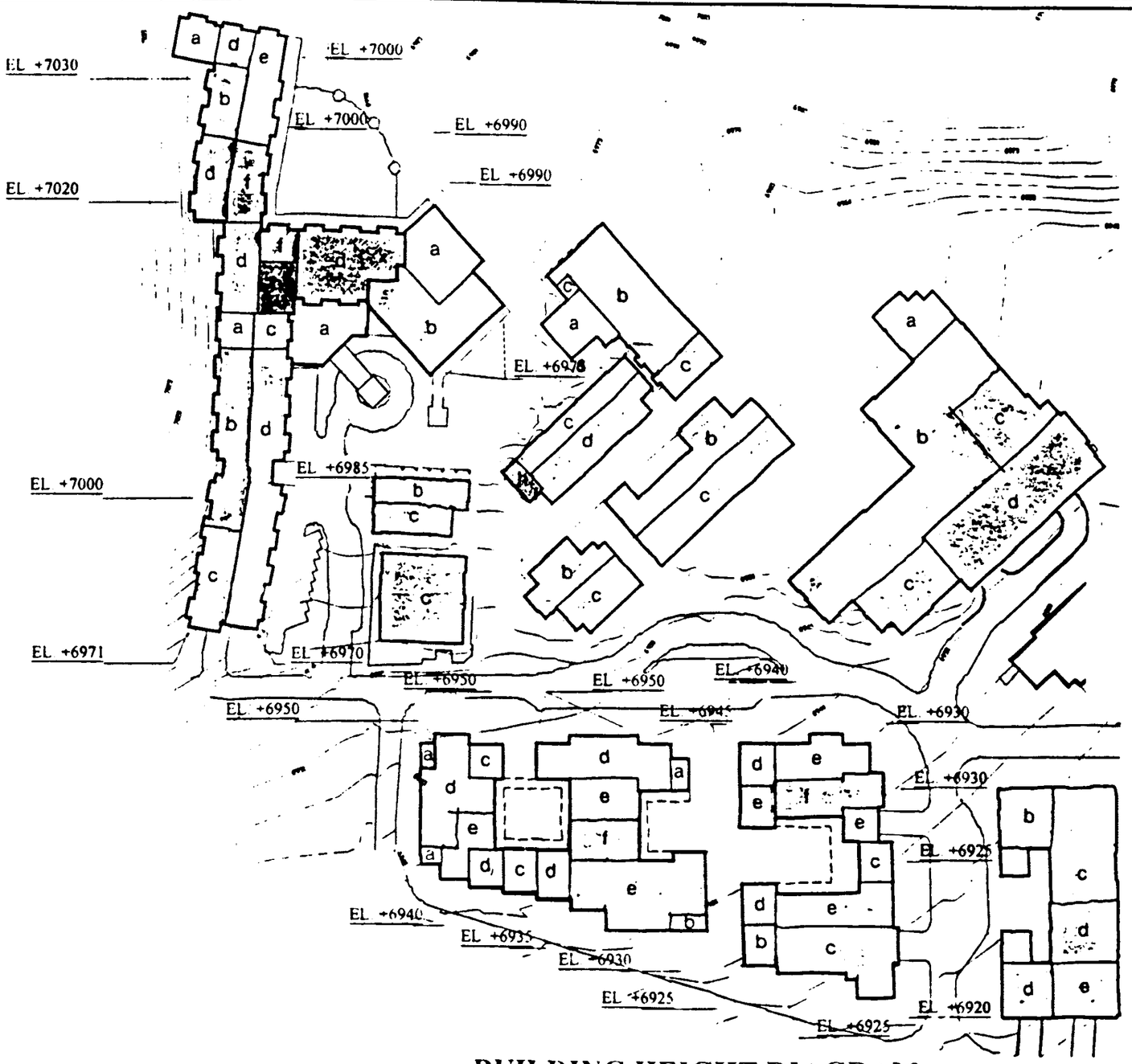
BSA No. 9601

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

April 23, 1997

Page 153 of 684

00513070 Bx01166 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

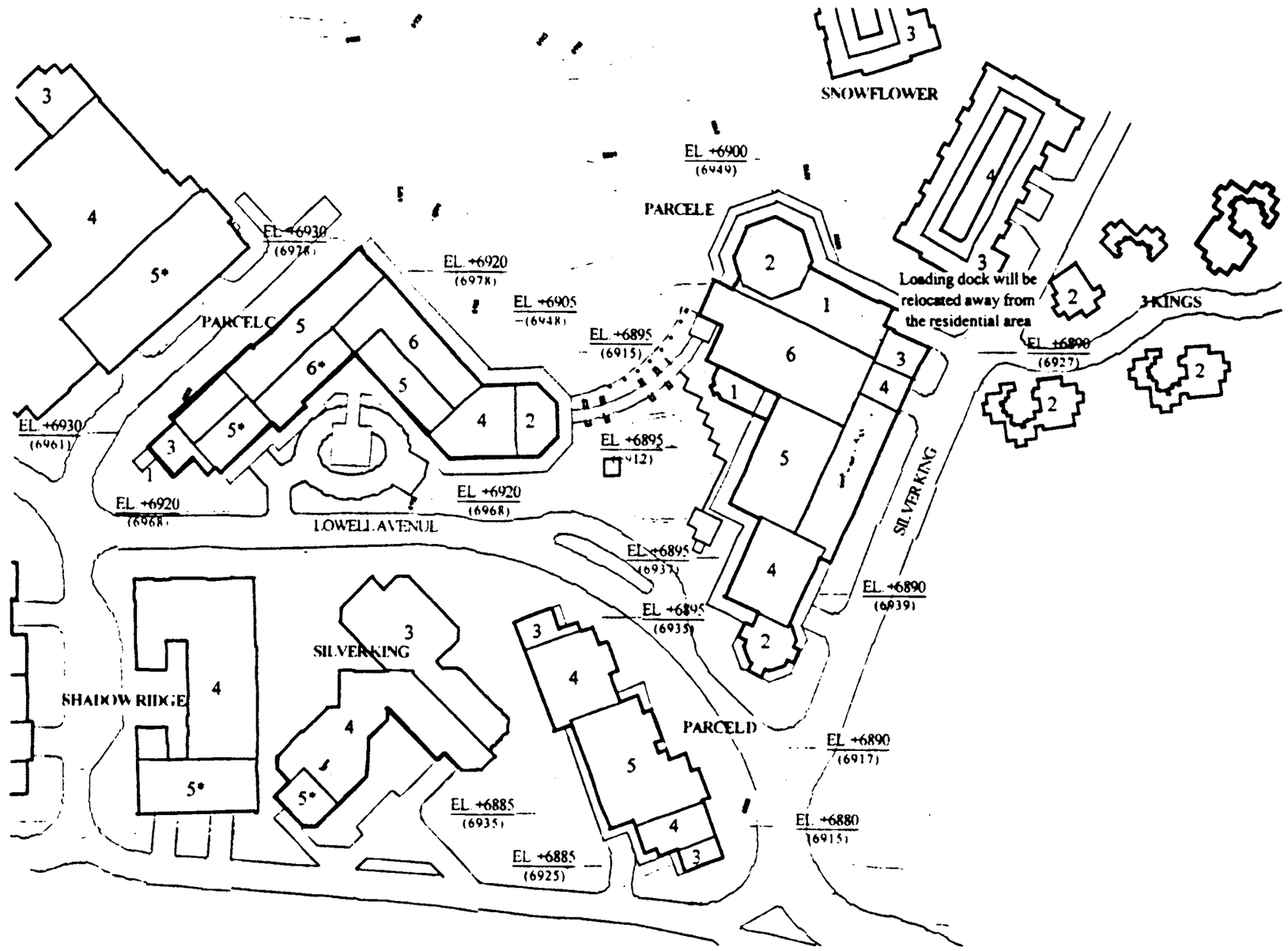
BUILDING HEIGHT DIAGRAM
FOR PARCELS A & B

BSA No 9601

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

May 26, 1997

00513070 Bk01166 Pg00416



Park City Ski Area

BUILDING HEIGHT DIAGRAM
FOR PARCELS C,D & E

BSA Architects

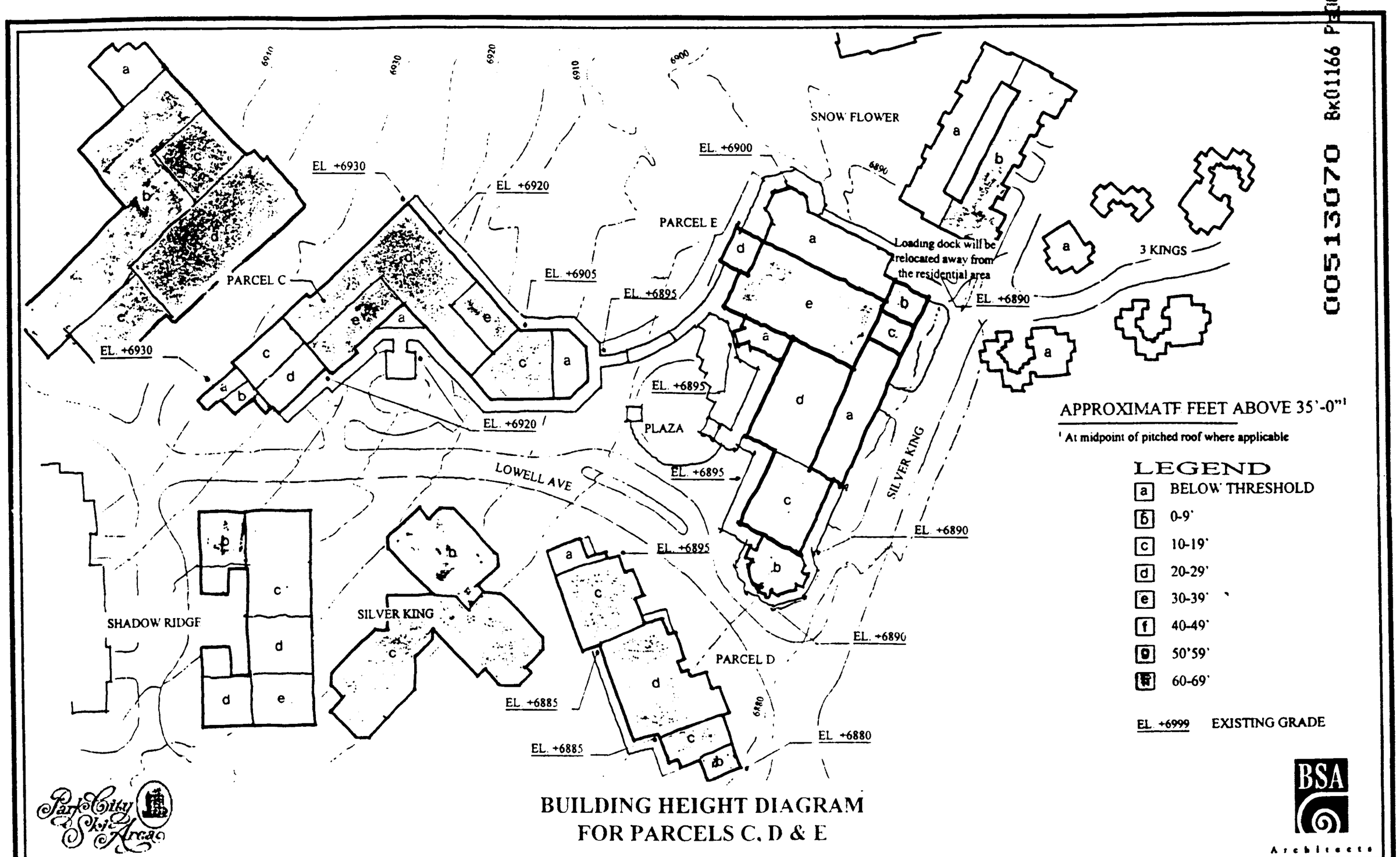
BSA No. 9601

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

April 23, 1997
Rev. May 14, 1997

11

00513070 Bk01166 Pg00417



BSA No. 9601

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

May 26, 1997

11B

00513070 Bk01166 Pg00418

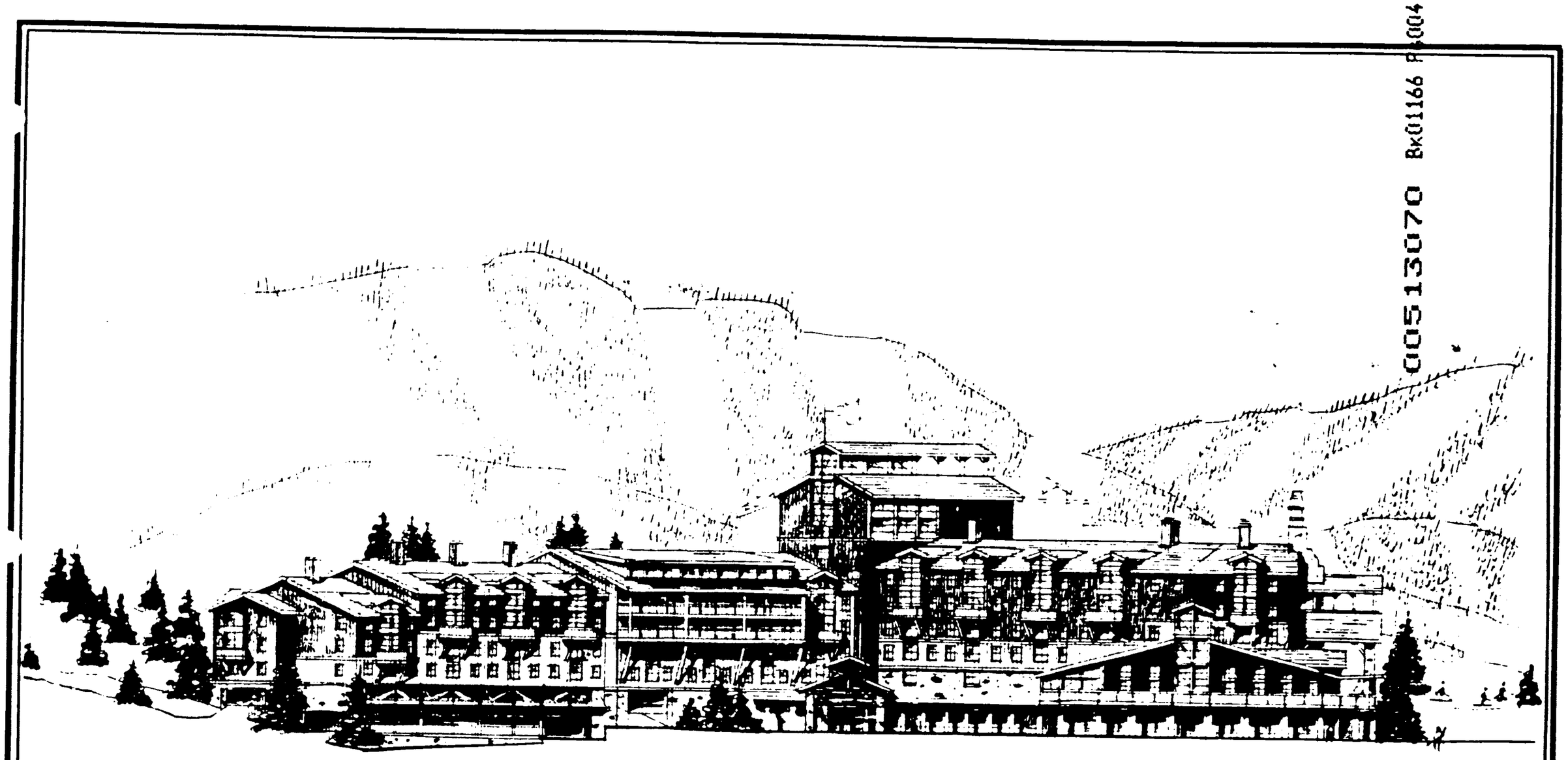
BUILDING ELEVATIONS

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)

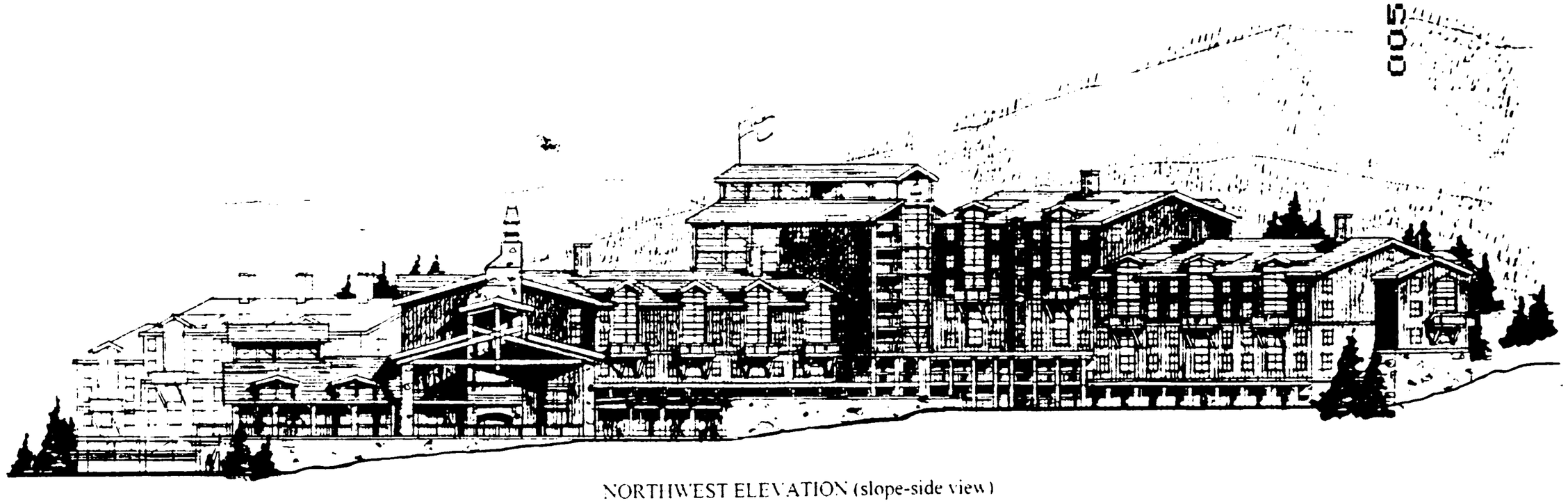
Park City Ski Area

*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.

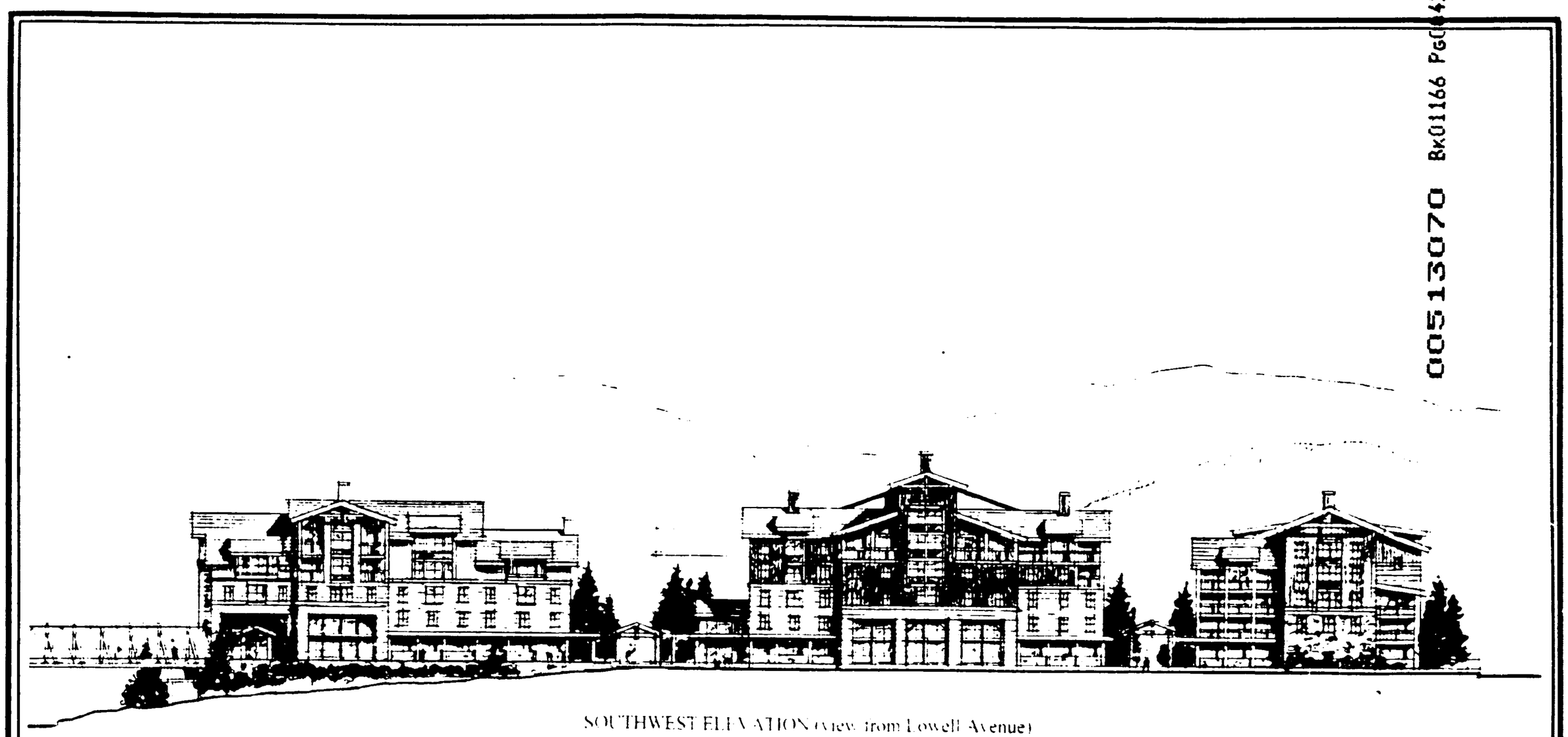
BSA Architects

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)

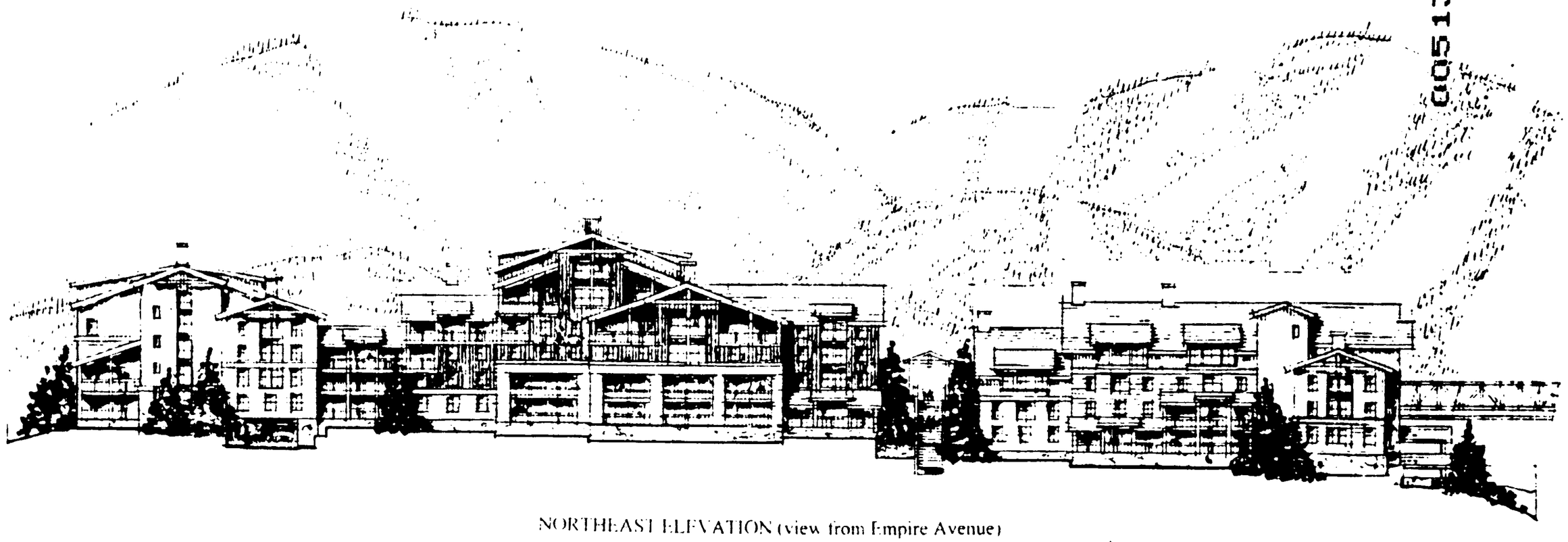
Park City Ski Area(s)

*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)

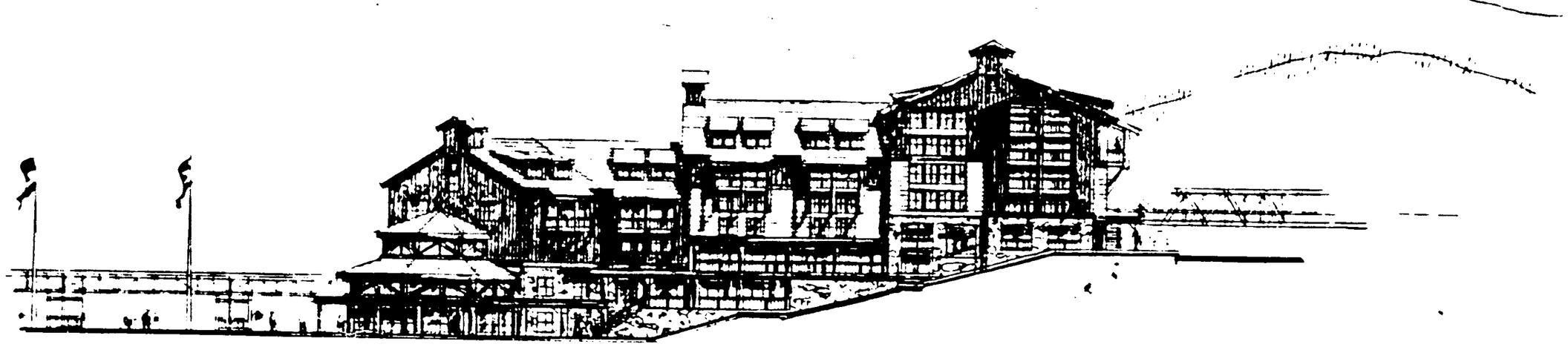
Park City Ski Area

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)

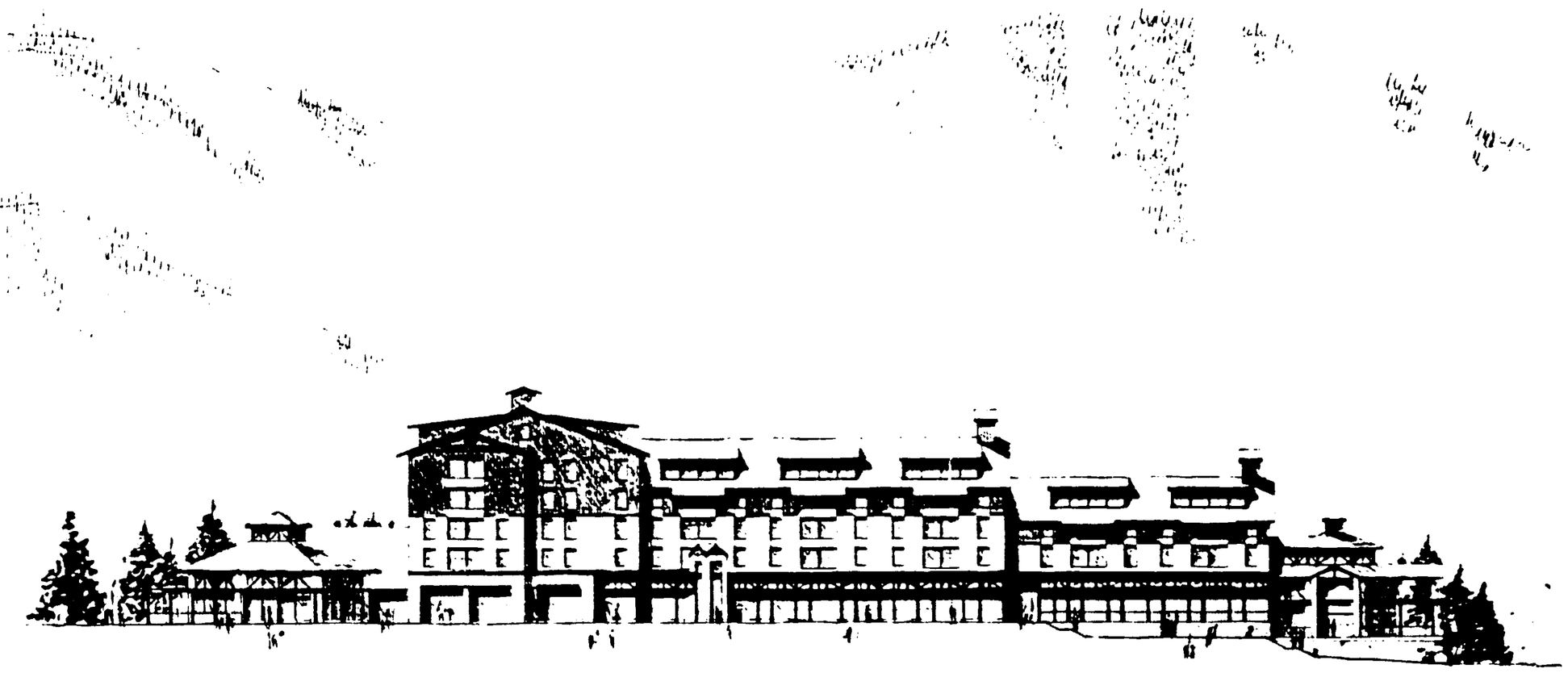
Park City Ski Area

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

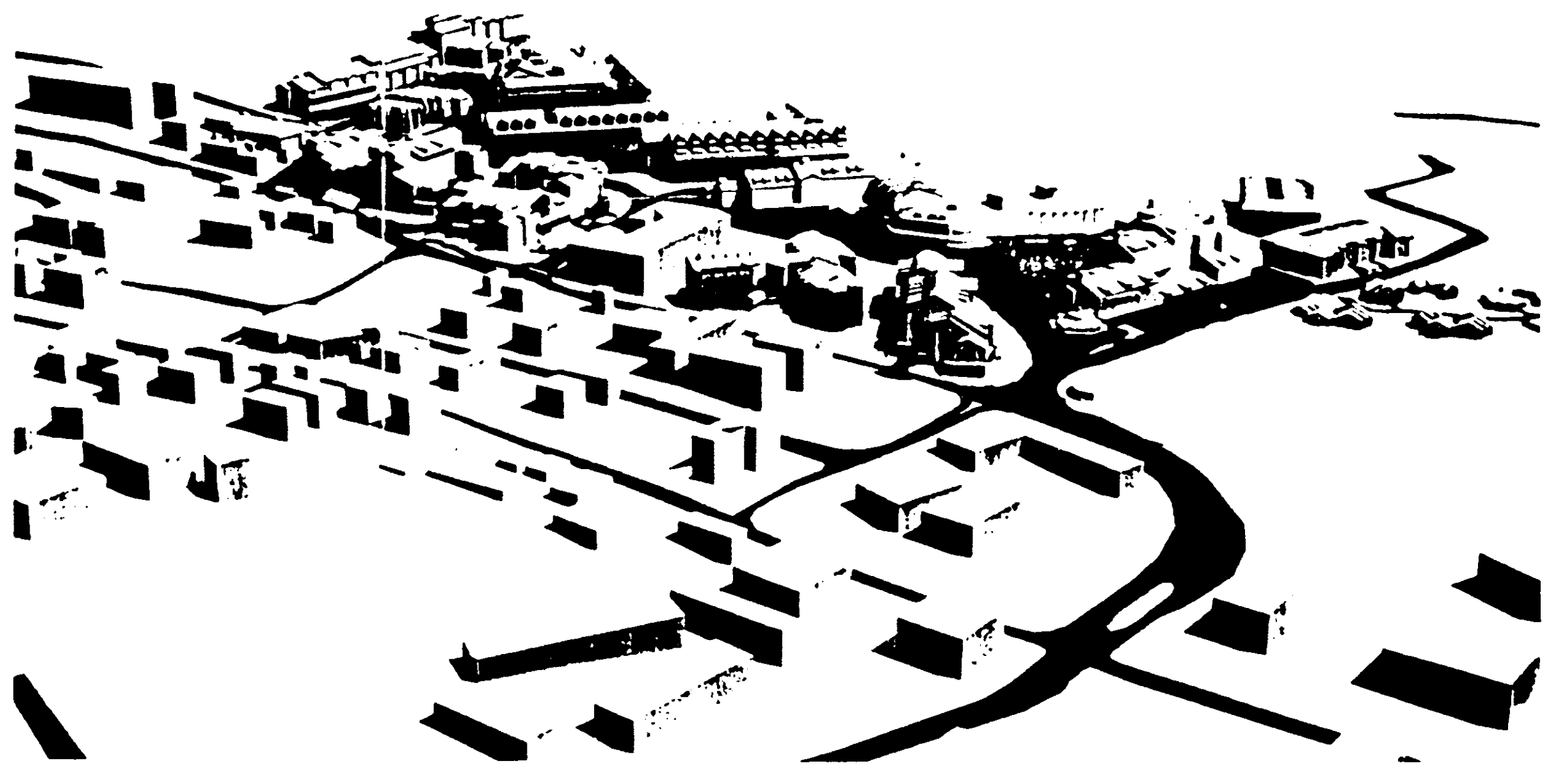
00513070 Bk01166 Pg00429

3D MODELING

Park City Ski Area

BSA Architects

00513070 Bx01166 Pg00430



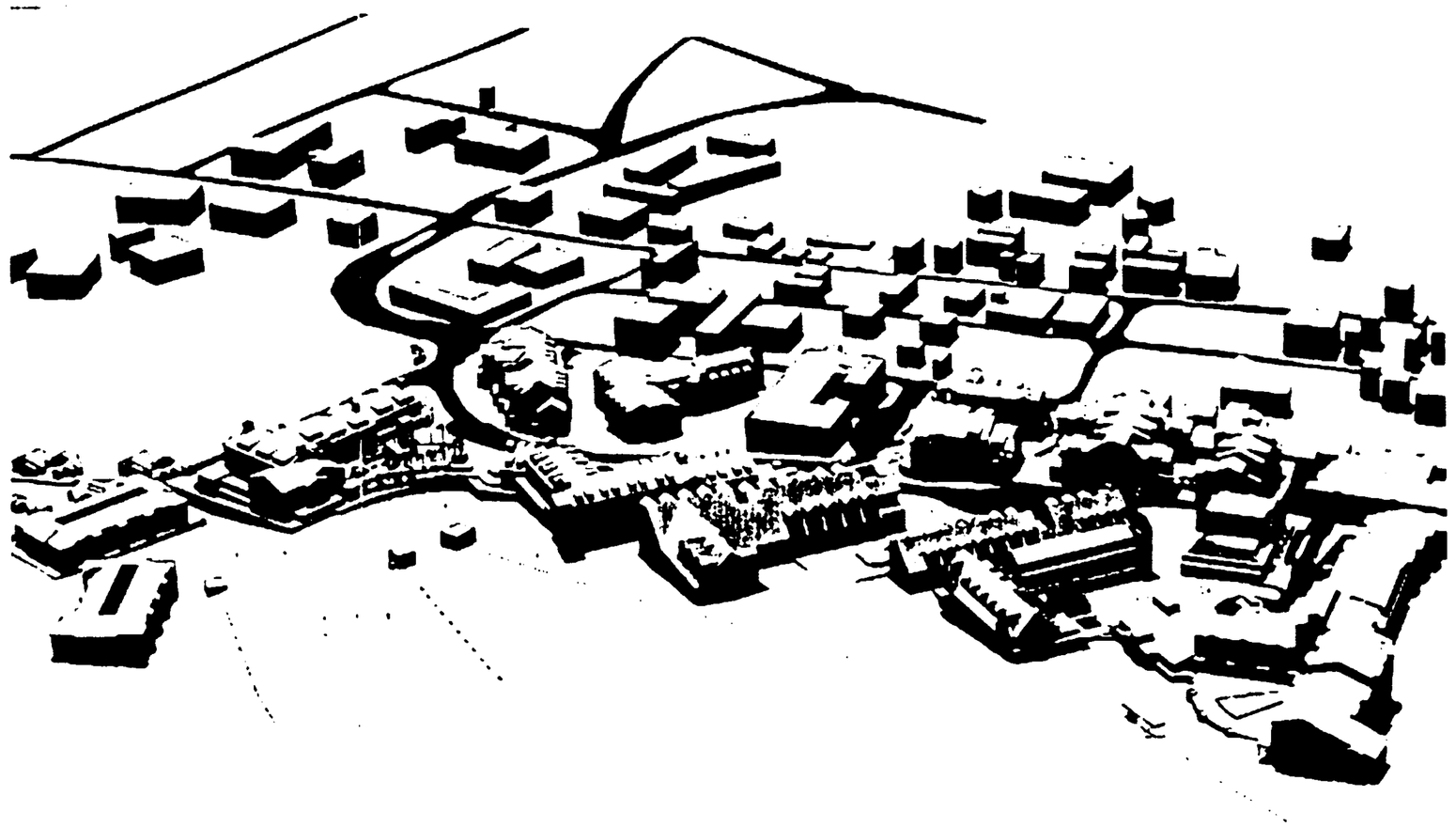
SITE MODEL: ENTRY VIEW

BSA No 9601

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

April 23, 1997

00513070 Bk01166 Pg00431



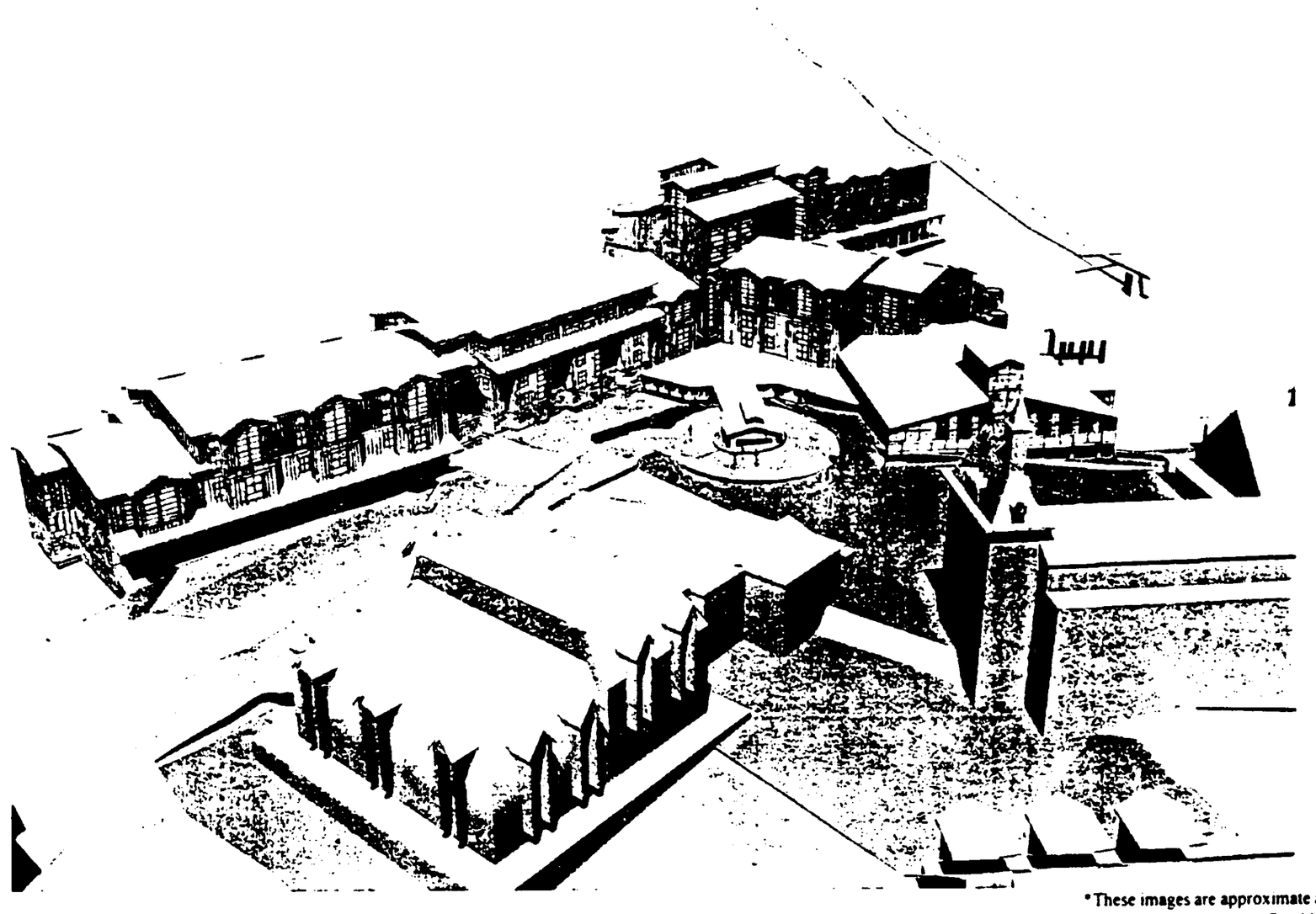
SITE MODEL: SLOPE-SIDE VIEW

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

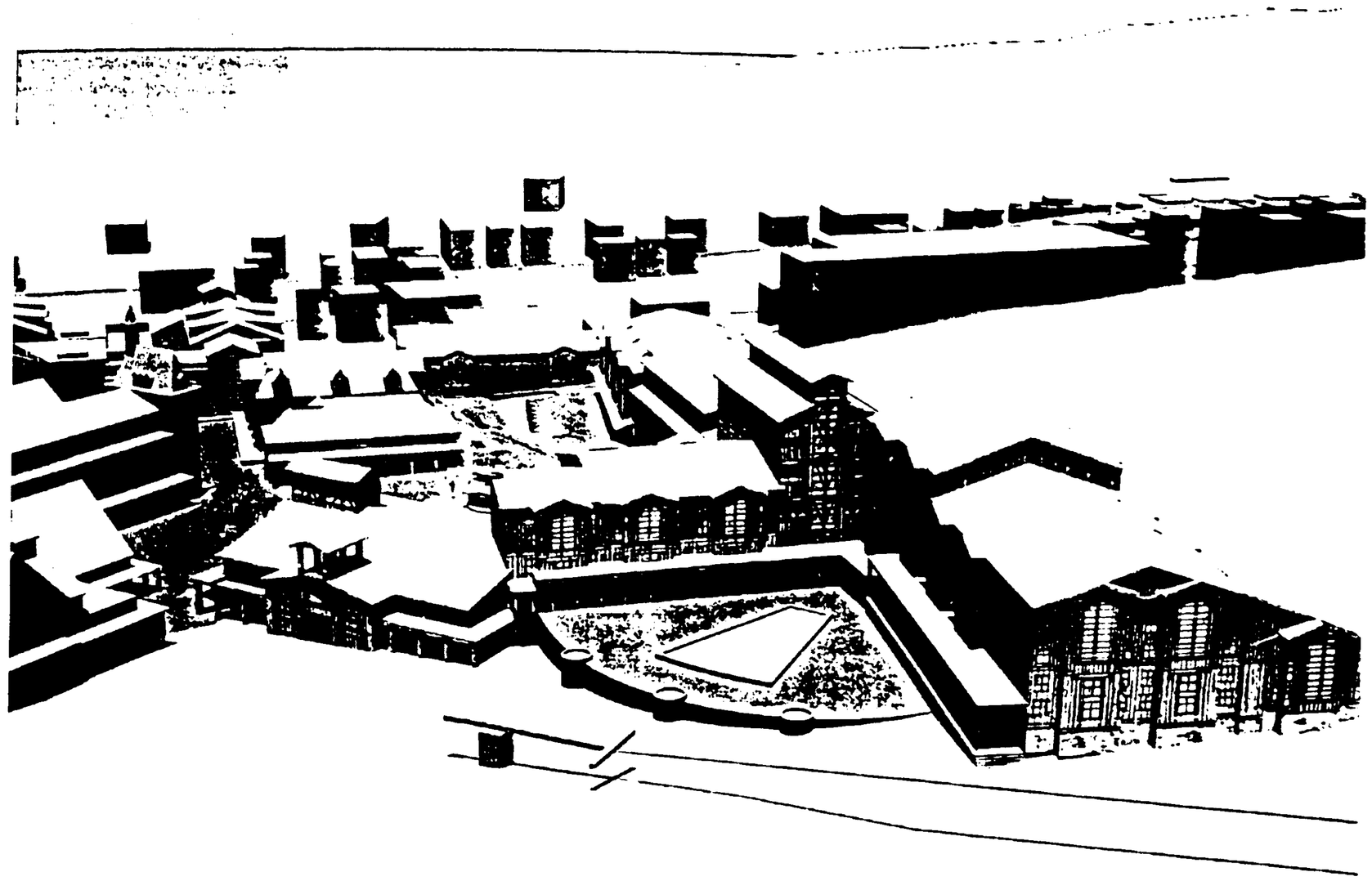
PARCEL A: REVISED BUILDING MODEL

BSA No. 9601

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

April 23, 1997

00513070 Bk01166 Pg00433



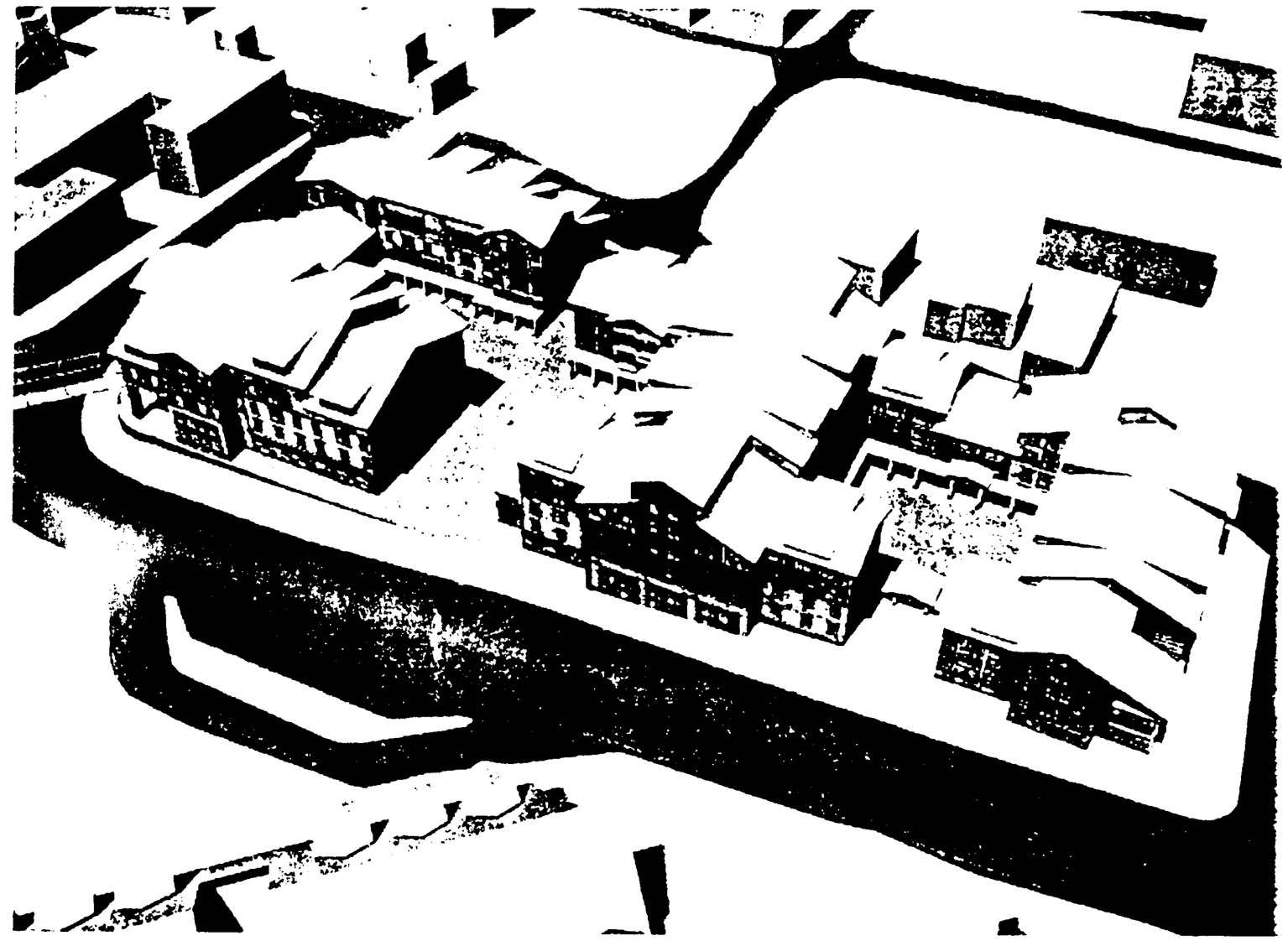
PARCEL A: REVISED BUILDING MODEL

*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

BSA No. 9601

00513070 Bk01166 Pg00434



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

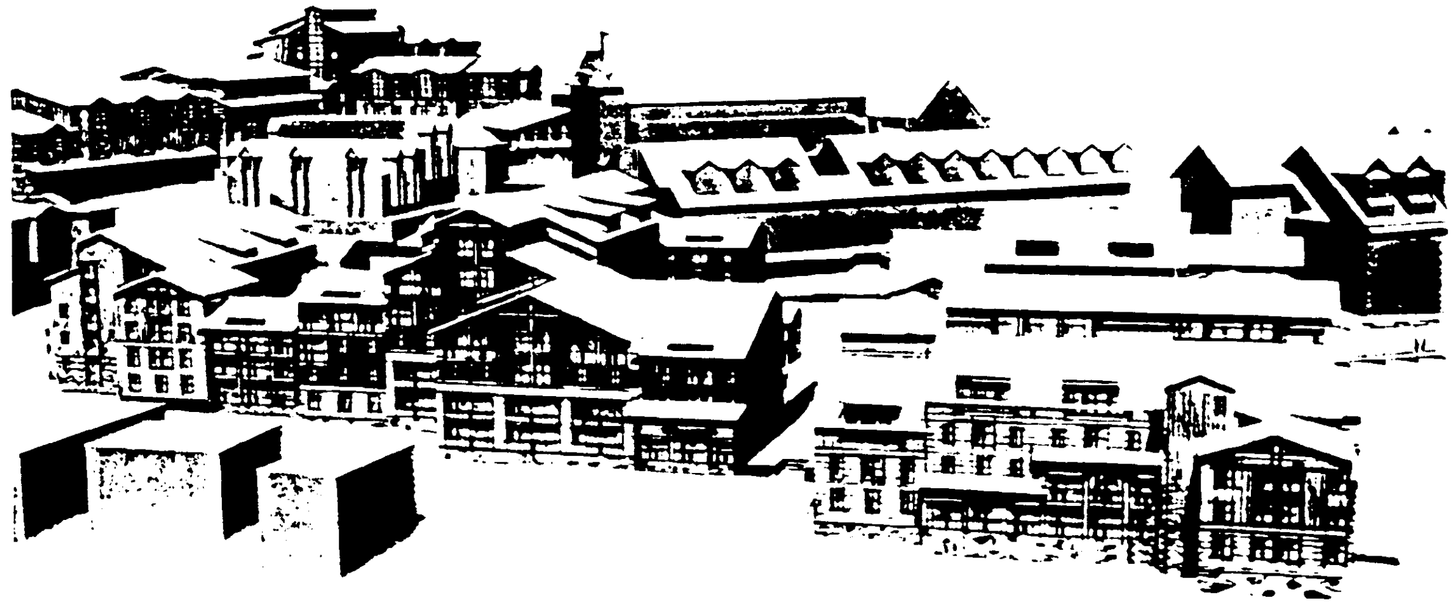
PARCEL B: BUILDING MODEL

BSA Architects

BSA No. 9601

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

April 25, 1997

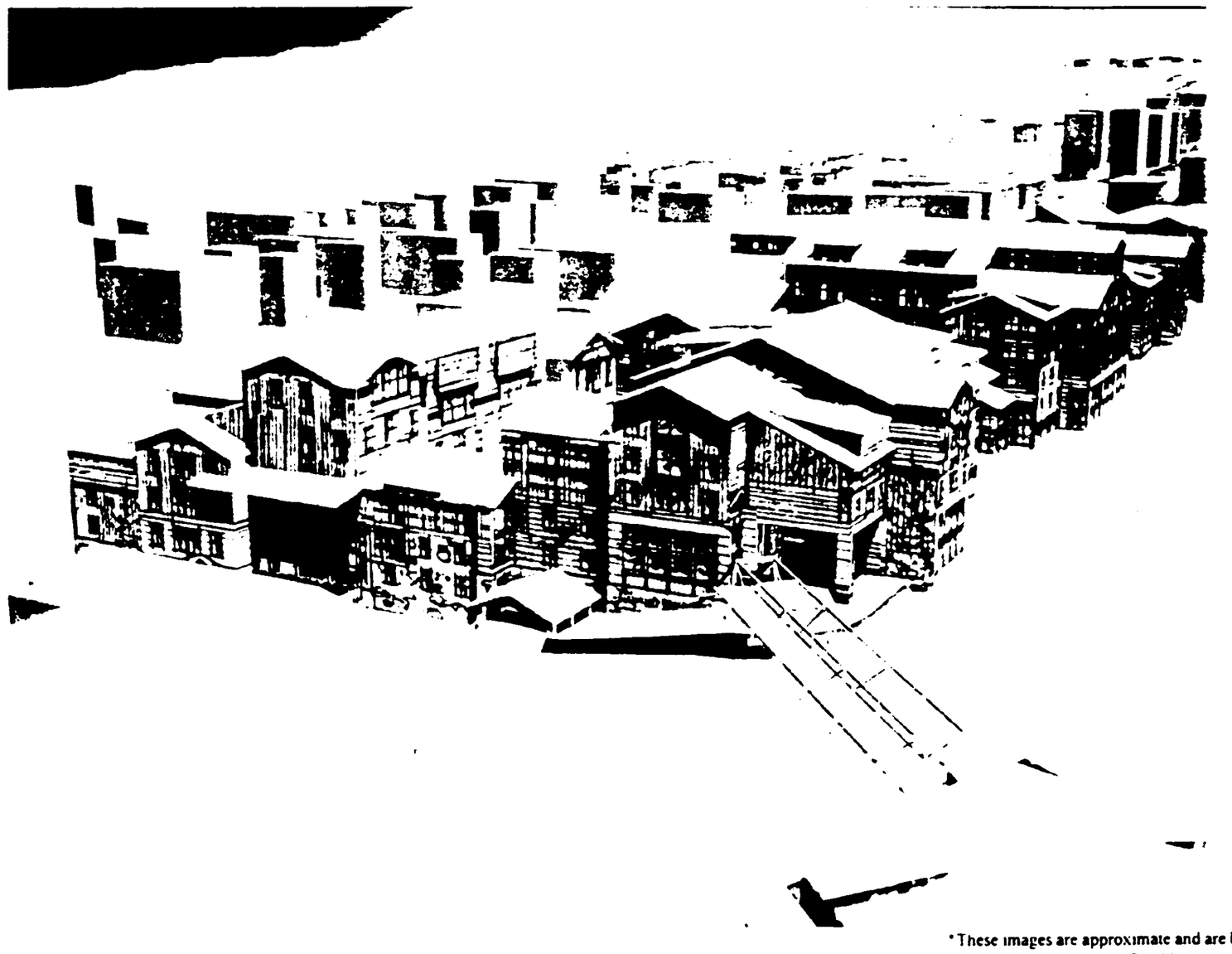


PARCEL B: BUILDING MODEL

*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

00513070 Bk01166 Pg00436

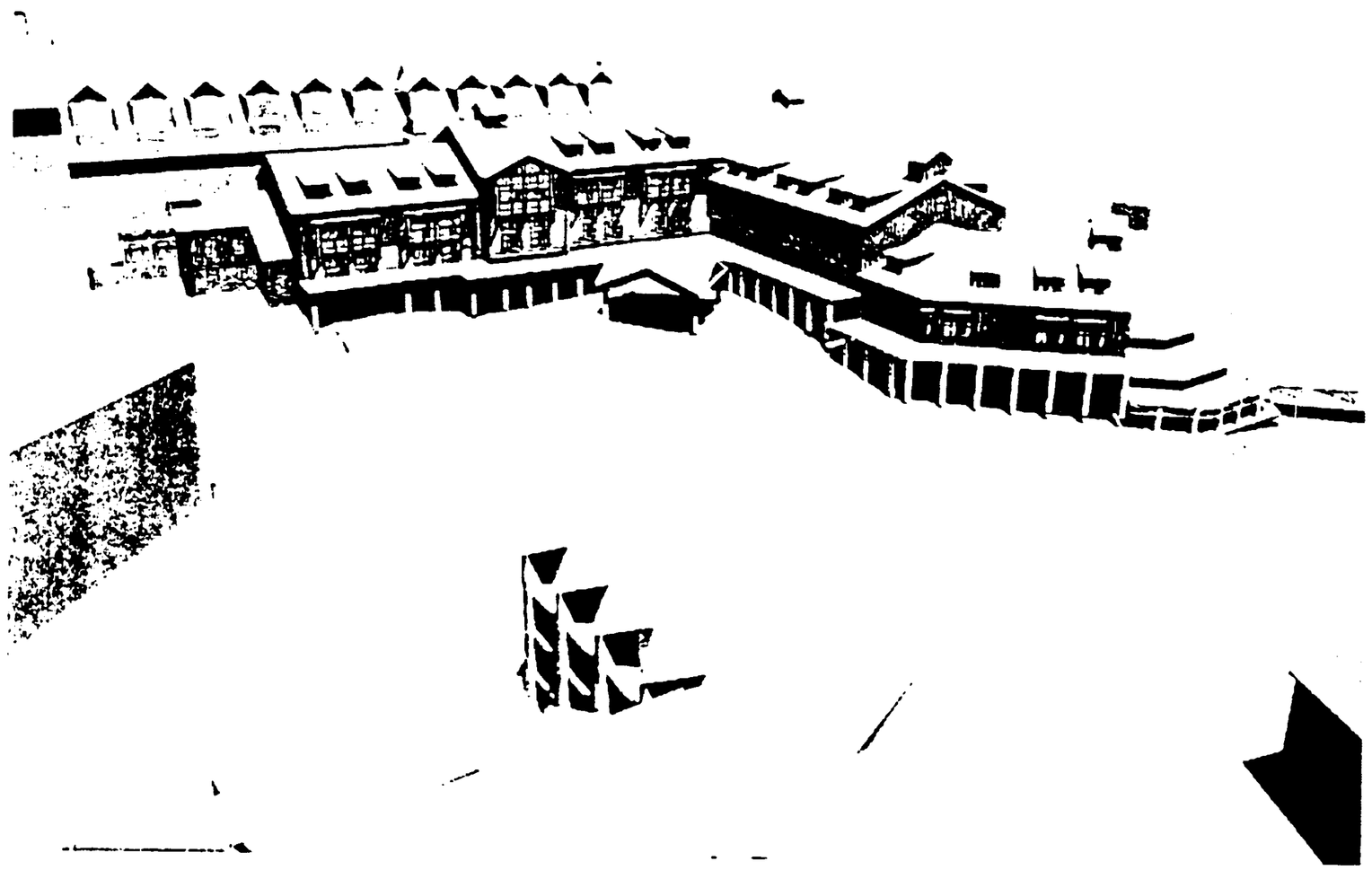


*These images are approximate and are based on conceptual diagrams that fit within the prescribed volumetrics; actual building design, elevations and shadows will vary.

* Bridge is not approved

PARCEL B: BUILDING MODEL

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.

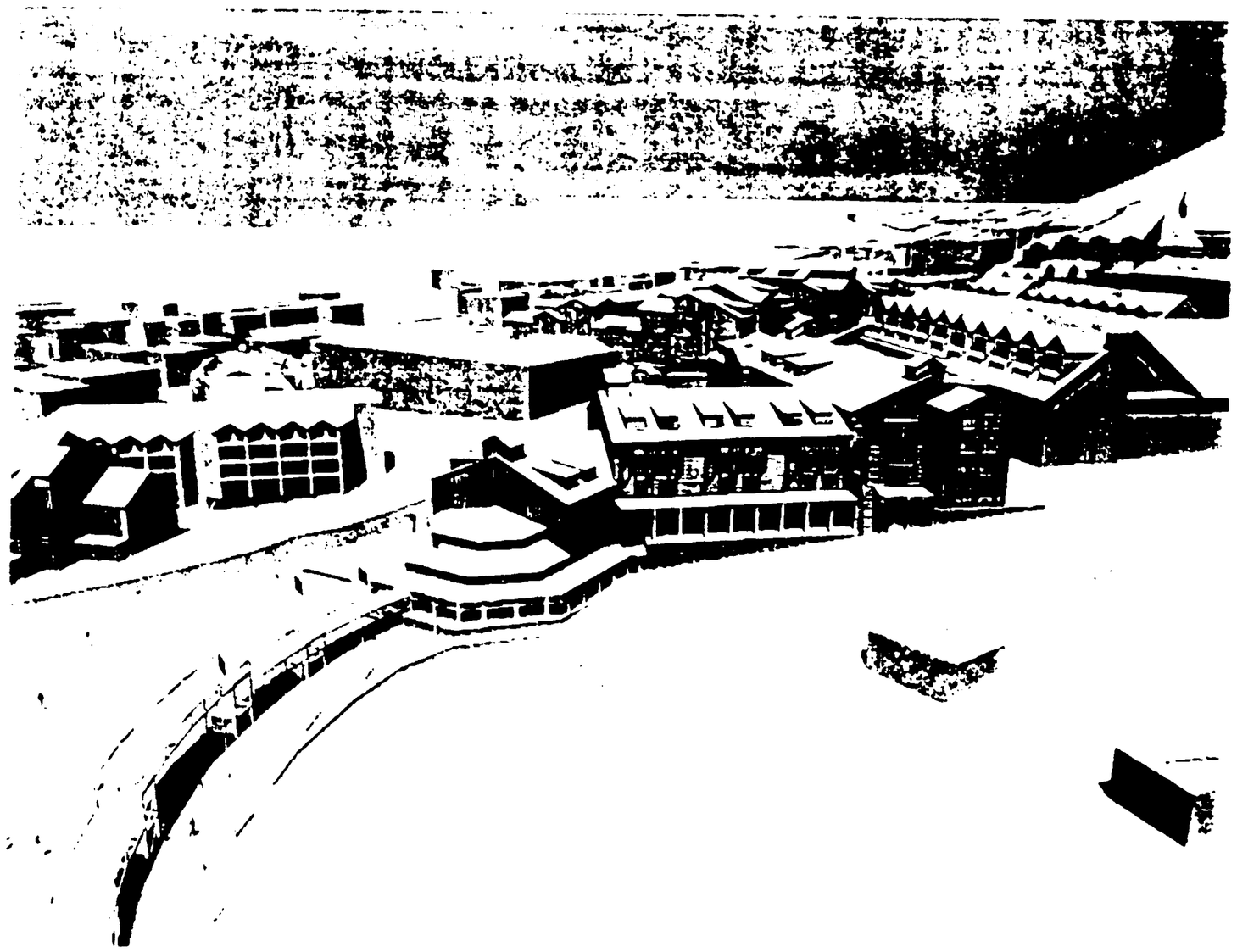
BSA Architects

BSA No. 9601

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

March 5, 1997

00513070 Bk01166 Pg00438



Park City Ski Area

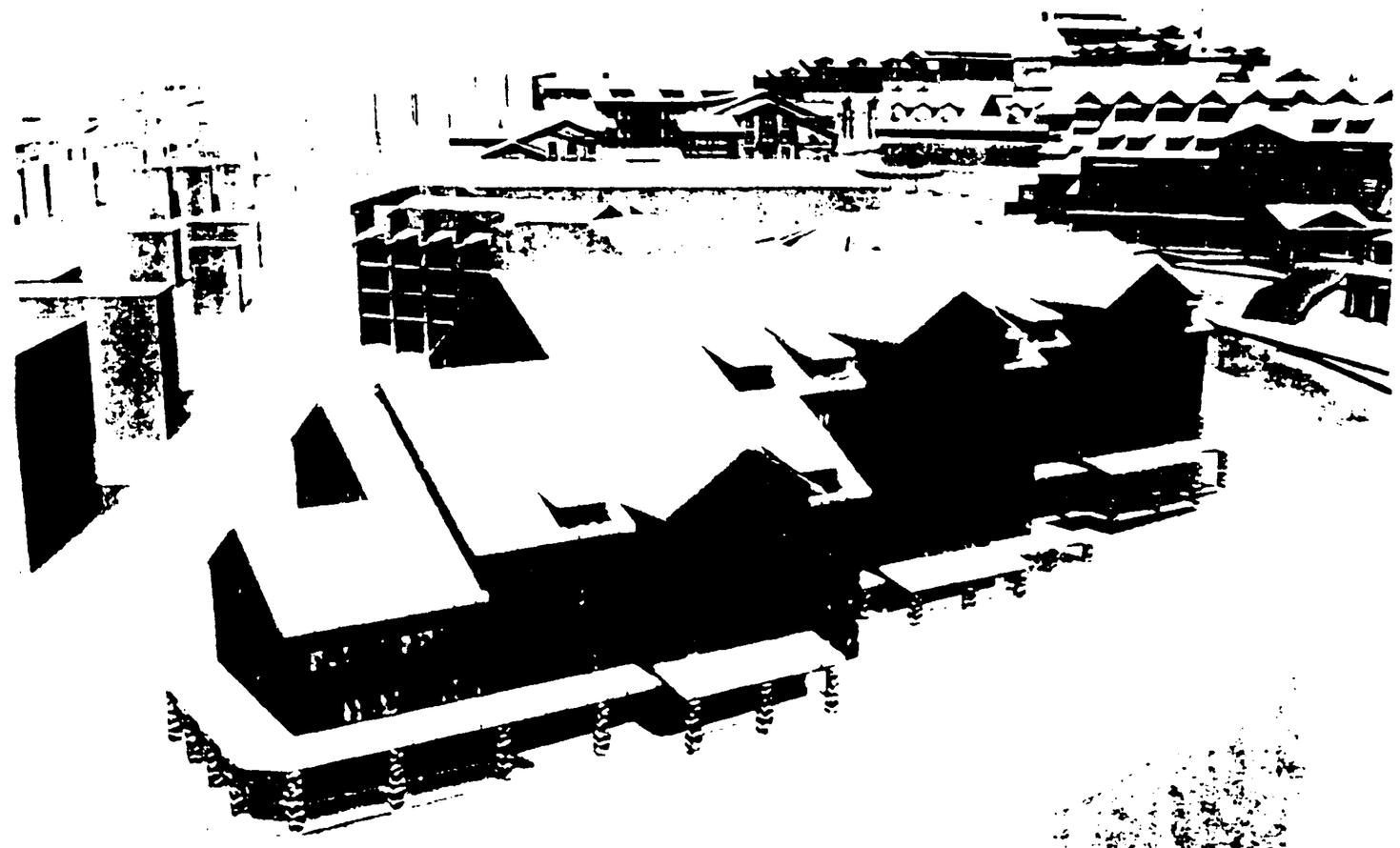
*These images are approximate and are based on conceptual diagrams that fit within the prescribed [illegible] actual building design. Elevations and shadows will vary.

BSA Architects

PARCEL C: BUILDING MODEL

Page 177 of 684

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

BSA Architects

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

BSA Architects

BSA No 9601

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

July 17, 1997

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

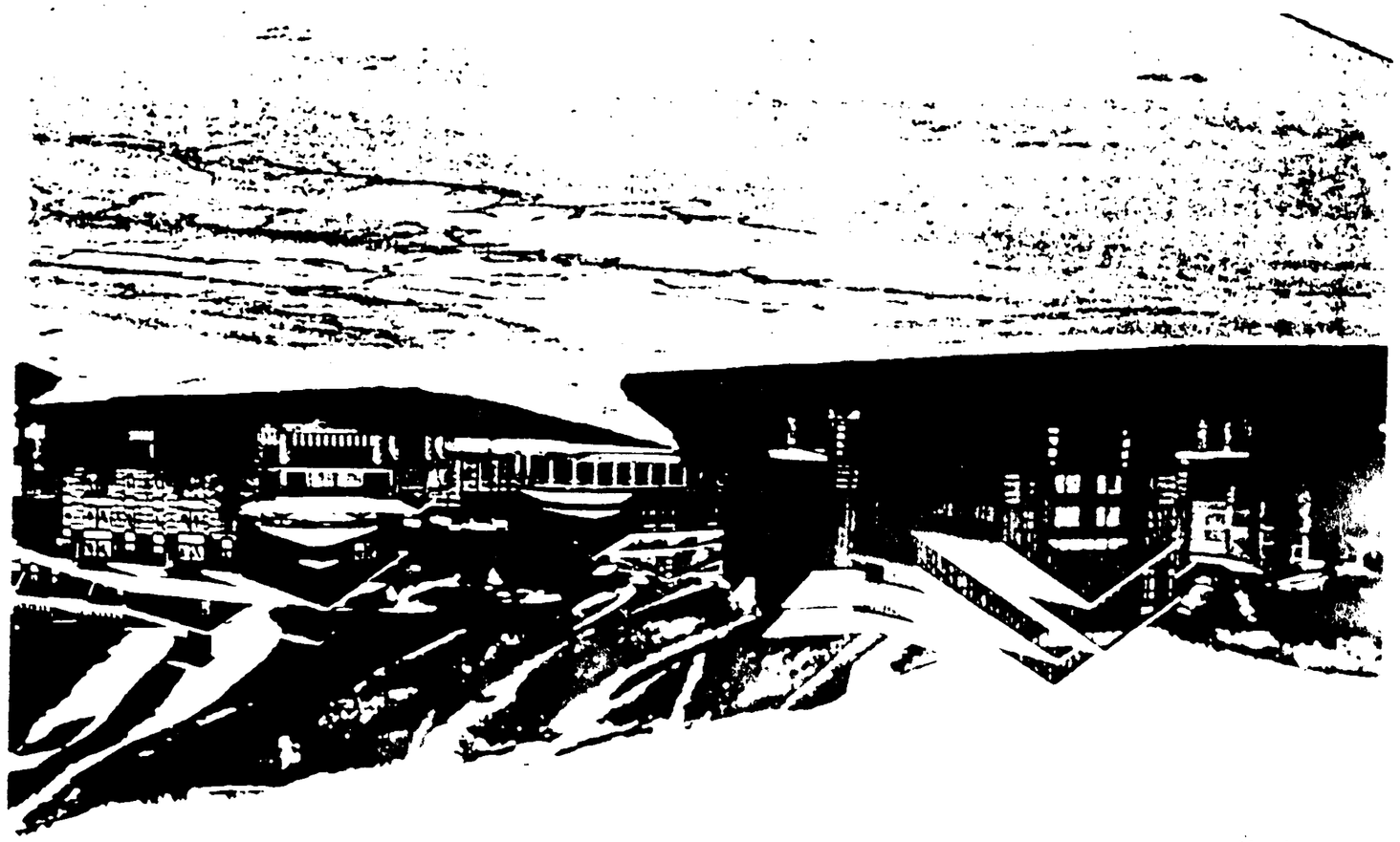
00513070 Bk01166 Pg00442

PHOTOMONTAGES

Park City Ski Area

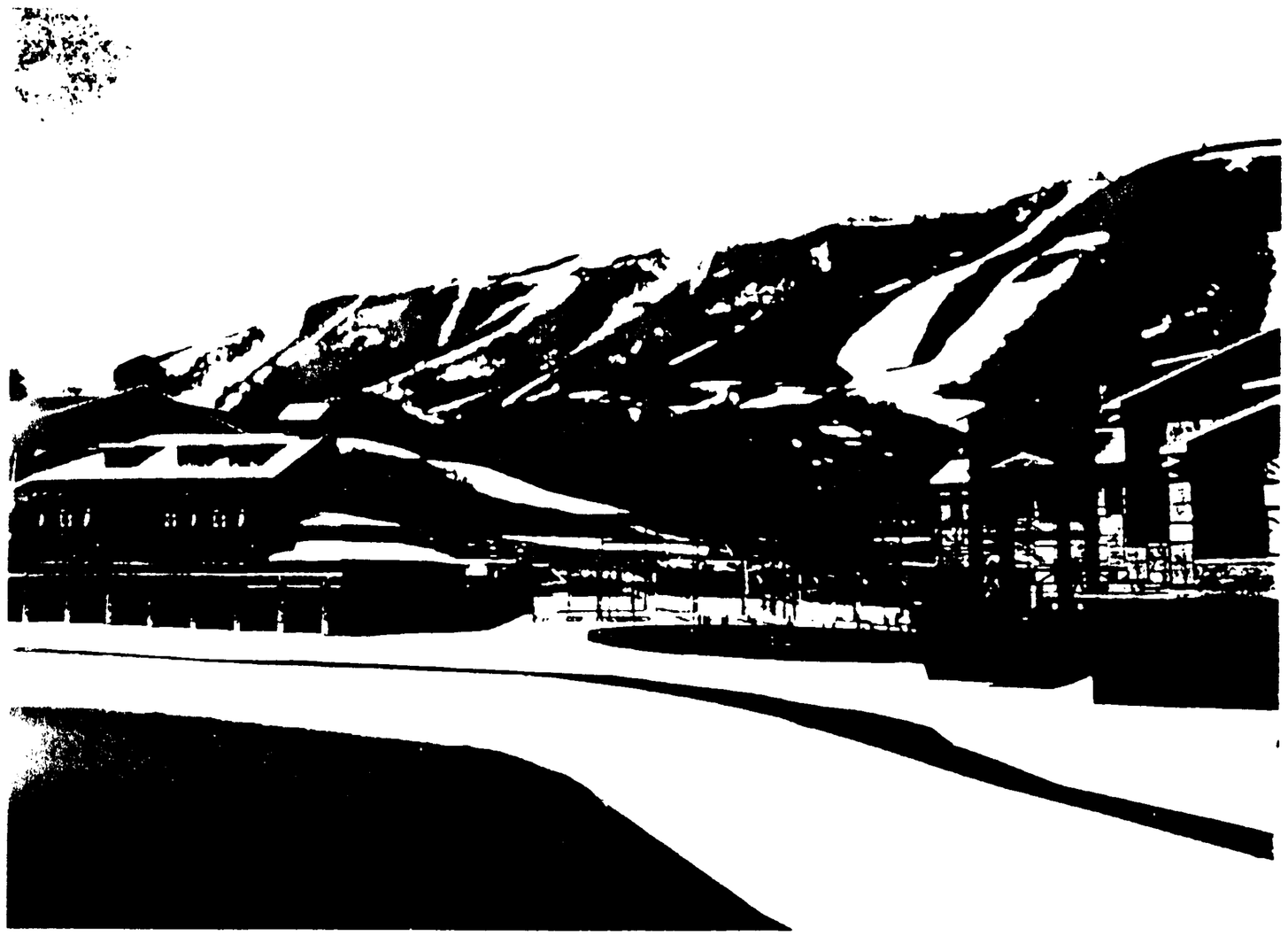
BSA Architects

PHOTOMONTAGE: RESORT ENTRY



00513070 Bk01166 Pg00443

00513070 Bk01166 Pg00444



PHOTOMONTAGE : PARCEL F (Entry View from Lowell Avenue)

Park City Ski Area

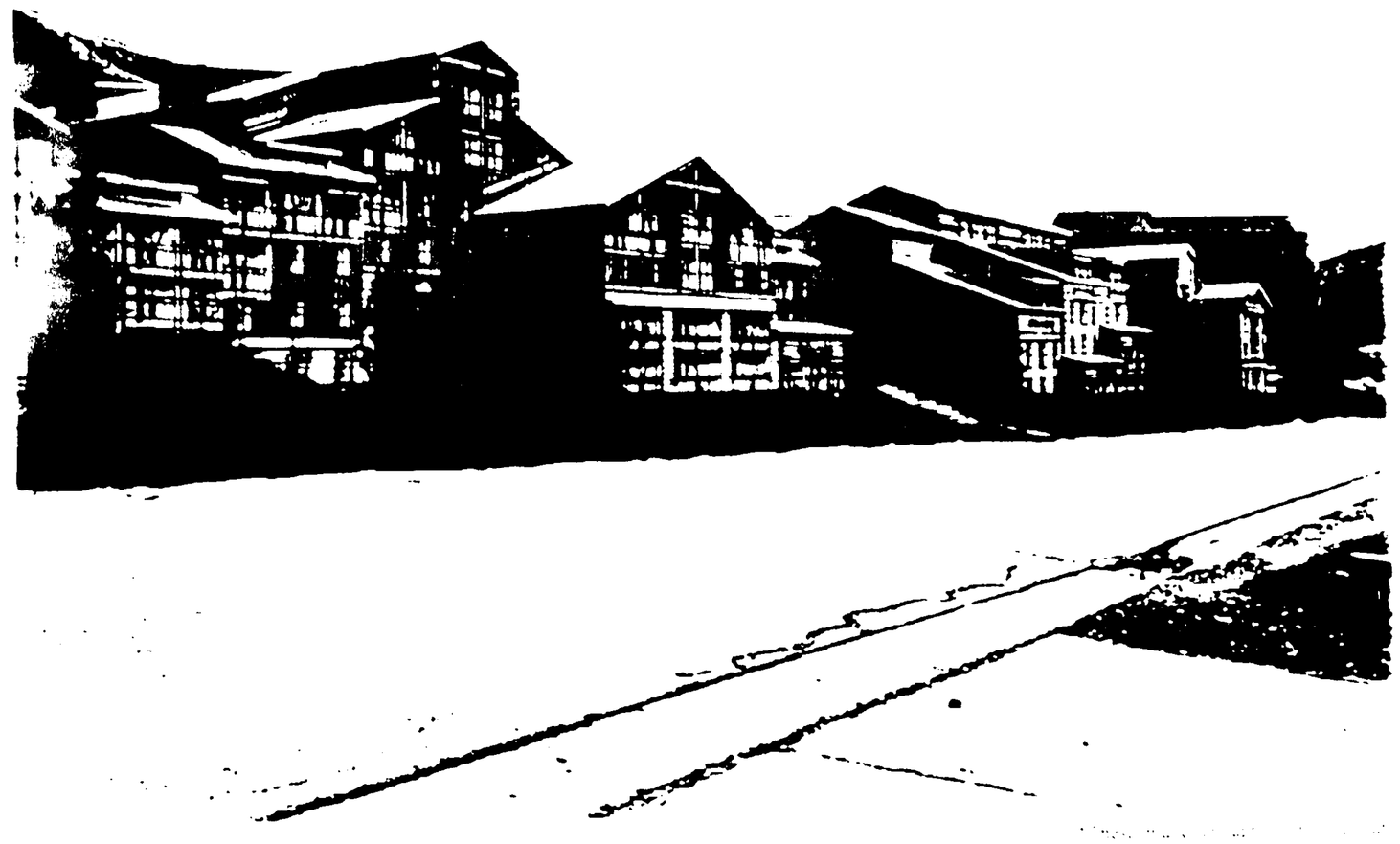
BSA Architects

BSA No. 9640

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

July 17, 1997

00513070 Bk01166 Pg0445



PHOTOMONTAGE: PARCEL B (looking Northwest on Empire)

BSA Architects

00513070 8x01166 RG00446



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

Park City Ski Areas

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



PHOTOMONTAGE: PARCEL E (view from Three Kings)

* Loading docks will be relocated away from the residential area

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

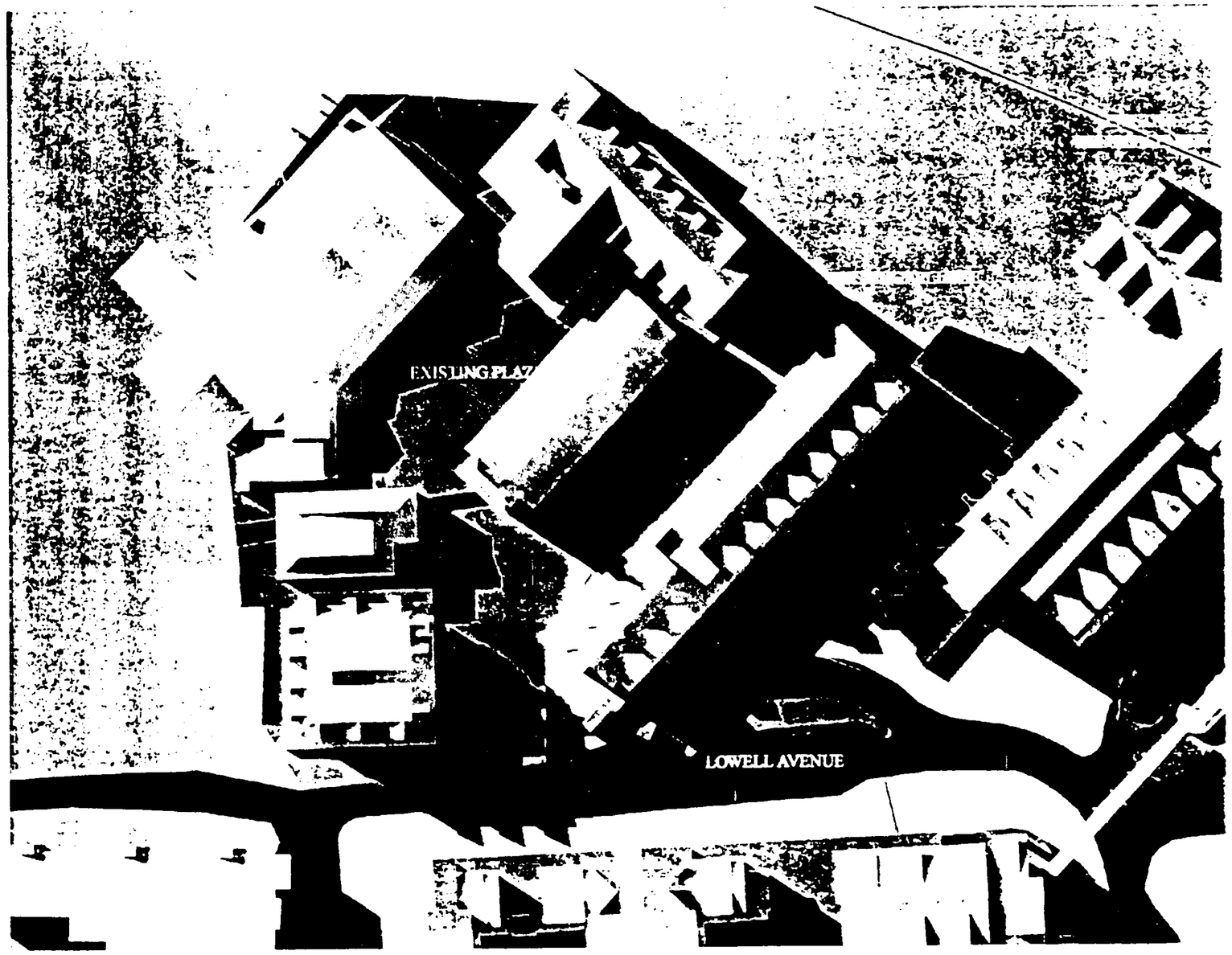
SHADOW STUDIES: EXISTING GONDOLA BUILDING
DECEMBER 21 AT 10:00am

* 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

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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



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

BSA

0051307O 8/611e6 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

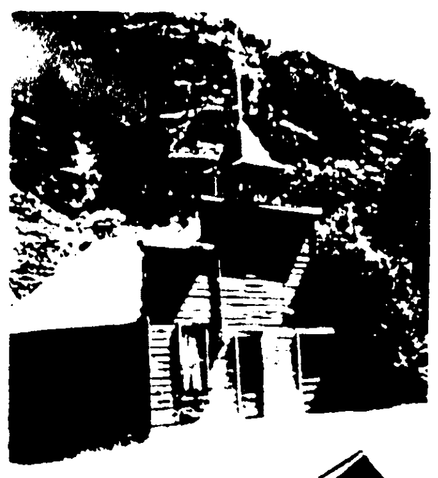


SHADOW STUDIES: DECEMBER 21 AT 3:00pm

BSA

00513070 Bk01166 Pg00455

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










Silver King hoist building









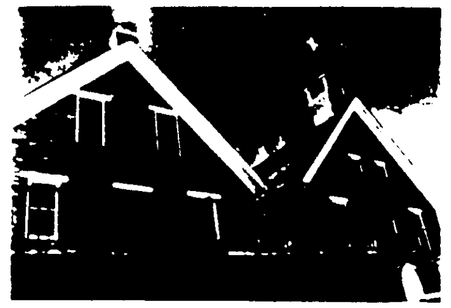


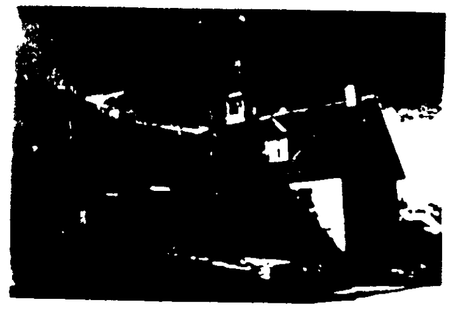
Park City Ski Area

BSA Architects

Mills and Mines

00513070 Bk01166 Pg00457







Park City Ski Area

BSA

Old Town: Public Buildings

00513070 1166 Pg00458



Old Town
Commercial Buil lings

Park City Ski Area

BSA Architects

00513070 Bk01164 Pg00459



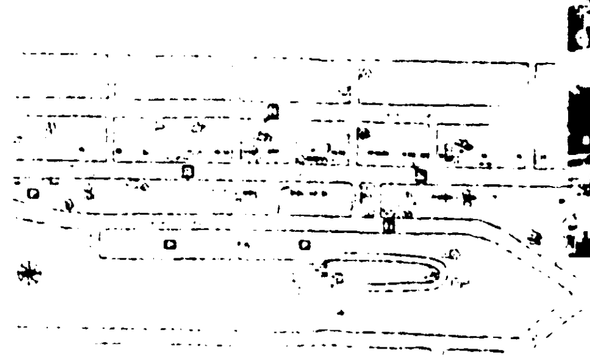














Park City Ski Area

Old Town Vistas

BSA Architects

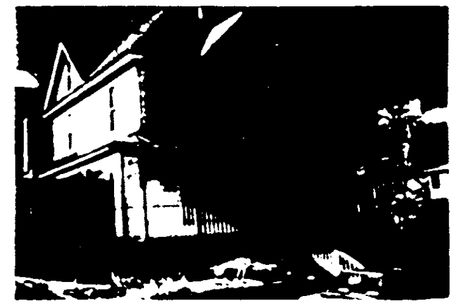
PARK CITY RESORT:
BASE AREA MASTER PLAN STUDY

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00513070 Bk01166 Pg00460



















Park City Ski Area

BSA Architects

Old Town Cottages

00513070 Bk01166 Pg00461





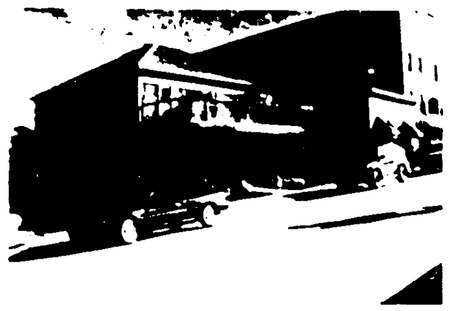
















Park City Ski Area

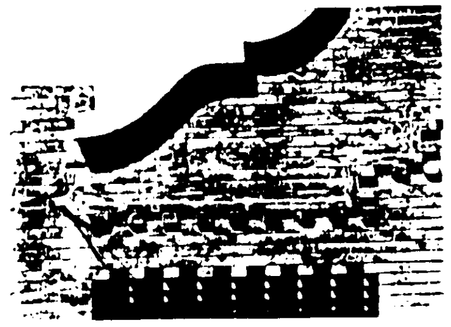
Old Town Cottages

BSA

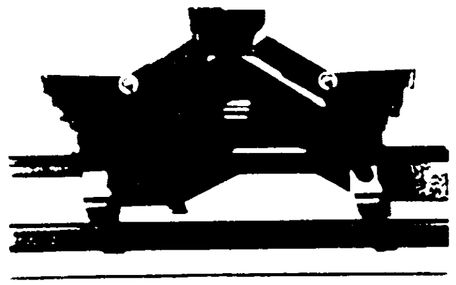
ARCHITECTS

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00513070 Bk01166 Pg00462



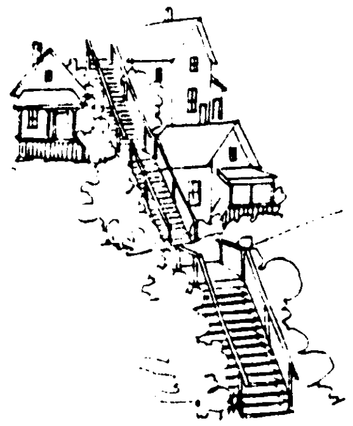


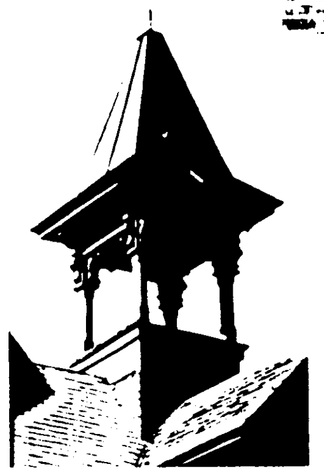
















Park City Ski Area

BSA Architects

Old Town
Building Elements

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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

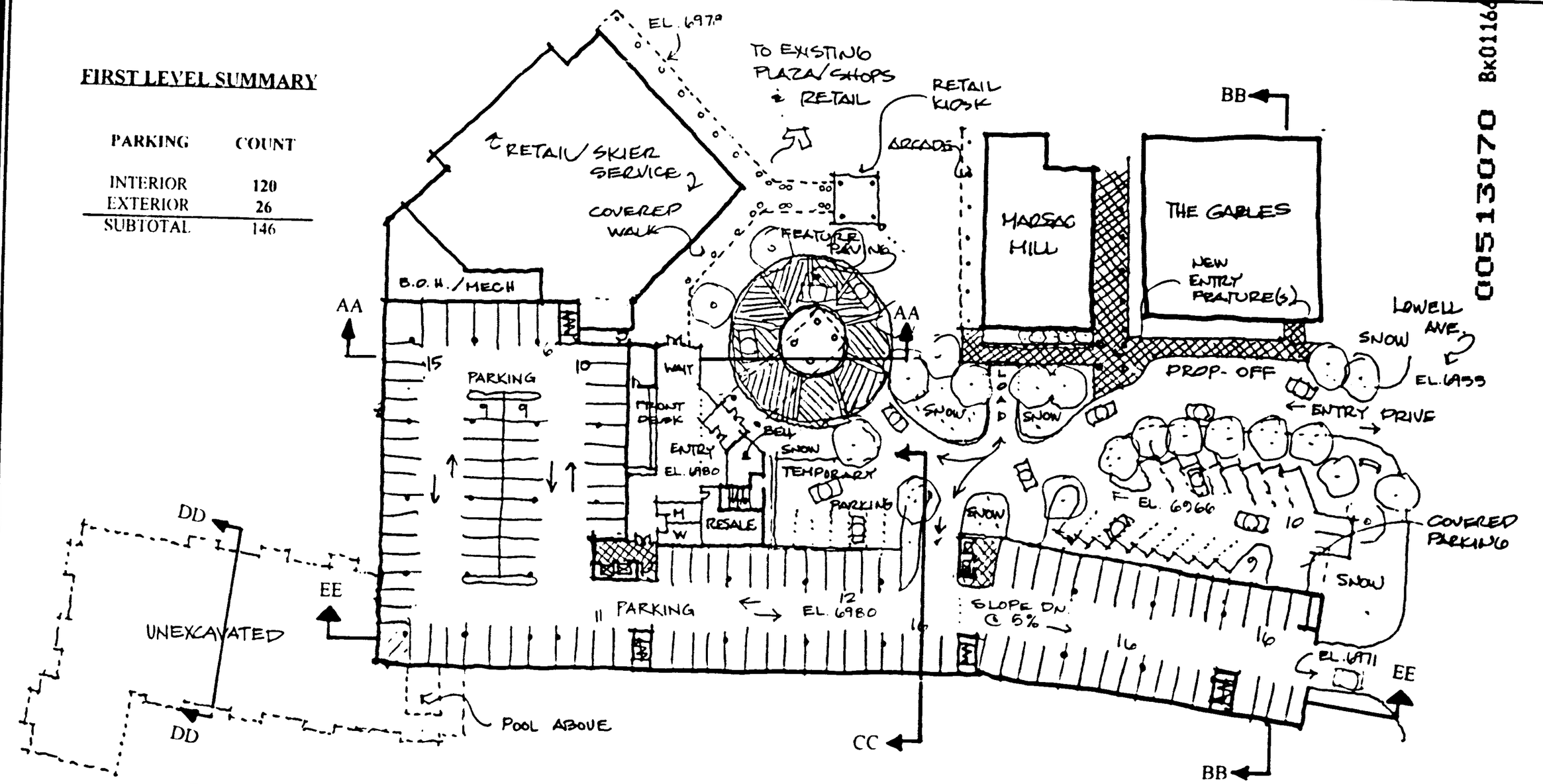
PARCEL A

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00513070 Bk01166 Pg00465

FIRST LEVEL SUMMARY

PARKING	COUNT
INTERIOR	120
EXTERIOR	26
SUBTOTAL	146



Park City Ski Area

ENTRY LEVEL PLAN (FIRST FLOOR)

(EL. +/- 6980)

BSA Architects

BSA No. 9601.14

PARK CITY RESORT:

PARCEL A TIMESHARE CONCEPT

Revised May 14, 1997

February 12, 1997

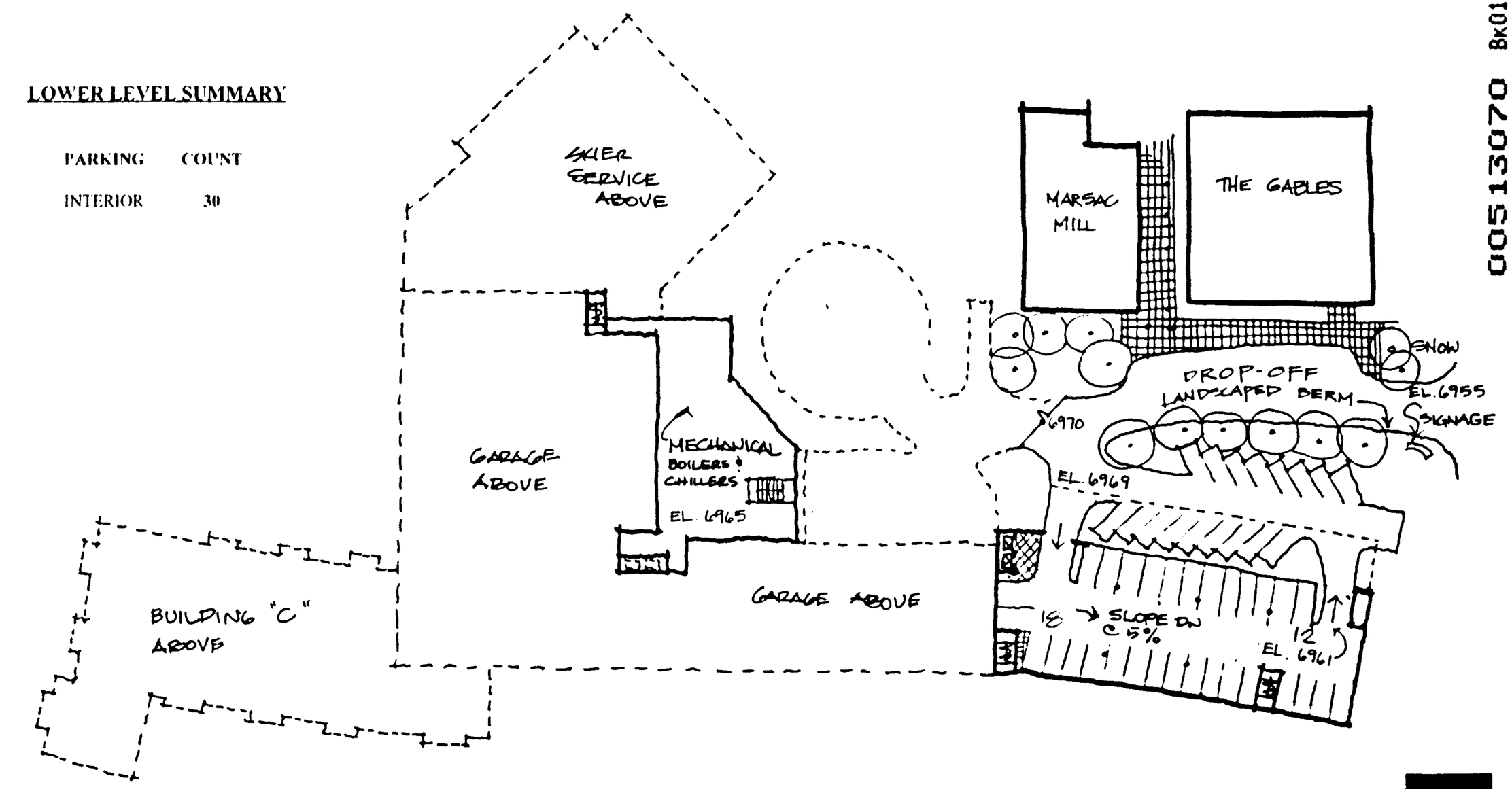
G1

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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

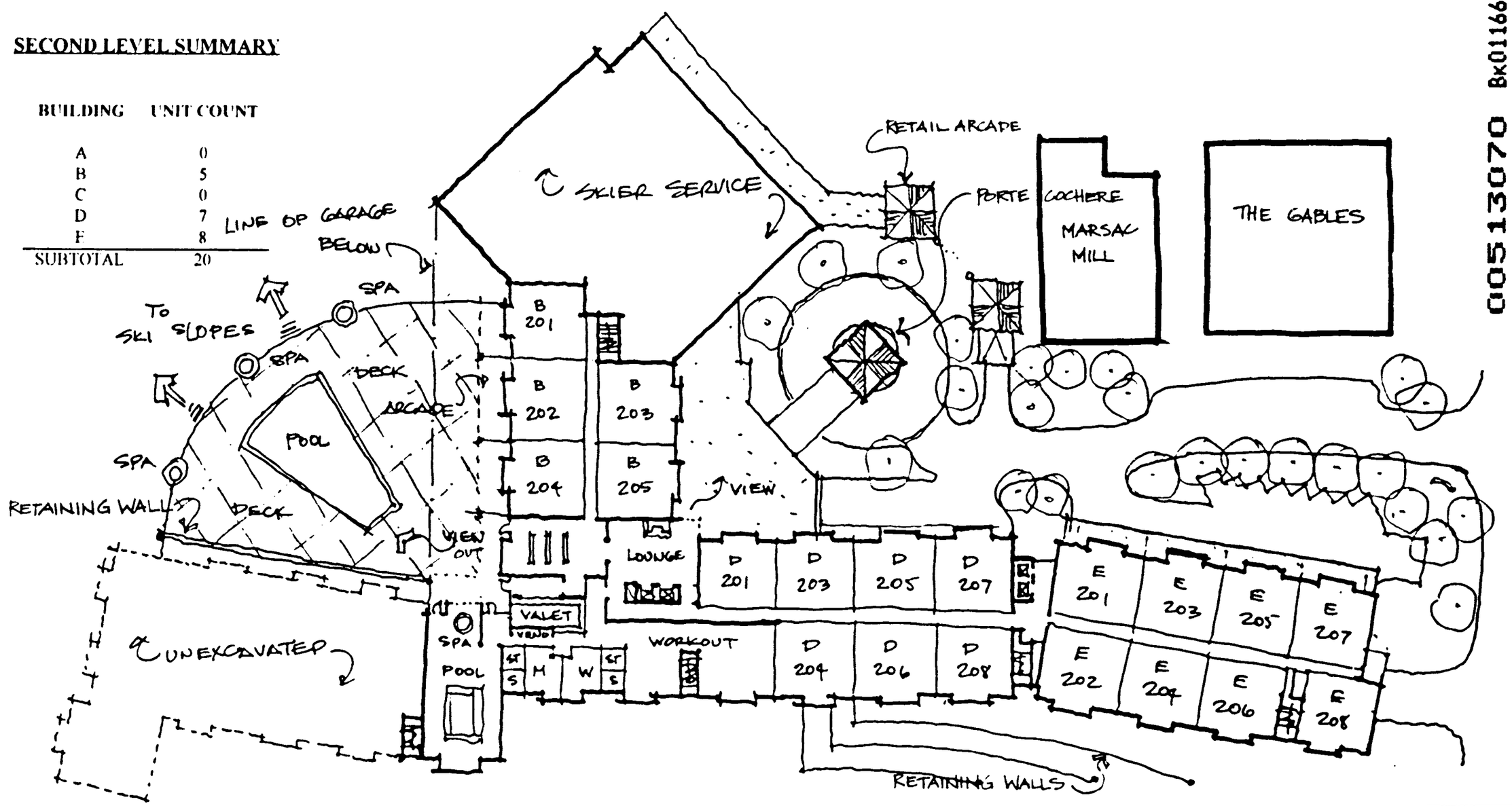
PARK CITY RESORT:
PARCEL A TIMESHARE CONCEPT

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)

0 25 50 75

BSA Architects

BSA No. 9601.14

PARK CITY RESORT:
PARCEL A TIMESHARE CONCEPT

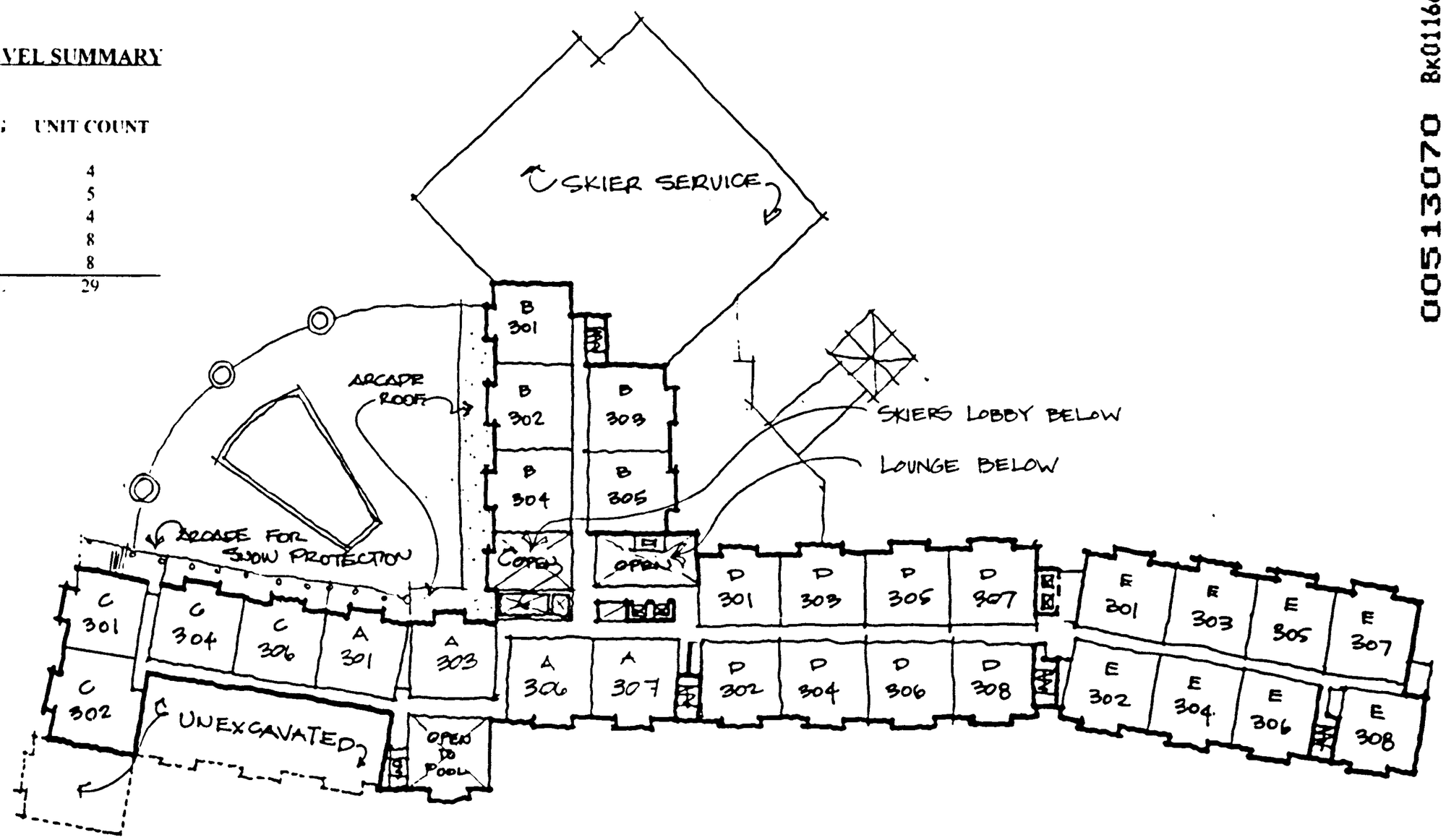
February 12, 1997

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

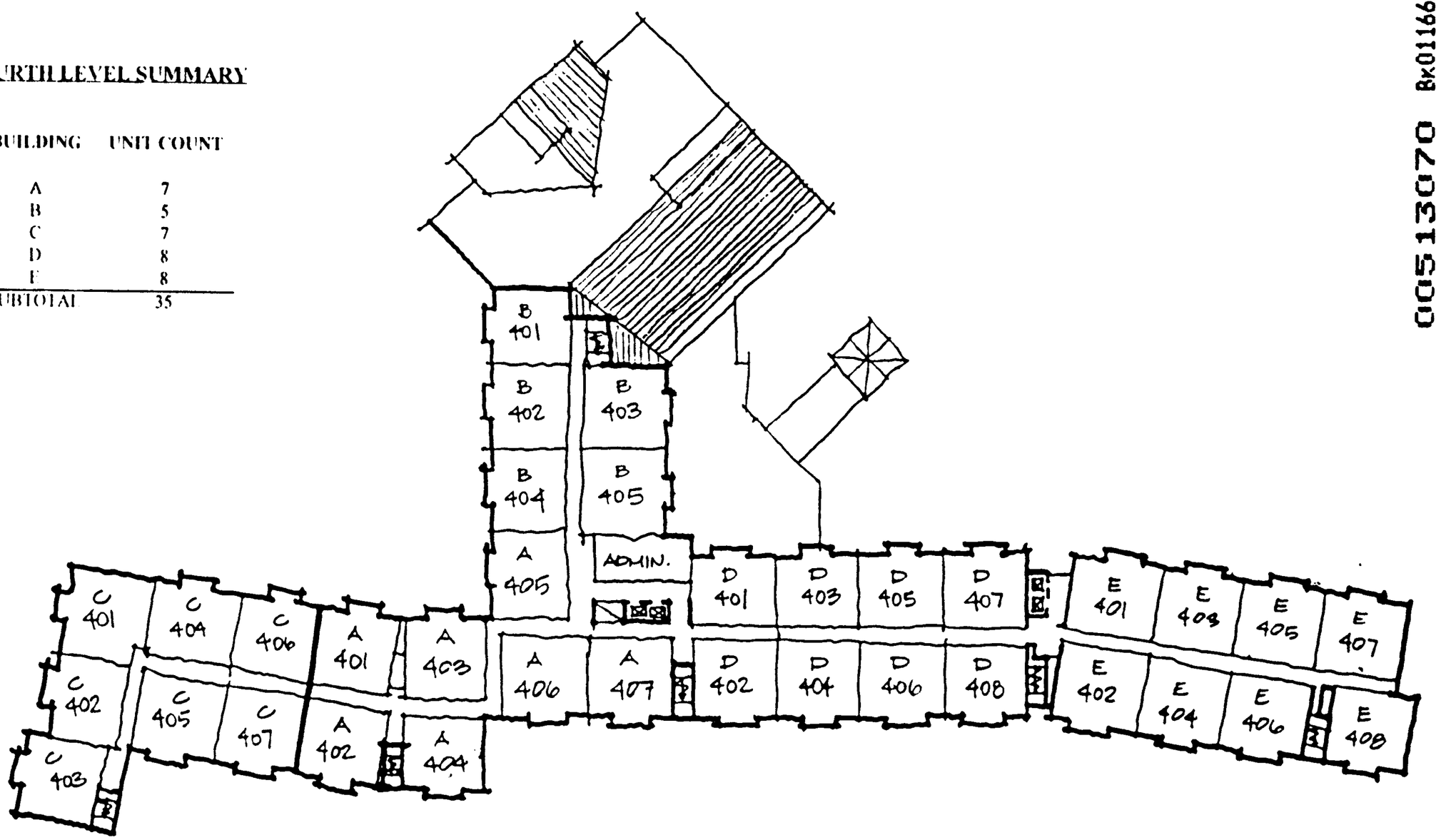
February 12, 1997
C4

00513070 Bk01166 Pg00469

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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

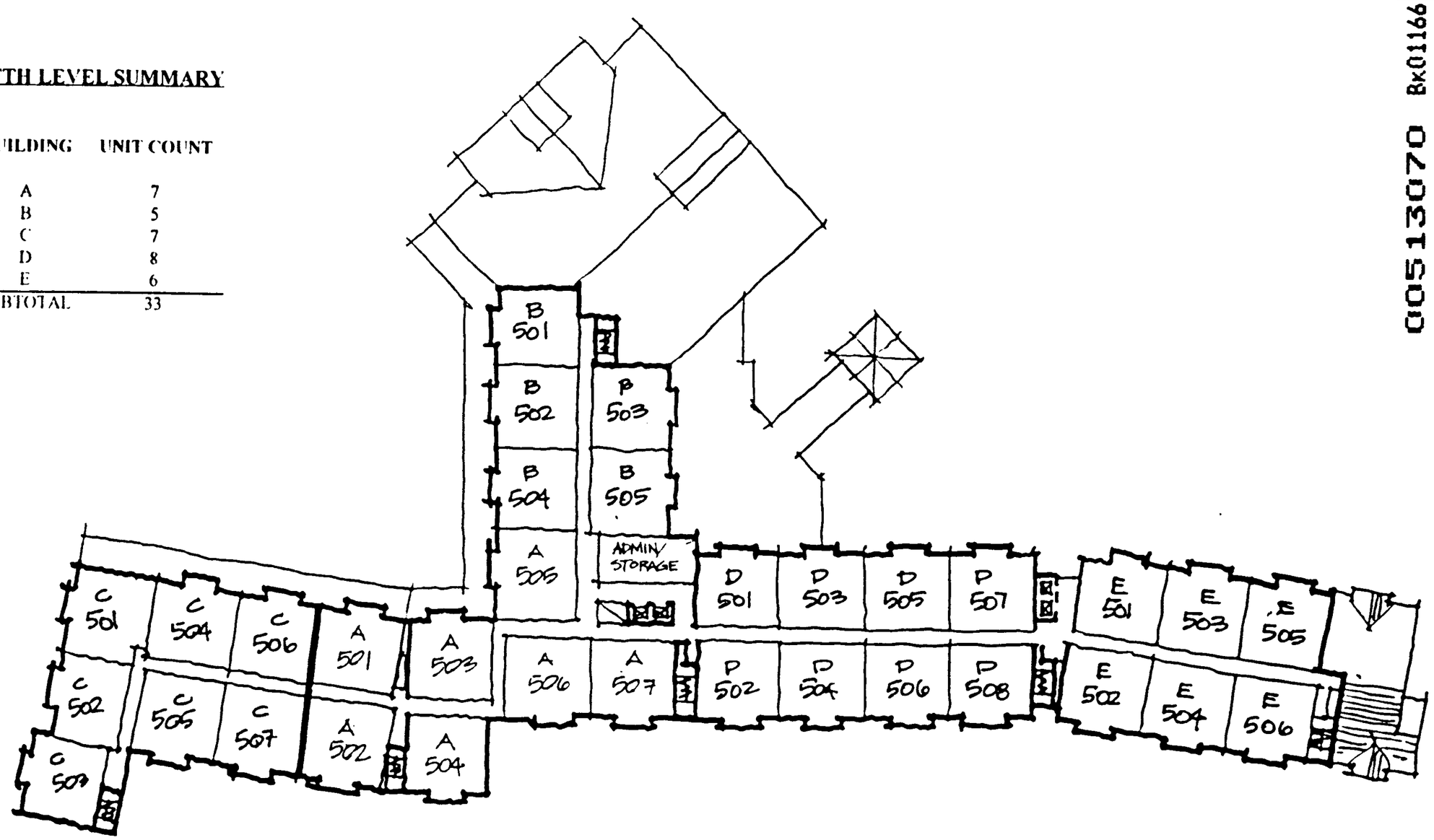
PARK CITY RESORT:
PARCEL A TIMESHARE CONCEPT

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

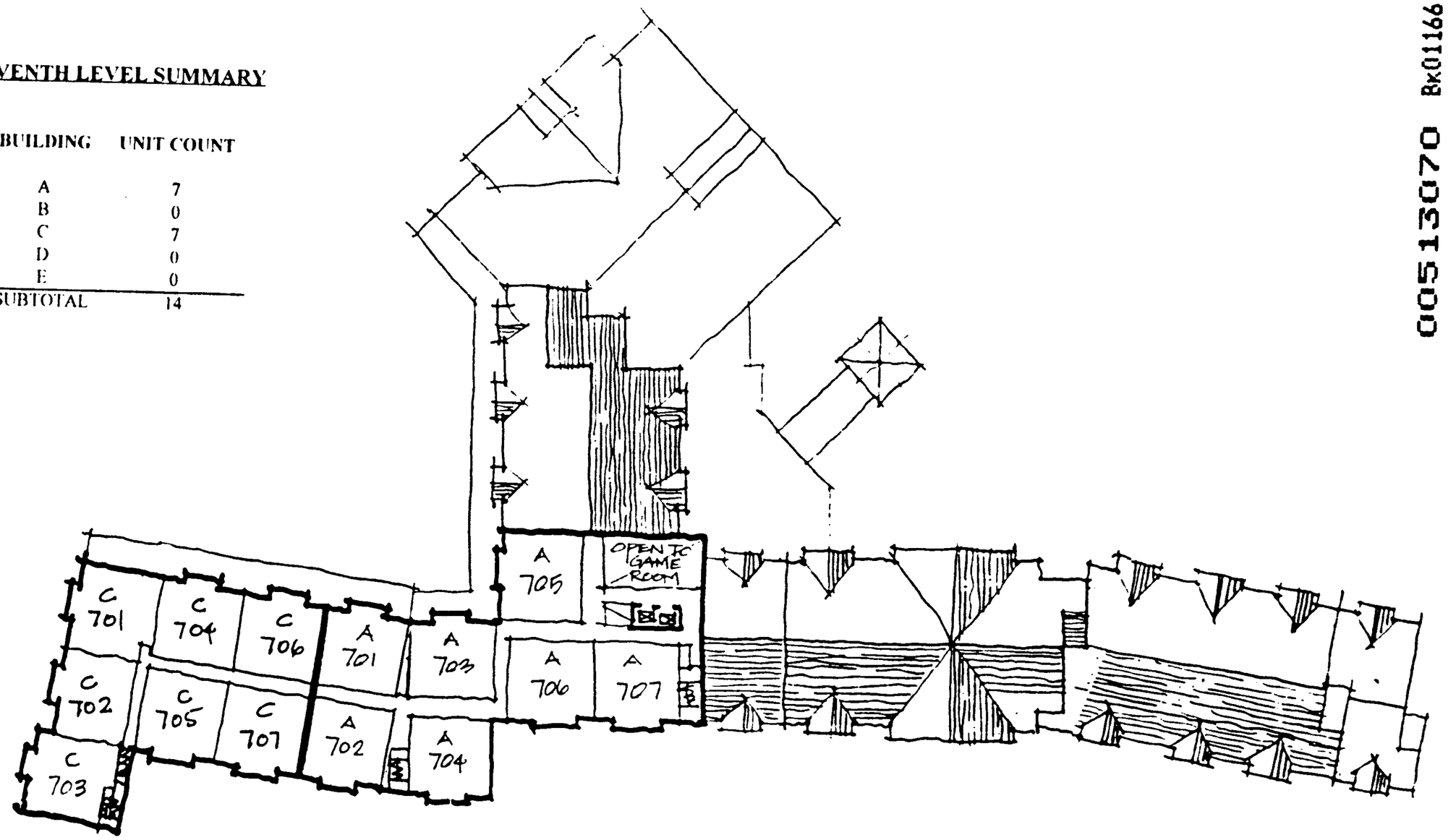
February 12, 1997

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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

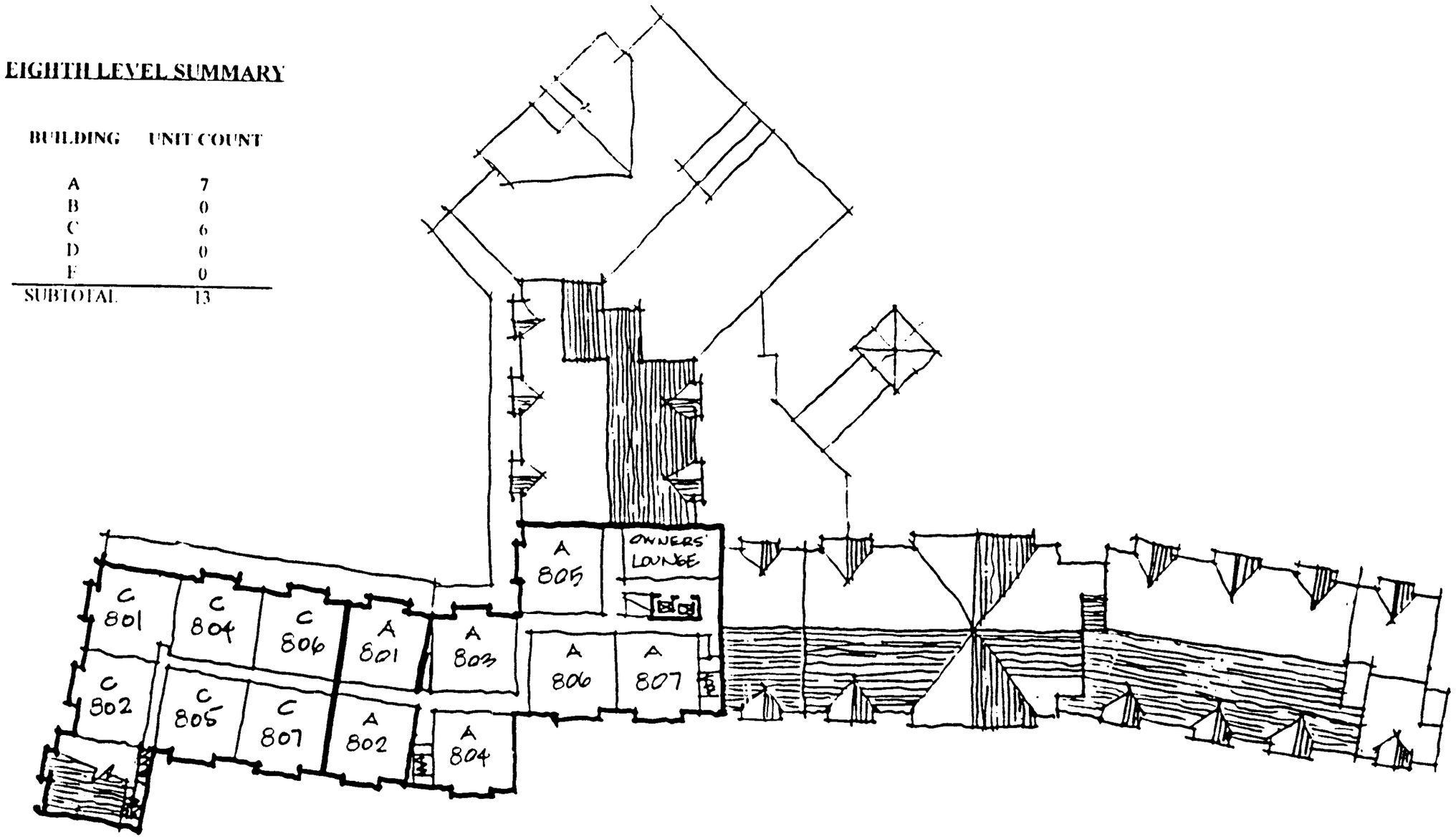
PARK CITY RESORT:
PARCEL A TIMESHARE CONCEPT

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

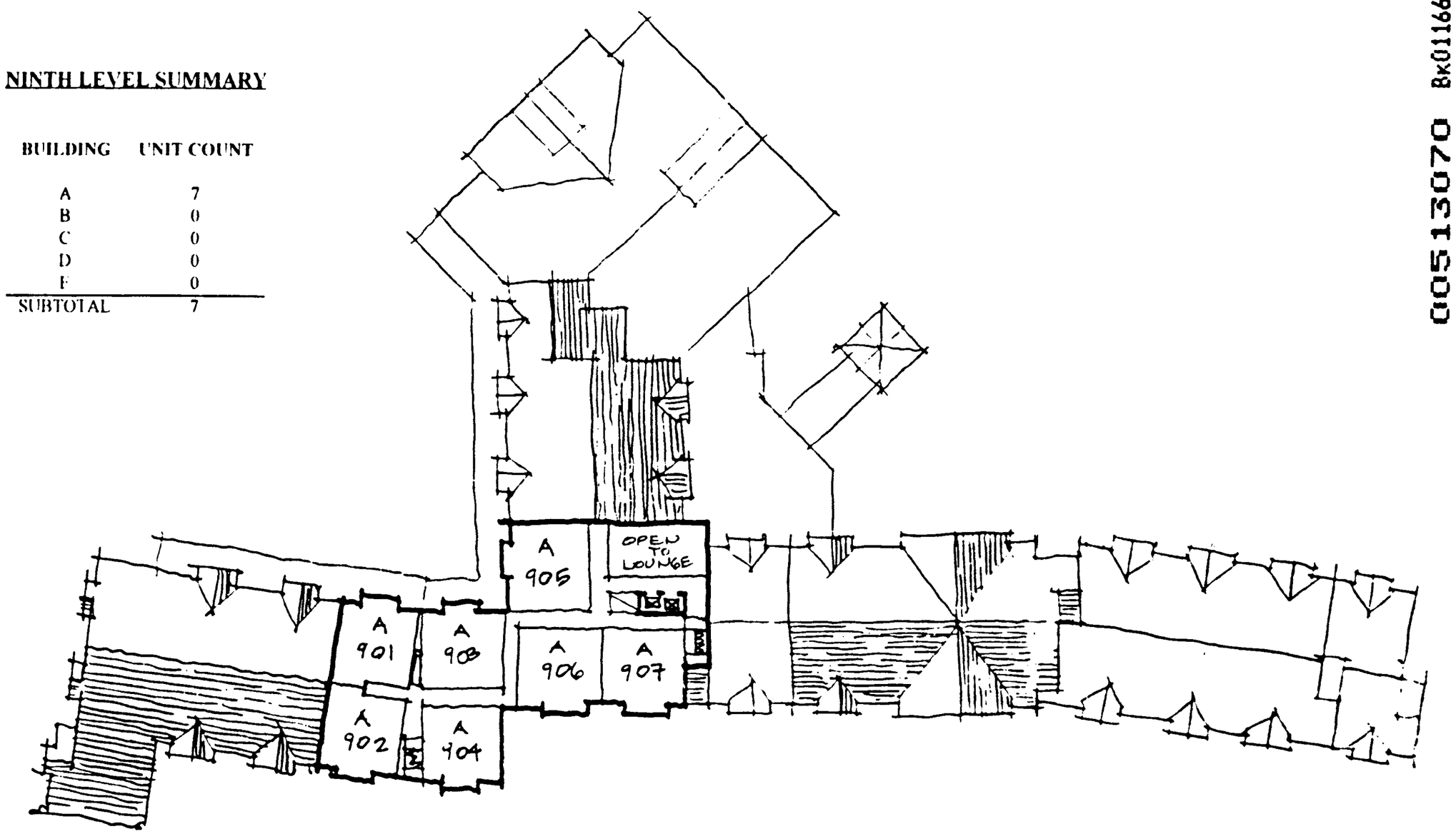
EIGHTH LEVEL PLAN
(EL. +/- 7050)

BSA Architects

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

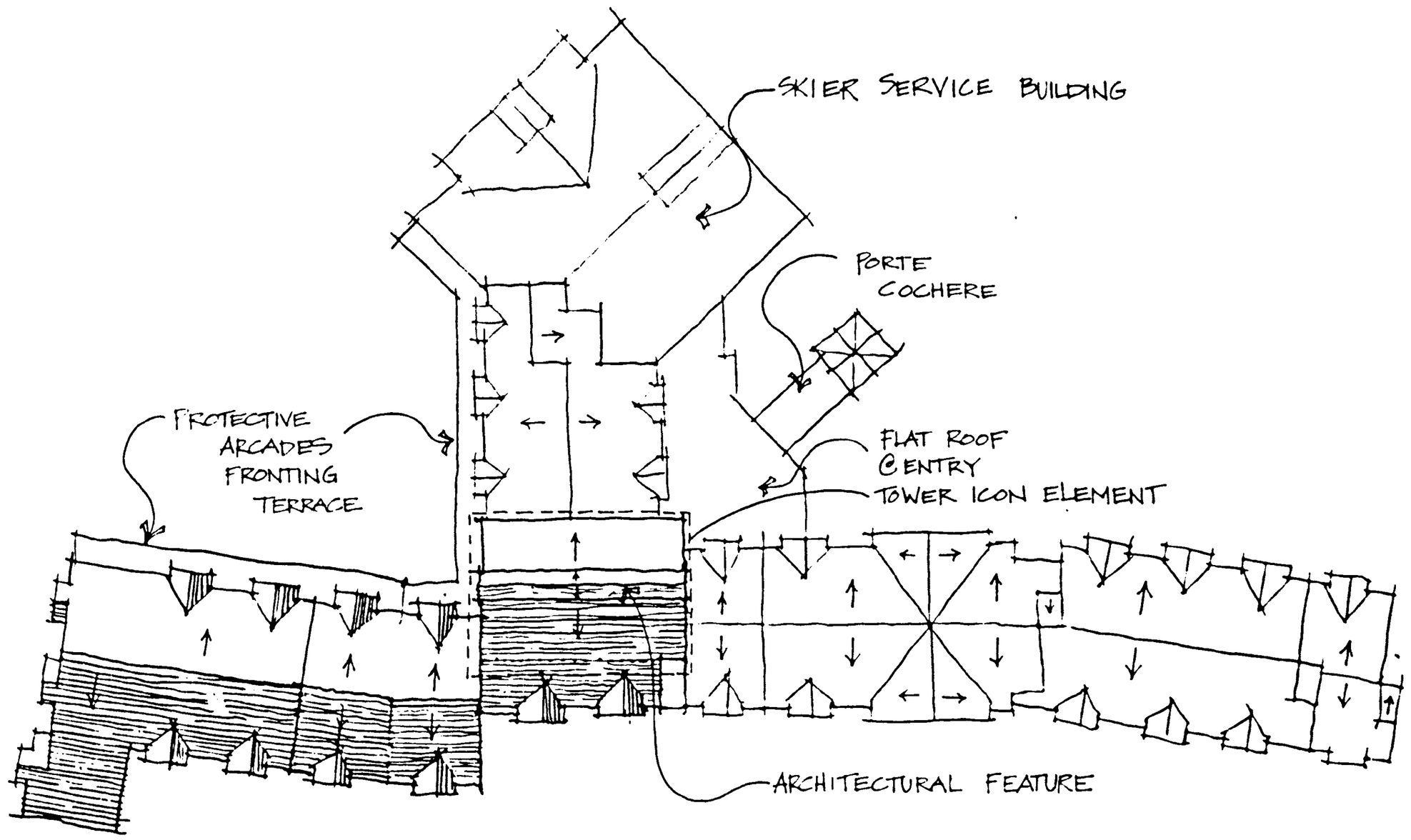
BSA Architects

BSA No. 9601.14

PARK CITY RESORT:
PARCEL A TIMESHARE CONCEPT

February 12, 1997

00513070 Bk01166 Pg00475



Park City Ski Area

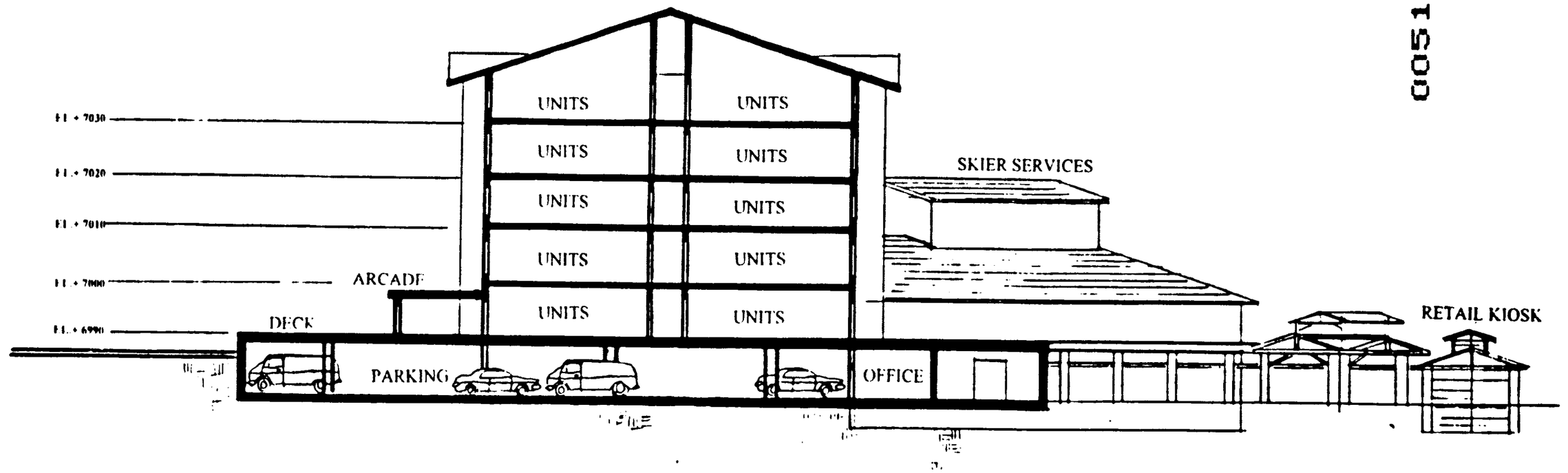
ROOF PLAN

0 25 50 75

BSA Architects

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00513070 Bk01166 Pg00476



Park City Ski Area

PARCEL A SECTION AA

0 10 20 30

BSA Architects

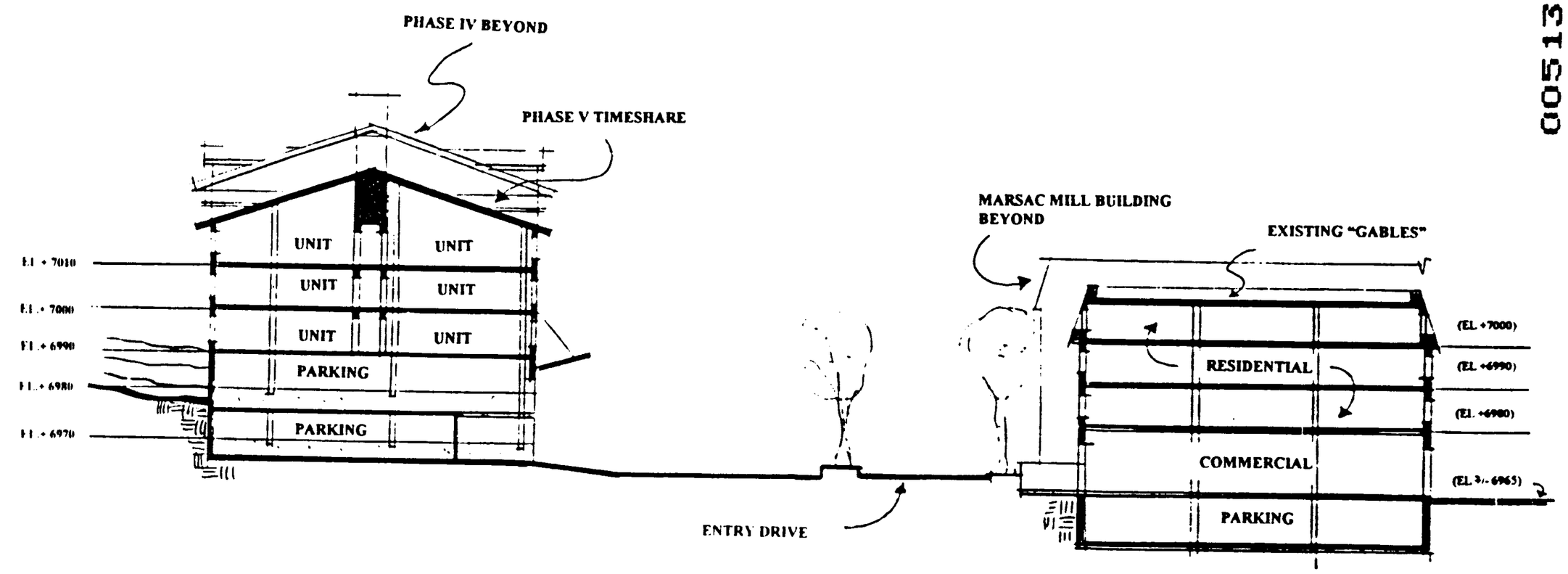
BSA No. 9601

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

February 12, 1997

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00513070 Bk01166 Pg00477



Park City Ski Area

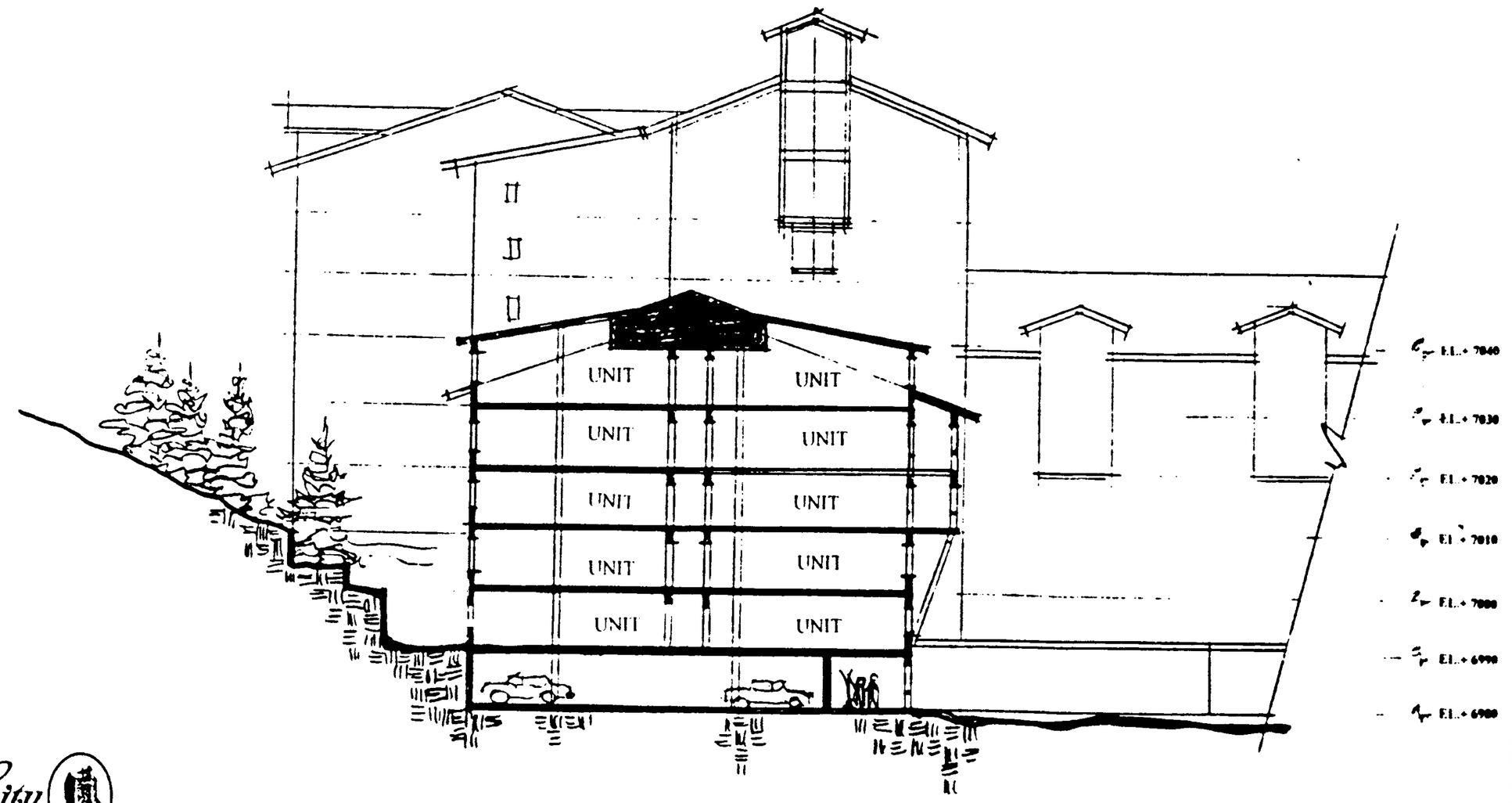
PARCEL A: SECTION BB

0 10 20 30

BSA Architects

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00513070 Bk01166 Pg00478



Park City Ski Area

BSA Architects

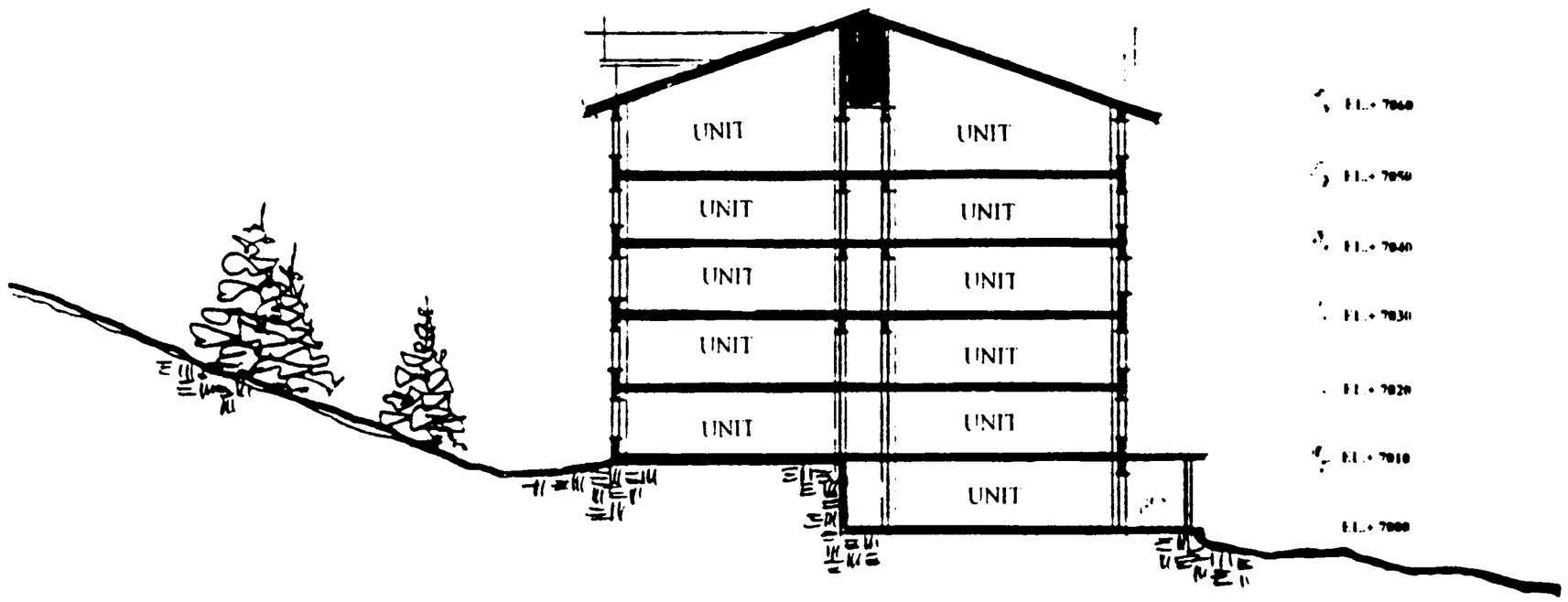
PARCEL A: SECTION CC

BSAR No. 9601.10

PARK CITY RESORT:
BASE AREA MASTER PLAN STUDY

74
December 19, 1996
Revised February 12, 1997

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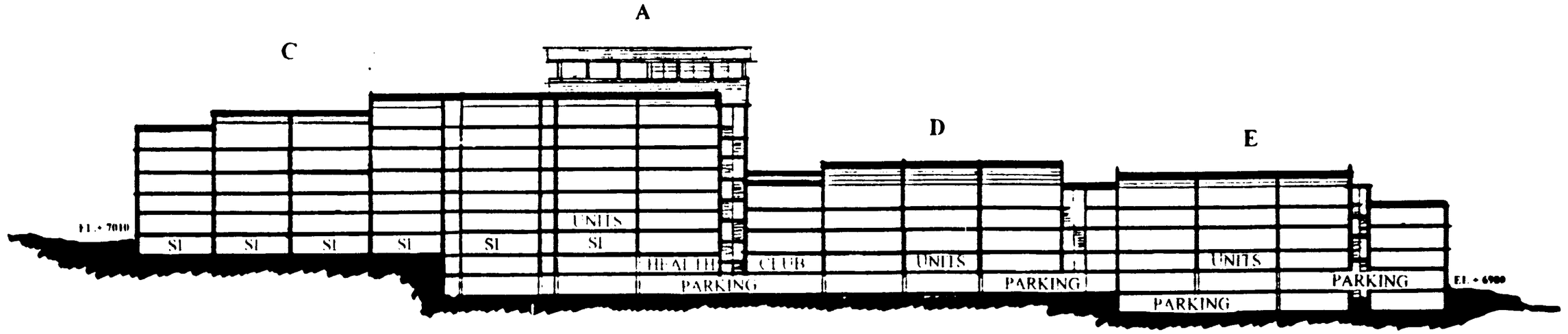
Park City Ski Area

BSA Architects

PARCEL A: SECTION DD

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00513070 Bk01166 Pg00480



A= AMENITY/BOH SLOPE SIDE

SL= SINGLE LOADED CORRIDOR DOWNSLOPE

Park City Ski Area

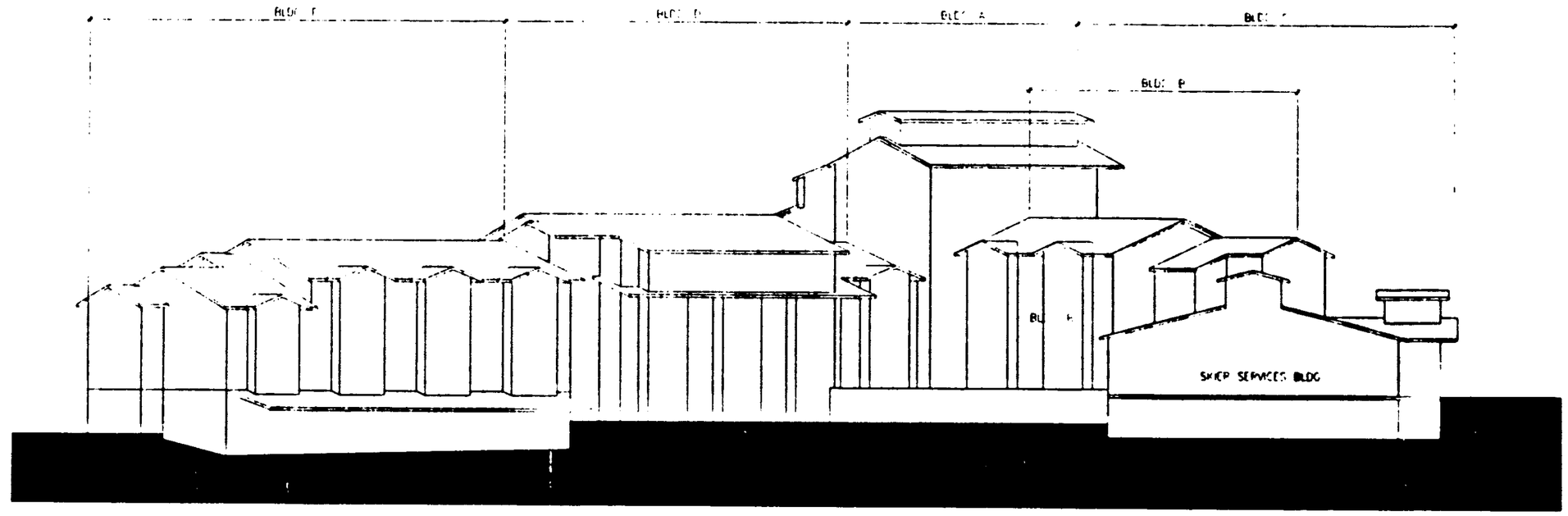
0 25 50 75

BSA Architects

PARCEL A: SECTION EE

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00513070 Bk01166 Pg00481



Park City Ski Area

NORTH WEST MASSING

BSA Architects

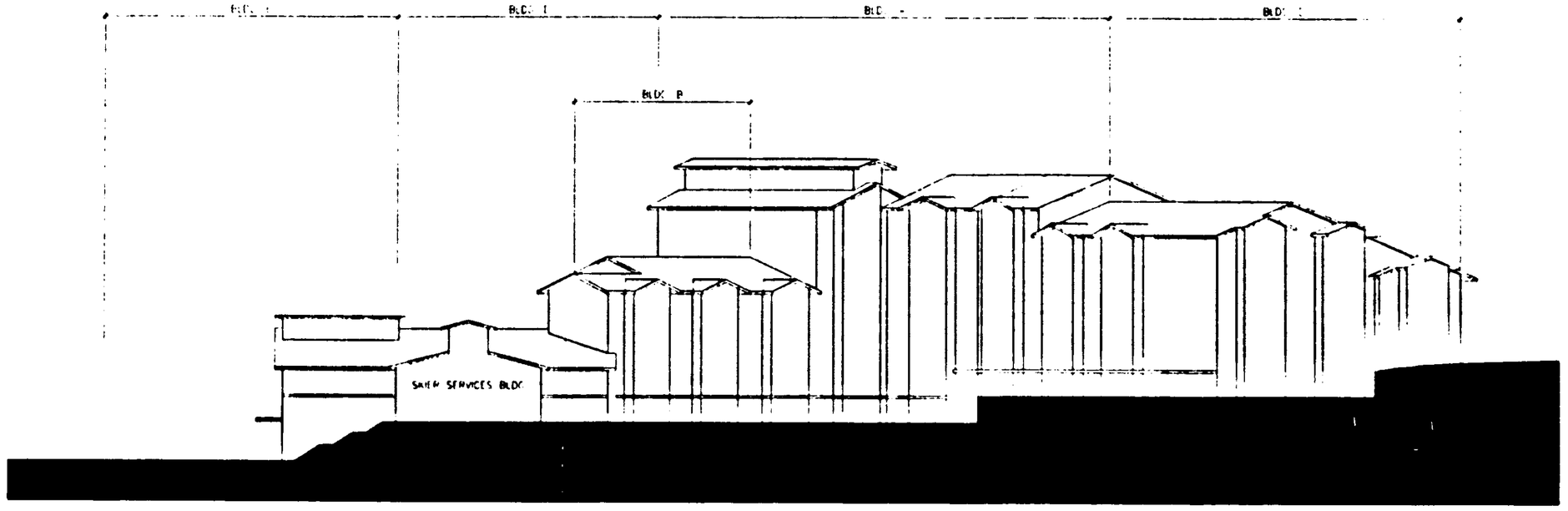
BSA No. 9601

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

April 23, 1997

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00513070 Bk01166 Pg00482



NORTH EAST MASSING

BSA No. 9601

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

April 23, 1997

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00513070 Bk01166 Pg01483

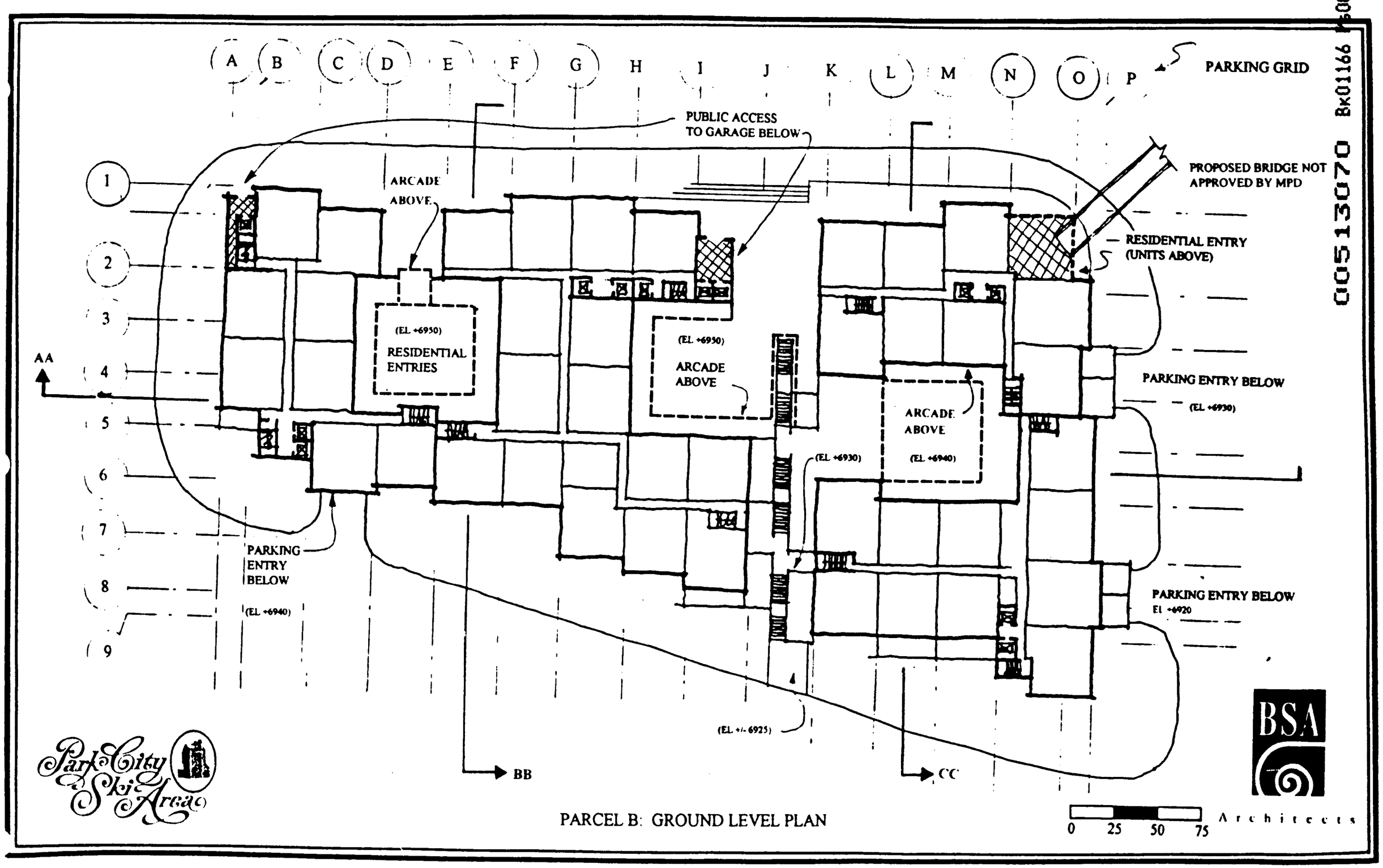
PARCEL B

Park City Ski Area

BSA Architects

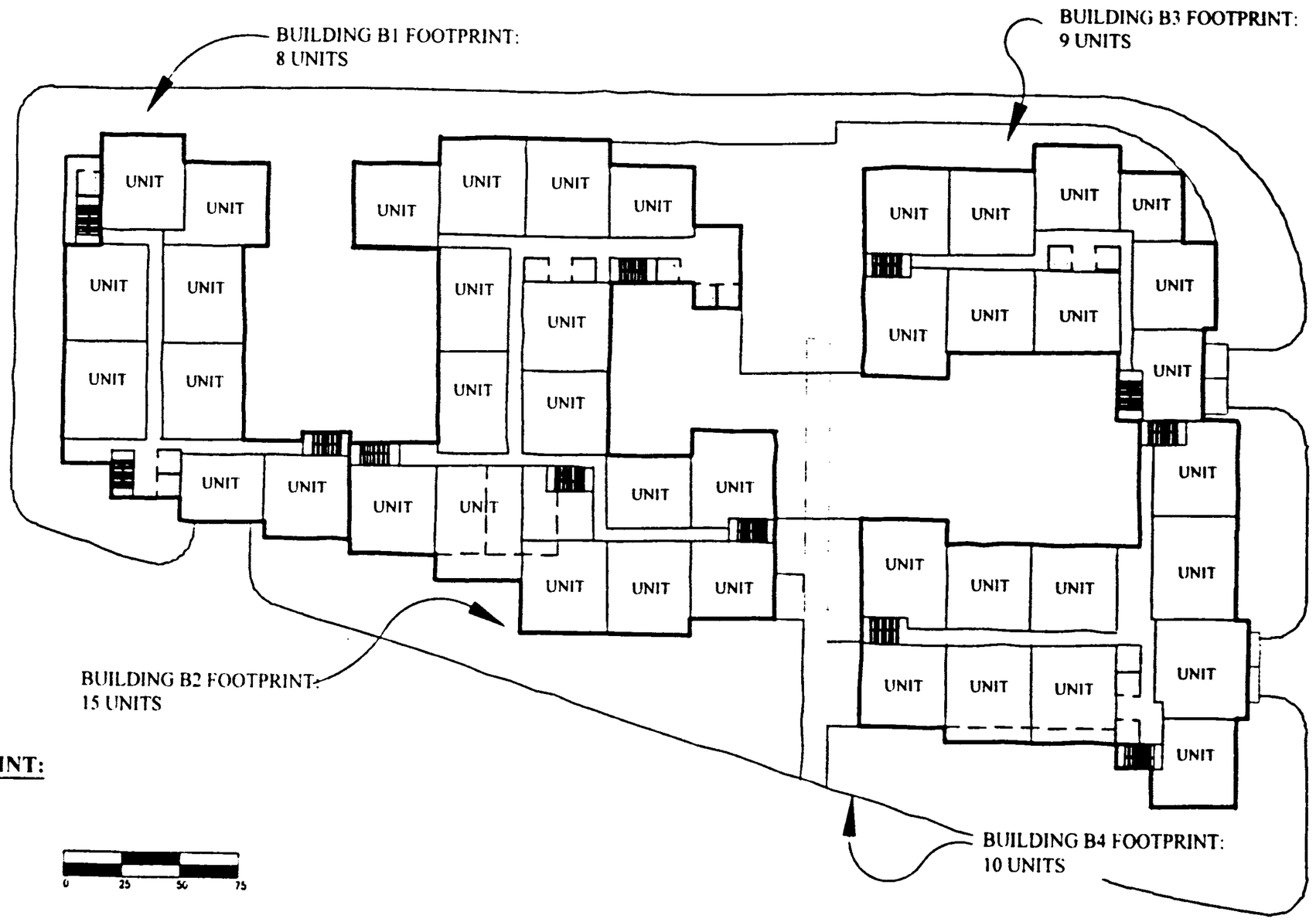
Page 222 of 684

00513070 Bk01166 Pg00484



PARCEL B: GROUND LEVEL PLAN

00513070 Bk01166 Pg00485



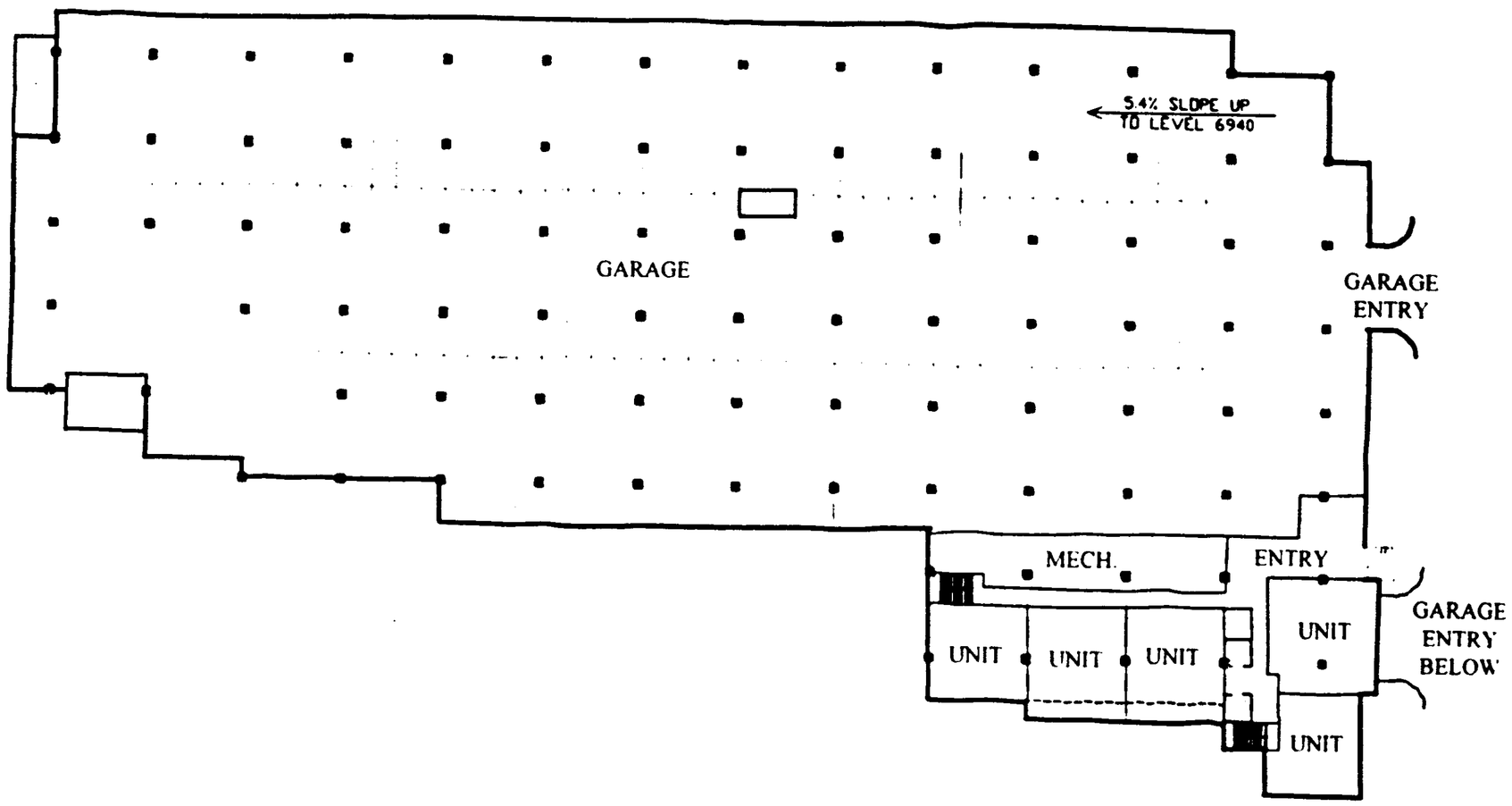
PARCEL B FOOTPRINT:
42 UNITS

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

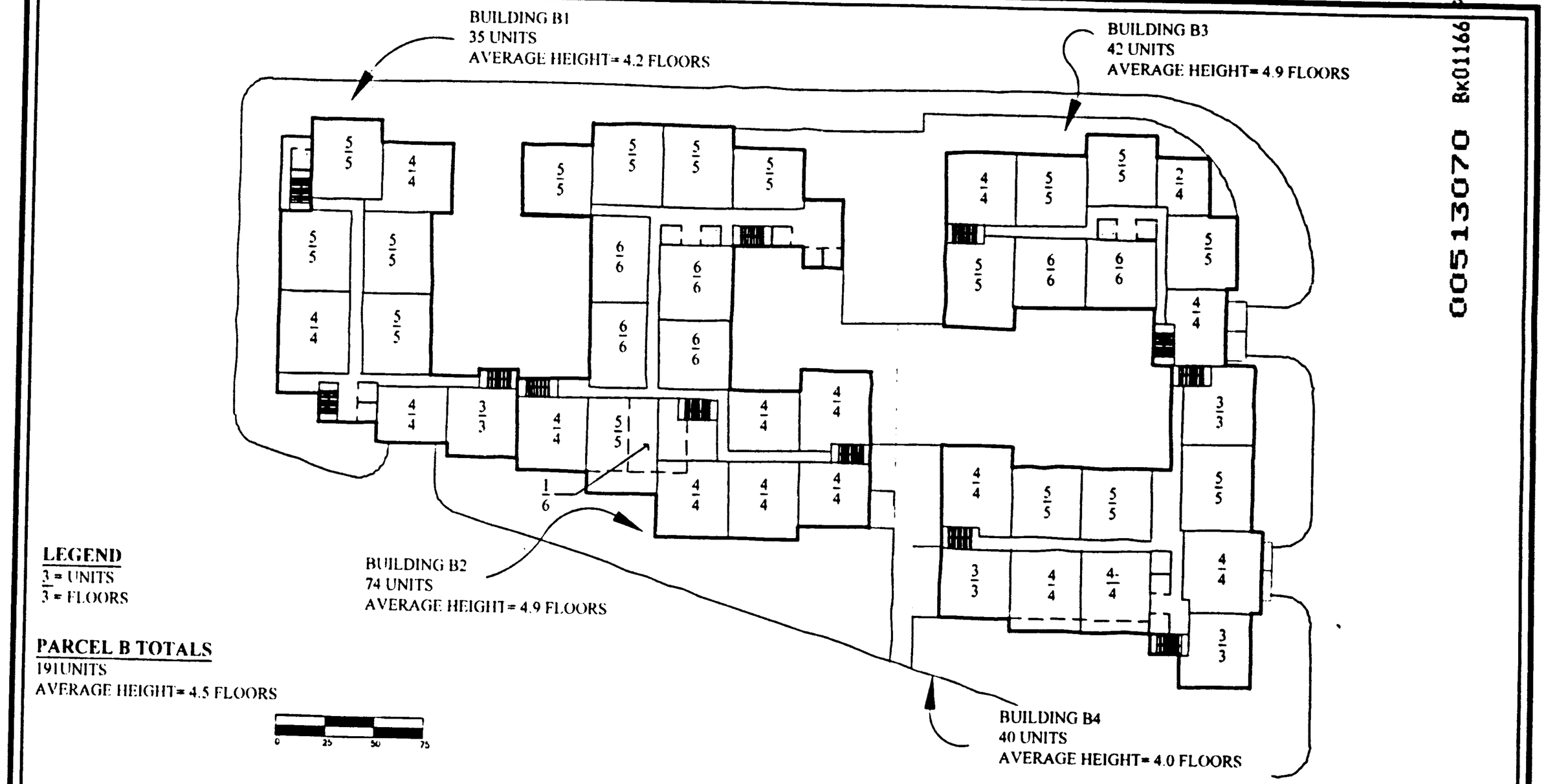
BSA No. 9601

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

MAY 14, 1997

81B

00513070 Bk01166 Pg00487



PARCEL B: UNIT COUNT AND BUILDING HEIGHT

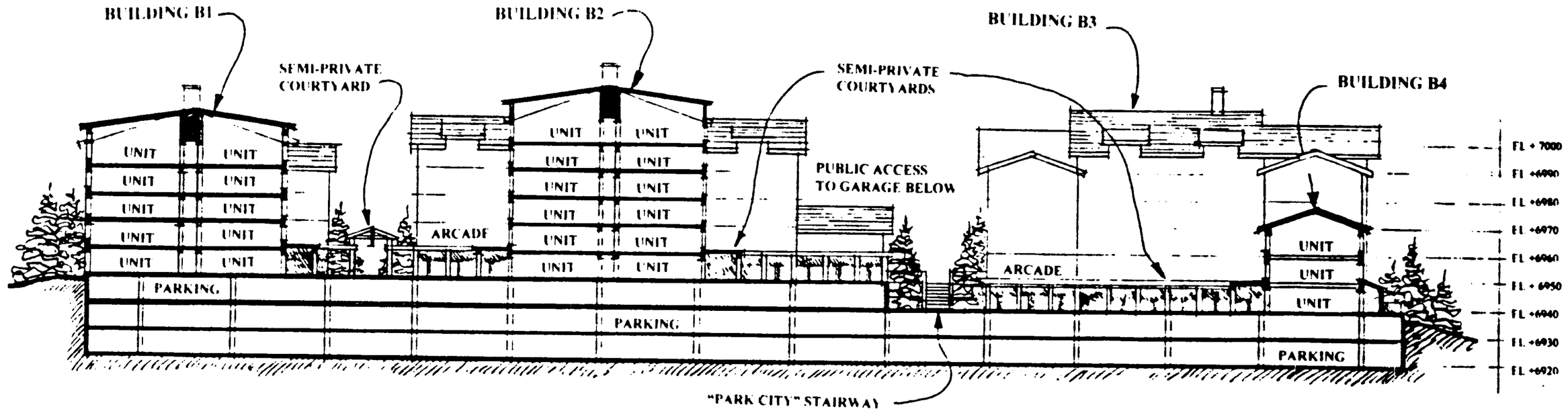
BSA No. 9601

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

MAY 14, 1997

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00513070 Bk01166 Pg00488



Park City Ski Area

0 20 40 60

BSA Architects

PARCEL B: SECTION AA

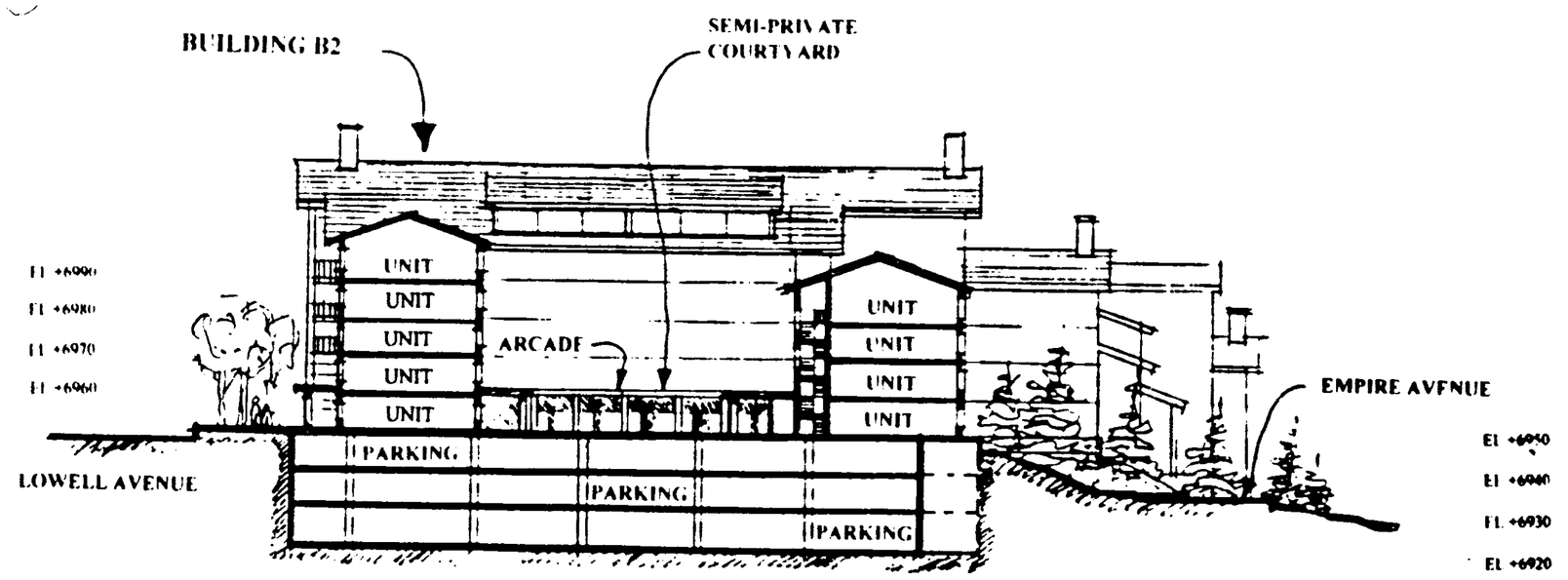
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PARK CITY RESORT:
BASE AREA MASTER PLAN STUDY

83

July 31, 1996
Revised April 23, 1997

00513070 Bk01166 Pg00489



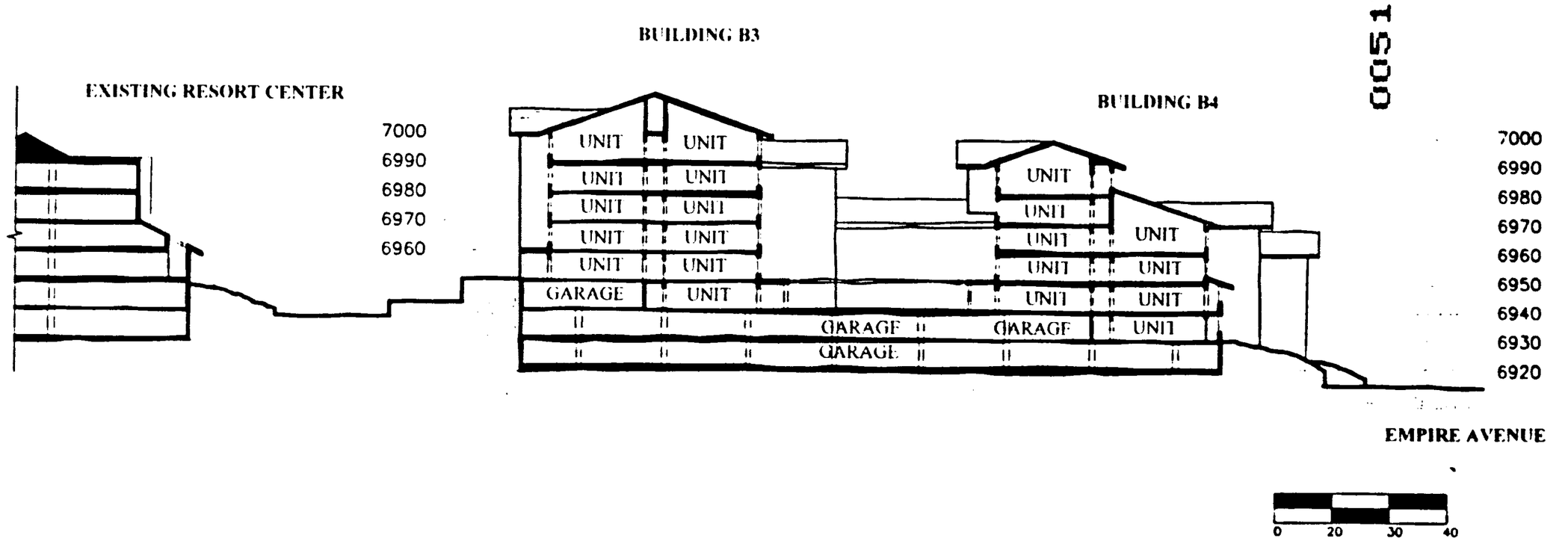
Park City Ski Areas

BSA Architects

PARCEL B: SECTION BB

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00513070 Bk01166 Pg00490



Park City Ski Area

PARCEL B: SECTION CC

BSA Architects

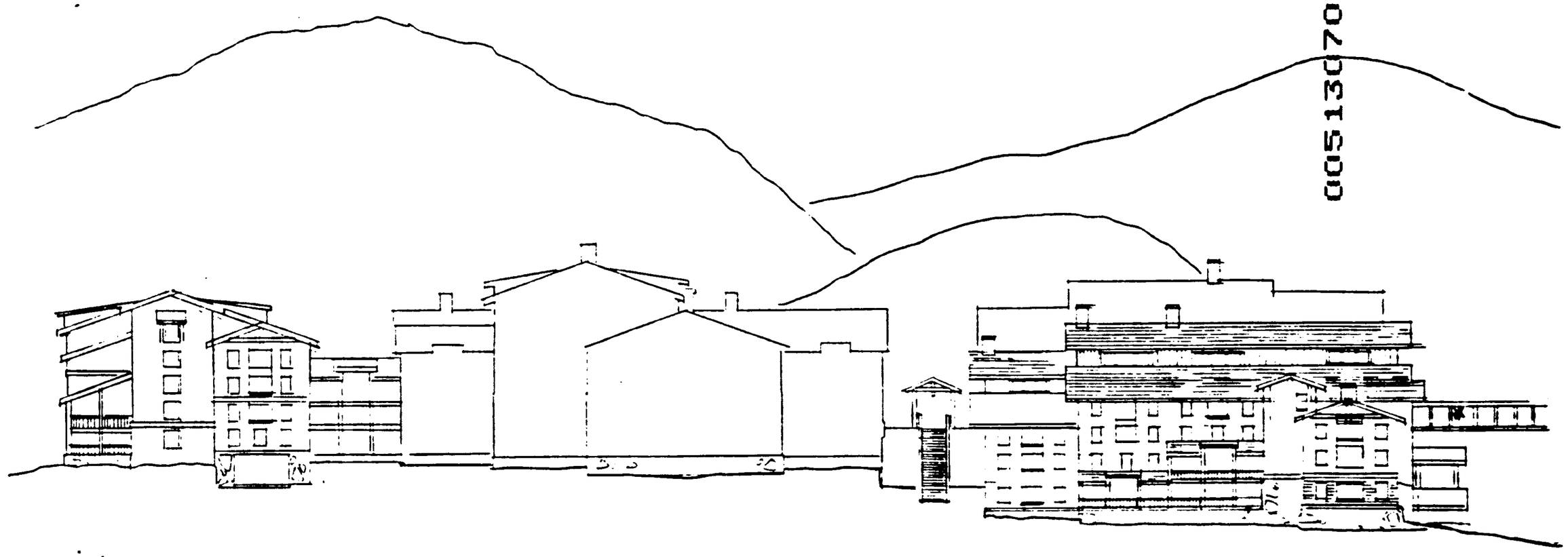
BSA No. 9601

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

MAY 14, 1997

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00513070 Bk01166 Pg00491



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

00513070 Bk01166 Pg0492

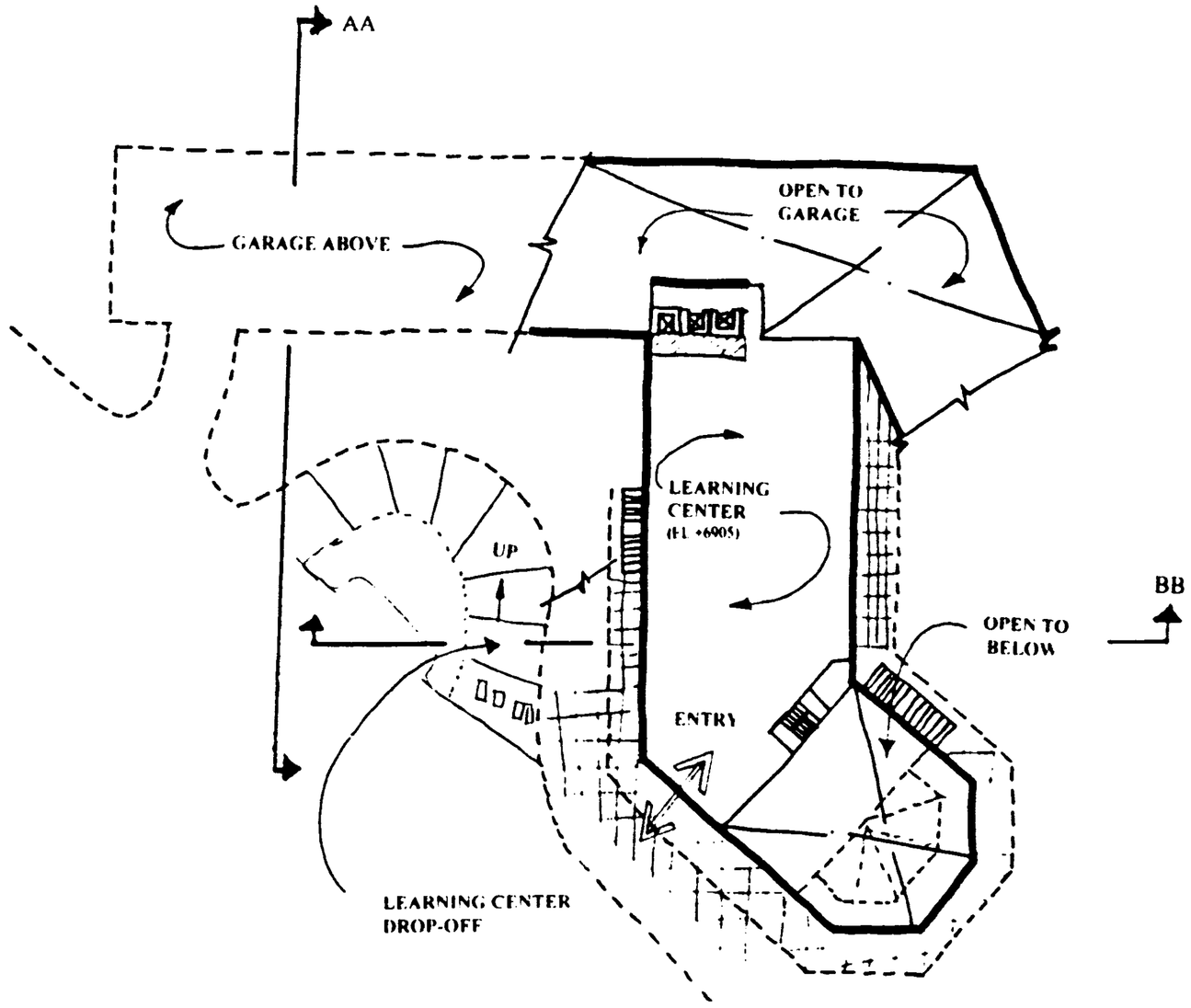
PARCEL C

Park City Ski Area

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00513070 Bk01166 Pg00493



0 25 50 75

BSA Architects

PARCEL C: SKIER SERVICE FLOOR PLAN

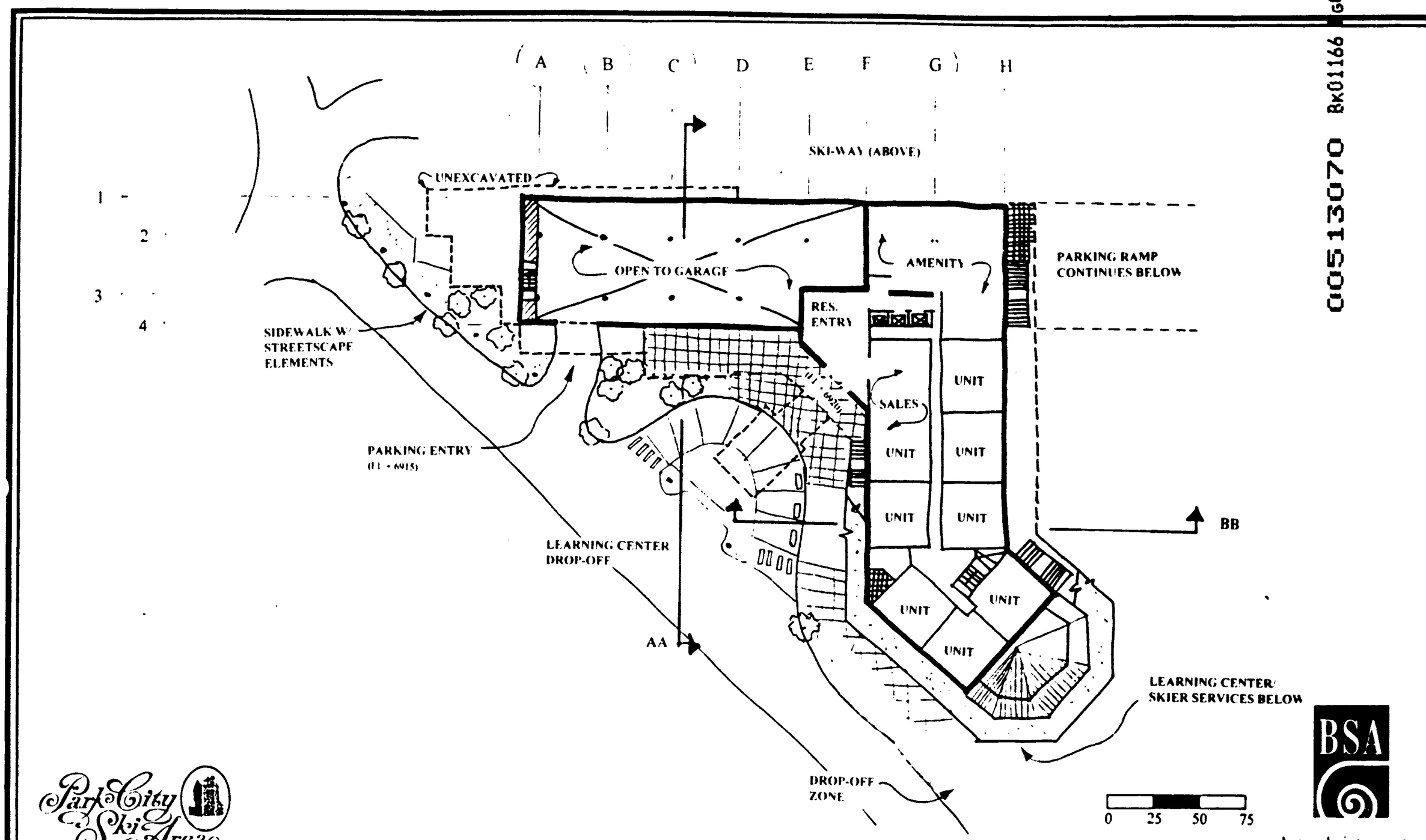
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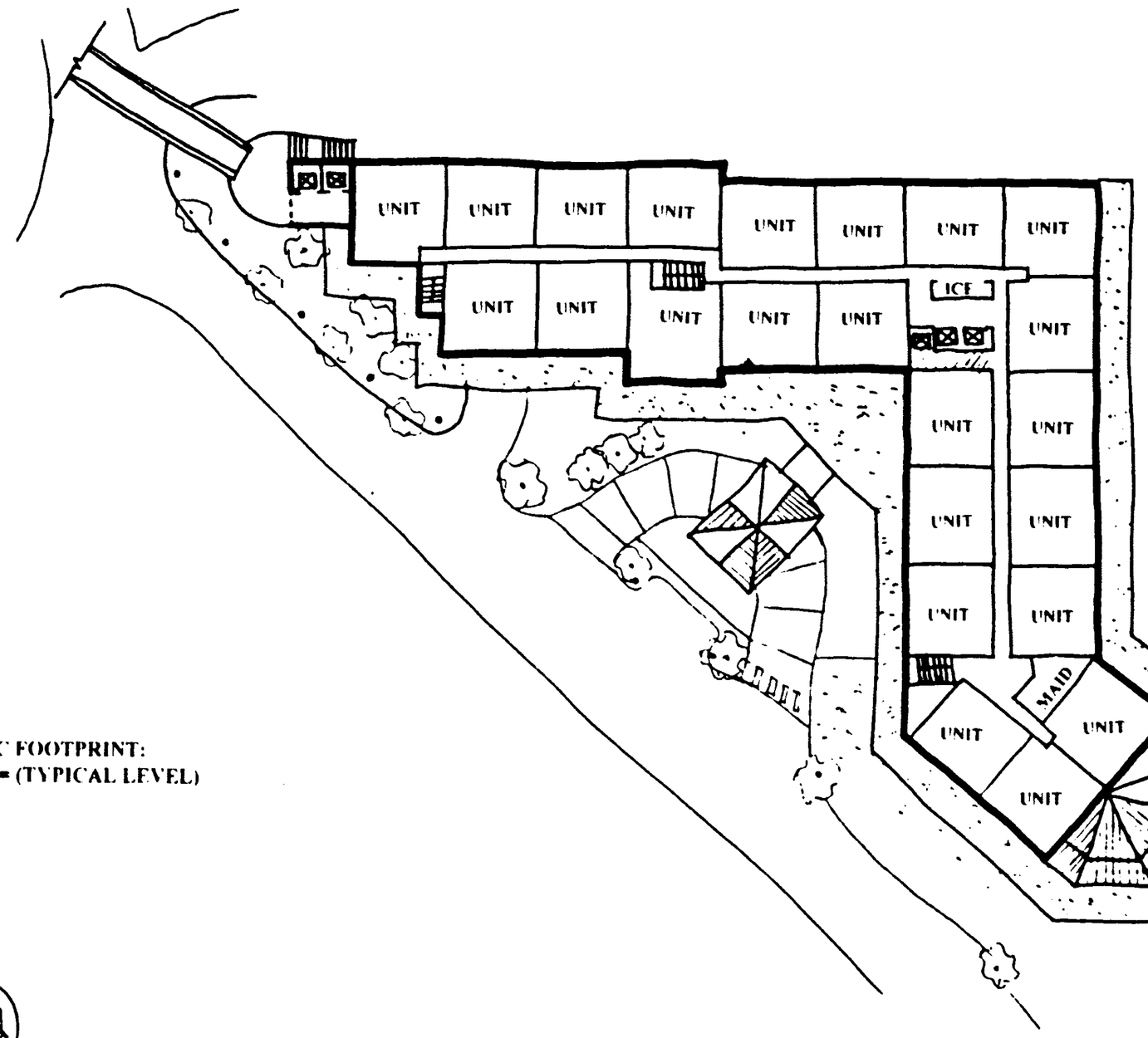
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PARCEL C: PARKING/RESIDENTIAL ENTRY FLOOR PLAN

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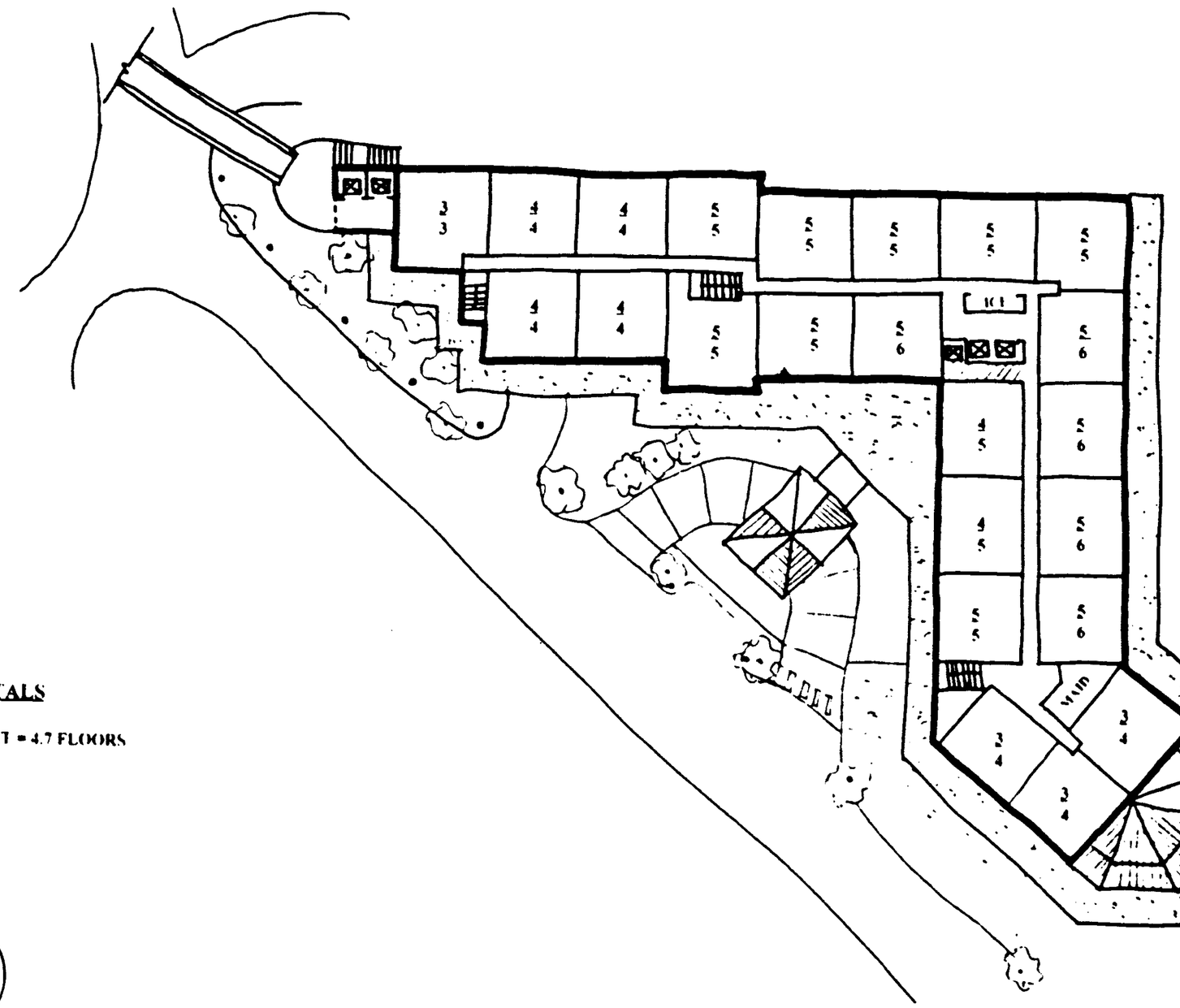
PARCEL C FOOTPRINT:
23 UNITS = (TYPICAL LEVEL)

Park City Ski Area

BSA Architects

PARCEL C: TYPICAL FLOOR PLAN

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LEGEND
3 = UNITS
4 = FLOORS

PARCEL C TOTALS
101 UNITS
AVERAGE HEIGHT = 4.7 FLOORS

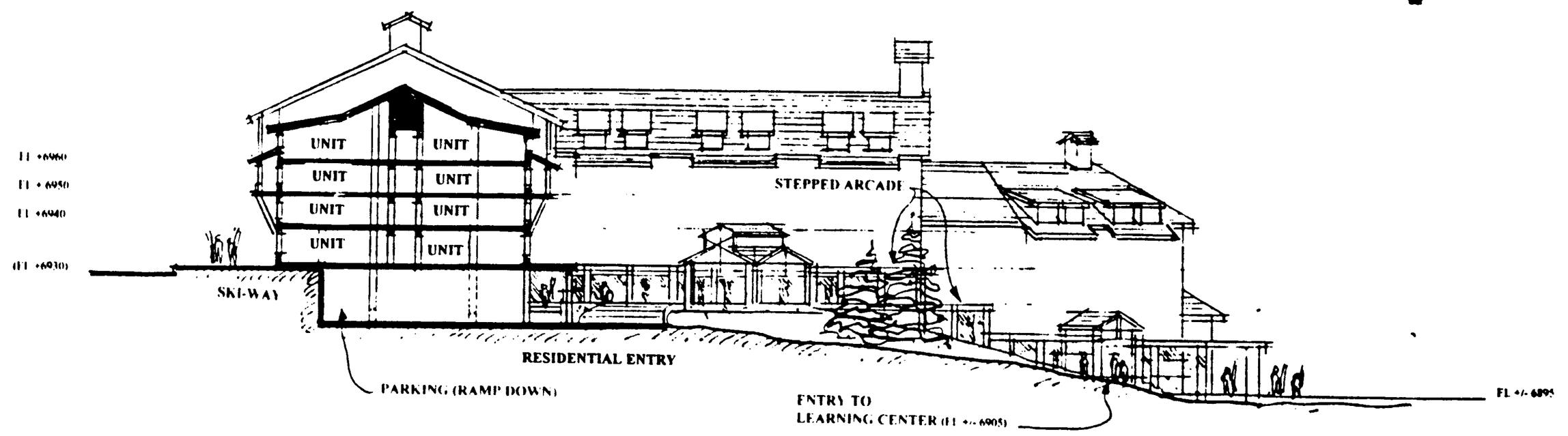
Park City Ski Area

BSA Architects

PARCEL C: BUILDING HEIGHT AND UNIT COUNT

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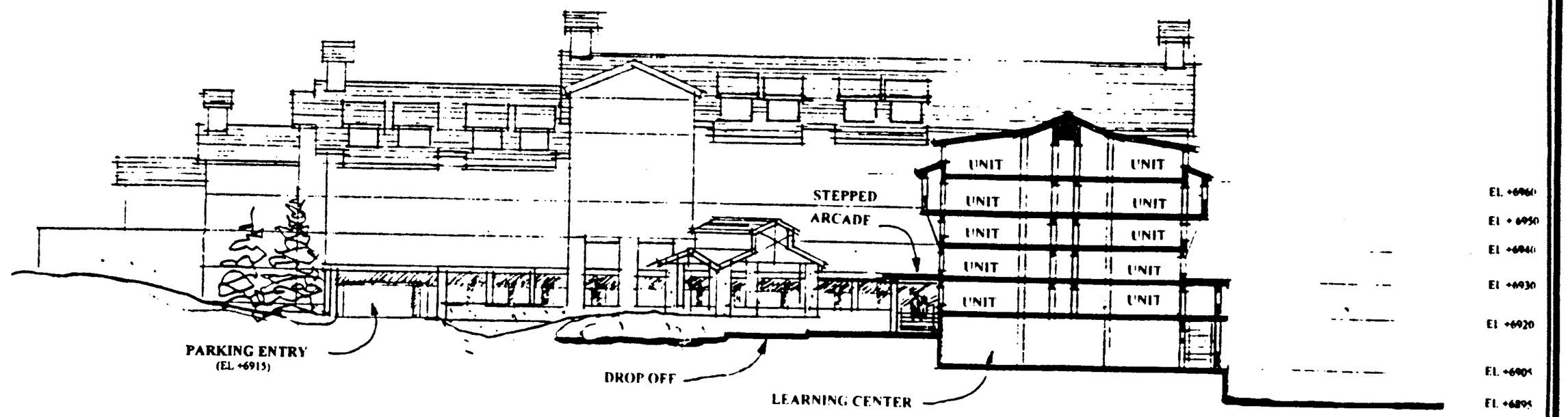
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PARCEL C: SECTION AA

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PARCEL C: SECTION BB

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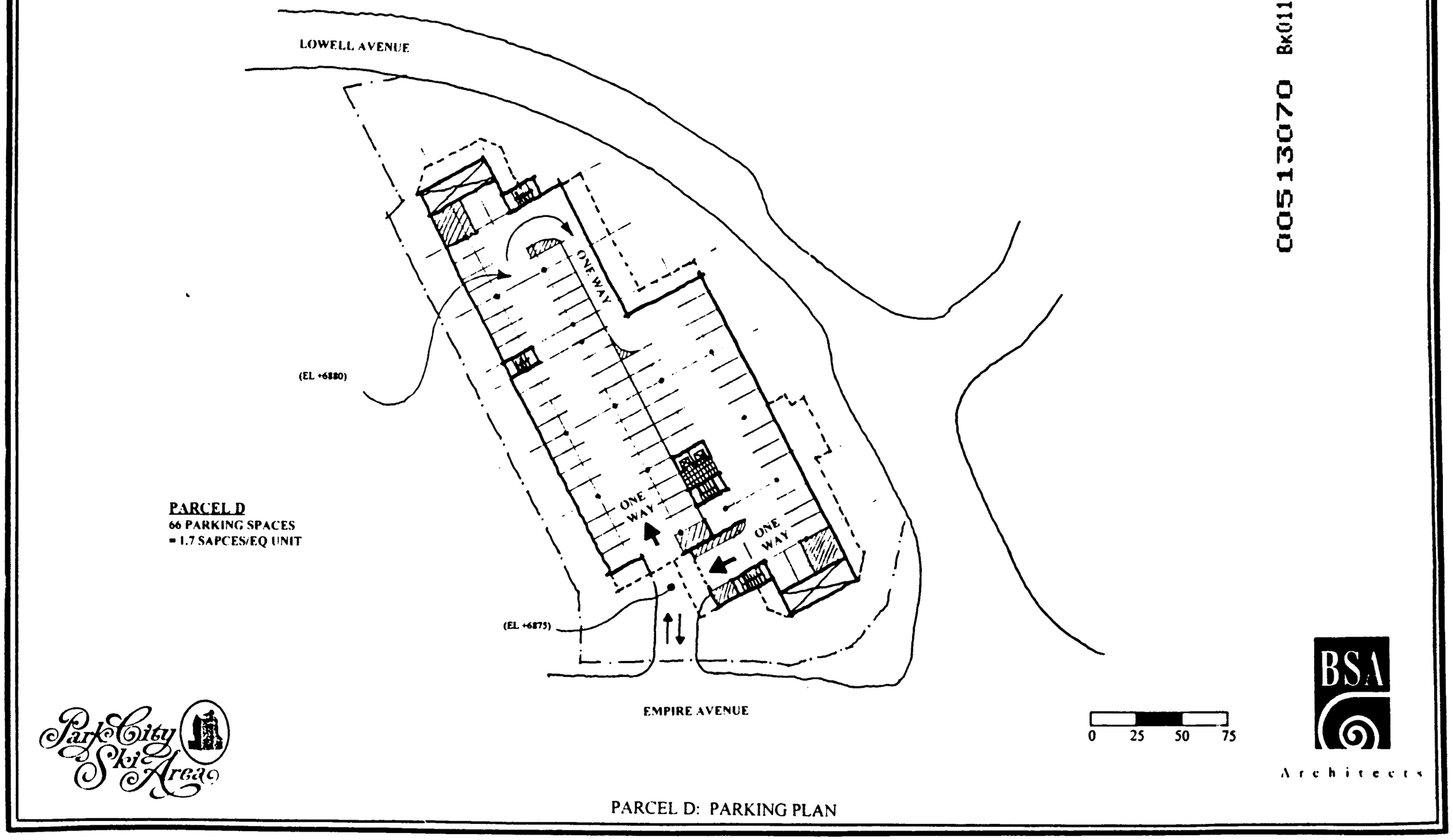
PARCEL D

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PARCEL D
66 PARKING SPACES
= 1.7 SAPCES/EQ UNIT

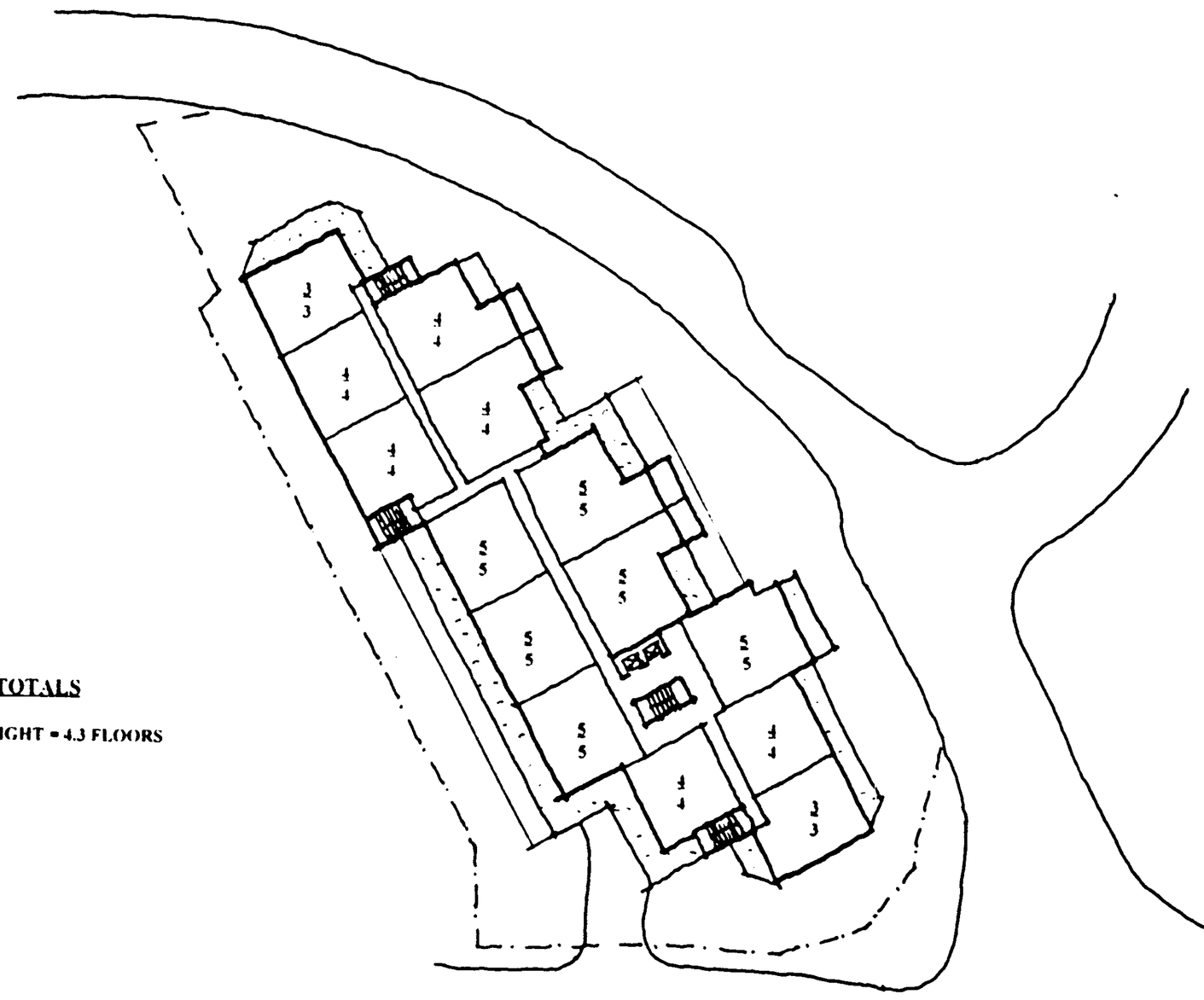
Park City Ski Area

BSA Architects

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

0 25 50 75

BSA Architects

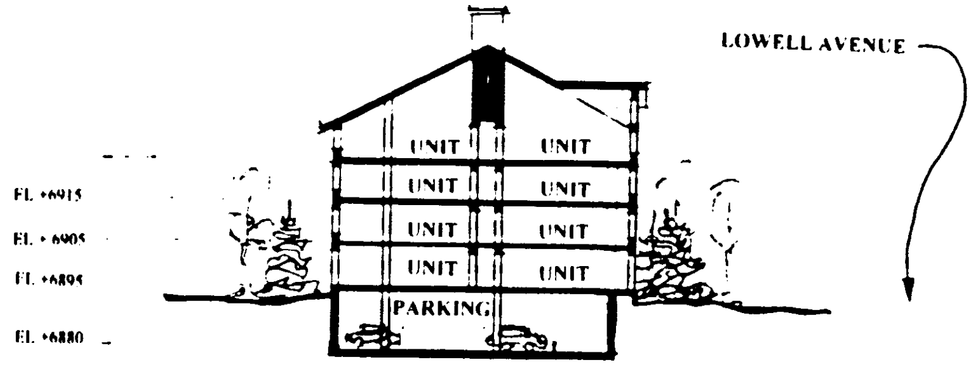
PARCEL D:UNIT COUNT AND BUILDING HEIGHT

BSA&R No. 9601.18

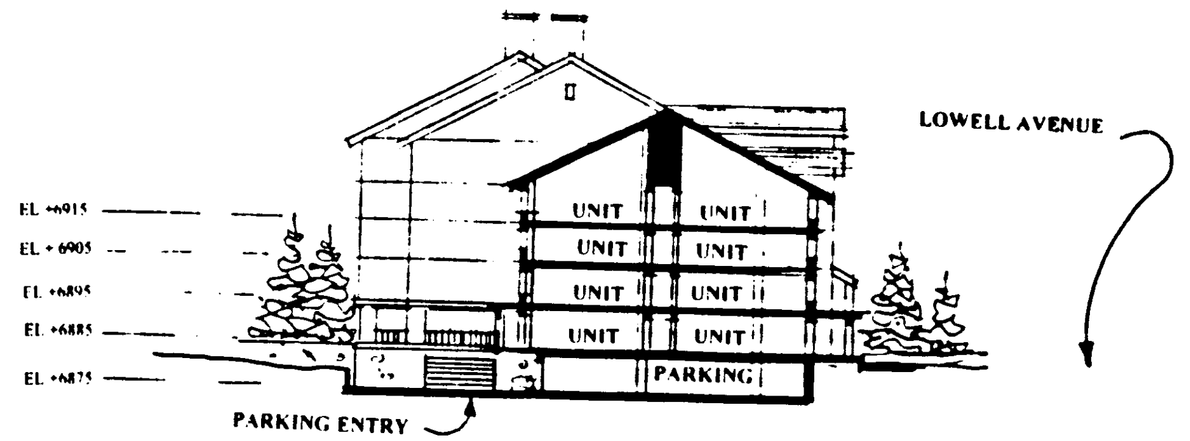
PARK CITY RESORT:
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SECTION AA



SECTION BB

Park City Ski Area

0 20 40 60

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PARCEL D SECTIONS

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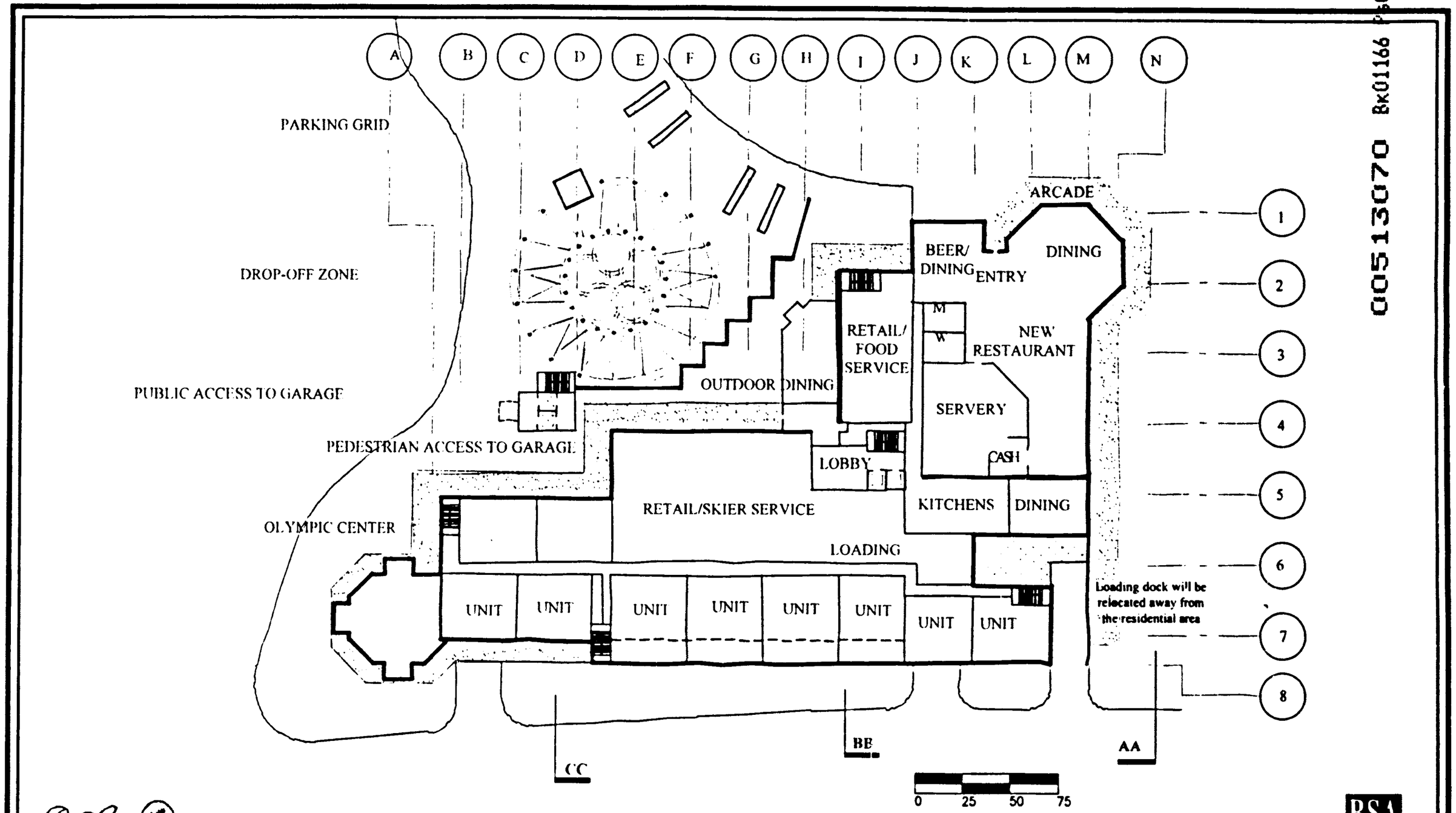
PARCEL E

Park City Ski Area

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PARCEL E: GROUND LEVEL PLAN

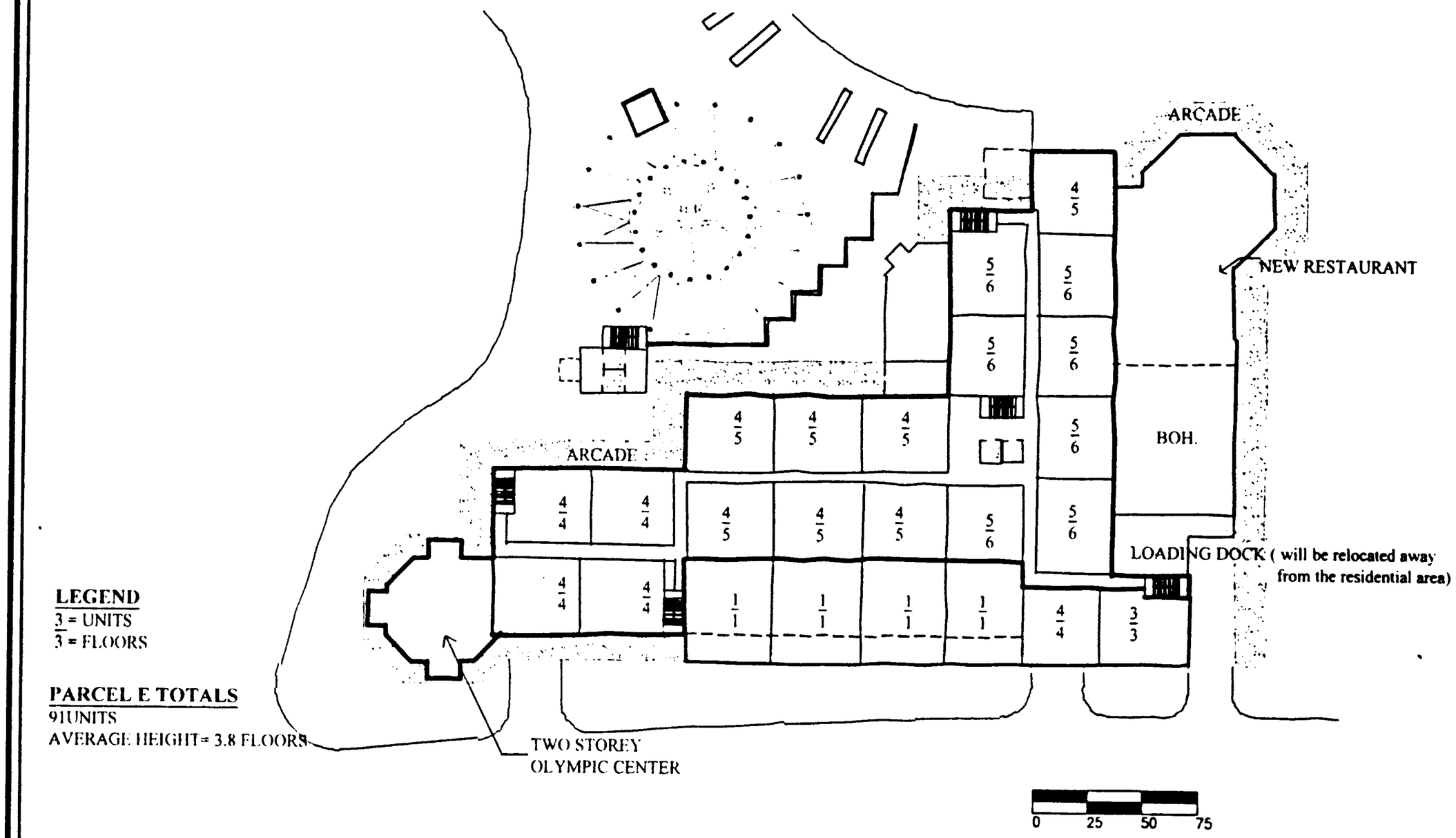
BSA No. 9601

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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

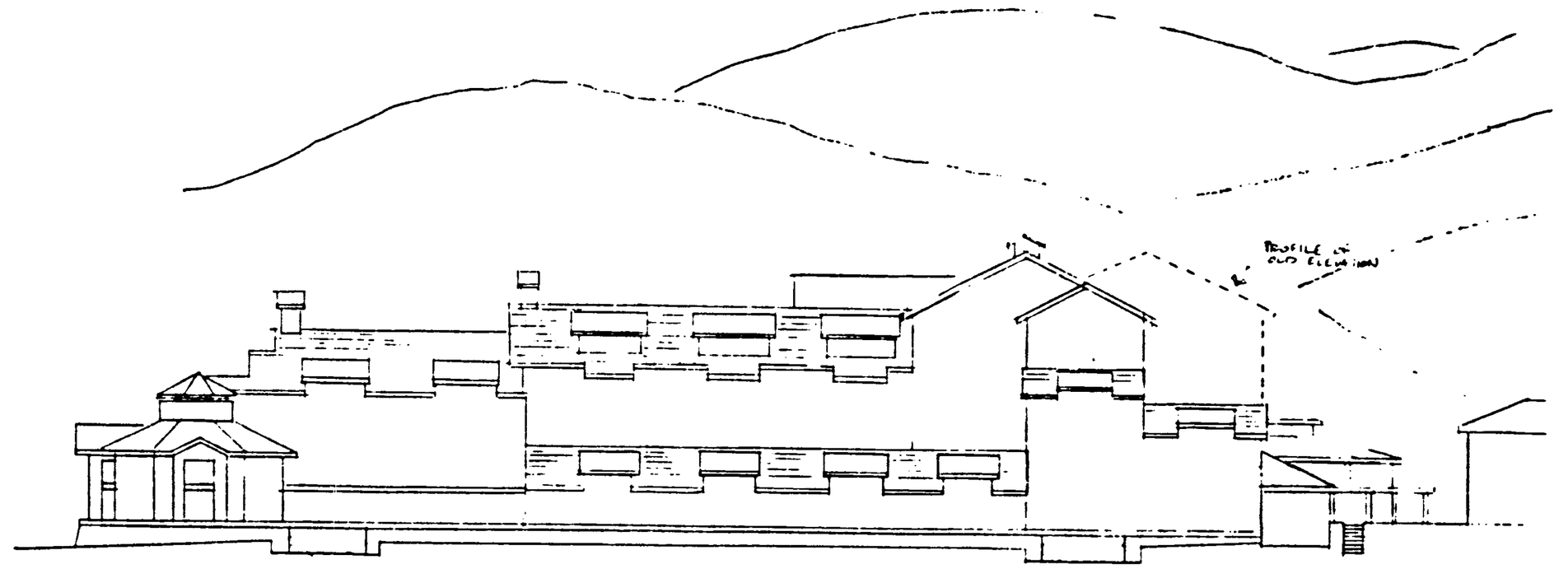
BSA Architects

BSA No. 9601

PARK CITY RESORT
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NORTH ELEVATION (View from Three Kings)

Park City Ski Area

PARCEL E: NEW ELEVATION PROFILE

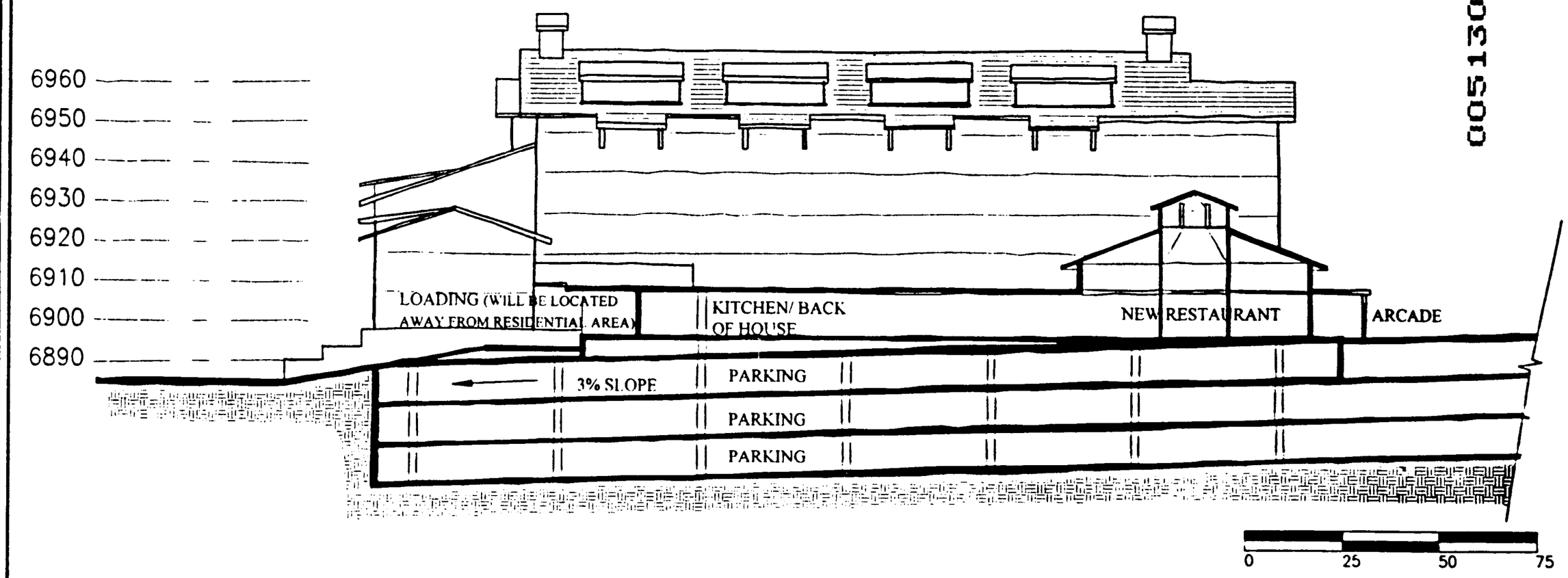
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BSA No 9601

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PARCEL E: SECTION A-A

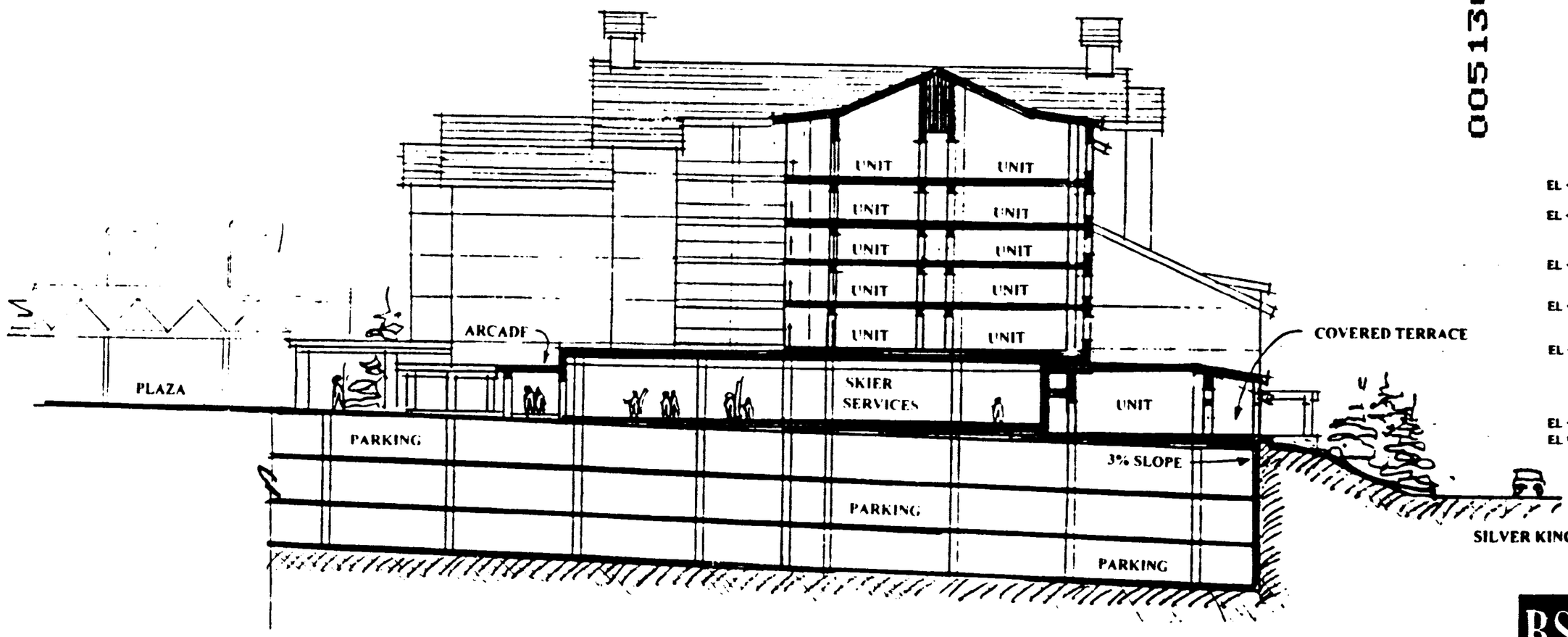
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BSA No. 9601

PARK CITY RESORT
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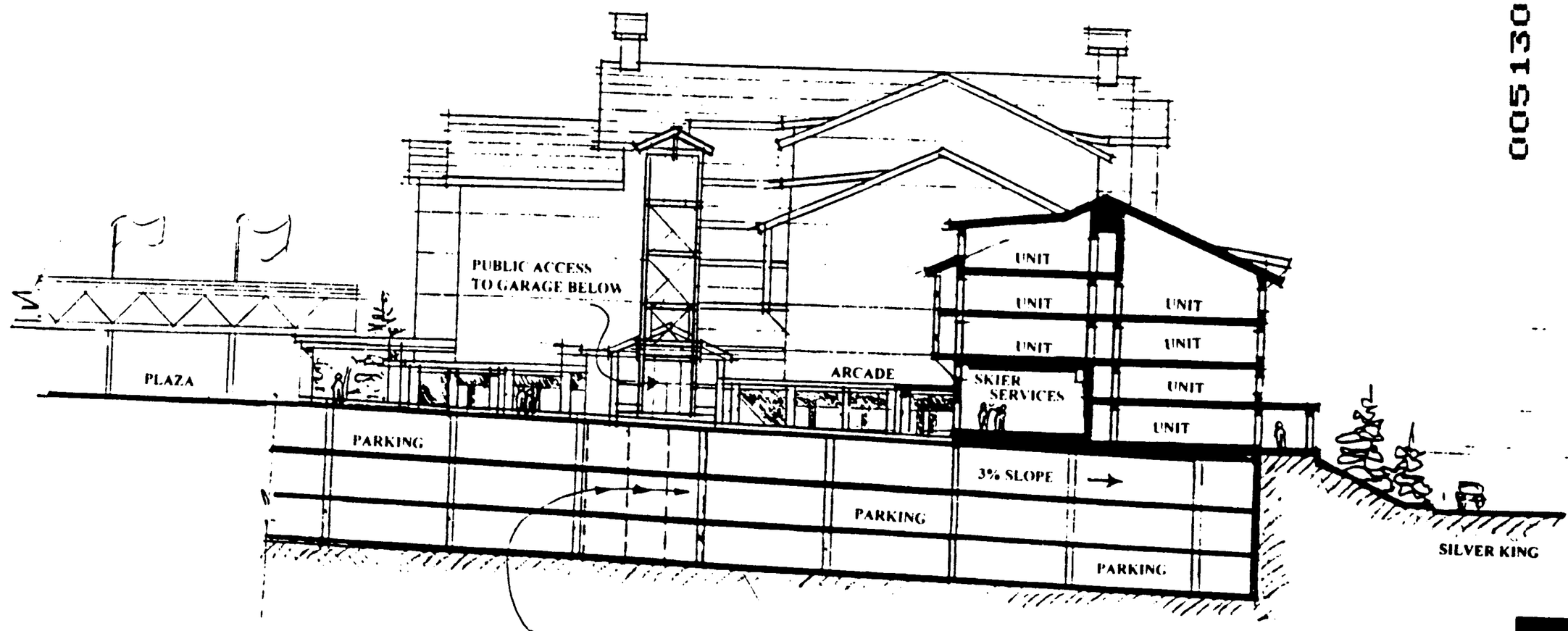
Park City Ski Area

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PARCEL E: SECTION BB

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Park City Ski Areas

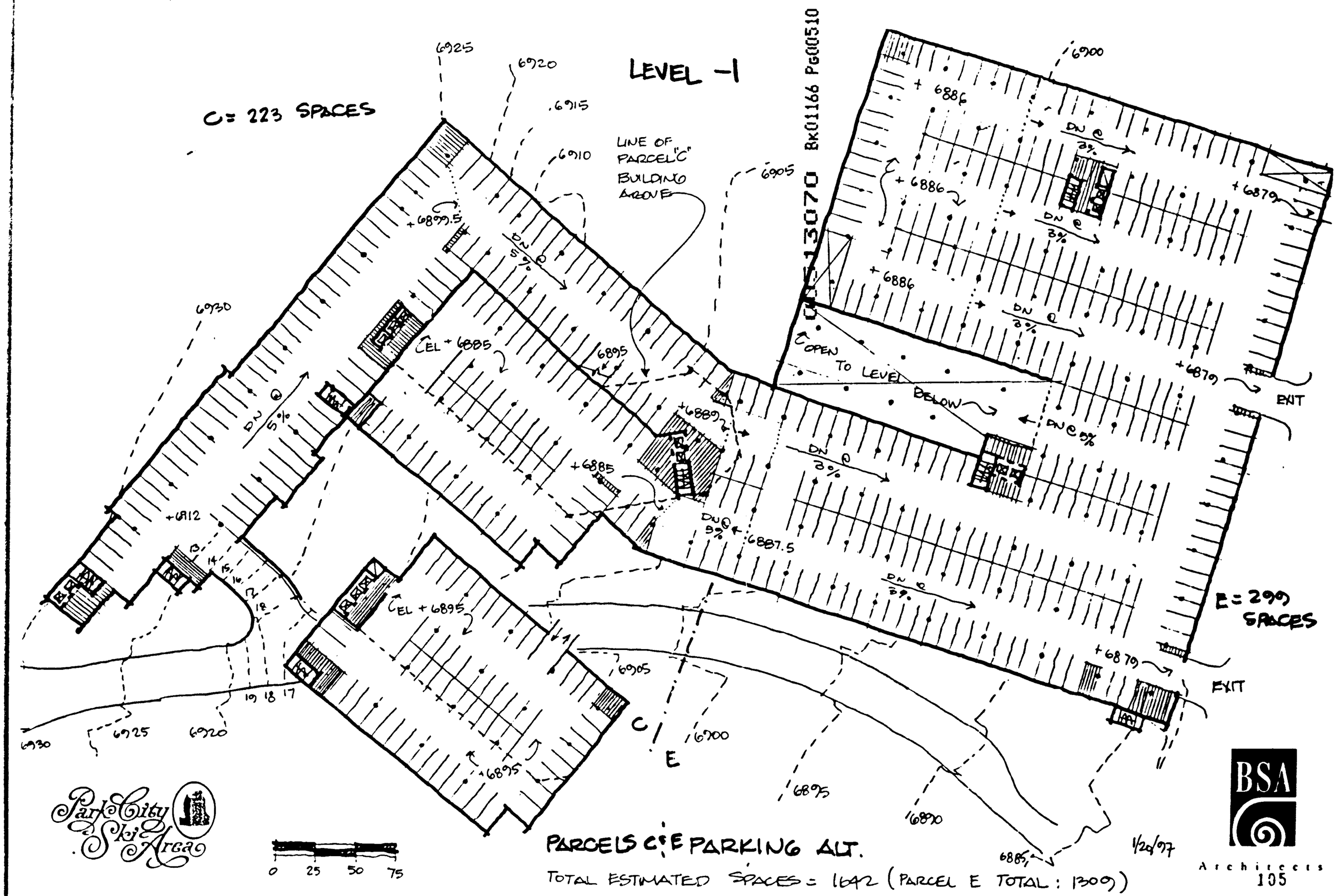
BSA Architects

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

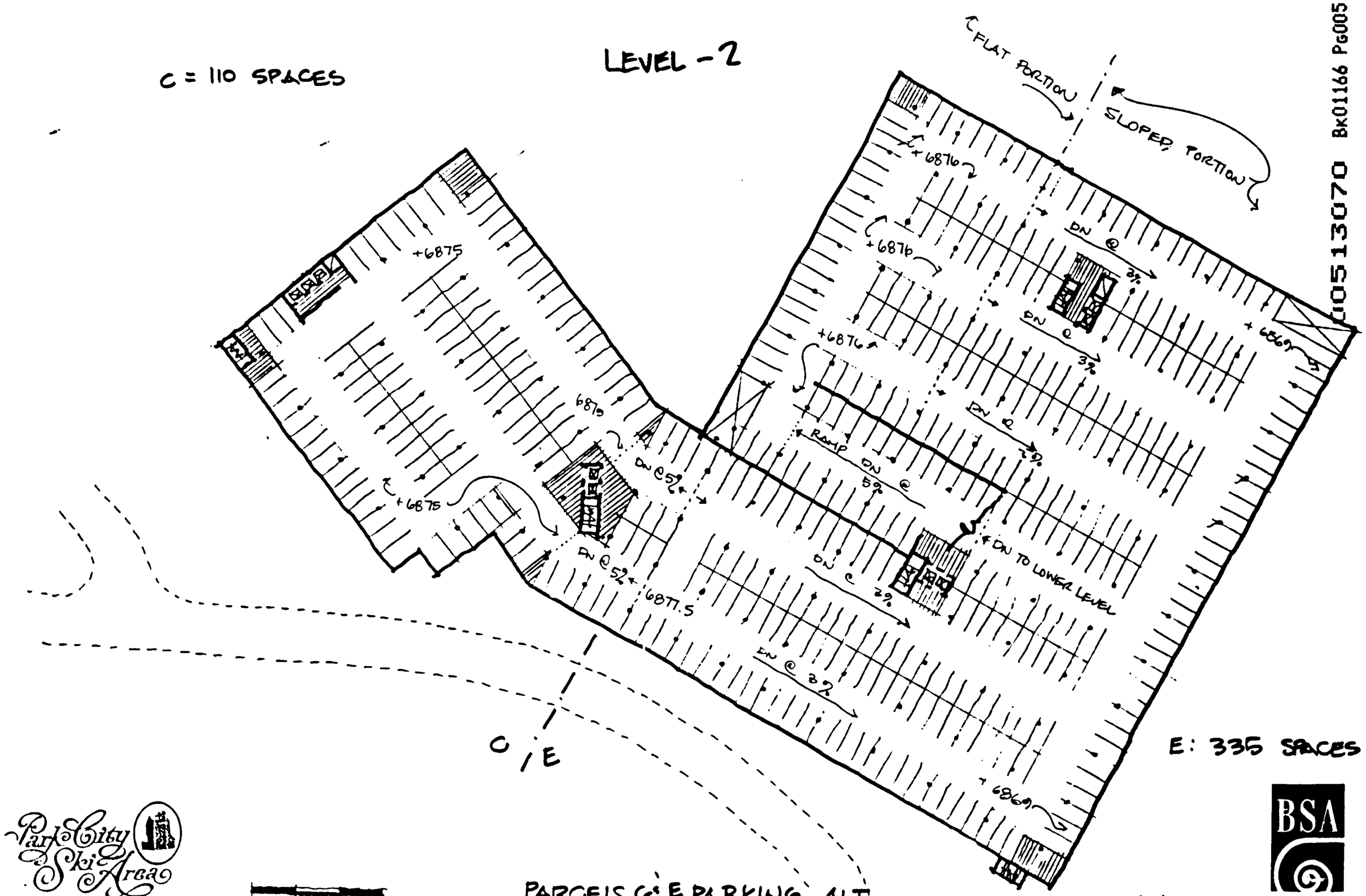
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00513070 Bk01166 Pg00511

C = 110 SPACES

LEVEL - 2



E: 335 SPACES

Park City Ski Area

0 25 50 75

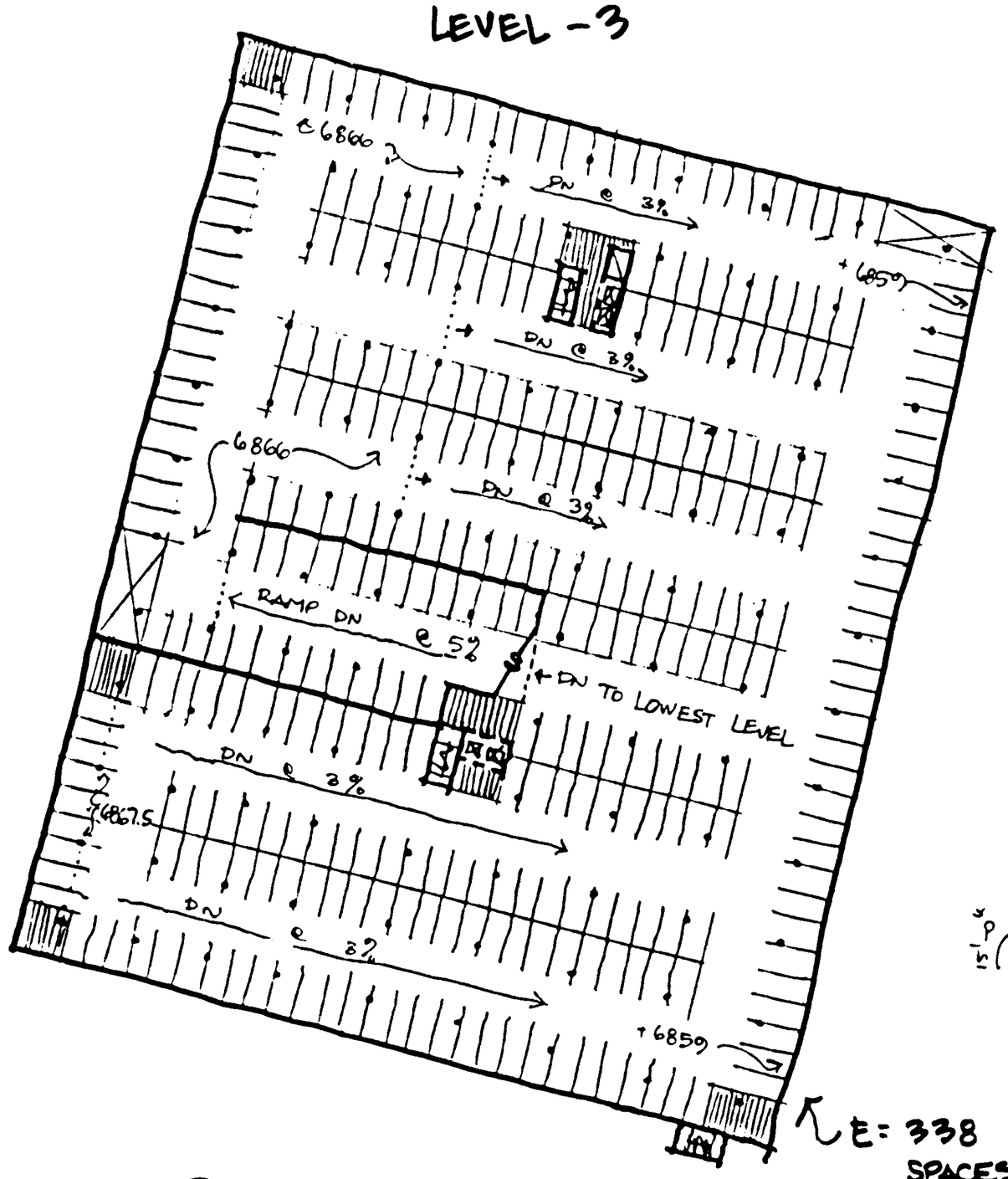
PARCELS C & E PARKING ALT
TOTAL ESTIMATED SPACES = 1642 (PARCEL E TOTAL: 1309)

1/20/97

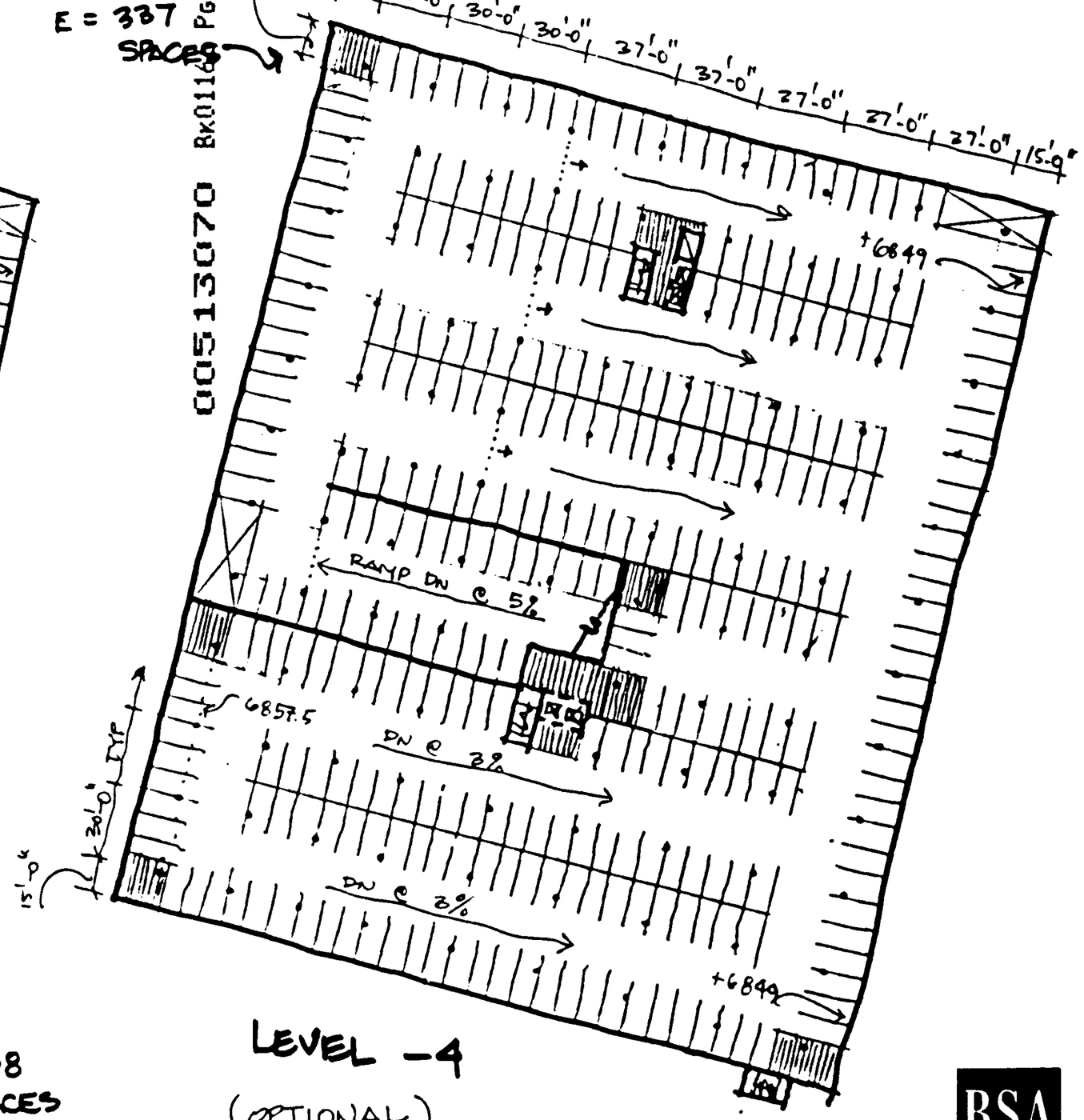
BSA Architects

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00513070 Bk0116 Pg00512



E = 337 SPACES



E= 338 SPACES

LEVEL -4
(OPTIONAL)

Park City Ski Area

0 25 50 75

PARCELS C & E PARKING ALT. 1/20/97

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

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DESIGN GUIDELINES

Park City Ski Area

BSA Architects

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APPENDIX A: VOLUMETRIC DIAGRAMS

Park City Ski Area

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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	Arctostaphylos uva-ursi —		
Kinnikinnick			
	Festica ovina —		
Fescue			
	Juniperus Communis —		
Juniper			
Trees	Acer ginnala —		
Amur Maple			
	Malus sp.—		
Apple			
	Pinus contorta—		
Shore Pine			
	Pinus nigra —		
Austrian Black Pine			
	Prunus Thundercloud—		
Flowering Plum			
Annuals	Armeria Maritima —		
Common thrift	x		
	Aurinia sasatilus —		
Basket of Gold Alyssum		x	
	Calendula officinalis —		
Pot Marigold			x
	Cerastium tomentosum —		
Snow-in-Summer		x	
	Chrysanthemum sp. —		
Cyrsanthemum			x
	Clarkia sp. —		
Clarkia		x	
	Cosmos sp. —		
Cosmos		x	
	Crocus sp. —		
Crocus	x		
	Geranium sanguineum —		
Cranesbill	x		
	Lobelia erinus—		
Lobelia		x	
	Muscaria —		
Grape Hyacinth	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

BSA Architects

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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

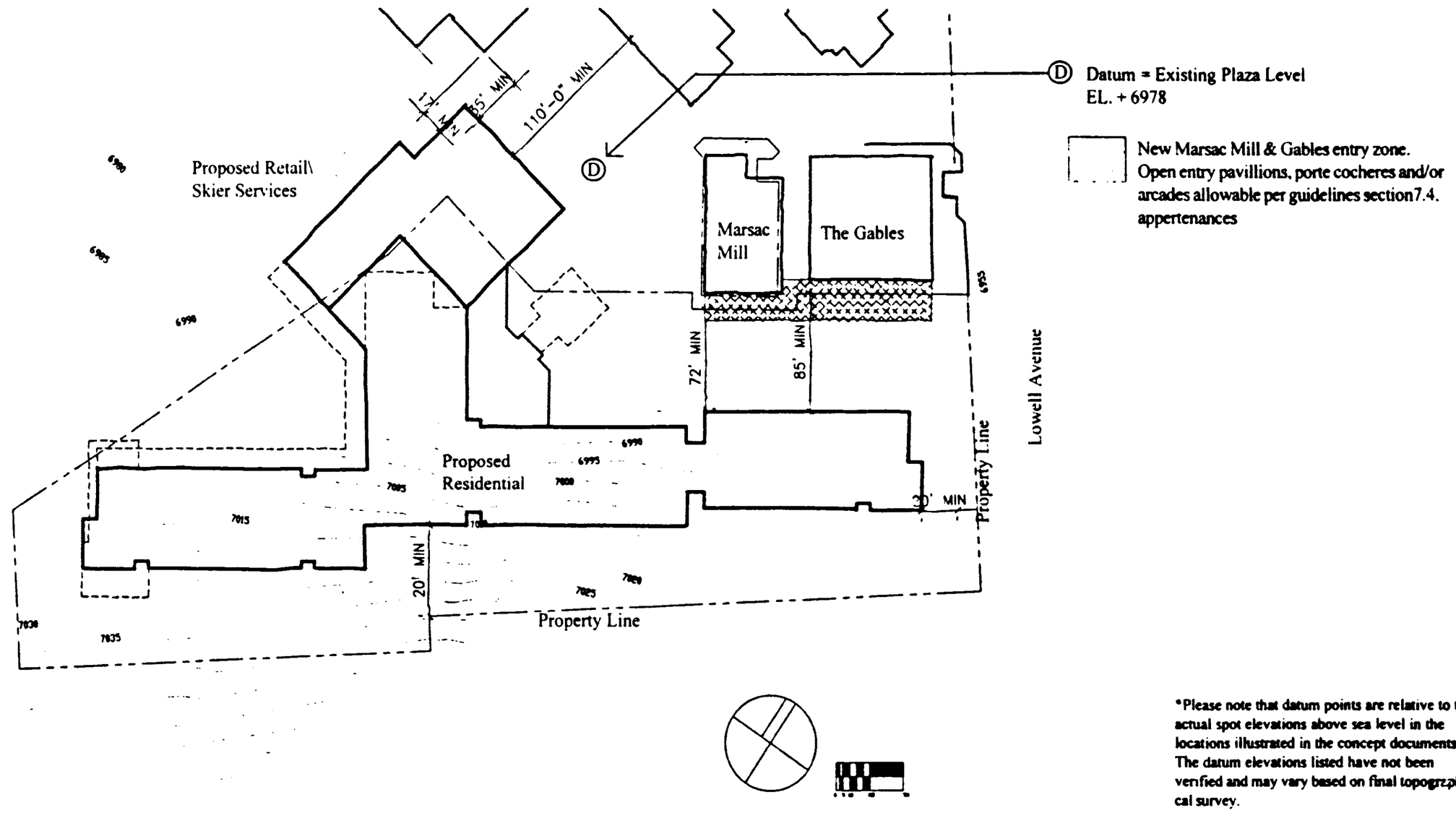
The concept drawings for the residential component are based on a 38'-0" x 30'-0" wide grid in order to accommodate a two bedroom condominium or timeshare unit comprising approximately 1250 square feet.

Park City Ski Area

PARK CITY RESORT
VOLUMETRICS

BSA Architects

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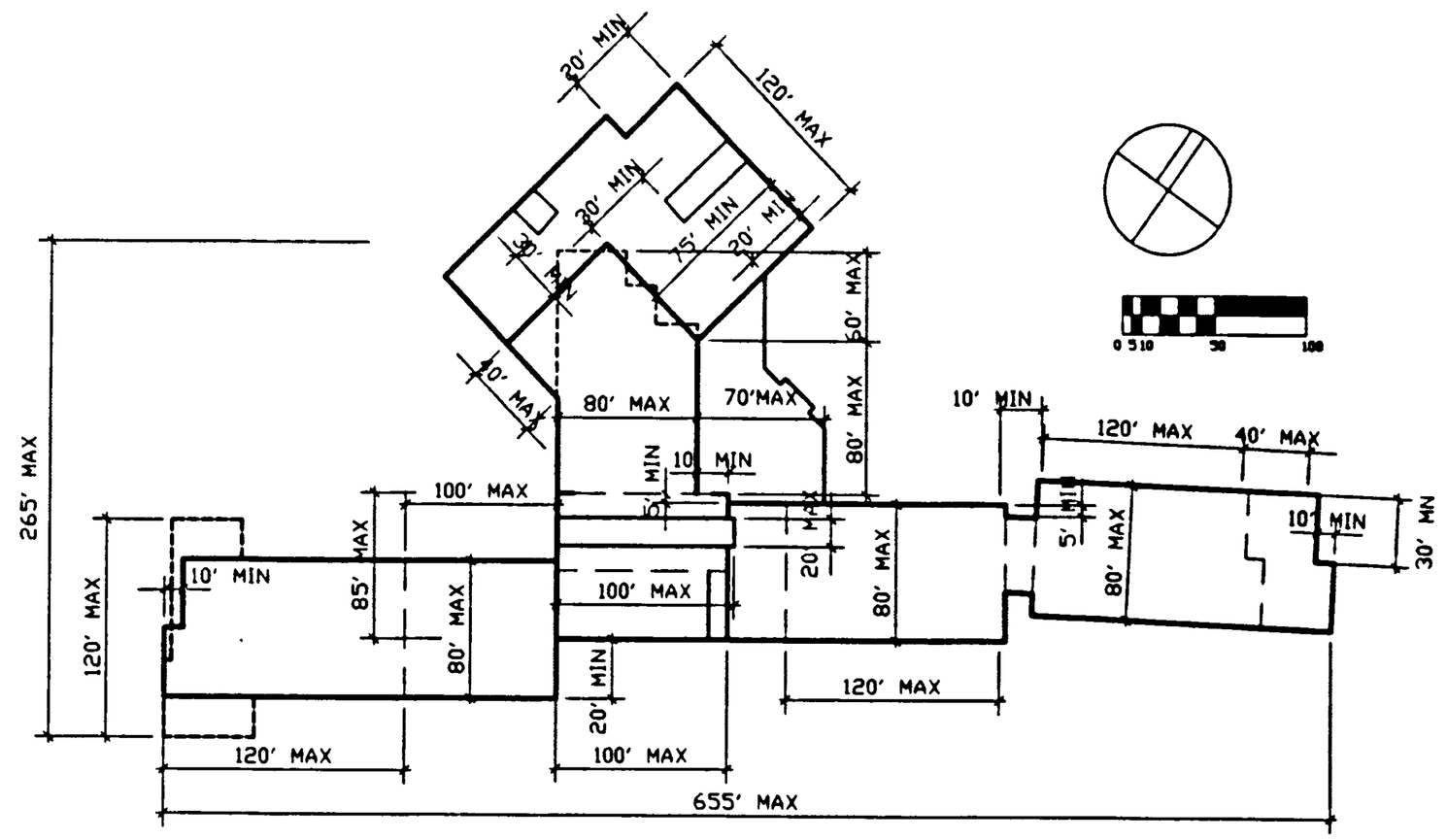
*Please note that datum points are relative to the actual spot elevations above sea level in the locations illustrated in the concept documents. The datum elevations listed have not been verified and may vary based on final topogrzphical survey.

PARCEL A:
Building Setbacks and Datum Points:

PARK CITY RESORT
VOLUMETRICS

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PARCEL A Footprint Diagram:
Recommended Building Lengths, Widths and Offsets.

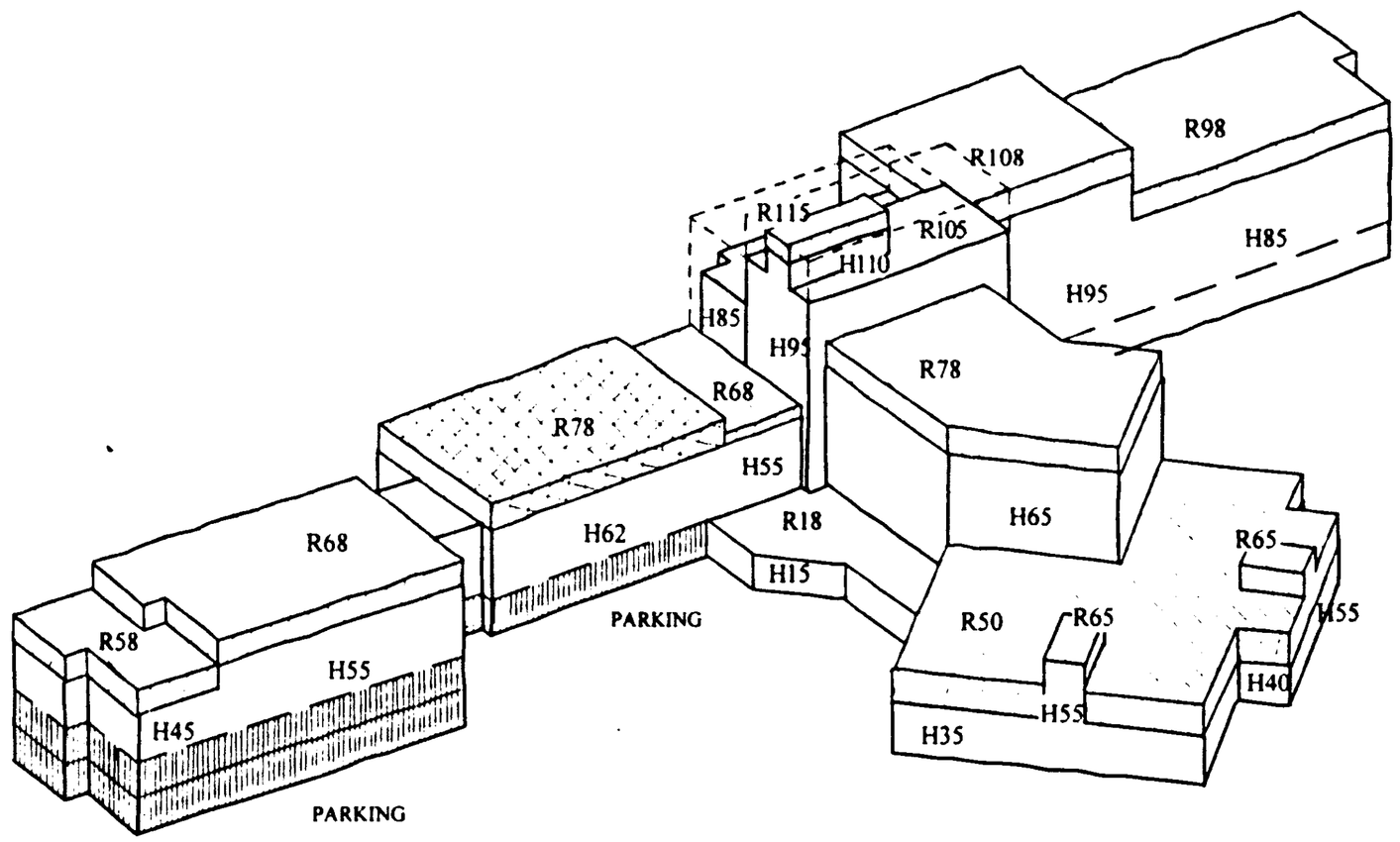
Balconies, bay windows, cornices and overhangs: please see Appendix A.

Park City Ski Area

PARK CITY RESORT
VOLUMETRICS

BSA Architects

00513070 Bk01166 Pg00530



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

BSA Architects

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00513070 Bk01166 Pg0531

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:

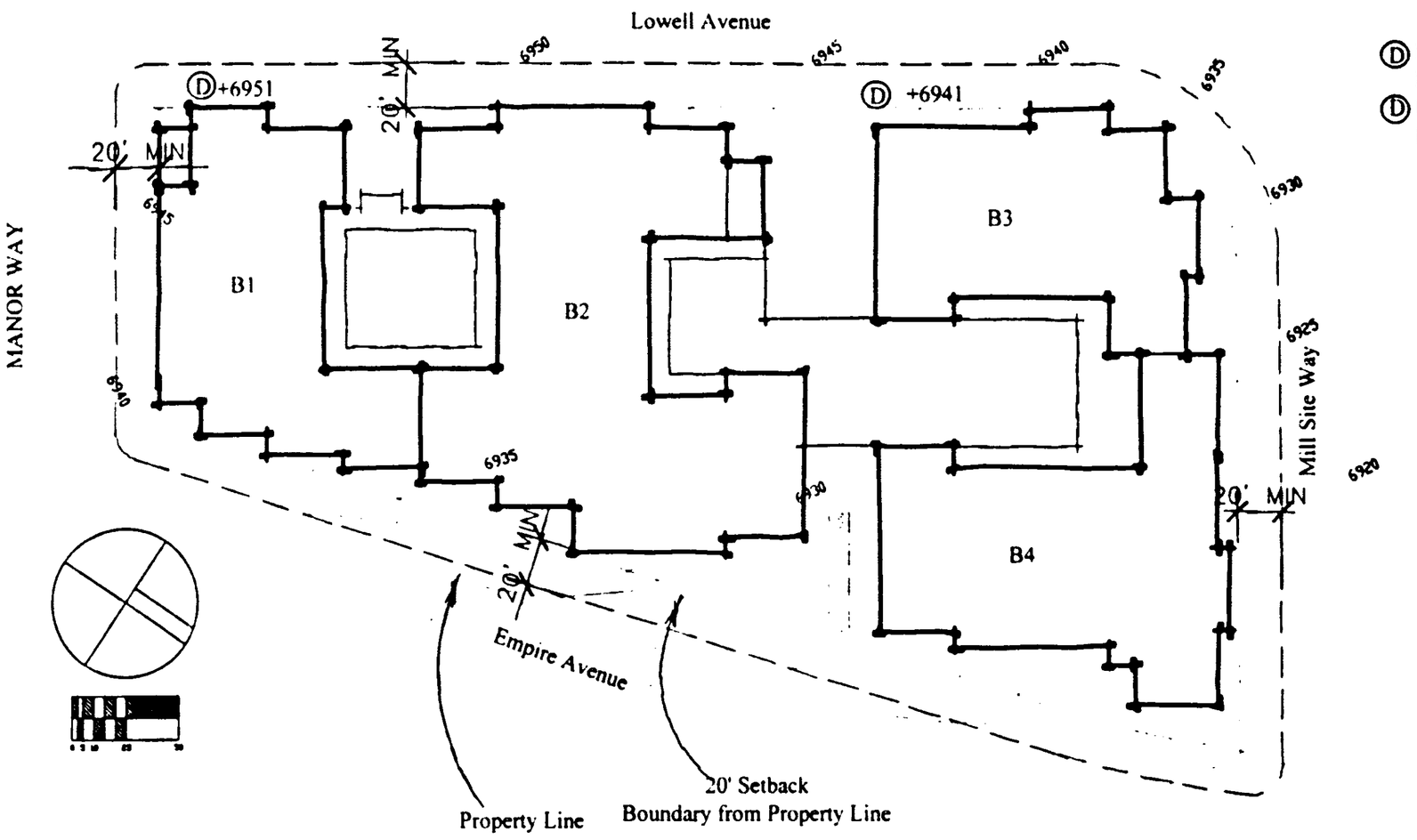
- Vary in height from a maximum of three to a maximum of six occupied levels of residential above parking.
- Consist of at least four distinct building masses to provide scale, create vistas through the buildings, allow access to open space and prevent the appearance of one monolithic structure or development.
- 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.

00513070 Bk01166 Pg10532



Ⓓ Datum B1-B2
EL. + 6951
Ⓓ 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.

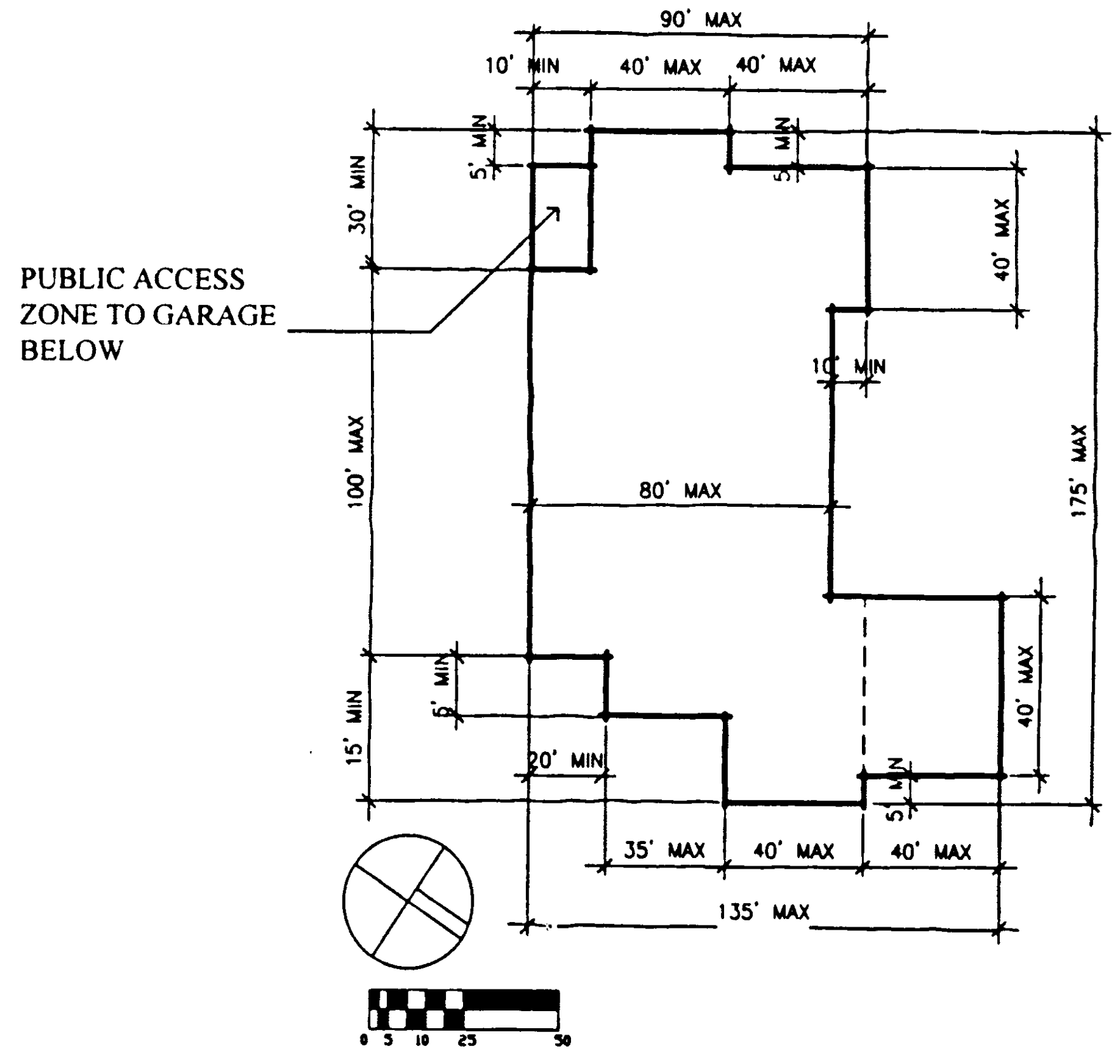
PARCEL B: Building B1, B2 & B3:
Building Setbacks and Datum Points

Park City Ski Area

PARK CITY RESORT
VOLUMETRICS

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00513070 Bk01166 Pg00533



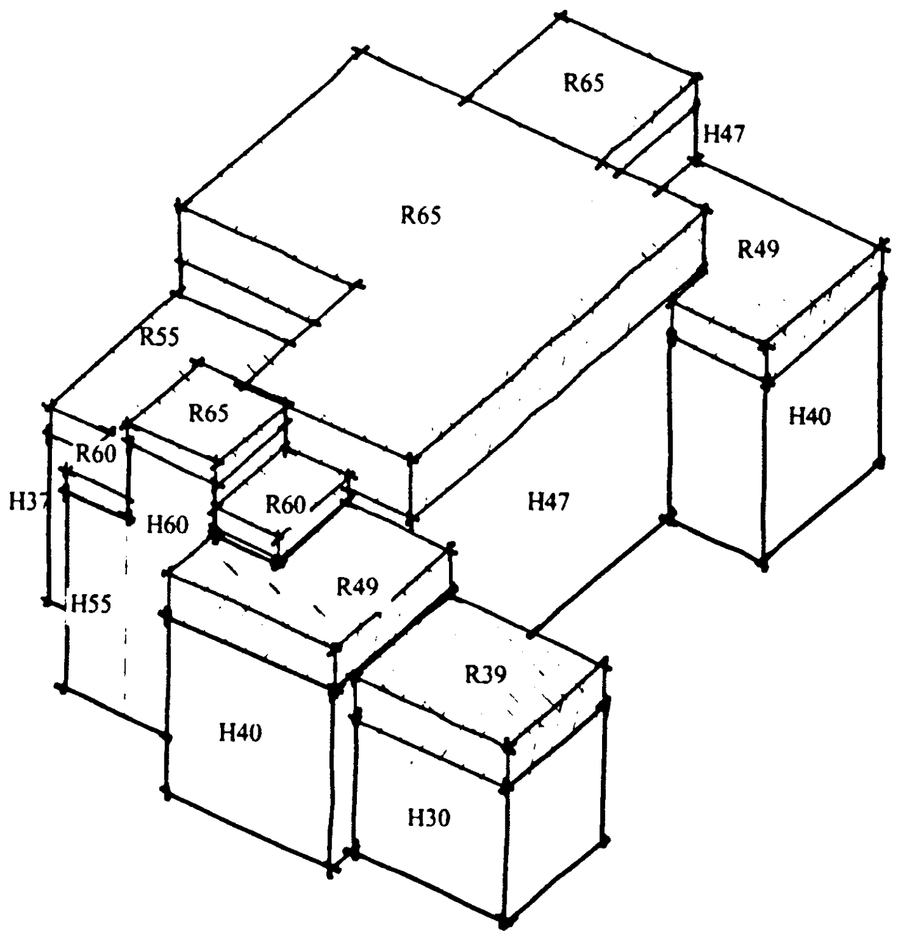
PARCEL B: Building B1
Footprint Diagram:
Recommended Building Lengths, Widths and Offsets.

Park City Ski Area

PARK CITY RESORT
VOLUMETRICS

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00513070 Bk01166 Pg00534



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'

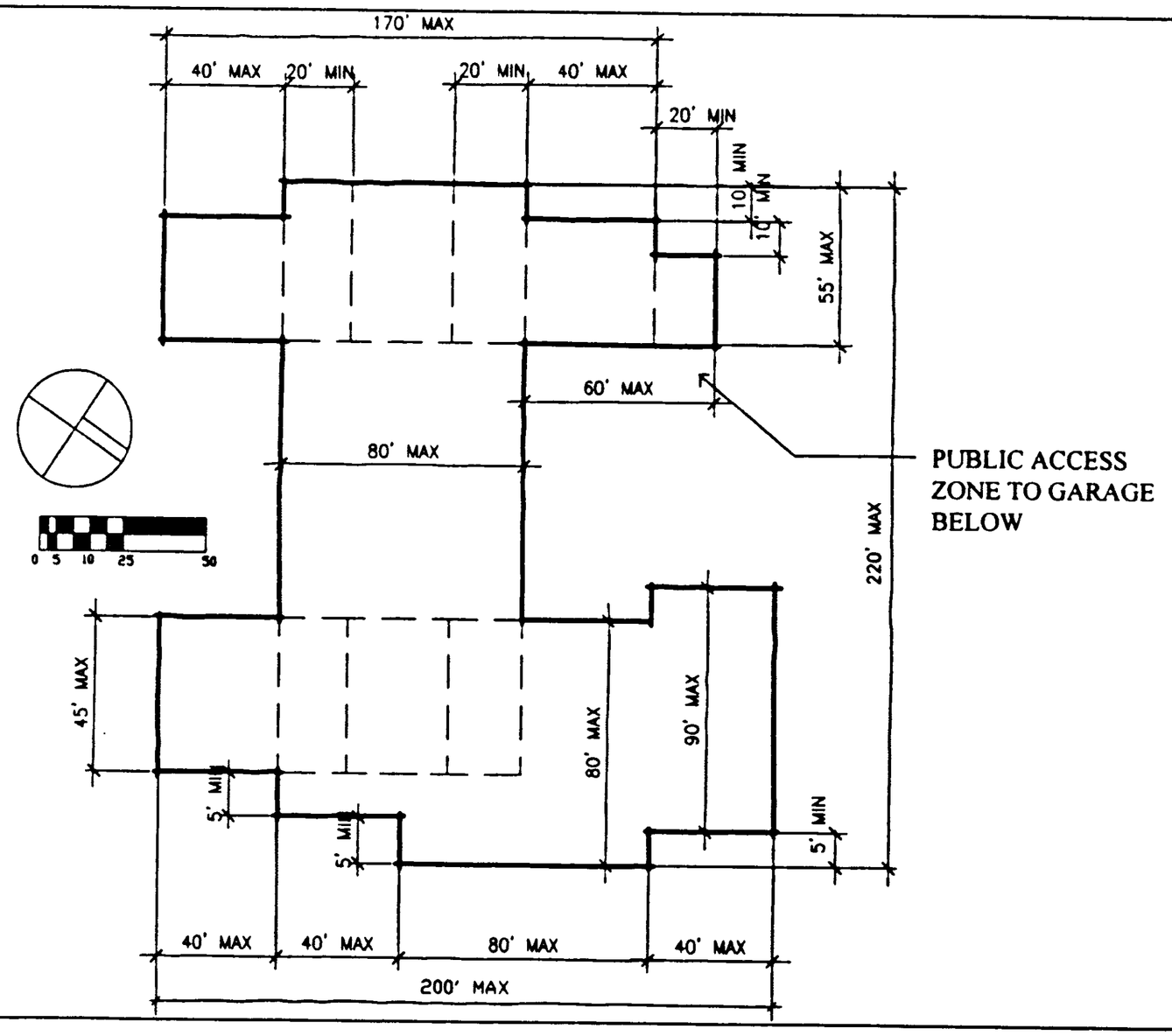
=Pitched roof zone.

Park City Ski Area

PARK CITY RESORT
VOLUMETRICS

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00513070 Bx01166 Pg00535



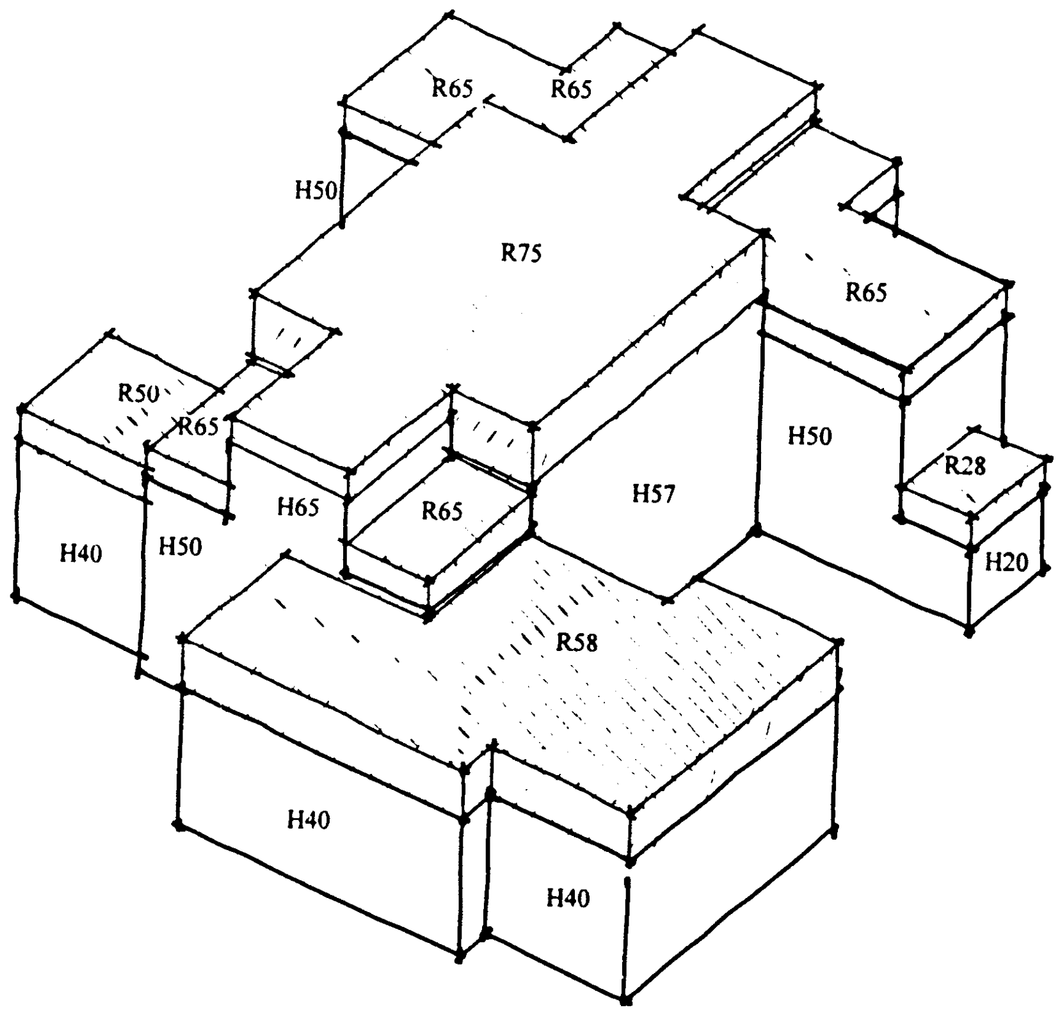
PARCEL B: Building B2
Footprint Diagram:
Recommended Building Lengths, Widths and Offsets.

Park City Ski Area

PARK CITY RESORT
VOLUMETRICS

BSA Architects

00513070 Bk01166 Pg00536



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'

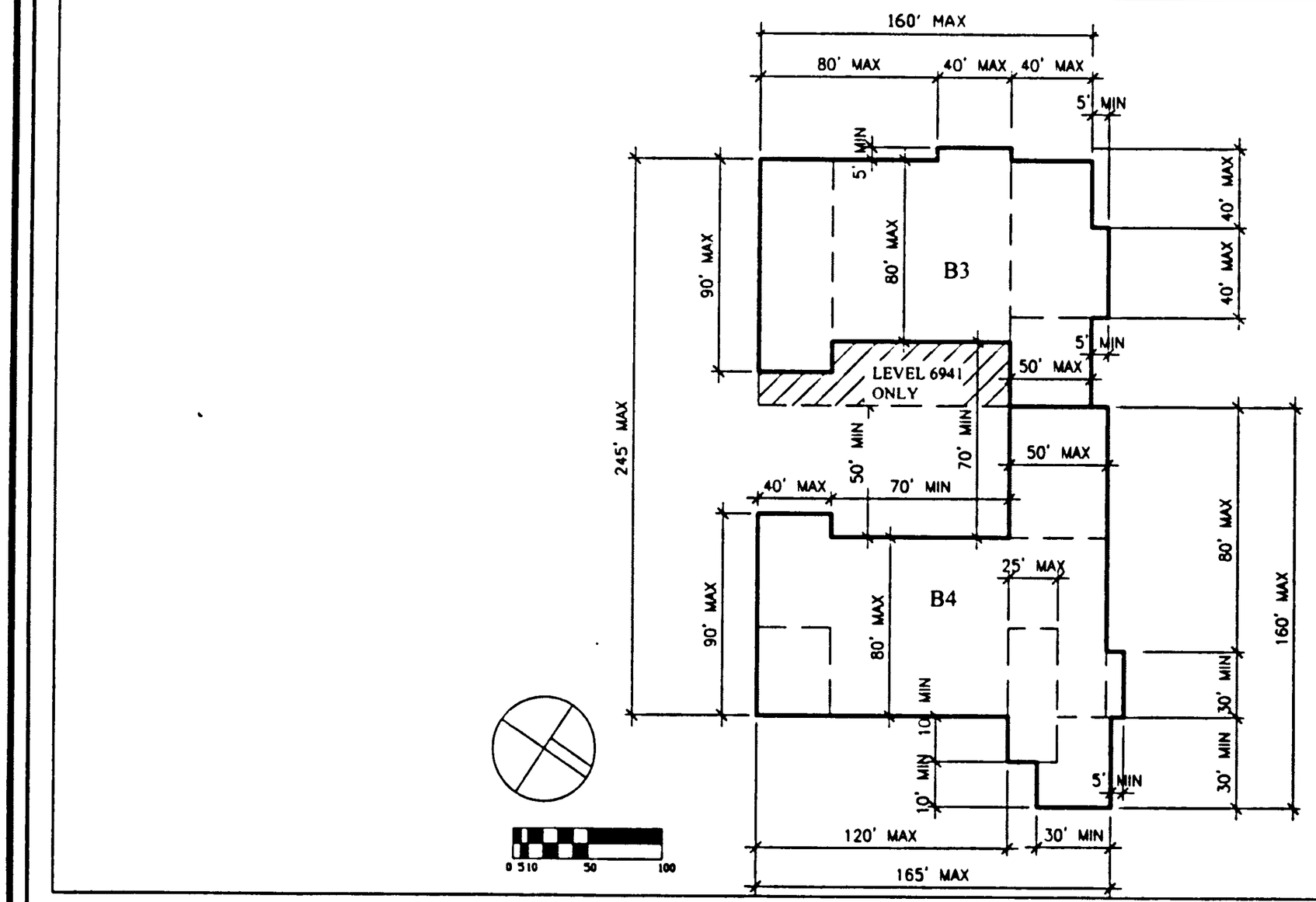
=Pitched roof zone.

Park City Ski Area

PARK CITY RESORT
VOLUMETRICS

BSA Architects

00513070 Bk01166 Pg00537



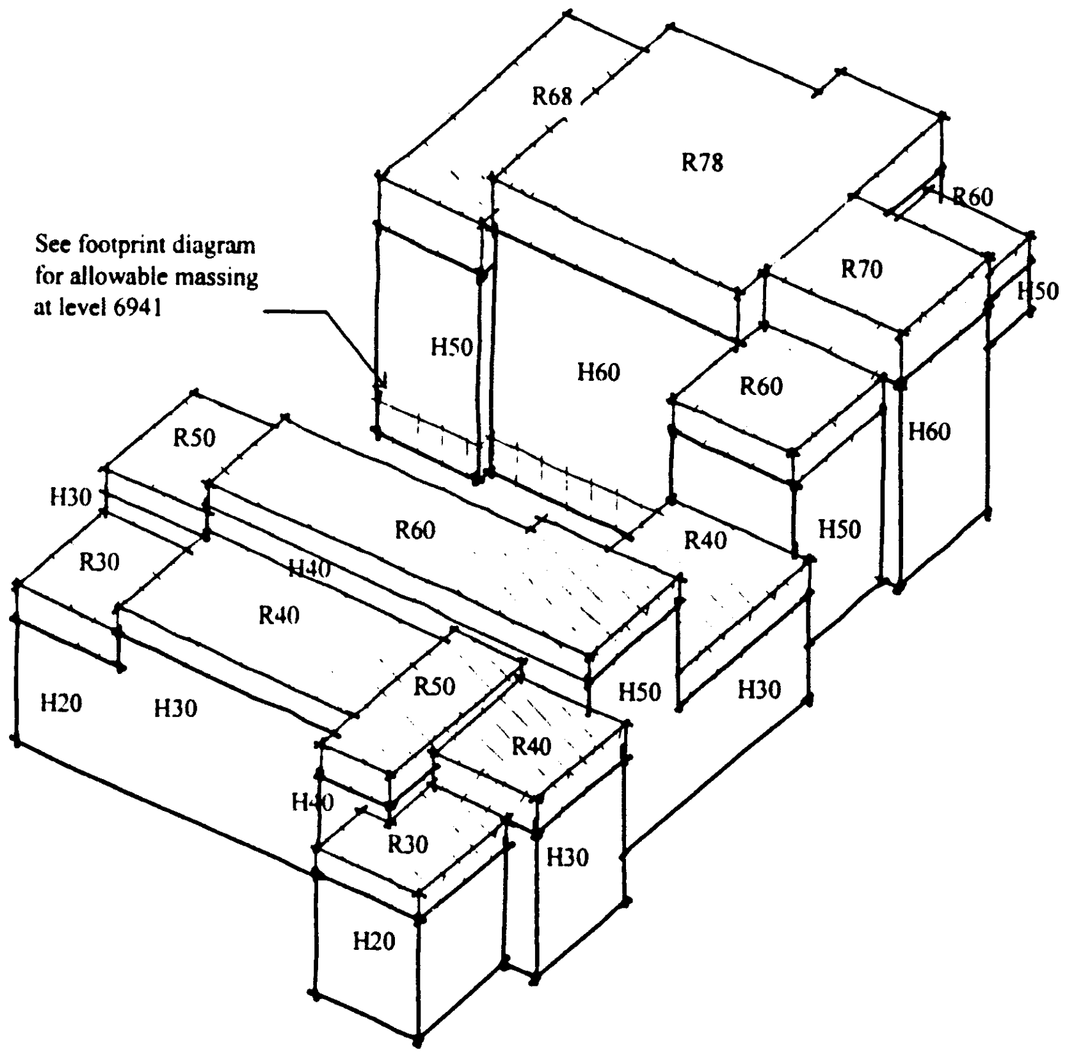
PARCEL B: Buildings B3 & B4
Footprint Diagram:
Recommended Building Lengths, Widths and Offsets.
Ground Floor Level only.

Park City Ski Area

PARK CITY RESORT
VOLUMETRICS

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00513070 Bk01166 Pg00538



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

PARK CITY RESORT
VOLUMETRICS

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00513070 Bk01166 Pg0539

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

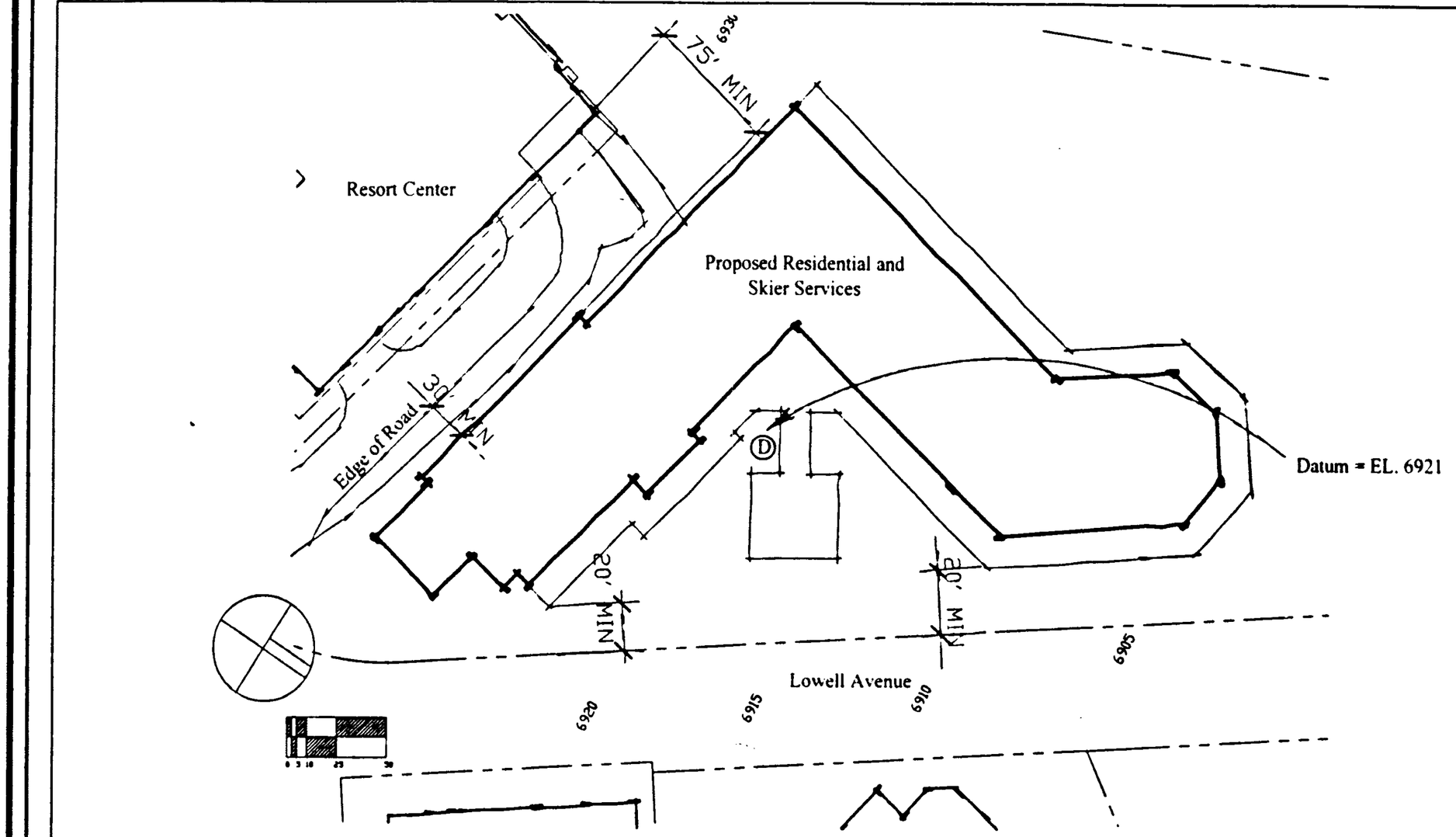
The conceptual footprint for Parcel C is based on a 37'-0" wide x 30'-0" parking grid as illustrated in the design documents. An initial 15'-0" grid line has been assumed at some of the garage's perimeter walls.

Park City Ski Area

PARK CITY RESORT
VOLUMETRICS

BSA Architects

00513070 Bk01166 Pg0540



*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:

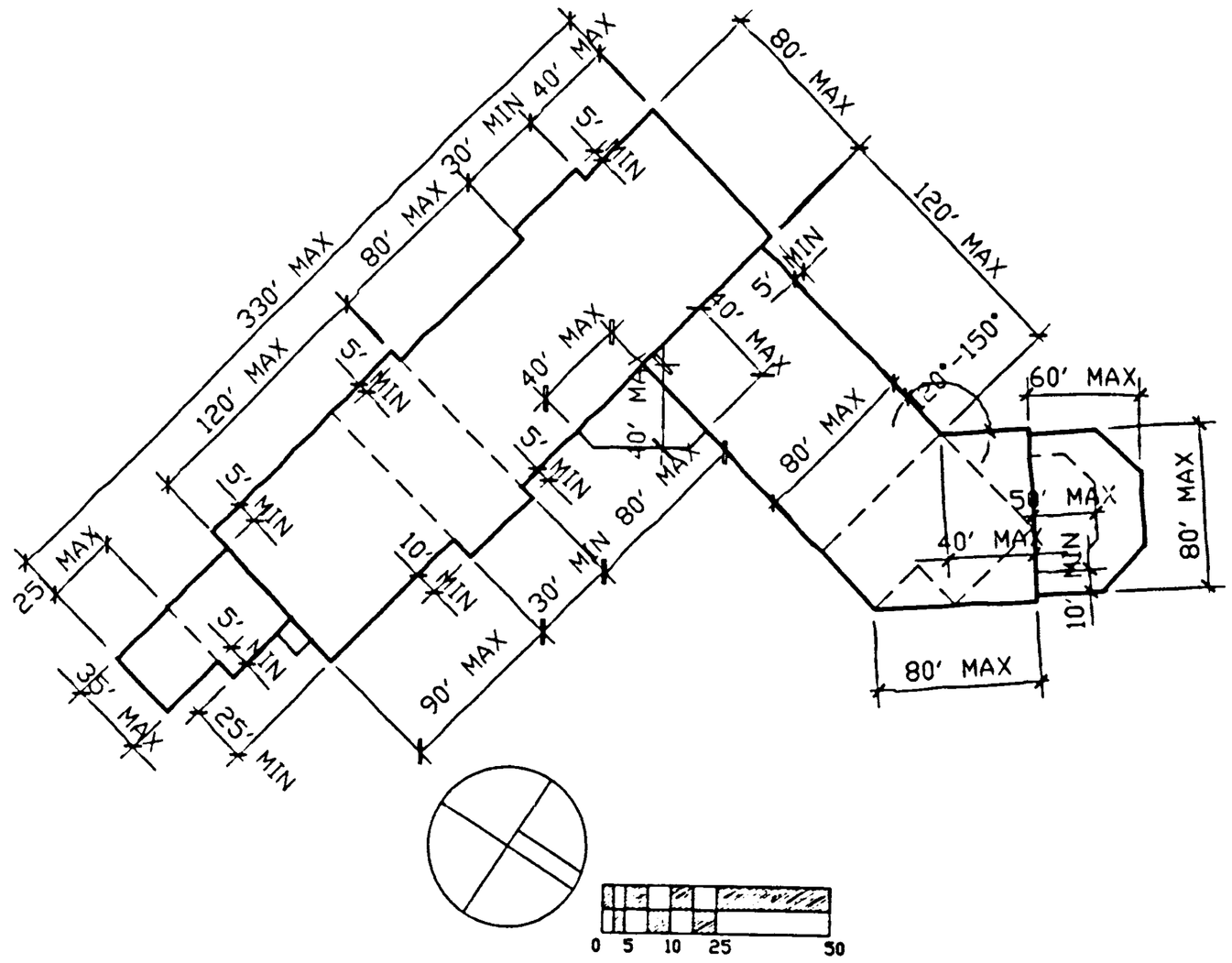
Park City Ski Area

PARK CITY RESORT
VOLUMETRICS

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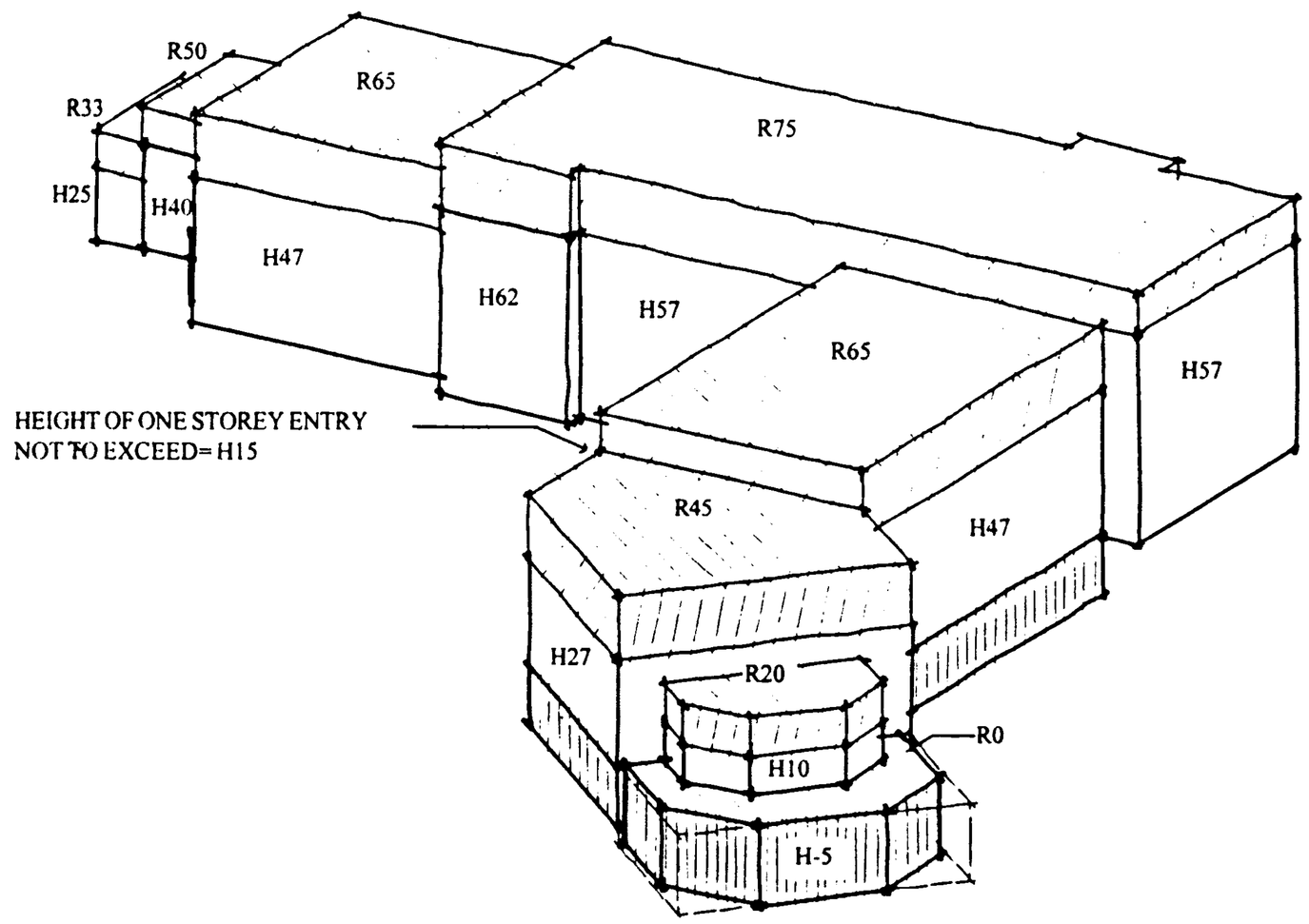


PARCEL C:
Footprint Diagram:
Recommended Building Lengths, Widths and Offsets.

PARK CITY RESORT
VOLUMETRICS

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00513070 Bk01166 Pg00542



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

PARK CITY RESORT
VOLUMETRICS

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00513070 Bk01166 Pg00543

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.

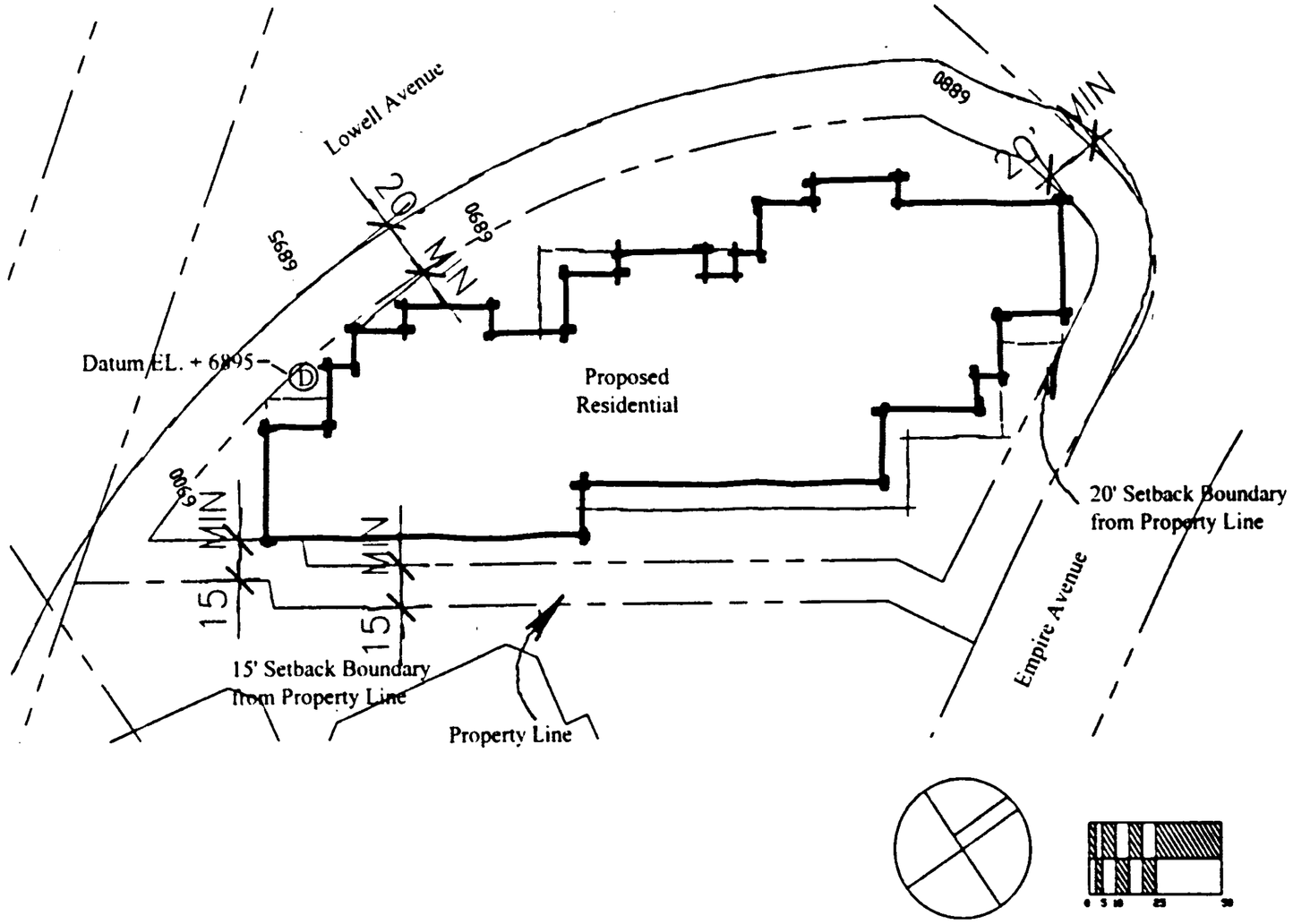
Building design for Parcel D shall:

- 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:

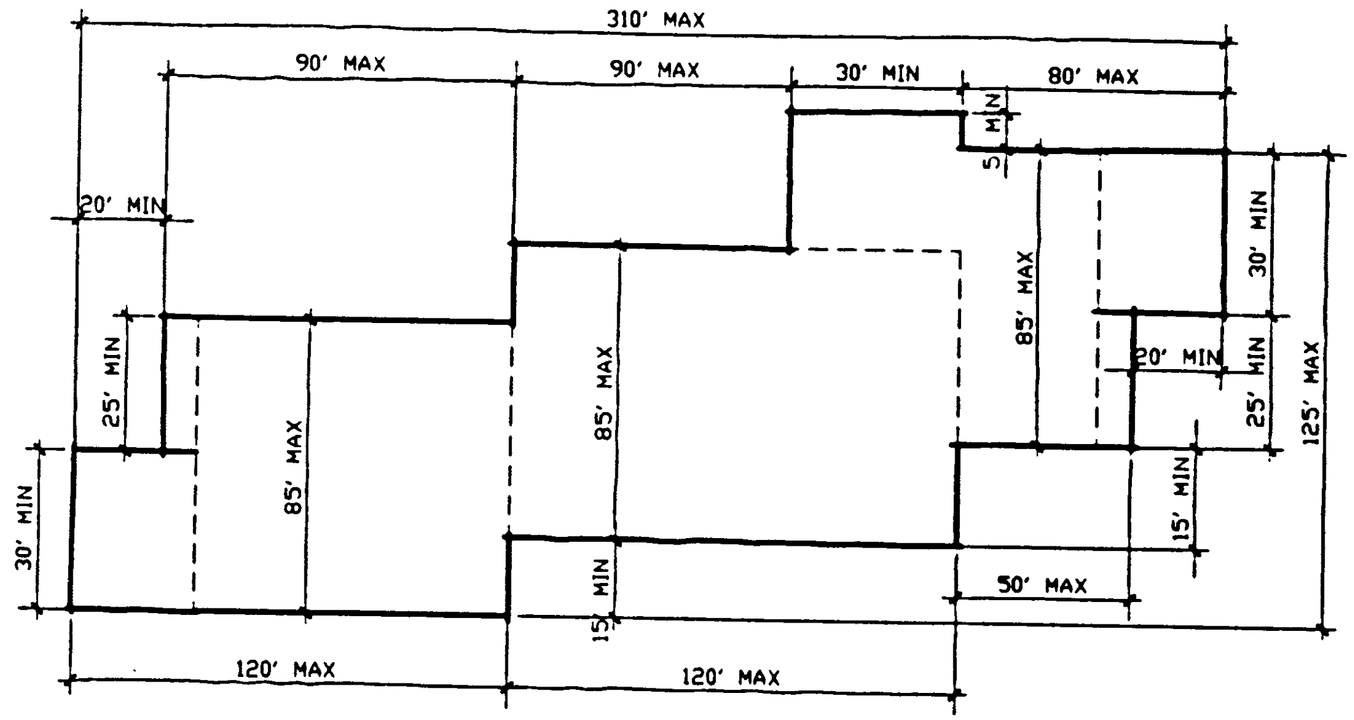
Park City Ski Area

PARK CITY RESORT
VOLUMETRICS

BSA Architects

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00513070 Bk01166 Pg00545



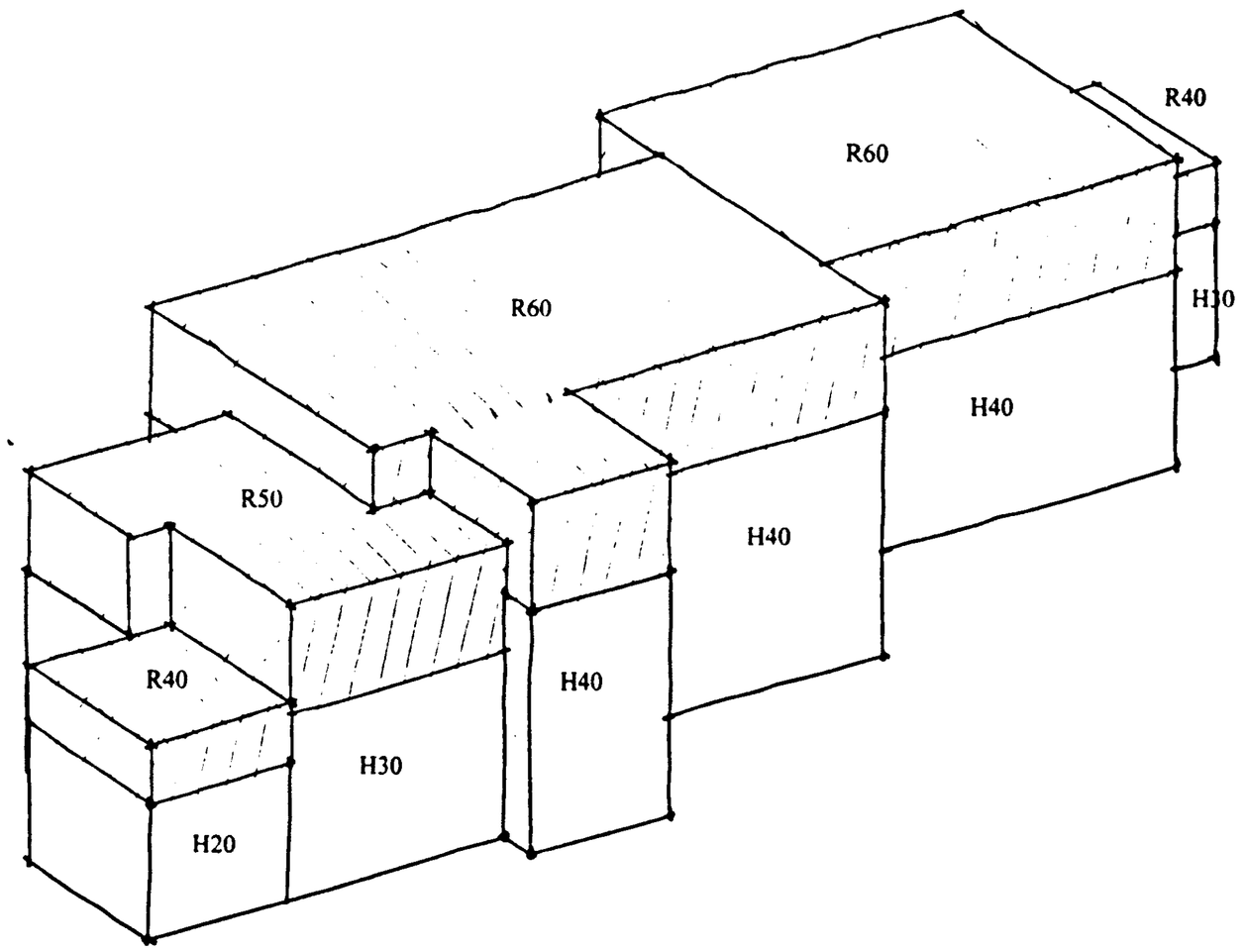
PARCEL D:
Footprint Diagram:
Recommended Building Lengths, Widths and Offsets.

Park City Ski Area

PARK CITY RESORT
VOLUMETRICS

BSA Architects

00513070 Bk01166 Pg00546



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.

Park City Ski Area

PARK CITY RESORT
VOLUMETRICS

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00513070 Bk01166 Pg00547

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.

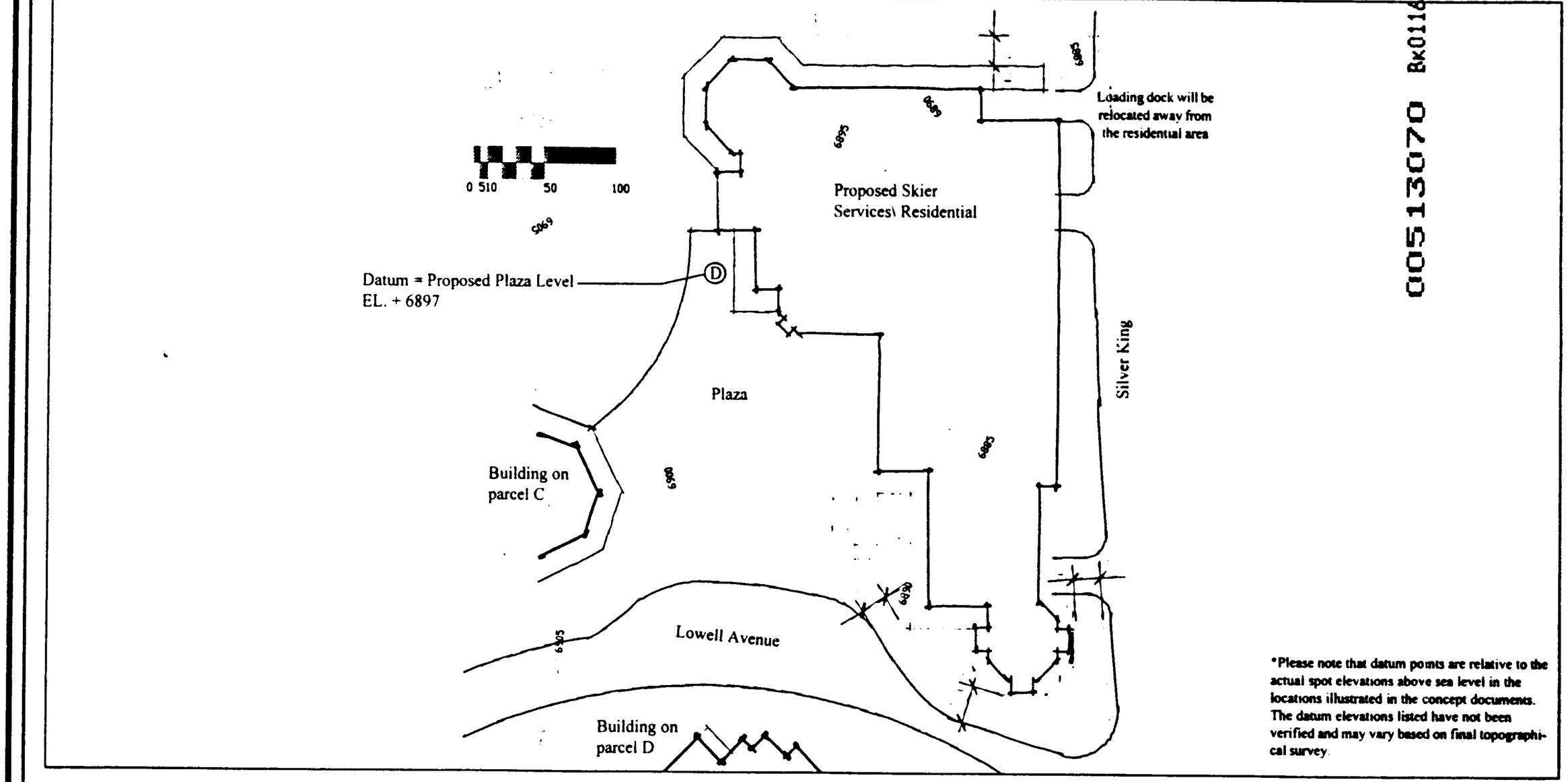
Building design for Parcel E shall:

- 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.

00513070 Bk01166 Pg00548



*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.

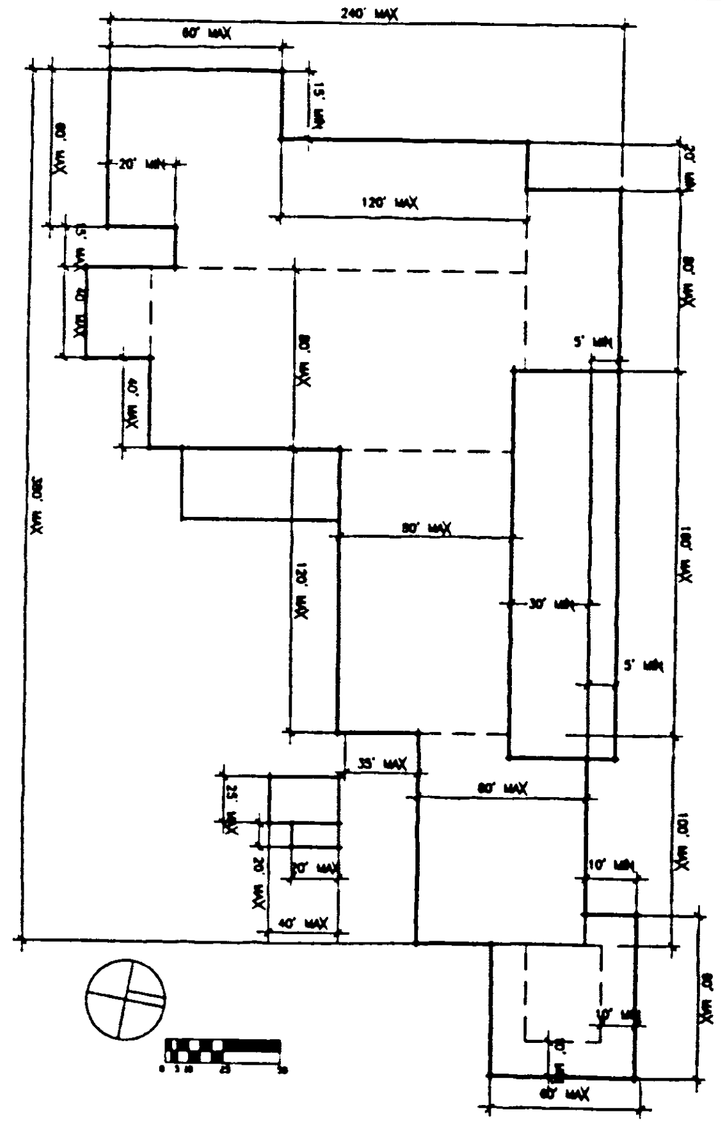
PARCEL E:
Building Setbacks and Datum.

Park City Ski Area

PARK CITY RESORT
VOLUMETRICS

BSA Architects

00513070 Bk01166 Pg00549



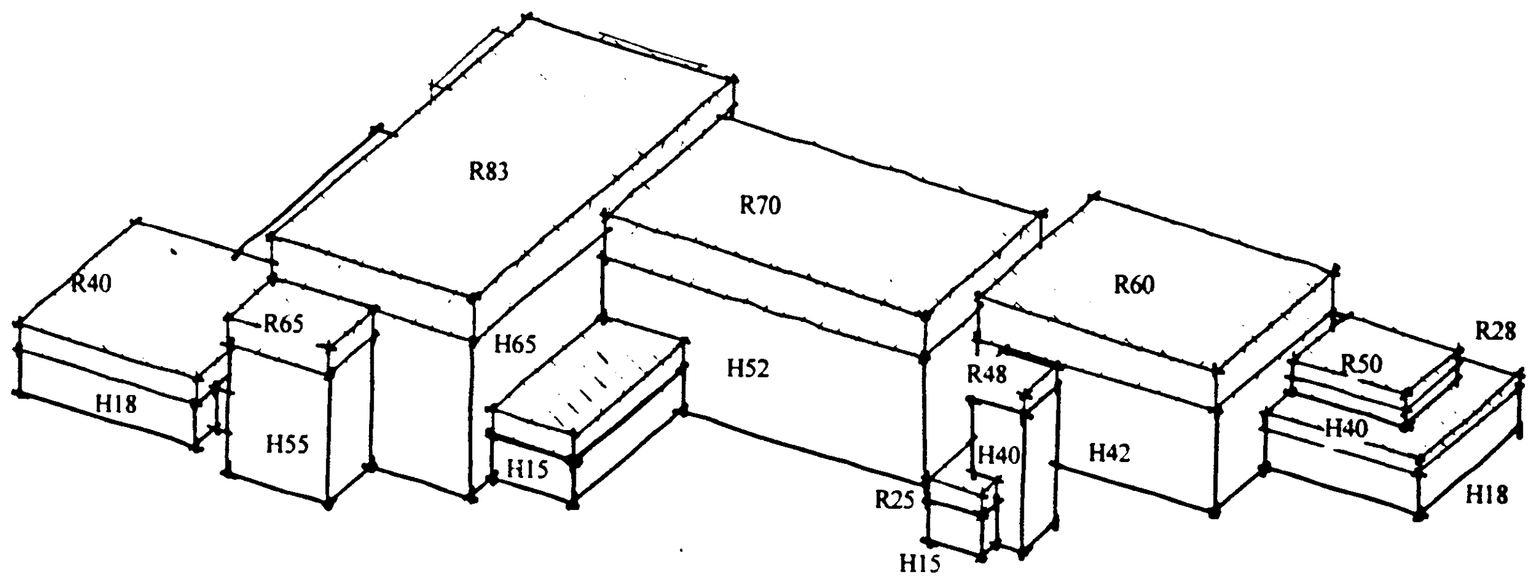
PARCEL E:
Footprint Diagram:
Recommended Building Lengths, Widths and Offsets.

Park City Ski Area

PARK CITY RESORT
VOLUMETRICS

BSA Architects

00513070 Bk01166 Pg00550



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'

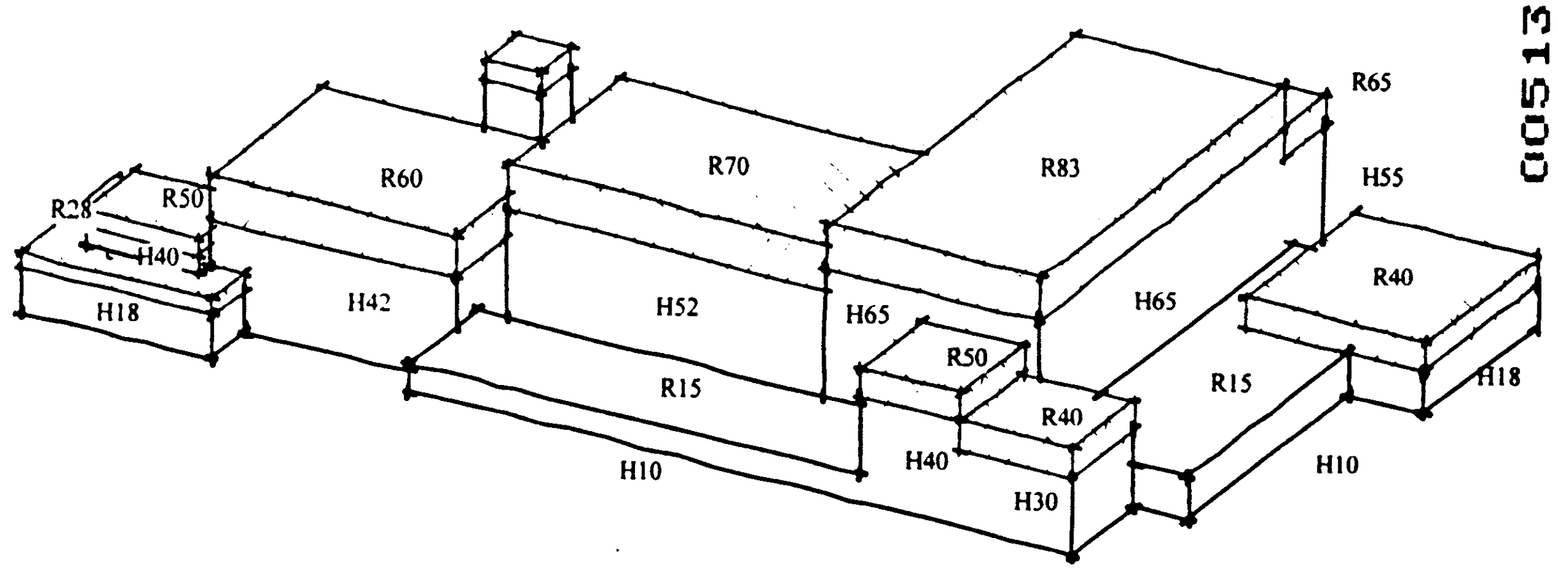
=Pitched roof zone.

Park City Ski Area

PARK CITY RESORT
VOLUMETRICS

BSA Architects

00513070 Bk01166 Pg00551



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.

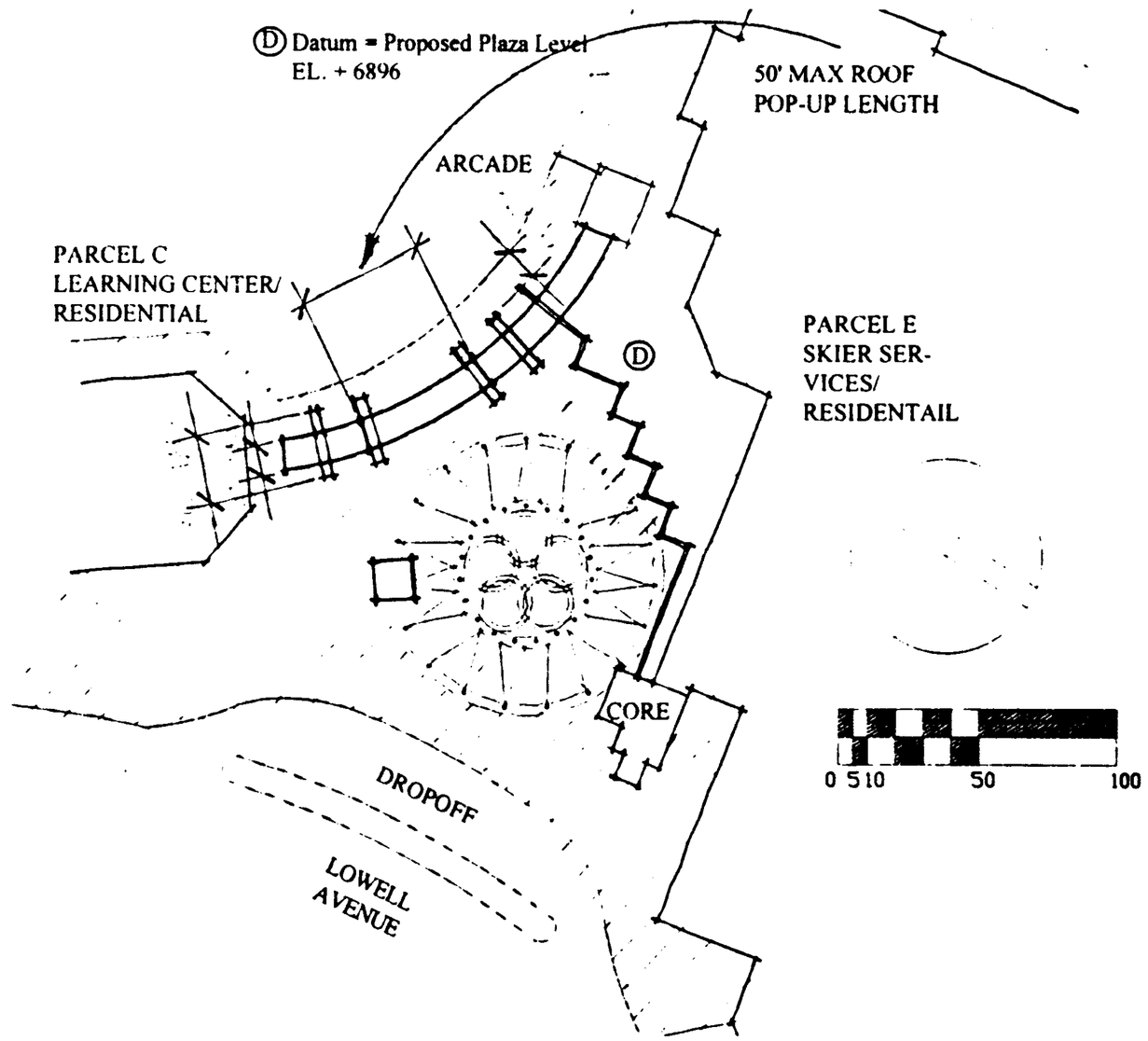
Park City Ski Area

PARK CITY RESORT
VOLUMETRICS

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00513070 Bk01166 Pg00552



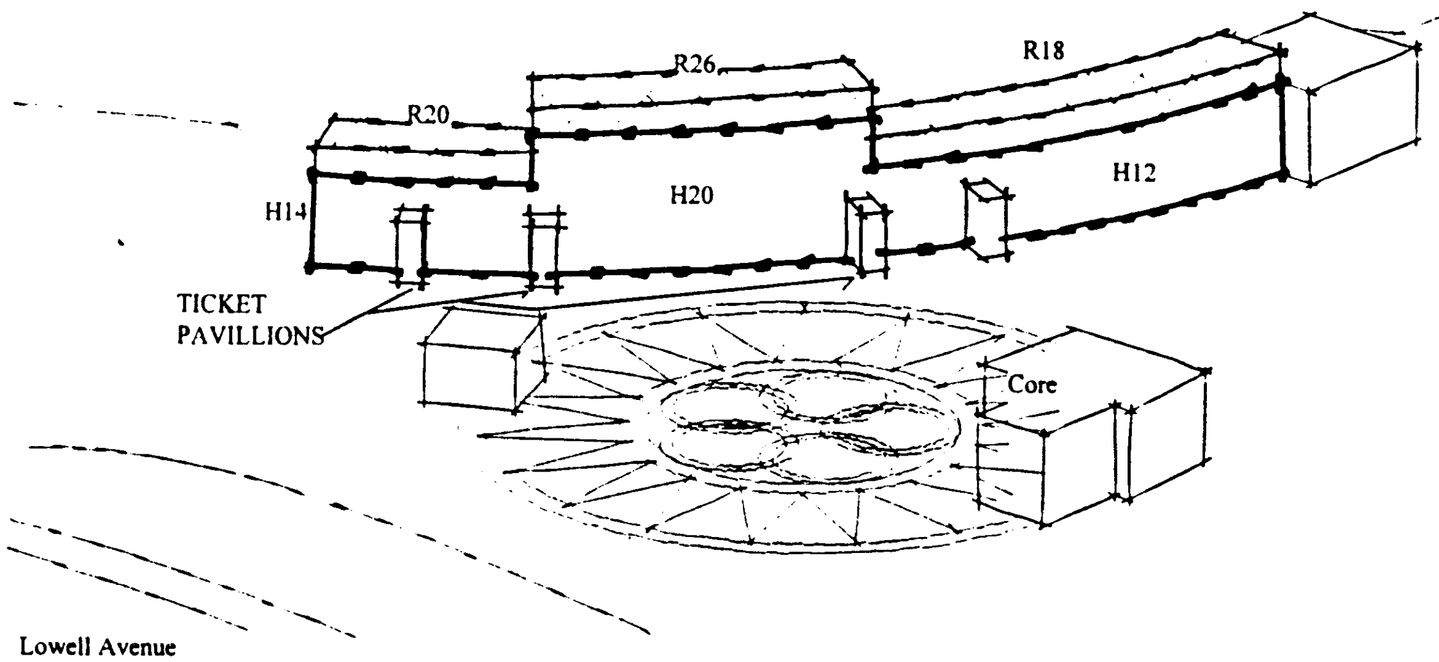
ARCADE:
Footprint Diagram:
Recommended Lengths, Widths and Offsets.

Park City Ski Area

PARK CITY RESORT
VOLUMETRICS

BSA Architects

00513070 Bk01166 Pg00553



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.

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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

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

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"

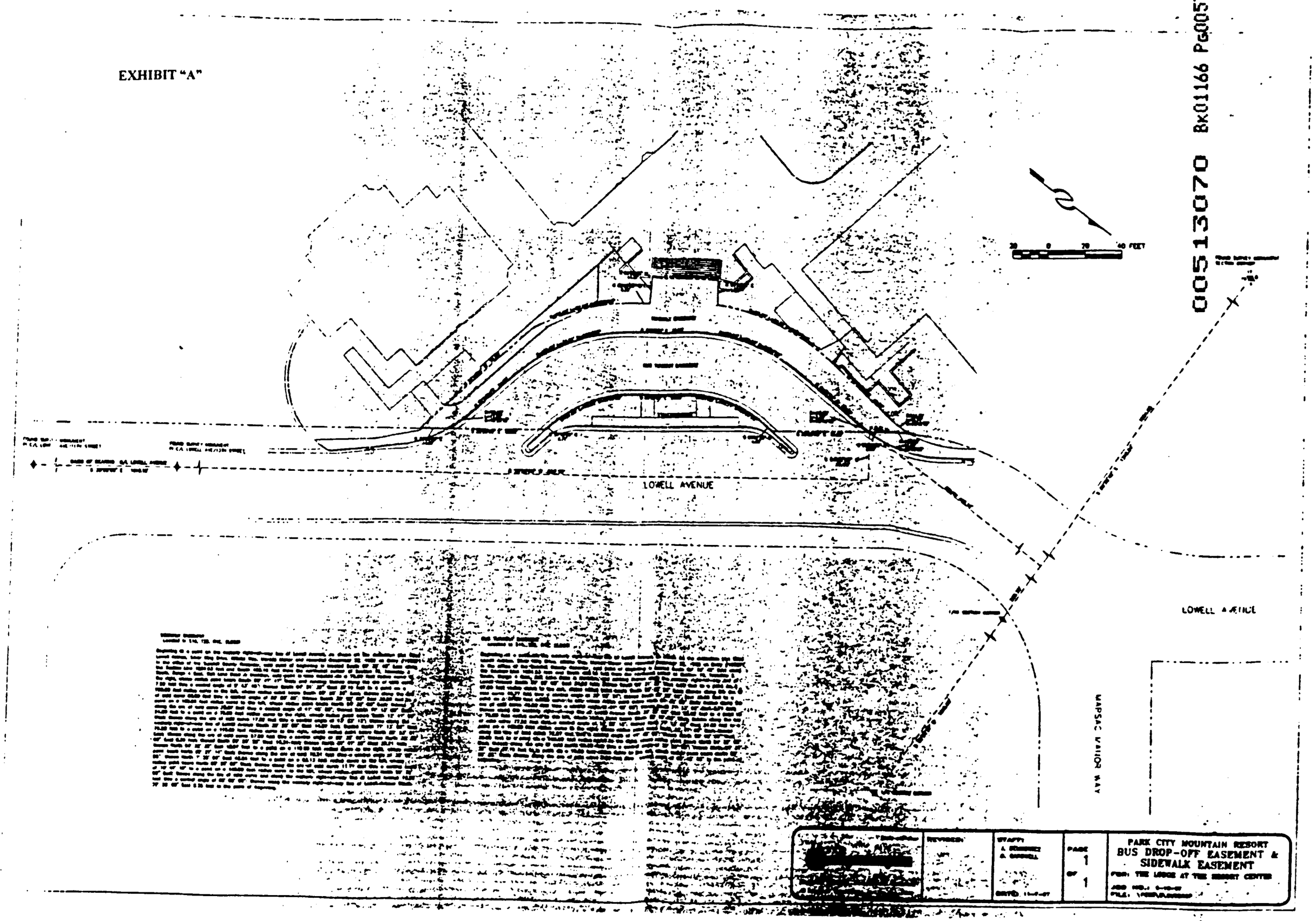
BUS TURNOUT EASEMENT
Located in S16, T2S, R4E, SLB&M

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"



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).

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Exhibit I

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.

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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

00513070 Bk01166 Pg00591

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

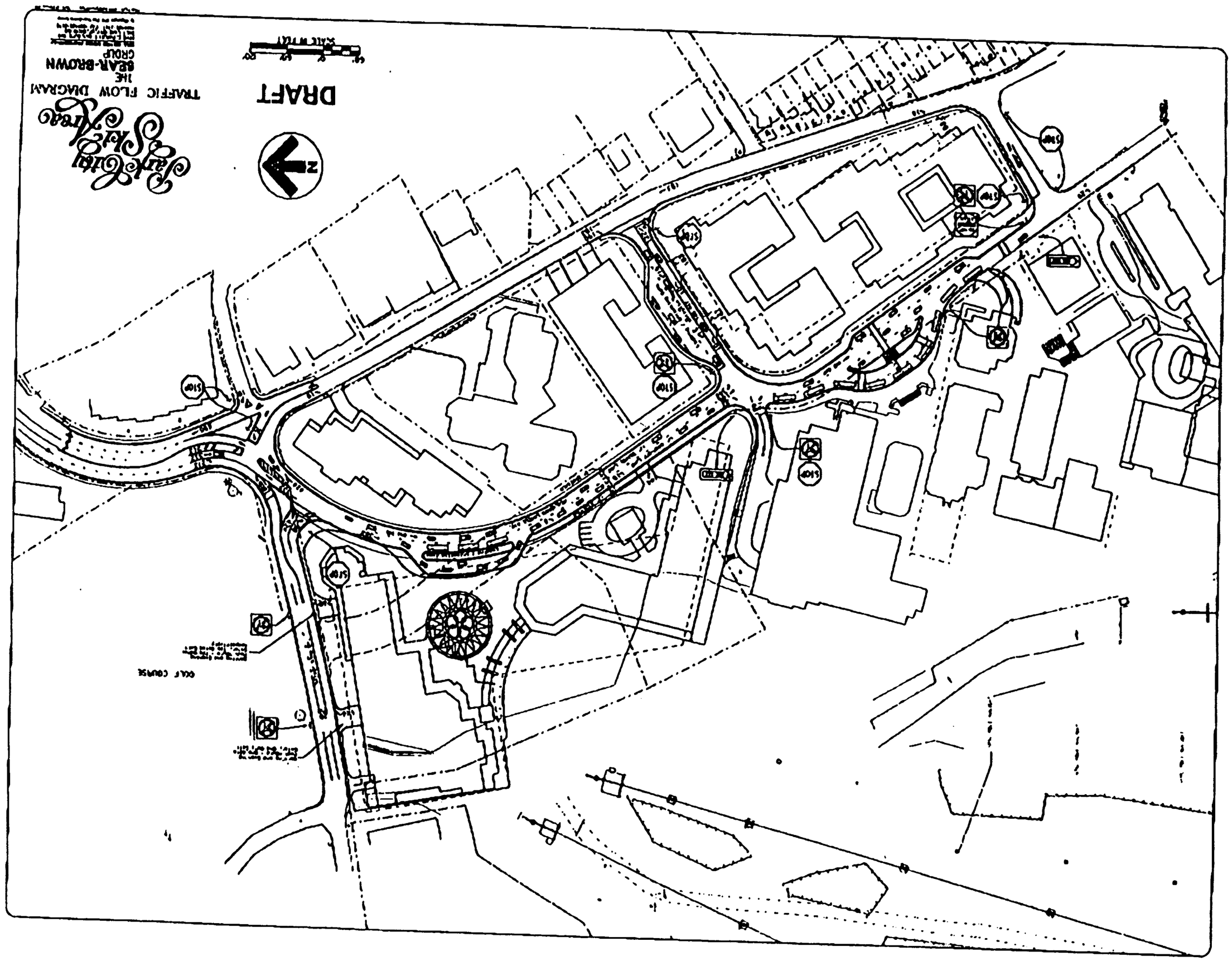
	Enter	Exit
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Phase III	89	1047
Phase IV	127	881
Project Complete*	171	1004

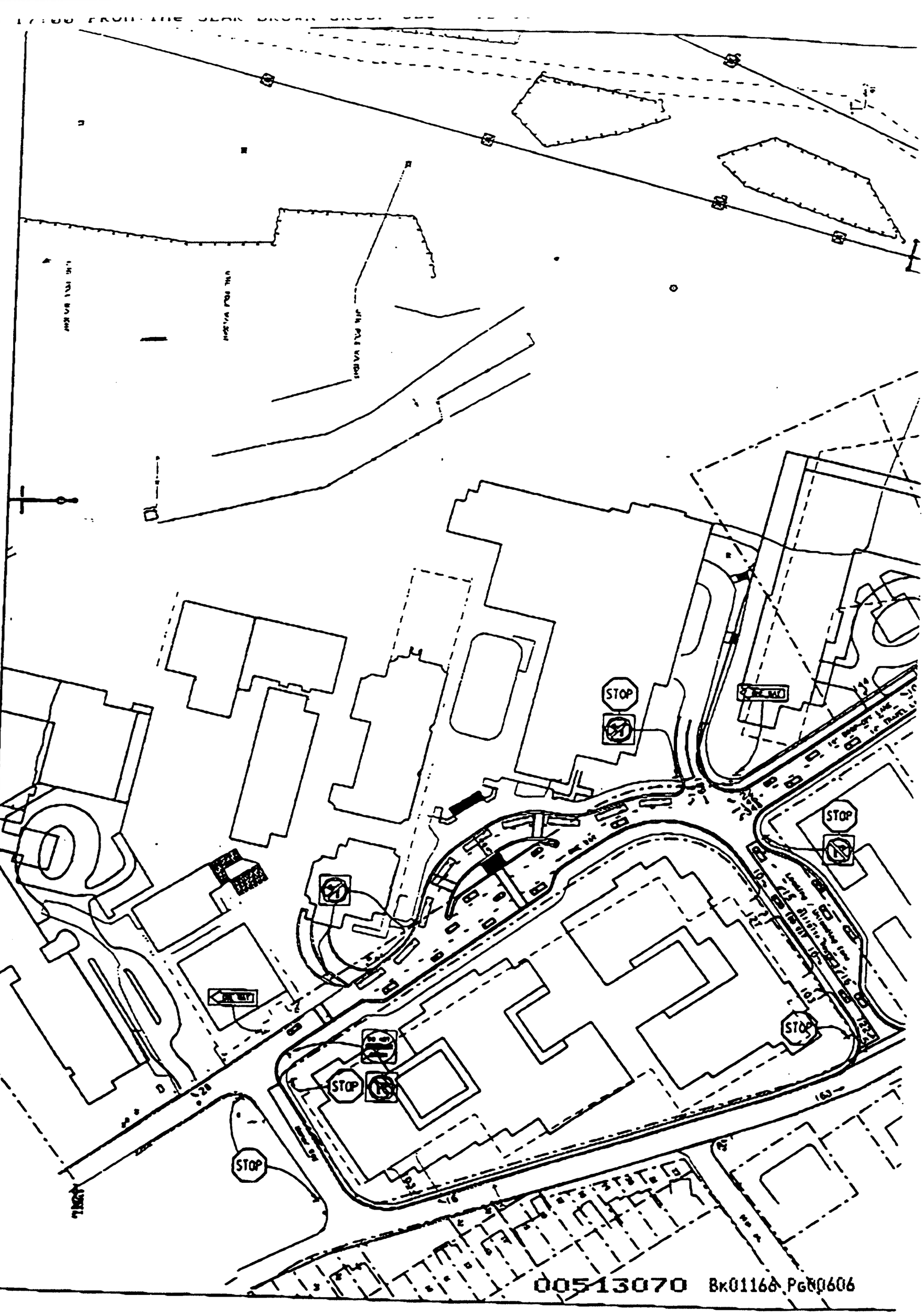
* includes 99 additional trips from commercial and commercial employees
This table does not include drop-off/ pick-up trips, or trips associated with existing underground parking.

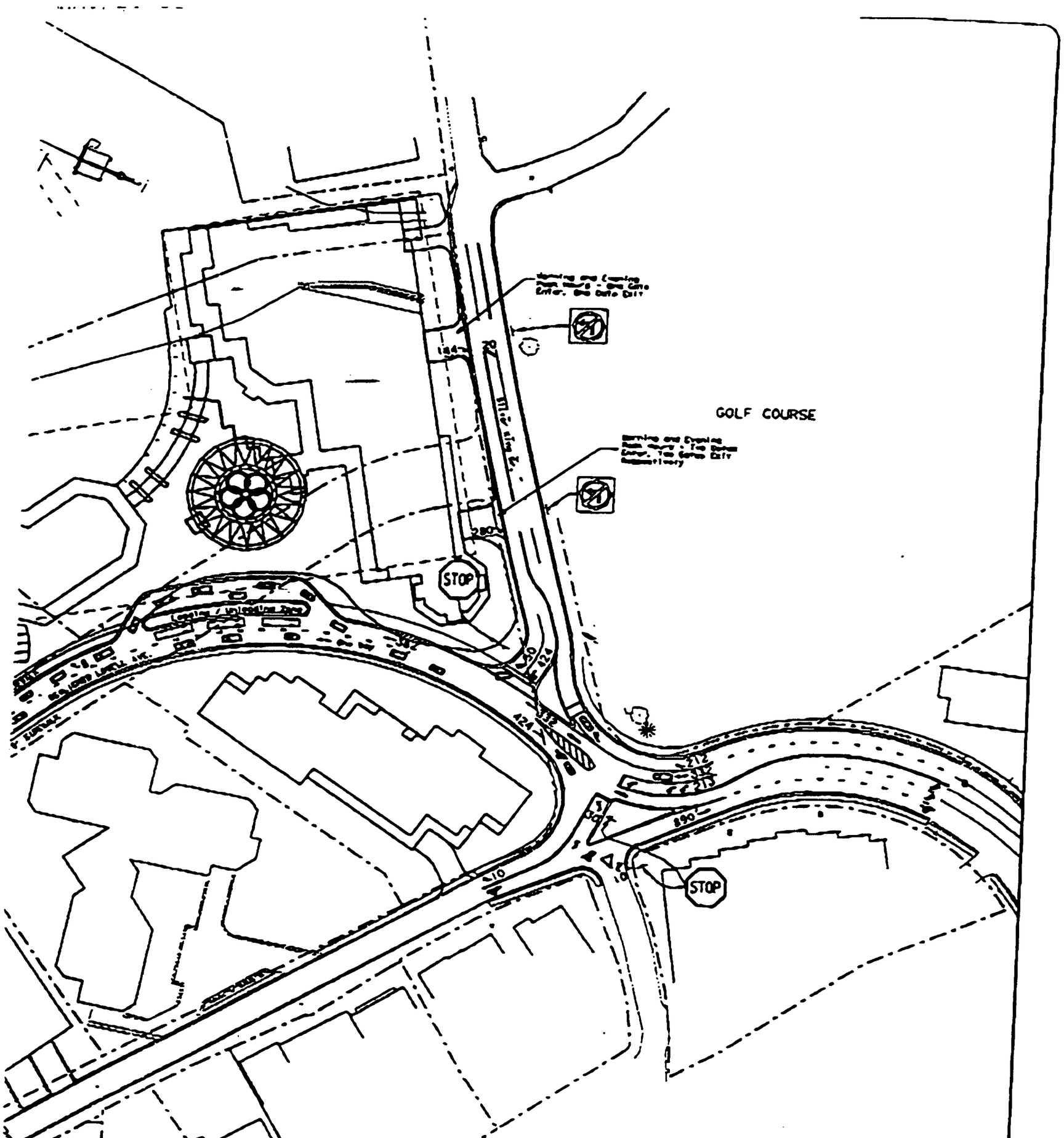
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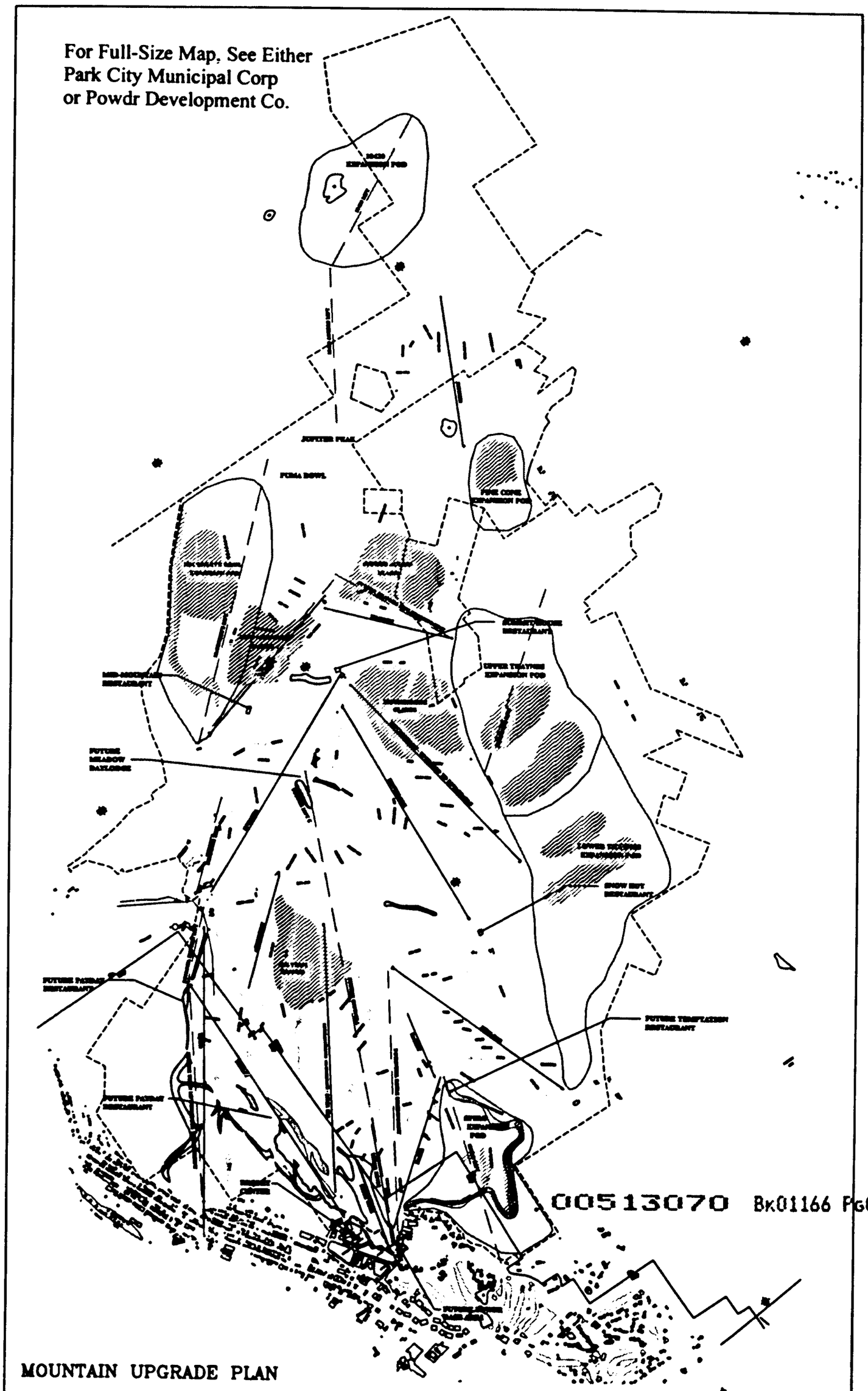
Park City Ski Area

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.
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PROPRIETARY AND CONFIDENTIAL
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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 1996
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.

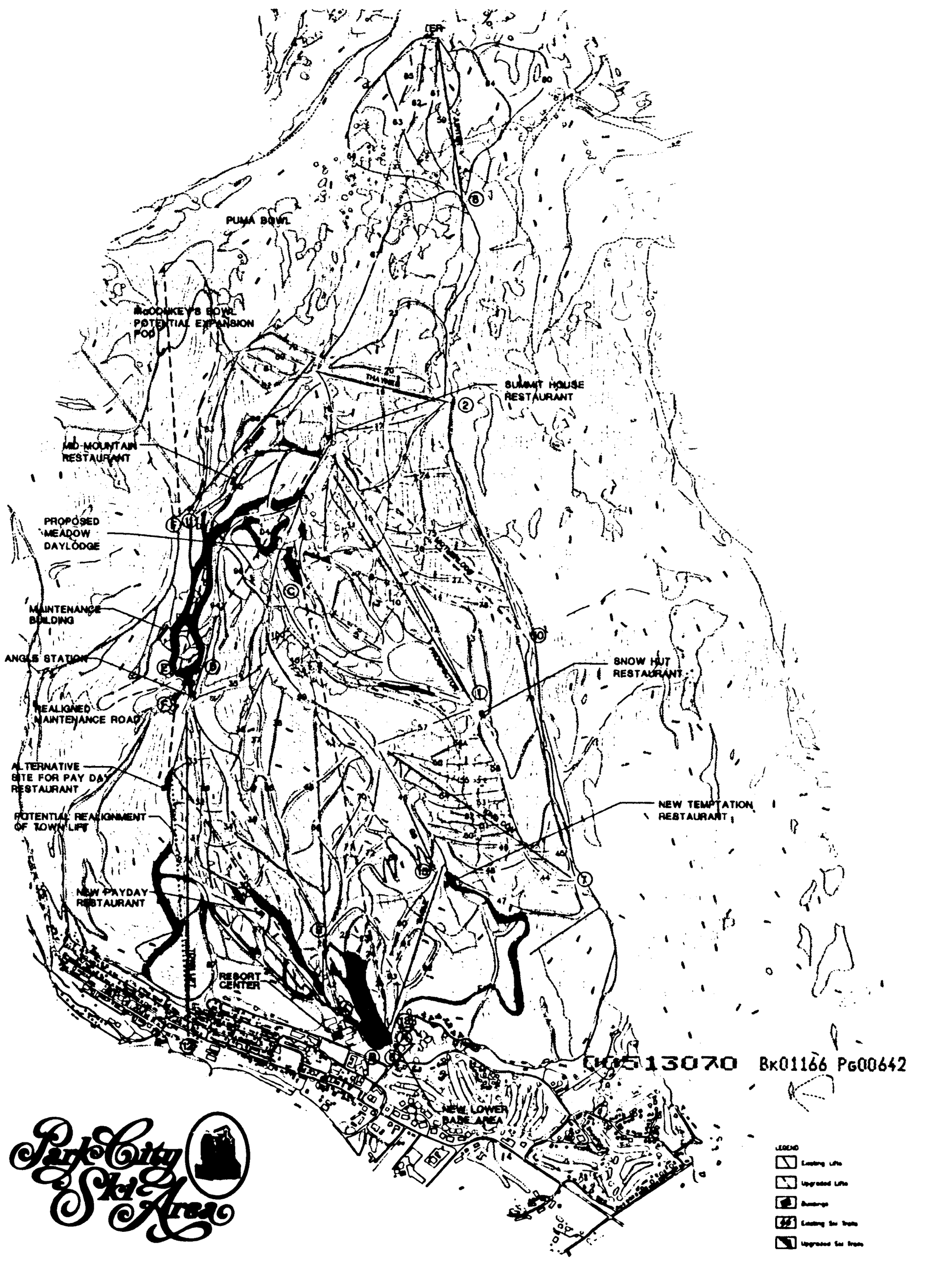
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- **Support Facility Requirements** - The mountain development has been organized to incorporate the interface of vehicular, pedestrian, and skier circulation, as well as skier support services and ski area maintenance.

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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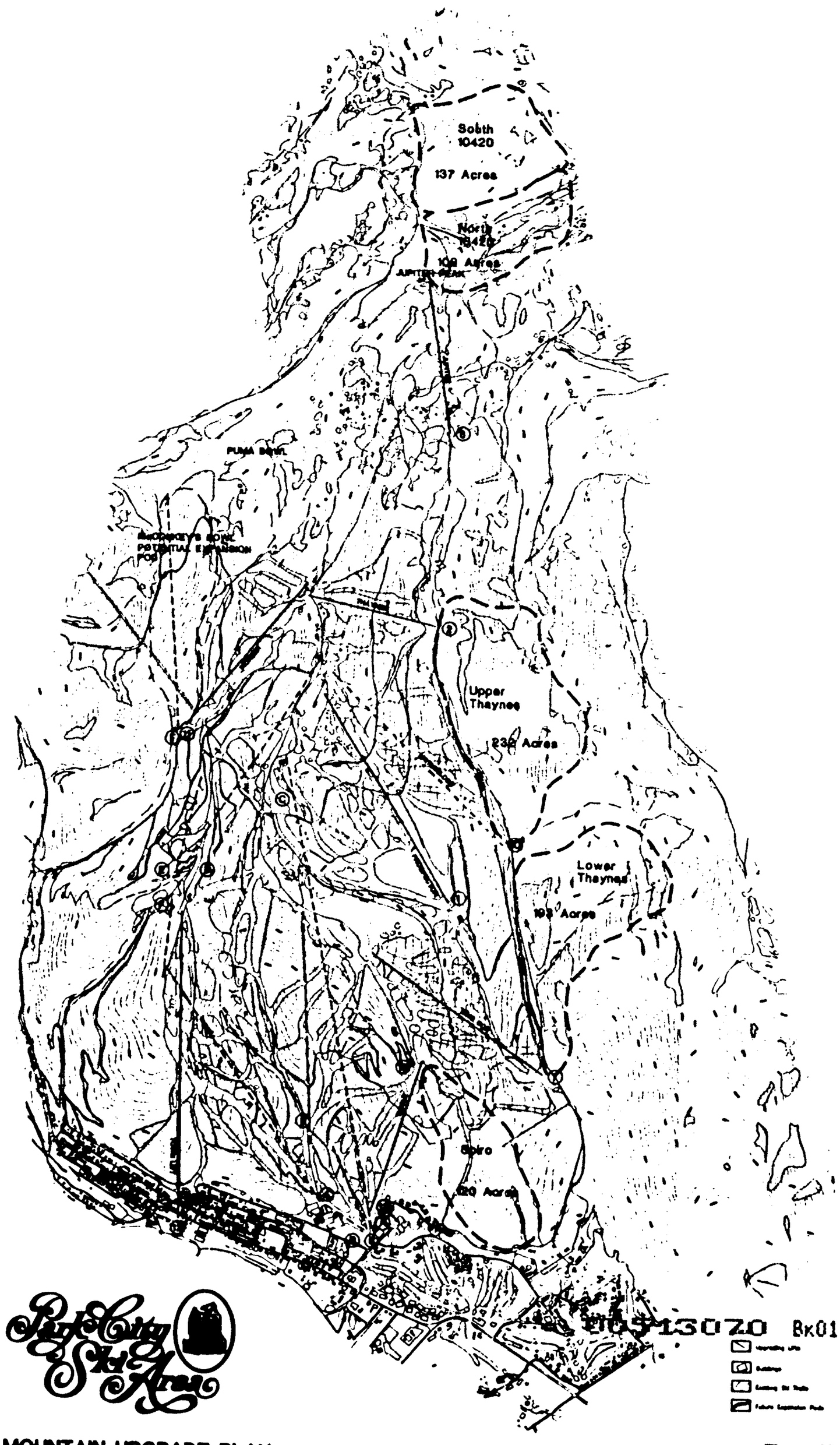
V. FUTURE EXPANSION POTENTIAL

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:

Figure V-1
FUTURE EXPANSION PODS

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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.

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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

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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.

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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.

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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.

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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

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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**

00513070 Bk01166 Pg00672

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.

00513070 Bk01166 Pg00673

00513070 Bk01166 Pg00674

CHART 1 - Capacity vs Parking

PCSA Largest 30 Days 1994-95 -1995-96

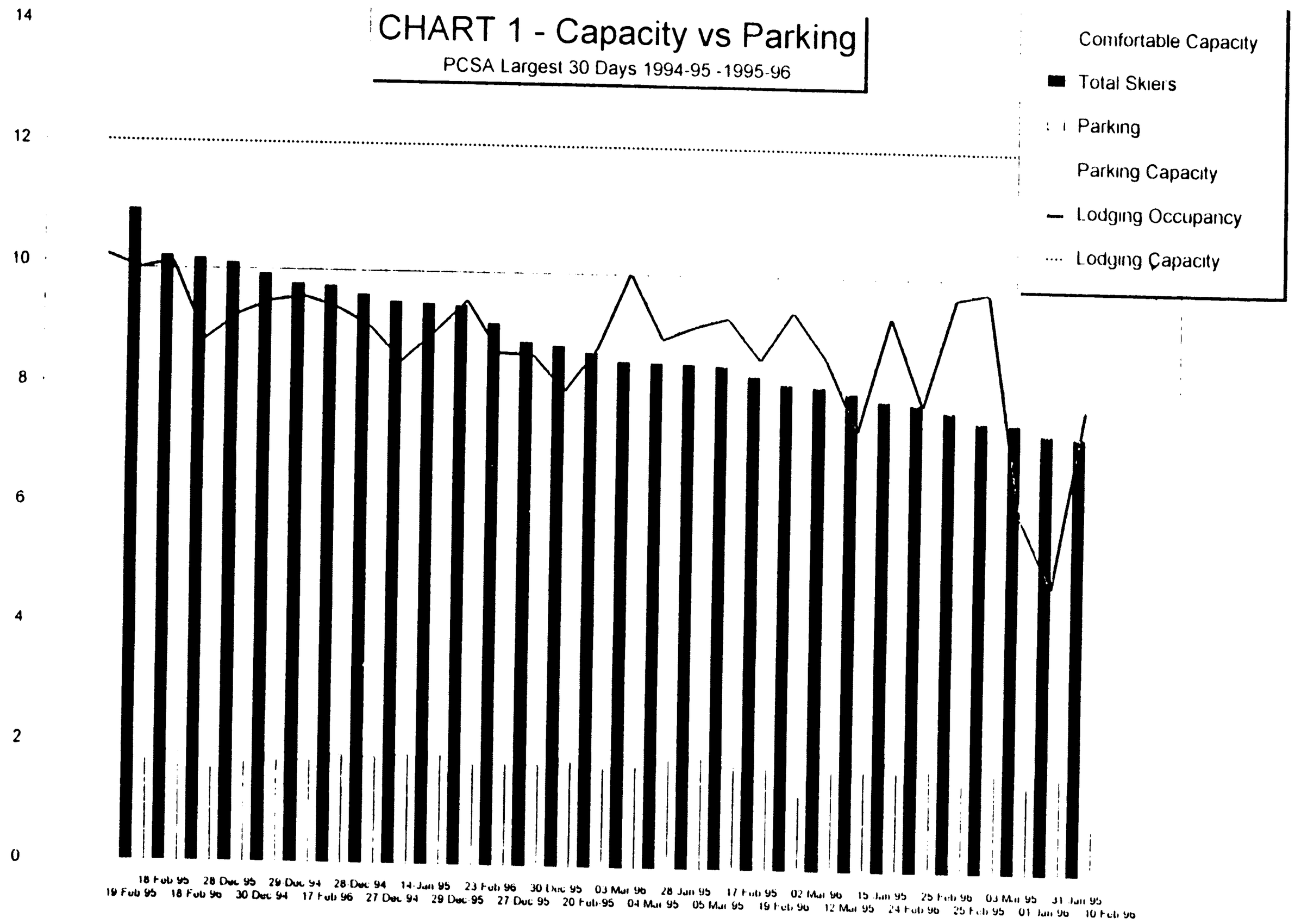


Table A-3

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

00513070 Bk01166 Pg00675

Page 414 of 6

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

00513070 Bk01166 Pg00676

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

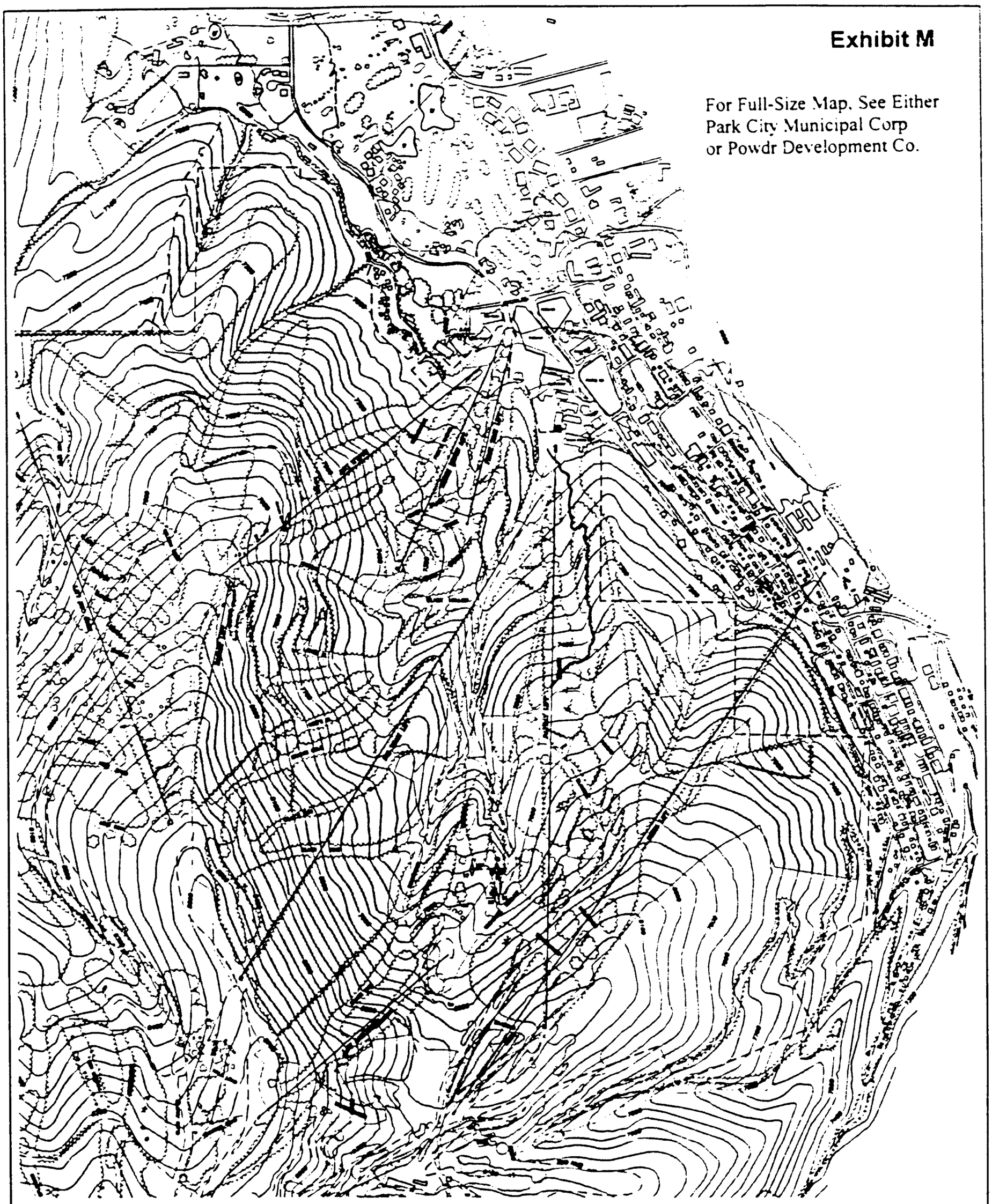
Property Name	Hotel	Studio	One Bdrm	Two Bdrm	Three Bdrm	Four Bdrm	Five Bdrm	Maximum People
Acorn Chalet	2		2	1				10
All Seasons				7	7			98
Alpenhof			2	6	1			52
Chamonix Groupe & Chalets	25	1		6	4			120
Chateau Apres	52							104
Doublejack				6				36
Edelweiss				38				228
Empire Coalition				17	2			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

Planning Commission
Staff Report

PARK CITY 1884
PLANNING DEPARTMENT

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

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

Description

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

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

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

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

(1) size and location of the Site;
No unmitigated impacts.
The base terminal of the Crescent lift will be adjacent to the Alpine Coater start

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

(2) traffic considerations including capacity of the existing Streets in the Area;
No unmitigated impacts.
The Crescent lift is designed to accommodate existing demand. No increase of traffic is anticipated.

(3) utility capacity;
No impacts requiring mitigation.
All utilities are in place, power will be connected to existing system.

(4) emergency vehicle Access;
No unmitigated impacts.
Emergency vehicles have access to the top and bottom of the proposed lift via existing roads and access-ways during the summer months. During the winter months emergency access is available by snowmobile, snow cat, and helicopter. An emergency vehicle route is also available to the existing plaza from Lowell Ave.

(5) location and amount of off-Street parking;
No unmitigated impacts.
The existing PCMR parking is used for winter operations. Approximately 1,500 spaces are available.

(6) internal vehicular and pedestrian circulation system;
No unmitigated impacts.
The existing plazas and walkway will continue to be used.

(7) fencing, Screening, and landscaping to separate the Use from adjoining Uses;
No unmitigated impacts.
After construction, the disturbed area will be re-vegetated. No fencing or screening is proposed.

(8) Building mass, bulk, and orientation, and the location of Buildings on the Site; including orientation to Buildings on adjoining Lots;
No unmitigated impacts.
The size of the terminal is smaller than the existing Payday terminal. Maintenance access and lift line are planned to be out of the main circulation of the ski run. The new lift will be more visible from the base than the Ski Team lift. The construction of a new chairlift from the base area will not impact the view adversely due to the existing recreational use of the area.

(9) Usable Open Space;
No unmitigated impacts.
The Crescent lift covers approximately 12 acres of the entire 3,300 acre ski area.

(10) signs and lighting;
No unmitigated impacts.
Existing directional signs will be used for this project. No additional lighting is proposed or required for this project.

(11) physical design and Compatibility with surrounding Structures in mass, scale, style, design, and architectural detailing;
No unmitigated impacts.
The new lift terminals and towers will be painted to match the existing terminals and towers.

(12) noise, vibration, odors, steam, or other mechanical factors that might affect people and Property Off-Site;
Impacts require mitigation
The Crescent lift will operate during the normal operating hours adding no significant noise to the operation. The existing drainage ditch will be relocated to a piped system to reduce sedimentation impacts. At the time of writing this report no storm water pollution prevention plan (SWPP) has been approved by the City. Drainage of the site flows into Negro Hollow Creek and is therefore regulated. A pre and post sediment detention basin will be required. This must be identified within a SWPP. A stream alteration permit through the Utah Department of Natural Resources will be required as part of the SWPP. City approval of a SWPP is a condition of approval.

(13) control of delivery and service vehicles, loading and unloading zones, and Screening of trash pickup Areas;
No unmitigated impacts.
Few, if any delivery vehicles are expected after the initial construction of the lift. Access for delivery and service vehicles will be via existing roads and plaza accesses.

(14) expected Ownership and management of the project as primary residences, Condominiums, time interval Ownership, Nightly Rental, or commercial tenancies, how the form of Ownership affects taxing entities; and
No unmitigated impacts.
The property is leased to Park City Mountain Resort from United Park City Mines Co.

(15) within and adjoining the Site, impacts on Environmentally Sensitive Lands, Slope retention, and appropriateness of the proposed Structure to the topography of the Site.
No unmitigated impacts.

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

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

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

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

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

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

Consequences of not taking the Suggested Recommendation
The Ski Team lift could not be replaced and realigned.

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

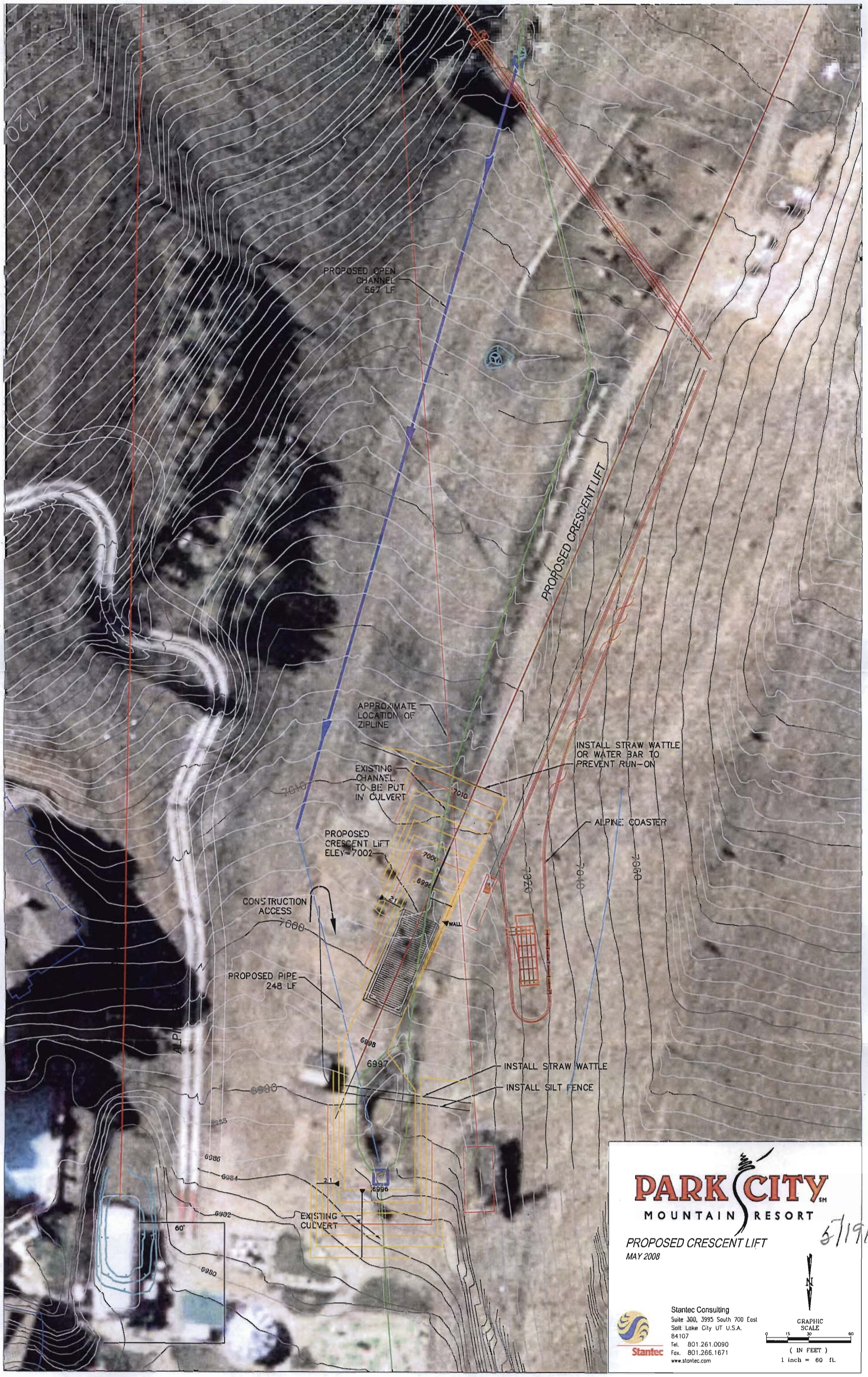
Findings of Fact:
1. The property is located at 1345 Lowell Avenue.
2. The zoning is Recreation and Open Space (ROS).
3. A Ski Lift is a conditional use in the Recreation and Open Space zone.
4. A helicopter and a construction mitigation plan have been provided by the applicant.
5. The lift has been designed to avoid clearance conflicts for the zip-line and alpine coaster.
6. Total area of the project will be 12 acres.
7. The Crescent lift is approximately 7,000 feet long with an elevation change of 1,743 feet.
8. The uphill capacity of the new lift is 2,400 persons per hour.
9. At the time of writing this report no storm water pollution prevention plan (SWPP) has been approved by the City. Drainage of the site flows into Negro Hollow Creek

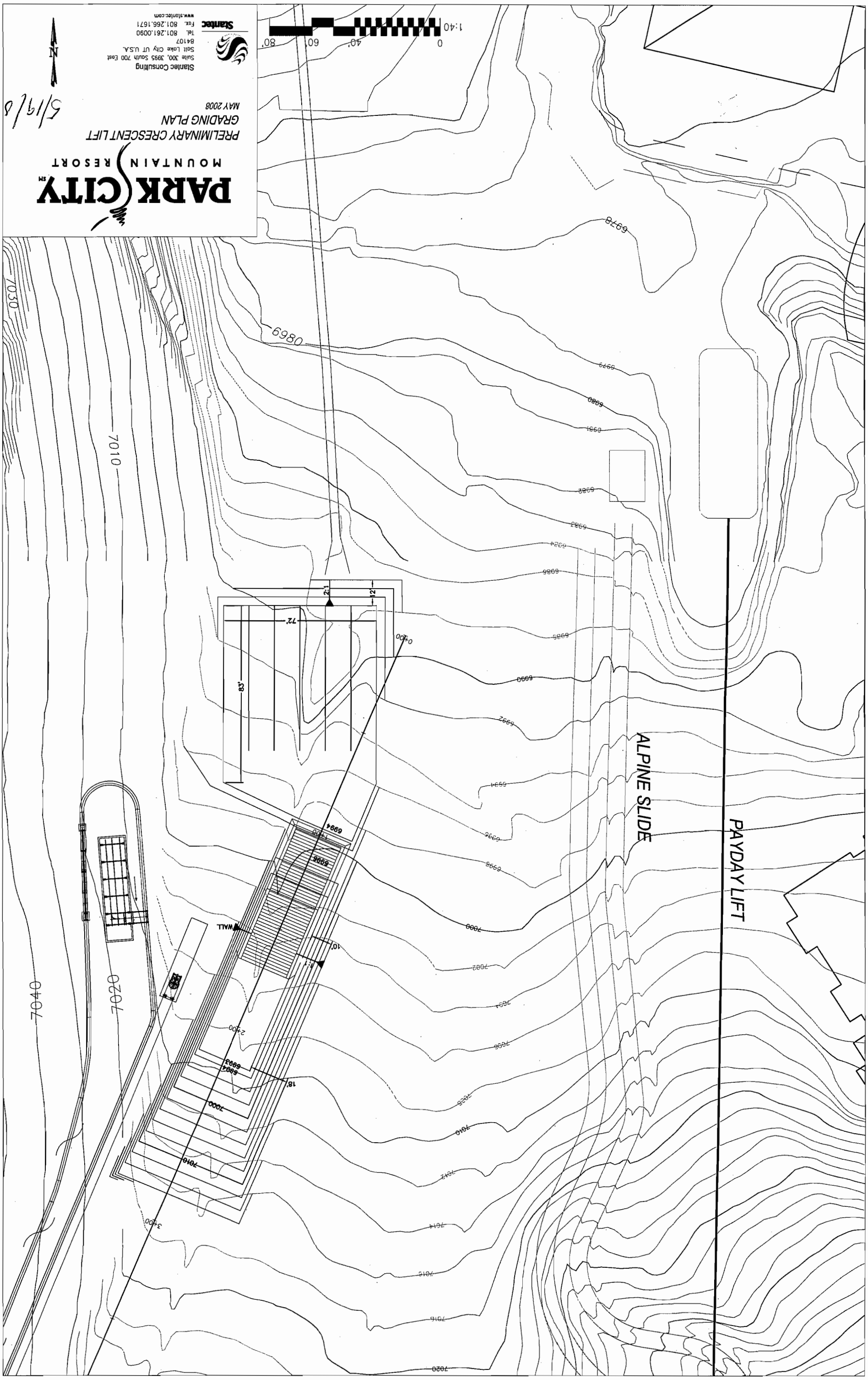
and is therefore regulated. A pre and post sediment detention basin will be required. This must be identified within a SWPP. A stream alteration permit through the Utah Department of Natural Resources will be required as part of the SWPP.
10. The size of the Cresent Lift terminal is smaller than the 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.

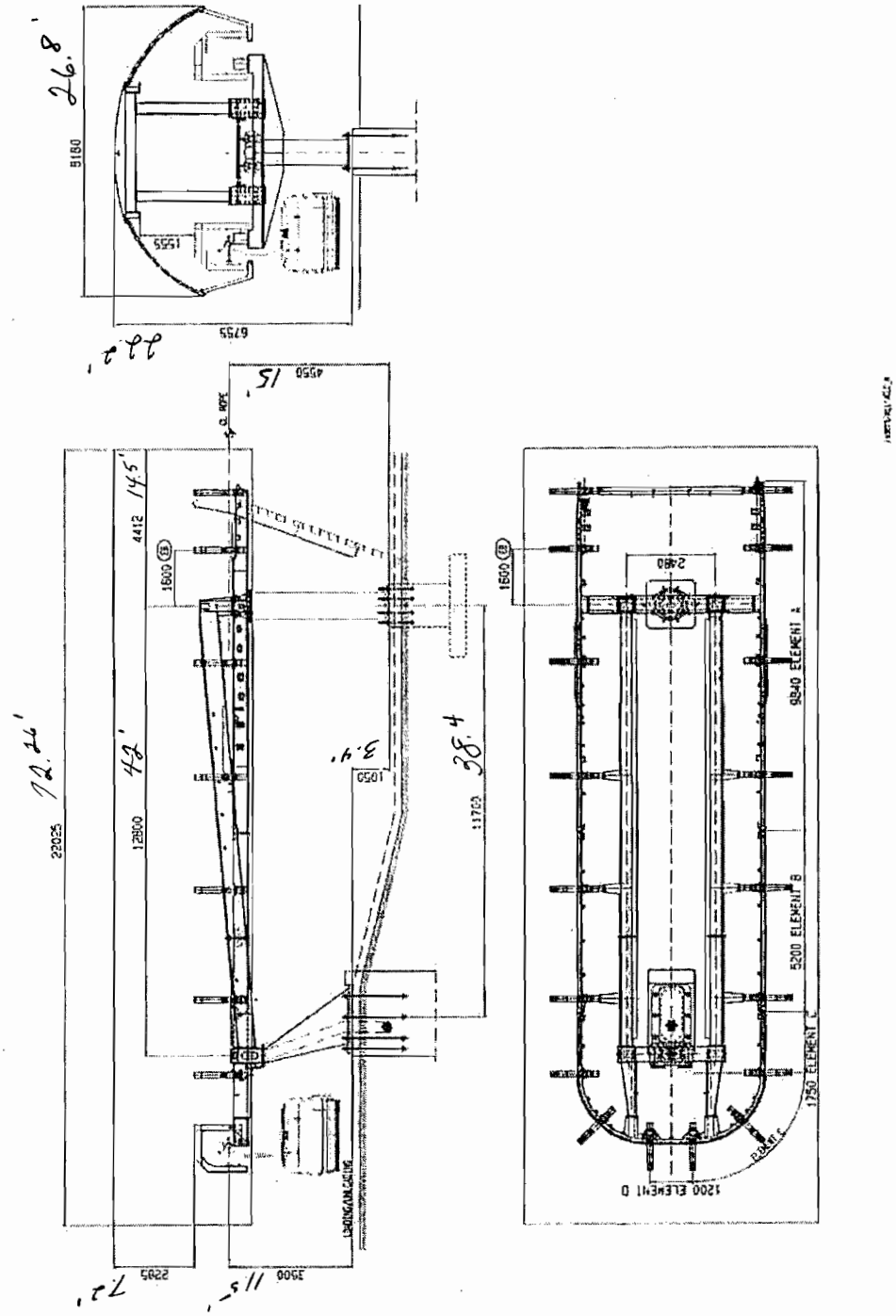
Conditions of Approval:
1. Adherence to presented helicopter and construction mitigation plans.
2. If tower height exceeds 28' (feet) approval may be subject to a administrative review to be made by Planning Staff as per LMC 15-2.7-4 (A)(4).
3. Approval of a Storm Water Protection Plan by the City must be obtained prior to issuance of a permit for the construction of the new Crescent Lift.

Exhibits
Exhibit A- Site Plan and Site Location
Exhibit B- Grading Plan
Exhibit C- Lift Details and Picture
Exhibit D – PCMR Mountain Upgrade Plan


PROPOSED OPEN CHANNEL 567 LF
PROPOSED CRESCENT LIFT
APPROXIMATE LOCATION OF ZIPLINE
INSTALL STRAW WATTLE OR WATER BAR TO PREVENT RUN-ON
EXISTING CHANNEL TO BE PUT IN CULVERT
ALPINE COASTER
PROPOSED CRESCENT LIFT ELEV=7002
CONSTRUCTION ACCESS
PROPOSED PIPE 248 LF
INSTALL STRAW WATTLE
INSTALL SILT FENCE
EXISTING CULVERT
7120
7010
7000
6998
6997
6996
6994
6992
6990
6986
6984
7020
7040
7060
2:1
60'
WALL
PARK CITY SM
MOUNTAIN RESORT
PROPOSED CRESCENT LIFT
MAY 2008
5/19/08
N
Stantec Consulting
Suite 300, 3995 South 700 East
Salt Lake City UT U.S.A.
84107
Tel. 801.261.0090
Fax. 801.266.1671
www.stantec.com
Stantec
GRAPHIC SCALE
0 15 30 60
(IN FEET)
1 inch = 60 ft.

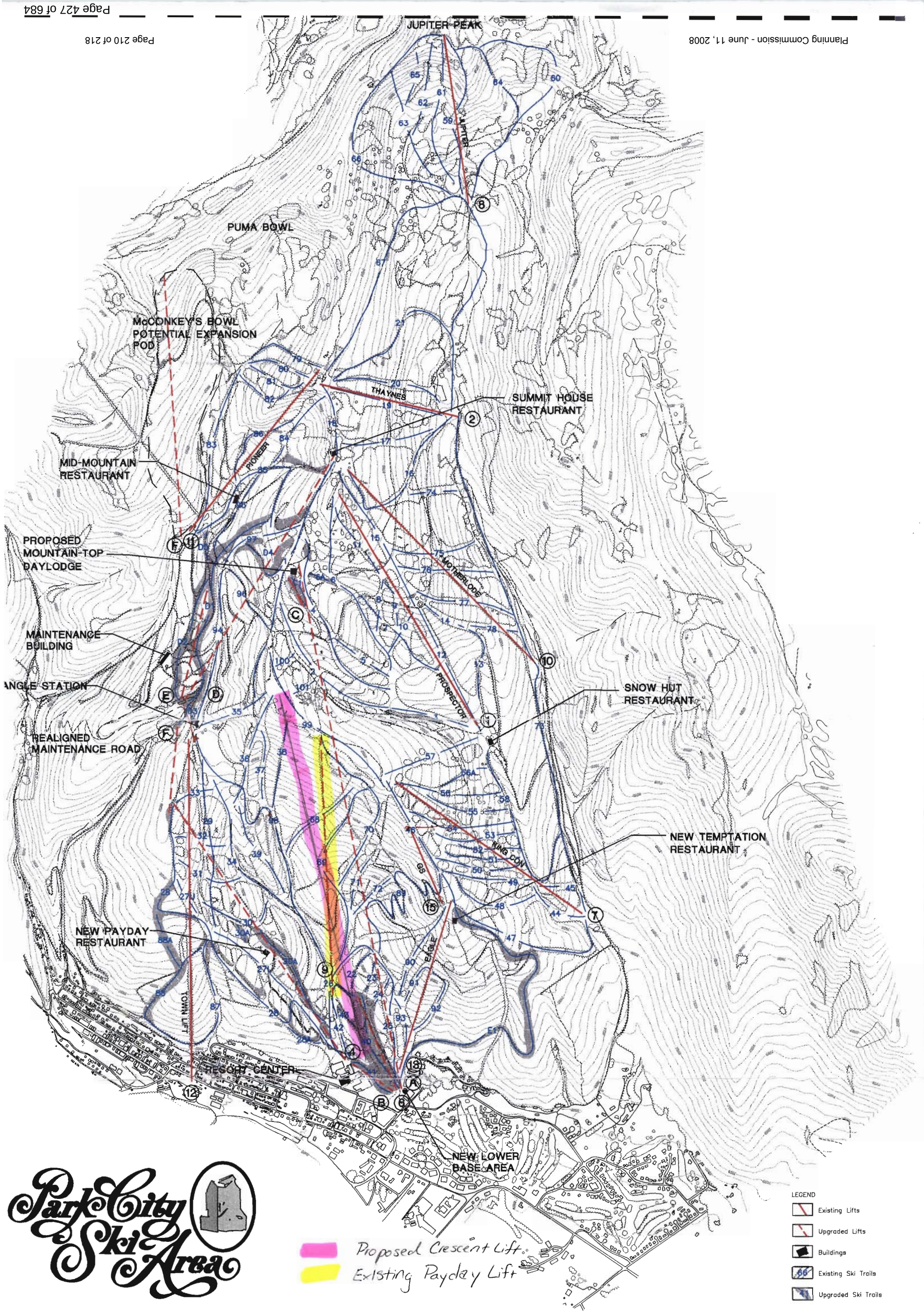

PARK CITY
MOUNTAIN RESORT
PRELIMINARY CRESCENT LIFT
GRADING PLAN
MAY 2008
Stantec Consulting
Suite 300, 3995 South 700 East
Salt Lake City UT U.S.A.
84107
Tel. 801.261.0090
Fax. 801.266.1671
www.stantec.com
Stantec
N
0
40'
60'
80'
1:40
6/19/08
ALPINE SLIDE
PAYDAY LIFT
7030
7010
7040
7020
6980
6990
7000
7010
7020
2:1
12'
72'
83'
10'
18'
WALL

5.6 4-CLD UNIGS «M» (GAUGE 4.8 m)



Crescent Waterway Tr 5/19/08

peruvian express



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:
sno.engineering
USA LITTLETON, NH FRISCO, CO BELLEVUE, WA
CANADA WHISTLER, BC
JAPAN TOKYO

RECEIVED
JUL 22 2003
PARK CITY
PLANNING DEPT.

Ski Area Upgrading

DATE: AUGUST 1996
CONTOUR INTERVAL=10ft
0 500 1500ft

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

April 25, 2022

Park City Mountain
1375 Munchkin Road
Park City, UT 84060

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

NOTICE OF PLANNING DIRECTOR

Description

Address:	PCA-S-98-PCMR-1, PCA-29-A, PCA-29-D, PCA-1003, SA-402-A, SA-253-B-2
District:	Recreation and Open Space (ROS), Sensitive Lands Overlay (SLO)
Application:	Administrative Conditional Use Permit
Project Number:	PL-22-05145
Action:	APPROVED WITH CONDITIONS (See Below)
Date of Final Action:	April 25, 2022
Project Summary:	Park City Mountain proposes to upgrade two ski lifts: Silverlode (to remain in the same location) and Eagle (to be realigned and extended).

Action Taken

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

Findings of Fact

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

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 SCHOOL DISTRICT

2700 KEARNS BOULEVARD
PARK CITY, UT 84060

OFFICE: (435) 645-5600
FAX: (435) 645-5609

May 1, 2026

To the Park City Planning Department and Planning Commissioner(s):

On behalf of the Park City School District and Park City High School, I'm pleased to submit this letter of support regarding our long-standing parking collaboration with Park City Mountain.

For several years, the District has leased the high school parking lots to Park City Mountain from December 1st through April 30th. This agreement applies to agreed-upon weekends and school holidays (6:00 a.m. to 6:00 p.m.) when school is not in session.

Our professional relationship has been consistently positive and collaborative. Operations under this agreement are seamless, defined by clear expectations, mutual respect, and proactive communication. Any logistical challenges are addressed promptly and constructively, ensuring minimal impact on our facilities.

This partnership represents a significant collaboration between two local pillars. Beyond the lease agreement, we value the resort's proactive cooperation and their steadfast commitment to a parking management strategy that benefits the entire Park City community. We're excited to continue working together for the benefit of our residents and visitors.

Respectfully,

L. Huntsman

Lyndsay Huntsman
Superintendent
Park City School District

EDUCATIONAL EXCELLENCE

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

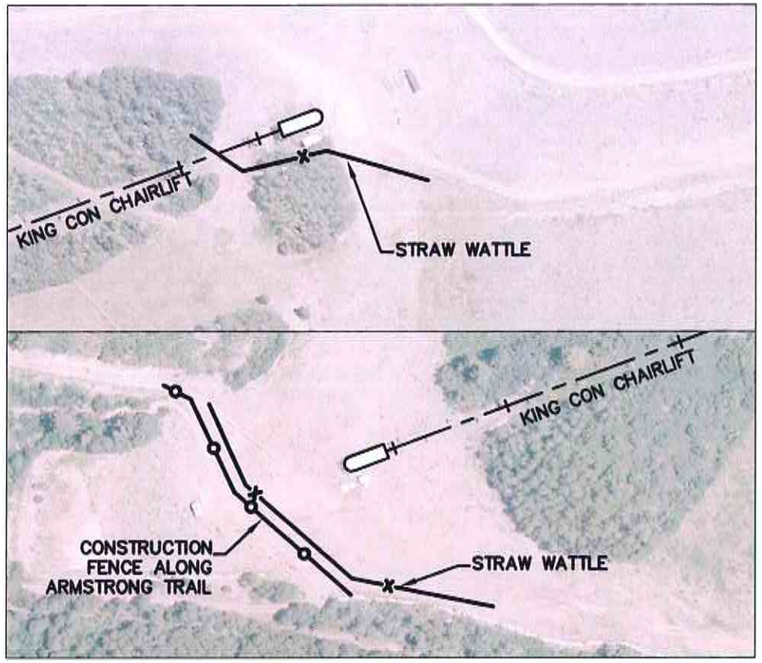
1. All standard conditions of approval apply to this Conditional Use Permit.
2. A building permit, approving the construction and the construction mitigation plan, must first be obtained from the Building Department prior to construction.
3. A building permit shall be issued within one year of this approval 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.

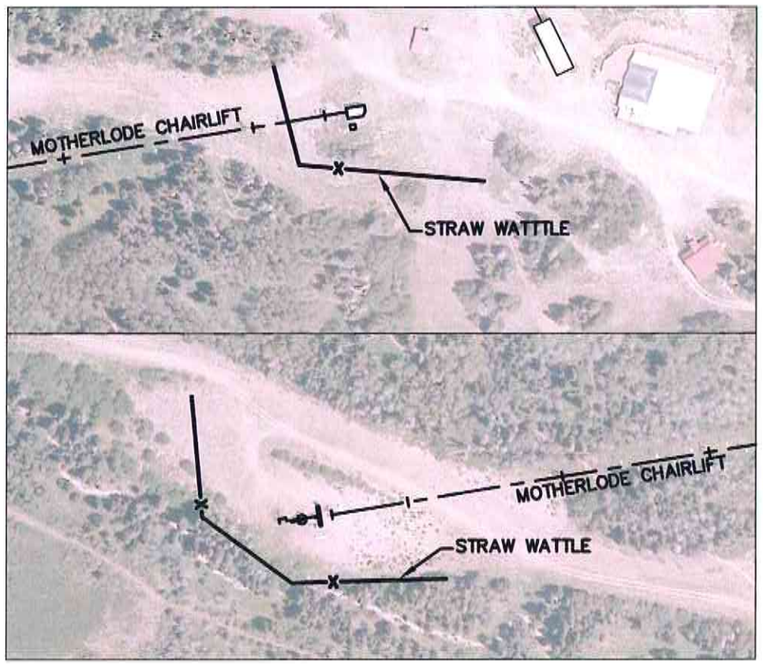
5. All public trails adjacent to work areas shall be protected from any potential construction impacts.
6. There are no significant fiscal or environmental impacts that result from this application as conditioned.

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.

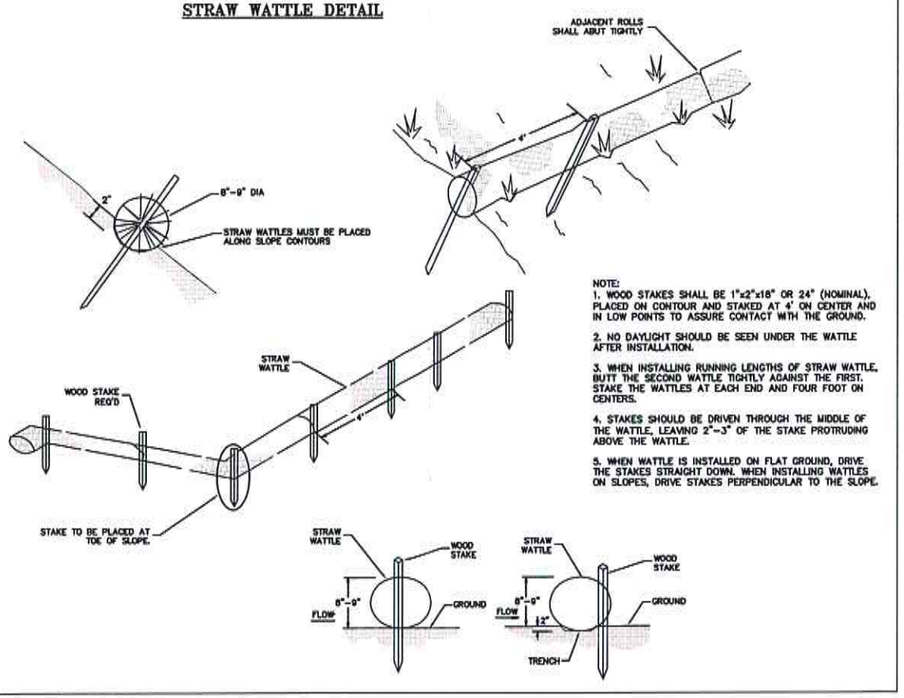


2. ATTACH ORANGE CONSTRUCTION FENCING TO THE T-POSTS.



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.

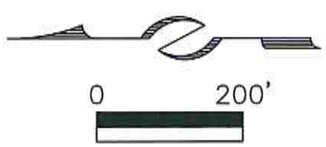
3. WHEN INSTALLING RUNNING LENGTHS OF STRAW WATTLE, BUTT THE SECOND WATTLE TIGHTLY AGAINST THE FIRST. STAKE THE WATTLES AT EACH END AND FOUR FOOT ON CENTERS.

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.



(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

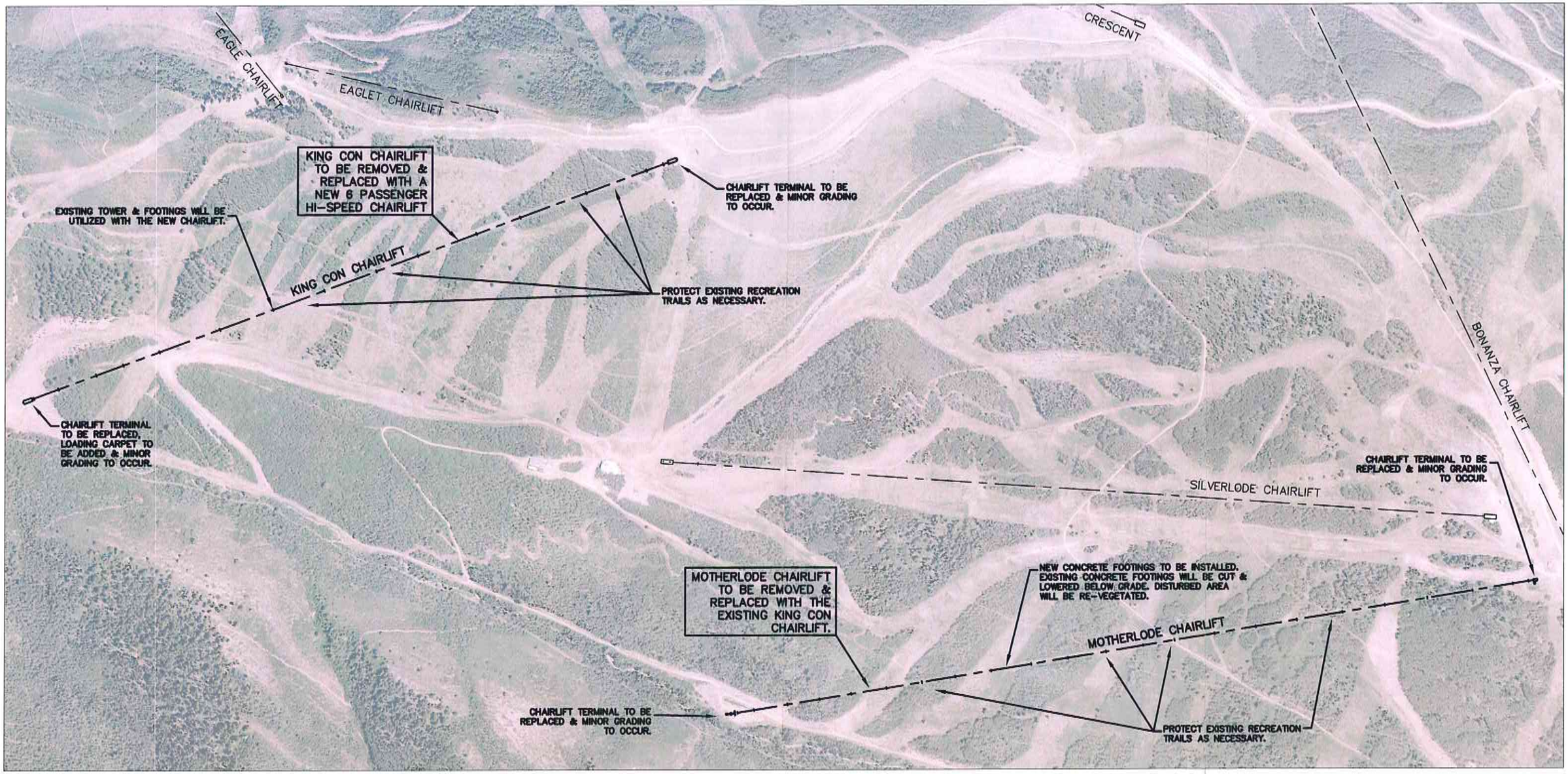
PARK CITY MOUNTAIN RESORT

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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FEB 02 2015
PARK CITY PLANNING DEPT



(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

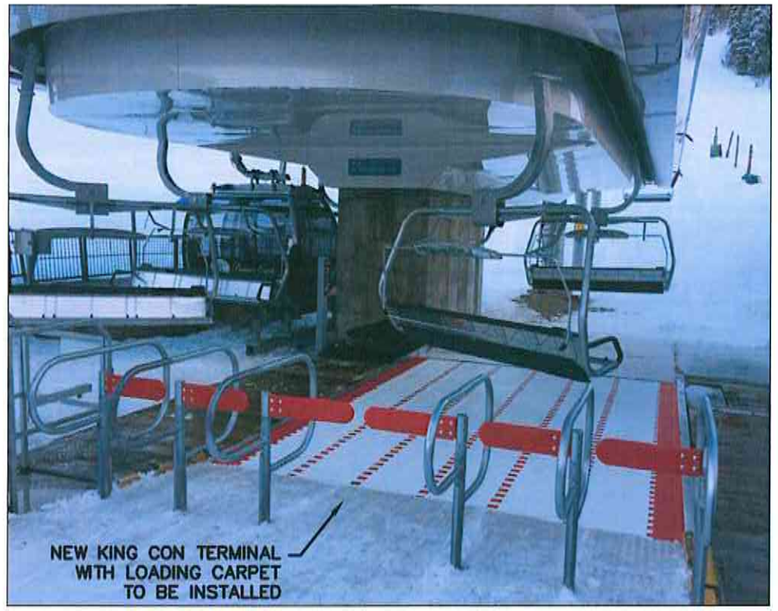
2015 CHAIRLIFT IMPROVEMENTS SITE PLAN

FOR: VAIL
JOB NO.: 7-11-14
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SHEET 1 OF 3

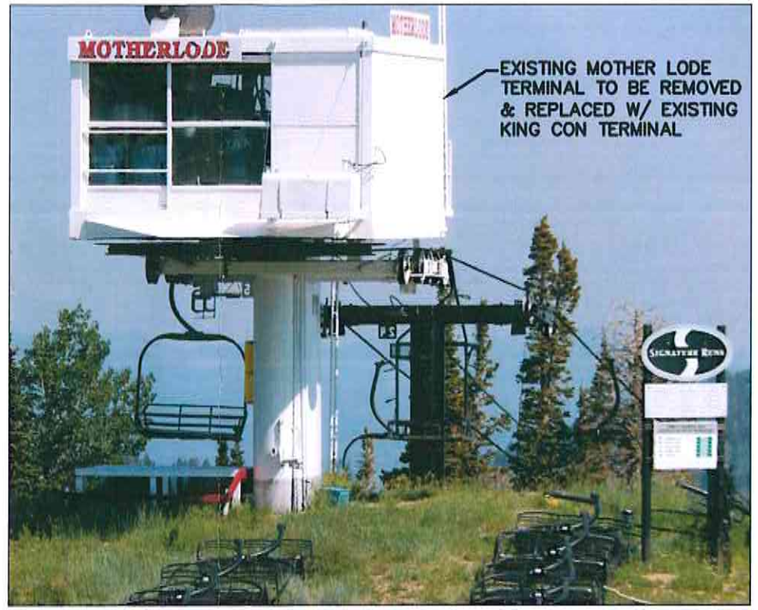
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PARK CITY PLANNING DEPT.



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

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

Public Input Exhibit

May 8, 2026

Dear Planning Commissioners,

The Park City Chamber of Commerce strongly supports the proposed replacement of the Eagle lift and the upgrade to Silverlode Express at Park City Mountain Resort. We urge the Planning Commission to approve both applications.

Park City is a resort town. That's not just how we describe ourselves — it's the foundation of our economy, our community, and our quality of life. When the resort thrives, so do the businesses, nonprofits, employees, and residents who depend on it. Supporting smart investment in resort infrastructure isn't just good for visitors. It's good for all of us who live and work here.

These are not expansion projects. They are long-overdue modernizations. The Eagle lift are more than 30 years old. Replacing them with a single modern chairlift will ease congestion in one of the mountain's busiest zones. Upgrading Silverlode Express will shorten wait times on a key route connecting skiers and riders to terrain, dining, and amenities. The result is a better experience — shorter lines and smoother flow — for guests and locals alike.

These upgrades come at no cost to taxpayers. This is private investment working within established public frameworks. Parking and traffic concerns are being managed through the Resort's Parking Management Plan, which has improved the resident and visitor experience.

Choosing not to reinvest carries real risk: declining guest satisfaction and reduced competitiveness. With the 2034 Olympic Winter Games on the horizon, continued investment in our resort infrastructure has never mattered more.

The process has been transparent and community-minded at every step — a well-attended public open house, a Planning Commission site visit, and ongoing collaboration between the resort and city.

We urge the Planning Commission to approve both applications. Thank you for your service to our community.

Sincerely,

Jennifer Wesselhoff
President & CEO
P 435-649-6100 | M 928-300-8229
Park City Chamber of Commerce &
Visitors Bureau
ParkCityChamber.com |
VisitParkCity.com

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Sincerely,

Jennifer Wesselhoff
President/CEO
Park City Chamber of Commerce & Visitors Bureau

Aldy Milliken
Chair

Park City Planning Commission

445 Marsac Avenue

Park City, Utah 84060

Re: Letter of Support — Proposed Silverlode Express and Eagle Chairlift Replacements at Park City Mountain Resort

Dear Members of the Park City Planning Commission:

I write to you in strong support of the proposed replacement of the Silverlode Express and Eagle chairlifts at Park City Mountain Resort. I do so from several perspectives that I believe are directly relevant to the Commission's deliberations: as the Medical Director of the Park City Mountain Resort Clinic, as a physician who has practiced medicine in Park City for the past 22 years, and as someone who grew up here, attended and graduated from Park City High School, and retains deep personal ties to this community.

In my role as Medical Director of the resort clinic, I have a front-row view of how lift infrastructure directly affects guest and worker safety. High-density lift queues — particularly at heavily utilized mid-mountain lifts like Silverlode and the base-area Eagle and Eaglet lifts — are a consistent contributing factor in crowding-related incidents, falls in lift lines, and the general physical stress that precedes many of the injuries we treat. Replacing the current Silverlode 6-passenger lift with a new 8-passenger detachable high-speed chairlift, and consolidating the Eagle and Eaglet lifts into a modern 6-passenger detachable with a midstation, would meaningfully reduce queue congestion and improve the orderly flow of guests across the mountain. Fewer bottlenecks translate directly to fewer incidents. From a public health and safety standpoint, these projects have clear merit.

I also want to speak to what these improvements mean for the resort's workforce. The staff of the resort clinic, ski patrol, ski and ride school, and the broader mountain operations team are integral parts of the Park City community. Efficient lift infrastructure reduces the physical demands placed on employees who manage lift lines and respond to incidents in crowded terrain corridors. A modern Eagle Express with a midstation unload option will also improve access and evacuation options for ski and ride school—a consideration with direct implications for the safety of instructors, children, and beginners who depend on that lift corridor every day.

As someone who grew up in Park City and graduated from Park City High School, I understand well the complexity of feelings that residents hold about resort development. I share the desire to see this mountain remain the place that has defined this community for generations — accessible, vibrant, and worth protecting. These proposals are not expansions of the resort's footprint; they are same-alignment replacements that

modernize aging infrastructure while using native species revegetation to restore any areas disturbed during construction. The scope is appropriately modest and the benefit to the guest and worker experience is substantial.

Park City Mountain Resort is one of the most important economic and cultural centers of this valley. Maintaining and improving its infrastructure is not merely a matter of guest convenience — it sustains the livelihoods of the families, employees, and businesses that make Park City what it is. I respectfully and enthusiastically urge the Commission to approve both projects.

Thank you for your time and for your service to this community.

Respectfully,

Charles Morrison, MD

Medical Director, Park City Mountain Resort Clinic

Park City, Utah

May 7, 2026

Dear Park City Planning Commission,

As a local skier in 84098 and devoted Farm Team dad, I am writing to express my strong support for the proposed replacements of the Eagle and Silverlode lifts.

The current infrastructure struggles to meet demand, leading to significant congestion that impacts the overall experience. Upgrading these two lifts is a necessary step in modernizing the resort and ensuring PCMR remains a world-class destination.

These replacements represent an investment in our community's outdoor culture. By improving mountain flow, we can better serve the local athletes and families who rely on these facilities throughout the winter season.

I believe these projects are essential for the continued success and sustainability of the resort. I urge the Planning Commission to approve the applications for both the Eagle and Silverlode upgrades.

Thank you for your time and for your dedication to our community.

Sincerely,

Scott Shapiro

Jeremy Ranch

May 7, 2026

Dear Members of the Planning Commission,

We are writing in support of the proposed upgrades to the Eagle Lift and Silverlode Lift at Park City Mountain.

As a Park City family with two children actively participating in ski programs based at the resort — Grace (7) and Lincoln (14) — we experience first hand both the incredible value the mountain brings to this community and the increasing strain placed on aging infrastructure during peak periods.

The proposed lift improvements represent an important investment in skier safety, mountain circulation, and the overall guest experience for residents and visitors alike. Long lift lines and congestion at key access points not only diminish the experience on the mountain, but also create operational bottlenecks that affect ski school programs, local families, and the broader community that depends on winter recreation.

Park City has long been recognized as one of the premier mountain destinations in the world. Maintaining that reputation requires thoughtful modernization of infrastructure to meet current demand and improve efficiency. Upgrading Eagle and Silverlode would help disperse skiers more effectively, reduce wait times, and improve access across the mountain for all ability levels.

Importantly, these upgrades support the quality of life that draws families to Park City in the first place. Our children spend countless hours developing confidence, discipline, friendships, and a love for the outdoors through skiing. Continued investment in the mountain experience helps preserve those opportunities for local families and future generations.

We appreciate the Commission’s thoughtful consideration of this proposal and respectfully encourage approval of the lift upgrades.

Sincerely,

Brent & Brynn Hill

Park City

May 6, 2026

Dear Park City Planning Commission,

I am writing to you, as both a local employer, and a dedicated resident of our community for 25 years, to express my strong support for the proposed ski lifts upgrades at Vail Resorts.

Vail Resorts' success benefits our entire community. Modernizing these lifts improves mountain access, reduces base congestion, and shortens wait times. Something we can all enjoy! It improves the entire experience – for everyone. Without these upgrades, we will inevitably see a decrease in skier visits- which significantly impacts local businesses and our regional economy.

I applaud Vail Resorts for making significant efforts to gather input from the community before moving forward with these projects. Their willingness to listen and incorporate feedback demonstrates genuine commitment to working in partnership with local residents and stakeholders.

And if you want to talk about commitment to our community, let's discuss the Vail Promise. Park City Mountain, via Vail Promise, regularly supports local organizations like the National Ability Center, Youth Sports Alliance, the Community Foundation and many others – giving nearly $6M annually to our communities with cash and in-kind donations. Their generosity merits recognition.

Vail Resorts also employs thousands of individuals from surrounding communities, making their success a shared benefit for us all. Supporting these upgrades means supporting jobs, local businesses, and the broader economic health of our region.

I respectfully ask the Commission to move this project forward. By embracing these improvements, we show our commitment to progress, partnership, and a vibrant future for all of Park City.

Respectfully,

Courtney Morrison,

Resident of 84060

Local employer, skier & community member

May 4, 2026

Hi,

I'm writing in to voice my support for the proposed two lifts. We have place on 1471 Crescent Road, very close to this proposed lifts.

Thank you for your consideration.

Luke Derheim

April 20, 2026

I am writing this to express my support for lift improvements proposed at the Park City Mountain base area. I am an owner in the Canyons base area and feel that these would significantly improve the experience on the mountain (especially Silverlode as that is always a major pinch point). I would be happy to discuss in more detail over a call if that would help clarify my position.

Thanks!!

Dave Rich

April 17, 2026

I wish to make a submission to the Planning Commission concerning the proposed Park City Mountain Resort Lift Upgrades.

I write in support of the proposed upgrades, specifically the Silverlode, Eagle and Eaglet Lifts.

As an owner of a condominium at Park Station since 1990 and a regular visitor to Park City from Australia, the Park City Mountain Resort has always been a popular and well-regarded ski resort in the USA. In order to continue this international reputation and the resort's skiier experience, it is critical that the resort owners are able to upgrade their lifts to cope with increased demand and to ensure that their lift equipment is modernized in terms of safety and efficiency.

I therefore urge the Planning Commission to approve the proposed upgrades submitted by Park City Mountain Resort.

Yours sincerely,

Ron Broadhead

April 16, 2026

Hi Park City Planning Commission,

As an owner at Snowflower Condominiums, I favor the new Eagle lift and the new Silverlode lift and hope they are approved and in use by next season.

Respectfully,

Jamie Ogle

April 16, 2026

Hello,

My name is Nick Berghoff and we own property near the Park City Base. I am writing to you to express my support for the lift upgrades before the planning commission.

These improvements are intended to move skiers more efficiently, reduce congestion, and enhance the overall mountain experience. These upgrades would be an important investment in the long-term vitality of Park City, particularly at the Park City base area, which has not seen the same level of investment as Canyons Village. Our community depends on a smooth resort experience and improvements like these not only benefit guests but also support property values and overall appeal of our area.

Thank you,

Nick Berghoff

April 15, 2026

I am writing to express my support for the planned upgrades to the ski lifts. We own a condo in Snowflower and have skied at the resort for many years, prior to Vail ownership. These lifts do need an upgrade and improving skier traffic flow and safety is important.to us. I was against the last plan due to traffic configurations and the construction planned which would have been too much for the area. I hope this new plan meets your requirements so the ski area can evolve to support the number of skiers.

--

Lynn Barclay

March 31, 2026

Hello John, we haven't met, I'm Liz Lee, i live in Park Meadows.

I am reaching out to thank you for stepping up and asking 'the question' re the carrying capacity and how, if the lift upgrades increase capacity (as stated by PCMR), it doesn't also increase CC (an oxymoron?). This is an important question and central to traffic, parking, resort expansion and most importantly in my mind, the quality of the skiing and living in our town. We're already skiing on packed slopes (dangerous and a bummer) on many days. It's Vail (and i suppose those who value not standing in line over the actual skiing experience) who is the real benefactor here, not our town or the skiers. If this happens we won't be able to put it back in the bottle. The expansion will come next (to accomodate all the skiers); Is that what is best for our town and locals?

We're at a serious fork in the road and have been for some time, with Vail, on the 'mountain village' side. They can have Canyons (they already are) but those of us living in PC proper value/deserve the lifestyle we all came here for; sure, let them replace the

lifts with the same capacity (as dictated by the previous plan, there was a reason for that) if necessary, and those who don't want to stand in line can go to the Canyons. The essence of our town is about a lot more than skiing and if this upgrade happens as outlined, we will be living in a skiing mecca with a substantial loss of overall quality of life for all of us, particularly in the town limits.

Anyone who lived here for 2002 knows that while the Olympics are great fun, there is life after the Olympics, and we will all be living in the wake of it and these kinds of decisions.

Thank you for your service to all of us and our town, and thanks for reading this.

Best,

Liz Lee

Elizabeth Lee

March 26, 2026

Good afternoon,

I know there was a meeting yesterday that I unfortunately missed but I did want to express my support for the lift expansions and upgrades (Silverlode and Eagle) as the owner of a condo at the base (The Lodge at Mountain Village).

I believe these improvements will help offload crowding at the base, improve visitor satisfaction, and help prepare Park City resort for the upcoming Olympics.

Thank you for your consideration.

James Wooldridge

March 25, 2026

Park City Planning Commission - Thank you for your thoughtful review of the proposed Eagle and Silverlode lift upgrades. As a frequent skier at Park City Mountain and a neighbor to and rider of the Eagle lift, I have seen that increasing the capacity of these lifts will improve the skier experience on the mountain, while reusing existing lift routes. I support this application for these lift upgrades.

Ben Farrow

March 24, 2026

I know tomorrow, Wed 25th meeting will likely have a ton of public input so I'm putting mine in writing to help with timing. I own a condo at the Snow Flower Condominium complex. I have some concerns about the Eagle terminal placement. I had an opportunity to express concerns with Dierdra Walsh and her staff a few weeks ago and they assured me concerns would be addressed, i.e., moving the terminal placement 10-20' laterally, keep the ski in/ski out access open for Snow Flower owners and guests to all 4 buildings, assure excavation will be designed so snow melt will not infiltrate the Snow Flower Complex, lift lines will be controlled more efficiently (it's already a cluster and putting the terminal so close to Firsttime could propose major jam ups), noise problems and I asked them to find another area to store their snowmobiles, cats and other equipment. They indicated that Royal Bathrooms will stay status quo for now but that was not as big of an issue. All in all, I feel this is a necessary upgrade to help facilitate better access to the top of the mountain and hope they address the concerns outlined. I also support the application for the replacement of the Silverload chair with an 8 passenger lift.

Teri Whitney

March 23, 2026

We own three homes in Park City including one on Three Kings Dr. We've been skiing PC for over 30 years and travel to PC 8-10 times per year. It's our home away from home. The new lift is a critical upgrade. Selfishly, it will make it easier to access the mountain for people staying in the Three Kings area. More importantly it should alleviate a lot of traffic at the Payday and Crescent lift. Moving it down close to the parking lot is a great move that will make it easier to access. However, if it terminates at the current termination of the Eaglet lift it appears you will only have access to King Con runs. You have to give skiers the opportunity to get off the new lift and get to Silverload. If not than the only access is to King Con and you've blown and great opportunity to allow people to immediately access the upper portion of the ski resort and/or an immediate trip over to the Canyons side via Quick Silver Gondola. Please take the termination point up to where the King Con left drops off.

Dan Van Dresser

March 22, 2026

To whom it may concern

Re: Park City Lift Replacements and CCC

I support the approval of the conditional permit for the proposed lift replacement.

The current debate focuses on whether these lift replacements materially increase Park City Mountain's Comfortable Carrying Capacity (CCC), which is defined in the Development Agreement as a function of uphill capacity on the resort's 10th busiest day. That distinction matters, because not all lift capacity contributes equally to CCC.

The primary project — replacing the Silverlode Express — is a mid-mountain lift in an existing circulation bottleneck. Mid-mountain lifts do not introduce new skiers to the mountain; they redistribute skiers already present. Increasing capacity in this location improves flow, reduces congestion, and shortens lift lines, but it does not materially change the number of skiers arriving at the resort. While it may slightly increase utilization of nearby terrain, its effect on CCC is fundamentally different from adding or expanding a base-area lift.

The second project replaces an aging fixed-grip Eagle lift with a modern detachable chair. While this does increase nominal uphill capacity, it replaces existing infrastructure rather than creating a new access point. Any net increase is modest in the context of the resort's total system capacity and should be evaluated accordingly.

Concerns about traffic and parking also deserve context. Park City Mountain has already implemented paid parking and reservation requirements, which function as a practical cap on daily vehicle access. When parking reservations are unavailable, guests are diverted to remote lots and transit options. This system not only limits peak-hour traffic but also spreads arrival times, reducing congestion rather than increasing it. Importantly, this parking policy constrains demand independently of lift capacity.

From a broader industry perspective, lift infrastructure alone is not a meaningful driver of skier visitation unless it is dramatically superior or inferior. Park City Mountain continues to operate a comparatively high proportion of older fixed-grip lifts relative to peer resorts. These proposed upgrades do not make the resort an outlier; they simply bring key components closer to modern standards.

In that light, these projects should be viewed as experience-preserving investments, not growth drivers. They improve safety, circulation, and reliability for skiers already visiting the resort. Absent other changes, any future increases in visitation would more plausibly reflect broader industry trends, Utah tourism growth, or regional demand — not the marginal effects of these lift replacements.

If Park City wishes to revisit how CCC is calculated or enforced, that discussion should occur transparently and holistically. But treating targeted lift replacements as de facto capacity expansions misrepresents how ski areas actually function and risks undermining necessary infrastructure investment that supports the existing local economy. For these reasons, I encourage an affirmative vote for the conditional permit.

Regards,

Kevin Wallace

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

Planning Commission
Staff Report

Subject:	**Park City Mountain** **Silverlode Lift** **Parcel PCA-S-98-PCMR-1**
Application:	**PL-26-06820**
Authors:	**Nan Larsen, Senior Planner** **Lillian Zollinger, Planner III** **Virgil Lund, Planner II**
Date:	**May 13, 2026**
Type of Item:	**Administrative – Conditional Use Permit**

Recommendation

(I) Review and provide input on the parking and traffic plan for Park City Mountain's Conditional Use Permit (CUP) application to replace the Silverlode lift with an eight-passenger lift, (II) conduct a public hearing, and (III) continue the public hearing to May 27, 2026, for possible Final Action.

Description

Applicant:	Park City Mountain Representative: Deirdra Walsh, VP-COO
Location:	Parcel PCA-S-98-PCMR-1
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]

CUP	Conditional Use Permit
LMC	Land Management Code
MPD	Master Planned Development

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

Summary

On January 27, 2026, Park City Mountain applied for a CUP to replace the Silverlode lift with an eight-passenger detachable lift (Exhibit A: *Applicant's Silverlode Lift Narrative*; Exhibit B: *Silverlode Lift Proposed Plans*).

[1] LMC § 15-1-8

On March 25, 2026, the Planning Commission conducted a site visit, held a work session, and provided initial feedback regarding:

- 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 (Packet, Item 4.A)

Parking, traffic, and transportation were not discussed. The Planning Commission also requested further detail:

- The Commission and Applicant discussed the necessity of the Silverlode maintenance building location, with the Commission specifically asking if it could be placed elsewhere since it serves multiple lifts. The Applicant clarified that the proximity to the Silverlode base terminal is essential to avoid the challenges of breaking down and transporting lift components to other parts of the mountain.
- The Commission inquired regarding the hours of operation for the maintenance facility and whether there is a circulation plan for resort vehicles to access the facility to reduce vehicle and skier conflicts. The Applicant responded that there is a management plan in place for circulation and timing of maintenance vehicles on the mountain and that the facility will enable the resort to maintain productivity while being available for response.
- The Commission asked about the color of the lift towers. The Applicant clarified that the towers will be consistent with the Land Management Code (LMC) and there will be a matte, non-reflective, galvanized finish on the lift towers.
- The Commission requested more information regarding the disturbance area for the Silverlode lift towers.
- The Commission requested clarification on the Applicant's narrative regarding the capacities of the different lifts (Minutes).

Since the last meeting, the Applicant supplemented their Application with a memo:

- Parking Management Plan Consistency with the Land Management Code – Silverlode Lift Replacement (Exhibit C).

This staff report addresses parking, traffic, and transportation. Details regarding site disturbance will be provided for the May 27 discussion.

Analysis

The Planning Commission reviews parking, traffic, and transportation for lift upgrades pursuant to Land Management Code (LMC) § 15-4-18(B)(6):

> **PARKING AND TRAFFIC PLANS**. The Applicant must present a parking, traffic, and transportation plan pertaining to the [lift][2] 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 [lift], the impacts of this traffic on the adjoining landowners and the neighborhood in general, parking demand created by the [lift] 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 [lift] 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 [lift] 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.

Unlike the resort's proposed Eagle lift at the Mountain Village base, the Silverlode replacement is a mid-mountain lift intended to "increase design capacity by a total of 600 people per hour (pph), from 3,000 to 3,600, reflecting an increase of 20%."

While capacity increases for skiers within the ski terrain area, staff agrees with the Findings of Fact for the mid-mountain King Con and Motherlode lift upgrades approved in 2015:

14. No measurable change in vehicle traffic patterns are anticipated to result from the replacement of lifts.

18. No additional parking will be required for the lift replacement (Exhibit D).

However, to ensure compliance with the Park City Mountain Resort Master Planned Development Phase I Traffic and Parking Management Plan and ongoing implementation of the Applicant's 2026 Parking, Traffic, and Transportation Plan, staff recommends the Conditions of Approval outlined in the Eagle lift staff report be incorporated into the Silverlode Final Action Letter.

Questions for the Planning Commission:

Is additional information needed to determine whether:

[2] LMC § 15-4-18 refers to "Passenger Tramways" defined in LMC § 15-15-1 as "[a] mechanical device to transport passengers and cargo by means of chairs or enclosed compartments attached to a cable or to rails, including each of the devices described in Section 72-11-102 of the Utah Code Annotated, as amended. Includes ski tows and ski lifts."

The proposal complies with the Park City Mountain Resort Master Planned Development Phase I Traffic and Parking Management Plan?

The Applicant's plan adequately addresses vehicles, transit, and pedestrian traffic that could be generated by the Silverlode lift?

The Applicant's plan adequately addresses the impacts of traffic on the adjoining landowners and the neighborhood in general?

The Applicant's plan adequately addresses parking demand as a result of the proposed increase in lift capacity?

The Applicant shows workable means of dealing with the traffic generated by the Silverlode lift construction and operation?

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 April 29, 2026. Staff mailed courtesy notice to property owners within 300 feet on April 29, 2026. The *Park Record* published courtesy notice on April 29, 2026.[3]

Public Input

Public input is attached as Exhibit E.

Exhibits

A: Applicant's Silverlode Lift Narrative
B: Silverlode Lift Proposed Plan
C: Parking Management Plan Consistency with the LMC – Silverlode Lift Replacement
D: 2015 King Con and Motherlode Lift Final Action Letter
E: Public Input

[3] LMC § 15-1-21

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

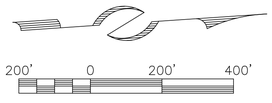
Exhibit 4 – Plans and Profiles

Silverlode Lift Upgrade Plans and Profiles

Existing Conditions 2
Overall Lift Alignment 3
Contour Map 4
Vegetation Clearing 5
Slope Map 6
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Bottom Terminal Elevation 1 11
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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

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CONSULTING ENGINEERS LAND PLANNERS SURVEYORS
323 Main Street P.O. Box 2664 Park City, Utah 84060-2664

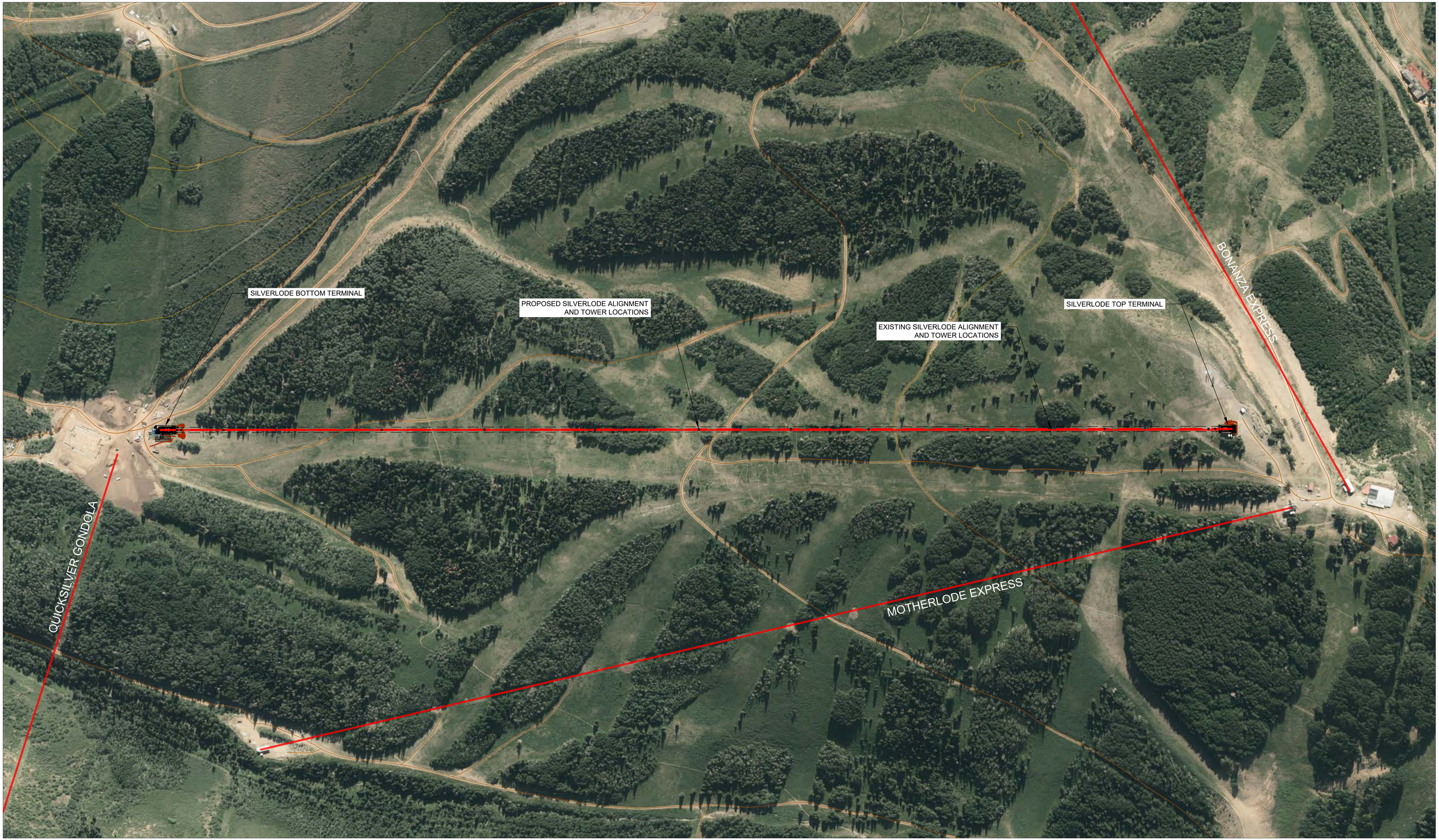
STAFF: THOMAS VAUGHN

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'

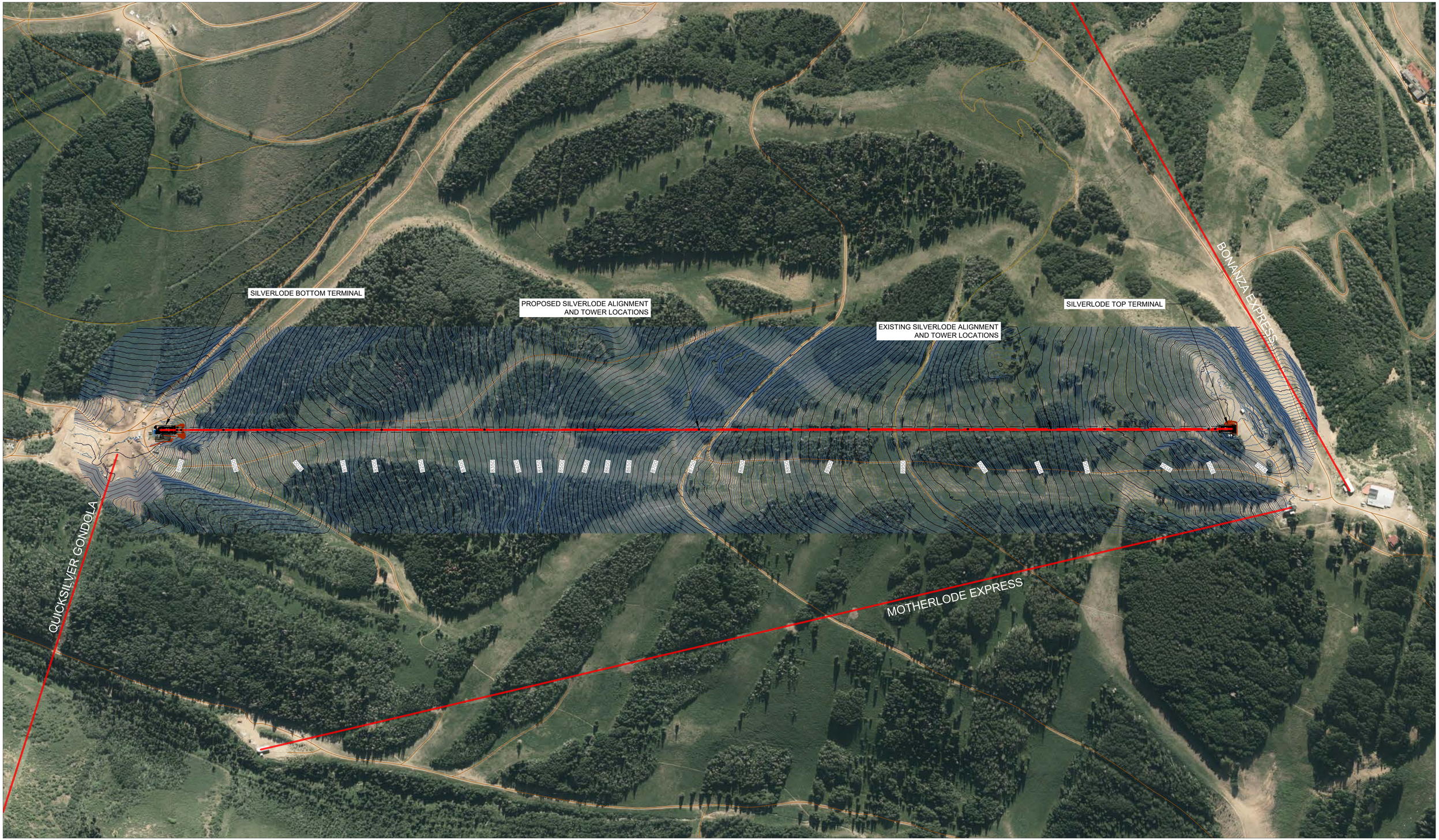
PARK CITY MOUNTAIN RESORT

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

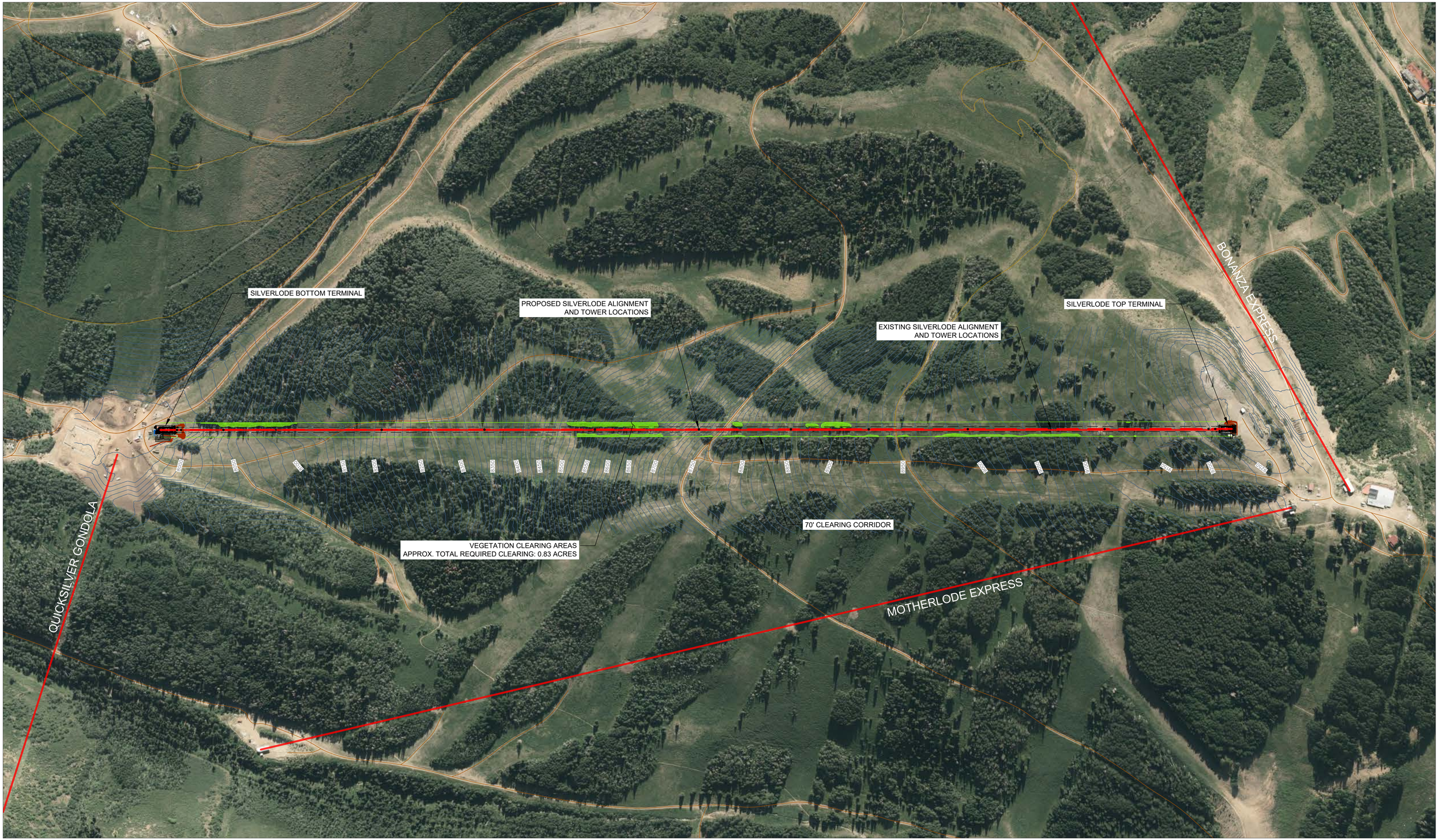
Silverlode Express - Overall Alignment

Contour Map

Prepared By:

SE GROUP

December 2025



PARK CITY

0 100' 200' 400'

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

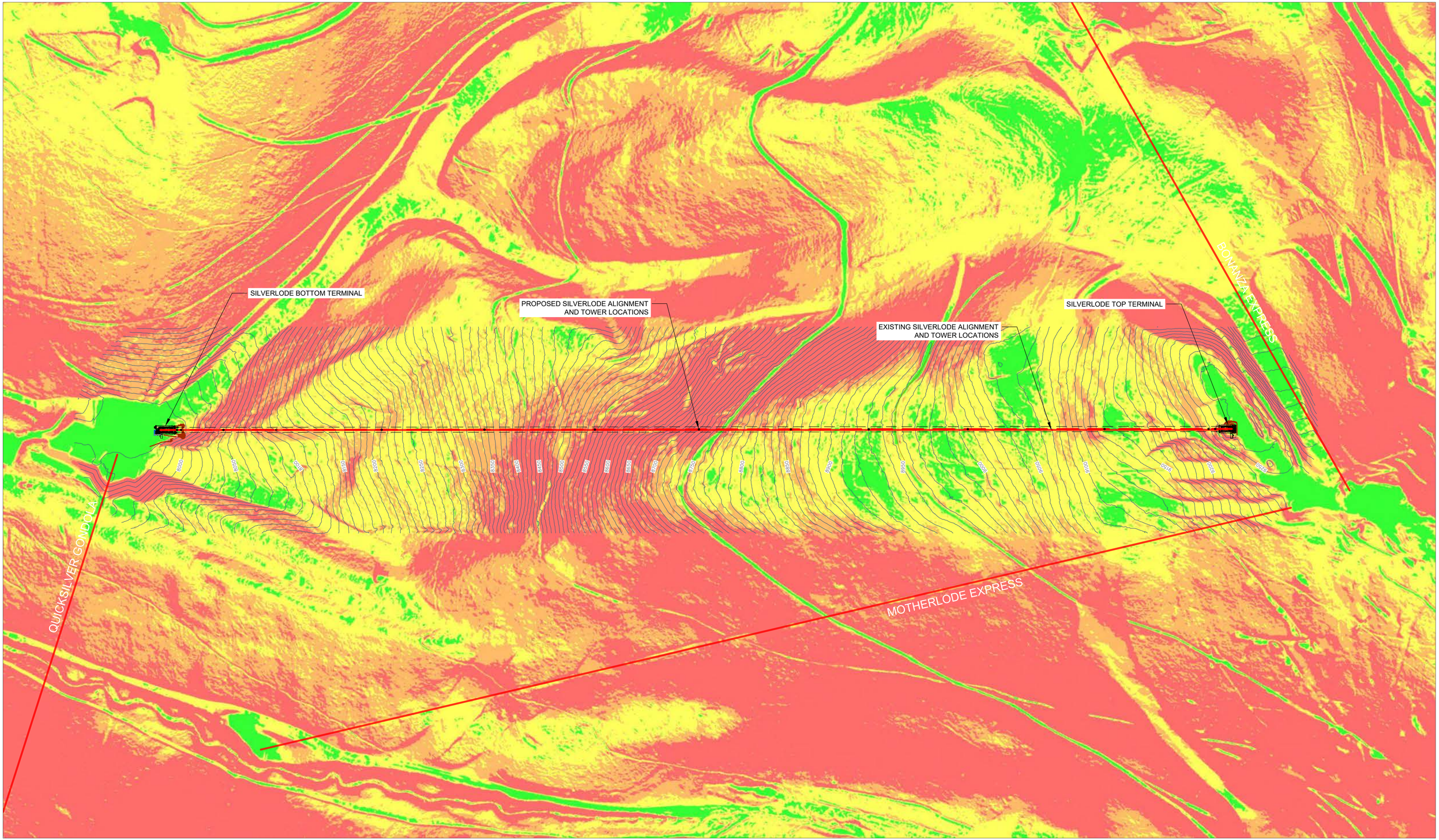
PARK CITY MOUNTAIN RESORT

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

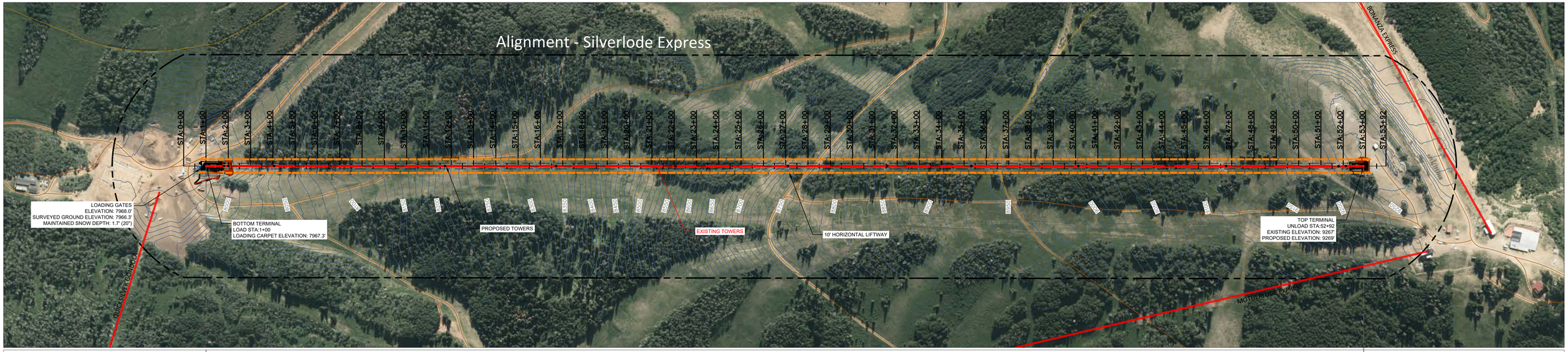
Silverlode Express - Overall Alignment

Slope Map

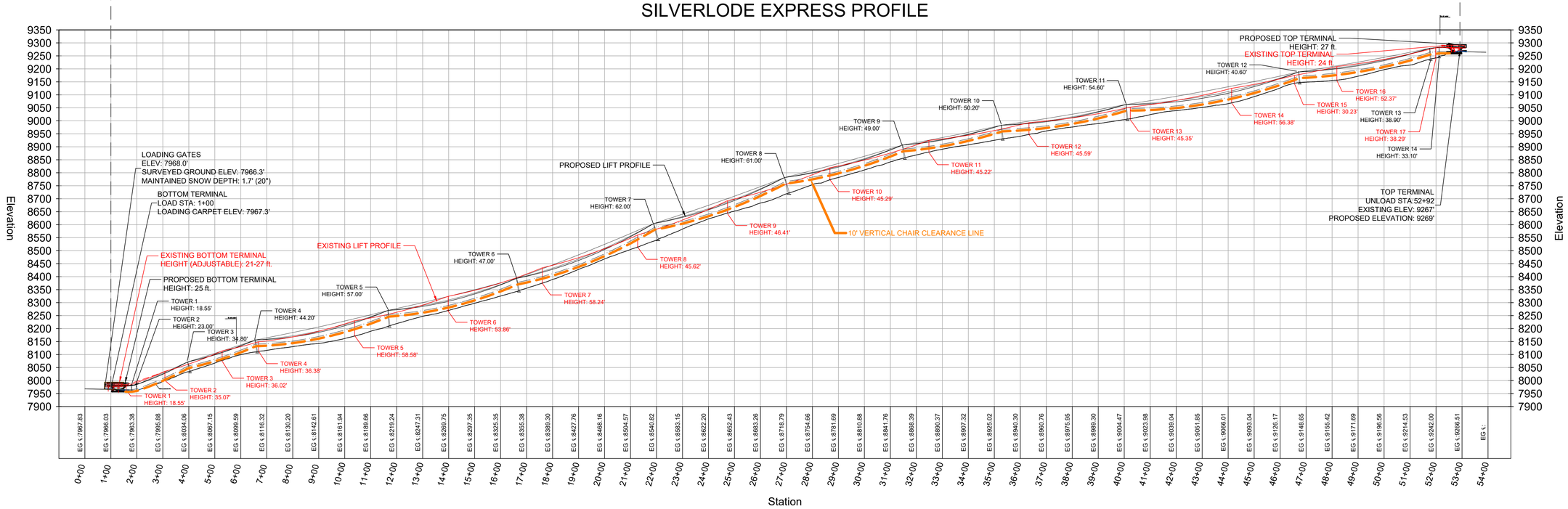
Prepared By:

SE GROUP

December 2025



SILVERLODE EXPRESS PROFILE



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

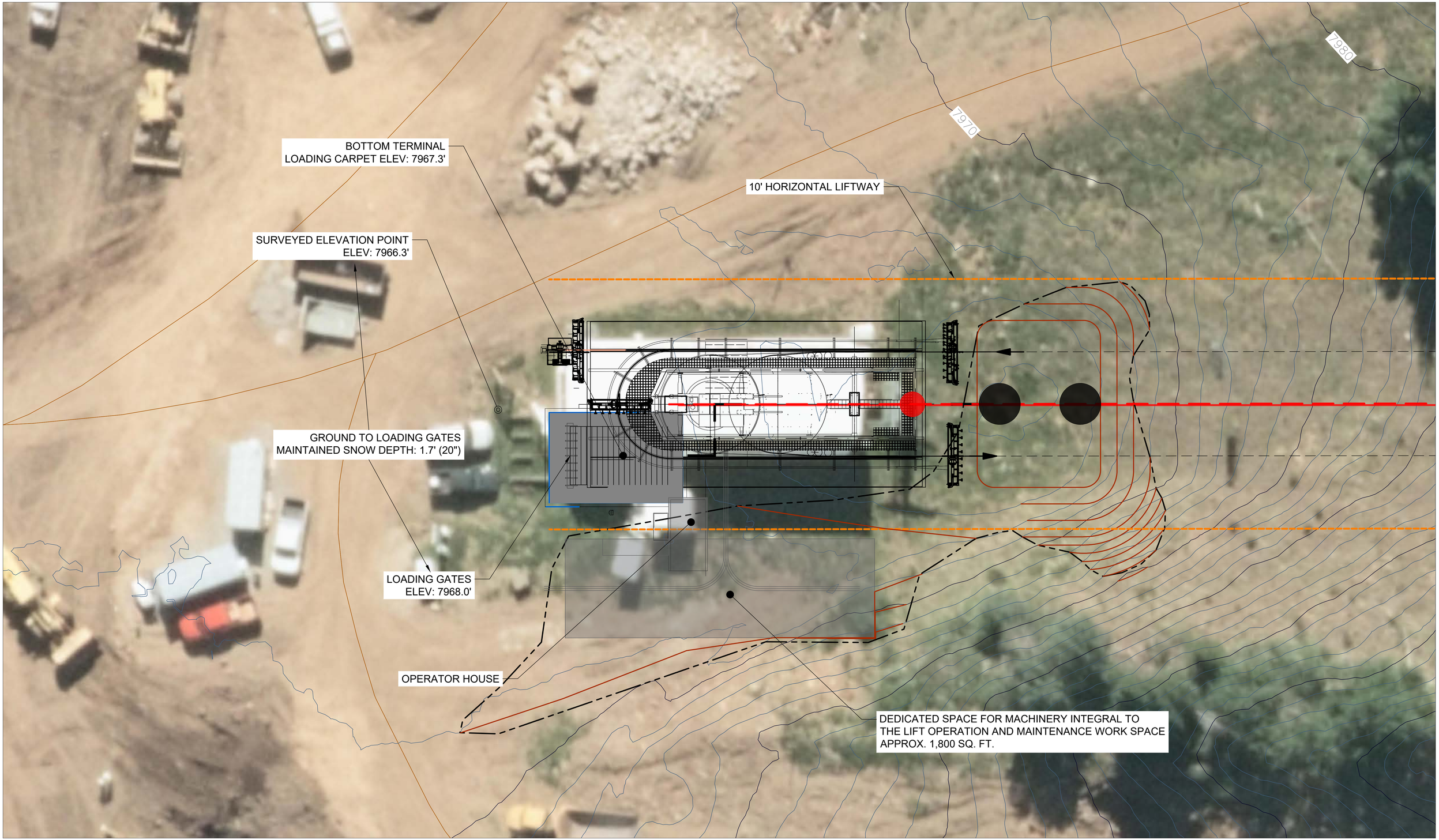
PARK CITY

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

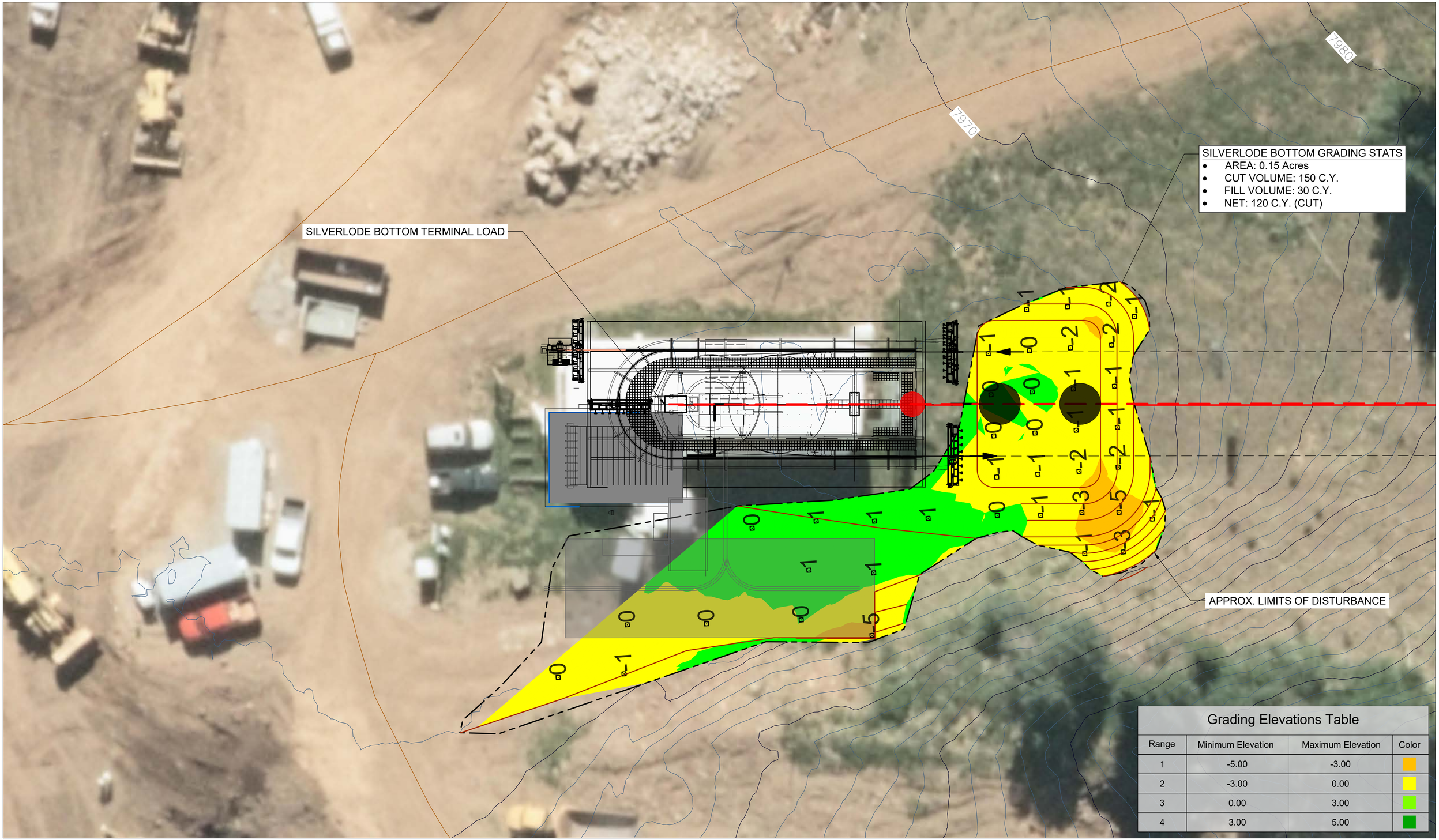
PARK CITY MOUNTAIN RESORT

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

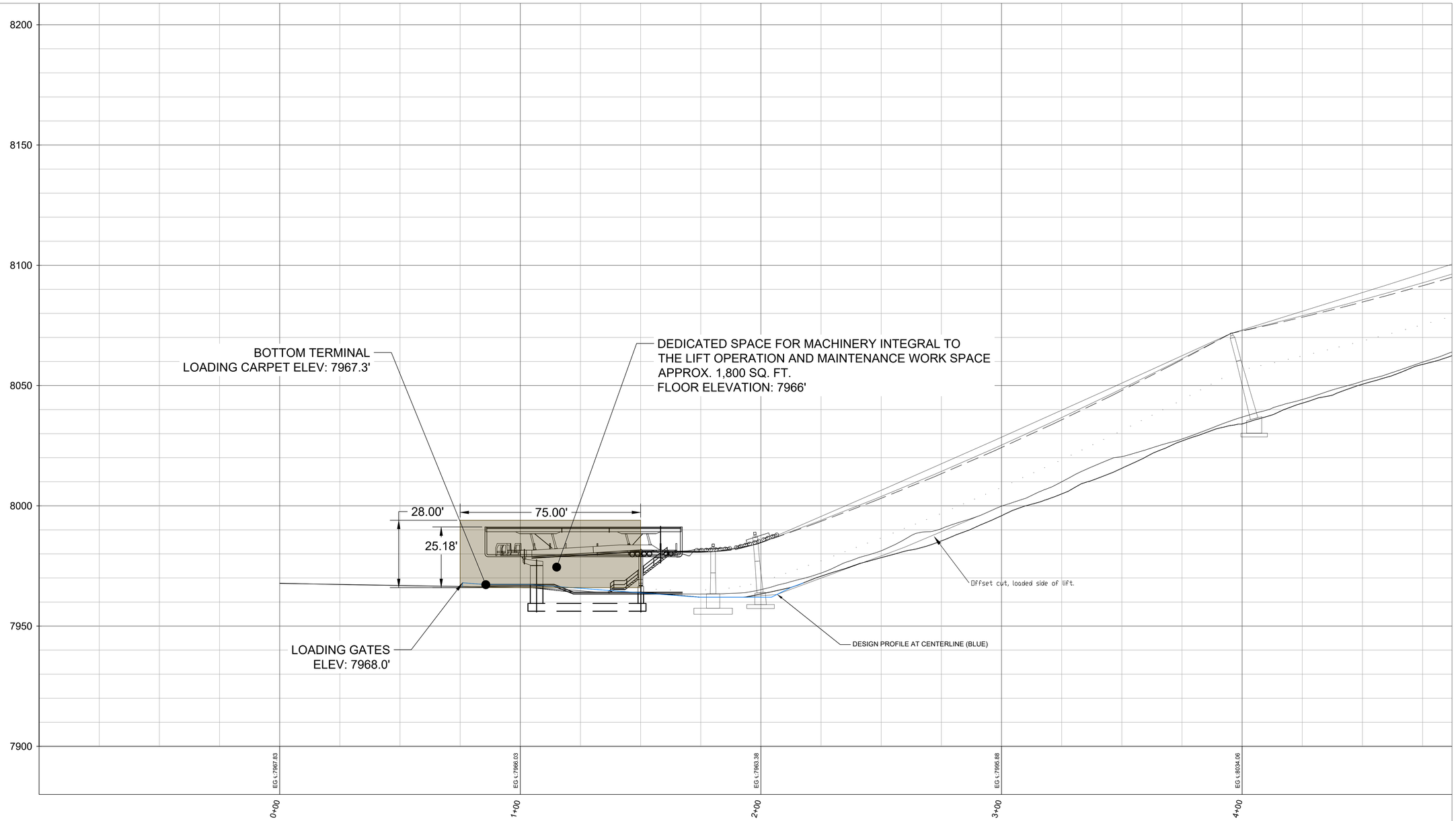
0 5 10 20

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'

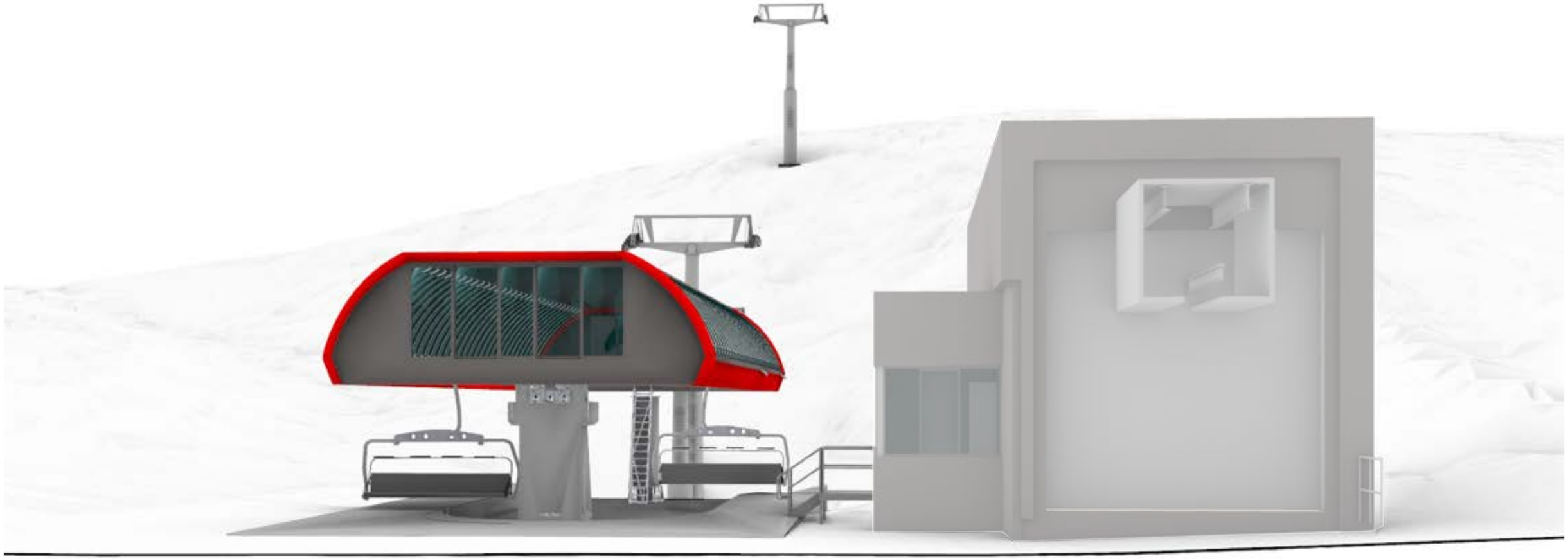
PARK CITY MOUNTAIN RESORT

Silverlode Express Bottom Terminal - Maintenance Building Profile View

Prepared By:

SE GROUP

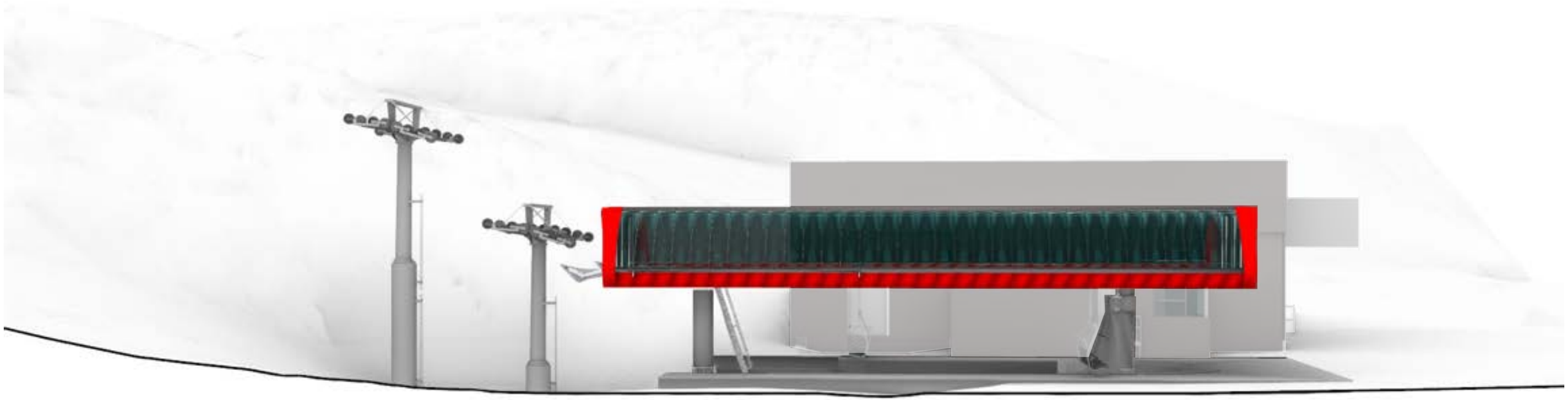
December 2025



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'

TOP TERMINAL ACCESS

REMOVE & REPLACE SILVERLODE TOP TERMINAL SEE PLANS BY OTHERS

CONSTRUCTION STAGING

REMOVE ADDITIONAL TREES AS NECESSARY & SAVE EXISTING VEGETATION TO ACCOMMODATE WIDER CORRIDOR FOR NEW 8-PACK CHAIRLIFT.

REMOVE & REPLACE SILVERLODE CHAIRLIFT

REMOVE & REPLACE SILVERLODE BOTTOM TERMINAL SEE PLANS BY OTHERS

CONSTRUCTION STAGING

BOTTOM TERMINAL ACCESS

ACCESS TO TOWERS AS NECESSARY

LEFT - TO SILVERLODE TOP TERMINAL

STRAIGHT - TO SILVERLODE LIFT TOWERS

RIGHT - TO SILVERLODE BOTTOM TERMINAL

CONSTRUCTION STAGING

THAYNES LIFT

MOTHERLODE LIFT

QUICKSILVER GONDOLA

PCA-S-98-PCMR-1

PIONEER LIFT

McCONKEY'S LIFT

KING CON LIFT

EAGLE LIFT

BONANZA LIFT

CRESCENT LIFT

PCMR MAINTENANCE BUILDING

PCA-S-98-PCMR

PAYDAY LIFT

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

3 KINGS LIFT

FIRST TIME LIFT

SA-402-A

SA-402

SA-402-A-4

PC-800-A

PC-800

SA-321

CONSTRUCTION STAGING

THREE KINGS DR.

SILVER KING DR.

LOWELL AVE.

EMPIRE AVE.

PARK AVE.

SHADOW RIDGE RD.

DEER VALLEY DR.

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

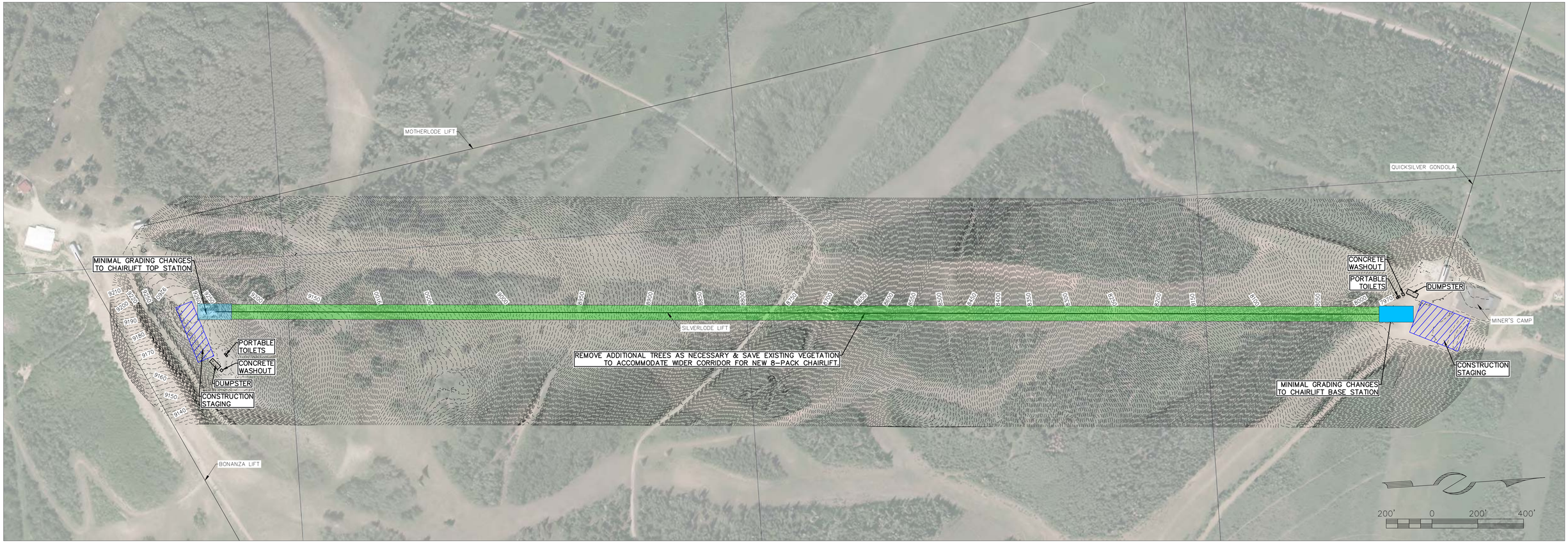
CONSTUCTION ACCESS & SITE PLAN
PARK CITY MOUNTAIN RESORT
SILVERLODE CHAIRLIFT IMPROVEMENTS

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

STAFF: THOMAS VAUGHN

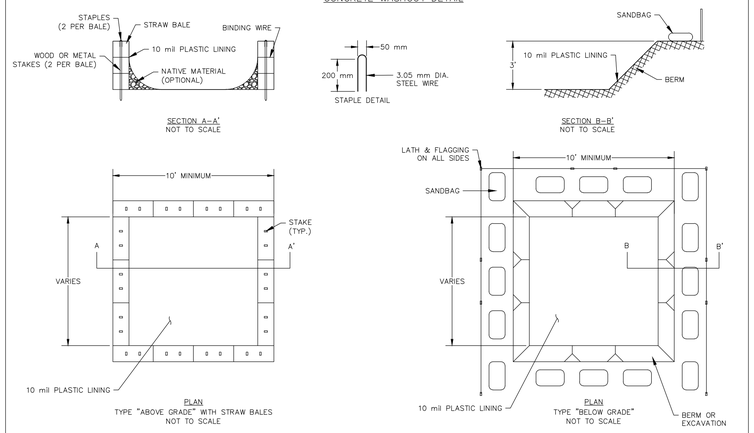
DATE: 11/13/2025

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

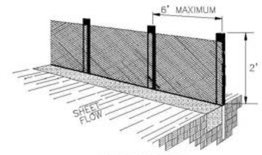
0.34 Other Crop — Date Tested: 27-AUG-14

1.41 Inert Matter — % Hard Seed: 1.06

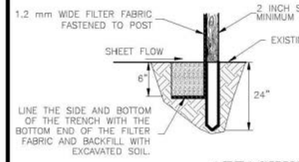
0.00 Weed Seed — Noxious Weed: None

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

SILT FENCE

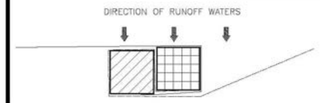


INSTALLATION:
1. Where possible, layout the silt fence 5 to 10 feet beyond the toe of slope.
2. Align the fence along the contour as close as possible.
3. When excavating the trench, use machinery that will produce no more than the desired dimension.
4. Place posts 6 foot on center along contour (or 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.

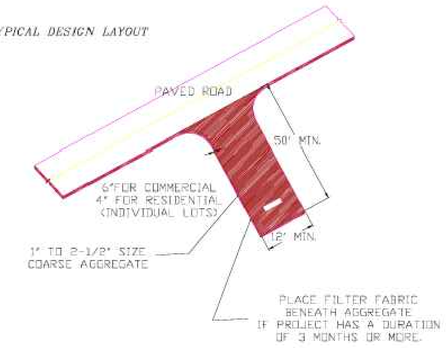
ALL SUBGRADES

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

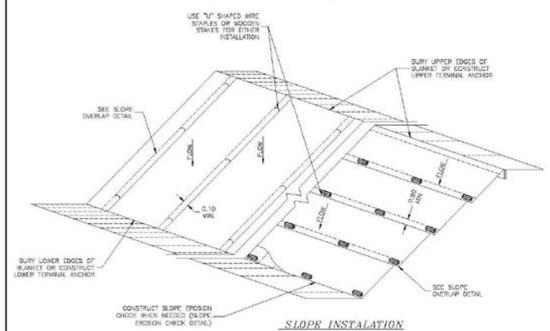
TYPICAL DESIGN LAYOUT

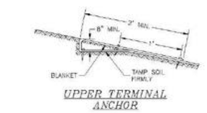


INSTALLATION:
1. Install at any point of ingress or egress at a construction site where adjacent traveled way is paved.
2. Clear and grub area and grade to provide slope shown for driveway, or access/intersection. If adjacent to waterway, use a maximum slope of 2%.
3. Compact subgrade and place filter 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





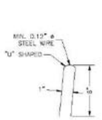
UPPER TERMINAL ANCHOR



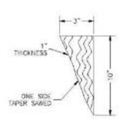
SLOPE OVERLAP



LOWER TERMINAL ANCHOR



WIRE STAPLE DETAIL



WOODEN STAKE DETAIL

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

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

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

SHEET 4 OF 4

MEMORANDUM

To: Lillian Zollinger, Park City Municipal Corporation

From: Zach Perdue, VR CPC Holdings, Inc.

Date: April 28, 2026

Re: Parking Management Plan Consistency with the Land Management Code – Silverlode Lift Replacement

---

On behalf of the applicant, VR CPC Holdings, Inc., operator of Park City Mountain (PCM), and at staff's request, I submit this memorandum to you regarding the required parking mitigation associated with the Conditional Use Permit application for the Silverlode lift replacement.

Silverlode Uphill Capacity and Parking Demand Impacts

Uphill Capacity Changes

Increasing the uphill capacity of Silverlode lift would have a positive impact on the guest experience. The replacement will increase design capacity by a total of 600 people per hour (pph), from 3,000 to 3,600, reflecting an increase of 20%, as previously shared in the design capacity supplementary materials submitted to staff on February 19, 2026. The chart below illustrates the proposed change in operating hourly capacity:

Currently Operating		As Planned	
Lift	**Hourly Capacity**	**Lift**	**Hourly Capacity**
Silverlode	2,850	Silverlode	3,420
		% Increase	***20%***

**Note: the hourly capacities in the tables above are reflective of the design capacity reduced by 5% to account for guest lift utilization.*

Parking Demand Impacts

As detailed above, because Silverlode is a mid-mountain lift, the replacement would not generate new vehicle trips nor increase parking demand. 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."*

Construction Traffic Mitigation

PCM will implement parking and traffic management measures to minimize potential impacts during the construction period associated with the Silverlode lift replacement project. Specific details will be developed as part of a Construction Implementation Plan; however, the following strategies are anticipated to reduce construction-related parking demand and traffic activity within the Mountain Village base area.

- Pending approvals, PCM anticipates construction would occur in late spring through early autumn 2027. Since construction would occur after the resort closes for the 26/27 winter season and before it opens for the 27/28 season, guest parking demand would be significantly reduced from winter season peaks, which would allow the resort to accommodate construction vehicles and staging areas within existing on-site parking areas.
- Construction contractor and vendor parking will be managed off-site at designated staging location(s), with workers transported to and from the project areas using higher-occupancy transportation options such as carpools and shuttle buses. This approach will reduce construction-related parking demand within Mountain Village and help limit additional traffic volumes in the base area.
- Limited on-site construction parking may occur within designated staging areas where operationally necessary, including a portion of the First Time parking lot and select staging locations on the mountain. These areas will be managed to maintain safe circulation and minimize disruption to guest access and resort operations.
- Stabilized construction entrances with wash stations will be installed at mountain access points to prevent the spread of noxious weeds, reduce dust, and minimize the tracking of soil or debris onto paved surfaces.
- Transportation of construction equipment, materials, and infrastructure components will be coordinated with applicable agencies and departments to minimize potential disruption to public roadways and traffic flow. Deliveries will occur along designated haul routes and will be scheduled, where feasible, to avoid peak traffic periods.

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

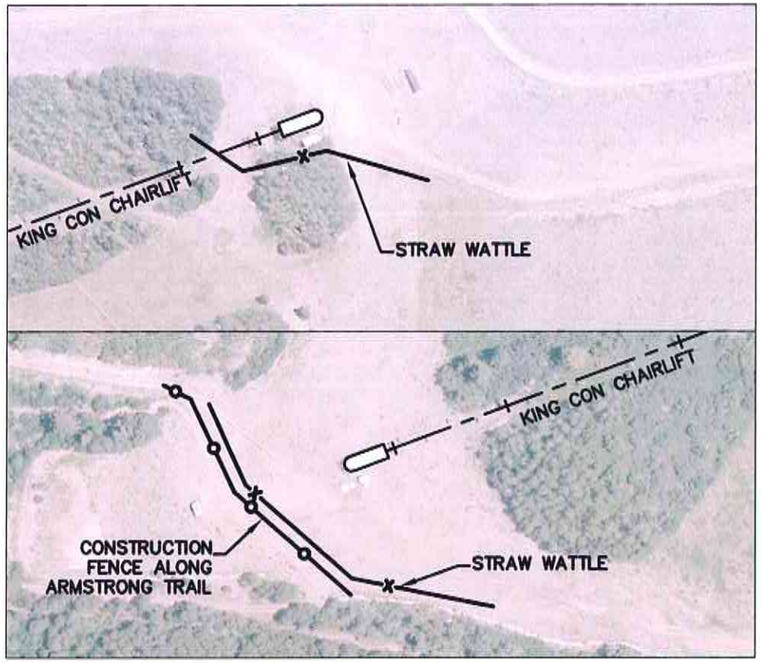
1. All standard conditions of approval apply to this Conditional Use Permit.
2. A building permit, approving the construction and the construction mitigation plan, must first be obtained from the Building Department prior to construction.
3. A building permit shall be issued within one year of this approval 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.

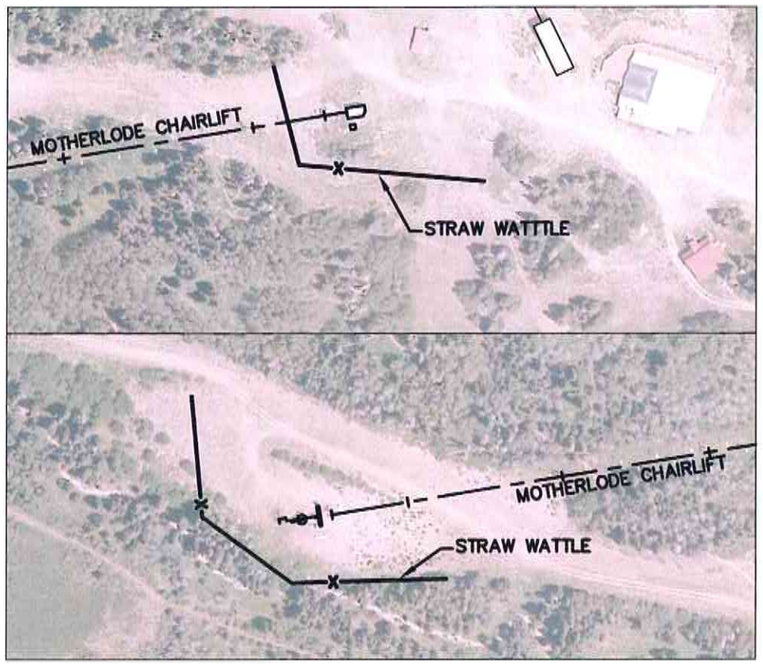
5. All public trails adjacent to work areas shall be protected from any potential construction impacts.
6. There are no significant fiscal or environmental impacts that result from this application as conditioned.

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.

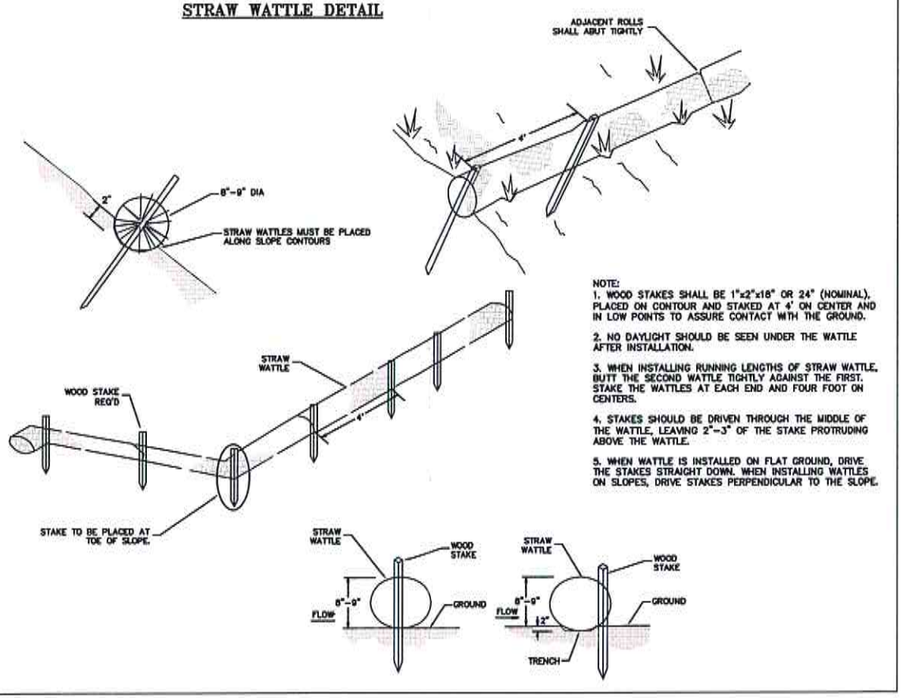


2. ATTACH ORANGE CONSTRUCTION FENCING TO THE T-POSTS.



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.

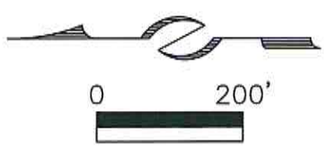
3. WHEN INSTALLING RUNNING LENGTHS OF STRAW WATTLE, BUTT THE SECOND WATTLE TIGHTLY AGAINST THE FIRST. STAKE THE WATTLES AT EACH END AND FOUR FOOT ON CENTERS.

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.



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STAFF: MICHAEL DEMKOWICZ

DATE: 1/28/15

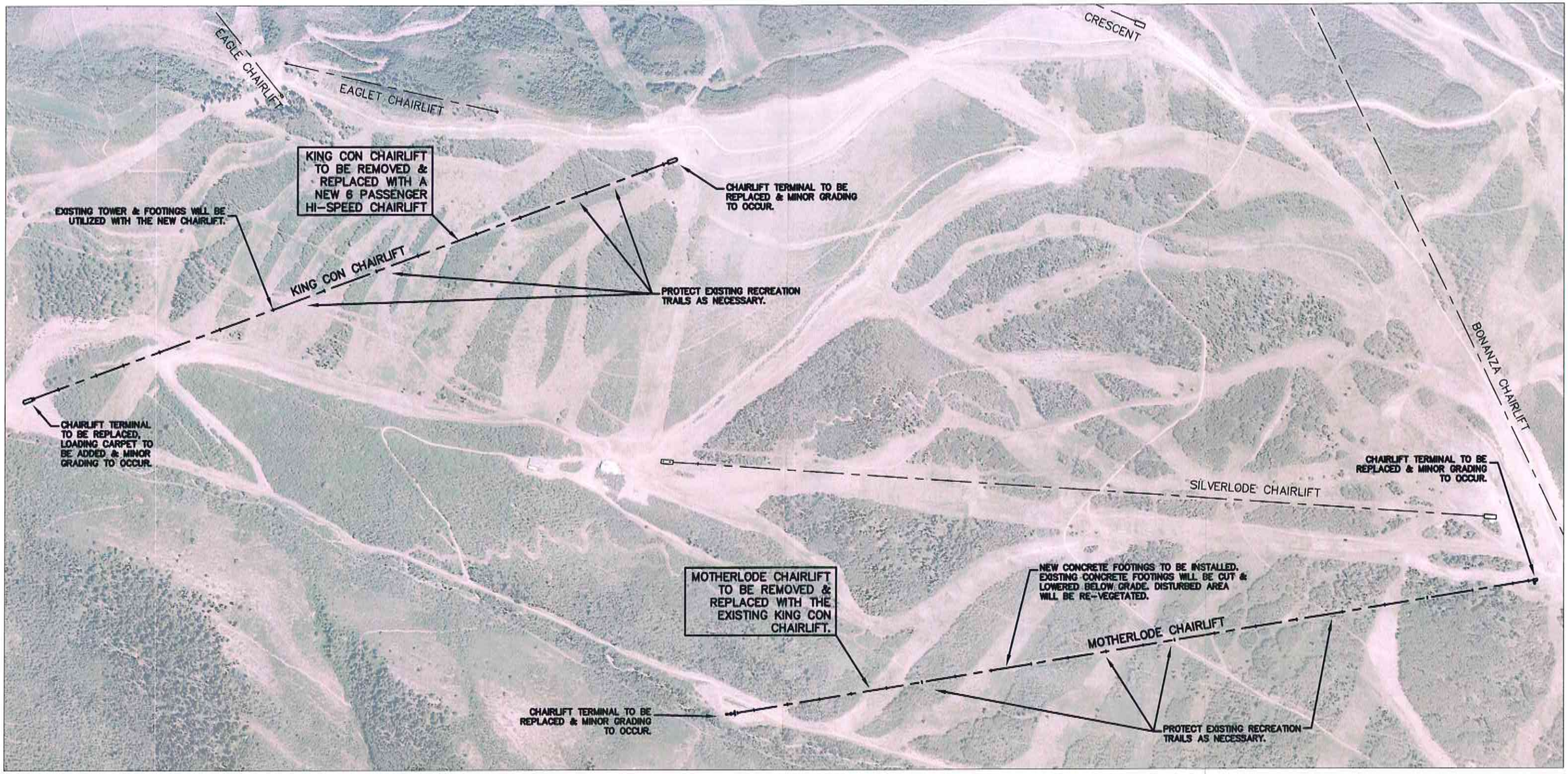
PARK CITY MOUNTAIN RESORT

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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FEB 02 2015
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323 Main Street P.O. Box 2664 Park City, Utah 84060-2664

STAFF: MICHAEL DEMKOWICZ

DATE: 1/28/15

PARK CITY MOUNTAIN RESORT

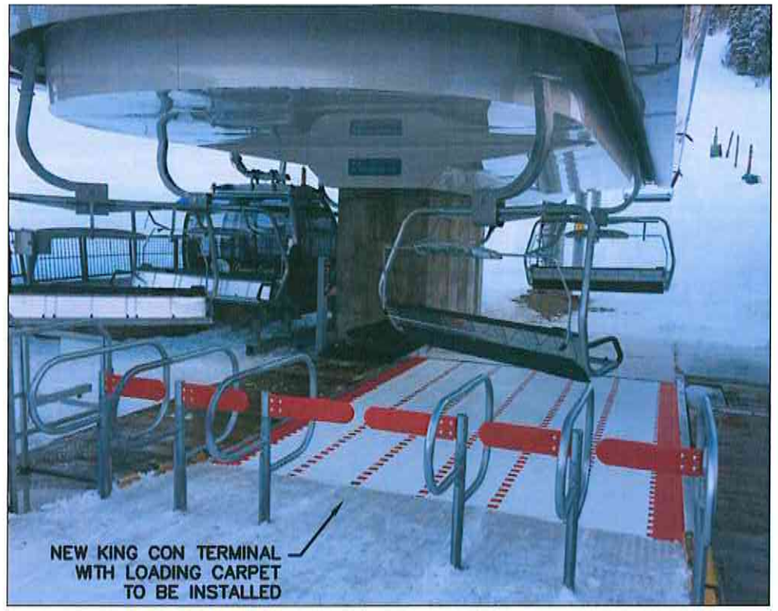
2015 CHAIRLIFT IMPROVEMENTS SITE PLAN

FOR: VAIL
JOB NO.: 7-11-14
FILE: X\PCMR\dwg\Vail\pcmr-vail civil.dwg

SHEET 1 OF 3

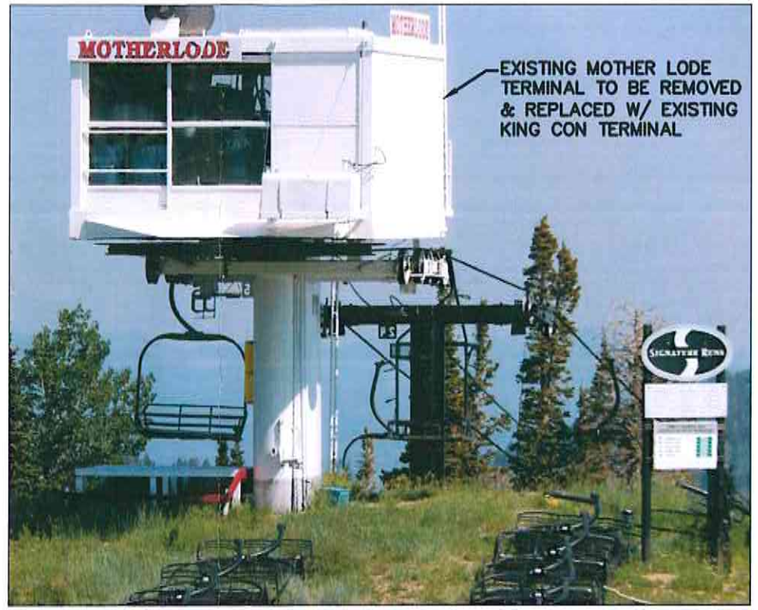
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PARK CITY PLANNING DEPT.



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





MOTHERLODE CHAIRLIFT TO BE REMOVED & REPLACED
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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.

Public Input Exhibit

May 8, 2026

Dear Planning Commissioners,

The Park City Chamber of Commerce strongly supports the proposed replacement of the Eagle lift and the upgrade to Silverlode Express at Park City Mountain Resort. We urge the Planning Commission to approve both applications.

Park City is a resort town. That's not just how we describe ourselves — it's the foundation of our economy, our community, and our quality of life. When the resort thrives, so do the businesses, nonprofits, employees, and residents who depend on it. Supporting smart investment in resort infrastructure isn't just good for visitors. It's good for all of us who live and work here.

These are not expansion projects. They are long-overdue modernizations. The Eagle lift are more than 30 years old. Replacing them with a single modern chairlift will ease congestion in one of the mountain's busiest zones. Upgrading Silverlode Express will shorten wait times on a key route connecting skiers and riders to terrain, dining, and amenities. The result is a better experience — shorter lines and smoother flow — for guests and locals alike.

These upgrades come at no cost to taxpayers. This is private investment working within established public frameworks. Parking and traffic concerns are being managed through the Resort's Parking Management Plan, which has improved the resident and visitor experience.

Choosing not to reinvest carries real risk: declining guest satisfaction and reduced competitiveness. With the 2034 Olympic Winter Games on the horizon, continued investment in our resort infrastructure has never mattered more.

The process has been transparent and community-minded at every step — a well-attended public open house, a Planning Commission site visit, and ongoing collaboration between the resort and city.

We urge the Planning Commission to approve both applications. Thank you for your service to our community.

Sincerely,

Jennifer Wesselhoff
President & CEO
P 435-649-6100 | M 928-300-8229
Park City Chamber of Commerce &
Visitors Bureau
ParkCityChamber.com |
VisitParkCity.com

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The process has been transparent and community-minded at every step — a well-attended public open house, a Planning Commission site visit, and ongoing collaboration between the resort and city.

We urge the Planning Commission to approve both applications. Thank you for your service to our community.

Sincerely,

Jennifer Wesselhoff
President/CEO
Park City Chamber of Commerce & Visitors Bureau

Aldy Milliken
Chair

Park City Planning Commission

445 Marsac Avenue

Park City, Utah 84060

Re: Letter of Support — Proposed Silverlode Express and Eagle Chairlift Replacements at Park City Mountain Resort

Dear Members of the Park City Planning Commission:

I write to you in strong support of the proposed replacement of the Silverlode Express and Eagle chairlifts at Park City Mountain Resort. I do so from several perspectives that I believe are directly relevant to the Commission's deliberations: as the Medical Director of the Park City Mountain Resort Clinic, as a physician who has practiced medicine in Park City for the past 22 years, and as someone who grew up here, attended and graduated from Park City High School, and retains deep personal ties to this community.

In my role as Medical Director of the resort clinic, I have a front-row view of how lift infrastructure directly affects guest and worker safety. High-density lift queues — particularly at heavily utilized mid-mountain lifts like Silverlode and the base-area Eagle and Eaglet lifts — are a consistent contributing factor in crowding-related incidents, falls in lift lines, and the general physical stress that precedes many of the injuries we treat. Replacing the current Silverlode 6-passenger lift with a new 8-passenger detachable high-speed chairlift, and consolidating the Eagle and Eaglet lifts into a modern 6-passenger detachable with a midstation, would meaningfully reduce queue congestion and improve the orderly flow of guests across the mountain. Fewer bottlenecks translate directly to fewer incidents. From a public health and safety standpoint, these projects have clear merit.

I also want to speak to what these improvements mean for the resort's workforce. The staff of the resort clinic, ski patrol, ski and ride school, and the broader mountain operations team are integral parts of the Park City community. Efficient lift infrastructure reduces the physical demands placed on employees who manage lift lines and respond to incidents in crowded terrain corridors. A modern Eagle Express with a midstation unload option will also improve access and evacuation options for ski and ride school—a consideration with direct implications for the safety of instructors, children, and beginners who depend on that lift corridor every day.

As someone who grew up in Park City and graduated from Park City High School, I understand well the complexity of feelings that residents hold about resort development. I share the desire to see this mountain remain the place that has defined this community for generations — accessible, vibrant, and worth protecting. These proposals are not expansions of the resort's footprint; they are same-alignment replacements that

modernize aging infrastructure while using native species revegetation to restore any areas disturbed during construction. The scope is appropriately modest and the benefit to the guest and worker experience is substantial.

Park City Mountain Resort is one of the most important economic and cultural centers of this valley. Maintaining and improving its infrastructure is not merely a matter of guest convenience — it sustains the livelihoods of the families, employees, and businesses that make Park City what it is. I respectfully and enthusiastically urge the Commission to approve both projects.

Thank you for your time and for your service to this community.

Respectfully,

Charles Morrison, MD

Medical Director, Park City Mountain Resort Clinic

Park City, Utah

May 7, 2026

Dear Park City Planning Commission,

As a local skier in 84098 and devoted Farm Team dad, I am writing to express my strong support for the proposed replacements of the Eagle and Silverlode lifts.

The current infrastructure struggles to meet demand, leading to significant congestion that impacts the overall experience. Upgrading these two lifts is a necessary step in modernizing the resort and ensuring PCMR remains a world-class destination.

These replacements represent an investment in our community's outdoor culture. By improving mountain flow, we can better serve the local athletes and families who rely on these facilities throughout the winter season.

I believe these projects are essential for the continued success and sustainability of the resort. I urge the Planning Commission to approve the applications for both the Eagle and Silverlode upgrades.

Thank you for your time and for your dedication to our community.

Sincerely,

Scott Shapiro

Jeremy Ranch

May 7, 2026

Dear Members of the Planning Commission,

We are writing in support of the proposed upgrades to the Eagle Lift and Silverlode Lift at Park City Mountain.

As a Park City family with two children actively participating in ski programs based at the resort — Grace (7) and Lincoln (14) — we experience first hand both the incredible value the mountain brings to this community and the increasing strain placed on aging infrastructure during peak periods.

The proposed lift improvements represent an important investment in skier safety, mountain circulation, and the overall guest experience for residents and visitors alike. Long lift lines and congestion at key access points not only diminish the experience on the mountain, but also create operational bottlenecks that affect ski school programs, local families, and the broader community that depends on winter recreation.

Park City has long been recognized as one of the premier mountain destinations in the world. Maintaining that reputation requires thoughtful modernization of infrastructure to meet current demand and improve efficiency. Upgrading Eagle and Silverlode would help disperse skiers more effectively, reduce wait times, and improve access across the mountain for all ability levels.

Importantly, these upgrades support the quality of life that draws families to Park City in the first place. Our children spend countless hours developing confidence, discipline, friendships, and a love for the outdoors through skiing. Continued investment in the mountain experience helps preserve those opportunities for local families and future generations.

We appreciate the Commission’s thoughtful consideration of this proposal and respectfully encourage approval of the lift upgrades.

Sincerely,

Brent & Brynn Hill

Park City

May 6, 2026

Dear Park City Planning Commission,

I am writing to you, as both a local employer, and a dedicated resident of our community for 25 years, to express my strong support for the proposed ski lifts upgrades at Vail Resorts.

Vail Resorts' success benefits our entire community. Modernizing these lifts improves mountain access, reduces base congestion, and shortens wait times. Something we can all enjoy! It improves the entire experience – for everyone. Without these upgrades, we will inevitably see a decrease in skier visits- which significantly impacts local businesses and our regional economy.

I applaud Vail Resorts for making significant efforts to gather input from the community before moving forward with these projects. Their willingness to listen and incorporate feedback demonstrates genuine commitment to working in partnership with local residents and stakeholders.

And if you want to talk about commitment to our community, let's discuss the Vail Promise. Park City Mountain, via Vail Promise, regularly supports local organizations like the National Ability Center, Youth Sports Alliance, the Community Foundation and many others – giving nearly $6M annually to our communities with cash and in-kind donations. Their generosity merits recognition.

Vail Resorts also employs thousands of individuals from surrounding communities, making their success a shared benefit for us all. Supporting these upgrades means supporting jobs, local businesses, and the broader economic health of our region.

I respectfully ask the Commission to move this project forward. By embracing these improvements, we show our commitment to progress, partnership, and a vibrant future for all of Park City.

Respectfully,

Courtney Morrison,

Resident of 84060

Local employer, skier & community member

May 4, 2026

Hi,

I'm writing in to voice my support for the proposed two lifts. We have place on 1471 Crescent Road, very close to this proposed lifts.

Thank you for your consideration.

Luke Derheim

April 20, 2026

I am writing this to express my support for lift improvements proposed at the Park City Mountain base area. I am an owner in the Canyons base area and feel that these would significantly improve the experience on the mountain (especially Silverlode as that is always a major pinch point). I would be happy to discuss in more detail over a call if that would help clarify my position.

Thanks!!

Dave Rich

April 17, 2026

I wish to make a submission to the Planning Commission concerning the proposed Park City Mountain Resort Lift Upgrades.

I write in support of the proposed upgrades, specifically the Silverlode, Eagle and Eaglet Lifts.

As an owner of a condominium at Park Station since 1990 and a regular visitor to Park City from Australia, the Park City Mountain Resort has always been a popular and well-regarded ski resort in the USA. In order to continue this international reputation and the resort's skiier experience, it is critical that the resort owners are able to upgrade their lifts to cope with increased demand and to ensure that their lift equipment is modernized in terms of safety and efficiency.

I therefore urge the Planning Commission to approve the proposed upgrades submitted by Park City Mountain Resort.

Yours sincerely,

Ron Broadhead

April 16, 2026

Hi Park City Planning Commission,

As an owner at Snowflower Condominiums, I favor the new Eagle lift and the new Silverlode lift and hope they are approved and in use by next season.

Respectfully,

Jamie Ogle

April 16, 2026

Hello,

My name is Nick Berghoff and we own property near the Park City Base. I am writing to you to express my support for the lift upgrades before the planning commission.

These improvements are intended to move skiers more efficiently, reduce congestion, and enhance the overall mountain experience. These upgrades would be an important investment in the long-term vitality of Park City, particularly at the Park City base area, which has not seen the same level of investment as Canyons Village. Our community depends on a smooth resort experience and improvements like these not only benefit guests but also support property values and overall appeal of our area.

Thank you,

Nick Berghoff

April 15, 2026

I am writing to express my support for the planned upgrades to the ski lifts. We own a condo in Snowflower and have skied at the resort for many years, prior to Vail ownership. These lifts do need an upgrade and improving skier traffic flow and safety is important.to us. I was against the last plan due to traffic configurations and the construction planned which would have been too much for the area. I hope this new plan meets your requirements so the ski area can evolve to support the number of skiers.

--

Lynn Barclay

March 31, 2026

Hello John, we haven't met, I'm Liz Lee, i live in Park Meadows.

I am reaching out to thank you for stepping up and asking 'the question' re the carrying capacity and how, if the lift upgrades increase capacity (as stated by PCMR), it doesn't also increase CC (an oxymoron?). This is an important question and central to traffic, parking, resort expansion and most importantly in my mind, the quality of the skiing and living in our town. We're already skiing on packed slopes (dangerous and a bummer) on many days. It's Vail (and i suppose those who value not standing in line over the actual skiing experience) who is the real benefactor here, not our town or the skiers. If this happens we won't be able to put it back in the bottle. The expansion will come next (to accomodate all the skiers); Is that what is best for our town and locals?

We're at a serious fork in the road and have been for some time, with Vail, on the 'mountain village' side. They can have Canyons (they already are) but those of us living in PC proper value/deserve the lifestyle we all came here for; sure, let them replace the

lifts with the same capacity (as dictated by the previous plan, there was a reason for that) if necessary, and those who don't want to stand in line can go to the Canyons. The essence of our town is about a lot more than skiing and if this upgrade happens as outlined, we will be living in a skiing mecca with a substantial loss of overall quality of life for all of us, particularly in the town limits.

Anyone who lived here for 2002 knows that while the Olympics are great fun, there is life after the Olympics, and we will all be living in the wake of it and these kinds of decisions.

Thank you for your service to all of us and our town, and thanks for reading this.

Best,

Liz Lee

Elizabeth Lee

March 26, 2026

Good afternoon,

I know there was a meeting yesterday that I unfortunately missed but I did want to express my support for the lift expansions and upgrades (Silverlode and Eagle) as the owner of a condo at the base (The Lodge at Mountain Village).

I believe these improvements will help offload crowding at the base, improve visitor satisfaction, and help prepare Park City resort for the upcoming Olympics.

Thank you for your consideration.

James Wooldridge

March 25, 2026

Park City Planning Commission - Thank you for your thoughtful review of the proposed Eagle and Silverlode lift upgrades. As a frequent skier at Park City Mountain and a neighbor to and rider of the Eagle lift, I have seen that increasing the capacity of these lifts will improve the skier experience on the mountain, while reusing existing lift routes. I support this application for these lift upgrades.

Ben Farrow

March 24, 2026

I know tomorrow, Wed 25th meeting will likely have a ton of public input so I'm putting mine in writing to help with timing. I own a condo at the Snow Flower Condominium complex. I have some concerns about the Eagle terminal placement. I had an opportunity to express concerns with Dierdra Walsh and her staff a few weeks ago and they assured me concerns would be addressed, i.e., moving the terminal placement 10-20' laterally, keep the ski in/ski out access open for Snow Flower owners and guests to all 4 buildings, assure excavation will be designed so snow melt will not infiltrate the Snow Flower Complex, lift lines will be controlled more efficiently (it's already a cluster and putting the terminal so close to Firsttime could propose major jam ups), noise problems and I asked them to find another area to store their snowmobiles, cats and other equipment. They indicated that Royal Bathrooms will stay status quo for now but that was not as big of an issue. All in all, I feel this is a necessary upgrade to help facilitate better access to the top of the mountain and hope they address the concerns outlined. I also support the application for the replacement of the Silverload chair with an 8 passenger lift.

Teri Whitney

March 23, 2026

We own three homes in Park City including one on Three Kings Dr. We've been skiing PC for over 30 years and travel to PC 8-10 times per year. It's our home away from home. The new lift is a critical upgrade. Selfishly, it will make it easier to access the mountain for people staying in the Three Kings area. More importantly it should alleviate a lot of traffic at the Payday and Crescent lift. Moving it down close to the parking lot is a great move that will make it easier to access. However, if it terminates at the current termination of the Eaglet lift it appears you will only have access to King Con runs. You have to give skiers the opportunity to get off the new lift and get to Silverload. If not than the only access is to King Con and you've blown and great opportunity to allow people to immediately access the upper portion of the ski resort and/or an immediate trip over to the Canyons side via Quick Silver Gondola. Please take the termination point up to where the King Con left drops off.

Dan Van Dresser

March 22, 2026

To whom it may concern

Re: Park City Lift Replacements and CCC

I support the approval of the conditional permit for the proposed lift replacement.

The current debate focuses on whether these lift replacements materially increase Park City Mountain's Comfortable Carrying Capacity (CCC), which is defined in the Development Agreement as a function of uphill capacity on the resort's 10th busiest day. That distinction matters, because not all lift capacity contributes equally to CCC.

The primary project — replacing the Silverlode Express — is a mid-mountain lift in an existing circulation bottleneck. Mid-mountain lifts do not introduce new skiers to the mountain; they redistribute skiers already present. Increasing capacity in this location improves flow, reduces congestion, and shortens lift lines, but it does not materially change the number of skiers arriving at the resort. While it may slightly increase utilization of nearby terrain, its effect on CCC is fundamentally different from adding or expanding a base-area lift.

The second project replaces an aging fixed-grip Eagle lift with a modern detachable chair. While this does increase nominal uphill capacity, it replaces existing infrastructure rather than creating a new access point. Any net increase is modest in the context of the resort's total system capacity and should be evaluated accordingly.

Concerns about traffic and parking also deserve context. Park City Mountain has already implemented paid parking and reservation requirements, which function as a practical cap on daily vehicle access. When parking reservations are unavailable, guests are diverted to remote lots and transit options. This system not only limits peak-hour traffic but also spreads arrival times, reducing congestion rather than increasing it. Importantly, this parking policy constrains demand independently of lift capacity.

From a broader industry perspective, lift infrastructure alone is not a meaningful driver of skier visitation unless it is dramatically superior or inferior. Park City Mountain continues to operate a comparatively high proportion of older fixed-grip lifts relative to peer resorts. These proposed upgrades do not make the resort an outlier; they simply bring key components closer to modern standards.

In that light, these projects should be viewed as experience-preserving investments, not growth drivers. They improve safety, circulation, and reliability for skiers already visiting the resort. Absent other changes, any future increases in visitation would more plausibly reflect broader industry trends, Utah tourism growth, or regional demand — not the marginal effects of these lift replacements.

If Park City wishes to revisit how CCC is calculated or enforced, that discussion should occur transparently and holistically. But treating targeted lift replacements as de facto capacity expansions misrepresents how ski areas actually function and risks undermining necessary infrastructure investment that supports the existing local economy. For these reasons, I encourage an affirmative vote for the conditional permit.

Regards,

Kevin Wallace

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

Planning Commission
Staff Report

Subject: **Municipal Sign Code Amendments**
Application: **PL-26-06819**
Author: **Virgil Lund, Planner II**
Date: **May 13, 2026**
Type of Item: **Sign Code Amendments**

Recommendation

(I) Review proposed amendments to Municipal Code Title 12 *Sign Code* § 12-2-1(U) *Definitions* and § 12-10-2 *Temporary Signs* to allow new developments to advertise for-lease units, (II) conduct a public hearing, and (III) consider forwarding a positive recommendation for City Council's consideration on June 4, 2026.

Description

Applicant:	Planning Department
Zoning District:	All Zoning Districts within City Limits
Reason for Review:	The Planning Commission makes recommendations to City Council regarding Sign Code Amendments.

Terms that are capitalized as proper nouns throughout this staff report are defined in Municipal Code of Park City § 12-2-1.

Summary

The Challenge: On December 11, 2025, the City Council requested that Staff review the existing Sign Code to identify potential amendments that would provide greater flexibility for construction marketing signage. Staff met with leasing agents from the Studio Crossing and EngineHouse developments and after input from the Planning Commission determined there were some existing challenges in the sign code that made it difficult for businesses to advertise for-lease units after construction was completed. The existing definitions and regulations for Real Estate and Construction Marketing Signs do not allow advertising for-lease Units.

The Opportunity: Staff researched eight comparable communities to find additional flexibility for developers to advertise for-lease units after construction and certificates of occupancy have been issued. One of the purposes of the Sign Code is to "[a]llow each individual business to clearly identify itself and the goods and services which it offers in a clear and distinctive manner."[1] The proposed amendments align with this purpose of the Sign Code to allow developers to advertise for-lease units. A new definition and regulations are proposed for Leasing Signs which help to bridge the gap after the certificate of occupancy is received for the project and the Construction Marketing Signs

[1] MCPC § 12-1-1

are removed.

At work sessions on February 25, 2026 (Meeting Packet, Item 5.A; Minutes, p. 2) and April 22, 2026 (Meeting Packet, Item 4.B; Video Recording), the Planning Commission discussed potential amendments to the Sign Code in Municipal Code of Park City (MCPC) Title 12. This staff report summarizes recommended updates to the Sign Code.

Analysis

The Proposed Sign Code Amendments Include Revisions to Title 12 Sign Code Sections 12-2-1(U) *Definitions* and 12-10-2 *Temporary Signs*.

Proposed amendments to the Sign Code based on Planning Commission feedback include the following (as shown in Exhibit A):

- New definition for "Leasing Sign" in Sign Code § 12-2-1(U) *Definitions.*
- Modified definition of "Temporary Sign" to include a statement that Leasing Signs may be installed for 12 months or when the Development is 90 percent leased, whichever comes first.
- Amendment to Sign Code § 12-10-2(C)(7) stating "A Construction Marketing Sign and a Leasing Sign shall not be displayed on the same project site at the same time. The installation of a Leasing Sign requires the immediate removal of any existing Construction Marketing Sign(s)."
- Amendment to Sign Code § 12-10-2(G)(4) adding the Community Transition (CT) Zoning District to allow Temporary Portable Signs.
- Addition of Sign Code § 12-10-2(I) for requirements for Leasing Signs:

  SIGN, LEASING. To facilitate the initial occupancy of large-scale developments, one (1) Leasing Sign is permitted per street frontage for any new development containing more than ten (10) residential units or more than twenty thousand square feet (20,000 sq. ft.) of commercial floor area.
  - SIZE. Leasing Signs shall not exceed thirty-two square feet (32 sq. ft.) in area.
  - DURATION. Leasing Signs may be installed upon the issuance of the first Certificate of Occupancy and must be removed within twelve (12) months or 90% occupancy, whichever occurs first. A Construction Marketing Sign and a Leasing Sign shall not be displayed on the same project site at the same time. The installation of a Leasing Sign requires the immediate removal of any existing Construction Marketing Sign(s).
  - PLACEMENT. Leasing Signs must meet the same setback standards as Construction Marketing Signs.

Question for Discussion:

- *Is the Planning Commission supportive of having one Construction Marketing Sign installed at the same time Leasing Signs are installed?*

Department Review

The Planning Department, Executive Department, and City Attorney's Office reviewed

this report.

Exhibits

A: Draft Ordinance

Ordinance No. 2026-XX

AN ORDINANCE AMENDING TITLE 12 OF THE MUNICIPAL CODE OF PARK CITY TO ALLOW TEMPORARY LEASING SIGNS FOR NEW DEVELOPMENTS

WHEREAS, the purpose of the Sign Code is to allow each individual business to clearly identify itself and the goods and services which it offers in a clear and distinctive manner;

WHEREAS, the City reviews the Sign Code on a regular basis and identifies necessary amendments to address specific Sign Code issues raised by the City Council;

WHEREAS, the City Council, seeing requests from Developers to allow greater flexibility for advertising for-lease units, directed the Planning Department to update and evaluate the Sign Code regarding leasing signs;

WHEREAS, Municipal Code of Park City Section 12-1-1 establishes Planning Commission authority and duty to interpret the Sign Code;

WHEREAS, on February 22, 2026 and April 22, 2026, the Planning Commission held a work session and provided input on the drafting of the proposed Sign Code changes;

WHEREAS, on May 13, 2026, the Planning Commission held a duly noticed public hearing to receive input on the proposed Sign Code amendments, and forwarded a positive recommendation to City Council;

WHEREAS, on June 4, 2026, the City Council held a duly noticed public hearing;

WHEREAS, it is in the best interest of Park City, Utah, to amend the Sign Code to update regulations related to leasing signs;

WHEREAS, Park City seeks to implement content-neutral temporary leasing sign standards to promote new developments, encourage affordable housing investments, and regulate construction sites according to the City's General Plan; and

WHEREAS, the proposed Sign Code amendments are consistent with the following purposes of the Utah Municipal Land Use, Development, and Management Act Section 10-20-101, Purposes – General land use authority:

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1. The purposes of this chapter are to:
    a. provide for the health, safety, and welfare;
    b. promote the prosperity;
    c. improve the morals, peace, good order, comfort, convenience, and aesthetics of each municipality and each municipality's present and future inhabitants and businesses;
    d. provide fundamental fairness in land use regulation;
    e. facilitate orderly growth, allow growth in a variety of housing types, and contribute toward housing affordability; and
    f. protect property values.

NOW, THEREFORE BE IT ORDAINED by the City Council of Park City, Utah as follows:

SECTION 1. FINDINGS. The analysis section of the staff reports of the May 13, 2026 Planning Commission and June 4, 2026 City Council meetings, are incorporated herein. The recitals above are incorporated herein as findings of fact.

SECTION 2. AMEND MUNICIPAL CODE OF PARK CITY, SIGN CODE TITLE 12. AMENDING SIGN CODE SECTIONS 12-2-1(U) *Definitions* and 12-10-2 *Temporary Signs* as outlined in Attachment 1.
SECTION 3. SEVERABILITY. Invalidity of a section or a part of a section of this ordinance shall not affect the validity of the remaining sections or parts of sections.

SECTION 4. EFFECTIVE DATE. This Ordinance shall be effective upon publication.

PASSED AND ADOPTED THIS 4th OF JUNE, 2026.

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PARK CITY MUNICIPAL CORPORATION

_____
Ryan Dickey, Mayor

Attest:

_____
City Recorder

Approved as to form:

_____
City Attorney's Office

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Attachment 1

12-2-1 Definitions

SIGN. An object, device, or structure, or part thereof, situated outdoors or indoors which is used to advertise, identify, display, or attract attention to an object, person, institution, organization, business, product, service, event, idea, or location. Includes the sign structure, supports, lighting system, and any attachments, ornaments, or other features used to attract attention. Includes banners, billboards, building directories, display boxes, electronic display terminals, flags, reproductions, theater marquees. Also includes but is in no way limited to the following categories:

1. Sign, Abandoned. Any sign applicable to a use which has been discontinued for a period of at least three (3) months.
2. Sign, Animated. A rotating or revolving sign, or a sign in which all or a portion of the sign moves in some manner.
3. Sign, Awning. Any sign painted on or attached to an awning.
4. Sign, Bench. A sign placed in any manner on an outdoor bench or other outdoor furniture.
5. Sign, Business Identification. A sign which identifies only the name, logo, and/or address of a commercial use.
6. Sign, Cabinet. A sign that consists of a frame covered by translucent material. The entire structure is one (1) unit. Does not include changeable-copy signs.
7. Sign, Canopy. Any sign painted or attached to a canopy.
8. Sign, Changeable-Copy. A manually operated sign that displays graphics or a

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message that can be easily changed or altered.

9. Sign, Construction. A temporary sign placed on a construction site.
    a. Construction Marketing Sign. A construction sign identifying the financial institution of a development; may include a plat map and real-estate information for purposes of marketing units within the development.
    b. Construction Identification Sign. A sign identifying the contractors and builders responsible for a project or development.
    c. Combined Construction Sign. A combination of a construction identification sign and construction marketing sign.
10. Sign, Electronic Message. A permanent sign that changes copy electronically using switches and electric lamps.
11. Sign, Entrance/Exit. A sign that facilitates vehicle traffic into and out of a site by designating the entrance or exit to the premises.
12. Sign, Flashing. A sign that contains an intermittent or flashing light source, or a sign that includes the illusion of intermittent or flashing light by means of animation or an externally mounted intermittent light source.
13. Sign, Freestanding. A sign that is supported by one (1) or more uprights or braces which are fastened to or embedded in the ground or a foundation in the ground and not attached to any building.
14. Sign, Garage-Sale. A temporary sign that announces a garage sale, yard sale, or similar event.
15. Sign, Hanging. A sign attached underneath a canopy, awning, or colonnade.
16. Sign, Historic. A sign that by its construction materials, age, prominent location,

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unique design, or craftsmanship, provides historic character, individuality, and a sense of place or orientation regarding clues to a building's history.

17. Sign, Historic Replication. A sign which is an exact replication, including materials and size, of a historic sign which once existed in the same location.
18. Sign, Home-Occupation. A sign that identifies a home occupation, as that term is defined in the Land Management Code.
19. Sign, Hours-of-Operation. A sign that displays the hours during which the building's commercial occupant serves the public; includes "open" and "closed" signs.
20. Sign, Inflatable. Any inflatable object used as a sign or for promotional purposes.
21. Sign, Internally Illuminated. A sign with a face that is lit or outlined by a light source located within the sign.
22. Sign, Leasing. A Temporary Sign used for the initial advertising and lease-up of a new development containing ten (10) or more Residential Units or twenty thousand square feet (20,000 sq. ft.) or more of Commercial Floor Area. A Leasing Sign may be displayed only after the issuance of the first Certificate of Occupancy for the project.
23. Sign, Luminous-Tube. A sign that is outlined by or which has characters, letters, figures, or designs that are illuminated by gas-filled luminous tubes, such as neon, argon, etc.
24. Sign, Municipal Identification. A sign designed specifically for the purpose of notifying motorists of Park City's municipal boundary and welcoming them to Park City.

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25. Sign, Name-Change. A temporary sign that informs the public about a change in a business name or commercial building tenant. Includes temporary occupancy of an existing business by a convention-sales license-holder pursuant to Section 4-3-9 of this Code.
26. Sign, Non-Conforming (Legal). Any advertising structure or sign which was lawfully erected and maintained prior to such time as it came within the purview of the Code and any amendments thereto, and which now fails to conform to all applicable regulations and restrictions of this Code.
27. Sign, Off-Premises. A sign which directs attention to a business, commodity, service, or attraction at a location other than the premises on which the sign is located.
28. Sign, On-Premises. A sign which directs attention to a business, commodity, service, or attraction on the premises on which the sign is located.
29. Sign, Pole. A freestanding sign that is supported by one (1) upright of not greater than twelve inches (12") in diameter and is not attached or braced by any other structure.
30. Sign, Portable. A sign that can be moved from place to place and is not permanently affixed to the ground or a building.
31. Sign, Projecting. A sign which is attached to a building or other structure, oriented perpendicular to the street, and extending in whole or in part more than six inches (6") beyond any wall of the building or structure.
32. Sign, Projection. A sign that uses a beam of light to project a visual image or message onto a surface.

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33. Sign, Real-Estate. A temporary sign advertising the sale, rental, or lease of the premises or part of the premises on which the sign is displayed.
34. Sign, Roof. A sign erected or painted upon or above the roof or parapet of a building, including ground signs that rest on or overlap a roof. Includes signs mounted on a mansard-style roof.
35. Sign, Special-Sale. A temporary sign used to advertise a special sale.
36. Sign, Temporary. A sign which is intended for use during a limited time of six months or less.
37. Sign, Umbrella. A sign painted on or attached to an umbrella, including name brands and symbols.
38. Sign, Vacancy. A sign which advertises the current availability for occupation of a nightly rental.
39. Sign, Vehicle. Any sign, logo, or advertisement placed, painted, attached, or displayed on a vehicle.
40. Sign, Video. A sign that involves animated visual messages which are projected on a screen.
41. Sign, Wall. A sign with messages or copy erected parallel to and attached to or painted on the outside wall of a building.
42. Sign, Wind. Any propeller, whirling, or similar device that is designed to flutter, rotate, or display other movement under the influence of the wind. Includes “gasoline flags,” and may include certain banners.
43. Sign, Window. A sign installed upon or within three feet (3') of a window, visible from the street, and larger than two square feet (2 sq. ft.) in area. Does not

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include merchandise displays.

44. Sign, Yard. A temporary non-commercial sign.

12-10-2 Types of Temporary Signs

. . . .

C. CONSTRUCTION MARKETING SIGNS. To allow for initial marketing of projects containing four (4) or more dwelling units, or at least four thousand square feet (4,000 sq. ft.) of commercial floor area, a construction marketing sign is allowed on the property during the construction phase of the building or project.

1. SIZE. The total sign area of the construction marketing sign shall not exceed twenty-four square feet (24 sq. ft.) in area.
2. HEIGHT. Construction marketing signs may not exceed seven feet (7') above finished grade. Signs mounted on a construction barricade or fence may not extend above the height of the barricade or fence.
3. LOCATION. A construction marketing sign may not be closer than twenty feet (20') to the curb line, or edge of pavement if there is no curb. If that twenty foot (20') setback places the sign within the construction limits of disturbance, the sign may be placed closer to the street, but no more than ten feet (10') outside of the construction limits of disturbance.

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Construction-marketing signs must be located in a manner that does not obstruct the view for normal passenger vehicles of adjoining streets from the driveway of the site.

Construction marketing signs shall not be located in the side or rear-yard setbacks. In the HCB District, Prospector Commercial Subdivision, and other areas that have been approved or zoned with no setback or side-yard requirements, the sign may be located on the construction barricade or fence surrounding the site, even if that places the sign within the public right-of-way.

Where there are conditions such as heavy vegetation on the property or extremely steep terrain that make the sign-placement standards of this Title impractical because of their effect on the sign's visibility, the Planning Director may grant an exception to the sign setback standards. However, the Planning Director is not authorized to grant any exception to the size or street-orientation standards of this Title.

4. INFORMATION. Information on the construction marketing sign may include a plat map and real-estate information for the project.
5. NUMBER OF SIGNS. One (1) construction marketing sign is permitted per project.
6. ZONING RESTRICTIONS. Construction marketing signs are permitted in all zoning districts.
7. DURATION. Construction marketing signs shall be removed from the premises upon issuance of the last temporary certificate of occupancy for the project from

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the Building Department. A Construction Marketing Sign and a Leasing Sign shall not be displayed on the same project site at the same time. The installation of a Leasing Sign requires the immediate removal of any existing Construction Marketing Sign(s).

The Planning Director or his/her designee may issue a six (6) month extension for the display of the construction marketing sign after the last temporary certificate of occupancy has been issued upon the applicant's payment of a forfeitable deposit of $5,000. Such deposit shall be forfeited to the City if the construction marketing sign remains beyond the six (6) months allowed by the extension.

G. TEMPORARY PORTABLE SIGNS. Businesses located in a private plaza may display temporary portable signs to advertise or identify their businesses. Such temporary portable signs must be placed within the boundaries of the private plaza and are subject to the following criteria:

1. SIZE. No temporary portable sign may exceed twelve square feet (12 sq. ft.).
2. NUMBER OF SIGNS. Only one (1) temporary portable sign is allowed per business.
3. ORIENTATION. Temporary portable signs are allowed only on private property, and must not impede pedestrian circulation or ADA or fire access. No temporary portable signs will be permitted on City-owned property, including any City-owned right-of-way.
4. ZONING RESTRICTIONS. Temporary portable signs are allowed only within the CT, HCB, HRC, GC, LI, RD and RC zoning districts.

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5. DESIGN. Fluorescent colors and reflective surfaces are prohibited on portable signs. Reflective colored materials that give the appearance of changing color are also prohibited.

6. ILLUMINATION. Illumination of temporary portable signs is prohibited.

. . . .

I. LEASING SIGNS. To facilitate the initial occupancy of new large-scale developments containing more than ten (10) residential units or more than twenty-thousand square feet (20,000 sq. ft.) of commercial floor area, one (1) Leasing Sign is permitted per street frontage.

1. SIZE. Leasing Signs shall not exceed thirty-two square feet (32 sq. ft.) in area.

2. DURATION. Leasing Signs may be installed upon the issuance of the first Certificate of Occupancy and must be removed within twelve (12) months or 90% occupancy, whichever occurs first. A Construction Marketing Sign and a Leasing Sign shall not be displayed on the same project site at the same time. The installation of a Leasing Sign requires the immediate removal of any existing Construction Marketing Sign(s).

3. PLACEMENT. Leasing Signs must meet the same setback standards as Construction Marketing Signs.

4. SPACING AND SEPARATION. Where a development qualifies for more than one (1) Leasing Sign due to multiple street frontages, no two (2) Leasing Signs shall be placed within fifty feet (50') of one another as measured along the property

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line. Each sign must be oriented toward and clearly visible from the specific street frontage for which it was permitted.

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Planning Commission
Staff Report

Subject: **30 Sun Ridge Cove**
Application: **PL-26-06854**
Author: **Lillian Zollinger, Planner III**
Date: **May 13, 2026**
Type of Item: **Conditional Use Permit for Outdoor Pool**

Recommendation

(I) Review the Conditional Use Permit (CUP) for a 144-square-foot outdoor pool for the Single-Family Dwelling (SFD) at 30 Sun Ridge Court, (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:	Gallant Goose LLC, represented by Andrew McNamara
Location:	30 Sun Ridge Cove
Zoning District:	Community Transition, Residential Development, Sensitive Land Overlay
Adjacent Land Uses:	Residential, Open Space
Reason for Review:	The Planning Commission reviews and takes Final Action on Conditional Use Permits.[1]

CUP	Conditional Use Permit
CT	Community Transition
LMC	Land Management Code
MPD	Master Planned Development
RD	Residential Development
SLO	Sensitive Land Overlay

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

Background

30 Sun Ridge Cove is a 57,879-square-foot Lot 301 of the Park City Heights Phase 3 Subdivision in the Quinn's Junction neighborhood, the Community Transition (CT) and Residential Development (RD) Zoning Districts, the Sensitive Land Overlay (SLO), and the Park City Heights Master Planned Development.

[1] LMC § 15-1-8(G)

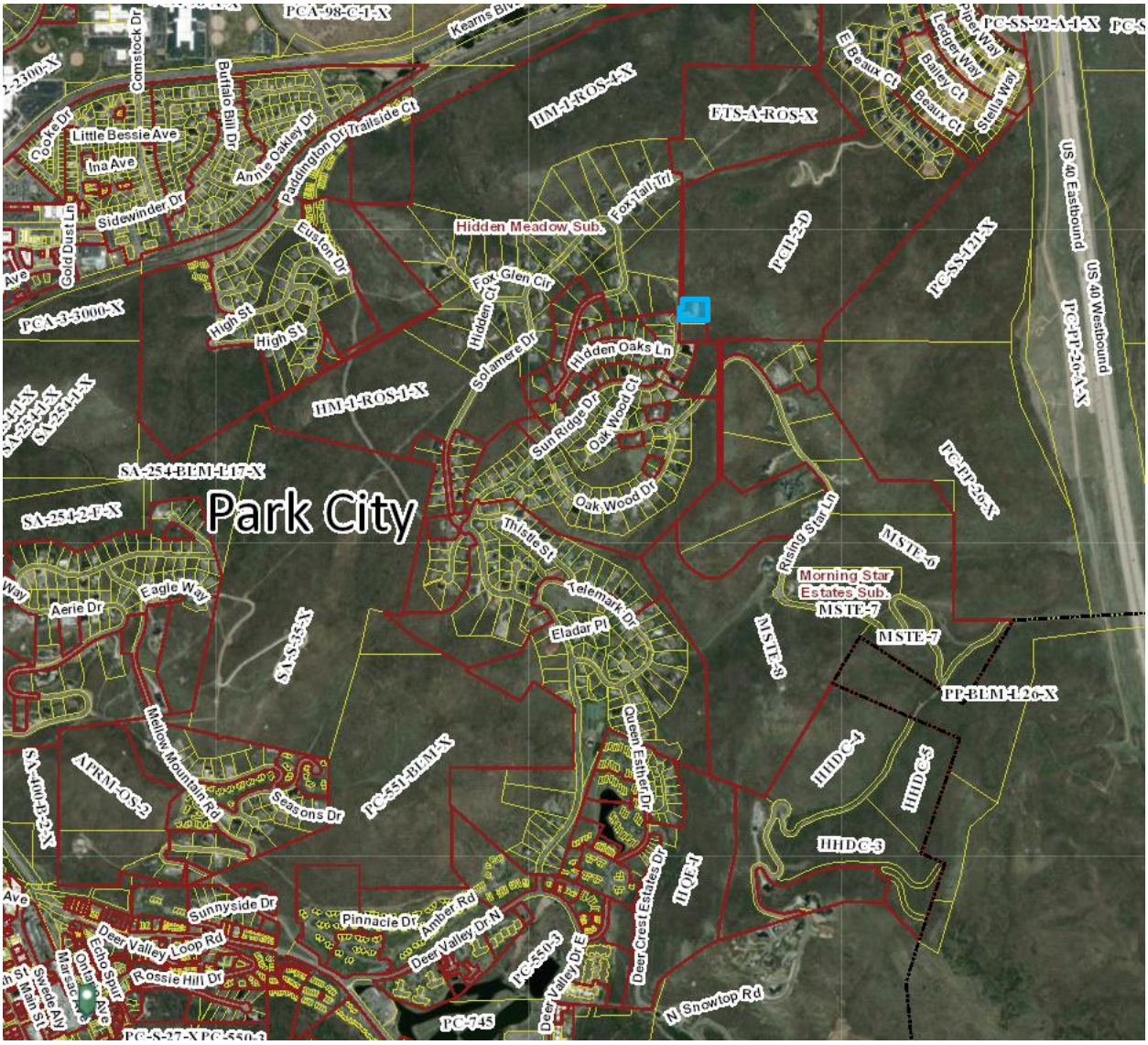


Figure 1: 30 Sun Ridge Cove highlighted in blue by Staff from an excerpt of the Summit County Parcel Map.

On April 4, 2019, the City Council adopted Ordinance No. 2019-12, approving the Park City Heights Phase 3 Subdivision. On October 22, 2019, Summit County recorded the Subdivision Plat (see Exhibit C). Condition of Approval 25 on the Subdivision Plat approval required that both Lots have 100-foot setback areas that cannot be disturbed.

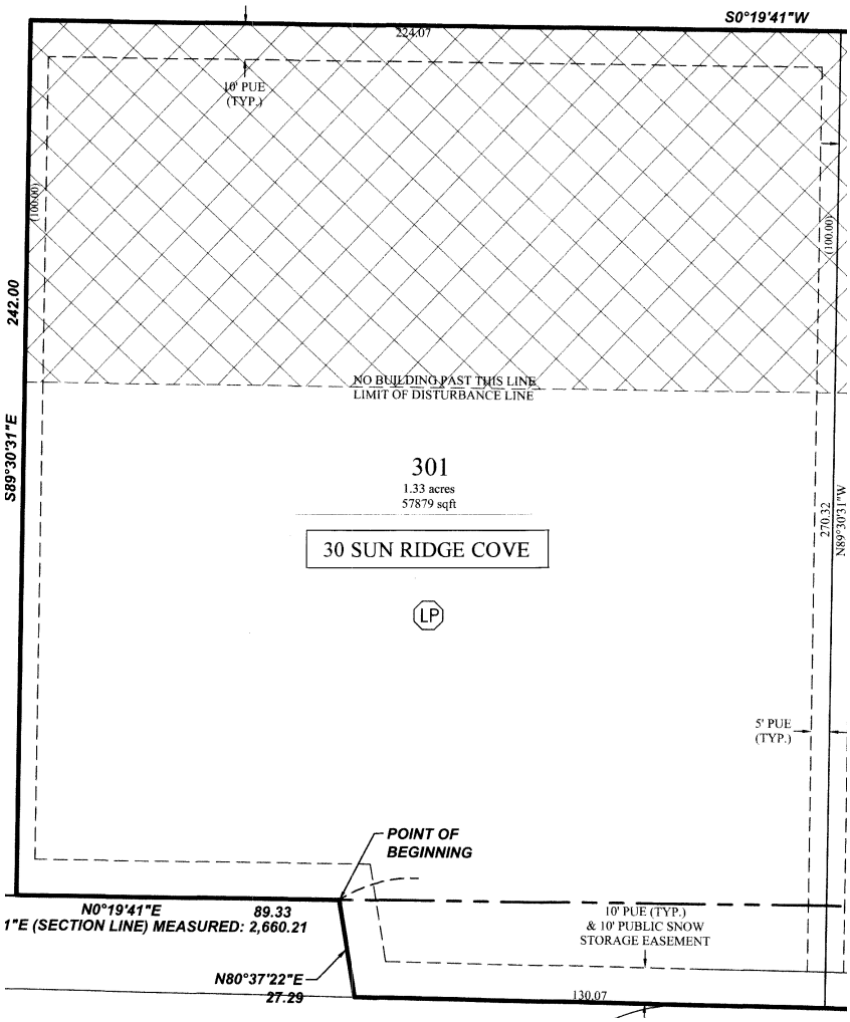


Figure 2: Excerpt from the Park City Heights Phase 3 Subdivision Plat showing the 100-foot setback area (see Exhibit C for full Plat).

On April 8, 2025, the Building Department issued Building Permit 25-0097 for the construction of a SFD on the property and the SFD is under construction. The Applicant proposes adding a 144-square-foot outdoor pool.

30 Sun Ridge Cove is mostly in the CT and partially the RD Zoning District, and entirely within the SLO. The proposed outdoor pool is within the CT Zoning District and SLO. The pool's mechanical equipment is proposed to be in an existing mechanical room within the SFD.

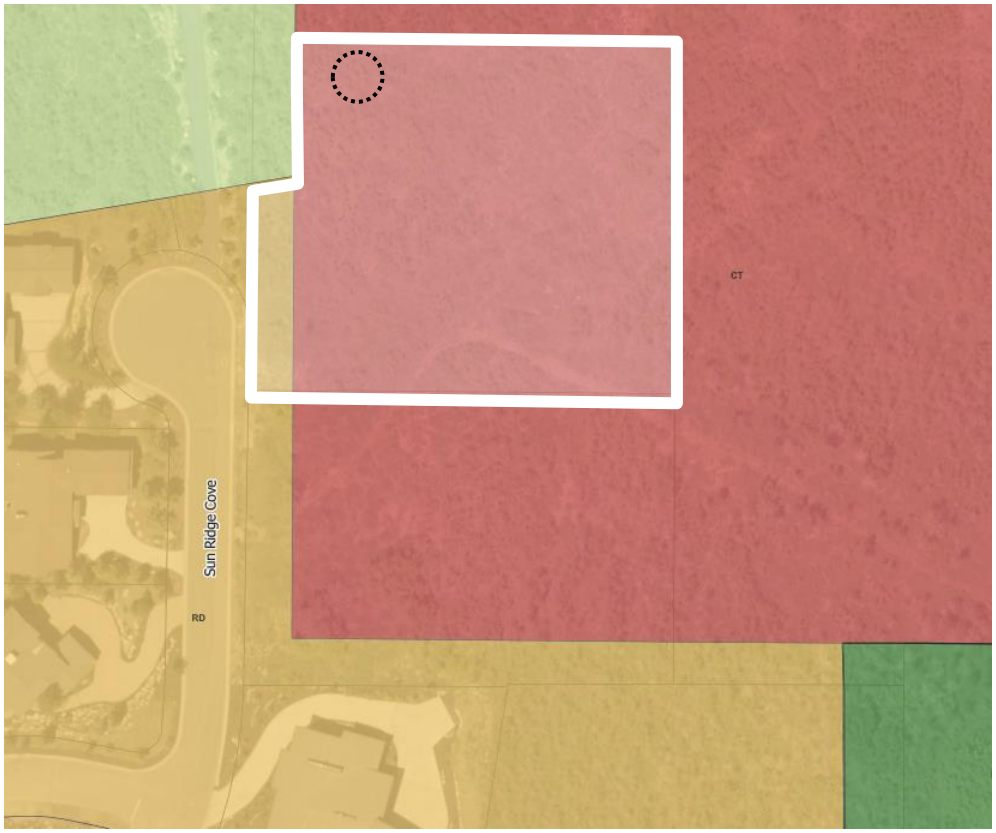


Figure 3: 30 Sun Ridge Cove on an excerpt from the Zoning Map; the RD Zoning District is tan, and the CT Zoning District is red. The property is outlined in white with the approximate pool location in black.

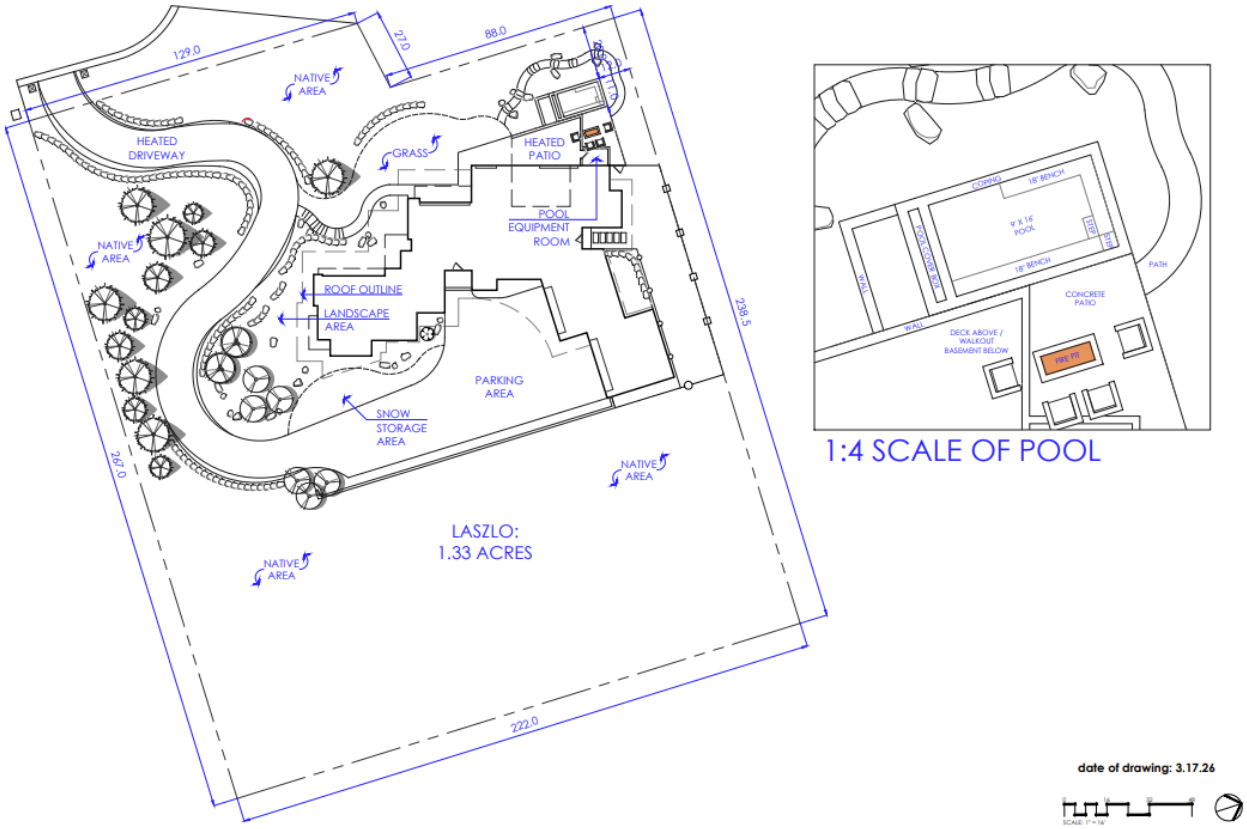


Figure 4: Proposed pool plans, provided by the Applicant.



Figure 5: Rendering of the proposed pool provided by the Applicant.

Analysis

(I) The proposed outdoor pool complies with Land Management Code Chapter 15-2.23, the Community Transition Zoning District requirements.

Pursuant to LMC § 15-2.23-2(B)(13), a Private Recreation Facility is a Conditional Use in the CT Zoning District. LMC § 15-15-1 defines a Private Recreation Facility as, "Recreation facilities operated on private Property and not open to the general public, including Recreation Facilities such as swimming pools, tennis courts, outdoor Pickleball Courts, and similar facilities for the Use by Owners and guests."

LMC § 15-2.23-3(B) requires the Front, Rear, and Side Setbacks for structures in the CT Zoning District to be 25 feet, unless the Planning Commission approves a variation.

On February 27, 2019, the Planning Commission forwarded a positive recommendation to the City Council for the Park City Heights Phase 3 Subdivision Plat, which included Conditions of Approval

Condition of Approval 22 states, "A plat note shall indicate that side setbacks shall meet RD District requirements of 12' minimum (24' combined) rather than the 6' minimum (18' combined) as stated in the Design Guidelines for Homestead lots. Front setback shall be 20' with 30' to street facing garage."

Condition of Approval 25 states, "A platted limit of disturbance (LOO) area shall be noted on the plat stating that the rear 100' of each lot shall remain undisturbed, with the exception of approved utilities, trails, and required forest health management that may include removal and/or planting of native landscaping with temporary irrigation, subject to approval of a landscape plan application and permit. No structures, patios, decks, gazebos, barns, green houses, hot tubs, fire pits, fences, retaining walls or similar structures are permitted with the rear 100' area."

On April 4, 2019 the City Council adopted Ordinance No. 2019-12, approving the Plat and Conditions of Approval.

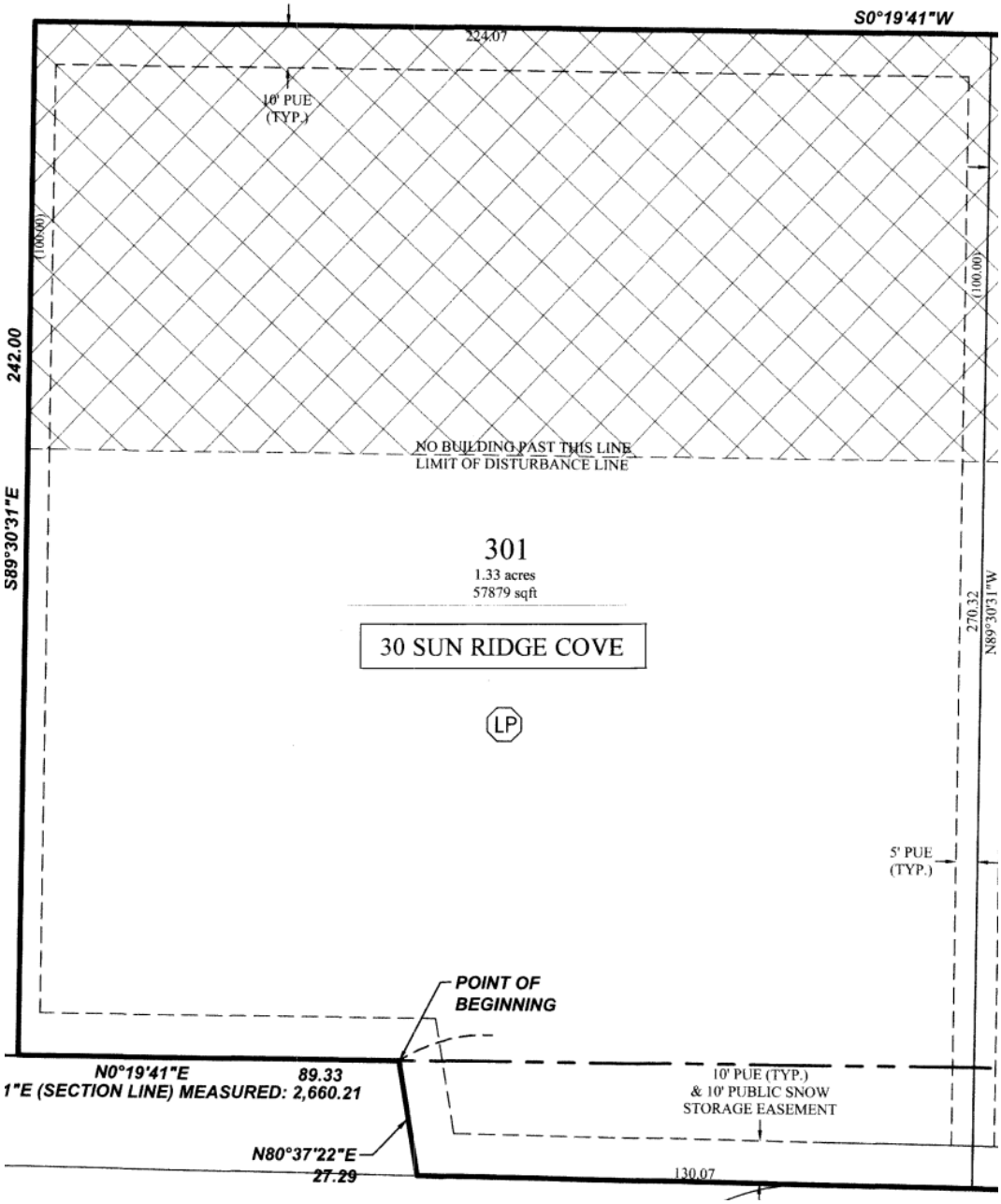


Figure 6: Excerpt from the Park City Heights Phase 3 Subdivision Plat (see Exhibit C for full Plat).

Therefore, the required Front Setback is 20 feet, Rear Setback is 100 feet, and Side Setbacks are 12 feet for the site.

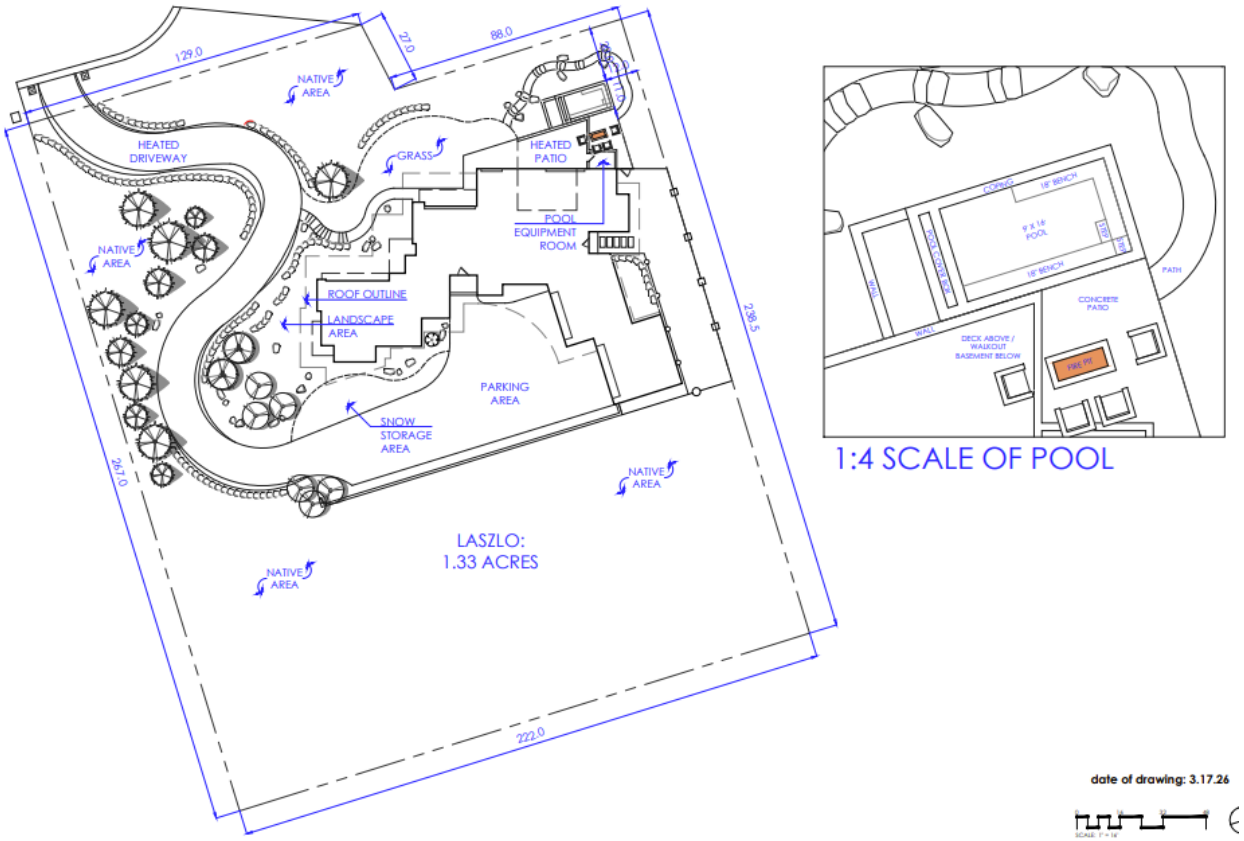


Figure 7: Excerpt from Applicant's proposed plans showing the pool is not within the 100 foot undisturbed area.

The proposed pool is Setback 20 feet from the front Lot line, 207 feet from the Rear Lot line, and 12 feet from the north Side Lot line.

The proposed pool does not encroach beyond the Limit of Disturbance line for the site and also complies with the building area outlined on the Plat.

LMC § 15-2.23-5 outlines the maximum Building Height for the CT Zoning District at 28 feet from Existing Grade. The pool is proposed to be 18 inches above the patio, 8.5 feet above grade, and screened from the Right-of-Way (ROW) by 21 landscaping shrubs and existing vegetation.

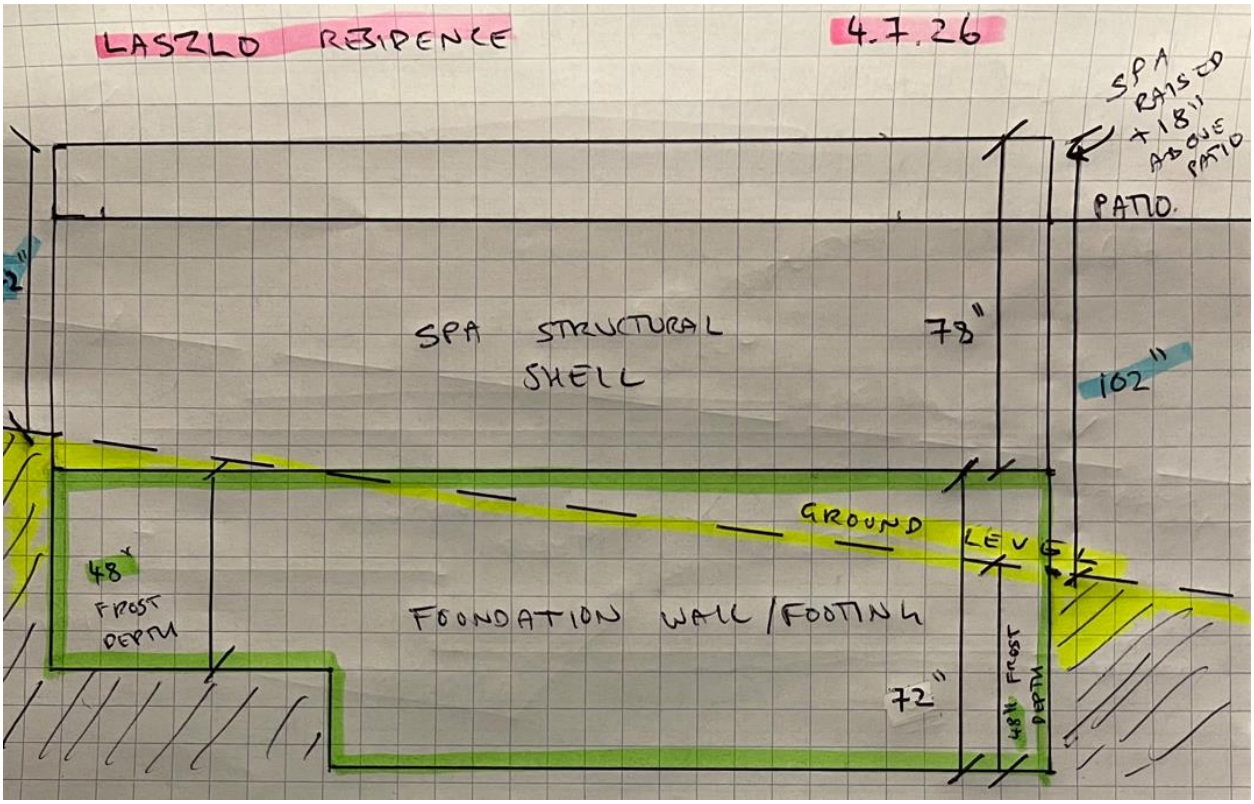


Figure 8: Elevation provided by the Applicant.



Figure 9: Image provided by the Applicant showing the proposed pool location on site.

(II) The proposed outdoor pool complies with Land Management Code Chapter 15-2.21, the Sensitive Land Overlay requirements.

One of the purposes of the SLO is to protect and preserve environmentally sensitive land.[2]

The 2011 Park City Heights MPD reviewed the entire site for compliance with the SLO and considered steep slopes, ridgelines, wetlands, wildlife, and vantage points. Findings of Fact 17-21 in the MPD are below:

17. The property contains SLO designated steep slopes, ridgelines and wetland areas. These areas are identified in the MPD as open space areas and all required wetland and stream setbacks are complied with.
18. A wildlife study was conducted and a report (December 2010) was prepared by Logan Simpson Design, Inc. A revised report was prepared on March 17, 2011. The wildlife study addresses requirements of the Land Management Code and provides recommendation for mitigation of impacts on wildlife.
19. The site plan complies with the minimum MPD required 25' setback around the perimeter of the property. Setbacks range from 25' to 690' (and greater to the south property line).
20. The locations of the proposed units are consistent with the MPD site planning and Sensitive Lands Overlay criteria.
21. The property is visible from the designated LMC Vantage point along State Road 248 and a visual analysis was conducted by the applicant from this Vantage point. Additional visual analysis was provided from the intersection of Richardson Flat Road and SR 248. Units along the western perimeter are most visible along the minor ridge from SR 248. Any units that are over the 28' height limit as measured in the zone will be required to obtain an Administrative Conditional Use Permit."

The Park City Heights Lots were previously reviewed for compliance with the SLO and the proposed disturbance for the pool is within the requirements of those previous approvals. The proposed pool is not on a Ridgeline or a Very Steep Slope (40% or greater). There are neither Wetlands or Streams on or near the property. 30 Sun Ridge Cove is not visible from designated Vantage Points, including SR 248, as it is behind the visible ridge or the intersection of Queen Ester Drive and Deer Valley Drive.

[2] LMC § 15-2.21-1



Figure 10: Image taken by Staff near the intersection of Queen Ester Drive and Deer Valley Drive, estimated location of 30 Sun Ridge Cove shown with a red arrow.



Figure 11: Image and label provided by the Applicant.

(III) The outdoor pool complies with Land Management Code Chapter 15-3, Off-Street Parking requirements.

LMC § 15-3-6(A) requires two Off-Street Parking Spaces for the SFD and LMC § 15-3-6(B) requires one Off-Street Parking Space per four persons maximum rated capacity for a Private Recreation Facility.

The Applicant states the maximum occupancy is 8 people, which requires two parking spaces.

Building Permit 25-0097 approved four parking spaces in a garage and therefore, adequate parking is provided for the SFD and outdoor pool.

(IV) Staff recommends Conditions of Approval for the outdoor pool based on Land Management Code Section 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. LMC § 15-1-10.

CUP Review Criteria	Analysis of Proposal
Size and location of the Site	**Complies:** The proposed 144-square-foot outdoor pool complies with the required Setbacks for the site and does not encroach on the required undisturbed area at the rear of the Site.
Traffic considerations including capacity of the existing Streets in the Area	**No unmitigated impacts:** The Traffic Impact Study Guidelines state that a study is required when a proposed development or redevelopment will generate 25 or more net new vehicle trips during the weekday AM or PM peak hour or other analysis hour at the discretion of Park City staff. The proposed outdoor pool will not generate any additional traffic beyond the property's primary Use as a SFD. The proposed outdoor pool is an accessory use to the SFD and for private use only.

Utility capacity, including Storm Water run-off	**Complies:** On April 7, 2026, the Water and Sewer Departments confirmed the proposal complies with their required standards.
Emergency vehicle Access	**Complies:** On April 7, 2026, the Park City Fire District confirmed the proposal complies with their required standards.
Location and amount of off-Street parking	**Complies:** See analysis outlined in Section III above.
Internal vehicular and pedestrian circulation system	**No unmitigated impacts:** The proposed pool is only accessed via the SFD.
Fencing, Screening, and landscaping to separate the Use from adjoining Uses	**Condition of Approval Recommended:** There are no fences proposed, but the Applicant proposes to screen the pool from the Sun Ridge Cove ROW with 21 shrubs and existing vegetation on site. The landscape plan shall be updated to comply with the Municipal Code of Park City (MCPC) Chapter 11-21 *Wildland-Urban Interface Code*, and LMC § 15-5-5(N) (see Condition of Approval 7).  *Figure 12: Image provided by applicant showing proposed pool*

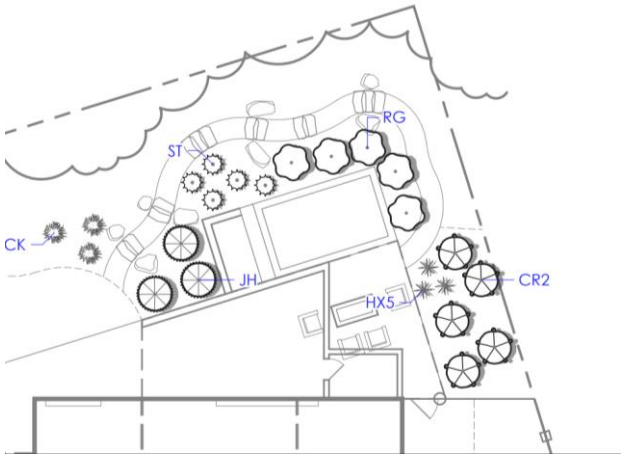
	screened by existing vegetation on site.  *Figure 13: Excerpt from proposed landscape plan showing 21 shrubs to be planted to screen the pool.*
Building mass, bulk, and orientation, and the location of Buildings on the Site; including orientation to Buildings on adjoining Lots	**Complies:** The pool is located towards the front of the Lot and is subordinate to the SFD. The pool's mechanical equipment is proposed to be stored in an existing mechanical room approved as a part of the SFD building permit.
Usable Open Space	**Complies:** The proposed pool complies with the required Setbacks for the site and does not encroach on the required undisturbed area at the rear of the Site.
Signs and lighting	**No unmitigated impacts:** The Applicant does not propose any signs or lighting for the pool.
Physical design and Compatibility with surrounding Structures in mass, scale, style, design, and architectural detailing	**Complies:** The proposed concrete pool will be eight-and-a-half feet above grade as viewed from the southern side. The Applicant proposes one three-foot retaining wall adjacent to the pool to create a taller area for plantings and screening. The walls will match the material and style of the SFD and are subordinate to the size of the dwelling.

	 *Figure 14: Rendering provided by the applicant showing the pool and proposed retaining wall for plantings.*
Noise, vibration, odors, steam, or other mechanical factors that might affect people and Property Off-Site	**Condition of Approval Recommended:** The Applicant does not propose any speakers and the mechanical equipment will be housed in an enclosed mechanical room inside the SFD. The use of the outdoor pool shall comply with the Municipal Code of Park City's Noise Ordinance outlined in Title 6 (Condition of Approval 3).
Control of delivery and service vehicles, loading and unloading zones, and Screening of trash and recycling pickup Area	**No unmitigated impacts:** Vehicles for service and maintenance of the outdoor pool will access the property from the private driveway and Sun Ridge Cove. No trash or recycling areas are proposed in association with the outdoor pool.
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	**Condition of Approval Recommended:** The outdoor pool is for the use of the owner and guests. See Condition of Approval 6.
Within and adjoining the Site, Environmentally Sensitive Lands, Physical Mine Hazards, Historic Mine Waste and Park City Soils Ordinance, Steep Slopes, and appropriateness of the proposed Structure to the existing topography of the Site	**Complies:** See analysis in Section II above.
Reviewed for consistency with	**Complies:** The proposed pool complies with the

the goals and objectives of the Park City General Plan; however such review for consistency shall not alone be binding	General Plan Strategy 1F and 3A, wherein the design of the pool respects the existing scale and style of the SFD and the location of the pool does not impede open space.
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	**Complies:** The structure under construction is being built with radon mitigation.

(V) The Development Review Committee reviewed the proposal on April 7, 2026, and confirmed the proposal complies with their required standards.[3]

Department Review
The Planning Department, City Attorney's Office, and Executive 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 April 29, 2026. Staff mailed courtesy notice to property owners within 300 feet on April 29, 2026. The *Park Record* published courtesy notice on April 29, 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.

[3] 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).
[4] LMC § 15-1-21

Exhibits

A: Draft Final Action Letter
    Attachment 1 – Proposed Plans
B: 2011 Park City Heights MPD
C: Park City Heights Phase 3 Subdivision Plat
D: Applicant's Renderings

Planning Department

May 13, 2026

Gallant Goose, LLC
CC: Andrew McNamara, Koala Pools

NOTICE OF PLANNING COMMISSION ACTION

Description

Address:	30 Sun Ridge Cove
Zoning District:	Community Transition, Residential Development, Sensitive Land Overlay
Application:	Conditional Use Permit
Project Number:	PL-26-06854
Action:	APPROVED WITH CONDITIONS (See Below)
Date of Final Action:	May 13, 2026
Project Summary:	The Applicant proposes constructing a 144-square-foot outdoor pool for the Single-Family Dwelling.

Action Taken

On May 13, 2026, the Planning Commission conducted a public hearing and approved the Conditional Use Permit according to the following Findings of Fact, Conclusions of Law, and Conditions of Approval:

Background

1. On May 27, 2010, the City Council adopted Ordinance No. 10-24 and annexed Park City Heights into the City.
2. On May 12, 2011, the Planning Commission approved the Park City Heights Master Planned Development (MPD).
3. On April 4, 2019, the City Council adopted Ordinance No. 2019-12, approving the Park City Heights Phase 3 Subdivision.
4. 30 Sun Ridge Cove is a 57,879-square-foot Lot 301 of the Park City Heights Phase 3 Subdivision.
5. On April 8, 2025, the Building Department issued permit number 25-0097 for the construction of a Single-Family Dwelling (SFD) on Lot 301.

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6. The Applicant proposes constructing a 144-square-foot outdoor pool on the site for the SFD with the pool's mechanical equipment to be stored in an existing mechanical room approved as a part of the SFD building permit.

Findings of Fact

1. Land Management Code Chapter 15-2.23 outlines the Community Transition Zoning District requirements.
2. Pursuant to LMC § 15-2.23-2(B)(13), a Private Recreation Facility is a Conditional Use in the CT Zoning District. LMC § 15-15-1 defines a Private Recreation Facility as, "Recreation facilities operated on private Property and not open to the general public, including Recreation Facilities such as swimming pools, tennis courts, outdoor Pickleball Courts, and similar facilities for the Use by Owners and guests."
3. LMC § 15-2.23-3(B) requires the Front, Rear, and Side Setbacks for structures to be 25 feet, unless the Planning Commission approves a variation.
4. On February 27, 2019, the Planning Commission forwarded a positive recommendation to the City council for the Park City Heights Phase 3 Subdivision Plat, which included Condition of Approval 22. Condition of Approval 22 states, "A plat note shall indicate that side setbacks shall meet RD District requirements of 12' minimum (24' combined) rather than the 6' minimum (18' combined) as stated in the Design Guidelines for Homestead lots. Front setback shall be 20' with 30' to street facing garage." On April 4, 2019 the City Council adopted Ordinance No. 2019-12, approving the Plat, and upholding the required condition. Therefore, the required Front Setback is 20 feet, Rear Setback is 25 feet, and Side Setbacks are 12 feet. The proposed pool is Setback 20 feet from the front Lot line, 207 feet from the Rear Lot line, and 12 feet from the north Side Lot line and complies the Lot Setbacks.
5. LMC § 15-2.23-5 outlines the maximum Building Height for the CT Zoning District at 28 feet from Existing Grade. The pool is proposed to be 18 inches above the patio, 8.5 feet above grade, and screened from the Right-of-Way (ROW) by 21 landscaping shrubs and existing vegetation.
6. Land Management Code Chapter 15-2.21 outlines the Sensitive Land Overlay requirements.
7. The 2011 MPD reviewed the entire site for compliance with the SLO and considered steep slopes, ridgelines, wetlands, wildlife, and vantage points. Finding of Facts 17-21 in the MPD outline:

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17) "The property contains SLO designated steep slopes, ridgelines and wetland areas. These areas are identified in the MPD as open space areas and all required wetland and stream setbacks are complied with.
18) A wildlife study was conducted and a report (December 2010) was prepared by Logan Simpson Design, Inc. A revised report was prepared on March 17, 2011. The wildlife study addresses requirements of the Land Management Code and provides recommendation for mitigation of impacts on wildlife.
19) The site plan complies with the minimum MPD required 25' setback around the perimeter of the property. Setbacks range from 25' to 690' (and greater to the south property line).
20) The locations of the proposed units are consistent with the MPD site planning and Sensitive Lands Overlay criteria.
21) The property is visible from the designated LMC Vantage point along State Road 248 and a visual analysis was conducted by the applicant from this Vantage point. Additional visual analysis was provided from the intersection of Richardson Flat Road and SR 248. Units along the western perimeter are most visible along the minor ridge from SR 248. Any units that are over the 28' height limit as measured in the zone will be required to obtain an Administrative Conditional Use Permit."

8. The Park City Heights Lots were previously reviewed for compliance with the SLO and the proposed disturbance for the pool is within the requirements of those previous approvals. The proposed pool is not on a Ridgeline, on a Steep Slope, but not a Very Steep Slope. The Slope where the pool is proposed to go ranges from approximately 20% to 30%. There are neither Wetlands or Streams on or near the property. 30 Sun Ridge Cove is not visible from SR 248, as it is behind the ridge visible from SR 248. The site is also not visible from the intersection of Queen Ester Drive and Deer Valley Drive.
9. Land Management Code Chapter 15-3 outlines Off-Street Parking requirements. The proposed pool is a Private Recreation Facility. LMC § 15-3-6(A) requires two Off-Street Parking Spaces per Dwelling Unit for an SFD. LMC § 15-3-6(B) requires one Off-Street Parking Space per four persons maximum rated capacity for a Private Recreation Facility. The Applicant states the maximum occupancy is 8 people, which requires two parking spaces. Building Permit 25-0097 approved four parking spaces in a garage and therefore, adequate parking is provided for the SFD and outdoor pool.

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10. Land Management Code Section 15-1-10(E) outlines the criteria for Conditional Use Permits

CUP Review Criteria	Analysis of Proposal
Size and location of the Site	**Complies:** The proposed 144-square-foot outdoor pool complies with the required Setbacks for the site and does not encroach on the required undisturbed area at the rear of the Site.
Traffic considerations including capacity of the existing Streets in the Area	**No unmitigated impacts:** The Traffic Impact Study Guidelines state that a study is required when a proposed development or redevelopment will generate 25 or more net new vehicle trips during the weekday AM or PM peak hour or other analysis hour at the discretion of Park City staff. The proposed outdoor pool will not generate any additional traffic beyond the property's primary Use as a SFD. The proposed outdoor pool is an accessory use to the SFD and for private use only.
Utility capacity, including Storm Water run-off	**Complies:** On April 7, 2026, the Water and Sewer Departments confirmed the proposal complies with their required standards.
Emergency vehicle Access	**Complies:** On April 7, 2026, the Park City Fire District confirmed the proposal complies with their required standards.
Location and amount of off-Street parking	**Complies:** See analysis above.
Internal vehicular and pedestrian circulation system	**No unmitigated impacts:** The proposed pool is only accessed via the SFD.
Fencing, Screening, and landscaping to separate the Use from adjoining Uses	**Condition of Approval:** There are no fences proposed, but the Applicant proposes to screen the pool from the Sun Ridge Cove ROW with 21 shrubs and existing vegetation on site. The landscape plan shall be updated to comply with

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	the Municipal Code of Park City (MCPC) Chapter 11-21 *Wildland-Urban Interface Code* and LMC § 15-5-5(N) *Landscaping* (see Condition of Approval 7).
Building mass, bulk, and orientation, and the location of Buildings on the Site; including orientation to Buildings on adjoining Lots	**Complies:** The pool is located towards the front of the Lot and is subordinate to the SFD. The pool's mechanical equipment is proposed to be stored in an existing mechanical room approved as a part of the SFD building permit.
Usable Open Space	**Complies:** The proposed pool complies with the required Setbacks for the site and does not encroach on the required undisturbed area at the rear of the Site.
Signs and lighting	**No unmitigated impacts:** The Applicant does not propose any signs or lighting for the pool.
Physical design and Compatibility with surrounding Structures in mass, scale, style, design, and architectural detailing	**Complies:** The proposed concrete pool will be eight-and-a-half feet above grade as viewed from the southern side. The Applicant proposes one three-foot retaining wall adjacent to the pool to create a taller area for plantings and screening. The walls will match the material and style of the SFD and are subordinate to the size of the dwelling.
Noise, vibration, odors, steam, or other mechanical factors that might affect people and Property Off-Site	**Condition of Approval:** The Applicant does not propose any speakers and the mechanical equipment will be housed in an enclosed mechanical room inside the SFD. The use of the pool shall comply with the City's Noise Ordinance outlined in MCPC Title 6 (see Condition of Approval 3).
Control of delivery and service vehicles, loading and unloading zones, and Screening of trash and recycling pickup Area	**No unmitigated impacts:** Vehicles for service and maintenance of the outdoor pool will access the property from the private driveway and Sun Ridge Cove. All trash and recycling areas are inside the SFD.

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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	**Condition of Approval:** The proposed pool is for the use of the owner and guests. See Condition of Approval 6.
Within and adjoining the Site, Environmentally Sensitive Lands, Physical Mine Hazards, Historic Mine Waste and Park City Soils Ordinance, Steep Slopes, and appropriateness of the proposed Structure to the existing topography of the Site	**Complies:** See analysis above.
Reviewed for consistency with the goals and objectives of the Park City General Plan; however such review for consistency shall not alone be binding	**Complies:** The proposed pool complies with the General Plan Strategy 1F and 3A, wherein the design of the pool respected existing scale and style of the SFD and the location of the pool does not impede open space.
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	**Complies:** The structure under construction is being built with radon mitigation.

11. The Development Review Committee reviewed the proposal on April 7, 2026 and confirmed the proposal complies with their required standards.

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Conclusions of Law

1. The proposal, as conditioned, complies with LMC Section 15-1-10(E) *Conditional Use Permit*.
    a. The Use will be Compatible with surrounding Structures in Use, scale, mass and circulation;
    b. The effects of any differences in Use or scale have been mitigated through careful planning.
2. The proposal complies with LMC Chapter 15-2.21 *Sensitive Land Overlay*.
3. The proposal complies with LMC Chapter 15-2.23 *Community Transition Zoning District*.
4. The proposal, as conditioned, complies with LMC Chapter 15-3 *Off-Street Parking*.
5. The proposal complies with the Park City Heights Phase 3 Subdivision Plat.

Conditions of Approval

1. Final building plans and construction details shall reflect substantial compliance with the final plans submitted to the Planning Department and reviewed by the Planning Commission on May 13, 2026.
2. The Applicant is responsible for notifying the Planning Department prior to making any changes to the approved plans. 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 prior to construction.
3. The Applicant shall adhere to Municipal Code of Park City Chapter 6-3, Noise.
4. If Outdoor Lighting is proposed to be installed, it must comply with the dark sky code (LMC Section 15-5-5(J)) and Planning Department review and approval is required prior to installation.
5. The Applicant shall coordinate pool drainage with the Snyderville Basin Water Reclamation District at the building permit phase.
6. The pool cannot be rented separately from the property's primary Use as a SFD.
7. The landscape plan shall be updated to comply with the MCPC Chapter 11-21, Wildland-Urban Interface Code and LMC § 15-5-5(N) prior to building permit submittal for the pool.

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 (385) 481-2038 or email lillian.zollinger@parkcity.gov.

Sincerely,

DRAFT

Planning Department

Christin Van Dine
Planning Commission Chair

CC: Lillian Zollinger, Project Planner

Attachment 1 – Proposed Plans

DRAFT

PAGE #	SHEET NAME
1.	COVER SHEET
2.	LIMIT OF DISTURBANCE
3.	LAYOUT PLAN
4.	LAYOUT OVERLAY
5.	DIMENSIONS
6.	PLANTING PLAN
7.	LIGHTING PLAN
8.	SEED MIX DETAILS

LASZLO **landscape**
plan set

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JOHN A. GOTTFREDSON
LICENSED LANDSCAPE ARCHITECT
STATE OF UTAH
LIC. #11615148-5301

DISCLAIMERS

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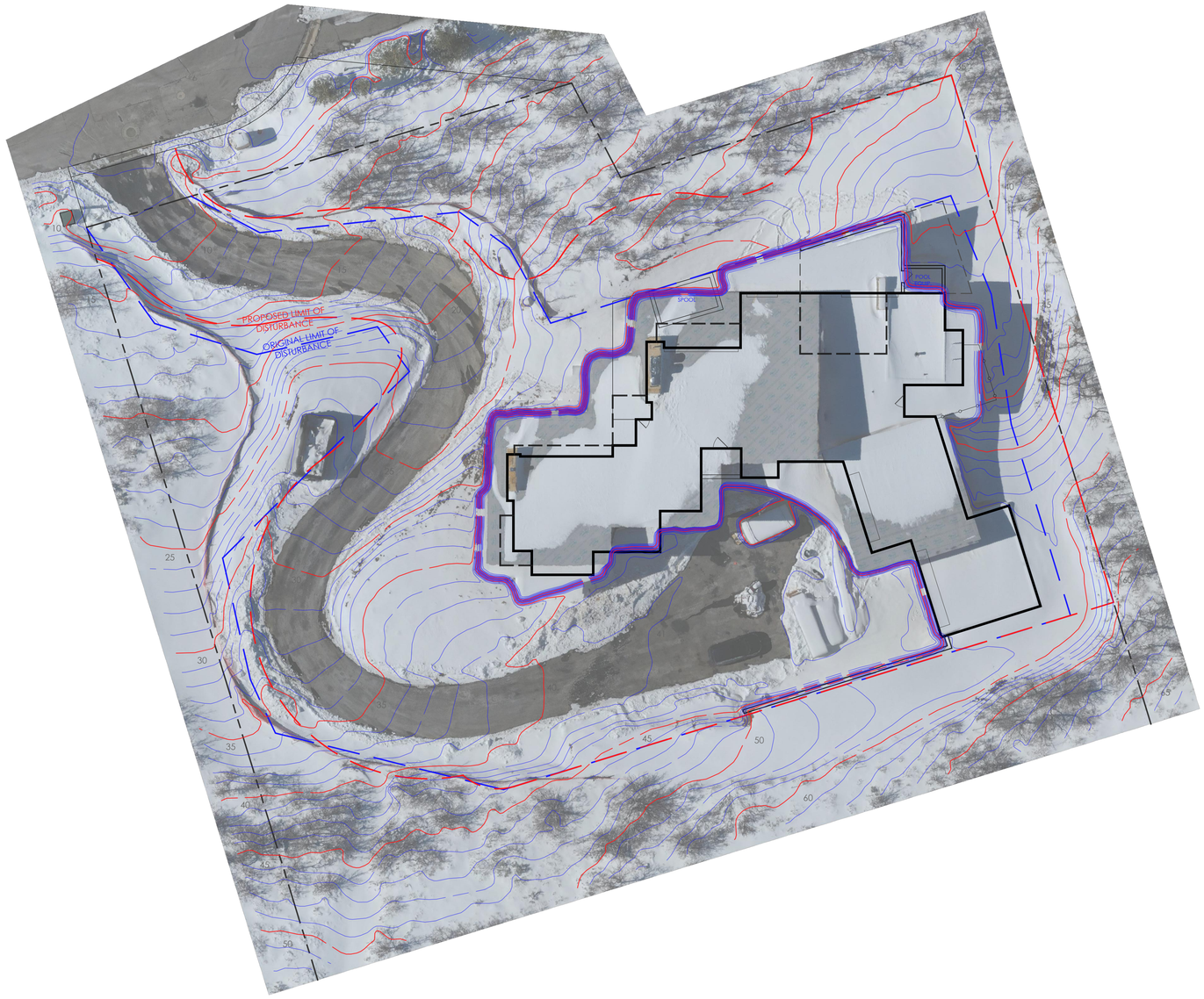
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LASZLO RESIDENCE
30 SUN RIDGE COVE
PARK CITY, UT

SHEET NAME

cover sheet



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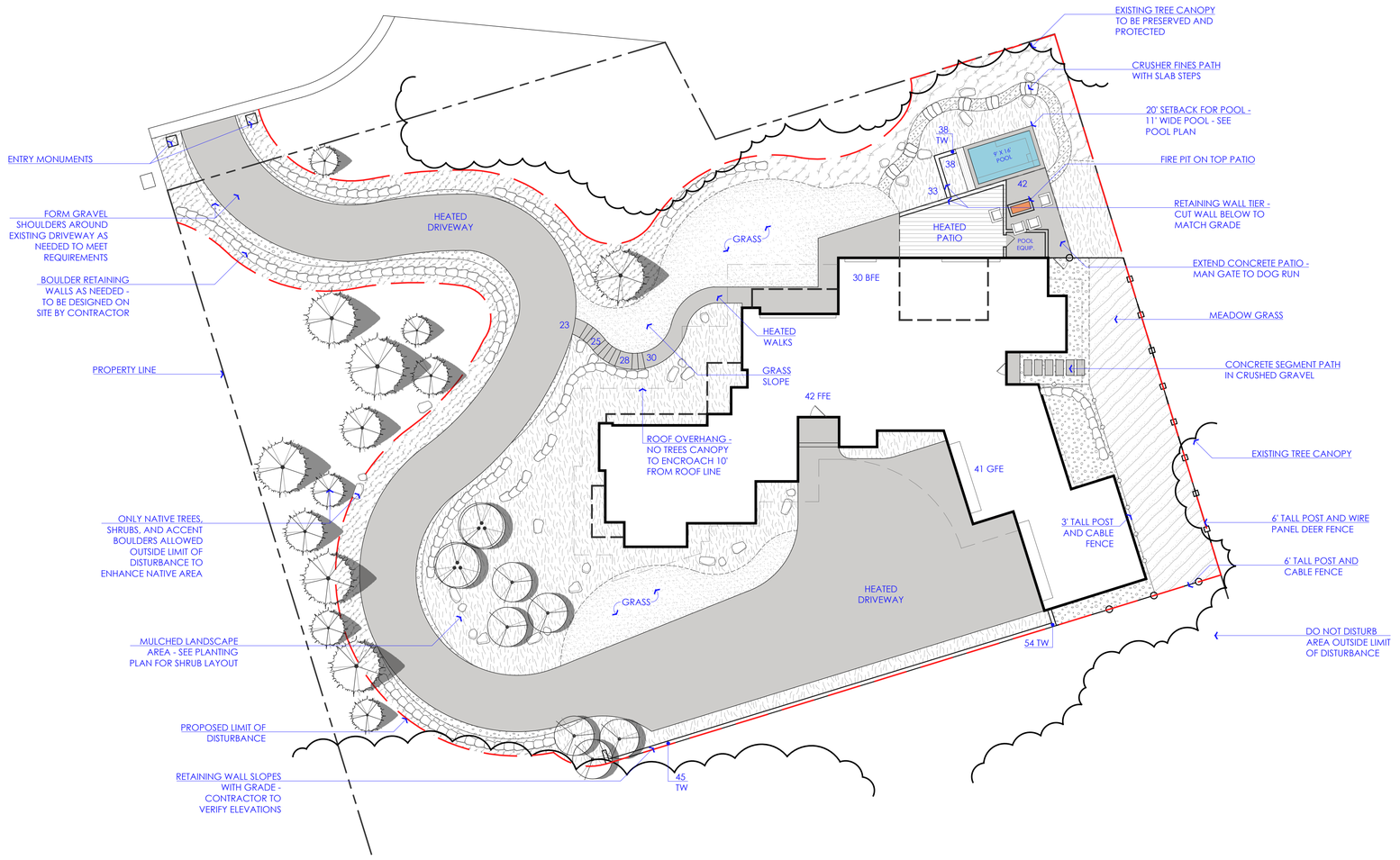
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SHEET NAME

limit of disturbance



REFERENCE NOTES SCHEDULE .

SYMBOL	DESCRIPTION	QTY
	GRASS	2,018 sf
	BIOMEADOW SOD OR SEED	1,316 sf
	NATIVE SEED MIX	2,797 sf
	MULCHED PLANTER BEDS	5,005 sf
	CRUSHER FINES	172 sf
	CRUSHED GRAVEL	1,082 sf
	HEATED CONCRETE	8,534 sf
	DECKING	405 sf
35	EDGING / CURBING	221 lf
38	6' TALL POST AND WIRE PANEL DEER FENCE	82 lf
39	6' TALL POST AND CABLE FENCE	61 lf
40	3' TALL POST AND CABLE FENCE	67 lf

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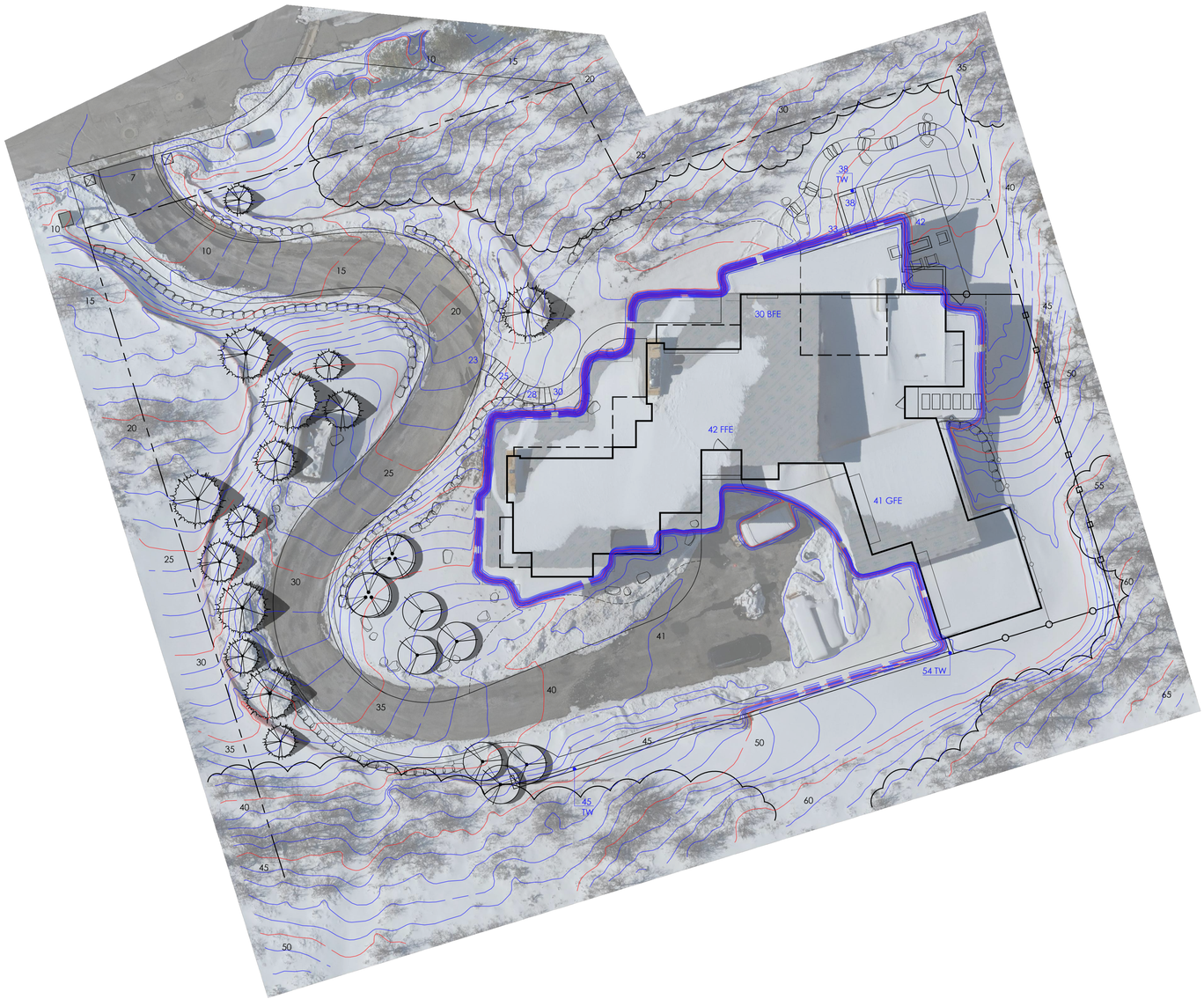
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PARK CITY, UT

SHEET NAME

layout plan



CONTOUR LINE, SPOT ELEVATION, AND DRAINAGE NOTES:

- CONTOUR LINES ARE EXISTING GRADES DERIVED FROM DRONE IMAGERY AND ARE OFTEN INNACURATE
- CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL GRADE AND ADJUSTING DESIGN ACCORDINGLY.
- RED CONTOURS ARE MAJOR CONTOUR LINES AT 5' INTERVALS.
- BLUE CONTOURS ARE MINOR CONTOUR LINES USUALLY AT 1' INTERVALS.
- BLACK NUMBERS CALL OUT EXISTING CONTOUR LINES AND EXISTING SPOT ELEVATIONS.
- BLUE NUMBERS ARE PROPOSED SPOT ELEVATIONS
- CRITICAL SPOT ELEVATIONS ARE PROVIDED AS A COURTESY AND ARE NOT COMPREHENSIVE. ADDITIONAL SPOT ELEVATIONS CAN BE REQUESTED DURING THE REVISION MEETING.
- SITE CONDITIONS VARY AND NOT ALL SPOT ELEVATIONS ARE EXACT.
- SPOT ELEVATIONS ARE TYPICALLY ROUNDED TO THE NEAREST HALF FOOT.
- THE INSTALLATION CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL ELEVATIONS AND ADJUSTING ACCORDINGLY.
- ALL GRADES SHOULD SLOPE AWAY FROM HOUSE AT MINIMUM 2% FOR THE FIRST 10'.
- ALL WATER TO BE RETAINED ON SITE.
- CONTRACTOR RESPONSIBLE TO ENSURE PROPER INSTALL OF ANY NEEDED SWALES AND DRAINAGE.
- CONTRACTOR IS RESPONSIBLE TO INDLUDE ANY ADDITIONAL DRAINAGE ON SITE SUCH AS DECK DRAINS AND RAIN GUTTER DRAINAGE.

SPOT ELEVATION LEGEND:

- ALL DIMENSIONS ARE SHOWN IN DECIMAL FEET
- # = SPOT ELEAVATION
- TW = TOP OF WALL
- FG = FINISHED GRADE AT LOWER SIDE OF WALL
- TC = TOP OF COPING
- FFE = FINISHED FLOOR ELEVATION
- GFE = GARAGE FLOOR ELEVATION
- BFE = BASEMENT FLOOR ELEVATION

0 16 32 48

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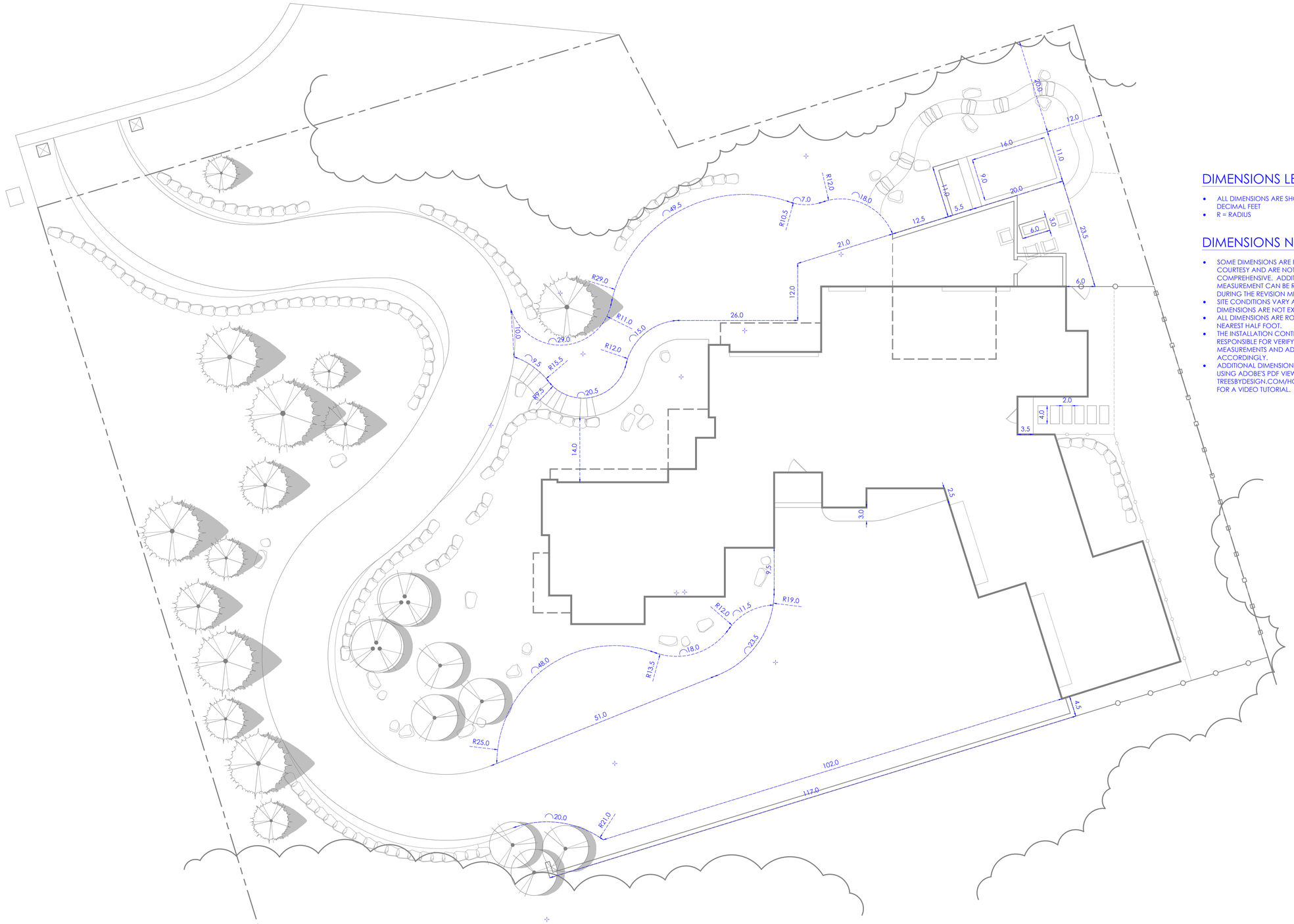
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PARK CITY, UT

SHEET NAME

layout overlay



DIMENSIONS LEGEND:

- ALL DIMENSIONS ARE SHOWN IN DECIMAL FEET
- R = RADIUS

DIMENSIONS NOTES:

- SOME DIMENSIONS ARE PROVIDED AS A COURTESY AND ARE NOT COMPREHENSIVE. ADDITIONAL MEASUREMENT CAN BE REQUESTED DURING THE REVISION MEETING.
- SITE CONDITIONS VARY AND DIMENSIONS ARE NOT EXACT.
- ALL DIMENSIONS ARE ROUNDED TO THE NEAREST HALF FOOT.
- THE INSTALLATION CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL MEASUREMENTS AND ADJUSTING ACCORDINGLY.
- ADDITIONAL DIMENSIONS CAN BE TAKEN USING ADOBE'S PDF VIEWER. SEE TREESBYDESIGN.COM/HOW-TO-MEASURE FOR A VIDEO TUTORIAL.

0 10 20 30

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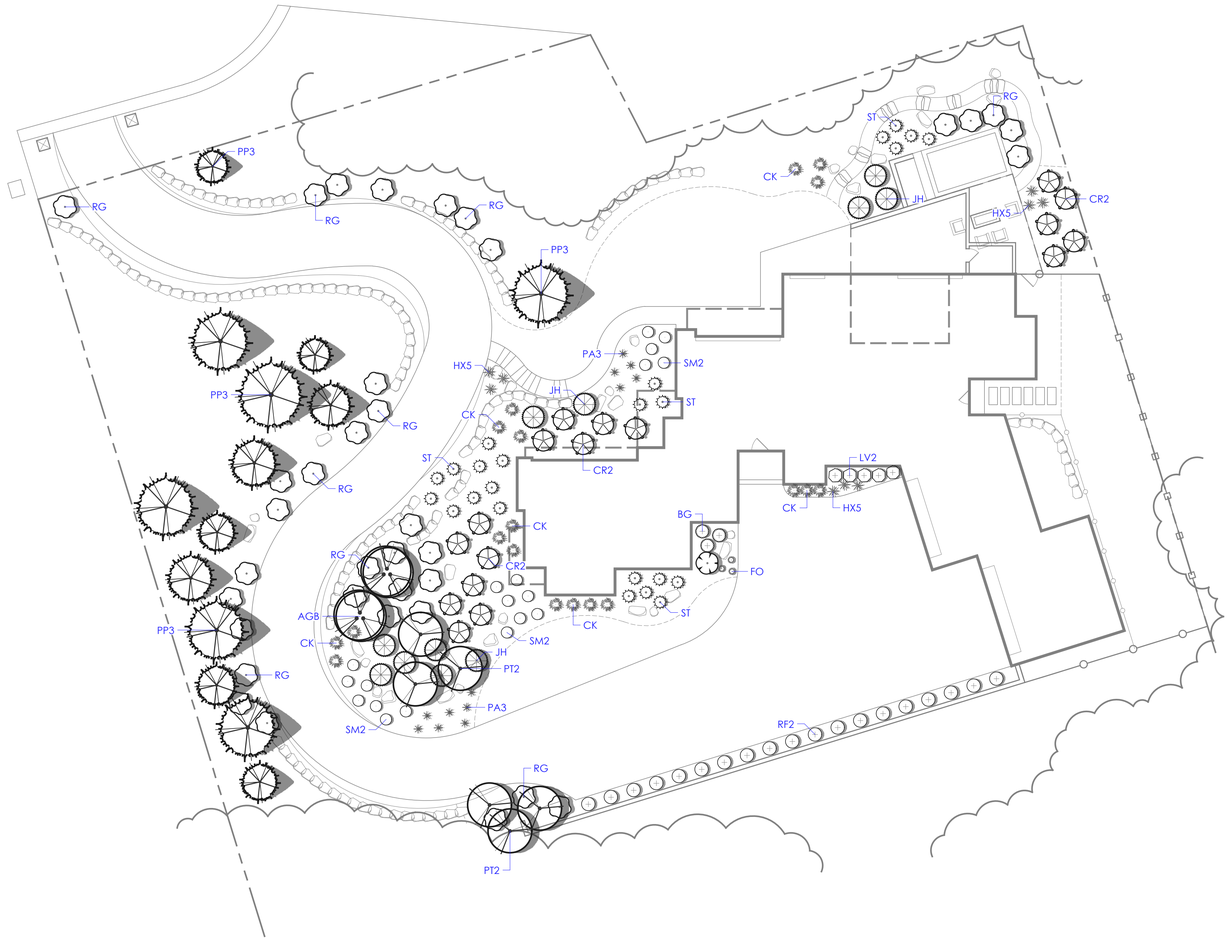
CUSTOMER INFO

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30 SUN RIDGE COVE
PARK CITY, UT

SHEET NAME

dimensions



PLANTING NOTES:

- GENERAL PLANT SPECIES ARE PROVIDED.
- IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CHOOSE AN APPROPRIATE SPECIE VARIETY THAT IS APPROPRIATE FOR THE SITE AND EACH SPECIFIC LOCATION DEPENDING ON PLANT AVAILABILITY AND PREFERENCE.
- IF NO SUITABLE VARIETY IS AVAILABLE, AN ALTERNATIVE OF SIMILAR SIZE, SHAPE, AND COLOR IS TO BE SUBSTITUTED.

PLANT SCHEDULE .

SYMBOL	CODE	BOTANICAL / COMMON NAME	QTY
TREES			
	AGB	Acer grandidentatum / Bigtooth Maple	2
	PP3	Picea pungens / Colorado Spruce	14
	PT2	Populus tremuloides / Quaking Aspen	6
SHRUBS			
	AB	Acer palmatum 'Bloodgood' / Bloodgood Maple Shrub	1
	BG	Buxus x `Green Mountain` / Green Mountain Boxwood	3
	CK	Calamagrostis x acutiflora `Karl Foerster` / Karl Foerster Grass	19
	CR2	Cornus sericea / Red Twig Dogwood	17
	FO	Festuca ovina glauca `Elijah Blue` / Blue Fescue	3
	HX5	Hemerocallis sp / Daylily	9
	JH	Juniperus horizontalis / Spreading Juniper	11
	LV2	Ligustrum vulgare `Lodense` / Lodense Privet	5
	PA3	Pennisetum alopecuroides `Little Bunny` / Little Bunny Fountain Grass	12
	RF2	Rhamnus frangula `Fine Line` / Fine Line Buchthorn	19
	RG	Rhus aromatica `Gro-Low` / Gro-Low Sumac	36
	SM2	Salvia x sylvestris `May Night` / May Night Sage	19
	ST	Spiraea betulifolia `Tor` / Tor Spirea	24

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SCALE: 1" = 16'

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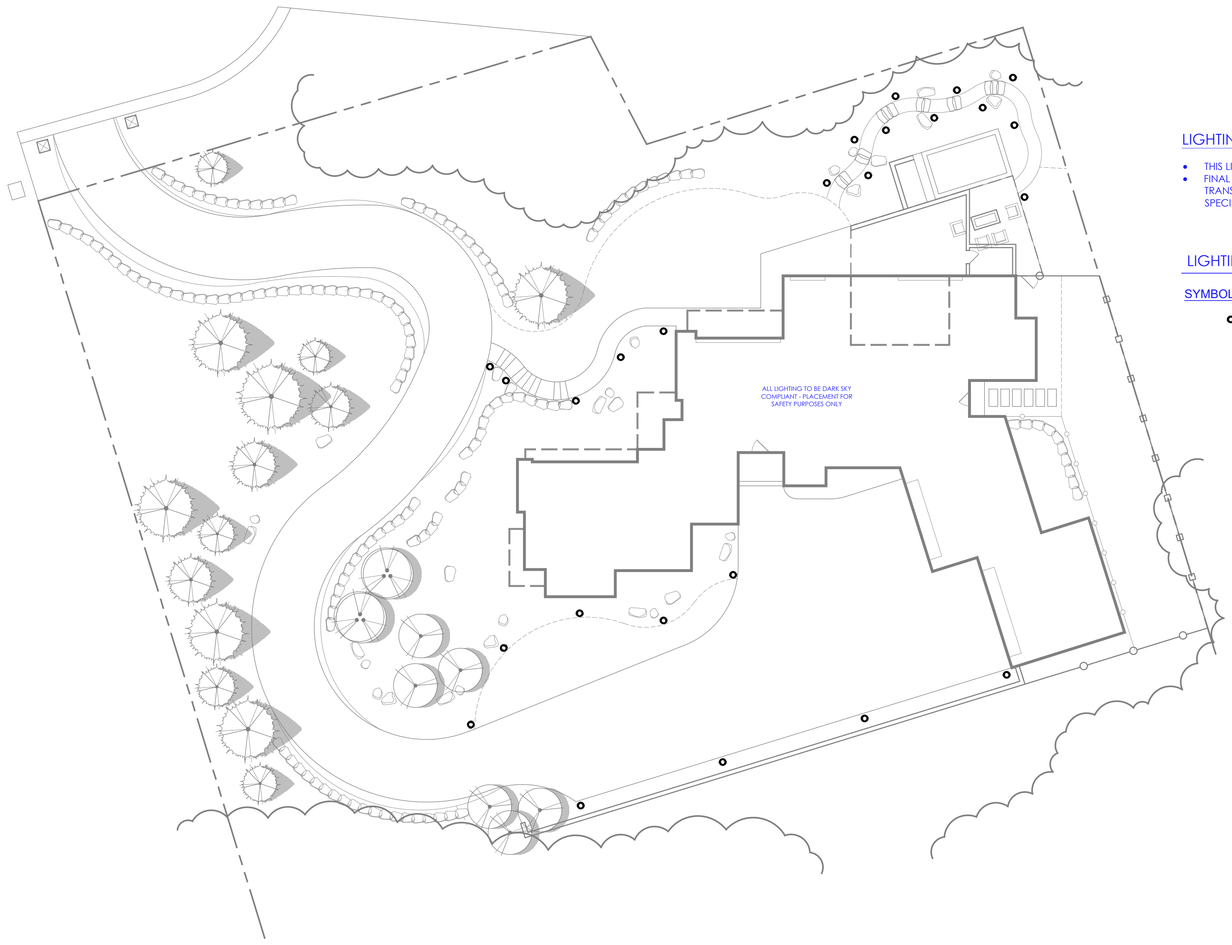
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PARK CITY, UT

SHEET NAME

planting plan



LIGHTING NOTES:

- THIS LIGHTING PLAN IS CONCEPTUAL AND IS FOR ESTIMATING PURPOSES ONLY.
- FINAL DESIGN AND LAYOUT TO BE DONE BY INSTALLATION CONTRACTOR, INCLUDING TRANSFORMER LOCATION, WIRE RUNS, AND LIGHT LOCATIONS. HOMEOWNERS TO SPECIFY FINAL STYLE AND COLOR.

LIGHTING SCHEDULE .

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY
○	Path Light - 1 LED - Dark Sky Compliant	25

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PARK CITY, UT

SHEET NAME

lighting plan

Irrigated Native Mix

Description:

Good mix for native areas with irrigation. Requires only occasional irrigation after establishment to maintain growth and thickness. Grass heights will reach 1-4 feet depending on soil conditions and watering.

Mixture:

Species	Lbs./Acre
Sheep Fescue	3.5
Slender Wheatgrass	3.5
Blue-bunch Wheatgrass	3.5
Western Wheatgrass	3.5
Hard Fescue	3.5
Mountain Bromegrass	3.5
Big Bluegrass	1.75
Annual Ryegrass	2.62
Perennial Ryegrass	2.63
Crested Wheatgrass	3.5
Intermediate Wheatgrass	3.5
Total	**100**



Dryland Native Mix

Description:

Good mix for non-irrigated areas. Temporary irrigation is required for establishment. Grass heights will reach 1-4 feet depending on soil conditions and water.

Mixture:

Species	Lbs./Acre
Annual Ryegrass	3.5
Perennial Ryegrass	3.5
Crested Wheatgrass	5.25
Smooth Brome	5.25
Intermediate Wheatgrass	5.25
Sheep Fescue	3.5
Standard Crested Wheatgrass	3.5
Slender Wheatgrass	3.5
Sandberg Bluegrass	1.75
Total	**35**



Meadow Blend

Description:

A more drought tolerant alternative to 4 Fescue Blend. Plant at 8 lbs./1000 sf for turf density, 60 lbs./acre for medium density, and 30 lbs./acre for low density. Works well with wildflowers mix (*see rocky mountain wildflower mix below*).



More Water



Less Water

Mixture:

Species	Percent
Streambank Wheatgrass	40
Crested Wheatgrass	40
Sheep Fescue	20
Total	**100**

Rocky Mountain Wildflower Mix

Description:

Plant at 20 lbs./acre for if sown alone. If planted with grass seed, use 80/20 grass seed mix to wildflower seed mix at 25 lbs./acre.

Annual Seed

Options:

California Poppy, Scarlet Flax, Sulphur Cosmos, Wallflower, Fire Wheel, Bachelor Button, Mountain Phlox, Plains Coreopsis, Shirley Poppy, Baby Snapdragon, Gilia Species, Drummond Phlox.

Perennial Seed

Options:

Lewis Blue Flax, Purple Coneflower, Rocky Mountain Iris, Lance-leaved Coreopsis, Lupine species, Blanket-flower, Sweet Anise, Penstemon species, Black-eyed Susan, Mexican Hat, Prairie Coneflower, Colorado Columbine, Aspen Daisy, Showy Goldeneye, Iceland Poppy, Paintbrush species, Aster species.

Native Grass Establishment Procedures for Hydroseed

Soil:

Test soil for adequate fertility. If levels of NPK and Organic Matter are low, bring in 6" of weed free topsoil with high organic matter content. Any weeds currently on the site shall be removed and compacted soil shall be scarified to a depth of 18 inches before adding topsoil. Fertilizer is to be added when hydroseeding. Refer to soil test results and hydroseeding contractor for application rates.

Irrigation:

If permanent irrigation is not planned, temporary irrigation is required for a period of 8 weeks. Soil shall remain damp during establishment period without puddling on soil surface. A sparse growth density should be expected without permanent irrigation.

Weed Control and Maintenance:

Weed control is required to reduce competition and weed seed production. Apply a broadleaf herbicide biannually and establish a consistent regimen of mowing and fertilizing to prevent weeds from producing seed. Mow once in the spring and once in the fall before fertilization. Keep weeds cut down and do not let them go to seed. This is the gage for when to mow which may be evident in April or May as well as early fall. This procedure will be required for 1-3 years, or until a healthy strands of grass are evident and are competing well with weeds.

Hydroseeding and Mulching Specifications

Scope:

The work shall consist of the application of seed, tackifier, wood fiber mulch, and often fertilizer, in a slurry of water to prevent soil erosion. The slurry application is intended to provide an environment conducive to plant growth. It is useful on steep, erosive slopes particularly where access is limited.

Methods and Materials:

A tank-mounted truck equipped with a special pump and continuous agitation system is used. The pump forces the slurry through a top-mounted discharge nozzle (tower) or discharge can be through 100 to 200 feet of hose. Tank capacities range from 1,000 to3,000 gallons. Water is added first, then seed, tackifier, wood fiber mulch, and fertilizer (if used). Single application hydroseeding uses 2,000 pounds of wood fiber mulch per acre with the seed and fertilizer. Most tackifiers are applied at 50-100 pounds of dry ingredients per acre.

Seed Mixes:

Seed mixes should be used as specified in the above seed schedules on a PLS (pure live seed) basis/acre.

ProGanics Biotic Soil Media:

ProGanics Biotic Soil Media shall be applied at 3500lbs/acre and is installed via hydro seeder prior to the application of wood mulch. If this option is used, seed and fertilizer shall be mixed into the ProGanics slurry and wood mulch and tackifier applied afterwards at a rate of 2000 lbs./acre and 50-100 lbs. of tackifier/acre as stated above.

Wildflower Seeding:

Wildflowers benefit from overseeding each year to help with establishment. Seed wildflower into bare interspaces and rake into soil in the spring or fall, annually.

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SHEET NAME

seed mix details

ADJACENT PROPERTY OWNERSHIP WITHIN 100' OF LOT



date of drawing: 3.17.26

0 30 60 90

SCALE: 1" = 30'

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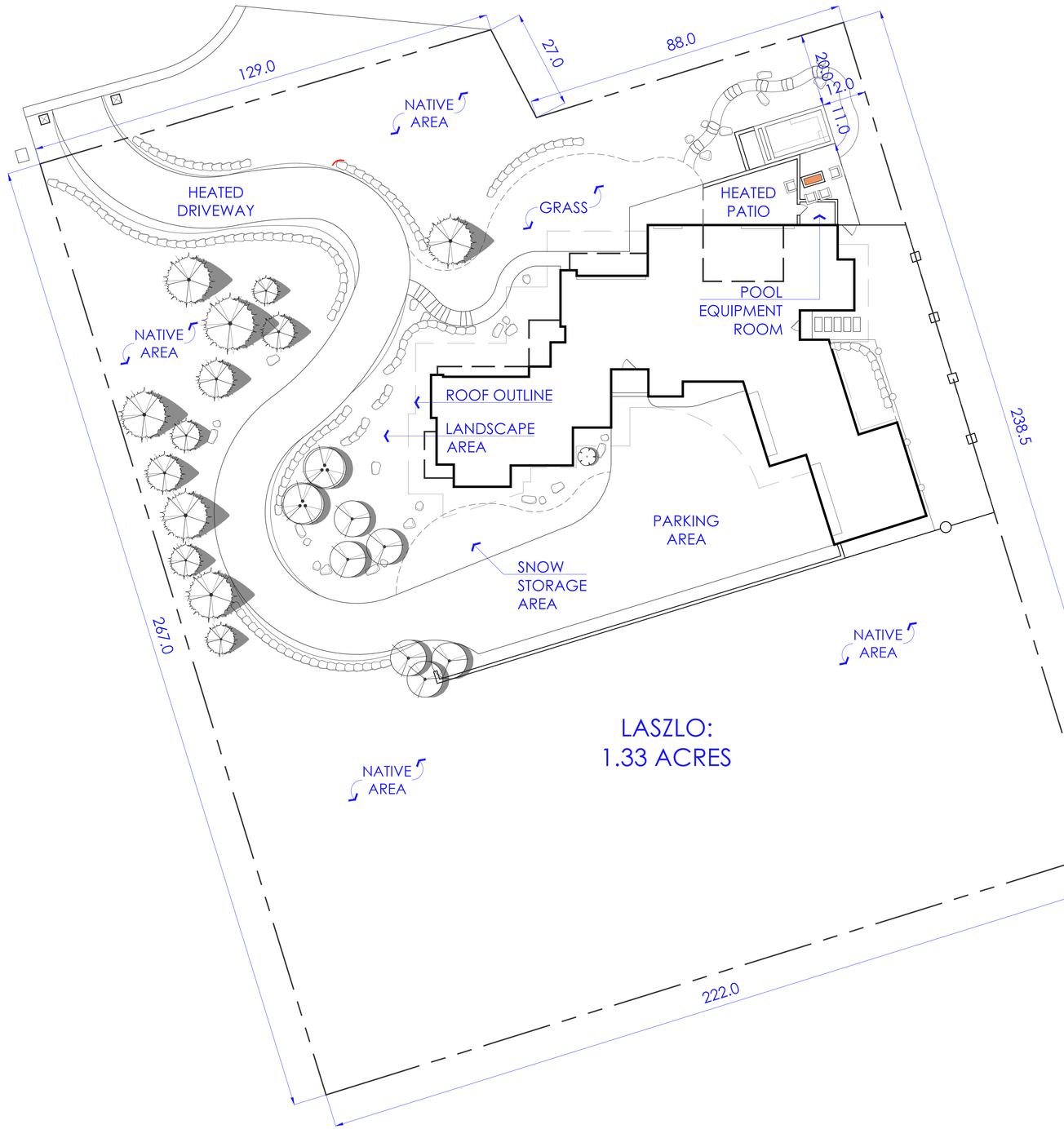
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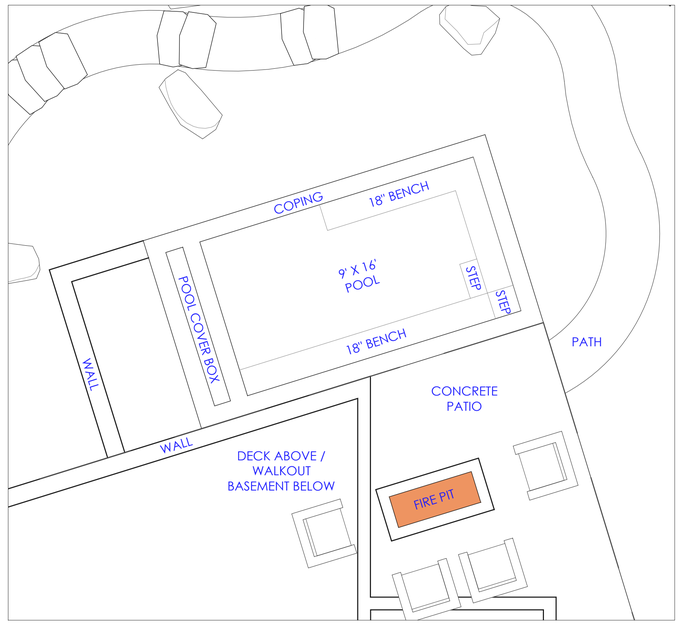
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SHEET NAME

adjacent property ownership





1:4 SCALE OF POOL

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SHEET NAME

layout plan

May 12, 2011

Patrick Moffat
The Boyer Company
90 South 400 West, Suite 200
Salt Lake City, UT 84101

Phyllis Robinson
Park City Municipal Corporation
PO Box 1480
Park City, UT 84060

NOTICE OF PLANNING COMMISSION ACTION

Project Description: Park City Heights Master Planned Development

Project Numbers: PL-10-01028

Project Location: Richardson Flats Road, west of US 40 and southeast of SR 248

Date of Final Action: May 11, 2011

Action Taken: Planning Commission conducted a public hearing and APPROVED the Park City Heights Master Planned Development in accordance with and subject to the following findings of fact, conclusions of law, and conditions of approval:

Findings of Fact

1. The Park City Heights MPD includes the following:
    a. 160 market rate units distributed in a mix of: cottage units on smaller lots (lots are approximately 6,000 to 8,600 sf in size); single-family detached units on approximately 8,000 sf to 27,000 sf lots; and single-family detached on two upper lots which are approximately 44,000 and 48,000 sf each. The approximate distribution of types of product is identified in the Design Guidelines.
    b. 28 deed restricted townhouse units (44.78 affordable unit equivalents or AUE). These 28 units meet the required IHC affordable units under their affordable housing obligation and are configured as seven four-plexes.

c. 16 deed restricted units (32 AUE). These 16 units meet the affordable housing required by the CT zone (LMC 15-2.23-4(A) (8)) and the Affordable Housing Resolution 17-99. These units are configured as a mix of single-family detached, cottage homes, and townhouse units.
d. 35 additional non-required deed restricted affordable units in a mix of unit types.
e. All units (including all deed restricted units) will be constructed to LEED for Homes Silver rating, as stated in the Annexation Agreement, with each unit also achieving a minimum combined 10 points for water efficiency/conservation. Third party inspection will be provided. An industry standard Third Party inspector shall be mutually agreed upon by the Chief Building Official and the applicant prior to building permit issuance.
f. A total of 171.5 acres of open space (not including open space within individual lots) is provided. This is approximately 72% of the entire 239 acres. This total includes the 24 acre parcel located adjacent to Highway 248 that is deeded to the City for open space.
g. An additional 5 acres of deeded open space is provided on Round Valley Drive adjacent to US 40 south of the Park City Medical Center. This open space is not included in the 72% figure. This is in exchange for transferring the 28 IHC deed restricted townhouse units to the PC Heights neighborhood. This parcel is deed restricted per requirements of the Burbidge/IHC Annexation and Development Agreements.
h. A dedicated 3.55 acre (155,000 sf) public neighborhood City Park with field, tot lot and playground equipment, shade structure, paths, natural area, and other amenities to be designed and constructed by the developer and maintained by the City. This park is included in the open space calculations. Bathrooms are proposed in the club house with exterior access for the park users.
i. A 15,000 sf (approx.) community gardens area within the PC Heights neighborhood. This area is included in the open space calculations.
j. 3 to 4 miles of soft surface trails within and around the property and additional mile or so of hard surfaced sidewalks and paths along the Project's streets.
k. Trail connections to the Rail Trail and Quinn's trail, including trail on the north side of Richardson Flat Road from the 248 underpass to the Rail Trail and trail on the south side of the Road from the project to the Rail Trail. Trail connection to the south property line for future connections to the Jordanelle area. Trail easement on north side of Richardson Flat Road from Rail Trail to east property line. Trail connections to the Park City and Snyderville Basin back country trails system. Trails are further described in Finding #11.
l. Transit bus shelters along Richardson Flat road including "dial-a-ride signs" (City bus service expected to be extended to Park City Heights and the Park and Ride).
m. Bike racks at the club house and public park.
n. Cross walk across Richardson Flat road at the rail trail.
o. A 3,000 sf community center/club house area to be constructed by the developer with dedicated future ancillary support uses or possible daycare center parcels (Parcels I and J as shown on the preliminary plat). Exterior

access bathrooms will be available for park users. Construction of a daycare facility would be by the owner of the daycare facility and not by the Park City Heights development.

p. Water infrastructure improvements that enhance the City's overall water system and provide redundancy as required by the Water Agreement executed as part of the Annexation Agreement. Water shares were dedicated to the City as part of a pre-annexation agreement.
q. Transportation improvements to the Richardson Flat/248 intersection including lane improvements and installation of a traffic signal to provide intersection safety (controlled left turn) and putting the Park and Ride facility and Park City Heights on the City bus route. These transportation improvements meet the requirements in the Annexation Agreement.
r. Following Wildlife recommendations as identified in the Biological Resources Overview prepared by Logan, Simpson Design, Inc. amended March 17, 2011.
s. Design Guidelines approved as part of this MPD apply to all lots, with the exception of the 2 upper lots proposed to be subject to the CCRs for the Oaks at Deer Valley, or equivalent.
t. No sound barrier walls or structures along US 40 within or related to the MPD.

2. The Park City Heights MPD is subject to the Park City Heights Annexation Agreement approved by the City Council on May 27, 2010. The Annexation Agreement sets forth terms and conditions of annexation, zoning, affordable housing, land use, density, transportation and traffic, phasing, trails, fire prevention, road and road design, utilities and water, fiscal impact analysis, snow removal, fees, and sustainable development requirements for the 239 acre Park City Heights MPD. The MPD as conditioned is in compliance with the requirements of the Annexation Agreement.
3. The Park City Heights Annexation Agreement includes a Water Agreement as an integral component. The Water Agreement sets forth terms and conditions related to water facilities, restrictions regarding water, and phasing of development as it relates to completion of water infrastructure. The MPD as conditioned is in compliance with the Water Agreement.
4. On June 17, 2010, the applicants submitted a pre-MPD application based on the annexation approval and agreement. The Planning Commission reviewed the pre-MPD application at two (2) meetings (July 14 and August 11, 2010) and found the application to be in initial compliance with applicable elements of the Park City General Plan.
5. On June 30, 2010, the applicants submitted a complete MPD application.
6. The property was posted and notice was mailed to property owners within 300 feet. Legal notice was also published in the Park Record as required by the Land Management Code.
7. Public hearings on the MPD were held on October 13th, November 10th, and December 8th, 2010 and on February 9th, February 23rd, March 9th and March 23rd, 2011 and on April 27, 2011.
8. The property is located within the Community Transition (CT) zone. The MPD is in compliance with all applicable requirements of the CT zone, including density, uses,

building setbacks, building height, parking, open space, affordable housing, and sustainable development requirements.

9. Access to the site is from Richardson Flat Road, a public road previously known as Old Dump Road. Access is also proposed to the currently unimproved US 40 frontage road (UDOT) along the east property line. No roads are provided through the Park City Heights MPD to the Oaks, Royal Oaks, or any other neighborhood within the Deer Valley MPD, consistent with the Annexation Agreement.
10. Utilities are available in the area, however extension of utilities or utility upgrades to the development site are required. A final utility plan will be submitted with the final subdivision plats to be reviewed by the Interdepartmental and Utility Service providers Development Review Team. City Staff will provide utility coordination meetings to ensure that utilities are provided in the most efficient, logical manner and that comply with best practices, including consideration of aesthetics in the location of above ground utility boxes. Location of utility boxes shall be shown on the final utility plans. The MPD phasing plan shall be consistent with conditions of the Annexation Agreement related to provision of public services and facilities.
11. The MPD includes 1) a paved connector trail on the south side of and separated from Richardson Flat Road, from the project to the Rail Trail, 2) a paved connector trail on the north side of and separated from Richardson Flat Road, from the SR 248 underpass to the Rail Trail, 3) a trail connection from trails within the project to the south property boundary line, 4) a trail easement along the north side of and separated from Richardson Flat Road from the Rail Trail to the east property boundary line, and 5) several miles of paved and soft surfaced trails throughout the development. All trails will be constructed by the developer consistent with the Park City Trails Master Plan.
12. The MPD includes a dedicated neighborhood public park to be constructed by the developer according to the City's parks plan, and as further directed by the City Council. Bathrooms are provided at the clubhouse with exterior access for the park users.
13. Parking within the MPD is proposed at two spaces per unit within private garages. Additional surface parking is provided for guests, the community gardens/park area, and the neighborhood clubhouse/meeting area. The streets have been designed to allow for parking on one-side per the City Engineer. Final street design will be determined at the time of the final plat and additional off-street guest parking areas will be incorporated into the design.
14. The proposed MPD density of 1 unit per acre complies with the density allowed by the CT zone. (239 units on 239 acres) The net density is 0.82 units per acre (195 units on 239 acres), excluding the 44 required deed restricted housing units. The density is consistent with the Annexation Agreement. If the additional 35 deed restricted affordable units are included in this analysis the net density is 0.67 units per acre (160 units on 239 acres).
15. The LMC requires a Sensitive Lands Analysis for all Master Planned Development applications. The MPD application included a Sensitive Lands Analysis.
16. A portion of property is located within the designated SR 248 Entry Corridor. This area is identified in the MPD as open space and all required entry corridor setbacks of 200' are complied with.

17. The property contains SLO designated steep slopes, ridgelines and wetland areas. These areas are identified in the MPD as open space areas and all required wetland and stream setbacks are complied with.
18. A wildlife study was conducted and a report (December 2010) was prepared by Logan Simpson Design, Inc. A revised report was prepared on March 17, 2011. The wildlife study addresses requirements of the Land Management Code and provides recommendation for mitigation of impacts on wildlife.
19. The site plan complies with the minimum MPD required 25' setback around the perimeter of the property. Setbacks range from 25' to 690' (and greater to the south property line).
20. The locations of the proposed units are consistent with the MPD site planning and Sensitive Lands Overlay criteria.
21. The property is visible from the designated LMC Vantage point along State Road 248 and a visual analysis was conducted by the applicant from this Vantage point. Additional visual analysis was provided from the intersection of Richardson Flat Road and SR 248. Units along the western perimeter are most visible along the minor ridge from SR 248. Any units that are over the 28' height limit as measured in the zone will be required to obtain an Administrative Conditional Use Permit. .
22. Structures containing more than four units and future non-residential structures on Parcels I and J will be more visible due to the location along Richardson Flat Road and the potential massing. Additional review through the conditional use process is warranted for these parcels and uses.
23. Design Guidelines for the Park City Heights MPD address site planning, architecture and design, sustainability and best practices, landscaping and water conservation, and other requirements of the Annexation Agreement.
24. A comprehensive traffic study and analysis of the Property and surrounding properties, including existing and future traffic and circulation conditions was performed by the Applicant's traffic consultant, Hales Engineering, dated June 7, 2007, on file at the Park City Planning Department. An updated traffic volume and trip generation report was provided by Hales Engineering on September 27, 2010. An additional traffic update was provided in 2008 by InterPlan Co at the request of the City Transportation Department. The Hales Engineering study was utilized during the annexation process in the determination of density and requirements for traffic and transportation related impact mitigations. The City's Transportation Department is preparing a Short range Transit Development Plan studying demand for transit, routes, efficiency of the transit system, etc to be completed in July of 2011. This Transit Plan will address the timeline for bus service in the Quinn's Junction area. The City's Transportation Master Plan update will include the projected traffic from Park City Heights MPD in the recommendations for transportation improvements within the City.
25. Construction traffic is required to be addressed in the Construction Mitigation Plan.
26. A Geotechnical Study for the Park City Heights Development was provided by Gordon, Spilker Huber Geotechnical Consultants, Inc. (June 9, 2006). Expansive clay soils were encountered across the site in the upper two and one-half to nine and one-half feet. Shallow bedrock was found within portions of the site. Special construction methods, removal of these unsuitable soils, and other mitigations are spelled out in the Study.

27. A Fire Protection Report (March 2011) identifies potential Wildland urban interface areas within the MPD. Prior to issuance of building permits the Building Department will review individual building fire protection plans for compliance with recommendations of the Fire Protection Report and applicable building and fire codes. The fire protection component of the plan shall ensure that Park City's ISO rating is not negatively affected by development of the site.
28. Affordable housing obligations of the MPD are consistent with the affordable housing described by the Park City Heights Annexation Agreement, Housing Resolution 17-99 and as required by the CT zone. The MPD provides up to an additional 35 deed restricted housing units over the 28 deed restricted townhouse units (44.78 affordable unit equivalents (AUE) required by the IHC MPD and the 16 deed restricted units (32 AUE) required by the CT zone for the 160 market rate units). These affordable units are configured as a mix of single-family detached, duplexes, cottage units, and attached townhouse units. The additional 35 non-required deed restricted affordable units are proposed to be a mix of unit types as part of this MPD consistent with the needs described in Housing Market Assessment for Park City, dated September 2010. As part of the mix of unit types, rental housing will be considered consistent with the needs described in the September 2010 Housing Market Assessment.
29. No building height exceptions have been requested and all buildings will comply with the height limitations of the CT zone.
30. Lots have been positioned to minimize visual impacts on adjacent structures. Potential problems on neighboring properties caused by shadows, loss of solar access, and loss of air circulation, have been mitigated to the extent possible as further described in the Park City Heights Design Guidelines.
31. Utilities must be extended to the site to sustain the anticipated uses. Thirty (30') foot wide non-exclusive utility easements are generally necessary for long term maintenance and shall be dedicated on the final subdivision plats. Off-site improvements are necessary to serve the site with utilities.
32. Off-site trail and intersection improvements may create traffic delays and potential detours, short term access and private driveway blockage, increased transit time, parking inconveniences, and other impacts on the adjacent neighborhoods and to the community in general. Construction Mitigation Plans are required and shall be required to include mitigation for these issues.
33. A Construction Mitigation Plan (CMP) is necessary to identify impacts and propose reasonable mitigation of these impacts on the site, neighborhood, and community due to construction of this project. The CMP shall include information about specific construction phasing, traffic, parking, service and delivery, stock-piling of materials and staging of work, work hours, noise control, temporary lighting, trash management and recycling, mud and dust control, construction signs, temporary road and/or trail closures, limits of disturbance fencing, protection of existing vegetation, erosion control and storm water management.
34. Final road designs will be provided to the Planning Commission for review with the final subdivision plats. To minimize visual impacts and to minimize disturbance of existing vegetation due to large areas of cut and fill slopes, low retaining structures (in steps of 4' to 6') are recommended. These low retaining structures may be stepped to minimize their height. Design of these retaining structures is included in

the PC Heights Design Guidelines to ensure consistency of design, materials, and colors throughout the development.

35. A storm water run-off and drainage plan is necessary to ensure compliance with Park City's Storm Water Management Plan and storm water Best Management Practices for storm water during construction and post construction with special considerations to protect the wetlands delineated on and adjacent to the site.
36. A financial guarantee for all landscaping and public improvements is necessary to ensure completion of these improvements and to protect the public from liability and physical harm if these improvements are not completed by the developer or owner in a timely manner. This financial guarantee is required prior to building permit issuance.
37. Parcels I and J are identified on the preliminary subdivision plat as potential future support commercial and/or child care center or similar uses pad sites. These parcels are currently used as a temporary, dirt parking lot. Construction of a daycare center is not the responsibility of the applicant/developer of Park City Heights.
38. A master sign plan is required for Planning Department review and approval and all individual signs require a sign permit prior to installation.
39. Sound mitigation may be desired by owners of units along US 40. Conditions of approval prohibit sound barrier walls within the MPD. However, other sound mitigation measures may be accomplished with landscaping, berming, smart housing design and insulation, and sound barriers constructed as part of the dwelling units.
40. Section 15-6-4 (G) of the LMC states that once the Planning Commission has approved an MPD, the approval shall be put in the form of a Development Agreement.
41. The applicant stipulates to the conditions of approval.
42. The discussion in the Analysis sections of this report and the Analysis sections of the March 23, 2011 Planning Commission Staff Report (Exhibit A) are incorporated herein.
43. The applicants have met with Rocky Mountain Power and have increased the Rocky Mountain Powerline setbacks as required by this Utility.
44. The site plan for the proposed MPD has been designed to minimize the visual impacts of the development from the SR 248 Entry Corridor and has preserved, through open space, the natural views of the mountains, hillsides and natural vegetation consistent with Park City's "resort character".
45. The 171.5 acres of open space adjacent the development, the trail connections and improvements, and proposed neighborhood public park, as conditioned, will provide additional recreational opportunities to the Park City community and its visitors, which strengthens and enhances the resort character of Park City.
46. The opportunities for mixed affordable housing types, including rental units, within the development will strengthen the resort economy by providing attainable housing options in a sustainable and energy efficient community for workers in Park City's tourism/resort based industries.
47. Surrounding uses include open space, Highway 248, US 40, the Rail Trail, the Municipal Water Treatment Plant, Quinn's recreation complex (fields and ice rink), and the IHC medical center and offices

48. The MPD provides direct connection to and critical improvements of the Rail Trail and provides alternative transportation opportunities for recreation and commuting, such as biking, walking, in-line skating, and cross country skiing to Park City's business district at Prospector Square (within 2 miles) and to the IHC medical complex.

Conclusions of Law

1. The MPD, as conditioned, complies with all requirements outlined in the applicable sections of the Land Management Code, specifically Chapter 6- Master Planned Developments Section 15-6-5 as stated in Exhibit A, March 23, 2011 Planning Commission Staff Report.
2. The MPD, as conditioned, is compatible with surrounding structures in use, scale, mass, and circulation.
3. The MPD, as conditioned, is consistent with the Park City General Plan.
4. The MPD, as conditioned, is consistent with the Park City Heights Annexation Agreement.
5. The MPD, as conditioned, strengthens and enhances the resort character of Park City
6. The MPD, as conditioned, is Compatible in use, scale and mass with adjacent properties, and promotes neighborhood Compatibility.
7. The MPD provides amenities to the community so that there is no net loss of community amenities.
8. The MPD is consistent with the employee Affordable Housing requirements as adopted by the City Council at the time the Application was filed.
9. The MPD has been designed to place Development on the most Developable Land and preserves significant features and vegetation to the extent possible.
10. The MPD promotes the Use of non-vehicular forms of transportation through the site design and by providing trail connections.
11. The MPD has been noticed and public hearings held in accordance with the LMC.

Conditions of Approval

1. All standard project conditions shall apply (Attached).
2. A final subdivision plat for each phase, or sub phase, of development shall be submitted for review by the Planning Commission and City Council and shall be recorded prior to issuance of building permits for individual units within that plat. The plats shall be consistent with the LMC, preliminary plat and the PC Heights site plan and documents reviewed and approved by the Planning Commission during the MPD approval. Final street design, including final cut and fill calculations and limit of disturbance areas, shall be submitted with all final subdivision plats to be reviewed and approved by the Planning Commission during final subdivision review. Off-street guest parking areas shall be identified on the final plats.
3. A limit of disturbance area (LOD), maximum building footprint and/or house size limitation and a setback requirement table for the lots shall be included on the final plats consistent with the Park City Heights Design Guidelines.

4. A note shall be added to the final plats stating that a landscape plan shall be submitted for City review and approval for each lot, prior to building permit issuance for that lot.
5. A note shall be added to the final plats stating that all units (including all deed restricted units) shall be constructed to LEED for Homes Silver rating, as stated in the Annexation Agreement, with each unit also achieving a minimum combined 10 points for water efficiency/conservation. Third party inspection will be provided to confirm compliance with the standards. An industry standard Third Party inspector shall be mutually agreed upon by the Chief Building Official and the applicant prior to building permit issuance.
6. A final landscaping and irrigation plan for common areas shall be submitted with the final plats for each phase. Entry and perimeter landscaping shall be completed within six (6) months of issuance of the first building permit, weather and ground conditions permitting. Other Project landscaping, shall be completed within nine (9) months of issuance of 50% of building permits or within six (6) months of any individual Certificate of Occupancy. Landscaping materials and irrigation shall comply with the requirements of the Annexation Agreement, including the Water Agreement, and the Park City Heights Design Guidelines.
7. All exterior building materials, colors and final design details must comply with the approved Park City Heights Design Guidelines and shall be approved by staff prior to building permit issuance.
8. All exterior lighting, including any street and/or path lighting shall designed to limit the trespass of light into the night sky as much as possible and shall conform to the LMC Sections 15-5-5-(I) and 15-3-3(c) and the Park City Heights Design Guidelines.
9. All exterior lighting, with the exception of bollard lighting at the park shall be privately maintained.
10. A Construction Mitigation Plan (CMP) shall be submitted and approved by the City for compliance with the Municipal Code, as a condition precedent to issuance of any grading or building permits. The CMP shall address construction phasing, staging, storage of materials, circulation and traffic, parking, service and delivery, re-vegetation of disturbed areas, temporary signs and construction lighting, hours of operation, dust and mud control, storm water management, and other items as may be required by the Building Department. The immediate neighborhood and community at large shall be provided notice at least 24 hours in advance of construction work impacting private driveways, street closures, and interruption of utility service. The CMP shall include a site and landscape plan for the sales office building (either within the clubhouse or within a finished unit) to address landscaping, lighting, and parking for the sales office. Construction Mitigation Plans shall provide mitigation measures for traffic delays and potential detours, short term access and private driveway blockage, increased transit time, parking inconveniences, and other impacts on the adjacent neighborhoods and to the community in general.
11. The CMP shall address disposal and treatment of all excavated materials. The capping of exposed soils within the City's Soils Ordinance Boundary is subject to all applicable regulations and requirements of the Park City Soils Ordinance Title 11, Chapter 15- Park City Landscaping and Maintenance of Soil Cover. A detailed Limit

of Disturbance (LOD) plan shall be submitted as part of the CMP. The Limits of Disturbance for the entire site shall minimized to the greatest extent possible, using best construction practices, and shall include the use of additional low retaining walls and steeper slopes to prevent un-necessary disturbance of native vegetation.

12. A construction recycling area and an excavation materials storage area shall be provided within the development to reduce the number of construction trips to and from the development. This condition applies at a minimum to the first two phases of development and may be waived for subsequent phases of development upon request by the applicant and upon review by the Planning, Building, and Engineering Departments.
13. A storm water run-off and drainage plan shall be submitted with the building plans and approved prior to issuance of any building permits. The plan shall follow Park City's Storm Water Management Plan and the project shall implement storm water Best Management Practices. Post development drainage shall not exceed pre-development drainage conditions and special consideration shall be made to protect the wetlands delineated on and adjacent to the site.
14. Maintenance of sidewalks (including, without limitation, snow removal), trails, lighting, and landscaping within the rights-of-way and common areas, with the exception of the public park and public trails, shall be provided by the HOA, unless otherwise agreed upon by the City Council. Language regarding ownership and maintenance of the open space and common areas shall be included on the final subdivision plats.
15. A financial guarantee, in a form and amount acceptable to the City and in conformance with the LMC Subdivision Regulations, for the value of all public improvements, pedestrian amenities and trails, sidewalks, bus stop amenities, landscaping (including landscaping to re-vegetate and re-landscape areas disturbed by construction related to the MPD) to be completed according to the final approved plans shall be provided to the City prior to building permit issuance for new construction within each phase of construction. All public improvements shall be completed according to City standards and accepted by the City Council prior to release of this guarantee.
16. Final utility plans, consistent with preliminary utility plans reviewed by the Planning Commission during the MPD review, shall be submitted with the final subdivision plats. Utility plans shall be reviewed by the Interdepartmental staff members and the utility service providers as the Development Review Team. Utilities for the MPD shall be place underground.
17. The City Engineer shall review and approve all associated utility and public improvements plans (including streets and sidewalks, grading, drainage, trails, public necessity signs, street signs and lighting, and other required items) for compliance with the LMC and City standards as a condition precedent to final subdivision plat recordation. This shall include phasing plans for street construction to ensure adequate fire turn-around that minimize disturbance of native vegetation. Due to expansive soils in the area, grading and drainage plans shall include a comprehensive lot drainage plan for the entire phase of each final subdivision plat.
18. Above ground utility boxes must be shown on the final utility plans. The location of these boxes shall comply with best practices for the location of above ground utility boxes. These boxes shall be located in the most efficient, logical, and aesthetic

locations, preferably underground. If located above ground the boxes shall be screened to minimize visual impacts and locations shall be approved by the City Engineer.

19. The Snyderville Basin Water Reclamation District's review and approval of the utility plans and final subdivision plats, for conformance with the District's standards for review, is a condition precedent to plat recordation and building permit issuance.
20. All construction, including grading and trails, within the Park City Soils Ordinance area shall comply with restrictions and requirements of the Park City Soils Ordinance (Municipal Code Title 11, Chapter 15).
21. Trail improvements necessary to connect the Rail Trail to the Hwy 248 tunnel trail on the north side of Richardson Flat Road, as well as the trail connection from the Rail Trail to the public park on the south side of Richardson Flat Road, will likely impact the wetlands in this area. Precedent to issuance of a building permit for these trails a wetlands impacts and enhancements plan shall be reviewed by the Planning Staff. All required wetlands permits shall be obtained from the required agencies.
22. Mitigation for the disturbance of any wetland areas shall be identified on the trail construction plan and shall include enhancements of wetlands as an amenity feature for users of the trail system.
23. Enhancements to wetland areas and other disturbed areas within the MPD could include but are not limited to: educational signs, such as identification of plants and animals, ecological processes, wetlands ecology, and insights into seasonal changes to the landscape; plantings that encourage and/or provide food sources for wildlife; additional on-site water sources; clean up of degraded areas; and new nesting habitat/bird and small mammal boxes.
24. Lots 89 and 90 of the preliminary subdivision plat shall be shifted to match the trail phasing plan to locate the trail connection on the open space.
25. All construction, including streets, utilities, and structures shall comply with recommendations of the June 9, 2006, Geotechnical Study for the Park City Heights Development provided by Gordon, Spilker Huber Geotechnical Consultants, Inc. Special construction methods, removal of unsuitable soils, and other mitigation measures are recommended in the Study. Additional soils studies and geotechnical reports may be required by the Building Department prior to issuance of building permits for streets, utility installation, and structures.
26. A detailed review against the Uniform Building and Fire Codes in use at the time of building permit submittal is a condition precedent to issuance of full building permit.
27. Fire protection and emergency access plans shall be submitted prior to the issuance of any building permits and shall be consistent with applicable building and fire codes and shall take into consideration the recommendations of the Fire Protection Report (March 2011). The fire protection plans shall include any required fire sprinkler systems and landscaping restrictions within the Wildland interface zones. The plans shall ensure that Park City's ISO rating is not negatively affected by the development.
28. A limit of disturbance area shall be identified during the building permit review and construction fencing will be required to mitigate construction impacts. Silt fencing is required during construction in areas where run-off and construction may impact adjacent wetlands, water ways, and undisturbed areas as determined by the

Building Department.

29. Trail easements for all proposed trails in the MPD shall be platted on the final recorded subdivision plats. All trails shall be constructed consistent with the Park City Trails Master Plan and the Snyderville Basin Trails Master Plan. Connections to undeveloped property to the south providing future connections to the Wasatch County shall be consistent with the Wasatch County Trails Plan.
30. Construction of the public park, trails within the first phase, trail connections to the Rail Trail on both the north and south sides of Richardson Flat road, as described in the findings, and other neighborhood amenities associated with the first phase, shall commence upon issuance of the 40th building permit for Phase I (as described in the Annexation Agreement) and shall be complete within 9 months from commencement of construction, unless otherwise directed by City Council. In subsequent phases, trails, amenities, and other improvements shall be completed prior to issuance of 50% of the certificates of occupancy for the units within that phase, or as otherwise stated in the Development Agreement.
31. The neighborhood public park shall be developed in accordance with standards set forth and required by the City Council, Recreation Advisory Board and city standards. A minimum area of 100 by 80 yards shall be initially free from fixed improvements until final field design is approved or further conditioned at subdivision approval. The park will include bathrooms in the club house with exterior access for park users.
32. An Affordable Housing Plan, consistent with the Park City Heights Annexation Agreement and as required by LMC Section 15-6-5 (J), shall be reviewed by the Planning Commission and a recommendation shall be forwarded to the Park City Housing Authority. The Park City Housing Authority shall approve the final Park City Heights Affordable Housing Plan prior to issuance of any building permits for units within the MPD.
33. As a condition precedent to receiving a certificate of occupancy for any market rate unit the City shall be provided with proof of compliance with the approved Affordable Housing Plan.
34. A master sign plan for the neighborhood shall be submitted, reviewed for compliance with the Park City Sign Code, and approved by the City, as a condition precedent to issuance of any individual sign permits.
35. No sound barrier walls or structures along Hwy 40 are permitted within the MPD. To the extent sound mitigation measures are utilized within the MPD, such measures shall be limited to landscaping and berms, energy efficient housing design and insulation, and sound mitigation constructed as part of the design of the dwelling units and shall be reviewed by the Planning Department for compliance with the Design Guidelines.
36. Approval of this Master Planned Development is subject to LMC Chapter 6- Master Planned Developments and shall expire two years from the date of execution of the Development Agreement unless Construction, as defined by the Uniform Building Code, has commenced on the project.
37. Pursuant to Section 15-6-4 (G) of the LMC, once the Planning Commission has approved an MPD, the approval shall be put in the form of a Development Agreement. The Development Agreement must be ratified by the Planning Commission within 6 months of this approval. The Development Agreement shall be

signed by the Mayor on behalf of the City Council and recorded with the Summit County Recorder.

38. The Park City Soils Boundary shall be identified on the final plats (if applicable).
39. Timing of completion of all required items and public benefits shall be further described and stated in the Development Agreement.
40. No through roads may be provided through the Park City Heights MPD to the Deer Valley MPD subdivisions.
41. A re-vegetation plan for Parcels I and J and the open space parcel at the northeast corner of the development area of Phase I shall be submitted with the final road and utility plans. Re-vegetation of these parcels shall be completed prior to issuance of the 28th certificate of occupancy for the Park City Heights MPD. If this area is used as a construction staging, construction recycling area, and excavated materials storage area, a new construction staging area will need to be approved by the Planning Department for the remainder of Phase I and for subsequent phases and shall be re-vegetated in a like manner with the issuance of certificates of occupancy for the final units in the respective phase.
42. Noxious weeds shall be managed per the Summit County noxious weeds ordinances during construction and in perpetuity by including regulations in the CMP, Design Guidelines, and CCRs.
43. One additional site visit is required by certified biologists during May or June 2011 to: a) validate the observations of the preliminary biological report and, b) to further study and identify wildlife movement corridors, evidence of species of high public interest (Elk, Moose, Deer, and other small mammals), locations of den or nesting sites, and any areas of high native species diversity. The report shall include additional recommendations on mitigating impacts of the development on wildlife and wildlife corridors. The report shall be provided to the Planning Department and reviewed by the Planning Commission prior to issuance of any grading or building permits.
44. Clearing and grubbing of vegetation and soils shall be minimized from April through July to avoid disturbance of nesting birds, unless a detailed search for active nests is conducted and submitted to the Planning Director for review by a certified wildlife biologist.
45. As a condition precedent to building permit issuance for any structure containing more than 4 units, and for any non-residential structure proposed to be constructed on Parcels I and J of the preliminary subdivision plat, a conditional use permit shall be approved by the Planning Commission.
46. Due to the visual exposure of these lots on the minor ridge, as a condition precedent to building permit issuance for construction of a house on the western perimeter lots, namely Lots 23, 24, 30, 31, 66, 67, 76 and 77 of the preliminary subdivision plat prepared by Ensign and dated 1/17/11, a conditional use permit shall be obtained if the proposed building height is greater than 28 feet.
47. The applicants shall approach the adjacent property owner to the west to explore a mutually agreeable plan for incorporating the parcel into the Park City MPD and transferring density to the Park City Heights neighborhood in exchange for open space designation of this highly sensitive and visible parcel of land and the potential to relocate the upper western cul-de-sac to a less visible location.

48. All work within the Rail Trail ROW requires review by and permits issued by the Utah State Parks/Mountain Trails Foundation, in addition to the City. The Rail Trail shall remain open to pedestrians during construction to the extent possible.
49. High energy use amenities, such as snow melt systems, heated driveways, exterior heated pools and fireplaces, shall require energy off-sets and/or require the power to be from alternative energy sources.
50. All conditions, requirements, and stipulations of the Park City Heights Annexation Agreement and Water Agreement continue to apply to this MPD.
51. The final MPD phasing plan shall be consistent with conditions of the Water Agreement as to provision of public services and facilities.
52. All transportation mitigation requirements, as stated in the Annexation Agreement, continue to apply to this MPD.
53. The Applicant must meet all applicable bonding requirements.
54. Bus shelters on both the north and south sides of Richardson Flat Road shall be constructed within 60 days of issuance of the 40th certificate of occupancy. The shelter design and location shall be approved by the City Planning, Engineering, Building, and Transportation Departments and shall include a sign with the phone number of the Park City Bus service dial-a-ride. Information regarding the dial-a-ride service shall be posted within the shelters.
55. Sheet c4.0 (LOD Erosion Control Plan) shall be amended as follows: Note 1 shall read that the LOD for roadways is not to extend beyond 3' from the cut/fill limits as shown on the plan. Note 2: A 4 to 6 foot engineered wall shall be used in areas outside the limits of future home and driveway construction and where proposed cut/fill is in excess of 10' vertical as measured from the top back of curb to cut/fill catch point. Note 3: Proposed retaining walls shall not exceed 6 feet where they are necessary. A system of 4' to 6' walls with no individual wall exceeding 6', (i.e. tiered walls) may be used. The walls shall be separated by a 3' landscaped area from top back of lower wall to toe of upper wall. Note 4: Exceptions to these standards may be granted by the Planning Commission at the time of final subdivision plat review as necessary to minimize overall total disturbance.
56. House size limitations for all lots within the MPD shall be identified in the Design Guidelines subject to further appropriate reduction if found necessary during the final subdivision plat process, taking into consideration the size of the lots, visibility of the lots from the LMC Vantage Points, solar access of adjacent lots, onsite snow storage, and ability to achieve LEED for Homes Silver rating to meet the applicable standards of LMC 15-7.3-3. Nothing herein shall preclude the applicant from proposing alternative methods of mitigation. Specifically, and without limitation, the Design Guidelines shall provide that house sizes of the Homestead lots shall be no greater than the following (as delineated below by lot numbers per the preliminary plat prepared by Ensign and dated 1/17/11)

Lots 58 thru 66- 4000 square feet
Lots 130 thru 154- 4000 square feet
Lots 163 thru 164- 4000 square feet
Lots 70 thru 72- 5000 square feet
Lots 105 thru 129- 5000 square feet
Lots 155 thru 156- 5000 square feet

Lots 77 thru 98- 6000 square feet

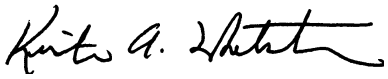
The Design Guidelines shall reflect a preference for smaller homes consistent with (a) “best practices” in sustainable design and development to address the materials and energy impacts of larger homes and (b) the historic pattern of residential development in Old Town

57. The Park City Heights Design Guidelines shall be approved by the Planning Commission prior to the submittal of the Development Agreement to the Planning Commission and before any activity or permits can be pulled for the MPD. No pre-development work, including grading, clearing, etc. can occur prior to approval of the Design Guidelines by the Planning Commission.
58. The Park City Heights Design Guidelines are an integral component of the Park City Heights MPD and substantive amendments to the Design Guidelines require Planning Commission approval. Minor amendments shall be reviewed by the Planning Director for consideration and approval.
59. Adequate snow storage easements, as determined in consultation with the Park City Public Works, will be granted to accommodate for the on-site storage of snow. Snow storage shall not block internal pedestrian sidewalks and circulation trails. Removal of snow from the Park City Heights MPD is discouraged with the final decision to haul snow from this area to be made by the City’s Public Works Director.
60. To further encourage non-vehicular transportation, trail maps will be posted in the clubhouse for the benefit of future residents. There will also be a ride-share board located within the clubhouse that residents may utilize in order to plan carpooling which will further limit trips from the development. The dial-a-ride phone number shall be posted at the ride-share board. The HOA shall post information and consider a bike-share program.
61. The Park City Heights Design Guidelines and CCRs shall include information related to the history of the site and Quinn’s Junction region.
62. All transportation mitigation elements, as required by the Park City Heights Annexation Agreement (July 2, 2010) continue to apply to this MPD. The Applicants, as required by the Annexation Agreement, shall complete, with the first Phase (first 90 UEs) of the MPD (as described in the Annexation Agreement), the SR 248/Richardson Flat intersection improvements with all required deceleration and acceleration lanes; and shall include the required infrastructure (fiber optic, control boxes, computer links, etc.) to synchronize this traffic signal with the UDOT coordinated signal system on SR 248, within the Park City limits at the time of this MPD. At the time the traffic signal is installed, the Applicants shall request in writing that UDOT fully synchronize signals along SR 248, with supporting data as applicable. Required improvements to Richardson Flat Road, including 5’ wide bike lanes, as stated in the Annexation Agreement, shall be complete with the first Phase (first 90 UEs) of the MPD. The cost sharing methodology between the Applicants and any assigns, for these mitigation elements, shall be detailed in the Park City Heights Development Agreement. The Applicant shall provide an annual assessment of traffic counts and bus needs generated by the MPD for five (5) consecutive years following issuance of the first certificate of occupancy. The applicants shall participate with the City to conduct an annual assessment, which

shall include peak period counts of both summer and winter traffic in the vicinity of the SR 248/Richardson Flat Road intersection, and submit such to UDOT. This information shall be coordinated with best available UDOT data and analysis. This assessment shall be incorporated into ongoing Park City Transportation Master Plan and the Park City Transit planning efforts with UDOT. This information shall be presented annually to the Planning Commission in conjunction with an update of the City Transportation Master Plan.

If you have any questions regarding this letter, please do not hesitate to call me at 435-615-5066.

Sincerely,



Kirsten A. Whetstone, MS, AICP
Senior Planner

File

PARK CITY MUNICIPAL CORPORATION
STANDARD PROJECT CONDITIONS

1. The applicant is responsible for compliance with all conditions of approval.

2. The proposed project is approved as indicated on the final approved plans, except as modified by additional conditions imposed by the Planning Commission at the time of the hearing. The proposed project shall be in accordance with all adopted codes and ordinances; including, but not necessarily limited to: the Land Management Code (including Chapter 5, Architectural Review); International Building, Fire and related Codes (including ADA compliance); the Park City Design Standards, Construction Specifications, and Standard Drawings (including any required snow storage easements); and any other standards and regulations adopted by the City Engineer and all boards, commissions, agencies, and officials of the City of Park City.

3. A building permit shall be secured for any new construction or modifications to structures, including interior modifications, authorized by this permit.

4. All construction shall be completed according to the approved plans on which building permits are issued. Approved plans include all site improvements shown on the approved site plan. Site improvements shall include all roads, sidewalks, curbs, gutters, drains, drainage works, grading, walls, landscaping, lighting, planting, paving, paths, trails, public necessity signs (such as required stop signs), and similar improvements, as shown on the set of plans on which final approval and building permits are based.

5. All modifications to plans as specified by conditions of approval and all final design details, such as materials, colors, windows, doors, trim dimensions, and exterior lighting shall be submitted to and approved by the Planning Department, Planning Commission, or Historic Preservation Board prior to issuance of any building permits. Any modifications to approved plans after the issuance of a building permit must be specifically requested and approved by the Planning Department, Planning Commission and/or Historic Preservation Board in writing prior to execution.

6. Final grading, drainage, utility, erosion control and re-vegetation plans shall be reviewed and approved by the City Engineer prior to commencing construction. Limits of disturbance boundaries and fencing shall be reviewed and approved by the Planning, Building, and Engineering Departments. Limits of disturbance fencing shall be installed, inspected, and approved prior to building permit issuance.

7. An existing conditions survey identifying existing grade shall be conducted by the applicant and submitted to the Planning and Building Departments prior to issuance of a footing and foundation permit. This survey shall be used to assist the Planning Department in determining existing grade for measurement of

building heights, as defined by the Land Management Code.

8. A Construction Mitigation Plan (CMP), submitted to and approved by the Planning, Building, and Engineering Departments, is required prior to any construction. A CMP shall address the following, including but not necessarily limited to: construction staging, phasing, storage of materials, circulation, parking, lights, signs, dust, noise, hours of operation, re-vegetation of disturbed areas, service and delivery, trash pick-up, re-use of construction materials, and disposal of excavated materials. Construction staging areas shall be clearly defined and placed so as to minimize site disturbance. The CMP shall include a landscape plan for re-vegetation of all areas disturbed during construction, including but not limited to: identification of existing vegetation and replacement of significant vegetation or trees removed during construction.

9. Any removal of existing building materials or features on historic buildings shall be approved and coordinated by the Planning Department according to the LMC, prior to removal.

10. The applicant and/or contractor shall field verify all existing conditions on historic buildings and match replacement elements and materials according to the approved plans. Any discrepancies found between approved plans, replacement features and existing elements must be reported to the Planning Department for further direction, prior to construction.

11. Final landscape plans, when required, shall be reviewed and approved by the Planning Department prior to issuance of building permits. Landscaping shall be completely installed prior to occupancy, or an acceptable guarantee, in accordance with the Land Management Code, shall be posted in lieu thereof. A landscaping agreement or covenant may be required to ensure landscaping is maintained as per the approved plans.

12. All proposed public improvements, such as streets, curb and gutter, sidewalks, utilities, lighting, trails, etc. are subject to review and approval by the City Engineer in accordance with current Park City Design Standards, Construction Specifications and Standard Drawings. All improvements shall be installed or sufficient guarantees, as determined by the City Engineer, posted prior to occupancy.

13. The Snyderville Basin Water Reclamation District shall review and approve the sewer plans, prior to issuance of any building plans. A Line Extension Agreement with the Snyderville Basin Water Reclamation District shall be signed and executed prior to building permit issuance. Evidence of compliance with the District's fee requirements shall be presented at the time of building permit issuance.

14. The planning and infrastructure review and approval is transferable with the title to the underlying property so that an approved project may be conveyed or

assigned by the applicant to others without losing the approval. The permit cannot be transferred off the site on which the approval was granted.

15. When applicable, access on state highways shall be reviewed and approved by the State Highway Permits Officer. This does not imply that project access locations can be changed without Planning Commission approval.

16. Vesting of all permits and approvals terminates upon the expiration of the approval as defined in the Land Management Code, or upon termination of the permit.

17. No signs, permanent or temporary, may be constructed on a site or building without a sign permit, approved by the Planning and Building Departments. All multi-tenant buildings require an approved Master Sign Plan prior to submitting individual sign permits.

18. All exterior lights must be in conformance with the applicable Lighting section of the Land Management Code. Prior to purchase and installation, it is recommended that exterior lights be reviewed by the Planning Department.

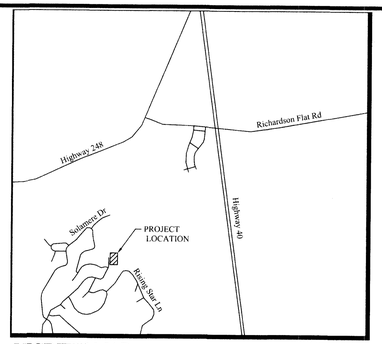
April 2007

PARK CITY HEIGHTS
PHASE 3

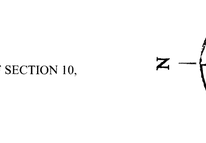
A SUBDIVISION LOCATED IN THE NW1/4 & SW1/4 OF SECTION 11 AND THE NE1/4 & SE1/4 OF SECTION 10,
TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN
SUMMIT COUNTY, UTAH

NOTES:

1. ALL UNITS SHALL BE CONSTRUCTED TO NATIONAL ASSOCIATION OF HOME BUILDERS NATIONAL GREEN BUILDING STANDARDS SILVER CERTIFICATION (OR OTHER EQUIVALENT GREEN BUILDING CERTIFICATION APPROVED BY THE PLANNING DIRECTOR) OR REACH LEED FOR HOMES SILVER RATING (MINIMUM 60 POINTS). GREEN BUILDING CERTIFICATION OR LEED RATING CRITERIA TO BE USED SHALL BE THOSE APPLICABLE AT THE TIME OF THE BUILDING PERMIT SUBMITTAL.
2. ALL STREETS AND UTILITIES, EXCEPT FOR WASTEWATER SERVICE AND LATERALS, CONSTRUCTED WITHIN THE RIGHT-OF-WAY TO BE DEDICATED TO CITY FOR PUBLIC USE.
3. ALL CONSTRUCTION, INCLUDING STREETS, UTILITIES, AND STRUCTURES SHALL COMPLY WITH PARK CITY STANDARDS AND RECOMMENDATIONS OF THE SUPPLEMENTAL, UPDATED SOILS INVESTIGATION CONDUCTED BY AGEC ON DECEMBER 2011 THAT UPDATED AND SUPPLEMENTED THE JUNE 9, 2006 GEOTECHNICAL STUDY PROVIDED BY GORDON, SPILKER, HUBER GEOTECHNICAL CONSULTANTS, INC. SPECIAL CONSTRUCTION METHODS, REMOVAL OF UNSUITABLE SOILS, AND OTHER MITIGATION MEASURES ARE RECOMMENDED IN THE STUDY. ADDITIONAL SOILS STUDIES AND GEOTECHNICAL REPORTS MAY BE REQUIRED BY THE CITY ENGINEER AND CHIEF BUILDING OFFICIAL PRIOR TO ISSUANCE OF PERMITS FOR STREETS, UTILITY INSTALLATION, AND STRUCTURES.
4. A LANDSCAPE AND IRRIGATION PLAN SHALL BE SUBMITTED FOR CITY REVIEW AND APPROVAL FOR EACH LOT PRIOR TO BUILDING PERMIT ISSUANCE. LANDSCAPING AND IRRIGATION MUST COMPLY WITH PARK CITY HEIGHTS DESIGN GUIDELINES AND THE AMENDED MPD CONDITIONS OF APPROVAL.
5. EXTERIOR LIGHTING SHALL CONFORM TO REQUIREMENT OF THE CITY'S LIGHTING ORDINANCE.
6. ALL CONSTRUCTION SHALL COMPLY WITH REQUIREMENTS OF THE PARK CITY CHIEF BUILDING OFFICIAL AND ADOPTED BUILDING CODES, INCLUDING FIRE SPRINKLER SYSTEMS, AT THE TIME OF BUILDING PERMIT REVIEW. A LIMITS OF DISTURBANCE PLAN SHALL BE PART OF THE BUILDING PERMIT APPLICATION.
7. SNOW STORAGE EASEMENTS ARE GRANTED ALONG THE PUBLIC RIGHT-OF-WAY AS NOTED ON THE PLAT.
8. SIDE SETBACKS SHALL MEET RD DISTRICT REQUIREMENTS OF 12' MINIMUM (24' COMBINED) RATHER THAN THE 6' MINIMUM (18' COMBINED) AS STATED IN THE DESIGN GUIDELINES FOR HOMESTEAD LOTS. FRONT SETBACK SHALL BE 20' WITH 30' TO STREET FACING GARAGE.
9. PLAT IS SUBJECT TO THE CONDITIONS OF THE PARK CITY HEIGHTS ANNEXATION, APPROVED BY THE CITY COUNCIL ON MAY 27, 2010 AND THE 2014 AMENDED PARK CITY HEIGHTS MPD DEVELOPMENT AGREEMENT (EXCLUDING THE DESIGN GUIDELINES).
   A. PLAT IS SUBJECT TO CONDITIONS OF APPROVAL OF THE AMENDED PARK CITY HEIGHTS MPD APPROVED ON NOVEMBER 6, 2013, BY THE PLANNING COMMISSION.
10. THIS PLAT IS NOT LOCATED WITHIN THE PARK CITY SOILS ORDINANCE BOUNDARY.
11. MAXIMUM HOUSE SIZE (FLOOR AREA AS DEFINED BY THE LMC AT TIME OF BUILDING PERMIT) ON EACH LOT SHALL BE 7,500 SQUARE FEET. MINIMUM HOUSE SIZE (FLOOR AREA) SHALL BE 3,500 SQUARE FEET. ONE SINGLE FAMILY HOME IS PERMITTED ON EACH LOT AND THE LOTS CANNOT BE FURTHER SUBDIVIDED.
12. THE FINAL PLAT IS SUBJECT TO THE WATER AND MAINTENANCE AGREEMENT WITH PARK CITY MUNICIPAL CORPORATION, DATED OCTOBER 3, 2014.
13. THIS SUBDIVISION IS SUBJECT TO THE CONDITIONS OF APPROVAL OF ORDINANCE 2019-12 .
14. ALL APPLICABLE REQUIREMENTS OF THE LMC REGARDING TOP SOIL PRESERVATION, FINAL GRADING AND LANDSCAPING SHALL BE COMPLETED PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY FOR EACH LOT.
15. A STORM WATER RUN-OFF AND DRAINAGE PLAN SHALL BE SUBMITTED WITH EACH PHASE OF THE PROJECT AND WITH THE BUILDING PLANS CONSISTENT WITH THE AMENDED MPD CONDITIONS OF NOVEMBER 6, 2013 APPROVAL AND SHALL BE APPROVED BY THE CITY ENGINEER PRIOR TO BUILDING PERMIT ISSUANCE.
16. A CONSTRUCTION RECYCLING AREA AND EXCAVATION MATERIALS STORAGE AREA WITHIN THE DEVELOPMENT SHALL BE UTILIZED FOR THIS PHASE AS REQUIRED BY THE MPD CONDITIONS OF APPROVAL. A CONSTRUCTION MITIGATION PLAN (CMP) SHALL BE SUBMITTED AND APPROVED BY THE CITY FOR COMPLIANCE WITH THE MUNICIPAL CODE, LMC AND THE MPD CONDITIONS OF APPROVAL PRIOR TO BUILDING PERMIT ISSUANCE.
17. A FINANCIAL GUARANTEE, IN A FORM AND AMOUNT ACCEPTABLE TO THE CITY AND IN CONFORMANCE WITH THE CONDITIONS OF APPROVALS, AMOUNTING TO 100% OF THE VALUE OF ALL REQUIRED PUBLIC IMPROVEMENTS, INCLUDING THOSE PUBLIC IMPROVEMENTS IDENTIFIED IN THE AMENDED MPD, SHALL BE PROVIDED TO THE CITY PRIOR TO BUILDING PERMIT ISSUANCE FOR NEW CONSTRUCTION WITH EACH PHASE. ALL PUBLIC IMPROVEMENTS SHALL BE COMPLETED ACCORDING TO THE CITY STANDARDS PRIOR TO RELEASE OF GUARANTEE. TEN PERCENT OF THE 100% BOND SHALL BE HELD BY THE CITY FOR THE WARRANTY PERIOD AND UNTIL SUCH IMPROVEMENTS ARE ACCEPTED BY THE CITY.
18. TREES, STRUCTURES AND RETAINING WALLS SHALL NOT BE LOCATED WITHIN SWBRD EASEMENTS. A LANDSCAPE PLAN SHALL BE SUBMITTED FOR CITY REVIEW AND APPROVAL FOR EACH LOT, PRIOR TO BUILDING PERMIT ISSUANCE FOR THAT LOT.
19. IN ADDITION TO MEETING GREEN BUILDING OR LEED FOR HOMES CHECKLISTS AND IN ORDER TO ACHIEVE WATER CONSERVATION GOALS, EACH HOUSE MUST EITHER: 1) ACHIEVE AT A MINIMUM, THE SILVER PERFORMANCE LEVEL POINTS WITHIN CHAPTER 8, WATER EFFICIENCY, OF THE NATIONAL ASSOCIATION OF HOME BUILDERS NATIONAL GREEN BUILDING STANDARDS; OR 2) ACHIEVE A MINIMUM COMBINED 10 POINTS WITHIN THE 1) SUSTAINABLE SITES (SS2) LANDSCAPING AND 2) WATER EFFICIENCY (WE) CATEGORIES OF THE LEED FOR HOMES CHECKLIST. POINTS ACHIEVED IN THESE RESOURCE CONSERVATION CATEGORIES WILL COUNT TOWARDS THE OVERALL SCORE, AS FURTHER DESCRIBED IN THE PARK CITY HEIGHTS DESIGN GUIDELINES.
20. THIRD PARTY INSPECTION WILL BE PROVIDED. AN INDUSTRY STANDARD THIRD PARTY INSPECTOR SHALL BE MUTUALLY AGREED UPON BY THE CHIEF BUILDING OFFICIAL AND THE APPLICANT PRIOR TO BUILDING PERMIT ISSUANCE. TO PROVIDE THIRD PARTY INSPECTION FOR COMPLIANCE WITH GREEN BUILDING AND WATER CONSERVATION REQUIREMENTS AS REQUIRED ON THE AMENDED ANNEXATION AGREEMENT. FINAL CERTIFICATION DOCUMENTING COMPLIANCE SHALL BE PROVIDED TO THE BUILDING DEPARTMENT PRIOR TO ISSUANCE OF CERTIFICATES OF OCCUPANCY.
21. THE PROPERTY SHOWN HEREON LIES WITHIN ZONE X (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN) ACCORDING TO FEMA (FEDERAL EMERGENCY MANAGEMENT AGENCY) F.I.R.M. (FLOOD INSURANCE RATE MAP) #49043C0940C, MAP REVISION DATE: MARCH 16, 2006.
22. FINAL CONSTRUCTED PUBLIC TRAILS ARE AGREED BY THE RECORDING OF THIS PLAT, TO BE WITHIN TEN(10') FOOT PUBLIC TRAIL EASEMENTS.
23. THE MAXIMUM IRRIGATED AREA PER LOT IS 10,000 SQ. FT.
24. THE REAR 100' OF EACH LOT SHALL REMAIN UNDISTURBED, WITH THE EXCEPTION OF APPROVED UTILITIES, TRAILS AND REQUIRED FOREST HEALTH MANAGEMENT THAT MAY INCLUDE REMOVAL AND/OR PLANTING OF NATIVE LANDSCAPING WITH TEMPORARY IRRIGATION, SUBJECT TO APPROVAL OF A LANDSCAPE PLAN APPLICATION AND PERMIT.
25. NO THROUGH STREET CONNECTIONS TO OTHER PHASES OF THE PARK CITY HEIGHTS SUBDIVISION ARE PERMITTED, CONSISTENT WITH THE PARK CITY HEIGHTS MPD.
26. EACH LOT GREATER THAN 1 ACRE REQUIRES AN MS4 STORMWATER PERMIT FOR ALL LAND DISTURBANCE ACTIVITIES, PRIOR TO BUILDING PERMIT ISSUANCE.
27. HOUSE PLANS SHALL BE SUBMITTED FOR BUILDING PERMIT REVIEW AND ISSUANCE IN COMPLIANCE WITH CONDITIONS OF THE ANNEXATION AGREEMENT DATED JULY 2, 2010, BETWEEN PARK CITY MUNICIPAL CORPORATION AND BOYER PARK CITY JUNCTION, L.C., THE PARK CITY LAND MANAGEMENT CODE (INCLUDING CHAPTER 5 ARCHITECTURAL REVIEW), AND THE DEER VALLEY DESIGN GUIDELINES FOR THE OAKS AT DEER VALLEY AS THEY APPLY TO SINGLE FAMILY USES. THE CITY, UPON RECEIPT OF A COMPLETE BUILDING PERMIT APPLICATION, SHALL PROVIDE NOTICE TO THE HOMEOWNERS ASSOCIATION OF THE THE OAKS AT DEER VALLEY, AS REGISTERED WITH THE CITY'S BUILDING DEPARTMENT. APPROVAL OF THIS PLAT SHALL NOT PRECLUDE THESE LOTS FROM JOINING THE OAKS AT DEER VALLEY HOMEOWNERS ASSOCIATION IN THE FUTURE AND THESE LOTS MAY, IF APPROVED BY THE OAKS AT DEER VALLEY SUBDIVISION, BE INCLUDED IN THE OAKS AT DEER VALLEY HOA AT ANY TIME.
28. A CONSTRUCTION MITIGATION PLAN (CMP) SHALL BE SUBMITTED AND APPROVED BY THE CITY FOR COMPLIANCE WITH THE MUNICIPAL CODE, LMC, AND THE MPD CONDITIONS OF APPROVAL PRIOR TO BUILDING PERMIT ISSUANCE.



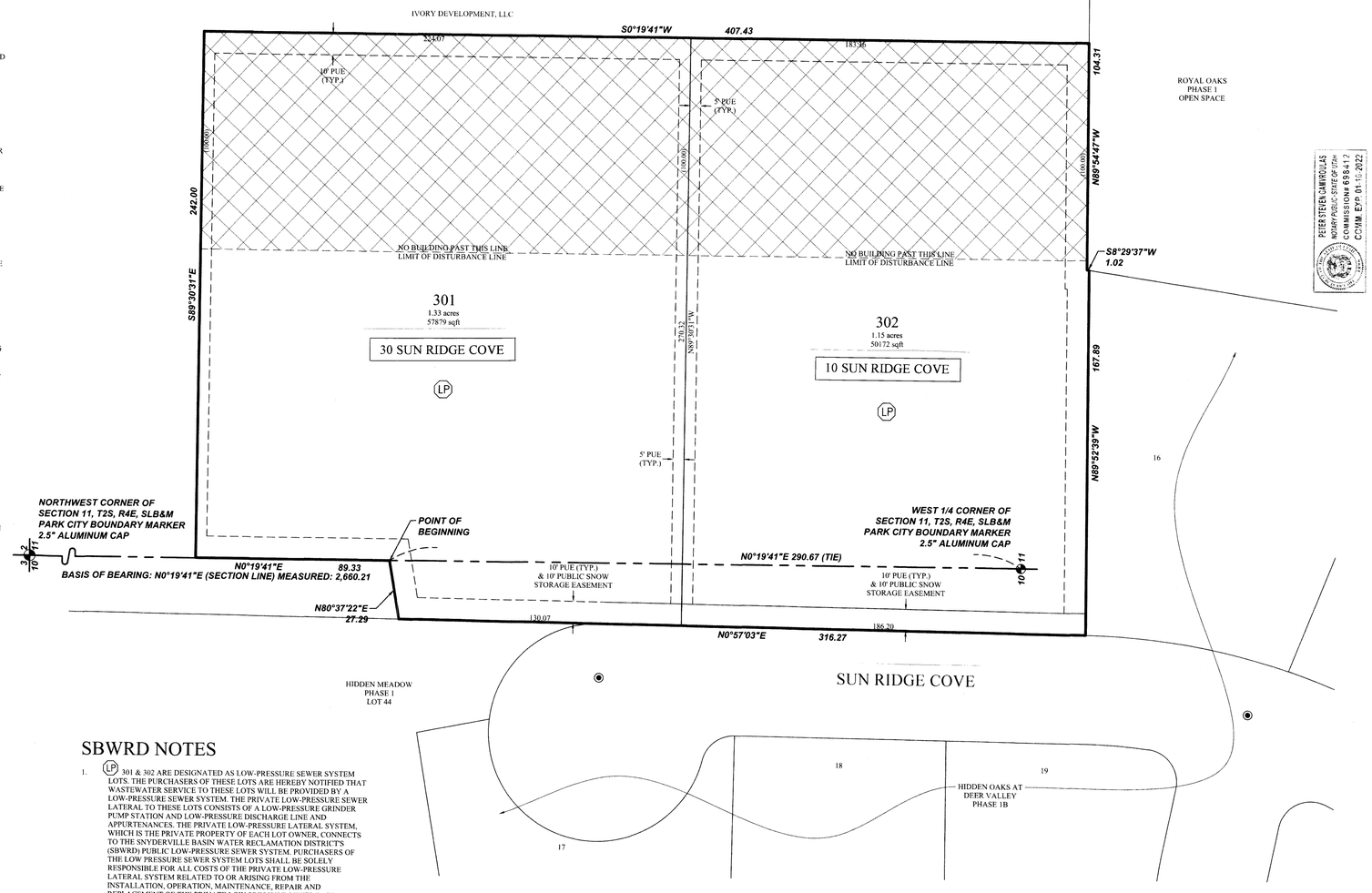
VICINITY MAP
N.T.S



GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.



LEGEND

- BOUNDARY
- SECTION LINE
- EASEMENT
- RIGHT-OF-WAY LINE
- BUILDING SETBACK
- EXISTING PROPERTY LINE
- SECTION MONUMENT (FOUND)
- STREET MONUMENT (TO BE SET)
- NO DISTURBANCE/NO BUILD AREA

SBWRD NOTES

1. (LP) 301 & 302 ARE DESIGNATED AS LOW-PRESSURE SEWER SYSTEM LOTS. THE PURCHASERS OF THESE LOTS ARE HEREBY NOTIFIED THAT WASTEWATER SERVICE TO THESE LOTS WILL BE PROVIDED BY A LOW-PRESSURE SEWER SYSTEM. THE PRIVATE LOW-PRESSURE SEWER LATERAL TO THESE LOTS CONSISTS OF A LOW-PRESSURE GRINDER PUMP STATION AND LOW-PRESSURE DISCHARGE LINE AND APPURTENANCES. THE PRIVATE LOW-PRESSURE LATERAL SYSTEM, WHICH IS THE PRIVATE PROPERTY OF EACH LOT OWNER, CONNECTS TO THE SNYDERVILLE BASIN WATER RECLAMATION DISTRICT'S (SBWRD) PUBLIC LOW-PRESSURE SEWER SYSTEM. PURCHASERS OF THE LOW PRESSURE SEWER SYSTEM LOTS SHALL BE SOLELY RESPONSIBLE FOR ALL COSTS OF THE PRIVATE LOW-PRESSURE LATERAL SYSTEM RELATED TO OR ARISING FROM THE INSTALLATION, OPERATION, MAINTENANCE, REPAIR AND REPLACEMENT OF THE PRIVATE LOW-PRESSURE SEWER LATERAL SYSTEM. SBWRD SHALL HAVE NO LIABILITY OR RESPONSIBILITY FOR PRIVATE LOW-PRESSURE SEWER LATERAL SYSTEMS, INCLUDING ANY COSTS ARISING FROM OR RELATING TO INSTALLATION, OPERATION, MAINTENANCE, REPAIR AND REPLACEMENT AND MATTERS ARISING FROM FREEZING OR INCORRECT INSTALLATION.
2. UPON RECORDATION OF THIS PLAT, IVORY DEVELOPMENT, LLC HEREBY CONSENTS AND AUTHORIZES SNYDERVILLE BASIN WATER RECLAMATION DISTRICT TO RECORD A NOTICE FOR EACH LOW-PRESSURE SEWER SYSTEM LOT WITH THE SUMMIT COUNTY RECORDER'S OFFICE. THE RECORDED NOTICES SHALL SERVE AS NOTIFICATION TO ALL FUTURE LOT OWNERS OF THE RESPONSIBILITIES ASSOCIATED WITH THE PRIVATE LOW-PRESSURE SEWER LATERAL SYSTEM SERVING THE LOT.

OWNER/DEVELOPER
IVORY DEVELOPMENT
3340 NORTH CENTER STREET
LEHI, UTAH 84043
(801) 407-6841
CONTACT: BRAD MACKAY

PREPARED BY
FOCUS ©
ENGINEERING AND SURVEYING, LLC
6949 SOUTH HIGH TECH DRIVE SUITE 200
MIDVALE, UT 84047 PH: (801) 352-0075
www.focusutah.com

SNYDERVILLE BASIN WATER RECLAMATION DISTRICT

REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN WATER RECLAMATION DISTRICT STANDARDS ON THIS 17th DAY OF September 2019

BY: _____

PLANNING COMMISSION

APPROVED THIS 27th DAY OF FEBRUARY A.D. 2019 BY THE PARK CITY PLANNING COMMISSION

_____ CHAIRMAN

ENGINEER'S CERTIFICATE

I FIND THIS PLAT TO BE IN ACCORDANCE WITH INFORMATION ON FILE IN MY OFFICE THIS 25TH DAY OF September A.D. 2019

_____ PARK CITY ENGINEER

APPROVAL AS TO FORM

APPROVED AS TO FORM THIS 30 DAY OF September A.D. 2019

_____ PARK CITY ATTORNEY

CERTIFICATE OF ATTEST

I CERTIFY THIS SUBDIVISION PLAT WAS APPROVED BY PARK CITY COUNCIL THIS 1st DAY OF Oct A.D. 2019 BY THE PARK CITY CITY COUNCIL

_____ PARK CITY RECORDER

COUNCIL APPROVAL AND ACCEPTANCE

APPROVAL AND ACCEPTANCE BY THE PARK CITY COUNCIL THIS ___ DAY OF APRIL A.D. 2019

_____ PARK CITY MAYOR

PUBLIC SAFETY ANSWERING POINT APPROVAL

Approved this 22nd day of October 2019

_____
By: Jeff Ward GIS Director
The Summit County Public Safety Answering Point

SURVEYOR'S CERTIFICATE

I, Spencer W. Llewelyn, do hereby certify that I am a Professional Land Surveyor, and that I hold Certificate No. 10516507 in accordance with Title 58, Chapter 22 of Utah State Code. I further certify by authority of the owners(s) that I have completed a Survey of the property described on this Plat in accordance with Section 17-23-17 of said Code, and have subdivided said tract of land into lots together with easements, and the same has, or will be correctly surveyed, staked and monumented on the ground as shown on this Plat, and that this Plat is true and correct.

Spencer W. Llewelyn
Professional Land Surveyor
Certificate No. 10516507

PROFESSIONAL LAND SURVEYOR
No. 10516507
SPENCER W. LLEWELYN
09/16/19
STATE OF UTAH

09/16/19
Date

BOUNDARY DESCRIPTION

A portion of the NW1/4 & SW1/4 of Section 11 and the NE1/4 and SE1/4 of Section 10, Township 2 South, Range 4 East, Salt Lake Base & Meridian, Park City, Utah, more particularly described as follows:

Beginning at a point located N00°19'41"E along the Section line 290.67 feet from the West 1/4 Corner of Section 11, T2S, R4E, SLB&M; thence N00°19'41"E along the Section line 89.33 feet; thence S89°30'31"E 242.00 feet; thence S00°19'41"W 407.43 feet to the Northerly line of ROYAL OAKS SUBDIVISION, PHASE 1, according to the Official Plat thereof on file in the Office of the Summit County Recorder; thence along said plat the following 2 courses: 1) N89°54'47"W 104.31 feet; 2) S08°29'37"W 1.02 feet to the Northeast corner of Lot 16, HIDDEN OAKS AT DEER VALLEY PHASE 1B, according to the Official Plat thereof on file in the Office of the Summit County Recorder; thence along said plat the following 2 courses: 1) N89°52'39"W 167.89 feet; 2) N00°57'03"E 316.27 feet; thence N80°37'22"E 27.29 feet to the point of beginning.

Contains: 2.48 acres+/-

OWNER'S CONSENT TO RECORD

The undersigned, Summit County Utah, a body politic and corporate of the state of Utah, as an owner or holder of an interest in the described parcels and having reviewed and considered the division of land described, does hereby consent to the recordation of this subdivision plat and dedications if any.

Dated this 16th day of October, 2019

Thomas C. Fisher, Manager
Summit County, Utah

PETER STEVEN GAMVROULAS NOTARY PUBLIC-STATE OF UTAH COMMISSION# 698412 COMM. EXP. 01-10-2022

ACKNOWLEDGEMENT

State of Utah)
)
County of Summit)

Thomas C. Fisher personally appeared before me on this 16TH day of October 2019, and after being sworn and under oath, did sign the above Owner's Consent to Record, in my presence and that he signed the document voluntarily for its stated purpose.

Notary Public

OWNER'S DEDICATION

KNOW ALL MEN BY THESE PRESENTS THAT THE UNDERSIGNED OWNER, IVORY DEVELOPMENT, LLC, A UTAH LIMITED LIABILITY COMPANY, OF THE ABOVE DESCRIBED TRACT OF LAND, HAVING CAUSED THE SAME TO BE SUBDIVIDED INTO LOTS WITH EASEMENTS TO BE HEREAFTER KNOWN AS

PARK CITY HEIGHTS
PHASE 3

DO HEREBY DEDICATE TO PARK CITY MUNICIPAL CORPORATION ALL THESE TRACTS OF LAND DESIGNATED AS STREETS, THE SAME TO BE USED AS PUBLIC THOROUGHFARES FOREVER. THE UNDERSIGNED OWNERS ALSO CONVEY TO PARK CITY MUNICIPAL CORPORATION AND SNYDERVILLE BASIN WATER RECLAMATION DISTRICT, AND TO ANY AND ALL PUBLIC UTILITY COMPANIES A PERPETUAL, NON-EXCLUSIVE EASEMENT OVER THE PUBLIC UTILITY AND DRAINAGE EASEMENTS SHOWN ON THIS PLAT, THE SAME TO BE USED FOR DRAINAGE AND THE INSTALLATION, MAINTENANCE AND OPERATION OF UTILITY LINES AND FACILITIES.

IN WITNESS WHEREOF I HAVE HEREUNTO SET MY HAND THIS 16TH DAY OF SEPTEMBER A.D. 20 19

CHRISTOPHER P. GAMVROULAS
PRESIDENT, IVORY DEVELOPMENT, LLC

LIMITED LIABILITY ACKNOWLEDGMENT

STATE OF UTAH)
COUNTY OF SALT LAKE)

ON THIS 16TH DAY OF SEPTEMBER, 2019, CHRISTOPHER P. GAMVROULAS PERSONALLY APPEARED BEFORE ME, WHOSE IDENTITY IS PERSONALLY KNOWN TO ME OR PROVEN ON THE BASIS OF SATISFACTORY EVIDENCE, AND WHO BY ME DULY SWORN/AFFIRMED, DID SAY THAT HE IS THE PRESIDENT OF IVORY DEVELOPMENT, LLC, A UTAH LIMITED LIABILITY COMPANY, AND THAT SAID DOCUMENT WAS SIGNED BY HIM ON BEHALF OF SAID LIMITED LIABILITY COMPANY BY AUTHORITY F ITS OPERATING AGREEMENT OR RESOLUTION OF ITS MEMBERS, AND HE ACKNOWLEDGED TO ME THAT HE EXECUTED THE PARK CITY HEIGHTS PHASE 3 SUBDIVISION PLAT.

NOTARY PUBLIC

PETER STEVEN GAMVROULAS NOTARY PUBLIC-STATE OF UTAH COMMISSION# 698412 COMM. EXP. 01-10-2022

PARK CITY HEIGHTS
PHASE 3
A SUBDIVISION LOCATED IN THE NW1/4 & SW1/4 OF SECTION 11 AND THE NE1/4 & SE1/4 OF SECTION 10,
TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN
SUMMIT COUNTY, UTAH

RECORDED # 1120269

STATE OF UTAH, COUNTY OF SUMMIT , RECORDED AND FILED AT THE REQUEST OF

IVORY DEVELOPMENT LLC

DATE 10/22/2019 TIME 1:43 BOOK 2535 PAGE 1641

54.00
FEE

CHELE DEPUTY RECORDER
SUMMIT COUNTY RECORDER

PARK CITY HEIGHTS PHASE 3









Planning Commission
Staff Report

Subject: **2700 Deer Valley Drive Unit B101**
Application: **PL-26-06879**
Author: **Virgil Lund, Planner II**
Date: **May 13, 2026**
Type of Item: **Plat Amendment**

Recommendation
(I) Review the proposed Seventh Amended Courchevel at Deer Valley Condominiums Plat to convert 314 square feet of common area within an attic to private area for additional loft area for Unit B101, (II) conduct a public hearing, and (III) consider approving the plat amendment based on the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in the draft Final Action Letter (Exhibit A).

Description

Applicant:	Michael Deasy; Represented by Mike Johnston
Location:	2700 Deer Valley Drive Unit B101
Zoning District:	Residential Development
Adjacent Land Uses:	Multi-Family Residential, Open Space
Reason for Review:	The Planning Commission reviews and takes Final Action on Condominium Plat Amendments.[1]

LMC	Land Management Code
MPD	Master Planned Development
RD	Residential Development

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

Summary
The Applicant proposes the Seventh Amended Courchevel Condominiums Plat to convert 314 square feet of attic space currently platted as common area to private area for additional loft area. No changes to the Building footprint or exterior of the condominium are proposed.

Background
On March 28, 1984, the Planning Commission approved a small-scale Master Planned Development (MPD) for 40 residential units in three Buildings at 2700 Deer Valley Drive known as Courchevel Condominiums (Exhibit B).

[1] LMC § 15-7.1-2

On December 27, 1984, the City Council approved the Courchevel Condominiums plat. On December 31, 1984, the plat was recorded at Summit County (Recorder Entry No. 229039).

On October 5, 1989, the City Council approved an amendment to the Courchevel Condominiums plat and MPD to allow one additional residential unit (Exhibit C). On November 9, 1989 the amended plat was recorded at Summit County (Recorder Entry No. 315605).

Two of the three Courchevel Condominium buildings (Building B and Building C) were constructed beginning in 1984 and completed in 1988. Building A was not constructed. The second amendment also reflects that Building A was not built and removed it from the Plat. Consequently, the total number of units was reduced to 27.

As a result, Courchevel Condominiums contains 27 units and 31 Off-Street Parking spaces in an underground garage. A typical condominium unit contains 759 square feet.

Recorded Plat Amendments
On November 4, 2010, the City Council adopted Ordinance No. 10-37 approving the Second Amended Courchevel Condominiums plat, which converted 608 square feet of common attic area to private area above Units B301 and B303. On February 22, 2012, the plat was recorded at Summit County (Recorder Entry No. 939912).

On June 28, 2012, the City Council adopted Ordinance No. 12-19 approving the Third Amended Courchevel Condominiums plat, which converted 470 square feet of common attic area to private area above Unit B202 for an additional bedroom and bathroom. On December 21, 2012, the plat was recorded at Summit County (Recorder Entry No. 959842).

On July 12, 2012, the City Council adopted Ordinance No. 12-20 approving the Fourth Amended Courchevel Condominiums plat, which converted 608 square feet of common attic area to private area above Unit B304 for an additional bedroom and bathroom. On January 14, 2013 the plat was recorded at Summit County (Recorder Entry No. 961550).

On December 12, 2013, the City Council adopted Ordinance No. 13-50 approving the Fifth Amended Courchevel Condominiums plat, which converted 139 square feet of common space to private area for Unit C301 to construct a private loft area. On September 4, 2014, the plat was recorded at Summit County (Recorder Entry No. 1002100).

On November 29, 2023, the Planning Commission approved the Sixth Amended Courchevel Condominium Plat Amendment (Exhibit D), which converted 305 square feet of existing Common Area attic space into private area for Units C101 and C102. On November 22, 2024, the Applicant requested a one-year extension to the Plat

Amendment, which was granted by the Planning Director on February 6, 2025. On October 14, 2025, the plat was recorded at Summit County (Recorder Entry No. 01242360).

Unrecorded Plat Amendment
On April 27, 2017, the City Council adopted Ordinance No. 17-19 approving a plat amendment for Unit B101. The plat was never recorded and the approval expired.

The Applicant proposes the same plat amendment that was approved by City Council in 2017, which converts 314 square feet of common area to private area attic space and increases the total square footage for Unit B101 from 814 square feet to 1,128 square feet.

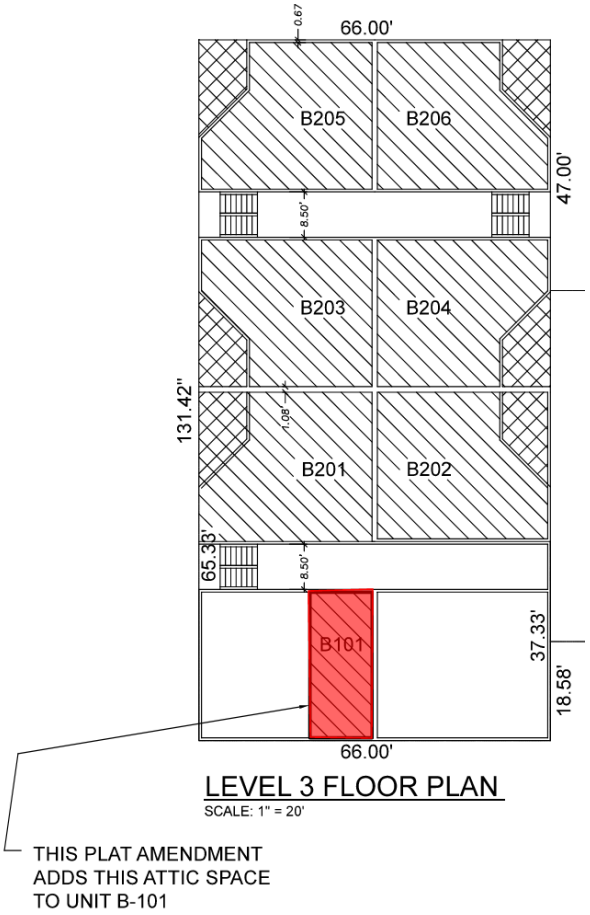


Figure 1: Proposed Private Area Square Footage Highlighted in Red

On May 1, 2026, the homeowner association voted to approve the proposed plat amendment, meeting the requirements outlined in Utah Code Chapter 57-8 (Exhibit E). An amended Condominium declaration is required to be recorded prior to mylar recordation at the County.

Analysis

(I) The proposed plat amendment complies with the Residential Development

Zoning District requirements.

Development within the Residential Development (RD) Zoning District must meet the following Lot and Site requirements:[2]

Requirement	Analysis of Proposal
Setbacks: Front - 20 Feet Rear - 15 Feet Side - 12 Feet	**Complies** The existing Structure maintains a Setback greater than 26 feet to all property lines. No exterior alterations or additions are proposed.
Maximum Building Height: 28 feet from Existing Grade	**Complies:** The proposed Plat Amendment will not increase the Building Height of the Structure. The existing Structure is approximately 28 feet from Existing Grade**.**

(II) The proposal complies with LMC Chapter 15-3, Off-Street Parking.

Condominiums between 1,000 square feet and 2,000 square feet require 1.5 Parking Spaces per Dwelling Unit.[3] The square footage shown on the recorded plat for Unit B101 will increase from 814 square feet to 1,128 square feet and require 1.5 Parking Spaces. The proposed plat amendment requires an additional 0.5 Parking Space.

Unit Size	Number of Units in Courchevel	Parking Spaces Required
Less Than 1,000 Square Feet	20 Units	20
Between 1,000 and 2,000 square feet ***(including the proposed increase to B101)***	7 units	10.5
Total	27 units	**31**[4]

With the proposed plat amendment, the total required number of parking spaces for the Development is 31. The proposed plat amendment complies with Off-Street parking requirements; there are 31 existing Parking Spaces in an underground garage.

[2] LMC § 15-2.13-3
[3] LMC § 15-3-6
[4] LMC § 15-3-6(C) states “Whenever the calculation results in a fraction number, the number of spaces required must be rounded up to the next whole number.”

Staff recommends a plat note and condition of approval stating any future plat amendment that increases the square footage of any Unit at the Courchevel Condominiums must comply with the Off-Street Parking Requirements in the Land Management Code.

(III) The proposal complies with the 12th Amended Deer Valley Large Scale Master Planned Development.

The Deer Valley Large Scale MPD allocates 27 units for the Courchevel Condominiums. 27 units have been constructed, and no additional units are proposed with the plat amendment.

(IV) The proposal complies with LMC § 15-7.1-3(B), Plat Amendment.

Changes to platted elements including conversion of common area to private area square footage within a condominium requires a Plat Amendment. The Planning Commission reviews Plat Amendments according to the requirements of LMC § 15-7-1.6 and approval requires a finding of Good Cause.

LMC § 15-15-1 defines Good Cause as "[p]roviding positive benefits and mitigating negative impacts, determined on a case by case basis to include such things as: providing public amenities and benefits, resolving existing issues and non-conformities, addressing issues related to density, promoting excellent and sustainable design, utilizing best planning and design practices, preserving the character of the neighborhood and of Park City and furthering the health, safety, and welfare of the Park City community."

Staff finds Good Cause for this Plat Amendment because it does not propose any exterior expansion or changes to the existing Unit. The amendment preserves the character of the condominium because there is no external unit boundary expansion and no negative impacts on adjacent units. The proposed plat amendment does not create an additional Unit and complies with the original Condominium approval, Off-Street Parking requirements, Deer Valley Large Scale MPD, and the Courchevel small-scale MPD. No Public Street, Right of Way, or easement will be vacated or amended.

(V) The Development Review Committee reviewed the proposal on April 21, 2026 and confirmed the proposal conforms to their required standards.[5]

Department Review

The Planning Department, Executive Department, and City Attorney's Office reviewed

[5] 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).

this report.

Notice

Staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on April 29, 2026. Staff mailed courtesy notice to property owners within 300 feet on April 29, 2026. The *Park Record* published courtesy notice on April 29, 2026.[6]

Public Input

Staff did not receive any public input at the time this report was published.

Alternatives

The Planning Commission may:

- Approve the Seventh Amended Courchevel Condominiums Plat.
- Deny the plat amendment 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 Plat
B: Courchevel MPD Approval
C: City Council Approval of Courchevel Amended Plat Adding One Unit
D: Sixth Amended Courchevel Condominium Plat Approval
E: HOA Vote Approval Letter

[6] LMC § 15-1-21

Planning Department

May 13, 2026

Mike Johnston

CC: Michael Deasy

NOTICE OF PLANNING COMMISSION ACTION

Description

Address:	2700 Deer Valley Drive Unit B101 Courchevel Condominiums
Zoning District:	Residential Development
Application:	Plat Amendment
Project Number:	PL-26-06879
Action:	APPROVED WITH CONDITIONS (See Below)
Date of Final Action:	May 13, 2026
Project Summary:	The Applicant proposes the Seventh Amended Courchevel Condominiums Plat to convert 314 square feet of common area attic space to private area for additional loft area for Unit B101.

Action Taken

On May 13, 2026, the Planning Commission conducted a public hearing and approved the Seventh Amended Courchevel Condominiums Plat according to the following findings of fact, conclusions of law, and conditions of approval:

Findings of Fact

1. The Applicant proposes the Seventh Amended Courchevel Condominiums Plat to convert 314 square feet of common area attic space to private area for additional loft area.
2. The proposed Plat Amendment complies with the Residential Development Zoning District requirements.
    a. The existing Structure maintains a Setback greater than 26 feet to all property lines. No exterior alterations or additions are proposed.

DRAFT

   b. The proposed Plat Amendment will not increase the Building Height of the Structure. The existing Structure is approximately 28 feet from Existing Grade.
3. The proposal complies with the Off-Street Parking requirements.
   a. Condominiums between 1,000 square feet and 2,000 square feet require 1.5 Parking Spaces per Dwelling Unit.
   b. Unit B101 will increase from 814 square feet to 1,128 square feet and require 1.5 Parking Spaces.
   c. With the proposed Plat Amendment, the total required number of parking spaces for the Development is 31.
      i. **Complies.** There are 31 existing Parking Spaces in an underground garage.
4. The proposal complies with the 12th Amended Deer Valley Large Scale Master Planned Development.
   a. The Deer Valley Large Scale MPD allocates 27 units for the Courchevel Condominiums. 27 units have been constructed, and no additional units are proposed with the plat amendment.
5. The proposal complies with the Plat Amendment requirements.
   a. Changes to platted elements including conversion of common area to private area square footage within a condominium require a Plat Amendment.
   b. Staff finds Good Cause for this Plat Amendment because it does not propose any exterior expansion or changes to the existing Unit. The amendment preserves the character of the condominium because there is no external unit boundary expansion and no negative impacts on adjacent units The proposed Plat Amendment does not create an additional Unit and complies with the original Condominium approval, Off-Street Parking requirements, Deer Valley Large Scale MPD, and the Courchevel small-scale MPD.
   c. No Public Street, Right of Way, or easement will be vacated or amended.

Conclusions of Law

1. There is Good Cause for this Plat Amendment
2. The Plat Amendment is consistent with condominium plat regulations outlined in LMC § 15-7.1-3(B), § 15-7.1-6, and Chapters 15-3 *Off-Street Parking* and 15-2.13 *Residential Development District*.

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3. Neither the public nor any person will be materially injured by the proposed Plat Amendment.
4. Approval of the Plat Amendment, subject to the conditions below, does not adversely affect the health, safety, and welfare of the citizens of Park City.

Conditions of Approval

1. The City Planner, City Attorney, and City Engineer will review and approve the final form and content of the plat for compliance with State law and the Land Management Code.
2. The Applicant shall record the plat at the County within one year from the date of Planning Commission approval. If recordation is not complete within one year, this approval will be void, unless a request for an extension is made to the Planning Department in writing prior to the expiration date and an extension is granted by the Planning Director.
3. Any future Plat Amendment that increases the square footage of any Unit at the Courchevel Condominiums must comply with the Off-Street Parking Requirements in the LMC.
4. All Conditions of Approval from the Deer Valley Large Scale Master Planned Development and Courchevel Condominiums approvals shall continue to apply.

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 385-481-2036 or email virgil.lund@parkcity.gov.

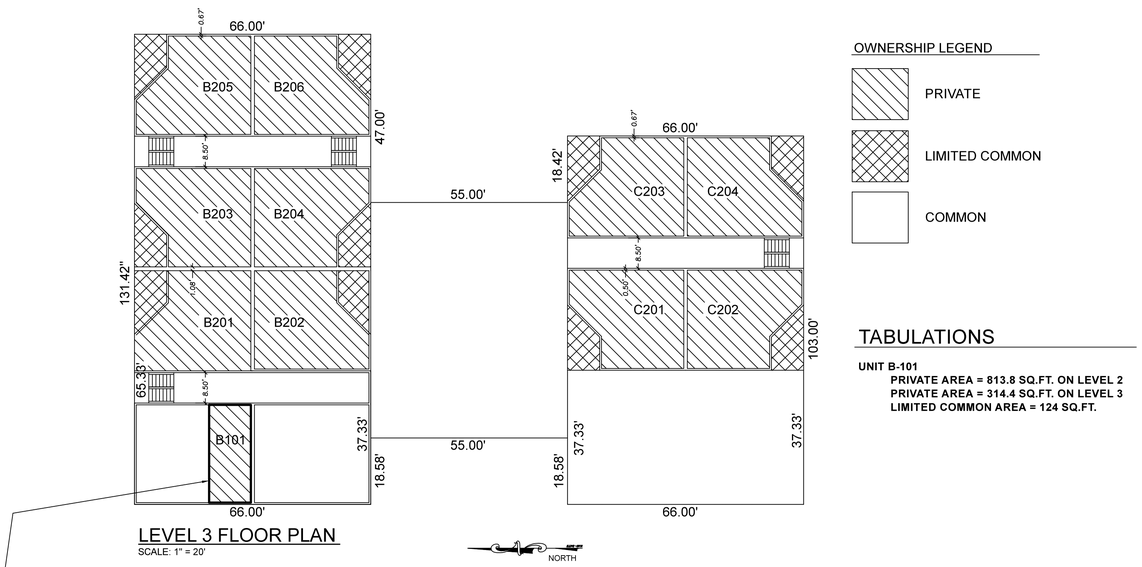
Sincerely,

Christin Van Dine
Planning Commission Chair

CC: Virgil Lund

Attachment 1: Proposed Plat

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LEVEL 3 FLOOR PLAN

SCALE: 1" = 20'

NORTH

THIS PLAT AMENDMENT
ADDS THIS ATTIC SPACE
TO UNIT B-101

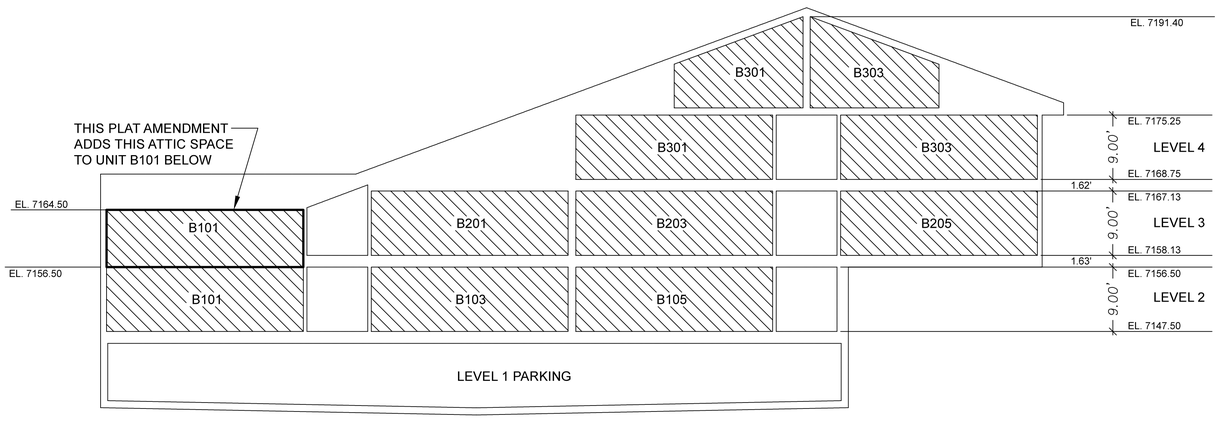
OWNERSHIP LEGEND

- PRIVATE
- LIMITED COMMON
- COMMON

TABULATIONS

UNIT B-101

PRIVATE AREA = 813.8 SQ.FT. ON LEVEL 2
PRIVATE AREA = 314.4 SQ.FT. ON LEVEL 3
LIMITED COMMON AREA = 124 SQ.FT.



CROSS-SECTION 'B' - NORTH

SCALE: 1" = 10'

PLAT NOTES

1. THIS PLAT REPRESENTS AN AMENDMENT OF UNIT B-101 AT COURCHEVEL CONDOMINIUMS AT DEER VALLEY ON FILE AND OF RECORD IN THE OFFICE OF THE SUMMIT COUNTY RECORDER (RECORDATION NUMBER 229039.) THIS AMENDMENT CONVERTS EXISTING COMMON AREA ATTIC SPACE INTO PRIVATE AREA FOR UNIT B-101. THE ATTIC SPACE IS LOCATED ON LEVEL 3 AS NOTED AND SHOWN HEREON.
2. ADDITIONAL UNITS ARE SHOWN HEREON FOR REFERENCE ONLY, AND ARE NOT CHANGED WITH THIS DOCUMENT. FOR INFORMATION ON ANY UNIT OTHER THAN B-101, REFER TO "COURCHEVEL CONDOMINIUMS AT DEER VALLEY" WITH RECORDATION NO. 229039, AND "COURCHEVEL CONDOMINIUMS AT DEER VALLEY, AMENDED" WITH RECORDATION NO. 315605, AND "COURCHEVEL CONDOMINIUMS AT DEER VALLEY SECOND AMENDED" WITH RECORDATION NO. 939912, AND "COURCHEVEL CONDOMINIUMS AT DEER VALLEY THIRD AMENDMENT" WITH RECORDATION NO. 959842, AND "COURCHEVEL CONDOMINIUMS AT DEER VALLEY FOURTH AMENDED" WITH RECORDATION NO. 961550, AND "COURCHEVEL CONDOMINIUMS AT DEER VALLEY FIFTH AMENDED" WITH RECORDATION NO. 1002100,ON FILE AND OF RECORD IN THE OFFICE OF THE SUMMIT COUNTY RECORDER.
3. COVENANTS, CONDITIONS, RESTRICTIONS, REQUIREMENTS, EASEMENTS, OR ITEMS PREVIOUSLY ASSOCIATED WITH THE PROPERTY DESCRIBED HEREON REMAIN IN EFFECT. ALL REQUIREMENTS SET FORTH TO THIS AMENDMENT ARE IN ADDITION TO PREVIOUSLY ASSOCIATED ITEMS.
4. ALL CONDITIONS OF APPROVAL OF THE DEER VALLEY RESORT 12TH AMENDED AND RESTATED LARGE SCALE MPD AND THE AMENDED COURCHEVEL CONDOMINIUMS AT DEER VALLEY SHALL CONTINUE TO APPLY.
5. THIS CONDOMINIUM PROJECT IS SUBJECT TO THE CONDITIONS OF APPROVAL IN ORDINANCE 2017-19.
6. THE UNITS OF THIS CONDOMINIUM ARE SERVED BY A COMMON PRIVATE LATERAL WASTEWATER LINE. THE COURCHEVEL CONDOMINIUMS AT DEER VALLEY OWNERS ASSOCIATION SHALL BE RESPONSIBLE FOR OWNERSHIP, OPERATION, AND MAINTENANCE OF ALL COMMON PRIVATE LATERAL WASTEWATER LINES.

CONDOMINIUM PLAT

COURCHEVEL CONDOMINIUMS AT DEER VALLEY SEVENTH AMENDMENT

AMENDING UNIT B101 AND COMMON SPACE

A PARCEL OF LAND LOCATED
IN THE SOUTHEAST QUARTER OF SECTION 15, TOWNSHIP 2 SOUTH, RANGE 4 EAST
SALT LAKE BASE & MERIDIAN, PARK CITY, SUMMIT COUNTY, UTAH

LEGAL DESCRIPTION OF PROPERTIES BEING AMENDED WITH THIS PLAT

THE COURCHEVEL CONDOMINIUMS AT DEER VALLEY, ON FILE AND OF RECORD IN THE OFFICE OF THE SUMMIT COUNTY RECORDER AS ENTRY NO. 229039, AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:
BEGINNING AT A POINT WHICH IS SOUTH 1747.2 FEET AND EAST 4305.17 FEET FROM THE EAST QUARTER CORNER OF SECTION 16, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN;
THENCE SOUTH 25°00'00" WEST 214.03 FEET;
THENCE NORTH 89°20'00" WEST 160.75 FEET TO A POINT ON A 938.16 FOOT RADIUS CURVE TO THE LEFT,
THE RADIUS POINT BEARS NORTH 82°30'56" WEST, OF WHICH THE CENTRAL ANGLE IS 06°49'04";
THENCE NORTHERLY ALONG THE ARC OF SAID CURVE 111.63 FEET;
THENCE NORTH 00°40'00" EAST 251.63 FEET;
THENCE SOUTH 89°20'00" EAST 239.78 FEET;
THENCE SOUTH 00°11'40" EAST 168.00 TO THE POINT OF BEGINNING.
CONTAINS 1.8226 ACRES, MORE OR LESS.
LESS AND EXCEPTING ALL PRIVATE UNITS EXCEPT FOR UNIT B-101.

SURVEYOR'S CERTIFICATE

I, JASON JENKINS, DO HEREBY CERTIFY THAT I AM A LICENSED PROFESSIONAL LAND SURVEYOR, AND THAT I HOLD LICENSE 6119653-2021 AS PRESCRIBED UNDER THE LAWS OF THE STATE OF UTAH. BY AUTHORITY OF THE OWNERS, I HAVE MADE A SURVEY OF THE PROPERTY SHOWN ON THIS PLAT AND DESCRIBED BELOW, AND HAVE AMENDED SAID CONDO UNIT B-101 AS SHOWN HEREON. I FURTHER CERTIFY THAT THIS CONDOMINIUM PLAT AMENDMENT IS A CORRECT REPRESENTATION OF THE PROPERTY SURVEYED, AND HAS BEEN PREPARED IN CONFORMITY WITH THE MINIMUM STANDARDS AND REGULATIONS OF THE LAW AND AS SPECIFIED IN SECTION 57-8-13 OF CHAPTER 8 OF THE CONDOMINIUM OWNERSHIP ACT, UTAH CODE TITLE 57.

SURVEYOR'S SEAL

JASON JENKINS, PLS
PROFESSIONAL LAND SURVEYOR

DATE

OWNER'S CONSENT TO RECORD – H.O.A.

KNOW ALL MEN BY THESE PRESENT THAT COURCHEVEL CONDOMINIUM OWNERS ASSOCIATION (THE ASSOCIATION), THE AUTHORIZED REPRESENTATIVE OF ALL OF THE UNIT OWNERS HOLDING OWNERSHIP INTEREST IN THE COMMON AREA AND FACILITIES OF THE PROJECT PURSUANT TO THE PROVISIONS OF SECTION 27 OF THE DECLARATION OF CONDOMINIUM OF THE COURCHEVEL CONDOMINIUMS AT DEER VALLEY, CERTIFIES THAT IT HAS APPROVED THIS PLAT AMENDMENT TO BE PREPARED, AND ON BEHALF OF ALL OF THE UNIT OWNERS DOES HEREBY CONSENT TO THE RECORDATION OF THE PLAT.

COURCHEVEL CONDOMINIUM OWNERS ASSOCIATION
A UTAH NON-PROFIT CORPORATION

BY: _____
TIM HENNEY, PRESIDENT

ACKNOWLEDGEMENT

STATE OF UTAH
COUNTY OF SUMMIT

ON THIS ___ DAY OF _____, 2026, PERSONALLY APPEARED BEFORE ME TIM HENNEY, WHO BEING DULY SWORN, DID SAY THAT HE IS PRESIDENT OF COURCHEVEL CONDOMINIUM OWNERS ASSOCIATION, A UTAH NON-PROFIT CORPORATION, AND DULY ACKNOWLEDGED TO ME THAT HE IS AUTHORIZED TO SIGN THE FOREGOING INSTRUMENT ON BEHALF OF THE CORPORATION, AND FURTHER ACKNOWLEDGED TO ME THAT THE CORPORATION EXECUTED THE SAME.

_____
NOTARY PUBLIC

OWNER'S CONSENT TO RECORD – UNIT B-101

KNOW ALL MEN BY THESE PRESENT THAT I, THE UNDERSIGNED OWNER OF UNIT B-101 AT COURCHEVEL CONDOMINIUMS AT DEER VALLEY, CERTIFY THAT I CAUSED THIS PLAT AMENDMENT TO BE PREPARED, AND DO HEREBY CONSENT TO THE RECORDATION OF THIS PLAT.

BY: _____
MICHAEL DEASY

ACKNOWLEDGEMENT

STATE OF UTAH
COUNTY OF SUMMIT

ON THIS ___ DAY OF _____, 2026, PERSONALLY APPEARED BEFORE ME MICHAEL DEASY, WHO BEING DULY SWORN, DID SAY THAT HE IS THE OWNER OF UNIT B-101 AT COURCHEVEL CONDOMINIUMS AT DEER VALLEY, AND DULY ACKNOWLEDGED TO ME THAT HE SIGNED THE FOREGOING INSTRUMENT.

_____
NOTARY PUBLIC

Summit Engineering Group Inc
55 WEST CENTER • P.O. BOX 176
HEBER CITY, UTAH 84032
P: 435-654-9229 • F: 435-654-9231

PROJECT NO.: S16-007
DRAWN BY: MPJ
REVIEWED BY: BC
APPROVED BY: BC
DATE: MARCH 13, 2026

PARK CITY PLANNING COMMISSION

APPROVED BY THE PARK CITY PLANNING COMMISSION THIS 12TH DAY OF APRIL, 2017.

CHAIR

PARK CITY ENGINEER

THIS PLAT IS IN CONFORMANCE WITH THE INFORMATION ON FILE IN THE OFFICE OF THE PARK CITY ENGINEERING DEPT. ON THIS _____ DAY OF _____, 2026.

CITY ENGINEER

SNYDERVILLE BASIN WATER RECLAMATION DISTRICT

REVIEWED FOR CONFORMANCE TO THE SNYDERVILLE BASIN WATER RECLAMATION DISTRICT STANDARDS ON THIS _____ DAY OF _____, 2026.

SNYDERVILLE BASIN WATER RECLAMATION DISTRICT

PARK CITY ATTORNEY

APPROVED AS TO FORM ON THIS _____ DAY OF , 2017.

CITY ATTORNEY

CITY COUNCIL APPROVAL

APPROVAL AND ACCEPTANCE BY THE PARK CITY COUNCIL ON THIS 27TH DAY OF APRIL, 2017.

MAYOR

CERTIFICATE OF ATTEST

I CERTIFY THAT THIS PLAT AMENDMENT WAS APPROVED BY THE PARK CITY COUNCIL ON THE 27TH DAY OF APRIL, 2017.

CITY RECORDER

RECORDER

ENTRY NO. _____ BOOK _____ PAGE _____.
STATE OF UTAH, COUNTY OF SUMMIT
DATE:
RECORDED AT THE REQUEST OF _____.

SUMMIT COUNTY RECORDER

NOTICE OF PLANNING COMMISSION ACTION

Project Name: Appl. #M840217.1 - Courchevel Condominiums

Project Description: Apprival of a 40-unit Small Scale Master Planned Development located at 2700 Deer Valley Drive East (formerly Aspen Terrace site).

Date of Meeting: March 28, 1984

Proposed Action to be Taken By Planning Commission: Approval

Conditions of Approval:

STANDARD DEPARTMENTAL REVIEW REQUIREMENTS

The proposed project is approved as indicated on plans submitted, except as modified by conditions.

All modifications to plans as specified by conditions, all landscape plans, all color samples or chips, shall be submitted and approved by the Planning Department prior to the issuance of a building permit.

All modifications to approved plans after the issuance of a building permit must be requested and approved prior to execution.

Final grading, drainage, utility, and erosion control/revegetation plans to be reviewed and approved by the City Engineer prior to commencing construction.

Public improvements (roads, curb and gutter, sidewalks, water, lighting, etc.) to be installed according to review and approval of City Engineer.

All improvements, including landscaping, shall be installed prior to occupancy.

A final landscaping plan to be reviewed and approved by the Planning Department prior to building permits being issued.

Landscaping is to be completely installed prior to occupancy or a guarantee posted in lieu thereof.

Access on state highways to be reviewed and approved by State Highway Permits Officer.

Trash receptacles and refuse containers shall be placed below grade, located within a fully enclosed structure, or otherwise screened in a manner acceptable to the Planning and Public Works Departments.

Outside utility meters and other utility structures, when not enclosed in a cabinet, shall be screened from view.

Exterior lighting which exposes the source of illumination beyond the property shall be subject to review and approval by the Planning Department.

A signed Line Extension Agreement with the Snyderville Basin Sewer Improvement District must be instrumented prior to building permit issuance.

Lockout units are not permitted unless specifically approved.

Plans shall conform to the design standards for the handicapped as required by applicable laws.

The applicant is responsible for the complete fulfillment of all conditions of project approval.

Date of Expiration: March 28, 1985.

2. Prior to plat recordation, a letter of credit shall be posted to ensure proper installation of off-site public improvements as deemed necessary by the City Engineer.

4. Approval of single event consent letter for the U. S. Figure Skating Championship/Patrons Party to be held at the Snow Park Lodge on Friday, February 2, 1990 from 7 p.m. to midnight - Staff recommends approval.

5. Approval of final amended plat for Courchevel Condominiums, 2700 Deer Valley Drive East - The applicant is Kyle Arnold. The Planning Commission approved the request for an MPD revision for an additional unit at Courchevel Condominiums at the meeting of August 30, 1989 contingent on the following conditions:

1. Prior to issuance of any permits on the final building of Courchevel Condominiums, the additional .5 unit of density shall be accounted for either by amendment of the SEP or reduction in the density of the final phase. Deer Valley must determine where the additional unit of density would be transferred from.

2. Prior to final approval of the amended plat, consent from 100% of the existing homeowners must be received.

3. The final plat and CC&Rs shall be reviewed and approved by the City Attorney, City Engineer and the City Council prior to plat recordation.

4. Prior to permit issuance for the next phase, the plan for common space must be reviewed.

It is the recommendation of the City Attorney that final plat approval be granted.

6. Approval of First Amendment to Agreement of Intent with Northwest Investments - Northwest has an exclusive arrangement with the City for the renovation of the Carl Winters Middle School. The original Agreement of Intent was entered into on June 8, 1989. The Agreement provides that it may be extended for an additional 90 day period upon the payment of $15,000 by Northwest. On or before November 1, 1989, Northwest is required to submit the following documents to the City:

1. Architectural schematic drawings for the restoration program for the Carl Winters School; and

2. an application for rezoning and site plan approval for the existing building and adjacent unimproved property; and

3. a proposed land disposition agreement containing the basic economic agreements between the City and Northwest.

PARK CITY
1884
Planning Department

November 29, 2023

Courchevel Condominium HOA
PO Box 680876
Park City, UT 84068

CC: Camri Shelley

NOTICE OF PLANNING COMMISSION ACTION

Description

Address:	2700 Deer Valley Drive East
Zoning District:	Residential Development
Application:	Plat Amendment
Project Number:	PL-23-05773
Action:	APPROVED WITH CONDITIONS (See Below)
Date of Final Action:	November 29, 2023
Project Summary:	The Courchevel Homeowners Association (Applicant) proposes to amend the existing Courchevel Condominiums at Deer Valley Plat for Unit C101 and Unit C102. The amendment will convert 305 square feet of existing Common Area attic space into private area for each unit. Each unit will increase from 759 square feet to 1,064 square feet.

Action Taken

On November 29, 2023, the Planning Commission conducted a public hearing and approved the Courchevel Condominiums at Deer Valley Sixth Amended Plat according to the following findings of fact, conclusions of law, and conditions of approval:

Findings of Fact

1. The property is located at 2700 Deer Valley Drive East in the Residential Development (RD) Zoning District.

2. The Courchevel Condominiums at Deer Valley Plat was approved by the City Council on December 27, 1984, and recorded at the County on December 31, 1984.
3. The Courchevel Condominiums at Deer Valley Plat established 40 residential condominium units of 759 square feet each with 60 Off-Street parking space in a shared underground parking garage.
4. There are two access driveways from the garage to Deer Valley Drive East.
5. In November 1989, the City approved an amended Plat increasing the number or residential condominium units to 41.
6. Two of the three approved Courchevel buildings (Buildings B and C) were constructed beginning in 1984 and completed in 1988. Building A was not built and removed from the Plat.
7. As a result, the Courchevel Condominiums includes 27 condominium units and 31 Off-Street Parking spaces.
8. Each existing condominium unit contains 759 square feet, except for Units B202, B301, B303, B305, and C301.
9. On November 4, 2010, the City Council adopted Ordinance No. 10-37 approving the second amendment to the Courchevel Condominiums Plat. In February 2012, the Plat was record. This amendment converted 608 square feet of Common Area attic space above Units B301 and B303 to Private Area, for a total of 1,367 square feet each.
10. On June 28, 2012, the City Council adopted Ordinance No. 12-19 approving the Courchevel at Deer Valley Third Amended Plat. In December 2012, the Plat was recorded. This amendment converted 470 square feet of Common Area attic space to Private Area for Unit B202, for a total of 1,229 square feet.
11. On July 12, 2012, the City Council adopted Ordinance No. 12-20 approving the Courchevel at Deer Valley Fourth Amended Plat. The plat was recorded in January 2013. This amendment converted 608 square feet of Common Area attic space to Private Area for Unit B304, for a total of 1,367 square feet.
12. On December 12, 2013, the City Council adopted Ordinance No. 13-50 approving the Courchevel at Deer Valley Fifth Amended Plat. The plat was recorded in September 2014. The amendment converted 139 square feet of Common Area attic space to Private Area for Unit C301 for total of 898 square feet.
13. On July 27, 2023, the Applicant submitted to the Planning Department an application to amend the Courchevel Condominiums at Deer Valley Plat to convert 305 square feet of existing Common Area attic space into private area for Units C101 and C102.
14. On October 11, 2023, staff determined the application was complete.

15. The proposed amendment is consistent with the purposes of the RD Zoning District.
16. The Use as a multi-unit, residential condominium remains unchanged, and the proposed additional floor area for Unit C101 and Unit C102 is within the existing Structure.
17. No changes are proposed to the exterior of the Structure and the purpose of clustering of residential natural Open Space and minimize Site disturbance and impacts of Development is maintained.
18. The property is subject to requirements and restrictions of the Deer Valley Master Planned Development (MPD). The MPD originally allowed up to 20.5 Unit Equivalents (UEs) for the Courchevel parcel. The MPD was amended in 2001 to transfer seven UEs or 14,000 square feet to the Silver Baron condominium project, adjacent to the north, leaving 13.5 UEs for the Courchevel property. At 2,000 square feet per UE, the total allowable residential area is 27,000 square feet.
19. The existing UEs for the Courchevel Condominiums is 11.46 or 22,926 square feet.
20. The proposed UEs for the Courchevel Condominiums is 11.77 or 23,536 square feet, below the allowable residential area of 27,000 square feet.
21. Units C101 and C102 will be 1,064 square feet in area each.
22. When the plat was originally approved, the 1984 LMC required two spaces per one-bedroom apartment not exceeding 1,000 square feet.
23. Under the existing LMC Off-Street Parking requirements, the proposed amendment requires 30 Off-Street parking spaces. There are 31 Off-Street parking spaces in a shared underground parking structure for the Courchevel Condominiums.
24. The Development Review Committee met on October 17, 2023, and finds the proposal meets development requirements.
25. Staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on November 15, 2023.
26. Staff mailed courtesy notice to property owners within 300 feet on November 15, 2023.
27. The *Park Record* published courtesy notice on November 15, 2023.

Conclusions of Law

1. There is Good Cause for this Plat Amendment because of the precedent set by the previous five amendments to the original Courchevel Condominiums Plat, and the Plat Amendment does not change the footprint or mass of the existing Structure, will have no negative impacts to the public, and does not create any non-conformities.

2. The Plat Amendment is consistent with LMC § 15-7.1-3(B), § 15-7.1-6, and Chapter 15-2.13 Residential Development Zoning District.
3. Neither the public nor any person will be materially injured by the proposed Plat Amendment.
4. Approval of the Plat Amendment, subject to the conditions below, does not adversely affect the health, safety, and welfare of the citizens of Park City.

Conditions of Approval

1. The City Planner, City Attorney, and City Engineer will review and approve the final form and content of the plat for compliance with State law, the Land Management Code, the Conditions of Approval, and the amended CC&Rs, prior to recordation of the plat.
2. The Applicant shall record the plat at the County within one year from the date of Planning Commission approval. If recordation is not complete within one year, this approval will be void, unless a request for an extension is made in writing prior to the expiration date and an extension is granted by the Planning Director.
3. All Conditions of Approval of the Deer Valley MPD and the amended Courchevel Condominiums at Deer Valley Plats shall continue to apply.

If you have questions or concerns regarding this Final Action Letter, please call (435) 615-5065 or email spencer.cawley@parkcity.org.

Sincerely,

Sarah Hall
Planning Commission Chair

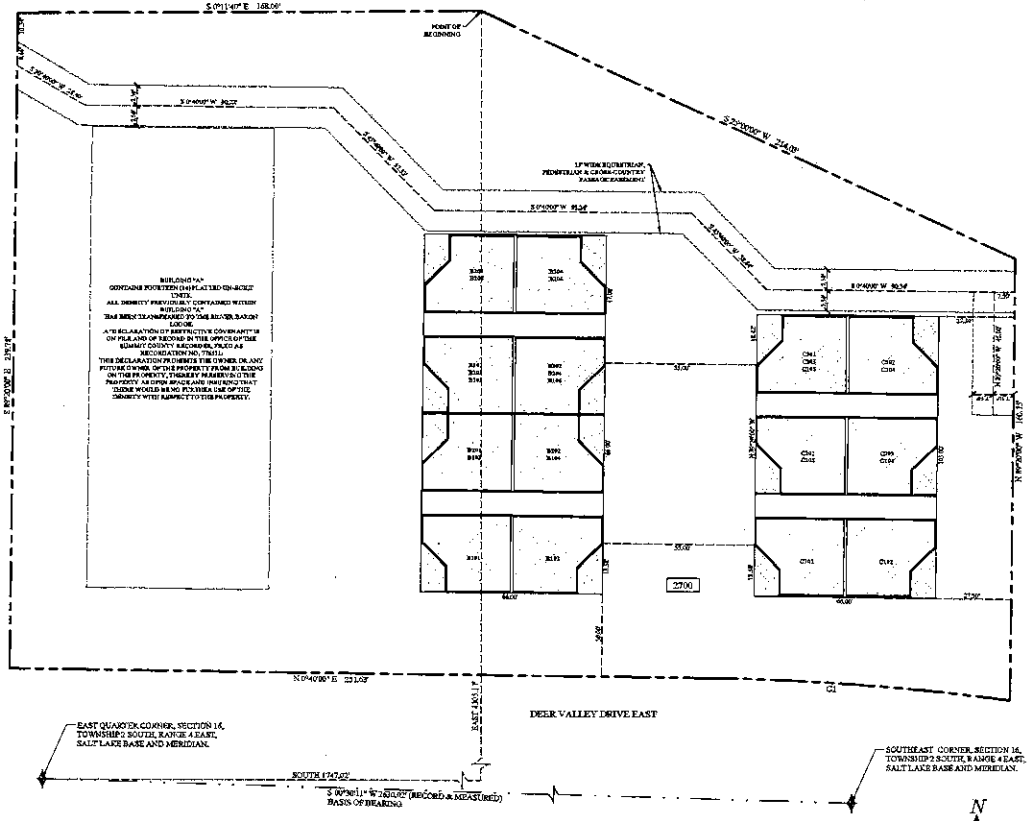
CC: Spencer Cawley, Project Planner

ATTACHMENT

Attachment 1: Proposed Plat

COURCHEVEL CONDOMINIUMS AT DEER VALLEY SIXTH AMENDED

LOCATED IN THE SOUTHEAST QUARTER OF SECTION 15, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN.
PARK CITY, SUMMIT COUNTY, UTAH



HATCH LEGEND

COMMON AREA

LIMITED COMMON AREA

PRIVATE AREA

AREA TABULATIONS

UNIT C101		
	PRIVATE AREA	1,064 SQ.FT.
	LIMITED COMMON AREA	126 SQ.FT.
UNIT C102		
	PRIVATE AREA	1,064 SQ.FT.
	LIMITED COMMON AREA	126 SQ.FT.

SURVEYOR'S NARRATIVE

THIS PLAT WAS PREPARED AT THE REQUEST OF THE CLIENT FOR THE PURPOSE OF AMENDING THE BOUNDARIES OF UNITS C101 & C102.

AN INTERIOR 3D SCAN (RECORD OF SURVEY) OF THE INTERIORS OF UNITS C101 & C102 WAS PREPARED PRIOR TO PREPARING THIS AMENDED PLAT.

SAID RECORD OF SURVEY IS FILED IN THE OFFICE OF THE SUMMIT COUNTY RECORDER ON _____ AS FILE NO. _____.

OWNERS CONSENT TO RECORD - UNIT C101

KNOW ALL MEN BY THESE PRESENT THAT I, THE UNDERSIGNED OWNER OF UNIT C101 AT COURCHEVEL CONDOMINIUMS AT DEER VALLEY, CERTIFY THAT I CAUSED THIS PLAT AMENDMENT TO BE PREPARED, AND DO HEREBY CONSENT TO THE RECORDATION OF THIS PLAT.

BY: _____

_____, NAME OF UNIT OWNER

ACKNOWLEDGEMENT

STATE OF _____ }
S.S.
COUNTY OF _____ }

ON THIS ____ DAY OF _____, 20___, PERSONALLY APPEARED BEFORE ME _____, WHO BEING BY ME DULY SWORN DID SAY THAT HE/SHE IS THE _____ AND DULY ACKNOWLEDGED TO ME THAT HE/SHE IS AUTHORIZED TO SIGN THE HEREON OWNER'S DEDICATION FREELY AND VOLUNTARILY FOR THE USES AND PURPOSES THEREIN STATED.

_____
NOTARY PUBLIC

MY COMMISSION EXPIRES:

RESIDING IN _____ COUNTY,

OWNERS CONSENT TO RECORD - UNIT C102

KNOW ALL MEN BY THESE PRESENT THAT I, THE UNDERSIGNED OWNER OF UNIT C102 AT COURCHEVEL CONDOMINIUMS AT DEER VALLEY, CERTIFY THAT I CAUSED THIS PLAT AMENDMENT TO BE PREPARED, AND DO HEREBY CONSENT TO THE RECORDATION OF THIS PLAT.

BY: _____

_____, NAME OF UNIT OWNER

ACKNOWLEDGEMENT

STATE OF _____ }
S.S.
COUNTY OF _____ }

ON THIS ____ DAY OF _____, 20___, PERSONALLY APPEARED BEFORE ME _____, WHO BEING BY ME DULY SWORN DID SAY THAT HE/SHE IS THE _____ AND DULY ACKNOWLEDGED TO ME THAT HE/SHE IS AUTHORIZED TO SIGN THE HEREON OWNER'S DEDICATION FREELY AND VOLUNTARILY FOR THE USES AND PURPOSES THEREIN STATED.

_____
NOTARY PUBLIC

MY COMMISSION EXPIRES:

RESIDING IN _____ COUNTY,

SURVEYOR'S CERTIFICATE

I, SATTAR N. TABRIZ WITH WARD ENGINEERING GROUP, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR, AND THAT I HOLD CERTIFICATE NO. 155100, IN ACCORDANCE WITH TITLE 58, CHAPTER 22, OF THE PROFESSIONAL ENGINEERS AND LAND SURVEYORS ACT; I FURTHER CERTIFY THAT BY AUTHORITY OF THE OWNERS I HAVE COMPLETED A SURVEY OF THE PROPERTY DESCRIBED ON THIS PLAT AND DESCRIBED BELOW IN ACCORDANCE WITH SECTION 17-23-17, HAVE VERIFIED ALL MEASUREMENTS AND HAVE AMENDED SAID CONDO UNITS C-101 & C-102 AS SHOWN HEREON.

COURCHEVEL CONDOMINIUMS AT DEER VALLEY, SIXTH AMENDED

AND THAT THE SAME HAS BEEN CORRECTLY SURVEYED AND MONUMENTED ON THE GROUND AS SHOWN ON THIS PLAT.

_____ SEPTEMBER, 2023
SATTAR N. TABRIZ DATE:
UTAH PROFESSIONAL LAND SURVEYOR
LICENSE NO. 155100

LEGAL DESCRIPTION OF COURCHEVEL CONDOMINIUMS AT DEER VALLEY

THE COURCHEVEL CONDOMINIUMS AT DEER VALLEY, ON FILE AND OF RECORD IN THE OFFICE OF SUMMIT COUNTY RECORDER AS ENTRY 229036, AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT WHICH IS SOUTH 1742.2 FEET AND EAST 4409.17 FEET FROM THE EAST QUARTER CORNER OF SECTION 16, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN; THENCE SOUTH 25°00'00" WEST 214.03 FEET; THENCE NORTH 89°20'00" WEST 169.78 FEET TO A POINT ON A 938.16 FOOT RADIUS CURVE TO THE LEFT, THE RADIUS LINE BEARS NORTH 42°20'00" WEST, OF WHICH THE CENTRAL ANGLE IS 07°40'04"; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE 111.63 FEET; THENCE NORTH 0°40'00" EAST 251.05 FEET; THENCE SOUTH 89°20'00" EAST 274.78 FEET; THENCE SOUTH 0°00'40" EAST 168.00 FEET TO THE POINT OF BEGINNING.

CONTAINING 1.8226 ACRES MORE OR LESS.

OWNER'S CONSENT TO RECORD - H.O.A.

KNOWN ALL BY THESE PRESENTS THAT COURCHEVEL CONDOMINIUM OWNERS ASSOCIATION (THE AUTHORIZED REPRESENTATIVE OF ALL OF THE UNIT OWNERS HOLDING AT LEAST A TWO-THIRDS OWNERSHIP INTEREST IN THE COMMON AREAS AND FACILITIES OF THE PROJECT PURSUANT TO THE PROVISIONS OF SECTION 27 OF THE DECLARATION OF CONDOMINIUM OF THE COURCHEVEL CONDOMINIUMS AT DEER VALLEY, CERTIFIES THAT IT HAS APPROVED THIS PLAT AMENDMENT TO BE PREPARED, AND ON BEHALF OF ALL OF THE UNIT OWNERS DOES HEREBY CONSENT TO THE RECORDATION OF THE PLAT.

COURCHEVEL CONDOMINIUM OWNERS ASSOCIATION,
A UTAH NON-PROFIT CORPORATION

BY: _____

_____, PRESIDENT

ACKNOWLEDGEMENT

STATE OF _____ }
S.S.
COUNTY OF _____ }

ON THIS ____ DAY OF _____, 20___, PERSONALLY APPEARED BEFORE ME _____, WHO BEING BY ME DULY SWORN DID SAY THAT HE/SHE IS THE _____ OF _____, A UTAH NON-PROFIT CORPORATION, AND DULY ACKNOWLEDGED TO ME THAT HE/SHE IS AUTHORIZED TO SIGN THE FOREGOING INSTRUMENT ON BEHALF OF THE CORPORATION, AND FURTHER ACKNOWLEDGED TO THAT SAID CORPORATION EXECUTED THE SAME.

_____
NOTARY PUBLIC

MY COMMISSION EXPIRES:

RESIDING IN _____ COUNTY, _____

GENERAL NOTES

1. THIS PLAT REPRESENTS AN AMENDMENT OF UNITS C101 AND C102, "COURCHEVEL CONDOMINIUMS AT DEER VALLEY, ON FILE AND OF RECORD IN THE OFFICE OF THE SUMMIT COUNTY RECORDER, RECORDATION NUMBER 229036. THIS AMENDMENT CONVERTS EXISTING LOFT SPACE, ORIGINALLY SHOWN AND PLATTED AS COMMON AREA, INTO PRIVATE AREA FOR UNITS C101 AND C102. THE EXISTING LOFT SPACE IS ON LEVEL 3, AS NOTED AND SHOWN HEREON. ALSO EXISTING VAULTED CEILINGS WITHIN UNITS C101 AND C102, NOT PREVIOUSLY SHOWN ON ORIGINAL PLAT, ARE HEREBY CONVERTED TO PRIVATE AREA/SPACE FOR SAID UNITS C101 AND C102.
2. ADDITIONAL UNITS ARE SHOWN HEREON FOR REFERENCE ONLY AND ARE NOT CHANGED WITH THIS DOCUMENT. FOR INFORMATION ON ANY UNIT OTHER THAN UNITS C101 AND C102, REFER TO "COURCHEVEL CONDOMINIUMS AT DEER VALLEY" WITH RECORDATION NUMBER 229036, AND "COURCHEVEL CONDOMINIUMS AT DEER VALLEY, AMENDED", WITH RECORDATION NUMBER 315905, AND "COURCHEVEL CONDOMINIUMS AT DEER VALLEY, SECOND AMENDED", WITH RECORDATION NUMBER 333913, AND "COURCHEVEL CONDOMINIUMS AT DEER VALLEY, THIRD AMENDMENT, WITH RECORDATION NUMBER 354842, AND "COURCHEVEL CONDOMINIUMS AT DEER VALLEY, FOURTH AMENDED, WITH RECORDATION NUMBER 541350, AND "COURCHEVEL CONDOMINIUMS AT DEER VALLEY, FIFTH AMENDED, WITH RECORDATION NUMBER 1002100, ON FILE AND OF RECORD IN THE OFFICE OF THE SUMMIT COUNTY RECORDER.
3. COVENANTS, CONDITIONS, RESTRICTIONS, REQUIREMENTS, EASEMENTS, OR ITEMS PREVIOUSLY ASSOCIATED WITH THE PROPERTY DESCRIBED HEREON REMAIN IN EFFECT. ALL REQUIREMENTS SET FORTH TO THIS AMENDMENT ARE IN ADDITION TO PREVIOUSLY ASSOCIATED ITEMS.
4. ALL CONDITIONS OF APPROVAL OF THE DEER VALLEY REPORT 10TH AMENDED AND RESTATED LARGE SCALE MPD AND THE RECENT AMENDED COURCHEVEL CONDOMINIUMS AT DEER VALLEY SHALL CONTINUE TO APPLY.
5. THIS CONDOMINIUM PROJECT IS SUBJECT TO THE CONDITIONS OF APPROVAL IN ORDINANCE 16-____.
6. THE UNITS OF THIS CONDOMINIUM ARE SERVED BY A COMMON PRIVATE LATERAL WASTEWATER LINE. THE COURCHEVEL CONDOMINIUM AT DEER VALLEY OWNERS ASSOCIATION SHALL BE RESPONSIBLE FOR OWNERSHIP, OPERATION, AND MAINTENANCE OF ALL COMMON PRIVATE LATERAL WASTEWATER LINES.

COURCHEVEL CONDOMINIUMS AT DEER VALLEY, SIXTH AMENDED

- A UTAH CONDOMINIUM PROJECT -

LOCATED IN THE SOUTHEAST QUARTER OF SECTION 15, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN.
PARK CITY, SUMMIT COUNTY, UTAH

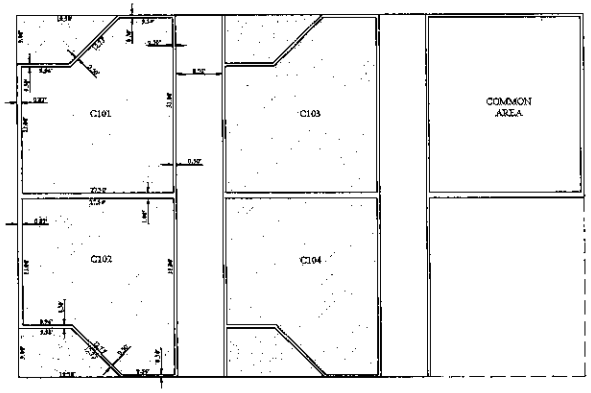
SHEET 1 OF 2

Ward Engineering Group
Planning • Engineering • Surveying
Since 1981
tel (801) 487-2040 231 West 800 South,
fax (801) 487-8666 Salt Lake City, Utah 84101
www.wardeng.com

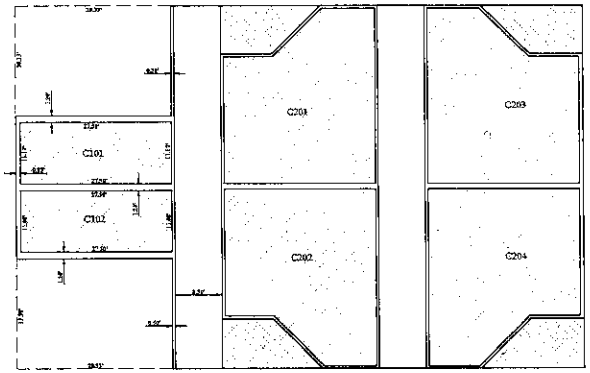
PARK CITY PLANNING COMMISSION	PARK CITY ENGINEER	SNYDERVILLE BASIN WATER RECLAMATION DISTRICT	CITY ATTORNEY	CITY COUNCIL APPROVAL	CERTIFICATE OF ATTEST	SUMMIT COUNTY RECORDER
APPROVED AND ACCEPTED BY THE PARK CITY PLANNING COMMISSION THIS ___ DAY OF _____, 20___.	THIS PLAT IS IN CONFORMANCE WITH THE INFORMATION ON FILE IN THE OFFICE OF THE PARK CITY ENGINEERING DEPT. ON THIS ___ DAY OF _____, 20___.	REVIEWED FOR CONFORMANCE TO THE SNYDERVILLE BASIN WATER RECLAMATION DISTRICT STANDARDS ON THIS ___ DAY OF _____, 20___.	APPROVED AS TO FORM THIS ___ DAY OF _____, 20___.	APPROVED AND ACCEPTED BY THE PARK CITY COUNCIL ON THIS ___ DAY OF _____, 20___.	I HEREBY CERTIFY THAT THIS PLAT AMENDMENT WAS APPROVED BY THE PARK CITY COUNCIL ON THE ___ DAY OF _____, 20___.	RECORDED NO. _____ STATE OF UTAH, COUNTY OF SUMMIT, RECORDED AND FILED AT THE REQUEST OF _____ DATE _____ TIME _____ BOOK _____ PAGE _____ FEES _____
CHAIR	CITY ENGINEER	SNYDERVILLE BASIN WATER RECLAMATION DISTRICT	CITY ATTORNEY	MAYOR	ATTEST, CITY RECORDER	PRINTED NAME OF COUNTY RECORDER

COURCHEVEL CONDOMINIUMS AT DEER VALLEY SIXTH AMENDED

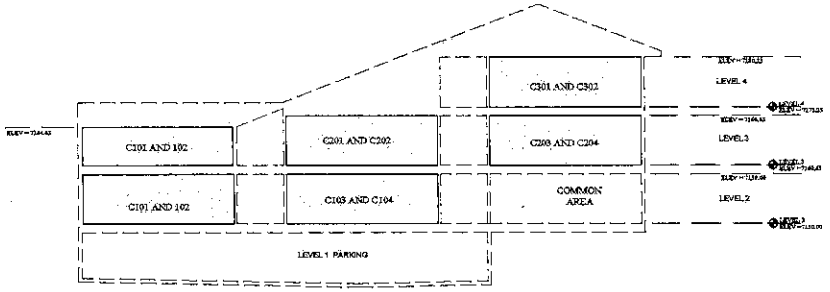
LOCATED IN THE SOUTHEAST QUARTER OF SECTION 15, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN.
PARK CITY, SUMMIT COUNTY, UTAH



BUILDING C FLOOR PLAN–LEVEL 2
UNIT C101 AND C102



BUILDING C FLOOR PLAN–LEVEL 3
UNIT C101 AND C102



BUILDING 'C' CROSS SECTION



HATCH LEGEND

COMMON AREA	
LIMITED COMMON AREA	
PRIVATE AREA	

SHEET 2 OF 2

COURCHEVEL CONDOMINIUMS AT DEER VALLEY SIXTH AMENDED

- A UTAH CONDOMINIUM PROJECT -

LOCATED IN THE SOUTHEAST QUARTER OF SECTION 15, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN.
PARK CITY, SUMMIT COUNTY, UTAH

tel (801) 487-0040
fax (801) 487-0049
231 West 800 South
Salt Lake City, Utah 84101
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Ward Engineering Group
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SUMMIT COUNTY RECORDER

RECORD NO.
STATE OF UTAH, COUNTY OF SUMMIT, RECORDED AND FILED AT THE
REQUEST OF:
DATE TIME BOOK PAGE
FEES
PRINTED NAME OF COUNTY RECORDER

U:\Ward_Eng\Planning Management Area\Miscellaneous\ACAD\Amended Plat\Plat 6\Oct 11, 2017 - 2:05pm

COURCHEVEL CONDOMINIUM OWNERS ASSOCIATION
PO Box 680876
Park City, UT 84068
(435) 645-7888

May 1, 2026

To Park City Planning Dept.,

This letter is to confirm that the owner of Courchevel B-101, Michael Deasy, applied to the association for a loft expansion, and for permission to expand into the attic space directly above said Unit B-101 which has been Common Space per the official condo plat. It is understood that a plat amendment is required in order to change this Common Space into Private Space.

Acting in my capacity as the President of the Courchevel Condominium Owners Association, I confirm that:

1. The Board of Directors have notified the owner(s) of each home within the Courchevel development regarding the proposed conversion of some Common Area in the attic for Unit B-101.

2. and that the vote was greater than the required 2/3 approval of supporting the request.

Based on this vote and the requirement being met, the association has granted permission for Mr. Deasy to move forward with the plat amendment and remodel plans.

If you have any questions, please feel free to contact me.

Sincerely,

BY: (Belinda Lovelace)
Courchevel HOA President

ACKNOWLEDGEMENT

State of UTAH
County of Summit

On the 1 day of May, 2026 personally appeared before me Belinda Lovelace, who did say that she is the President of the Courchevel Home Owner's Association, and that the within and foregoing instrument was signed on behalf of said HOA, and he acknowledged to me that she executed the same.

WITNESS my hand and official stamp:

Notary Public
My commission expires: 10-31-27

Sheldon Louis Koenig
Notary Public
Reg #8067668
Commonwealth of Virginia
My Commission Expires 10/31/2027

Planning Commission
Staff Report

Subject: **1010 Woodside Avenue & 1011 Park Avenue**
Application: **PL-26-06880**
Author: **Lillian Zollinger, Planner III**
Date: **May 13, 2026**
Type of Item: **Plat Amendment**

Recommendation

(I) Review the proposal to combine two Old Town Lots to create one 3,750-square-foot Lot, (II) conduct a public hearing, and (III) consider approving the Plat Amendment based on the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in the Draft Final Action Letter (Exhibit A).

Description

Applicant:	Insan Inc & Insan Woodside, LLC
Location:	1010 Woodside Avenue, a Landmark Historic Site 1011 Park Avenue
Zoning District:	Historic Residential – 1
Adjacent Land Uses:	Residential
Reason for Review:	The Planning Commission reviews, conducts a public hearing, and takes Final Action on Plat Amendments.[1]

HDDR	Historic District Design Review
HR-1	Historic Residential - 1
LMC	Land Management Code
SFD	Single-Family Dwelling

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

Background

1010 Woodside Avenue is a 1,875-square-foot Lot in the Historic Residential – 1 (HR-1) Zoning District, accessed from Woodside Avenue. The property is a Landmark Historic Site[2] with a home built circa 1885. The Landmark Historic Structure encroaches slightly onto the adjacent property to the south, 1002 Woodside Avenue. The property owners of 1010 Woodside Avenue and 1002 Woodside Avenue have an encroachment agreement for the Historic Structure (Exhibit B).

[1] LMC § 15-7.1-2
[2] LMC § 15-11-10(D)(1)(fv)



Figure 1: 1010 Woodside Avenue, a Landmark Historic Structure, photo provided by the Applicant.

1011 Park Avenue is a 1,875-square-foot Lot in the HR-1 Zoning District, accessed from Park Avenue. On September 29, 2025, the City issued Building Permit 25-1775 to demolish a non-historic Structure on the property, and the site is now vacant.



Figure 2: 1011 Park Avenue, photo provided by the Applicant.

On April 4, 2026, the Applicant applied for a Plat Amendment to combine the two Old Town Lots into one 3,750-square-foot Lot with frontage on both Park and Woodside Avenues (Exhibit C).



Figure 3: 1010 Woodside Avenue (outlined green by staff) and 1011 Park Avenue (outlined yellow by staff) on an excerpt from the Zoning Map, showing the HR-1 Zoning District in light blue.



Figure 4: Proposed plat.

Analysis

(I) The proposed Plat Amendment complies with Land Management Code Chapter 15-2.2, the Historic Residential - 1 Zoning District requirements.

The purposes of the HR-1 Zoning District include:

1. Preserving present land Uses and character of the Historic residential Areas of Park City;
2. Encouraging the preservation of Historic Buildings and/or Structures;
3. Encouraging construction of Historically Compatible Structures that contribute to the character and scale of the Historic District and maintain existing residential neighborhoods;
4. Defining Development parameters that are consistent with the General Plan policies for the Historic core; and
5. Establishing Development review criteria for new Development on Steep Slopes which mitigate impacts to mass and scale and the environment (LMC § 15-2.2-1).

The Applicant's proposal preserves present residential land uses and character of the Historic streetscape and facilitates the preservation of a Landmark Historic Site on a relatively flat property.

Land Management Code (LMC) § 15-2.2-3 outlines the following Lot and Site requirements for properties within the HR-1 Zoning District:

Requirement	Proposal
Minimum Lot Size for a Single-Family Dwelling – 1,850 square feet Maximum Lot Size for SFDs or minimum Lot size for Duplexes – 3,750 square feet	**Complies:** The proposed Lot is 3,750 square feet.
Minimum Lot Width – 25 feet	**Complies:** The proposed Lot is 25 feet wide on both Woodside Avenue and Park Avenue.
Building Footprint[3]	The maximum Building Footprint for the proposed 3,750-square-foot Lot is 1,518.75 square feet.
Front and Rear Setbacks – Minimum 15 feet each for Lots over 100 feet	The proposed lot is 150 feet long and will front both Woodside Avenue and Park Avenue. Pursuant to LMC § 15-4-17, both sides along the Streets must have a Front Setback. The Landmark Historic Structure at 1010 Woodside Avenue extends approximately five feet, six inches into the Front Setback. Pursuant to LMC § 15-2.2-4, the Historic Structure is a valid Non-Complying Structure. Any addition or new construction must comply with regulations outlined in LMC Chapter 15-2.2 (see Condition of Approval 3).
Side Setbacks – 3 feet each for 25-foot-wide Lots	The Landmark Historic Structure at 1010 Woodside Avenue extends three feet into the south side Setback and approximately one foot onto 1002 Woodside Avenue. Pursuant to LMC § 15-2.2-4, the Historic Structure is a valid Non-Complying Structure. The Applicant obtained an encroachment agreement for the Historic Structure with the adjacent property owner. Any addition or new construction must comply with regulations outlined in LMC Chapter 15-2.2 (see Condition of Approval 3).

(II) Land Management Code Chapter 15-7.1 outlines the requirements for Plat Amendments.

LMC § 15-7-1.6(C) requires the Planning Commission to find there is Good Cause for the Plat Amendment.

[3] MAXIMUM FP = (A/2) x $0.9^{A/1875}$ where FP = maximum Building Footprint and A = Lot Area

LMC § 15-15-1 defines Good Cause as "[p]roviding positive benefits and mitigating negative impacts, determined on a case by case basis to include such things as: providing public amenities and benefits, resolving existing issues and non-conformities, addressing issues related to density, promoting excellent and sustainable design, utilizing best planning and design practices, preserving the character of the neighborhood and of Park City and furthering the health, safety, and welfare of the Park City community."

Staff finds Good Cause for this Plat Amendment because:

- The proposed Plat Amendment complies with the maximum Lot area for the HR-1 Zoning District.
- The Maximum Building Footprint for each current Lot is 844 square feet for a total of 1,688; the allowable Building Footprint for the combined Lot is 1,518.75 square feet. As a result, the Building Footprint is reduced overall by 169 square feet, supporting compatible infill that protects the Landmark Historic Site and the character of the District.
- Development will require compliance with the HR-1 Zoning District in LMC Chapter 15-2.2 and *Regulations for Historic Residential Sites* in LMC § 15-13-2, and modifications to the Landmark Historic Structure will be reviewed by the Historic Preservation Board.
- No Public Street, Right-of-Way, or easement is vacated or amended as a result of the Plat Amendment.
- A 10-foot non-exclusive public snow storage easement is created off both Woodside Avenue and Park Avenue.

(III) The Development Review Committee reviewed the proposal on May 5, 2026, and requires Conditions of Approval.[4]

The Engineering Department recommends Condition of Approval 4: Any encroachments in the City ROW must be removed or an Encroachment Agreement recorded with the Engineering Department prior to building permit submittal.

Department Review

The Planning Department, Executive Department, 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 April 29, 2026. Staff mailed courtesy notice to property owners within 300 feet on April 29, 2026. The *Park Record* published courtesy notice on

[4] 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).

April 29, 2026.[5]

Public Input

Staff did not receive any public input at the time this report was published.

Alternatives

The Planning Commission may:

- Approve the Plat Amendment.
- Deny the Plat Amendment 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 Plat
B: Applicant's Narrative
C: Encroachment Agreement
D: Existing Conditions Survey
E: Applicant's Photos

[5] LMC § 15-1-21

Planning Department

May 13, 2026

Insan Inc & Insan Woodside, LLC

NOTICE OF PLANNING COMISSION ACTION

Description

Address:	1010 Woodside Avenue, a Landmark Historic Structure 1011 Park Avenue
Zoning District:	Historic Residential - 1
Application:	Plat Amendment
Project Number:	PL-26-06880
Action:	APPROVED WITH CONDITIONS (See Below)
Date of Final Action:	May 13, 2026
Project Summary:	The Applicant proposes to combine two Old Town Lots to create one 3,750-square-foot Lot.

Action Taken

On May 13, 2026, the Planning Commission conducted a public hearing and approved the 1010 Woodside Avenue Plat Amendment according to the following Findings of Fact, Conclusions of Law, and Conditions of Approval:

Background

1. 1010 Woodside Avenue is a 1,875-square-foot Landmark Historic Site with a Landmark Historic Structure constructed circa 1885 in the Historic Residential – 1 (HR-1) Zoning District, access from Woodside Avenue.
2. 1011 Park Avenue is a vacant 1,875-square-foot Old Town Lot in the HR-1 Zoning District, access from Park Avenue.

Findings of Fact

1. The Applicant proposes combining the two 25-foot by 75-foot Old Town Lots to create one 25-foot by 150-foot Lot with frontage on both Woodside and Park Avenues.
2. Land Management Code (LMC) Chapter 15-2.2 outlines the Historic Residential - 1 Zoning District requirements:

DRAFT

Requirement	Analysis of Proposal
Minimum Lot Size for a Single-Family Dwelling – 1,850 square feet Maximum Lot Size for SFDs or minimum Lot size for Duplexes – 3,750 square feet	Complies: The proposed Lot is 3,750 square feet.
Minimum Lot Width – 25 feet	Complies: The proposed Lot is 25 feet wide on both Woodside Avenue and Park Avenue.
Building Footprint	The maximum Building Footprint for the proposed 3,750-square-foot Lot is 1,518.75 square feet.
Front and Rear Setbacks – 15 feet each for Lots over 100 feet deep	The proposed lot is 150 feet deep and will front both Woodside Avenue and Park Avenue. Pursuant to LMC § 15-4-17, the Lot will have two Front Setbacks, one on both Woodside and Park Avenues. The Landmark Historic Structure at 1010 Woodside Avenue extends approximately five feet, six inches into the Front Setback along Woodside Avenue. Pursuant to LMC § 15-2.2-4, the Historic Structure is a valid Non-Complying Structure. Any addition or new construction must comply with regulations in effect at the time of application submittal.
Side Setbacks – 3 feet each Lots 25-feet wide	The Landmark Historic Structure at 1010 Woodside Avenue extends three feet into the south side Setback and approximately one foot onto 1002 Woodside Avenue. On March 23, 2018, the property owner of 1010 Woodside Avenue entered into an encroachment agreement with the property owner of 1002 Woodside Avenue for the Historic Structure (Summit County Recorder Entry No. 1088422). Pursuant to LMC § 15-2.2-4, the Historic Structure is a valid Non-Complying Structure. Any addition or

DRAFT

	new construction must comply with regulations in effect at the time of application submittal.

3. Land Management Code Chapter 15-7.1 outlines the requirements for Plat Amendments and requires a finding of Good Cause.
   LMC § 15-15-1 defines Good Cause as "Providing positive benefits and mitigating negative impacts, determined on a case by case basis to include such things as: providing public amenities and benefits, resolving existing issues and non-conformities, addressing issues related to density, promoting excellent and sustainable design, utilizing best planning and design practices, preserving the character of the neighborhood and of Park City and furthering the health, safety, and welfare of the Park City community." Staff finds Good Cause for this Plat Amendment because:
   a. The proposed Plat Amendment complies with the maximum Lot area for the HR-1 Zoning District.
   b. The Maximum Building Footprint for each current Lot is 844 square feet for a total of 1,688; the allowable Building Footprint for the combined Lot is 1,518.75 square feet. As a result, the Building Footprint is reduced overall by 169 square feet, supporting compatible infill that protects the Landmark Historic Site and the character of the District.
   c. Development will require compliance with the HR-1 Zoning District in LMC Chapter 15-2.2 and Regulations for Historic Residential Sites in LMC § 15-13-2, and modifications to the Landmark Historic Structure will be reviewed by the Historic Preservation Board.
   d. No Public Street, Right-of-Way, or easement is vacated or amended as a result of the Plat Amendment.

Conclusions of Law

1. The proposal complies with LMC Chapter 15-2.2 *Historic Residential – 1 Regulations*.
2. The proposal complies with LMC Section 15-7.1-6 *Final Subdivision Plat.*
   a. There is Good Cause for this Plat Amendment. No Public Street, Right of Way, or easement has been vacated or amended.
   b. Neither the public nor any person will be materially injured by the proposed Plat Amendment.

DRAFT

c. Approval of the Plat Amendment, subject to the conditions stated below, does not adversely affect the health, safety, and welfare of the citizens of Park City.
d. A 10-foot non-exclusive public snow storage easement is created off both Woodside Avenue and Park Avenue.

Conditions of Approval

1. The City Planner, City Attorney, and City Engineer shall review and approve the final form and content of the Plat Amendment for compliance with State law, the Land Management Code, and these Conditions of Approval, prior to recordation of the plat.
2. The Applicant shall record this Plat Amendment at the County within one year from the date of Planning Commission approval. If recordation has not occurred within one years' time, this approval for the plat will be void, unless a request for an extension is made in writing prior to the expiration date and an extension is granted by the Planning Director.
3. Any development on the Site must comply with the regulations in effect at the time of application submittal.
4. Any encroachments in the City ROW must be removed or an Encroachment Agreement recorded with the Engineering Department prior to building permit submittal.

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 (385) 481-2038 or email lillian.zollinger@parkcity.gov.

Sincerely,

Christin Van Dine
Planning Commission Chair

CC: Lillian Zollinger, Project Planner

Attachment 1 – Proposed Plat

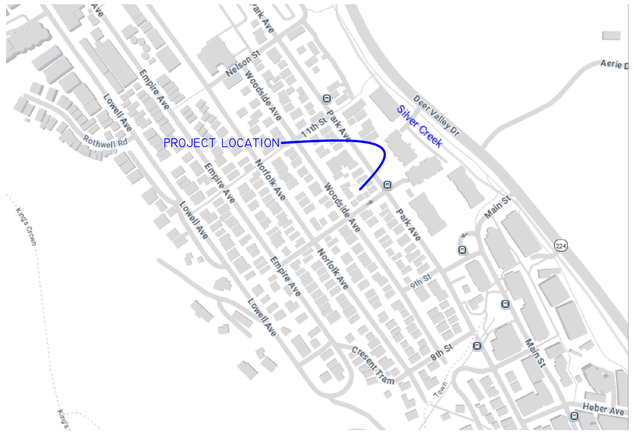
DRAFT

1011 PARK AVENUE PLAT AMENDMENT

LOCATED IN NE QUARTER OF SECTION 16, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN, SUMMIT COUNTY, UTAH

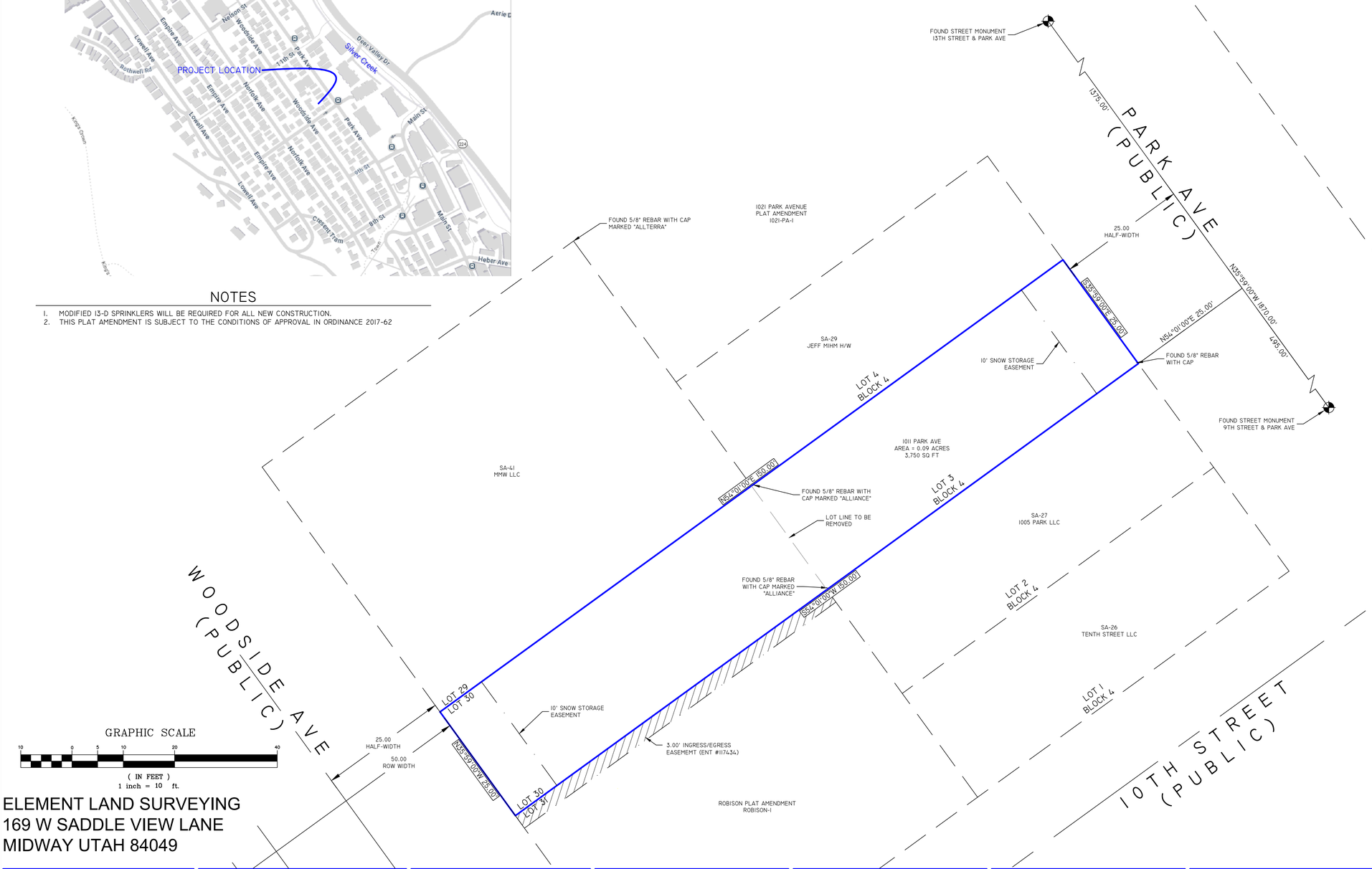
N
W E
S

VICINITY MAP



NOTES

1. MODIFIED 13-D SPRINKLERS WILL BE REQUIRED FOR ALL NEW CONSTRUCTION.
2. THIS PLAT AMENDMENT IS SUBJECT TO THE CONDITIONS OF APPROVAL IN ORDINANCE 2017-62



GRAPHIC SCALE

10 0 5 10 20 40

(IN FEET)
1 inch = 10 ft.

ELEMENT LAND SURVEYING
169 W SADDLE VIEW LANE
MIDWAY UTAH 84049

SURVEYOR'S CERTIFICATE

IN ACCORDANCE WITH SECTION 10-9a-603 OF THE UTAH CODE, I, CHAD A ANDERSON, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR HOLDING LICENSE NUMBER 7736336 IN ACCORDANCE WITH TITLE 58, CHAPTER 22, OF THE PROFESSIONAL ENGINEERS AND PROFESSIONAL LAND SURVEYORS LICENSING ACT.

I FURTHER CERTIFY THAT THIS PLAT AMENDMENT WAS PREPARED BY ME AND UNDER MY DIRECTION IN ACCORDANCE WITH THE REQUIREMENTS OF THE PARK CITY MUNICIPAL CORPORATION.

REGISTERED LAND SURVEYOR 7736336 CHAD A. ANDERSON STATE OF UTAH

CHAD ANDERSON
PROFESSIONAL LAND SURVEYOR

DATE

SURVEYOR'S SEAL

BOUNDARY DESCRIPTION

ALL OF LOT 30 AND ALL OF LOT 3, BLOCK 4, SNYDERS ADDITION TO PARK CITY: ACCORDING TO THE OFFICIAL PLAT THEREOF, ON FILE AND OF RECORD IN THE SUMMIT COUNTY RECORDER'S OFFICE.

TOGETHER WITH AN EASEMENT AND RIGHT OF WAY OVER THE NORTH 3 FEET OF LOT 31, BLOCK 4, SNYDERS ADDITION TO PARK CITY AS GRANTED BY THAT CERTAIN WARRANTY DEED, DATED SEPTEMBER 26, 1972 AND RECORDED NOVEMBER 2, 1972 AS ENTRY NO. 117434 IN BOOK M42 AT PAGE 162 OF OFFICIAL RECORDS AND ALSO AS RECITED IN THAT CERTAIN WARRANTY DEED DATED JANUARY 27, 1989 AND RECORDED JANUARY 30, 1989 AS ENTRY NO. 303752 IN BOOK 509 AT PAGE 730 OF OFFICIAL RECORDS.

OWNER'S DEDICATION

KNOW ALL MEN BY THESE PRESENTS THAT INSAN PARK LLC AND INSAN WOODSIDE LLC, THE UNDERSIGNED OWNERS OF THE TRACTS OF LAND SHOWN AND DESCRIBED ON THIS SUBDIVISION PLAT AMENDMENT, HAVE CAUSED THE SAME TO BE COMBINED INTO ONE LOT AND EASEMENTS TO BE HEREAFTER KNOWN AS 1011 PARK AVENUE PLAT AMENDMENT, DO HEREBY DEDICATE FOR THE PERPETUAL USE OF THE PUBLIC ALL PARCELS OF LAND SHOWN ON THIS PLAT AS INTENDED FOR PUBLIC USE.

IN WITNESS THEREOF, I HAVE HEREUNTO SET MY HAND THIS _____ DAY OF _____ , 20___.

BRYAN WHANG – INSAN PARK LLC | PRINTED NAME | DATE

BRYAN WHANG – INSAN WOODSIDE LLC | PRINTED NAME | DATE

ACKNOWLEDGEMENT

STATE OF_____ }
COUNTY OF_____ } S.S.

ON THIS _____ DAY OF _____ , 20___, PERSONALLY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC, IN AND FOR SAID COUNTY OF_____, IN SAID STATE OF_____, THE SIGNER OF THE ABOVE OWNER'S DEDICATION, WHO AFTER BEING DULY SWORN, ACKNOWLEDGED TO ME THAT HE SIGNED THE OWNER'S DEDICATION FREELY AND VOLUNTARILY FOR AND IN BEHALF OF SAID CORPORATION FOR THE PURPOSES MENTIONED AND THAT SAID CORPORATION EXECUTED THE SAME.

MY COMMISSION EXPIRES: _____

SIGNATURE – NOTARY PUBLIC
RESIDING IN _____ COUNTY, _____

SEAL

ELEMENT LAND SURVEYING

SNYDERVILLE BASIN WATER RECLAMATION DISTRICT

REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN WATER RECLAMATION DISTRICT STANDARDS.

ON THIS_____ DAY OF _____ 2017.

SNYDERVILLE BASIN WATER RECLAMATION DISTRICT

PLANNING COMMISSION

APPROVED BY THE PARK CITY PLANNING COMMISSION

ON THIS_____ DAY OF _____ 2017.

CHAIRMAN

ENGINEER'S CERTIFICATE

I FIND THIS PLAT TO BE IN ACCORDANCE WITH INFORMATION ON FILE IN MY OFFICE.

ON THIS_____ DAY OF _____ 2017.

PARK CITY ENGINEER

APPROVAL AS TO FROM

APPROVED AS TO FORM.

ON THIS_____ DAY OF _____ 2017.

PARK CITY ATTORNEY

CERTIFICATE OF ATTEST

I CERTIFY THIS PLAT MAP WAS APPROVED BY PARK CITY COUNCIL.

ON THIS_____ DAY OF _____ 2017.

PARK CITY RECORDER

COUNCIL APPROVAL AND ACCEPTANCE

APPROVAL AND ACCEPTANCE BY THE PARK CITY COUNCIL.

ON THIS_____ DAY OF _____ 2017.

MAYOR

RECORDER

STATE OF UTAH, COUNTY OF SUMMIT, AND FILED AT THE REQUEST OF _____

DATE _____ TIME _____ BOOK _____ PAGE _____

FEE _____

SIGNATURE – SUMMIT COUNTY RECORDER

1010 Woodside Ave & 1011 Park Ave

This application proposes a plat amendment to combine the properties at 1010 Woodside Avenue and 1011 Park Avenue into a single parcel to allow for a cohesive residential development spanning both frontages and enhancing neighborhood continuity between Park Avenue and Woodside Avenue.

The project includes construction of a new single-family residence on the Park Avenue portion of the site. The design of the new residence will be cohesive with the surrounding neighborhood and Historic District, incorporating compatible scale, massing, materials, and architectural elements that reflect the established character of the area.

A primary objective of the project is the preservation and rehabilitation of the existing historic structure on the Woodside Avenue frontage. The structure will be retained and rehabilitated in accordance with Park City Historic District Design Guidelines, including lifting the structure to construct a new foundation and restoring the building to reflect its historic form and character.

The rehabilitated Woodside structure will be incorporated as a subordinate apartment unit within the overall single-family residence, consistent with applicable Land Management Code provisions. This approach preserves a historic resource, maintains the established streetscape along Woodside Avenue, and enables a unified, context-sensitive development across the combined parcel.

ENCROACHMENT AGREEMENT

THIS AGREEMENT made the 23 day of March, 2018, between Richard Robison, who is the owner of 1002 Woodside Ave, Park City, UT (Lot #s 31 & 32 Block 4), and more particularly described on **Exhibit A** attached hereto and incorporated herein by reference (the "Encumbered Property") and Insan Woodside LLC, who is the owner of 1010 Woodside Ave, Park City, UT (Lot # 30 Block 4) and more particularly described on **Exhibit B** attached hereto and incorporated herein by reference (the "Encroaching Property").

WITNESSETH

WHEREAS, Richard Robison is the owner of the Encumbered Property;

WHEREAS, Insan Woodside LLC is the owner of the Encroaching Property;

WHEREAS, a survey of the Encumbered Property prepared by Chad Anderson of Element Land Surveying and dated 6/1/17 (a copy of which is attached hereto and incorporated by reference as **Exhibit C)** depicts the boundary lines for the Encumbered Property and the Encroaching Property (the "Survey"). The southeastern portion of the home located on the Encroaching Property encroaches onto the Encumbered Property as more particularly shown on the Survey. The parties believe this encroachment is within the margin of error for the Survey;

NOW THEREFORE, for valuable consideration the receipt and sufficiency of which is hereby acknowledged the parties agree as follows:

1. Richard Robison hereby grants to Insan Woodside LLC permission for the home on the Encroaching Property to remain so situate for as long as it shall stand in good and living condition.

2. Insan Woodside LLC hereby expressly understands and agrees that the home on the Encroaching Property encroaches on the Encumbered Property and that the home encroachment may remain so long as it shall stand in good and living condition.

3. This Encroachment Agreement is appurtenant to and shall run with the land and be binding upon the heirs, successors and assigns of the parties unless terminated in a writing signed by the parties.

4. The parties agree to the recording of this agreement in the Summit County, Utah Recorder's Office.

5. In the event the home on the Encroaching Property is ever demolished, the parties agree to sign and record a Termination of Encroachment Agreement.

ENTRY NO. 01088422
03/23/2018 11:23:35 AM B: 2454 P: 1880
Agreement PAGE 1/4
MARY ANN TRUSSELL, SUMMIT COUNTY RECORDER
FEE 17.00 BY RICHARD ROBINSON

IN WITNESS WHEREOF, the parties have duly executed this agreement the day and year first above written.

State of Utah)
) ss.:
County of Summit)

On the 23 day of March, 2018 before me, the undersigned, personally appeared RICHARD ROBISON personally known to me or proved to me on the basis of satisfactory evidence to be the individual(s) whose name(s) is (are) subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their capacity(ies), and that by his/her/their signature(s) on the instrument, the individual(s), or the person upon behalf of which the individual(s) acted, executed the instrument.

Notary Public

NOTARY PUBLIC
DALTON JONES
676079
COMMISSION EXPIRES
APRIL 04, 2018
STATE OF UTAH

State of Utah)
) ss.:
County of Summit)

On the 23 day of March, 2018 before me, the undersigned, personally appeared BRYAN WHANG personally known to me or proved to me on the basis of satisfactory evidence to be the individual(s) whose name(s) is (are) subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their capacity(ies), and that by his/her/their signature(s) on the instrument, the individual(s), or the person upon behalf of which the individual(s) acted, executed the instrument.

Notary Public

NOTARY PUBLIC
DALTON JONES
676079
COMMISSION EXPIRES
APRIL 04, 2018
STATE OF UTAH

Exhibit A

1002 Woodside Avenue

All of Lots 31 and 32, Block 4, Snyder's Addition to Park City, according to the Official Plat thereof on file and of record in the Summit County Recorder's Office.

SA-44

Exhibit B

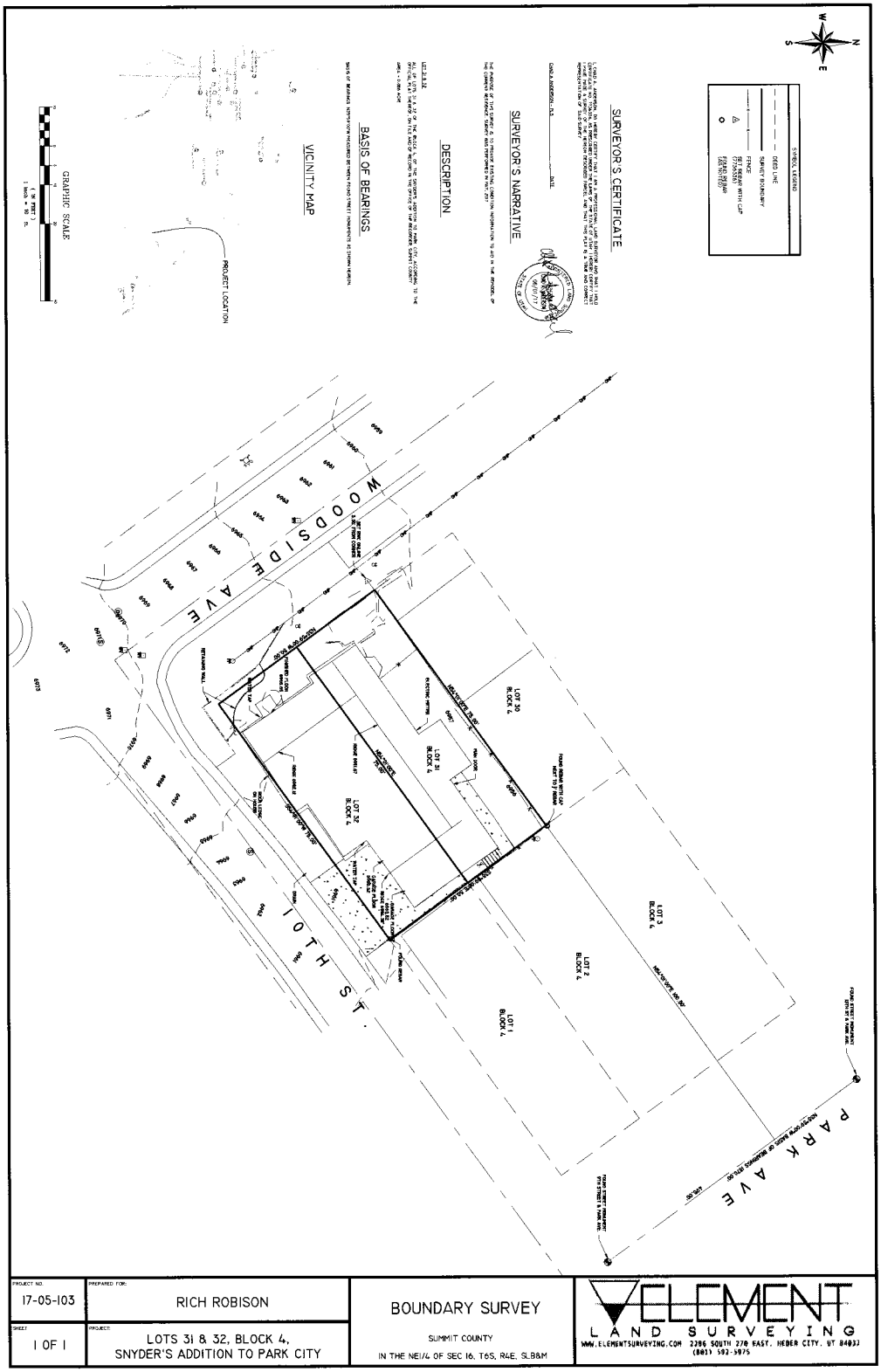
1010 Woodside Avenue

All of Lots 30, Block 4, Snyder's Addition to Park City, according to the Official Plat thereof on file and of record in the Summit County Recorder's Office.

Together with an Easement and Right of Way over the North 3 feet of Lot 31, Block 4, Snyders Addition to Park City as granted by that certain Warranty Deed, dated September 26, 1972 and recorded November 2, 1972 as Entry No. 117434 in Book M42 at Page 162 of Official Records and also as recited in that certain Warranty Deed dated January 27, 1989 and recorded January 30, 1989 as Entry No. 303752 in Book 509 at Page 730 of Official Records.

SA-43

Exhibit C


SURVEYOR'S CERTIFICATE
SURVEYOR'S NARRATIVE
DESCRIPTION
BASIS OF BEARINGS
VICINITY MAP
GRAPHIC SCALE
SYMBOL LEGEND
DEED LINE
SURVEY BOUNDARY
FENCE
PROJECT LOCATION
WOODSIDE AVE
10TH ST.
PARK AVE
LOT 30 BLOCK 4
LOT 31 BLOCK 4
LOT 32 BLOCK 4
LOT 3 BLOCK 4
LOT 2 BLOCK 4
LOT 1 BLOCK 4
PROJECT NO.
17-05-103
PREPARED FOR:
RICH ROBISON
SHEET
1 OF 1
PROJECT:
LOTS 31 & 32, BLOCK 4,
SNYDER'S ADDITION TO PARK CITY
BOUNDARY SURVEY
SUMMIT COUNTY
IN THE NE1/4 OF SEC 16, T6S, R4E, SLB&M
ELEMENT
LAND SURVEYING
WWW.ELEMENTSURVEYING.COM 2396 SOUTH 270 EAST, HEBER CITY, UT 84032
(801) 592-5975

N

W E

S

SYMBOL LEGEND	
	DEED LINE
	SURVEY BOUNDARY
	FIELD FENCE
△	FOUND REBAR (AS NOTED)
▲	SET REBAR WITH CAP (7736336)

SURVEYOR'S CERTIFICATE

I, CHAD A. ANDERSON, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR AND THAT I HOLD CERTIFICATE NO. 7736336, AS PRESCRIBED UNDER THE LAWS OF THE STATE OF UTAH. I HEREBY CERTIFY THAT I HAVE MADE A SURVEY OF THE HEREON DESCRIBED PARCEL AND THAT THIS PLAT IS A TRUE AND CORRECT REPRESENTATION OF SAID SURVEY.

CHAD A ANDERSON - PLS DATE

PROFESSIONAL LAND SURVEYOR
CHAD A. ANDERSON
09/09/25
7736336
STATE OF UTAH

SURVEYOR'S NARRATIVE

THE PURPOSE OF THIS SURVEY IS TO PROVIDE BOUNDARY AND TOPOGRAPHIC INFORMATION TO AID IN THE DESIGN OF A NEW RESIDENCE. SURVEY WAS PERFORMED IN AUGUST OF 2025.

DESCRIPTION

SA-43
LOT 30, BLOCK 4, SNYDERS ADDFFION TO THE PARK CITY SURVEY, ACCORDING TO THE OFFICIAL PLAT THEREOF, ON FILE AND OF RECORD IN THE OFFICE OF THE SUMMIT COUNTY RECORDER.

TOGETHER WITH AN EASEMENT AND RIGHT OF WAY OVER THE NORTH 3 FEET OF LOT 31, BLOCK 4, SNYDERS ADDITION TO PARLE CITY AS GRANTED BY THAT CERTAIN WARRANTY DEED, DATED SEPTEMBER 26, 1972 AND RECORDED NOVEMBER 2, 1972 AS ENTRY NO. 117434 IN BOOK M42 AT PAGE 162 OF OFFICIAL RECORDS AND ALSO AS RECITED IN THAT CERTAM WARRANTY DEED DATED JANUARY 27, 1989 AND RECORDED JANUARY 30, 1989 AS ENTRY NO. 303752 IN BOOK 509 AT PAGE 730 OF OFFICIAL RECORDS.

SA-28
LOT 3, BLOCK 4, SNYDER'S ADDITION TO PARK CITY, ACCORDING TO THE OFFICIAL PLAT THEREOF ON FILE AND OF RECORD IN THE OFFICE OF THE SUMMIT COUNTY RECORDER.

BASIS OF BEARINGS

BASIS OF BEARINGS: N35°59'00"W MEASURED BETWEEN FOUND MONUMENTS AS SHOWN HEREON.

VICINITY MAP



GRAPHIC SCALE

10 0 5 10 20 40

(IN FEET)
1 inch = 10 ft.

FOUND STREET MONUMENT
13TH STREET & PARK AVE
6951
PARK AVE
1375.00'
6952
N35°59'00"W 1870.00'
495.00'
6954
FOUND STREET MONUMENT
9TH STREET & PARK AVE
6955
1021 PARK AVENUE
PLAT AMENDMENT
1021-PA-1
FOUND 5/8" REBAR WITH CAP
MARKED "ALLTERRA"
WATER METER
GAS METER
RETAINING WALL
SA-29
JEFF MIHM H/W
S55°59'00"E 25.00'
N54°01'00"E 25.00'
FOUND 5/8" REBAR
WITH CAP
ROUGH HOUSE LOCATION
(TO BE RAZED)
N54°01'00"E 75.00'
SA-28
INSANE PARK LLC
SA-41
MMW LLC
FOUND 5/8" REBAR WITH
CAP MARKED "ALLIANCE"
S54°01'00"W 75.00'
SA-27
1005 PARK LLC
S35°59'00"E
25.00'
(ACER NEGUNDO)
BOX ELDER MAPLE
TREE
6956
6955
(ACER NEGUNDO)
BOX ELDER
MAPLE TREE
FOUND 5/8" REBAR
WITH CAP MARKED
"ALLIANCE"
N54°01'00"E 75.00'
RIDGE (NEIGHBOR)
6979.11
PATIO
HOT
TUB
SA-26
TENTH STREET LLC
HOUSE EXTERRIOR
6956
(ACER NEGUNDO)
BOX ELDER MAPLE
TREES
GAS METER
SA-43
INSANE WOODSIDE AVE
WALKWAY
RIDGE 6973.48
S35°01'00"E 75.00'
6957
WOODSIDE AVE
6956
6957
6958
6959
6960
6961
6962
6963
6964
6965
6966
6967
6968
6969
RIDGE 6973.38
3.00' INGRESS/EGRESS
EASEMENT (ENT #117434)
N35°59'00"W 25.00'
FINISHED FLOOR
6957.41
RETAINING WALLS
WATER METER
ROBISON PLAT AMENDMENT
ROBISON-1
NEIGHBOR RIDGE = 6981.85
WATER VALVE
SITE BENCHMARK
6962.79
FIRE HYDRANT

ELEMENT
LAND SURVEYING
WWW.ELEMENTSURVEYING.COM 169 W SADDLE VIEW LANE, MIDWAY UT 84049
801-592-5975 & 801-657-8748

BOUNDARY &
TOPOGRAPHIC SURVEY
SUMMIT COUNTY
IN THE NE 1/4 OF SEC 16, T4S, R4E, SLB&M

PREPARED FOR: BRYAN WHANG

PROJECT: PARK AVE & WOODSIDE TOPO

PROJECT NO. 25-08-330

SHEET 1 OF 1



1011 Park Ave
Southeast Side



1011 Park Ave
East Side


SUMMIT
COUNTY
SOLID WASTE SERVICES
www.summitcountyrecycles.org
R
RENOVATE PARK CITY
Custom Homes / Full Scale Remodels
435-729-0241
renovateparkcity.com
1011 Park Ave
Northeast Corner

1010 Woodside Ave
Northwest Corner

1010 Woodside Ave
West Side

1010 Woodside Ave
Southwest Corner

Planning Commission
Staff Report

Subject: 1287 Empire Avenue
Application: PL-26-06882
Author: Meredith Covey, Planner II
Date: May 13, 2026
Type of Item: Administrative – Plat Amendment

Recommendation

(I) Review the proposed 1287 Empire Avenue Plat Amendment to create two 2,437.5-square-foot Lots by combining Lots 21 and 22 of Block 26 of Snyder's Addition to Park City and one metes and bounds remnant parcel, (II) conduct a public hearing, and (III) consider approving the Plat Amendment based on the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in the draft Final Action Letter (Exhibit A).

Description

Applicant:	Bronson Calder
Location:	1287 Empire Avenue
Zoning District:	Recreation Commercial
Adjacent Land Uses:	Residential
Reason for Review:	The Planning Commission reviews, conducts a public hearing, and takes Final Action on Plat Amendments.[1]

LMC	Land Management Code
SFD	Single-Family Dwelling
RC	Recreation Commercial

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

Background

1287 Empire Avenue (Parcel No. SA-289) is a 4,875-square-foot property that contains a Non-Complying Duplex built in 1963 that spans two Old Town Lots and a portion of Parcel No. SA-289-B, a 1,125-square-foot metes and bounds remnant parcel from vacated Calhoun Street (13th Street). The property is in the Recreation Commercial (RC) Zoning District.

[1] LMC § 15-7.1-2



Figure 1: Parcel No. SA-289 containing two Old Town Lots is highlighted in yellow; Parcel No. SA-289-B containing vacated Calhoun Street (13th Street) is highlighted in green. The RC Zoning District is shown in light purple.



Figure 2: Existing Non-Complying Duplex that straddles the lots and vacated Right-of-Way viewed from Empire Avenue.

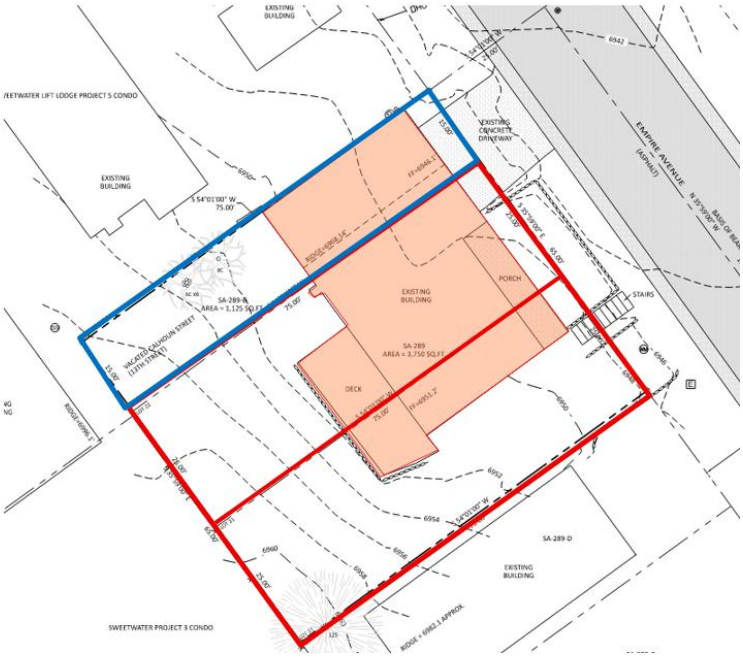


Figure 3: Existing conditions. The existing Non-Complying Duplex straddling the existing Lot lines is highlighted in orange. The two Old Town Lots are outlined in red; the remnant vacated Calhoun Street parcel is outlined in blue.

The Applicant proposes demolishing the Non-Complying Duplex that was built over Lot lines and combining the Lots and vacated Calhoun Street parcel to create two 2,437.5-square-foot Lots—Lot 1 will remain 1287 Empire Avenue and Lot 2 will be 1293 Empire Avenue—to build two Single-Family Dwellings.



Figure 3: Proposed plat, Lot 2 (1293 Empire Avenue) is highlighted in red; Lot 2 (1287 Empire Avenue) is highlighted in blue.

Analysis

(I) The proposed 1287 Empire Avenue Plat Amendment complies with the requirements of Land Management Code Chapter 15-2.16 *Recreation Commercial Zoning District*.

The purposes of the RC Zoning District include:

- Providing opportunities for variation in architectural design and housing types.
- Promoting the Development of Buildings with designs that reflect traditional Park City architectural patterns, character, and Site designs.
- Promoting Park City's mountain and Historic character by designing projects that relate to the mining and Historic architectural heritage of the City.[2]

The proposed Plat Amendment promotes development of SFDs with designs that reflect traditional Park City architectural patterns, character, and site designs that relate to the mining and Historic architectural heritage of the City because new infill in the RC Zoning District is required to meet Lot and Site requirements similar to those outlined in the

[2] LMC § 15-2.16-1

Historic Residential – 1 Zoning District for residential infill compatible with the Old Town patterns, character, and streetscape.

The proposed Plat Amendment complies with Land Management Code (LMC) § 15-2.16-3-5 *Special Requirements for Single Family and Duplex Dwellings* in the RC Zoning District:

Requirement	**Analysis of Proposal**
Lot Size: The minimum Lot Area is 1,875 square feet for a Single-Family Dwelling and the maximum Lot Area is 3,750 square feet.	**Complies:** The proposed Plat Amendment creates two Lots: Each Lot is 2,437.5 square feet and compliant.
Lot Width: The minimum width of a Lot is 25 feet when measured 15 feet back from the Front Lot Line	**Complies:** The proposed Plat Amendment creates two Lots: Each Lot is proposed to be 32 feet 6 inches wide and compliant.

(II) The proposal complies with Land Management Code § 15-7.1-3(B) *Plat Amendment*.

Plat Amendments shall be reviewed according to the requirements of LMC § 15-7.1-3(B) and approval shall require a finding of Good Cause.

LMC § 15-15-1 defines Good Cause as "Providing positive benefits and mitigating negative impacts, determined on a case by case basis to include such things as: providing public amenities and benefits, resolving existing issues and non-conformities, addressing issues related to density, promoting excellent and sustainable design, utilizing best planning and design practices, preserving the character of the neighborhood and of Park City and furthering the health, safety, and welfare of the Park City community."

Staff finds Good Cause for this Plat Amendment because it:

- Resolves the Non-Complying Duplex encroachment over two Lots and remnant parcel.
- Requires the demolition of the Non-Complying Duplex.
- No Public Street, Right-of-Way, or easement is vacated or amended.
- Creates two buildable and compliant Single-Family Lots.
- Is consistent with the Old Town neighborhood character.
    - The General Plan recommendations for the Resort Center neighborhood

include maintaining the rural character of the transition area between the Resort Center and Historic District and the compatibility between the Resort Center and Old Town.[3] The property is within the Old Town neighborhood south of the Resort Center and the Plat Amendment allows for development consistent with the character of residential Old Town Lots.

- Future development must comply with the RC Zoning District requirements. For SFDs, these regulations establish setback, height, and maximum Building Footprint requirements like those outlined in the Historic Residential Districts for compatible infill.
- A large Multi-Unit Dwelling is to the north and two Old Town SFD Lots are to the south. The streetscape includes SFDs on Lots similar to those seen in the Historic Residential Districts that contrast with the large Multi-Unit Dwellings. The proposed Plat Amendment creates a consistent pattern of SFDs on Lots that follow the residential Old Town pattern.



Figure 4: 1287 Empire is shown in red. SFD Lots with Old Town dimensions are shown in blue. The large multi-unit dwellings are shown in green.

(III) The Development Review Committee reviewed this proposal on April 21, 2026, and does not require Conditions of Approval.[4]

Department Review

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

[3] General Plan, p. 28

[4] 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 Dominion Energy, the Park City Fire District, Public Works, Public Utilities, and the Snyderville Basin Water Reclamation District (SBWRD).

Notice

Staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on April 29, 2026. Staff mailed courtesy notice to property owners within 300 feet on April 29, 2026. The *Park Record* published notice on April 29, 2026.[5]

Public Input

Staff did not receive any public input at the time this report was published.

Alternatives

The Planning Commission may:

- Approve the 1287 Empire Avenue Plat Amendment.
- Deny the 1287 Empire Avenue Plat Amendment 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 Plat
B: Existing Plat
C: Existing Conditions Survey
D: Applicant Narrative
E: Photo Exhibit

[5] LMC § 15-1-21

Planning Department

May 13, 2026

Bronson Calder

NOTICE OF PLANNING COMMISSION ACTION

Description

Address:	1287 Empire Avenue
Zoning District:	Recreation Commercial
Application:	Plat Amendment
Project Number:	PL-26-06882
Action:	APPROVED WITH CONDITIONS (See Below)
Date of Final Action:	May 13, 2026
Project Summary:	The Applicant proposes creating two 2,437.5-square-foot Lots from two existing Old Town Lots, Lots 21 and 22 of Block 26 of Snyder's Addition to Park City, and one metes-and-bounds parcel at 1287 Empire Avenue.

Action Taken

On May 13, 2026, the Planning Commission conducted a public hearing and approved the 1287 Empire Avenue Plat Amendment according to the following Findings of Fact, Conclusions of Law, and Conditions of Approval:

Background

1. 1287 Empire Avenue (Parcel No. SA-289) is a 4,875-square-foot property that contains a Non-Complying Duplex built in 1963 that spans two Old Town Lots and a portion of Parcel No. SA-289-B, a 1,125-square-foot metes-and-bounds remnant parcel from vacated Calhoun Street (13th Street).
2. The property is in the Recreation Commercial (RC) Zoning District.
3. The Applicant proposes demolishing the Duplex, combining the square footage to create two 2,437.5-square-foot Lots—Lot 1 will remain 1287 Empire Avenue and Lot 2 will be 1293 Empire Avenue, and constructing two Single-Family Dwellings (SFDs), one on each Lot.
4. Land Management Code (LMC) § 15-2.16-5 establishes the minimum and maximum Lot area for SFDs in the RC Zoning District.

DRAFT

a. The minimum Lot Area is 1,875 square feet for a SFD and the maximum Lot Area is 3,750 square feet.
b. The two Lots are proposed to be 2,437.5 square feet and are compliant.

5. LMC § 15-2.16-5 establishes the minimum Lot width for SFDs in the RC Zoning District.
    a. The minimum width of a Lot is 25 feet when measured 15 feet back from the Front Lot Line.
    b. The two Lots are proposed to be 32 feet 6 inches wide. The two Lot widths are compliant.
6. There is Good Cause for this Plat Amendment because:
    a. Resolves the Non-Complying Duplex encroachment over two Lots and remnant parcel.
    b. Requires the demolition of the Non-Complying Duplex.
    c. No Public Street, Right-of-Way, or easement is vacated or amended.
    d. Creates two buildable and compliant Single-Family Lots.
    e. Is consistent with the Old Town neighborhood character.
        i. The General Plan recommendations for the Resort Center neighborhood include maintaining the rural character of the transition area between the Resort Center and Historic District and the compatibility between the Resort Center and Old Town. The property is within the Old Town neighborhood south of the Resort Center and the Plat Amendment allows for development consistent with the character of residential Old Town Lots.
        ii. Future development must comply with the RC Zoning District requirements. For SFDs, these regulations establish setback, height, and maximum Building Footprint requirements like those outlined in the Historic Residential Districts for compatible infill.
        iii. A large Multi-Unit Dwelling is to the north and two Old Town SFD Lots are to the south. The streetscape includes SFDs on Lots like those seen in the Historic Residential Districts that contrast with the large Multi-Unit Dwellings. The proposed Plat Amendment creates a consistent pattern of SFDs on Lots that follow the residential Old Town pattern.

Conclusions of Law

1. The proposed 1287 Empire Avenue Plat Amendment complies with the requirements of LMC Chapter 15-2.16 *Recreation Commercial Zoning District*.
2. The proposal complies with LMC § 15-7.1-3(B) *Plat Amendment*.
3. There is Good Cause for this Plat Amendment.

DRAFT

4. Neither the public nor any person will be materially injured by the proposed Plat Amendment.
5. Approval of the Plat Amendment, subject to the conditions stated below, does not adversely affect the health, safety, and welfare of the citizens of Park City.

Conditions of Approval

1. The Applicant shall demolish the existing Non-Complying Duplex prior to plat recordation.
2. The City Planner, City Attorney, and City Engineer shall review and approve the final form and content of the Plat Amendment for compliance with State law, the LMC, and these Conditions of Approval, prior to recordation of the plat.
3. The Applicant shall record this Plat Amendment at the county within one year from the date of Planning Commission approval. If recordation has not occurred within one years' time, this approval for the plat will be void, unless a request for an extension is made in writing prior to the expiration date and an extension is granted by the Planning Director.
4. Any development on the Site must comply with the LMC in effect at the time of application submittal.

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) 640-8683 or email meredith.covey@parkcity.gov.

Sincerely,

Christin Van Dine
Planning Commission Chair

CC: Meredith Covey

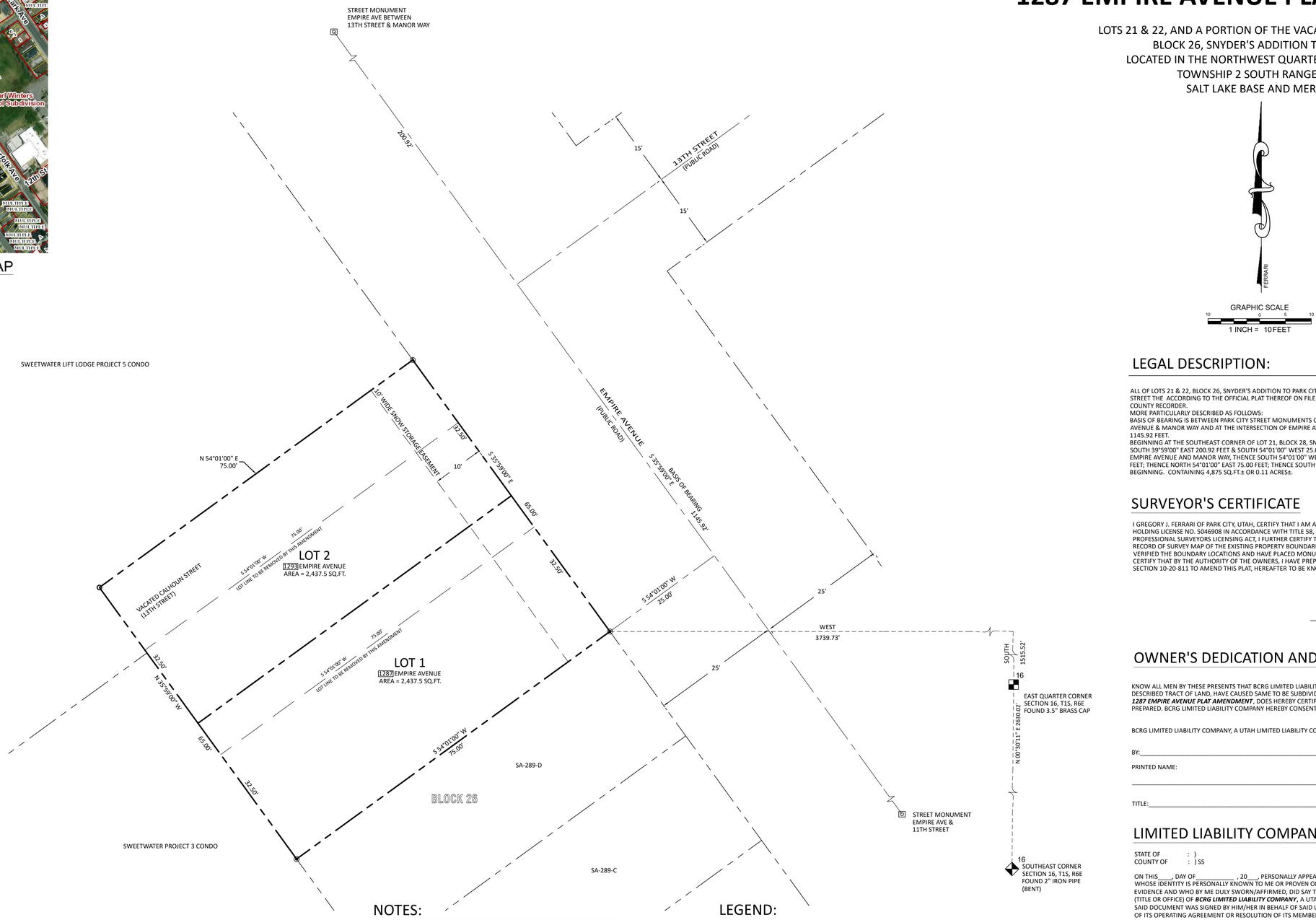
DRAFT

1287 EMPIRE AVENUE PLAT AMENDMENT

LOTS 21 & 22, AND A PORTION OF THE VACATED CALHOUN STREET
BLOCK 26, SNYDER'S ADDITION TO PARK CITY
LOCATED IN THE NORTHWEST QUARTER OF SECTION 16
TOWNSHIP 2 SOUTH RANGE 4 EAST
SALT LAKE BASE AND MERIDIAN



VICINITY AND ZONING MAP
NOT TO SCALE



LEGAL DESCRIPTION:

ALL OF LOTS 21 & 22, BLOCK 26, SNYDER'S ADDITION TO PARK CITY, AND SOUTHERLY 15 FEET OF VACATED CALHOUN STREET THE ACCORDING TO THE OFFICIAL PLAT THEREOF ON FILE AND OF RECORD IN THE OFFICE OF THE SUMMIT COUNTY RECORDER.
MORE PARTICULARLY DESCRIBED AS FOLLOWS:
BASIS OF BEARING IS BETWEEN PARK CITY STREET MONUMENTS ON EMPIRE AVENUE LOCATED BETWEEN EMPIRE AVENUE & MANOR WAY AND AT THE INTERSECTION OF EMPIRE AVENUE AND 11TH STREET SOUTH 35°59'00" EAST 1145.92 FEET.
BEGINNING AT THE SOUTHEAST CORNER OF LOT 21, BLOCK 28, SNYDER'S ADDITION TO PARK CITY, SAID POINT BEING SOUTH 39°59'00" EAST 200.92 FEET & SOUTH 54°01'00" WEST 25.00 FEET FROM SAID STREET MONUMENT BETWEEN EMPIRE AVENUE AND MANOR WAY, THENCE SOUTH 54°01'00" WEST 75.00 FEET; THENCE NORTH 35°59'00" WEST 65.00 FEET; THENCE NORTH 54°01'00" EAST 75.00 FEET; THENCE SOUTH 35°59'00" EAST 65.00 FEET TO THE POINT OF BEGINNING. CONTAINING 4,875 SQ.FT.± OR 0.11 ACRES±.

SURVEYOR'S CERTIFICATE

I GREGORY J. FERRARI OF PARK CITY, UTAH, CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR IN THE STATE OF UTAH, HOLDING LICENSE NO. 5046908 IN ACCORDANCE WITH TITLE 58, CHAPTER 22, PROFESSIONAL ENGINEERS AND PROFESSIONAL SURVEYORS LICENSING ACT, I FURTHER CERTIFY THAT I HAVE COMPLETED A SURVEY AND REFERENCED A RECORD OF SURVEY MAP OF THE EXISTING PROPERTY BOUNDARIES IN ACCORDANCE WITH SECTION 17-73-504 AND HAVE VERIFIED THE BOUNDARY LOCATIONS AND HAVE PLACED MONUMENTS AS REPRESENTED ON THE PLAT. I DO FURTHER CERTIFY THAT BY THE AUTHORITY OF THE OWNERS, I HAVE PREPARED THIS PLAT IN ACCORDANCE WITH UTAH CODE SECTION 10-20-811 TO AMEND THIS PLAT, HEREAFTER TO BE KNOWN AS 1287 EMPIRE AVENUE PLAT AMENDMENT.

GREGORY J. FERRARI, P.L.S. 5046908

OWNER'S DEDICATION AND CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENTS THAT BCRG LIMITED LIABILITY COMPANY ,THE UNDERSIGNED OWNERS OF THE ABOVE DESCRIBED TRACT OF LAND, HAVE CAUSED SAME TO BE SUBDIVIDED INTO LOTS AND STREETS TO BE HEREAFTER KNOWN AS THE ***1287 EMPIRE AVENUE PLAT AMENDMENT***, DOES HEREBY CERTIFY THAT THEY HAVE CAUSED THIS PLAT AMENDMENT TO BE PREPARED. BCRG LIMITED LIABILITY COMPANY HEREBY CONSENTS TO THE RECORDATION OF THIS PLAT AMENDMENT.

BCRG LIMITED LIABILITY COMPANY, A UTAH LIMITED LIABILITY COMPANY

BY:_____

PRINTED NAME:

_____

TITLE:_____

LIMITED LIABILITY COMPANY NOTARY ACKNOWLEDGMENT

STATE OF :)
COUNTY OF :) SS

ON THIS____, DAY OF_____ , 20___, PERSONALLY APPEARED BEFORE ME, ***BRONSON B. CALDER,*** WHOSE IDENTITY IS PERSONALLY KNOWN TO ME OR PROVEN ON THE BASIS OF SATISFACTORY EVIDENCE AND WHO BY ME DULY SWORN/AFFIRMED, DID SAY THAT HE/SHE IS THE _____ (TITLE OR OFFICE) OF ***BCRG LIMITED LIABILITY COMPANY***, A UTAH LIMITED LIABILITY COMPANY, AND THAT SAID DOCUMENT WAS SIGNED BY HIM/HER IN BEHALF OF SAID LIMITED LIABILITY COMPANY BY AUTHORITY OF ITS OPERATING AGREEMENT OR RESOLUTION OF ITS MEMBERS, AND HE/SHE ACKNOWLEDGED TO ME THAT HE/SHE EXECUTED THE ***1287 EMPIRE AVENUE PLAT AMENDMENT***.

_____

MY COMMISSION EXPIRES _____
NOTARY PUBLIC
RESIDING IN _____

NOTES:

1. THIS PLAT AMENDMENT IS SUBJECT TO THE SUBJECT TO THE CONDITIONS OF APPROVAL IN THE FINAL ACTION LETTER DATED _____ ON FILE WITH THE PLANNING DEPARTMENT _____.
2. SEE SURVEY S-_____ OF RECORD AND ON FILE AT THE OFFICE OF THE SUMMIT COUNTY RECORDER FOR BOUNDARY SURVEY OF THE PROPERTY.
3. THE PURPOSE OF THIS PLAT IS TO COMBINE LOTS 21, 22 & THE SOUTHERLY 15 FEET OF VACATED CALHOUN STREET, BLOCK 26 OF SNYDER'S ADDITION INTO TWO LOTS OF RECORD.

LEGEND:

- PROPERTY LINE
- ADJOINING PROPERTY LINE
- CENTER LINE
- SNOW STORAGE EASEMENT
- SECTION LINE
- LOT LINE TO BE REMOVED BY THIS AMENDMENT
- XXX — STREET ADDRESS ON EMPIRE AVENUE
- SET 5/8" REBAR & CAP LS154491
- FOUND 5/8" REBAR & CAP LS6164
- FOUND 5/8" REBAR NO CAP
- STREET MONUMENT

FERRARI SURVEYING, LLC
435- 640 - 0412
P.O.BOX 981142
PARK CITY, UT 84098

SNYDERVILLE BASIN WATER RECLAMATION DISTRICT	PLANNING COMMISSION	ENGINEER'S CERTIFICATE	APPROVAL AS TO FORM	PUBLIC SAFETY ANSWERING POINT APPROVAL	RECORDED
REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN WATER RECLAMATION DISTRICT STANDARDS ON THIS _____ DAY OF _____, 20__ BY:_____ SNYDERVILLE BASIN RECLAMATION DISTRICT	RECOMMENDED BY THE PARK CITY PLANNING COMMISSION THIS 22ND DAY OF OCTOBER, 20__ BY:_____ CHAIR	I FIND THIS PLAT TO BE IN ACCORDANCE WITH INFORMATION ON FILE IN MY OFFICE THIS ____ DAY OF _____, 20__ BY_____ PARK CITY ENGINEER	APPROVED AS TO FORM THIS _____ DAY OF _____, 20__ BY_____ PARK CITY ATTORNEY	APPROVED THIS_____DAY OF _____, 20__ BY_____ SUMMIT COUNTY GIS COORDINATOR	ENTRY NO._____ STATE OF UTAH, COUNTY OF SUMMIT DATE _____ TIME _____ FEE PAID _____ RECORED AND FILED AT THE REQUEST OF:_____ COUNTY RECORDER:

SNYDERS ADDITION PARK CITY - BLOCKS 18, 26, 35 — SECTION 16 T2S R4E, S.L.B. & M.

BOOK PAGE

37 | 36 | 25 | 19

NOTE : # REFERS TO STREET ADDRESS

SEE BLK 36

(CALHOUN) STREET (N 54°01' E)

M197-552 STREET CLOSURE M252-552

SW COR BLK 26 ON SOME DESC.

13th

SA-315-318-321 FOR OWNER SEE THE NW 1/4 SEC. 16, T2S, R4E, SLBM

VACATED BY ORDINANCE M6-418

PACIFIC AVENUE (N 35°59' W)

LOWELL AVENUE (N 35°59' W)

EMPIRE AVENUE (N 35°59' W)

NORFOLK AVENUE (N 35°59' W)

38 | 35 | 26 | 18

LOTS 1 TO 44 INC

2106-39,41

M4 66-67

SA-315-318-321 FOR OWNER SEE THE NW 1/4 SEC. 16, T2S, R4E, SLBM

SA-288-288-A-6 FORCE-12 REAL ESTATE FUND LLC 1376-1309

SWEETWATER TIMESHARE PROJECT III 0.542 AC.

SWEETWATER TIMESHARE PROJECT #1 0.239 AC.

SWEETWATER PROJECT II & IIA (SUMP=2-IMP=0 BASEMENT 1 ISF 0.148 AC.)

(SUMP-3-POOL POOL AREA)

LIFT LODGE

SA-288 BCRG LLC 1845-1779 2191-1908, 1930 1931-727 1933-1454

SA-289 0.09 AC BCRG LLC 2191-1908, 1930 1845-1779 1218-455 1465-266-85 21 1931-727 1933-1454

SA-289-D 0.04 AC CRAIG & LORI T HARDWICK 1385-1230 1363-236 20 2229-284 1717-39 1732-841-865

SA-289-C 0.04 AC MICHAEL A PARKINS & KIMBERLY G MURDOCH TRS 1442-1077 1363-230 1990-1309 19 1740-1698 1399-1141 2480-723

SWEETWATER PROPERTIES 18 SA-288-B

SA-190 23 ANA PARK INT - 24 60%

SA-194-194A 22 ANA PARK INT. - 21 60%

M13-620 803-397 25

XWD 591 803-387 20

EDWIN & SUSAN J HOSENFELD-TR 26

EDWIN & SUSAN HOSENFELD-TR 19

INT - 40% 27

INT - 40% 18

SA-193-A-1 0.04AC 1268 EMPIRE LLC 1175-753 2488-1185 2076-1336 28 2525-189 1753-1291 1660-630

SA-193-A-1-A 0.04AC JOHN R. & KARON H. STEPHENS 1687-10660-67 1614-718 1802-737 1160-430-447 29 1617-645 TRS 1372-1151-2 1111-764

1259 NORFOLK AVE (2003)

VACANT

POWDER RIDGE CONDO. (1982) M188-44

SWEETWATER TIMESHARE PROJECT VII FOR PLAT SEE CONDO #14771

TOP SIDER

THE SKIER'S LODGE CONDO (1982)

THE RESIDENCES AT KING'S CROWN CONDO (2007)

SA-288-288-A-3 ERIC L. STEIN TR 2129-1954 2095-1239 1326-663 39 2108-1539 2124-1046 0.04AC

SA-288-288-A-2 1233 EMPIRE LLC 2546-1702, 1704 0.04AC, 1410-429 2264-911

SA-288-288-A-5 KUDOS CAPITAL LLC 2204-12 2273-1826, 1346 40 0.04 AC 1711-369-398 1461-1659

SA-288-288-A-1 JEFFREY ALLEN HENSIEN ETAL H/W (JT) 1806-1522 2261-1668 5 0.04 AC 2133-1405 1546-30

SA-288-288-A-7 KYLE ROHIN & CARRIE LEIGH 1383-838 2488-137 41 FLOWERS H/(W) (JT)

SA-288-288-A-11 MATTHEW L & REMEDIOS 2175-1245 2115 34,51 4 ETAL H/W (JT) 1819-1291

SA-288-288-A-8 EDWARD V RICCI ETAL (JT) 2869-1871 1815-1345 1815-1345 1383-840 2071-1415 42 1999-1245 1512-603-604 2721-1247

SA-288-288-A-4 EMPIRE 1213 LLC 2209-485 1521-1010 1359-1347 3 2882-1671 2481-907 0.04 AC 2729-765

SA-288-288-A-10 TR ROBERT W. SCHUNIK 2075-1038 1454-1569 2412-1584 43 50% ETAL 2185-402 1953-551

SA-288-288-A-9 RIMDA A UTAH LLC 2287-1515 1422-1416 44 2621-1924 2612-1641 2187-888 1698-1132

SA-288-288-A WIH ELISA M MIELKE ETAL (JT) 2642-985, 987 2046-1775 2204-689, 690 0.04AC 1867-1564, 1567-1412 1869-406

N 54°01'00" E 75.00' WALK TO SLOPES PH. I SUB. (2000)

SA-189-C-2 EAJ EMPIRE PARK CITY LLC 2129-632 1996-1807 39 2261-1877 2813-142,144

SA-189-C-1 DEAN L ROSTROM 2749-1123 2626-38 6 2261-1877 2129-644

SA-189-C-3 PRINCE ENTITIES LLC 2513-58 2429-744 2565-1058 40 2442-162 2082-191 2458-32

SA-189-C VANDELAY INDUSTRIES HOLDINGS LLC 19916-1841 2429-120 2778-498 5 2145-1688 2193-1230 2614-1174

SA-189-B BARBARA ANNE HABER ETAL TRS 2589-800, 842 2257-1248 2780-1570 41 2822-1918

SA-189-D DANIEL & GINA ALEGRE TR 2755-94 2257-1248 4 2829-268 2610-710

SA-189-B-1 ODG REALTY HOLDINGS LLC 2651-465 2257-1248 42 2630-1221 2594-799

SA-189 TIM & TARYN O'NEIL TRS 2886-538 2845-1035 2257-1248 3 2792-911 2610-710

SA-188-B BCM 1209 EMPIRE AVE PC LLC 2449-10560 2257-1248 2785-764 2799-1117 43

SA-188-A DEAN PETERSEN 2257-1248 2610-710 2

SA-188-C MARK MOSER TRS ETAL 2771-986 2257-1248 44 2518-1580

SA-188 RAJESH SEMAPATI 2735-1631 2446-1154 2862-320 2257-1248 1 2802-102

VACANT

0.03 AC.

NELSON STREET (N 54°01' E)

AKA 12th STREET

Approved	REVISIONS - DATE AND INITIAL (In Pencil)				
Utah State Tax Comm Sept 5 '79 BHB					
Date By					

Engineering Associates Inc.

SUMMIT COUNTY, UTAH

SCALE ONE INCH 40 FEET

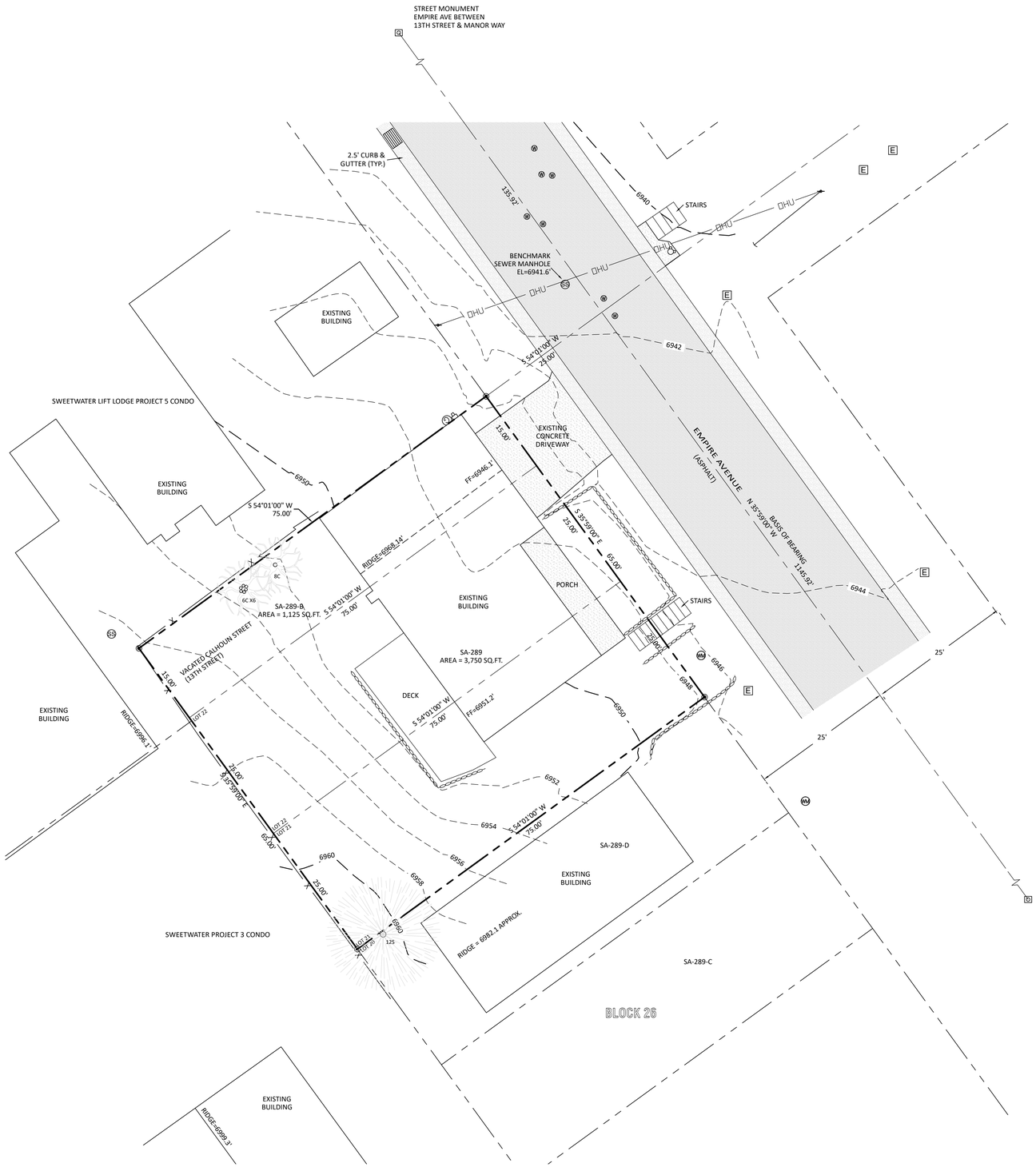
BOOK PAGE

SA-288-D-X PARK CITY MUNICIPAL CORP 1230-116 1490-122

10

RECORD OF SURVEY & TOPOGRAPHICAL MAP

1287 EMPIRE AVENUE
SA-289 & SA-289-B
LOTS 21 & 22, AND A PORTION OF THE VACATED CALHOUN STREET
BLOCK 26, SNYDER'S ADDITION TO PARK CITY
LOCATED IN THE NORTHWEST QUARTER OF SECTION 16
TOWNSHIP 2 SOUTH RANGE 4 EAST
SALT LAKE BASE AND MERIDIAN



GRAPHIC SCALE
10 0 5 10
1 INCH = 10 FEET

SURVEYOR'S STATEMENT

I GREGORY J. FERRARI OF PARK CITY, UTAH, CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR IN THE STATE OF UTAH, HOLDING LICENSE NO. 5046908. THIS MAP CORRECTLY REPRESENTS A SURVEY MADE BY ME OR UNDER MY DIRECTION, OF THE HEREON DESCRIBED PROPERTY AND THAT TO THE BEST OF MY KNOWLEDGE IS A CORRECT REPRESENTATION OF THE LAND SURVEYED.

GREGORY J. FERRARI - LS 5046908

LEGAL DESCRIPTION:

ALL OF LOTS 21 AND 22, BLOCK 26, SNYDER'S ADDITION TO PARK CITY SURVEY, ACCORDING TO THE OFFICIAL PLAT THEREOF, ON FILE AND OF RECORD IN THE OFFICE OF THE SUMMIT COUNTY RECORDER.
ALSO THAT PORTION OF THE VACATED CALHOUN STREET, DESCRIBED AS FOLLOWS: BEGINNING AT THE WESTERNMOST CORNER OF LOT 22, BLOCK 26, SNYDER'S ADDITION TO PARK CITY; AND RUNNING THENCE NORTH 35°59' WEST 15.00 FEET; THENCE NORTH 54°01' EAST 75.00 EAST TO THE SOUTHWESTERLY LINE OF EMPIRE AVENUE; THENCE SOUTH 35°59' EAST 15 FEET TO THE NORTHEAST CORNER OF SAID LOT 22; THENCE SOUTH 54°01' WEST 75.00 FEET TO THE POINT OF BEGINNING.

LEGEND:

- CLIENT PROPERTY LINE
- ADJOINING PROPERTY LINE
- CENTERLINE
- 6950 MAJOR CONTOUR
- MINOR CONTOUR
- X FENCE
- STACKED ROCK WALL
- OHU OVER HEAD UTILITY
- PROPERTY CORNER (AS NOTED)
- FIRE HYDRANT
- WATER VALVE
- SS SEWER MANHOLE
- WM WATER METER
- E ELECTRIC TRANSFORMER
- POWER POLE
- ELECTRIC METER
- G GAS METER
- STREET MONUMENT
- #S TREE TRUNK, DIAM., SPRUCE
- #C TREE TRUNK, DIAM., CHERRY

PROJECT INFORMATION:

CLIENT:	BRONSON CALDER
PROJECT ADDRESS:	1287 EMPIRE AVENUE PARK CITY, UT 84060
SERIAL NO:	SA-289 & SA-289-B
RECORD INFORMATION:	ENTRY NO. 00972441, BOOK 2191, PAGE 1930

NOTES:

1. THE PURPOSE OF THIS SURVEY IS TO LOCATE THE BOUNDARIES OF THIS PROPERTY ON THE GROUND AND CREATE A TOPOGRAPHICAL MAP AT THE REQUEST OF BRONSON CALDER.
2. THE EVIDENCE OF BOUNDARY SHOWN HEREON IS TAKEN FROM RECORD INFORMATION COMPILED FROM SNYDER'S ADDITION TO PARK CITY SUBDIVISION.
3. NO INVESTIGATION CONCERNING ENVIRONMENTAL & SUBSURFACE CONDITIONS, OR THE EXISTENCE OF UNDERGROUND OR OVERHEAD CONTAINERS OR FACILITIES WHICH MAY AFFECT THE USE OR DEVELOPMENT OF THIS PROPERTY WAS MADE AS A PART OF THIS SURVEY.
4. NO INVESTIGATION CONCERNING THE LOCATION OF OR EXISTENCE OF UTILITY SERVICE LINES TO THIS PROPERTY WAS MADE AS A PART OF THIS SURVEY.
5. ALL UTILITY LOCATIONS SHOULD BE FIELD VERIFIED PRIOR TO ANY DESIGN OR CONSTRUCTION.
6. DATE OF FIELD WORK FEBRUARY 6, 2026.
7. VERTICAL DATUM IS ASSUMED.
8. BUILDING SETBACKS MUST BE CONFIRMED WITH THE COUNTY, HOMEOWNER'S ASSOCIATION, ARCHITECTURAL COMMITTEE, OR SIMILAR ADVISORY GROUP, IF ANY.
9. THE OWNER OF THE PROPERTY SHOULD BE AWARE OF ANY ITEMS AFFECTING THE PROPERTY THAT MAY APPEAR IN A TITLE INSURANCE REPORT.
10. BASIS OF BEARING BETWEEN FOUND MONUMENTS SHOWN HEREON.
11. FOUND PER SUBDIVISION PLAT OF 'COTTAGES ON THE PARK' ENTRY NO.530081 ON FILE AT THE OFFICE OF THE SUMMIT COUNTY RECORDER.

REV	DATE	REVISIONS	INITIAL

FERRARI SURVEYING, LLC
435- 640 - 0412
P.O.BOX 981142
PARK CITY, UT 84098
ferrari.surveying@gmail.com

REUSE OF DOCUMENTS
THIS DOCUMENT & THE IDEAS & DESIGNS INCORPORATED HEREIN, AS AN INSTRUMENT OF PROFESSIONAL SERVICE, IS THE PROPERTY OF FERRARI SURVEYING & IS NOT TO BE USED, IN WHOLE OR IN PART, FOR ANY OTHER PROJECT WITHOUT THE WRITTEN AUTHORIZATION OF FERRARI SURVEYING.

LOTS 21 & 22 AND A PORTION OF THE VACATED CALHOUN ST., BLK 26 SNYDER'S ADD. TO PARK CITY
SA-289 & SA-289-B
RECORD OF SURVEY & TOPOGRAPHICAL MAP
BRONSON CALDER
PARK CITY — SUMMIT COUNTY — UTAH

0 1
BAR IS ONE INCH ON ORIG. DRAWING
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

SURVEY BY:	GF-JD
SURVEY DATE:	2-6-26
DESIGN BY:	GF
DRAFTING BY:	GF
CHECKED BY:	GF
XREFS:	
DRAWING:	1287EMPIRE
DATE:	2-19-26
SCALES: 1:10 HORIZONTAL, 2'CONTOURS VERTICAL	1 OF 1
PROJECT No:	2026.03

April 6, 2026

Park City Municipal Corporation
443 Marsac Avenue
Park City, Utah 84060

Attn: Planning Staff

Re : Plat Amendment
1287 Empire Ave.

Dear Staff,

Attache is a plat amendment application for 1287 Empire Ave. The owner would like to amend the current two old town lots plus 15 wide remnant lot into two lots of 32.5’ in width each.

There is an existing home that straddles the existing interior property lines. This home will be removed.

The requested plat amendment will allow for the construction of two new homes on the existing parcel.

Please let me know if you have any questions regarding this request.

Sincerely,

Jonathan DeGray

Jonathan DeGray - Architect

[redacted]

Summit County Parcel Viewer

Summit County Parcel Viewer Application



This drawing is neither a legally recorded map nor a survey and is not intended to be used as such. The information displayed is a compilation of records, information and data obtained from various sources, including Summit County which is not responsible for its accuracy or timeliness.

Planning Commission
Staff Report

Subject: **209 and 213 Norfolk Avenue Plat Amendment**
Application: **PL-24-06189**
Authors: **Meredith Covey, Planner II**
Jacob Klopfenstien, Planner II
Date: **May 13, 2026**
Type of Item: **Administrative**

Recommendation

(I) Review the proposed 209 Norfolk Avenue Plat Amendment to create two Lots from four Old Town Lots, (II) conduct a public hearing, and (III) consider approving the Plat Amendment based on the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in the draft Final Action Letter (Exhibit A).

Description

Applicant:	Valley Creek Family Farm, LLC Douglas Ogilvy
Location:	209 Norfolk Avenue 213 Norfolk Avenue (previously 215 Norfolk Avenue)
Zoning District:	Historic Residential – 1
Adjacent Land Uses:	Residential
Reason for Review:	The Planning Commission reviews, conducts a public hearing, and takes Final Action on Plat Amendments.[1]

HDDR	Historic District Design Review
HR-1	Historic Residential – 1
LMC	Land Management Code
SFD	Single-Family Dwelling
SSCUP	Steep Slope Conditional Use Permit
ROW	Right-of-Way

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

Summary

The Applicant proposes a two-Lot Plat Amendment (Exhibit A, Attachment 1 – Proposed Plat) from four Old Town Lots at 209 Norfolk Avenue: Lots 20, 21, 22, and 23 of the Block 78 Millsite Reservation to Park City (Exhibit B, Existing Plat). The proposed Plat

[1] LMC § 15-7.1-2

Amendment requires improvements to Upper Norfolk Avenue and consolidation of and shared access for the two new Lots.

Background

209 Norfolk Avenue (Parcel No. PC-718) is a vacant 7,508-square-foot parcel comprised of Lots 20, 21, 22, and 23 of Block 78 Millsite Reservation to Park City. While the parcel includes four separate Lots, it is under one ownership.

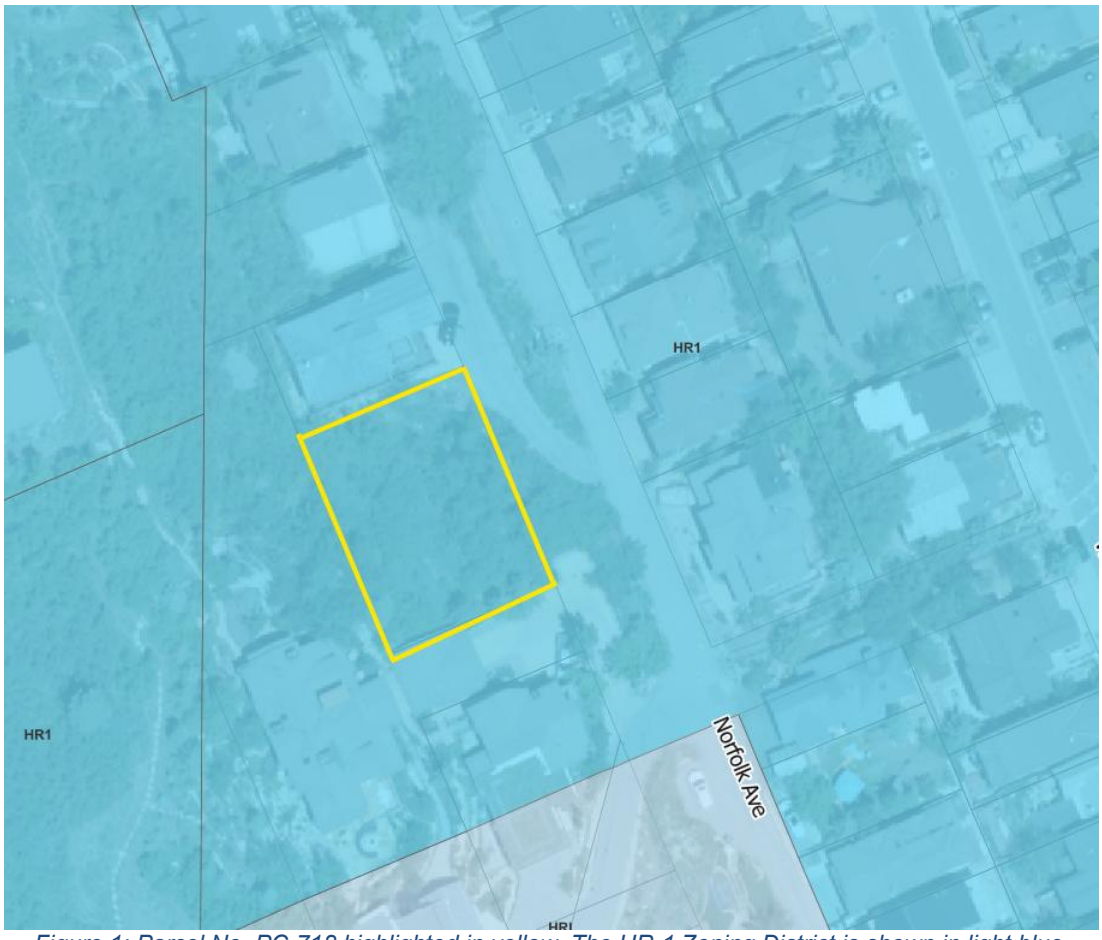


Figure 1: Parcel No. PC-718 highlighted in yellow. The HR-1 Zoning District is shown in light blue.

The Applicant proposes to create two Lots—a 3,741.82-square-foot Lot (213 Norfolk Avenue) and a 3,750-square-foot Lot (209 Norfolk Avenue)—from the four Lots.

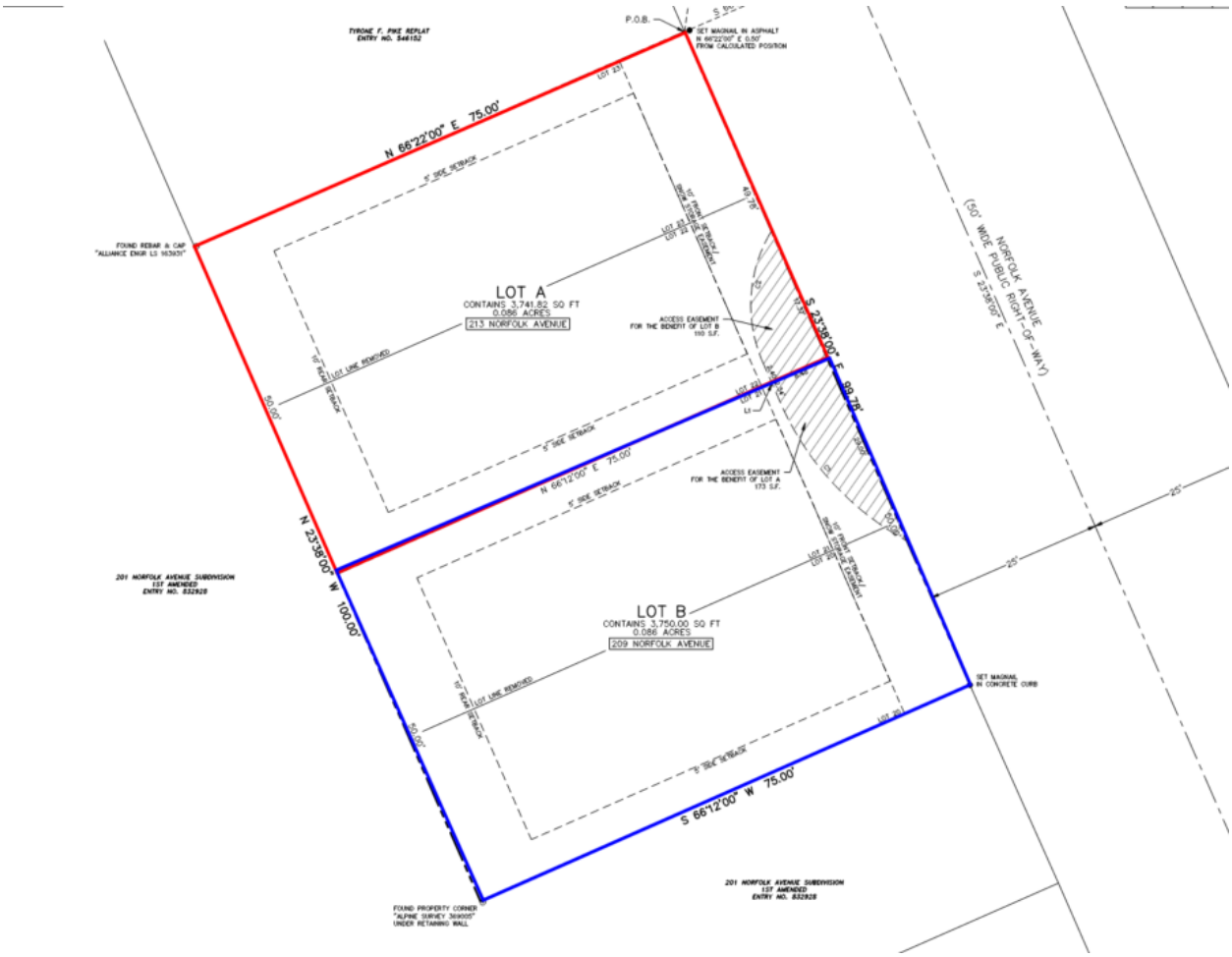


Figure 2: Proposed plat, Lot A (213 Norfolk) is highlighted in red; Lot B (209 Norfolk) is highlighted in blue.

The Lots are in the Historic Residential – 1 (HR-1) Zoning District and are located along Upper Norfolk Avenue, a steep and narrow road that provides access to six other Lots. The Applicant has been coordinating with the Engineering Department for the proposed access and Right-Of-Way (ROW) improvements to Upper Norfolk Avenue. The Applicant proposes an easement on the Plat Amendment to establish shared access between the two proposed Lots.

Additionally, the Applicant proposes to install and maintain a snowmelt system from the intersection of Norfolk and Upper Norfolk to the north boundary of Lot A (213 Norfolk Avenue). The Applicant will be required to obtain an Encroachment Agreement with the Engineering Department for private improvements in the public ROW.

On April 8, 2026, the Planning Commission conducted a site visit and work session to evaluate the proposed access and impacts to Steep Slopes (Item 5.B.; Audio). The Planning Commission expressed support for the proposed access as it reduced disturbance to Steep Slopes and complies with Land Management Code (LMC) § 15-2.1-6(C)(3) *Development on Steep Slopes, Access*.

The Applicant proposes constructing two Single-Family Dwellings (SFDs), one on each Lot. Both require a Steep Slope Conditional Use Permit (SSCUP) and subsequent Planning Commission review. The design of the two SFDs will also be reviewed by the Planning Director through the Historic District Design Review (HDDR) process.

Analysis

(I) The proposed 209 Norfolk Avenue Plat Amendment complies with the requirements of Land Management Code Chapter 15-2.2 *Historic Residential – 1 Zoning District*.

The purposes of the HR-1 Zoning District include:

1. Preserving present land Uses and character of the Historic residential Areas of Park City;
2. Encouraging the preservation of Historic Buildings and/or Structures;
3. Encouraging construction of Historically Compatible Structures that contribute to the character and scale of the Historic District and maintain existing residential neighborhoods;
4. Defining Development parameters that are consistent with the General Plan policies for the Historic core; and
5. Establishing Development review criteria for new Development on Steep Slopes which mitigate impacts to mass and scale and the environment (LMC § 15-2.2-1).

The proposed Plat Amendment mitigates impacts to mass and scale on Steeply Sloped sites and encourages construction of compatible SFDs within the streetscape.

LMC § 15-2.2-2(A)(1) *Uses* establishes SFDs as an allowed Use in the HR-1 Zoning District.

The proposed Plat Amendment complies with LMC § 15-2.2-3 *Lot and Site Requirements* for the HR-1 Zoning District:

Requirement	Analysis of Proposal
Lot Size: The minimum Lot Area is 1,875 square feet for a Single-Family Dwelling and the maximum Lot Area is 3,750 square feet.	**Complies:** The proposed Plat Amendment creates two Lots: Lot A (213 Norfolk) is 3,741.82 square feet. Lot B (209 Norfolk) is 3,750 square feet.
Lot Width: The minimum width of a Lot is 25 feet when measured 15 feet back	**Complies:** The proposed Plat Amendment creates two Lots:

from the Front Lot Line	Lot A (213 Norfolk) is 49.78 feet wide. Lot B (209 Norfolk) is 50 feet wide.

(II) The proposal complies with LMC § 15-7.1-3(B) *Plat Amendment*.

Plat Amendments shall be reviewed according to the requirements of LMC § 15-7.1-3(B) and § 15-7-1.6 and approval shall require a finding of Good Cause.

LMC § 15-15-1 defines Good Cause as "[p]roviding positive benefits and mitigating negative impacts, determined on a case by case basis to include such things as: providing public amenities and benefits, resolving existing issues and non-conformities, addressing issues related to density, promoting excellent and sustainable design, utilizing best planning and design practices, preserving the character of the neighborhood and of Park City and furthering the health, safety, and welfare of the Park City community."

Staff finds Good Cause because no Public Street, ROW, or easement is vacated or amended. Also, the Applicant coordinated with the Engineering Department on ROW improvements to Upper Norfolk Avenue, including:

- Improvements to Upper Norfolk Avenue and widening to 20 feet from the Norfolk and Upper Norfolk intersection to the north boundary of Lot A (213 Norfolk Avenue).
- Installation and maintenance of a heating system for Upper Norfolk from the intersection of Norfolk and Upper Norfolk to the north boundary of Lot A (213 Norfolk Avenue).
- Consolidation of access through a shared access easement (Exhibit A, Attachment 2).

Additionally, staff finds Good Cause for this Plat Amendment because it:

- Reduces density from four Old Town SFDs to two SFD Lots in an area with steeply sloped access, reducing the need for four driveways along Upper Norfolk Avenue and consolidating to two through a shared access.
- Requires a shared access easement agreement that minimizes Grading of the natural topography, reduces the need for new retaining walls, and limits retaining wall heights to four feet or less.
- Reduces the maximum Building Footprint by 344 square feet on a Steeply Sloped site. The maximum Building Footprint for the four Old Town Lots is 844.5 square feet for each Lot, for a total of 3,378 square feet. The maximum Building Footprint for the consolidation to two Lots is 3,034.
- Requires greater Setbacks on Steeply Sloped Lots: the proposed Lot widths for the two Lots will result in a five foot Side Setback which is greater than the three foot Side Setback required for the existing four Old Town Lots.

- Contributes to design that is compatible with the character of the Streetscape and the HR-1 Zoning District.
- Results in Lots compatible with the other Lots along Upper Norfolk Avenue. Lots along Upper Norfolk Avenue range in size from 2,812 square feet to 4,335.17 square feet. As a result, the proposed Lot Sizes of 3,741.82 square feet and 3,750 square feet are compatible with the character of the Streetscape.

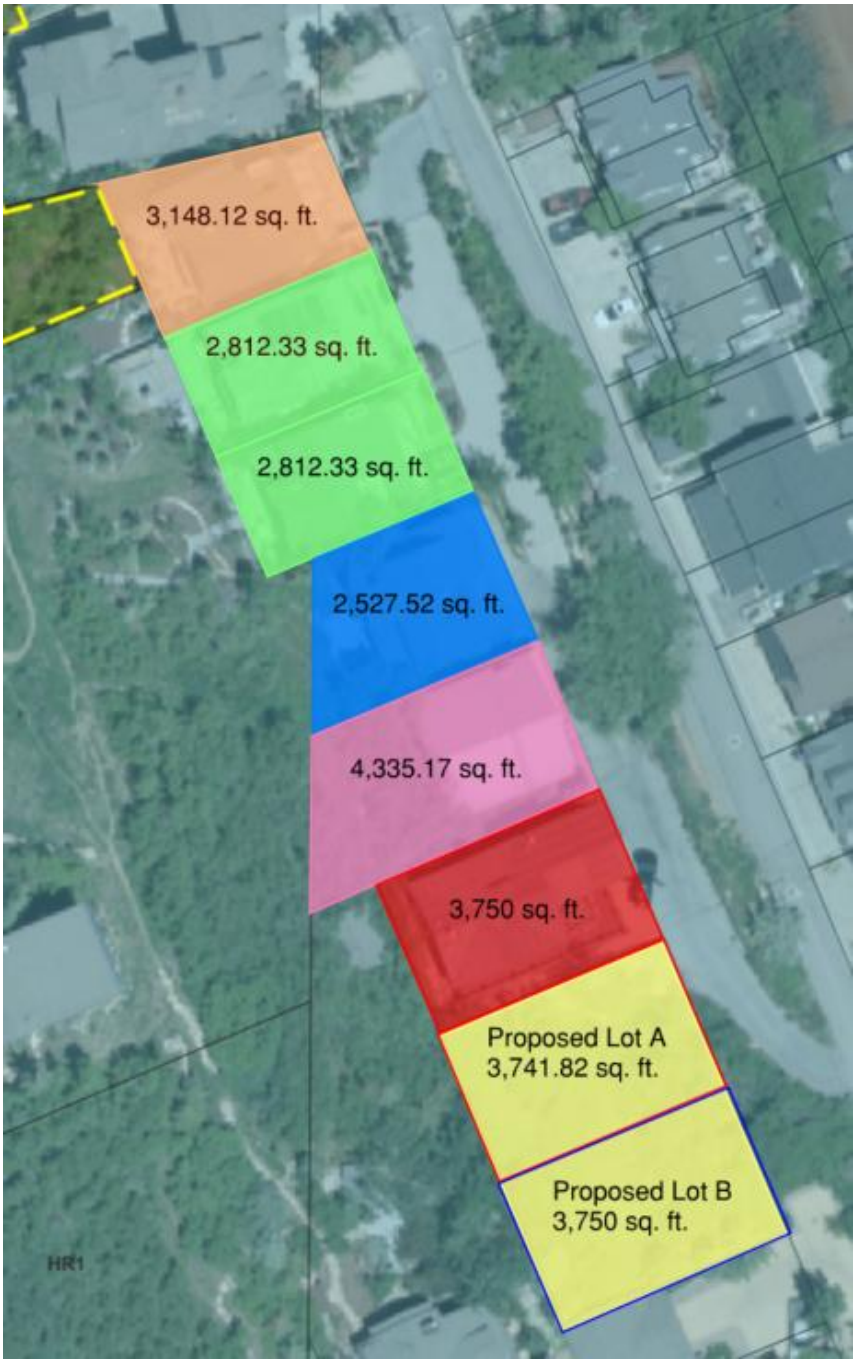


Figure 3: Lot Sizes on Upper Norfolk Avenue, prepared by Staff.

(III) The Development Review Committee reviewed this proposal on August 20, 2024, and requires Conditions of Approval.[2]

The Engineering Department requires the following Conditions of Approval:

1. Driveways must not exceed a 14% Slope pursuant to LMC § 15-3-3(A)(4).
2. The Applicant shall widen Upper Norfolk to 20 feet from the Norfolk Avenue intersection to the northern boundary of Lot A (213 Norfolk Avenue).
3. The Applicant shall obtain an Encroachment Agreement for the private driveway and improvements within the unbuilt Norfolk Avenue ROW.
4. The Applicant shall install and maintain in perpetuity a heating system for Upper Norfolk Avenue ROW from Norfolk Avenue to the northern boundary of Lot A (213 Norfolk Avenue) and shall enter into an Encroachment Agreement with the Engineering Department in a form to be approved by the City Engineer and City Attorney's Office.
5. Improvements to the Upper Norfolk ROW must be completed and approved by the Engineering Department prior to issuance of a Certificate of Occupancy for the SFD at 209 or 213 Norfolk Avenue.

Department Review

The Planning Department, Executive Department, 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 April 29, 2026. Staff mailed courtesy notice to property owners within 300 feet on April 29, 2026. The *Park Record* published notice on April 29, 2026.[3]

Public Input

Staff did not receive any public input at the time this report was published.

Alternatives

The Planning Commission may:

- Approve the 209 Norfolk Avenue Plat Amendment.
- Deny the 209 Norfolk Avenue Plat Amendment 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

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[2] 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 Dominion Energy, the Park City Fire District, Public Works, Public Utilities, and the Snyderville Basin Water Reclamation District (SBWRD).
[3] LMC § 15-1-21

Attachment 1: Proposed Plat
Attachment 2: Shared Access Plans

B: Existing Plat

C: Existing Conditions Survey

D: Supplemental Materials

Planning Department

May 13, 2026

Valley Creek Farm LLC
CC: Douglas Ogilvy

NOTICE OF PLANNING COMMISSION ACTION

Description

Address:	209 Norfolk Avenue 213 Norfolk Avenue
Zoning District:	Historic Residential - 1
Application:	Plat Amendment
Project Number:	PL-24-06189
Action:	APPROVED WITH CONDITIONS (See Below)
Date of Final Action:	May 13, 2026
Project Summary:	The Applicant proposes to create two Lots—a 3,741.82-square-foot Lot (213 Norfolk Avenue) and a 3,750-square-foot Lot (209 Norfolk Avenue)—from four Old Town Lots.

Action Taken

On May 13, 2026, the Planning Commission conducted a public hearing and approved the 209 Norfolk Avenue Plat Amendment according to the following Findings of Fact, Conclusions of Law, and Conditions of Approval:

Findings of Fact

1. 209 Norfolk Avenue (Parcel No. PC-718) is a vacant 7,508-square-foot parcel comprised of Lots 20, 21, 22, and 23 of Block 78 Millsite Reservation to Park City. While the parcel includes four separate Lots, it is under one ownership.
2. The Lots are in the Historic Residential – 1 (HR-1) Zoning District and are located along Upper Norfolk Avenue.
3. The minimum Lot Area in the HR-1 Zoning District is 1,875 square feet for a Single-Family Dwelling (SFD) and the maximum Lot Area is 3,750 square feet. The proposed Lots comply:
    a. Lot A (213 Norfolk) is 3,741.82 square feet.

DRAFT

   b. Lot B (209 Norfolk) is 3,750 square feet.
4. The minimum width of a Lot in the HR-1 Zoning District is 25 feet when measured 15 feet back from the Front Lot Line. The proposed Lots comply:
   a. Lot A (213 Norfolk) is 49.78 feet wide.
   b. Lot B (209 Norfolk) is 50 feet wide.
5. Upper Norfolk Avenue is a steep narrow road that provides access to six other Lots. The Applicant coordinated with the Engineering Department for the proposed access and Right-of-Way (ROW) improvements to Upper Norfolk Avenue.
6. The Applicant proposes an easement on the Plat Amendment to establish shared access between the two proposed Lots.
7. On April 8, 2026, the Planning Commission visited the site and conducted a work session on the proposed access and impacts to Steep Slopes.
8. The Planning Commission finds the proposed access consolidates disturbance to Steep Slopes and complies with Land Management Code (LMC) § 15-2.1-6(C)(3) *Development on Steep Slopes, Access*.
9. The Applicant proposes constructing two SFDs on the newly created Lots. Both SFDs will require a Steep Slope Conditional Use Permit and subsequent Planning Commission review. The design of the two SFDs will also be reviewed by the Planning Director through the Historic District Design Review process.
10. The proposed Plat Amendment requires a shared access easement agreement that minimizes Grading of the natural topography, reduces the need for new retaining walls, and limits retaining wall heights to four feet or less.
11. No Public Street, ROW, or easement is vacated or amended.
12. The Applicant coordinated with the Engineering Department on ROW improvements to Upper Norfolk Avenue, including:
    a. Improvements to Upper Norfolk Avenue and widening to 20 feet from the Norfolk and Upper Norfolk intersection to the north boundary of Lot A (213 Norfolk Avenue).
    b. Installation and maintenance of a heating system for Upper Norfolk from the intersection of Norfolk and Upper Norfolk to the north boundary of Lot A (213 Norfolk Avenue).
    c. Consolidation of access through a shared access easement.
13. The Plat Amendment:
    a. Reduces density from four Old Town SFDs to two SFD Lots in an area with steeply sloped access, reducing the need for four driveways along Upper Norfolk Avenue and consolidating to two through a shared access.

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b. Requires a shared access easement agreement that minimizes Grading of the natural topography, reduces the need for new retaining walls, and limits retaining wall heights to four feet or less.
c. Reduces the maximum Building Footprint by 344 square feet on Steeply Sloped site. The maximum Building Footprint for the four Old Town Lots is 844.5 square feet for each Lot, for a total of 3,378 square feet. The maximum Building Footprint for the consolidation to two Lots is 3,034.
d. Requires greater Setbacks on Steeply Sloped Lots: the proposed Lot widths for the two Lots will result in a five-foot Side Setback which is greater than the three-foot Side Setback required for the existing four Old Town Lots.
e. Contributes to design that is compatible with the character of the Streetscape and the HR-1 Zoning District.
f. Results in Lots compatible with the other Lots along Upper Norfolk Avenue that range in size from 2,812 square feet to 4,335.17 square feet. As a result, the proposed Lot sizes of 3,741.82 square feet and 3,750 square feet are compatible with the character of the Streetscape.

14. The Development Review Committee reviewed this proposal on August 20, 2024, and requires Conditions of Approval, outlined below.
15. Staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on April 29, 2026. Staff mailed courtesy notice to property owners within 300 feet on April 29, 2026. The *Park Record* published notice on April 29, 2026.

Conclusions of Law

1. The 209 Norfolk Avenue Plat Amendment complies with the requirements of LMC Chapter 15-2.2 *Historic Residential – 1 Zoning District*.
2. The 209 Norfolk Avenue Plat Amendment complies with the requirements of LMC § 15-7.1-3(B) *Plat Amendment* and §15-7-1.6 *Final Subdivision Plat*.
3. There is Good Cause for this Plat Amendment.
4. Neither the public nor any person will be materially injured by the proposed Plat Amendment.
5. Approval of the Plat Amendment, subject to the conditions stated below, does not adversely affect the health, safety, and welfare of the citizens of Park City.

Conditions of Approval

1. Driveways must not exceed a 14% Slope pursuant to LMC § 15-3-3(A)(4).

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2. The Applicant shall widen Upper Norfolk Avenue to 20 feet from the Norfolk Avenue intersection to the northern boundary of Lot A.
3. The Applicant must separately obtain approval of an Encroachment Agreement for the private driveway and improvements within the unbuilt Norfolk Avenue ROW prior to plat recordation.
4. The Applicant shall install and maintain in perpetuity a heating system for Upper Norfolk Avenue ROW from Norfolk Avenue to the north boundary of Lot A (213 Norfolk Avenue) and shall enter into an Encroachment Agreement with the Engineering Department in a form to be approved by the City Engineer and City Attorney's Office.
5. Improvements to the Upper Norfolk ROW must be completed and approved by the Engineering Department prior to issuance of a Certificate of Occupancy for the SFD at 209 or 213 Norfolk Avenue.
6. The City Planner, City Attorney, and City Engineer shall review and approve the final form and content of the Plat Amendment for compliance with State law, the LMC, and these Conditions of Approval prior to recordation of the plat.
7. The Applicant shall update the final draft Plat to include the shared access easement (Attachment 2) prior to submitting Plat redlines for City staff review.
8. The Applicant shall obtain approval of and execute the Encroachment Agreement per Condition of Approval 3 and record the Plat Amendment at the County within one year from the date of Planning Commission approval. If recordation has not occurred within one year, this approval for the plat will be void, unless a request for an extension is made in writing prior to the expiration date and an extension is granted by the Planning Director.

If you have questions or concerns regarding this Final Action Letter, please call (435) 640-8683 or email meredith.covey@parkcity.gov.

Sincerely,

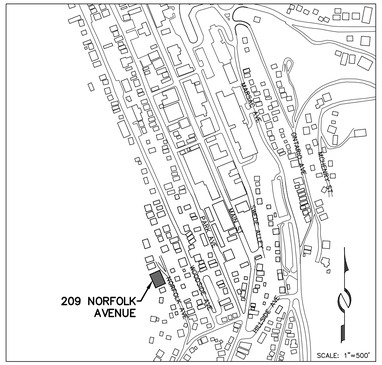
Christin Van Dine
Planning Commission Chair

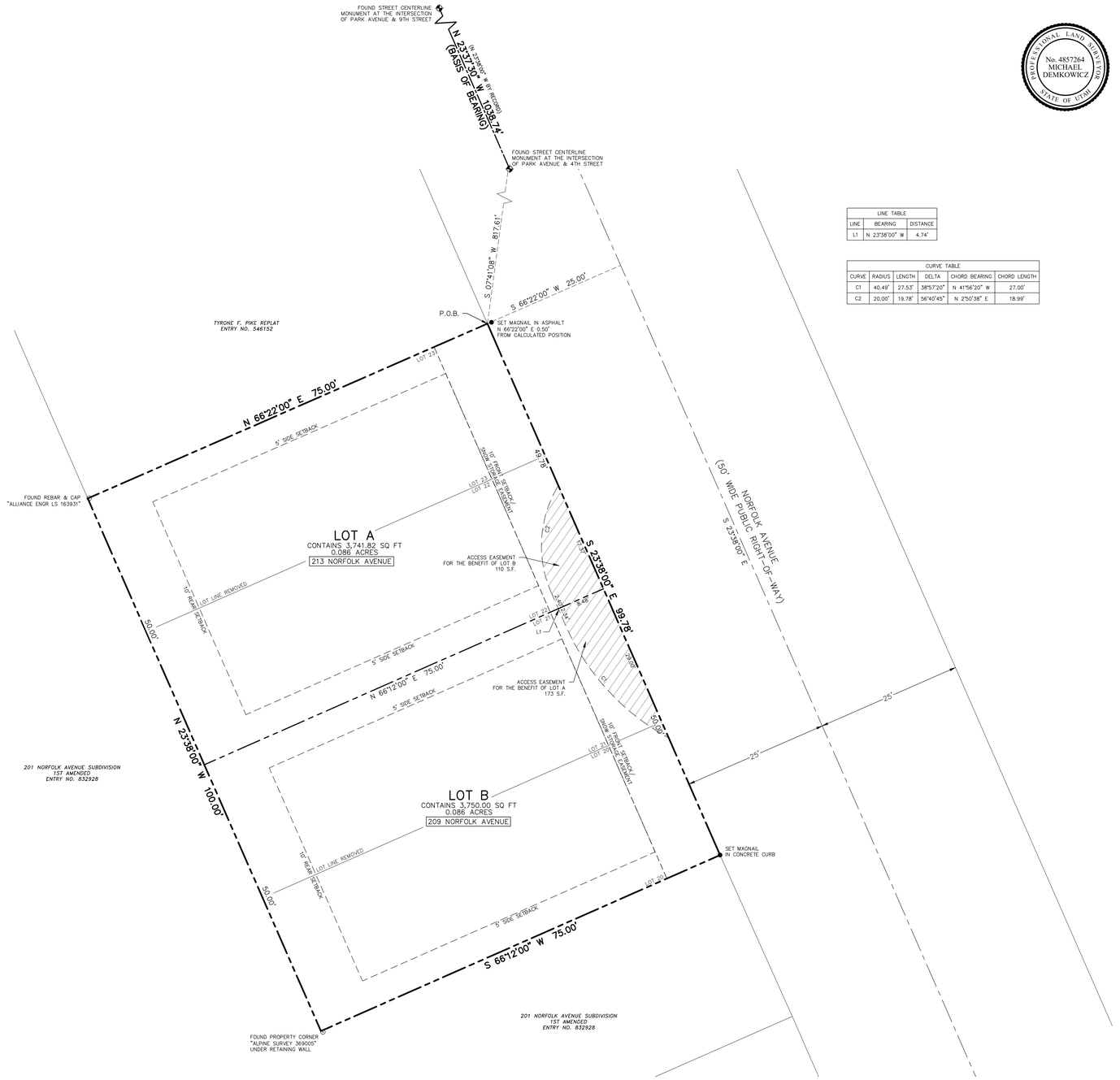
CC: Meredith Covey, Planner II

ATTACHMENTS
1 – Proposed Plat
2 – Shared Access Plans

DRAFT

VICINITY MAP





LINE TABLE		
LINE	BEARING	DISTANCE
L1	N 23°38'00" W	4.74'

CURVE TABLE					
CURVE	RADIUS	LENGTH	DELTA	CHORD BEARING	CHORD LENGTH
C1	40.49'	27.53'	38°57'20"	N 41°56'20" W	27.00'
C2	20.00'	19.78'	56°40'45"	N 2°50'38" E	18.99'

SURVEYOR'S CERTIFICATE

I, Michael Demkowicz, do hereby certify that I am a Professional Land Surveyor in the State of Utah and that I hold License No. 4857264 in accordance with Title 58, Chapter 22, Professional Engineers and Professional Land Surveyors Licensing Act. I further certify that I have completed a survey and have referenced a record of survey map of the existing property boundaries in accordance with Section 17-73-504 and have verified the boundary locations and have placed monuments as represented on the plat. I do further certify that by authority of the owners, I have prepared this subdivision plat in accordance with section 10-20-803, a two lot subdivision of the property described hereon, hereafter to be known as 209 NORFOLK AVENUE PLAT AMENDMENT.

PROFESSIONAL LAND SURVEYOR — No. 4857264 MICHAEL DEMKOWICZ — STATE OF UTAH

LEGAL DESCRIPTION

Lots 20, 21, 22 and 23 Block 78 Millsite Reservation to Park City, according to the official plat thereof on file and of record in the Office of the Summit County Recorder.

The above lots being described as follows:

Beginning at a point that is South 07°41'08" West 817.61 feet from the street monument at the intersection of Park Avenue and Fourth Street, said point being on the westerly right-of-way of Norfolk Avenue, Subdivision No. 1 of Millsite Reservation, Park City Survey said point also being the southeasterly corner of Tyrone F Pike Replat, recorded August 10, 1999, as Entry No. 546152 in the Office of the Recorder, Summit County, Utah; and running thence coincident with said westerly right-of-way South 23°38'00" East 99.78 feet to a corner of 201 Norfolk Avenue Subdivision 1st Amended, recorded December 19, 2007, as Entry No. 832928 in the Office of the Recorder, Summit County, Utah; thence coincident with said 201 Norfolk Avenue Subdivision the following two (2) courses: 1) South 66°12'00" West 75.00 feet; thence 2) North 23°38'00" West 100.00 feet to the southwesterly corner of said Tyrone F. Pike Replat; thence coincident with the south boundary of Tyrone F. Pike Replat North 66°22'00" East 75.00 feet to the point of beginning.

Contains 0.17 acres.

OWNER'S DEDICATION & CONSENT TO RECORD

KNOW ALL BY THESE PRESENTS that the undersigned, on behalf of VALLEY CREEK FAMILY FARM, LLC, a Utah limited liability company, having complied with the requirements of both Statutes and the Recorded Declaration, hereby consents to the recording of this subdivision plat amendment.

VALLEY CREEK FAMILY FARM, LLC, a Utah limited liability company

By: _____
Russell Harris (Manager)

ACKNOWLEDGMENT

State of _____)
:ss
County of _____)

On this _____ day of _____, 2026, Russell Harris personally appeared before me, the undersigned Notary Public, in and for said County and State, being duly sworn, acknowledged to me that he is the manager of VALLEY CREEK FAMILY FARM, LLC, a Utah limited liability company, and that he signed the above Consent to Record for and on behalf of VALLEY CREEK FAMILY FARM, LLC, a Utah limited liability company, and that he acknowledged to me that he executed 209 NORFOLK AVENUE PLAT AMENDMENT.

By: _____
Notary Public

A Notary Public Commissioned in _____

_____
Printed Name

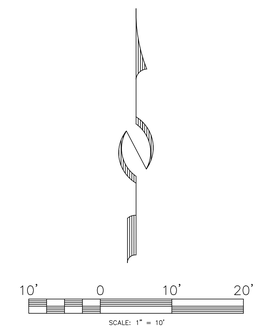
Residing in: _____

My commission expires: _____

Commission No.: _____

NOTES

1. This plat amendment is subject to the Conditions of Approval in the Final Action Letter dated the _____ day of _____, 2026, and on file with the Planning Department (PL-26-_____).
2. Fire sprinklers are required for all new construction, to be approved by the Chief Building Official.
3. See Record of Survey S-0011918 on file with the Summit County Surveyor's Office.



209 NORFOLK AVENUE PLAT AMENDMENT

WITHIN BLOCK 78, MILLSITE RESERVATION,
LOCATED IN SECTION 16, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN
PARK CITY, SUMMIT COUNTY, UTAH

SHEET 1 OF 1

4/8/2026 JOB NO.: 14-4-24 FILE: X:\ParkCitySurvey\dwg\srv\plat2024\140424.dwg

435-649-9467
ALLIANCE ENGINEERING
CONSULTING ENGINEERS | LAND PLANNERS | SURVEYORS
P.O. Box 2664 | 2700 West Homestead Road
Suite 50, 60 | Park City, Utah 84098

SNYDERVILLE BASIN WATER RECLAMATION DISTRICT
REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN WATER RECLAMATION DISTRICT STANDARDS ON THIS _____ DAY OF _____, 2026
BY _____

PLANNING COMMISSION
APPROVED BY THE PARK CITY PLANNING COMMISSION THE ____ DAY OF _____, 2026
BY _____
CHAIR

ENGINEER'S CERTIFICATE
I FIND THIS PLAT TO BE IN ACCORDANCE WITH INFORMATION ON FILE IN MY OFFICE THIS _____ DAY OF _____, 2026
BY _____
PARK CITY ENGINEER

APPROVAL AS TO FORM
APPROVED AS TO FORM THIS _____ DAY OF _____, 2026
BY _____
PARK CITY ATTORNEY

PUBLIC SAFETY ANSWERING POINT APPROVAL
APPROVED THIS _____ DAY OF _____, 2026
BY _____
SUMMIT COUNTY GIS COORDINATOR

RECORDED
ENTRY NUMBER:_____
STATE OF UTAH, COUNTY OF SUMMIT
DATE:_____ TIME:_____
FEE PAID:_____
RECORDED AND FILED AT THE REQUEST OF:_____
_____
COUNTY RECORDER:



DESCRIPTION	DATE

209 & 215 SITE PLAN

209 & 215 NORFOLK AVENUE
PARK CITY, UT 84060

ALLIANCE ENGINEERING
P.O. BOX 2664 | 2700 W. HOMESTEAD RD. STE 50.
PARK CITY, UT 84098 | 435-649-9467

DRAWING BY:
DESIGNED BY: CONNOR DINSMORE 04/08/26
CHECKED BY:
PROJECT No.: 14-04-24

SEAL

FOR REVIEW ONLY

NOT FOR CONSTRUCTION

SHEET
C1.1

X:\ParkCitySurvey\dwg\Projects\215 Norfolk\140424 215 Norfolk.dwg

NORFOLK AVENUE

REMOVE AND RE-GRADE PORTION OF EXISTING UPPER NORFOLK ROAD. INSTALL 3,355SF 7" HEATED CONCRETE W/ 8" UBC

REMOVE PORTION OF EXISTING ROCK WALL AND CONNECT INTO PROPOSED ROCK WALL

TW=7268.0'
BW=7267.0'
H=1.0'

TW=7266.0'
BW=7265.0'
H=1.0'

INSTALL 44LF ROCK WALL
H=1.0' MAX.

TW=7270.0'
BW=7269.0'
H=1.0'

PT: 2+06.49

TW=7265.25'
BW=7264.25'
H=1.0'

TW=7269.0'
BW=7265.0'
H=4.0'

INSTALL 48LF ROCK WALL
H=4.0' MAX.

TW=7270.0'
BW=7266.0'
H=4.0'

TW=7275.5'
BW=7272.0'
H=3.5'

FG=7275.23

INSTALL 14.5LF CONCRETE CURB. REMOVE PORTION OF EXISTING HARDSCAPE

FG=7274.09

20' WIDE ROAD

1+00
UPPER NORFOLK

1+50

2+00

2+19

PC: 1+20.70
PC: 7276.590

FG=7277.04

FG=7271.87

FG=7270.24

TW=7270.0'
BW=7269.0'
H=1.0'

FG=7273.16

TW=7273.0'
BW=7272.0'
H=1.0'

TW=7272.0'
BW=7272.0'
H=0'

INSTALL 35LF ROCK WALL
H=3.5' MAX.

FG=7271.45

FG=7273.57

FG=7273.12

FG=7274.74

FG=7276.22

2:1 GRADING

12' WIDE DRIVEWAY

PROPERTY LINE

PROPERTY LINE

LOT 23
LOT 22
LOT 21
LOT 20

FG=7273.85

FG=7272.50

FG=7273.51

FG=7273.50

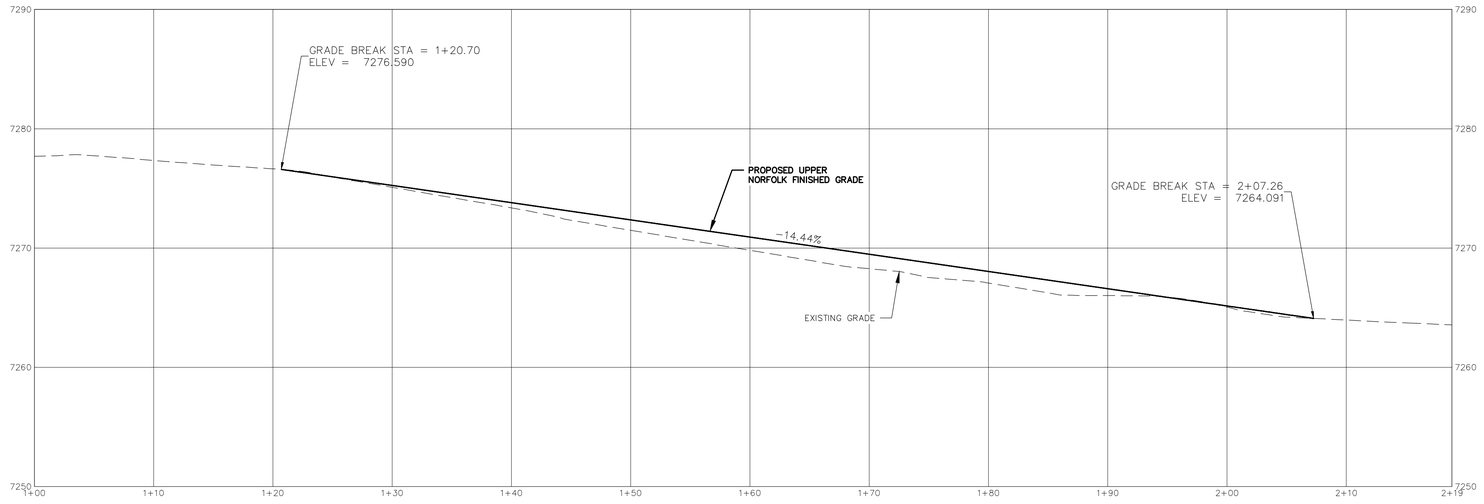
10' WIDE DRIVEWAY

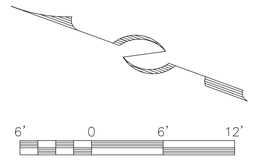
10' WIDE DRIVEWAY

GARAGE FF=7274.0'

GARAGE FF=7274.0'

PROPERTY LINE





	DESCRIPTION	DATE
1		

PLAN AND PROFILE

209 & 215 NORFOLK AVENUE
PARK CITY, UT 84060

ALLIANCE ENGINEERING
P.O. BOX 2664 | 2700 W. HOMESTEAD RD. STE 50,
PARK CITY, UT 84098 | 435-649-9467

DRAWING BY:
DESIGNED BY: CONNOR DINSMORE 04/08/26
CHECKED BY:
PROJECT No.: 14-04-24

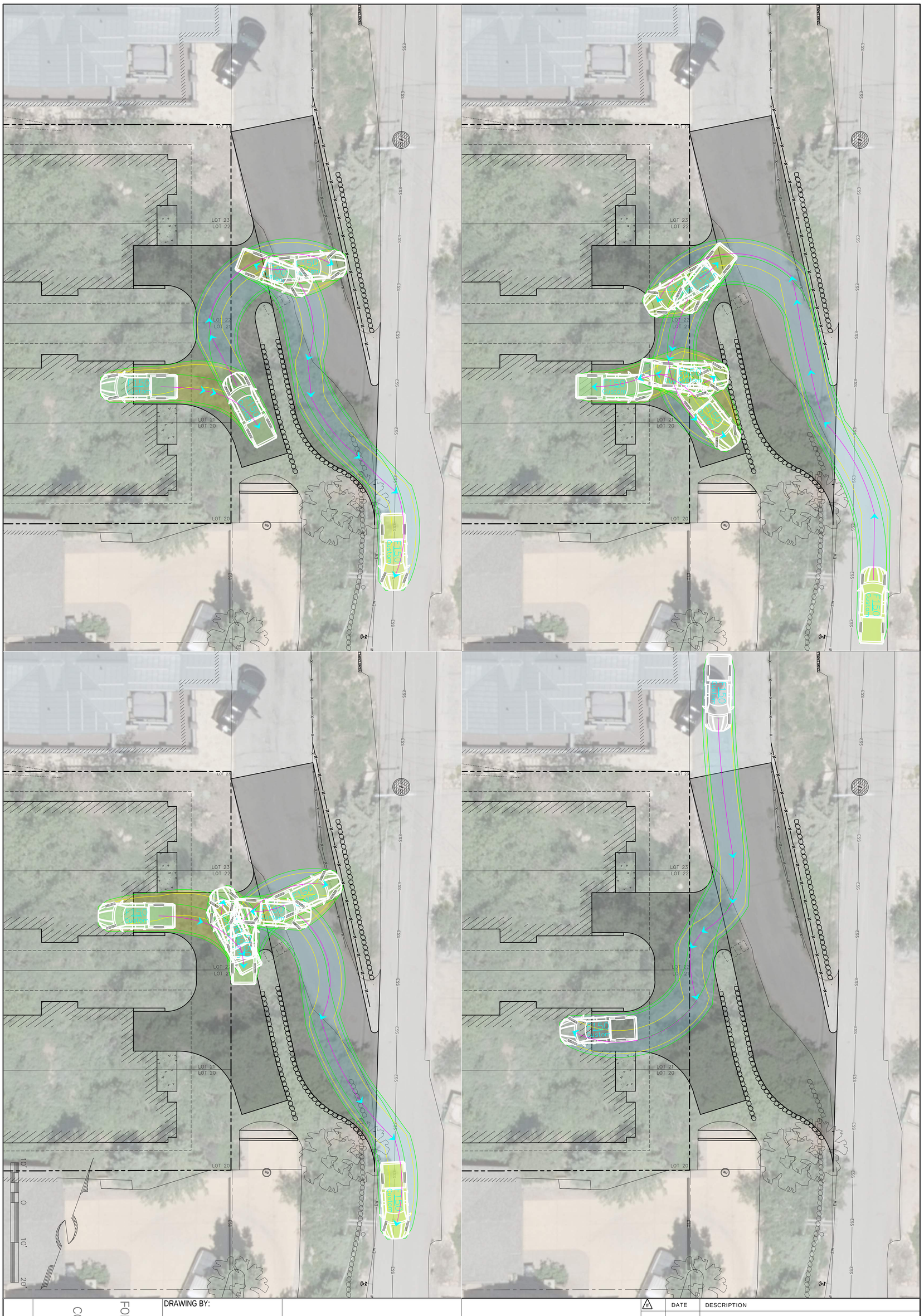
SEAL

FOR REVIEW ONLY

NOT FOR CONSTRUCTION

SHEET
C3.0

X:\ParkCitySurvey\dwg\Projects\215 Norfolk\140424 215 Norfolk.dwg



SHEET	FOR REVIEW ONLY NOT FOR CONSTRUCTION SEAL	DRAWING BY: DESIGNED BY: CONNOR DINSMORE 04/08/26 CHECKED BY: PROJECT No.: 14-04-24

ALLIANCE ENGINEERING
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AUTOTURN EXHIBIT

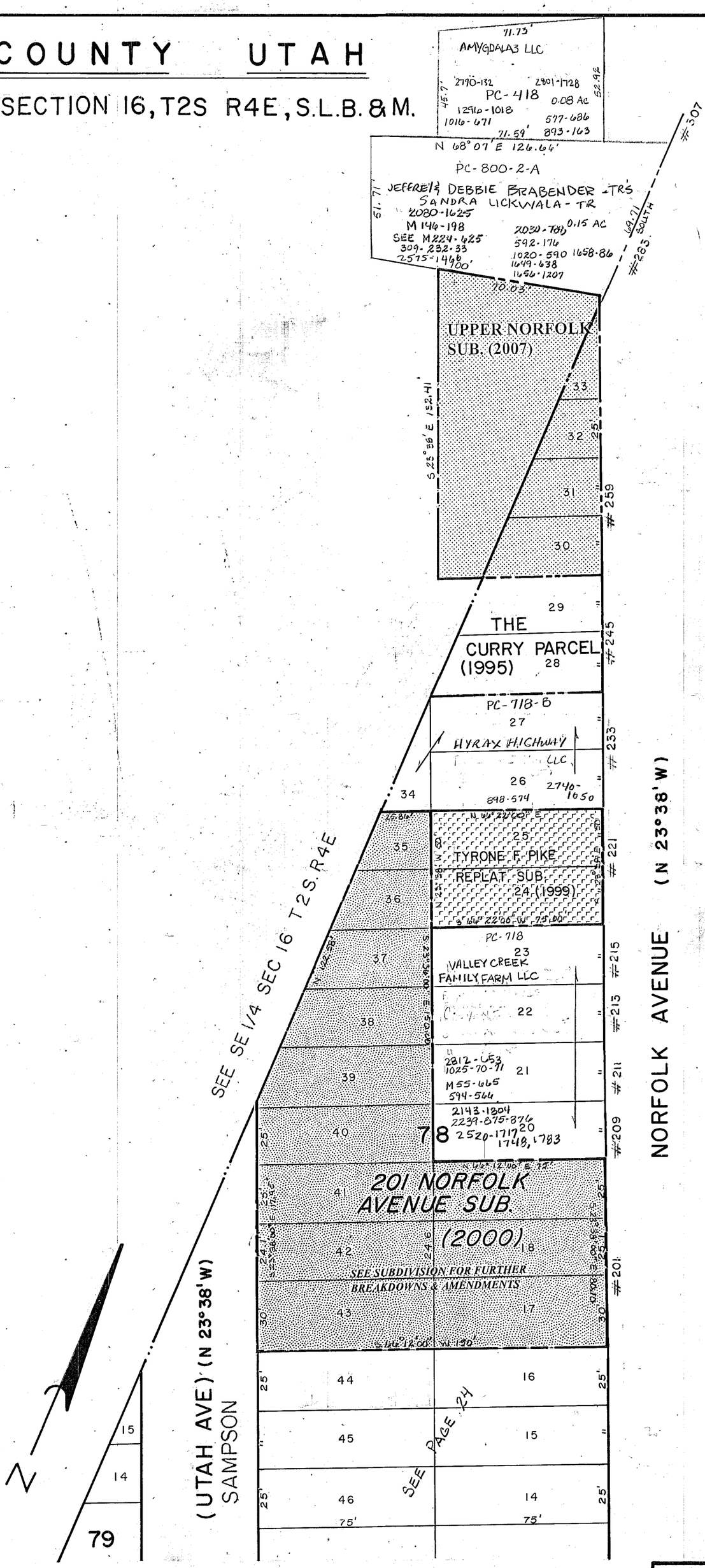
209 & 215 NORFOLK AVENUE
PARK CITY, UT 84060

△	DATE	DESCRIPTION

X:\ParkCityServey\dwg\Projects\215 Norfolk\140424 215 Norfolk.dwg
Page 675 of 684

SUMMIT COUNTY UTAH

PARK CITY - BLOCK 78 LOTS (14-46), SECTION 16, T2S R4E, S.L.B. & M.



NOTE: #REFERS TO STREET ADDRESS

SCALE
ONE INCH 40 FEET

SALT LAKE BLUE 162164

SURVEYOR'S CERTIFICATE

I, Michael Demkowicz, certify that I am a Professional Land Surveyor and that I hold License No. 4857264, as prescribed by the laws of the State of Utah. I further certify that under my direct supervision a survey has been performed on the hereon described property and that to the best of my knowledge this plat is a correct representation of said survey.

PROFESSIONAL LAND SURVEYOR
No. 4857264
MICHAEL DEMKOWICZ
6/28/2024
STATE OF UTAH

NOTES

1. Site Benchmark: Water Meter: Elevation 7278.22'.
2. 209 Norfolk Avenue Park City, Utah is Parcel No. PC-718.
3. The property was undeveloped/vacant at the time of the survey.



435-649-9467
ALLIANCE ENGINEERING
CONSULTING ENGINEERS | LAND PLANNERS | SURVEYORS
P.O. Box 2664 | 2700 West Homestead Road
Suite 50, 60 | Park City, Utah 84098

STAFF:
RICHARD STEPHENS
MARSHALL KING
MEGAN BLOSSER
MARK THOMAS

DATE: 6/27/2024

EXISTING CONDITIONS
209 NORFOLK AVENUE
PARK CITY, UTAH

FOR: DOUG OGILVY
JOB NO.: 14-4-24
FILE: \\10.0.0.5\x\ParkCitySurvey\dwg\srv\topo2024\14-4-24 209 Norfolk\140424 209 Norfolk.dwg

SHEET 1 **OF** 1

209 NORFOLK PLAT AMENDMENT
PL-20-06-189

Tax Parcel PC-718
(The "Property")

April 9, 2026

Project Intent
In 1887, the Plat of Subdivision No 1 of Mill-site Reservation established four standard City lots on the Property. Lots 20, 21, 22 & 23 are each nominally 25' x 75'. Given the steep terrain and height above finished grade of Norfolk Avenue below, creating access to four individual homes on the Property would be difficult. The Applicant proposes to create two single family residential lots by amending the plat for the Property. The two new lots will be nominally 50' x 75' with total area of 3742 sf and 3750 sf, consistent with the HR-1 zoning of the property. The proposed plat amendment would permit construction of two single family homes. Historical records show two homes on the property around 1907. The proposed street numbers are **209 Norfolk** for the south lot and **213 Norfolk** for the north lot. Application was made in 2024. After multiple meetings with City staff and several design iterations, the Applicant presented an access plan to Planning Commission on April 8, 2026 that was well received.

Norfolk Avenue
North of the Property, Norfolk Avenue is split between an upper and lower roadway with approximately 10' of elevation difference between the two roadways. The upper roadway provides access to six homes (one of which was recently demolished). South of the Property, Norfolk Avenue is also split with the upper roadway providing access to two homes.

At the time of developing the first home on either 209 or 213 Norfolk, the Applicant will agree to reconstruct the upper roadway of Norfolk Avenue from the north boundary of 213 Norfolk down to the intersection with the lower roadway of Norfolk Avenue. The reconstructed section of Norfolk Avenue will have a width of 20' at the request o City Engineering Department and will be realigned to reduce average grade from ~17.5% down to ~14.5% as shown on attached site plan. The reconstruction of Norfolk will require a plan for storm water management approved by City Engineering. An encroachment agreement will be required to install a snowmelt system within the reconstructed Norfolk Avenue. Alignment and grading of proposed road reconstruction shown on attached site plan.

Access to Two Homesites
As reviewed by Planning Commission on April 8th, the proposed access to the property is a shared driveway serving the two new lots. The shared driveway will require an encroachment agreement from the City since approximately half of it is within the Norfolk Avenue ROW. Attached site plan shows location of two homes proposed for the Property. The shared driveway will include cross access easements as shown on the plat.

Conditions of Approval
In addition to typical COAs, the Applicant proposes a COA that requires recording these two encroachment agreements in forms acceptable to City Engineering and Legal departments at time of plat recording. A second COA would be for substantial completion of the reconstruction of Norfolk Avenue prior to occupancy permit for the first home to be built on the Property. (The boiler system for the snowmelt will be within the first home.) Lots will also be subject to requirement for Steep Slopes CUP and HDDR approval prior to development.

209 NORFOLK AVENUE

50' 0 50' 100'

435-649-9467

ALLIANCE ENGINEERING

CONSULTING ENGINEERS | LAND PLANNERS | SURVEYORS

P.O. Box 2664 | 2700 West Homestead Road
Suite 50, 60 | Park City, Utah 84098

STAFF:
MARSHALL KING
MEGAN BLOSSER

DATE: 5/1/2024

AERIAL PHOTOGRAPH
209 NORFOLK AVENUE
PARK CITY, UTAH

FOR: DOUG OGILVY
JOB NO.: 14-4-24
FILE: X:\ParkCitySurvey\dwg\PlatExhibits\2024\140424 aerial.dwg

SHEET 1 **OF** 1



209 Norfolk looking southwest



209 Norfolk looking west



209 Norfolk looking northeast



209 Norfolk looking south


6/2017
209 Norfolk Ave
Public ROW - Approximate