



**PARK CITY MUNICIPAL CORPORATION  
PLANNING COMMISSION MEETING MINUTES  
COUNCIL CHAMBERS  
MARSAC MUNICIPAL BUILDING  
MARCH 25, 2026**

**COMMISSIONERS IN ATTENDANCE:** Christin Van Dine (Chair), Henry Sigg, John Frontero, Rick Shand, Grant Tilson

**EX OFFICIO:** Rebecca Ward, Planning Director; Alec Barton, Senior Planner; Lillian Zollinger, Planner III; Nan Larsen, Senior Planner; Mark Harrington, Senior City Attorney; Elissa Martin, Project Planning 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 are present with the exception of Commissioner Seth Beal.

There was a Site Visit earlier in the day at Park City Mountain Resort, where some Commissioners and members of the public were in attendance. A recording of the visit will be available shortly for those who were unable to attend the Site Visit in person.

**2. STAFF AND BOARD COMMUNICATIONS AND DISCLOSURES**

**A. General Plan Implementation and Planning Commission Liaisons.**

Planning Director, Rebecca Ward, reported that there are several Board and Planning Commission terms that will end in the near future. There is currently an application process open. Those interested can submit applications until April 8, 2026.

Senior Planner, Alec Barton, thanked the Planning Commission for their work, as there was a review of the General Plan over four Work Sessions. Based on those discussions, priorities for implementation were recommended. In February, the City Council reviewed the recommended priorities from the Commission and voiced their support. Over the next year, Staff will return to the Planning Commission with recommended updates to the Land Management Code ("LMC") based on the identified priorities. Staff requests a Commissioner to serve as a liaison for each of the categories identified as priorities.

Chair Van Dine noted that it would make sense for each Commissioner to be a liaison for one item. There was discussion about the liaisons and the following was determined:

- Open Space Preservation – Christin Van Dine;
- Affordable Housing – Rick Shand;
- Community Character – Henry Sigg;
- Transportation – John Frontero;
- Sustainability – Seth Beal; and
- Emerging Technology – Grant Tilson.

### 3. PUBLIC COMMUNICATIONS

Chair Van Dine informed those present that there will not be public hearings held on the Work Session items. However, those items will come back in the future as Regular Agenda items and public comments can be shared at that time. Those interested in submitting public comments on an item can do so at the email: [planning@parkcity.gov](mailto:planning@parkcity.gov).

There were no public communications.

### 4. WORK SESSION

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

Planner III, Lillian Zollinger, and Senior Planner, Nan Larsen, explained that the first Work Session item relates to Conditional Use Permits (“CUP”) at Park City Mountain Resort. This has to do with upgrades to the Silverlode and Eagle lifts. Earlier this morning, members of City Staff, Planning Commission, and Staff from Park City Mountain Resort conducted a Site Visit. There was a recording completed, which will be available by the end of the week. In the meantime, public comments can be sent to [planning@parkcity.gov](mailto:planning@parkcity.gov). All of the comments received prior to publication of the Meeting Materials Packet have been included. Comments submitted after that time have been forwarded to the Commission for consideration. Staff will notice all future public hearings.

There are two CUP applications for lift upgrades. The first CUP is to replace the Silverlode six-passenger lift with an eight-passenger lift. The proposal is to maintain the same alignment. The second CUP is to remove the existing Eagle and Eaglet lifts and replace it with a six-passenger lift in a new alignment. The goal of the Work Session is to review the criteria of the Recreation and Open Space (“ROS”) Zoning District as well as the CUP, Sensitive Land Overlay (“SLO”), and Ski Lift and Tramway criteria.

This site is located in the ROS Zoning District. As currently proposed, the ski lift upgrades comply with setbacks as well as height. The ski lift towers comply with the 2022 Planning Director Height Exception, which is included as an exhibit in the Meeting Materials Packet. Images were provided by the applicant to illustrate the location of the proposed lifts.

There are 17 criteria for a CUP and those details are outlined in the Staff Report. The Development Review Committee reviewed the proposal and found there were no substantive issues. The criteria regarding parking, traffic, and transportation will be reviewed at a future meeting when the project returns to the Planning Commission.

Planner Larsen shared information about the SLO. Both the Silverlode and Eagle lifts are within the SLO and the applicant submitted a Sensitive Land Analysis and other materials. The Slope Analysis indicated that no Very Steep Slopes are disturbed with construction and the construction is located at least 48 feet from Very Steep Slopes. The applicant plans also address revegetation of disturbed areas as well as temporary and permanent erosion control. There are two mitigating conditions recommended by Staff, which are listed in the Staff Report. The conditions will ensure revegetation and erosion control.

There was a Ridgeline Analysis provided by the applicant. The Silverlode top terminal is below the ridgeline, but still within a Ridge Line Area buffer. Planner Larsen reported that the proposed changes will not increase the level of encroachment into the buffer area. The top terminal is minimally visible from Park Meadows Country Club and the Park City Hospital vantage points. The proposed Eagle lift is also below a ridgeline and within a Ridge Line Area buffer. This is true for both the existing Eagle and Eaglet lifts. The proposed Eagle lift will consolidate the two top terminal encroachments into one. She noted that the top terminal is minimally visible from certain vantage points in Park City.

The LMC prohibits disturbance within 50 feet of a wetland or stream corridor, but no wetlands or streams will be impacted by the proposal. The applicant also submitted a Wildlife Habitat Report and Staff recommends seven Conditions of Approval to mitigate wildlife impacts. The Silverlode lift follows the existing alignment, which reduces impacts to new areas of disturbance. It limits new disturbance to the bottom terminal accessory building. The Forestry Board reviewed the proposal and requires three Conditions of Approval. Those conditions have to do with reducing fire fuels in an amount equal to the clearing required for the proposed lift upgrades, as well as the removal of dead and dying vegetation for improved defensible space near the Crescent Ridge Condominiums.

The location of the ski lift requires compliance with 12 criteria outlined in the LMC for passenger tramways and ski base facilities. Planner Larsen reiterated that parking, traffic, and transportation will be reviewed when the project returns to the Commission.

The Park City Mountain Resort team introduced themselves to the Planning Commission. Vice President and Chief Operating Officer of Park City Mountain, Deirdra Walsh, commented that it was nice to see the commissioners on the mountain earlier in the day. Vice President of Mountain Operations, Chris Ingham, and Director of Mountain Planning, Zach Perdue, are also present at the Planning Commission Meeting. Ms. Walsh explained that context will be provided for the upgrades of the Silverlode and Eagle lifts.

There is an ongoing commitment to improve the guest experience at the resort. The proposed Eagle project is to replace the current Eagle and Eaglet lifts with a high-speed, six-passenger detachable lift with a new mid-station. This project is intended to improve circulation, provide more options, and reduce wait times. The proposed Silverlode project is to replace the six-passenger lift with an eight-passenger lift. This will reduce wait times at one of the most popular parts of the mountain. Ms. Walsh informed the Planning Commission that these projects will improve guest circulation in and around the mountain.

The resort values inclusivity, belonging, connection, exploration, and fun. Park City Mountain is passionate about introducing people to a beloved sport and creating lasting memories for guests. Ms. Walsh explained that there is also a desire to be a steward. This is done by supporting organizations, initiatives, and projects that share similar values. Ensuring that Park City Mountain is a leader in accessibility is important, so there are partnerships with the National Ability Center, Youth Sports Alliance, SOS Outreach, and the Make-A-Wish Foundation. As for environmental stewardship, this is demonstrated through ongoing investments in sustainability and protection of the mountain environment. There are partnerships with the Mountain Trails Foundation, Summit Land Conservancy, Swaner EcoCenter, and Recycle Utah. There is also a commitment to a Zero Net Operating Footprint by 2030. In addition, there are community partnerships and work is done with the City, County, Chamber, transit partners, local businesses, and local non-profit partners in order to achieve broader community goals.

Investing in the mountain is important to Park City Mountain Resort. There have been substantial long-term capital investments made since 2015. It is estimated that the investment is approximately \$171 million since 2015. This includes many projects, such as investments in lift infrastructure, expanding and constructing restaurants, improvements in snow making, and improvements to the arrival experience. Investments are made intentionally to ensure reliability, modernization, and accessibility.

Ms. Walsh shared information about the arrival experience. There is a Parking Management Plan that is working well. The plan was developed in cooperation with the City in anticipation of these lifts back in 2022. The resort has remained committed to the plan. She noted that the overall flow has improved, congestion at peak times has been reduced, and a more predictable arrival experience has been created for guests.

Ms. Walsh emphasized the commitment to stakeholder outreach. There has been engagement with a variety of community members, including adjacent property owners, resort employees, base area businesses, and the general public. This was done through meetings and a public open house. There is a commitment to continuing this outreach throughout the review process. She asked team members to continue the presentation.

Mr. Ingham explained that he is the Vice President of Mountain Operations at Park City Mountain. He provided information about his work background and reported that there is familiarity with flow, circulation, and the core operations of the resort. Mr. Perdue stated

that he will review the planning and design framework for the CUP applications. At a high level, both of these projects represent lifecycle lift replacements within established lift corridors. The upgrades are designed to improve circulation and distribution of the existing guests, moving people more efficiently through the ski area. It will reduce congestion at key nodes and balance use across the mountain. The improvements do not expand skiable terrain, but focus on modernizing the existing infrastructure.

Unlike in 2022, there are no concurrent base area redevelopments proposed. Another key difference is that these applications are being filed separately, whereas in 2022, the applications were filed together under a single application. The projects are now before the Planning Commission as two separate CUP applications. The applications will be evaluated under the provisions of the LMC and will be reviewed for consistency with the General Plan. As for the Silverlode replacement project, there is now a maintenance support component included. This will be located at the bottom terminal. It is an operational improvement that will allow employees to more efficiently service lift carriers during the season, which improves reliability and increases employee safety.

Mr. Perdue explained that these projects are the most effective way to address consistent feedback received from guests, employees, and the broader community. From an operational standpoint, there continues to be sustained demand seen at key lifts. While the permitting approach has evolved and there were some targeted refinements made, the core need and benefit of the projects have remained the same. He reiterated that there is a need to improve circulation, reduce wait times, and create a positive experience.

The primary objective is to modernize the aging lift infrastructure while improving operational reliability and skier circulation within the existing ski area. Mr. Perdue reported that the Eagle lift was installed in 1993, the Eaglet lift was installed in 1995, and the Silverlode lift was installed in 1996. Over time, lift technology and operational standards have evolved. Lift replacement cycles are an important part of maintaining a safe, efficient, and reliable mountain transportation system. These projects will replace older lift technology with modern detachable lift systems. These newer systems offer improved reliability, better loading and unloading, and increased uphill capacity. Both lift replacements are designed to improve the way guests move through the mountain.

Mr. Perdue explained that none of the proposed projects expand skiable terrain or introduce a new base access point. The lifts remain confined to the established lift corridors and continue to serve the terrain that already exists. The proposal is for infrastructure upgrades within the existing operational footprint of the ski area rather than expansion projects. The resort has been contemplating these lift replacements for nearly 30 years as part of long-range resort planning. The Mountain Upgrade Plan anticipated ongoing modernization of the lift infrastructure as the ski area evolved over time.

The CUP process allows the Planning Commission to evaluate the projects against the standards contained within the LMC. As part of the review, the projects have been

reviewed for alignment with the General Plan. These projects support several key objectives in the General Plan, including modernization of recreational infrastructure, continued support for recreation based operations that are central to the economy, and implementation of responsible environmental mitigation practices during construction.

Mr. Perdue discussed the environmental considerations. Both lift replacements have been planned and designed to minimize environmental impacts to the greatest degree practical. Since the projects occur within established lift corridors, the disturbance footprint is limited. There are no anticipated impacts to streams or wetlands and there are no permanent impacts to wildlife habitat or migration corridors. The vegetation removal is expected to be minimal and confined to areas that are already maintained for lift operations. The impacts will be mitigated at a 1:1 ratio. During construction, erosion control measures will be implemented to stabilize slopes and prevent sediment loss.

Information about the Eagle lift replacement project was shared. Mr. Perdue reported that the Eagle project will replace the existing Eagle and Eaglet lifts, both of which are fixed-grip chairlifts. The proposal is to replace it with a modern six-passenger high-speed detachable lift. This will not create a new base access point, but will continue to serve the existing base area. He explained that the replacement will modernize aging infrastructure that has been in service for over three decades. The new detachable system will improve operational reliability and resiliency, particularly during variable weather conditions. From a circulation standpoint, the Eagle replacement will improve how guests move from the Mountain Village base area to the mid and upper portions of the mountain. Additional information about circulation was shared with the Commission.

A key design feature of this project is the inclusion of a mid-station unload. In addition to helping reduce congestion at base area lifts, the mid-station provides an important operational benefit. Mr. Perdue explained that it allows guests to access terrain that is appropriate for the beginner and lower intermediate skier and rider ability levels.

The replacement lift is approximately 5,800 feet long and rises approximately 1,600 vertical feet. It will transport guests from the lower to the upper terminal in under six minutes. The new lower terminal will be located approximately 150 feet downhill from the current Lower Eagle terminal location and is roughly four feet lower in elevation. The slight repositioning will improve loading operations and aligns with the surrounding skier circulation. The upper terminal will be positioned just uphill of the existing King Con terminal at an elevation of approximately 8,526 feet. In terms of capacity, the new lift is a significant upgrade. The current Eagle transports passengers uphill at a rate of 1,200 passengers per hour, but the proposal will result in an uphill capacity of 2,800 per hour.

The upper and lower terminals are both approximately 30 feet wide by 70 feet long and are roughly 25 feet in height. Mr. Perdue reported that the replacement lift will include 15 towers with an average height of approximately 40 feet. In accordance with the LMC, the towers will have a matte, non-reflective, galvanized finished. He noted that the lift will

also include a mid-station location, which is located approximately 2,600 feet above the bottom terminal. It will have an elevation of 7,440 feet. Guests traveling to that mid-station should reach that point in approximately two and a half minutes. The mid-station will create a smoother learning progression and instill confidence in beginner guests.

The environmental impacts associated with the Eagle project remain confined to the existing lift corridors for the Eagle and Eaglet lifts. The surface disturbance is estimated to be less than 5 acres in total, primarily associated with the new terminal locations and tower installations. There will be some additional surface disturbance associated with the removal of the Eagle and Eaglet lift infrastructure, but the direct surface disturbance amounts to less than a quarter acre for those components. The replacement lift corridor will be cleared to a 60-foot safety envelope, which is consistent with modern lift safety standards and is compliant with the Utah Passenger Ropeway Safety Committee requirements. Most of this clearing occurs on the upper portions of the mountain, resulting in approximately 3.7 acres of vegetation clearing. There is an additional 1.8 acres of clearing that occurs around the mid-station area. This clearing is to allow guests to unload at the mid-station and then safely merge into the existing ski terrain. In total, the project results in approximately 5.5 acres of vegetation clearing. There are no anticipated impacts to streams or wetlands, but there is an existing culvert that conveys water. The culvert will not be impacted during lift installation and will remain protected.

Information about the Silverlode lift replacement was shared. Mr. Perdue reported that the Silverlode project will replace the existing six-passenger detachable chairlift with a modern eight-passenger detachable lift. This replacement will occur within the same alignment as the existing lift and will continue to operate within the established lift corridor. The purpose of the project is to improve mid-mountain circulation and reduce wait times at one of the most important distribution points on the mountain. Silverlode functions as a central hub within the ski area and connects guests to the more popular terrain.

In addition to the lift replacement, the project introduces a small operational maintenance component that will be located near the bottom terminal location. This is a dedicated operational space that is intended to support in-season carrier service and routine lift operations. The proposed Silverlode lift will be approximately 5,275 feet in length and will rise approximately 1,300 vertical feet. It will transport riders from the lower terminal to the upper terminal in under six minutes. The uphill capacity will increase from the existing 3,000 passengers per hour to 3,600 passengers per hour, which will allow the lift to more effectively move guests through the central circulation point and reduce times during peak periods. Both terminals measure approximately 40 feet wide by 80 feet long and are approximately 25 feet high. There is a slightly larger footprint with these terminals.

The replacement lift will include 14 towers with an average height of 44 feet, which is consistent with the existing towers on the site. Mr. Perdue reported that the towers will feature a matte, non-reflective, galvanized finished to reduce visual reflectivity. The maintenance component will be located near the bottom terminal of Silverlode. This

building is approximately 1,800 square feet, measuring roughly 24 feet wide and 75 feet long, with 28 feet in height. This is not a guest serving facility, and it will not include retail, food service, or any other public use. It will allow the lift maintenance teams to operate more efficiently. This will improve operational reliability and enhance employee safety.

The environmental impacts associated with the Silverlode replacement project are limited and confined to areas that are already developed. The new surface disturbance is estimated to be less than a quarter acre in total, primarily within the existing terminal areas as well as at existing and proposed tower locations along the lift corridor. Mr. Perdue explained that the existing tower locations will be removed and restored to a natural state following construction. There are no anticipated impacts to streams or wetlands associated with this replacement project. There is an existing culvert, but that culvert will remain in place and will not be impacted by the proposed construction activities.

Mr. Perdue reported that the lift corridor will widen slightly from approximately 60 feet to 70 feet in order to meet modern lift safety standards and comply with the Utah Passenger Ropeway Safety Committee requirements. That widening results in less than one acre of additional vegetation clearing. He emphasized that vegetation removal for both projects will be mitigated at a 1:1 ratio. Since these projects occur within established lift corridors, environmental impacts are limited with standard construction mitigation practices. The Eagle and Silverlode replacements represent upgrades to existing ski areas and will improve circulation and reliability. This will enhance the guest experience.

Commissioner Rick Shand thanked the applicants for hosting the Planning Commission during the Site Visit. He noted that during the Site Visit, it was stated that the maintenance building would serve other lifts as well. Since the maintenance building will service other lifts, he asked if there is another location where it could be placed. Mr. Perdue clarified that there is a benefit to having it immediately adjacent to the lift. Typically, when a maintenance facility is installed, it is directly connected to a lift. When there is a detached building approach, the chair needs to be broken down, key components need to be separated, and those components need to be transported from one place to another.

Commissioner Henry Sigg asked if there would be hours of operation for the maintenance facility. He wanted to know if it would be used for after-hours operation or if it would be active during resort operations. Commissioner Sigg also wanted to know if there is a Circulation Plan for resort transportation vehicles to the maintenance facility. Mr. Perdue reported that the facility will enable the resort to maintain productivity while being available for response. This will limit the amount of transport that needs to occur for maintenance.

Commissioner Sigg wanted to know if there are concerns about skier and maintenance vehicle conflicts. He also wanted to know if there is a circulation protocol in place. Mr. Perdue reported that there is already management for vehicle movement on the mountain. Commissioner Grant Tilson asked for clarification about the color of the lift towers. The Staff Report mentions that these will be black, but more recent lifts installed

at Park City Mountain have unpainted towers. It was clarified that consistent with the LMC, there will be a matte, non-reflective, galvanized finish on the lift towers. Commissioner Tilson asked that the Staff Report be updated to remove the reference to black. Planner Zollinger offered to double check what is proposed and required.

Commissioner John Frontero stated that the Site Visit was helpful. For the Silverlode lift, he wanted to know if the towers will be changed out. Mr. Perdue stated there will be a replacement of the towers and the foundation locations, but the alignment will remain.

Planner Larsen posed the following questions to the Planning Commission:

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

Commissioner Frontero noted that future meetings will address different items, such as transportation. The current conversation is focused on the CUP and SLO criteria. He does not have any further requests regarding the evaluation of the SLO. However, he would like to better understand the Silverlode tower replacement and the amount of disturbance that it will create. Commissioner Frontero asked about the capacities of the different lifts. In the submitted narrative, the applicant makes a statement that the capacity will not increase, but that does not seem to be the case. He asked for clarification in the submitted materials. Director Ward clarified that with the CUP process and Planning Commission review, there are 17 criteria in the CUP code. For a ski lift, there is an additional section of code that will apply with another 12 criteria. All of those are outlined in the Staff Report, but she wanted to know if additional information is needed.

Commissioner Tilson finds that the application is complete. He noted that the Site Visit earlier in the day was informative. There is no additional information he needs for the CUP or SLO at this time. There will need to be a future discussion about transportation. He pointed out that there will be a public hearing held in the future and that might raise additional questions. Chair Van Dine reported that this item will return to the Commission.

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

Planner Barton reported that the second Work Session item is related to LMC Amendments for Telecommunications Facilities and Emerging Technologies. In October

2025, the Planning Commission recommended updating the regulations for Telecommunications Facilities. In February 2026, the City Council voiced support for the recommended priorities from the Planning Commission. Planner Barton discussed Technology Strategy 4A: Support the integration of Smart City Infrastructure and technology that supports energy efficiency and renewables. The action item is as follows:

- Ensure the City's use and regulations accommodate emerging technologies, including small wireless facilities and smart infrastructure.

Information about the existing conditions was shared. LMC Section 15-4-14 was last updated almost 25 years ago. There are limited design requirements for telecommunications facilities and no co-location requirements. More recently, the City adopted Small Wireless Facilities Design Standards for facilities in public rights-of-way. These require co-location unless the applicant is able to demonstrate that it is not feasible to co-locate that infrastructure. There are also detailed design standards, but this only applies to infrastructure located in City rights-of-way. There could be an opportunity to adopt similar standards for telecommunications facilities on private property.

Planning Intern, Chandler McNelis, has looked at telecommunications regulations in communities throughout the United States. She presented her research on smart wireless infrastructure to the Commission. Smart wireless infrastructure supports:

- Economic vitality;
- Public safety and emergency response;
- Tourism and seasonal populations;
- AI-enabled and data-driven systems; and
- Long-term resilience.

Connectivity is becoming essential for infrastructure, and planning for it now ensures long-term resilience rather than reactive decision-making in the future. Intern McNelis reported that this effort directly aligns with the General Plan, especially when it comes to preserving community character. Infrastructure like this can impact neighborhood identity and the pedestrian experience. The American Planning Association emphasized that resilient cities integrate emerging technologies into existing community values rather than treating them as separate systems. Intern McNelis explained that the question is how to support technology while still protecting what makes Park City unique.

The telecommunications code was last updated in 2002. This predates small wireless facilities, distributed antenna systems, and smart city technology. As a result, the code does not fully address how these newer systems should be designed or where these systems should be located. This creates a risk of inconsistent and reactive infrastructure placement. Intern McNelis shared several different case studies with the Commission.

In Napa, California, the approach emphasizes co-location on existing structures, color matching and concealment, and careful placement within the right-of-way. Intern McNelis explained that infrastructure can be functional while still reinforcing community aesthetics.

Another case study is Jackson, Wyoming, which is relevant, because it is a mountain resort community. Their regulations prioritized scenic preservation, camouflaging and blending with the surrounding environment, and minimizing impacts on the pedestrian experience. In Savannah, Georgia, there is a more regulatory approach through a formal permitting system. There are specific permits for small wireless facilities, with height limits in historic and residential areas. There is also strong right-of-way oversight. The next case study was Alexandria, Virginia, which integrates wireless infrastructure into historic district planning. Their strategies include stealth installations, underground conduit planning, coordination with historic review boards, and long-term infrastructure planning.

Commissioner Shand asked for clarification about the terms used. Intern McNelis explained that small wireless facility is a broad term used to describe mobile communication antennas throughout cities. "Small" does not necessarily refer to the amount of data, because some are built to send and receive large amounts of data.

Commissioner Shand wanted to know who owns the equipment. Intern McNelis explained that it varies. If something is on a private development, it could be built and executed by a private entity, but when in the right-of-way, the City has some ownership.

There were several best practices seen throughout the different case studies:

- Design-based standards;
- Co-location requirements;
- Stealth and concealment techniques;
- Right-of-way coordination; and
- Early review process.

Based on the research conducted, Intern McNelis shared policy direction for Park City:

- Design-Based Standards:
  - Equipment size limits;
  - Color-matching requirements;
  - Screening and shrouding;
  - Prohibit exposed cabling.
- Co-Location Requirements:
  - Require demonstration of infeasibility;
  - Prioritize existing infrastructure;
  - Spacing requirements.
- Conduit and Right-of-Way Planning:
  - Install conduit during roadway projects;

- Coordinate with Capital Improvement Plans;
- Encourage shared trenching.
- Early Development Review Committee Review:
  - Scenic and gateway districts;
  - Historic districts;
  - Design checklist for applicants.

Commissioner Frontero asked for additional clarity about co-location. Intern McNelis reported that co-location is a data center service where businesses are able to rent physical space from a third-party provider to house their networking systems. Commissioner Frontero believed this means the location could be used by multiple people, which would result in less infrastructure needing to be built. Intern McNelis confirmed this and explained that there would be shared infrastructure costs.

Intern McNelis reported that addressing this in the General Plan will provide a policy foundation for future updates. It will allow Park City to be proactive instead of reactive, align infrastructure with long-term goals, and ensure consistency in the decision making process. She explained that the recommended policy direction is intended to balance innovation and connectivity with the preservation of Park City's character. Planner Barton noted that some questions were drafted to guide the Commission discussion:

- Telecommunications Facilities currently require a CUP in most Zoning Districts. Are there additional criteria the Planning Commission should consider when reviewing applications for Telecommunications Facilities? Are there Zoning Districts where the review could be streamlined through a Staff level review?
- In addition to the design-based standards outlined in the memo, are there additional items the Planning Commission recommends Staff evaluate to mitigate the visual impacts of Telecommunications Facilities and ensure compatibility with the unique characteristics of each Zoning District?

Commissioner Sigg asked if the discussion primarily has to do with institutional telecommunications facilities rather than something a private individual would like to do. Planner Barton explained that regardless of who the applicant is, whether it is institutional or private, there would be design standards to ensure the neighborhood character is protected. In the last several years, the Planning Department has received applications for large macro cell towers with significant visual impacts. The goal is to identify policies or standards that could regulate facilities, encourage co-location, and integrate into existing infrastructure where possible. Director Ward confirmed that there have been applications for 70 foot towers within existing neighborhoods. During a future Planning Commission Meeting, she will provide a summary of what is currently in the code.

Commissioner Shand asked that there be size examples shared with the Planning Commission for context. Chair Van Dine thought it would be beneficial to see some direct comparisons between the LMC and the case study that was done in Jackson, Wyoming.

Commissioner Tilson wanted to know if there is a way to balance the size of the telecommunication facilities with the benefit that would be provided to the community. Consideration of the community benefit could be incorporated into the review process.

Planner Barton reported that there was a review with the Development Review Committee. During that review, it was noted that the visual impacts might be more significant in certain areas. There could potentially be different standards depending on the location of the proposed infrastructure. Planner Barton shared some examples of the emerging technologies that the Planning Department has been looking into:

- Drone delivery services and delivery robots;
- Robotaxi services;
- Advanced air mobility vehicles;
- Vehicle-to-home charging systems;
- Innovative architectural materials;
- Sustainable small-scale electrical generation infrastructure; and
- Artificial intelligence.

There are certain opportunities for the Planning Commission to consider, such as:

- Compliance with State and Federal laws;
- Facilitation of development to reduce costs; and
- Implementation of appropriate regulations to protect the community.

The Planning Commission can consider potential impacts to the CUP criteria. The Master Planned Development (“MPD”) process can also be considered. Planner Barton pointed out that off-street parking demand could change with some of these technologies. There are visual impacts to consider as well as site planning considerations, architectural design guidelines, and setback and open space areas. The Commission could consider the impacts of emerging technologies in the context of a proposed subdivision as well.

Commissioner Frontero noted that technology changes quickly. He encouraged a flexible code that anticipates a reasonable pace of technological advancements. Chair Van Dine appreciates that Staff has looked into this to see what is needed moving forward.

## **5. REGULAR SESSION**

- A. 1009 Norfolk Avenue – Conditional Use Permit** – The Applicant Seeks to Construct a Basement Addition Within the Existing Foundation and Side Setback of a Significant Historic Site in the Historic Residential - 1 Zoning District. PL-26-06838.

Project Planning Manager, Elissa Martin, presented the Staff Report and explained that this is a CUP application for 1009 Norfolk Avenue. She reported that 1009 Norfolk

Avenue is a Significant Historic Site in the Historic Residential - 1 Zoning District. The historic hall-parlor home was constructed circa 1911 during the Mature Mining Era. It was clarified that the concrete block garage was added between 1940 and 1995.

The existing historic structure encroaches onto the adjacent property 1 foot 1 inch across the southeast shared lot line. The non-historic addition at the rear of the building encroaches onto the adjacent property across the rear shared lot line. The garage addition encroaches into the front setback. In addition, the foundation encroaches on the rear and side setbacks. There are a lot of encroachments, but that is not uncommon with a historic site. Manager Martin reported that the applicant proposes a remodel:

- Excavate crawl space and construct basement;
- Replace foundation;
- Remove non-historic structure at rear;
- Convert attic to habitable space and reconstruct roof; and
- Install window well on basement level.

Historic buildings that do not comply with the building footprint, height, and setbacks are valid non-complying structures, pursuant to LMC 15-2.2-4. This section of code requires additions to comply with the building footprint and setbacks unless the Planning Commission grants an exception. The exception requirements include the following:

- Approval of CUP;
- Scale of addition is compatible with Historic Structure;
- Addition complies with all other provisions of this chapter; and
- Addition complies with Design Guidelines for Historic Sites:
  - Complies with LMC 15-13-2(B)(5)(a) - Regulations for a Basement Addition Without a Garage.

Manager Martin reported that the project complies with the Historic Residential – 1 Zoning District requirements. While the proposed basement addition does enlarge the structure in terms of square footage, the building footprint is not altered. As a result, the proposal does not increase the non-compliance of the historic structure. The basement addition requires excavation and will increase the internal height of the structure, adding approximately 9 feet. This will bring the total internal height to 27 feet, measured from the lowest floor plane to the point of the highest wall top plate. This meets the Historic Residential – 1 maximum internal building height of 35 feet. The external building height is not increased with the addition. The proposal complies with the CUP criteria, and there are no unmitigated impacts. Historic buildings are exempt from off-street parking requirements, so no additional parking is required as a result of the basement addition.

Staff recommends that the Planning Commission review the CUP to construct a basement addition within the historic building footprint of 1009 Norfolk Avenue, a Significant Historic Structure that encroaches into the required setbacks. The

recommendation is to conduct a public hearing and consider approving the CUP based on the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in the Draft Final Action Letter. The applicant representative is attending the meeting on Zoom.

The applicant representative, Jonathan DeGray, clarified that the current building occupies most of the site. The current basement occupies approximately 50 feet of the existing 75 feet. He explained that, beyond renovating the foundation of the building, the request is for the last 25 feet. There is general agreement with the Staff Report.

Commissioner Shand asked if the garage on the site would remain, which was confirmed. Mr. DeGray reported that it is occupying a space under the existing historic home, but part of the garage protrudes from the house. Commissioner Sigg noted that there were Encroachment Agreements mentioned in the Staff Report. It stated that those are required, but have not been obtained. Additionally, the Historic District Design Review (“HDDR”) has not been received. Manager Martin reported that the HDDR process is still underway. Work has been done to review the full scope of the project. After this approval, that will be addressed. Many of the items are internal and do not impact the exterior of the building. The Encroachment Agreements are with neighbors and the City. Those would be required prior to Building Permit submittal. Mr. DeGray clarified that his client has been in discussion with the neighbors, and there is confidence about moving forward. The applicant, Jessica Cottey, introduced herself to the Commission and reported that there have been discussions with neighbors about this proposal over the last few years.

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

Commissioner Frontero asked to discuss Figure 4 in the Staff Report. He wanted to know what the dark black line represents. Manager Martin explained that the black line represents final grade. Commissioner Frontero asked what the shaded teal section represents. Manager Martin clarified that it represents the basement addition after the crawl space has been excavated. Mr. DeGray reiterated that it is only the rear 25 feet that is still crawl space. Commissioner Frontero wanted to know if the part that is currently crawl space has a dirt floor. Mr. DeGray clarified that it is finished basement storage, but he added that the current foundation is not code-compliant and needs to be replaced.

**MOTION:** Commissioner Shand moved to APPROVE the Conditional Use Permit at 1009 Norfolk Avenue, according to the following:

**Findings of Fact:**

1. 1009 Norfolk Avenue is a Significant Historic Site in the Historic Residential - 1 (HR-1) Zoning District.

2. The Historic hall-parlor type home, was constructed c.1911 during the Mature Mining Era and a concrete block garage with a roof patio was constructed between c. 1940 and 1995.
3. According to the Historic Site Form for the property, while there have been alterations to the Structure over time, the building retains its essential historical form.
4. The Historic Structure encroaches onto the adjacent property 1 foot, 1 inch across the southeast shared Lot line; the foundation encroaches into the Rear and Side Setbacks, and the garage addition encroaches into the Front Setback; a non-Historic addition at the rear of the building encroaches onto the adjacent property across the rear Lot line.
5. Pursuant to Land Management Code (LMC) § 15-2.2-4, *Existing Historic Buildings And/or Structures*, Significant Historic Sites that do not comply with Building Footprint, Building Height, Building Setbacks, Off-Street parking, and driveway location standards are valid Non-Complying Structures.
6. The Applicant submitted a Historic District Design Review (HDDR) Pre-Application to:
  - Remove non-historic structure at the rear of the home that extends onto the neighbor's property.
  - Excavate the crawl space and convert to habitable space within the existing foundation (which encroaches in the Side Setback as well as onto adjacent property).
  - Remove a portion of the rear foundation wall to install a window well.
  - Replace the existing foundation with a compliant foundation.
  - Reconstruct the entry porch as part of foundation reconstruction.
  - Reframe the roof (from the interior) and convert attic to habitable space; replace the roofing material like for like.
  - Reconstruct the existing chimney in its current location using the existing brick as much as possible.
  - Install three flush-mount sky lights on the north slope of the existing roof.
  - Install two flush-mount smaller sky lights on the south elevation and two more on the flat roof.
  - Replace the non-historic windows and doors.
7. In accordance with LMC § 15-2.2-4, additions must comply with Building Setbacks, Building Footprint, driveway location standards and Building

Height, unless an exception is approved by the Planning Commission pursuant to LMC § 15-2.2-4(A), which states:

*EXCEPTION. In order to achieve new construction consistent with the Design Guidelines for Historic Districts and Historic Sites, the Planning Commission may grant an exception to the Building Setback and driveway location standards for additions to Historic Buildings and/or Structures, including detached Garages:*

- a) *Upon approval of a Conditional Use Permit, and*
  - b) *When the scale of the addition and/or driveway is Compatible with the Historic Building and/or Structure, and*
  - c) *When the addition complies with all other provisions of this Chapter, and*
  - d) *When the addition complies with the adopted Building and Fire Codes, and*
  - e) *When the addition complies with the Design Guidelines for Historic Districts and Historic Sites.*
8. On February 24, 2026, the Applicant submitted a CUP application for the proposed conversion of the crawl space to a basement addition within the existing foundation of the valid Non-Complying Historic Structure.
  9. The full scope of work is being evaluated through a HDDR Pre-Application, which requires compliance with LMC Chapter 15-13-2 *Regulations for Historic Residential Sites*.
  10. LMC Chapter 15-2.2 Historic Residential – 1 Zoning District Regulations requires the following:

**SETBACKS:**

- a) 1009 Norfolk Avenue is a 25-foot-wide by 75-foot-deep Lot; LMC § 15-2.2-3(F) requires 10-foot Front and Rear Setbacks for Lots that are 75 feet in depth or less, for a combined total Setback of 20 feet; the required Side Setbacks for the 25-foot-wide Lot are three feet each for a total combined Setback of 6 feet; LMC § 15-2.2-3 requires that the Setbacks must be open and free of any Structure.
- b) The proposed addition within the existing Historic foundation encroaches into the 3-foot southeast Side Setback and the 10-foot Rear Setback. While the existing Historic Structure's foundation encroaches into the north Side Setback, the proposed basement addition is outside the 3-foot north Side Setback.
- c) There are no proposed changes to the existing garage, which encroaches into the Front Setback.
- d) The HDDR Pre-Application scope of work includes removing the non-Historic rear addition that encroaches into the neighboring property and

installing a window well for emergency egress, which is allowed to encroach into the Rear Setback, per LMC § 15-2.2-3(H) Rear Setback Exceptions.

**BUILDING FOOTPRINT:**

- e) The HR-1 maximum Building Footprint for the 1,875-square-foot Lot is 1,519 square feet. The existing Building Footprint of the Historic Structure, including the non-Historic Garage, is 1,524 square feet, which exceeds the maximum Building Footprint by five feet (not including the non-Historic rear addition, which is planned to be demolished).
- f) According to LMC § 15-2.2-4, the Significant Historic Structure is a valid Non-Complying Structure.
- g) The proposed plans follow the Historic Building Footprint of the existing Historic Structure. While the proposed basement addition enlarges the Non-Compliant Structure, it does not increase the Building Footprint and therefore, the addition does not increase the existing Non-Compliance of the Structure pursuant to LMC § 15-9-6 *Non-Complying Structures*, which states that “any Non-Complying Structure may be repaired, maintained, altered, or enlarged, provided that such repair, maintenance, alteration, or enlargement shall neither create any new non-compliance nor shall increase the degree of the existing non-compliance of all or any part of such Structure.”

**BUILDING HEIGHT:**

- h) The basement addition will require excavation and will increase the internal height of the Structure, adding approximately 9 feet, bringing the total internal height to 27 feet, measured from the Lowest Floor Plane to the point of the highest wall top plate that supports the ceiling joists or roof rafters, which meets the HR-1 maximum internal Building Height of 35 feet, pursuant to LMC § 15-2.2-5 *Building Height*.

11. LMC § 15-2.2-4(A) *Exceptions for Existing Historic Buildings and/or Structures* requires the following:

- a. The proposal complies with LMC § 15-1-10(E) *Conditional Use Permit Criteria* (see below).
- b. The scale of the addition is Compatible with the Historic Structure; the scale of the addition is Compatible with the Historic Structure because it is not visible from the exterior. The proposed addition will not increase the external height of the Significant Historic Structure nor will it increase the Building Footprint

- c. The addition complies with all other provisions of this Chapter, as provided in the Analysis in the Staff Report, which is incorporated herein.
  - d. The addition complies with the adopted Building and Fire Codes; the Building Department and Fire Marshal require Conditions of Approval (below).
  - e. The addition complies with the Design Guidelines for Historic Districts and Historic Sites; the full scope of work is being evaluated through a HDDR Pre-Application (PL-25-06690), which requires compliance with LMC Chapter 15-13-2 *Regulations for Historic Residential Sites*.
12. LMC § 15-1-10(E) *Conditional Use Permit Criteria* requires the following:
- a. **Size and Location of the Site: No unmitigated impacts**
    - i. *The requested exception to the Rear and southeast Side Setback for the basement addition does not alter the size or location of the site. The proposed basement addition is to be located within the same Building Footprint as the existing Structure.*
  - b. **Traffic considerations including capacity of the existing Streets in the Area: No unmitigated impacts**
    - i. *The proposed basement addition will not impact the traffic or capacity of the existing Streets.*
  - c. **Utility capacity, including Storm Water run-off: No unmitigated impacts**
    - i. *On March 17, 2026, the DRC reviewed the proposed basement addition and confirmed utility capacity. The Engineering Department requires review of all lot grading, utility installations, public improvements, and drainage plans for compliance with City standards prior to Building Permit issuance.*
  - d. **Emergency vehicle Access: No unmitigated impacts**
    - i. *On March 17, 2026, the Park City Fire District reviewed the proposal and determined the proposed basement addition will not impact emergency vehicle access.*
  - e. **Location and amount of off-Street parking: No unmitigated impacts**
    - i. *LMC § 15-3-6(A) requires two parking spaces for a SFD. Pursuant to LMC § 15-2.2-4, “[a]dditions to Historic Buildings and/or Structures are exempt from Off-Street parking requirements provided the addition does not create a Lockout Unit or Accessory Apartment.” The proposed basement*

*addition does not create a Lockout Unit or Accessory Apartment.*

- f. **Internal vehicular and pedestrian circulation system: No unmitigated impacts**
  - i. *The proposed basement addition does not impact vehicular or pedestrian circulation.*
- g. **Fencing, Screening, and landscaping to separate the Use from adjoining Uses: No unmitigated impacts**
  - i. *The proposed basement addition encroaches into the 10-foot Rear and 3-foot southeast Side Setback and is adjacent to the neighboring property. The proposed addition is within the same Building Footprint as the existing Historic Structure and will not further encroach into the Side Setback or be located closer to the adjacent property. The addition is not visible from adjacent properties.*
- h. **Building mass, bulk, and orientation, and the location of Buildings on the Site; including orientation to Buildings on adjoining Lots: No unmitigated impacts**
  - i. *The proposed basement addition is subordinate to the Historic Structure. It is located under the existing Historic Footprint and is not visible from adjacent properties or the primary public right-of-way.*
- i. **Usable Open Space: No unmitigated impacts**
  - i. *The proposed basement addition is located within the same Building Footprint as the Historic Structure. There are no changes in usable open space.*
- j. **Signs and lighting: Condition of Approval recommended**
  - i. *There are no signs or lighting proposed as part of this application.*
- k. **Physical design and Compatibility with surrounding Structures in mass, scale, style, design, and architectural detailing: No unmitigated impacts.**
  - i. *The proposed basement addition is subordinate to the Historic Structure. A Condition of Approval requires that the addition and any new construction on site comply with LMC § 15-13-2 Regulations for Historic Residential Sites.*
- l. **Noise, vibration, odors, steam, or other mechanical factors that might affect people and Property Off-Site: No unmitigated impacts**
  - i. *There are no impacts from noise, odors, steam or other such factors from this proposal.*
- m. **Control of delivery and service vehicles, loading and unloading zones, and Screening of trash and recycling pickup Areas: No unmitigated impacts**

- i. There are no impacts on delivery, unloading zones, or screening of trash as part of this application.*
- n. Expected Ownership and management of the project as primary residences, Condominiums, time interval Ownership, Nightly Rental, or commercial tenancies, how the form of Ownership affects taxing entities: No unmitigated impacts**
  - i. The proposed basement addition is associated with the Primary Structure. Nightly Rentals are allowed in the HR-1 Zoning District subject to business license approval and compliance with Municipal Code of Park City § 4-5-3 Regulation of Nightly Rentals.*
- o. Within and Adjoining Environmentally Sensitive Lands, Physical Mine Hazards, Historic Mine Waste, Park City Soils Ordinance, Steep Slopes: No unmitigated impacts**
  - i. The proposed basement addition is not within any of the above areas.*
- p. Reviewed for consistency with the goals and objectives of the Park City General Plan; however, such review for consistency shall not alone be binding.**
  - i. The proposed basement addition is consistent with Focus Area, Sense of Community, Action item listed under Strategy 2A of the 2025 General Plan: Encourage the design of new development that is compatible with the scale, aesthetics and materiality of historic structures for Old Town and the character of each individual neighborhood.*

**Conclusions of Law:**

1. The proposal complies with the LMC requirements in Chapter 15-2.2 *Historic Residential - 1 (HR-1) Zoning District.*
2. The proposal complies with LMC Section 15-2.2-4(A) *Exceptions for Existing Historic Buildings and/or Structures.*
3. The proposal complies with the criteria outlined in LMC § 15-1-10(E) *Conditional Use Permit Criteria.*
4. The Use will be Compatible with surrounding Structures in Use, scale, mass, and circulation.
5. The effects of any differences in Use or scale have been mitigated through careful planning.

**Conditions of Approval:**

1. Final building plans and construction details shall reflect substantial compliance with the plans reviewed March 25, 2026, by the Planning Commission, pending design modifications required for HDDR compliance. Any changes, modifications, or deviations from the approved design that have not been approved in advance by the Planning and Building Departments may result in a stop work order.
2. The basement addition shall comply with LMC § 15-13-2, *Regulations for Historic Residential Sites*; the Applicant shall receive approval of an HDDR prior to submitting a Building Permit application.
3. If the Applicant does not obtain a Building Permit within one year of the date of this approval, this CUP approval will expire unless the Applicant submits a written extension request to the Planning Department prior to the expiration date and the Planning Director approves an extension.
4. The Applicant is responsible for notifying the Planning Department prior to making any changes to the approved plans.
5. Any changes, modifications, or deviations from the approved scope of work, in shall be submitted in writing for review and approval/denial in accordance with the applicable standards by the Planning Director or designee prior to construction.
6. A geotechnical soils report indicating site stability and temporary shoring and drainage must be submitted to the City and approved by the Building and Engineering Departments prior to Building Permit issuance.
7. Any areas disturbed during construction surrounding the proposed work shall be brought back to their original state. The Final Grade shall be within four feet of Existing Grade; the Historic Site shall be returned to original grade following construction of a new foundation.
8. An Encroachment Agreement and Access Agreement must be obtained by the homeowner and the applicable neighboring properties prior to Building Permit submittal.
9. All lot grading, utility installations, public improvements, and drainage plans are subject to Engineering Department review for compliance with City standards prior to Building Permit issuance.

10. Residential fire sprinklers are required for the existing and new construction on this lot, per requirements of the Park City Fire District.
11. The Water Department and Snyderville Basin Water Reclamation District require a utility plan to be submitted to their respective departments, detailing existing and proposed water and sewer infrastructure; additional impact fees may be applicable.
12. The Engineering Department requires an encroachment agreement for the garage and front deck over the garage that encroaches into the public ROW.

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

## **6. ADJOURNMENT**

Chair Van Dine reported that a majority of the Commission will meet former Commissioner, Bill Johnson, at the No Name Saloon & Grill to celebrate his service.

**MOTION:** Commissioner Shand moved to ADJOURN. The motion passed with the unanimous consent of the Commission.

The meeting adjourned at approximately 7:06 p.m.

# Eagle and Silverlode Chairlift Replacements

March 25, 2026

Park City Planning Commission Work Session

# Park City Mountain



# Commitment to the Park City Community



## Accessibility & Recreation

- More than 2,600 participants per season served through partnerships with National Ability Center, Youth Sports Alliance, SOS Outreach, and Make-A-Wish Foundation
- Enhancing accessibility through infrastructure and operational improvements



## Environmental Stewardship

- Commitment to Zero Net Operating Footprint by 2030
- Awarded 2023 Park City Green Business of the Year
- Support for Mountain Trails Foundation, Summit Land Conservancy, Swaner EcoCenter, Recycle Utah



## Community Partnerships

- More than \$6 million in cash, products and services, and access grants for the 2025/26 season
- Support for community priorities via KPCW, PC Tots, Park City Education Foundation, Mountainlands Community Housing Trust, Peace House, People's Health Clinic

# Long-Term Commitment to Investing

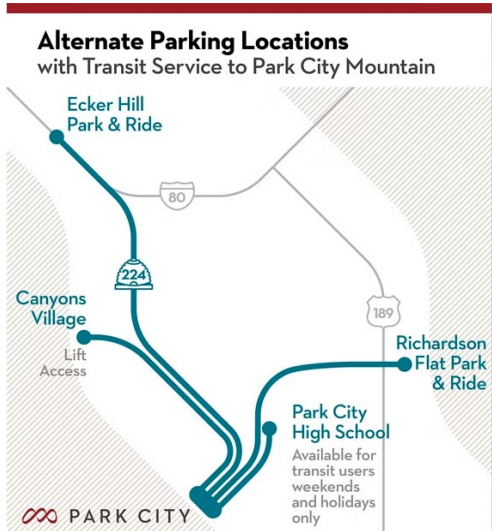
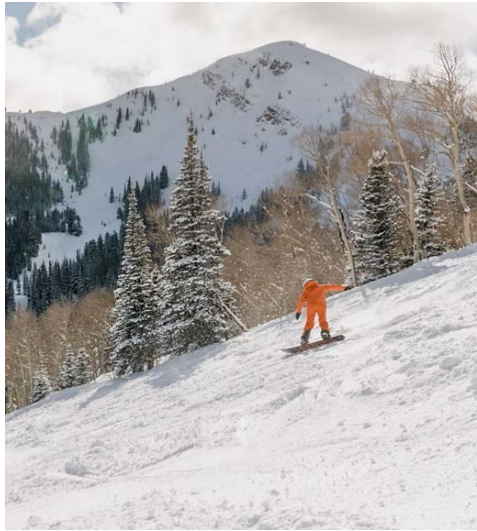
*\$171 million invested in Park City Mountain since 2015.*



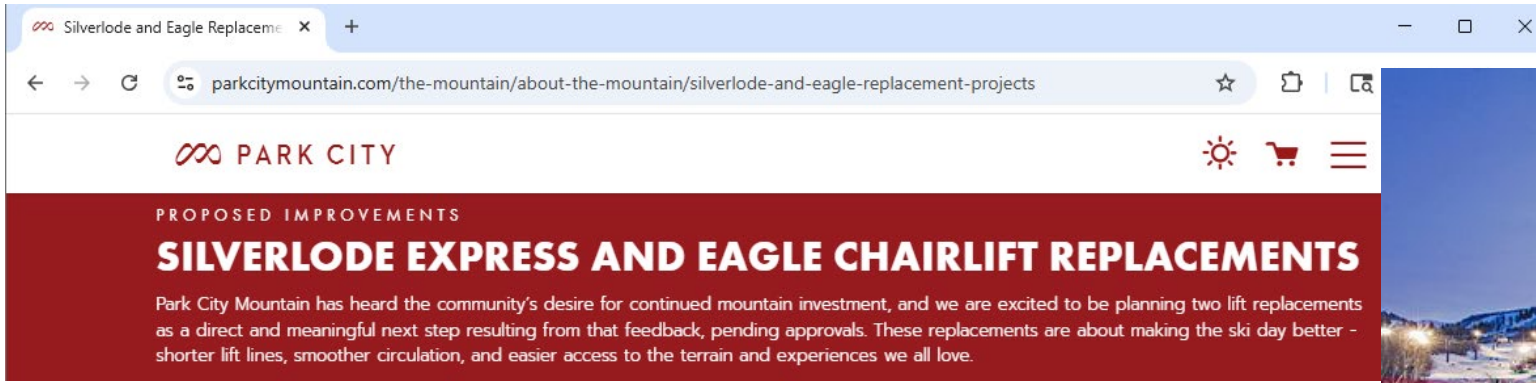
- Eight chairlift projects
- Learning areas and beginner experience
- Arrival and après experience
- On-mountain restaurants
- Snowmaking and trail work



# Operational Improvements



# Community Outreach

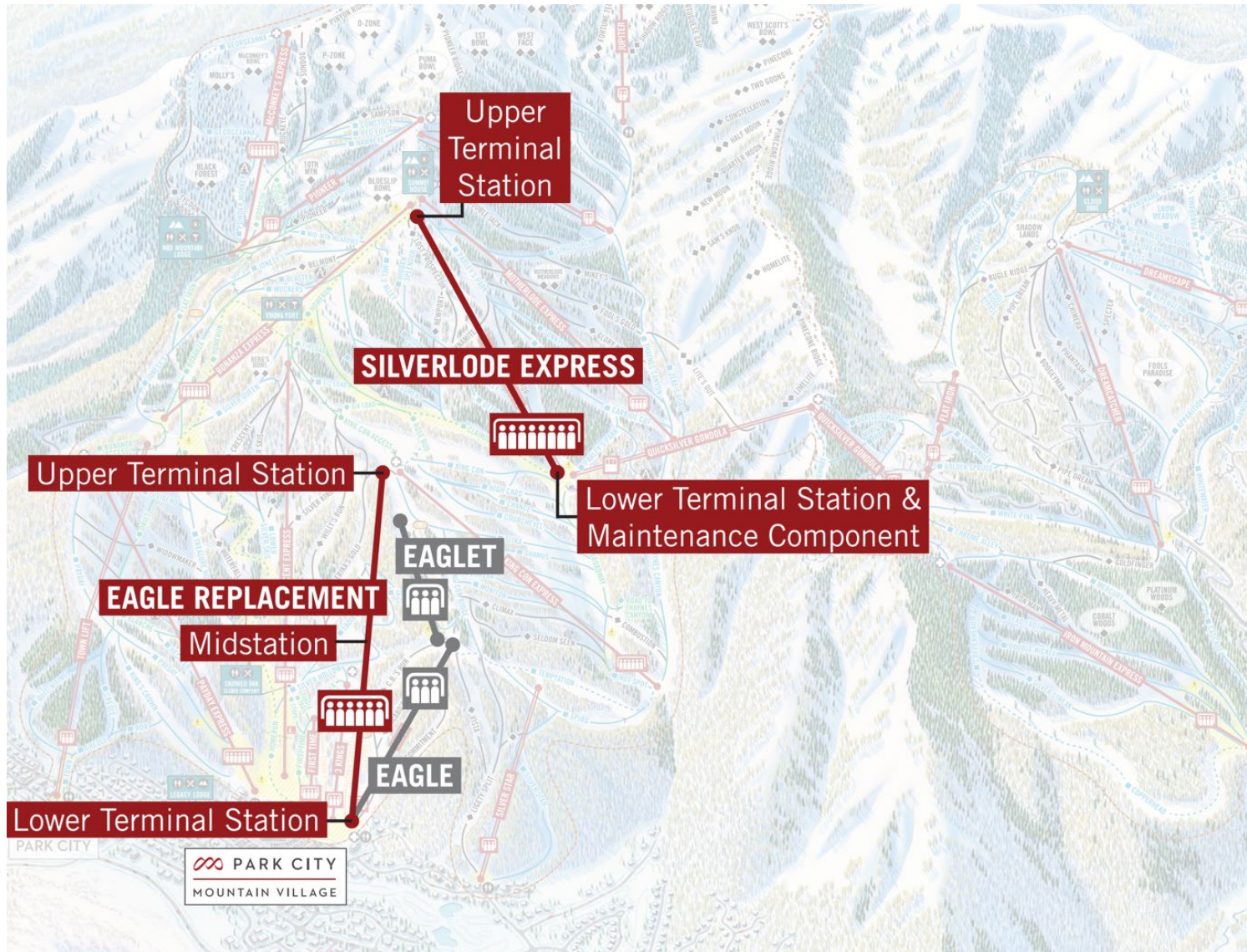


# Eagle and Silverlode

Lift Replacements at a Glance



# Eagle and Silverlode Lift Replacement Overview



- **Lifecycle replacement** of chairlifts to modernize aging infrastructure
- Located within **established chairlift corridors**
- **No terrain expansion**
- **No new base portal**
- **Improved guest experience**

# Regulatory Framework

Pursuing projects as **Conditional Use Permits**

Evaluated under provisions with the **Land Management Code** and consistency with the **General Plan**

Consistent with **General Plan goals:**

- Infrastructure modernization
- Recreation operations
- Environmental mitigation during construction



# Environmental Consideration



Environmental impacts **limited to established chairlift corridors**

**No impacts** to streams or wetlands

Clearing of approximately **6.3 acres** of vegetation and **mitigated** at a 1:1 ratio

Temporary disturbances and removed chairlift infrastructure **restored to natural conditions**

# Eagle Lift Replacement

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## Project Components & Highlights

Replaces the existing Eagle and Eaglet fixed-grip chairlifts with a **modern six-passenger high-speed detachable lift**

Includes a **mid-station unload**

**Improves circulation** for all guests

**Reduces wait times** at all base portal chairlifts

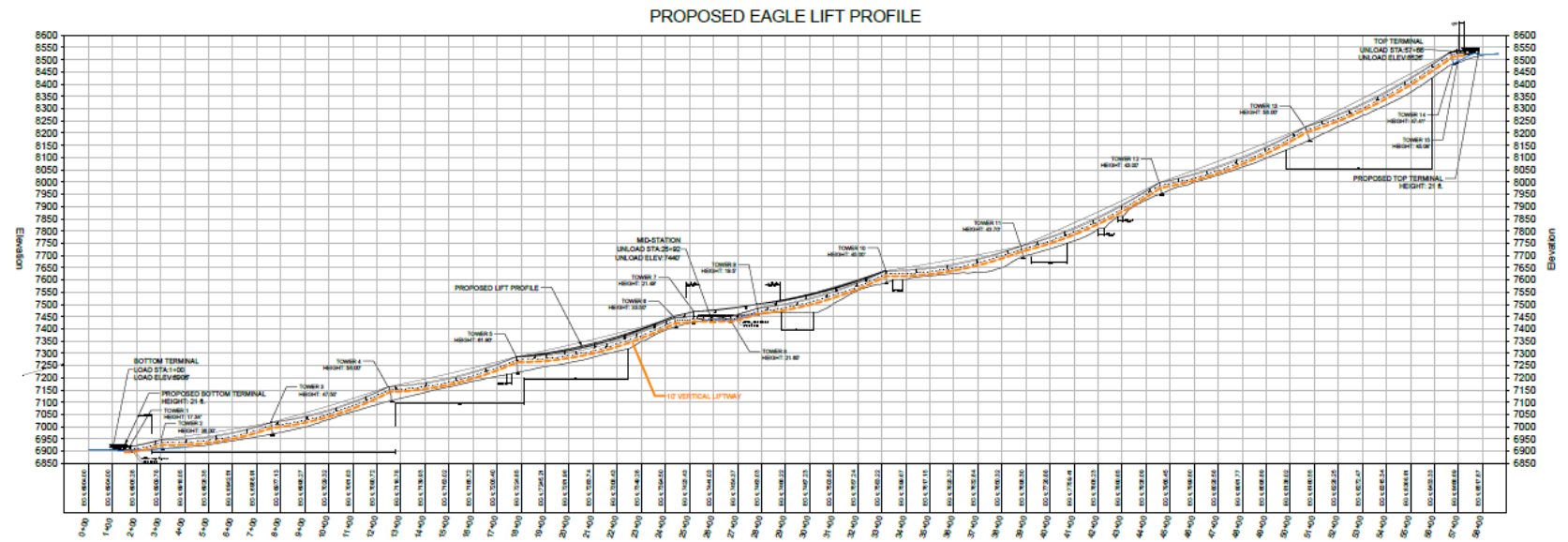
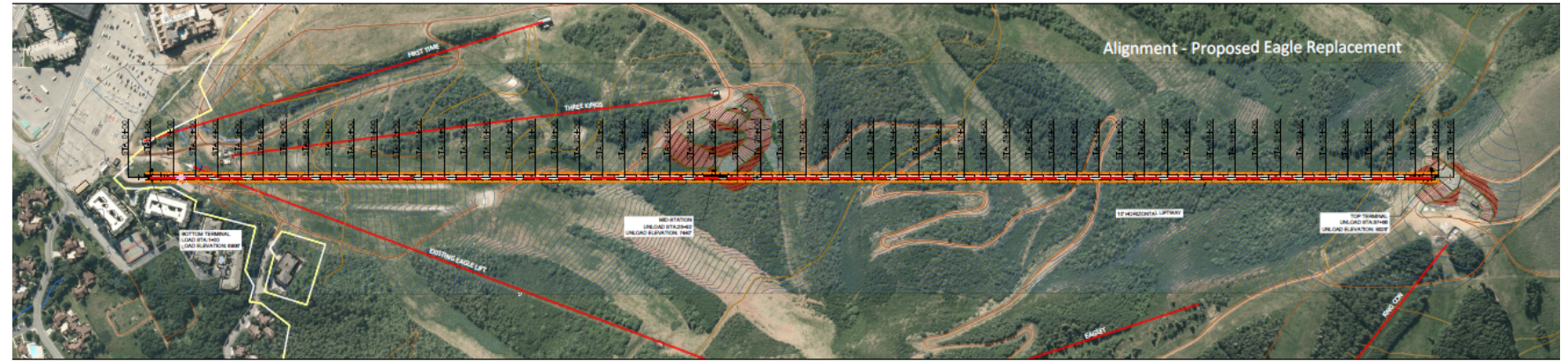
**Improves operational reliability**



# Eagle Lift Replacement

## Key Specifications

- **Lift Type:** High-speed detachable six-passenger
- **Length:** ~5,800 ft
- **Vertical:** ~1,600 ft
- **Ride time:** ~5.9 minutes
- **Capacity:** 2,800 PPH (Existing Eagle and Eaglet lifts operate at ~1,200 PPH)
- **Towers:** 15 (height comparable to existing lift infrastructure)



# Eagle Lift Replacement

## Mid-Station

### Mid-station Location:

- Approx. **2,600 feet** above the bottom terminal
- Positioned **above Three Kings** top terminal
- Unload Elevation ~ **7,440 feet**

### Purpose:

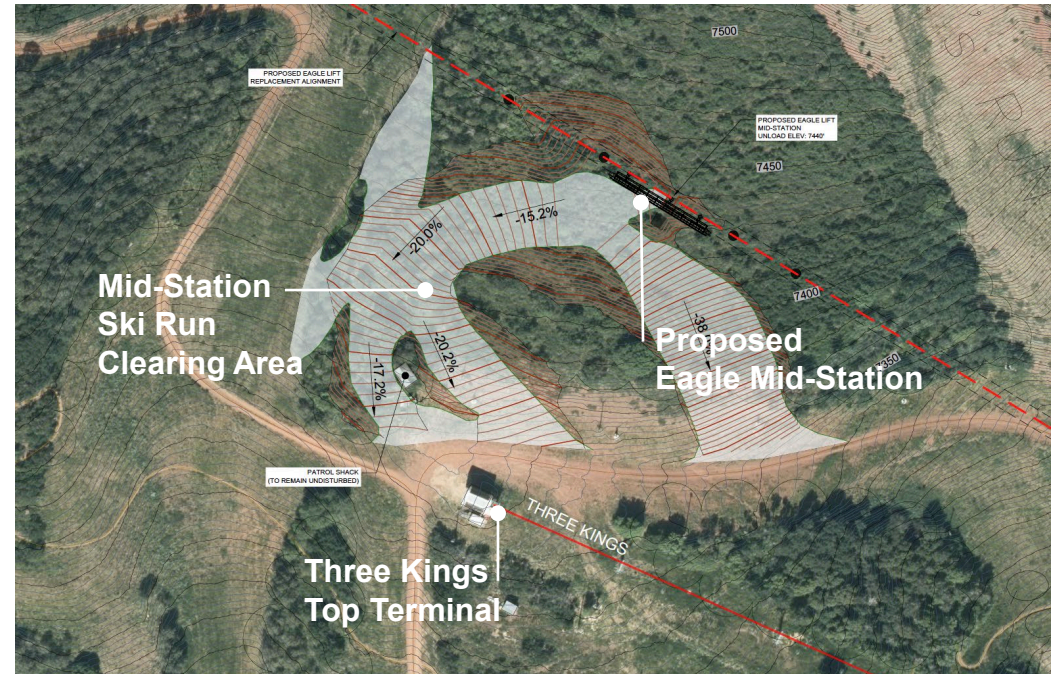
- Allows skiers and riders to **unload earlier for beginner terrain**
- Supports **skier progression within the Mountain Village area**
- Improves **circulation between beginner and intermediate terrain**
- **Reduces wait times** at First Time, Payday and Crescent chairlifts

### Function:

- Optional **mid-line unload**
- Lift continues to upper terminal **servicing King Con and Silverlode areas**



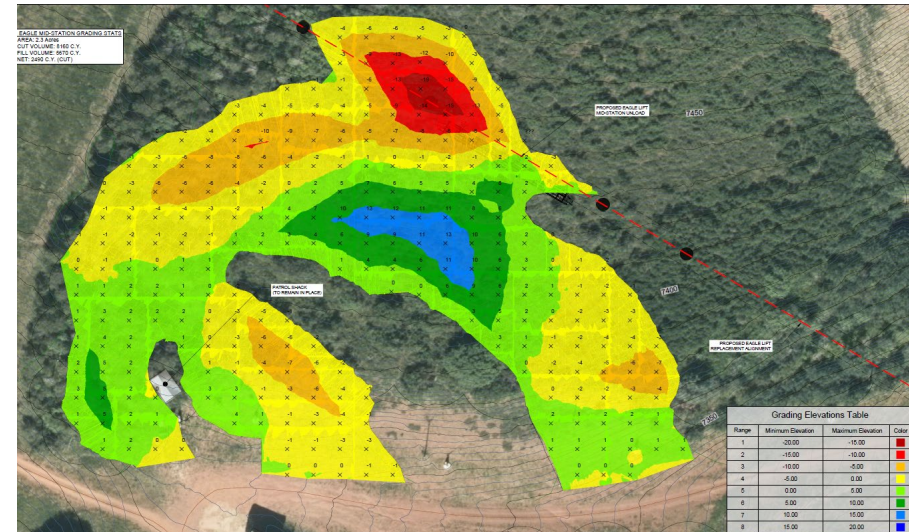
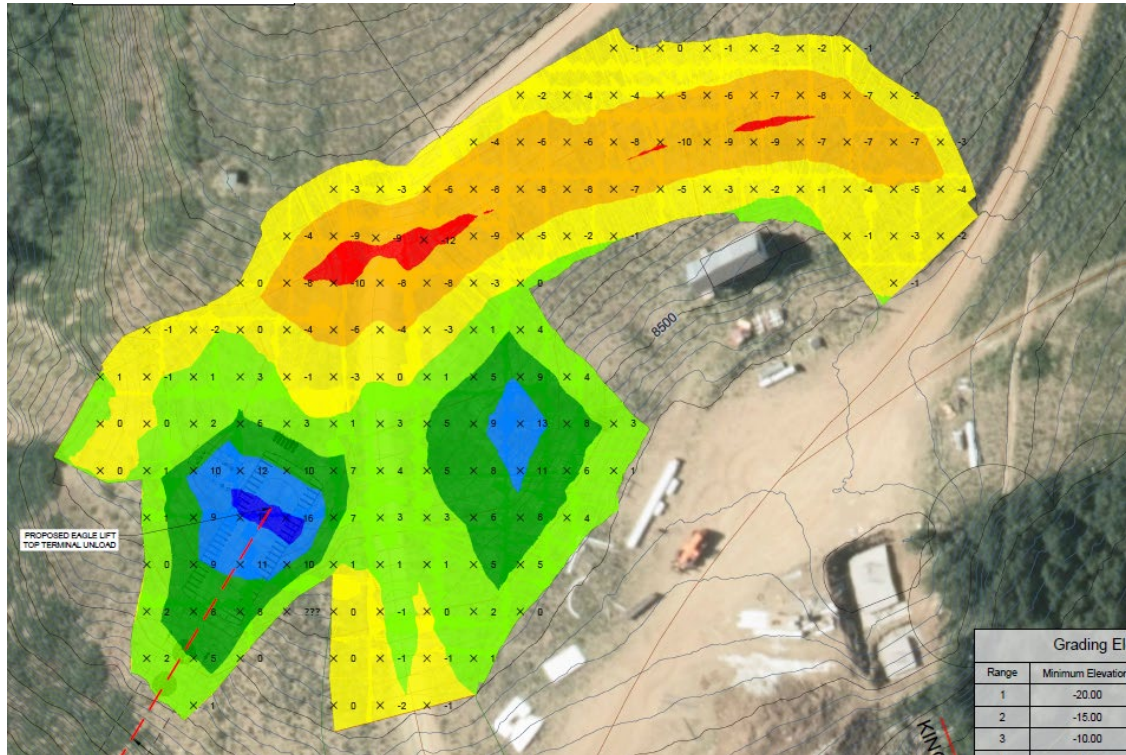
Orange Bubble Express Midstation



# Eagle Lift Replacement

## Surface Disturbance

- Lower Terminal: 1.2 Acres
- Midstation: 2.3 Acres
- Upper Terminal: 1.2 Acres

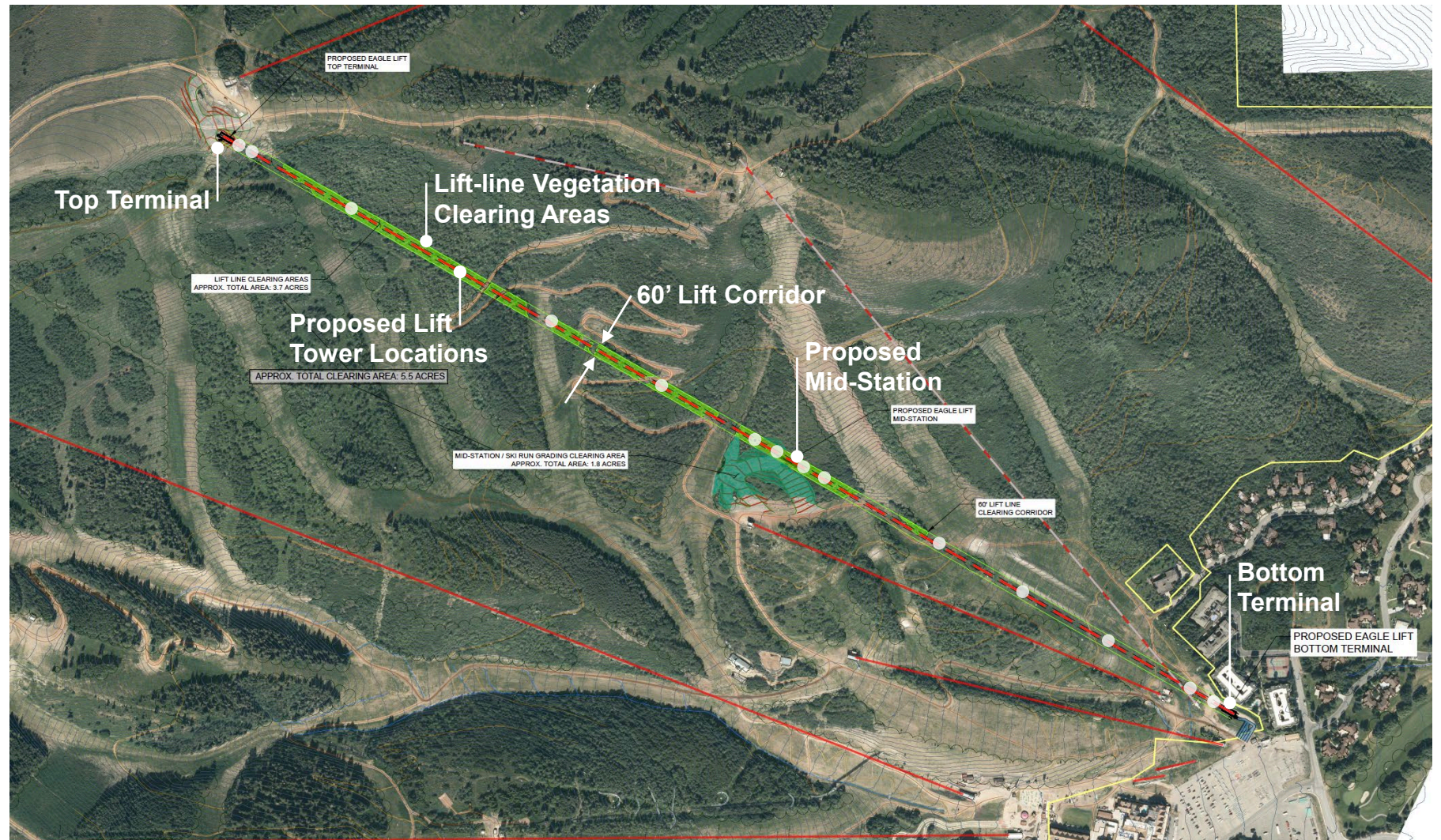


# Eagle Lift Replacement

## Key Specifications

- No impacts to streams or wetlands
- No permanent impacts to wildlife habitats or migration corridors
- **Corridor Width: 60 ft**
- **Vegetation Clearing:**

Lift Line:	3.7 acres
<u>Mid-Station:</u>	<u>1.8 acres</u>
Total:	5.5 acres
- Vegetation impacts mitigated on a 1:1 ratio



# Silverlode Lift Replacement

## Project Components & Highlights

Replaces an existing six-passenger detachable chairlift with a **modern eight-passenger detachable lift**

Like-for-like replacement within the **established chairlift corridor**

Replacement chairlift will **improve mid-mountain circulation** and **reduce wait times** at one of the most important distribution points on Park City Mountain.



# Silverlode Lift Replacement

## Project Components & Highlights

Replaces an existing six-passenger detachable chairlift with a **modern eight-passenger detachable lift**

Like-for-like replacement within the **established chairlift corridor**

Replacement chairlift will **improve mid-mountain circulation** and **reduce wait times** at one of the most important distribution points on Park City Mountain.



# Silverlode Lift Replacement

## Maintenance Component

### Purpose

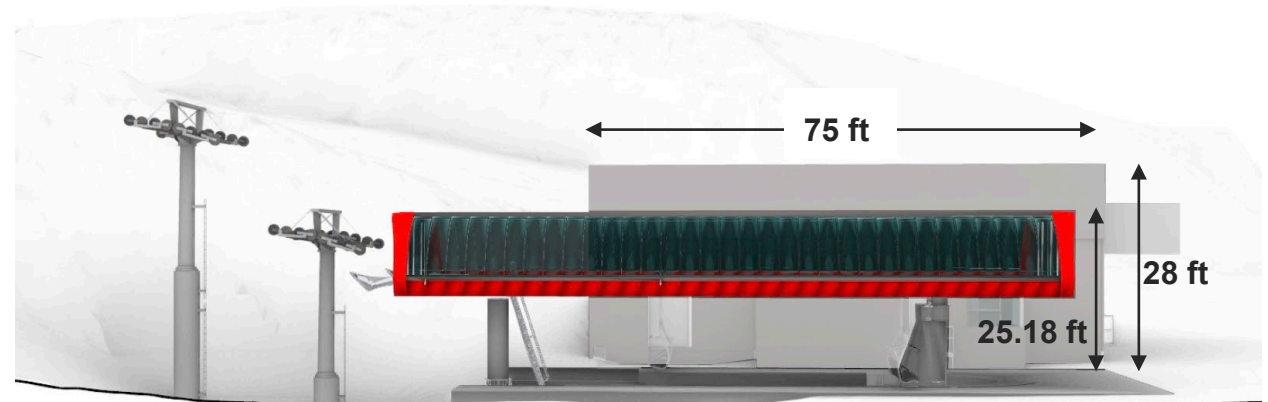
- Used for in-season and annual carrier maintenance and operational support
- Operational use only — no guest-serving functions

### Structure Details

- Approximately 1,800 sq ft maintenance facility
- Dimensions approximately 24' W × 75' L × 28' H
- Located directly adjacent to the lower terminal

### Operational Benefit

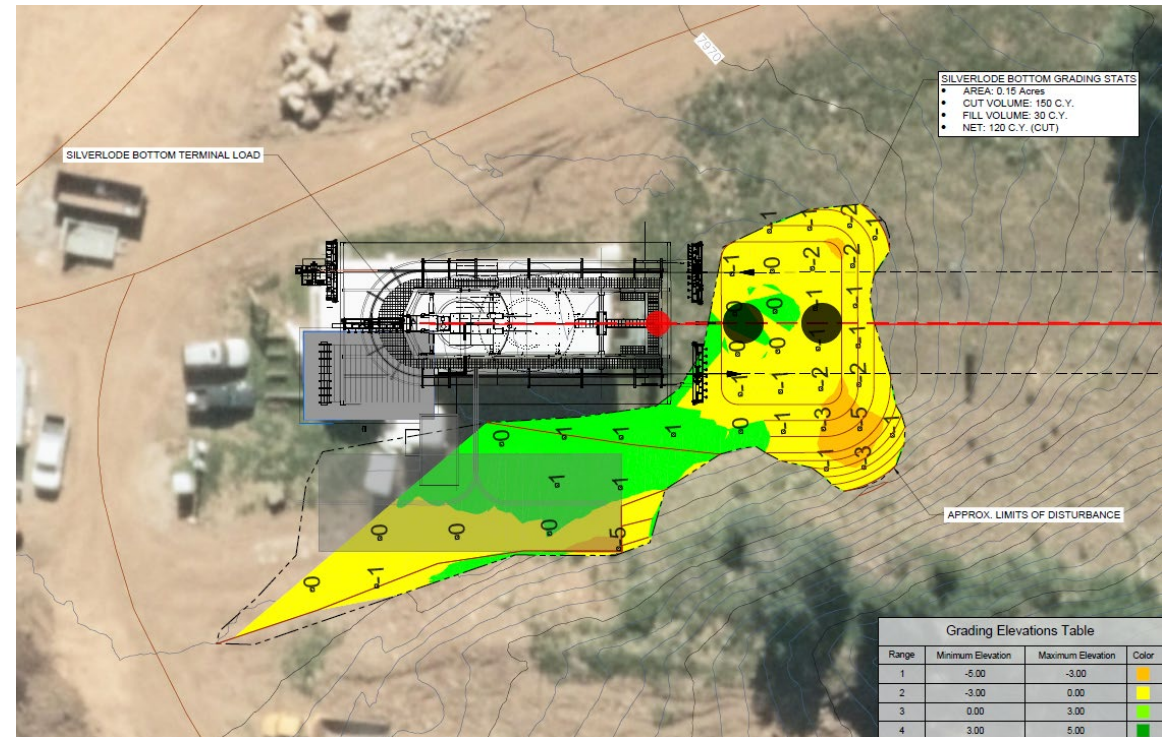
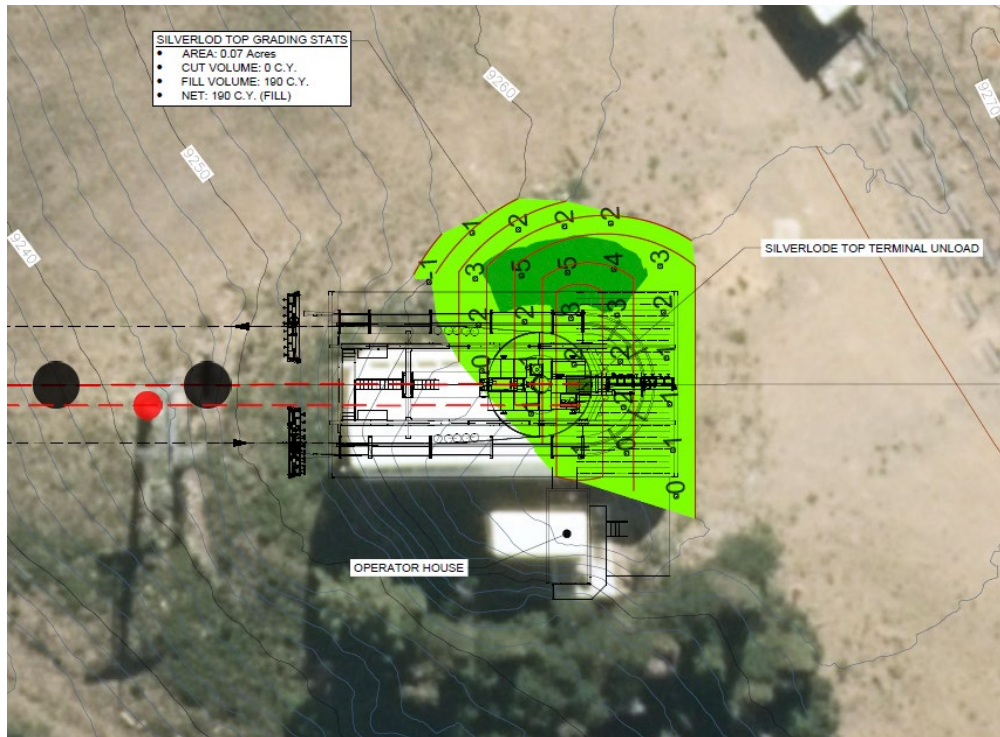
- Allows maintenance on carriers during the season
- Enhances employee safety



# Silverlode Lift Replacement

## Surface Disturbance

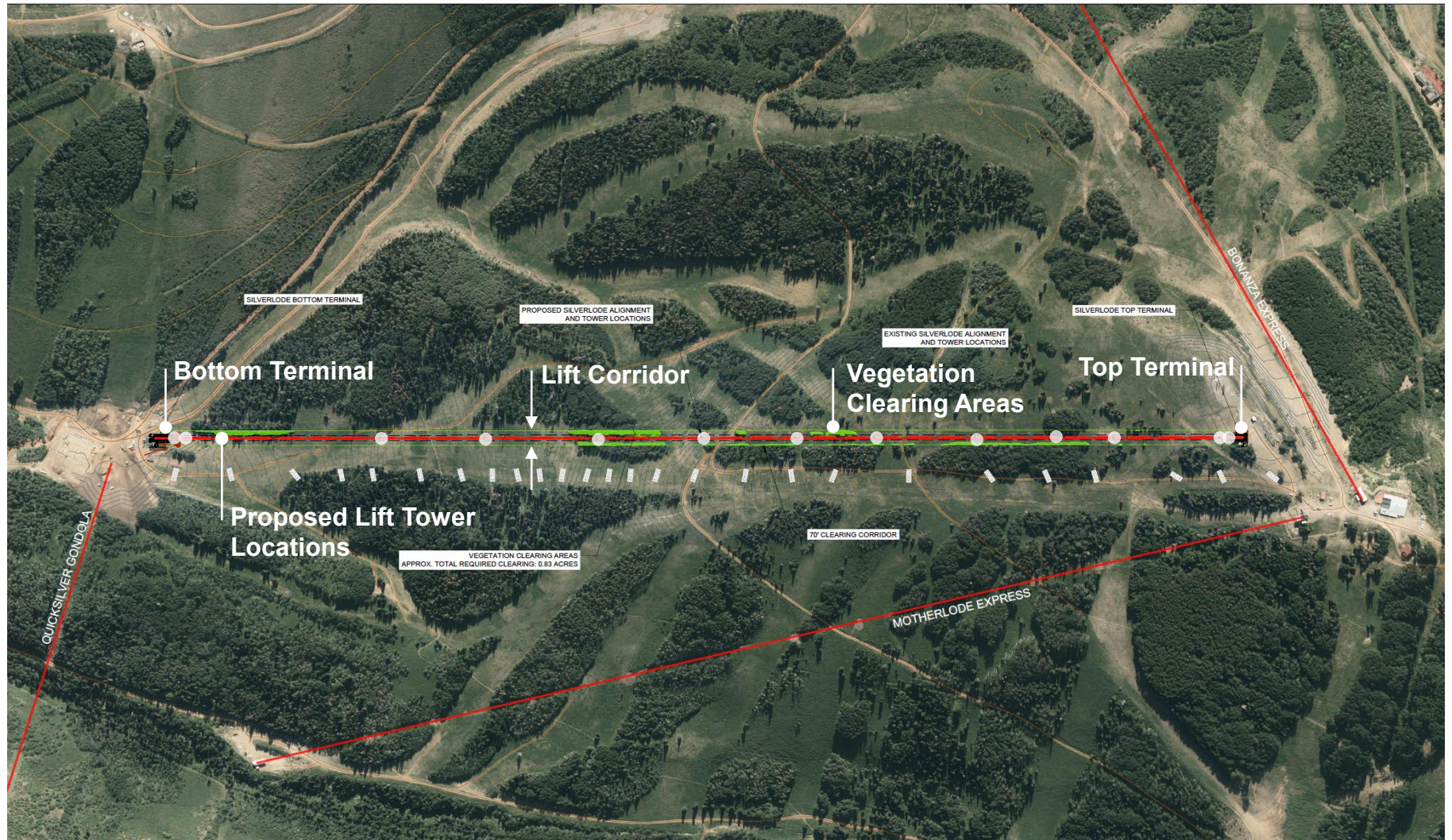
- Lower Terminal: 0.15 Acres
- Upper Terminal: 0.07 Acres



# Silverlode Lift Replacement

## Key Specifications

- **Lift Type:** High-speed detachable eight-passenger
- **Length:** 5,275 ft
- **Vertical:** 1,300 ft
- **Ride time:** 5.9 minutes
- **Capacity:** 3,600 PPH (3,000 existing)
- **Corridor width:** 60 → 70 ft
- **Towers:** 14
- **Vegetation clearing:** <1 acre



# Eagle and Silverlode Chairlift Replacements

March 25, 2026

Park City Planning Commission Work Session