PARK CITY PLANNING COMMISSION MEETING
SUMMIT COUNTY, UTAH
May 27, 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 May 13, 2026

3. STAFF AND BOARD COMMUNICATIONS AND DISCLOSURES

4. PUBLIC COMMUNICATIONS

5. CONTINUATION

5.A. **6935 Silver Lake Drive – Plat Amendment** – The Applicant Proposes to Amend the Area of Disturbance and a Ski Easement for Lot 12 of the Evergreen Subdivision in the Residential Development Zoning District and Sensitive Land Overlay. PL-26-06900 (2 mins.)
(A) Public Hearing; (B) Continue to a Date Uncertain

6. WORK SESSION

6.A. **Land Management Code Amendments** – The Planning Commission Will Conduct a Work Session Regarding Possible Updates to the Land Management Code to Allow Administrative Review and Final Action for Minor Condominium Plat Amendments. PL-26-06883 (10 mins.)

7. REGULAR AGENDA

7.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 (90 mins.)
(A) Public Hearing; (B) Possible Action

7.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) Possible Action

7.C. **2376 Lucky John Drive – Plat Amendment** – The Applicant Proposes Relocating a Ten-

Foot-Wide Perforated Drainage Easement That Runs East-West on Lot 43 of the Holiday Ranchettes Subdivision to the North Side and East Rear Lot Lines. PL-25-06459 (15 mins.)
(A) Public Hearing; (B) Action

7.D. **10 Claimjumper Court – Plat Amendment** – The Applicant Proposes to Move the Lot Line for Lot 67 of the Thaynes Canyon No. 1 Subdivision Ten Feet to the North to Correct the Existing Non-Complying Structure in the Single Family Zoning District. PL-26-06893 (15 mins.)
(A) Public Hearing; (B) Action

8. 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
MAY 13, 2026

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

EX OFFICIO: Rebecca Ward, Planning Director; Nan Larsen, Senior Planner; Lillian Zollinger, Planner III; Andrew Leatham, Winter Peak Day Traffic Operations Manager; Mark Harrington, Senior City Attorney; Virgil Lund, Planner II

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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 Commissioner Rick Shand attending virtually.

2. MINUTES APPROVAL

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

MOTION: Commissioner Sigg moved to APPROVE the Planning Commission Meeting Minutes from April 8, 2026. The motion was seconded by Commissioner Frontero. The motion passed with the unanimous consent of the Commission.

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

MOTION: Commissioner Frontero moved to APPROVE the Planning Commission Meeting Minutes from April 22, 2026. The motion was seconded by Commissioner Sigg. The motion passed with the unanimous consent of the Commission.

3. STAFF AND BOARD COMMUNICATIONS AND DISCLOSURES

There were no Staff communications. Commissioner Strachan reported that he would recuse himself from the first two items on the Regular Agenda, Item 5A and 5B, due to prior comments he made on a similar application as a private citizen back in 2022.

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4. PUBLIC COMMUNICATIONS

Chair Van Dine opened the Public Communications portion of the meeting.

Betsy Wallace gave her zip code as 84060 and shared comments about the five acres by the corner of Bonanza and Kearns. She mentioned three issues, including density and height, traffic study, and toxic soil remediation. All of these items could impact the cost and timing of the project. Ms. Wallace asked that those items be discussed first.

There were no further Public Communications.

Chair Van Dine noted that there are some items on the Regular Agenda that will likely generate public comment. She asked those choosing to share a comment to state their full name, sign in, and limit comments to three minutes or less. Comments should be directed to the Planning Commission. It is also possible to submit comments to planning@parkcity.gov. There were several email comments submitted this week.

5. REGULAR AGENDA

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-26-068212.

Senior Planner, Nan Larsen, and Planner III, Lillian Zollinger, presented the Staff Report and explained that this is a Conditional Use Permit ("CUP") for Park City Mountain Resort. The applicant representatives, Deirdra Walsh and Zach Perdue, are present at the Planning Commission Meeting. Planner Zollinger reported that the first application relates to the Eagle lift. On March 25, 2026, the Planning Commission held a Work Session and provided initial feedback regarding the Recreation and Open Space ("ROS") Zoning District regulations, CUP criteria, Sensitive Land Overlay ("SLO") development approvals for ski area construction and expansion, and passenger tramways and ski base facilities criteria. The current meeting will focus on parking, traffic, and transportation.

As outlined in the code for a CUP, 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 the applicable standards. The criteria for the passenger tramways and ski base facilities, as outlined in Land Management Code ("LMC") Section 15-4-18, includes specifics for the parking and traffic plans. It was noted that a ski lift is also considered a passenger tramway.

Planner Zollinger read the following language from LMC Section 15-4-18(B)(6):

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- Parking and Traffic Plans:
    - The applicant must present a parking, traffic, and transportation plan pertaining to the Passenger Tramway for review and approval by the Planning Commission. The plan must address at least the following considerations: auto, bus, and pedestrian traffic, which could be generated by the Passenger Tramway, the impacts of this traffic on the adjoining landowners and the neighborhood in general, parking demand created by the Passenger Tramway, and how that parking would be provided.
    - The traffic and parking plan may be included in the neighborhood impact analysis. The parking requirements and impacts of a Passenger Tramway will vary within the zones depending upon the location and the ability of the applicant to make use of existing public and private parking facilities; therefore, no specific requirement has been set. The applicant is expected to show workable means of dealing with the traffic generated by the Passenger Tramway construction and operation, including such regulations as resident parking permits, off-site traffic controls and facilities, or similar means for controlling traffic and minimizing off-site impacts on adjoining properties.

Planner Zollinger reported that no specific requirement has been set for the parking associated with the lift upgrades. The applicant is expected to show workable means of dealing with the traffic generated by the lift construction and operation. She explained that the Planning Commission reviews applications within an existing project for baseline compliance. In this case, that is the Development Agreement Phase I Traffic and Parking Management Plan. The Planning Commission then conducts a review to mitigate the impacts generated by the new lift. As outlined in the Staff Report, the resort meets the required parking for Phase I traffic and parking mitigation. To ensure ongoing operational compliance with additional mitigation to reflect current circulation and conditions, there are three topics that have been broken out to outline the proposed Conditions of Approval:

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 the resort and City for improved efficient traffic and parking circulation;
c) Formalize resort and City implementation of neighborhood mitigation strategies.

Planner Zollinger reviewed some of the proposed Conditions of Approval for Item A, such as requiring annual parking lot counts and transit ridership data within 60 days of the ski season and growing the employee vanpool programs in the Wasatch Back and Wasatch Front. Winter Peak Day Traffic Operations Manager for Park City Municipal, Andrew Leatham, reviewed some of the more recent City traffic improvements. When he started in this role in 2022, the City Council identified three major priorities that needed to be

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addressed: improve residential protection around the ski resorts, enhance transit priority throughout the City, and focus on mitigation efforts to relieve the traffic congestion.

Manager Leatham reported that in 2022, there was a new circulation plan developed, which routed vehicles one way through the parking lot and then separated that from transit and shuttle buses, which came in a separate way. Prior to that, there was not a lot of control in the parking lot as far as where vehicles could enter and exit. Over the years, there has been a lot of work done to address residential protection. There were concrete barriers placed at Empire Avenue, but those have since been upgraded to drop arm gates.

Back in 2022, there was a lot of cut-through traffic through the Thaynes Canyon neighborhood. With the implementation of the new circulation plan and the introduction of paid and reserved parking from Park City Mountain, there was a 50% drop in the cut-through traffic in that neighborhood. Over the last three years, those numbers have held steady. Manager Leatham explained that the circulation plan, combined with the effort of the paid and reserved parking has improved residential protection. He shared information about the bus route and the effort made to both separate and move traffic.

Manager Leatham reported that people have gotten used to the circulation plan at Park City Mountain Resort. The traffic congestion on Park Avenue in 2022 could result in 15-minute delays. However, that has not been seen in the last several years. The City meets regularly with Park City Mountain Resort, as there is a formal meeting every other week.

Manager Leatham explained that tracking is done to determine the number of times in a ski season the Park City Mountain Resort lots are sold out. In this past ski season, there were four times the lots were sold out. Two years prior to that, there was only one day. Even on a busy ski day, the parking lots are usually filled 65% to 70%. This means there is normally space remaining in the parking lots, even on some of the busier days.

Commissioner John Frontero believed that, based on the 65% to 70% number shared, visitors are almost always able to make a reservation because there is availability. Manager Leatham stated that the specifics of the reservation system can be clarified by a representative of Park City Mountain Resort. His focus is on the lot capacity throughout the day. It was clarified that there is an open line of communication between his department and Park City Mountain Resort. If the lots reach capacity, the City is notified, and messages are added to the variable message boards posted throughout the City.

Commissioner Frontero has seen a lot of pedestrians walking up 14th and 15th street with skis and snowboards in an attempt to cross Empire Avenue and reach the resort parking lot. He asked if there was anything that could be done to improve that situation, because it is a difficult street to cross in the morning. Manager Leatham reported that the City has looked into this area, but it does not meet the standards for a crosswalk. As a result, there have been warnings posted to remind vehicles to watch for pedestrians. There are snow clearing efforts made to improve pedestrian visibility and prioritize safety.

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Commissioner Shand thanked Manager Leatham for the information that has been provided, especially about the lots normally being 65% to 70% full. The Planning Commission often discusses what can be done to mitigate traffic and more efficiently use the parking that already exists. It sounds like many of the strategies that have been implemented by Park City and Park City Mountain Resort are working well.

Planner Larsen reviewed some of the proposed Conditions of Approval for Item B, such as requiring the resort to designate a Transportation Demand Management Coordinator and establish an annual timeline for coordination and review of a traffic attendant and signage plan. In addition, there could be an annual review of the plan and opportunities to improve for the next ski season. Planner Larsen next reviewed proposed Conditions of Approval for Item C, such as requiring the resort to designate a Neighborhood Liaison and establish an annual timeline for coordination and review of a parking and neighborhood mitigation plan. Another recommended condition is to establish an annual review of the plan and consider opportunities to improve for the next ski season.

In the 2026 Parking, Traffic, and Transportation Plan that the applicant submitted for the Eagle lift upgrade, the applicant states that the upgrade increases skier capacity by 55% and increases the overall Mountain Village base area uphill morning capacity by 15.56%. The applicant finds no clear evidence of a causal relationship between increased uphill capacity and increased guest visitation. The applicant's voluntary implementation of the paid parking and reservation system has been effective in addressing traffic, creating an average surplus of approximately 474 parking space, even on high visitation days. Staff recommends conditions to formalize the reservation and paid parking program, address continued improvements to the base area circulation and mitigations to surrounding neighborhoods, and address future changes that may require contingency plans.

Planner Larsen reviewed the recommended Conditions of Approval:

- Formalize the reservation and paid parking program:
    - Maintain the paid parking reservation system;
    - Effectively manage the paid parking reservation system with on-site parking attendants and a citation policy;
    - Use net proceeds generated from paid parking to reinvest in Transportation Demand Management ("TDM") at the Mountain Village base area.
- Address continued improvements to base area circulation and mitigations to surrounding neighborhoods:
    - Regularly evaluate and adjust the paid reservation parking system to support increased average vehicle occupancy and transit ridership;
    - Implement measures to increase employee average vehicle occupancy and transit ridership.
- Address future changes that may require contingency plans:

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- Require a parking agreement between the School District and resort each year;
- Require Planning Commission review for an alternate plan if School District parking is unavailable or decreased;
- Require Planning Commission review if the Munchkin parking lot is reduced below 100 spaces.

Planning Director, Rebecca Ward, reported that there is the capacity to absorb more parking, but as has been outlined, there are recommended Conditions of Approval that formalize what has been done. There have also been discussions about a condition that:

- Establishes a threshold that signals the mitigation is not sufficient;
- Requires the applicant to return to the Planning Commission for a comprehensive review of the 2026 Parking, Traffic, and Transportation Plan;
- Requires updated skier and employee parking and transit ridership information to support Planning Commission review.

Planner Larsen further reviewed the recommended Conditions of Approval outlined in the Staff Report. She noted that the applicant team has prepared a presentation. Ms. Walsh stated that she is the Vice President and Chief Operating Officer of Park City Mountain. Mr. Perdue is the Director of Planning, and Julie DeCecco is General Counsel.

Ms. Walsh explained that the lift upgrades represent a transformative investment in Park City Mountain. It also reflects a commitment to deliver a world-class mountain experience to guests. The team is present to share information about the CUP applications for both the Eagle and Silverlode lift replacement projects. The last presentation focused on the benefits of these projects, such as modernizing lift infrastructure, improving operational reliability, improving skier circulation, and reducing the overall wait times. The current presentation will focus primarily on parking, traffic, and transportation considerations.

The LMC does not establish a fixed parking ratio or a parking requirement for passenger tramway upgrades. Instead, the code requires applicants to demonstrate workable means of addressing traffic, parking, circulation, and neighborhood impacts associated with lift construction and operation. The existing parking and transportation management framework satisfies the requirements and demonstrates continued compliance with applicable provisions of the code. She noted that Mr. Perdue will discuss the project context.

Mr. Perdue shared an overview of the projects and the associated benefits. He reported that Silverlode is one of the most critical circulation lifts that exists within the ski area. It functions as a major mid-mountain distribution hub. The replacement project upgrades the existing six-passenger detachable chair lift with a high-speed eight-passenger detachable chair lift. This replacement increases uphill capacity by approximately 20%.

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In addition, the project includes a maintenance facility that will be located at the bottom terminal. This is an operational support component intended to improve in-season lift maintenance and overall system reliability. The facility is not guest-serving in nature.

This project remains entirely within the existing lift corridor and does not expand skiable terrain or create any new base portals. Mr. Perdue reported that the operational purpose of the upgrade is to improve circulation efficiency and reduce wait times at a critical distribution node within the ski area. This project is focused on modernizing aging lift infrastructure and improving how existing guests move through the terrain.

The Eagle project is also a lifecycle lift replacement with substantial improvements for guests within the Mountain Village base area. Mr. Perdue explained that this project will replace the existing Eagle and Eaglet lifts with a modern six-passenger detachable chair lift that includes a mid-station unload. From a circulation standpoint, the replacement lift also improves how guests move from the Mountain Village base area into the broader terrain network. Information about circulation was shared. He noted that the project will alleviate congestion throughout the Mountain Village lift network. The addition of the mid-station unload also creates another option for guests to access terrain near the base area.

Mr. Perdue reported that this project does not expand terrain, increase skiable acreage, or create a new access portal into the resort. The project is a lifecycle lift replacement that upgrades an existing base portal at Mountain Village. This will improve the guest experience by reducing the lift wait times and will also improve skier and rider circulation.

Uphill lift capacity is fundamentally an operational metric. It measures the number of passengers a lift system can transport per hour and is primarily used to improve circulation, reduce wait times, distribute guests more efficiently across terrain, and improve the overall guest experience. An increase in uphill lift capacity does not directly translate to an equivalent increase in visitation or parking demand. Mr. Perdue explained that visitation is influenced by many factors beyond lift capacity, including terrain expansion, tourism trends, travel patterns, lodging availability, economic conditions, and weather conditions. He noted that there are tables included in the presentation materials that show the operational uphill capacity increases associated with the Silverlode and Eagle replacement projects. The capacity figures in the tables show operational uphill lift capacities rather than manufacturer design capacities. He clarified that the operational capacity numbers apply a 5% adjustment to the manufacturer's capacities to account for typical operating conditions. This number better represents passenger throughput.

The Silverlode replacement increases operational uphill capacity by 570 passengers per hour, which is an increase of approximately 20% at an important mid-mountain circulation hub. The Eagle replacement increases operational uphill capacity by approximately 1,520 passengers per hour. This increases the combined uphill circulation capacity of the entire Mountain Village base area lift network by approximately 15.56%. Mr. Perdue reiterated that increases in uphill capacity are not indicative of increased visitation.

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One of the questions before the Commission is whether these operational improvements are expected to generate additional traffic and parking demand. Based on industry experience and expert opinion, these projects are not expected to create an increase in visitation and therefore would not result in additional traffic and parking demand.

Mr. Perdue reported that the conclusions made are consistent with prior lift replacement approvals reviewed by the City. In 2008, during the CUP review for the Crescent lift replacement project, the Planning Commission considered a base area lift upgrade that doubled uphill capacity from 1,200 to 2,400 passengers per hour. The Staff Report concluded that the lift was intended to accommodate existing demand and that no increase in traffic was anticipated. It also recognized that the existing parking system remained sufficient to support resort operations. The Planning Commission approved the Crescent lift without any Conditions of Approval related to parking and traffic.

It was noted that visitation patterns are influenced by many external factors. Mr. Perdue explained that because of those variables, there is no reliable methodology that isolates lift capacity alone as a causal driver of parking demand. These projects are best understood as lifecycle lift replacements intended to improve circulation and reduce wait times for existing guests. The LMC recognizes that parking and traffic impacts associated with Passenger Tramways are unique to each project and must be evaluated on a case-by-case basis. The review is dependent on the operational conditions, existing parking resources, and available mitigation strategies. The Park City Mountain Resort parking management system provides operational tools specifically contemplated by the code.

Ms. Walsh referenced the parking narrative and transportation materials that have been submitted. The parking strategy for the resort is focused on demand management and improving the guest experience rather than expansion of parking. The LMC anticipates that Passenger Tramway parking impacts can be addressed through operational management strategies and coordinated transportation measures rather than fixed parking minimums. She reported that the current parking management plan was voluntarily implemented prior to the 2022/2023 winter season and has continued to evolve and improve over time. It was noted that the parking plan has several key objectives:

- Improve the overall guest and resident experience in and around the base area;
- Improve the overall traffic and parking conditions by reducing congestion;
- Enable a plan that integrates transit and off-site parking options in the overall plan system to maximize parking efficiency;
- Increase average vehicle occupancy (“AVO”) by influencing travel behavior.

Ms. Walsh reviewed the key elements of the parking plan. She mentioned the reservation system in place for guest vehicles parking before noon. There is also a carpool incentive and a fee-based reservation system for vehicles with three or fewer occupants. The

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positive impacts of the current plan were highlighted. Ms. Walsh explained that advanced reservations provide certainty for guests. The reservation system also reduces the number of vehicles entering the base area searching for parking spots. Both paid and free parking mean that the resort is providing optionality for guests. Free parking after noon incentivizes guests to arrive at times when the traffic is generally lower. Additionally, getting in and out of the base area via bus or shuttle is faster than it was before.

Ms. Walsh reported that the plan actively incentivizes alternative transportation modes for employees. There is ongoing communication to employees regarding transportation options and incentive programs throughout the season. The intention is to continue to increase vehicle occupancy and reduce traffic volumes over time. Since the implementation of the parking plan in the 2022/2023 season, there have been measurable operational improvements. As an example, mid-morning counts decreased by 26% during the first season of the program implementation. There continue to be high carpool rates seen, with over 64% of vehicles arriving with four or more occupants. The parking management plan has resulted in measurable and positive outcomes for all involved.

Mr. Perdue shared the Peak-Day Parking Analysis with the Planning Commission. He reported that the parking management system has created available capacity within the existing operational framework. Across the highest visitation days evaluated since the implementation of the parking management plan, Mountain Village and Park City High School parking facilities maintained additional capacity. He reviewed the Peak-Day Parking Analysis table in greater detail and noted that there are 2,030 total spaces within the full system, excluding Richardson Flat. Average utilization information was shared.

Mr. Perdue reported that the existing parking management framework is functioning successfully. The system already includes operational flexibility, TDM tools, transit coordination, off-site parking resources, and adaptive management measures necessary to respond to changing operational conditions over time. For those reasons, the applications currently before the Planning Commission satisfy the applicable requirements of the LMC regarding parking, traffic, and transportation. As shown, the existing parking management framework implements the types of operational measures contemplated by the code, including reservation systems, paid parking, and coordination.

Director Ward stated that due to an emergency, Chair Van Dine had to leave the Planning Commission Meeting at 6:09 p.m. She will return to the meeting as soon as possible, but the Chair Pro Tempore, John Frontero, will lead the discussion on this agenda item.

Commissioner Shand mentioned the parking garage at Canyons Village. He asked what impact that would have on the parking demand. Ms. Walsh reported that the current parking plan within Mountain Village is a closed system. Even if there is a shift, a guest who is parking in the resort core will require a reservation. Commissioner Henry Sigg asked the applicant to differentiate between demand management and supply expansion. He wanted to understand how that is factored into the parking management plan. Mr.

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Perdue explained that the parking management plan is an example of demand management strategies. A supply expansion strategy would imply additional parking supply and capacity, but that is not the approach that has been implemented or pursued in this case.

Commissioner Seth Beal asked to further review the Peak-Day Parking Analysis table. Mr. Perdue explained that the number shown demonstrates the number of additional guests that could be accommodated by way of parking based on the AVO and calculated surplus. Commissioner Beal believed that understates the actual numbers, since people who arrive by other means are not taken into account. The table indicates that even if the demand increased, it could be handled with the existing parking spots. He finds that to be a compelling argument, but it understates the amount of additional demand that could be handled, as this assumes all additional visitors will arrive by personal vehicle.

Mr. Perdue explained that these projects will not result in increased visitation. The purpose of this exercise was to demonstrate that there is existing capacity to mitigate any unforeseen traffic or parking impacts that could occur. He reiterated that the position of Park City Mountain Resort is that these projects will not result in increased visitation.

Chair Pro Tem Frontero asked what the expected timeline will be if these applications are approved. Mr. Perdue reported that the intention is for the lifts to be installed in one construction season. Ms. Walsh explained that it is not possible to commit to a specific timeline, but if these applications are approved, the internal process will begin. This process involves working with manufacturers and determining an appropriate timeline.

Commissioner Grant Tilson wanted to know if the 15.56% capacity increase includes all of the lifts out of Mountain Village or only the lifts that reach the mid-mountain point. Mr. Perdue confirmed that it would include the First Time and 3 Kings lifts. Chair Pro Tem Frontero finds the parking analysis over the last few years to be impressive. He encourages the resort to continue providing incentives for those carpooling and on transit.

Chair Pro Tem Frontero asked about the earlier statement that 64% of vehicles arrive with four or more occupants. Ms. Walsh reported that when someone uses the app to make a reservation, it is possible to opt into carpooling at that time. It clearly states there must be four or more in the vehicle. The First Time lot is dedicated to carpooling. This makes it possible to manage the lot and handle verification. She shared information about the parking attendants and the verification process that takes place for those carpooling.

Commissioner Shand echoed the comments shared by Chair Pro Tem Frontero. He is encouraged to see the progress made in recent years as far as traffic and parking. The carpooling, paid parking, public transit, and other components all appear to be working.

Chair Pro Tem Frontero opened the public hearing.

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Nathan Rafferty explained that he is the President and CEO of Ski Utah. He is advocating for approval of the proposed lifts. Each ski area has its own unique issues, but Park City Mountain Resort is one of the best at managing parking. It is currently the only resort that requires paid reservations seven days a week. He sees lift applications as being infrastructure replacements rather than expansions. The replacements are needed to keep up with the demand that already exists. The resort has already proven that it is possible to manage the traffic, so he hopes the Commission will consider approval.

Tracy Meier gave her zip code as 84049 and stated that she is the Chief Program and Education Officer at the National Ability Center. She expressed her support for the proposed ski lift improvements because of what they mean for accessibility, adaptive recreation, and the entire community. Accessible parking has been a priority for the resort, and that has been demonstrated through the plans, management, and increased ADA parking spots. For many people, a ski lift is simply infrastructure, but for adaptive athletes and individuals with disabilities, lift access can determine whether it is possible to participate. The adaptive program serves individuals with a wide range of physical, cognitive, and sensory disabilities, and close to 5,000 lessons are provided each season.

Ms. Meier explained that many of the adaptive program participants rely on specialized equipment, extra instructor support, and predictable lift access in order to safely enjoy the mountain. Modern lift infrastructure will improve the experience for those in the program. New lifts will reduce long wait times that are physically and emotionally demanding for program participants. In addition, it will improve loading and unloading. She reported that the current Eagle lift poses major safety concerns for specific types of equipment. The proposed improvements will ensure that outdoor recreation is available for everyone.

Ms. Meier informed those present that adaptive programs often operate with limited scheduling windows and high instructor-to-student ratios. When lift systems are outdated or congested, it impacts the quality and success of these programs. This investment will support inclusion and safety, meeting the diverse needs of adaptive athletes.

Angela Moschetta gave her zip code as 84060. The applicant stated that lift capacity does not translate to resort capacity, but she believes that is a marketing argument rather than a legal argument. The Development Agreement does not regulate resort capacity, but any proposed expansion of lift capacity. The applicant has admitted to lift capacity expansion, and that admission triggers the analysis. Her GRAMA request, which was referenced in a letter sent to the Planning Commission that morning, showed that the applicant and Staff exchanged capacity data behind the scenes. She noted that this is content that does not appear in the publicly filed application narrative. The applicant disclosed capacity to Staff, but kept it out of the documents that the public reviews.

Ms. Moschetta believed the record before the Planning Commission should include all applicable information. Increased transit use and improved circulation are impressive, but she does not feel those achievements should impact the current process. She stated

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that there must be a transparent CCC analysis completed. No one disputes that the resort needs investment, but certain improvements that would spread out and slow down skiers have been deferred in favor of the two proposed lift projects. She asked the Planning Commission to review a complete and transparent record before a vote is taken.

Emily Fisher gave her zip code as 84098 and explained that she is the Executive Director of Youth Sports Alliance. Through a partnership with Park City Mountain this winter, 530 students participated in programs, which resulted in 2,650 experiences. For decades, this partnership has made Park City a national model for fostering a sense of belonging on the mountain. The proposed projects will replace aging chair lifts that are critical connectors to beginner and intermediate terrain, which are heavily used by local students, families, and athletes. Modernized lifts mean more time learning and less time waiting in line. These lift upgrades are not simply infrastructure projects, but investments in accessibility, belonging, and the future of the mountain community. Youth Sports Alliance asks community leaders and community members to support these improvements.

Frode Jensen stated that his zip code is 84060. He submitted a written comment to the Planning Commission and asked that it be included in the record. Mr. Jensen is in favor of the new lifts, as some of the lifts are aging and breaking down. A few years ago, the Eagle lift was down all season long, so it clearly needs to be replaced. The Silverlode lift is often down as well for maintenance. A newer and more reliable Silverlode chair lift is likely warranted. As for whether newer, faster, and modern detachable chair lifts that will increase total uphill capacity are needed, he is uncertain. Mr. Jensen asked the Planning Commission to consider what would be most appropriate. He pointed out that the mountain is already overcrowded, so he is concerned about additional uphill capacity.

Mr. Jensen reported that the existing uphill capacity, when filled on peak days, far exceeds the safe downhill capacity of much of the trail system. The consequence of exceeding downhill capacity is overcrowding and an unsafe ski experience. He wondered if the proposal to increase uphill capacity would make overcrowding at the resort more problematic. This is what the LMC calls a detrimental impact. Under the code, the Planning Commission is obligated to condition an approval to mitigate any detrimental impacts. Mr. Jensen wants skiing to be safe and fun for residents and visitors.

Bob Wheaton gave his zip code as 84036. Mr. Wheaton and his wife moved to Park City in 1979 and have seen a lot of changes happen in that time. He reported that Deer Valley opened with five fixed-grip lifts, but a few years ago, there were 21 lifts. There has been a fair amount of expansion in the area. As acknowledged by the Planning Commission, the efforts Park City Mountain has made in terms of parking management are meaningful. The level of cooperation between the ski resorts and Park City Municipal is also important.

Mr. Wheaton stated that lift installation upgrades do not result in increased skier days on their own. He shared information about other lifts in the area and the level of investment made. The intention is to improve the overall skier experience. At Deer Valley, there was

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a detachable quad put in that was renamed Silver Lake Express. That was at the base area next to the parking lot, but there were no increases in skier days and no increases to the parking demand. That example is relevant to the current Eagle and Silverlode proposals. Based on the level of cooperation and the success of the parking plan, he asked that the Commission not recommend additional Conditions of Approval.

Jennifer Wesselhoff stated that she is President and CEO of the Park City Chamber of Commerce. She urged the Planning Commission to support both of the applications related to Park City Mountain Resort. Ms. Wesselhoff reminded those present that Park City is a resort town. It is the foundation of the economy, community, and quality of life. When the resorts thrive, so does everything else, including the businesses, non-profits, employees, and residents. Supporting smart investment and resort infrastructure is beneficial for visitors and those who live and work in Park City. The proposals currently before the Planning Commission represent long-overdue modernizations, as the Eagle lift is over 30 years old. These replacements will ease congestion, shorten wait times, and make the terrain more accessible for all. Ms. Wesselhoff reported that these upgrades will not result in additional costs for taxpayers, as it is a private investment. Parking and traffic concerns are already being managed well, and she supports approval.

Brad Olch stated that his zip code is 84060 and explained that he is a former Mayor and Commissioner. He agreed with the comments shared by Mr. Wheaton and Ms. Wesselhoff. It is important to understand that the ski business impacts residents. There is a long history of lift upgrades in Park City. What is proposed will be beneficial to the community, and he encouraged the Planning Commission to support the applications.

There were no further questions. The public hearing was continued to May 27, 2026.

Planner Larsen reported that there are five questions Staff is requesting feedback on:

1. Does the proposal comply with the Park City Mountain Resort Master Planned Development (“MPD”) Phase I Traffic and Parking Management Plan?

2. Does the applicant's plan adequately address vehicles, transit, and pedestrian traffic generated by the Eagle lift and an increase in morning uphill capacity?

3. Does the applicant's plan adequately address the impacts of traffic on the adjoining landowners and the neighborhood in general?

4. Does the applicant's plan adequately address parking demand as a result of the proposed increase in lift capacity?

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5. Does the applicant show a workable means of dealing with the traffic generated by the Eagle lift construction and operation?

Chair Pro Tem Frontero suggested that the questions be addressed one at a time. The Planning Commission discussed the first question, which was related to the Park City Mountain Resort MPD Phase I Traffic and Parking Management Plan. Director Ward noted that if additional information is needed, it can be brought back to the Commission. The applicant has requested possible final action on May 27, 2026.

Commissioner Tilson finds the proposal complies with the Park City Mountain Resort MPD Phase I Traffic and Parking Management Plan. As shown during the presentation, the number of spaces complies with that section of the plan. In addition, the mitigation measures have been demonstrated to be sufficient after multiple years of data collection. Other Commissioners agreed and did not feel that additional information was needed.

The second question was discussed, which had to do with the applicant's plan. Commissioner Shand stated that the applicant's plan adequately addresses the vehicles, transit, and pedestrian traffic generated. Commissioner Beal noted that the second and third questions appear to be asking whether the applicant has presented enough information to satisfy LMC 15-4-18(B)(6), and he believed enough has been provided. Other members of the Commission agreed that additional information is not needed.

Chair Pro Tem Frontero stated that there is no additional information needed for questions one through four. The fifth question was further discussed. Commissioner Shand believed construction traffic will involve coordination between the applicant and the City. He does not feel that additional information is needed for that item, but he is open to hearing more about what is contemplated. Chair Pro Tem Frontero pointed out that the construction phase has not been addressed during this meeting. Director Ward stated that there is information in the Staff Report about timing and construction mitigation. The applicant has agreed to the Conditions of Approval related to construction.

Chair Pro Tem Frontero appreciates that the applicant came to the Planning Commission well prepared. It is clear that a lot of effort has been made. He stated that the Development Agreement is a challenge, as the Mountain Upgrade Plan has specific requirements. There are some items in that plan that could be addressed. He would like to see updated CCC information and understand how additional uphill capacity will impact the downhill capacity. An updated CCC document would provide comfort that there is no problem being created with the additional uphill capacity. Chair Pro Tem Frontero clarified that he does not want to delay the application, so there could be a Condition of Approval that an updated CCC will be provided to the City in the next six months. This would not stop the project's progress, but it would provide more information.

Ms. DeCecco explained that the Development Agreement is a 1998 agreement that their predecessor entered into, and there is a Mountain Upgrade Plan associated with that. At

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the time, the Mountain Upgrade Plan was intended to ensure that the owner of the resort would invest in the additional improvements needed to accommodate an expanded base area. There is a time and place for a significant revisitation and revision of the Development Agreement and Mountain Upgrade Plan. For instance, when there is a development project for the base area brought forward, as that would be a large-scale planning effort. There would need to be a holistic review of the area done at that time.

Updating CCCs in the abstract without a holistic planning process is a challenge. Ms. DeCecco explained that CCCs are one planning tool, but a wide variety of planning tools are used. In 2022, it was found that it is challenging to look at those in an abstract manner. The CCCs were relevant to the application in 2022 because it was an Administrative Conditional Use Permit ("ACUP"), and under the Development Agreement, the ACUP was a streamlined process. There is currently a longer process underway. What has been proposed is not a requirement under the LMC. Chair Pro Tem Frontero agreed that it is not a requirement under the LMC, but there are still some in the public who are concerned about the downhill impacts if the uphill capacity is increased. There does not need to be a CCC analysis necessarily, but any relevant analysis would be appreciated.

Commissioner Beal noted that the Staff recommended a Condition of Approval specifically related to an updated CCC analysis at the time of any future vertical development at the base. He asked if the applicant is willing to accept that as part of this process, which was confirmed. Commissioner Beal agreed with Chair Pro Tem Frontero that the LMC has a specific set of criteria and that is what the lifts will be analyzed under. That being said, he agreed that additional analysis would be beneficial to review.

Commissioner Sigg stated that the CCC is important so can be more transparency. He noted that some of the public comments expressed concerns about transparency. Commissioner Shand agreed that transparency is important. He explained that CCCs have a fairly finite timeline when people are going up the mountain. However, people coming down the mountain tend to come down at different times. He agrees that transparency is beneficial, but does not feel as strongly that the CCCs are needed.

Ms. DeCecco addressed some of the comments about transparency. She reminded those present that there are publicly available CCCs for the lifts. Those are available as part of the record from the 2022 hearing. At that time, two experts provided CCCs, so the community still has access to those materials. She does not feel there is a transparency issue. In this case, the CCC numbers are not necessarily relevant.

Chair Pro Tem Frontero asked about the appropriate next steps. Senior City Attorney, Mark Harrington, explained that the Planning Commission can make a motion to continue this item and the public hearing to the meeting scheduled for May 27, 2026.

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MOTION: Commissioner Beal moved to CONTINUE the Park City Mountain Resort CUP application for the Eagle and Eaglet Lifts, and the public hearing, to the Planning Commission Meeting on May 27, 2026. The motion was seconded by Commissioner Tilson. The motion passed, with Commissioner Strachan abstaining from the vote.

B. Park City Mountain Resort – Conditional Use Permit – Park City Mountain Resort 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.

Director Ward reported that there will need to be a separate public hearing opened specific to the Silverlode lift application. There is a brief presentation prepared for the Silverlode lift, though some information was presented during the last agenda item.

Planner Zollinger presented the Staff Report and explained that this CUP application is for the Silverlode lift at Park City Mountain Resort. She reported that this presentation focuses on parking, traffic, and transportation. The Planning Commission reviews parking, traffic, and transportation for lift upgrades. For this CUP, the applicant is proposing to replace the Silverlode lift, an existing mid-mountain six-passenger lift, with an eight-passenger lift in a similar alignment. The capacity is proposed to increase from 3,000 people per hour to 3,600 people per hour, which is a 20% increase. Staff finds the mid-mountain lift does not cause a measurable change in vehicle patterns, and no additional parking is required. Planner Zollinger posed the following question:

- Does the Planning Commission support the Conditions of Approval for the Eagle lift being incorporated into the Silverlode lift Final Action Letter?

Commissioner Beal asked for additional information about the proposed capacity. Mr. Perdue explained that the uphill capacity is a function of the carrier capacity, the chair spacing, and the speed. There is a slightly longer carrier load time that is seen.

Chair Pro Tem Frontero opened the public hearing. There were no comments. The public hearing was continued to May 27, 2026.

MOTION: Commissioner Beal moved to CONTINUE the Park City Mountain Resort CUP application for the Silverlode Lift, and the public hearing, to the Planning Commission Meeting on May 27, 2026. The motion was seconded by Commissioner Tilson. The motion passed, with Commissioner Strachan abstaining from the vote.

The Planning Commission took a short break before hearing the remaining agenda items. Following the break, it was stated that Chair Van Dine has not yet returned, and Commissioner Strachan will participate in the remaining agenda item discussions.

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C. Municipal Sign Code Amendments – The Planning Commission will Provide a Recommendation for City Council Consideration for a Draft Ordinance Regarding Amendments to the 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.

Planner II, Virgil Lund, presented the Staff Report and explained that this item is for Municipal Sign Code Amendments. The Planning Commission reviewed the proposed amendments during Work Sessions on February 25, 2026, and April 22, 2026. Based on those discussions, Staff has drafted a definition for Leasing Sign and has added Temporary Portable Signs in the Community Transition ("CT") Zoning District. There was no consensus on one item at the last meeting, so the following questions were posed:

- Is the Planning Commission supportive of having only one Construction Marketing Sign or Leasing Sign installed at one time? The Ordinance, as drafted, only allows one sign installed at one time:
    - "The installation of a Leasing Sign requires the immediate removal of any existing Construction Marketing Sign."
- Does the Planning Commission want to forward a positive recommendation for City Council consideration at their meeting on June 4, 2026?

Commissioner Sigg asked for clarification about a Construction Marketing Sign. He believes it is intended to mean marketing during construction rather than marketing a specific construction business, which was confirmed. Planner Lund shared the existing definition for a Construction Marketing Sign, which is not proposed to be amended:

- 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.

Commissioner Shand asked what would happen if a Certificate of Occupancy were issued for one building, but construction continues on the remaining buildings within a development. He wanted to know if both signs can exist on the site. Planner Lund explained that, as drafted, it is dependent on the project. If multiple buildings are part of the same project, the Construction Marketing Sign would need to come down, even if other buildings within the project are still under construction. The proposed definition for Leasing Signs was shared. Planner Lund believed this definition would also cover for-sale units as well. Chair Pro Tem Frontero believed there should be additional clarification provided.

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Attorney Harrington provided clarifying information to the Commission. Director Ward reported that there is a separately defined Real Estate Sign that does not require a sign permit. What is currently before the Planning Commission was created to specifically address leasing. There are limitations to the total number of signs that can be on a site during construction, so if there is flexibility for Construction Marketing Signs and Leasing Signs, that could address projects that are going through multiple phases of development.

Commissioner Shand asked if there was any kind of sign code applied to the fence screening. Director Ward explained that through the Construction Mitigation Plan, there is some flexibility. There was additional discussion about signage and sign permits. Commissioner Beal stated that he is in favor of fewer signs, since there are other ways to market the construction activities. He would be inclined to allow one sign at a time. Other Commissioners agreed with that statement. Planner Lund explained that the next step is a potential recommendation for City Council consideration on June 4, 2026.

Chair Pro Tem Frontero opened the public hearing. There were no comments. The public hearing was closed.

MOTION: Commissioner Sigg moved to forward a POSITIVE RECOMMENDATION to the City Council for a Draft Ordinance regarding amendments to the 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. The motion was seconded by Commissioner Strachan. The motion passed with the unanimous consent of the Commission.

It was noted that Chair Van Dine returned to the meeting at approximately 7:55 p.m.

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.

Planner Zollinger presented the Staff Report and explained that this is a CUP application for 30 Sun Ridge Cove. The applicant is proposing a 144 square foot pool. She reported that 30 Sun Ridge Cove is a unique site, as it is partially in the CT Zoning District, partially in the Residential Development (“RD”) Zoning District, and in the SLO. This site currently has a single-family dwelling approved and under construction. The proposed pool will be entirely within the CT Zoning District and the SLO. This site is in the Park City Heights Phase III Subdivision, which outlines unique setback requirements outside of the CT Zoning District. Planner Zollinger explained that the front setback is 20 feet, the side setback is 12 feet, and for this lot, the rear setback is 100 feet.

There is a no build area at the rear of the lot. The proposed pool will be located at the

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front of the lot and will be outside of the no-build area. Planner Zollinger reported that the proposed pool will be below existing trees and vegetation. The applicant is proposing to install additional vegetation for screening. She noted that the proposal is not on a ridgeline or Very Steep Slope, and there are no wetlands or streams nearby. The Development Review Committee ("DRC") reviewed this proposal and confirmed compliance with required standards. Staff finds the proposal complies, as conditioned, with the CUP criteria. It was also determined that the proposal complies with parking.

Planner Zollinger reviewed several proposed Conditions of Approval. She noted that there is a change to Finding of Fact #10, which includes a large table. The proposed concrete pool will be seven feet above grade rather than the eight and a half mentioned.

Staff recommends the Planning Commission review the proposed CUP at 30 Sun Ridge Cove, conduct a public hearing, and consider approving the proposal based on the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in the Draft Final Action Letter, as amended. Applicant representatives are present at the meeting.

Commissioner Strachan asked if it is possible to rely on the SLO study that was done previously. Planner Zollinger explained that if something was previously reviewed under the SLO, there is no code trigger that requires something to be redone. As an example, the applicant lot has a 100-foot buffer space at the back that cannot be built on, because previously, it was found that the area has sensitive lands. Director Ward stated that in this case, the proposed pool does not impact any ridgelines that are designated and it is not on Very Steep Slopes or within 50 feet of Very Steep Slopes. Commissioner Strachan asked about vegetation. Director Ward reported that any impacted vegetation will need to be replaced in-kind on the site. There was discussion about the SLO analysis.

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

MOTION: Commissioner Frontero moved to APPROVE the CUP for 30 Sun Ridge Cove, based on the following, as amended:

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.

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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.

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.

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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:

   - 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 recommendations 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

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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.

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

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	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) 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 seven 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.

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.

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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 an 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.

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

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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.

Planner Zollinger presented the Staff Report and explained that this is a Plat Amendment for 2700 Deer Valley Drive. On April 27, 2017, the City Council adopted Ordinance No. 17-19, which approved a Plat Amendment for Unit B-101, but the plat was never recorded, and the approval expired. The applicant proposes the same Plat Amendment that was approved in 2017, which would move 314 square feet of common area to private area attic space within the existing condominium footprint. As outlined in the Staff Report, with the proposed Plat Amendment and Unit B-101 expansion, the total required parking spaces are 31 and there are 31 existing parking spaces. Staff finds Good Cause for this application, as there is no exterior expansion or additional unit created. Additionally, the application complies with off-street parking requirements and the Deer Valley MPD.

Staff recommends the Planning Commission review the proposed Plat Amendment, conduct a public hearing, and consider approval based on the Draft Final Action Letter. Director Ward reported that the applicant representative, Mike Johnston, was present to answer the Commissioners' questions. Commissioner Beal stated that he does not have an issue with this application, as it is consistent with previous approvals. However, he has some concerns about parking in the area. Commissioner Frontero had similar concerns. The next person interested in a conversion might not be able to meet the requirement.

Mr. Johnston shared comments about parking for the project. He reported that most of the units with an attic space have already been converted. As a result, he is not certain there will be additional applications submitted for a conversion of the attic spaces. This was approved in 2017, and there is uncertainty about the reason it was not recorded. The property owner has been paying Homeowners Association ("HOA") dues on the extra space since 2018. This application will address what was already believed to be done.

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

MOTION: Commissioner Sigg moved to APPROVE the Seventh Amended Courchevel Condominiums Plat, a Plat Amendment for 2700 Deer Valley Drive, based on the following:

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.

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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.
    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.

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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*.

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.

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

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.

Planner Zollinger presented the Staff Report and explained that this is a Plat Amendment for 1010 Woodside Avenue and 1011 Park Avenue. She explained that these are both sites in the Historic Residential – 1 Zoning District, with 1010 Woodside Avenue being a

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Landmark Historic Site and 1011 Park Avenue currently vacant. The applicant proposes combining the two lots. The proposal is to create one 3,750 square foot lot. With this lot combination, the Landmark Historic Structure would extend 5.5 feet into the front setback, 3 feet into the south side setback, and it currently encroaches 1 foot onto 1002 Woodside Avenue. There is an existing Encroachment Agreement for 1002 Woodside Avenue.

The historic structure is non-complying, as defined in the LMC, and any new construction must comply with the lot setbacks. Staff finds there is Good Cause for the proposed Plat Amendment, because it complies with the maximum lot area for the Historic Residential – 1 Zoning District. The maximum building footprint for each lot separately is 844 square feet. With a combined lot, the maximum footprint is reduced by 169 square feet. Planner Zollinger reported that development will require compliance with the Historic Residential – 1 Zoning District and Regulations for Historic Sites. She added that any modifications to the Landmark Historic Structure must be reviewed by the Historic Preservation Board.

There is also Good Cause for this Plat Amendment because no public street, right-of-way, or easement is vacated or amended as a result of the amendment. In addition, a 10-foot non-exclusive public snow storage easement is created off both Woodside Avenue and Park Avenue. Planner Zollinger reviewed several recommended Conditions of Approval.

Staff recommends the Planning Commission review the proposed Plat Amendment, conduct a public hearing, and consider approval based on the Draft Final Action Letter. Planner Zollinger noted that there is a proposed amendment for Condition of Approval #5.

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

MOTION: Commissioner Strachan moved to APPROVE the Plat Amendment for 1010 Woodside Avenue and 1011 Park Avenue, based on the following, as amended:

Background:

1. 1010 Woodside Avenue is an 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.

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2. Land Management Code (LMC) Chapter 15-2.2 outlines the Historic Residential - 1 Zoning District requirements:

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

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	Structure. Any addition or 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.

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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.

5. The Plat shall be updated to show both addresses: 1010 Woodside Avenue and 1011 Park Avenue.

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

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.

Planner Zollinger presented the Staff Report and explained that this is a Plat Amendment for 1287 Empire Avenue, which is located in the Recreation Commercial ("RC") Zoning District. There is an existing non-complying duplex built across lot lines and the applicant is proposing to combine two lots and one remnant parcel to create two 2,437.5 square foot lots. She shared an image of the two lots and the remnant parcel for reference.

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Staff finds Good Cause for the Plat Amendment, as this resolves the non-complying existing duplex. Additionally, there is no public street, right-of-way, or easement vacated or amended. The Plat Amendment creates two buildable and compliant single-family lots, is consistent with the Old Town neighborhood character, and all future development must comply with the RC Zoning District requirements. The proposed Plat Amendment also creates a consistent pattern of single-family dwellings on lots that follow the residential Old Town pattern. Planner Zollinger highlighted several proposed Conditions of Approval.

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.

MOTION: Commissioner Frontero moved to APPROVE the Plat Amendment at 1287 Empire Avenue, based on the following:

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.

    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.

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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.

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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.

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

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.

Planner Zollinger presented the Staff Report and explained that this is a Plat Amendment for 209 and 213 Norfolk Avenue. There was a Work Session held for this proposal on April 8, 2026, as well as a site visit. She explained that this is a vacant 7,508 square foot parcel and is located in the Historic Residential – 1 Zoning District. The applicant is proposing to create two lots. The first lot, 213 Norfolk Avenue, is proposed to be 3,741.82 square feet. The second lot, 209 Norfolk Avenue, is proposed to be 3,750 square feet.

There are proposed improvements to Upper Norfolk Avenue, including a snowmelt system. The applicant is proposing an easement on the Plat Amendment to establish shared access between the two proposed lots. The applicant will be required to obtain

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an Encroachment Agreement with the Engineering Department for private improvements in the public right-of-way. There are several recommended Conditions of Approval.

Staff finds there is Good Cause for the Plat Amendment, as the proposal reduces density from four Old Town single-family dwellings to two single-family dwelling 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. This also 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 4 feet or less. This also reduces the maximum building footprint by 344 square feet on a steeply sloped site.

Planner Zollinger reported that the proposal requires greater setbacks on steeply sloped lots. The proposed lot widths for the two lots result in a 5-foot side setback, which is greater than the 3 foot side setback required for the existing four Old Town lots. This proposal also contributes to design that is compatible with the character of the streetscape and Historic Residential – 1 Zoning District. Planner Zollinger also noted that this proposal results in lots compatible with other lots along Upper Norfolk Avenue.

Staff recommends the Planning Commission review the proposed Plat Amendment, conduct a public hearing, and consider approval based on the Draft Final Action Letter. Commissioner Beal did not notice any changes made since the last time the Planning Commission looked at this application. It was clarified that no changed have been made.

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

MOTION: Commissioner Frontero moved to APPROVE the Plat Amendment for 209 and 213 Norfolk Avenue, based on the following:

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.

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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).

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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.
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*.

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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).

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

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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.

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

6. ADJOURNMENT

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

The Planning Commission Meeting adjourned at approximately 8:30 p.m.

PENDING APPROVAL



PARK CITY MOUNTAIN
EAGLE LIFT

Conditional Use Permit
Planning Commission
May 13, 2026

PARK CITY
1881

CONDITIONAL USE REVIEW

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.

CONDITIONAL USE REVIEW

Land Management Code (LMC) Section 15-4-18(B)(6) states:

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

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

CONDITIONAL USE REVIEW

"[N]o 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."

CONDITIONAL USE REVIEW

- The Planning Commission reviews applications within an existing project for baseline compliance, in this case, the Development Agreement Phase 1 Traffic and Parking Management Plan.

- The Planning Commission then reviews to mitigate impacts generated by the new lift.

Phase I Traffic & Parking Mitigation Plan

The resort meets required parking.

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**

Phase I Traffic & Parking Mitigation Plan

To ensure ongoing operational compliance with additional mitigation to reflect current circulation and 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 the resort and City for improved efficient traffic and parking circulation.

(c) Formalize the resort and City implementation of neighborhood mitigation strategies.

Phase I Traffic & Parking Mitigation Plan

(a) Focus on the increased average vehicle occupancy and incentivize transit ridership for guests and employees:

- Require annual parking lot counts and transit ridership data within 60 days of ski season.
- Encourage and incentivize guest and employee transit ridership with a goal of increasing to 20% or more.
- Grow the employee vanpool programs in the Wasatch Back and Wasatch Front.
- Increase participation in the Ride On Winter Rewards Program to increase employee carpooling and vanpooling.
- Establish an annual timeline for resort and City coordination of a traffic attendant and signage plan.

Phase I Traffic & Parking Mitigation Plan





Phase I Traffic & Parking Mitigation Plan

(b) Formalize the existing mitigation protocols and collaboration between the resort and City for improved efficient traffic and parking circulation.

- Require the resort to designate a transportation demand management coordinator and establish an annual timeline for coordination and review of a traffic attendant and signage plan.
- Establish annual review of the plan and opportunities to improve for the next ski season.

Phase I Traffic & Parking Mitigation Plan

(c) Formalize the resort and City implementation of neighborhood mitigation strategies during the ski season.

- Require the resort to designate a neighborhood liaison and establish an annual timeline for coordination and review of a parking and neighborhood mitigation plan.
- Establish annual review of the plan and opportunities to improve for the next ski season.

2026 Parking, Traffic & Transportation Plan

According to the Applicant, the Eagle lift upgrade increases skier capacity by 55%, and the overall Mountain Village base area uphill morning capacity by 15.56%.

The Applicant finds no clear evidence of a causal relationship between increased uphill capacity and increased guest visitation.

The Applicant's voluntary implementation of the paid parking and reservation system has been effective in addressing traffic, creating an average surplus of approximately 474 parking spaces, even on high-visitation days.

2026 Parking, Traffic & Transportation Plan

However, staff recommends Conditions of Approval to:

(a) Formalize the reservation and paid parking program.

(b) Address continued improvements to base area circulation and mitigations to surrounding neighborhoods.

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

2026 Parking, Traffic & Transportation Plan

(a) Formalize the reservation and paid parking program:

The Applicant shall:

- Maintain the paid parking reservation system.
- Effectively manage the paid parking reservation system with on-site parking attendants and citation policy.
- Use net proceeds generated from paid parking to reinvest in transportation demand management at the Mountain Village base area.

2026 Parking, Traffic & Transportation Plan

(b) Address continued improvements to base area circulation and mitigations to surrounding neighborhoods:

- Regularly evaluate and adjust the paid reservation parking system to support increased average vehicle occupancy and transit ridership.
- Implement measures to increase employee average vehicle occupancy and transit ridership.

2026 Parking, Traffic & Transportation Plan

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

- Require a parking agreement between the School District and resort each year.
- Require Planning Commission review for an alternate plan if School District parking is unavailable or decreased.
- Require Planning Commission review if the Munchkin parking is reduced below 100 spaces.

2026 Parking, Traffic & Transportation Plan

Create a Condition of Approval that:

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

2026 Parking, Traffic & Transportation Plan

Require a comprehensive update of the Applicant's traffic, parking, and phasing plans at the time of the next submittal for a vertical development Conditional Use Permit.

2026 Parking, Traffic & Transportation Plan

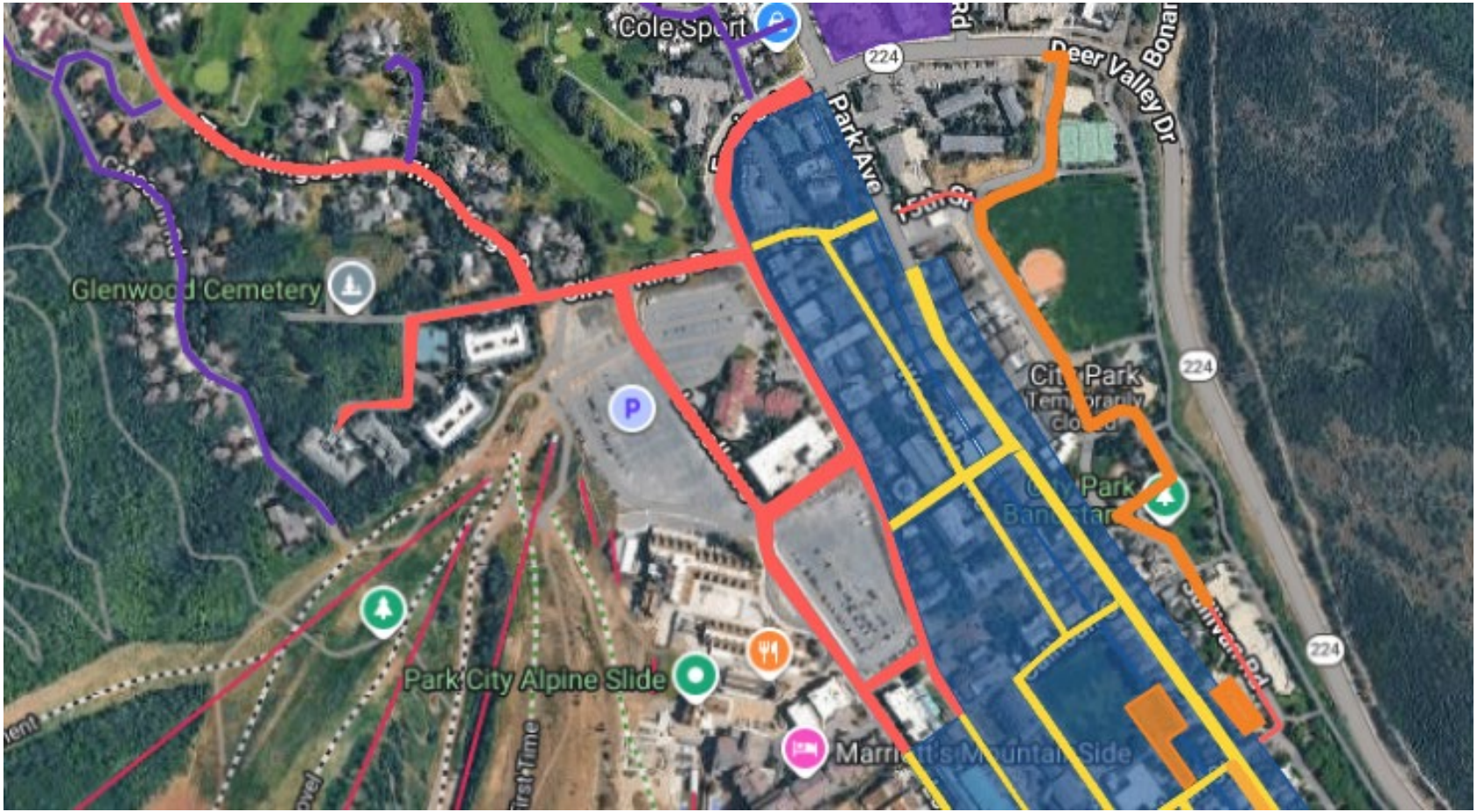
Require Conditions of Approval for Construction, including employee, contractor and vendor parking, re-routing of trails, and limitations on hours and routing of construction traffic.

Questions for Discussion

1. *Does the proposal comply with the Park City Mountain Resort Master Planned Development Phase I Traffic and Parking Management Plan?*
2. *Does the Applicant's plan adequately address vehicles, transit, and pedestrian traffic generated by the Eagle lift and an increase in morning uphill capacity?*
3. *Does the Applicant's plan adequately address the impacts of traffic on the adjoining landowners and the neighborhood in general?*
4. *Does the Applicant's plan adequately address parking demand as a result of the proposed increase in lift capacity?*
5. *Does the Applicant show a workable means of dealing with the traffic generated by the Eagle lift construction and operation?*

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 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).


Cole Sport
224
Deer Valley Dr
Park Ave
Glenwood Cemetery
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224
Park
224
Park City Alpine Slide



PARK CITY MOUNTAIN
SILVERLODE LIFT

Conditional Use Permit
Planning Commission Work Session
May 13, 2026

PARK CITY
1881

Silverlode Lift Upgrade

- PC reviews Parking, Traffic, and Transportation for lift upgrades

- Applicant proposes to replace existing mid-mountain six-passenger lift with an eight-passenger lift
  - Capacity increase from 3,000pph to 3,600pph (20% increase)
  - Staff finds the mid-mountain lift does not cause a measurable change in vehicle patterns and no additional parking is required.



Question to Consider

Does the Planning Commission support the Eagle COA's to be incorporated into the Silverlode Final Action Letter?

Questions to Consider

1. Does the proposal comply with the Park City Mountain Resort Master Planned Development Phase I Traffic and Parking Management Plan?
2. Does the Applicant's plan adequately addresses vehicles, transit, and pedestrian traffic that could be generated by the Silverlode lift?
3. Does the Applicant's plan adequately addresses the impacts of traffic on the adjoining landowners and the neighborhood in general?
4. Does the Applicant's plan adequately addresses parking demand as a result of the proposed increase in lift capacity?
5. Does the Applicant shows workable means of dealing with the traffic generated by the Silverlode lift construction and operation?

Eagle and Silverlode Chairlift Replacements

Park City Planning Commission Hearing
May 13, 2026

PARK CITY

Silverlode Lift Replacement Improves Circulation

Project Components & Highlights

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

- Replacement within the **established chairlift corridor**
- **Improves mid-mountain circulation**
- **Reduces wait times** at one of the busiest lifts at Park City Mountain



Eagle Lift Replacement Enhances Terrain Access for All Abilities

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** for beginners
- **Improves circulation and optionality** for all skier types
- **Reduces wait times** in the base portal
- **Improves operational reliability**



Uphill Lift Capacity Does Not Equate To Visitation

Uphill Lift Capacity is an Operational Metric

- Measures the number of passengers a lift can transport per hour
- Used to evaluate circulation efficiency and lift performance
- Primarily affects wait times and guest distribution

Uphill Lift Capacity Does Not Equal Visitation

- Lift upgrades are commonly undertaken to improve circulation and guest experience
- Visitation is influenced by many factors

Increased Uphill Lift Capacity Improves the Guest Experience

- Reduces congestion at lifts and terrain pods
- Improves access to existing terrain
- Distributes guests more efficiently throughout the mountain

Less Waiting. More Skiing.

Silverlode Replacement

Uphill Capacity (Passengers Per Hour)		
Current	Planned	Increase
2,850	3,420	570
		20% Increase

Mountain Village Base With Eagle Replacement

Uphill Capacity (Passengers Per Hour)		
Current	Planned	Increase
9,768	11,288	1,520
		15.56% Increase

**Note: Capacities shown in the tables above reflect design capacity reduced by 5% to account for operational utilization.*

Key Operational Benefits

- Reduces lift wait times
- Improves circulation and terrain distribution
- Modernizes infrastructure

Lift Upgrades Do Not Increase Parking Demand

Industry Experience & Expert Opinion

- Lift upgrades primarily improve circulation and the guest experience
- Lift capacity increases cannot be isolated as a direct causal driver of increased visitation

Project Context

- Does not expand terrain or increase skiable acreage
- Improvements replace existing lifts within the current resort footprint
- Replacements improve the guest experience through circulation efficiency and reduced wait times

Effective Parking Management Plan

- The PCM parking management plan has reduced vehicle volumes at Mountain Village
- The PCM parking management system maintains substantial available capacity on peak visitation days
- On-site and off-site parking resources provide operational flexibility to accommodate fluctuations in demand

Parking Management Plan

Implementation

- Voluntarily instituted prior to the 2022/2023 winter season
- Work closely with City staff on implementation and coordination
- Four successful winters improving the plan based on experience, insights, and feedback

Objectives

- Improve the guest and resident experience
- Improve the overall traffic and parking conditions
- Integrate transit and off-site parking options
- Increase average vehicle occupancy

Key Components

- Advanced reservations are required before noon during the core season
- Vehicles with four or more occupants park free with an advanced complimentary reservation
- Paid parking applies to vehicles with three or fewer occupants
- Prioritized transit routes in and out of the base area
- Off-site parking optionality on peak days

Positive Impacts of the Parking Management Plan

Advanced Reservations

- Provide certainty for guests parking in the base area in advance of arrival
- Guests without reservations can choose off-site parking or take alternate modes of transportation
- Fewer vehicles driving into the base area improves surrounding neighborhood conditions

Elements of paid and free parking

- Paid Parking disincentivizes lower occupancy vehicles
- Free parking for 4+ occupants drives carpooling and higher Average Vehicle Occupancy

Parking attendants, traffic and transit coordination

- Transit and shuttles utilize dedicated circulation routes to improve travel times and reliability
- Traffic flow and signage is coordinated with the City to ensure efficient access
- Parking attendants direct vehicles and manage drop-off, pick-up, and shuttle operations
- Crosswalks are staffed for safety and to optimize traffic flow

Employee Parking Management Plan

Employee Parking Management

- Onsite permit-based system managed based on operational needs
- Off-site parking with shuttle service utilized on peak days
- Base-area parking is prioritized for guests during high-demand periods
- Alternative Transportation & Incentives
  - UTA Ride Share
  - Participation in the Park City Ride On Winter Rewards Program
  - Regional transit connections including the 106 route from Heber Valley into Park City







Parking Management Plan: Measures of Success

Significant Reduction in Vehicle Demand

- Mid-morning vehicle counts decreased **26%** during the first season of implementation
- Average vehicle demand decreased by **191 vehicles** across the Mountain Village base area and Park City High School on the busiest days compared to pre-implementation conditions
    - Comparison based on the ten highest visitation days pre-implementation (2021-22) and post-implementation (2022-23 through 2025-26)

Increased Transit Use and High-Occupancy Travel

- Park City Transit ridership to Mountain Village increased **15%** in the first season of implementation
- *Average Vehicle Occupancy of 3.19*
- Approximately **64% of vehicles** arrive with four or more occupants on peak days

Congestion Reduction & Improved Traffic Flow

- Advance reservations spread arrivals throughout the morning peak period
- *On an average winter weekend, travel times on SR-224 between Meadows Drive and Empire Ave. dropped more than a third, from 6 minutes to 3.75 minutes, after implementation.*

Improved Transit and Circulation

- Dedicated transit routing reduced City bus travel times through the base area by **40%**

Peak-Day Parking Analysis

Table 1.2: Guest Parking Supply and Parking Supply Utilization on High Visitation Days[1]

Parking Lot Name	Parking Space Supply	21/22 Average Vehicle Volume (% utilization)[2]	22/23 - 25/26 Average Vehicle Volume (% utilization)[3]	Change in Average Vehicle Volume (21/22 to 22/23-25/26)
		Before parking management plan implementation	*After parking management plan implementation*	
First Time	580	509 (88%)	433 (75%)	-76 (13%)
Main	400	372 (93%)	253 (63%)	-119 (30%)
Silver King	230	230 (100%)	154 (67%)	-76 (33%)
Mountain Village Guest Garage	305	239 (78%)	208 (68%)	-31 (10%)
Legacy / Marriott (guest)	7[4]	--	--	--
ONSITE SUBTOTAL	*1,522*	*1,350 (89%)*	*1,048 (69%)*	*-302 (20%)*
Park City High School	† 508	264 (52%)	375 (74%)	+111 (22%)
ONSITE & OFFSITE SUBTOTAL	*2,030*	*1,614 (80%)*	*1,423 (70%)*	*-191 (9%)*
Richardson Flat[5]	650	*N/A*	*N/A*	*N/A*
TOTAL	2,680			

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

Key Findings:

- Mountain Village averaged **474 available spaces** on high-visitation days
- Park City High School averaged **133 additional available spaces**
- At **3.19 persons** per vehicle, the surplus capacity of **607 parking spaces** results in parking availability for **1,936 additional guests**
- Analysis does not include Richardson Flat capacity

Eagle and Silverlode



Sign Code Amendments



Background

- The Planning Commission discussed proposed amendments at a work session on February 25 and April 22.
- New definition for Leasing sign, added Temporary Portable Signs in the CT zone.

Discussion

- Is the Planning Commission supportive of having only one Construction Marketing Sign or Leasing Sign installed at one time? The Ordinance, as drafted, only allows one sign installed at one time.
  - "The installation of a Leasing Sign requires the immediate removal of any existing Construction Marketing Sign."

- Does the Planning Commission forward a positive recommendation for City Council's consideration on June 4?

30 Sun Ridge Cove

Conditional Use Permit



Planning Commission

PL-26-06854 | May 13, 2026

PARK CITY
1884

30 Sun Ridge Cv

- Community Transition
- Residential Development
- Sensitive Land Overlay
- SFD approved and under construction

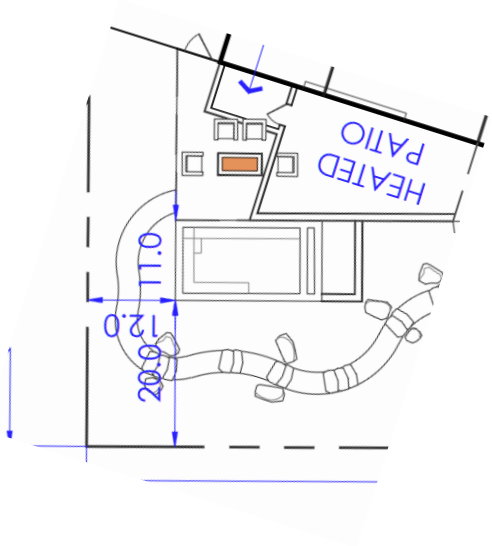
- Applicant Proposes 144-sf pool

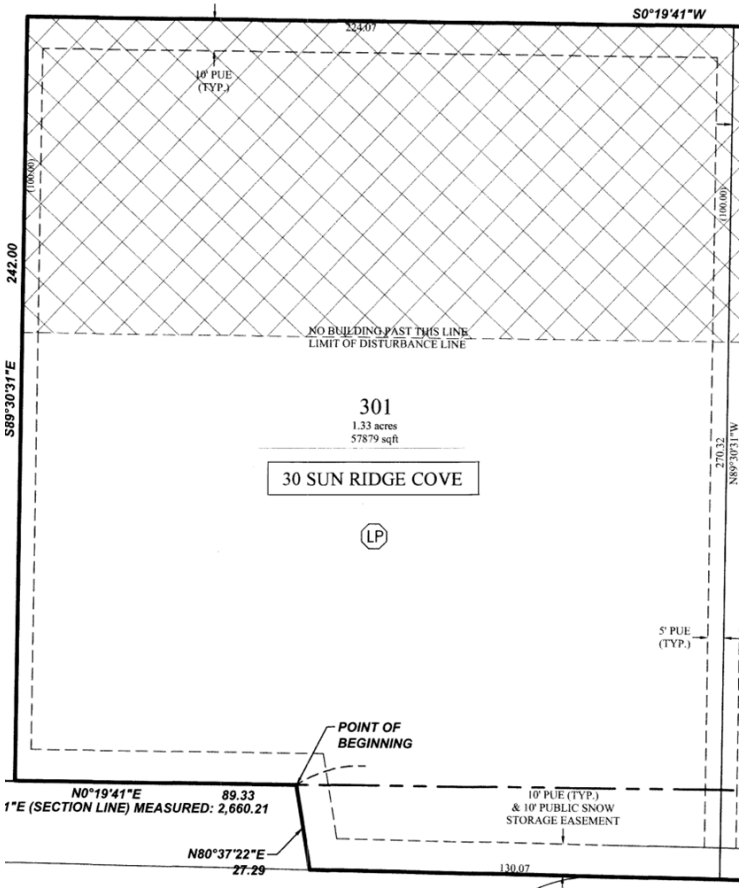




Community Transition

- PC Heights Ph 3 Setback requirements:
  - Front – 20’
  - Side – 12’
  - Rear – 100’





Sensitive Land Overlay

- PC Heights Ph 3 required 100’ setback
- Vegetative screening existing & proposed
- Not on Ridgeline, Very Steep Slope, no wetlands or streams nearby

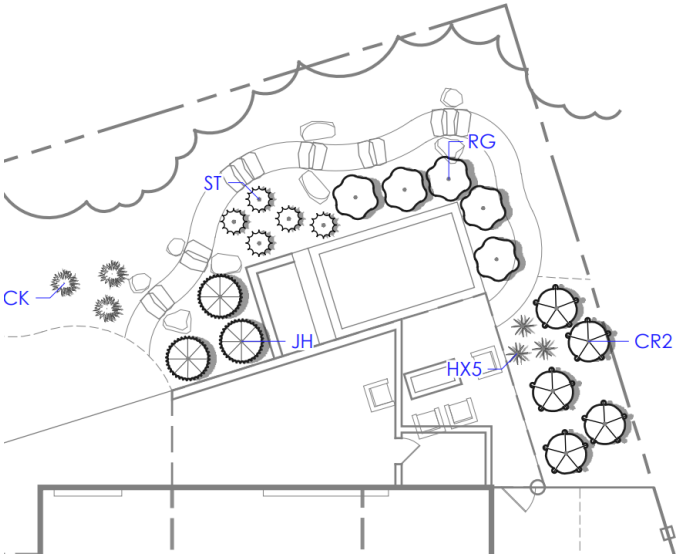




CUP Criteria

- Development Review Committee reviewed and confirmed compliance
- Complies, as conditioned with CUP criteria
- Complies with parking





Conditions of Approval

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.

Finding Modification

10.

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~~ seven 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

Recommendation

(I) Review the proposed CUP at 30 Sun Ridge Cove

(II) conduct a public hearing, and

(III) consider approving the proposal based on the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in the draft Final Action Letter

The Planning Commission may:
- Approve the CUP;
- Deny the CUP; and direct staff to make Findings for the denial; or
- Request additional information and continue the discussion to a date certain.

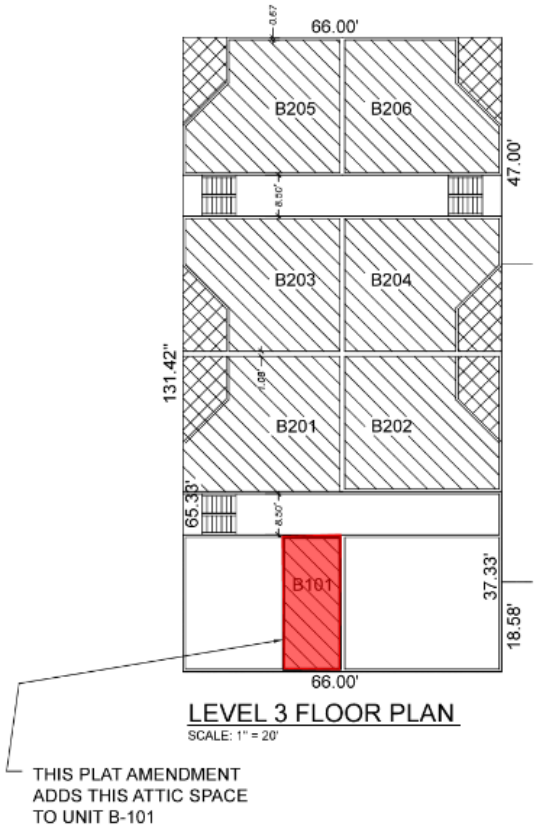
2700 Deer Valley Drive

Plat Amendment

BACKGROUND

- 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 in 2017.
- 314 square feet of common area to private area attic space within the existing Condominium's footprint.

BACKGROUND


66.00'
B205
B206
47.00'
B203
B204
131.42''
B201
B202
65.38'
B101
37.33'
18.58'
66.00'
LEVEL 3 FLOOR PLAN
SCALE: 1" = 20'
THIS PLAT AMENDMENT
ADDS THIS ATTIC SPACE
TO UNIT B-101

Analysis

- Parking: With the proposed plat amendment and Unit B101 expansion, the total required Parking Spaces is 31. There are 31 existing Parking Spaces.
- Good Cause:
  - No exterior expansion or additional Unit created.
  - Complies with Off-Street parking and the Deer Valley MPD.

Final Action

- Consider approving based on the Final Action Letter.
- 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.

1010 Woodside Avenue & 1011 Park Avenue

Plat Amendment

Planning Commission

PL-26-06880 | May 13, 2026

1010 Woodside Avenue & 1011 Park Avenue

- Historic Residential – 1
- 1010 Woodside Ave – Landmark Historic Site
- 1011 Park Ave – vacant
- Applicant Proposes combining two Lots into one Lot

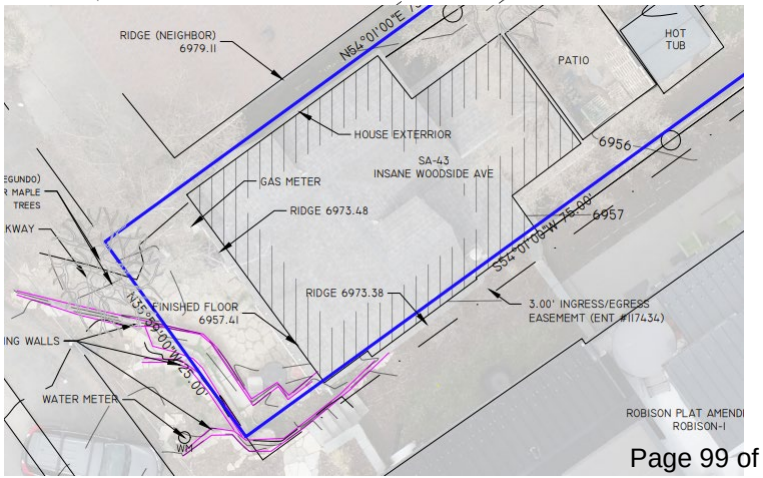




1010 Woodside Avenue & 1011 Park Avenue

- 3,750 sf Lot
- Landmark Historic Structure extends:
  - 5.5’ into the Front Setback
  - 3’ into the south Side Setback
  - 1’ onto 1002 Woodside
- Historic Structure is Non-Complying
- New construction must comply with Setbacks





Good Cause

- 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.

Conditions of Approval

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.

5. The Plat shall be updated to show both addresses: 1010 Woodside Avenue and 1011 Park Avenue.

Recommendation

(I) Review the proposed Plat Amendment at 1010 Woodside Avenue and 1011 Park Avenue

(II) conduct a public hearing, and

(III) consider approving the proposal based on the Findings of Fact, Conclusions of Law, and **amended** Conditions of Approval outlined in the draft Final Action Letter

The Planning Commission may:
- Approve the Plat Amendment;
- Deny the Plat Amendment; and direct staff to make Findings for the denial; or
- Request additional information and continue the discussion to a date certain.

1287 EMPIRE AVENUE
PLAT AMENDMENT

Planning Commission

PL-26-06882 | May 13, 2026

PARK CITY
1881

1287 EMPIRE

- RC Zoning District
- Non-Complying Duplex built across Lot Lines
- Applicant proposes to combine two Lots & one remnant parcel to create two 2,437.5 square-foot Lots





1287 EMPIRE



1287 EMPIRE

- The proposed Plat Amendment creates two 2,437.5-square-foot Lots.

- As conditioned compliant with:
  - 15- 2.16-3-5
  - 15-7.1-3(B)





Good Cause

- Resolves the Non-Complying existing 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.

- 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.

- The proposed Plat Amendment creates a consistent pattern of SFDs on Lots that follow the residential Old Town pattern.

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 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.

Recommendation

(I) Review the proposed Plat Amendment at 1287 Empire Avenue

(II) conduct a public hearing, and

(III) consider approving the proposal based on the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in the draft Final Action Letter

The Planning Commission may:
- Approve the Plat Amendment;
- Deny the Plat Amendment; and direct staff to make Findings for the denial; or
- Request additional information and continue the discussion to a date certain.

209 & 213 NORFOLK AVENUE
PLAT AMENDMENT

Planning Commission

PL-24-06189 | May 13, 2026

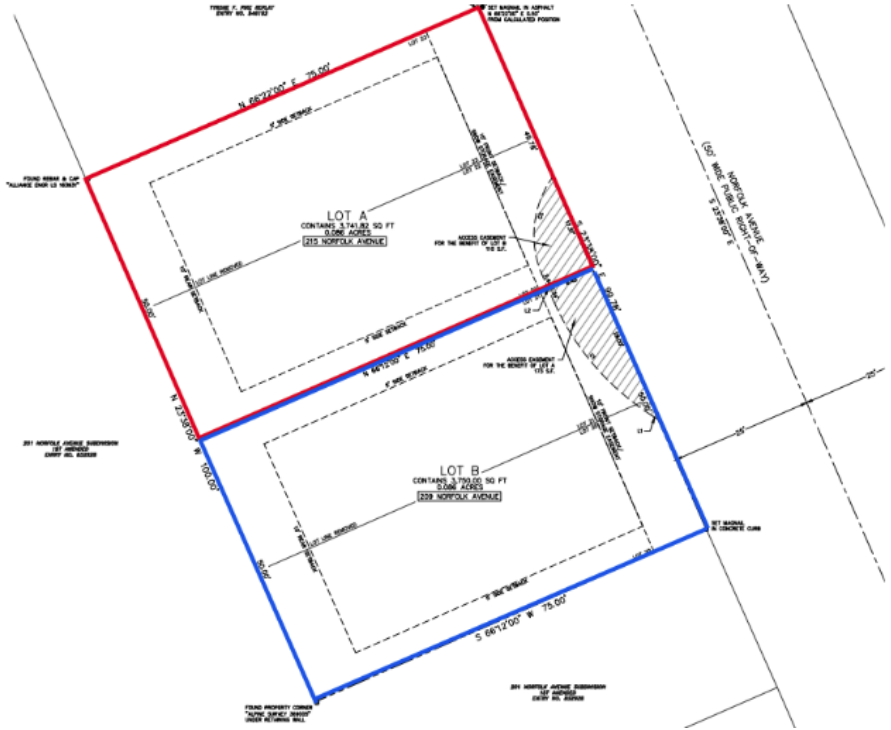
PARK CITY
1881

209 & 213 Norfolk

- Vacant 7,508-square-foot parcel
- HR-1 Zoning District
- Applicant proposes to create two Lots:
  - 3,741.82-square-foot Lot (213 Norfolk Avenue)
  - 3,750-square-foot Lot (209 Norfolk Avenue)

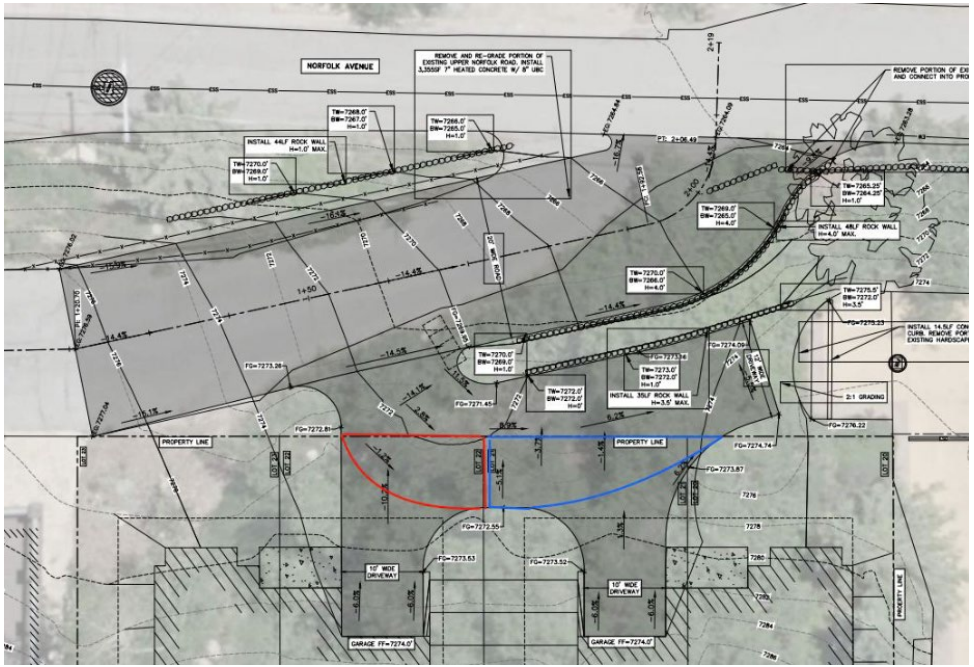


209 & 213 Norfolk



209 & 213 Norfolk

- Improvements to Upper Norfolk Avenue, including a snowmelt system.
- The Applicant proposes an easement on the Plat Amendment to establish shared access between the two proposed Lots.
- The Applicant will be required to obtain an Encroachment Agreement with the Engineering Department for private improvements in the public ROW.



Good Cause

- 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.

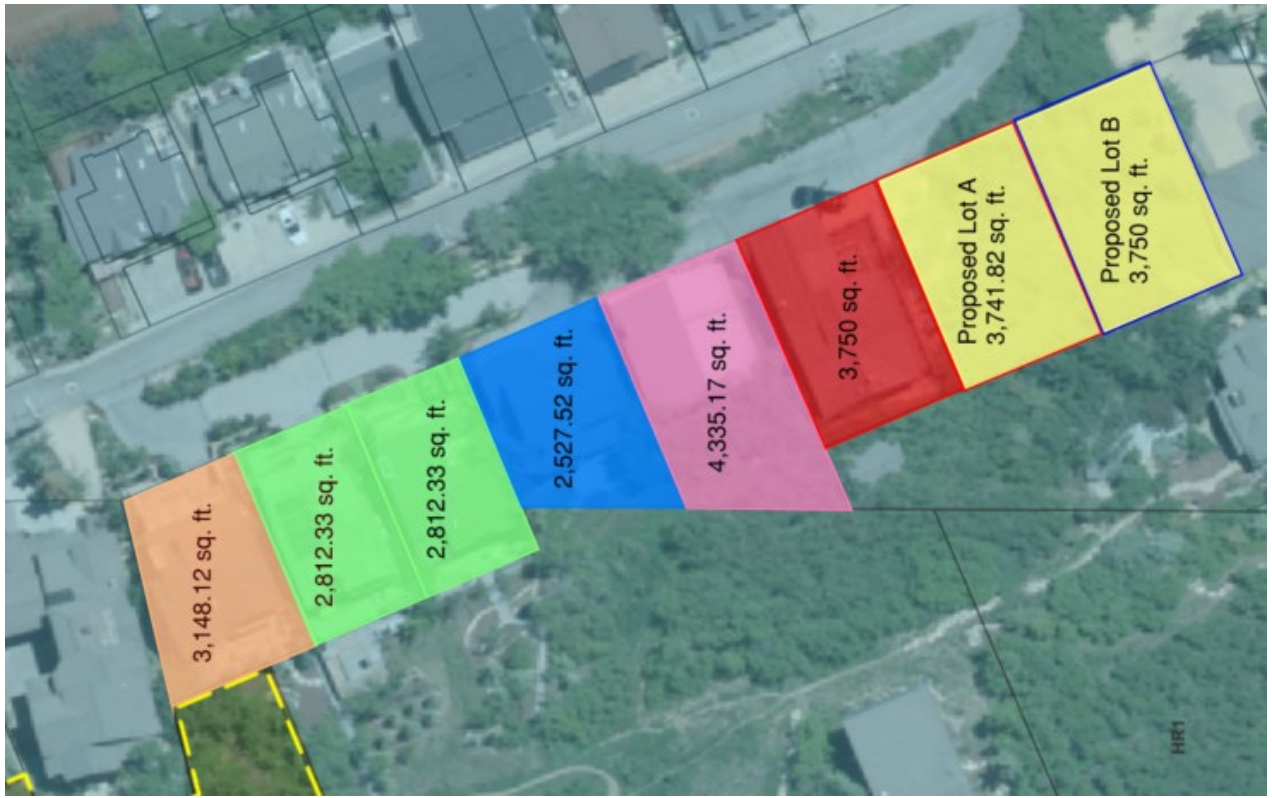
Good Cause

- 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.

Good Cause


3,148.12 sq. ft.
2,812.33 sq. ft.
2,812.33 sq. ft.
2,527.52 sq. ft.
4,335.17 sq. ft.
3,750 sq. ft.
Proposed Lot A
3,741.82 sq. ft.
Proposed Lot B
3,750 sq. ft.
HR1

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 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.

Conditions of Approval

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.

Recommendation

(I) Review the proposed Plat Amendment at 209 and 213 Norfolk Avenue

(II) conduct a public hearing, and

(III) consider approving the proposal based on the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in the draft Final Action Letter

The Planning Commission may:
- Approve the Plat Amendment;
- Deny the Plat Amendment; and direct staff to make Findings for the denial; or
- Request additional information and continue the discussion to a date certain.

Planning Commission
Staff Report

Subject: **6935 Silver Lake Drive**
Lot 12 of the Evergreen Subdivision
Application: **PL-26-06900**
Author: **Alec Barton, Senior Planner**
Date: **May 27, 2026**
Type of Item: **Plat Amendment**

Recommendation
(I) Open a public hearing and (II) continue the public hearing and consideration of the Evergreen Lot 12 Amended Plat to a date uncertain.

Description

Applicant:	Grant and Margaret Levy Represented by Megan Blosser, Alliance Engineering
Location:	6935 Silver Lake Drive Lot 12 of the Evergreen Subdivision
Zoning District:	Residential Development, Sensitive Land Overlay
Adjacent Land Uses:	Single-Family Dwellings
Reason for Review:	The Planning Commission reviews, conducts a public hearing, and takes Final Action on Plat Amendments.[1]

Analysis
LMC § 15-1-12.5 states "Planning Staff shall have the authority to approve an applicant's request for a continuance for an item scheduled for a public hearing…up to two (2) times, so long as the request for the continuance is made in writing, is for a reasonable cause, and is received by Planning Staff at least seven (7) days prior to the scheduled public hearing or appeal."

Staff granted the continuation because Staff finds reasonable cause for the request for continuance because the Applicant made the request in writing seven days prior to the public hearing in response to Planning Staff's request for additional information addressing the proposed relocation of a ski easement.

Exhibit
A: Written Request for Continuance

[1] LMC § 15-1-8(K)

Alec Barton

From: Megan Blosser [redacted]
Sent: Wednesday, May 20, 2026 9:51 AM
To: Alec Barton
Subject: RE: 6935 Silver Lake Drive

Ahh, I see! I will let my client know that this is the proper way to accomplish the goal here. They didn't ask to move the ski easement, we just kind of figured it shouldn't be running through their house anymore. This is very helpful. Thank you. Let's move this to a future planning commission meeting to give time for the modification of easement agreement to be drafted by their attorney and for them to talk to their neighbors.

In the event that their neighbors don't want to adjust the ski easement and refuse to sign a modification or something along those lines, would it still be possible to amend the plat with the new building envelope for Lot 12, but leave the ski easement as it is, to be updated at a future date should a need for it arise? The ski easement currently runs through the neighbors houses as well. An updated plat that does not address the ski easement would still be more in line with proper planning practices to reflect what is built and they would be able to move their stairs for the deck out of the setback.

Megan Blosser, Survey Department Manager
Direct: [redacted]
Office: [redacted]
ALLIANCE ENGINEERING INC.

From: Alec Barton <alexander.barton@parkcity.gov>
Sent: Wednesday, May 20, 2026 9:31 AM
To: Megan Blosser [redacted]
Subject: RE: 6935 Silver Lake Drive

Thank you, Megan. We can explore this option but would need to continue the item to a future Planning Commission meeting to allow time for a modification of easement to be drafted. The last time a Lot in the Evergreen Subdivision modified a ski easement, the applicant had recorded an Encroachment and Modification of Easement Agreement prior to recordation of the plat.

Please let me know how you'd like to proceed. Planning staff can continue this item provided we receive written notice by the end of the day (see LMC Section 15-1-12.5). After today, only the Planning Commission can continue an item upon finding reasonable cause for the continuation.

Thank you,
Alec

Alec Barton, AICP
Senior Planner
Park City Municipal Corporation
(435) 731-6088
445 Marsac Avenue, PO Box 1480
Park City, UT 84060
www.parkcity.org

Planning Commission
Staff Report

Subject: **Administrative Review of Condominium Plat Amendments**
Application: **PL-26-06833**
Author: **Alec Barton, Senior Planner**
Date: **May 27, 2026**
Type of Item: **Work Session**

Recommendation
Review and provide input on proposed updates to the Land Management Code to create an administrative review process for certain condominium plats.

Description

Applicant:	Planning Department
Location:	Citywide
Reason for Review:	The Planning Commission reviews and forwards a recommendation to the City Council regarding Land Management Code Amendments.[1]

LMC Land Management Code

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

Background
Subdivision and Condominium Plats used to require Planning Commission review and recommendation to City Council for Final Action. However, to streamline reviews and support efficient City Council agendas, because the Planning Commission has expertise on the requirements of the Land Management Code (LMC) and relevant governing documents like annexation agreements and development agreements, on October 26, 2023, the City Council adopted Ordinance No. 2023-49 shifting final action for Plats from the City Council to the Planning Commission.[2] Under state law, if a final plat complies with the requirements of Utah Code and applicable municipal ordinances, the Planning Commission must approve the Plat.[3]

Administrative review (staff level) and approval of Plats, however, is also permitted.[4] On April 8, 2026, the Planning Commission requested staff research possible LMC amendments to create an administrative review process for certain limited Condominium Plat Amendments (Minutes, p. 15).

[1] LMC § 15-1-8
[2] Utah Code § 10-20-805(9)(a)
[3] Utah Code § 10-20-805(10)
[4] Utah Code § 10-20-805(9)(b)

Since Ordinance No. 2023-49 was approved shifting Final Action for Plats from the City Council to the Planning Commission, the Commission has approved 36 Condominium Plat Amendments.

Analysis

Plat Amendments are reviewed according to the requirements of LMC § 15-7.1-6 *Final Subdivision Plat* and require findings of Good Cause[5] and that no Public Street, Right-of-Way, or easement has been vacated or amended.[6]

Staff recommends an administrative review process for minor Condominium Plat Amendments:

- Creation of a private loft or mezzanine within an attic or similar unfinished common or limited common area involving no exterior changes to the unit.
- Creation of private habitable area within a crawl space or similar unfinished common or limited common area involving no exterior changes to the unit.
- Conversion of residential common or limited common area to private to reflect City-approved as-built conditions that comply with LMC requirements and involve no exterior changes to the unit.
- Enclosure of a compliant deck up to 100 square feet to create habitable space.
- Combination of up to two residential condominium units when the units are under one ownership, are adjacent, and:
    1. The proposal is to remove or alter a partition between the unit owner's unit and the acquired unit, even if the partition is entirely or partly common areas and facilities.
    2. The proposal creates an aperture to the adjoining unit or portion of a unit.
    3. The amendment does not:
        a. Impair the structural integrity or mechanical systems of the building or either unit.
        b. Reduce the support of any portion of the common areas and facilities or another unit.
        c. Constitute a violation of Utah Code Section 10-20-811,[7] as amended, or violate any section of this code of the IBC.

Staff recommends the Planning Commission continue to review major Condominium Plat Amendments:

- Creation of additional condominium units.
- Combination of any number of commercial or more than two residential condominium units into a smaller number of condominium units.

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[5] LMC § 15-15-1 defines Good Cause: "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."

[6] LMC § 15-7.1-3(B)

[7] LMC §15-7.1-6(G)(2)(c) references Utah Code Section 10-9a-608. This section of state code was reorganized and renumbered Section 10-20-811 under Senate Bill 1008 *Municipal Land Use, Development, and Management Act Recodification*.

- Additions to existing condominium units involving exterior changes beyond the scope of administrative review outlined above.
- Enclosure of a deck greater than 100 square feet to create habitable space.
- Conversion of private, common, or limited common areas within commercial condominium developments.
- Any scope of work that increases a condominium's Off-Street parking requirement.[8]

Of the 36 Condominium Plat Amendments approved by the Planning Commission, as defined above, 22 (61%) of these would have been major amendments requiring Planning Commission review, while the remaining 14 (39%) would have been minor amendments suitable for administrative review. See Exhibit A for a summary of recently approved condominium plat amendments.

An administrative process may be established through the potential code amendments below:

LMC § 15-1-8 *Review Procedure Under the Code*

…

H. Subdivisions and Major Condominium Plat Amendments are initially reviewed by staff and submitted to the Planning Commission for Final Action. Minor Condominium Plat Amendments are reviewed with Final Action by Planning staff.

…

RECOMMENDATION (y) FINAL ACTION (X) and APPEAL (z)						
	Planning	**HPB**	**Board of Adjustment**	**Planning Commission**	**City Council**	**Administrative Hearing Officer**
Allowed Use	X					
Historic District Design Review	X		z			
Administrative Permits	X			z		
Conditional Use				X		z
Conditional Use Admin.	X			z		
Determination of Significance		X	z			
MPD				X		z

[8] LMC § 15-3-6

RECOMMENDATION (y) FINAL ACTION (X) and APPEAL (z)						
	Planning	**HPB**	**Board of Adjustment**	**Planning Commission**	**City Council**	**Administrative Hearing Officer**
Determination of Non-Conforming Use and Non-Complying Structures	X		z			
Change of Non-Conforming Use			X			
Historic Preservation Board Review for Material Deconstruction		X	z			
Subdivision Plat Amendment				X		z
Condominium Plat Amendment, Minor	X			z		
Condominium Plat Amendment, Major				X		z
Variance			X			
Subdivision and Condominium Plats				X		z
Annexation and Zoning				y Recommendation to CC	X	
Zoning Appeal			X			
LMC Amendments				y Recommendation to CC	X	

LMC § 15-1-21 *Notice Matrix*

NOTICE MATRIX (See Section 15-1-12 for specific notice requirements)			
ACTION:	**POSTED IN A PUBLIC LOCATION WITHIN THE CITY:**	**MAILING:**	**PUBLISHED ON THE CITY WEBSITE AND ON THE UTAH PUBLIC NOTICE WEBSITE):**
ALL OTHER NOTICES:			
…			

Preliminary and Final Subdivision Plat Applications **Condominium Plats** **Condominium Plat Amendments** **Subdivision Plat Amendments**	14 days prior to the first hearing.	Courtesy mailing 14 days prior to the first hearing to Property Owners within 300 ft.	14 days prior to the first hearing before the Planning Commission or Planning Director.
…			

LMC § 15-7-4 *Authority*

A. By authority of ordinance of the City Council of Park City, hereinafter referred to as "City Council", adopted pursuant to the powers and jurisdictions vested through Title 10, Chapters 3 and 9a, and Title 17, Chapter 27a of the Utah Code, as amended, and other applicable laws, statutes, ordinances, and regulations of the State of Utah, the City Council hereby delegates the power and authority to review, approve, and disapprove plats for subdividing land within the corporate limits of Park City which show Lots, blocks, or Sites with or without new Streets or highways to the Planning Commission or Planning Director as follows:
   1. PLANNING COMMISSION: Preliminary and Final Subdivision Plats, Condominium Plats, Subdivision Plat Amendments, Major Condominium Plat Amendments
   2. PLANNING DIRECTOR: Minor Condominium Plat Amendments

B. By the same authority, the Planning Commission and Planning Director do~~es~~ hereby exercise the power and authority to pass and approve Development in Subdivisions, Re-subdivisions, or Boundary Adjustments of land already recorded in the office of the County Recorder if such are entirely or partially undeveloped.

C. The plat, Subdivision, Re-subdivision or Boundary Adjustments shall be considered to be void if:
   1. the plat, Subdivision, Re-subdivision, or Boundary Adjustments have been recorded with the County Recorder's office without a prior approval by the Planning Commission or Planning Director, or in the case of a Simple Boundary Adjustment, its designated responsible official, or
   2. the plat, Subdivision, Re-subdivision, or Boundary Adjustments have been approved by the Planning Commission or Planning Director where the approval has been granted more than three (3) years prior to granting a Building permit, on the partially or entirely undeveloped land and the zoning regulations, either bulk or Use, for the district in which the Subdivision is located, have been changed subsequent to the original final plat, Subdivision, Re-subdivision, or Boundary Adjustments approval.

D. A Transfer of land pursuant to a void plat is voidable.

LMC § 15-7.1-3 *Classification of Subdivision*

A. **SUBDIVISION**. At its discretion, the Planning Commission may waive one or more of the steps in the approval process by allowing the Applicant and/or Developer to combine the requirements of the Preliminary Plat and final Subdivision Plat into a single submittal.
    1. **MINOR SUBDIVISION**. A Subdivision containing not more than three (3) Lots fronting on an existing Street, not involving any new Street or road, or the extension of municipal facilities, or the creation of public improvements.
        a. Final Plat. A Final Plat shall be approved in accordance with these regulations.
    2. **MAJOR SUBDIVISION**. A Subdivision of land into four (4) or more Lots, or any size Subdivision requiring any new Street.
        a. Preliminary Plat. A Preliminary Plat may be approved in accordance with these regulations.
        b. Final Plat. A Final Plat shall be approved in accordance with these regulations.

B. **PLAT AMENDMENT**. The combining of existing subdivided Lots into one or more Lots, any recombination of historically platted Properties located within either the Park City/Millsite or Snyder's Addition surveys, Full Boundary Adjustments, or the amendment of plat notes or other platted elements including but not limited to easements, limits of disturbance boundaries or areas, building pads, and house size limitations. Plat Amendments shall be reviewed according to the requirements of Section 15-7.1-6 Final Subdivision Plat and approval shall require a finding of Good Cause and a finding that no Public Street, Right-of-Way, or easement has been vacated or amended.
    1. **FINAL PLAT**. A Final Plat shall be approved in accordance with these regulations.

C. **CONDOMINIUM**.
    1. **FINAL PLAT**. A Final Plat shall be approved in accordance with these regulations.

D. **CONDOMINIUM PLAT AMENDMENT.**
    1. **MAJOR CONODOMINIUM PLAT AMENDMENT**. A plat amendment including any of the following:
        a. creating additional condominium units;
        b. combining any number of commercial or more than two residential condominium units into a smaller number of condominium units;
        c. enclosing a deck greater than 100 square feet to create habitable space;
        d. converting private, common, or limited common areas within commercial condominium developments;
        e. any scope of work increasing a condominium's Off-Street parking requirement;
        f. additions involving exterior changes beyond the scope of a minor condominium plat amendment.

g. **FINAL PLAT**. A Final Plat shall be approved in accordance with these regulations.

2. **MINOR CONDOMINIUM PLAT AMENDMENT**. A plat amendment limited to any of the following:
   a. creating a private loft, mezzanine, or basement without exterior changes to the condominium unit(s);
   b. converting residential common or limited common area to private to reflect City-approved as-built conditions without exterior changes to the condominium unit(s);
   c. enclosing a compliant deck up to 100 square feet to create habitable space;
   d. combining up to two residential condominium units when the units are under one ownership, are adjacent, and comply with the requirements of Section 15-7.1-6(G).
   e. **FINAL PLAT**. A Final Plat shall be approved in accordance with these regulations.

E. **SIMPLE BOUNDARY ADJUSTMENTS**. The relocation of the Property boundary line between two adjoining Lots.
   1. **FINAL PLAT**. A Final Plat shall be approved in accordance with these regulations.

Department Review

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

Exhibit A: Summary of Condominium Plat Amendments Approved Since Adoption of Ordinance No. 2023-49

Public Hearing Date[1]	Project File[2]	Address	Condominium	Scope	Major or Minor
11.29.2023	PL-23-05746	632 Main St Unit 4A	Silver Queen	Convert rooftop area from common to limited common	Major
11.29.2023	PL-23-05809	401 Silver King Dr Unit 36	Snow Flower	Convert 524 sq ft of common attic space to private	Major
11.29.2023	PL-23-05773	2700 Deer Valley Dr Units C101 & C102	Courchevel	Convert 305 sq ft of common attic space to private for each unit	Minor
12.13.2023	PL-23-05930	8200 Royal St Units 11 & 12	Stag Lodge Phase I	Combine two units into one 4,555-sq-ft unit	Minor
01.24.2024	PL-23-05984	201 Heber Ave Units LB-1 and COM-3	Union Square	Reassign limited common area	Major
03.13.2024	PL-24-06046	8200 Royal St Unit 35	Stag Lodge Phase II	Construct a 192-sq-ft addition and redesignate common area walls to private	Major
05.22.2024	PL-24-06052	1061 & 1063 Lowell Ave	Duplex	Create four condominium units within two duplex units	Major
06.12.2024	PL-24-06095	2413 Gilt Edge Cir Unit 3	Arrowood	Enclose area below existing porch to include bedroom and bathroom	Major
06.26.2024	PL-24-06084	8945 Marsac Ave Units A-D, F, H	Moonshadow	Reassign private and limited common areas for six units	Major
07.10.2024	PL-24-06110	1529 Lakeside Cir Building 9 Unit B	Lakeside	Construct a 612-sq-ft addition to create three bedrooms	Major
07.10.2024	PL-23-05926	49 Silver Strike Trail	Belles at Empire Pass	Modify a plat note to allow the construction of a 2,091-sq-ft basement	Major
08.14.2024	PL-24-06122	700 Saddle View Way Unit 11	Saddle	Construct a 300-sq-ft loft/mezzanine within exterior walls	Minor
09.11.2024	PL-24-06223	7660 Royal St #112	Sterling Lodge	Convert 119 sq ft of limited common to private for remodel of a bedroom	Minor
10.09.2024	PL-24-06182	1273 & 1275 Sullivan Rd Units 5 & 6	Alpine Retreat	Create a new second story addition	Major
11.13.2024	PL-24-06282	255 Heber Ave	Poison Creek Mercantile	Combine three commercial units into one commercial unit	Major

Public Hearing Date[1]	Project File[2]	Address	Condominium	Scope	Major or Minor
01.08.2025	PL-24-06299	7185 Little Belle Court Unit 4	Little Belle	Convert a 252-sq-ft “open to below” area to private to reflect as-built conditions	Minor
01.08.2025	PL-24-06314	2366 Good Trump Ct Unit 1	Queen Esther Village No. 1	Convert 218 sq ft of common area to private to reflect as-built conditions and enclose a 51-sq-ft porch	Minor
01.08.2025	PL-24-06315	201 Heber Ave Unit LB-1	Union Square	Convert some common areas to limited common and some limited common areas to common for consistency across plaza	Major
03.12.2025	PL-24-06255	950 Park Ave	Park Station	Include the footprint of a planned pool house	Major
03.26.2025	PL-24-06325	2411 Gilt Edge Cir Unit 1	Arrowood	Convert 663 sq ft of limited common to private area for a bedroom, bathroom and future addition	Major
03.26.2025	PL-24-06292	2364-2434 Gilt Edge Cir	Queen Esther Village No. 1	Convert 855 sq ft of common to limited common and 819 sq ft of common to private to reflect existing conditions	Major
04.02.2025	PL-24-06419	424 Park Ave Units F & H	Blue Church Lodge	Remove a dividing wall between two units and convert a portion of private area to common to reflect existing conditions	Major
04.02.2025	PL-25-06438	2380 Good Trump Ct Unit 2	Queen Esther Village No. 1	Convert 218 sq ft of common area to private to reflect as-built conditions and enclose a 51-sq-ft porch	Minor
04.02.2025	PL-25-06436	8909-8945 Moonshadow Ct	Moonshadow	Create separate additions of over 1,000 sq ft each	Major
04.02.2025	PL-25-06464	2400-2510 Deer Valley Dr East	Powder Run	Transfer a portion of platted common area to Deer Valley	Major
05.14.2025	PL-25-06431	9300 Marsac Ave	Sommet Blanc	Adjust common area mechanical rooms, define common area for pool, reduce size of limited common decks for five units	Major
06.25.2025	PL-25-06508	685 and 715 Saddle View Way Units 6 & 9	Saddle	Convert 318 sq ft of common crawl space to private for each unit	Minor
08.13.2025	PL-25-06579	1485 Empire Ave Unit 512	Silver King	Create 259 sq ft of private area to reflect a loft included in original construction	Minor

Public Hearing Date[1]	Project File[2]	Address	Condominium	Scope	Major or Minor
12.10.2025	PL-25-06707	7800 Royal St Unit 6	Sterlingwood	Convert 335 sq ft of common area and 30 sq ft of limited common area to private to reflect as-built conditions	Minor
01.14.2026	PL-25-06737	7715 Village Way Unit 403	Shooting Star	Expand mezzanine level private area by 164 sq ft	Minor
02.25.2026	PL-26-06812	201 Heber Ave	Union Square	Decrease commercial common area and reassign commercial limited common area to residential	Major
02.25.2026	PL-25-06715	7885 Aster Ln Unit 1	The Knoll at Silver Lake	Expand the platted limited common area to construct a 130-sq-ft deck	Major
03.11.2026	PL-26-06826	685-725 Saddle View Way	Saddle	Convert common crawl space to private in four units	Minor
03.11.2026	PL-26-06835	1456 & 1470 Amber Rd	Pinnacle at Deer Valley	Convert 272 sq ft of common area to private and 899 sq ft of common to limited common area, in part to create a new main level deck	Major
04.08.2026	PL-26-06846	8200 Royal St #10	Stag Lodge Phase I	Construct a 380-sq-ft loft within exterior walls and enclose a 73-sq-ft deck	Minor
05.13.2026	PL-26-06879	2700 Deer Valley Dr Unit B101	Courchevel	Convert a 314-sq-ft common attic area to private	Minor
				TOTAL	**22 Major (61%)** **14 Minor (39%)**

NOTES
1) Hyperlinks in this column go to the Planning Commission meeting minutes.
2) Hyperlinks in this column go to the published staff report.

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 27, 2026**
Type of Item:	**Administrative – Conditional Use Permit**

Recommendation

(I) Review Park City Mountain's Conditional Use Permit (CUP) application to replace the Eagle and Eaglet lifts with a six-passenger lift in a new alignment, (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:	Park City Mountain Representative: Deirdra Walsh, VP-COO
Location:	Parcels SA-402-A, PCA-1003, PCA-29-A, PCA-29-D, 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
ROS	Recreation and Open Space
SLO	Sensitive Land Overlay

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

[1] LMC § 15-1-8

Summary

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 B: *Applicant's Eagle Lift Narrative*; Exhibit C: *Eagle Lift Proposed Plans*).



Figure 1: Applicant's Eagle lift context submittal

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; Minutes, p. 2)

The Planning Commission requested clarification on the Applicant's narrative regarding the capacities of the different ski lifts (Minutes, p. 9).

On May 13, 2026, the Planning Commission evaluated parking, traffic, and transportation as it relates to the Applicant's proposal (Packet, Item 5.A). The Planning Commission requested the following:

- While not required as part of the CUP review, the Applicant consider voluntarily providing an updated Comfortable Carrying Capacity (CCC)[2] plan or other analysis regarding the increased uphill capacity, how that translates into the downhill capacity, and how the resort has evaluated the anticipated changes (Audio).

The Applicant will address this in their presentation to the Planning Commission.

Analysis

The proposed Eagle lift is in the Recreation and Open Space (ROS) Zoning District and Sensitive Land Overlay (SLO). Land Management Code (LMC) § 15-2.7-2(C)(8) establishes a ski lift as a Conditional Use in the ROS Zoning District. The Planning Commission reviews ski lift CUPs according to LMC § 15-1-10 *Conditional Use Review Process*.

LMC § 15-1-10 *Conditional Use Review Process* states:

> "There are certain Uses that, because of unique characteristics or potential impacts on the municipality, surrounding neighbors, or adjacent land Uses, may not be Compatible in some Areas or may be Compatible only if certain conditions are required that mitigate or eliminate the detrimental impacts.
>
> The Planning Department will evaluate all proposed Conditional Uses and may recommend conditions of approval to preserve the character of the zone, and to mitigate potential adverse effects of the Conditional Use.
>
> A Conditional Use shall be approved if reasonable conditions are proposed, or can be imposed, to mitigate the reasonably anticipated detrimental effects of the proposed Use in accordance with applicable standards.
>
> If the reasonable anticipated detrimental effects of a proposed Conditional Use cannot be substantially mitigated by the proposal or imposition of reasonable conditions to achieve compliance with applicable standards, the Conditional Use may be denied."

In addition to criteria considered by the Planning Commission for a CUP outlined in LMC § 15-1-10(E), the Planning Commission evaluates 12 criteria specific to ski lifts in LMC § 15-4-18 *Passenger Tramways and Ski Base Facilities*. These criteria were evaluated in the March 25, and May 13 staff reports and discussions.

[2] The April 25, 2022 Administrative Conditional Use Permit packet with the staff report and exhibits is in the public record and available for review, linked here.

The March 25, 2026, staff report provided analysis for:

- Recreation and Open Space Zoning District regulations
- Conditional Use Permit criteria
- Sensitive Land Overlay Development Approvals for Ski Area Construction and Expansion (Exhibit D)

The May 13, 2026, staff report provided analysis for parking, traffic, and transportation as it relates to the Applicant's proposal (Exhibit E).

To supplement their CUP application, the Applicant also submitted the following exhibits:

- Environmental Noise Assessment, Eagle Lift Replacement (Exhibit F)
- Environmental Noise Assessment Addendum (Exhibit G)
- Eagle Lift Permanent Disturbance Calculations (Exhibit H)
- Revegetation Plan for the Eagle and Eaglet Lift Removal (Exhibit I)
- Eagle Lift Replacement Design Capacity (Exhibit J)

Pursuant to Planning Commission comments and direction at each meeting, City staff and the Applicant have continued to revise the draft Conditions of Approval outlined in the March 25 and May 13 staff reports to establish a clear, consistent, and effective Final Action Letter that outlines the Applicant's ongoing requirements to mitigate the existing and reasonably anticipated detrimental effects of the proposed lift upgrade. These are outlined in detail in the draft Final Action Letter.

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 K, p. 177).
- **1998** – The PCMR MPD Development Agreement was recorded (Exhibit K).
    - Section 2.3 *Ski Operations Improvements* establishes staff review for lifts identified in a 1996 Mountain Upgrade Plan.
    - Lift upgrades not consistent with the Mountain Upgrade Plan 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 L).
- **2015** – The Planning Department approved an Administrative CUP (ACUP) for the King Con and Motherlode lift upgrades (Exhibit M).
- **2015** – The Planning Commission approved a CUP and an MPD and

Mountain Upgrade Plan amendment for the Quicksilver interconnect gondola and Snow Hut on-mountain restaurant expansion (Exhibit N).
- **2022** – The Planning Director approved an ACUP for the Silverlode and Eagle lift upgrades (Exhibit O).
- **2022** – The Planning Commission granted an appeal of the ACUP approval (Exhibit P). 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.[3]

Public Input
Public input is attached as Exhibit X.

Exhibits
A: Draft Final Action Letter
- Attachment 1: 2022 Lift Tower Height Approval
- Attachment 2: Eagle Wildlife Report
- Attachment 3: 2026 Parking, Traffic, and Transportation Plan

B: Applicant's Eagle Lift Narrative
C: Eagle Lift Proposed Plans
D: March 25, 2026 Lift Upgrades Staff Report
E: May 13, 2026 Eagle Lift Upgrade Staff Report
F: Environmental Noise Assessment, Eagle Lift Replacement
G: Environmental Noise Assessment Addendum
H: Eagle Lift Permanent Disturbance Calculations
I: Revegetation Plan for the Eagle and Eagle Lift Removal
J: Eagle Lift Replacement Design Capacity
K: 1998 Park City Mountain Development Agreement
L: 2008 Crescent Lift Approval
M: King Con and Motherlode Lift Approval
N: Quicksilver Interconnect Gondola Approval
O: Silverlode and Eagle Lift Approval
P: Silverlode and Eagle Lift Appeal
Q: Applicant's Eagle Code Compliance Analysis

[3] LMC § 15-1-21

R: Eagle Erosion Control Plan
S: Eagle Culvert and Stream
T: Eagle Parking Compliance Memo
U: Memorandum of Lease
V: Historical Structures
W: Sensitive Lands Analysis
X: Public Input

Planning Department

May 27, 2026

Deirdra Walsh, VP-COO Park City Mountain

CC: VR CPC Holding Inc. d/b/a Park City Mountain

NOTICE OF PLANNING COMMISSION ACTION

Description

Location:	Parcels SA-402-A, PCA-1003, PCA-29-A, PCA-29-D, PCA-S-98-PCMR-1
Zoning District:	Recreation and Open Space Sensitive Land Overlay
Application:	Conditional Use Permit
Project Number:	PL-26-06821
Action:	APPROVED WITH CONDITIONS (See Below)
Date of Final Action:	May 27, 2026
Project Summary:	The Applicant proposes replacing the Eagle and Eaglet fixed-grip lifts with a six-passenger detachable lift in a new alignment with a mid-station unload.

Action Taken

On May 27, 2026, the Planning Commission conducted a public hearing and approved the Conditional Use Permit (CUP) according to the following findings of fact, conclusions of law, and conditions of approval:

Findings of Fact

1. The Applicant proposes replacing the Eagle and Eaglet fixed-grip lifts with a six-passenger detachable lift in a new alignment with a bottom terminal and operator house, a mid-station unload and operator house, and a top terminal and operator house.
2. In 1997, the Planning Commission approved the Park City Mountain Resort

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Large Scale Master Plan Development (PCMR MPD) outlining base area development.

3. In 1998, the PCMR MPD Development Agreement was recorded with Summit County (Entry No. 513070).
    a. Development Agreement Section 2.3 *Ski Operations Improvements* establishes an administrative staff-level review for lifts identified in a 1996 Mountain Upgrade Plan. The administrative staff-level review requires evaluation of six criteria outlined in Development Agreement Sections 2.3.1 through 2.3.6.
    b. Lift upgrades not consistent with the Mountain Upgrade Plan require review in accordance with the Land Management Code (LMC).[1]
    c. The Eagle and Eaglet lifts are to be removed, and a new Eagle lift is to be installed on Parcels SA-402-A, PCA-1003, PCA-29-A, PCA-29-D, PCA-S-98-PCMR-1 within the Recreation and Open Space (ROS) Zoning District.
        i. The new Eagle lift is to be installed in a different alignment and is distinguished from the Eagle lift (Chondola) alignment identified in the Mountain Upgrade Plan.
        ii. The new Eagle lift does not go to the meadow area identified in the Mountain Upgrade Plan.
        iii. The new Eagle lift is therefore not consistent with the Mountain Upgrade Plan.
        iv. The new Eagle lift requires review in accordance with the LMC.
    d. LMC § 15-2.7-2(C)(8) establishes ski lifts in the ROS Zoning District as a Conditional Use, requiring Planning Commission review for compliance with LMC § 15-1-10 *Conditional Use Review Process* and LMC § 15-4-18 *Passenger Tramways and Ski Base Facilities*.
4. On January 27, 2026, the Applicant 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 bottom terminal and operator house, a mid-station unload terminal and operator house, and a top terminal and operator house.
5. The CUP submittal is a Complete Application.
6. The new Eagle lift is to be installed in the ROS Zoning District and Sensitive Land Overlay (SLO).

[1] In 2008, the Planning Commission approved a CUP for the replacement and realignment of the Ski Team lift with the Crescent detachable quad lift. In 2015, the Planning Department approved an Administrative CUP for the King Con and Motherlode lift upgrades. In 2015, the Planning Commission approved a CUP and MPD and Mountain Upgrade Plan amendment for the Quicksilver interconnect gondola and restaurant expansion.

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Recreation and Open Space Zoning District Requirements

7. LMC § 15-2.7-1 outlines the purpose of the ROS Zoning District, including permitting and encouraging recreational uses while preserving and enhancing environmentally sensitive lands.
    a. The Applicant proposes the Eagle lift upgrades to improve base-area circulation, enhance uphill access, and support more efficient distribution of skiers across the mountain.
    b. The Applicant submitted a Sensitive Land Analysis for SLO review.
8. LMC § 15-2.7-3 requires 25-foot Front, Side, and Rear Setbacks in the ROS Zoning District. The proposed Eagle lift exceeds the Setback requirement and is 30 feet from the closest property line.
9. LMC § 15-2.7-4 establishes a maximum height of 28 feet from Existing Grade in the ROS Zoning District. Ski lifts may extend above the 28-foot height subject to visual analysis and approval by the Planning Director (LMC § 15-2.7-4(A)(4)).
    a. On April 19, 2022, a Notice of Planning Director Determination was issued approving the height exception for the Eagle lift, finding "the ski lift towers for the Chondola lift (new Eagle) . . . are consistent with existing heights and best practices and may extend above the maximum Zone Height of 28 feet" based on evaluation of ridgelines and entry corridor and vantage points (Attachment 1).
    b. This Planning Director Determination did not expire.
    c. This Planning Director Determination was not appealed.
    d. The Applicant's updated plans comply with the 2022 Planning Director Determination and all but one tower height is reduced, ranging from 17.34 feet to 61.80 feet.
10. LMC § 15-2.7-5 requires evaluation of dark sky and waterwise and firewise landscaping considerations, addressed in the Conditions of Approval below.
11. LMC § 15-2.7-6 requires the Applicant to protect all Significant Vegetation (large trees 6 inches in diameter or greater measured 4 ½ feet above the ground, groves of smaller trees, or clumps of oak and maple, covering an area 50 square feet or more measured at the drip line), within 20 feet of the disturbance area. Condition of Approval (3)(b) requires compliance, subject to requirements to remove dead and dying vegetation for wildfire mitigation.

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Conditional Use Permit Criteria

12. LMC § 15-1-10 *Conditional Use Review Process* requires the Planning Commission to approve a CUP 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.
13. The Planning Commission reviews 17 criteria outlined in LMC § 15-1-10(E) when evaluating a CUP:
    a. **Size and Location of the Site:** The Eagle lift replaces and realigns two existing lifts, the Eagle and Eaglet. The new base terminal is approximately 150 feet northeast of the existing bottom terminal, the mid-station terminal is approximately 2,500 feet uphill, and the top terminal is approximately 3,100 feet above the mid-station, just above the King Con unload terminal to provide access to terrain and adjacent lift pods.
    b. **Traffic Considerations Including Capacity of the Existing Streets in the Area:** See Finding of Fact (14)(f).
    c. **Utility Capacity, Including Storm Water Run-Off:** The Applicant submitted a storm water prevention plan to mitigate storm water runoff during construction and an accompanying erosion control plan that details best management practices to reduce runoff and erosion. On February 17, 2026, the Development Review Committee evaluated the new Eagle lift and determined the proposal complies with the required standards.
    d. **Emergency Vehicle Access:** On February 17, 2026, the Park City Fire District reviewed the proposal and found it complies with their requirements.
    e. **Location and Amount of Off-Street Parking:** See Finding of Fact (14)(f).
    f. **Internal Vehicular and Pedestrian Circulation System:** Replacing the Eagle and Eaglet lifts with a new high-speed six-passenger detachable lift with a mid-station unload along a modified alignment within the existing ski area is 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 in other mountain nodes. The new Eagle lift is to improve the guest experience at all portal lifts providing guests of all skill levels with options for uploading and reliably serving front-side terrain and beyond.
        i. Since 2022, the resort and City completed pedestrian circulation improvements, including reconfigured and consolidated surface

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parking lot ingress and egress and surface and curb improvements to minimize pedestrian and vehicle conflicts. Additional improvements that have been implemented since 2022 and will be ongoing include:

1. Pedestrian wayfinding signage installation to support safe circulation from surface parking areas to the resort.
2. Annual painting of crosswalks and stop lines.

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

g. **Fencing, Screening, and Landscaping to Separate the Use from Adjoining Uses:** The Eagle upper and mid-mountain station and unloading area will be surrounded by the existing ski terrain with no recommended fencing, screening, or landscaping to separate the use from adjoining uses. The lower terminal loading area will be near the residential Snow Flower Condominiums and is set back from the loading area to the north property line 30 feet. Mature landscaping provides a buffer along portions of the north property line, and this mature vegetation is required to be protected during construction.

h. **Building Mass, Bulk, and Orientation, and the Location of Buildings on the Site, Including Orientation to Buildings on Adjoining Lots:** The terminals and operator houses are comparable in mass, bulk, and orientation to those throughout the resort.

i. The bottom terminal is approximately 2,073 square feet and 21 feet in height with an approximate 167-square-foot operator house. The lift queueing line will be oriented towards the First Time parking lot.

ii. The mid-mountain terminal is approximately 1,048 square feet and 21 feet in height with an approximate 143-square-foot operator house. The mid-station unloading terminal will be west of the existing Three Kings top terminal.

iii. The top terminal is approximately 2,061 square feet and 21 feet in height with an approximate 294-square-foot operator house.

i. **Usable Open Space:** The new Eagle lift is within the ski terrain, and usable open space is retained.

j. **Signs and Lighting:** Municipal Code of Park City § 12-8-1(F) *Signs Exempt from Permit Requirement* exempts signs located in open-air recreational facilities not oriented to public street such as signs in ski

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resorts from the regulations of the Sign Code. Outdoor lights for the terminals and operator houses must comply with the City's dark sky code in LMC § 15-15-5(J) with fully shielded and down-directed bulbs that are 3,000 degrees Kelvin or less.

k. **Physical Design and Compatibility with Surrounding Structures in Mass, Scale, Style, Design, and Architectural Detailing:** The Applicant proposes non-reflective, galvanized towers and terminals designed similar in kind and style to those existing within the resort.

l. **Noise, Vibration, Odors, Steam, or Other Mechanical Factors That Might Affect People and Property Off-Site:** Vibration, odor, steam, or mechanical factor impacts to people and property off-site are not anticipated. Compliance with the City's Noise Ordinance is required. Municipal Code of Park City Chapter 6-3 *Noise* establishes maximum dBA (A-weighted sound pressure level) for residential and commercial districts. When a noise source can be identified in more than one district, the more restrictive limitation applies. Existing residential uses to the north and west of the proposed Eagle base terminal require application of the more restrictive dBA limitation: 50 dBA from 10:00 PM – 6:00 AM and 55 dBA from 6:00 AM – 10:00 PM (Municipal Code of Park City § 6-3-9 *Noise Levels*).
    i. The Applicant submitted an Environmental Noise Assessment for the Eagle Lift Replacement dated March 20, 2026, prepared by Bollard Acoustical Consultants, Inc. The report concludes noise mitigation measures may be required and an Addendum demonstrates mitigation measures to bring the lift into compliance.
    ii. Condition of Approval (4)(a) requires the Applicant to submit an updated Environmental Noise Assessment demonstrating compliance with Municipal Code of Park City Chapter 6-3 *Noise* after lift installation and prior to operation of the new lift.

m. **Control of Delivery and Service Vehicles, Loading and Unloading Zones, and Screening of Trash and Recycling Pickup Areas:** No changes to trash and recycling associated with the terminals and operator houses are proposed. The Applicant's Construction Management Plan must address control of delivery and service vehicles and trash and recycling (Condition of Approval 10).

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n. **Expected Ownership and Management of the Project:** The Applicant owns four of the five parcels where the ski lift upgrades are proposed and provided a Memorandum of Lease between the Applicant and property owner of Parcel PCA-S-98-PCMR-1, TCFC Leaseco LLC. The Applicant oversees the Park City Mountain operations and management on all five parcels.

o. **Within and Adjoining the Site, Environmentally Sensitive Lands, Physical Mine Hazards, Historic Mine Waste and Park City Soils Ordinance, Steep Slopes, and Appropriateness of the Proposed Structure to the Existing Topography of the Site:** The purpose of the SLO, in part, is to protect and preserve environmentally sensitive land. Ski lifts within the SLO are reviewed pursuant to LMC § 15-2.21-7 *Sensitive Land Regulations – Development Approvals for Ski Area Construction and Expansion*. The Applicant is required to mitigate impacts to the natural character of the Sensitive Lands, revegetate disturbed areas, and install temporary and permanent erosion control measures to the *Maximum Extent Feasible*, defined in LMC § 15-15-1 as "[t]he maximum mitigation where no prudent, practical and feasible alternative exists to completely mitigate the adverse impact. Economic considerations may be taken into account but shall not be the overriding factor in determining 'Maximum Extent Feasible'."

   i. The Applicant submitted a Sensitive Lands Analysis, including a visual analysis, slope/topographic map, geotechnical report, ridge line areas, vegetative cover, vantage point analysis, and information regarding wetlands, stream corridors, and wildlife habitat areas.

   ii. The Planning Department reviewed the Sensitive Lands Analysis and identified recommended Conditions of Approval.

   iii. The Planning Director scheduled a consultation meeting with the Applicant, requested additional information, and found the Applicant—to the Maximum Extent Feasible—designed the ski facilities to preserve the natural character of the Sensitive Lands, pursuant to recommended Conditions of Approval.

   iv. The Planning Department provided recommended Conditions of Approval to the Planning Commission on March 25, 2026, that are included herein.

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v. The Eagle lift is designed to mitigate impacts to the natural character of the Sensitive Lands, disturbed areas will be revegetated, and temporary and permanent erosion control measures will be implemented:
    1. **Steep Slopes –** No Very Steep Slopes are disturbed, and the proposed construction is at least 48 feet from Very Steep Slope areas. The top terminal and operator house will be located on the edge of an existing ski run that is already disturbed.
    2. **Ridge Lines –** The existing Eagle and Eaglet lifts are within Ridge Line Areas, and the proposed realignment reduces the impact to Ridge Line Areas because the Eagle top terminal consolidates two ridgeline disturbances to one. Additionally, the top terminal is set below a ridgeline within the Ridge Line Area buffer and is minimally visible from the Park City School District, Park Meadows Country Clubhouse, Quinn's Junction, the Deer Valley Drive and Queen Esther Drive intersection, Park City Hospital, and Park City Mountain Resort Base Vantage Points.
    3. **Wetlands and Streams –** No wetlands or streams are impacted. The bottom terminal of the Eagle lift is 213 feet from McLeod Creek, which runs in an underground culvert.
    4. **Wildlife Habitat –** The Applicant's Wildlife Habitat Report completed by Martin & Nicholson Environmental Consultants, dated January 12, 2026 (Attachment 2), and Condition of Approval 6, require mitigation of impacts to wildlife and habitat during construction:
        a. The project area will be surveyed during the summer by qualified wildlife biologists to determine if species discussed in the wildlife habitat report are present. Results of this survey will help determine if big game avoidance and migratory bird measures need to be implemented.
        b. Except for emergencies, all construction activities will be confined to daylight hours to reduce the impacts on crepuscular and nocturnal wildlife species.

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c. If project construction occurs before August 31, raptor stick nest surveys will be conducted in and adjacent to the project area prior to tree and shrub leaf-out in May. If any occupied nests are found, they will be flagged and monitored.
d. If project construction occurs before August 31, two days of broadcast acoustical surveys for American goshawk will be conducted: one in June and one in July. If occupied nests are found within the project area, they are to be avoided until the nests are no longer active (May to late-August).
e. To minimize the risk of transporting noxious and invasive weeds into the project area, all vehicles and equipment will be cleaned (soil, seeds, and any plant parts removed from exterior surfaces), before moving into the project area. Cleaning activities will concentrate on tracks, feet, or tires, and the undercarriage with special emphasis on axles, frame, cross members, motor mounts, underneath steps, running boards, and front bumper/brush guard assemblies. Vehicle cabs will also be swept out and the refuse disposed of in waste receptacles prior to entering the project area.
f. A native plant seed mix (including grasses, forbs, and where appropriate shrubs), certified as noxious and invasive weed-free, will be used for reseeding all areas of ground disturbance caused by project construction.
g. All sites disturbed during project construction will be monitored and treated yearly, for a minimum of three years, to prevent any new noxious and invasive weeds from becoming established.
h. If project action will take place during the avian breeding season (generally January 1 – August 31), the presence of active nests will be assessed no more than 10 days prior to construction and construction in

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the vicinity of those nests avoided until the nests are no longer active. Active nests will be flagged and a biological monitor will be on-site to monitor any active nests if construction must take place prior to August 31.

5. **Vegetation –** On March 5, 2026, the Forestry Board reviewed and approved the Applicant's plan, requiring Conditions of Approval (3)(c) – (3)(e).
    a. Pursuant to LMC § 15-2.7-6, the Applicant is required to protect all Significant Vegetation within 20 feet of the development area.
    b. The Applicant is subject to Condition of Approval (3)(a) – (3)(b) to ensure revegetation of disturbed areas.
6. **Erosion Control Measures –** The Applicant submitted an erosion control plan and Stormwater Pollution Prevention Plan and is subject to City regulations and requirements to minimize erosion, control sediment, and protect downstream drainage systems, including:
    a. Limiting vegetation clearing to minimal areas necessary for construction.
    b. Directing drainage away from disturbed slopes toward stable vegetated areas when feasible.
    c. Dispersing runoff to avoid concentrated flows.
    d. Stabilizing disturbed areas as soon as practicable following grading operations using seeding, mulching, erosion control blankets, or equivalent methods.
    e. Installing biodegradable fiber rolls along contours to shorten slope length to reduce sheet-flow velocity.
    f. Installing water bars on temporary access routes or disturbed slopes to intercept and divert runoff.
    g. Installing rock check dams or straw-wattle check dams in drainage swales to slow runoff and promote sediment deposition.
    h. Installing silt fences along downslope project boundaries, stockpiles, and disturbance limits.

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i. Installing sediment traps for broader drainage areas to capture sediment in centralized locations.
j. Installing gravel bags or inlet protection devices placed at culverts, drainage structures, or storm drain inlets when present.
k. Establishing limited construction entrance site access points.
l. Installing a wheel wash station at these access points to minimize sediment tracking onto roadways.
m. Locating soil stockpiles away from drainage paths and surround with perimeter controls such as silt fences or wattles.
n. Completing routine inspections and following significant precipitation events and adjust as needed.
o. Grading - final site grading and disturbed areas will be permanently stabilized through revegetation with an approved seed mix, mulching, erosion control blankets, or other approved stabilization measures consistent with City and state requirements.

7. **Soils –** The Eagle lift is not within the Park City Soils Ordinance Boundary. However, on February 23, 2026, the City's Environmental Program Manager reviewed the proposed Eagle lift upgrades and confirmed the proposal conforms with soil requirements. Condition of Approval (7)(a) requires compliance with relevant state and federal regulations.
8. **Water Source Protection –** On February 23, 2026, the City's Water Quality and Treatment Manager reviewed the proposed plans for compliance with the City's Source Protection Ordinance and requires Condition of Approval (8)(a) regarding the location of standby fuel tanks and associated secondary containment prior to building permit submittal.

p. **Reviewed for Consistency with the Goals and Objectives of the Park City General Plan (Such Review for Consistency Shall Not Alone Be Binding):** The Eagle lift upgrade, the Applicant's 2026 Parking, Traffic,

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and Transportation Plan, and the Conditions of Approval are consistent with the General Plan goals and objectives, including:

i. Promoting redevelopment that integrates a world-class resort with a strong sense of community.
ii. Improving connectivity, including continued coordination with the resort on paid parking and parking reservations.
iii. Installing traffic calming measures in residential areas to discourage speeding and through traffic.
iv. Developing clear policies for resorts to integrate trip reduction strategies, establish mode-shift targets, and reduce parking through formal City mechanisms.
v. Regularly evaluating and updating the paid reservation parking system to support mode shift goals, reduce vehicle congestion, and prioritize access for residents and high-occupancy travel.
vi. Increasing transit ridership to the Mountain Village base area to 20% (Park City Forward, the City's long-range transportation plan and supplement to the General Plan).
vii. Establishing employee parking options, on-site or off-site with shuttle/transit for the Resort Center neighborhood.
viii. Installing clear wayfinding signage to the Upper Resort Center and other tourist destinations within the Resort Center neighborhood.

q. **Radon Mitigation for Residential Uses:** No residential uses are proposed.

Passenger Tramways and Ski Base Facilities Criteria

14. LMC § 15-4-18 *Passenger Tramways and Ski Base Facilities* requires the Planning Commission to evaluate 12 criteria in addition to the 17 outlined in LMC § 15-1-10 *Conditional Use Review Process*:

a. **Ownership of Liftway:** LMC § 15-15-1 defines *Liftway* as "[t]he necessary Right-of-Way, both surface and air space, for the operation of any tram or ski lift." The Applicant owns four of the five parcels and controls through a lease the fifth parcel where the Eagle lift upgrade is to be installed.
b. **Width:** More than a 10-foot distance outward from the vertical plane established by the outermost surface of the Eagle lift on each side is provided.

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c. **Base or Terminal Facilities:** No construction is proposed within the Historic Residential – 1 or Historic Residential Low Density Zoning Districts.
d. **Crossing of Public Roads:** No improvements are proposed over public roads or residential streets.
e. **Utility Clearance:** On February 17, 2026, utility providers reviewed the proposed plans. The Eagle lift is not proposed over any wires or utility lines.
f. **Parking and Traffic Plans:**
    i. The LMC does not set a specific requirement for parking associated with lift upgrades. 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.
    ii. The Park City Mountain Resort Master Planned Development Phase I Traffic and Parking Management Plan establishes 1,700 required skier and employee parking spaces (Development Agreement Exhibits J and K, Summit County Recorder Entry No. 513070).
        1. The Applicant exceeds required skier parking for the Phase I Traffic and Parking Management Plan with 1,712 parking spaces:
            a. 1,227 spaces are provided in the Mountain Village Surface Lots (First Time, Main, Silver King, Legacy/Marriott).
            b. 385 spaces are provided in Mountain Village base area parking garages (Mountain Village and Sweetwater).
            c. 100 spaces are provided in the employee Munchkin Parking Lot (1375 Munchkin Road).
        2. Conditions of Approval (5)(a) – (5)(l) require continued compliance with the Phase I Traffic and Parking Management Plan with updated requirements to reflect existing conditions to:

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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 the Park City Mountain and City implementation of neighborhood mitigation strategies during the ski season.

iii. The Applicant must present a parking, traffic, and transportation plan that includes vehicle, transit, and pedestrian circulation as it relates to impacts generated by the lift, the impacts of traffic on adjoining landowners and neighborhood, and parking demand.
iv. The Applicant submitted a 2026 Parking, Traffic, and Transportation Plan (Attachment 3).
v. The Applicant's 2026 Parking, Traffic, and Transportation Plan shows workable means of dealing with traffic generated by the lift construction and operation, as conditioned.
    1. The proposed Eagle lift increases hourly capacity of skiers to 2,800, or an additional capacity of 1,000 skiers per hour, a 55% increase. This increases 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.
    2. While the Applicant contends 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, the Planning Commission agrees with the that analysis of the results of the last three ski seasons of parking mitigation carried forward in the proposed 2026 Parking, Traffic, and Transportation Plan demonstrates that sufficient capacity exists in the parking system to absorb an increase in visitation if needed, which clearly is in excess of the maximum 15.56% uphill morning capacity increase.

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3. At Mountain Village, the guest parking supply has remained constant at 1,522 spaces on peak days across four seasons evaluated since 2022. Even on high-visitation days, an average surplus of 474 spaces at Mountain Village are available.
4. Approximately 500 overflow parking spaces are available at the Park City School District lot. There is an average of 133 surplus spaces at the School District lot on peak days.
5. Conditions of Approval establish the annual process for reviewing and ongoing implementation of the Applicant's 2026 Parking, Traffic, and Transportation Plan and:
    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.
        i. Since the 2023 season, the City completed the following to mitigate peak ski traffic and parking impacts to the Resort Center and surrounding neighborhoods:
            1. Installed manual drop arm gates at 14th and 15th Street for closure from November through April.
            2. 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.
            3. Installed permanent resident only signage.
            4. Installed temporary wayfinding signs on Empire Avenue to separate parking lot traffic and transit.

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5. Staffed police officers at the Lowell Avenue loading zone on peak days.

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.

g. **Liftway Setback:** The lift upgrades are not within 10 feet of any dwelling.
h. **State Regulation:** The Applicant is coordinating with the Utah Passenger Tramway Safety Committee regarding the design, construction, and operation of the lifts in compliance with state requirements. See Condition of Approval 9.
i. **Public Purpose Served:** The Planning Commission agrees with the Applicant justification: "[t]he replacement lift serves a clear public purpose by improving base-area circulation, enhancing uphill access, and supporting more efficient distribution of skiers across the mountain. By upgrading existing lift infrastructure within an established access framework, the project improves safety, reliability, and the overall guests experience without increasing demand on parking supply or increasing off-site traffic impacts. The replacement lift supports the long-term operational performance of Park City Mountain and enhances the guest experience."
j. **Status of Land within Liftway:** The proposal does not require Liftway easements.
k. **Structures within Liftway:** No existing or proposed structures exist or are proposed within the Liftway.
l. **Preservation of Historic Structures:** No Historic Structures are within or proximate to the Eagle Lift alignment.

15. **Development Review Committee:** On February 17, 2026, the Development Review Committee evaluated the Application and confirmed the proposal, as conditioned, conforms to their requirements.

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16. **Public Meetings:** The Planning Commission conducted a site visit on March 25, 2026, a work session on March 25, 2026, and public hearings on May 13 and May 27, 2026.
    a. For the March 25 work session, staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on March 11, 2026. Staff mailed courtesy notice to property owners within 300 feet on March 11, 2026. The *Park Record* published courtesy notice on March 11, 2026.
    b. For the May 13 and May 27 public hearings, 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.

Conclusions of Law

1. The Eagle Lift CUP, as conditioned, complies with LMC § 15-1-10 *Conditional Use Review Process*.
    a. The Application complies with all requirements of the LMC:
        i. The Eagle Lift CUP, as conditioned, complies with LMC Chapter 15-2.7 *Recreation and Open Space District*.
        ii. The Eagle Lift CUP, as conditioned, complies with LMC § 15-2.21-7 *Sensitive Land Regulations – Development Approvals for Ski Area Construction and Expansion*.
        iii. The Eagle Lift CUP, as conditioned, complies with LMC § 15-4-18 *Passenger Tramways and Ski Base Facilities*.
    b. The Use will be compatible with surrounding structures in use, scale, mass, and circulation.
    c. The effects of any differences in use or scale have been mitigated through careful planning.

Conditions of Approval

1. **Modifications Require Notice:** 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 27, 2026.
    a. The Applicant is responsible for notifying the Planning Department prior to making any changes to the approved plans. Any changes, modifications,

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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.

2. **Erosion Control**
    a. The Applicant shall ensure compliance with the submitted storm water prevention plan to mitigate storm water runoff during construction and erosion control plan.
    b. The Applicant shall install erosion control blankets on all slopes steeper than 2:1.
    c. The finish surface of ski runs shall be graded with a three-foot maximum topsoil and native soils.
    d. Upon completion of construction activities, final site grading will occur, and disturbed areas will be permanently stabilized using revegetation with an approved seed mix, mulching, erosion control blankets, or other approved stabilization measures consistent with state and City regulatory requirements.
3. **Vegetation**
    a. The Applicant shall provide a revegetation plan for the existing Eagle and Eaglet lifts that are to be removed. The revegetation plan shall be designed to control erosion, and to restore native, water-wise, and fire-resistant ground cover and trees. The revegetation plan shall be submitted with the Building Permit application for review and is subject to approval by the Building Department, Planning Department, and Forestry Board. Final inspection and approval of revegetation by the Building Department, Planning Department, and Forestry Board representative is required prior to building permit closure.
    b. The Applicant shall submit an arborist report for all Significant Vegetation within 20 feet of areas disturbed for construction and shall protect this Significant Vegetation unless diseased, dead, or dying.
    c. Dead and dying vegetation shall be cleared to reduce fire fuels in an amount equal to the clearing required for the proposed lift upgrades – 5 and ½ acres for the Eagle lift.
    d. Prior to submitting a building permit for the Eagle lift, a final plan for the removal of vegetation shall be submitted to the Forestry Board for review.
    e. Dead and dying vegetation shall be removed to improve the wildfire defensible space near the Crescent Ridge Condos. The fuels reduction

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area shall follow 30 feet off the center line on each side of the Silver Spur Trail adjacent to the Crescent Ridge Condo parcel line and incorporate intermediate ignition zone mitigation compliance with Wildland Urban Interface requirements.

4. **Noise**
    a. After installation of the Eagle lift, and prior to lift operation, the Applicant shall submit an updated Environmental Noise Assessment verifying compliance with Municipal Code of Park City Chapter 6-3 *Noise*.
5. **Transportation Demand Management**
    a. The resort shall provide a report of annual parking supply utilization on high visitation days within 60 days of the end of each ski season for review by the Engineering Department and the City's Traffic Operations Team.
    b. Park City Mountain will encourage 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.
    c. Prior to October 15th of each year, Park City Mountain will submit to the Planning Department for City review an employee vanpool or shuttle program that includes monitoring, incentivizing, and promoting the growth of such program for employees commuting from the Wasatch Front and Wasatch Back.
    d. Prior to October 15 each year, Park City Mountain 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 target 20% employee participation with increased employee carpooling and use of vanpool opportunities each year.
    e. Park City Mountain shall designate an employee to serve as the Transportation Demand Management coordinator and neighborhood liaison 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 and 2026 Parking, Traffic, and Transportation Plan unless otherwise jointly agreed with the City's Traffic Operations Manager.
    f. Park City Mountain's Transportation Demand Management coordinator and neighborhood liaison and the City's Traffic Operations Team:
        i. Will meet before October 15 of each year and regularly throughout the ski season to comprehensively review and implement the ski season plan that addresses traffic and parking attendants, signage, and neighborhood mitigation and parking enforcement to support efficient traffic and parking circulation for peak days that are

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identified by the City for each ski season, and to protect the adjacent residential neighborhoods, including Thaynes, the residential areas of the Resort Center, and Old Town.

ii. Will meet within 60 days of the end of the ski season each year, unless otherwise jointly agreed, to review and discuss the ski season plan that addresses traffic and parking attendants, signage, and neighborhood mitigation and parking enforcement, and identify opportunities for improvements in the coming ski season.

g. The Applicant shall:
   i. Maintain the paid parking reservation system.
   ii. Effectively manage the paid parking reservation system with on-site parking attendants and a citation policy for people without a reservation.
   iii. The Applicant will use net proceeds (defined as revenue less direct and indirect costs) generated from paid parking at the Mountain Village to reinvest in transportation, transit, traffic mitigation, and/or parking measures to support guest and employee access at the Mountain Village and will annually provide to the Finance Department a 3 year average accounting derived from financial information included in previously issued consolidated financial statements of Vail Resorts, Inc. filed with the SEC. Such accounting shall be submitted to the City as part of the Applicant's annual business license renewal and shall be designated as confidential commercial and financial information pursuant to Utah Code § 63G-2-305(2) and § 63G-2-309 at the time of submission. The City shall treat such information as protected records under GRAMA to the extent permitted by law.

h. Park City Mountain will regularly evaluate and update the paid reservation parking system to adjust pricing or leverage other strategies on peak days if needed to support increased average vehicle occupancy and transit ridership.

i. 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.
   i. If parking at the Park City School District campus is unavailable or decreased 25 percent or more for peak ski days during the upcoming ski season (excluding emergencies), Park City Mountain shall submit a supplemental parking mitigation plan for similar

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capacity to the Planning Department for Planning Commission review and approval.

j. 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 capacity.

k. The Applicant will coordinate and cooperate with the City, other ski areas, the Park City School District, Summit County, and the Park City Chamber of Commerce & Visitors Bureau regarding off-site parking implementation in the 2026 Parking, Traffic, and Transportation Plan, including service levels for transit service to such parking. Any material changes must be addressed in the reviews and annual plan implementation submitted prior to October 15 each season as provided herein.

l. The Applicant and City shall measure public bus transit times between the intersection of Park Avenue and Empire Avenue and the Mountain Village transit stop on designated peak days. Excluding delays attributed to event days, severe weather conditions, roadway incidents, construction, or other non-resort-related causes, if ingress transit times on all remaining peak days average greater than 5 minutes between the period of 8:00 AM and 12:00 PM for a total of 10 days during any one ski season, the Applicant will meet with City staff to identify appropriate operational adjustments. If additional mitigation is deemed necessary by the Planning Director, the Applicant will submit an amended 2026 Parking, Traffic, and Transportation Plan for Planning Commission review.

6. **Wildlife**
   a. Compliance with the Martin & Nicholson Environmental Consultants Eagle Lift Replacement Wildlife Habitat Report (Attachment 2) is required.
7. **Soils**
   a. The Applicant shall comply with applicable state and federal regulations.
8. **Water**
   a. The location of ski lift standby fuel tanks and associated secondary containment shall be identified and submitted to the City's Water Department for review and approval prior to building permit submittal.
9. **State Regulation**
   a. If the state requires substantive modifications to any component of the proposed lifts during or after the construction process, the Applicant will return to the Planning Commission to provide an update and modify the plans if required.
10. **Construction**
    a. The Applicant's Construction Mitigation Plan shall address:

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i. Days of the week and hours when construction is permissible.
ii. Routing of construction traffic so that adjacent residential streets are not affected.
iii. Material stockpiling and staging on site.
iv. Parking of construction vehicles.
v. Maintenance of pedestrian ways and trails during construction.
    1. 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.
vi. Recycling of construction waste, including the minimizing of off-site soil/material transport.

b. 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.
c. 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.
d. 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.
e. 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.

11. **Vertical Development**
    a. 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-

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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 ongoing 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.

12. **Expiration**
    a. This CUP expires within one year unless the City has issued a building permit for the Eagle lift. The Planning Director may grant an extension for one additional year when an extension request is submitted in writing prior to the expiration of the CUP and the request complies with LMC § 15-1-10(G).

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 435-640-0558 or email nannette.larsen@parkcity.gov.

Sincerely,

Christin Van Dine, Planning Commission Chair

CC: Nan Larsen
Lillian Zollinger
Virgil Lund

ATTACHMENT 1 – 2022 Planning Director Height Determination
ATTACHMENT 2 – Wildlife Habitat Report
ATTACHMENT 3 – 2026 Parking, Traffic, and Transportation Plan

DRAFT

Planning Department

April 19, 2022

VR CPC Holdings – Park City Mountain Resort
1375 Munchkin Road
Park City, Utah 84060

NOTICE OF PLANNING DIRECTOR DETERMINATION

RE: Determination of height extension for ski lift upgrades proposed for ski operation improvements on parcels PCA-S-98-PCMR-1, PCA-29-A, PCA-29-D, PCA-1003, SA-402-A, and SA-253-B-2 (Administrative Conditional Use Permit, PL-22-05145)

The Eagle and Silverlode lift upgrades at Park City Mountain Resort include new alignment and tower installations. The project falls in the Recreation and Open Space (ROS) Zone, where the maximum Building Height is 28 feet. Ski lift towers traditionally exceed zone height, and per Land Management Code § 15-2.7-4, "Ski lift or tramway towers may extend above the maximum Zone Height subject to a visual analysis and administrative approval by the Planning Director."

After thorough review of the submitted material required, the Planning Director finds the information to be sufficient regarding the lift alignments, tower locations, and visual and ridgeline impacts and makes the determination that the ski lift towers for the Chondola lift (new Eagle) and Silverlode lift are consistent with existing heights and best practices and may extend above the maximum Zone Height of 28 feet, as shown on the following attachments:

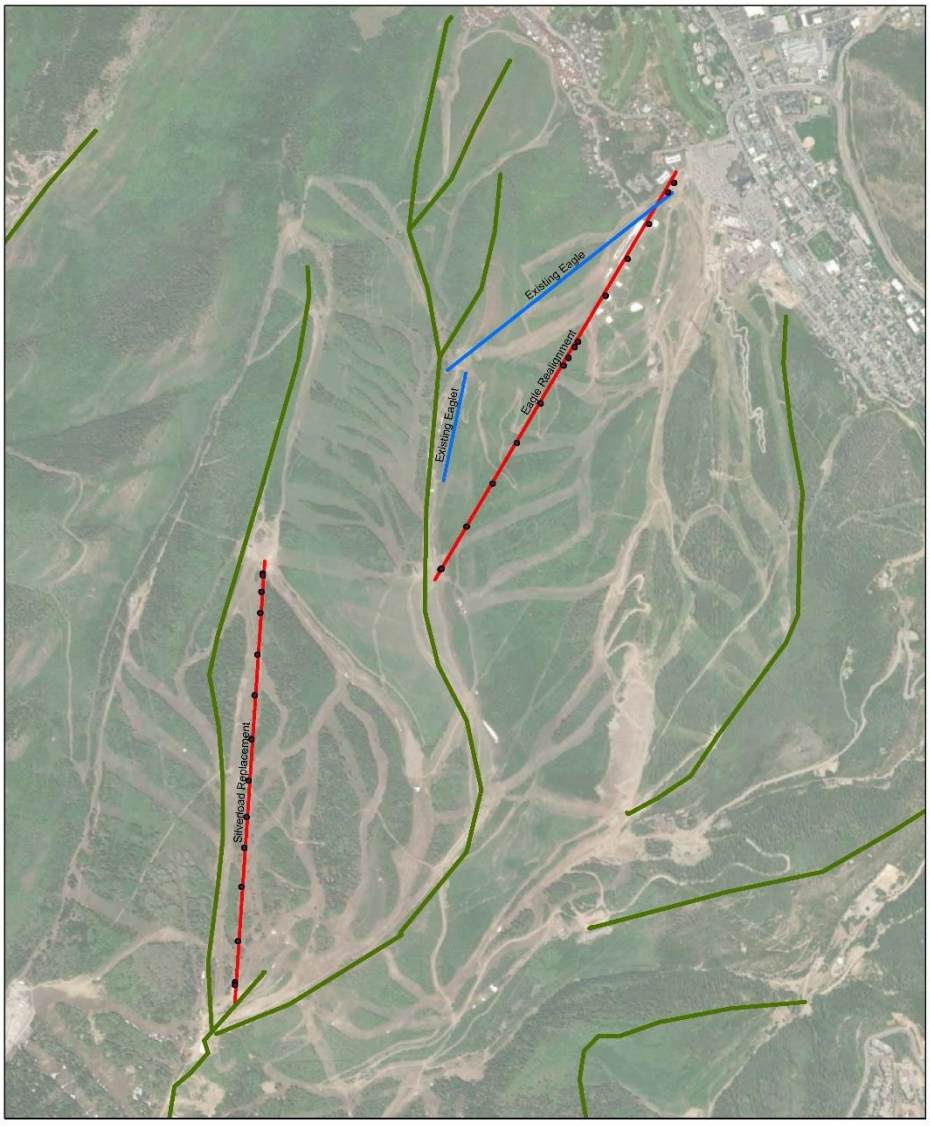
Attachment 1 – Ridgelines
Attachment 2 – Entry Corridor and Vantage Points
Attachment 3 – Proposed Chondola Tower Height
Attachment 4 – Proposed Silverlode Tower Height

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

Sincerely,

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

Attachment 1 – Ridgelines



0.25 Miles

Legend

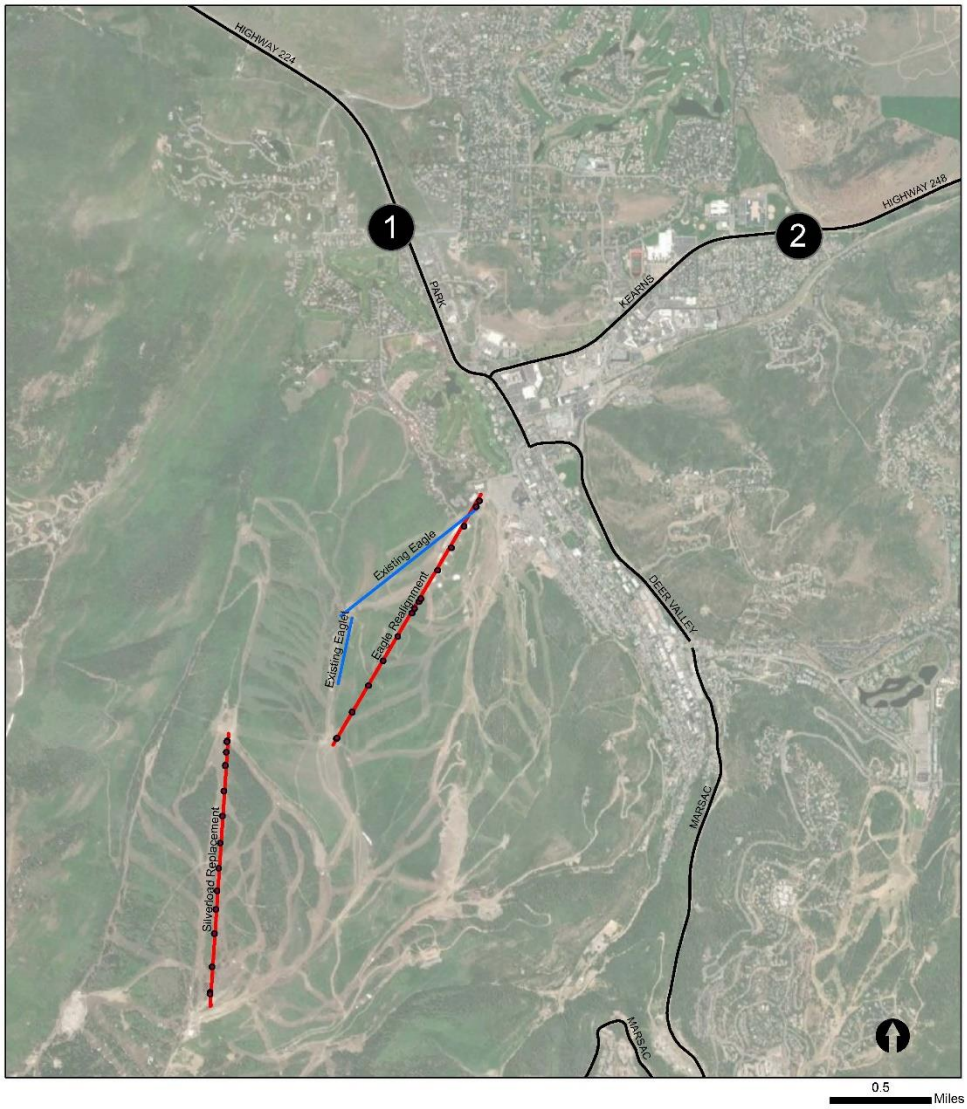
- Proposed Lift Tower Locations
- Ridgetops
- Lifts to be Removed
- Proposed Lifts

Ridgetops Proximate to Site Area

SE GROUP

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

Attachment 2 – Entry Corridor and Vantage Points



Legend

- Primary Transportation Routes
- Proposed Lift Tower Locations
- Lifts to be Removed
- Proposed Lifts

ENTRY CORRIDOR AND VANTAGE POINTS

SE GROUP

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

Attachment 3 – Chondola Tower Height

Proposed Chondola Towers Height		
19.5		
38		
49.5		
56.5		
63		
42		
42		
23.5		
40		
47		
45		
44		
56		
50		
47		
44.2	**Average**	

Attachment 4 – Silverlode Tower Height

Proposed Silverlode Towers Height	
35	
41	
42.5	
56.5	
52	
50	
61	
62	
49	
59	
46	
35.5	
25	
20.5	
45.35714	**Average**

Eagle Lift Replacement
Wildlife Habitat Report

Park City Mountain Resort

Prepared for:

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

Prepared by:

Martin & Nicholson Environmental Consultants

935 Williamstown Ct.
Park City, UT 84098

January 12, 2026

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1 Introduction

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

1.1 Methodology

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

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

2 Wildlife

2.1 General Ecological Features and Functions of the Project Area

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

2.2 Federally Listed Species

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

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

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

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

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

2.3 Utah Species of Greatest Conservation Need

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

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

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

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

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

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

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

2.4 Birds of Conservation Concern

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

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

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

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

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

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

[2] Breeding seasons from USFWS IPaC Report

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

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

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

2.5 Game Species

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

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

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

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

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

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

*None, low, moderate, or high

4 Applicant Committed Impact Avoidance and Minimization Measures

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

4.1 Pre-Construction Surveys

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

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

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

4.2 Impact Avoidance and Mitigation

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

5 References

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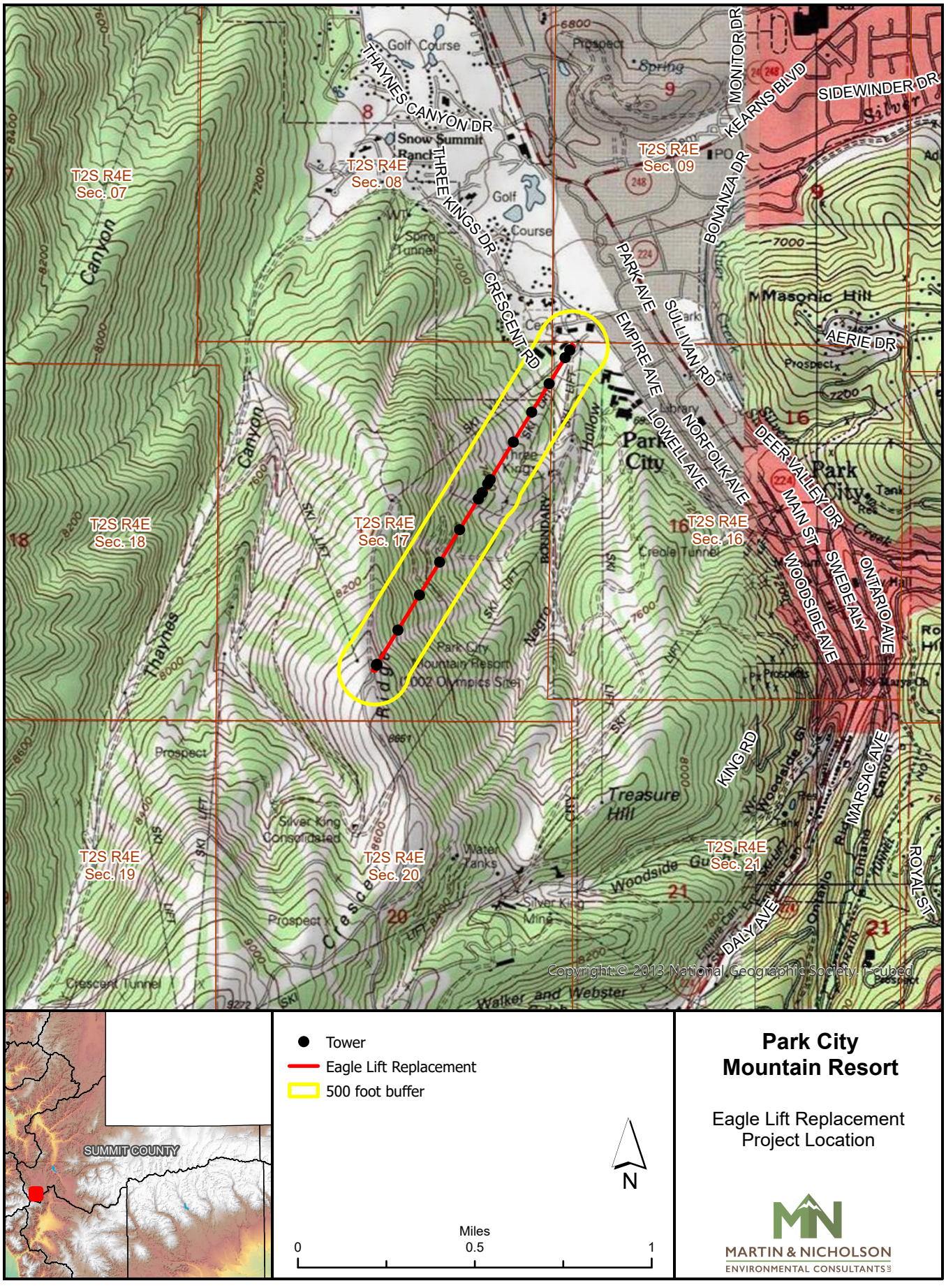
Appendix A - Maps



Park City Mountain Resort

Eagle Lift Replacement Project Location

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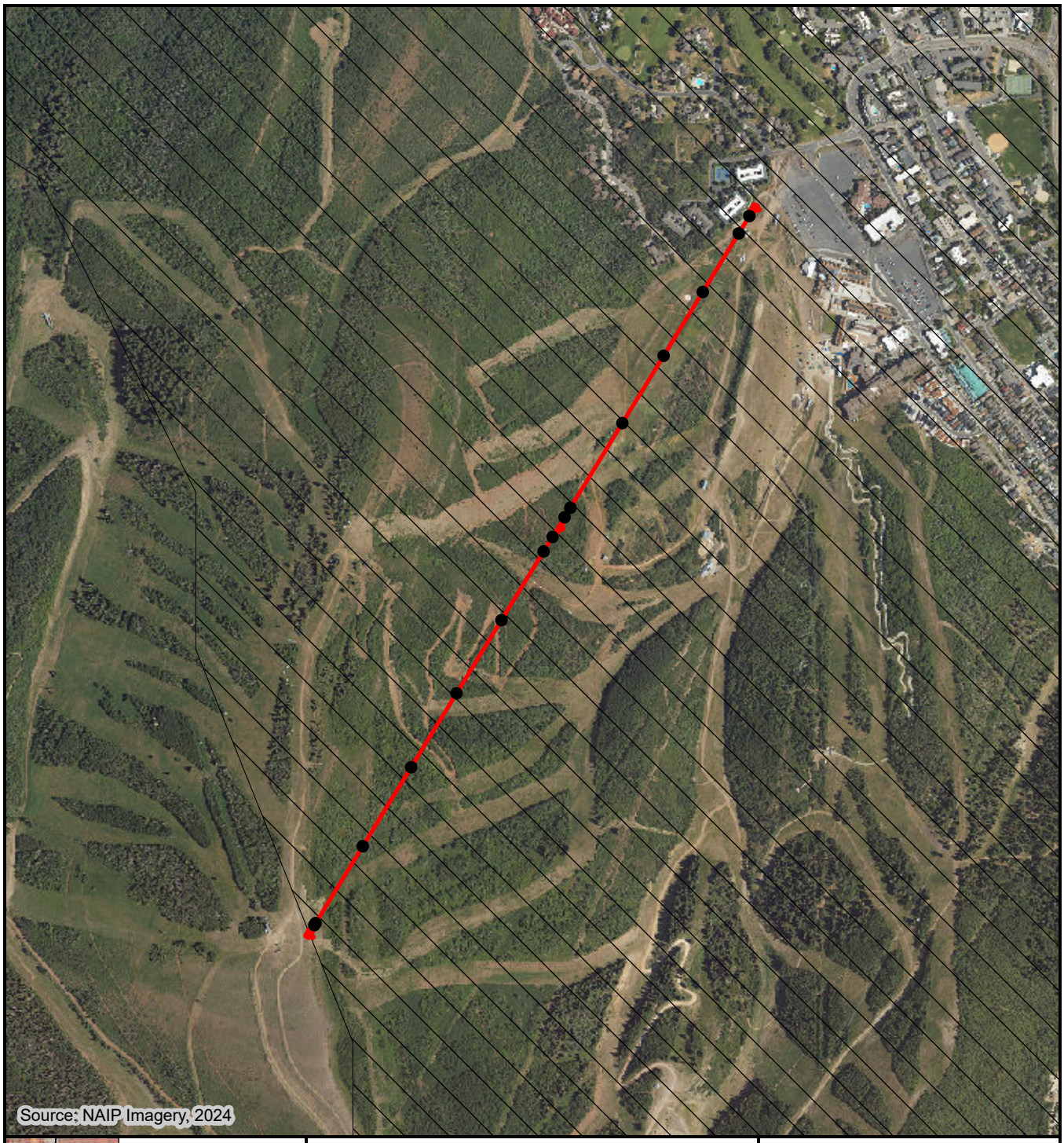

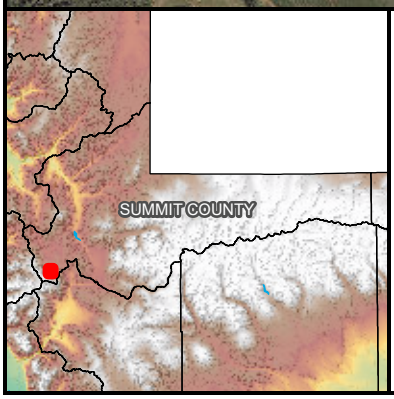

Tower
Eagle Lift Replacement
Year-long White-tailed Jackrabbit Habitat

N

Feet
0 500 1,000

Park City Mountain Resort

Eagle Lift Replacement
White-tailed Jackrabbit Habitat

MARTIN & NICHOLSON
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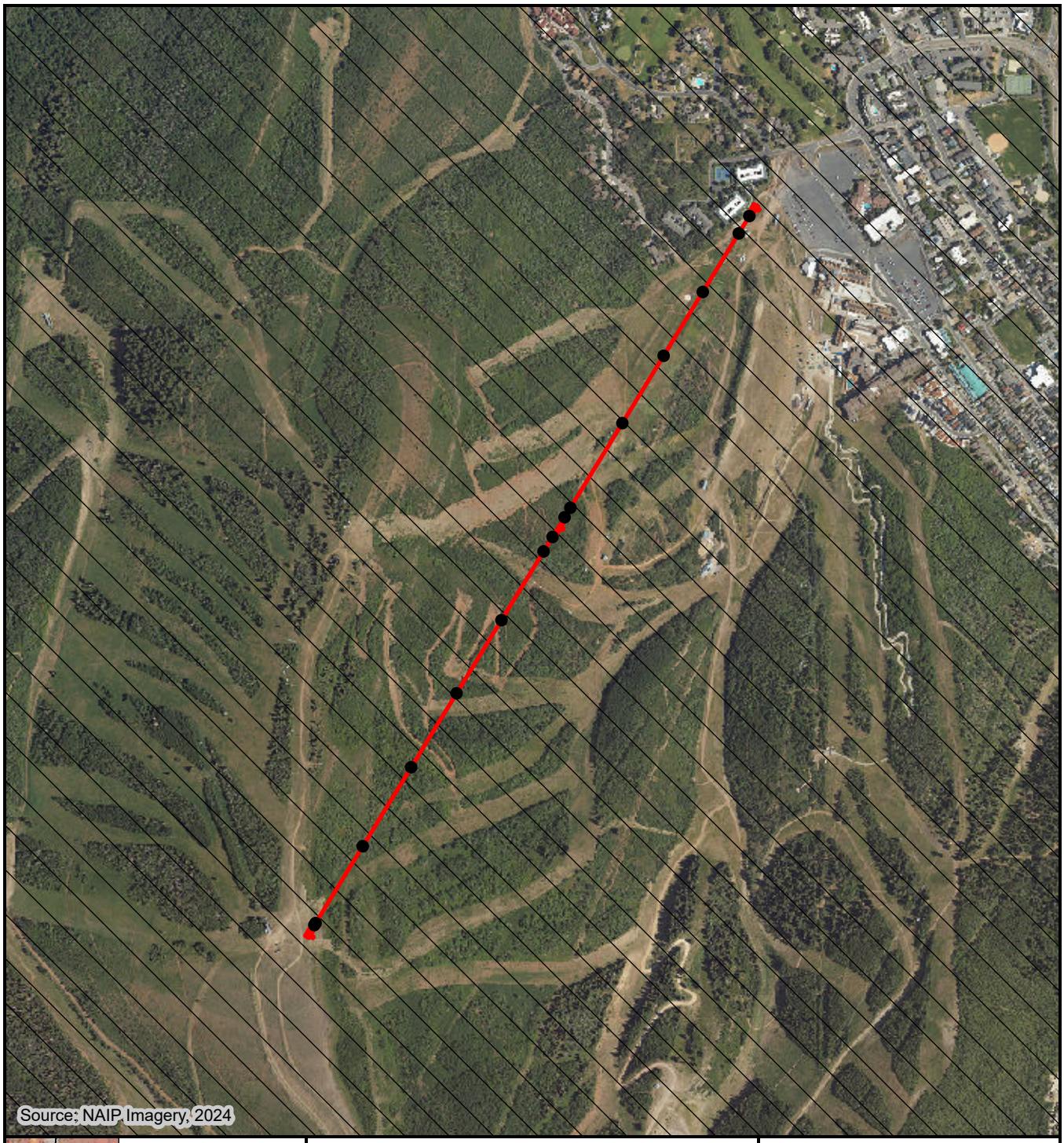

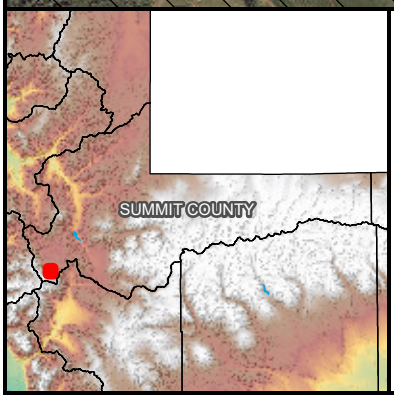

Tower
Eagle Lift Replacement
Year-long Crucial Black Bear Habitat

N

Feet
0 500 1,000

Park City Mountain Resort

Eagle Lift Replacement
Black Bear Habitat

MARTIN & NICHOLSON
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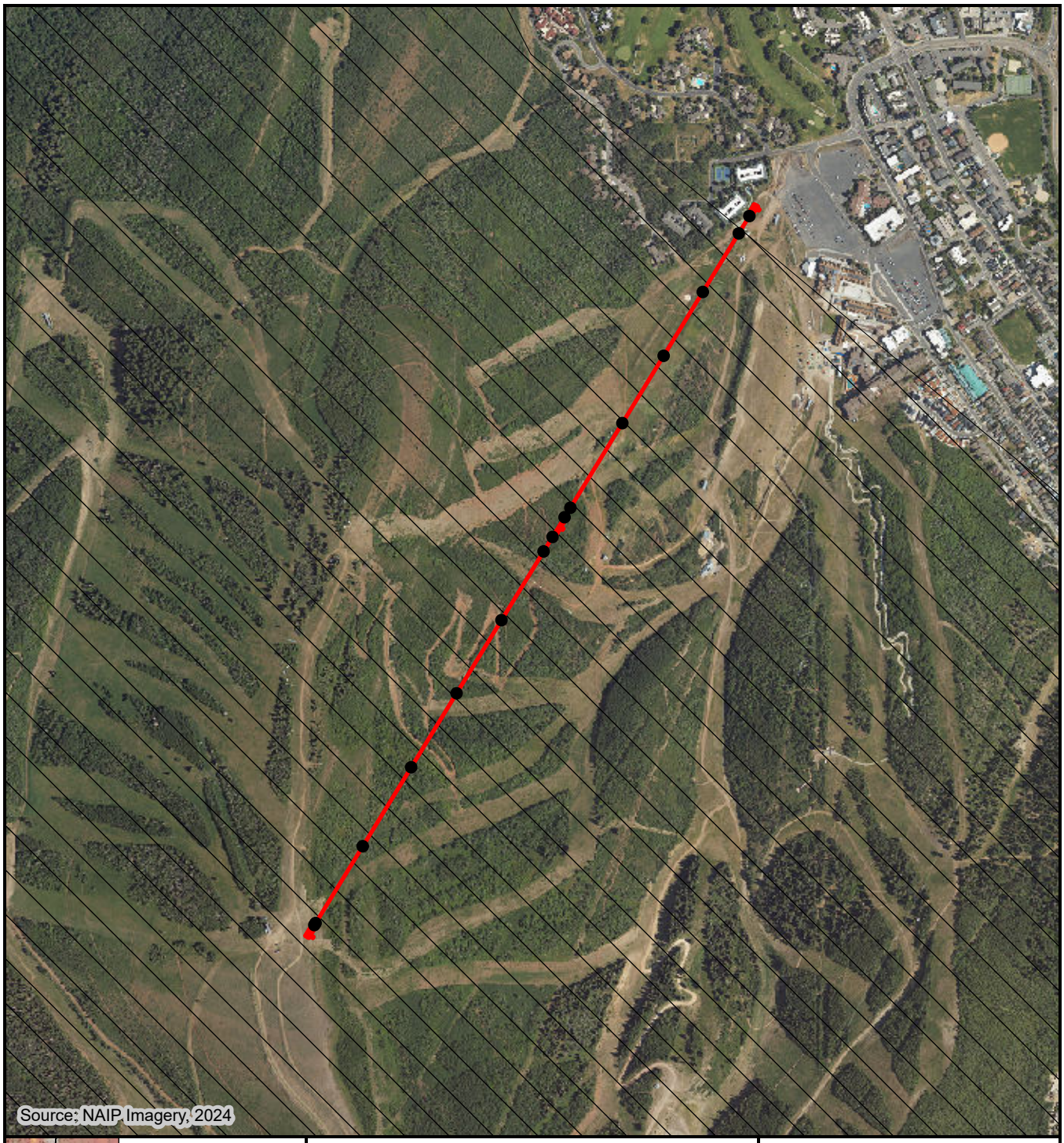

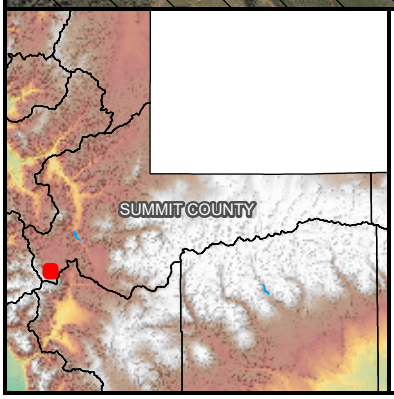

Tower
Eagle Lift Replacement
Year-long Crucial Dusky Grouse Habitat

N

Feet
0 500 1,000

Park City Mountain Resort

Eagle Lift Replacement
Dusky Grouse Habitat

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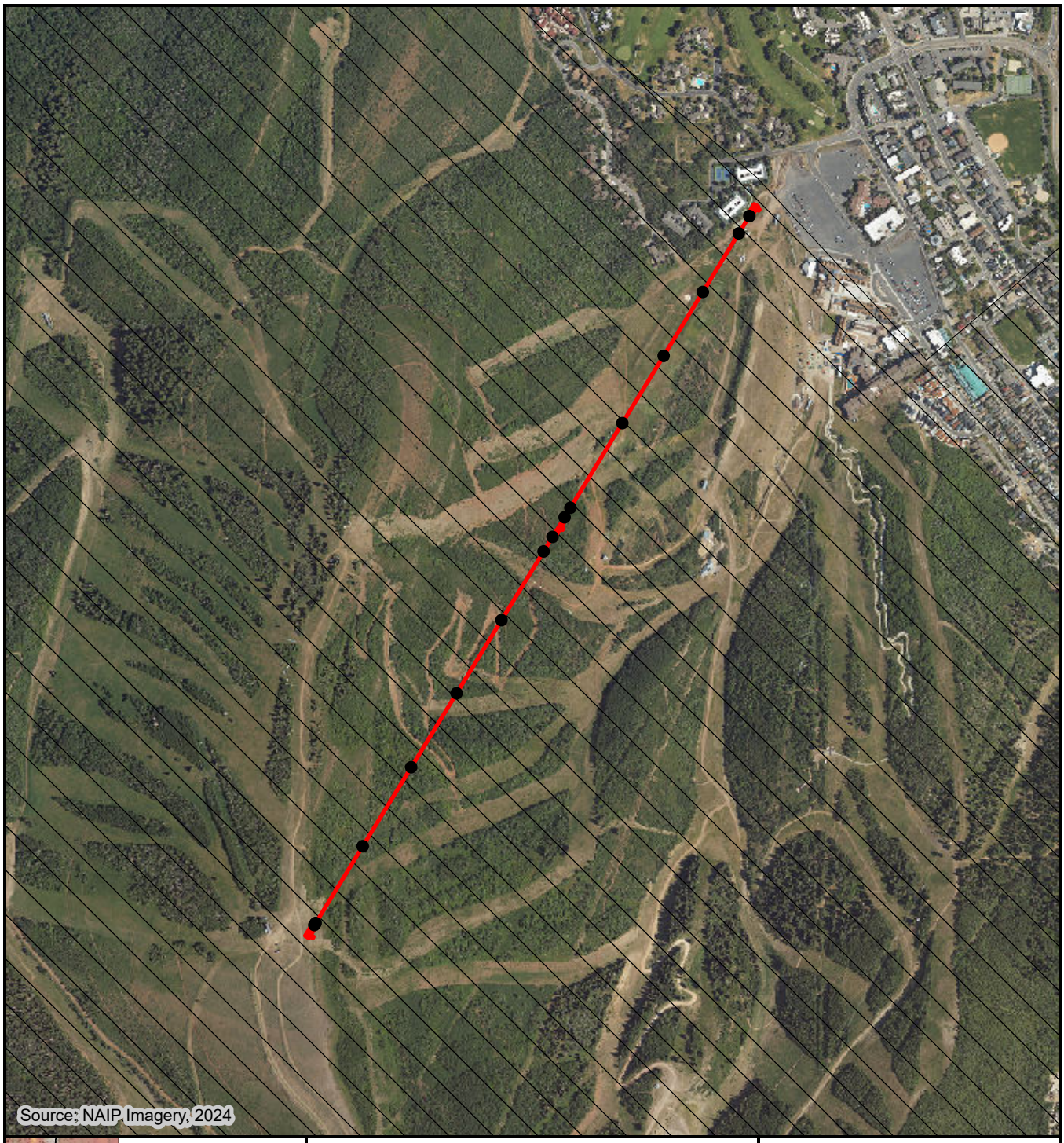

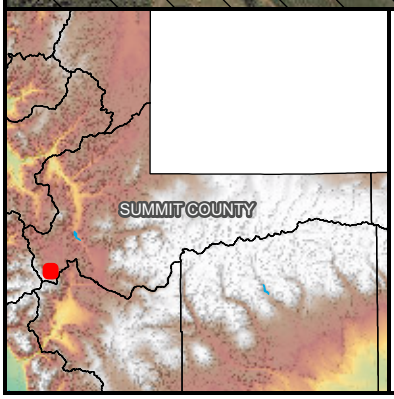

Tower
Eagle Lift Replacement
Year-long Crucial Moose Habitat (Calving)

N

Feet
0 500 1,000

Park City Mountain Resort

Eagle Lift Replacement
Moose Habitat

MARTIN & NICHOLSON
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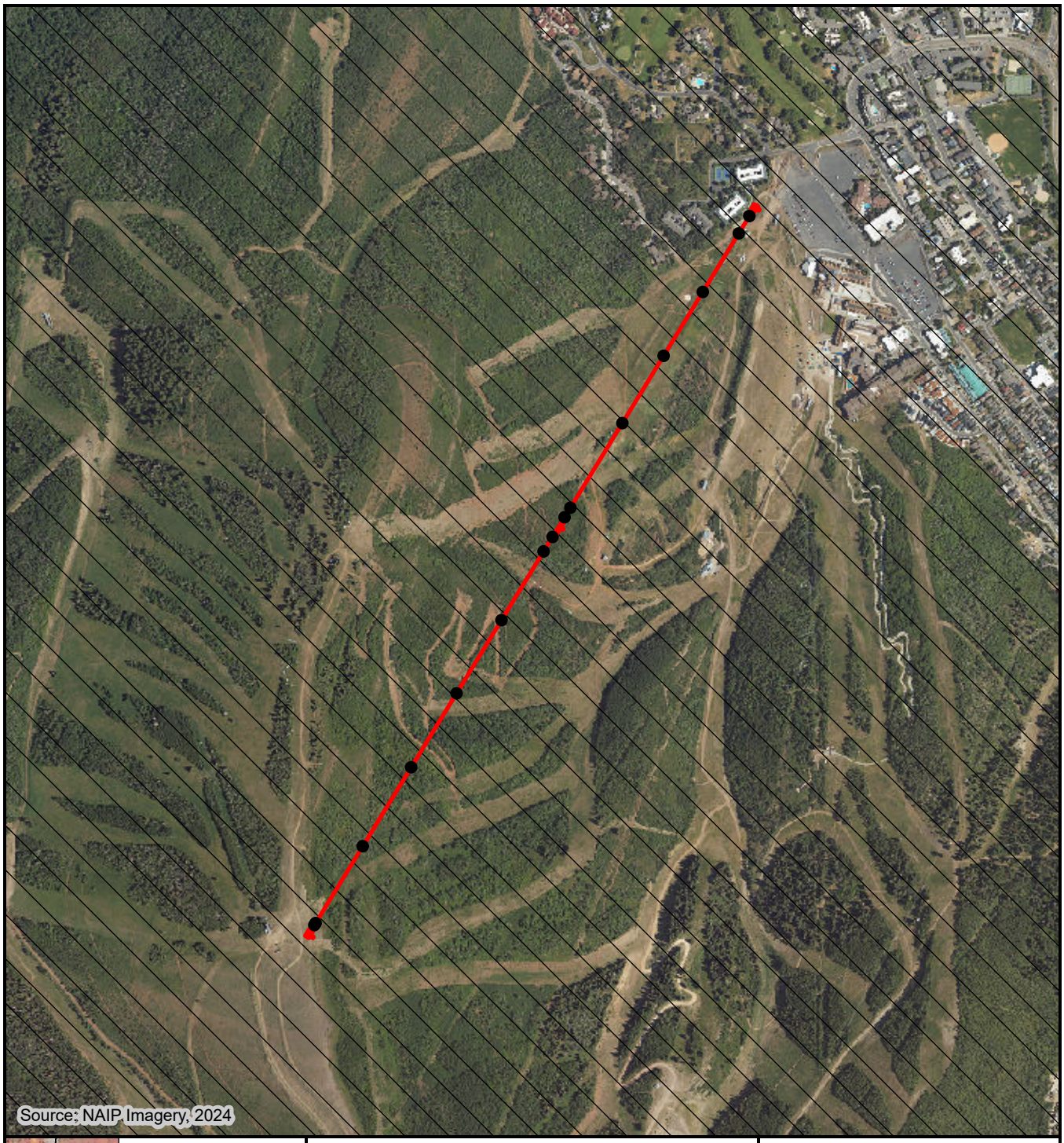

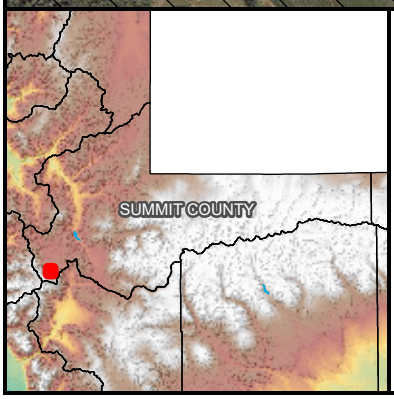

Tower
Silver Lift Replacement
Summer Crucial Mule Deer Habitat

N

Feet
0 500 1,000

Park City Mountain Resort

Eagle Lift Replacement
Mule Deer Habitat

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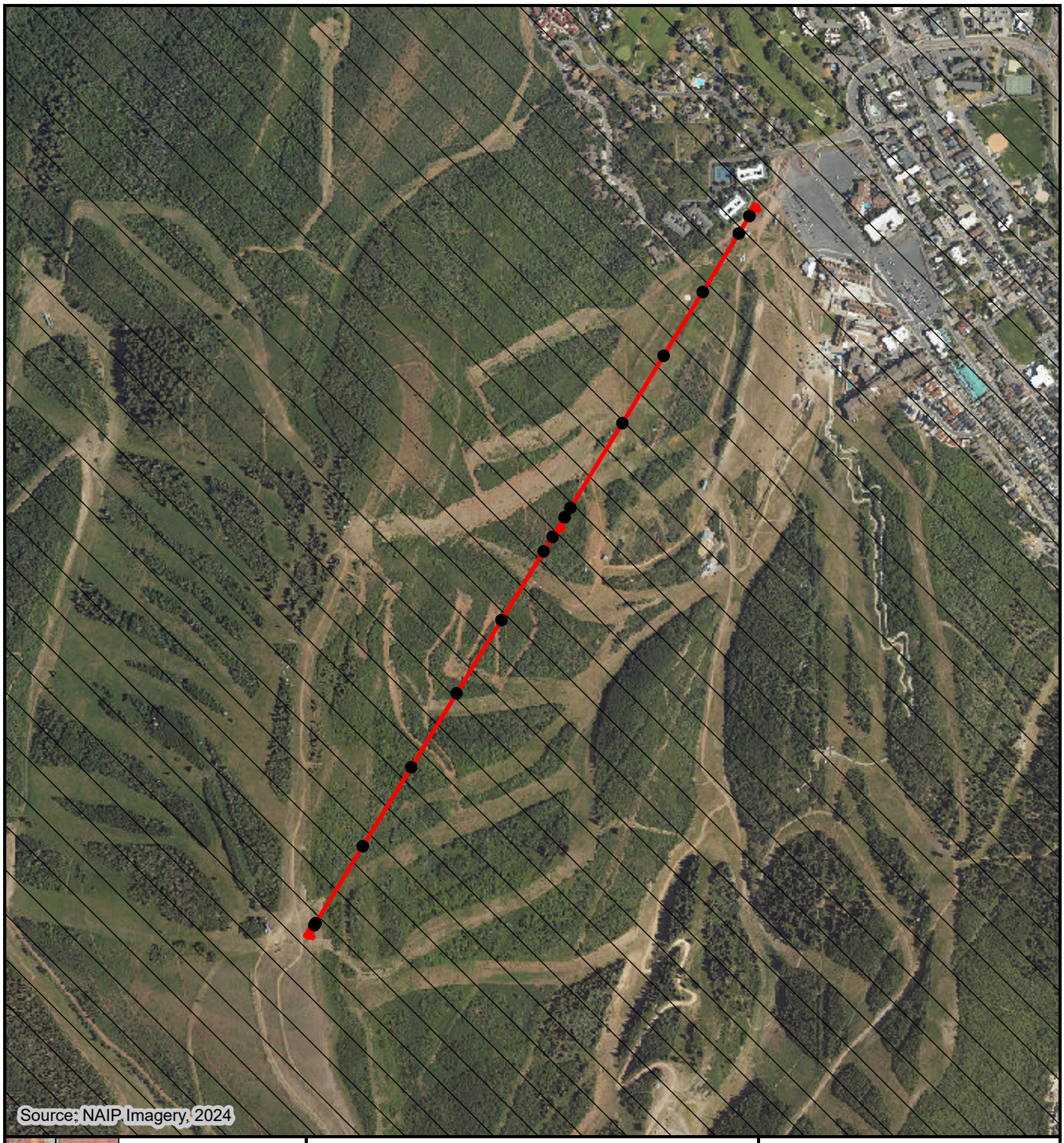

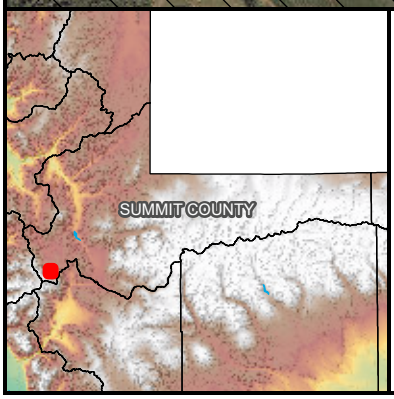

Tower
Eagle Lift Replacement
Year-long Substantial Ruffed Grouse Habitat

N

Feet
0 500 1,000

Park City Mountain Resort

Eagle Lift Replacement
Ruffed Grouse Habitat

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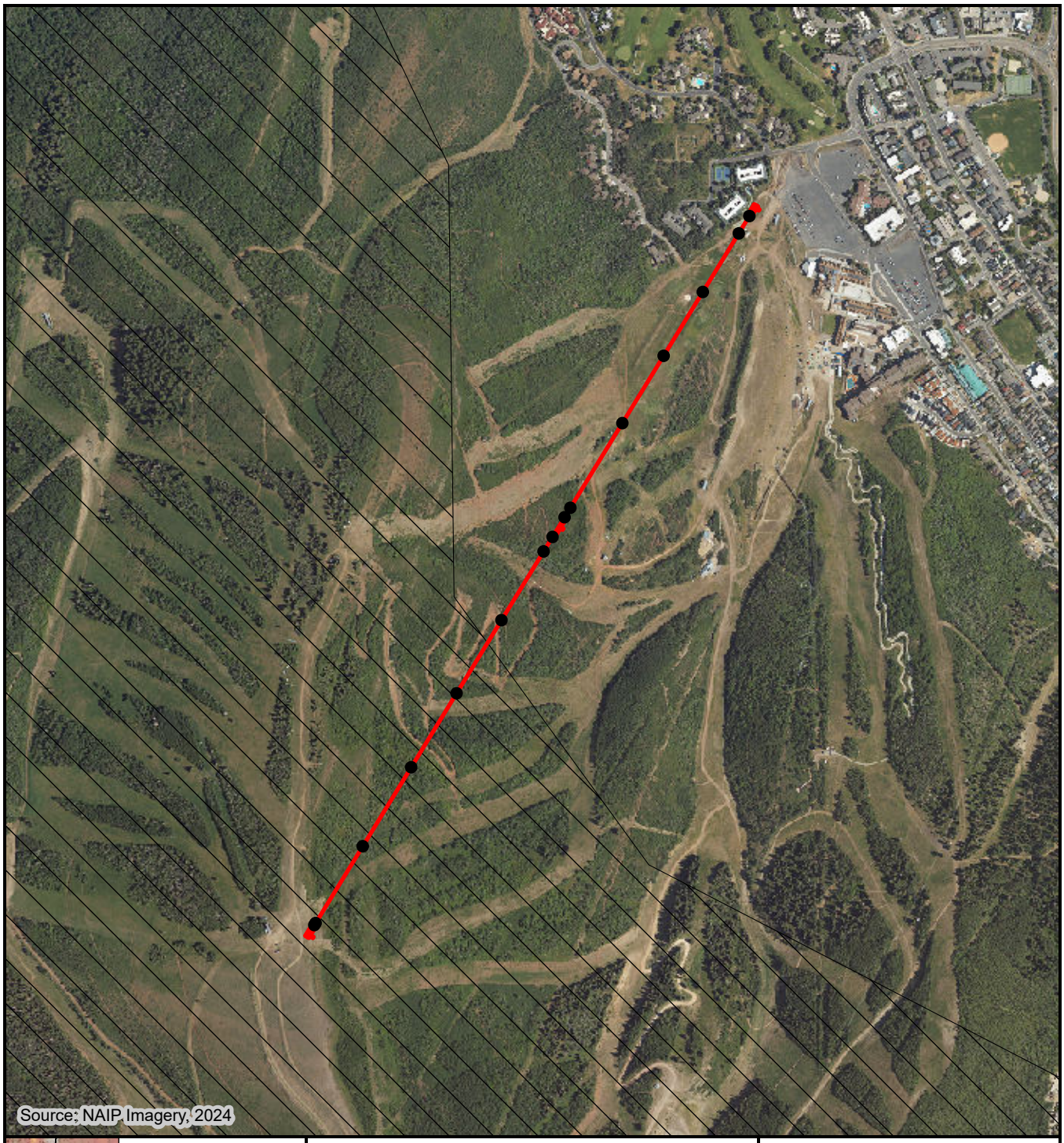

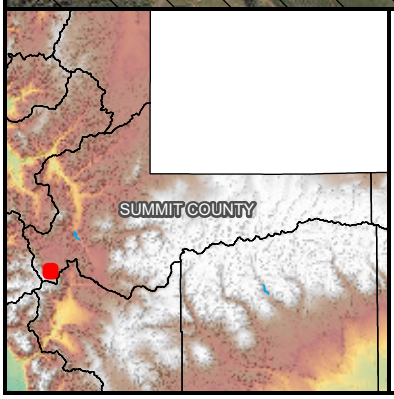

Tower
Eagle Lift Replacement
Year-Long Substantial Snowshoe Hare Habitat

N

Feet
0 500 1,000

Park City Mountain Resort

Eagle Lift Replacement
Snowshoe Hare Habitat

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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.



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

Dan Cawley

Ryan Hunter

Fiona Dunn

Jon Nepstad

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.

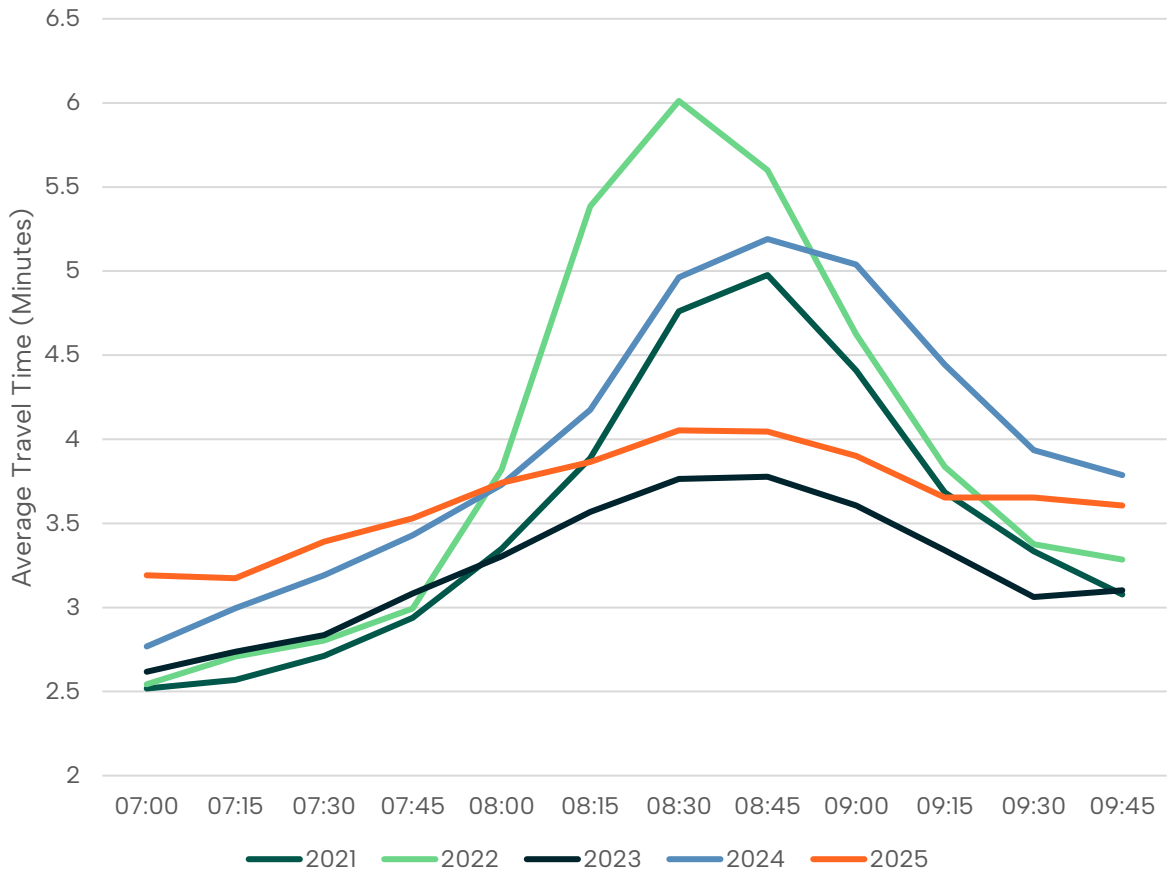

Figure 5: Average Winter Weekend (January-March) Travel Times on SR-224 between Meadows Drive and Empire Avenue by Time of Day and Year

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.

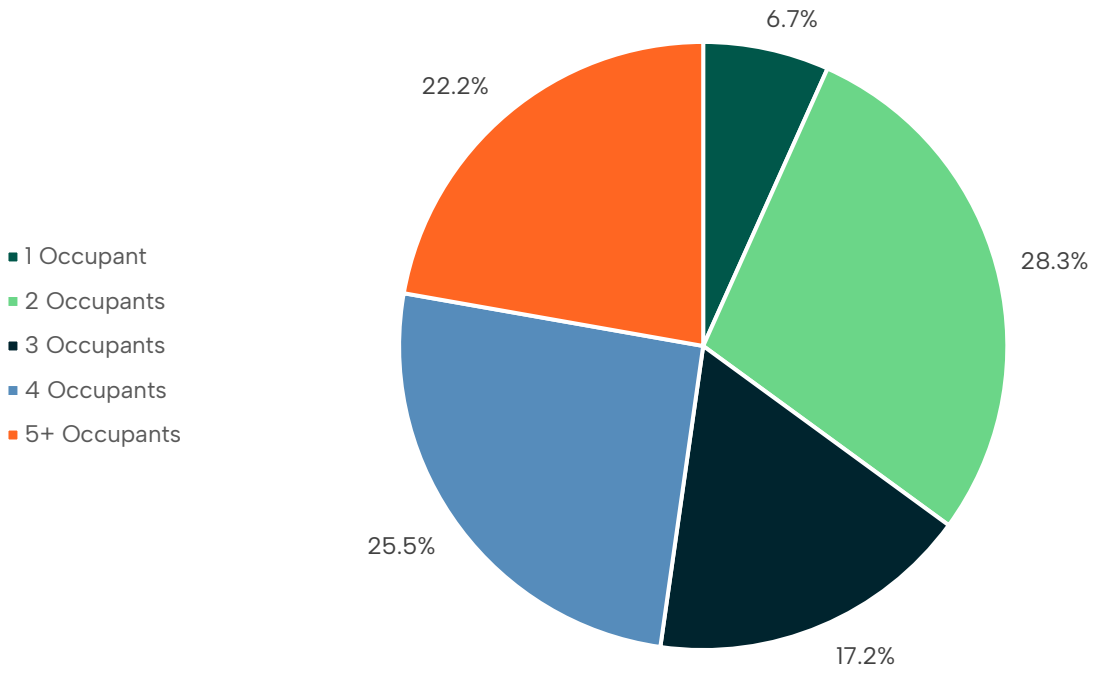

Figure 1: January–April 2024 Vehicle Occupancy

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**.

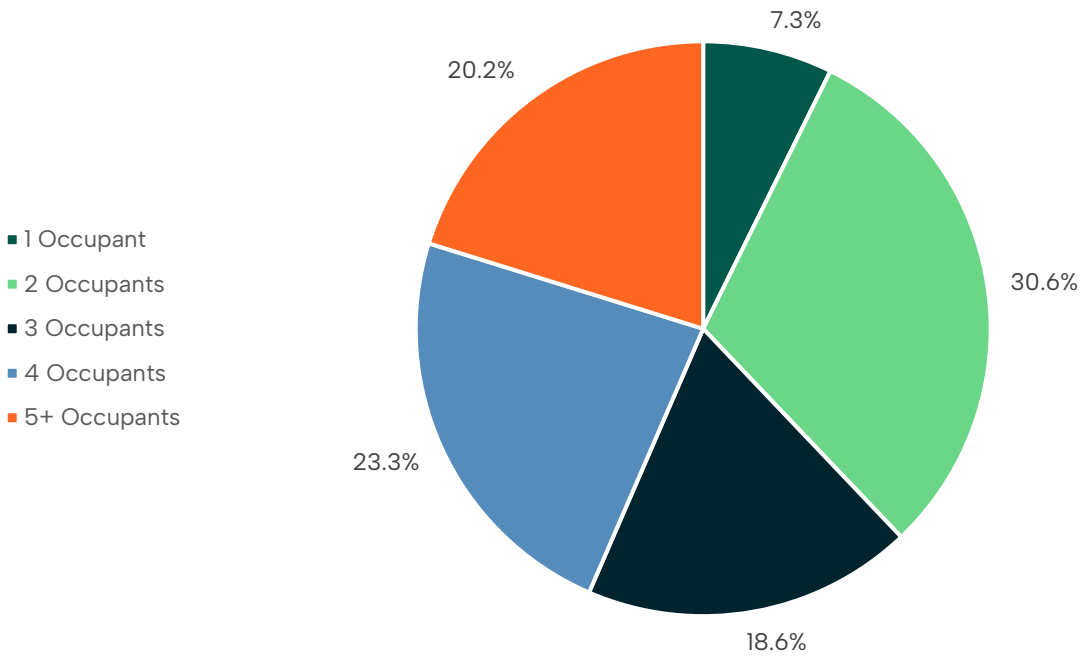

Figure 2: Estimated 2025-2026 Vehicle Occupancy

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.

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

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Top Terminal Grading Analysis 15
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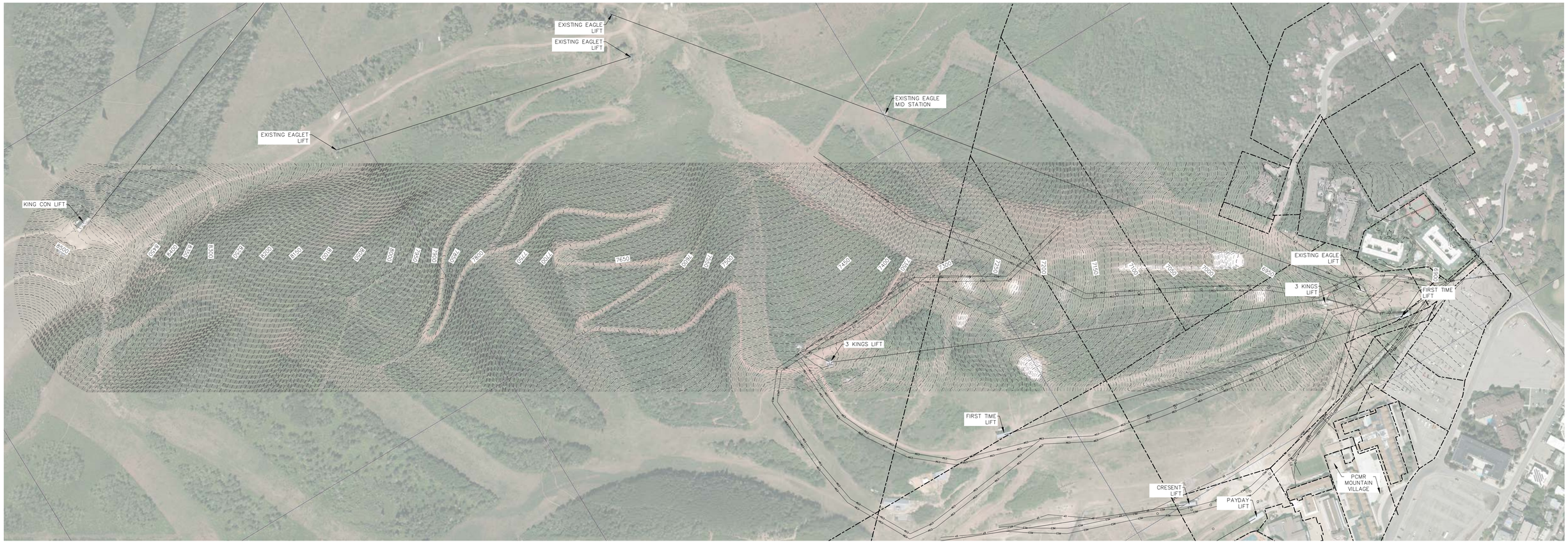


LEGEND

- 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

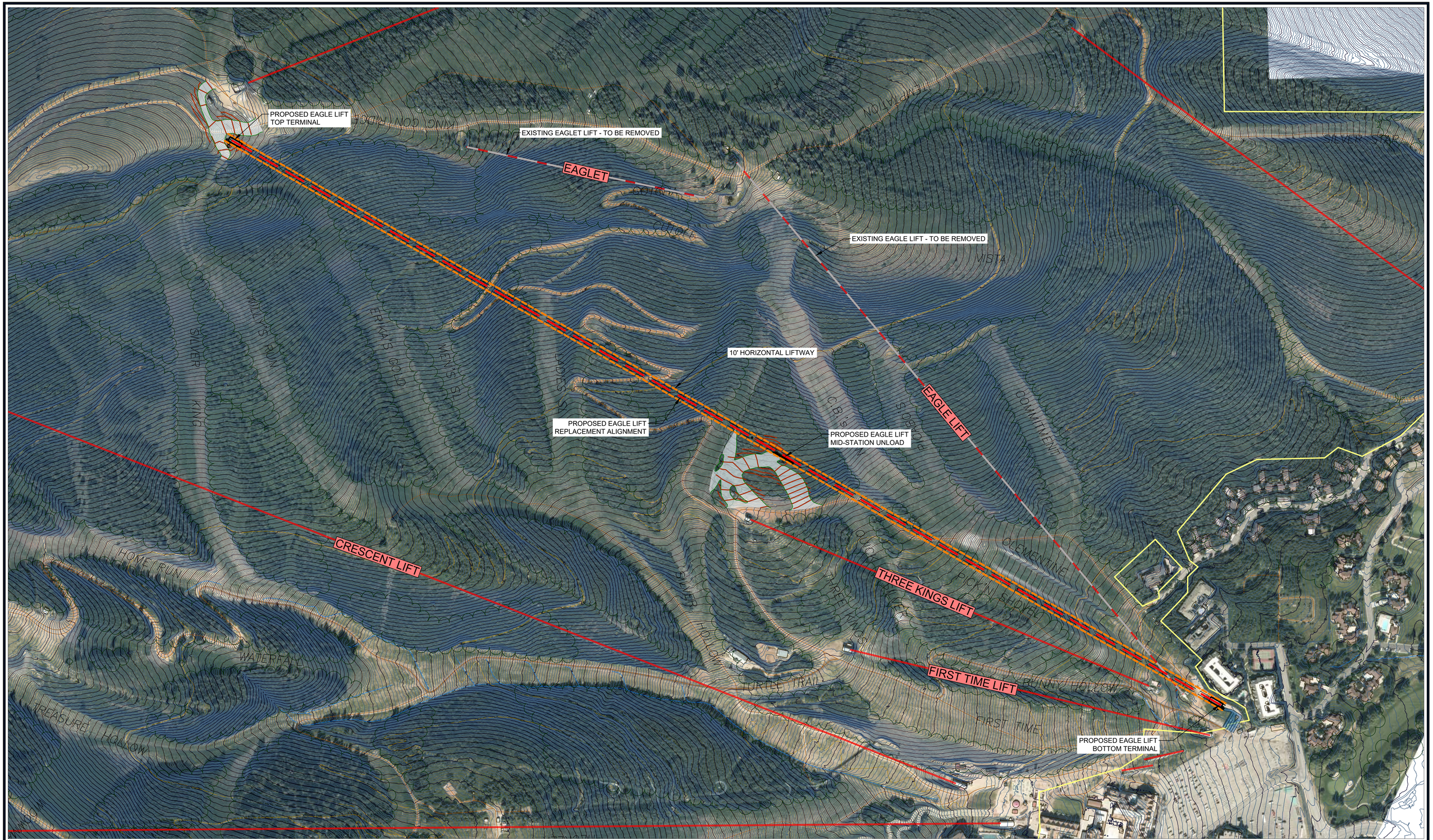
0 200' 400'

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

PREPARED BY:

SE GROUP

December 2025



PARK CITY

LEGEND

- EXISTING LIFT
- PROPOSED LIFT
- PROPOSED GRADING

PARK CITY MOUNTAIN RESORT

Eagle Lift Replacement

Two-foot Interval Contour Map

0 200' 400'

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

PREPARED BY:

SE GROUP

December 2025



PARK CITY

LEGEND

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

PARK CITY MOUNTAIN RESORT

Eagle Lift Replacement

Vegetation Clearing Exhibit

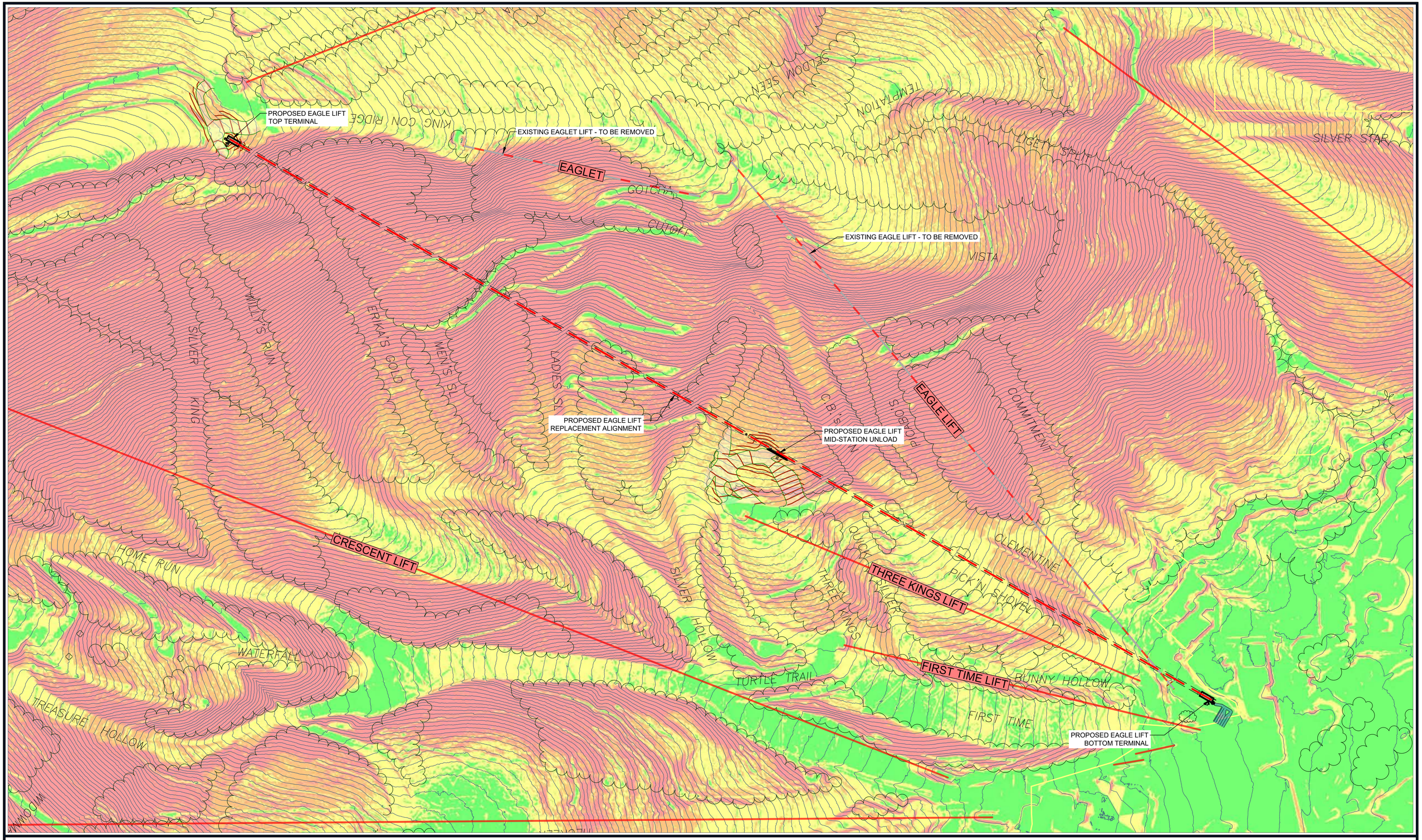
0 150' 300'

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

Prepared By:

SE GROUP

December 2025



PARK CITY

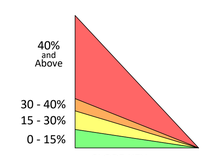
LEGEND

- EXISTING LIFT
- PROPOSED LIFT
- PROPOSED GRADING

PARK CITY MOUNTAIN RESORT

Eagle Lift Replacement

Slope Map



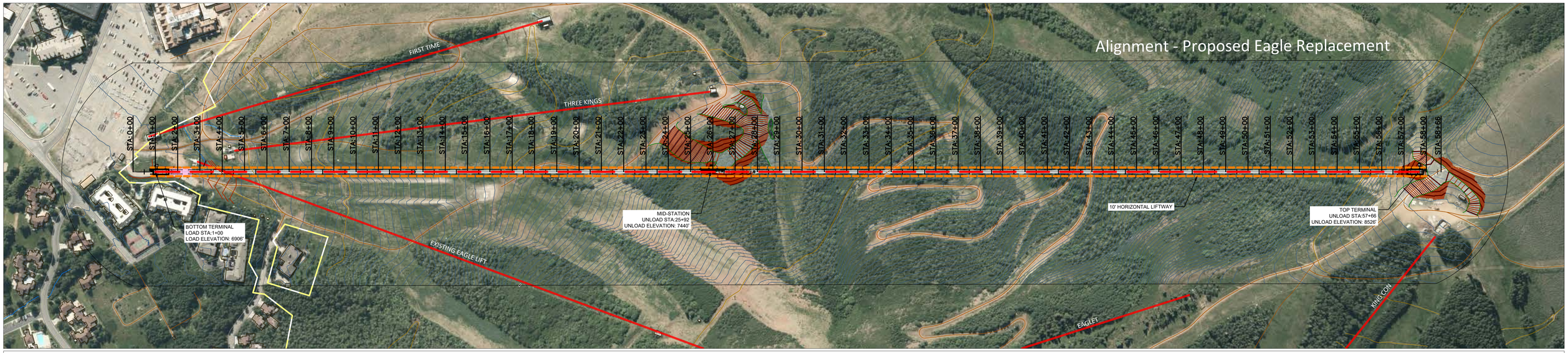
0 200' 400'

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

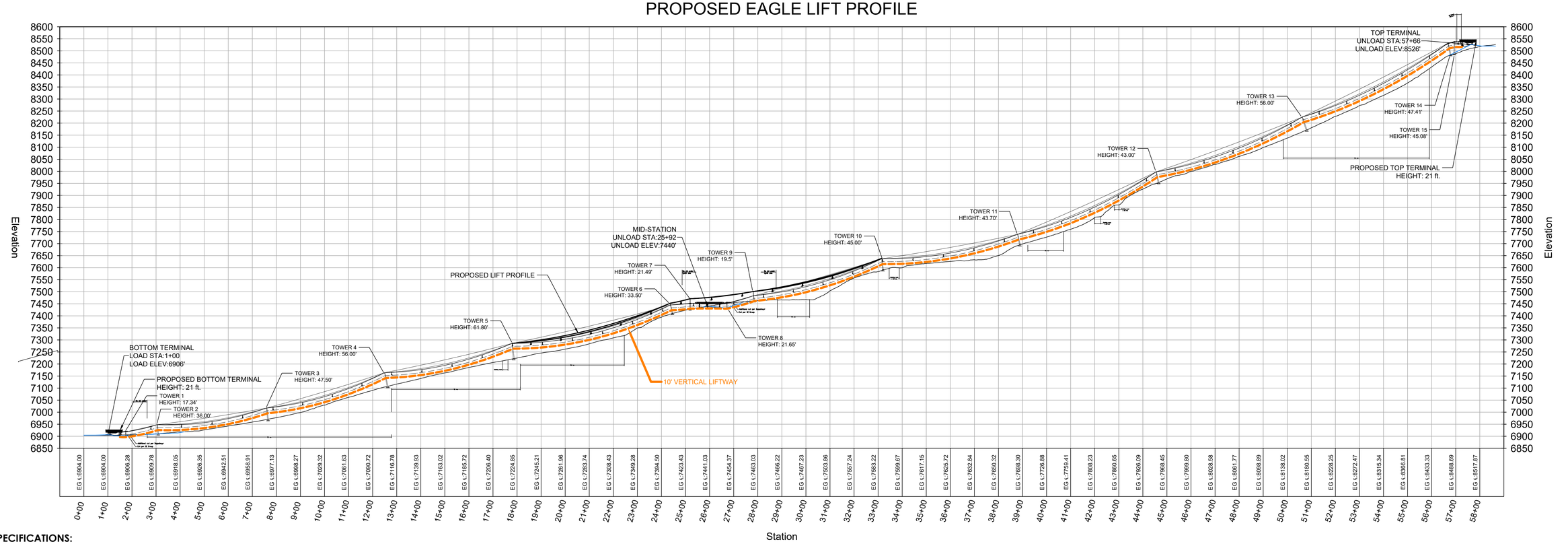
Prepared By:

SE GROUP

December 2025



PROPOSED EAGLE LIFT PROFILE



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

PARK CITY

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

PARK CITY MOUNTAIN RESORT
Eagle Lift Replacement Plan & Profile

PREPARED BY:
SE GROUP

December 2025



PARK CITY

LEGEND

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

PARK CITY MOUNTAIN RESORT

Eagle Lift Replacement

Bottom Terminal Plan

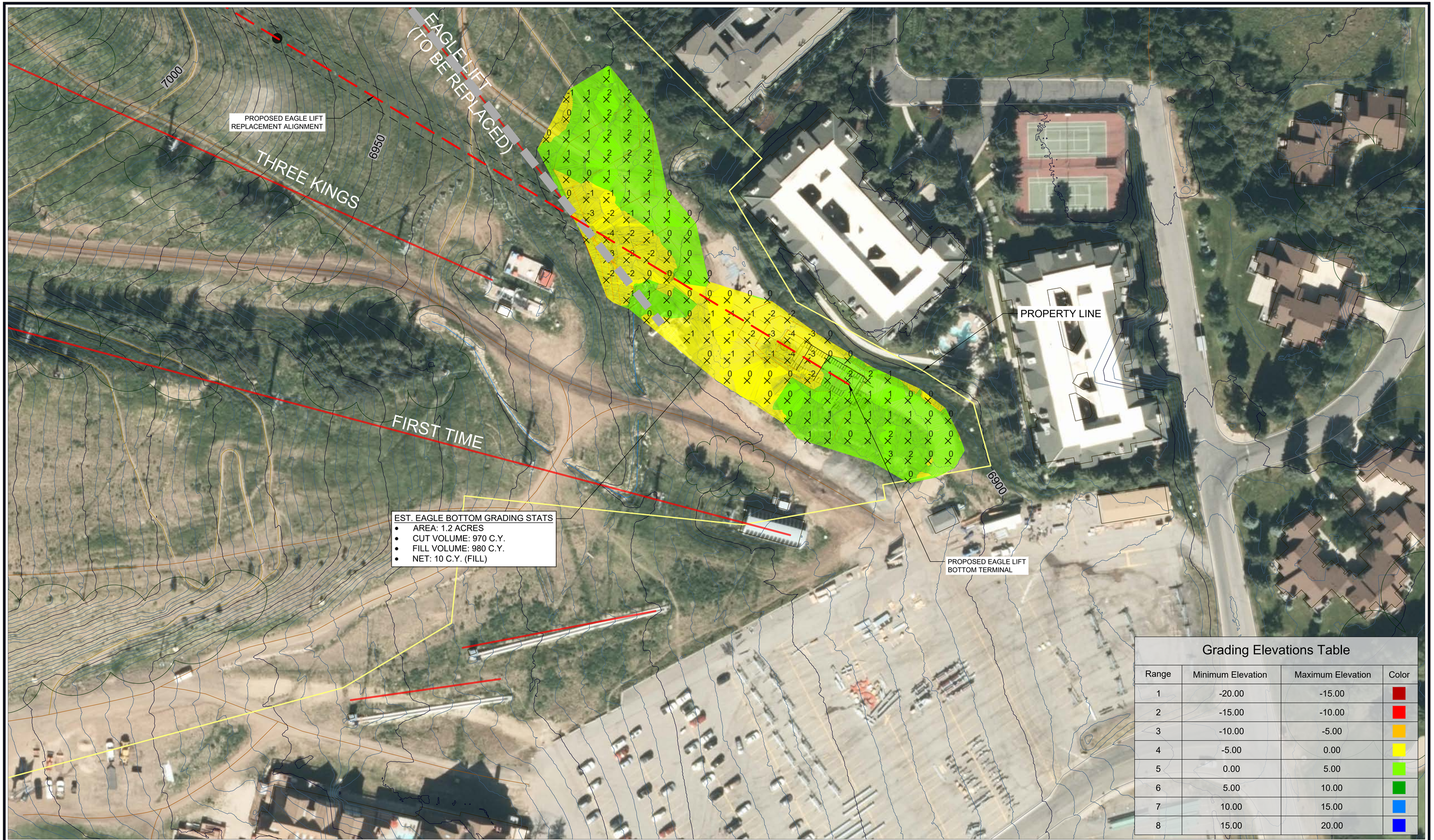
0 20' 40' 80'

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

PREPARED BY:

SE GROUP

December 2025



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

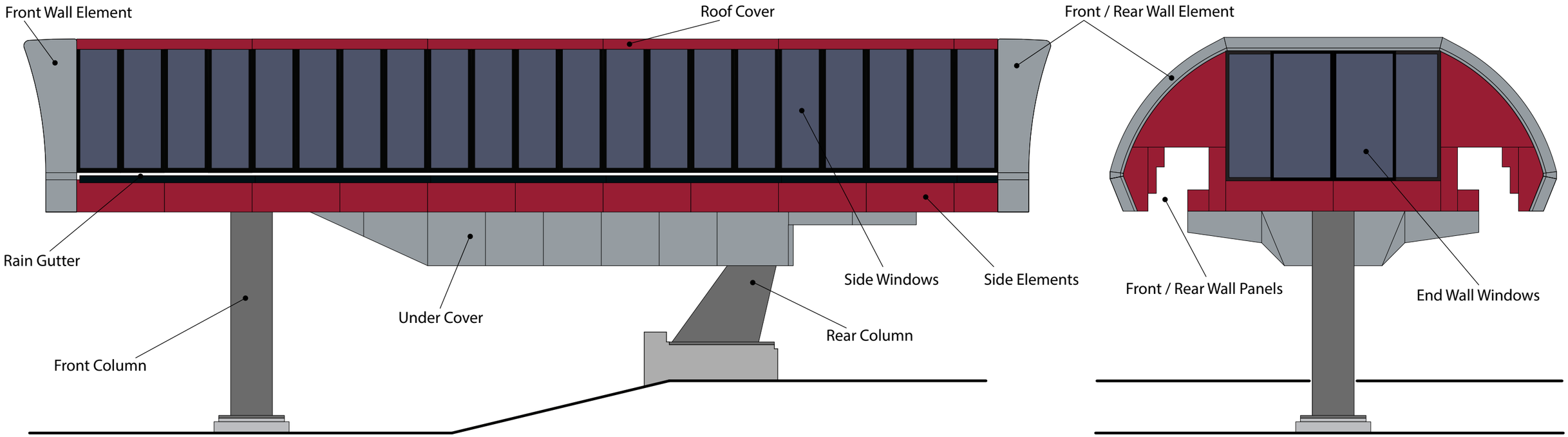
0 20' 40' 80'

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

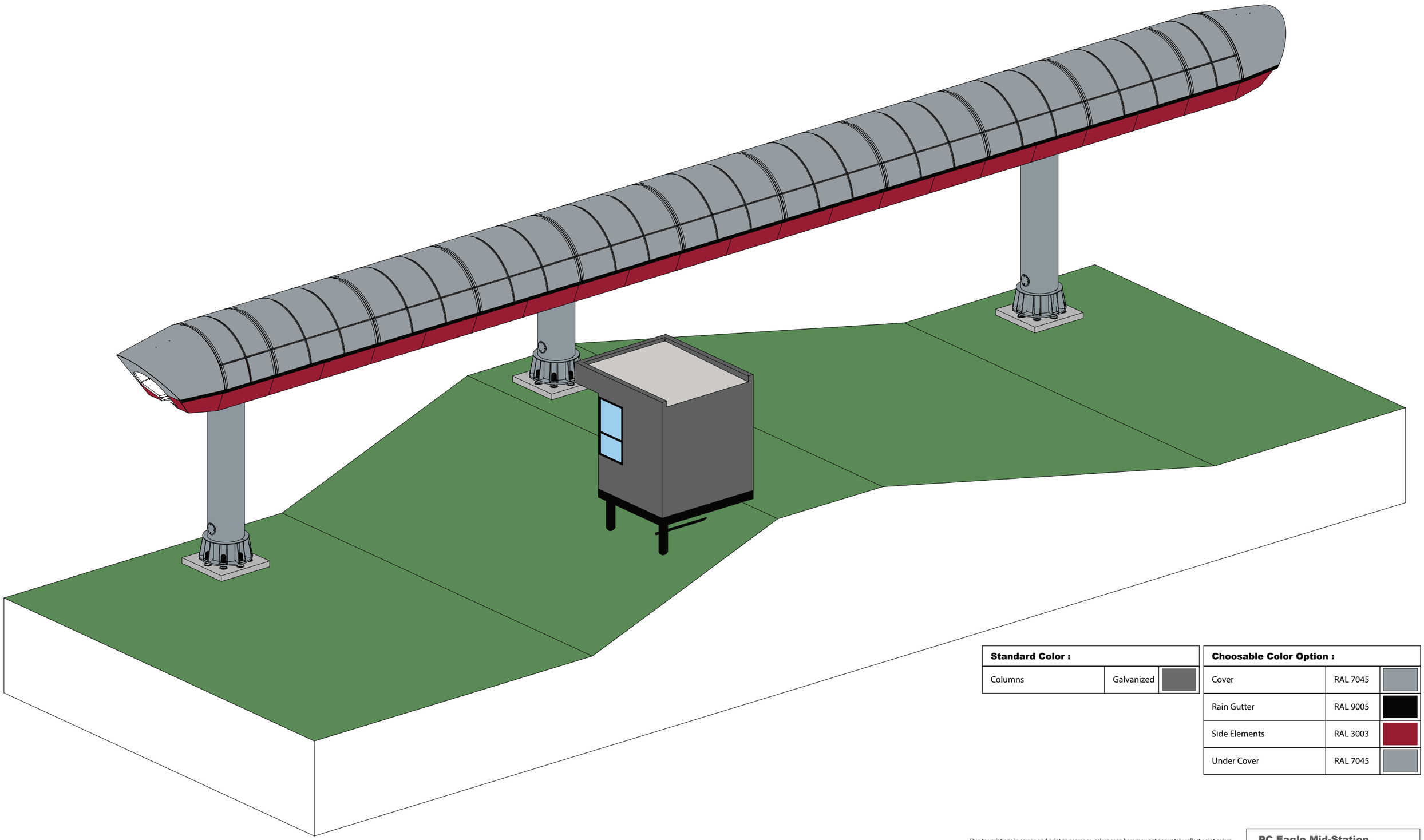
0 10' 20' 40'

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

Prepared By:

SE GROUP

December 2025

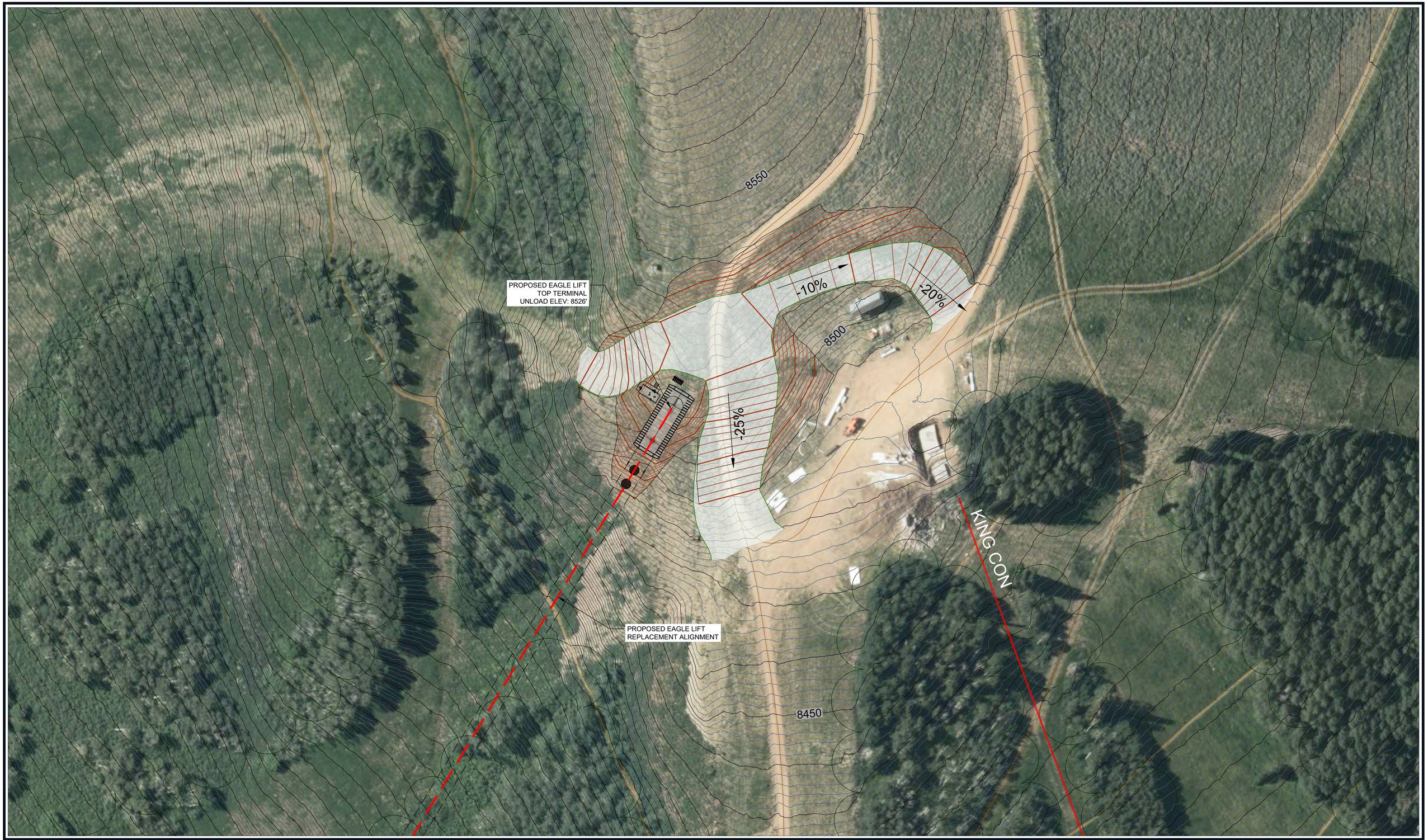


Standard Color :		
Columns	Galvanized	

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

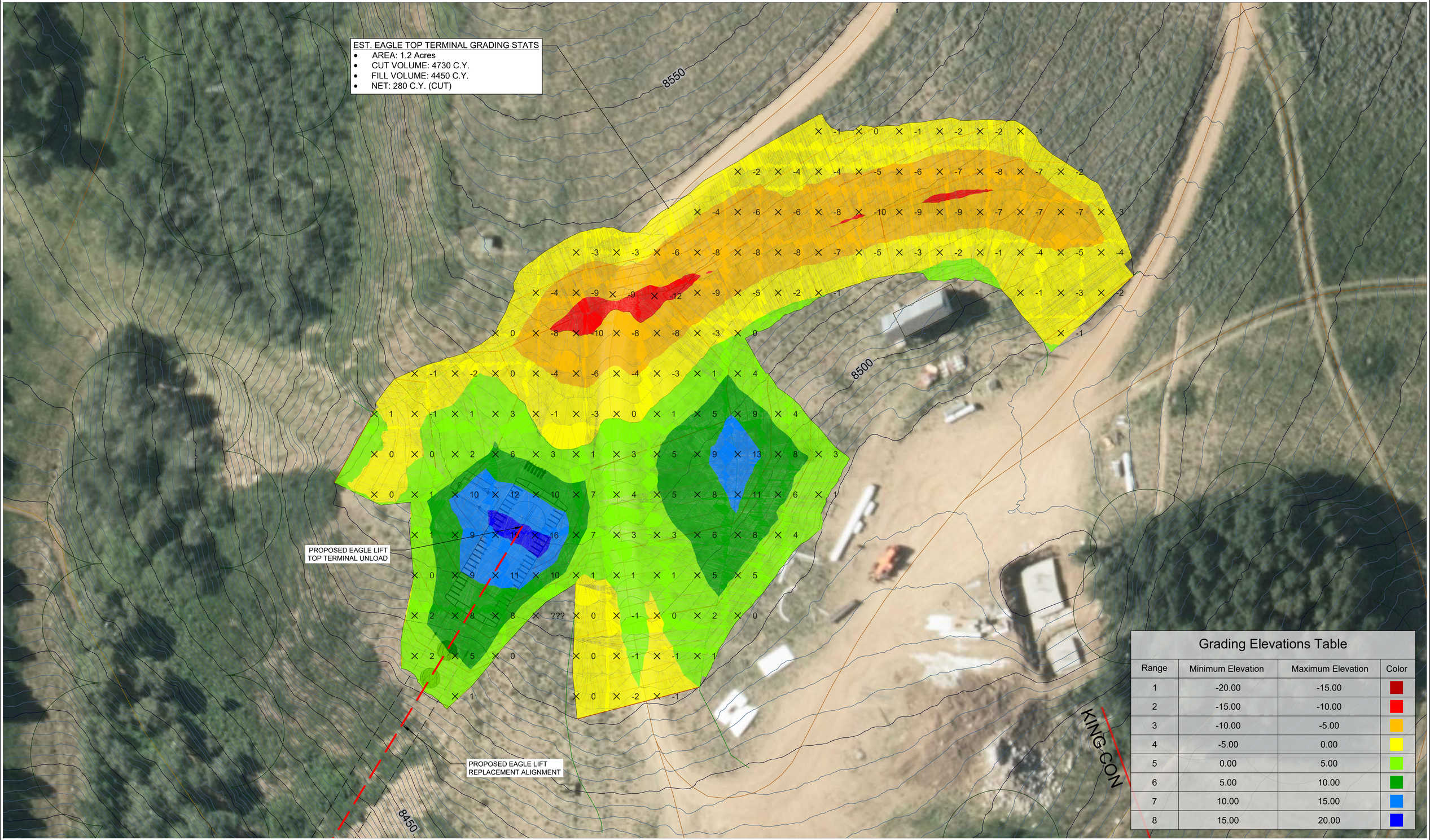
0 20' 40' 80'

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

Prepared By:

SE GROUP

December 2025



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

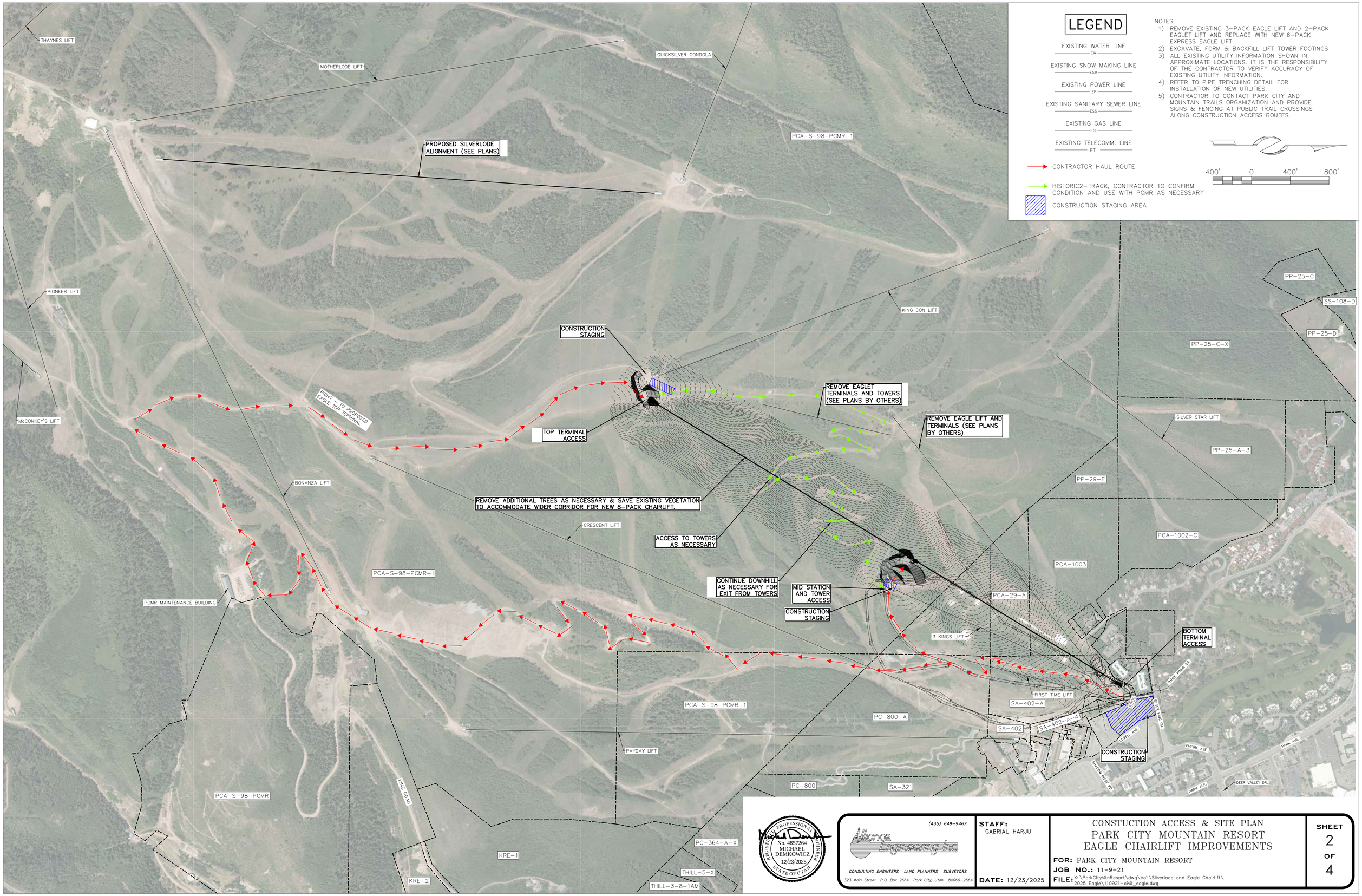
LEGEND
- EXISTING LIFT
- PROPOSED LIFT
- PROPOSED GRADING

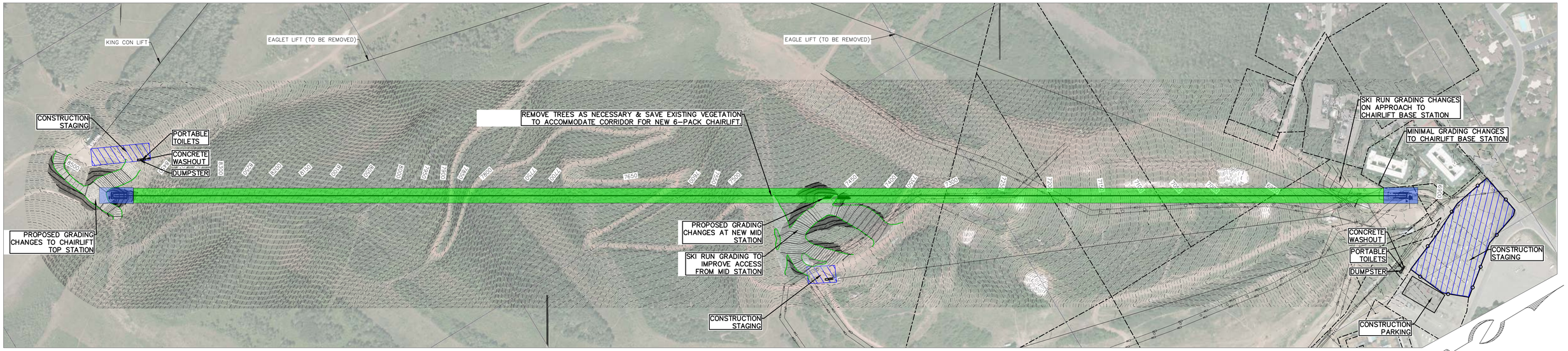
PARK CITY MOUNTAIN RESORT
Eagle Lift Replacement
Top Terminal - Grading Analysis

0 10' 20' 40'
Graphic Scale: 1" = 20'
Contour Interval: 2ft

Prepared By:
SE GROUP

December 2025

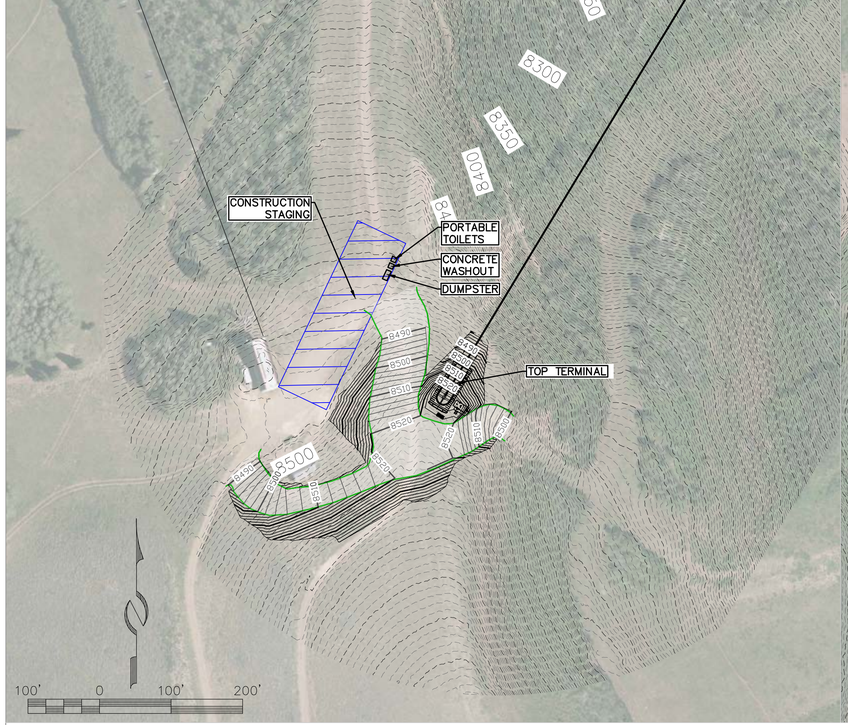

LEGEND
EXISTING WATER LINE
EW
EXISTING SNOW MAKING LINE
ESM
EXISTING POWER LINE
EP
EXISTING SANITARY SEWER LINE
ESS
EXISTING GAS LINE
EG
EXISTING TELECOMM. LINE
ET
CONTRACTOR HAUL ROUTE
HISTORIC2-TRACK, CONTRACTOR TO CONFIRM CONDITION AND USE WITH PCMR AS NECESSARY
CONSTRUCTION STAGING AREA
NOTES:
1) 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
PCA-S-98-PCMR-1
PROPOSED SILVERLODE ALIGNMENT (SEE PLANS)
PIONEER LIFT
McCONKEY'S LIFT
KING CON LIFT
CONSTRUCTION STAGING
RIGHT - TO PROPOSED EAGLE TOP TERMINAL
TOP TERMINAL ACCESS
REMOVE EAGLET TERMINALS AND TOWERS (SEE PLANS BY OTHERS)
REMOVE EAGLE LIFT AND TERMINALS (SEE PLANS BY OTHERS)
PP-25-C
SS-108-D
PP-25-D
PP-25-C-X
SILVER STAR LIFT
PP-25-A-3
PP-29-E
BONANZA LIFT
REMOVE ADDITIONAL TREES AS NECESSARY & SAVE EXISTING VEGETATION TO ACCOMMODATE WIDER CORRIDOR FOR NEW 8-PACK CHAIRLIFT.
CRESCENT LIFT
ACCESS TO TOWERS AS NECESSARY
PCA-1002-C
PCA-1003
PCA-S-98-PCMR-1
CONTINUE DOWNHILL AS NECESSARY FOR EXIT FROM TOWERS
MID STATION AND TOWER ACCESS
CONSTRUCTION STAGING
PCA-29-A
PCMR MAINTENANCE BUILDING
3 KINGS LIFT
BOTTOM TERMINAL ACCESS
FIRST TIME LIFT
SA-402-A
SA-402
SA-402-A-4
PCA-S-98-PCMR-1
PC-800-A
PAYDAY LIFT
CONSTRUCTION STAGING
PC-800
SA-321
PCA-S-98-PCMR
KING ROAD
PC-364-A-X
KRE-1
KRE-2
THILL-5-X
THILL-3-8-1AM
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

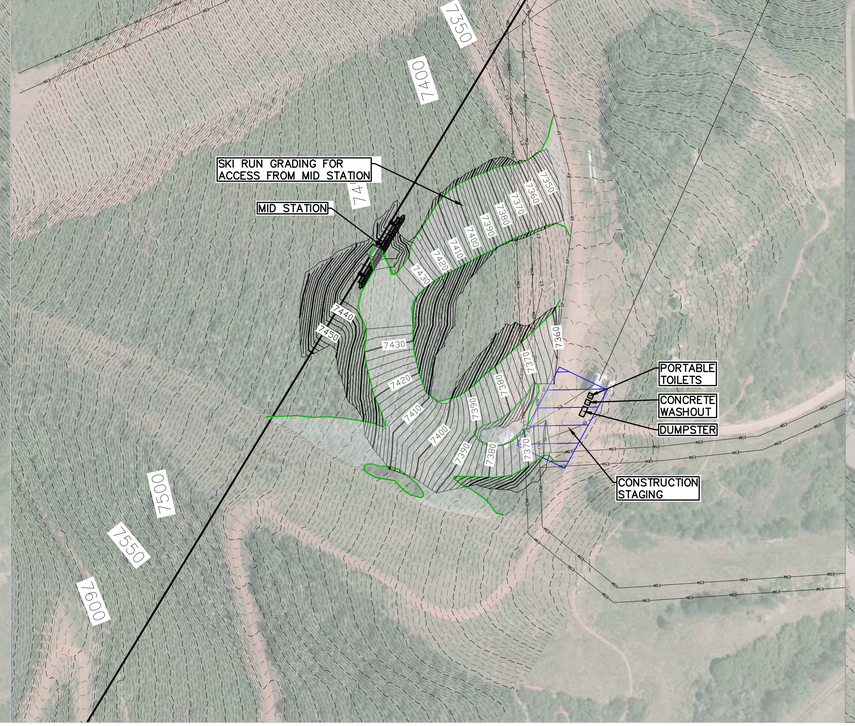


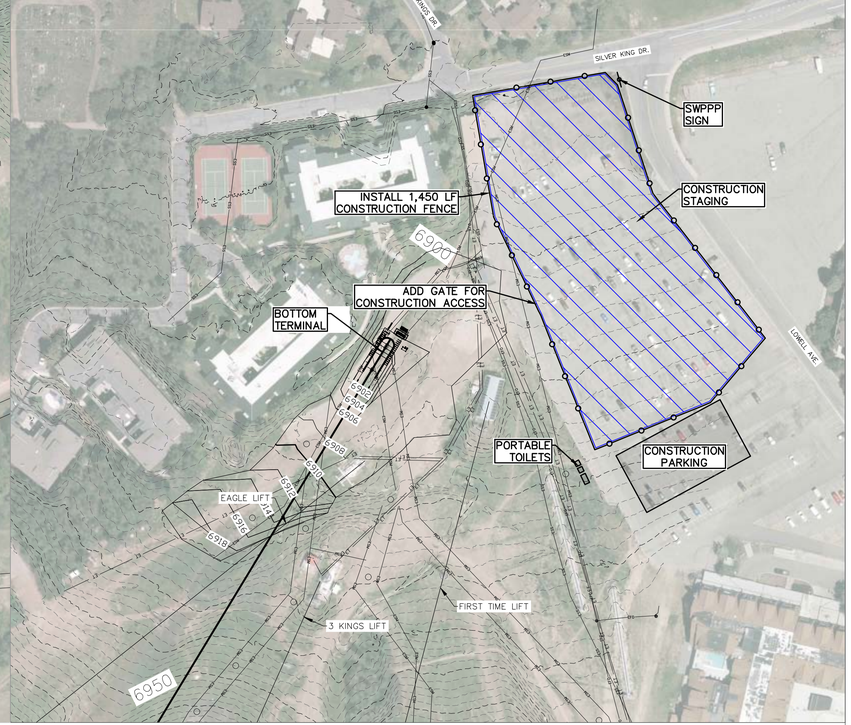
TOP TERMINAL

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

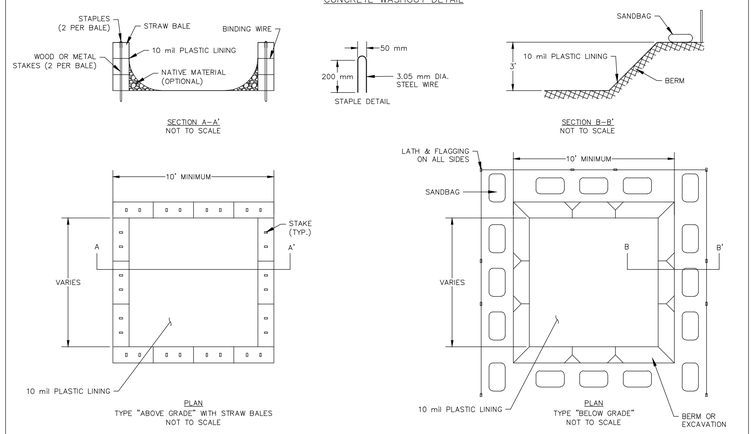
DATE: 12/23/2025

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

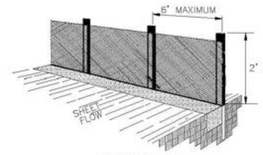
0.34 Other Crop — Date Tested: 27-AUG-14

1.41 Inert Matter — % Hard Seed: 1.06

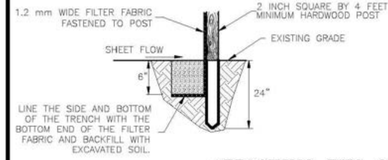
0.00 Weed Seed — Noxious Weed: None

Net Weight: 46.18 Lbs. PLS 50.00 Lbs. Bulk

SILT FENCE

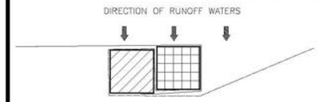


INSTALLATION:
1. Where possible, layout the silt fence 5 to 10 feet beyond the toe of slope.
2. Align the fence along the contour as close as possible.
3. When excavating the trench, use machinery that will produce no more than the desired dimension.
4. Place posts 6 foot on center along contour (or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

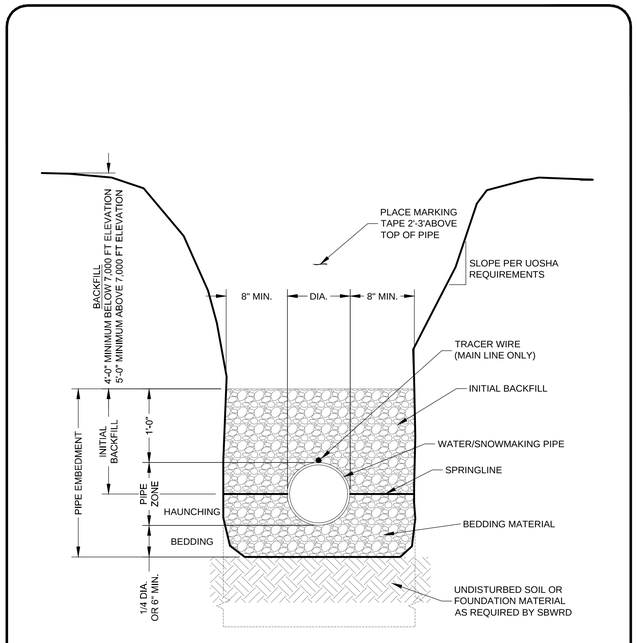


MAINTENANCE:
1. Inspect immediately after any rainfall and at least daily during prolonged rainfall.
2. Look for runoff bypassing ends of barriers or undercutting fence (repair immediately).
3. Repair or replace damaged areas of the fence and remove accumulated sediment.
4. Re-anchor fence as necessary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



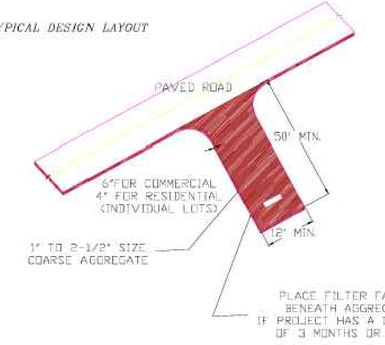
ALL SUBGRADES

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

Planning Commission
Staff Report

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

Recommendation

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

Description

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

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

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

[1] LMC § 15-1-8

Summary

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

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

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



Figure 1: Applicant's Silverlode lift context submittal

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



Figure 2: Applicant's Eagle lift context submittal

Background

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

Analysis

The Planning Commission reviews the following for lift upgrades:

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

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

(I) Recreation and Open Space Zoning District requirements.

The purpose of the ROS Zoning District is to:

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

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

The lift upgrades comply with Setback requirements.

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

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

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

On April 19, 2022, a Notice of Planning Director Determination was issued approving the height exception for the Eagle and Silverlode lift upgrades, finding "the ski lift towers for the Chondola lift (new Eagle) and Silverlode lift are consistent with existing heights and best practices and may extend above the maximum Zone Height of 28 feet" based on attachments outlining ridgelines and entry corridor and vantage points evaluated (Exhibit G). This Planning Director Determination was not appealed. The Applicant's updated plans comply with the 2022 Determination and reduce most tower heights with comparisons shown in tables below.

Silverlode Tower Height

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

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

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

Eagle Tower Height

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

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

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

(II) Conditional Use Permit criteria.

There are certain Uses that, because of unique characteristics or potential impacts on the municipality, surrounding neighbors, or adjacent land Uses, may not be Compatible in some Areas or may be Compatible only if certain conditions are required that mitigate or eliminate the detrimental impacts.

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

The Planning Commission shall approve a Conditional Use if reasonable conditions are proposed, or can be imposed, to mitigate the reasonably anticipated detrimental effects of the proposed Use in accordance with applicable standards.

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

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

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

Silverlode

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

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



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

Eagle

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

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

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

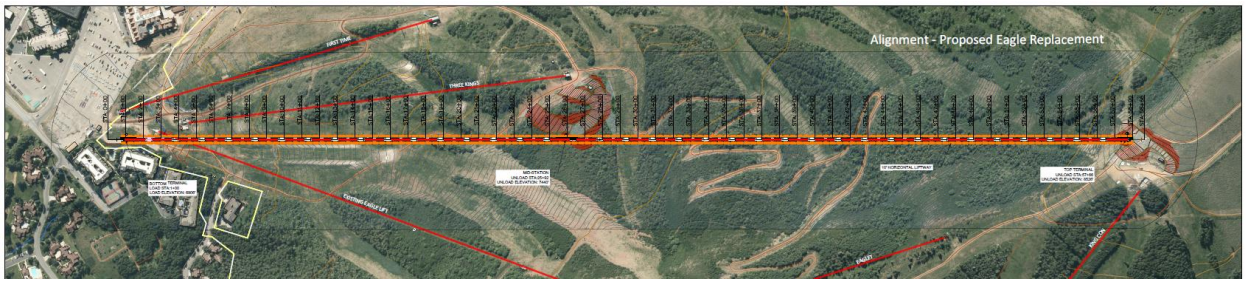


Figure 4: Applicant's submittal comparing existing Eagle and Eaglet and proposed Eagle lift alignment

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

Traffic will be discussed at a future meeting.

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

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

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

4. **Emergency vehicle access.**

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

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

Parking will be discussed at a future meeting.

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

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

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

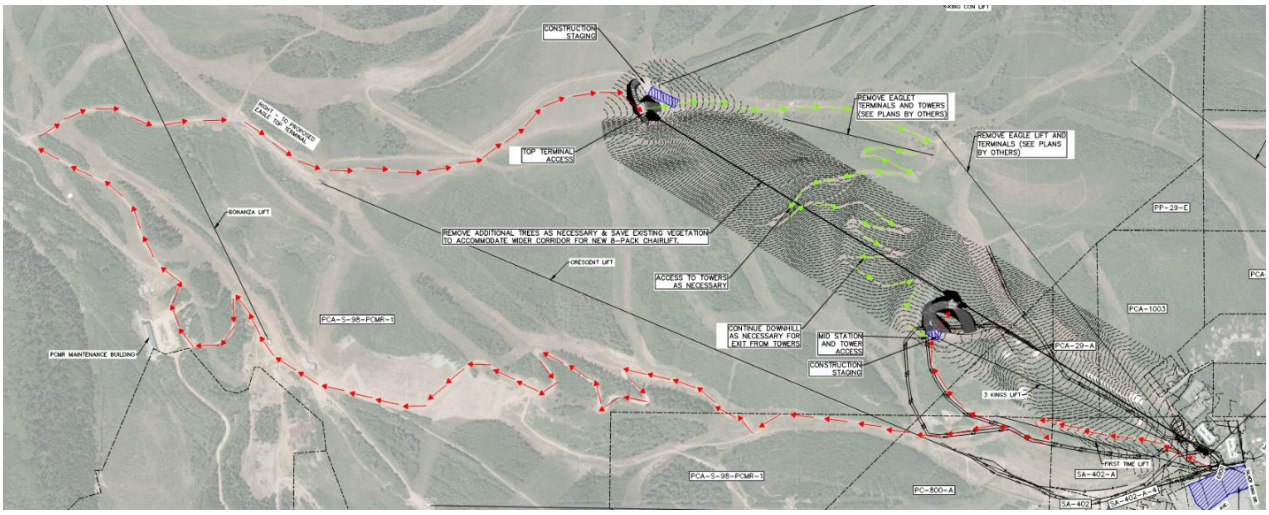


Figure 5: Applicant's Eagle lift replacement Construction Access Plan

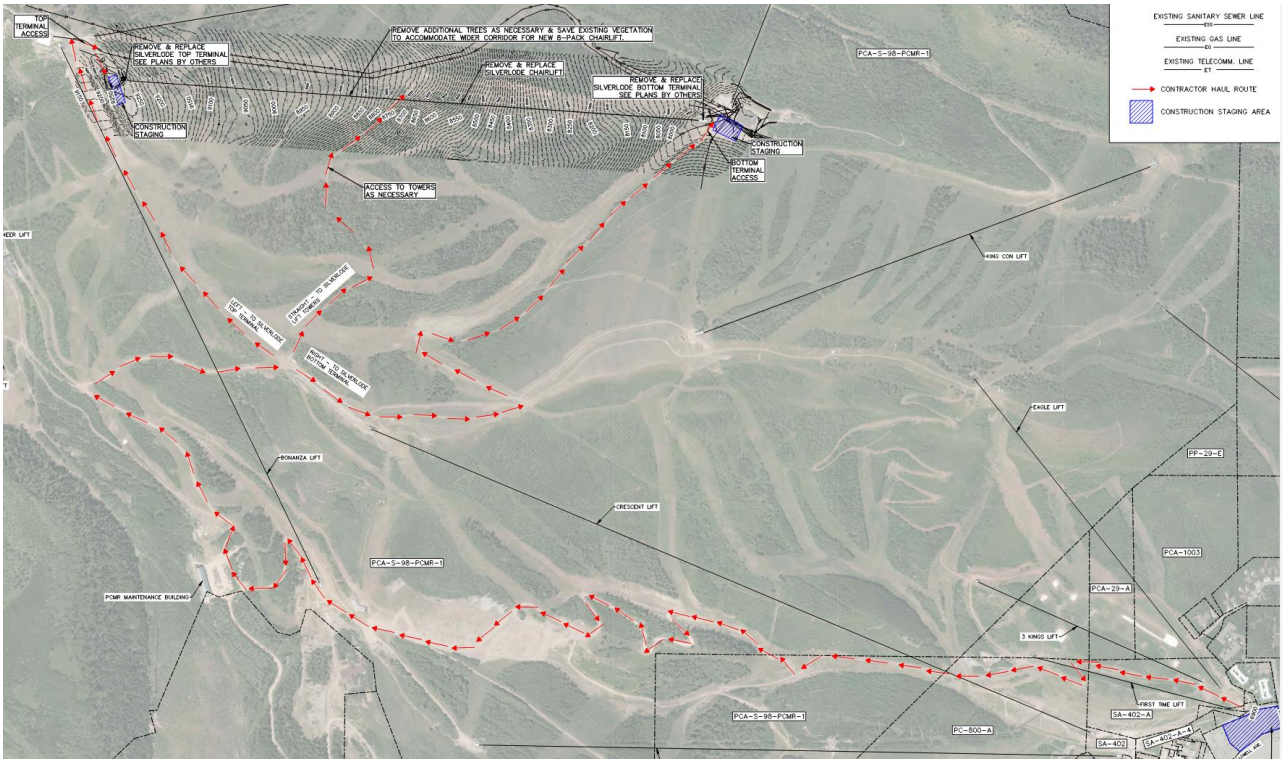


Figure 6: Applicant's Silverlode lift replacement Construction Access Plan

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

Silverlode

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

Eagle

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

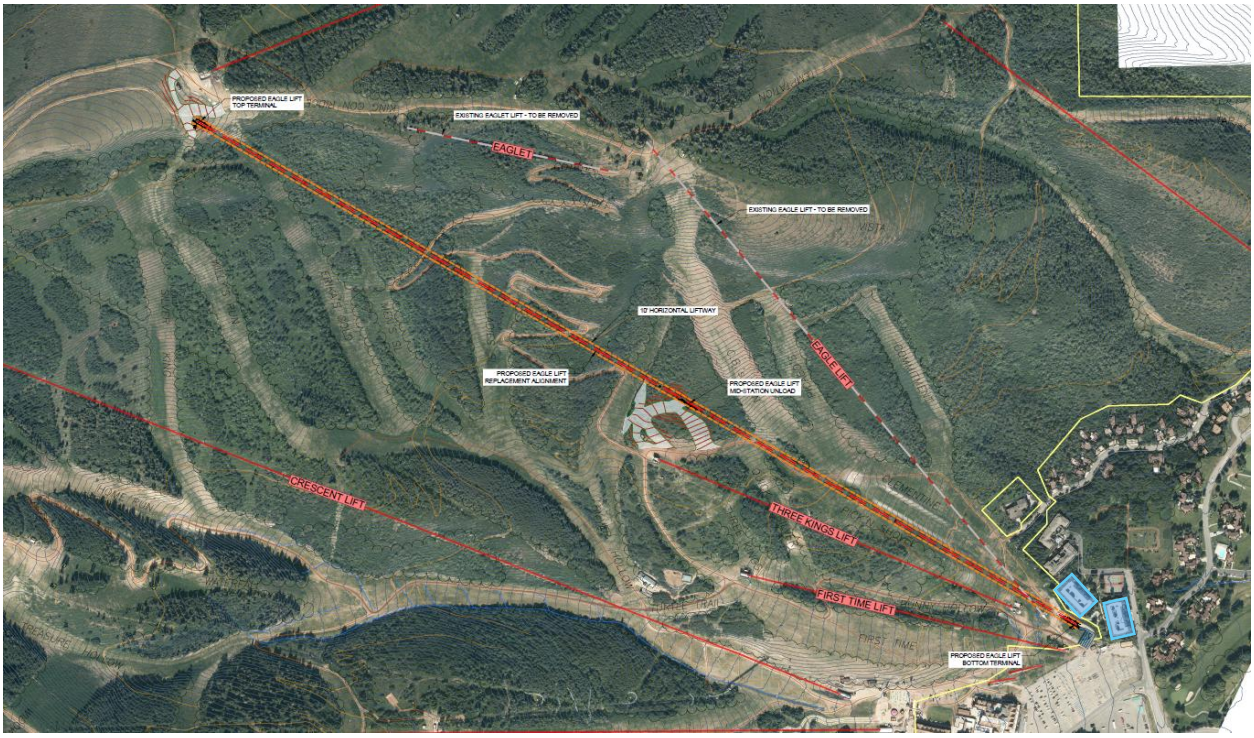


Figure 7: Applicant's plans showing proximity of the lower Eagle terminal and loading zone to the Snow Flower Condominiums, highlighted in blue by staff

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

Silverlode Terminals and Accessory Buildings

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

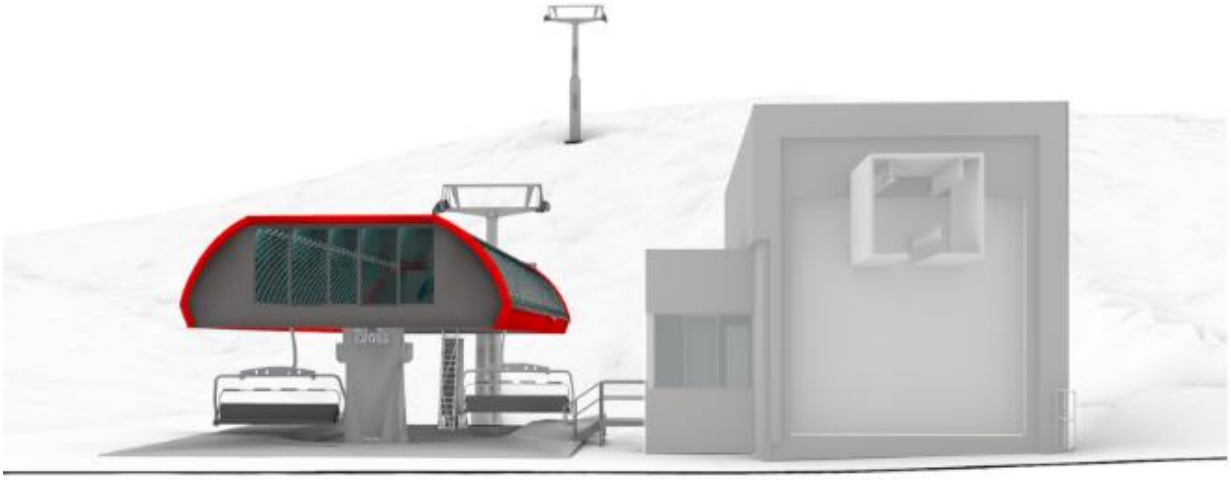


Figure 8: Applicant's Silverlode bottom terminal elevations showing the accessory building

Eagle Terminals and Accessory Buildings

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

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

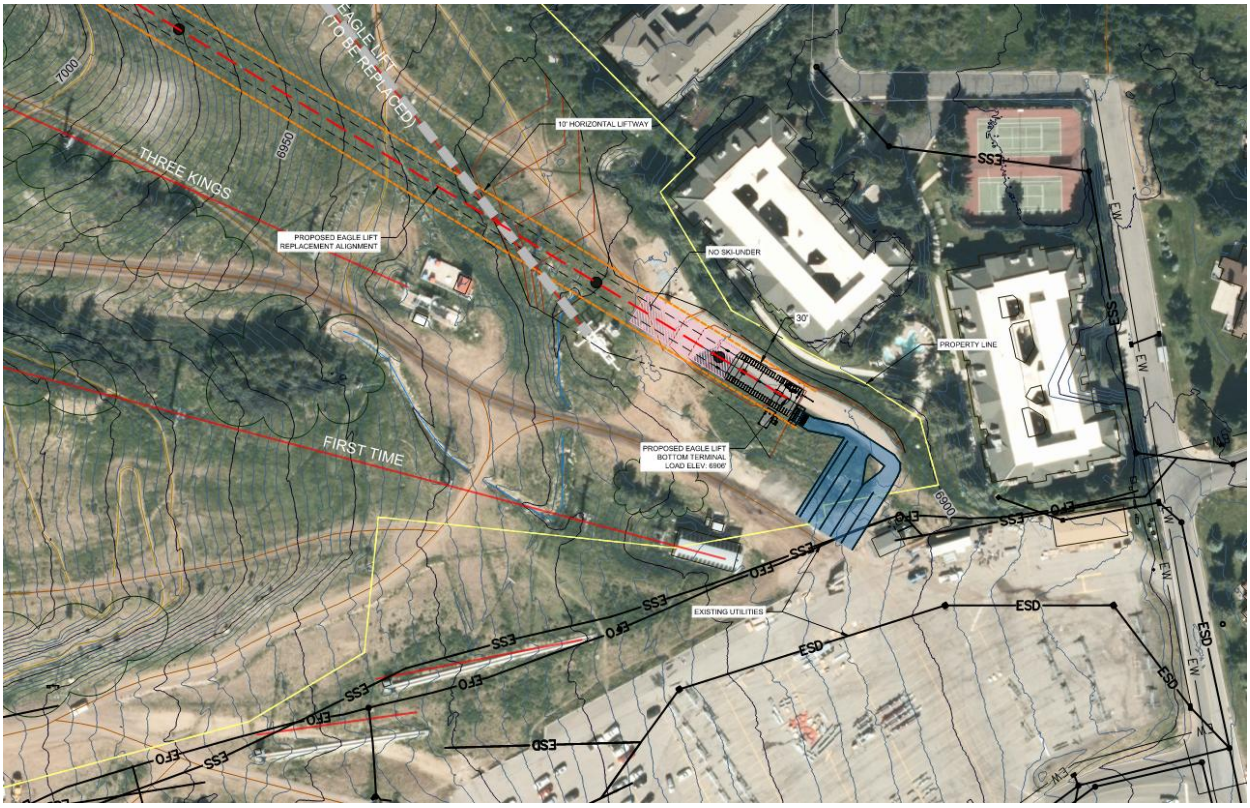


Figure 9: Applicant's site plan showing the Eagle bottom terminal and lift line

9. **Usable Open Space.**

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

10. **Signs and lighting.**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

See Section III below for evaluation of environmentally sensitive lands.

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

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

requirements.

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

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

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

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

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

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

Not applicable.

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

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

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

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

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

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

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

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

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

Analysis and recommended Conditions of Approval are outlined below.

[9] LMC § 15-2.21-2(A)

Silverlode Steep Slopes

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

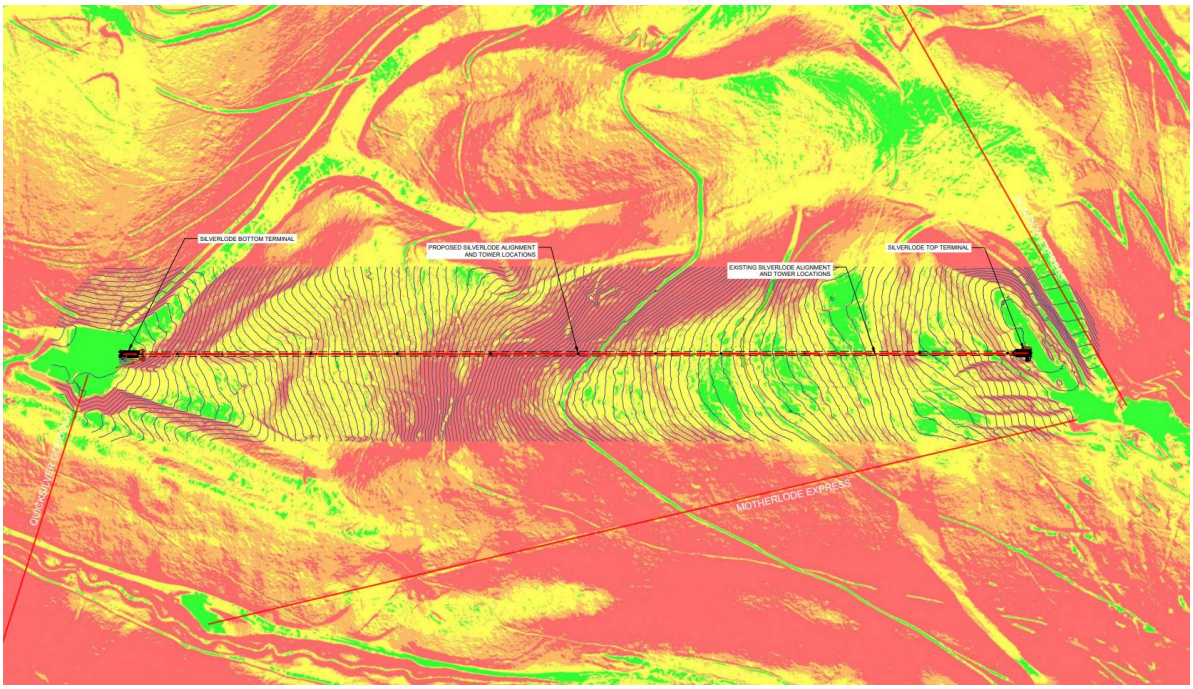


Figure 10: Applicant's Silverlode lift slope map



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

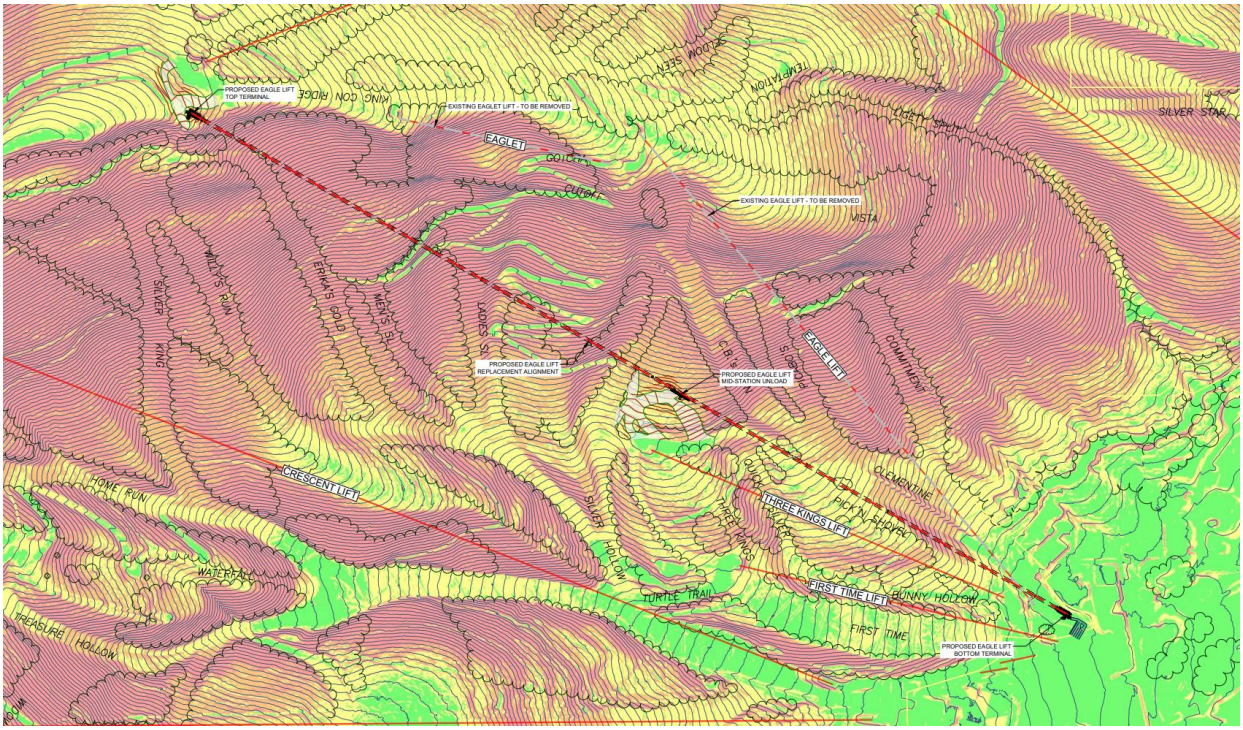


Figure 12: Applicant's Eagle lift slope map

Eagle Steep Slopes

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

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

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

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

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

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

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

Ridge Line Area Protection

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

Silverlode

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

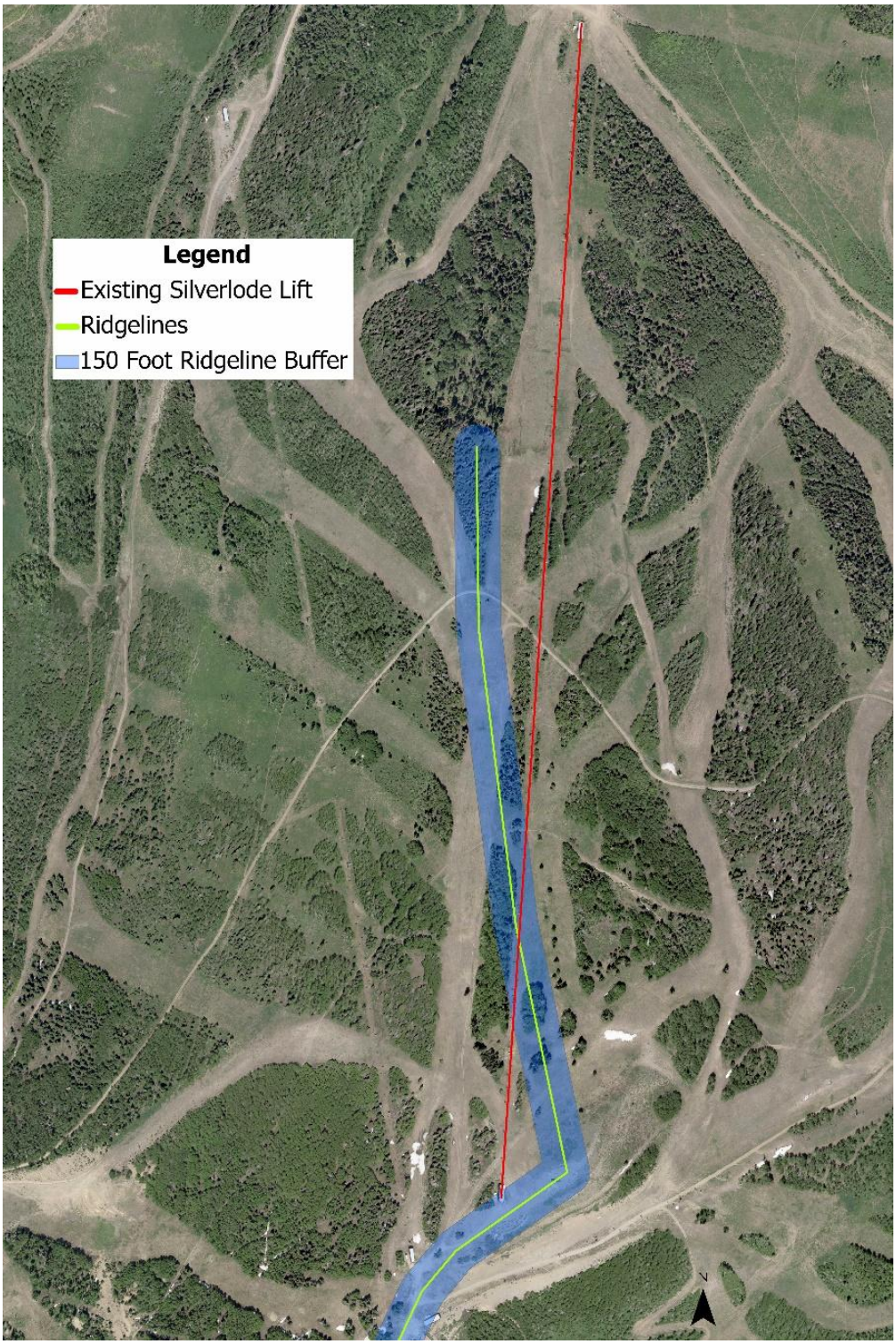


Figure 13: Silverlode lift alignment in relation to the ridgeline

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

Eagle

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

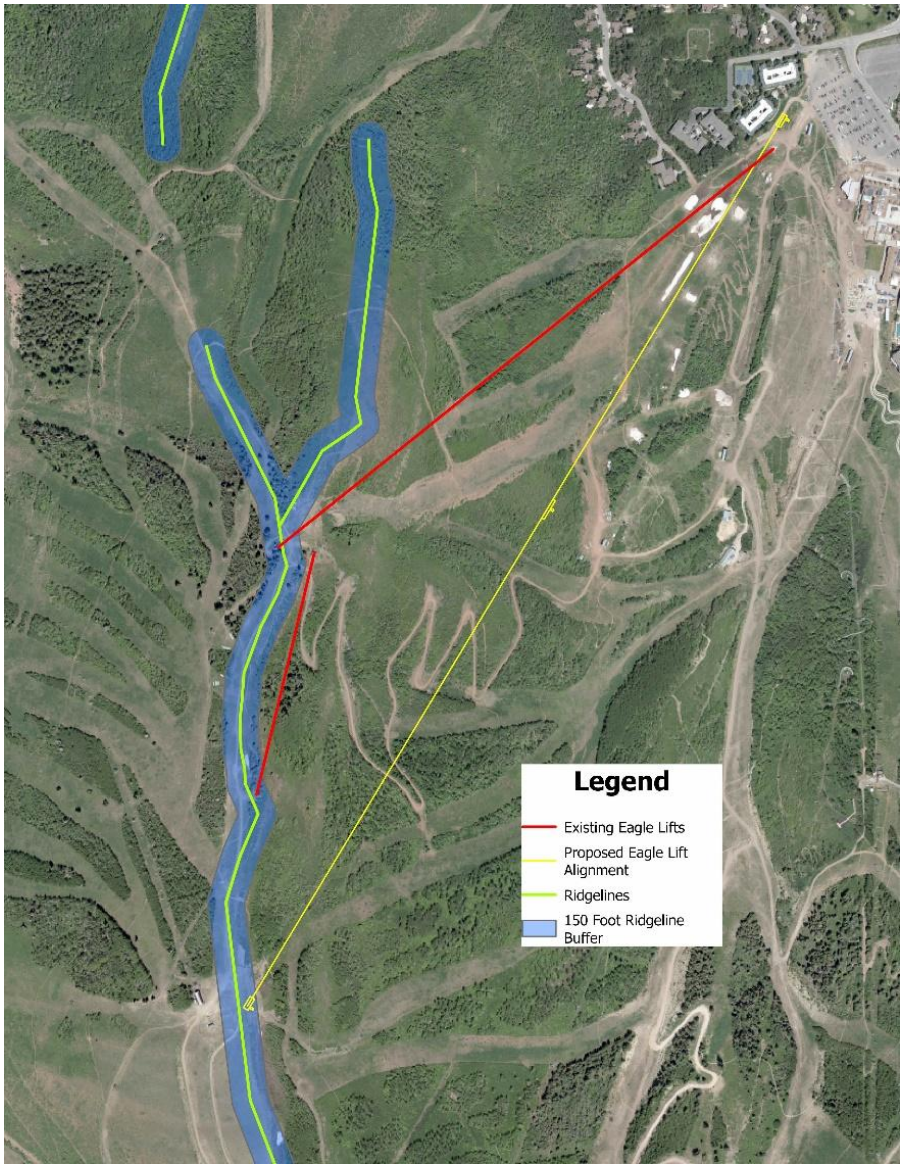


Figure 14: Proposed Eagle lift alignment in yellow and the existing Eagle and Eaglet lifts in red in relation to the Ridge Line Area shown in blue

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

Wetlands and Stream Protection

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

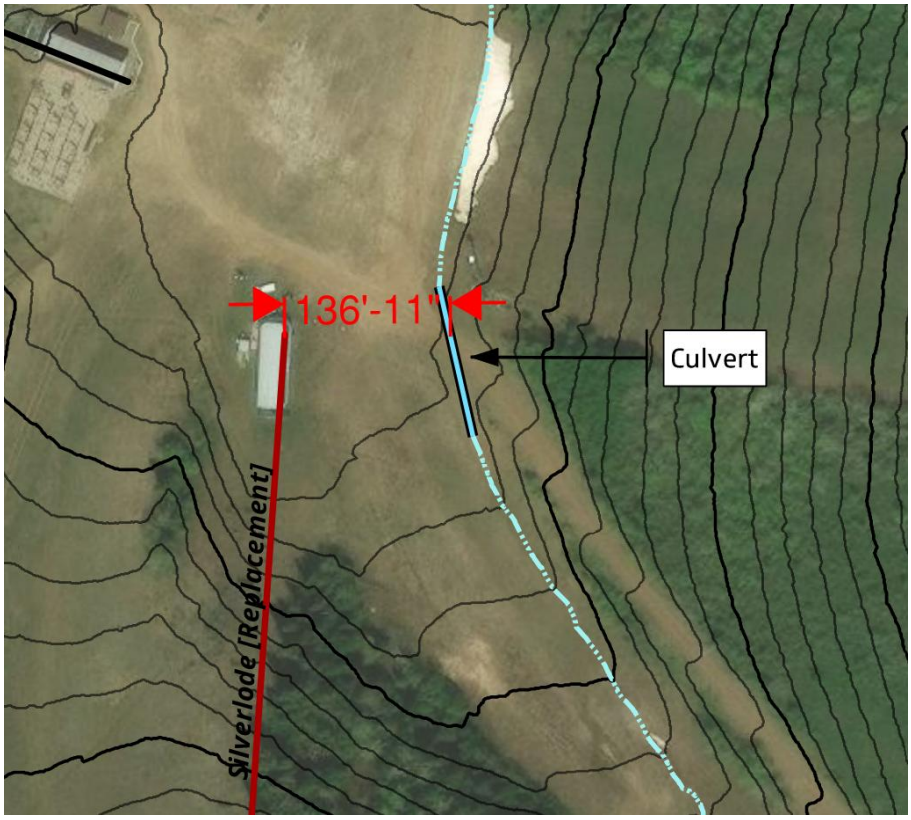


Figure 15: Bottom of Silverlode lift terminal distance to underground culvert

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

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

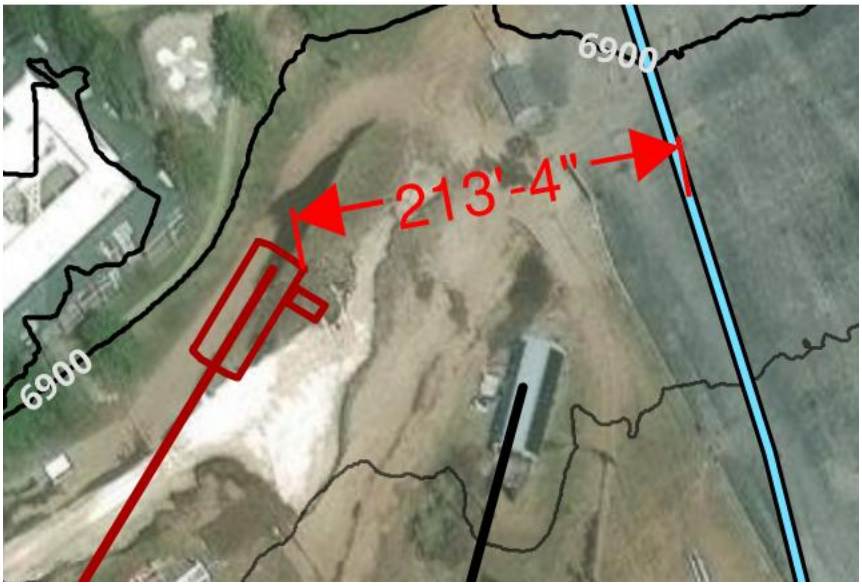


Figure 16: Bottom of Eagle lift terminal distance to underground culvert

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

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

Wildlife and Wildlife Habitat Protection

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

The LMC requires the following:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(IV) Passenger Tramways And Ski Base Facilities criteria.

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

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

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

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

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

[10] LMC § 15-4-18

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

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

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

Not applicable.

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

No improvements are proposed over public roads or residential Streets.

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

The lifts are not proposed over any utility lines.

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

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

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

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

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

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

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

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

According to the Applicant:

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

Eagle

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

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

The proposal does not require Liftway easements.

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

No structures exist or are proposed within the Liftways.

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

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

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

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

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

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

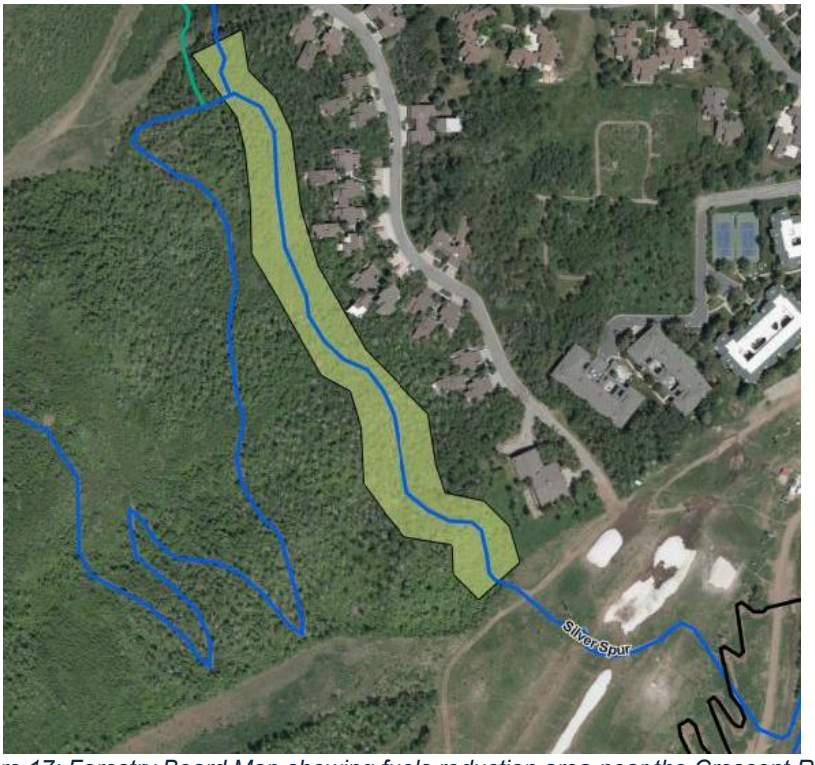


Figure 17: Forestry Board Map showing fuels reduction area near the Crescent Ridge Condos

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

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

Department Review

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

Notice

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

Public Input

Public input is attached as Exhibit P.

Project Background

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

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

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

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

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

Exhibits

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

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.

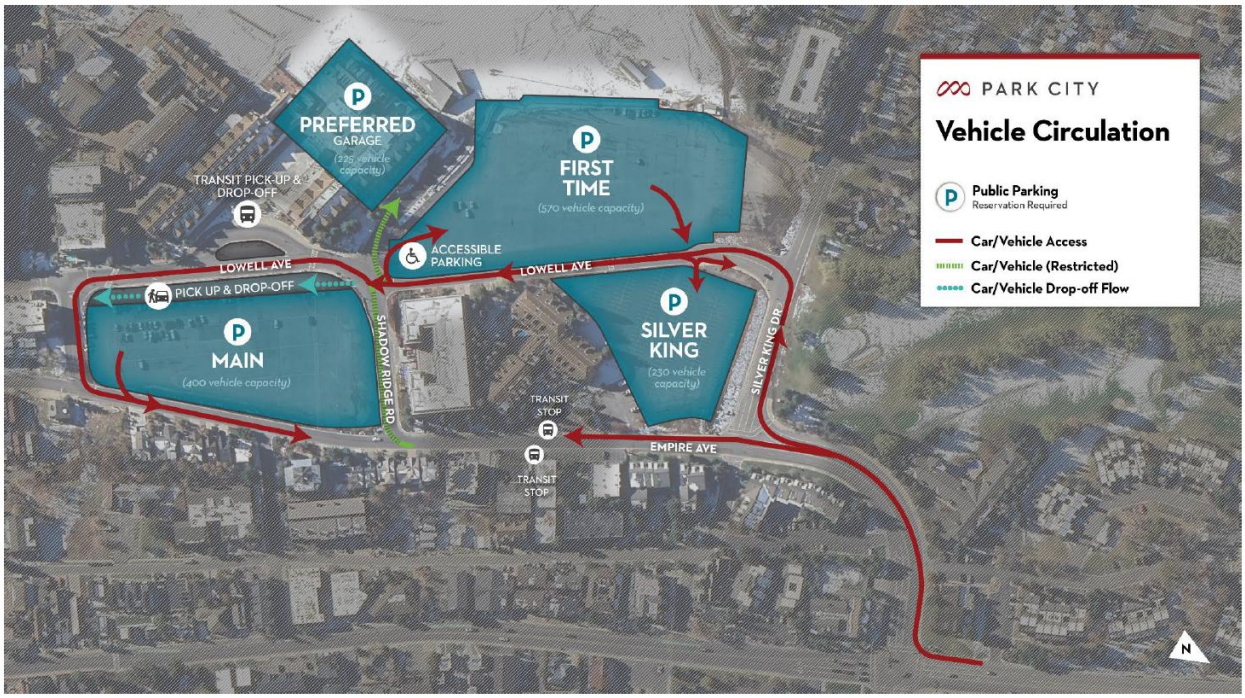


Figure 1: Applicant's Fehr and Peers Parking, Traffic, and Transportation Plan

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

Environmental Noise Assessment

Eagle Lift Replacement

Park City, Utah

BAC Job # 2026-005

Prepared For:

Vail Resorts

Zachary Perdue
390 Interlocken Crescent, Suite 1000
Broomfield, CO 80021

Prepared By:

Bollard Acoustical Consultants, Inc.

Don Bollard, Vice President

March 20, 2026

BOLLARD
Acoustical Consultants

Introduction

Park City Mountain Resort is proposing to replace the existing Eagle Lift with a new six-person detachable top-drive chairlift (project). The Snow Flower condominiums are located to the west and northwest of the proposed bottom terminal. The property line of the Snow Flower condominiums is located approximately 30 feet from the proposed location of the new bottom terminal. The project location is shown on Figure 1 and the proposed site plan is shown on Figure 2. Figures 3 through 5 illustrate aerial views of the Comstock Express and Keetley Express, respectively.

Due to the proximity of the proposed bottom terminal to the existing Snow Flower condominiums, Bollard Acoustical Consultants, Inc. (BAC) was retained to prepare this noise assessment. Specifically, the purposes of this assessment are to (1) quantify the noise exposure generated by the proposed Eagle Lift at the nearest noise-sensitive uses, (2) evaluate those noise levels relative to applicable Park City noise standards, and (3) if required, to recommend feasible noise mitigation measures for any identified potentially significant noise impacts resulting from the project.

Noise Fundamentals and Terminology

Noise is often described as unwanted sound. Sound is defined as any pressure variation in air that the human ear can detect. If the pressure variations occur frequently enough (at least 20 times per second), they can be heard and are called sound. Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel scale was devised. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB. Another useful aspect of the decibel scale is that changes in levels (dB) correspond closely to human perception of relative loudness. Appendix A contains definitions of Acoustical Terminology. Figure 6 shows common noise levels associated with various sources.

The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and can be approximated by weighting the frequency response of a sound level meter by means of the standardized A-weighting network. There is a strong correlation between A-weighted sound levels (expressed as dBA) and community response to noise. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment. All noise levels reported in this section are in terms of A-weighted levels in decibels.

Community noise is commonly described in terms of the “ambient” noise level, which is defined as the all-encompassing noise level associated with a given noise environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level (L_{eq}) over a given time period (usually one hour). The L_{eq} is the foundation of the Day-Night Average Level noise descriptor, L_{dn} or DNL, and shows very good correlation with community response to noise.



Legend

- Short-Term Ambient Noise Level Survey Locations
- Snow Flower Condominiums

N

Scale (Feet)

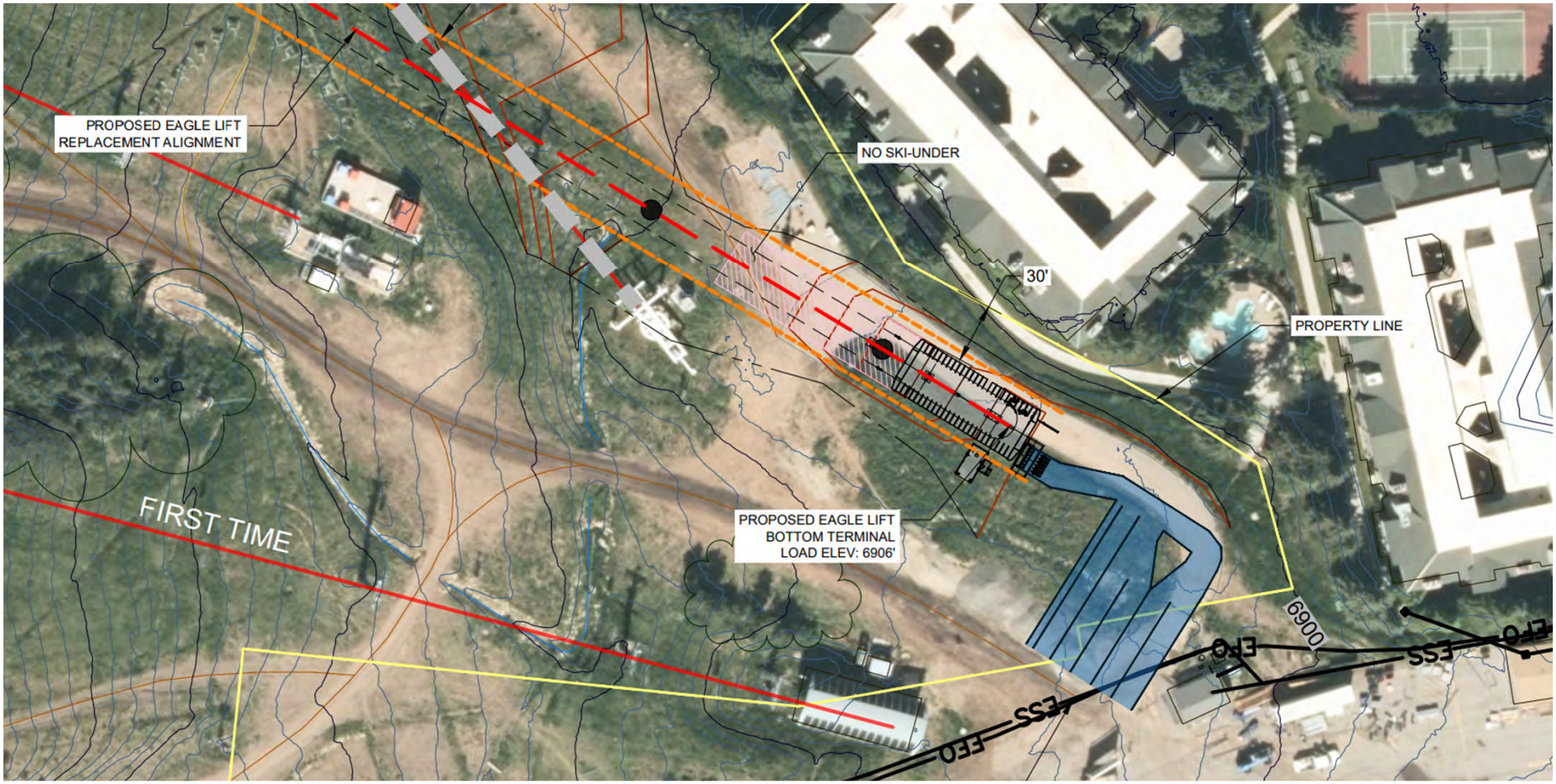
0 20 40

Eagle Lift Replacement
Park City, Utah

Project Area – Eagle Lift

Figure 1

BOLLARD Acoustical Consultants



Legend

N

Scale (Feet)

0 30 60

Eagle Lift Replacement
Park City, Utah

Site Plan – Eagle Chairlift

Figure 2

BOLLARD
Acoustical Consultants



Legend

Short-Term Ambient Noise Level Survey Locations

N

Scale (Feet)

0 30 60

Eagle Lift Replacement

Park City, Utah

Comstock Express – Bottom Terminal

Figure 3

BOLLARD Acoustical Consultants



Legend

Short-Term Ambient Noise Level Survey Locations

N

Scale (Feet)

0 20 40

Eagle Lift Replacement
Park City, Utah

Keetley Express – Bottom Terminal

Figure 4

BOLLARD Acoustical Consultants



Legend

Short-Term Ambient Noise Level Survey Locations

N

Scale (Feet)

0 18 36

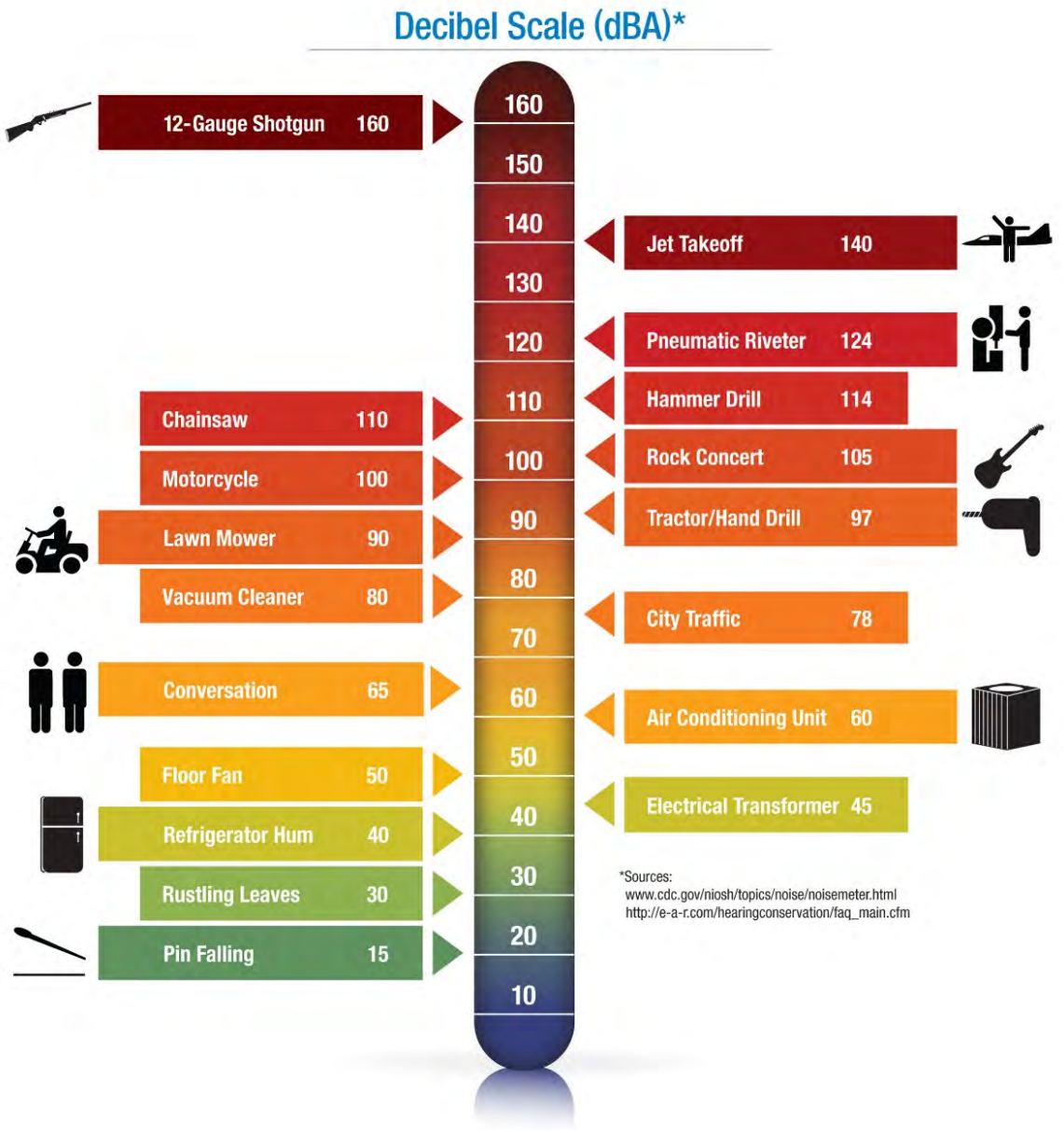
Eagle Lift Replacement
Park City, Utah

Keetley Express – Top Terminal

Figure 5

BOLLARD Acoustical Consultants

Figure 6
Noise Levels Associated with Common Noise Sources



The Day-Night Average Level (DNL) is based upon the average noise level over a 24-hour day, with a +10-decibel weighting applied to noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because DNL represents a 24-hour average, it tends to disguise short-term variations in the noise environment. DNL-based noise standards are commonly used to assess noise impacts associated with traffic, railroad, and aircraft noise sources.

Existing Ambient Noise Environment within Project Vicinity

The existing ambient noise environment within the immediate project vicinity is defined primarily by mountain operations, including snow grooming equipment, lift operations, and snowmobiles, and secondarily by parking lot activity in the First Time Parking Lot and by distant traffic.

To quantify the existing ambient noise environment within the immediate project vicinity, BAC conducted a series of short-term ambient noise level surveys on Wednesday, January 28th, 2026 at the locations shown on Figure 1. The measurements were conducted with the existing Eagle Lift in operation and are therefore representative of typical existing ambient conditions at the project site, inclusive of ongoing lift operations. Photographs of the short-term noise survey location and equipment are provided in Appendix B.

A Larson Davis Laboratories (LDL) precision integrating (Type 1) sound level meter was used to complete the short-term noise level survey. The meter was calibrated immediately before use with an LDL Model CA200 acoustical calibrator to ensure the accuracy of the measurements. The equipment used meets all specifications of the American National Standards Institute requirements for Type 1 sound level meters (ANSI S1.4). The results of the short-term noise level measurements are summarized in Table 1.

Table 1
Summary of Short-Term Noise Measurement Results - Eagle Lift
January 28th, 2026

Measurement Location[1]	Measurement Description	Sound Level, L_{90} (dBA)	Observations of Noise Sources
EST-1	30’ Side (Outbound)	43	Distant snowcats audible in sample. Eagle lift operations were dominant noise source.
EST-2	50’ Side (Outbound)	42	Some distant traffic audible in sample
EST-3	30’ Behind	40	Good isolated sample of Eagle Lift noise.
EST-4	50’ Behind	41	Lift ops at adjacent “First Time” chairlift audible in sample.
EST-5	110’ Side (Outbound)[2]	42	Some distant traffic audible in sample

[1] See Figure 1 for noise measurement locations.
[2] Measurement at site EST-5 was taken to be representative of the ambient noise level environment at the Snow Flower Condominiums property line during typical Eagle chairlift operations.

Source: Bollard Acoustical Consultants, Inc. (2026)

The Table 1 data indicates that the measured average L_{90} noise levels within the project vicinity ranged from 40 to 43 dB L_{90}. The measurement at site ST-5, located approximately 110 feet to the side of the existing Eagle Lift terminal and representative of the conditions at the Snow Flower Condominiums property line, recorded a noise level of 42 dB L_{90}. This measurement is considered representative of the existing ambient noise environment at the property line under typical operating conditions, including ongoing chairlift operations. The remaining measurements are provided for reference to characterize noise levels at varying distances from the lift terminal.

Criteria for Acceptable Noise Exposure

Park City Municipal Code

Chapter 6 of the Park City Municipal Code provides sound level standards that have been utilized for this study. The relevant policies and standards which are generally applicable to this project are reproduced below.

6-3-9 Noise Levels

A. **Maximum Permissible Sound Levels**: It is a violation of this chapter for any person or to operate or permit to be operated any stationary source of sound in such a manner as to create a ninetieth percentile sound pressure level (L_{90}) of any measurement period (which shall not be less than 10 minutes unless otherwise provided in this chapter) which exceeds the limits set forth for the following receiving land use districts, when measured at or within the property line of the receiving property:

Use District	10:00 p.m. – 6:00 a.m.	6:00 a.m. – 10:00 p.m.
Residential	50 dBA	55 dBA
Commercial	60 dBA	65 dBA
Source: Park City Municipal Code, Chapter 6, Section 6-3-9-A		

B. **Correction for Duration of Sound:**

1. It is a violation of this chapter for any person to operate, or permit to be operated, any stationary source of sound within any land use district which creates a tenth percentile sound pressure level (L_{10}) of fifteen (15) dBA greater than the levels set forth for the receiving land use districts in subsection A of this section for any measurement period. Such period shall not be less than ten (10) minutes.

2. Notwithstanding subsection B1 of this section, it is a violation of this chapter for any person to operate, or permit to be operated, any stationary source of sound within any land use district which creates a tenth percentile sound pressure level (L_{10}) greater than 15 dBA above the ambient sound pressure level (L_{90}) of any measurement period. Such period shall not be less than ten (10) minutes.

C. **Correction for Character of Sound:**

1. For any stationary source of sound which emits a pure tone, cyclically varying sound or repetitive impulsive sound, the limits set for in subsection A of this section shall be reduced by five (5) dBA.

2. Notwithstanding compliance with subsection C1 of this section, it is a violation of this chapter for any person to operate or permit to be operated any stationary source of

sound which emits a pure tone, cyclically varying or repetitive impulsive sound which creates a noise disturbance.

Noise Standards Applied to the Project

The residences within the Snow Flower Condominiums are the nearest noise-sensitive receivers to the proposed project. The parcel is zoned residential, and therefore the residential standards in the above table would be applicable as applied at the property line.

All lift operations at Park City Mountain Resort occur between the daytime hours of 6:00 a.m. to 10:00 p.m., and therefore the applicable exterior noise level standard would be 55 dBA L_{90}.

Section 6-3-9.B2 states that it is a noise violation if any stationary noise source generates a tenth percentile (L_{10}) sound pressure level greater than 15 dBA above the ambient sound pressure level (L_{90}) for any measurement period. The average ambient noise level at the project site was 42 dB L_{90}, and an increase of 15 dBA equates to 57 dB L_{90}. Therefore, the more restrictive 55 dB L_{90} noise level standard from Municipal Code Section 6-3-9.A would govern.

Evaluation of Project Generated Noise

Chairlift Generated Noise Levels Methodology & Results

In order to predict the project-generated noise levels from the proposed Eagle chairlift, BAC conducted a series of short-term noise level surveys at existing chairlifts that are similar in size and configuration to the proposed installation. The lifts selected for analysis include:

1. Comstock Express – Northstar Ski Resort
2. Sunrise Gondola – Park City Mountain Resort
3. Keetley Express – Deer Valley Ski Resort

The *Comstock Express* is a Doppelmayr six-person high-speed detachable, Uni-G conventional top-drive chairlift that operates in the clockwise direction. The *Sunrise Gondola* is a Leitner-Poma ten-person Model LPA44T direct drive top-drive gondola that operates in the counterclockwise direction. The *Keetley Express* is a 2024 Doppelmayr D-Line six-person high-speed detachable top-drive bubble chairlift that operates in the clockwise direction.

Although the exact operating characteristics vary among these lifts, they are generally comparable in scale, drive configuration, capacity and general operational characteristics to the proposed Eagle Lift. For the purposes of this analysis, it was therefore assumed that these lifts would generate noise levels representative of those expected from the proposed chairlift, based on manufacturer make/model, under typical operating conditions. All noise level measurements of these three lifts were conducted with the lifts operating at normal capacity.

As previously mentioned, the property line for the Snow Flower Condominiums is located approximately 30 feet from the side of the chairlift terminal. The representative short-term noise level measurements were conducted at similar distances from the terminal structure of the three lifts described above to ensure comparable measurement conditions. The monitoring locations

are illustrated in Figures 3-5. The Sunrise Gondola was installed recently and accurate aerial imagery was not available at the time of writing this report. Photographs of the measurement locations are provided in Appendix B.

A Larson Davis Laboratories (LDL) precision integrating (Type 1) sound level meter was used to complete the short-term noise level survey. The meter was calibrated immediately before use with an LDL Model CA200 acoustical calibrator to ensure the accuracy of the measurements. The equipment used meets all specifications of the American National Standards Institute requirements for Type 1 sound level meters (ANSI S1.4). The results of the short-term noise level measurements are provided in Tables 2-4.

Table 2
Summary of Short-Term Noise Measurement Results – Comstock Express
January 16th, 2026

Measurement Location[1]	Measurement Description	Sound Level, L_{90} (dBA)	Observations of Noise Sources
CST-1	30' Behind	55	Distant snowcats audible in noise survey
CST-2	50' Behind	52	Some lift ops noise in noise survey
CST-3	30' Side (Inbound)	59	Good sample
CST-4	50' Side (Inbound)	56	Some lift ops noise in noise survey

[1] See Figure 3 for short-term noise measurement locations.

Source: Bollard Acoustical Consultants, Inc. (2026)

Table 3
Summary of Short-Term Noise Measurement Results – Sunrise Gondola
March 4th, 2026

Measurement Location[1]	Measurement Description	Sound Level, L_{90} (dBA)	Observations of Noise Sources
SST-1	30' Side (Inbound)	61	Good sample. No noise interference.
SST-2	50' Side (Inbound)	58	Good sample. No noise interference.
SST-3	30' Side (Outbound)	64	Good sample. No noise interference.
SST-4	50' Side (Outbound)	61	Good sample. Truck idling in background.
SST-5	50' Behind	56	Some lift ops noise during survey. Likely little impact
SST-6	Upper Terminal. 30' Side (Inbound)	61	Some lift ops noise, groomers, etc. during survey.
SST-7	Upper Terminal. 50' Side (Inbound)	58	Minor lift ops noise during survey. Likely little impact

[1] See Figures 4 and 5 for short-term noise measurement locations.

Source: Bollard Acoustical Consultants, Inc. (2026)

Table 4
Summary of Short-Term Noise Measurement Results – Keetley Express
March 5th, 2026

Measurement Location[1]	Measurement Description	Sound Level, L_{90} (dBA)	Observations of Noise Sources
KST-1	30' Side (Inbound)	54	No lift operations. Ambient survey. Construction operations dominant.
KST-2	30' Side (Inbound)	59	Lift in typical operation. Construction noise dominant.
KST-3	15' Side (Inbound)	63	Lift in typical operation. Construction noise dominant.
KST-4	Upper Terminal. 30' Side (Outbound)	60	Some lift ops noise during survey. Good sample.
KST-5	Upper Terminal. 50' Side (Outbound)	56	Water drain pipe dripping ~10' from survey location, likely some influence.

[1] See Figure 6 and 7 for short-term noise measurement locations.

Source: Bollard Acoustical Consultants, Inc. (2026)

Analysis of Chairlift Generated Noise Levels

The critical comparison distance for evaluating the measured chairlifts relative to the proposed Eagle Lift is 30 feet from the side of the bottom terminal, which corresponds to the approximate distance between the proposed lift terminal and the Snow Flower Condominiums property line. The measurements conducted at this representative distance indicate that the operational noise levels of the analyzed lifts range from 59 dB L_{90} to 64 dB L_{90}. The measured and calculated noise levels for each lift at this reference distance are summarized in Table 5.

Table 5
Summary of Lift-Generated Noise Levels at 30 Feet from the Side of the Bottom Terminal

Lift	Manufacturer/Type	Operating Direction	Noise Level (dB L_{90} at 30 ft)
Comstock Express	Doppelmayr 6-person, High-Speed Detachable Uni-G Conventional Drive Chairlift	Clockwise	59
Sunrise Gondola (Inbound)	Leitner-Poma 10-person Direct Drive Gondola Model LPA44T	Counterclockwise	61
Sunrise Gondola (Outbound)	Leitner-Poma 10-person Direct Drive Gondola Model LPA44T	Counterclockwise	64
Keetley Express	Doppelmayr D-Line 6-person, High-Speed Detachable Bubble Chairlift	Clockwise	57

[1] See Figure 5 for noise measurement locations.
[2] Noise levels for Keetley were calculated as described in the below analysis.

Source: Bollard Acoustical Consultants, Inc. (2026)

As indicated in the Table 5 footnotes, the reported noise levels for the Keetley Express were derived analytically. Due to the surrounding noise environment during the survey of the Keetley Express, the operational noise generated by the lift could not be directly isolated from the local construction noise which affected the measured sound levels. As a result, the lift-generated noise levels were calculated by separating the lift contribution from the ambient (construction) noise environment.

Measurement KST-1 (Table 4) recorded an ambient noise level of 54 dB L_{90} with the Keetley Express not in operation. Measurement KST-2, conducted at the same location as KST-1 with the lift in operation, recorded a combined noise level of 59 dB L_{90}. Because the two measurements were conducted at the same location and under similar environmental conditions, the measured levels represent the ambient noise environment and the combined ambient plus chairlift noise environment. To determine the noise level attributable solely to the Keetley Express, the following logarithmic relationship was applied:

$$L_{total} = 10log_{10}\left(10^{L_1/10} + 10^{L_2/10}\right)$$

Where L_{total} represents the measured combined noise level, L_1 represents the ambient noise level, and L_2 represents the noise levels generated by the Keetley Express. Solving for the lift-generated contribution yields a source level of approximately 57 dB L_{90} at a distance of 30 feet from the side of the bottom terminal.

This calculated result is supported by the measurement conducted at KST-3, which was located approximately 15 feet from the lift terminal. Sound propagation from a localized source generally follows spherical spreading, which results in a decrease of approximately 6 dB per doubling of distance from the noise source. Measurement KST-3 recorded a total noise level of 63 dB L_{90}, which closely matches the level predicted based on the calculated lift-generated noise contribution. Construction activities were ongoing during the KST-3 measurement; however, because the measurement location was significantly closer to the chairlift terminal, the lift was the dominant noise source and the contribution of the surrounding construction noise to the measured level was less significant. To the extent that construction noise contributed to the measured level, the result would represent a slightly conservative estimate of lift generated noise. As a result, the KST-3 measurement provides additional support that the calculated 57 dB L_{90} lift-generated noise level at 30 feet is a reasonable representation of the operational noise generated by the Keetley Express.

Evaluation of Compliance with Applicable Noise Level Standards

As discussed previously, the applicable exterior noise level standard for residential land uses in Park City is 55 dB L_{90} during daytime hours (6:00 a.m. to 10:00 p.m.), as measured at the property line.

The proposed Eagle chairlift is expected to generate operational noise levels of approximately 57 to 64 dB L_{90}, depending on which lift manufacturer and model is ultimately selected, at a distance of 30 feet from the side of the bottom (return) terminal, which corresponds to the approximate location of the Snow Flower Condominiums property line. Based on this comparison, the predicted

noise levels would exceed the applicable 55 dB L_{90} noise standard. As a result, additional noise mitigation measures would likely require consideration in order to achieve compliance with applicable Park City noise level criterion.

Perception of Chairlift Generated Noise Levels at Nearest Sensitive Receptors

For similar noise sources, the human ear typically cannot perceive a difference of 2 dBA or less. For example, the human ear would normally have difficulty perceiving a difference between a chairlift generating a noise level of 55 dBA and a similar chairlift at the same location generating 57 dBA, representing a difference of 2 dBA. A 3 dBA increase is generally considered the threshold at which a change in noise level becomes perceptible from a similar source, and a 10 dBA increase is typically required before the change is subjectively perceived to be approximately twice as loud.

The location where the sound is experienced also influences how it is perceived and the associated reaction to the noise source. In the vicinity of the Snow Flower Condominiums, the presence of chairlift noise would not be unexpected, as such equipment is an integral component of ski resort operations. Additionally, chairlift operations already occur in the immediate area; therefore, the proposed project would not introduce a new type of noise source to the existing environment.

Lastly, there do not appear to be significant noise-sensitive outdoor use areas directly between the Snow Flower Condominiums and the proposed chairlift. Sensitivity to noise within the Snow Flower Condominiums primarily occurs within the residential units, where exterior noise levels are typically reduced by approximately 25 to 30 dBA by the building envelope. Based on the predicted noise levels associated with the proposed chairlift, resulting interior noise levels would be approximately 30 dBA depending on the selected lift configuration. These levels are below those at which adverse noise impacts would typically be expected during daytime hours.

Conclusions and Recommendations

Based on the results of the short-term noise level measurements conducted by Bollard Acoustical Consultants, Inc. (BAC), and the comparative analysis of similar chairlift systems, the proposed Eagle Lift is expected to generate operational noise levels on the order of approximately 57 to 64 dB L_{90} at a distance of 30 feet from the side of the bottom terminal, which exceeds Park City 55 dB L_{90} exterior residential noise level standard at the Snow Flower Condominiums property line. These levels are consistent with those measured at comparable installations and are supported by both measured and calculated data. Although the predicted levels would exceed the Park City 55 dBA noise level standard at the Snow Flower Condominium property line, significant noise impacts are not anticipated to result from the project at location.

These conclusions are based on BAC's short-term noise level measurement data collected in January and March 2026, and on the assumption that the proposed Eagle chairlift will operate in a manner similar to the analyzed lifts in terms of mechanical configuration and operational capacity. Variations in site-specific conditions or operational characteristics could result in differences from the levels presented in this report.

This concludes BAC's environmental noise assessment for the Eagle Lift Replacement project in Park City, Utah. Please contact BAC at (530) 537-2328 or donb@bacnoise.com with any questions regarding this evaluation.

Appendix A
Acoustical Terminology

Acoustics The science of sound.

Ambient Noise The distinctive acoustical characteristics of a given space consisting of all noise sources audible at that location. In many cases, the term ambient is used to describe an existing or pre-project condition such as the setting in an environmental noise study.

Attenuation The reduction of an acoustic signal.

A-Weighting A frequency-response adjustment of a sound level meter that conditions the output signal to approximate human response.

Decibel or dB Fundamental unit of sound. A Bell is defined as the logarithm of the ratio of the sound pressure squared over the reference pressure squared. A Decibel is one-tenth of a Bell.

CNEL Community Noise Equivalent Level. Defined as the 24-hour average noise level with noise occurring during evening hours (7 - 10 p.m.) weighted by a factor of three and nighttime hours weighted by a factor of 10 prior to averaging.

Frequency The measure of the rapidity of alterations of a periodic signal, expressed in cycles per second or hertz.

IIC Impact Insulation Class (IIC): A single-number representation of a floor/ceiling partition's impact generated noise insulation performance. The field-measured version of this number is the FIIC.

L_{dn} Day/Night Average Sound Level. Similar to CNEL but with no evening weighting.

L_{eq} Equivalent or energy-averaged sound level.

L_{max} The highest root-mean-square (RMS) sound level measured over a given period of time.

Loudness A subjective term for the sensation of the magnitude of sound.

Masking The amount (or the process) by which the threshold of audibility is for one sound is raised by the presence of another (masking) sound.

Noise Unwanted sound.

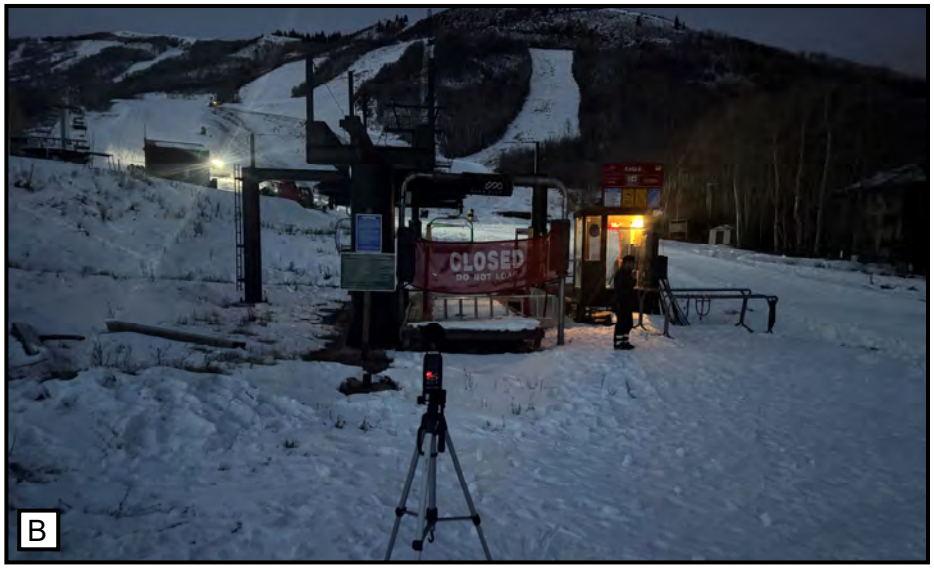
Peak Noise The level corresponding to the highest (not RMS) sound pressure measured over a given period of time. This term is often confused with the "Maximum" level, which is the highest RMS level.

RT_{60} The time it takes reverberant sound to decay by 60 dB once the source has been removed.

STC Sound Transmission Class (STC): A single-number representation of a partition's noise insulation performance. This number is based on laboratory-measured, 16-band (1/3-octave) transmission loss (TL) data of the subject partition. The field-measured version of this number is the FSTC.











Legend

A Site EST-1 Noise Survey Location – Eagle Lift 30' Side (Outbound) Bottom Terminal

B Site EST-3 Noise Survey Location – Eagle Lift 30' Behind Bottom Terminal

C Site CST-3 Noise Survey Location – Comstock Express 30' Side (Inbound) Bottom Terminal

D Site CST-4 Noise Survey Location – Comstock Express 50' Side (Inbound) Bottom Terminal

Eagle Lift Replacement
Park City, Utah

Noise Survey Photographs

Appendix B-1

BOLLARD Acoustical Consultants









Legend

- A Site SST-1 Noise Survey Location – Sunrise Gondola 30’ Side (Inbound) Bottom Terminal
- B Site SST-2 Noise Survey Location – Sunrise Gondola 50’ Side (Inbound) Bottom Terminal
- C Site SST-3 Noise Survey Location – Sunrise Gondola 30’ Side (Outbound) Bottom Terminal
- D Site SST-6 Noise Survey Location – Sunrise Gondola 30’ Side (Inbound) Upper Terminal

Eagle Lift Replacement
Park City, Utah

Noise Survey Photographs

Appendix B-2

BOLLARD Acoustical Consultants









Legend

A Site KST-2 Noise Survey Location – Keetley Express 30' Side (Inbound) Bottom Terminal

B Site KST-3 Noise Survey Location – Keetley Express 15' Side (Inbound) Bottom Terminal

C Site KST-4 Noise Survey Location – Keetley Express 30' Side (Outbound) Upper Terminal

D Site KST-5 Noise Survey Location – Keetley Express 50' Side (Outbound) Upper Terminal

Eagle Lift Replacement
Park City, Utah

Noise Survey Photographs

Appendix B-3

BOLLARD Acoustical Consultants

Memorandum

To: Zachary Perdue
Vail Resorts
390 Interlocken Crescent
Broomfield, CO 80021

From: Don Bollard, Vice President
Bollard Acoustical Consultants, Inc.
P.O. Box 7968
Auburn, CA 95604

Date: May 18, 2026

Subject: Park City Mountain Resort, Eagle Lift – Environmental Noise Assessment Addendum

Dear Zachary,

This memorandum has been prepared as an addendum to BAC's previous acoustical assessment of the proposed Eagle Chairlift replacement project in Park City, Utah, dated March 20, 2026. As discussed with the City of Park City, it is BAC's understanding that the project may be granted conditional approval subject to post-installation operational noise level measurements at the Snow Flower Condominiums property lines. Should the measured operational noise levels exceed the applicable Park City Municipal Code daytime residential noise level standard of 55 dB L_{90}, additional noise mitigation measures would be implemented to achieve compliance with the applicable noise level criteria.

Based on BAC's previous analysis of comparable chairlift systems, operational noise levels associated with the proposed lift were predicted to range from approximately 57 to 64 dB L_{90} at a distance of approximately 30 feet from the lower terminal, with the lowest estimated level of 57 dB L_{90} associated with the Doppelmayr D-Line 6-person High Speed Detachable Chairlift. However, as noted in the original report, chairlift systems are custom designed for each installation and actual operational noise levels can vary depending on the final mechanical configuration, operational characteristics, installation details, and site-specific conditions. As such, post-installation noise level measurements represent the most appropriate method of determining actual compliance with the applicable Park City noise standards.

It should be noted that the final installed chairlift system may ultimately operate in compliance with the applicable Park City noise level standards without the need for additional mitigation measures for the reasons discussed above. However, should post-installation noise level measurements indicate that operational noise levels exceed the applicable noise level standard, BAC recommends consideration of one or more of the following noise mitigation options:

Vibration Isolation Pads

Install vibration isolation pads at the interface between the chairlift seat assembly and the hanger arm in order to reduce or eliminate “rattling” noise generated as the chairlift enters the lower terminal.

Lower Terminal Acoustic Treatments

Install acoustical absorption treatment within the lower terminal machinery enclosure in order to reduce mechanical noise reflections and overall radiated noise levels generated by the drive machinery and associated components.

Noise Barrier Installation

Install a localized noise barrier between the lower terminal and the nearest Snow Flower Condominium property line in order to reduce direct line-of-sight noise propagation between the noise source and the nearest noise-sensitive receivers. The noise barrier could be constructed from the ground upward, suspended from the lower terminal downward, or installed at another location where post-installation noise measurements indicate treatment would be most effective.

The final mitigation approach selected, if required, would depend on the measured operation noise levels, dominant noise source characteristics, site constraints, and the amount of attenuation necessary to achieve compliance with applicable standards.

This concludes BAC’s addendum to the Park City Eagle Chairlift Replacement Environmental Noise Analysis prepared on March 20, 2026. Please contact me at (530) 537-2328 or donb@bacnoise.com if you have any questions or require additional information.

Sincerely,

Bollard Acoustical Consultants, Inc.



Don Bollard
Vice President

PCMR Eagle Express - Permanent Disturbance Calculations

Existing Eagle	Size (ft.) (Exposed Concrete)		Area (sq. ft.)
Bottom Terminal			193
Mid Station			300
Top Terminal			144
Towers (x18)	4	4	288
Total			**925**

Existing Eaglet	Size (ft.)		Area (sq. ft.)
Bottom Terminal			172
Top Terminal			72
Towers (x5)	4	4	80
Total			**324**

*All existing structure footprints and exposed foundation sizes estimated

Proposed Eagle Express			
Bottom Terminal	Terminal foundation, loading gates, operator house		393.36
Mid Station	Terminal foundation, operator house		170.75
Top Terminal	Terminal foundation, operator house		252.25
Tower 1	3.5	3.5	12.25
Tower 2	3.5	3.5	12.25
Tower 3	5.5	6	33.00
Tower 4	5.5	6	33.00
Tower 5	5.5	6	33.00
Tower 6	5	5.5	27.50
Tower 7	3.5	3.5	12.25
Tower 8	4.5	4.5	20.25
Tower 9	4	4	16.00
Tower 10	5.5	6	33.00
Tower 11	5.5	6	33.00
Tower 12	5	5.5	27.50
Tower 13	5.5	6.5	35.75
Tower 14	5.5	6	33.00
Tower 15	5	5	25.00
Total			**1203.11**

MARTIN & NICHOLSON
ENVIRONMENTAL CONSULTANTS

Park City Mountain Resort Noxious Weed Treatment and Revegetation Plan for the Eagle and Eaglet Lift Removal

Introduction

As per requirements in the Park City Land Management Code for development within the Sensitive Lands Overlay Zone (SLO), this Revegetation Plan outlines the procedures necessary to prevent the introduction and spread of Utah state-listed noxious weeds before, during, and after the removal of the Eagle and Eaglet chairlifts at Park City Mountain Resort (PCMR) (project area). It also provides information on how to stabilize soils and revegetation with native plant species following the removal of the chairlifts in the project area.

Pre-Construction Training

Before any revegetation or restoration work begins, a qualified biologist will provide educational material for all construction personnel. This material will focus on preventing the introduction and spread of noxious weeds by identifying noxious weed infestations and explaining the most common ways noxious weeds spread between areas. The material will also explain the required procedures for vehicle and equipment inspection and cleaning. A designated inspection and cleaning area will be established for all incoming equipment prior to ground-disturbing activities. This material will ensure that all personnel understand their role in protecting sensitive vegetation and maintaining the integrity of the revegetation process.

Noxious Weed Management

Prior to any soil disturbance, all existing infestations of noxious weeds along travel corridors from the parking lot to the project area and within and immediately adjacent to the project area will be chemically treated or physically removed. Crews will be provided with gps locations of known infestations (collected in June 2026). To minimize the risk of transporting invasive species into the project area from previous job sites, all vehicles and equipment must be thoroughly cleaned at a designated cleaning site before entering the project area. Cleaning will focus on removing soil, seeds, and plant material from exterior surfaces, including tires, tracks, and undercarriages. Vehicle cabs will also be swept out, and all refuse will be disposed of in appropriate waste receptacles. Parking, staging, and foot or vehicle travel through known weed-infested areas will be avoided at all times.

Minimization of Ground Disturbance

Ground disturbance and vegetation removal will be limited to the minimum necessary for project implementation. Where grading is required, patches of intact vegetation and soil will be retained where possible to preserve native plants and soil biota that will help support natural revegetation. All grading limits will be clearly marked in the field using stakes, flags, sediment fencing, or other physical markers to prevent accidental disturbance outside the project area.

Site Preparation and Topsoil Management

Once the chairlifts are removed, all disturbed areas will be cleared of equipment, debris, and other construction materials. These areas will be inspected to confirm that final grading is complete, drainage features are stable, and erosion control measures are properly installed. Topsoil salvaged prior to construction (including the O and A horizons that will be stored separately from the subsoil where they are protected from weed contamination) will be replaced evenly over decompacted subsoils. The replaced topsoil will be lightly compacted to prevent settling and shaped to blend with adjacent natural contours. All topsoil used in restoration must be clean, certified weed-free, and free of contaminants. In areas where permanent structures have resulted in topsoil removal, the salvaged material will be redistributed to other disturbed locations to support revegetation.

Soil Decompaction and Seedbed Preparation

Disturbed soils will be evaluated for compaction caused during the chairlift removal process. Where compaction is present, soils will be ripped to a depth adequate for root penetration and consistent with surrounding undisturbed conditions. Ripping will only occur when soils are dry to avoid smearing or clumping. Once soil preparation is complete, a firm seedbed will be created by scarifying the replaced topsoil no more than five days before seeding. The seedbed should be firm enough that it sinks no more than one-half inch when pressed, ensuring good seed-to-soil contact. Areas intended for broadcast seeding will be slightly roughened to improve germination success.

Seed Mix Specifications and Seeding Procedures

An approved native seed mix will be used for revegetation, which may include grasses, forbs, and shrubs that match the pre-disturbance cover and support wildlife habitat and ecological function. Any wildlife movement corridors identified during the June 2026 wildlife surveys in the project area will be restored following project completion. All seed must meet strict quality standards, including certification as noxious-weed-free, a minimum germination rate of 80 percent, and a purity of at least 90 percent. Seed must contain no prohibited or restricted weed seeds, no more than 0.5 percent other weed seeds, and no more than 2 percent other crop seed by weight. Seed tags will be retained and submitted for verification, and any substitutions must be reviewed and approved by project botanists.

Drill seeding will be applied at a minimum of 50 pounds per acre, adjusted to achieve the appropriate pure live seed rate. In areas where drill seeding is not feasible, broadcast seeding will be used at double the drill-seeding rate. Broadcast seed will be applied uniformly using hand-operated or mechanical spreaders, hydroseeders, or tractor-mounted equipment, and then lightly raked or harrowed to cover the seed with one-quarter to one-half inch of soil. This process protects seeds from being displaced by wind or water.

Mulching and Soil Protection

Mulching is required across all seeded areas to enhance soil stability and promote successful revegetation. Mulching will be applied within 24 hours of seeding, weather permitting, to retain soil

moisture, reduce erosion, and improve plant germination. Mulch must be free of non-native seeds or propagules. Tackifiers may be applied as needed to secure mulch in place.

Erosion Control

Erosion control will be installed where needed to stabilize soils and protect drainages. Biodegradable fiber rolls such as straw wattles, coir logs, or compost wattles will be placed on slopes between 4:1 and 3:1 and near drainageways to shorten slope length and disperse runoff. In areas requiring additional stabilization, biodegradable erosion control blankets with cotton netting may be installed. These blankets must maintain full soil contact, with edges buried to prevent wind uplift, and must be installed according to manufacturer specifications. All erosion control BMPs will be inspected regularly and maintained in accordance with stormwater permit requirements. Following construction, all drainages will be inspected to ensure stable grading and substrate conditions that minimize erosion or downcutting. Any areas showing signs of instability will be repaired and re-stabilized immediately.

Noxious Weed Control

Noxious weed control is an essential component of the revegetation process. All existing Utah state-listed noxious weed infestations (weeds) in and adjacent to the construction area will be chemically treated or physically removed before revegetation begins. To prevent the introduction or spread of weeds, all vehicles and equipment entering the project area will be cleaned thoroughly at a designated washing station, with special attention to tires, undercarriages, and other areas where soil or plant material may accumulate. Parking, staging, and travel through known weed infestations will be avoided. The project area will be monitored annually for three years, and any new weed populations will be treated immediately to prevent spread.

Monitoring and Adaptive Management

Monitoring will occur throughout the revegetation process. A monitor will be present during topsoil replacement, seedbed preparation, seeding, mulching, and BMP installation to ensure compliance with this plan. The project area will be monitored for three years following project completion to evaluate vegetation establishment, soil stability, weed presence, and the performance of erosion control measures. Revegetation will be considered successful when vegetation cover is similar in at least 70% of the density and species composition to what is found in adjacent areas, there are no new noxious weed populations, soil erosion is under control, and seeded species have successfully established.

If monitoring identifies areas with poor plant establishment, erosion, or weed issues, adaptive management actions will be implemented. These may include reseeding, additional soil preparation, supplemental mulching, enhanced weed control, or installation of additional erosion control features. Adaptive management ensures that revegetation goals are met and long-term ecological recovery is achieved.

EAGLE LIFT REPLACEMENT – DESIGN CAPACITY

As part of the Conditional Use Permit application for the proposed Eagle replacement project ("Replacement Project"), this document summarizes design capacity (passengers per hour) for both the existing and proposed lift systems and the circulation benefits resulting from project implementation.

The Replacement Project replaces the existing Eagle and Eaglet lifts, both fixed-grip triples, with a detachable six-passenger lift in the alignment identified on the Overall Lift Alignment figure included as page 3 of Exhibit 4 of the Eagle Lift Replacement CUP application. The lift types and design capacities expressed in Passengers per Hour (PPH) are summarized below.

Design Capacity (PPH)			
	Eagle	Eaglet	Total
Existing	1200	600	1800
Replacement	2800	-	2800

The 1000 PPH increase in uphill design capacity associated with the Replacement Project increases uphill efficiency and throughput improving overall circulation. Additionally, because the new lift will include an unload-only mid-station, a portion of guests are expected to utilize only the lower segment of the lift and unload mid-mountain, while the remaining capacity will continue to access the upper terminal.

Increasing the volume of uphill transportation reduces lift wait times in the base area, which is critical during peak period morning upload. The new design and increase in capacity results in operational improvements within the out-of-the-base lift network by improving circulation at base area lifts by providing more options for all abilities.

Collectively, these changes improve circulation within the existing lift network and enhance access to beginner, intermediate, and advanced terrain without introducing new lift portals or expanding the ski area footprint.

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

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

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

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

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

00513070 Bk01166 Pg00378-00678
ALAN SPRIGGS, SUMMIT COUNTY RECORDER
1998 JUL 21 12:03 PM FEE $.00 BY DMG
REQUEST: PARK CITY MUNICIPAL CORP

RECITALS

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

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

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

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

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

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

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

AGREEMENT

Section 1. DEFINITIONS

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

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

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

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

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

Health Clubs and Fitness Centers

Pools, Saunas and Hot Tubs

Ski Lockers

Lobbies

Meeting Rooms

Storage

Laundry

Employee Facilities

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

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

Information/Lost and Found

Maintenance Facilities

Mountain Patrol

Mountain Administration

Mountain Patrol Medical Facilities

Base Day Lodge and Food Service

Public Lockers

Public Restrooms

Horseback Riding and Stables

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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

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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.

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, 1904

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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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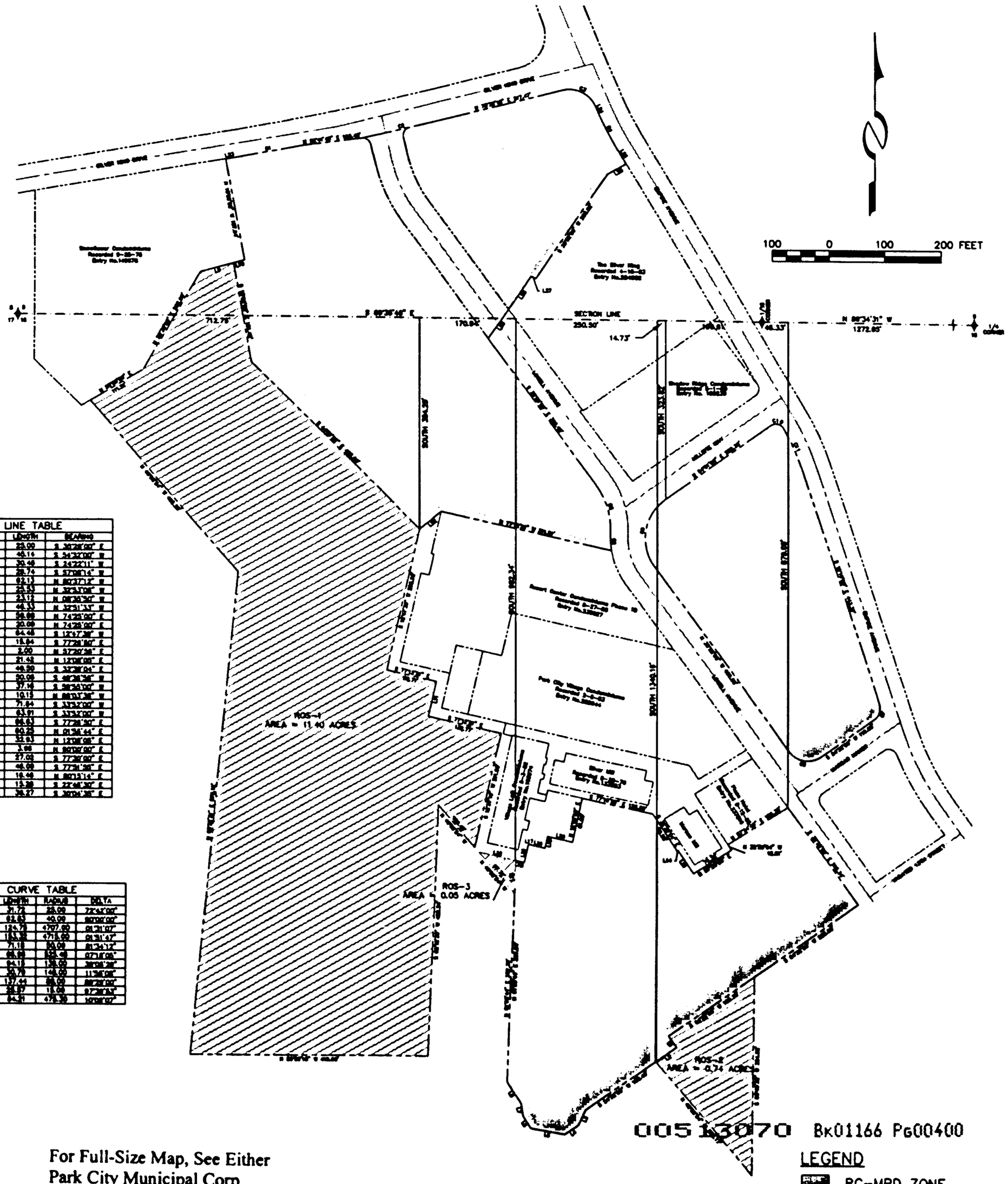
Exhibit A



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

Exhibit A

DESCRIPTIONS

PARCEL ROS-1

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

PARCEL ROS-2

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

PARCEL ROS-3

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

PARCEL RC-MPD-A

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

PARCEL RC-MPD-B

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

PARCEL RC-MPD-C

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

00513070 Bk01166 Pg00401

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

Exhibit C

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



00513070 Bk01186 Pg00402

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Exhibit D

00413079 Bk01166 Pg00403

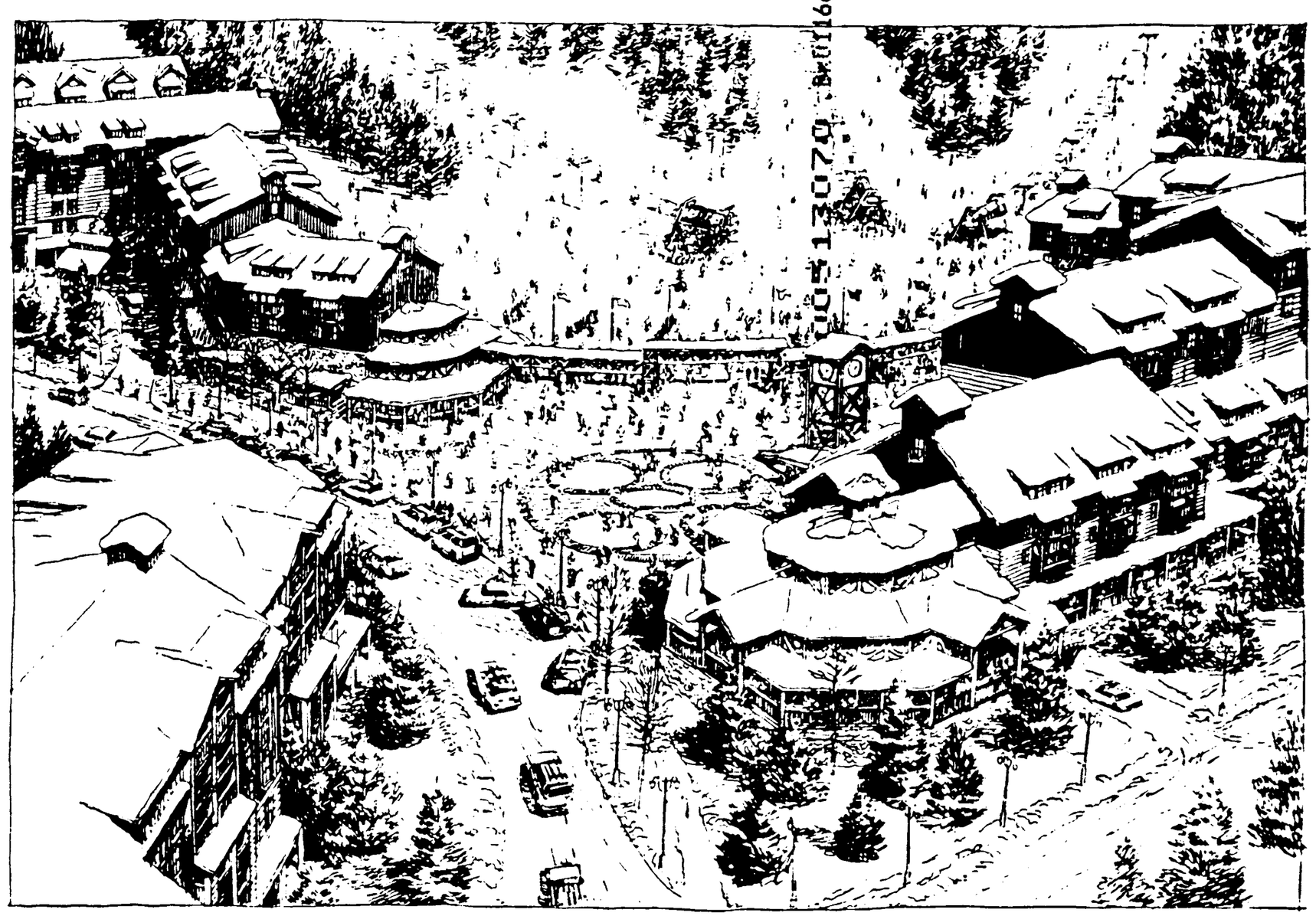
Park City Ski Area

PARK CITY MOUNTAIN RESORT

BASE AREA

MASTER PLAN

STUDY



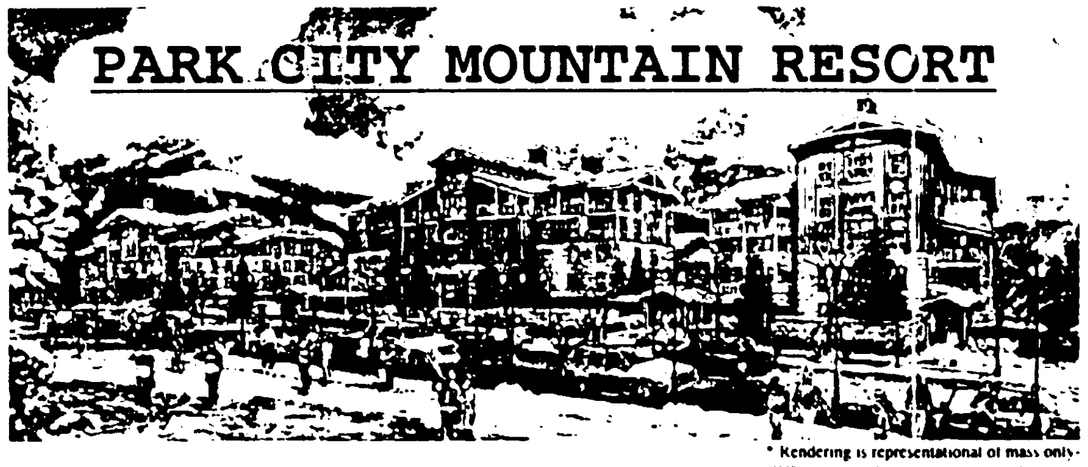
CONCEPT MASTER PLAN

MARCH 13, 1998

BSA Architects

00513070 Bk01166 Pg00404

PARK CITY MOUNTAIN RESORT



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

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Park City Ski Area

BSA Architects

00513070 Bk01166 Pg00405

PARK CITY MOUNTAIN RESORT:
BASE AREA MASTER PLAN

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

May 21, 1997

Parcel Square Footage Allowance Table

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

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

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

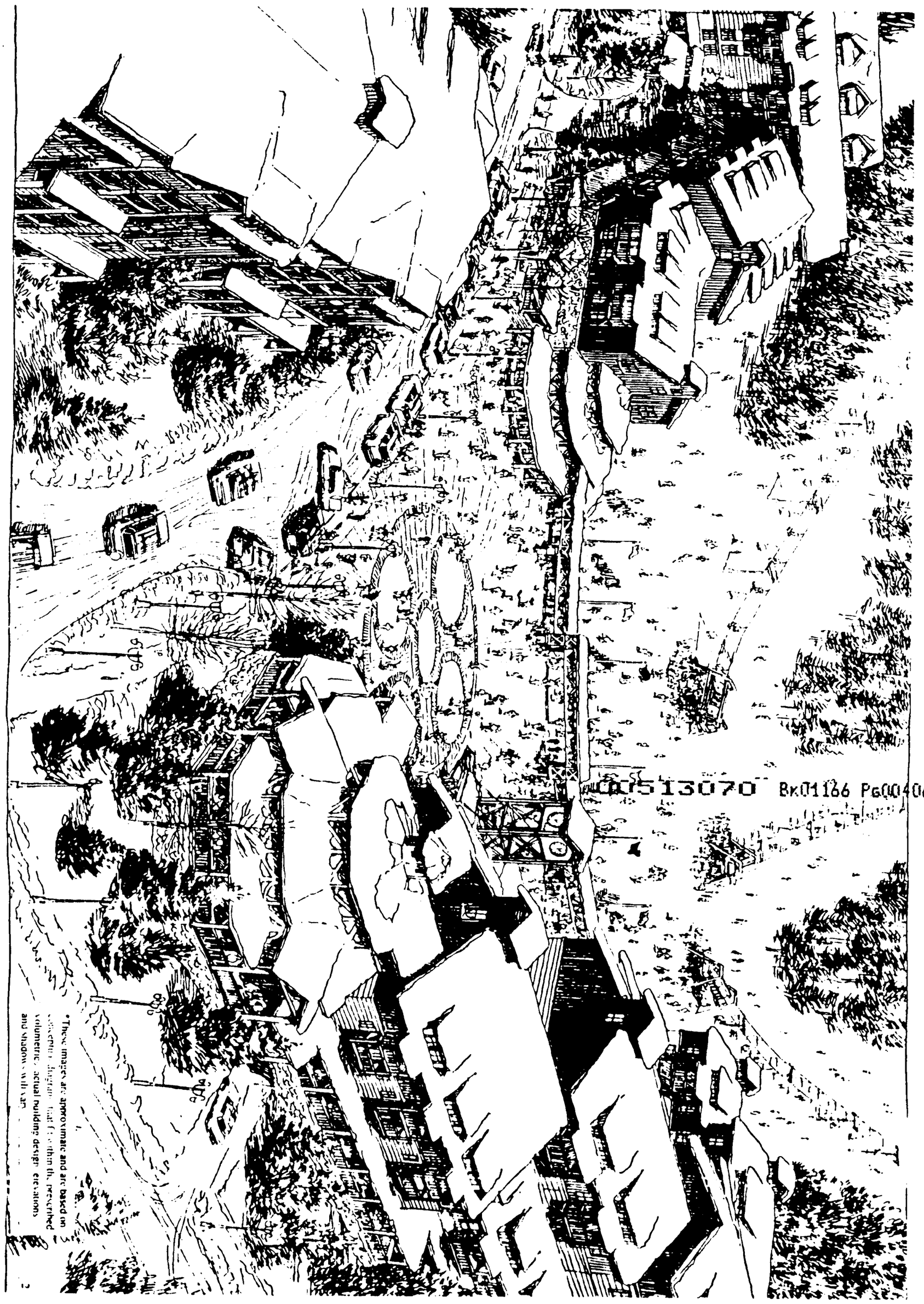
BUILDING VOLUME, UNIT EQUIVALENTS AND PARCEL SQUARE FOOTAGE ALLOWANCE TABLE:

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

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

Park City Ski Area

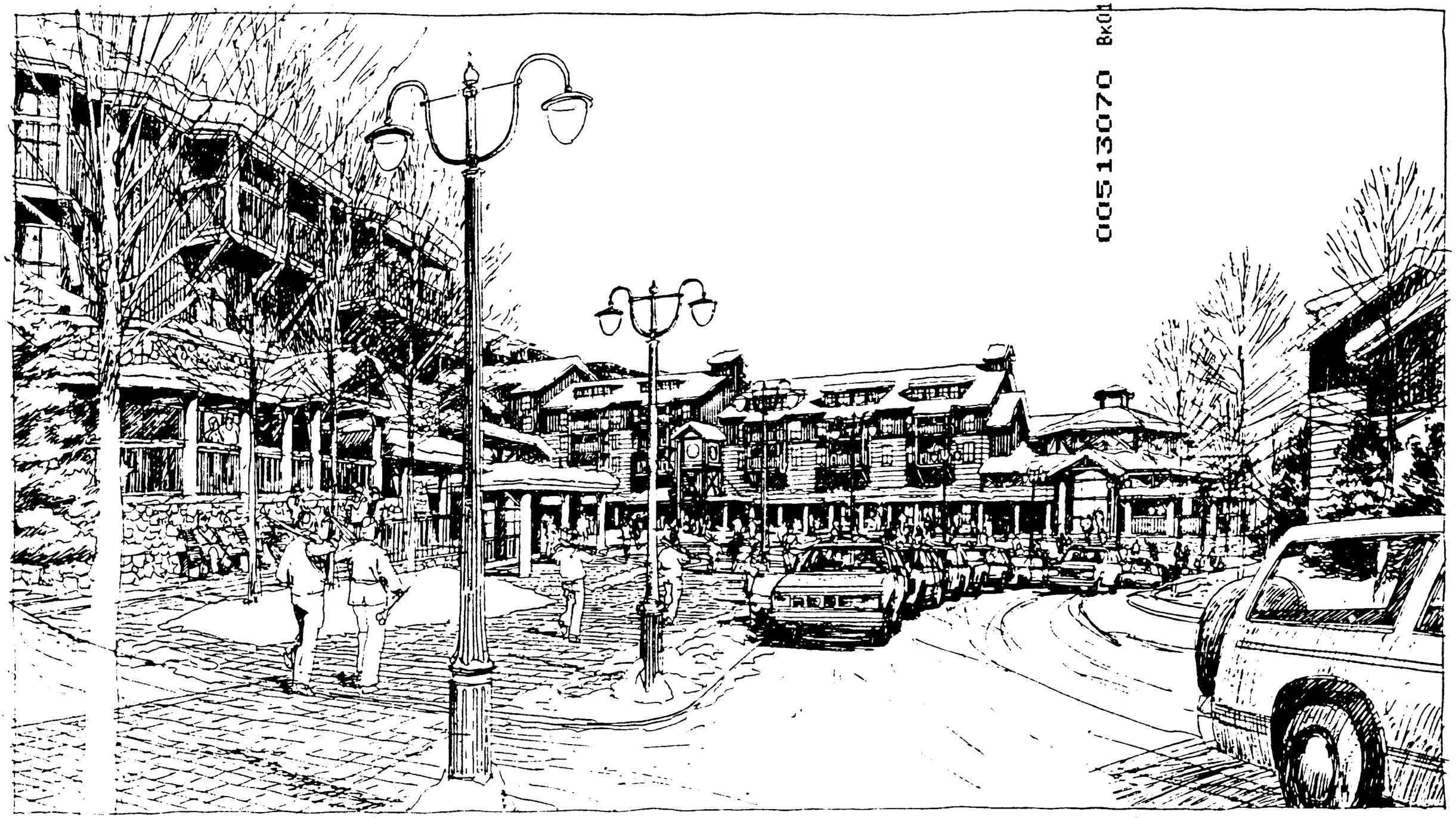
BSA Architects



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

2

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.

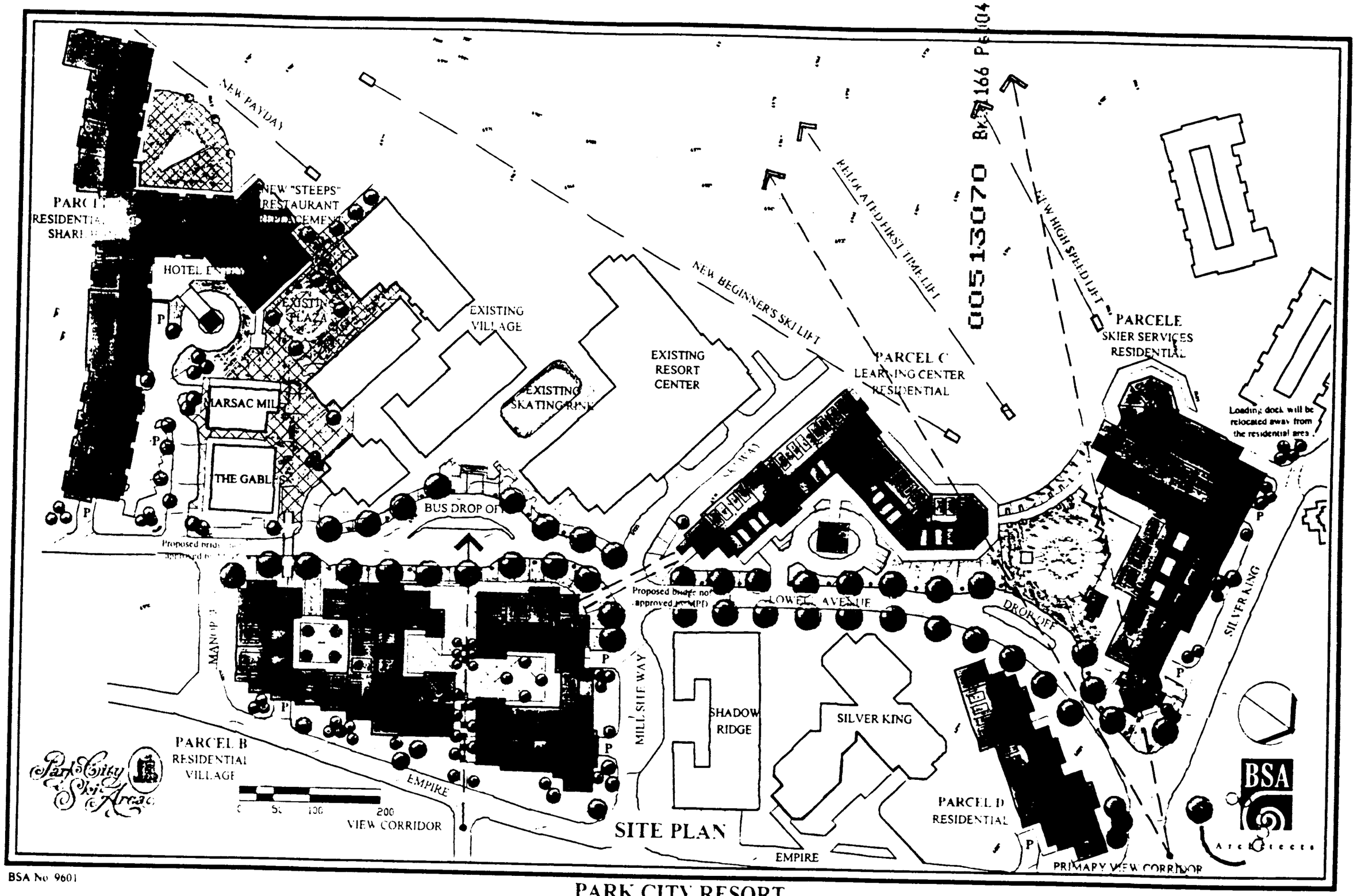
00513070 Bk01166 Pg00409

SITE INFORMATION

Park City Ski Area

BSA Architects

00513070 Bk 0166 Pg 0410



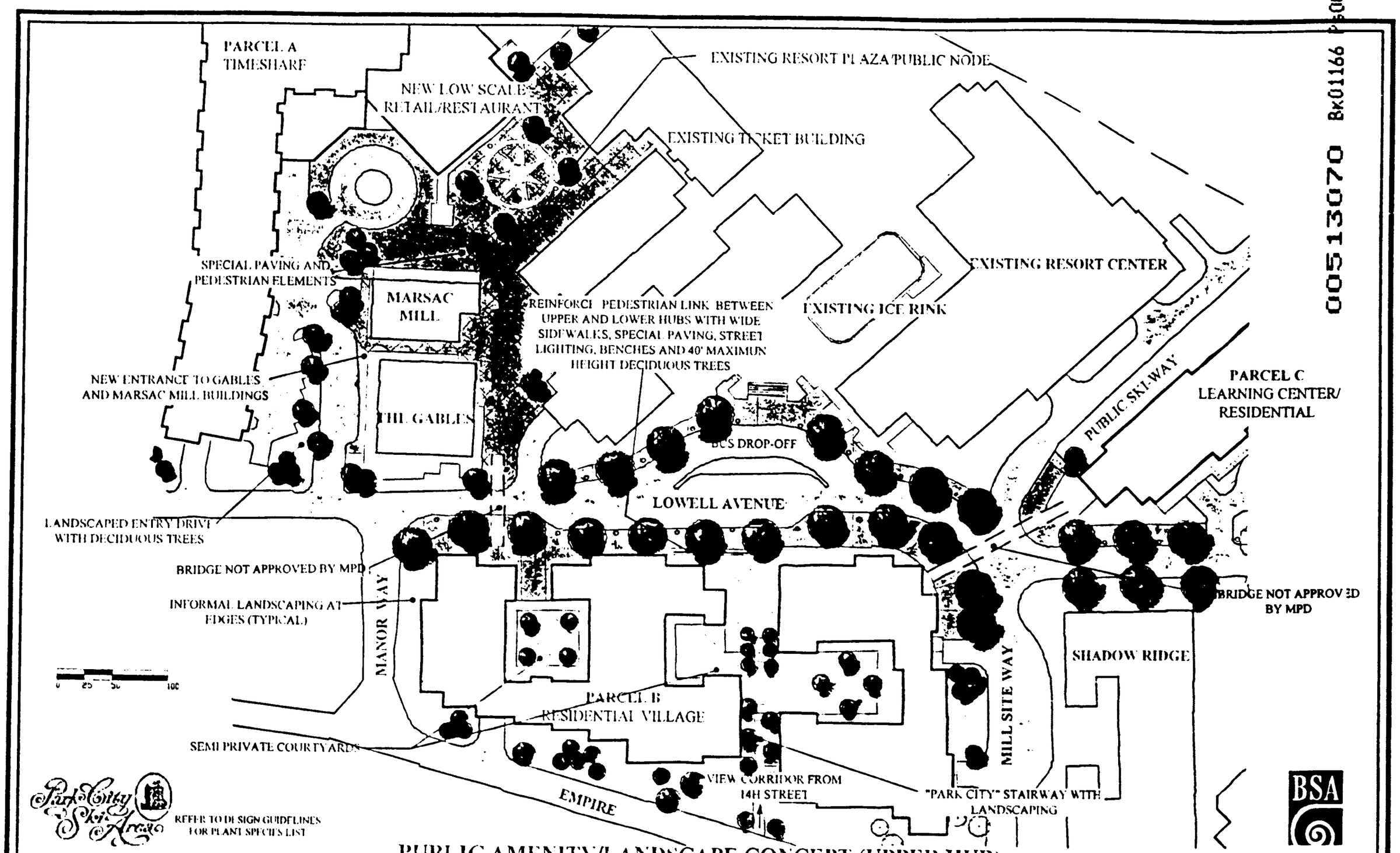
BSA No. 9601

PARK CITY RESORT

BASE AREA MASTER PLAN STUDY

April 23, 1997
Rev. May 14, 1997

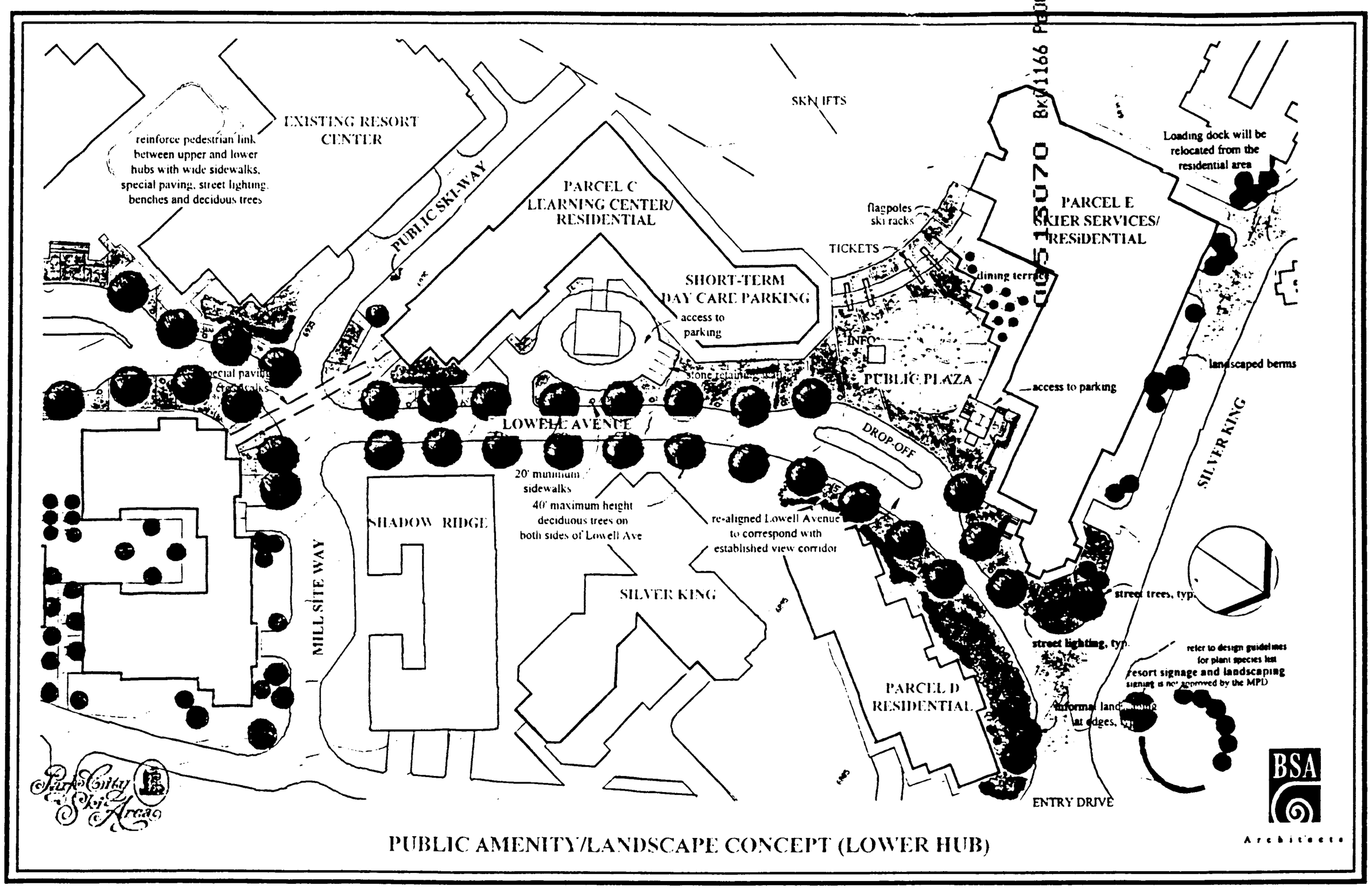
00513070 Bk01166 Pg00411



PUBLIC AMENITY/LANDSCAPE CONCEPT (UPPER HUB)

Page 346 of 1195

00515070 Bk01166 Pg00412



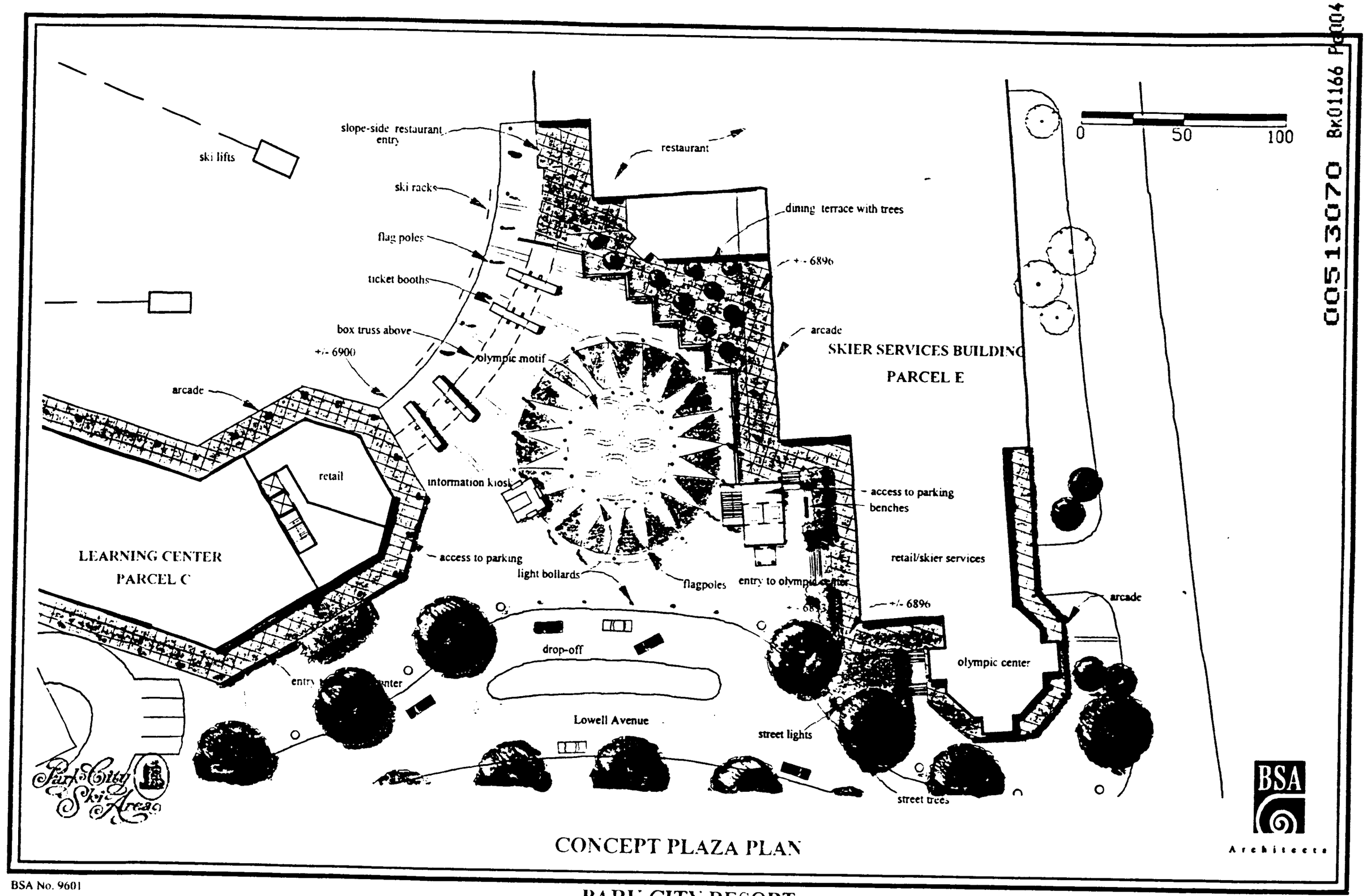
PUBLIC AMENITY/LANDSCAPE CONCEPT (LOWER HUB)

BSA No. 9601

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

April 23, 1997
Rev. May 14, 1997

00513070 Bk01166 Pg00413



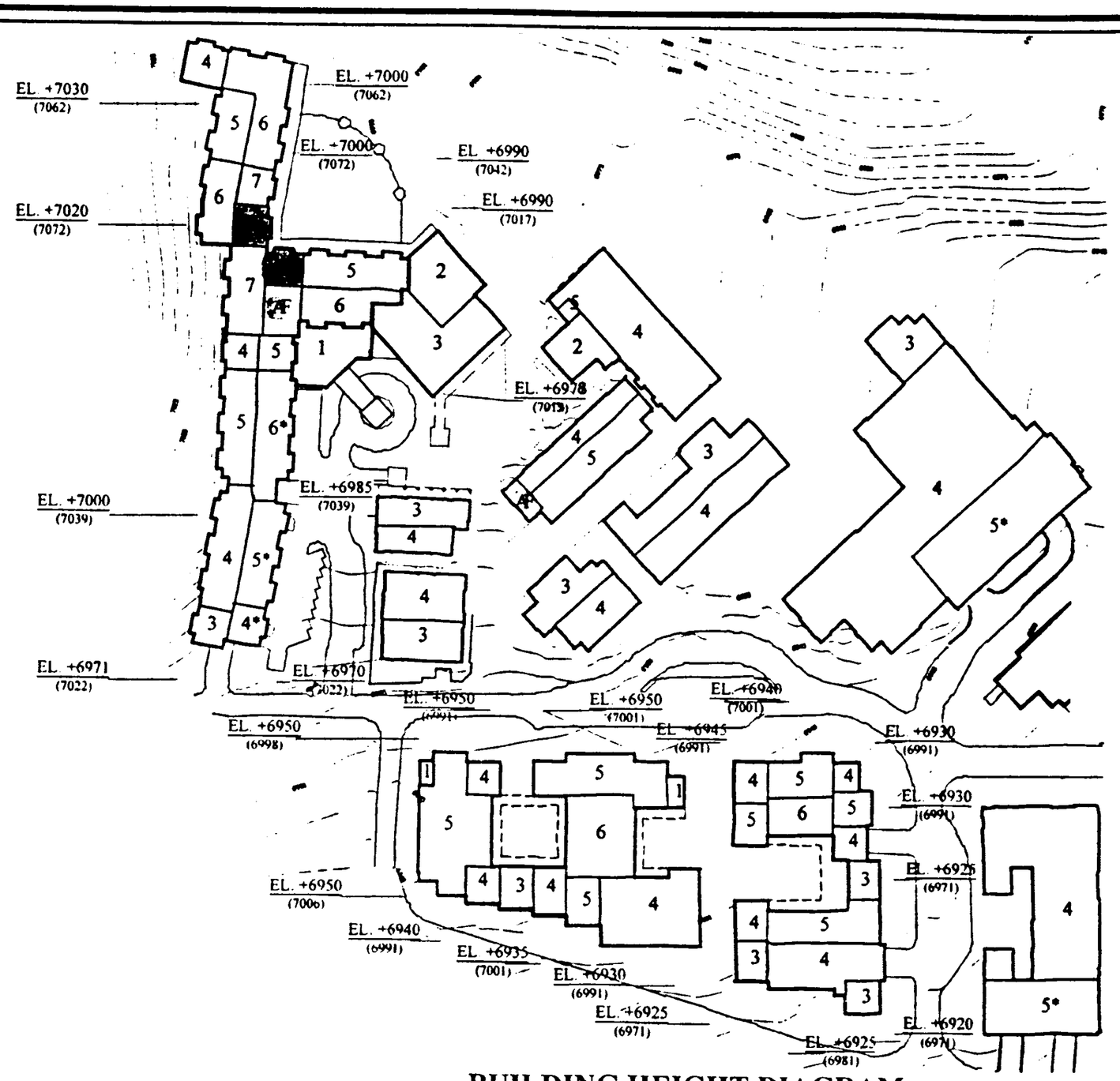
CONCEPT PLAZA PLAN

BSA No. 9601

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

April 23, 1997
Rev. May 14, 1997

00513070 Bk01166 Pg00414



LEGEND

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

AF ARCHITECTURAL FEATURE ABOVE 100'

EL +6999 (6999) EXISTING GRADE
EST. BLDG. EAVE HEIGHT

* ONE LEVEL ABOVE GRADE GARAGE

Park City Ski Area

BSA Architects

BUILDING HEIGHT DIAGRAM FOR PARCELS A & B

BSA No. 9601

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

April 23, 1997

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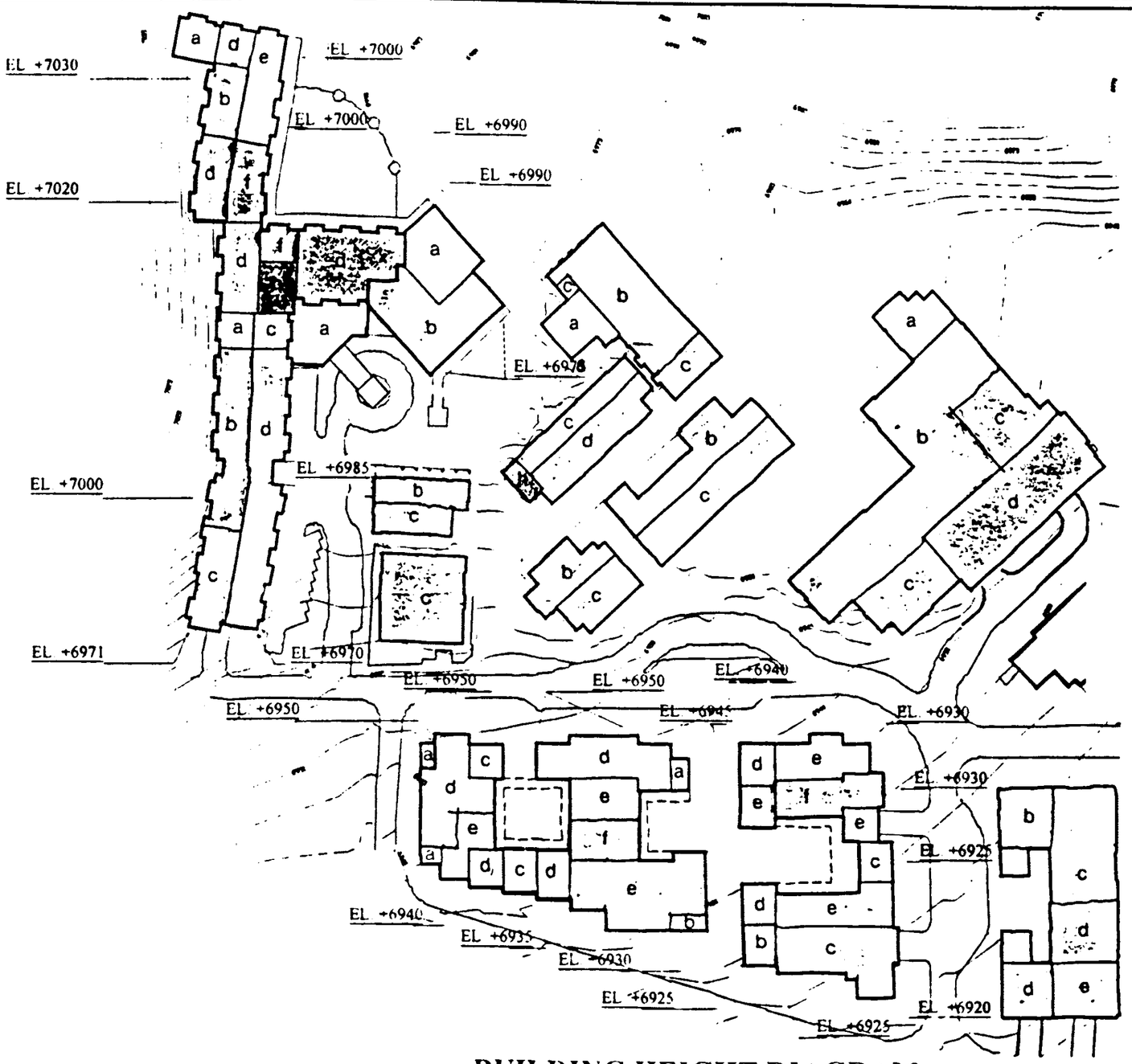
00513070 Bx01166 Pg00415



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

10B

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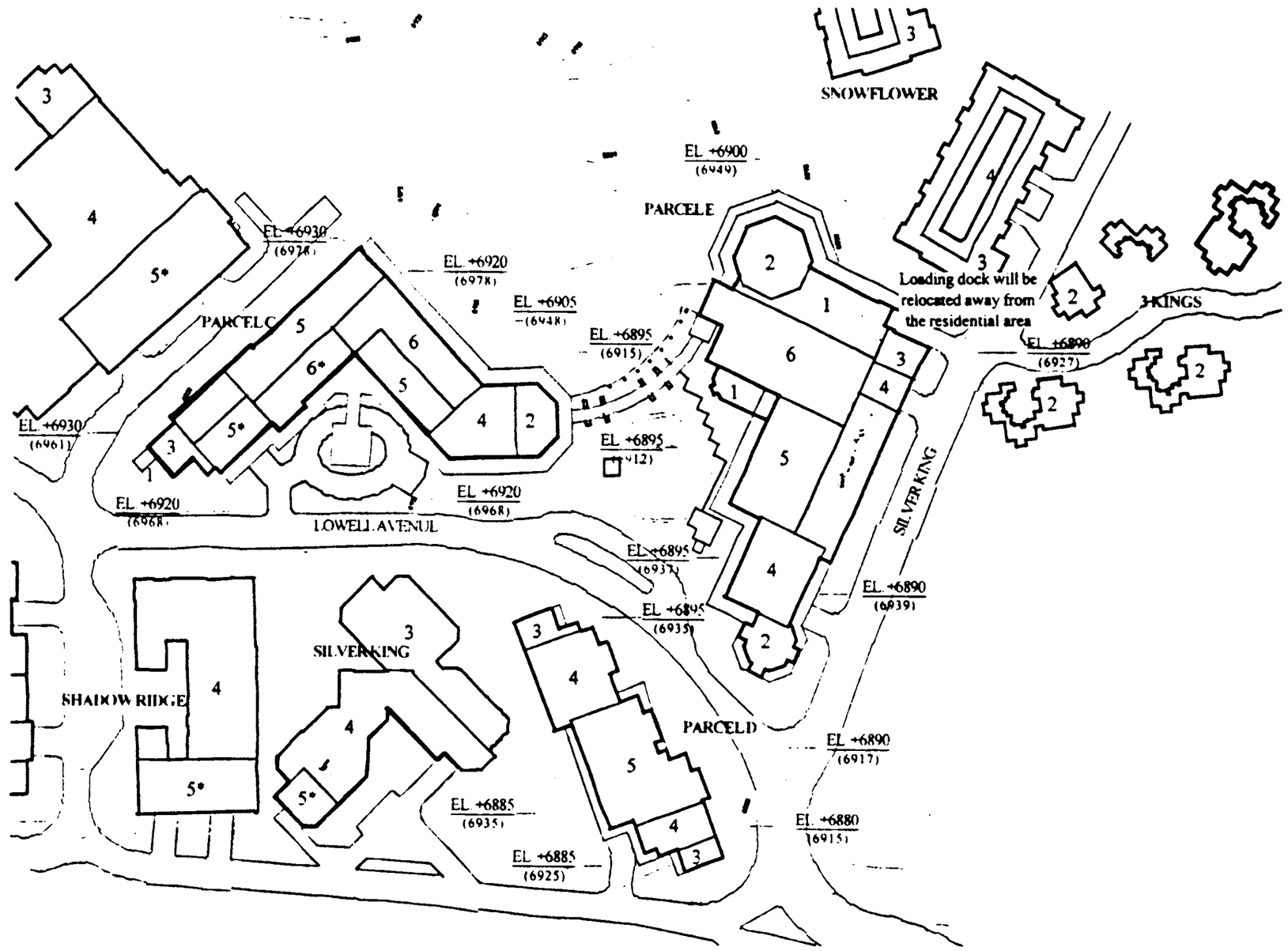
00513070 Bk01166 Pg00416



Park City Ski Area

BUILDING HEIGHT DIAGRAM
FOR PARCELS C,D & E

BSA Architects

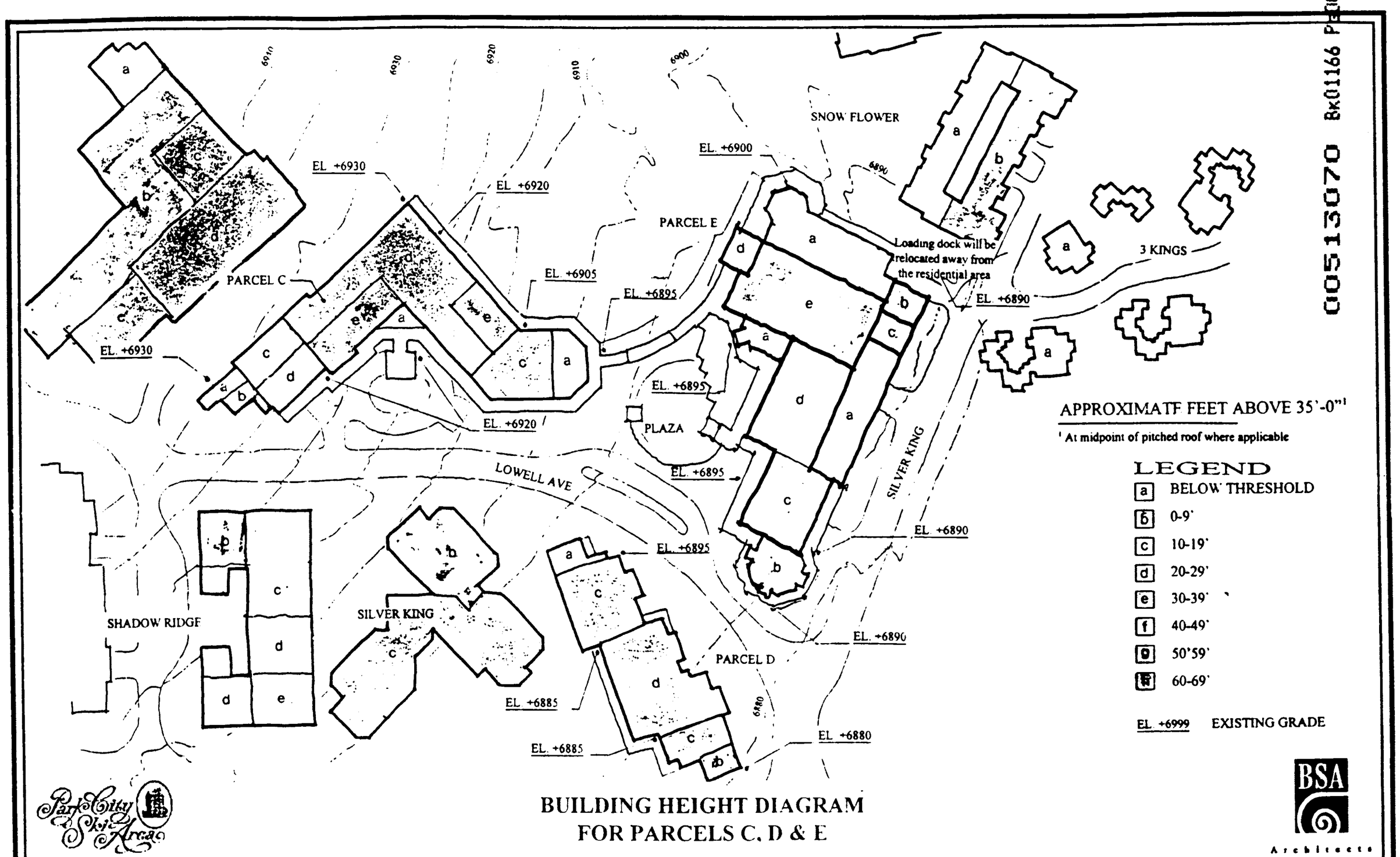
BSA No. 9601

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

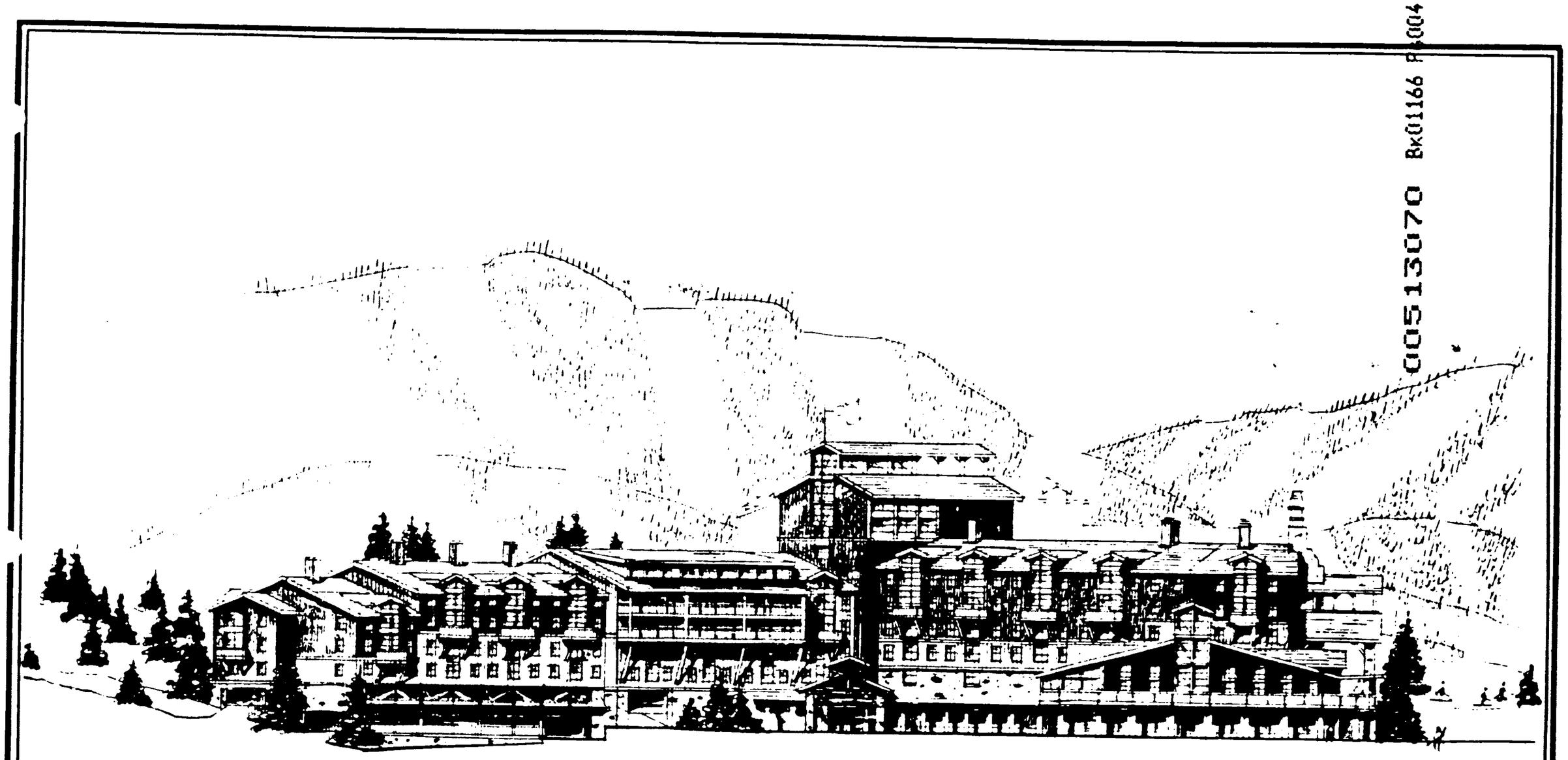
BUILDING ELEVATIONS

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)

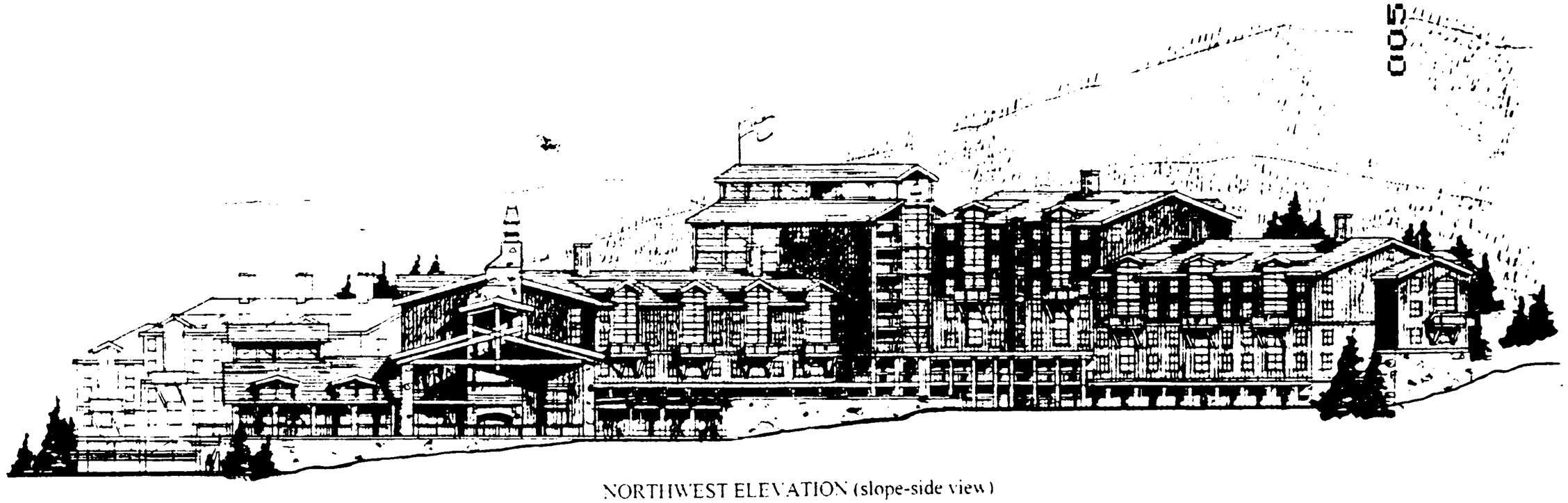
Park City Ski Area

*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.

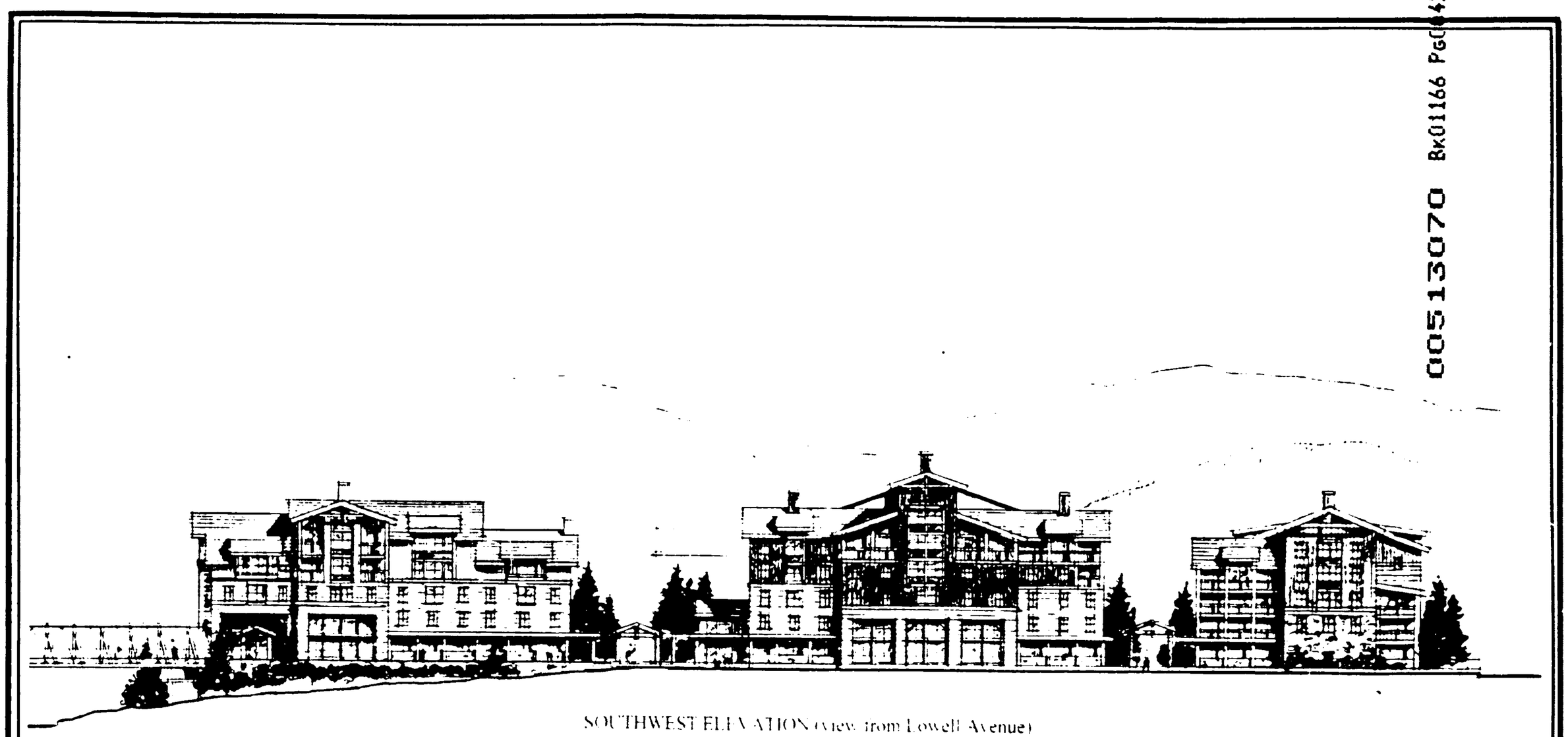
BSA Architects

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

BSA&R No. 9601.18

PARK CITY RESORT:
BASE AREA MASTER PLAN STUDY

July 31, 1996

00513070 Bk01166 Pg00422



NORTHWEST ELEVATION (view from Shadow Ridge)

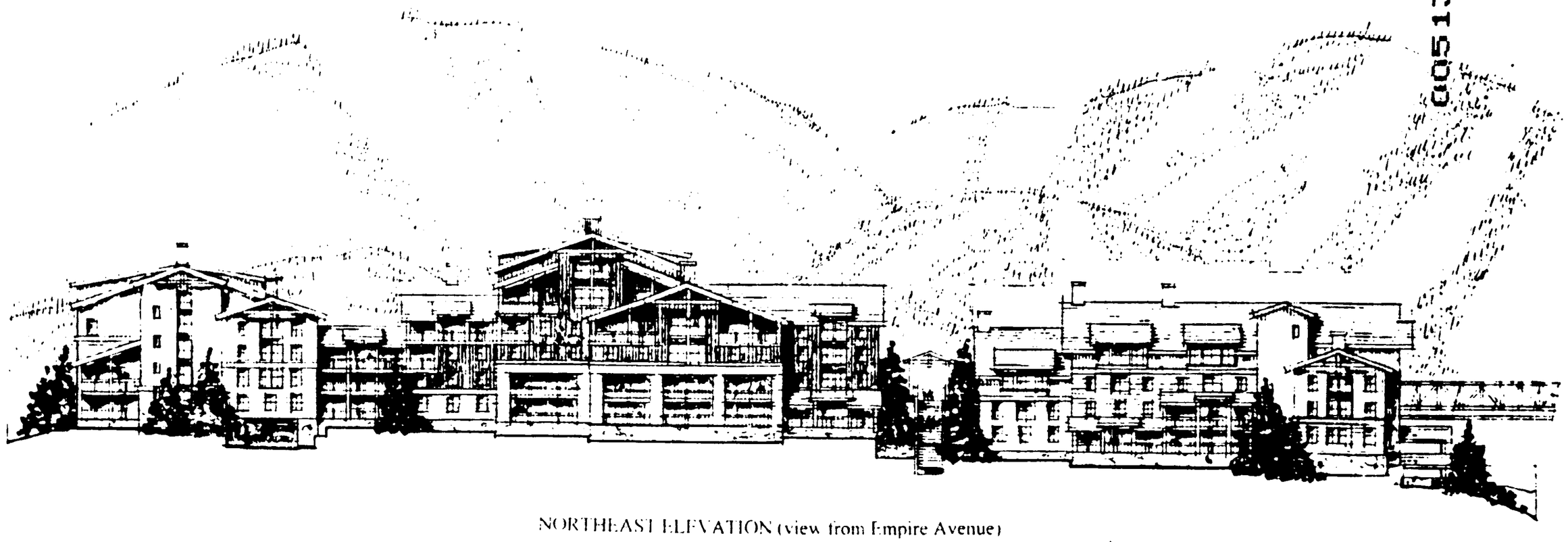
Park City Ski Area(s)

*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

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005 13070 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

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00513070 Bk01166 Pg00426



NORTHEAST ELEVATION (view from Entry)



NORTHWEST ELEVATION (view from Lowell Avenue)

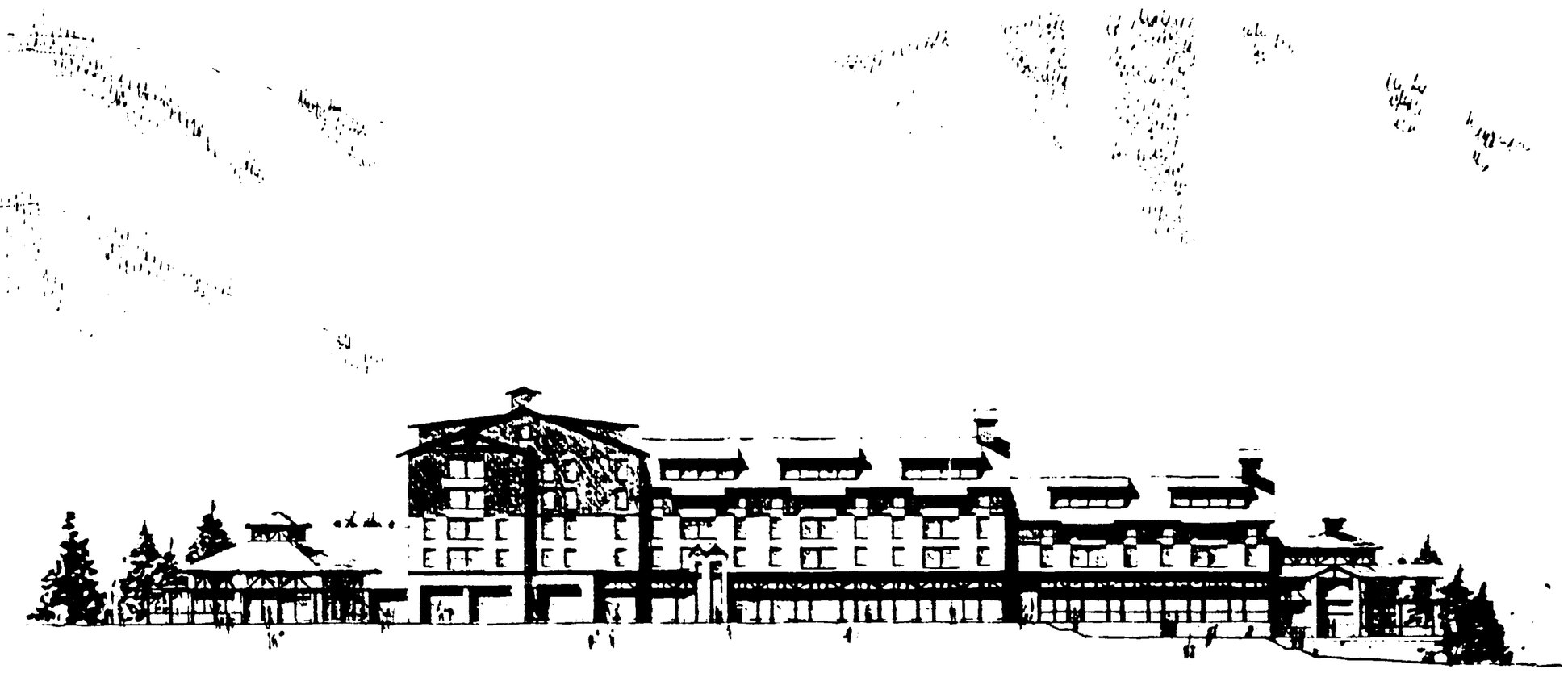
Park City Ski Area

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

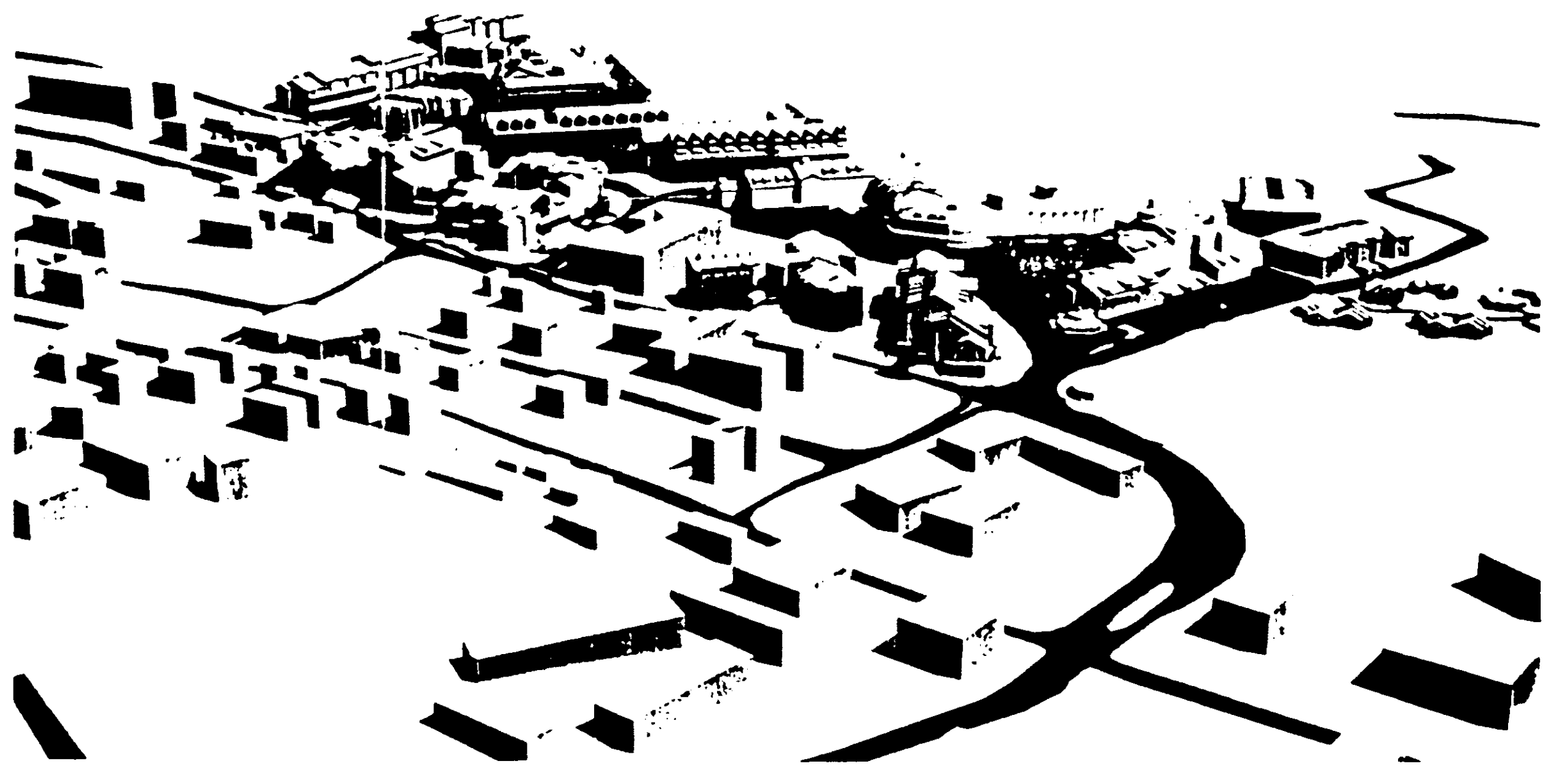
00513070 Bk01166 Pg00429

3D MODELING

Park City Ski Area

BSA Architects

00513070 Bx01166 Pg00430



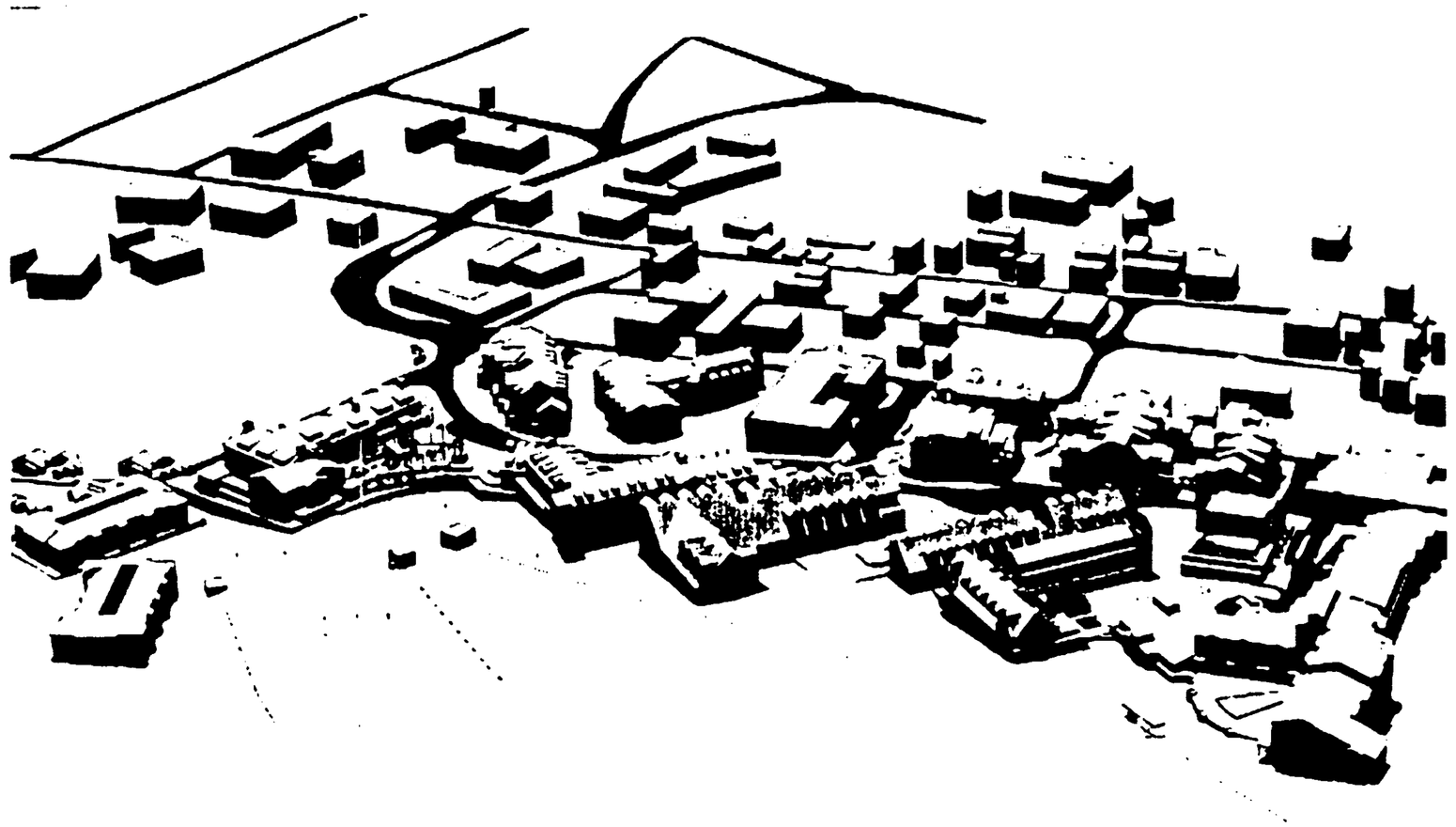
SITE MODEL: ENTRY VIEW

BSA No 9601

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

April 23, 1997

00513070 Bk01166 Pg00431



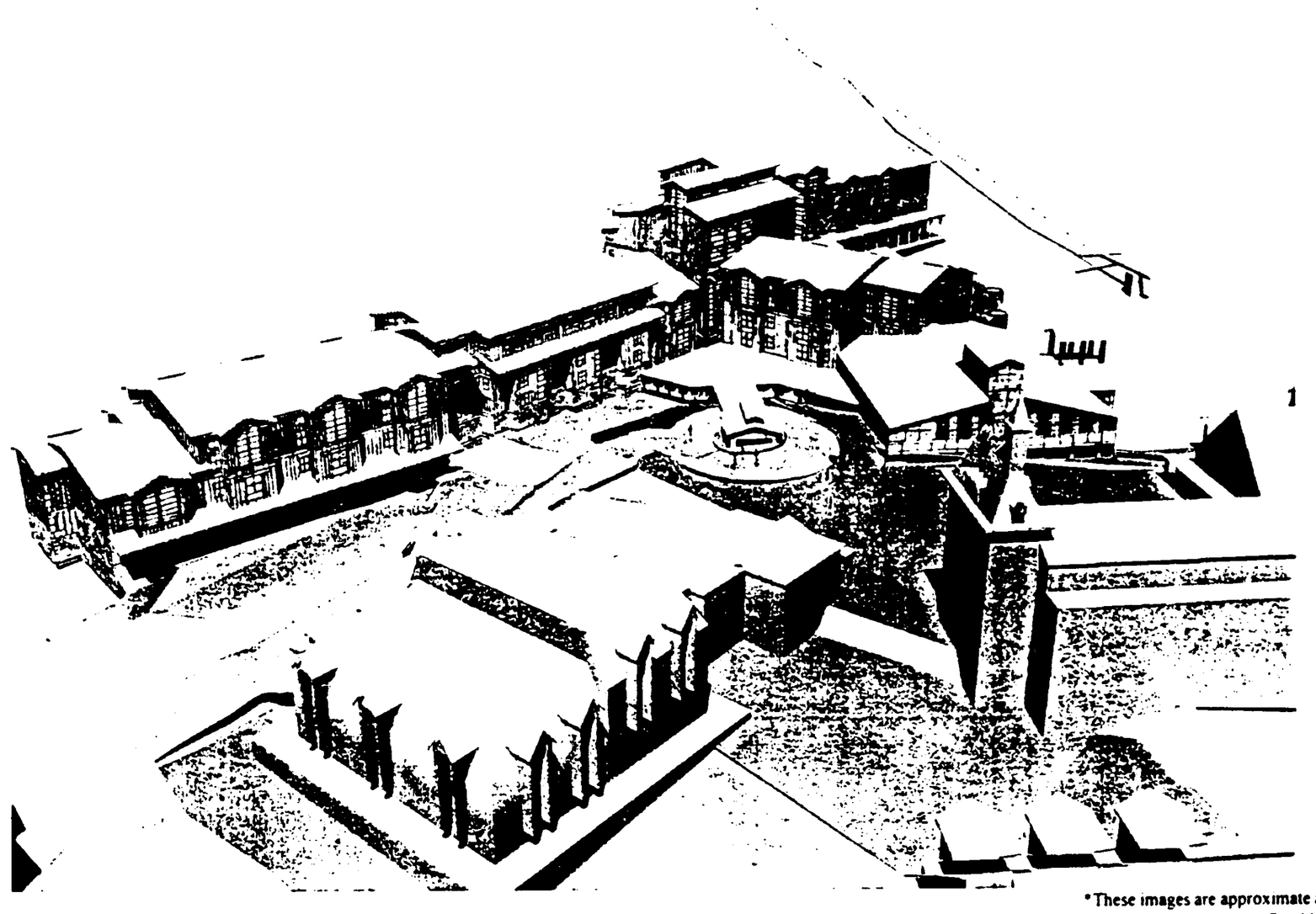
SITE MODEL: SLOPE-SIDE VIEW

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

Park City Ski Area

BSA Architects

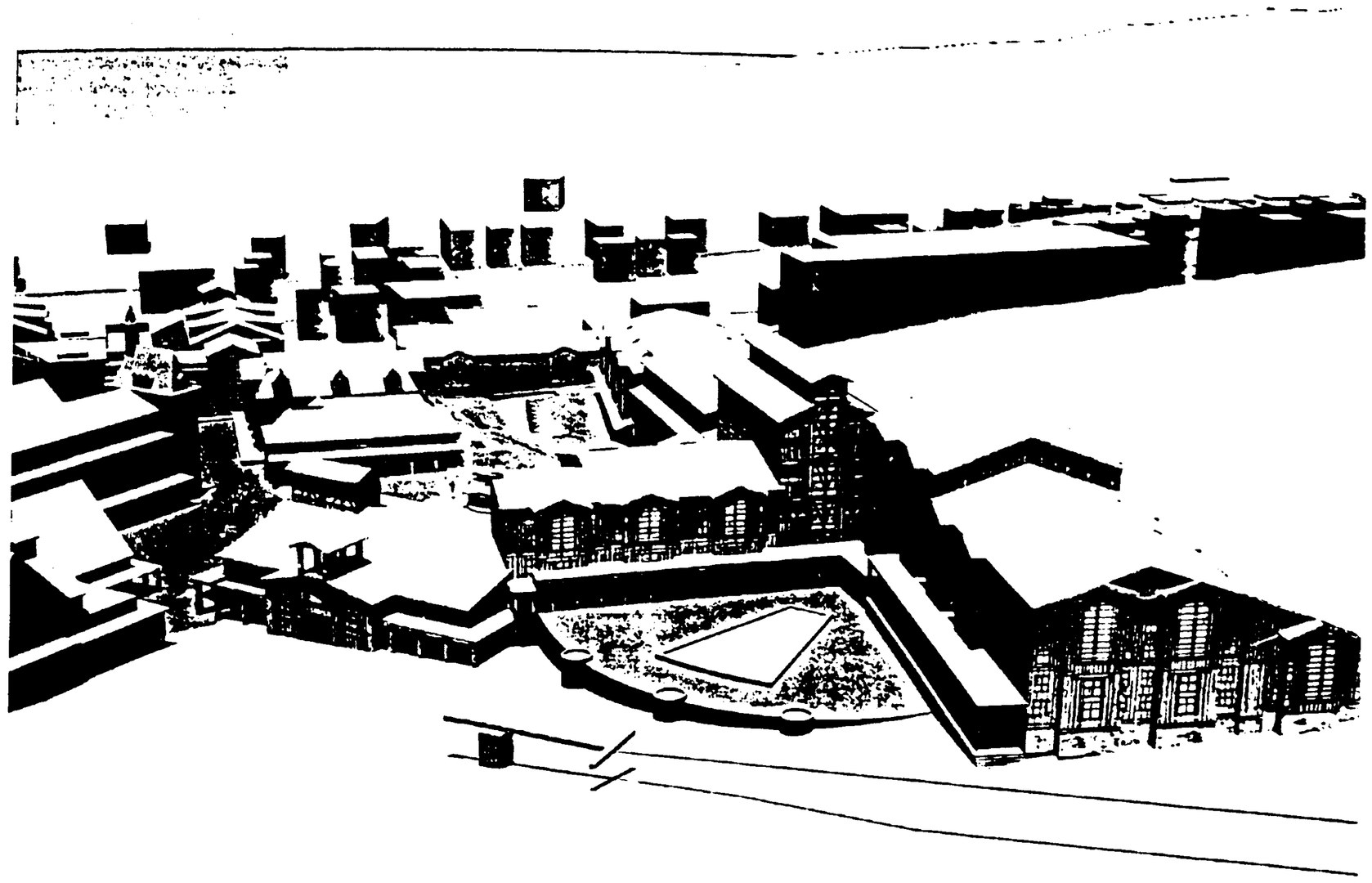
PARCEL A: REVISED BUILDING MODEL

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

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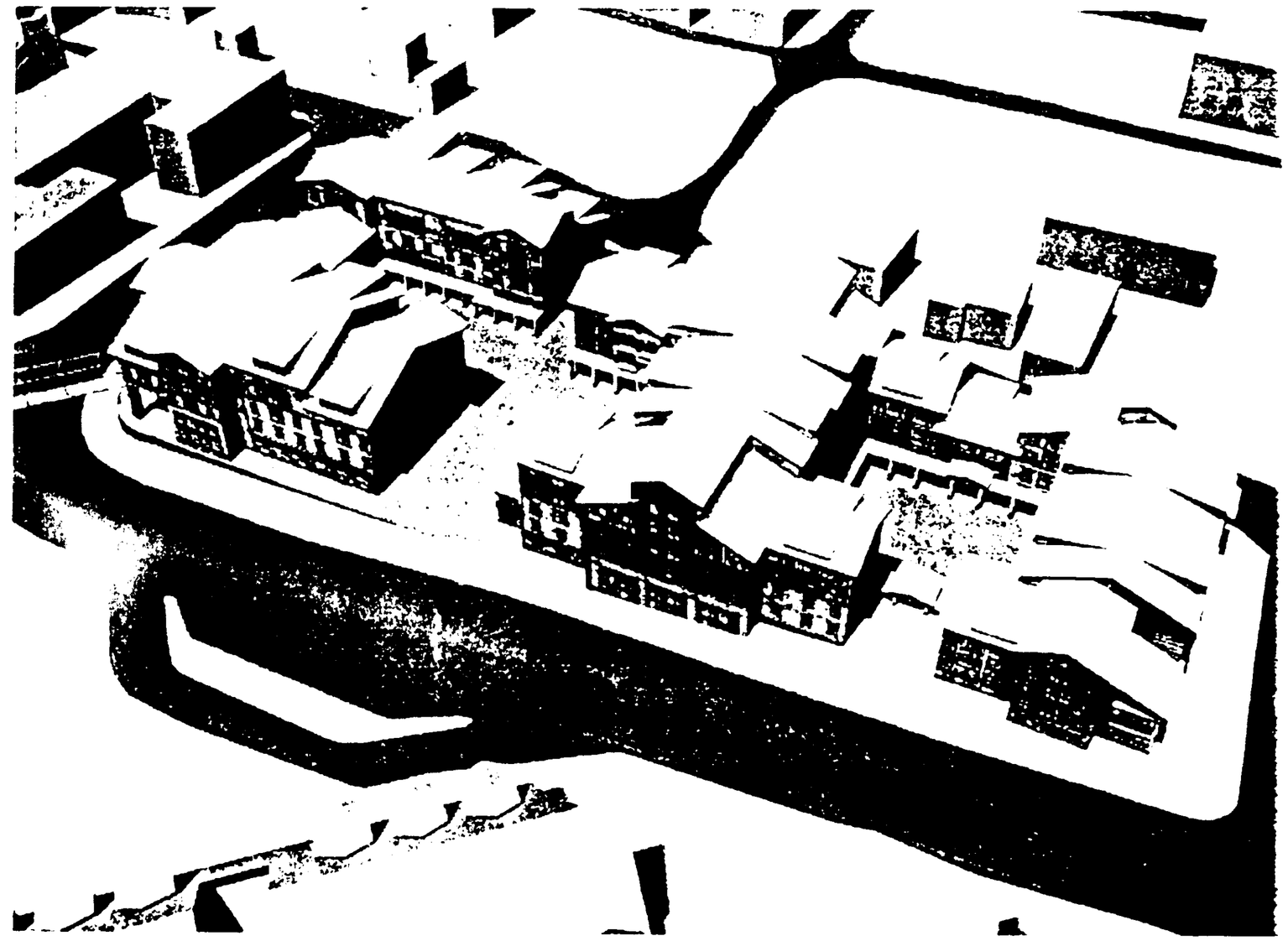


* These images are approximate and are based on conceptual diagrams that fit within the prescribed [illegible] building design elevation [illegible]

Park City Ski Area

PARCEL B: BUILDING MODEL

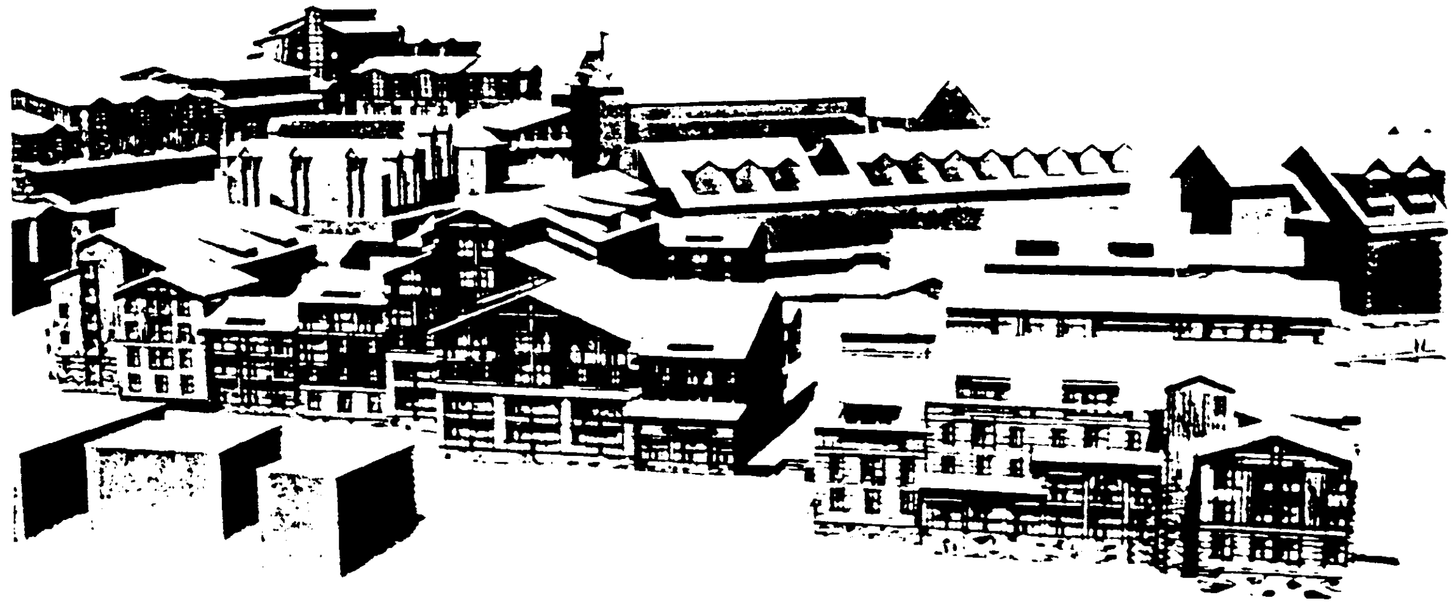
BSA Architects

BSA No. 960

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

April 23, 1997

00513070 Bk01166 Pg00435



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

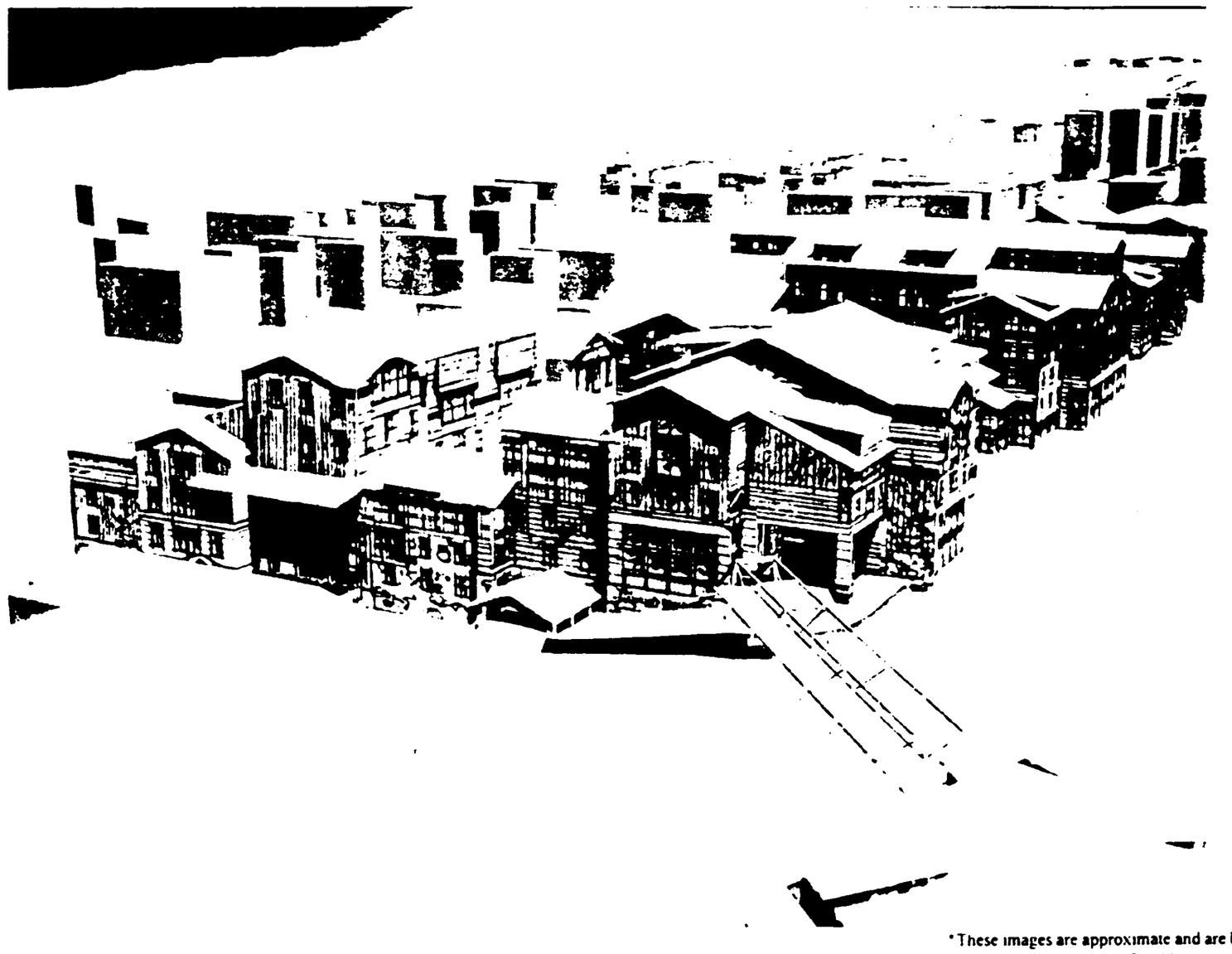
BSA Architects

BSA No. 9601

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

July 17, 1997

00513070 Bk01166 Pg00436

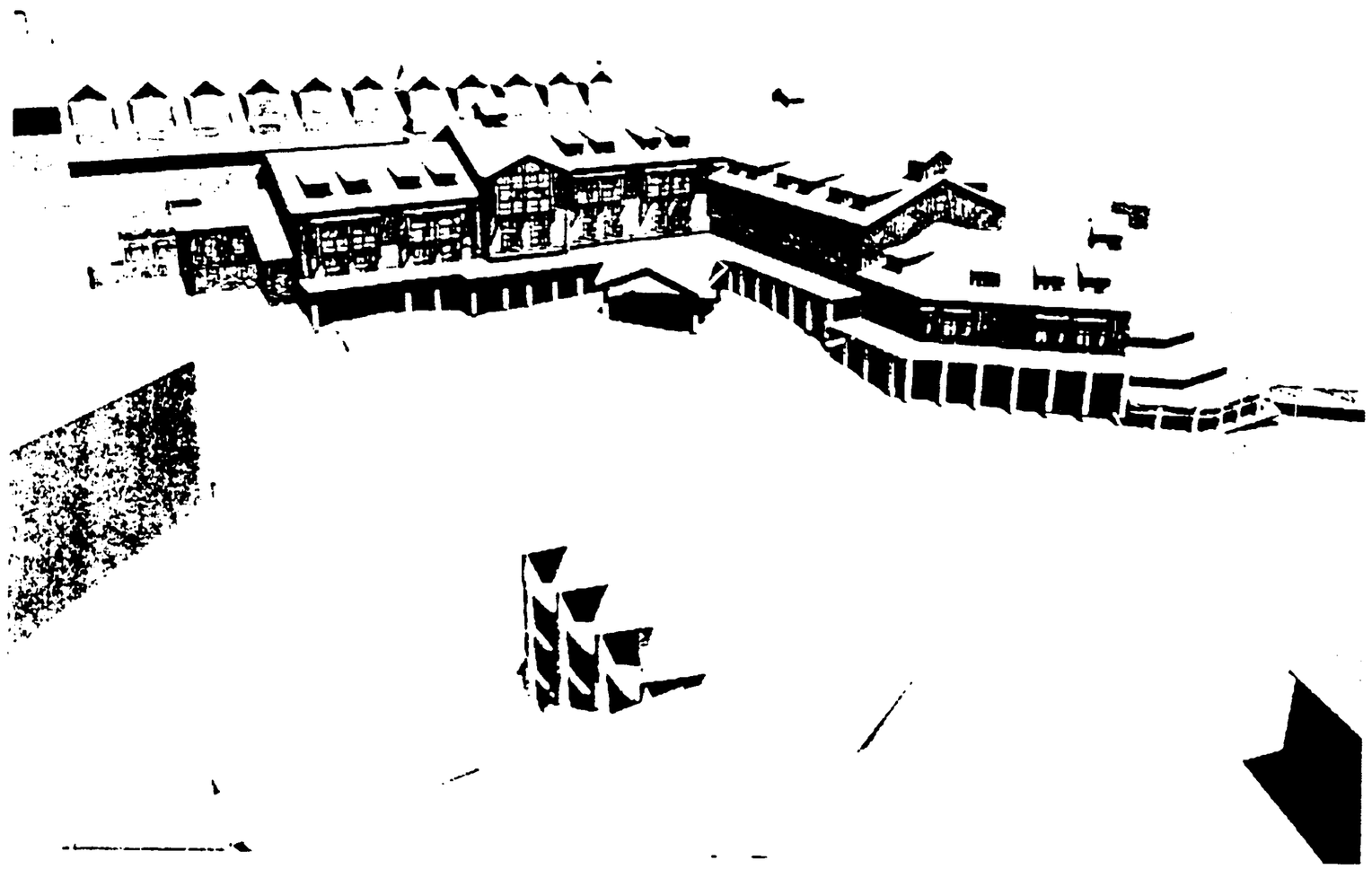


*These images are approximate and are based on conceptual diagrams that fit within the prescribed volumetrics; actual building design, elevations and shadows will vary.

* 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

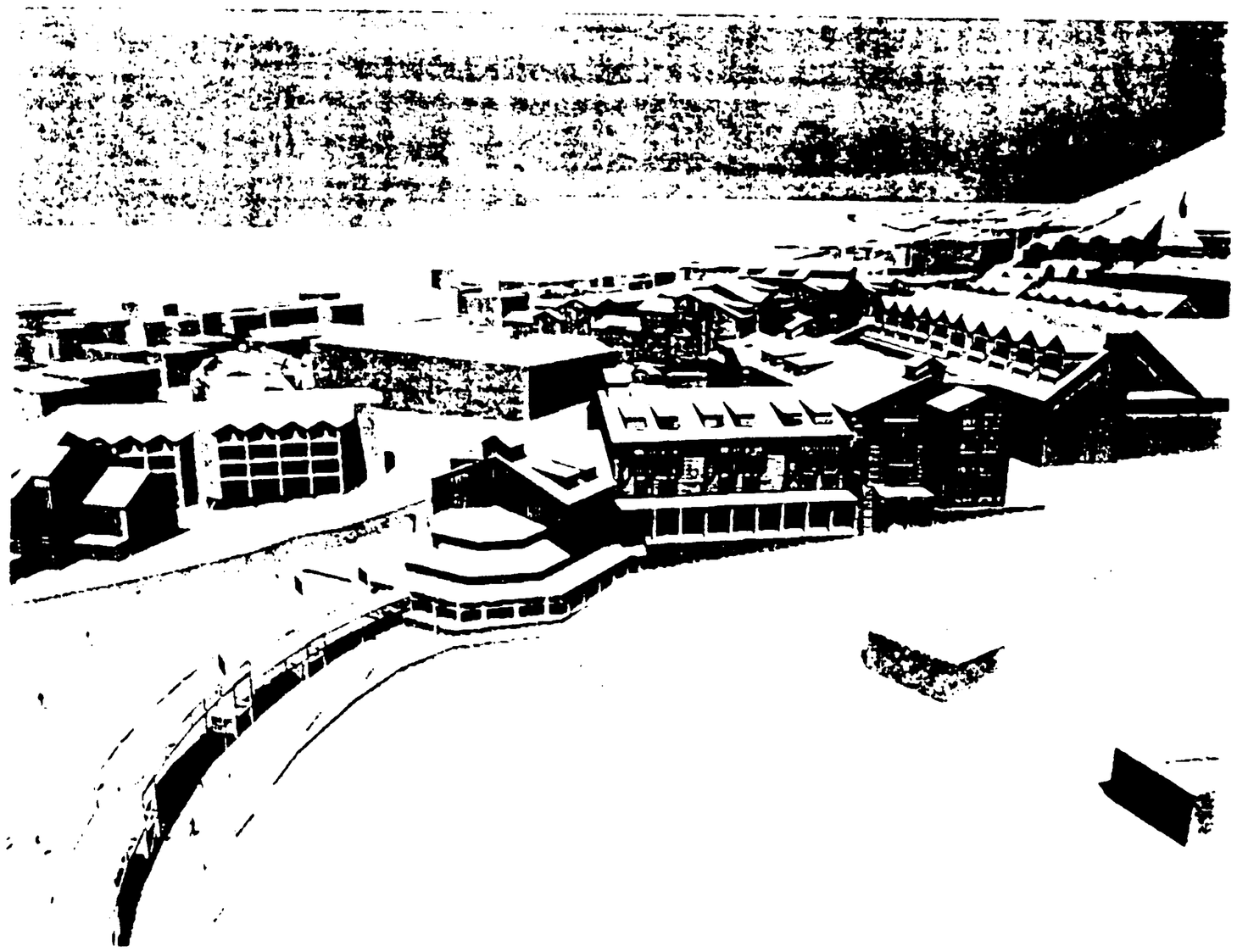
BSA No. 9601

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

March 5, 1997

33

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.

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PARCEL C: BUILDING MODEL

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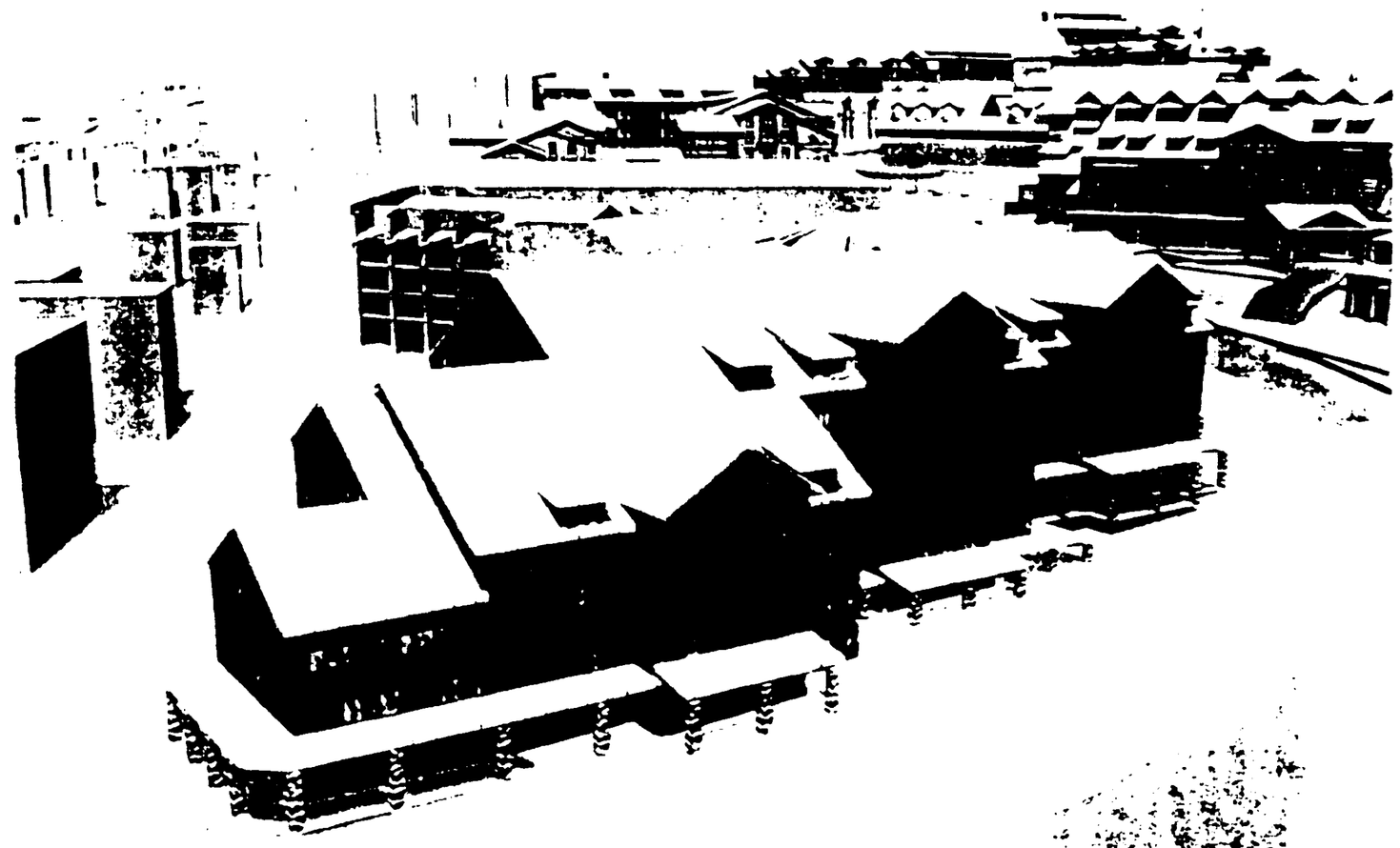
00513070 Bk01166 Pg00439



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

Park City Ski Area

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PARCEL D. BUILDING MODEL

00513070 Bk01166 Pg00440



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

PARCEL E: BUILDING MODEL

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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 of 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

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00513070 Bk01166 Pg00442

PHOTOMONTAGES

Park City Ski Area

BSA Architects

00513070 Bk01166 Pg00443



Park City Ski Area

PHOTOMONTAGE: RESORT ENTRY

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PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

July 17, 1997

00513070 Bk01166 Pg00444



PHOTOMONTAGE : PARCEL F (Entry View from Lowell Avenue)

Park City Ski Area

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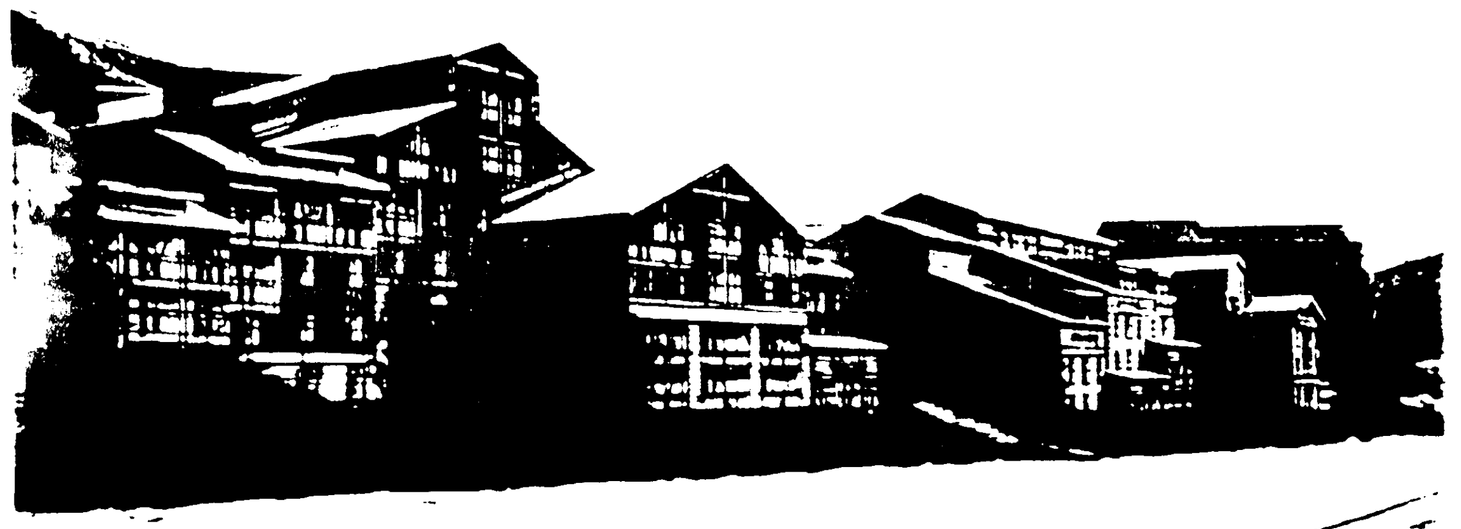
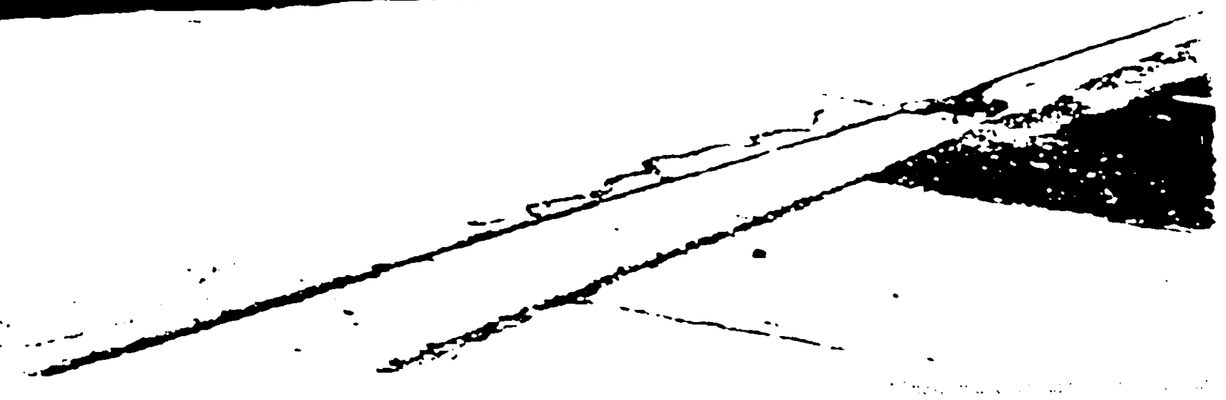
BSA No. 9640

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

July 17, 1997

00513070 Bk01166 Pg00445





PHOTOMONTAGE: PARCEL B (looking Northwest on Empire)

BSA Architects

BSA No. [illegible]

July 17, 1997

4.

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

00513070 Bx01166 Pg00446



*These images are approximate and are based on [illegible] preferred [illegible]

PHOTOMONTAGE: PARCEL B (looking Southwest on Empire)

Park City Ski Area

BSA Architects

BSA No. 960[illegible]

July 17, 1997

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY



* Loading docks will be relocated away from the residential area

PHOTOMONTAGE: PARCEL E (view from Three Kings)

Park City Ski Area

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BSA No. 9611

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

Jun. 17, 1997

00513070 Bk01156 Pg00448

SHADOW STUDIES

Park City Ski Area

BSA Architects

00513070 Bk01166 Pg00449



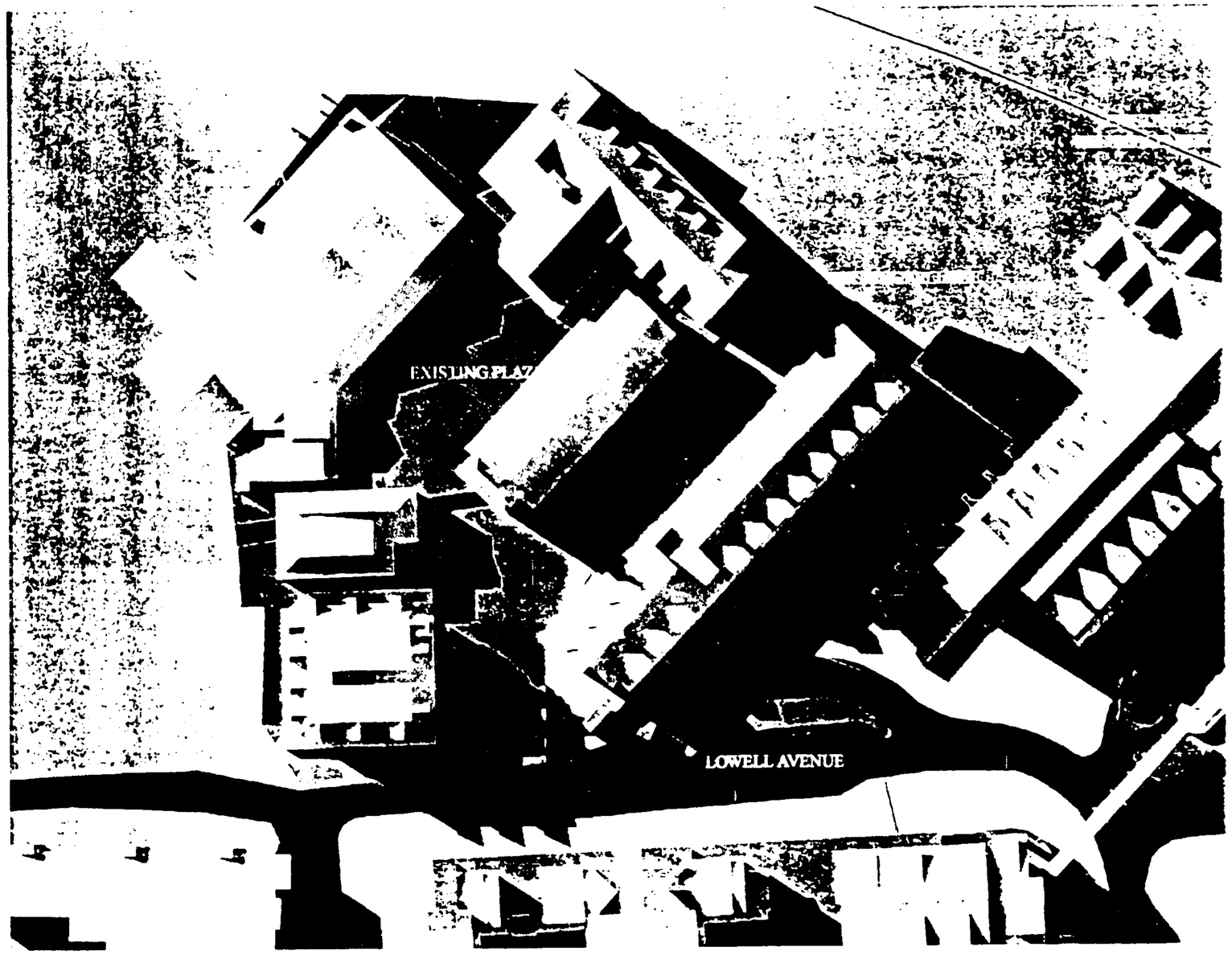
Park City Ski Area

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

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

BSA Architects

00513070 Bk01166 Pg00450



Park City Ski Area

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

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

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BSA No. 9601

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

April 23, 1997

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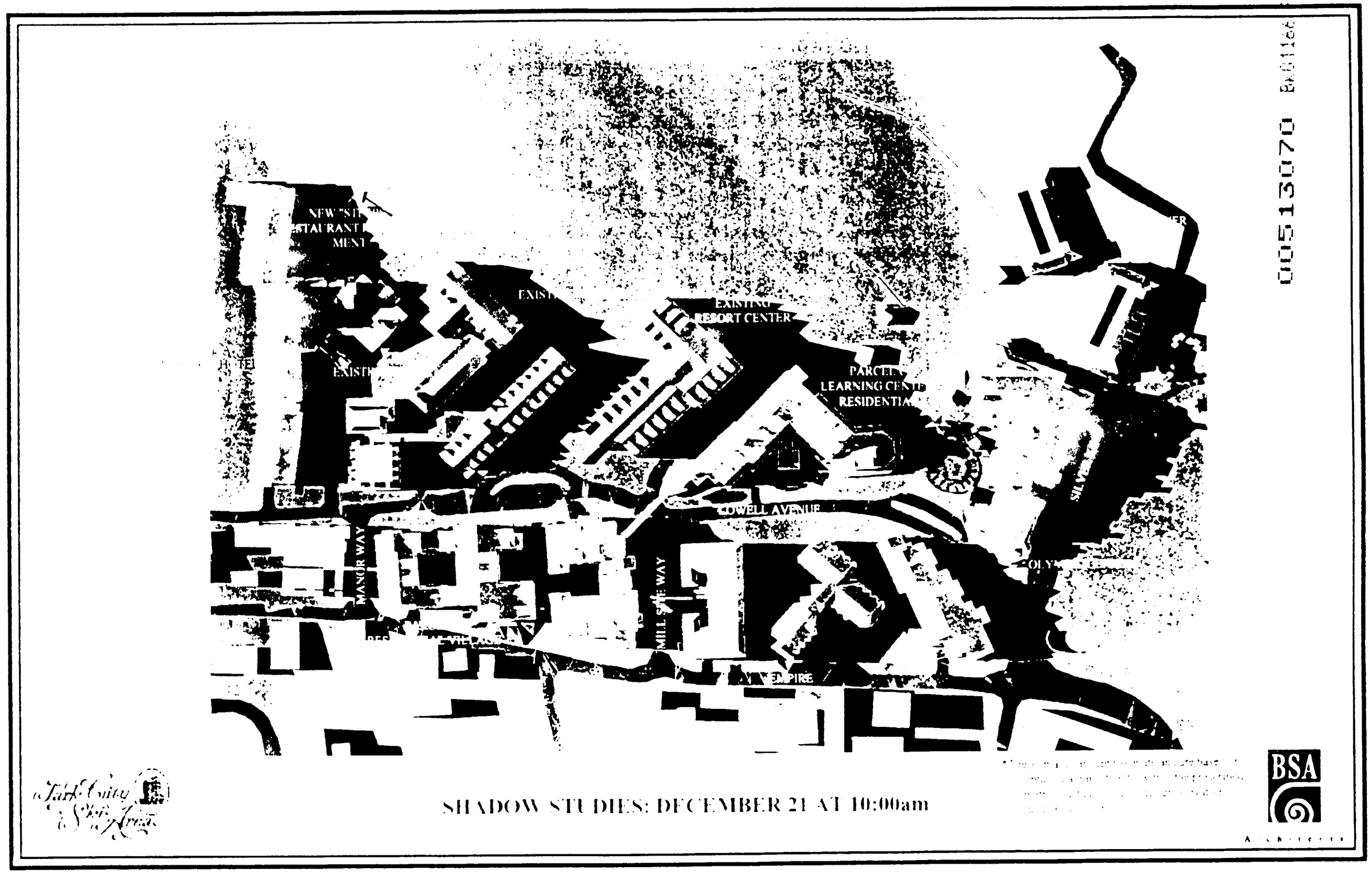
SHADOW STUDIES: EXISTING GONDOLA BUILDING
DECEMBER 21 AT 3:00pm

BSA



PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

00513070 BK01166 G00452



SHADOW STUDIES: DECEMBER 21 AT 12:00pm

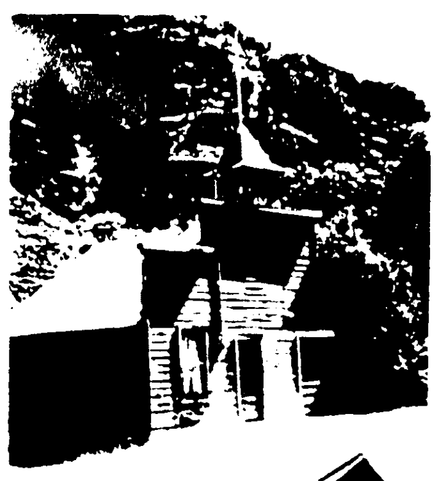
PARK CITY RESORT



SHADOW STUDIES: DECEMBER 21 AT 3:00pm

00513070 Bk01166 Pg00455

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










Silver King hoist building









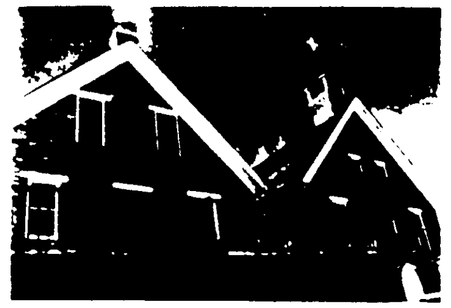


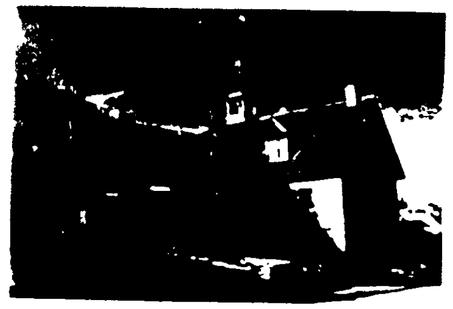
Park City Ski Area

BSA Architects

Mills and Mines

00513070 Bk01166 Pg00457







Old Town: Public Buildings

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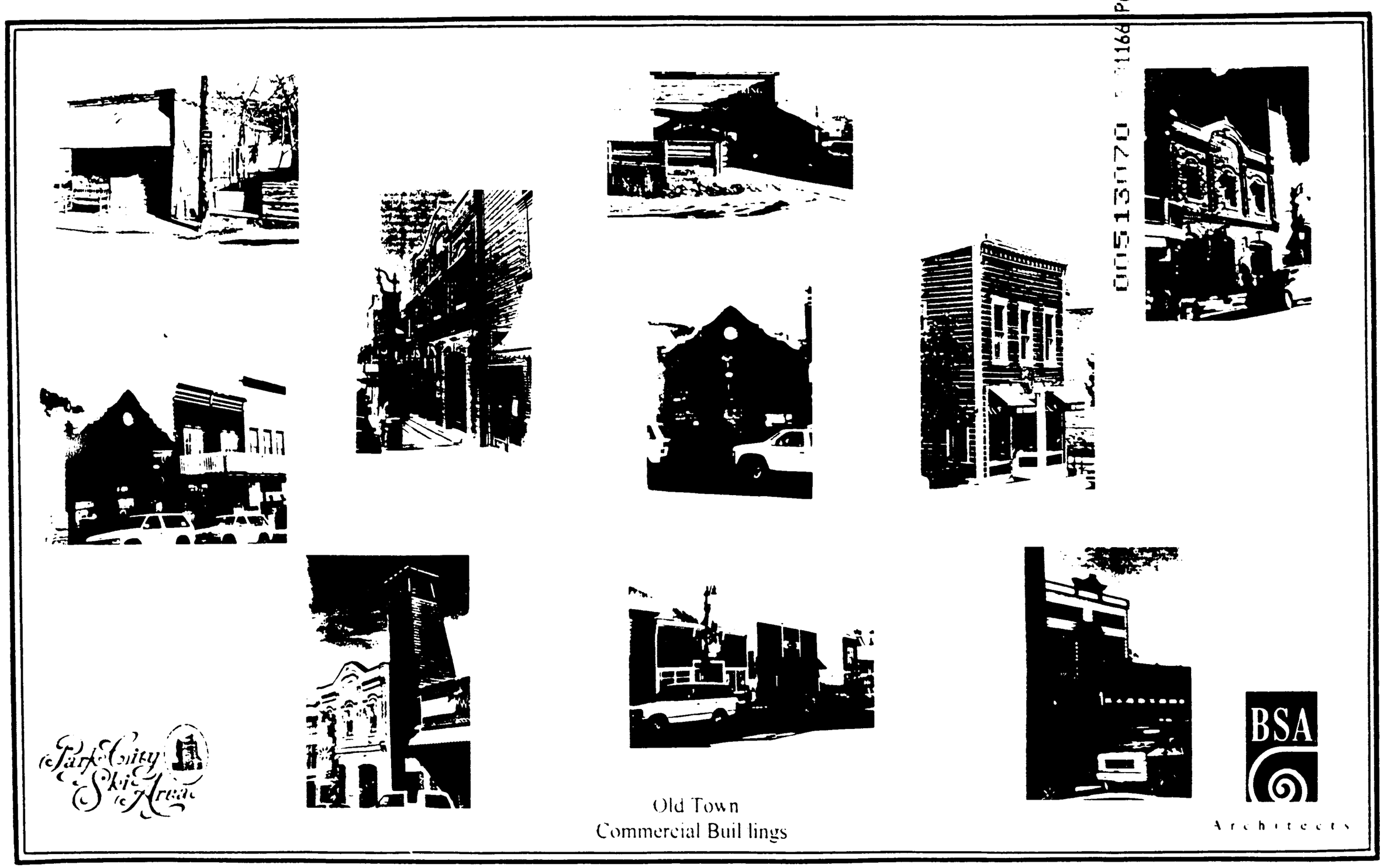
00513070 1166 Pg00458



Old Town
Commercial Buil lings

Park City Ski Area

BSA Architects



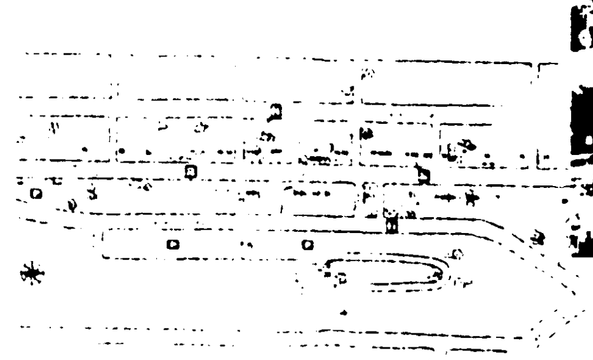














Park City Ski Area

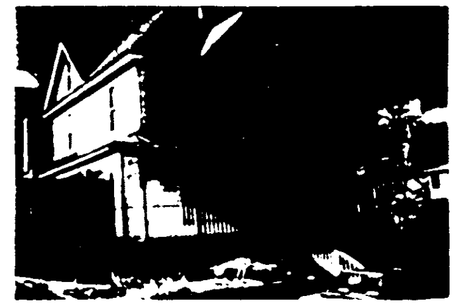
Old Town Vistas

BSA Architects

00513070 Bk01166 Pg00460



















Park City Ski Area

BSA Architects

Old Town Cottages

00513070 Bk01166 Pg00461























Park City Ski Area

Old Town Cottages

BSA

ARCHITECTS

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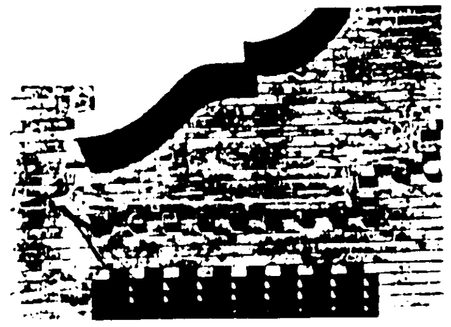
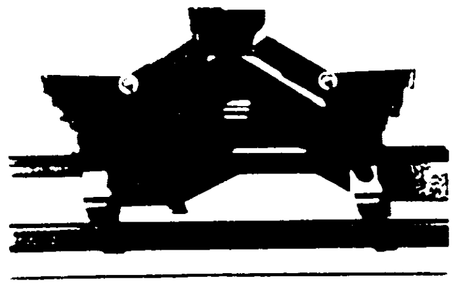
00513070 Bk01166 Pg00462



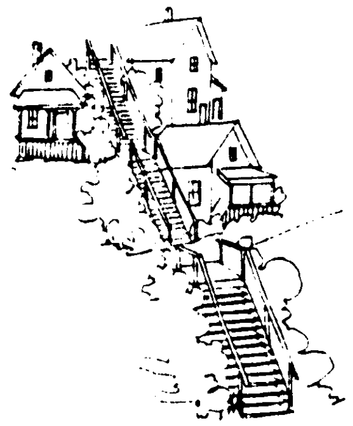


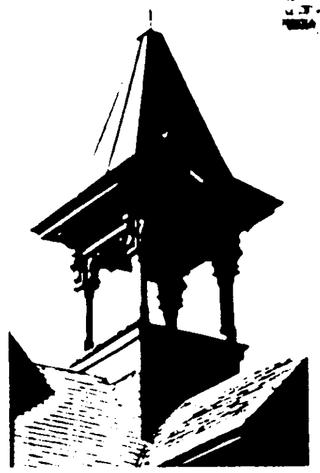
















Park City Ski Area

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

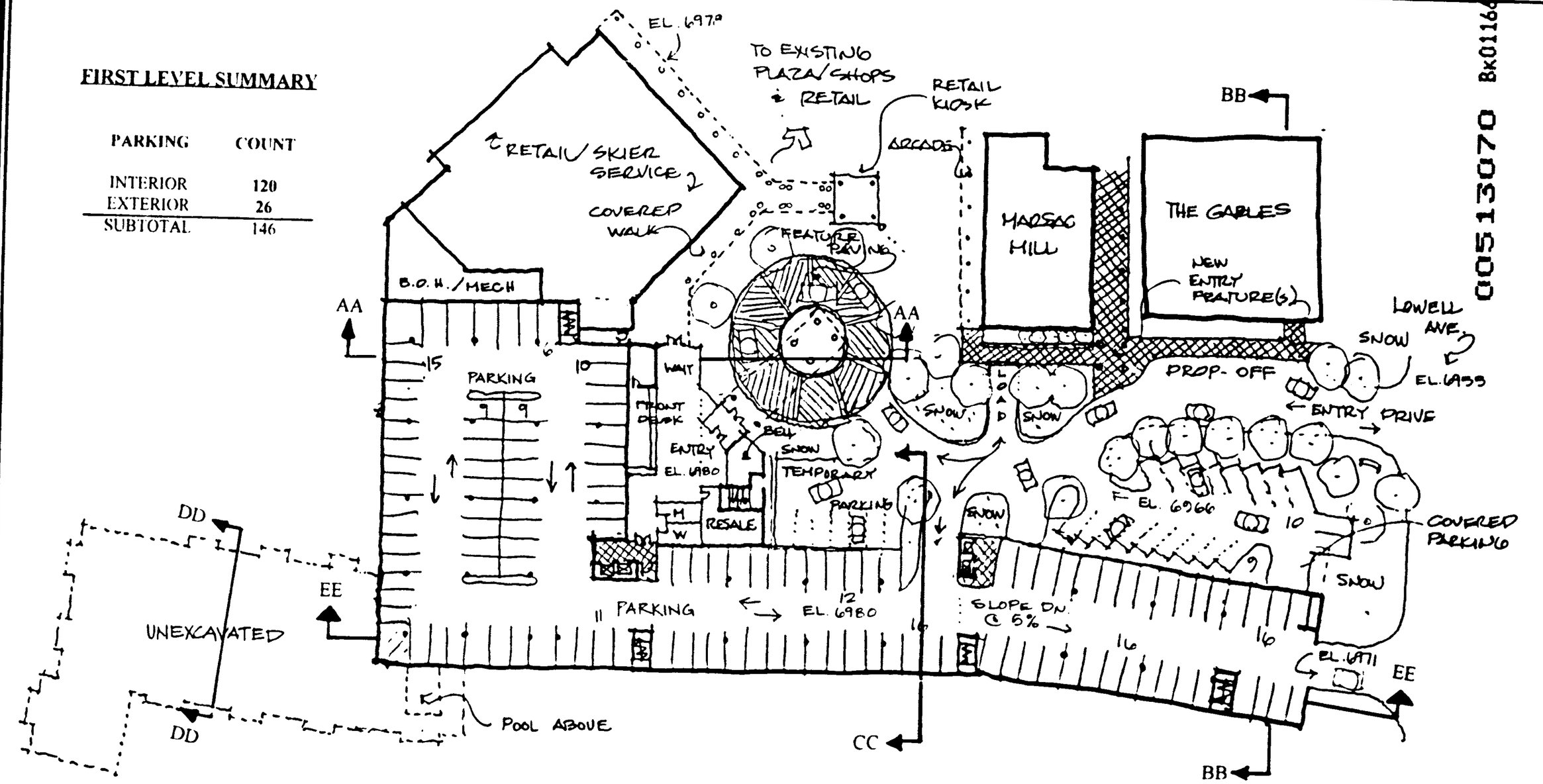
PARCEL A

Page 369 of 1195

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)

N

0 25 50 75

BSA Architects

BSA No. 9601.14

PARK CITY RESORT:

PARCEL A TIMESHARE CONCEPT

Revised May 14, 1997

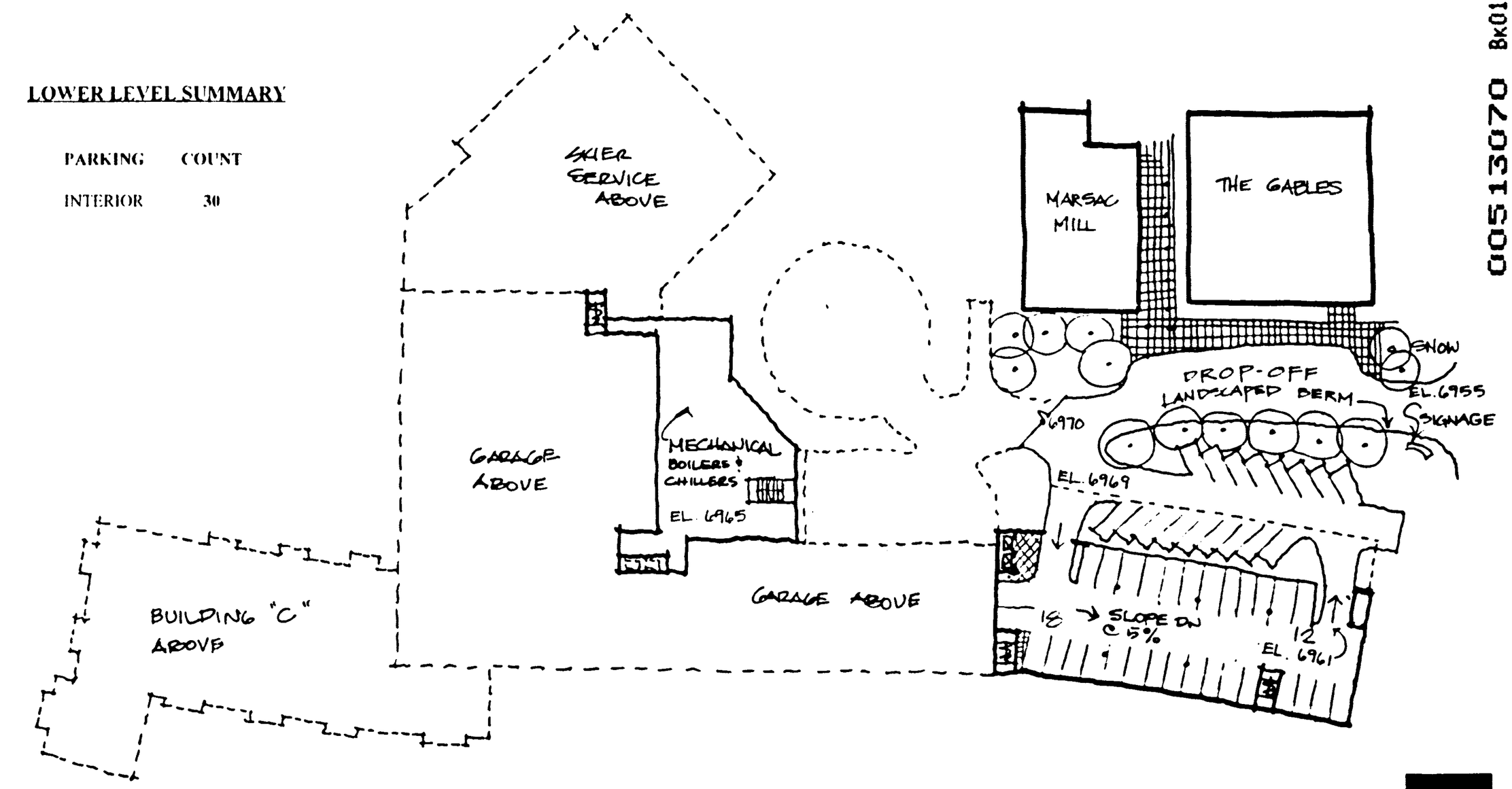
February 12, 1997

G1

00513070 Bk01166 Pg00466

LOWER LEVEL SUMMARY

PARKING	COUNT
INTERIOR	30



Park City Ski Areas

LOWER LEVEL PLAN
(EL. VARIES)

0 25 50 75

BSA Architects

BSA No. 9601 14

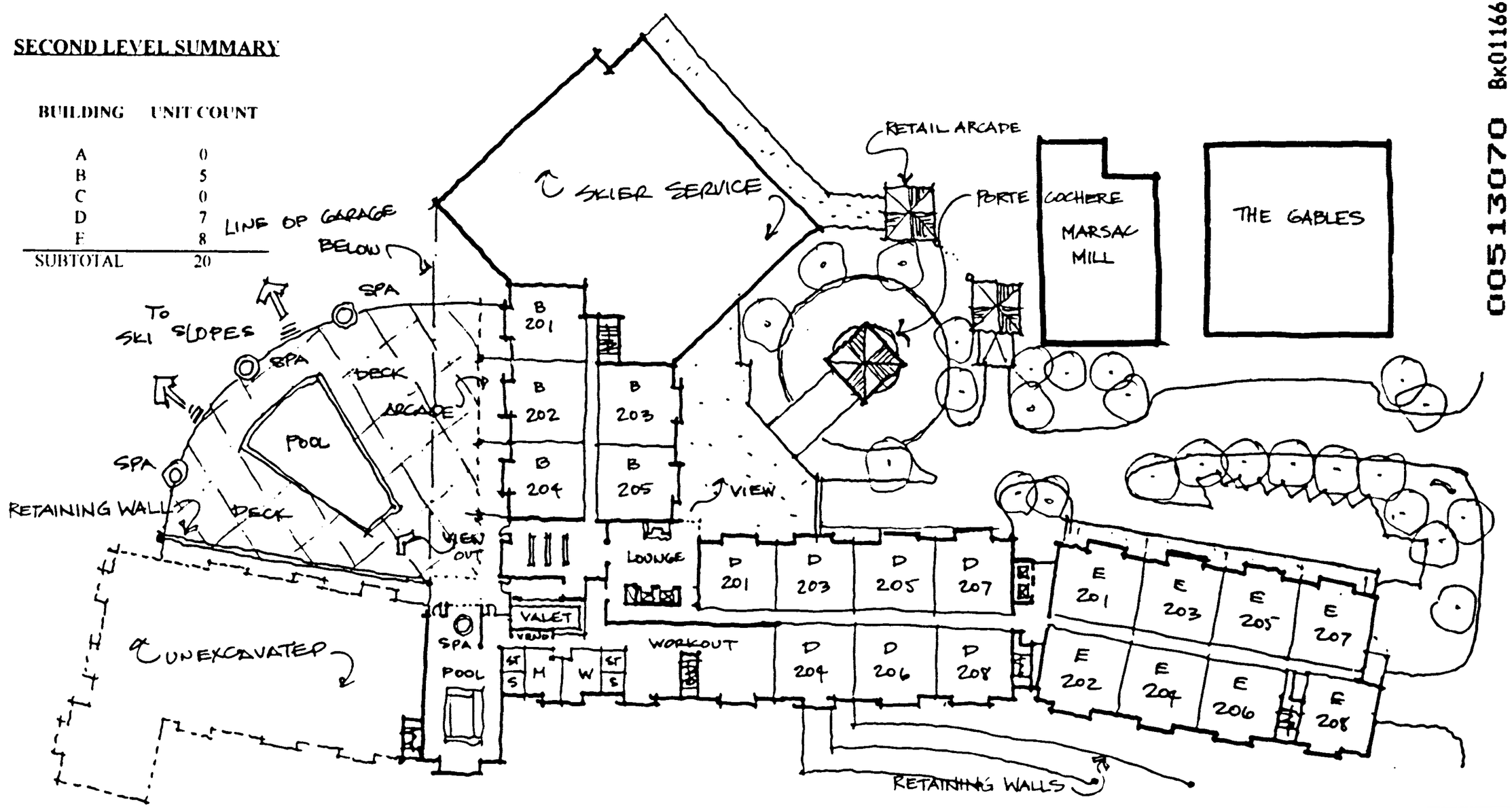
PARK CITY RESORT:
PARCEL A TIMESHARE CONCEPT

February 12, 1997
G2

00513070 Bk01166 Pg00467

SECOND LEVEL SUMMARY

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



Park City Ski Area

SECOND LEVEL PLAN
(EL. +/- 6990)

BSA Architects

BSA No. 9601.14

PARK CITY RESORT:
PARCEL A TIMESHARE CONCEPT

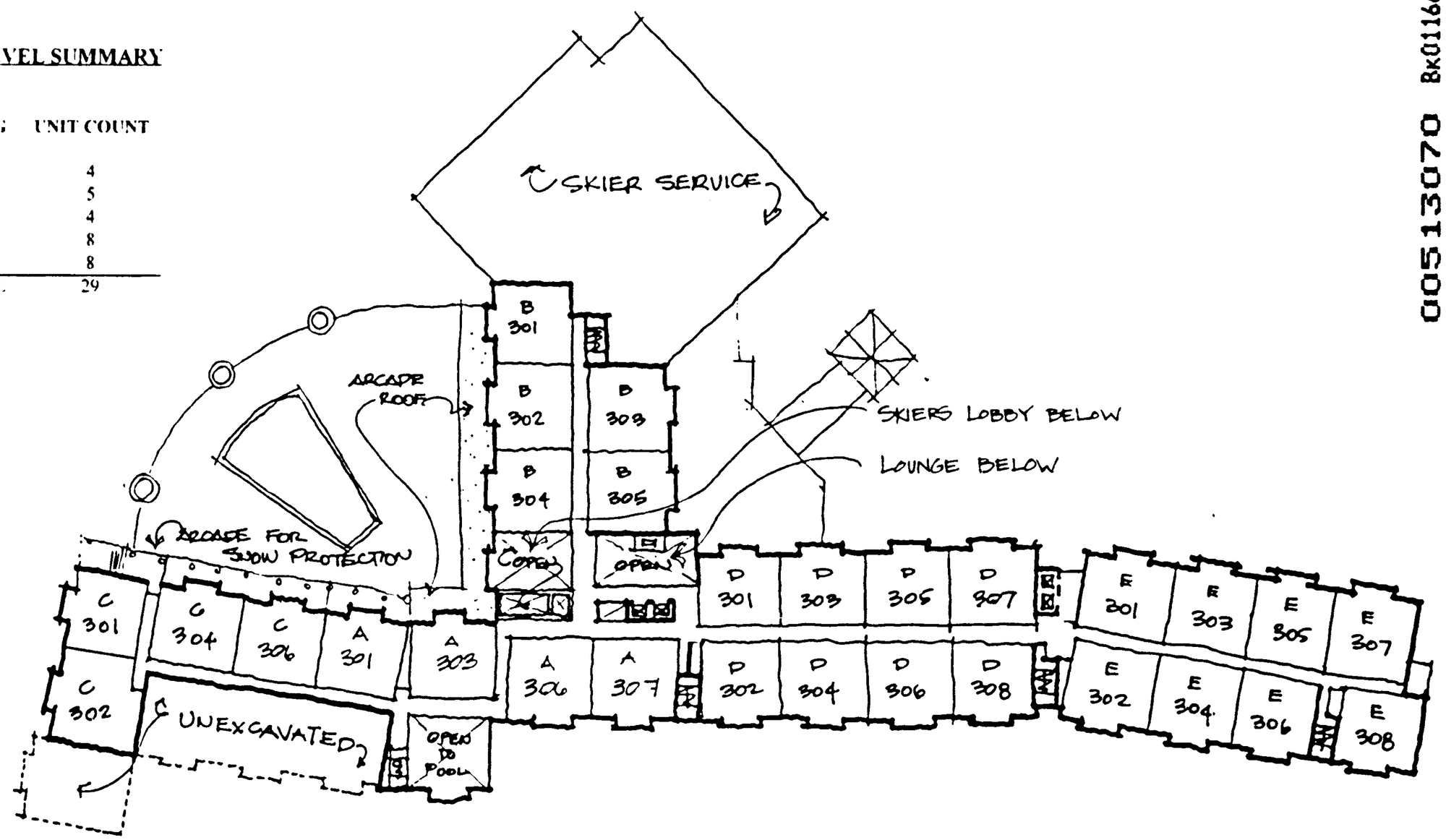
February 12, 1997

G3

00513070 Bk01166 Pg00468

THIRD LEVEL SUMMARY

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



Park City Ski Area

THIRD LEVEL PLAN
(EL. +/- 7000)

0 25 50 75

BSA Architects

BSA No. 9601.14

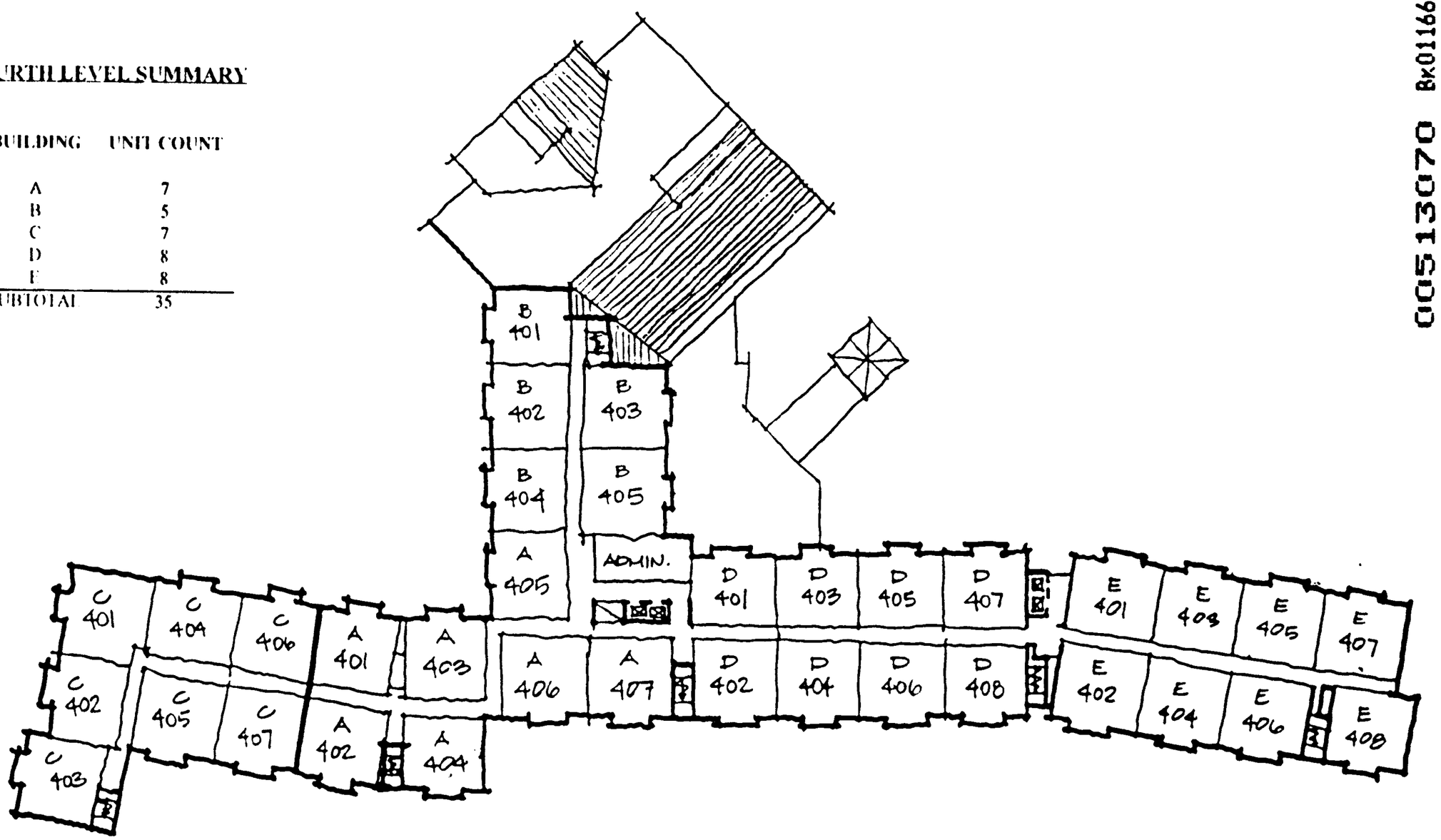
PARK CITY RESORT:
PARCEL A TIMESHARE CONCEPT

February 12, 1997
C4

00513070 Bk01166 Pg00469

FOURTH LEVEL SUMMARY

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



Park City Ski Area

FOURTH LEVEL PLAN
(EL. +/- 7010)

0 25 50 75

BSA Architects

BSA No. 9601.14

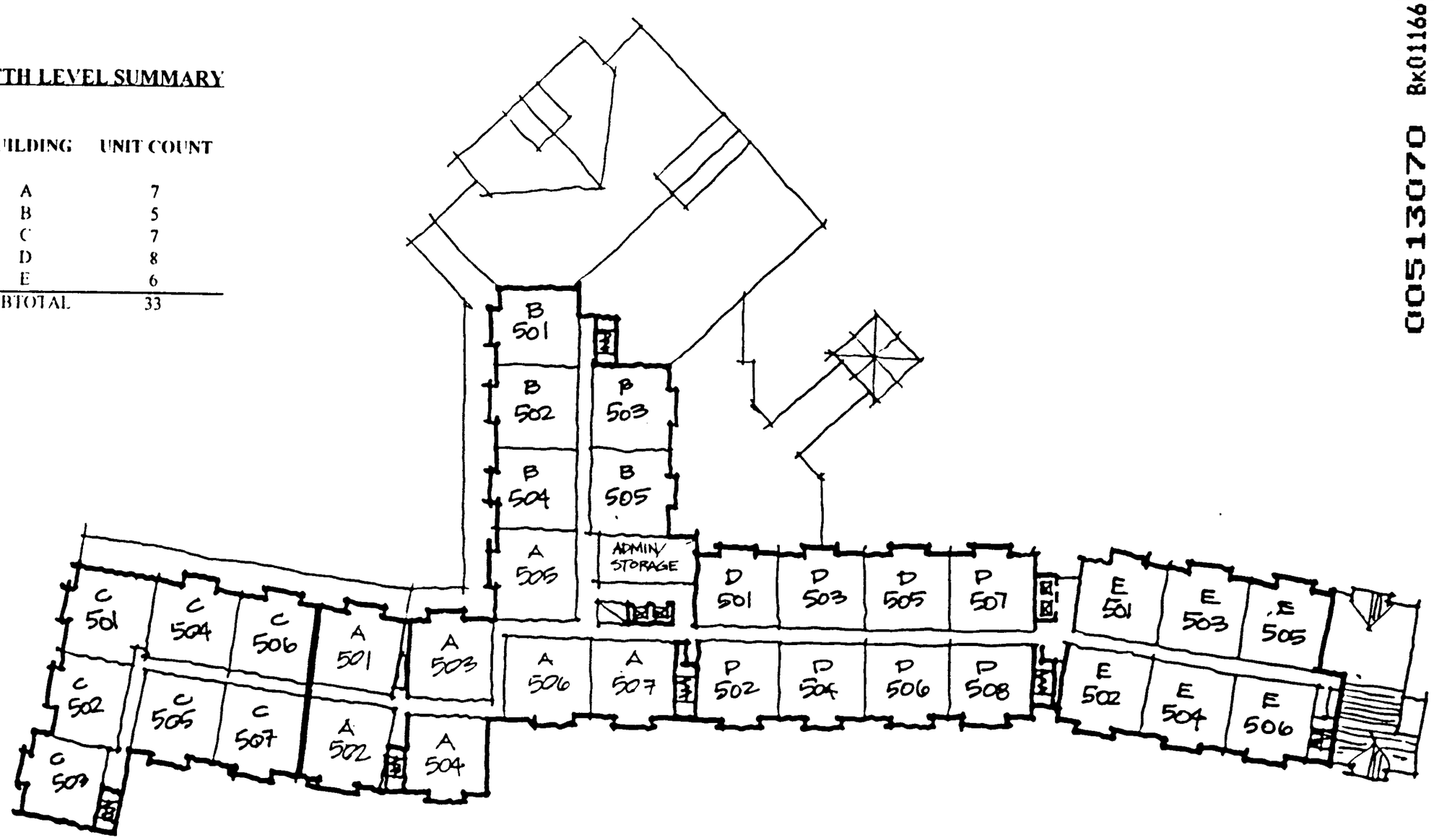
PARK CITY RESORT:
PARCEL A TIMESHARE CONCEPT

February 12, 1997

00513070 Bk01166 Pg00470

FIFTH LEVEL SUMMARY

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



Park City Ski Area

FIFTH LEVEL PLAN
(EL. +/- 7020)

0 25 50 75

BSA Architects

BSA No. 9601.14

PARK CITY RESORT:
PARCEL A TIMESHARE CONCEPT

February 12, 1997

06

00513070 Bk01166 Pg00471

SIXTH LEVEL SUMMARY

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



Park City Ski Area

SIXTH LEVEL PLAN
(EL. +/- 7030)

0 25 50 75

BSA Architects

BSA No. 9601.14

PARK CITY RESORT:
PARCEL A TIMESHARE CONCEPT

February 12, 1997

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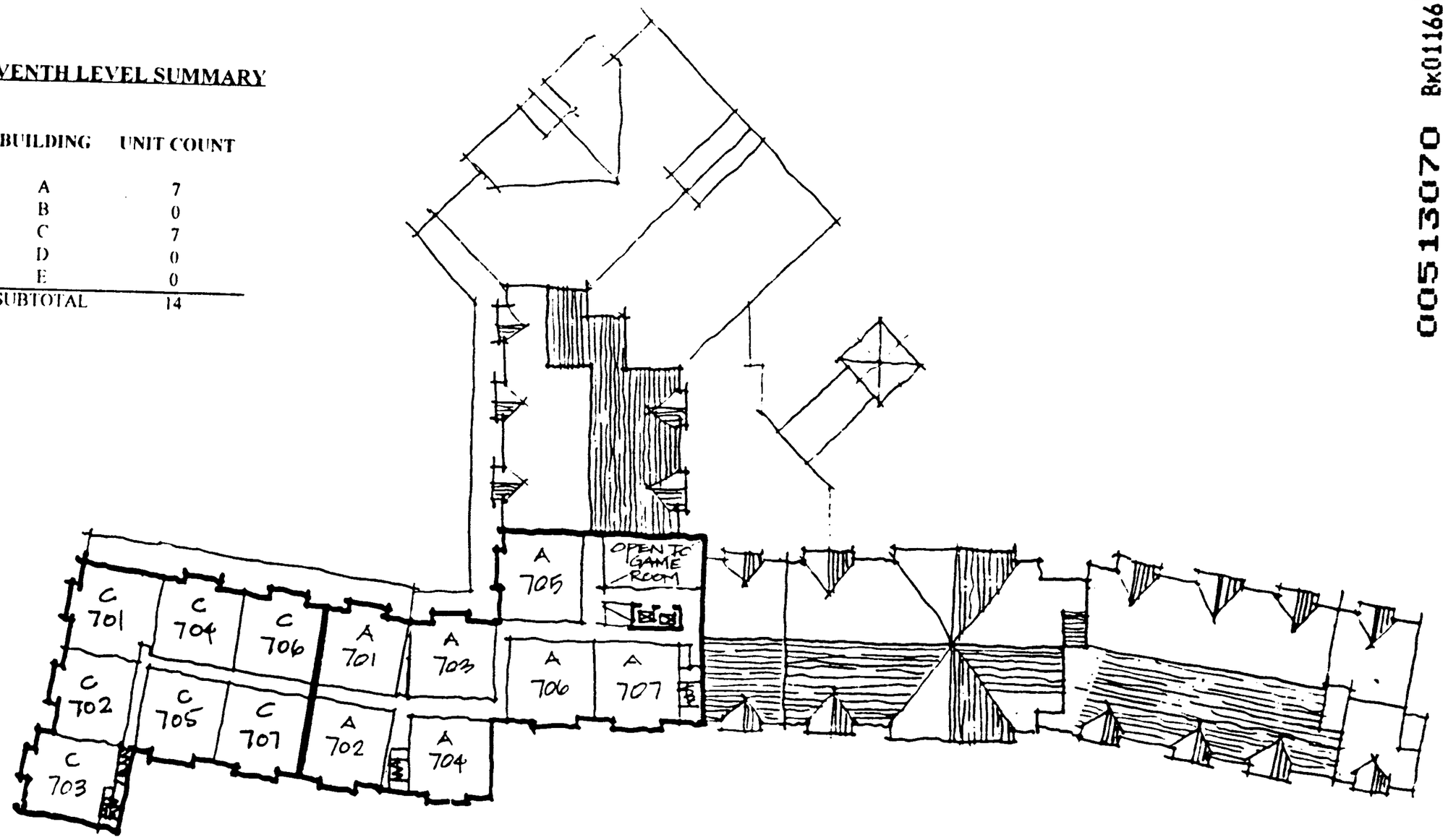
00513070 Bk01166 Pg00472

SEVENTH LEVEL SUMMARY

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



Park City Ski Area

SEVENTH LEVEL PLAN
(EL. +/- 7040)

0 25 50 75

BSA Architects

BSA No. 9601.14

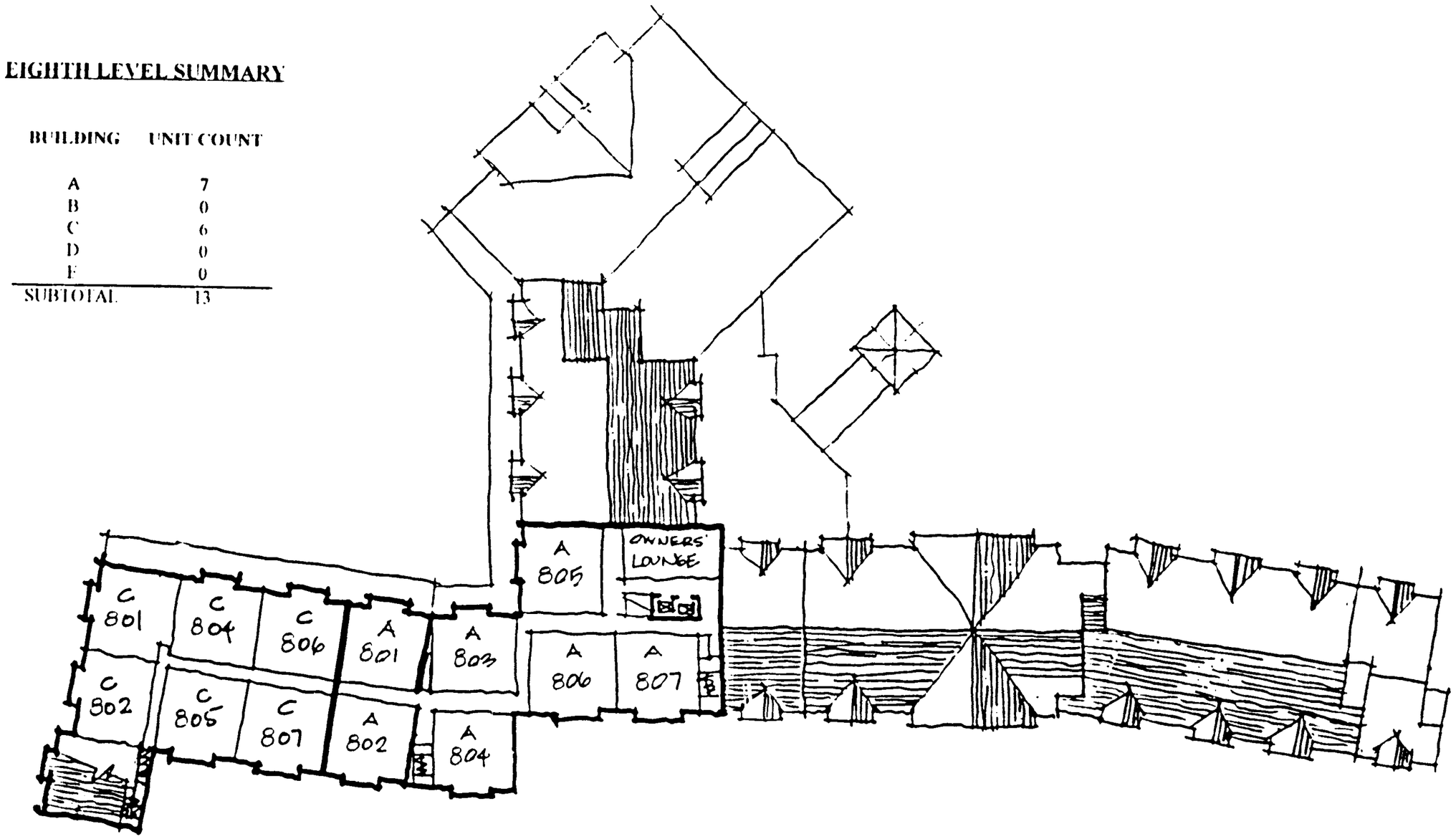
PARK CITY RESORT:
PARCEL A TIMESHARE CONCEPT

February 12, 1997

00513070 Bk01166 Pg00473

EIGHTH LEVEL SUMMARY

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



Park City Ski Area

EIGHTH LEVEL PLAN
(EL. +/- 7050)

BSA Architects

BSA No. 9601.14

PARK CITY RESORT:
PARCEL A TIMESHARE CONCEPT

February 12, 1997

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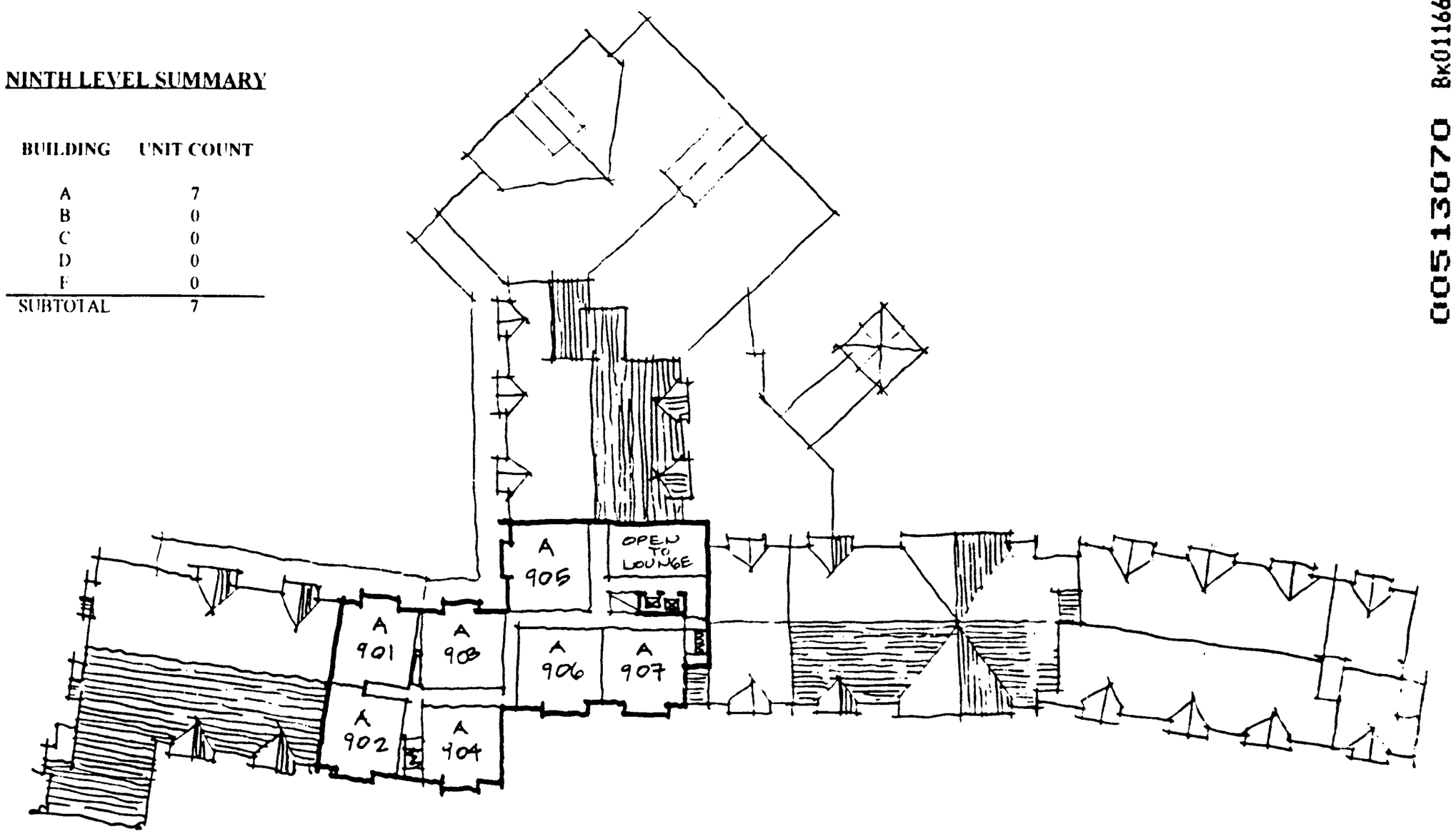
00513070 Bk01166 Pg00474

NINTH LEVEL SUMMARY

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



Park City Ski Area

NINTH LEVEL PLAN
(EL. +/- 7060)

0 25 50 75

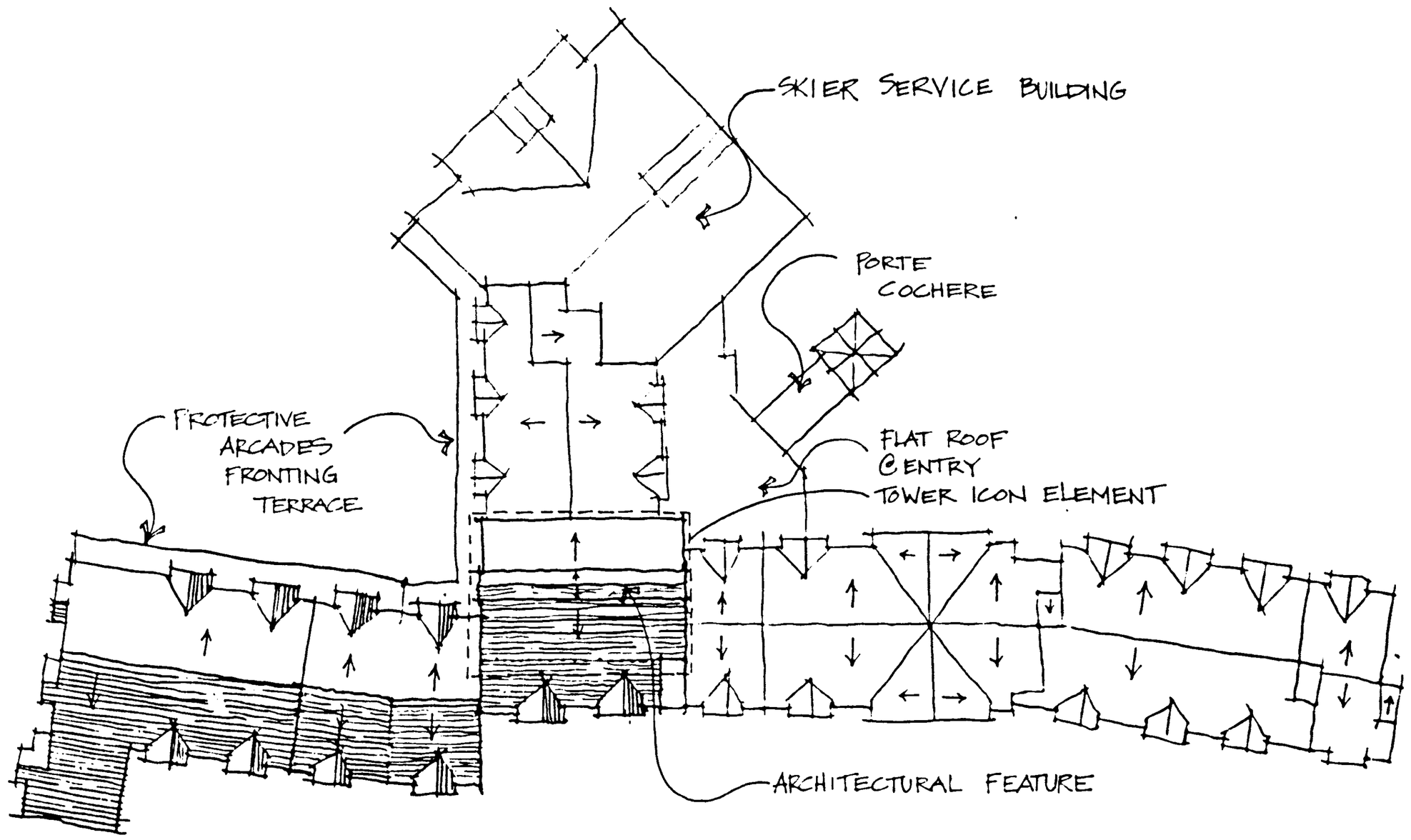
BSA Architects

BSA No. 9601.14

PARK CITY RESORT:
PARCEL A TIMESHARE CONCEPT

February 12, 1997

00513070 Bk01166 Pg00475



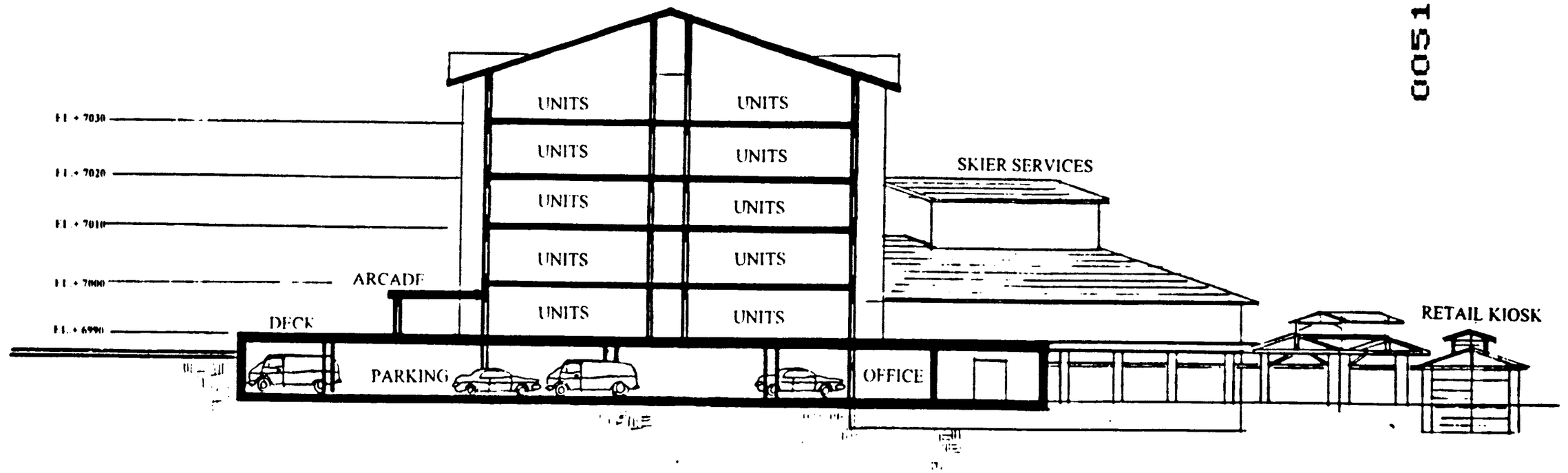
Park City Ski Area

ROOF PLAN

0 25 50 75

BSA Architects

00513070 Bk01166 Pg00476



Park City Ski Area

PARCEL A SECTION AA

0 10 20 30

BSA Architects

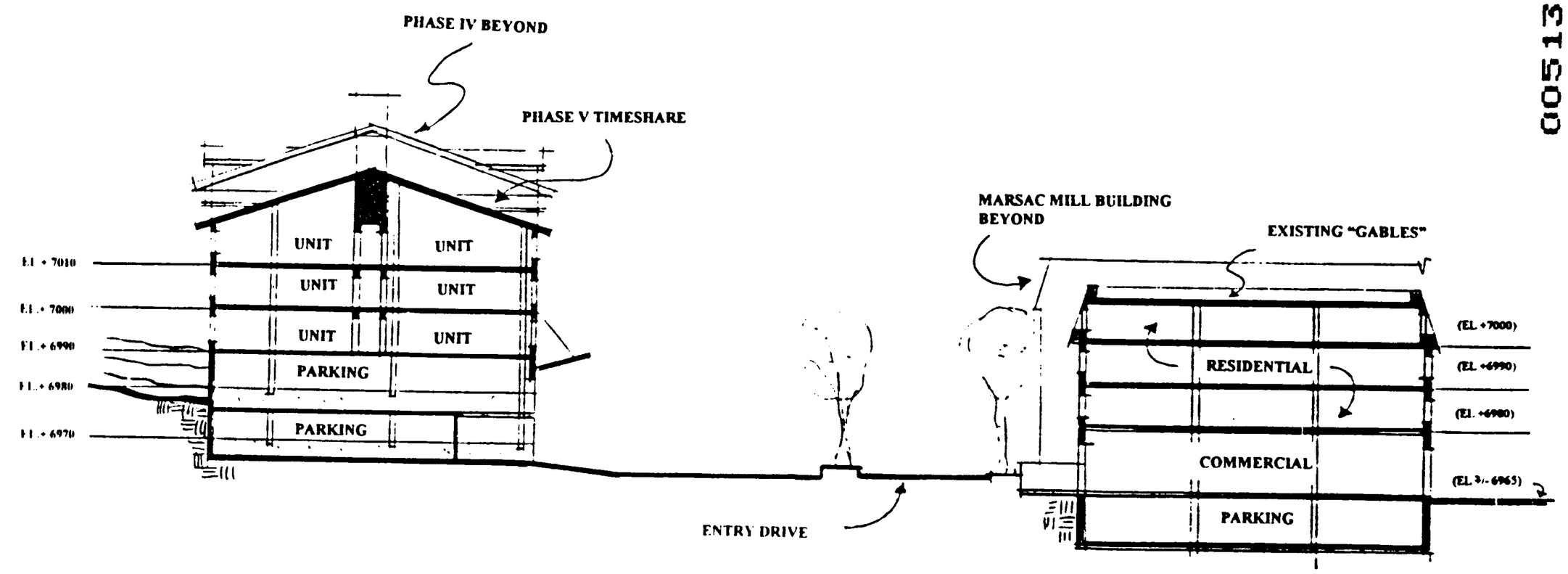
BSA No. 9601

PARK CITY RESORT

BASE AREA MASTER PLAN STUDY

February 12, 1997

00513070 Bk01166 Pg00477



Park City Ski Area

PARCEL A: SECTION BB

0 10 20 30

BSA Architects

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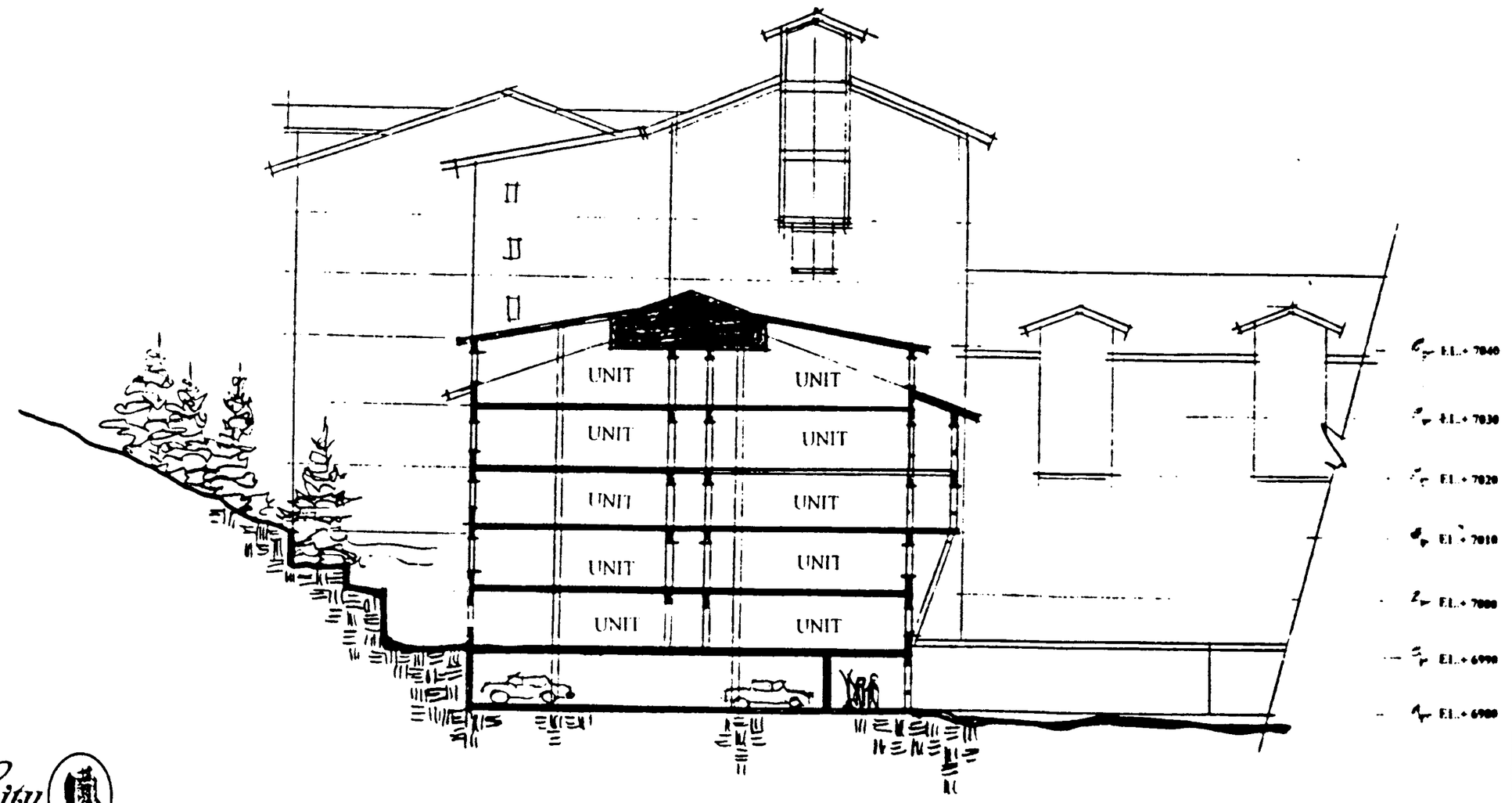
00513070 Bk01166 Pg00478



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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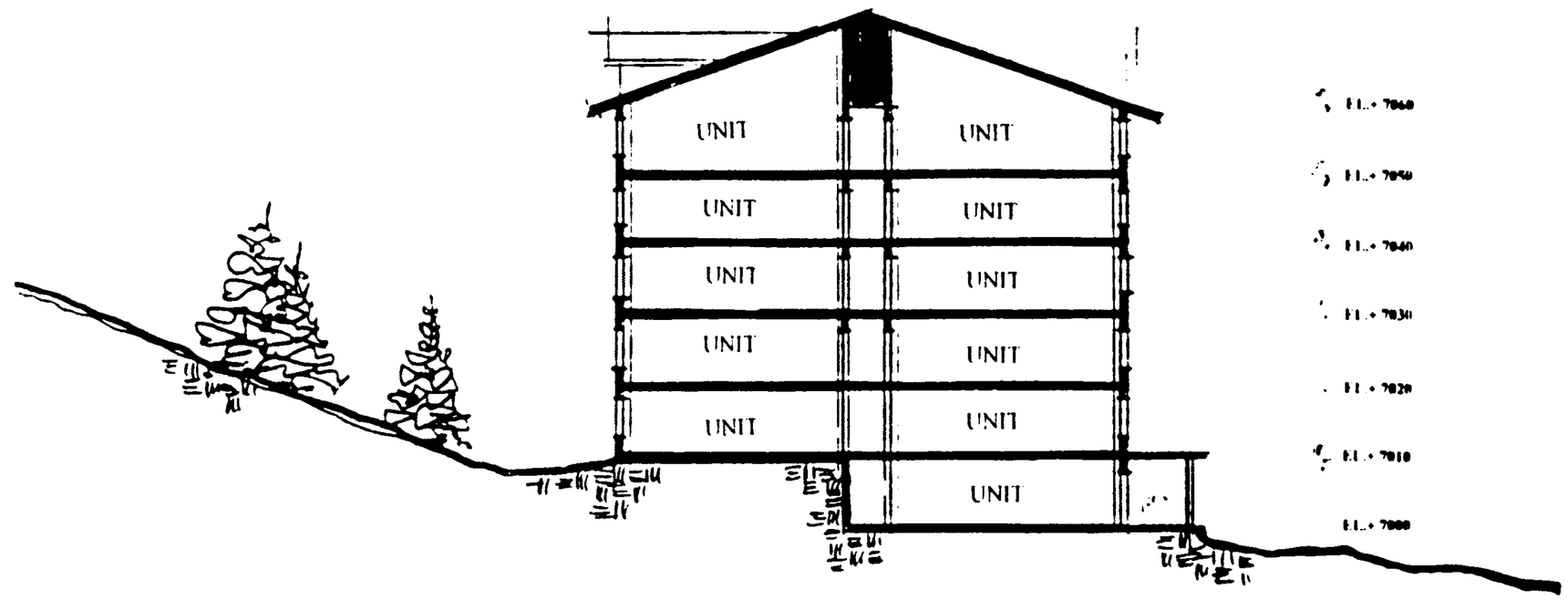
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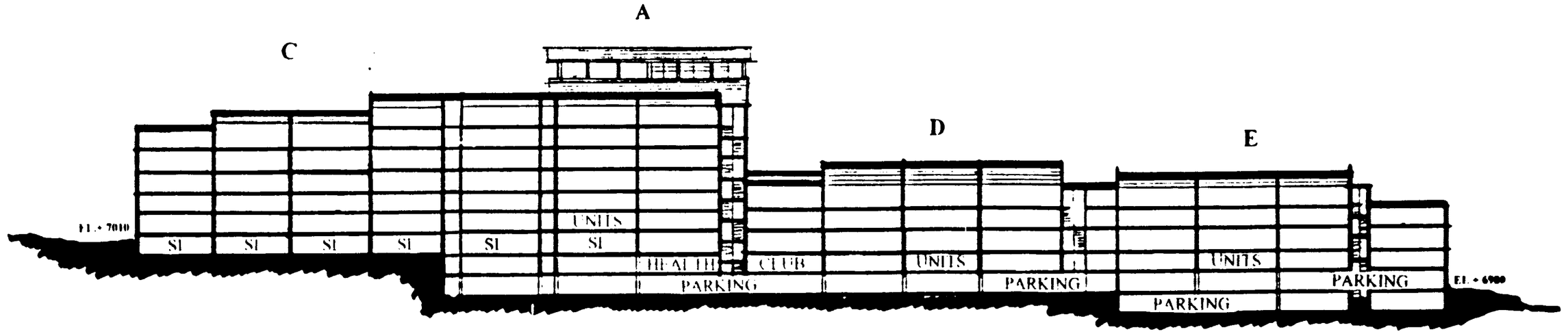

A= AMENITY/BOH SLOPE SIDE

SL= SINGLE LOADED CORRIDOR DOWNSLOPE

Park City Ski Area

0 25 50 75

BSA Architects

PARCEL A: SECTION EE

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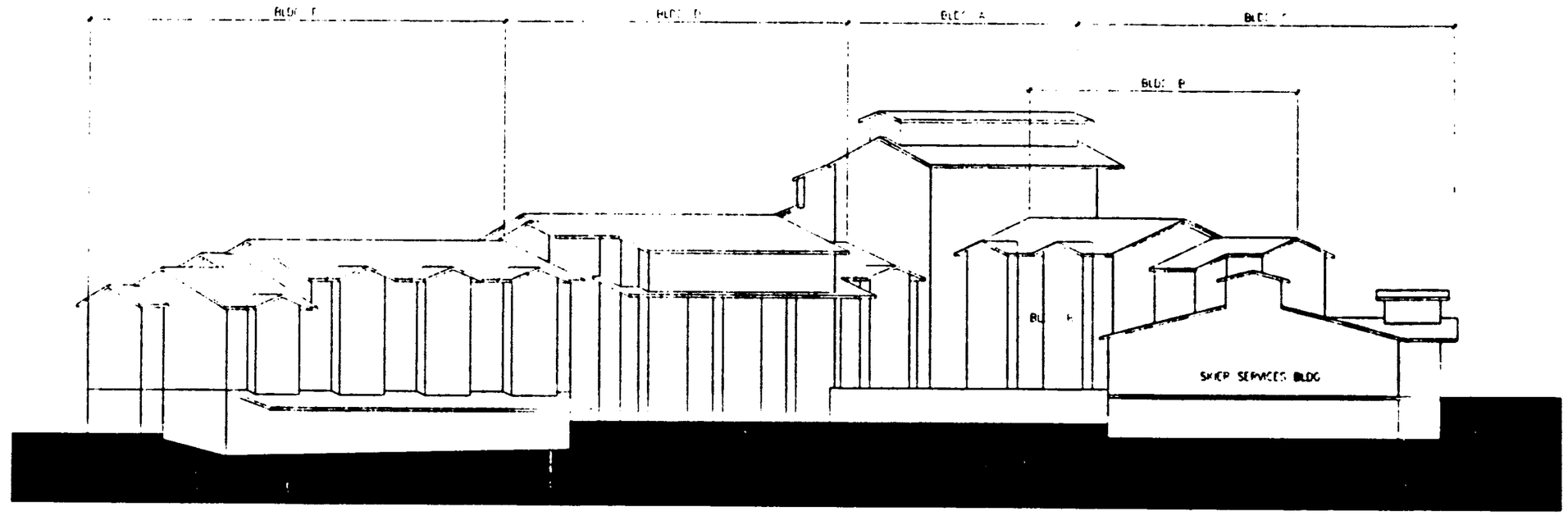
00513070 Bk01166 Pg00481



Park City Ski Area

NORTH WEST MASSING

BSA Architects

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PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

April 23, 1997

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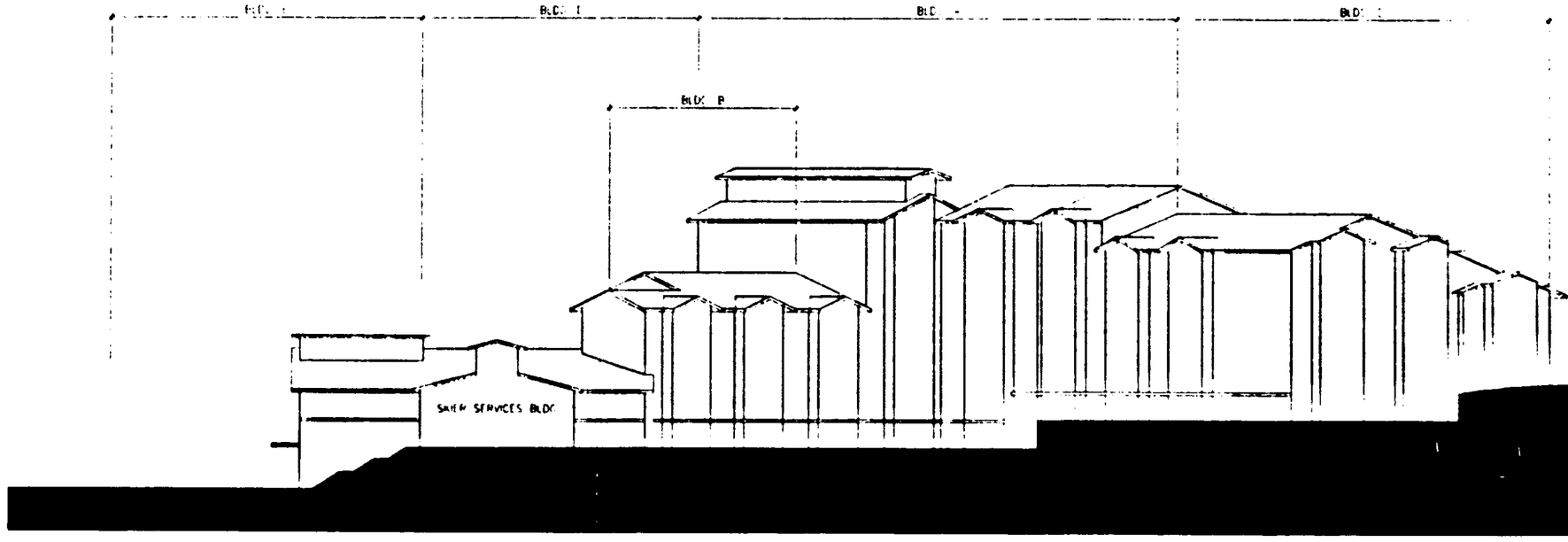
00513070 Bk01166 Pg00482



NORTH EAST MASSING

BSA No. 9601

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

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00513070 Bk01166 Pg01483

PARCEL B

Park City Ski Area

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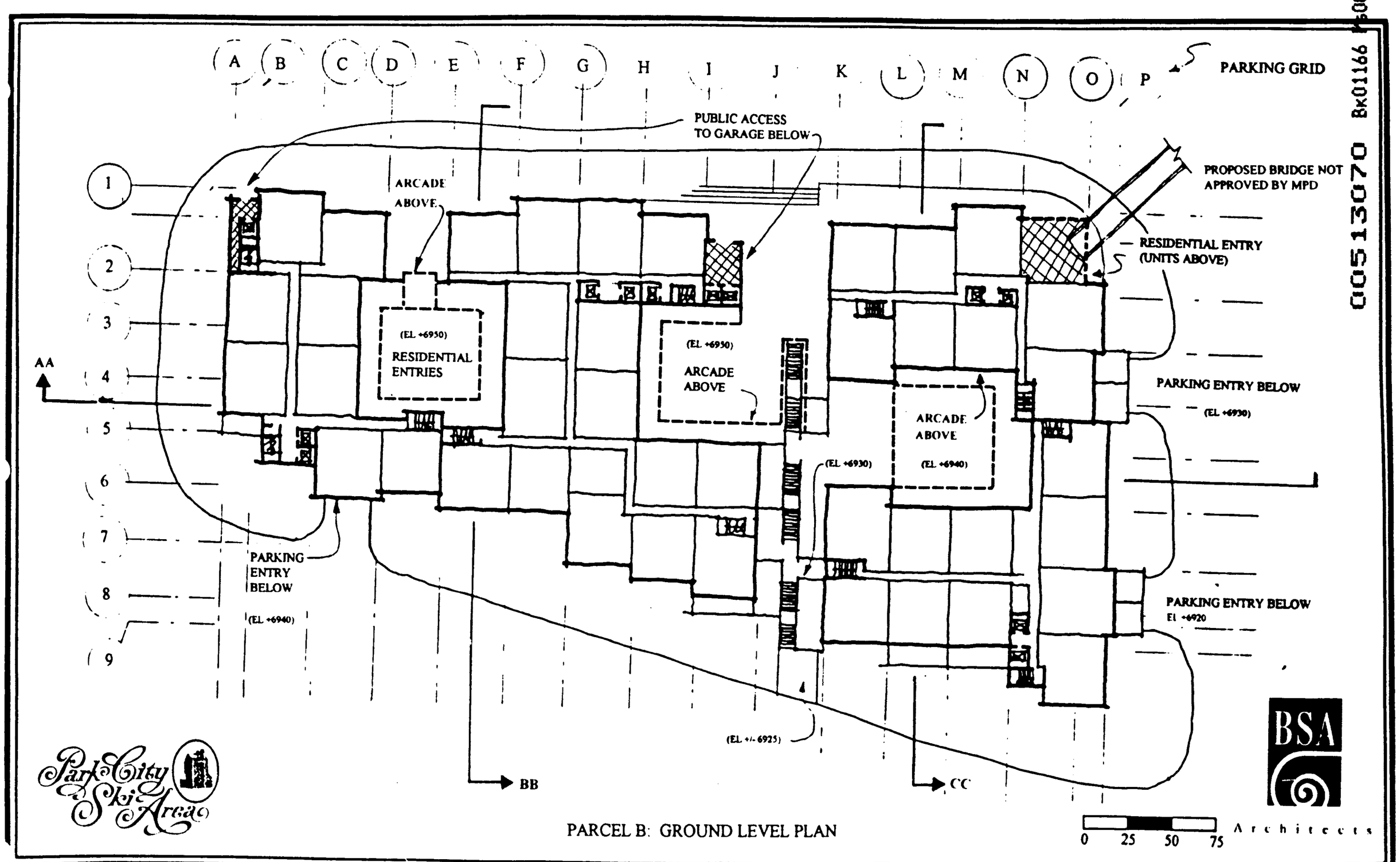

PARCEL B: GROUND LEVEL PLAN

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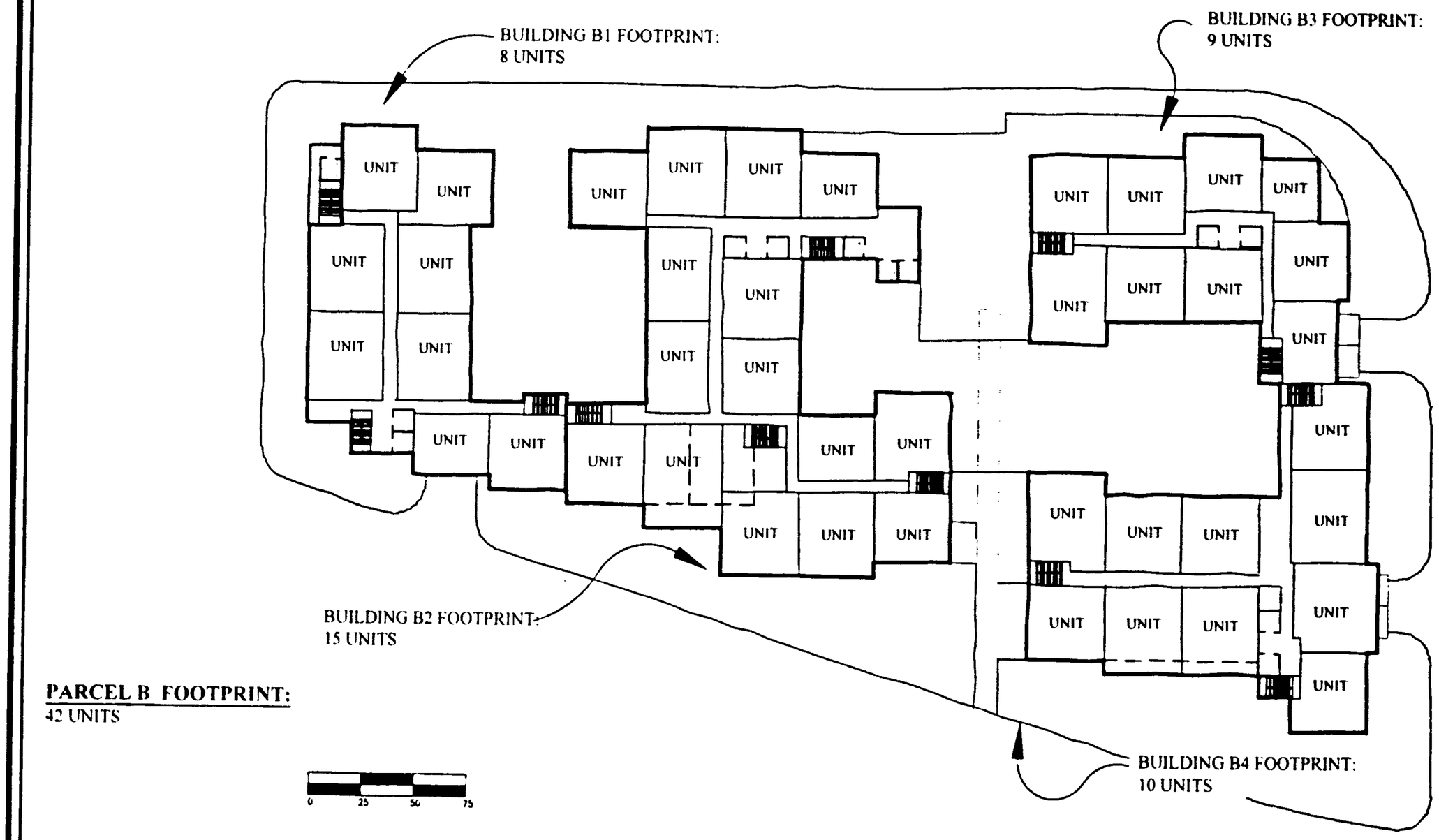


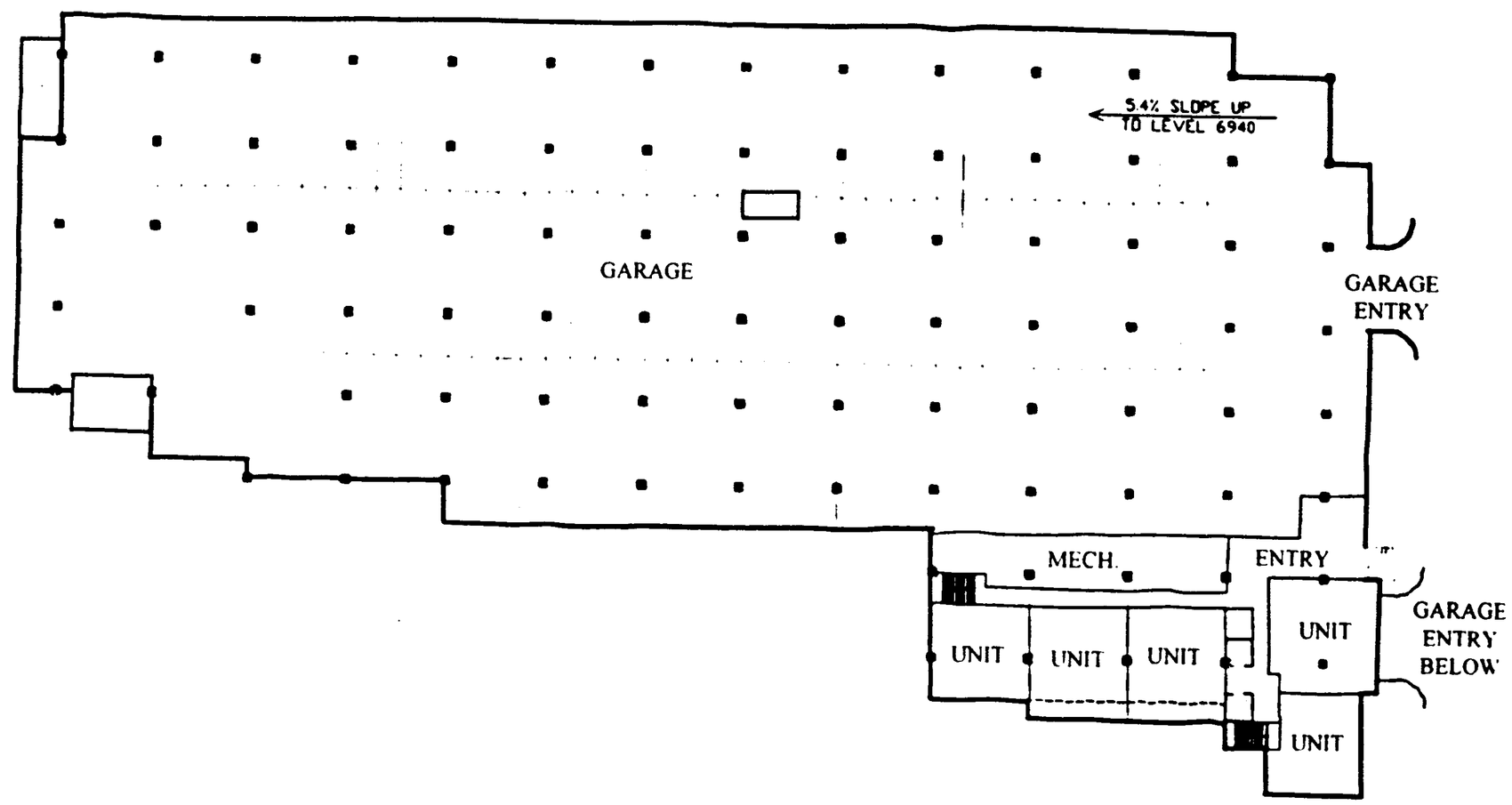
PARCEL B FOOTPRINT:
42 UNITS

Park City Ski Area

BSA Architects

PARCEL B: TYPICAL FLOOR PLAN

00513070 Bk01166 Pg00486



Park City Ski Area

PARCEL B: FLOOR PLAN (Level 6930)

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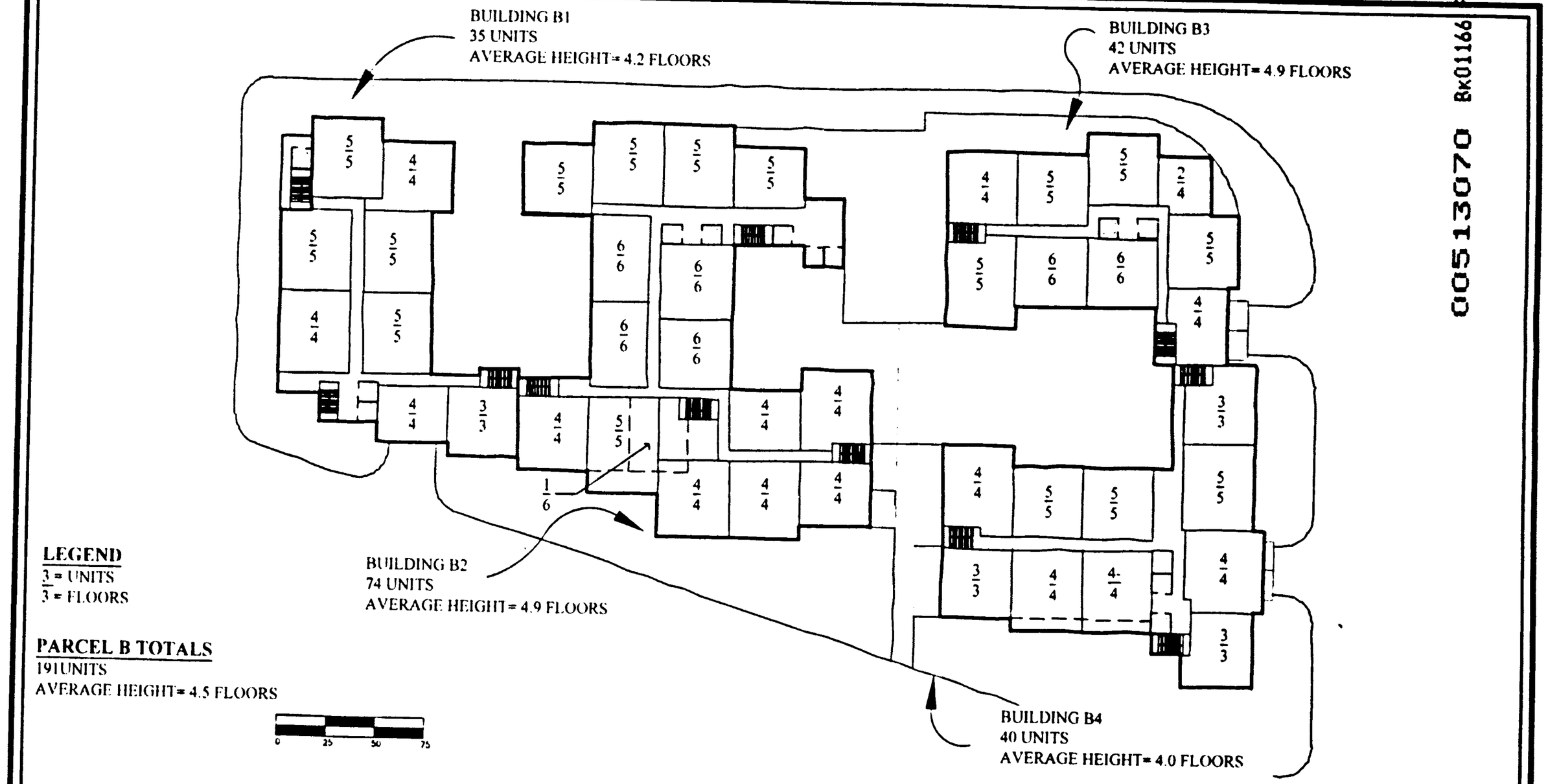
PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

MAY 14, 1997

81B

00513070 Bk01166 Pg00487



PARCEL B: UNIT COUNT AND BUILDING HEIGHT

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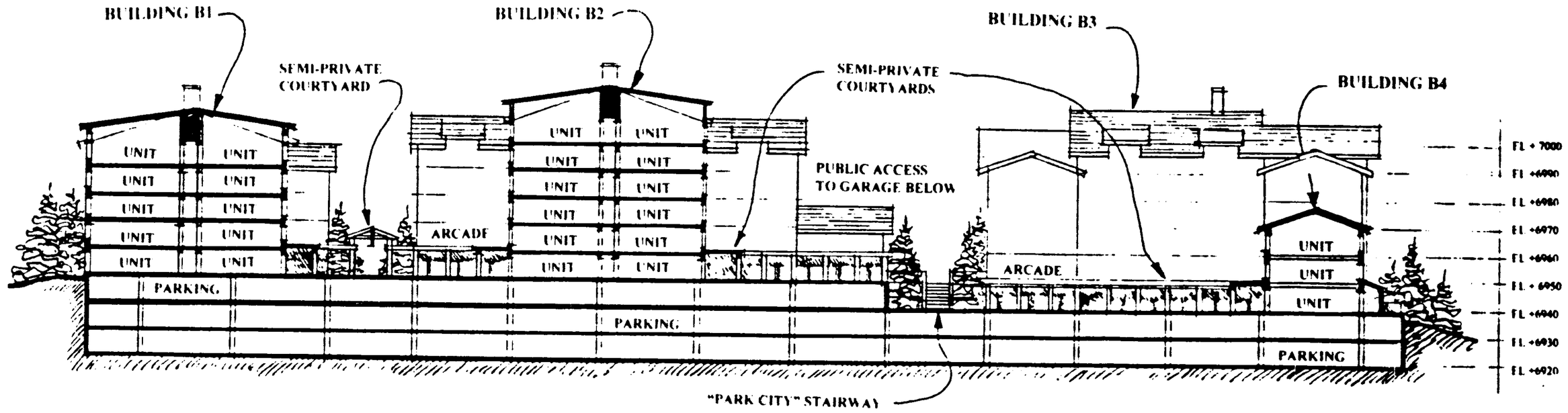

Park City Ski Area

0 20 40 60

BSA Architects

PARCEL B: SECTION AA

BSA&R No. 9601.18

PARK CITY RESORT:
BASE AREA MASTER PLAN STUDY

83

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Revised April 23, 1997

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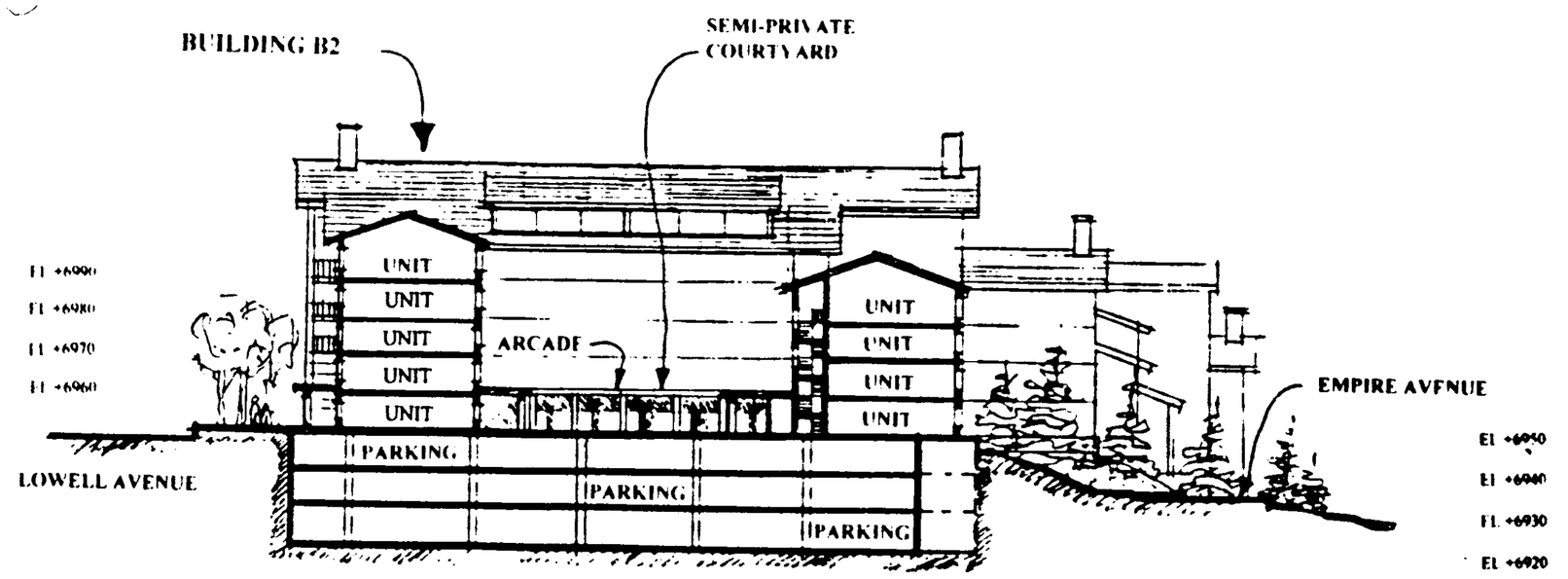

Park City Ski Area

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PARCEL B: SECTION BB

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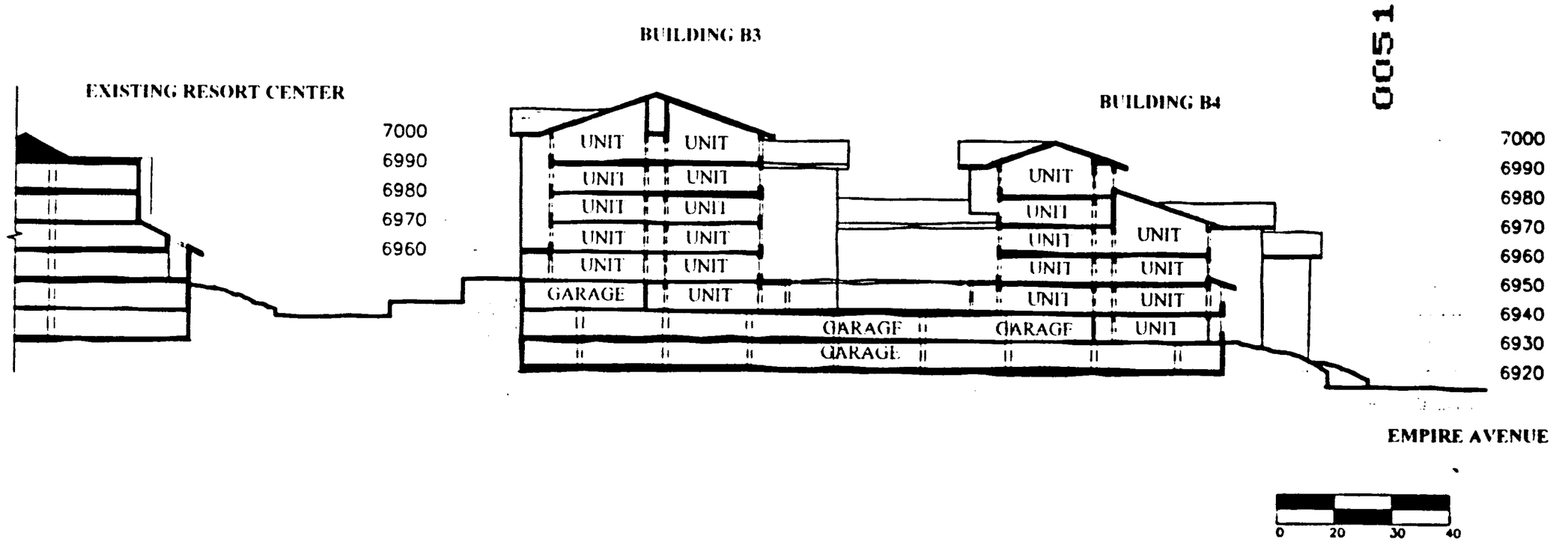

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BSA No. 9601

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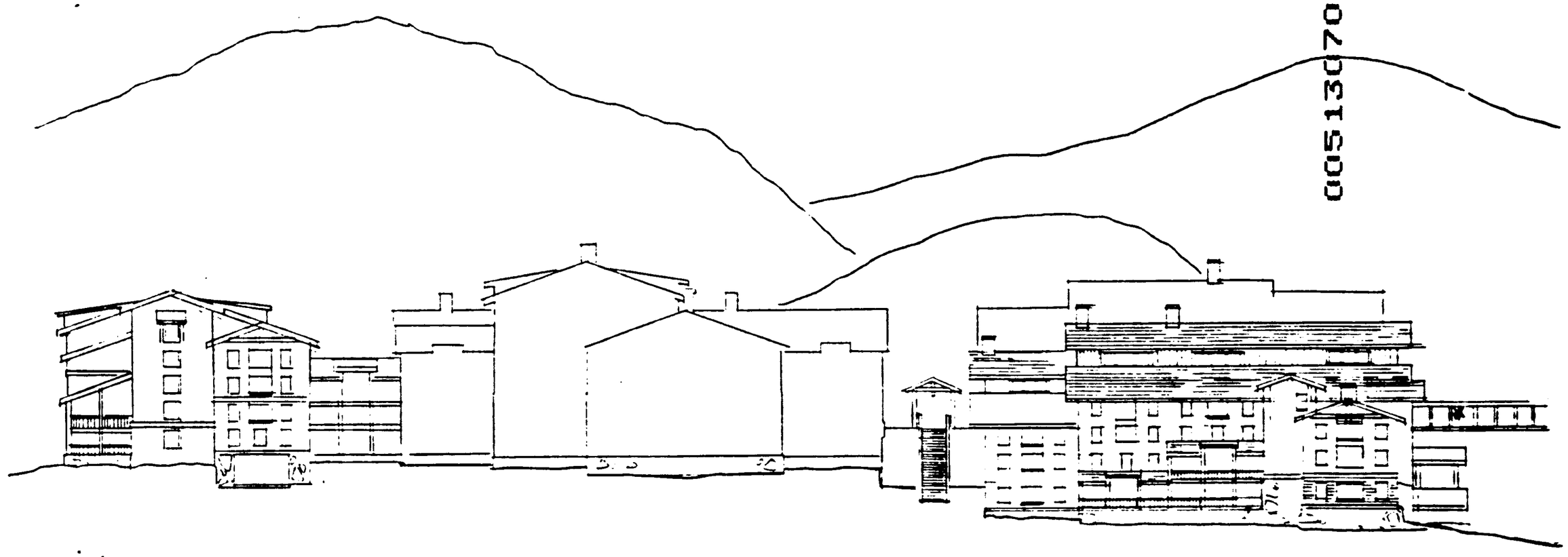

NORTHEAST ELEVATION (View from Empire Avenue)

Park City Ski Area

PARCEL B: ELEVATION STUDY

* Bridge is not approved

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BSA No 9601

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

MAY 14, 1997

E5B

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PARCEL C

Park City Ski Area

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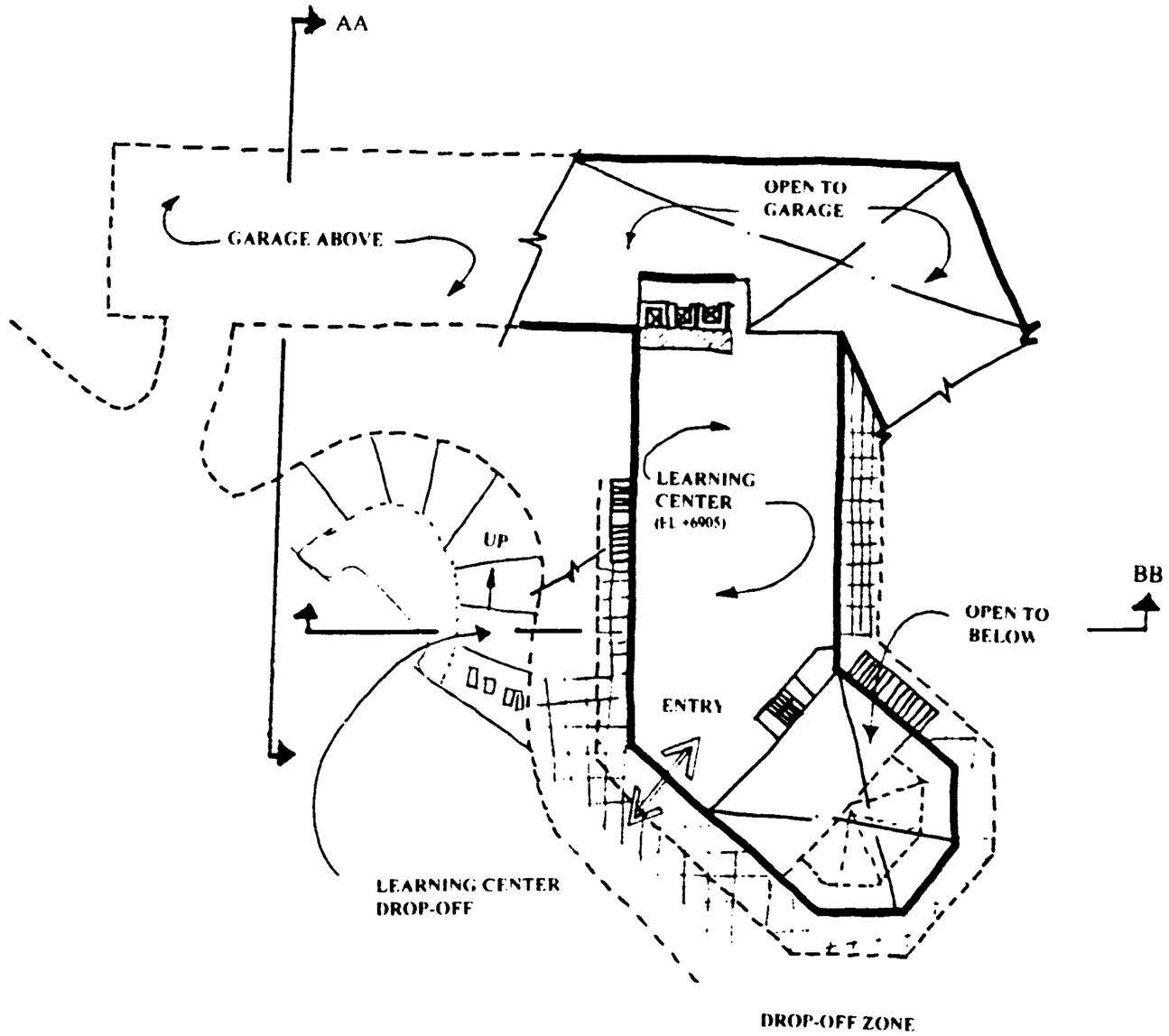

0 25 50 75

Park City Ski Area

BSA Architects

PARCEL C: SKIER SERVICE FLOOR PLAN

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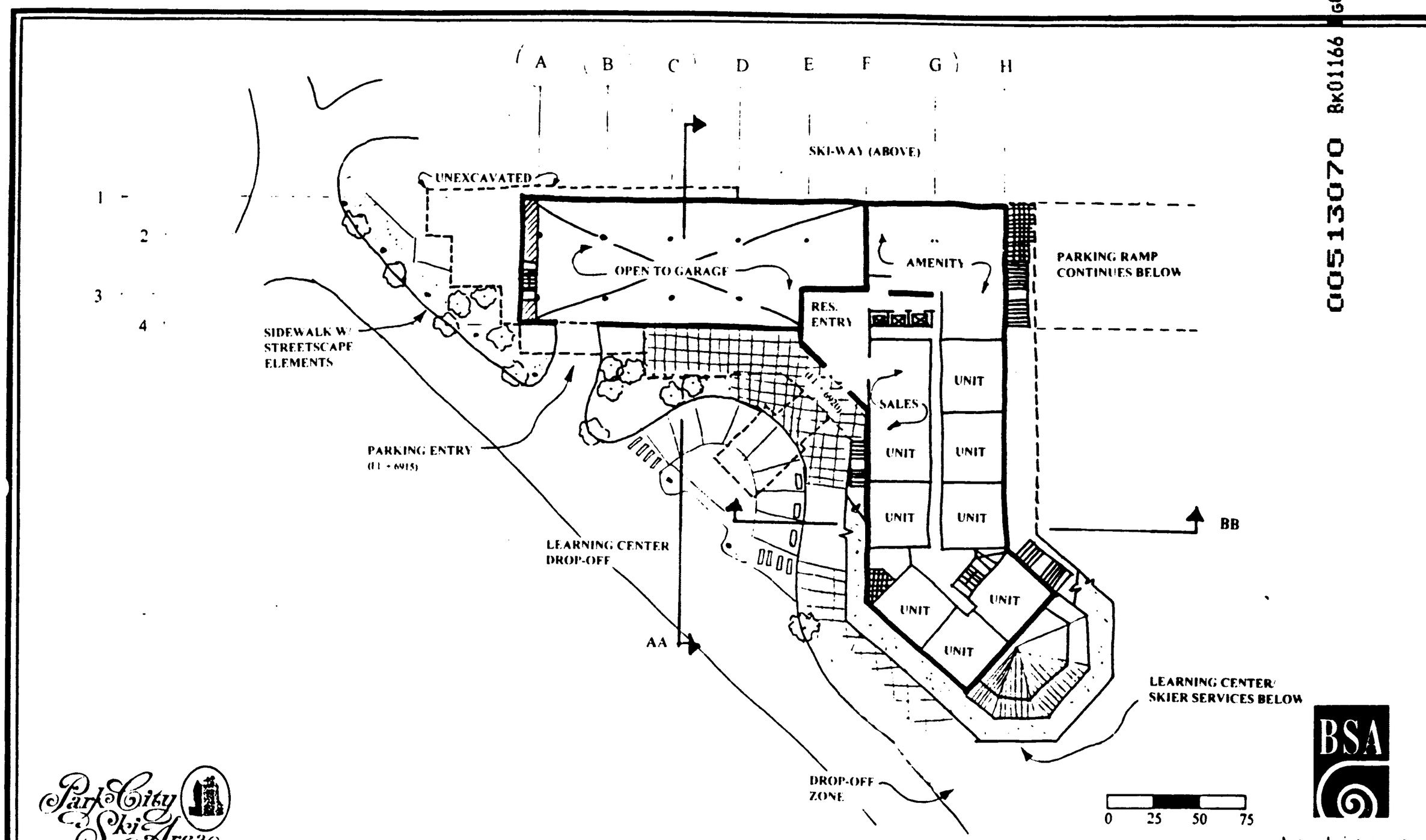
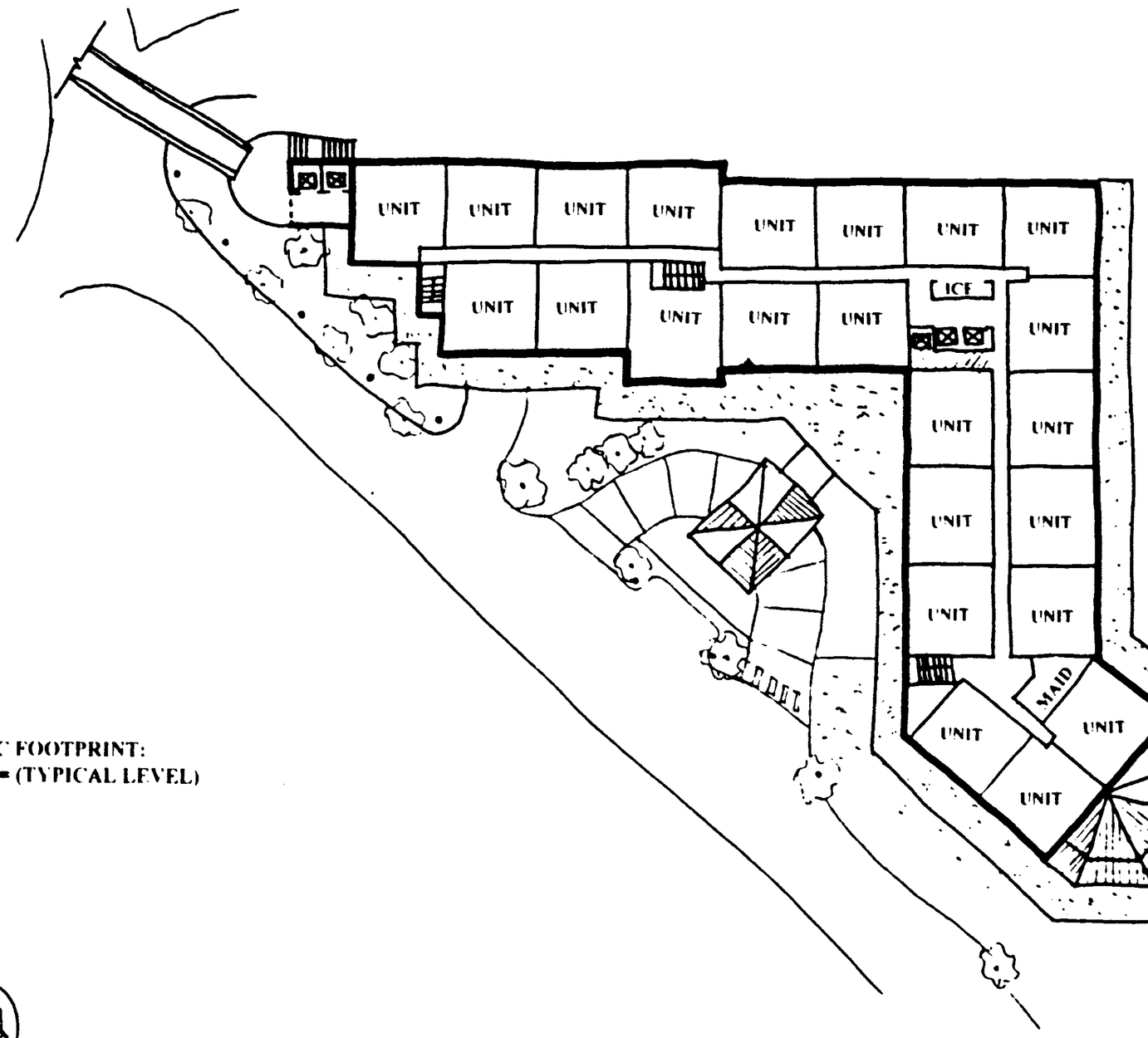
00513070 Bk01166 Pg00494



PARCEL C: PARKING/RESIDENTIAL ENTRY FLOOR PLAN



PARCEL C FOOTPRINT:
23 UNITS = (TYPICAL LEVEL)

Park City Ski Area

BSA Architects

PARCEL C: TYPICAL FLOOR PLAN

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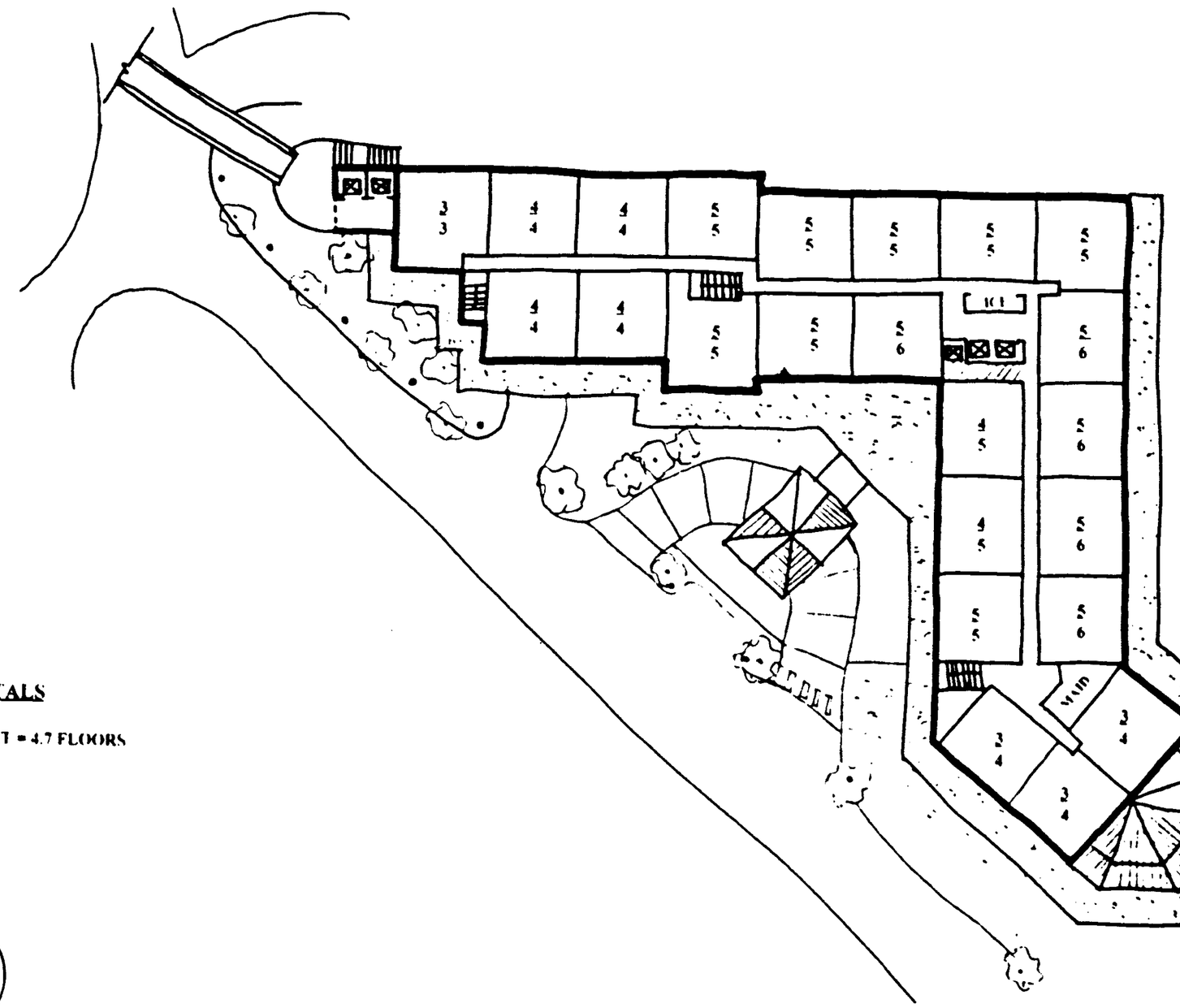

LEGEND
3 = UNITS
4 = FLOORS

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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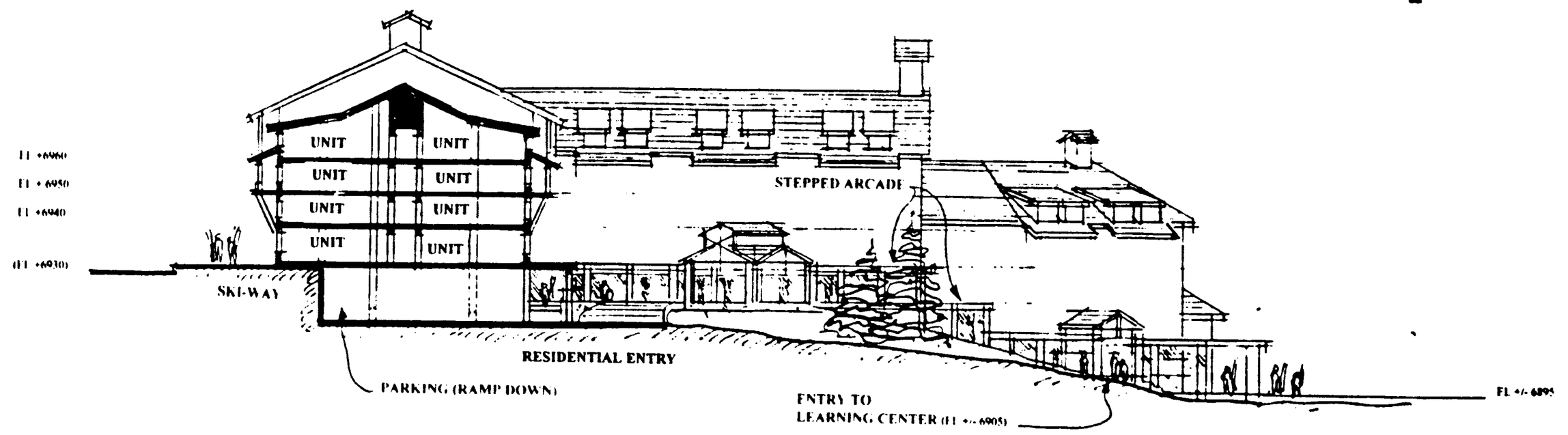

PARCEL C: SECTION AA

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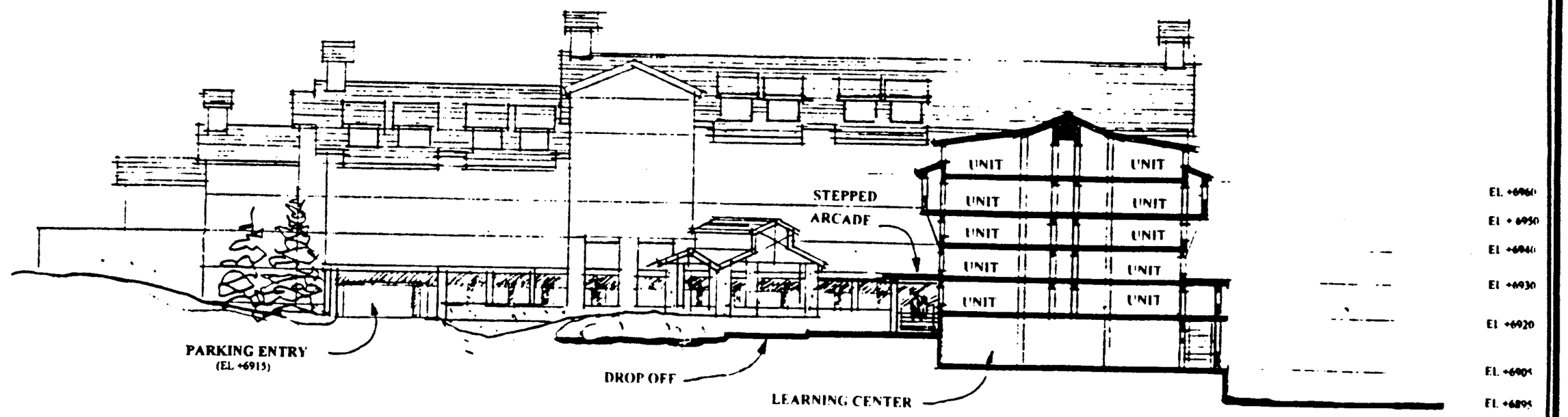
00513070 Bk01166 Pg00498



Park City Ski Area

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PARCEL C: SECTION BB

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PARCEL D

Park City Ski Area

BSA Architects

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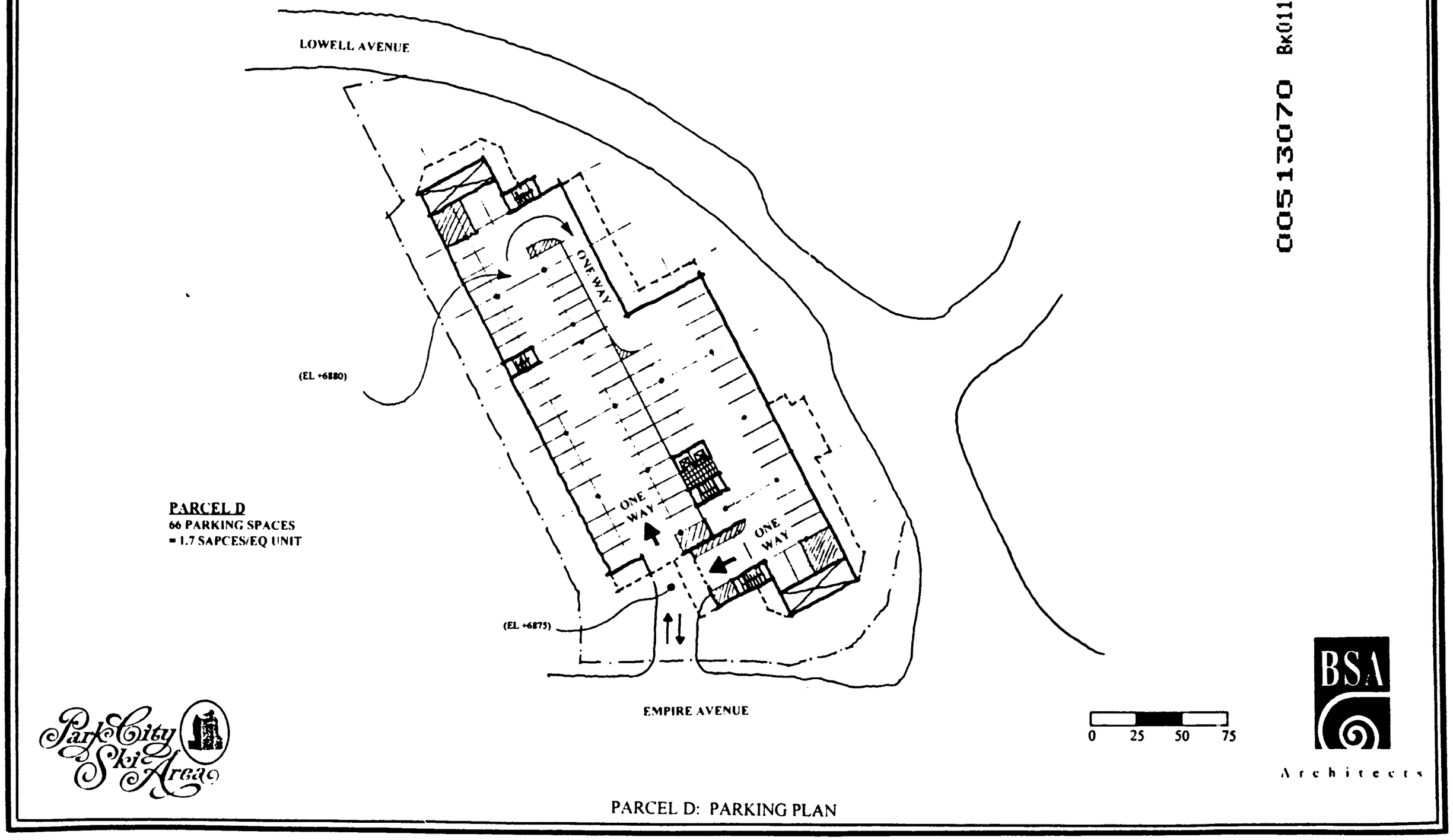
00513070 Bk01166 Pg00500



PARCEL D: PARKING PLAN

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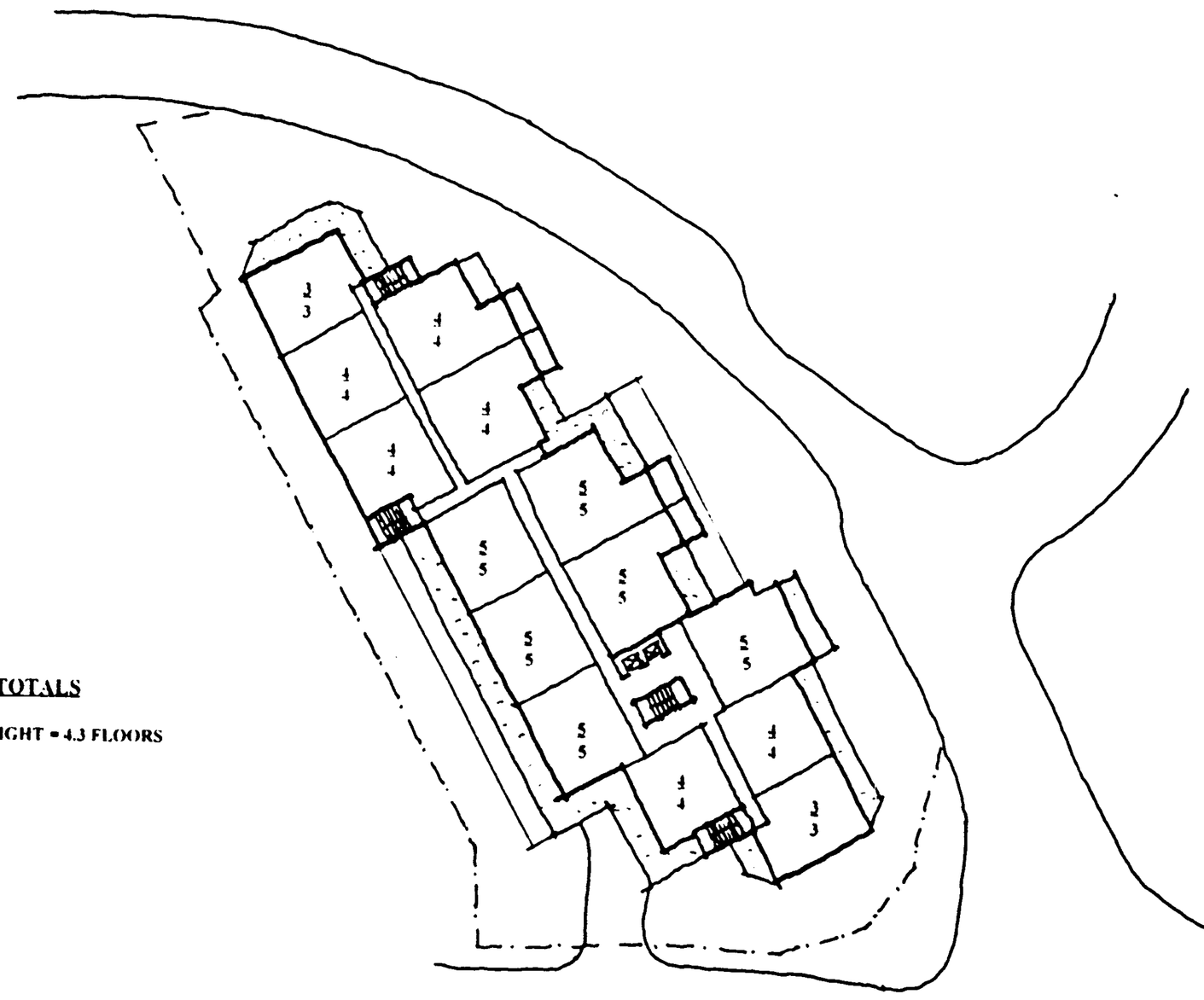


LEGEND
3 = UNITS
3 = FLOORS

PARCEL D TOTALS
60 UNITS
AVERAGE HEIGHT = 4.3 FLOORS

0 25 50 75

BSA Architects

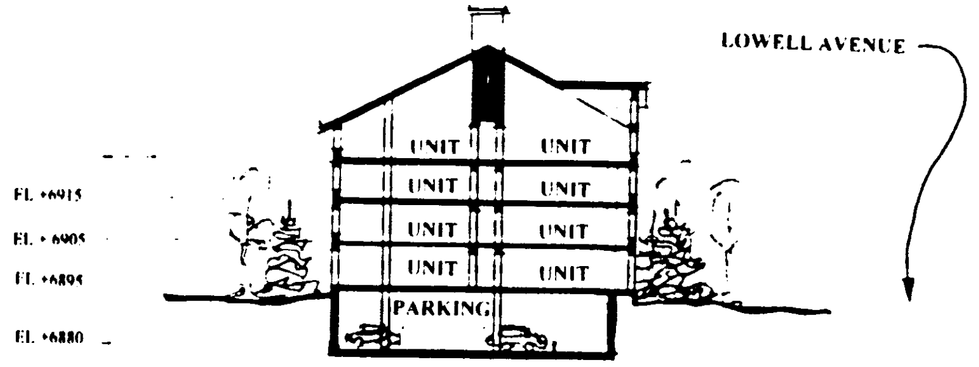
PARCEL D:UNIT COUNT AND BUILDING HEIGHT

BSA&R No. 9601.18

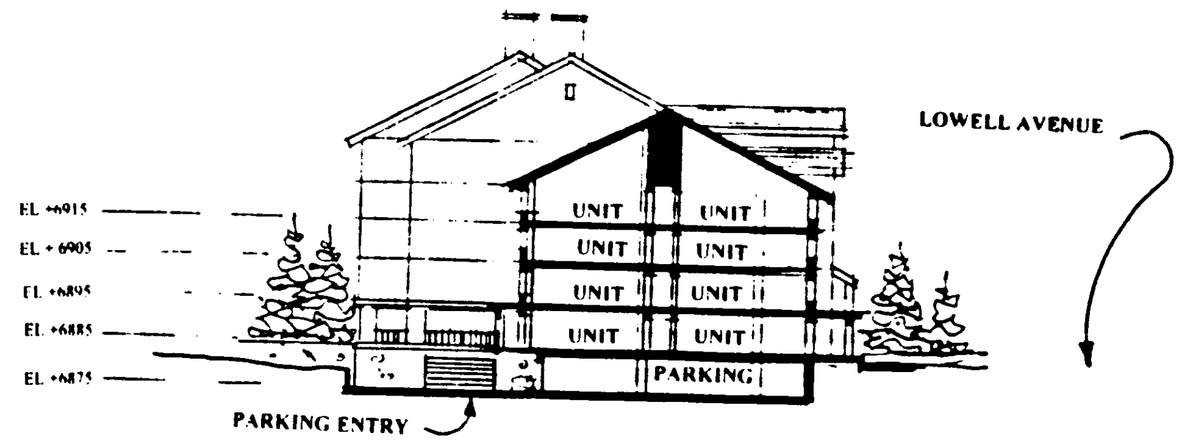
PARK CITY RESORT:
BASE AREA MASTER PLAN STUDY

July 31, 1996

00513070 Bk01166 Pg10502



SECTION AA



SECTION BB

0 20 40 60

BSA Architects

Park City Ski Area

PARCEL D SECTIONS

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00513070 Bk01166 Pg0503

PARCEL E

Park City Ski Area

BSA Architects

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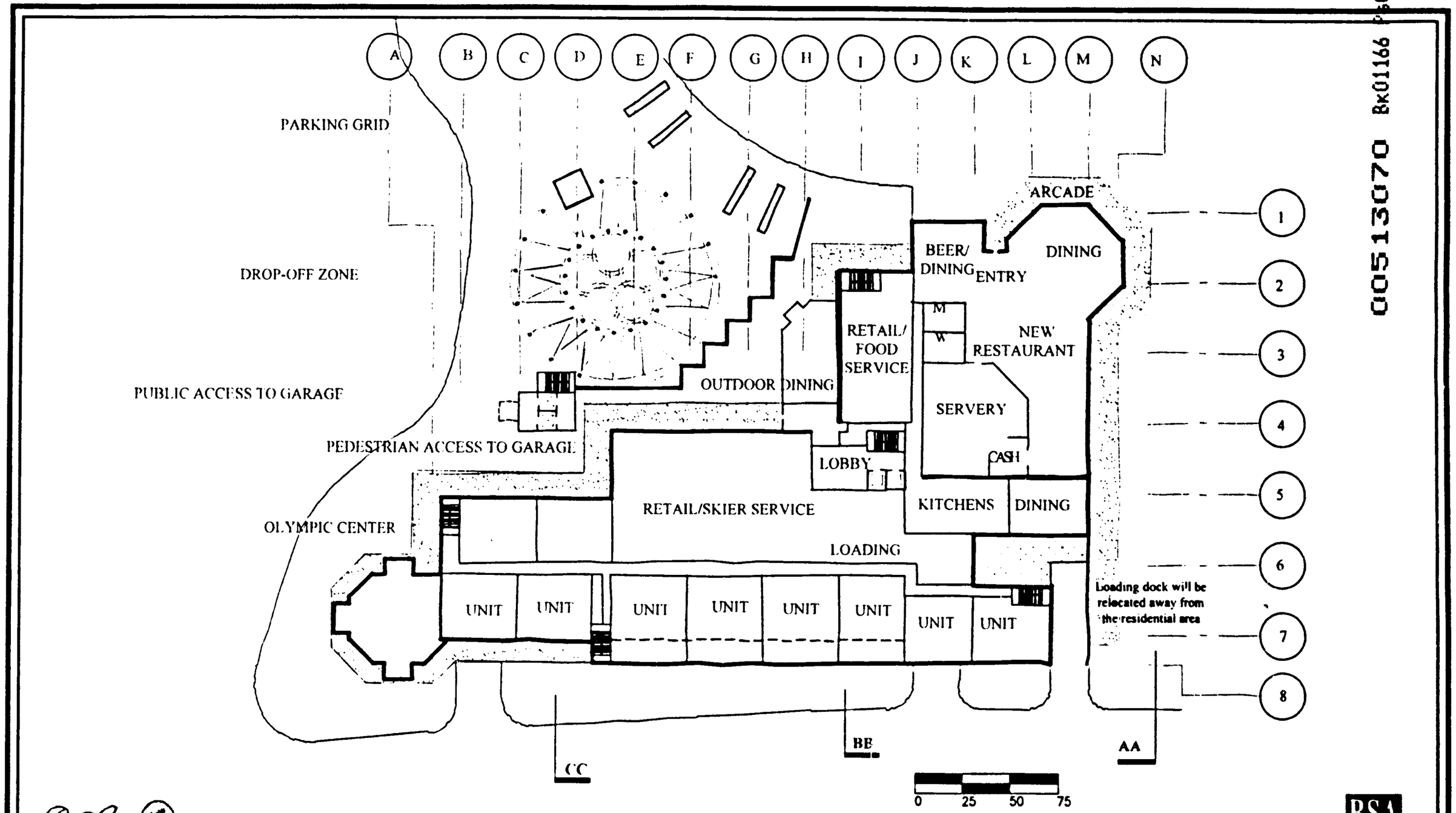
00513070 Bk01166 Pg00504



PARCEL E: GROUND LEVEL PLAN

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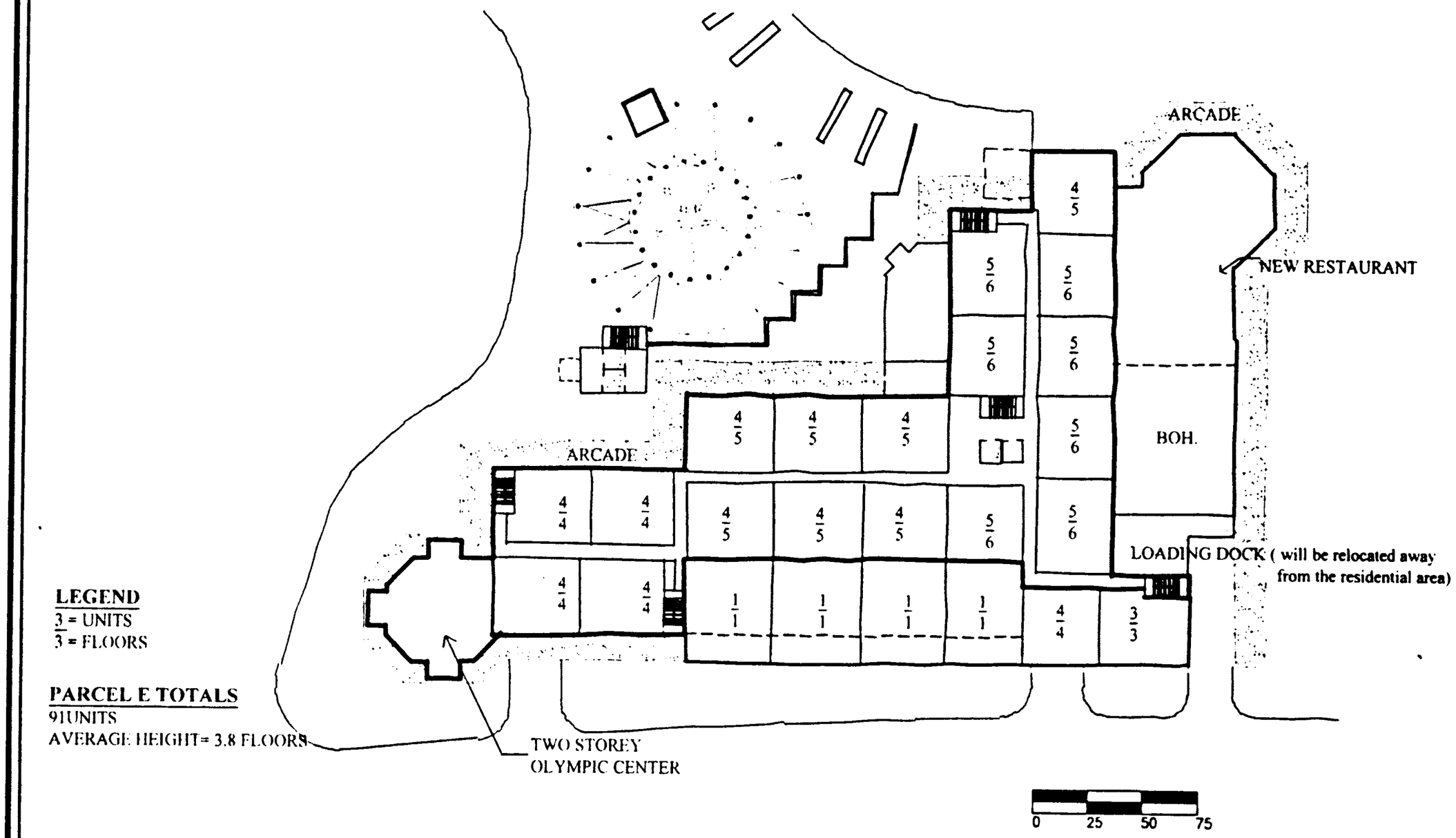

LEGEND
3 = UNITS
3 = FLOORS

PARCEL E TOTALS
91UNITS
AVERAGE HEIGHT= 3.8 FLOORS

Park City Ski Area

PARCEL E: UNIT COUNT AND BUILDING HEIGHT

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BSA No. 9601

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

April 23, 1997
Rev. May 14, 1997

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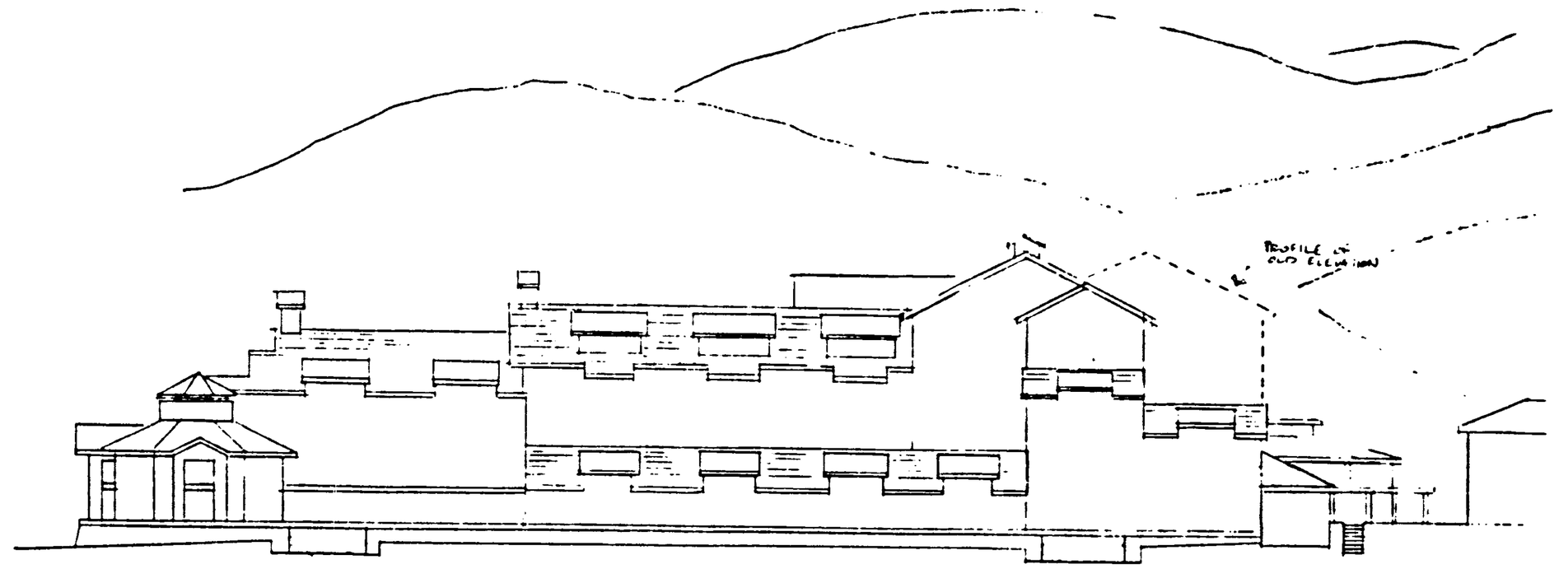

NORTH ELEVATION (View from Three Kings)

Park City Ski Area

PARCEL E: NEW ELEVATION PROFILE

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BSA No 9601

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

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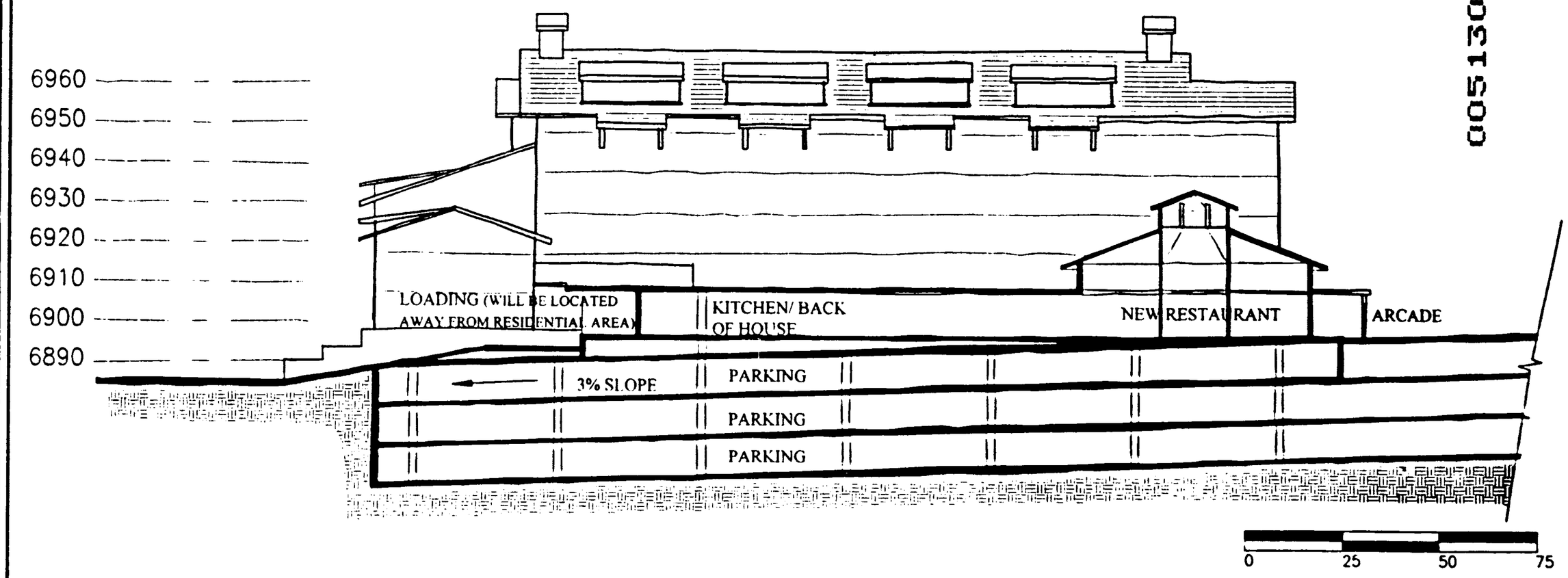

Park City Ski Area

PARCEL E: SECTION A-A

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BSA No. 9601

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BASE AREA MASTER PLAN STUDY

April 23, 1997
Rev. May 14, 1997

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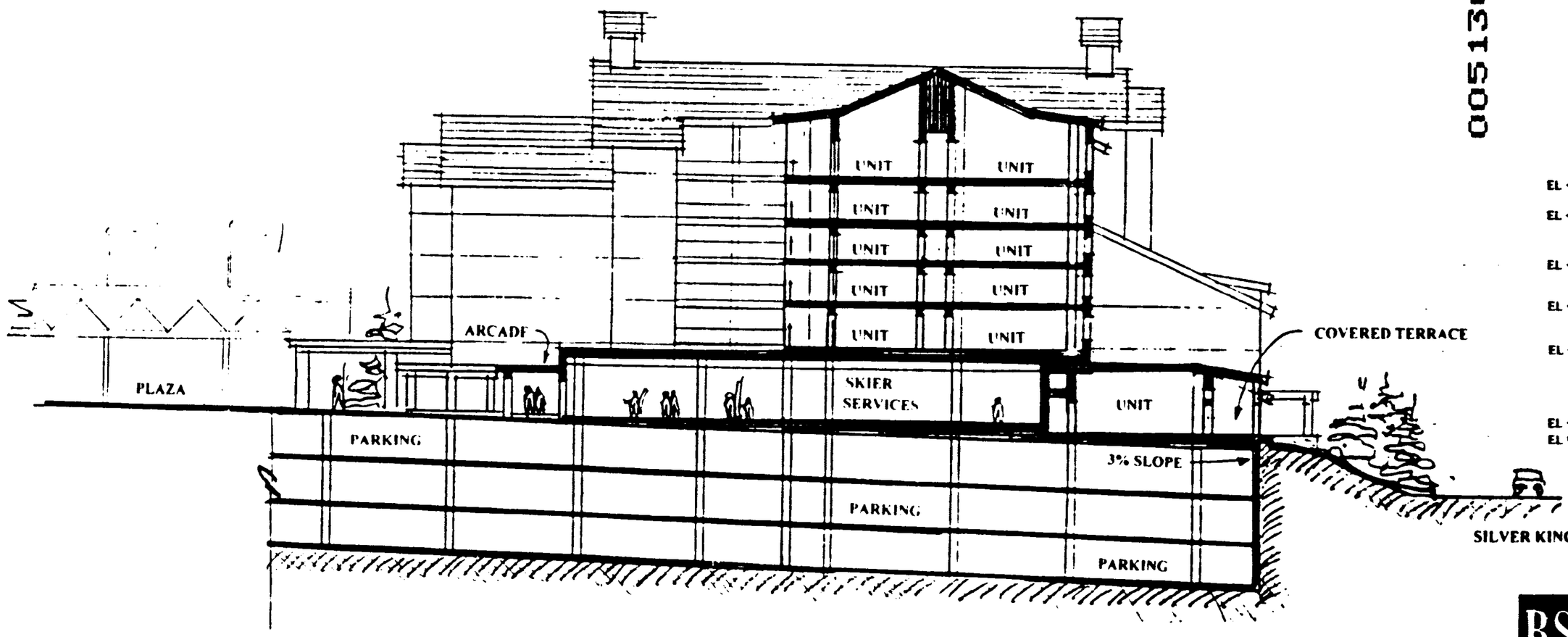

Park City Ski Area

BSA Architects

PARCEL E: SECTION BB

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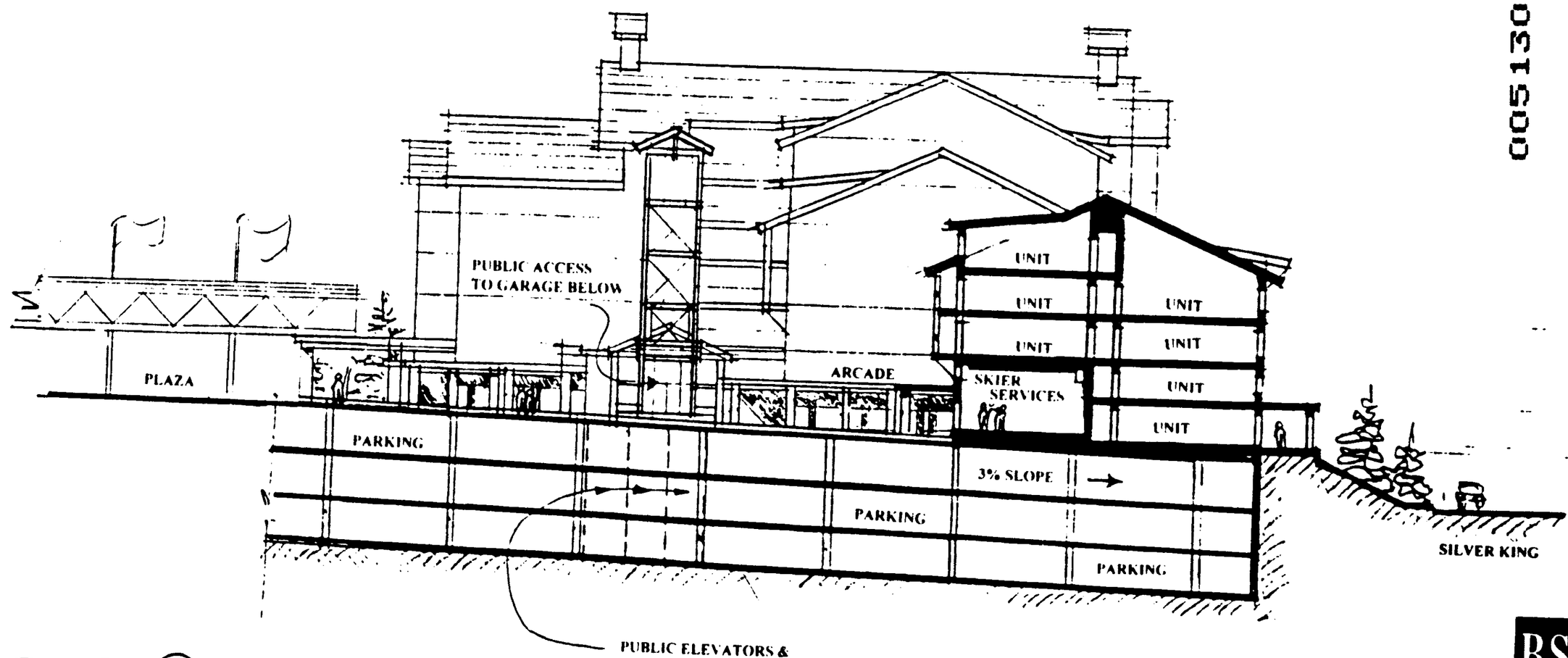

Park City Ski Areas

BSA Architects

PARCEL E: SECTION CC

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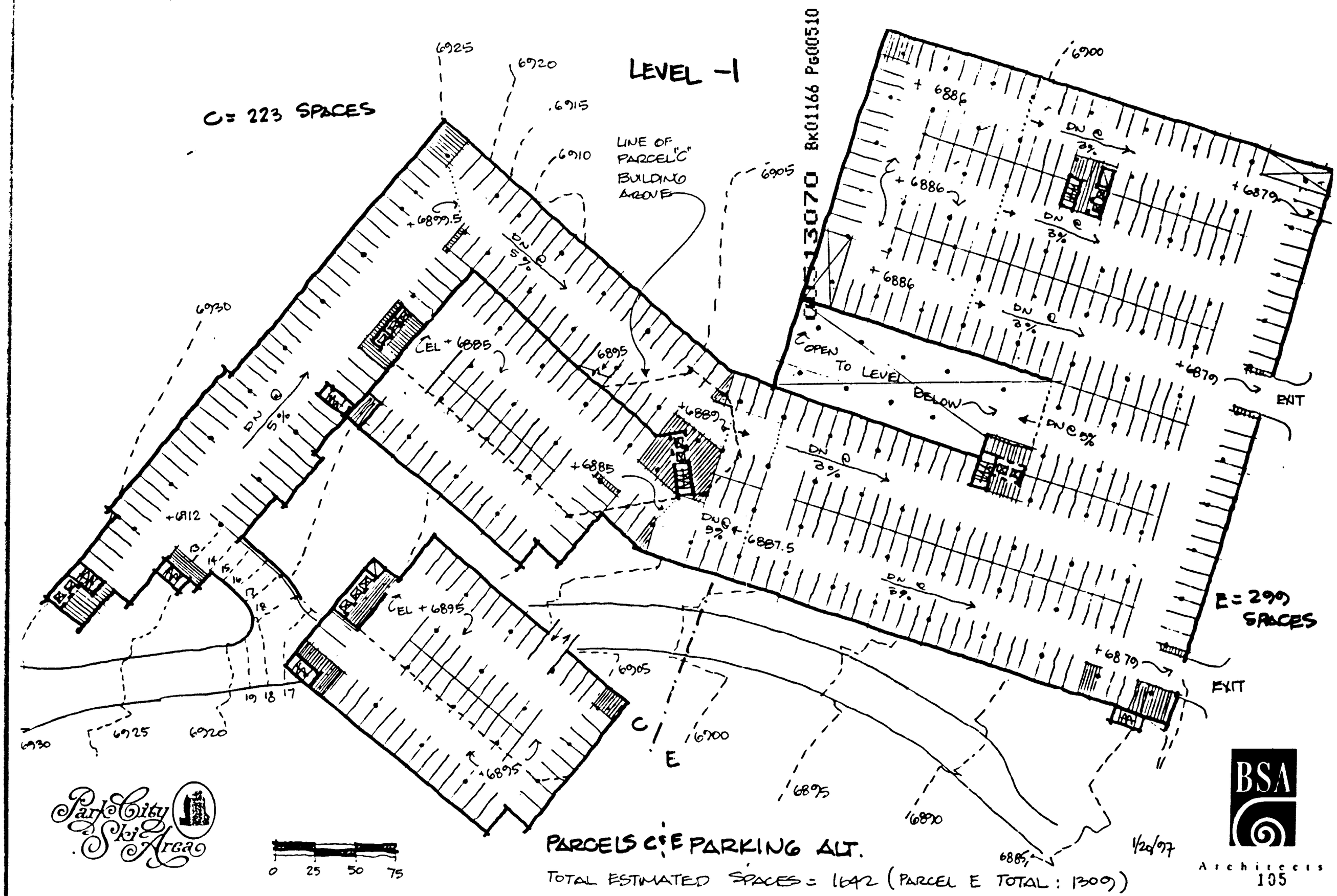

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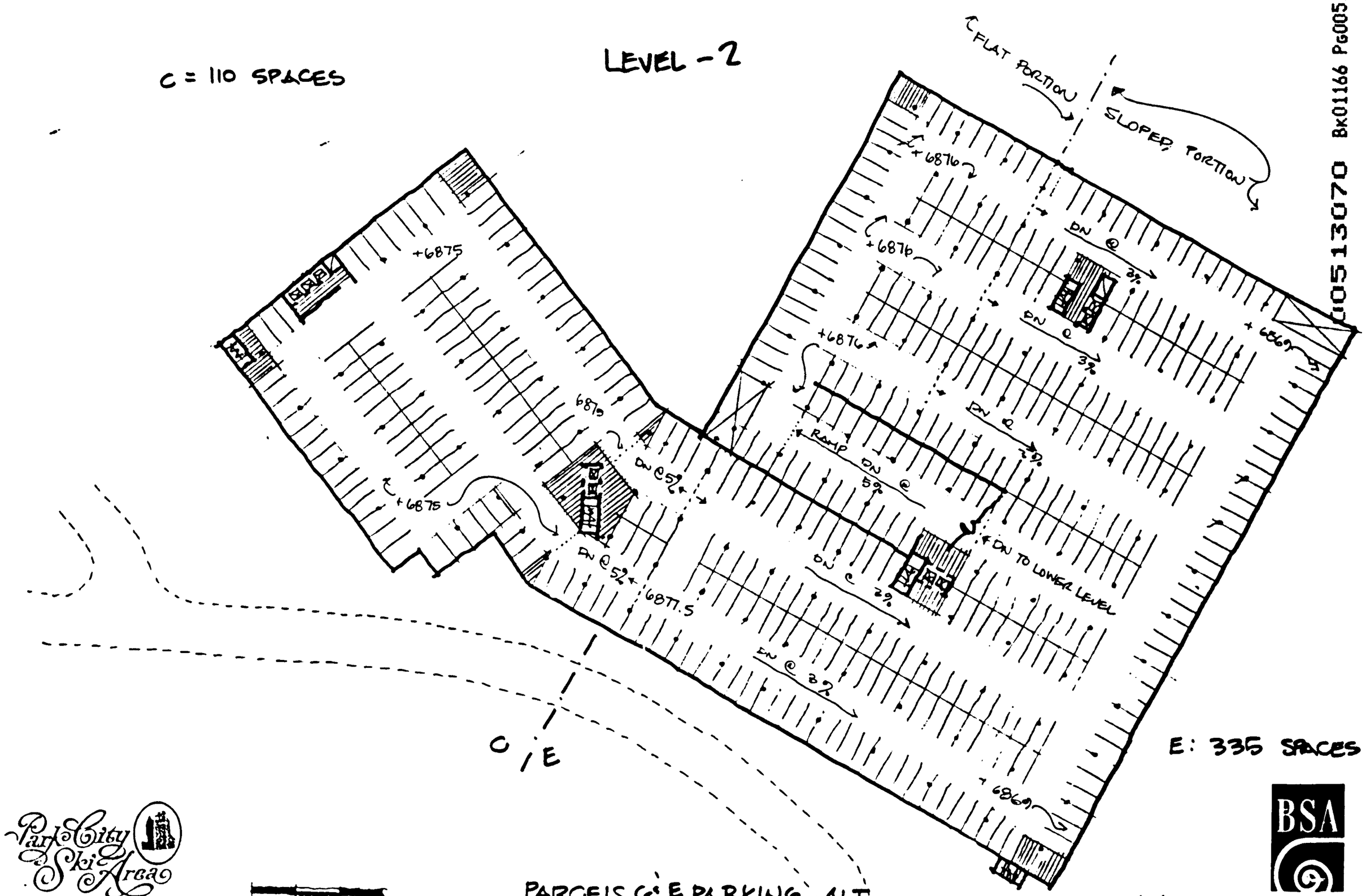
C = 110 SPACES

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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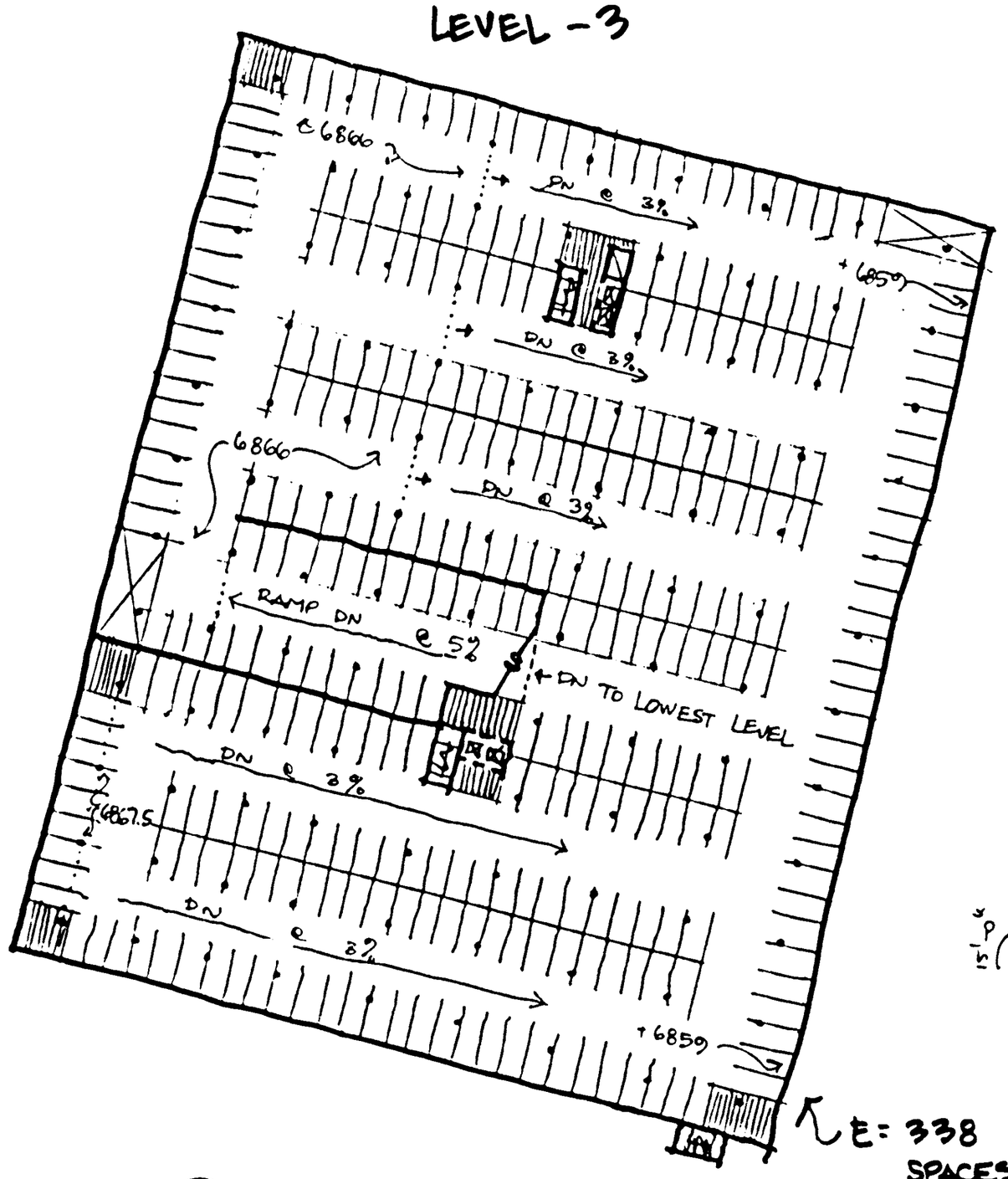
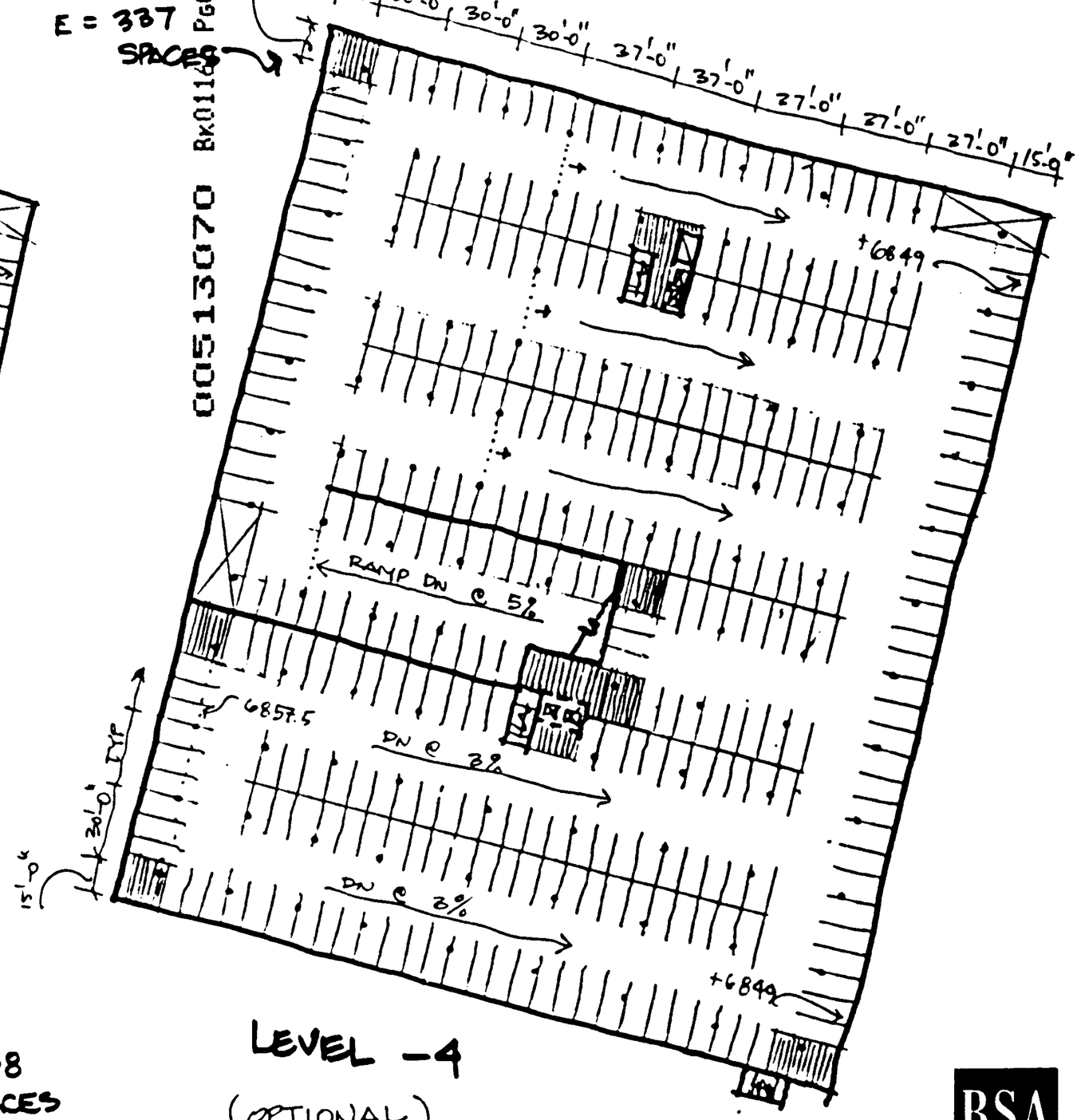
00513070 Bk0116 Pg00512



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.

00513070 Bk01166 Pg00526

APPENDIX A

VOLUMETRICS

Park City Ski Area

BSA Architects

00513070 Bk01166 Pg00527

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

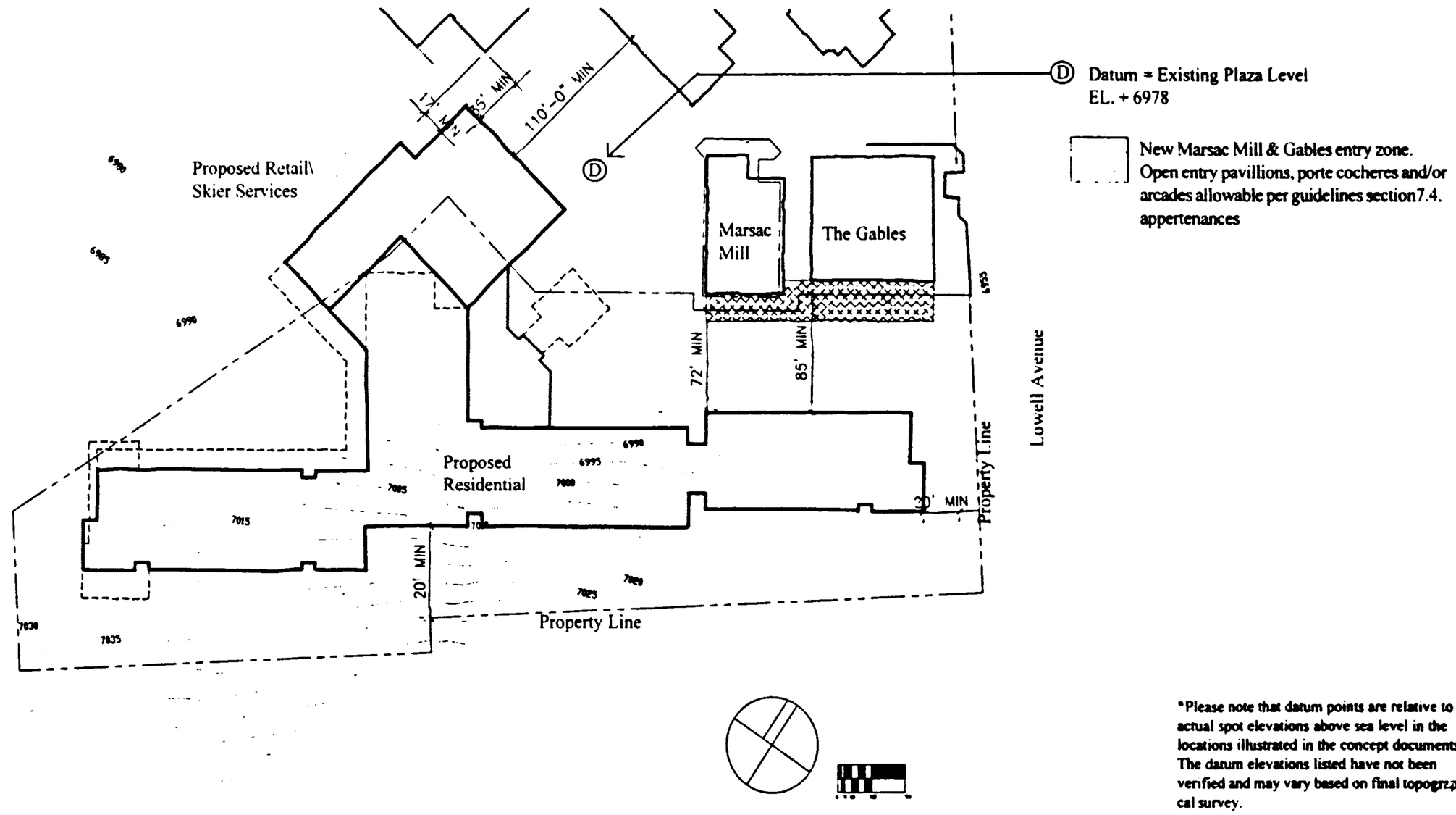
The concept drawings for the residential component are based on a 38'-0" x 30'-0" wide grid in order to accommodate a two bedroom condominium or timeshare unit comprising approximately 1250 square feet.

Park City Ski Area

PARK CITY RESORT
VOLUMETRICS

BSA Architects

00513070 Bk01166 Pg00528



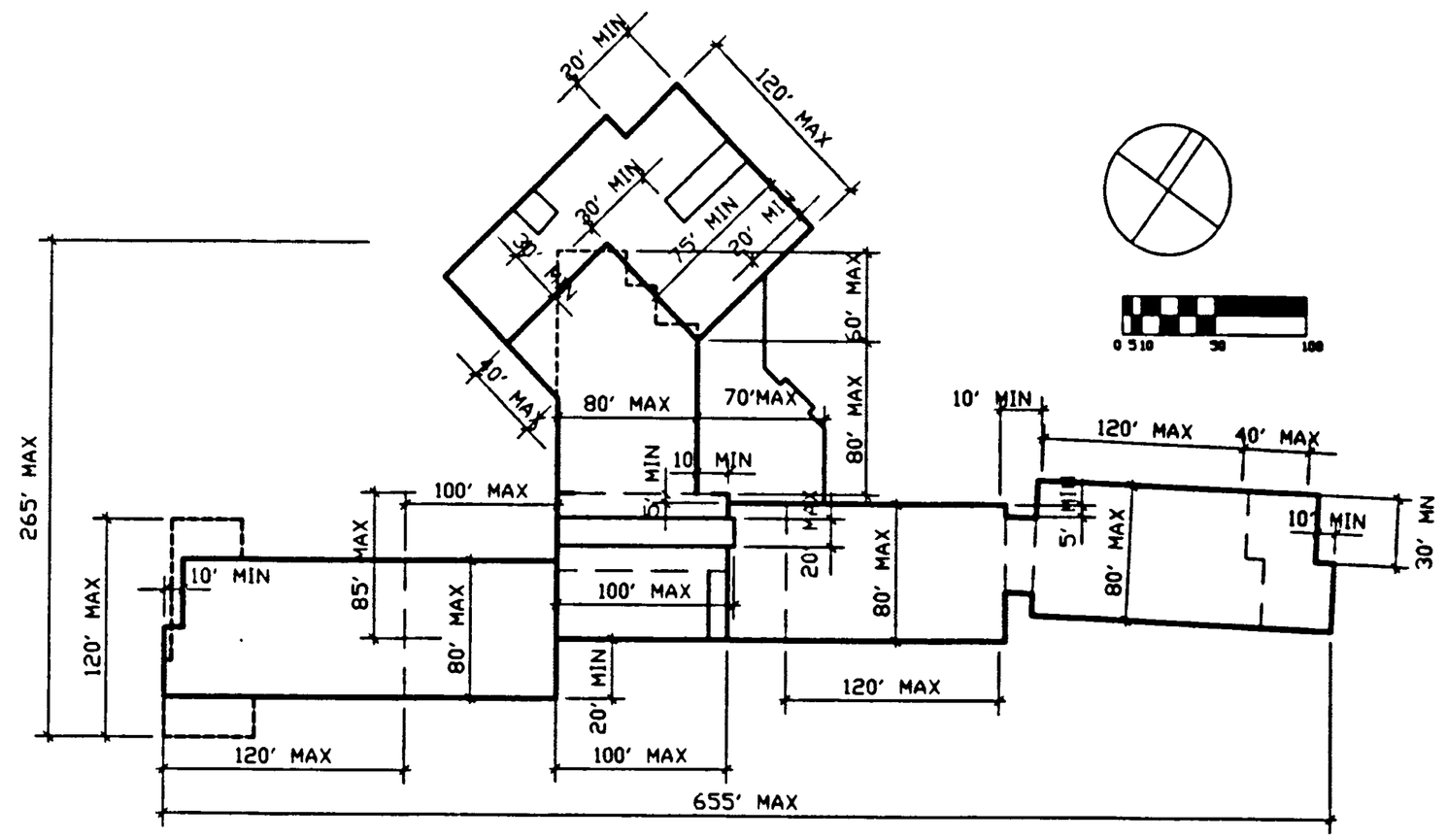
*Please note that datum points are relative to the actual spot elevations above sea level in the locations illustrated in the concept documents. The datum elevations listed have not been verified and may vary based on final topogrzphical survey.

PARCEL A:
Building Setbacks and Datum Points:

PARK CITY RESORT
VOLUMETRICS

BSA Architects

00513070 Bk01166 Pg00529



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

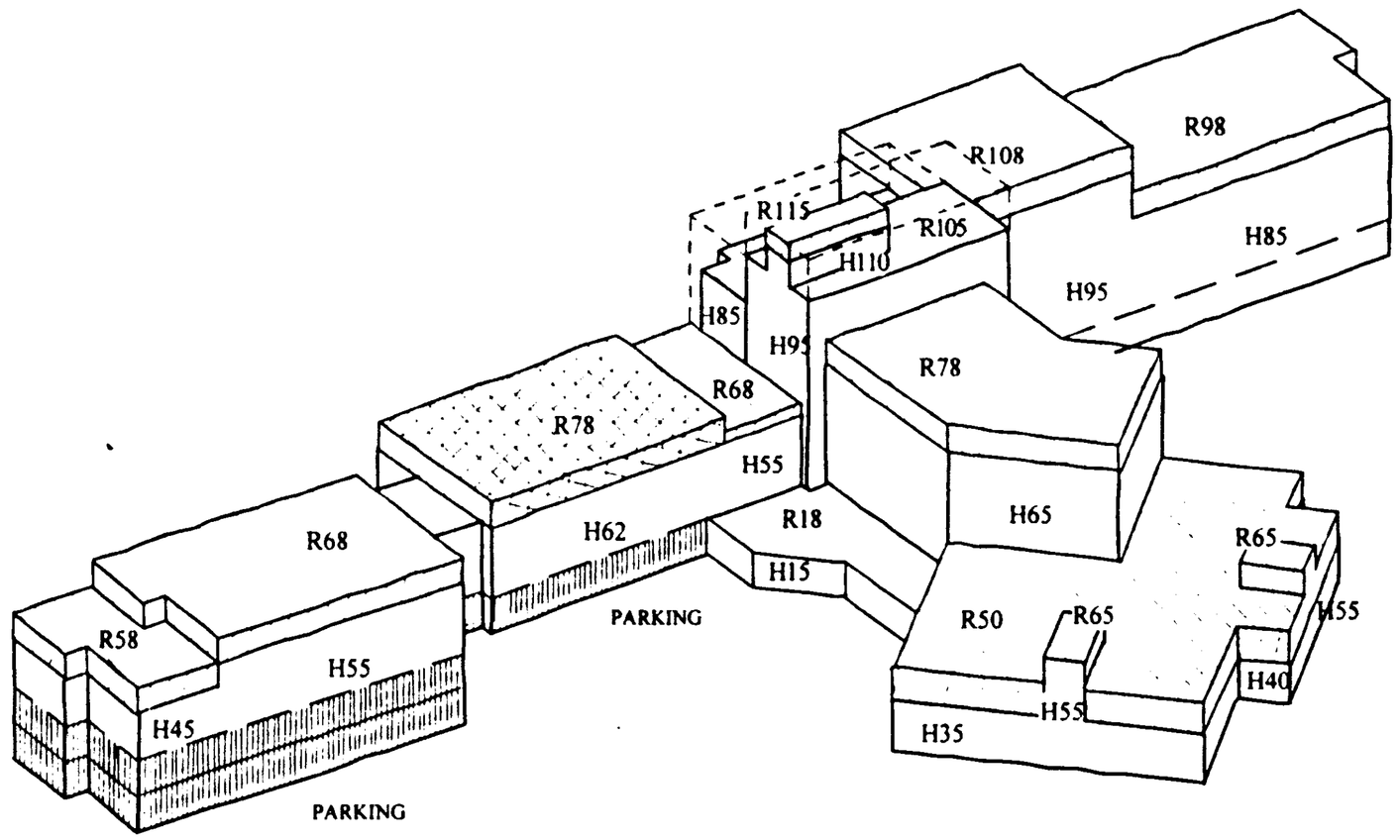
Balconies, bay windows, cornices and overhangs: please see Appendix A.

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

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.

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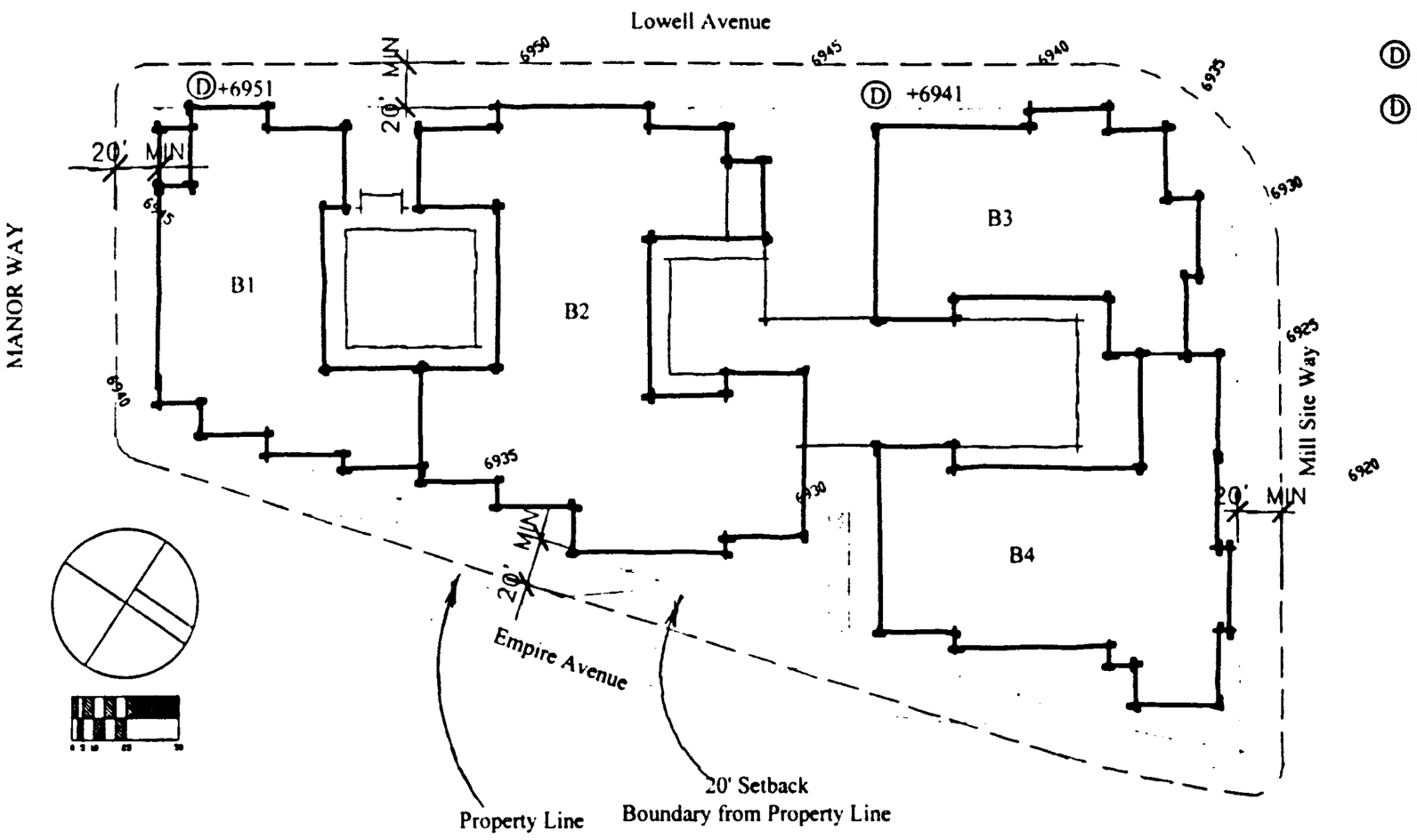


Ⓓ Datum B1-B2
EL. + 6951
Ⓓ Datum B3-B4
EL. + 6941

*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.

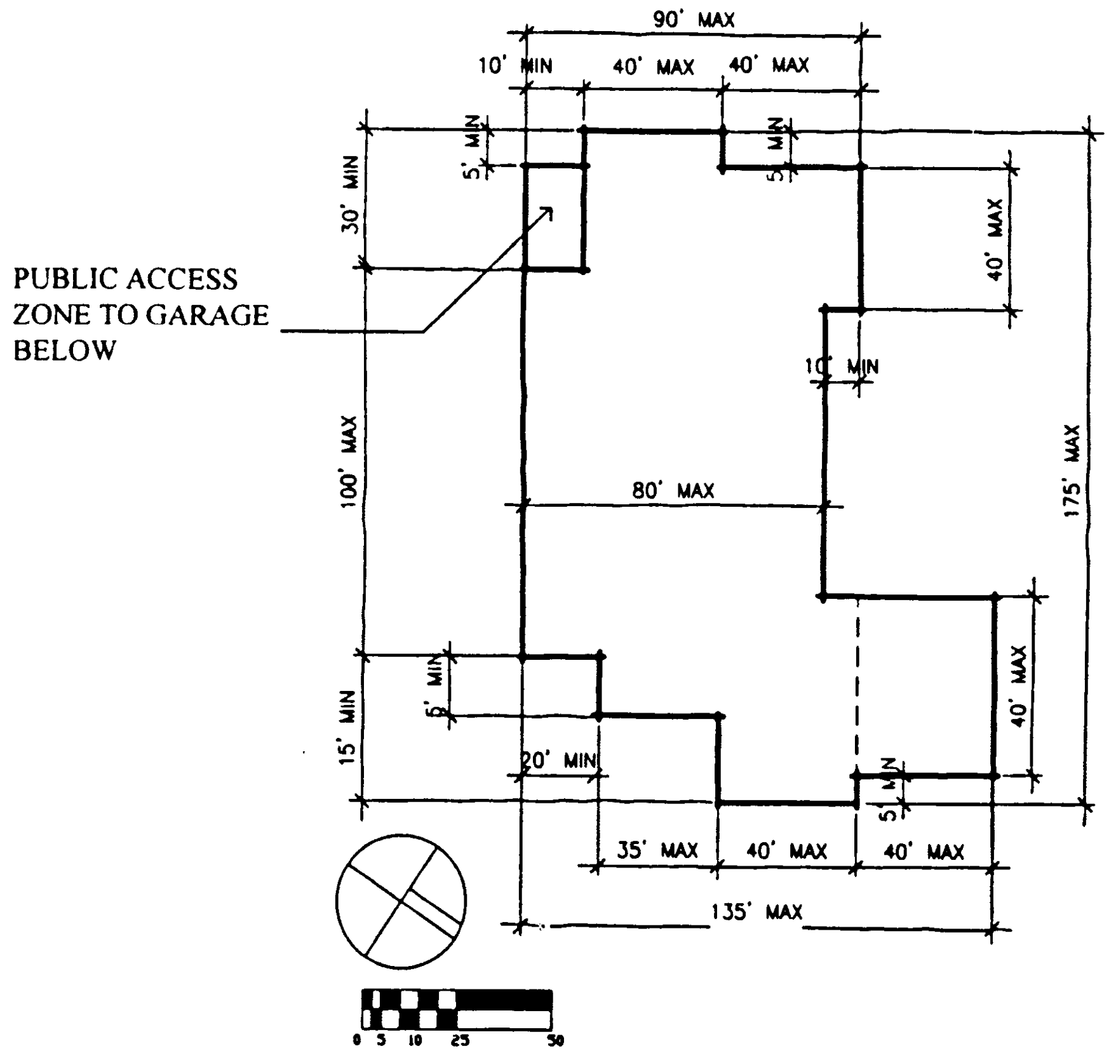
PARCEL B: Building B1, B2 & B3:
Building Setbacks and Datum Points

Park City Ski Area

PARK CITY RESORT
VOLUMETRICS

BSA Architects

00513070 Bk01166 Pg00533



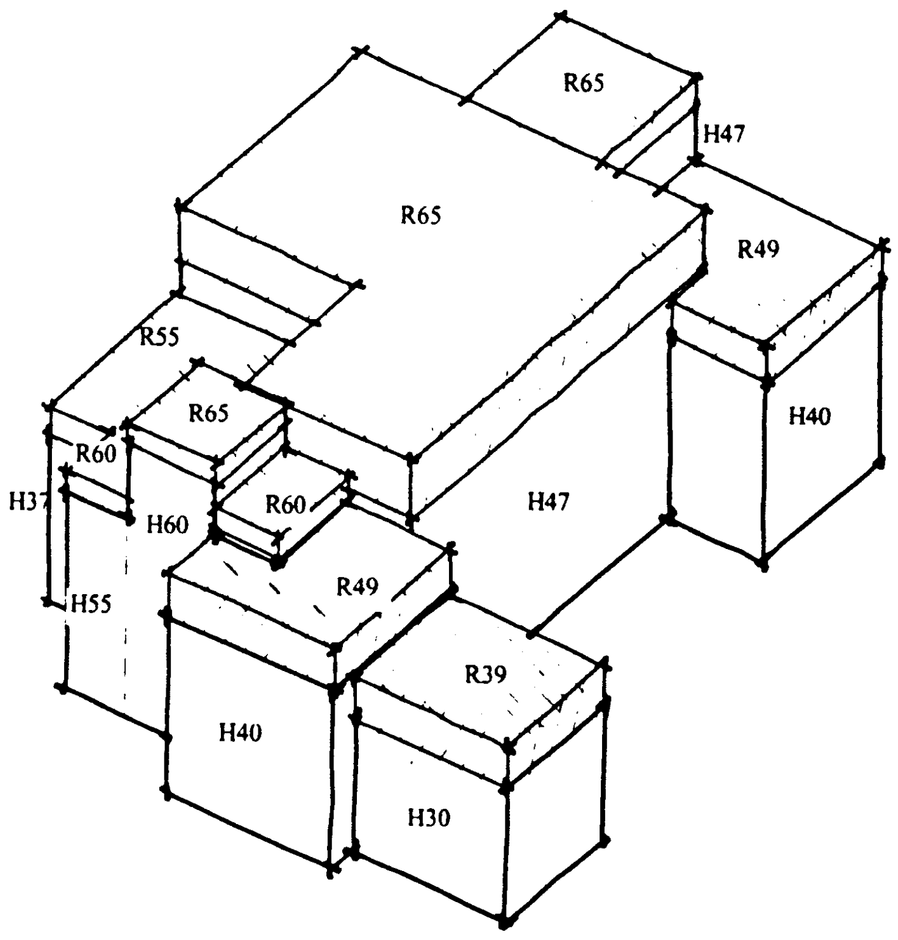
PARCEL B: Building B1
Footprint Diagram:
Recommended Building Lengths, Widths and Offsets.

Park City Ski Area

PARK CITY RESORT
VOLUMETRICS

BSA Architects

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'

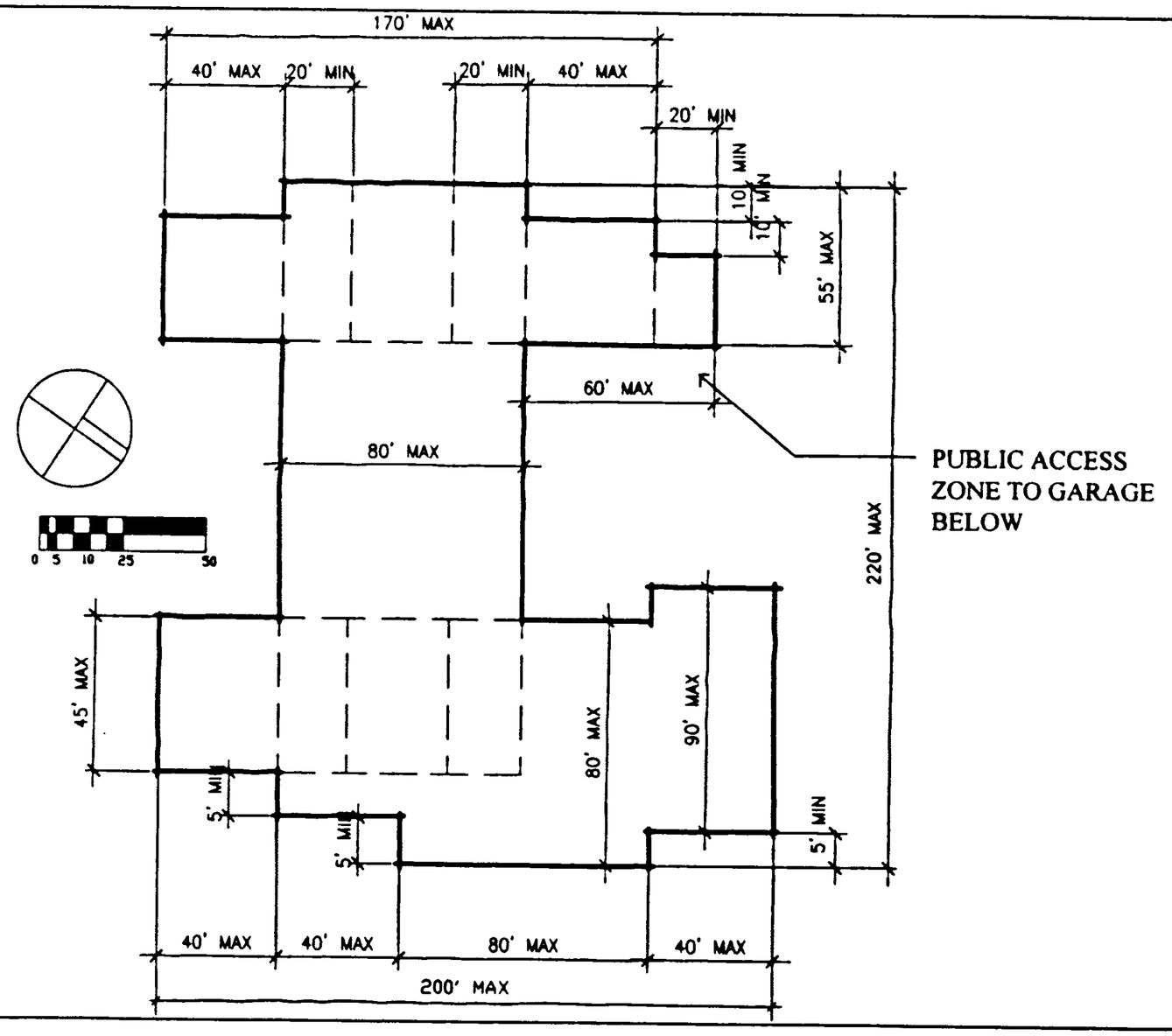
=Pitched roof zone.

Park City Ski Area

PARK CITY RESORT
VOLUMETRICS

BSA Architects

00513070 Bx01166 Pg00535



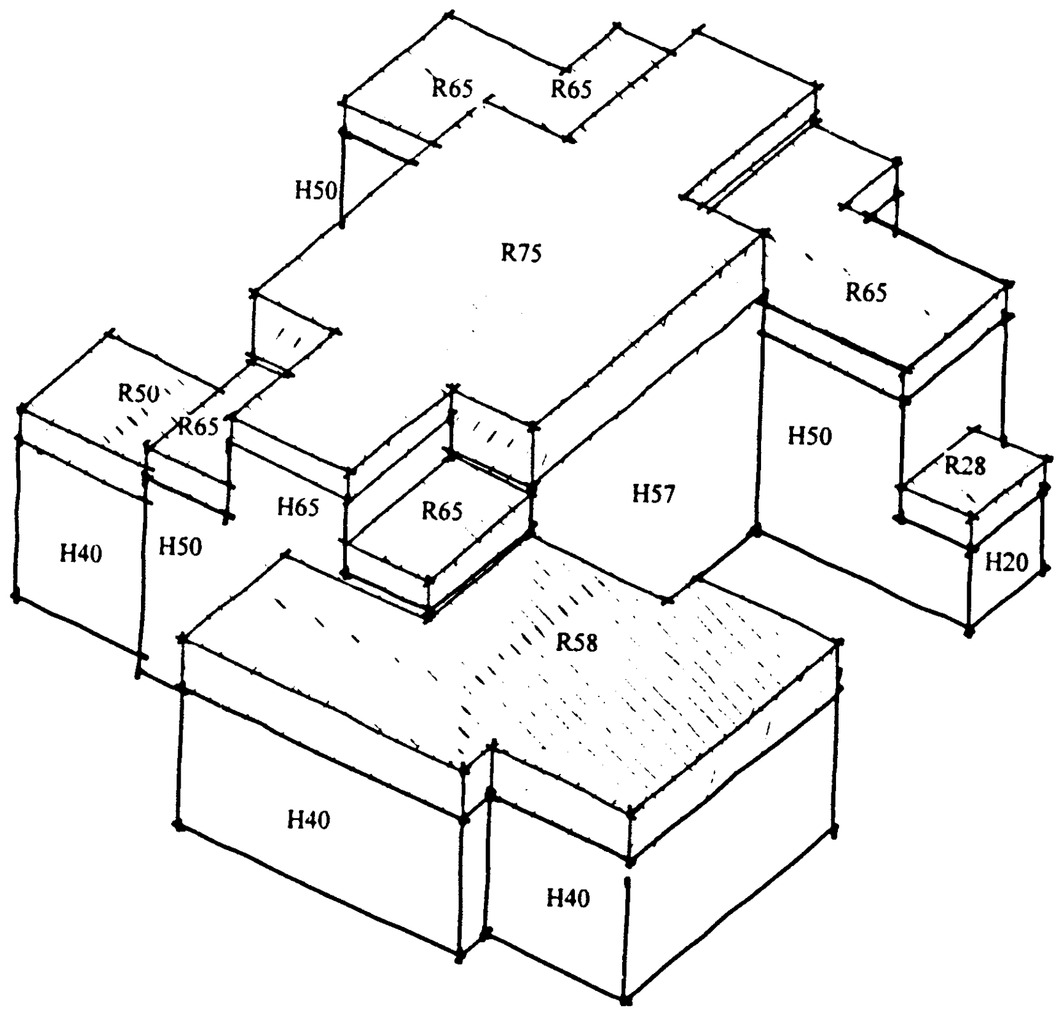
PARCEL B: Building B2
Footprint Diagram:
Recommended Building Lengths, Widths and Offsets.

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'

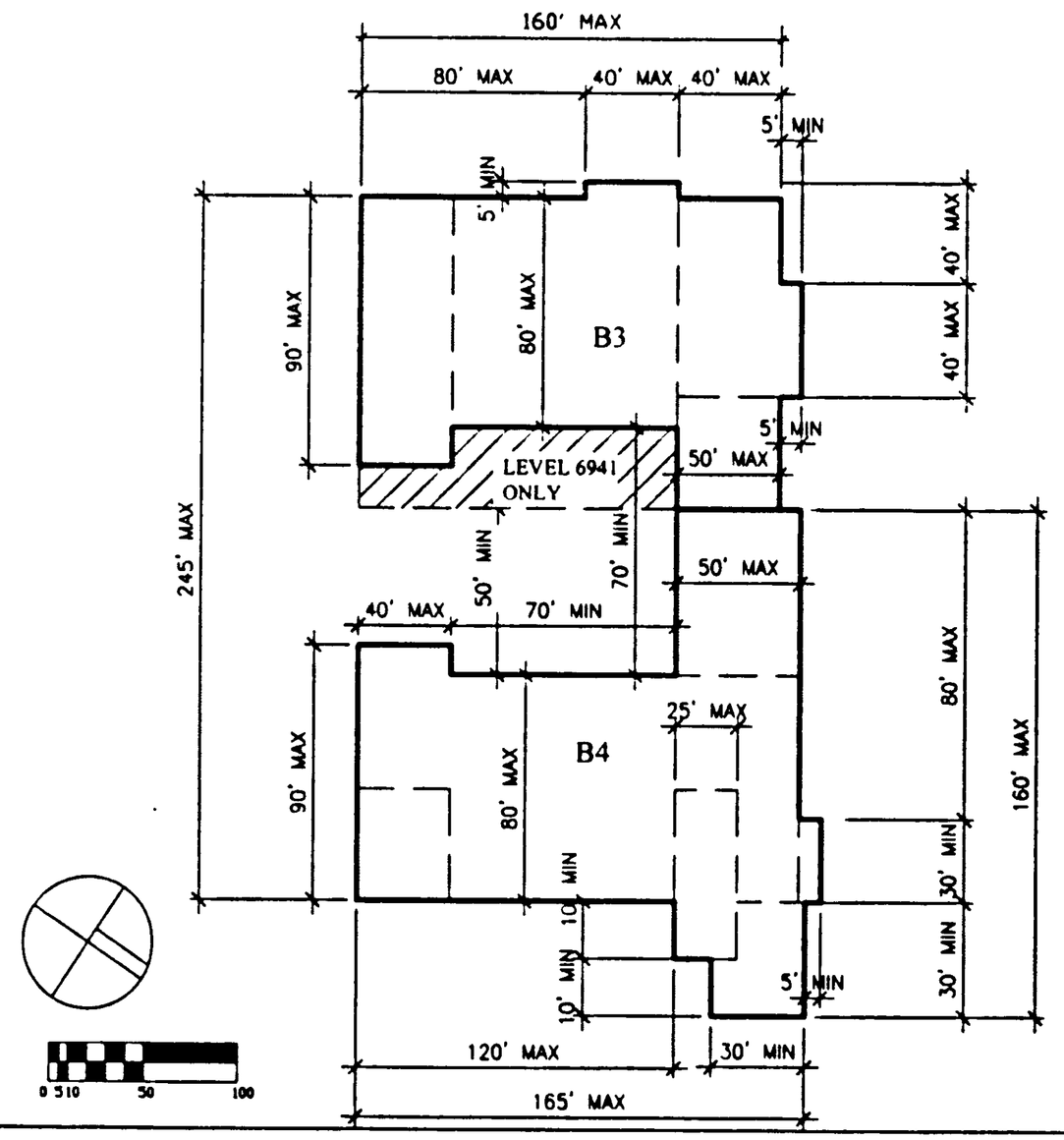
=Pitched roof zone.

Park City Ski Area

PARK CITY RESORT
VOLUMETRICS

BSA Architects

00513070 Bk01166 Pg00537



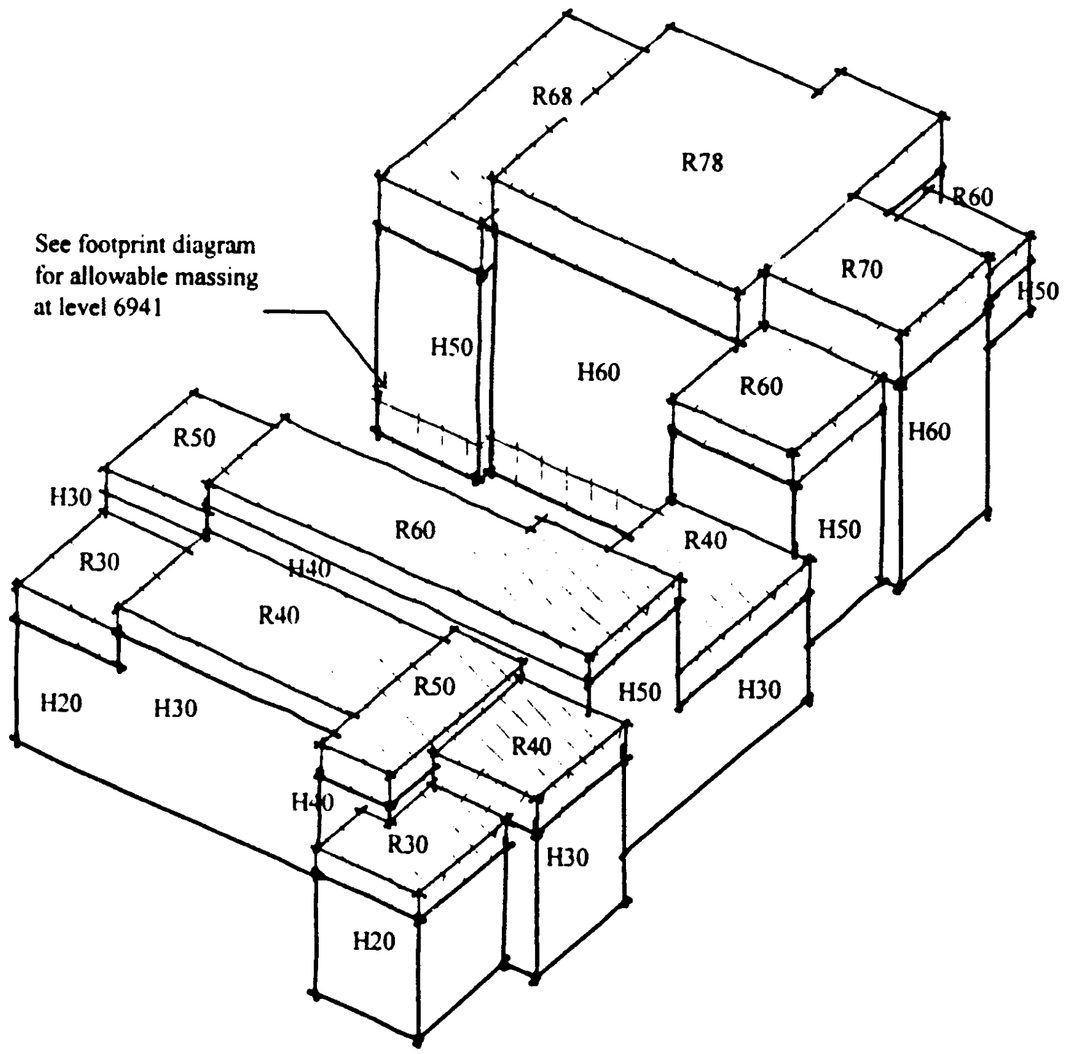
PARCEL B: Buildings B3 & B4
Footprint Diagram:
Recommended Building Lengths, Widths and Offsets.
Ground Floor Level only.

Park City Ski Area

PARK CITY RESORT
VOLUMETRICS

BSA Architects

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

BSA Architects

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

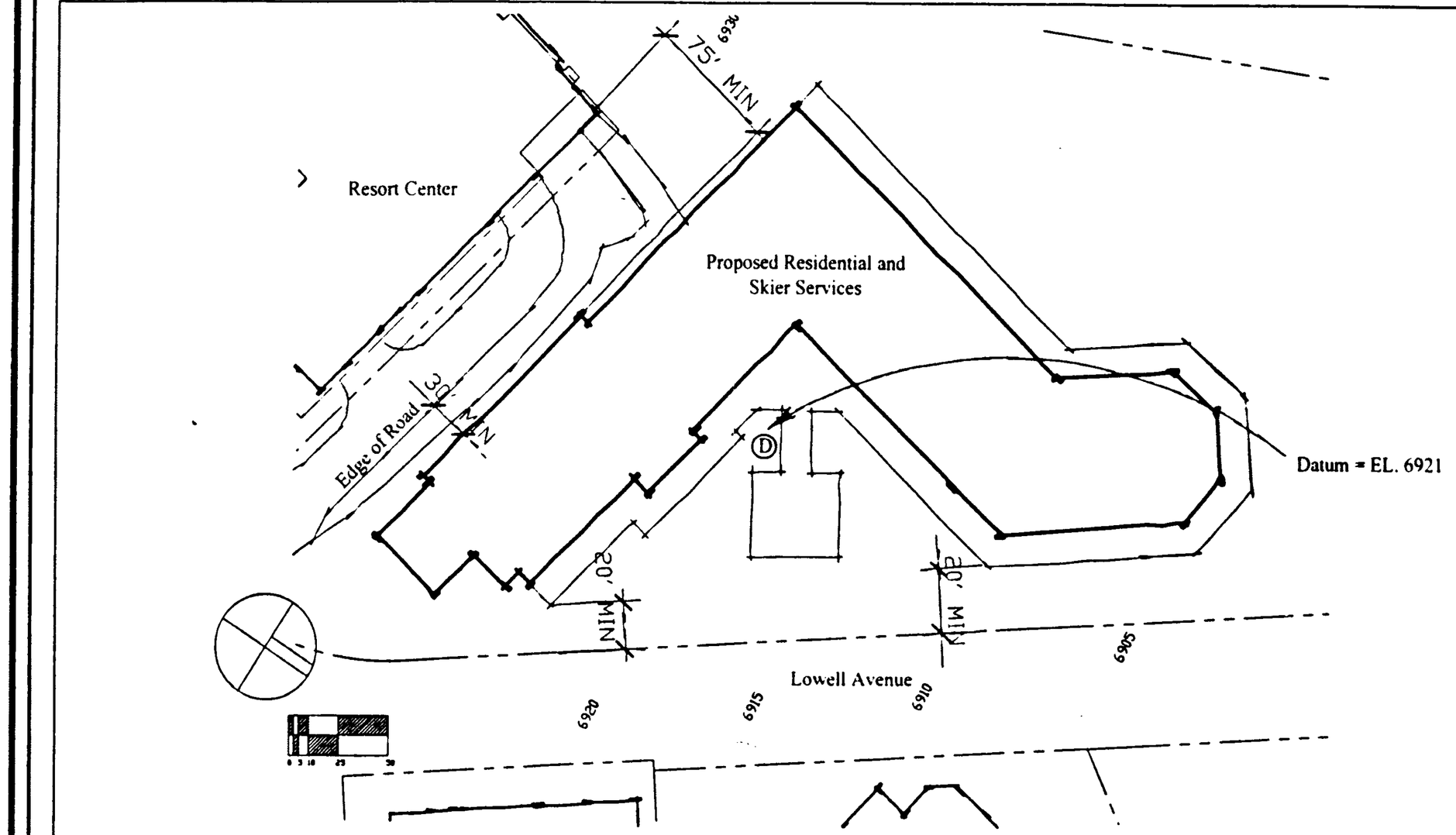
The conceptual footprint for Parcel C is based on a 37'-0" wide x 30'-0" parking grid as illustrated in the design documents. An initial 15'-0" grid line has been assumed at some of the garage's perimeter walls.

Park City Ski Area

PARK CITY RESORT
VOLUMETRICS

BSA Architects

00513070 Bk01166 Pg0540



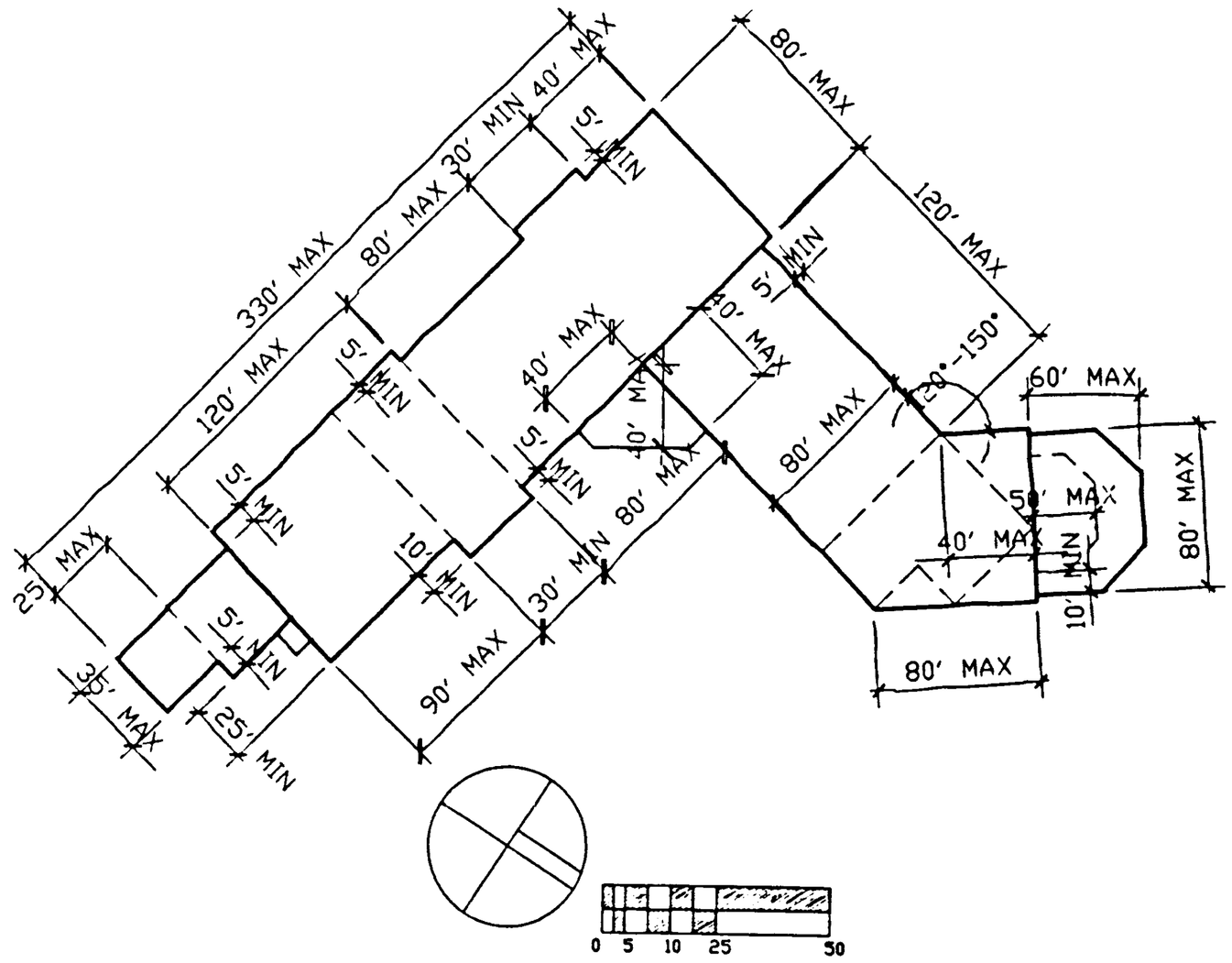
*Please note that datum points are relative to the actual spot elevations above sea level in the locations illustrated in the concept documents. The datum elevations listed have not been verified and may vary based on final topographical survey.

PARCEL C: Building C
Building Setbacks and Datum Points:

Park City Ski Area

PARK CITY RESORT
VOLUMETRICS

BSA Architects



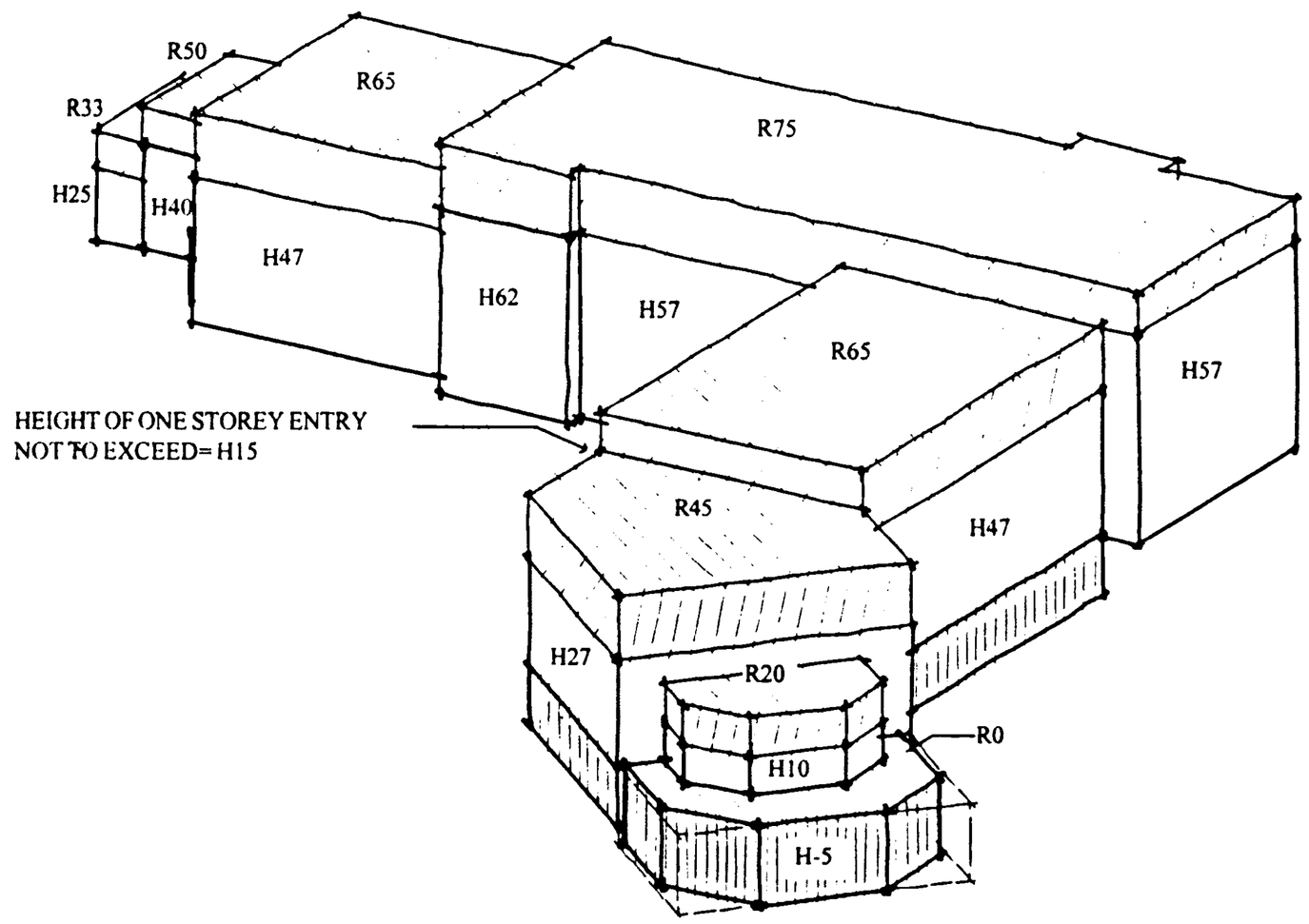
PARCEL C:
Footprint Diagram:
Recommended Building Lengths, Widths and Offsets.

Park City Ski Area

PARK CITY RESORT
VOLUMETRICS

BSA Architects

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

BSA Architects

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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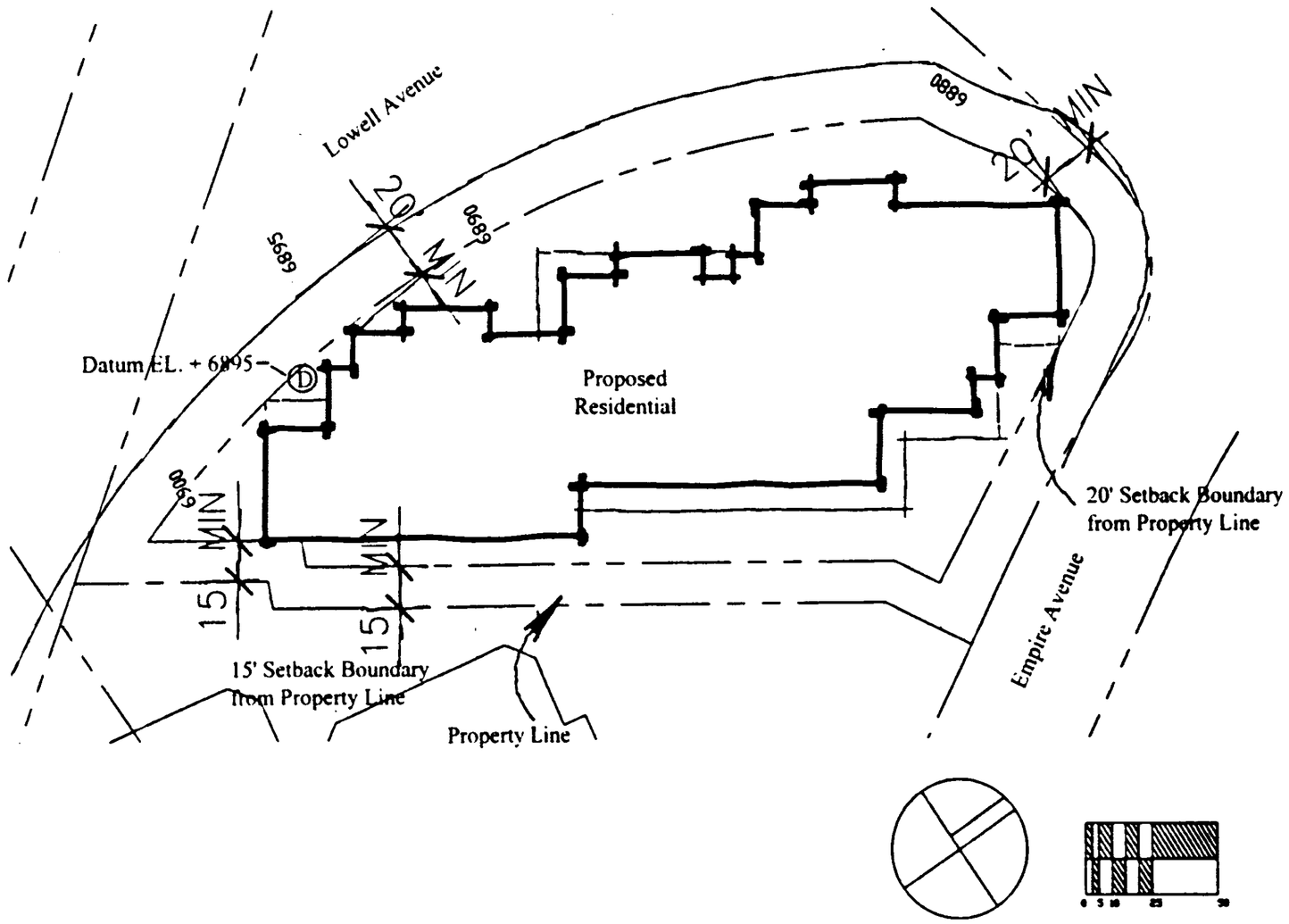


*Please note that datum points are relative to the actual spot elevations above sea level in the locations illustrated in the concept documents. The datum elevations listed have not been verified and may vary based on final topographical survey.

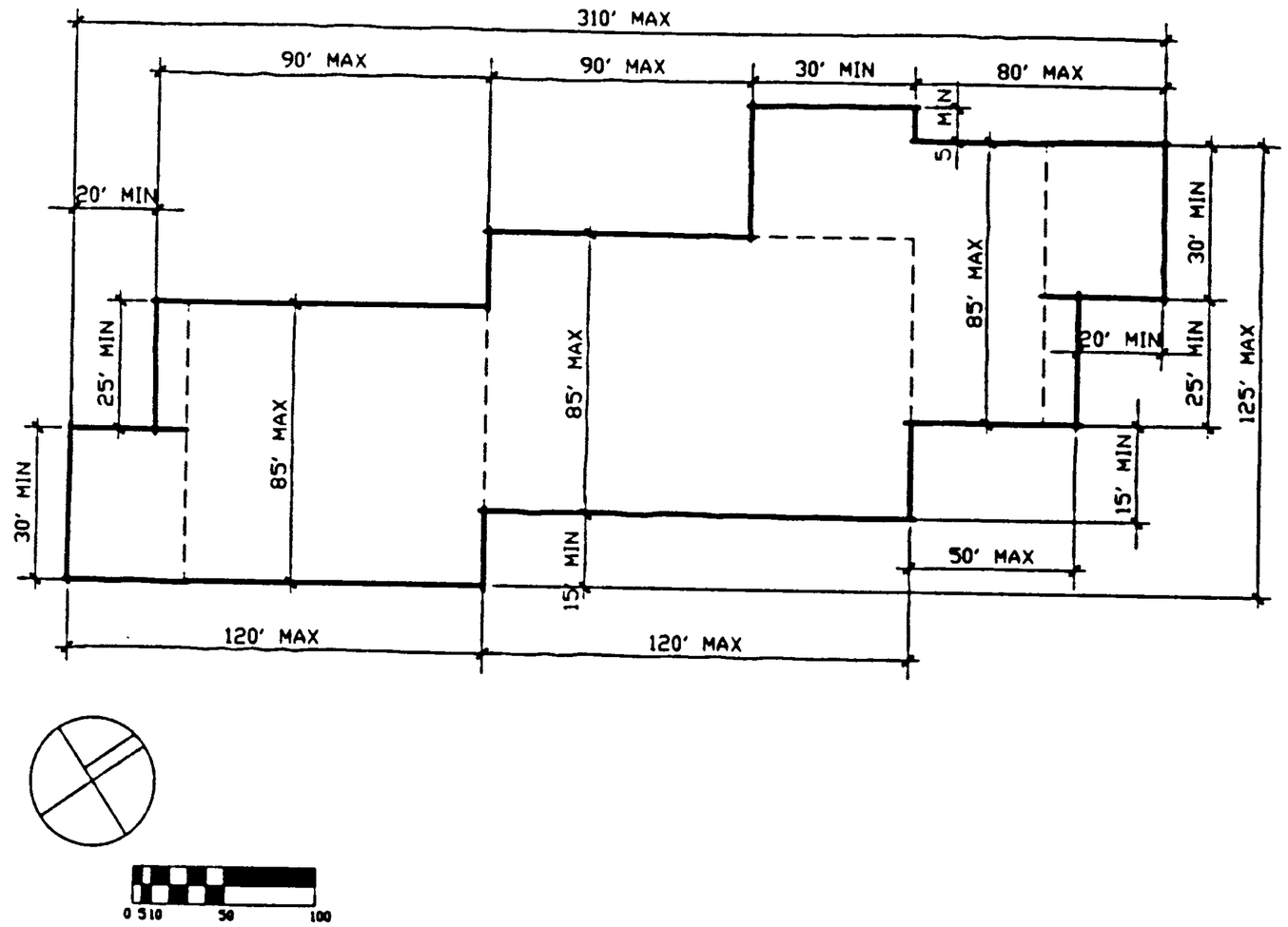
PARCEL D: Building D
Building Setbacks and Datum Points:

Park City Ski Area

PARK CITY RESORT
VOLUMETRICS

BSA Architects

00513070 Bk01166 Pg00545



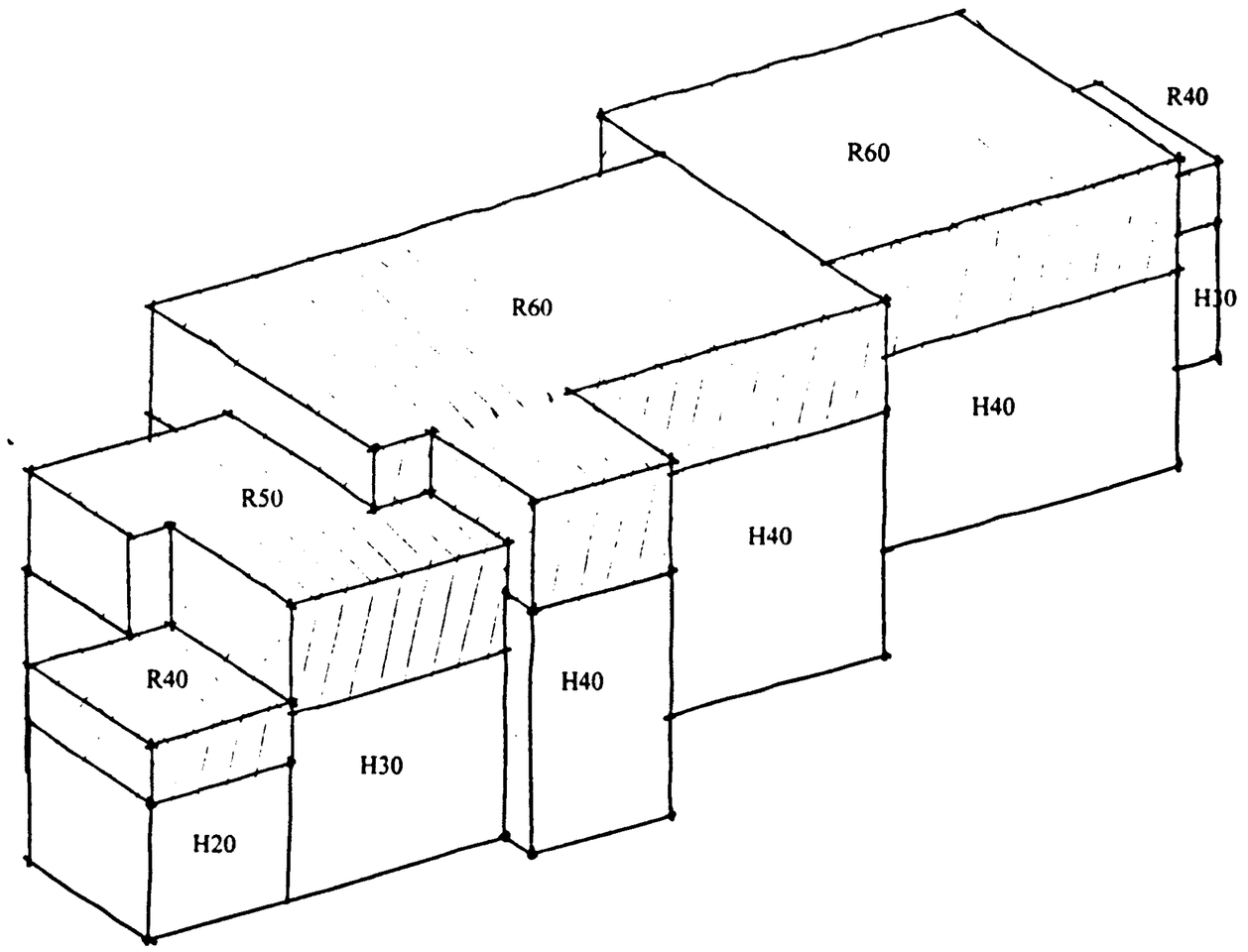
PARCEL D:
Footprint Diagram:
Recommended Building Lengths, Widths and Offsets.

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

BSA Architects

141

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.

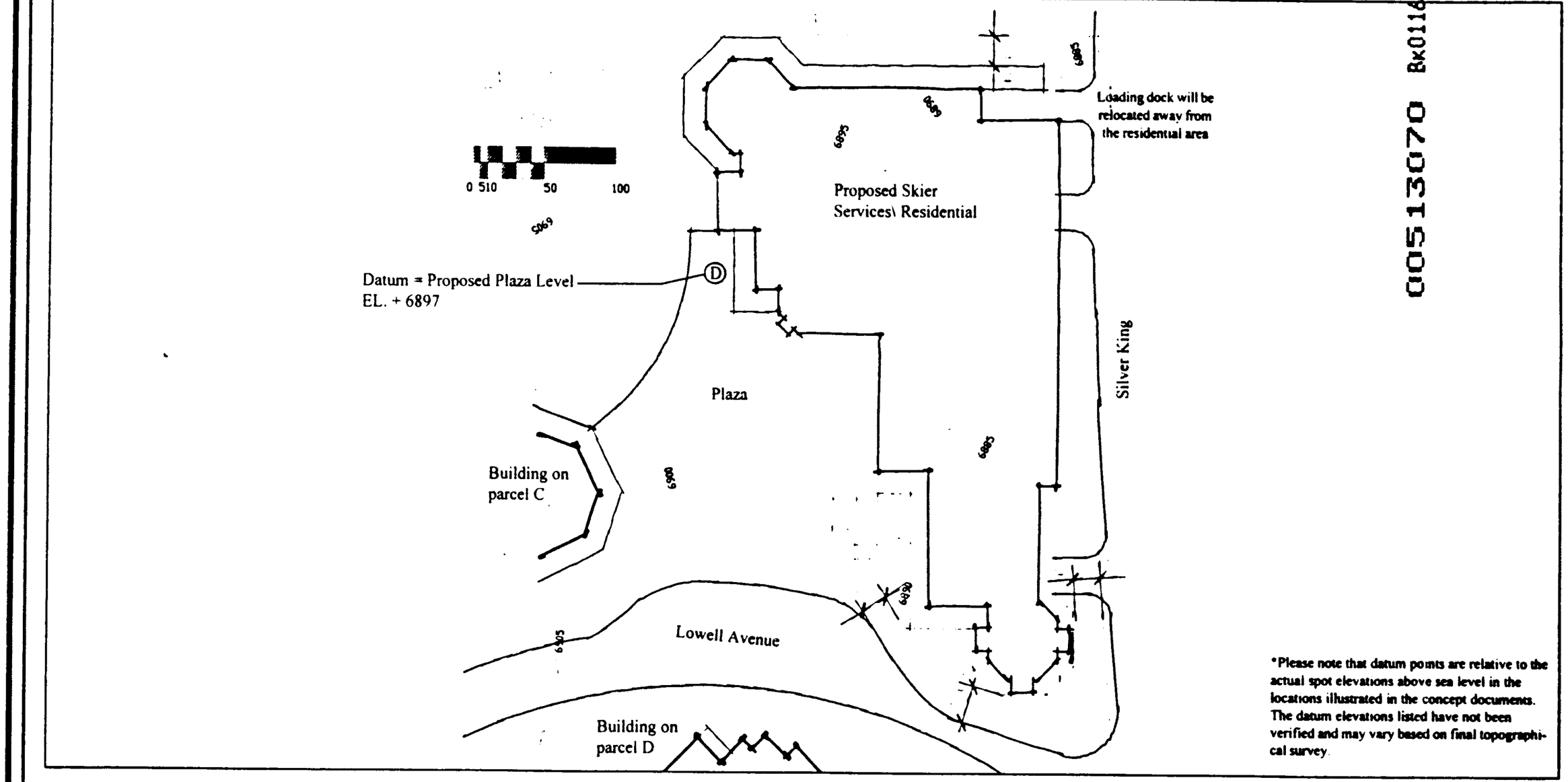
Building design for Parcel E shall:

- 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.

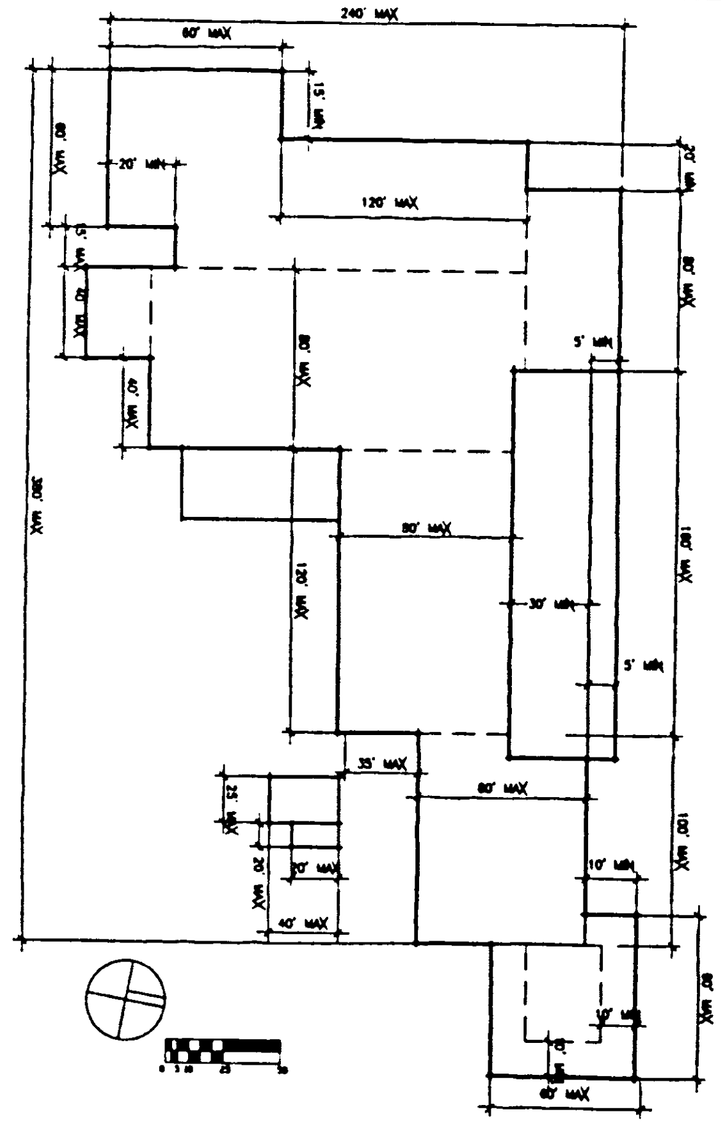
PARCEL E:
Building Setbacks and Datum.

Park City Ski Area

PARK CITY RESORT
VOLUMETRICS

BSA Architects

00513070 Bk01166 Pg00549



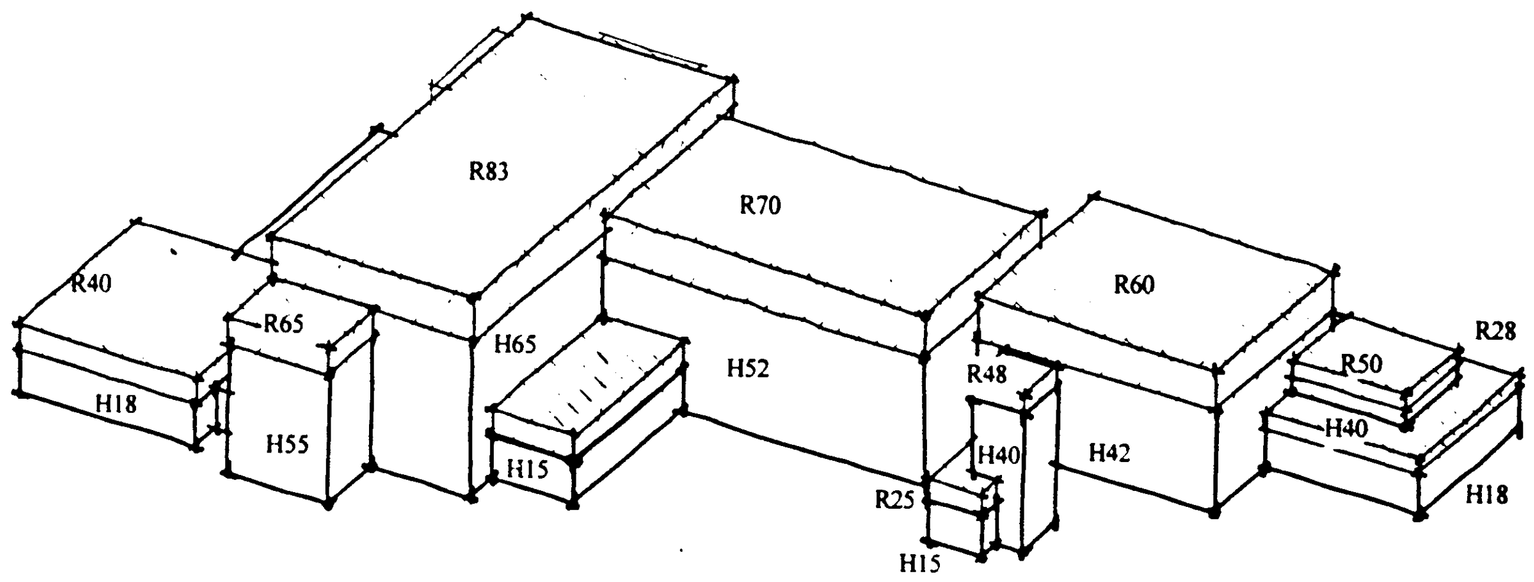
PARCEL E:
Footprint Diagram:
Recommended Building Lengths, Widths and Offsets.

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'

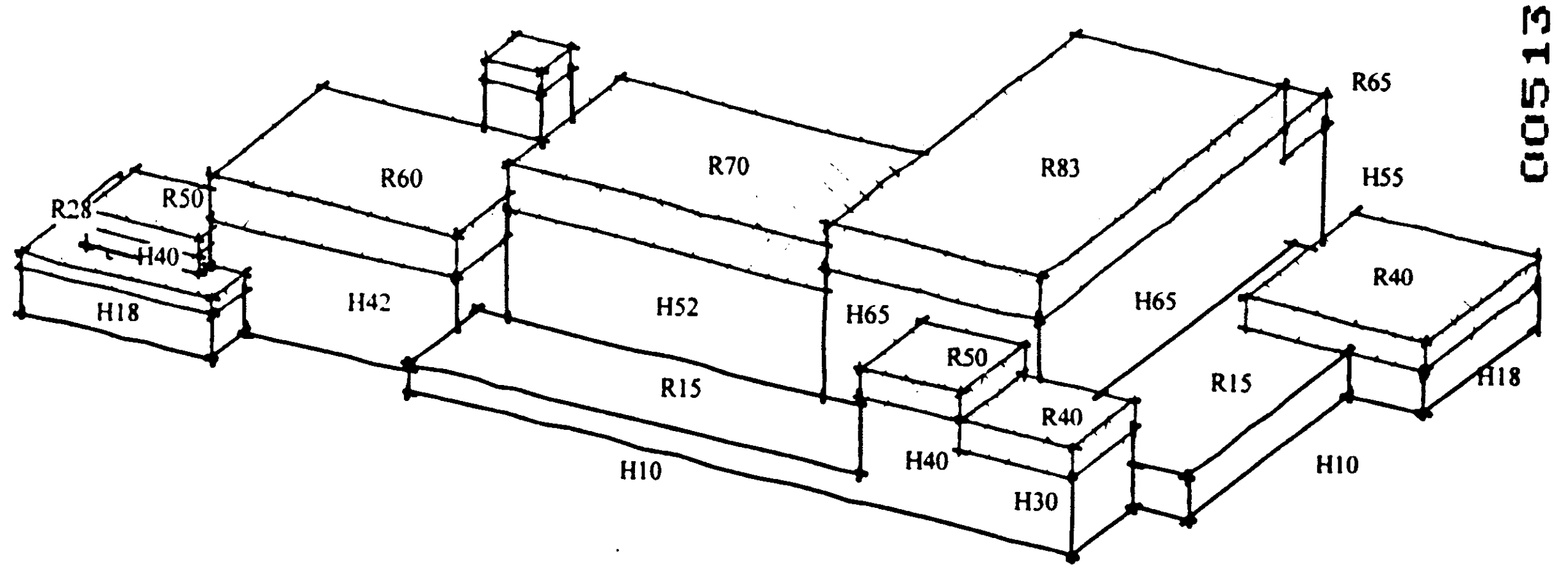
=Pitched roof zone.

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

BSA Architects

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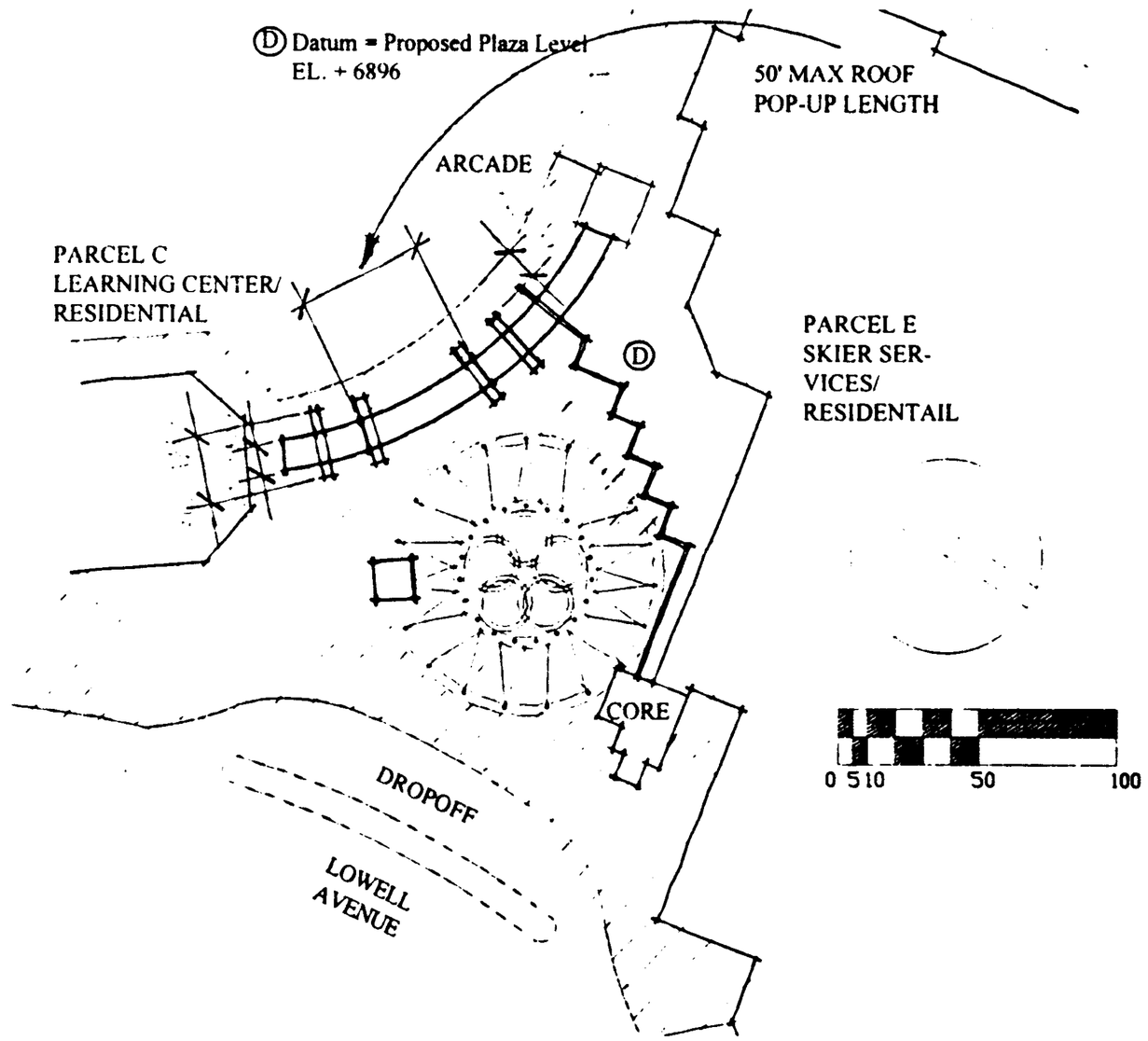
00513070 Bk01166 Pg00552



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

Park City Ski Area

PARK CITY RESORT
VOLUMETRICS

BSA Architects

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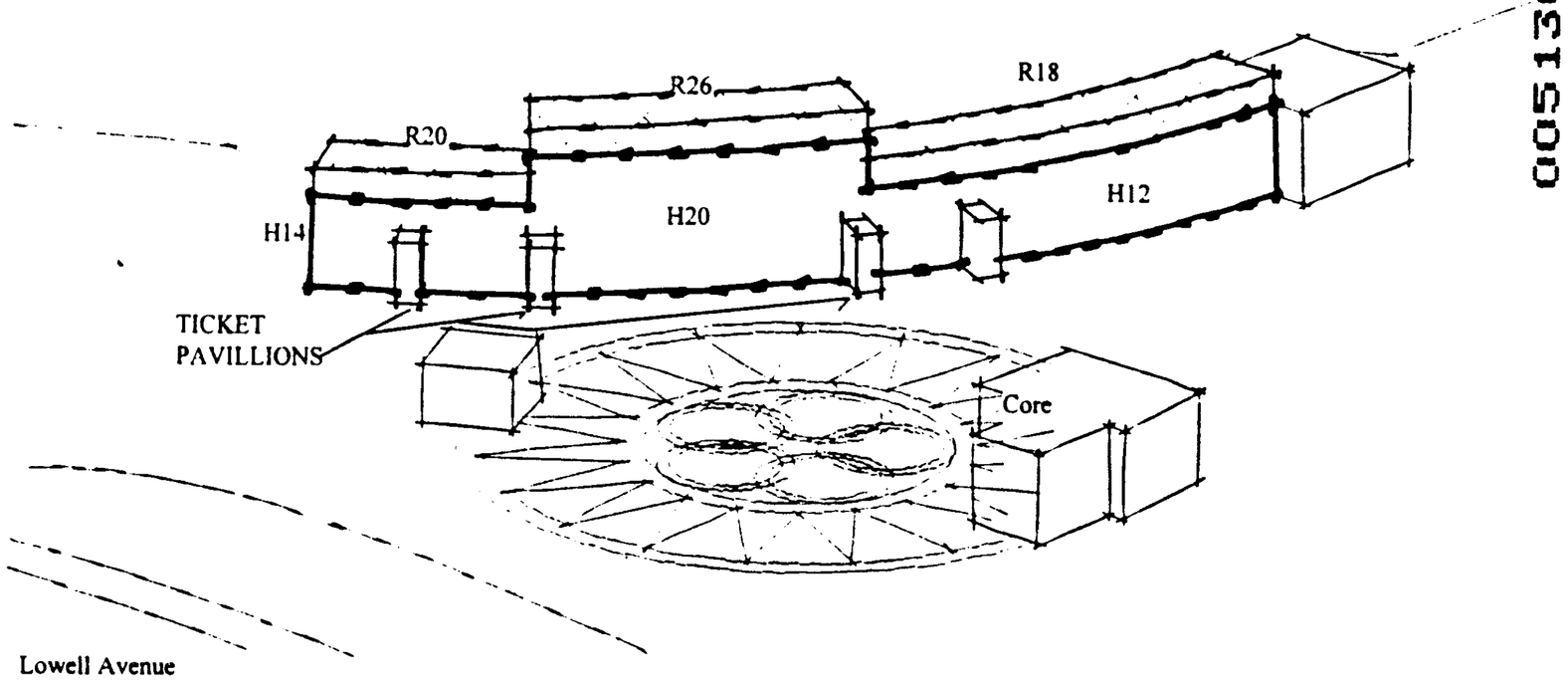

ARCADE: From Lowell Avenue
Massing Diagram:
Recommended Building Heights.

LEGEND:
H= Maximum height, to underside of structure.
R= maximum roof height measured vertically from datum. El. 6896'

=Roof truss zone.

Park City Ski Area

PARK CITY RESORT
VOLUMETRICS

BSA Architects

Exhibit E

PARK CITY
1884

Department of Community Development
Engineering • Building Inspection • Planning

September 2, 1997

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

NOTICE OF PLANNING COMMISSION ACTION

Project Name: Park City Mountain Resort

Project Description: Large Scale Master Plan

Date of Meeting: June 25, 1997

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

Master Planned Development Findings:

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

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

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

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

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

Density

The densities and square footages proposed are as follows:

Parcel Square Footage Allowance Table

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

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

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

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

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

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

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

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

RESORT ACCESSORY USES:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Conclusions of Law:

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

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

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

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

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

Conditions of Approval:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Sincerely,

Nora L Seltenrich

Nora Seltenrich, AICP
Special Projects Manager

NS/rr

00513070 Bk01166 Pg00566

BEFORE THE CITY COUNCIL OF THE PARK CITY MUNICIPAL CORPORATION

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

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

FINDINGS OF FACT:

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

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

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

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

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

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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

00513070 Bk01166 Pg00569

BEFORE THE CITY COUNCIL OF THE PARK CITY MUNICIPAL CORPORATION

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

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

FINDINGS OF FACT:

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

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

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

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

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

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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:

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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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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

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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.

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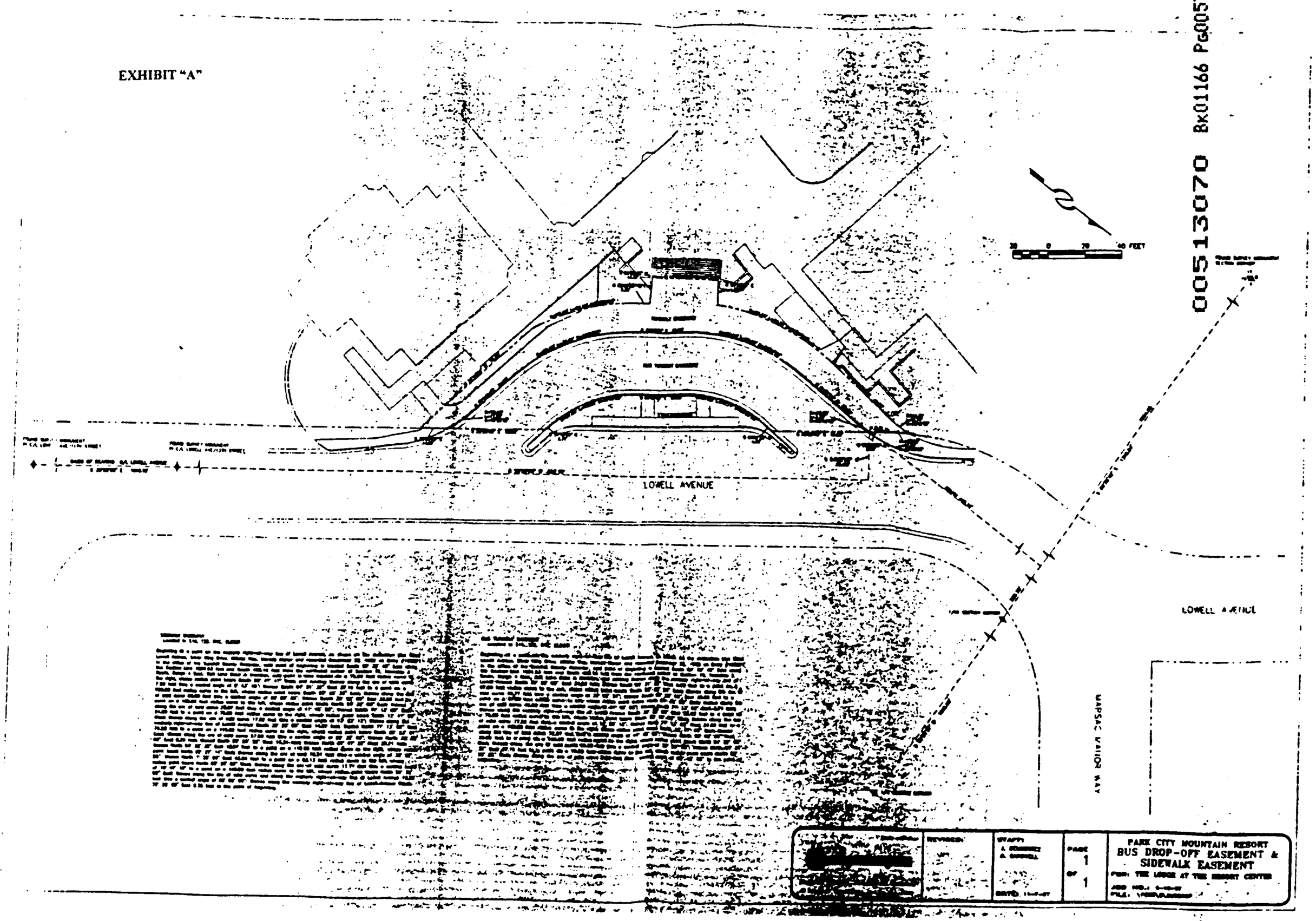
EXHIBIT "A"



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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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

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Exhibit J Exhibit K

Park City Village

Traffic and Parking Management Plan

This Traffic and Parking Management Plan forms the basis for maintaining existing or improved traffic conditions throughout the construction of the Park City Village Project and after the completion of the project.

1. Project Construction Overview

Each phase of the Park City Village project is planned to not decrease the total available parking at the ski area during construction of each phase and to accommodate the increase in parking required by improvements to the ski area.

Construction workers for each phase will vary by the trades required and stage of construction. Similar projects in the Park City area indicate that approximately 70 to 100 workers are anticipated during the peak construction periods.

Overall construction impacts will be minimized by :

- Place excavated material on site to eliminate the impacts of haul trucks to roads accessing the site.
- Set restricted construction delivery times and specific routes for each phase. No deliveries during morning and evening peak travel hours.
- Set limitation of work during special events - Park City Art Festival, America's Opening for the World Cup, etc.

Need to place the following improvements in the Construction Phases listed below:

Improvements to Empire Avenue, Lowell Avenue and the intersection of Lowell Avenue/Empire Avenue/ Silver King Drive - These improvements will need to be considered as a package of improvements along with any utility improvements or relocations necessary. Although the realignment of Lowell is suggested as soon as possible in the project schedule the final curb, gutter, and sidewalk may not occur until the completion of the Lower Lot parking structure.

Phase I planned start 1997 - completed winter 1997-1998. This phase will be the construction of the new lodging and ski facilities on Parcel A. The gondola building and gondola will be removed. The replacement skier facilities and the first phase of Parcel A lodging will be constructed. Excavation for all phases of the Parcel A building will be conducted the first year to accommodate material staging and construction employee parking. Construction traffic will use SR-224, Empire Avenue, Manor Way, and Lowell Avenue to the site.

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3/10/98

Exhibit J Exhibit K

Phase I option A - planned start 1997 - complete 1998. This option considers the construction of the units and required parking proposed on Parcel D (Silver King Lot) with additional parking constructed on the North half of Parcel B (Main Lot). The units above the parking on Parcel B would be constructed in the later Phase. Construction traffic will use SR-224, both Empire Avenue and Silver King Drive to the site.

Phase I option B - planned start 1997 - complete 1998. In addition to the construction of Parcel A, this option considers the construction of the North half of the parking and one third of the lodging units of Parcel B. Parcel D would not be constructed and subsequent phases of Parcel B would be constructed as other phases develop Construction traffic will use SR-224, and Empire Avenue to the site.

Phase II - planned start 1998 - complete winter 1999-2000. This phase consists of the construction of Parcel C - lodging and skier services. It is planned to construct this phase as one continuous construction. Construction traffic will use SR-224, Empire Avenue, Silver King Drive, Lowell Avenue to the site.

Phase III - planned start 1999 - complete winter 2000-2001. This phase completes the construction of Parcel E on the existing Lower Lot. Construction parking and staging could occur on Parcel D if Phase I option A does not occur, otherwise construction parking and staging will need to occur on Parcel E, utilizing the right-of-way during the summer. The new plaza and relocation of Lowell Avenue are completed during this phase. Lowell relocation should occur during the summer with traffic detouring on Empire Avenue and Shadow Ridge Drive. The plan anticipates that this phase will be completed for the Olympic Games. Construction traffic should be on SR-224, Empire Avenue, Silver King Drive, and Lowell Avenue to the site. Construction traffic will be restricted from Three Kings Drive. Continual access can be provided on Silver King Drive by widening out Silver King Drive to the north prior to the start of this phase as proposed for full buildout.

Phase IV - planned date - open. This phase will complete the unit construction of Parcel B and/or if either of the two Phase I options for development of Parcel B or D is exercised. As previously described, Parcel D would be an independent project with material storage and workers staged on site. Use of the right of way is anticipated during summer construction operations. Construction traffic will use SR-224, and Empire Avenue to the site.

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2. Parking - accommodating existing parking requirements and new requirements as each phase is completed.

Phase	I	Option IA	Option IB	II*	III*	IV*	Total
Existing stalls	1222			1542	1614	2541	2544
Skier stalls lost	0	563	256	243	244	246	0
Existing surface stalls remaining	1222	659	966	416	173	0	0
Stalls constructed							
Skier	0	400	336	214	990	228	1832
Commercial/ Residential	187	66	64	101	91	191	636
Employee					150		150
Subtotal	187	466	400	315	1231	419	2618
Temporary		230	60		-60	-170	0
Total skier stalls	1222	1289	1362	1260	1946	1758	1832
Total other stalls	187	253	251	354	595	786	786
Total stalls	1409	1542	1613	1614	2541	2544	2618

* Option IA was assumed

** Existing stalls do not include underground parking.

Phase I. Existing parking will not be impacted, site will be self contained, new parking structure (187 stalls) will be completed prior to completion of new dwelling units.

Phase I option A. The construction on Parcel D (Silver King Lot) is an independent phase, the construction workers will be accommodated on site with overflow worker parking on Parcel E (Lower Lot) during the summer operations. The completion of the remainder of parcel B will also provide on site parking on the south side.

The Silver King Lot currently accommodates 243 skier parking stalls, the development of Parcel D will replace these with the required 66 stalls for the units

developed. Skier parking will be accommodated in the other lots. For this phase, the skier parking will be accommodated in the structure on Parcel B.

The existing parking on Parcel B (current Main Lot) is 492 stalls. Construction of the north half of the proposed parking structure will provide 400 of the proposed 819 stalls. Approximately 1/3 of the existing remaining parking in the Main Lot will be taken up with material and construction parking leaving approximately 150 stalls of this parking available for skiers. (492/2=246, 246-74=172 use 150 stalls)

The parking for skiers from Parcel D to be accommodated on Parcel B in this Phase is 243. Therefore the total parking for skiers required from the parking developed in this phase from Parcel B is 243+246+74=563 skier stalls. The new parking structure will accommodate 400 stalls. 170 stalls will be available for the skiers on the surface level deck of the new structure. 150 stalls will be available on the south third of the existing lot.

Prior to the completion of construction any temporary deficit in parking will be made up in the temporary construction and paving of available property at the north end of the Lower Lot and the east side of the Silver King Lot. This results in approximately 60 stalls.

Phase I option B construction parking will be maintained on site.

The existing parking on Parcel B is 492 stalls. Half of these stalls (246) would be lost and replaced in the new structure on the north half of the lot. Of the remaining 246 stalls 10 would be dedicated for construction staging for Parcels A and B (during the ski season the remaining 64 construction workers will park in the 64 residential stalls constructed during the summer of this phase). This results in approximately 150 surface stalls remaining available for skiers. The new structure will accommodate 380 stalls (780/2=390 use 376).

This results in approximately 530 stalls (380+150) available during this phase for a net increase of 38 skier stalls (530-492=38).

64 (191 stalls required for all the units in Parcel B/3) stalls will be required for the new units constructed. The total of unit and skier parking required is 556 (492 existing stalls and 54 for the new units). Again, prior to the completion of construction any temporary deficit in parking will be made up in the temporary construction and paving of available property at the north end of the Lower Lot and the east side of the Silver King Lot. This results in approximately 60 stalls for a net increase of 34 stalls for the ski area.

Phase II Construction worker parking will be on the Lower Lot north during the summer construction of the parking structure. After the parking structure is completed the workers can use it for parking.

This phase will require approximately half of the existing Lower Lot parking (487 stalls total). The required half (243 stalls) are replaced by 315 new stalls in the structure. 101 of which will be used for employees and the new residential units. The net new stalls (72) will satisfy the parking requirement of the new dwelling units on this parcel also can be used for construction worker parking prior to completion of the residential units..

Phase III. Construction worker parking will be on the Silver King Lot during the summer construction of the structure (unless Phase I option A is constructed then construction workers will need to be accommodated on Parcel E or the southern half of Parcel B), the construction workers will use the parking structure upon completion.

The remaining 244 stalls on the Lower Lot will be replaced with 1231 parking stalls for a total of 1546 stalls including Parcel C. Net new stalls will be 1059 stalls (1546-487=1059). 192 stalls are required for the units and commercial to be constructed on this parcel.

Phase IV. Construction worker parking will be on site in the winter and in Parcel B skier parking in the summer.

This Phase would include the completion of the additional skier parking adding the remaining 419 stalls of the south half of the parking structure on Parcel B. The completed parking allocation would be: 819 stalls constructed, 492 surface stalls replaced and 191 stalls provided for the units on Parcel B. This results in an increase of 136 stalls for skier parking (819-492-191=136).

3. Transit

The existing transit routes can be maintained through construction of Phase II even if Lowell Avenue is made one-way in Phase I. However, in Phase III the relocation of Lowell Avenue and reconstruction of the Park City Transit transfer station will occur requiring some modifications to the Transit System. It is currently planned that the roadway work will occur during the summer when the Park City Transit has the flexibility to stage in alternate locations (we have discussed this with representatives from Park City Transit and a location will be selected in the future).

As mentioned previously, transit use will be recommended to construction workers and ski area employees in the winter to maximize the stalls available for skiers. Provide a park and ride lot for the construction workers, most probably come from Salt Lake City.

4. Traffic

Below is a summary of forecasted traffic impacts by Phase. The proposed construction phasing and requirements for on site staging allows only minor increases in traffic until Phase III when the roadway improvements will be constructed and in place for the ski

season. Therefore, in Phases I and II existing traffic control methods can be used for peak skier traffic periods.

The changing of Lowell Avenue to one-way before the reconstruction (of Lowell Avenue) may want to be considered when Parcel B is constructed. This would improve the circulation for the existing site, reduce vehicle conflicts, may also provide additional staging area for construction or/ and additional drop-off/ pick-up.

Trip Generation Table for new parking and existing surface stalls

	Enter	Exit
Phase I	28	647
Phase IA	38	715
Phase IB	38	711
Phase II	53	651
Phase III	89	1047
Phase IV	127	881
Project Complete*	171	1004

* includes 99 additional trips from commercial and commercial employees
This table includes cumulative trips by phase for the new surface and new stalls, it does not include drop-off/ pick-up trips, or trips associated with existing underground parking.

Phase I will increase the evening peak hour traffic volumes by approximately 28 vehicles (15% of 187) arriving, i.e. destination skiers coming back to their dwelling unit.

Phase I option A will increase the evening peak hour traffic volumes by approximately 10 vehicles (15% of 66) arriving, i.e. destination skiers coming back to their dwelling unit, and 68 vehicles (53% of 127) exiting day skiers leaving.

Phase I option B will increase the evening peak hour traffic volumes by approximately 74 vehicles (15% of 64 and 53% of 120). 10 arriving vehicles for the new dwelling units on Parcel B and 64 exiting vehicles for the net new skier stalls.

Phase II will increase the Phase I evening peak hour traffic volumes by approximately 15 vehicles (15% of 101) arriving, i.e. destination skiers coming back to the new dwelling units on Parcel C.

Phase III will increase the Phase II evening peak hour traffic volumes by approximately 440 vehicles (30 trips for employees, 15% of 91 and 53% of 747).

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14 arriving vehicles for the new dwelling units on Parcel E and the 396 exiting vehicles for the net new skier stalls in the parking structure on Parcel E.

Phase IV will increase the Phase III evening peak hour traffic volumes by approximately 19 (15% of 125). 19 arriving vehicles for the new dwelling units on Parcel B.

Neighborhood mitigation strategies

Three Kings
During Phase III of the construction it is recommended that construction traffic exiting out of the Parcel E parking structure towards Three Kings be restricted to right turns only, as well as improved signing to the ski area via Empire Avenue. Although these neighborhood traffic impact mitigation measures are recommended in Phase III they may also want to be considered in Phase I, with the proposed additional parking being constructed adjacent to the Lower Lot (west side).

The changing of existing Lowell Avenue to one-way may also want to be considered prior to the start of construction. This change will reduce the traffic exiting the ski area traveling towards Three Kings and also reduce the vehicle conflicts along Lowell Avenue.

After the completion of Parcel E with parking access onto Silver King Drive it is imperative that the following actions are incorporated:

- Sign at are placed at the driveways on Silver King Drive restricting left turn movements out (towards Three Kings Drive).
- Cones, and parking attendant restricting left turn movement out of driveways on Silver King Drive.
- Signs are placed on SR-224 that direct traffic to the Empire/ Lowell entrance into the Park City Village, away from access on Three Kings.

Empire Avenue
The Park City Ski Area has committed to keeping the ski visitors from parking on the shoulder of Empire Avenue during the peak ski periods. With the increased activity from the Park City Village, Empire Avenue will need to provide open lanes for vehicle travel. The ski area will use parking attendants, cones and signing (installed by the City) to prohibit the parking. Depending on the success of these strategies it may also be necessary to ticket and impound (repeat offenders).

Methods for monitoring compliance (regular traffic counts and publishing of data)

UDOT should be encouraged to install permanent count stations on SR-224 to monitor overall traffic in and out of Park City.

Periodically publish number of actual skiers compared to forecasted numbers. This will either show that the proposed mitigation measures are sufficient or that other measures need to be taken, such as increased transit use, increased car pooling, and adjusting arrival and departure times for skiers - just to name a few possible solutions. This information is not only critical to the Park City public but also to the ski area so they can provide a quality experience to their visitors.

Perform annual parking lot counts, transit ridership inventory and turning movement counts at intersections adjacent to the ski area. This in combination with the skier counts will verify transit use, skiers per car, arrival times, and will enable the ski area to be proactive in maintaining smooth access to and from the site.

Although the circulation patterns will be improved there will still be a need for traffic attendants at the following locations and for the time periods listed:

- Silver King Driveways (AM peak hour) for assigning lanes into structure, and restricting left turns towards Three Kings (PM peak hour).
- Lowell Avenue and Silver King Drive (PM peak hour) to allow exit traffic from Silver King onto Lowell without blocking Lowell SB traffic.
- Millsite Way (Shadow Ridge Drive) and Empire Avenue (PM peak hour) to balance exiting resort traffic from Millsite and NB Empire, specifically the Transit on Empire.
- **Off Duty** Police Officers from the City or County should be used at the intersections of Empire Avenue and Millsite Way, and Lowell Avenue and Silver King Drive.

It is forecasted that the attendants will be needed only on weekends and holidays to improve the ingress and egress for people who are unfamiliar with the site.

Summary

The proposed Park City Village provides a layout that will accommodate the increased parking and traffic by improving the circulation and access patterns. The proposed one-way Lowell Avenue significantly reduces the vehicle conflicts with the majority of parking, drop-off/ pick-up being on the right side of the street. Access points to the new parking structures have been strategically located to provide efficient ingress and egress. The reduction in number of access points will also improve the circulation, the access point which are currently near unlimited for some parking lots are now restricted to driveways into the structures.

Traffic Analysis Background Data

ITE Trip Generation Rates are based on suburban applications and overestimate the trips generated in a mixed use residential/ commercial resort facility such as the Park City

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Village. In order to provide the most accurate forecast of the projected growth the following assumptions were used for this traffic study:

- Evening peak hour traffic counts and inventory of parking stalls for daily skier parking indicate that approximately 53% of the daily skiers exit during the evening peak hour, the remaining 47% exit prior to or after this peak hour.
- During this same evening peak hour destination skiers are returning to their dwelling units, approximately 15% of the overnight visitor parking. These are people staying at the dwelling units on site and are returning to their dwelling units during the evening peak hour.
- ITE trip generation rates for commercial development were reduced by 40 percent to account for internal trips. The commercial development on site are primarily for the use of the destination skiers that come to the Park City Village resort overnight, therefore the development can be accessed by foot.
- Commercial employee trips are estimated at an additional 30 trips during the evening peak hour, most employee trips will occur after the peak hour.
- Ski area employee trips will also occur before and after the evening peak traffic volume hour.
- Distribution of the new trips was based on the existing trip distribution, the primary origin (Salt Lake City area) remains the same for the daily skier regardless the size of the area.

These assumptions were based on previous traffic counts and studies performed at the existing Park City Ski Area Resort and other ski areas throughout the country.

Phase	I	Option IA	Option IB	II*	III*	IV*	Total
Existing stalls	1222			1602	1583	2571	2513
Skier stalls lost	0	503	256	334	243	247	0
Existing surface stalls remaining	1222	719	966	399	173	0	0
Stalls constructed							
Skier	0	400	376	214	990	228	0
Commercial/ Residential	187	66	64	101	91	191	0
Employee					150		0
Subtotal	187	466	440	315	1231	419	0
Temporary		230				-230	0
Total skier stalls	1222	1349	1342	1229	1976	1727	1875
Total other stalls	187	253	251	354	595	786	786
Total stalls	1409	1602	1593	1583	2571	2513	2661

* Option IA was assumed

** Existing stalls do not include underground parking.

Phase I

1222 stalls includes:

Lower Lot	487
Main Lot	492
Silver King Lot	243

165 Commercial/ Residential includes:

Parcel A new stalls	187

1222 Total skier stalls, no additional constructed

165 Total other - stalls constructed for new residential units Parcel A

1409 Total skier plus total other stalls (1222+187)

Phase IA

503 skier lost stalls includes:

Silver King Lot	243	
North half of Main Lot	246	
Construction workers residential stalls)	74	(60 of the 74 can park in the Parcel D

719 Remaining existing surface stalls (1222-503)

400 new skier includes:

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stalls under 1/2 of Parcel B 400

60 new commercial/ residential includes:
new units Parcel D 66 (used by construction workers)

1349 Total skier existing minus skiers stalls lost plus new skier stalls constructed (1222-503+400+230)

253 Total other stalls includes: 66 Parcel D and 187 Parcel A

1554 Total Stalls (1329+225)

Phase IB

256 skier lost stalls includes:
North half of Main Lot 246
Construction workers 74 (64 of the 74 can park in the Parcel B residential stalls)

376 new skier includes:
stalls under 1/2 of Parcel B 316
northwest of Lower lot 60

64 new commercial/ residential includes:
for units on Parcel B 64 (will be used for construction workers until project is complete)

1342 Total Skier Stalls (1222-320+376+64)

251 Total Other Stalls (187+64)

1593 Total Stalls (1342+251)

Phase II

1602 Existing stalls (1602 from Phase IA)

317 skier lost stalls includes:
South half of Lower Lot 243
Construction workers 74 (Construction workers for Parcel C will use 74 residential stalls in Parcel C)
Construction workers 74 (Construction workers for Parcel A will use surface stalls in south half of Main Lot)

399 Existing remaining surface stalls (719 from phase IA plus 14 from phase IA construction workers minus 74 for construction workers Parcel A minus 243

construction of Parcel C, the 14 stalls are gained from construction workers in phase IA)

214 new skier includes:
stalls under Parcel C 214

101 new commercial/ residential includes:
for units on Parcel C 57 (used by construction workers)

1246 Total Skier Stalls (1349-317+214), (1349 from Phase I option A total skier stalls)

354 Total other stalls (253+101)

1600 Total Stalls (1246+354)

Phase III

1600 Existing stalls (1520 from Phase II)

243 skier lost stalls includes:
North half of Lower Lot 243
Construction workers 80 (accommodated in the designated residential stalls under Parcel E)

173 Remaining existing surface stalls (416-243)

990 new skier stalls includes:
stalls under Parcel E 990

91 new commercial/ residential stalls includes:
for units on Parcel C 91

150 Employee parking

1564 Total skier stalls (1229-243+990), (1229 is the total skier stalls from Phase II)

595 Total Other Stalls (91+354+150)

2571 Total Stalls (1976+595)

Phase IV

2571 Existing stalls (from Phase III)

247 skier lost stalls includes:
South half of Main Lot 247

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Construction workers 74 (park in the constructed residential/ commercial stalls)

In phase IV the 74 construction workers that have been accommodated in the south half of the Main Lot will need to be relocated into the Parcel B underground parking.

0 Remaining existing surface stalls (173+74-247)

228 new skier includes:
stalls under 1/2 Parcel B 228

191 new commercial/ residential includes:
for units on 2/3 Parcel B 191
completion of other residential units on parcel B assuming Option IA, 64 stalls currently being used for skiers will be required for residential

230 eliminating 230 temporary stalls

1663 Total skier stalls (1976-247+228-64)

850 Total Other Stalls (595+191+64)

2513 Total Stalls (1516+608)

Upon completion 148 stalls are gained from construction to bring the total up to 2661.

Trip Generation Table for new parking and existing surface stalls

	Enter	Exit
Phase I	28	647
Phase IA	38	715
Phase IB	38	711
Phase II	53	651
Phase III	89	1047
Phase IV	127	881
Project Complete*	171	1004

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

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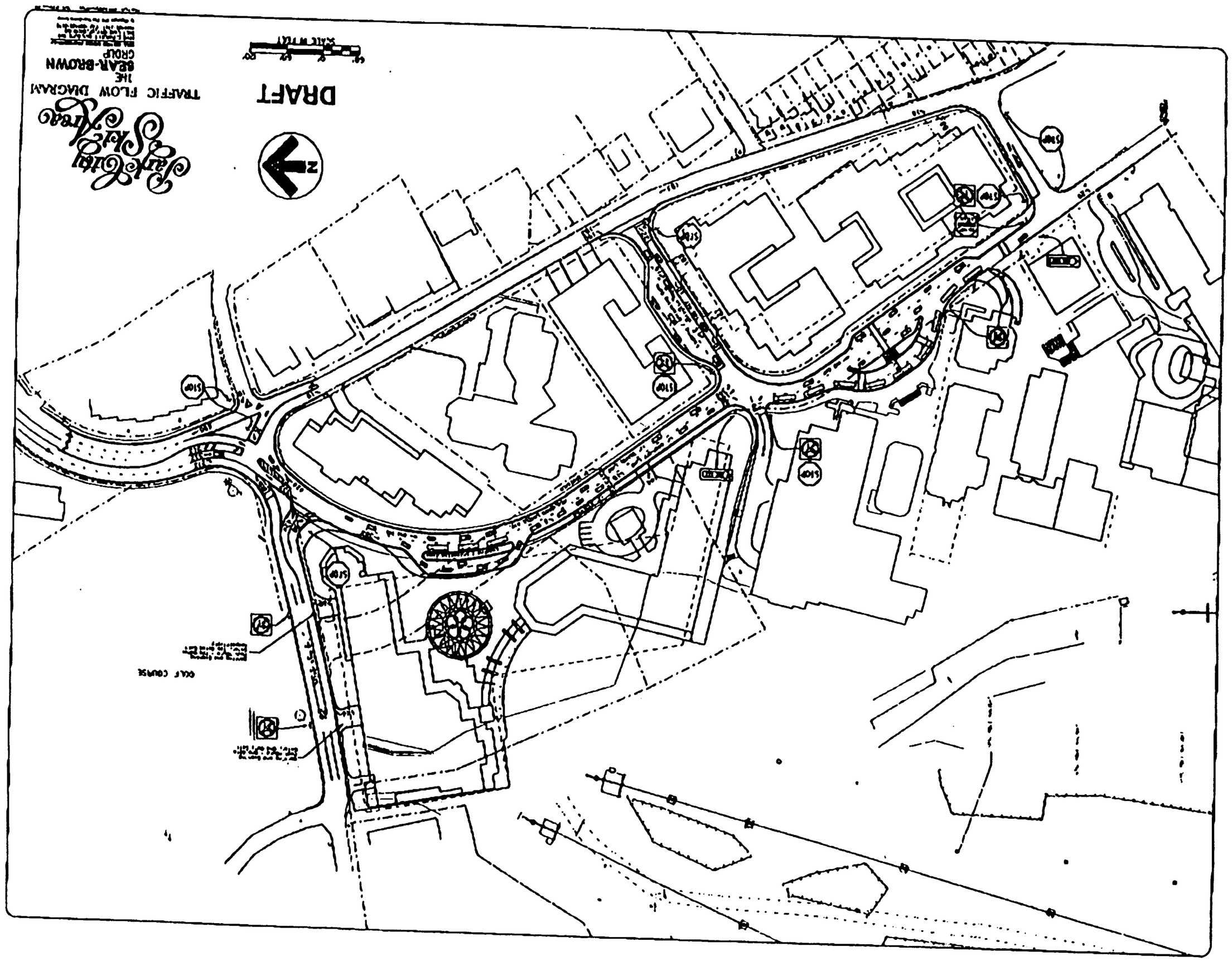

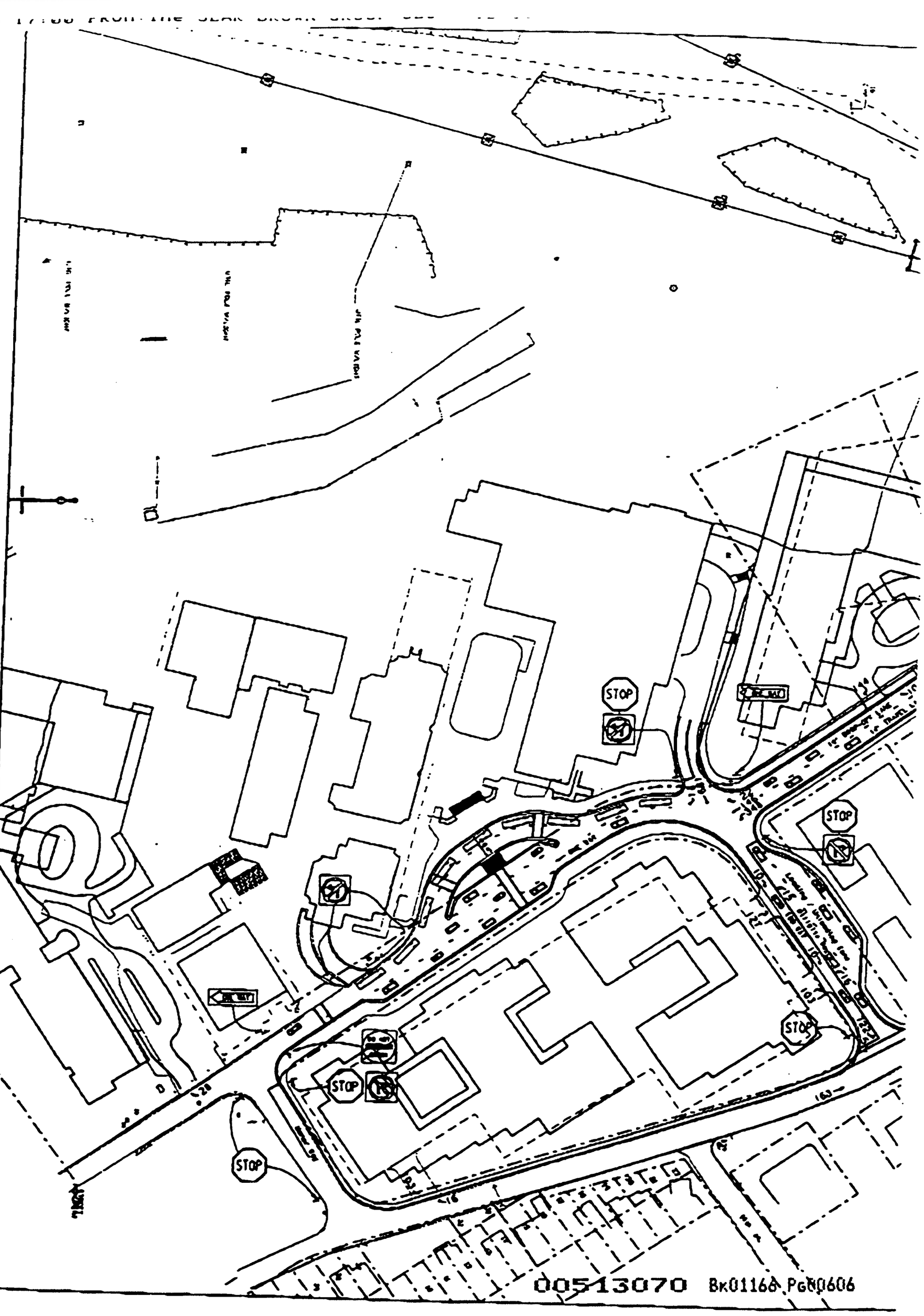

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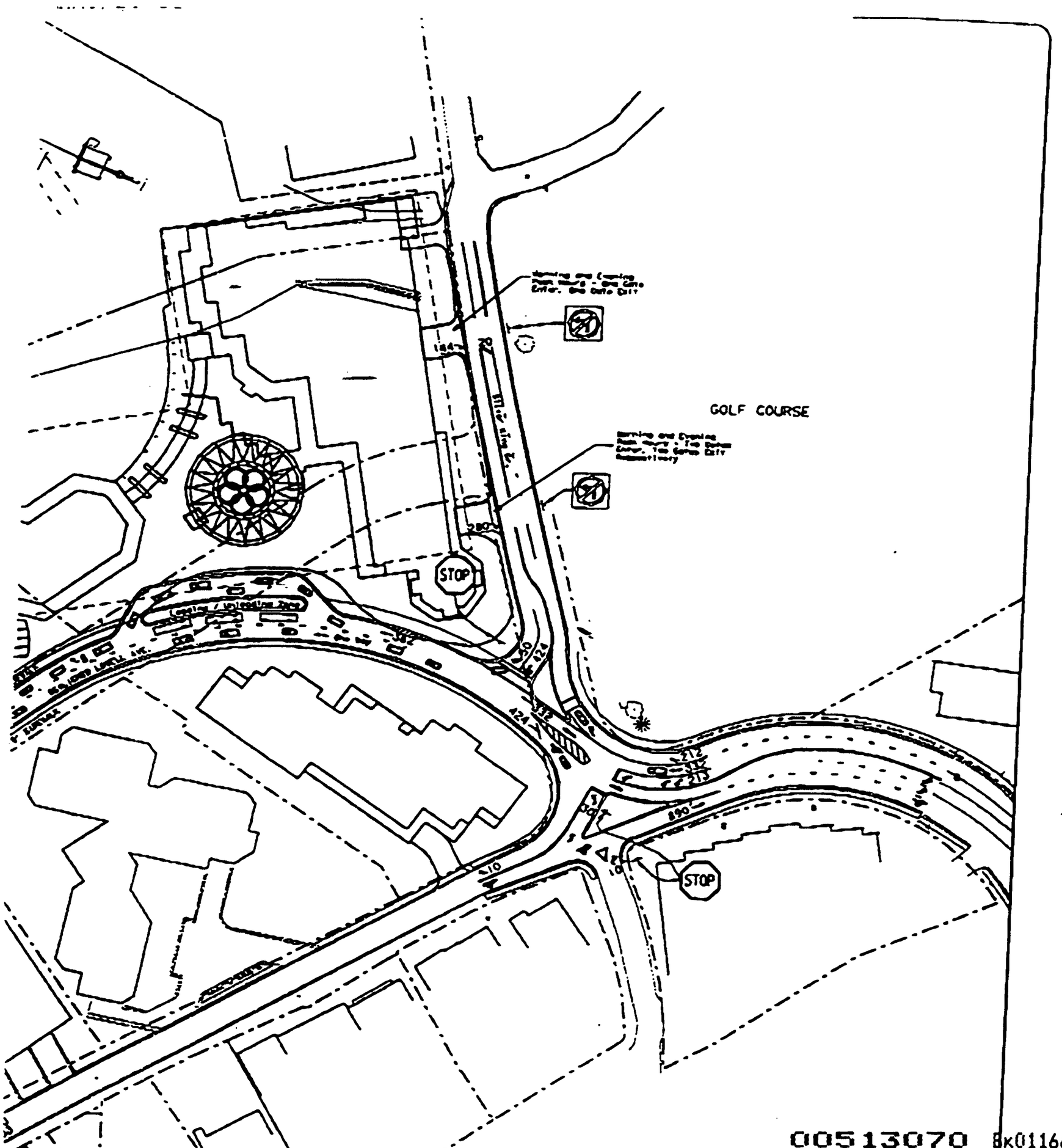

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DRAFT

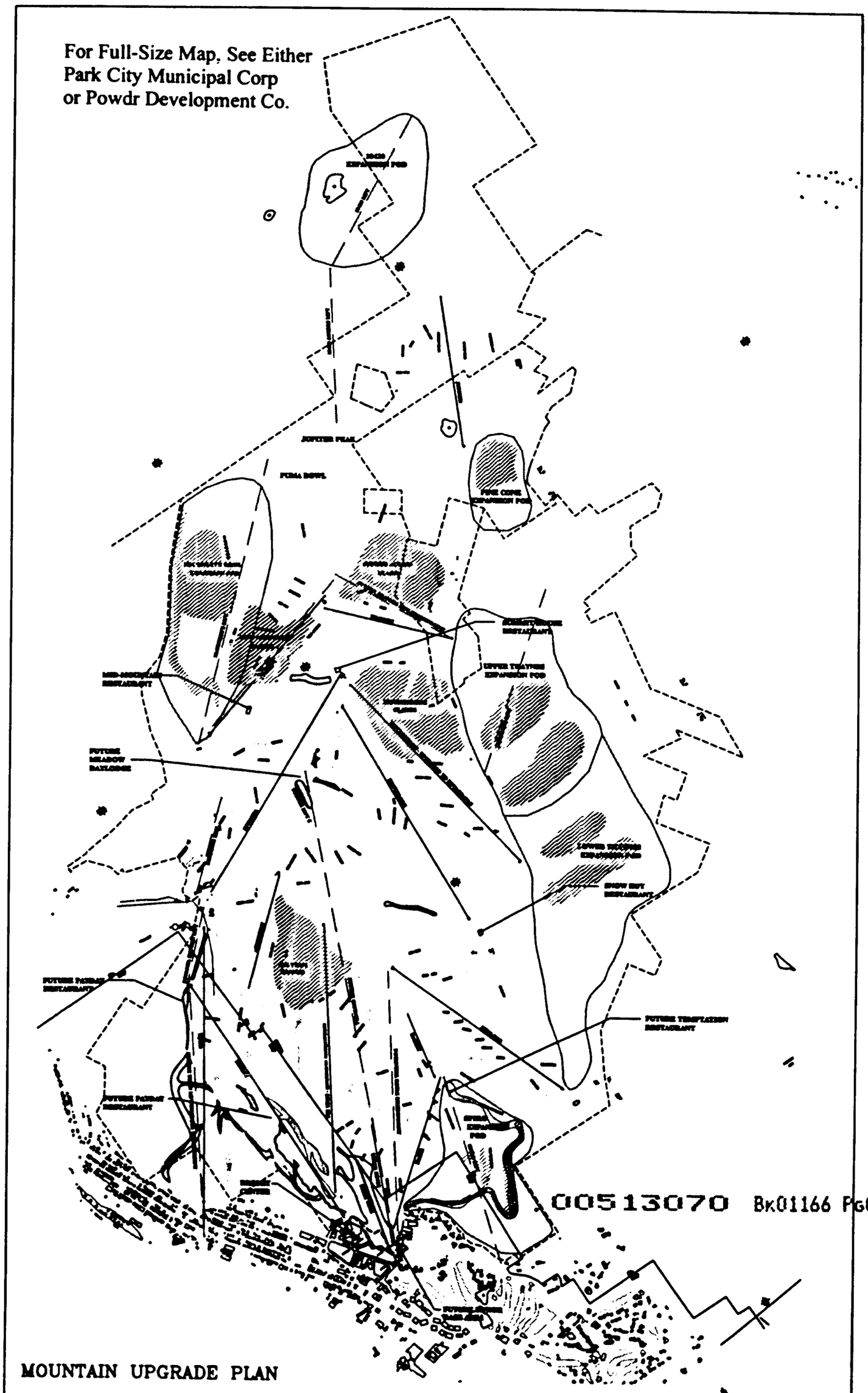
Park City Ski Area

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

00513070 Bk01166 Pg00609

August 1996

sno.engineering

Park City Ski Area

Mountain Upgrade Plan

August 1996

Prepared for:
Park City Ski Area
Post Office Box 39
Park City, Utah

Prepared by:
Sno-engineering, Inc.
Littleton, New Hampshire
Frisco, Colorado

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PROPRIETARY AND CONFIDENTIAL
PLEASE RETURN TO PARK CITY SKI AREA - DO NOT DUPLICATE

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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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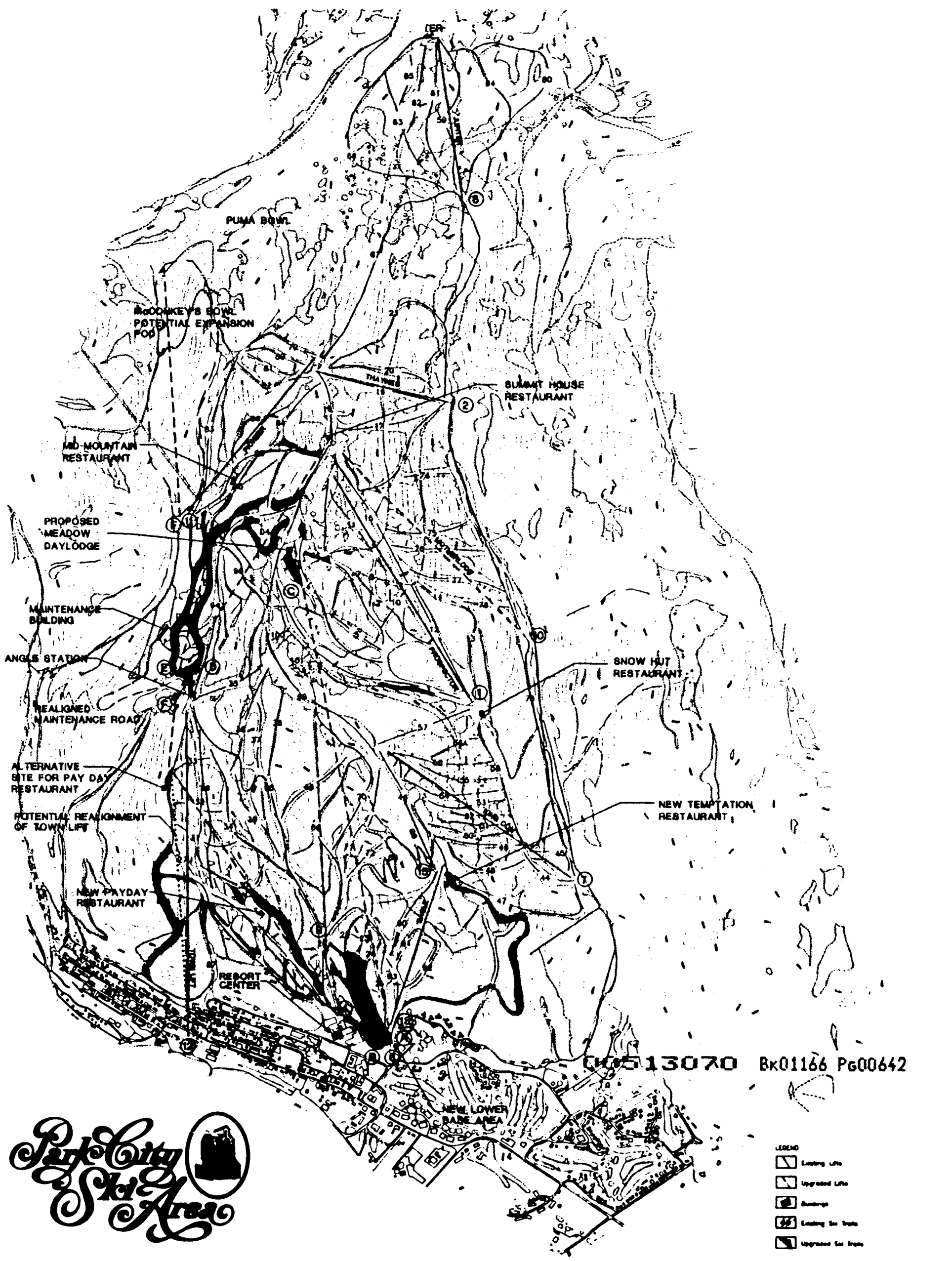

Park City Ski Area

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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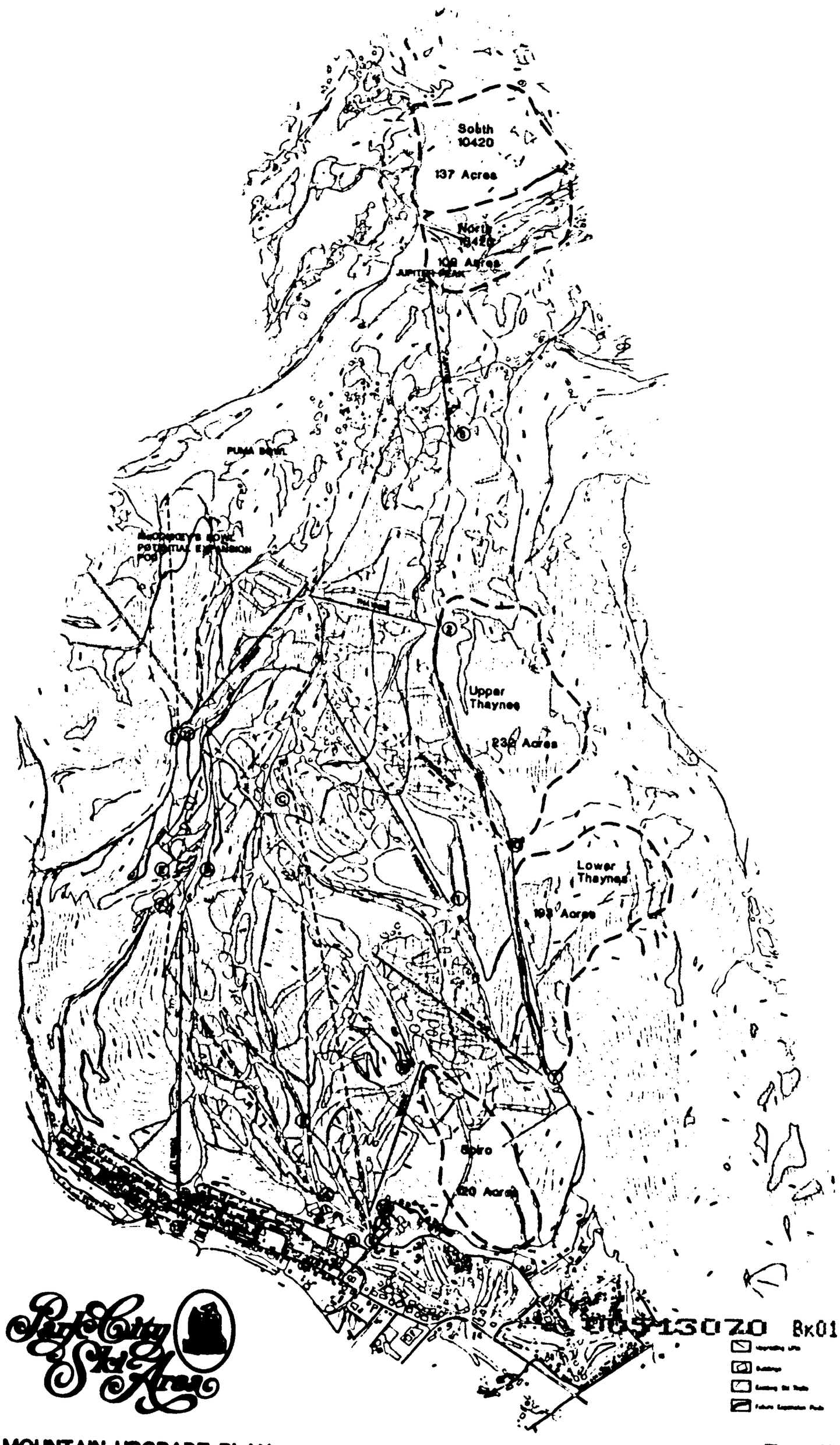

Park City Ski Area

MOUNTAIN UPGRADE PLAN

PREPARED FOR:
PARK CITY SKI AREA
PO BOX 39
PARK CITY, UT 84060
801-649-8111

PREPARED BY:

ENT 13070 BK01166 PG00661

Figure V-1
FUTURE EXPANSION PODS

VI. CONCLUSION

The PCSA Mountain Upgrade Plan addresses the concerns found in Sno.engineering's analysis of the existing ski operation, as well as the shortcomings identified in the market research conducted by RRC. The plan, as outlined above, achieves the following objectives:

- improves PCSA's out-of-base access and enhances the resort's end of day return egress;
- increases the amount of beginner, novice, intermediate, and advanced intermediate terrain;
- reduces the resort's restaurant seating deficiencies;
- modernizes the resort's lift technology; and
- addresses the price versus value concerns expressed by PCSA guests.

Unfortunately, due to the site's geological formations, the availability of additional intermediate terrain is limited. However, through diligent grooming of the resort's advanced intermediate trails, PCSA should be able to satisfy the needs of the resort's intermediate skiers.

PCSA's efforts to improve and upgrade the existing facilities will help the resort position itself in the marketplace, allowing the resort to compete for both day and destination skiers. In addition, PCSA's on-mountain improvements will help stimulate future real estate development and improve real estate values.

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APPENDIX A

PARK CITY SKI AREA
PARKING AND CAPACITY ANALYSIS

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Sno.engineering, Inc.
10900 NE 8th, Suite 1102
Bellevue, WA
98004

206.451.8659
FAX.453.4734

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.

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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FRISCO, CO
BELLEVUE, WA
CANADA
WHISTLER, BC
JAPAN
TOKYO

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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.

00513070 Bk01166 Pg00668

Parking for the lodging units developed as part of the Park City Village plan is provided at the Land Management Code required rate per Unit Equivalent and is not shown separately in the *Tables* 2 through 4.

Employee parking for ski area employees is provided in off-site locations and considers employees using the Park City Transit and Ski Area provided bus transportation from out of Park City Locations in the same fashion as the current situation.

Employee parking for employees of new commercial operations not part of the current Ski Area operations are provided at a rate of 1 space per 400 square feet which is greater than the rate of employees per square foot in the existing commercial spaces. These spaces are shown in the following tables as "employee parking spaces".

Employee parking spaces for the lodging units are included in the code required and provided parking rates and are not shown separately for the purposes of the capacity calculations.

00513070 Bk01166 Pg00669

Table 2

Current Condition	Skiers Provided
I. Parking	
1700 parking spaces (skier and employee)	
<200> less spaces for employees	
1500 net parking spaces for skiers	
1500 net parking spaces @ 3.7 skiers per space[1]	5,550 skiers
II. Lodging at Base Area[2]	
4274 existing beds	
<213> less 5% for peak condition 95% occupancy	
<812> less 20% for non-skiers and skiers skiing elsewhere	
3249 net skiers from bed base	3,249 skiers
III. Town Lift	
based on 1995-96 season design day skier counts at Lift, 1128 skiers, use 1100.	1,100 skiers
IV. Park City Transit	
13% of skiers[3]	1,479 skiers
Total skiers at peak destination occupancy	**11,378 skiers**

It can be seen from this calculation that the peak condition exceeds the CCC somewhat, however, it lies well within the acceptable range of 110 - 125% of CCC of the mountain (10,901-12,388).

[1] Appendix Table A-30 attached

[2] Lodging units and beds Appendix Figure 1 attached

[3] Appendix Table A-29 attached

00513070 Bk01166 Pg00670

Future Relationship of Parking and Lodging

Using this analysis, the balance of mountain and base facilities is projected for two conditions. The first condition is established for the 2002 Olympic Winter Games. The second condition is at completion of the currently planned improvements to the mountain and base.

I. Olympic Condition

The projected status of improvements at the Ski Area include the addition of out of base lift capacity and additional lodging and parking. Buildings expected to be complete are A, C and E. The potential also exists for a portion of parcel B to be completed. This results in an additional 2104 beds created as well as a new ski learning center, a replacement of the gondola building and skier support services and construction of the arcade entryway between the ski learning center (Parcel C) and Parcel E. Development of Parcel E will also add an additional 500 parking spaces for day skiers.

Mountain improvements include; new detachable quads for McConkey's Bowl, and the Bonanza Lift (angle station of the Gondola to the Summit House), replacement of PayDay and Motherlode with detachable quads, along with other lift improvements. Also a new transportation lift will run from the new plaza at First Time to a location near the top of Assessment. These improvements will result in a design capacity of 13,700 skiers.

The CCC of the mountain in the "Olympic Condition" is 13,700 skiers, (15,070 peak skiers). The corresponding analysis of base area beds, parking and transit is shown in *Table* 3. From the table it can be seen that a peak occupancy condition results in approximately 15,492 skiers which is well within the acceptable range.

Table 4 shows the supply of skiers at the completion of the project to be 17,051. These skier volumes can be accommodated by the expansion terrain identified in the Ski Area Master Plan (Sno.Engineering 1996).

00513070 Bk01166 Pg00671

Table 3

Olympic Condition	Skiers Provided
I. Parking	
1,500 net parking spaces @ 3.7 skiers per space	5,550 skiers
500 new parking spaces at Parcel "E"	
<100> less new employee spaces	
400 net new skier parking spaces @3.7 skiers per space	1,480 skiers
II. Lodging at Base Area	
4,274 existing beds	
3,249 net skiers from bed base	3,249 skiers
2,104 new beds	
<105> less 5% for peak condition 95% occupancy	
<400> less 20% for non-skiers and skiers skiing elsewhere	
1,599 net skiers from new bed base	1,599 skiers
III. Town Lift	
use 1,100 skiers	1,100 skiers
increase in Town Lift use	500 skiers
IV. Park City Transit	
13% of skiers	2,014 skiers
Total skiers	**15,492 skiers**

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

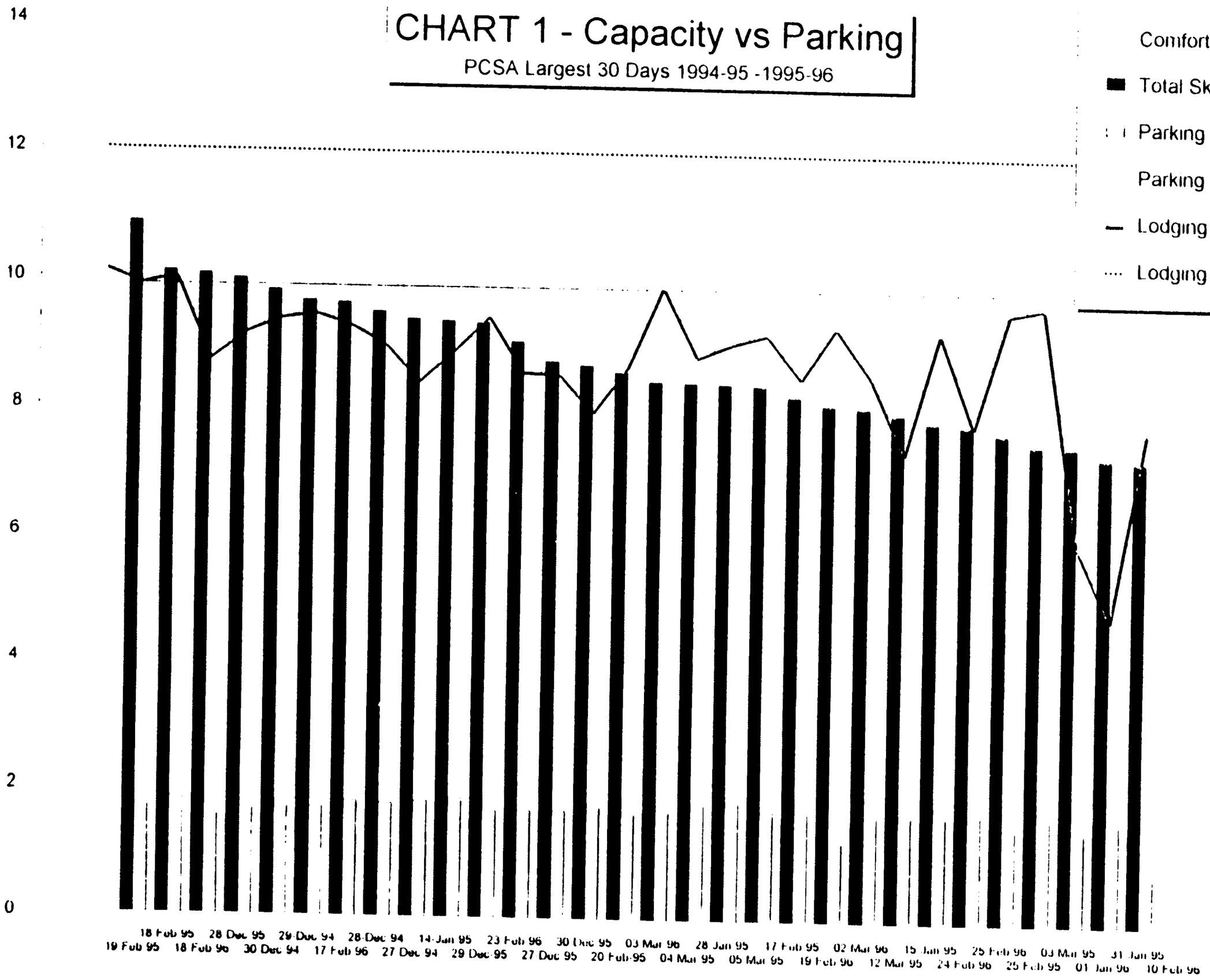

Table A-3

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

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Table 29

TRANSPORTATION & PARKING	OVERALL	VISITOR ORIGIN				PREVIOUS RESORT VISITS			MARITAL STATUS				SKIER ABILITY		
		PARK CITY	SALT LAKE COUNTY	OTHER UTAH	OUT OF STATE	FIRST VISIT	1 - 3 VISITS	4 OR MORE VISITS	SINGLE	COUPLE	SINGLE/ COUPLE W/ KIDS	EMPTY NEST	BEGINNER	INTER-MEDIATE	ADVANCED /EXPERT
FORM(S) OF TRANSPORTATION USED TO GET HERE TODAY															
Rental car	40%	2%	3%	9%	46%	44%	47%	29%	40%	39%	39%	40%	47%	46%	34%
Private automobile	25%	73%	97%	73%	16%	12%	17%	48%	22%	31%	24%	21%	18%	14%	35%
Other	13%	8%			14%	12%	16%	9%	15%	10%	12%	9%	9%	13%	13%
Bus in Park City	12%	10%			13%	16%	13%	5%	11%	9%	13%	17%	12%	14%	10%
Bus from Salt Lake	9%			18%	10%	13%	7%	4%	7%	9%	9%	10%	12%	12%	5%
Traveled with family & friends	2%	10%			2%	2%	1%	3%	3%	3%	1%	4%	3%	1%	4%
Borrowed car	1%	4%			1%	1%	0%	3%	1%	3%	2%			1%	2%
TOTAL	101%	106%	100%	100%	101%	101%	100%	102%	101%	104%	101%	101%	100%	101%	102%
n =	756	51	33	22	644	293	206	205	201	108	324	70	34	328	330

00513070 Bk01166 Pg00676

8 Mar 96

Source: RRC Associates
Boulder, CO

Page 611 of 1

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.

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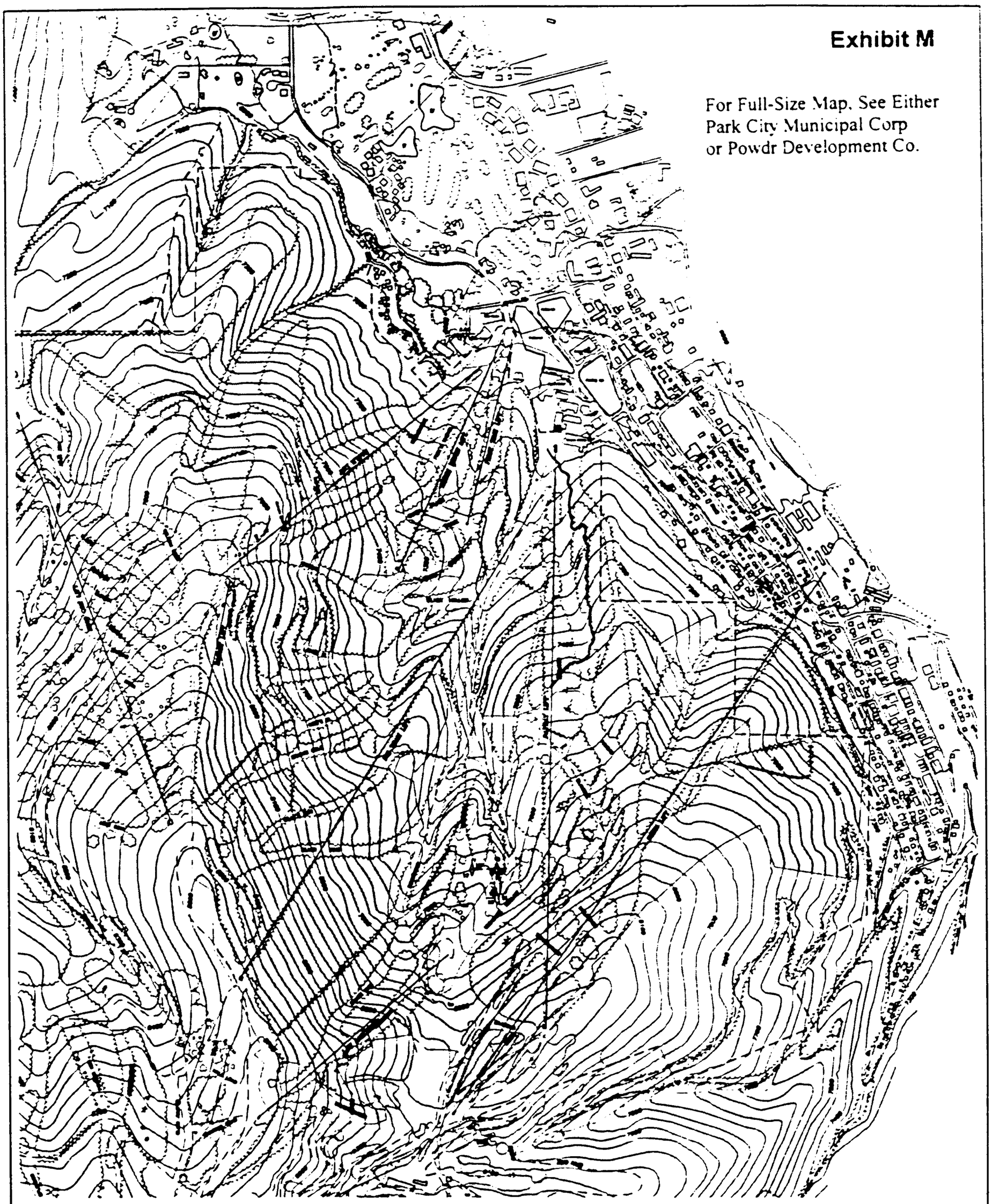
Exhibit M

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



PCMR VIEWSHED ANALYSIS
SENSITIVE VIEWSHED AREAS

PARK CITY
MOUNTAIN RESORT

LEGEND

- Tree Line
- 10 Foot Contour
- 50 Foot Contour
- Existing Building
- Sensitive Viewshed Area
- Existing Ski Lift
- Existing Road
- PCMR Lease Line

GRAPHIC SCALE

00513070 Bk01136 Pg00678

FILE COPY

PARK CITY 1884

PLANNING DEPARTMENT

June 12, 2008

1345 Lowell Avenue

NOTICE OF PLANNING COMMISSION ACTION

Project Name	Park City Mountain Resort – Crescent Lift
Project Description	Conditional Use Permit
Date of Meeting	June 11, 2008

Action Taken By Planning Commission: The Planning Commission APPROVED the Park City Mountain Resort and Park City Stables Conditional Use Permit based on the following:

Findings of Fact:

1. The property is located at 1345 Lowell Avenue.
2. The zoning is Recreation and Open Space (ROS).
3. A Ski Lift is a conditional use in the Recreation and Open Space zone.
4. A helicopter and a construction mitigation plan have been provided by the applicant.
5. The lift has been designed to avoid clearance conflicts for the zip-line and alpine coaster.
6. Total area of the project will be 12 acres.
7. The Crescent lift is approximately 7,000 feet long with an elevation change of 1,743 feet.
8. The uphill capacity of the new lift is 2,400 persons per hour.
9. A storm water pollution prevention plan (SWPP) has been approved by the City. Drainage of the site flows into Negro Hollow Creek and is therefore regulated. A pre and post sediment detention basin has been identified within the SWPP. A stream alteration permit through the Utah Department of Natural Resources has been required as part of the SWPP.
10. The size of the Crescent Lift terminal is smaller than the existing Payday terminal.
11. Maintenance access and lift line are planned to be out of the main circulation of the ski run.
12. The new lift will be more visible from the base than the Ski Team lift. The construction of a new chairlift from the base area will not impact the view adversely due to the existing recreational use of the area.

Conclusions of Law:

1. The application complies with all requirements of Section 15-1-10(E) of the Land Management Code.
2. The proposed use, as conditioned, is compatible with the surrounding residential and commercial structures in use, scale, mass and circulation.

3. As conditioned the use is consistent with the Park City General Plan.
4. The effects of any differences in use or scale have been mitigated through careful planning.

Conditions of Approval:

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

If you have any questions or if I can be of additional assistance, please do not hesitate to call me at 435-615-5070, or e-mail me at jeff.davis@parkcity.org

Sincerely

Jeff Davis
Planner

PARK CITY
1884
PLANNING DEPARTMENT

March 3, 2015

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

NOTICE OF PLANNING DEPARTMENT ACTION

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

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

Findings of Fact:
1. The property is located at 1345 Lowell Avenue in Park City.
2. The property is known as Park City Mountain Resort.
3. The proposed project is located in the Recreation Open Space (ROS) zoning district.
4. The Park City Mountain Resort Large-Scale Master Planned Development (MPD) was approved by the Park City Planning Commission on June 25, 1997.
5. The Park City Mountain Resort Development Agreement was recorded on July 21, 1998.
6. The locations of the King Con and Motherlode chairlifts were determined by the Park City Mountain Resort Large-Scale Master Planned Development (MPD) and Mountain Upgrade Plan. These locations will not change.
7. The size of the King Con bottom and top terminals will not change. They will remain 25 feet by 70 feet (25' x70').
8. The current size of the Motherlode top terminal is 14 feet by 20 feet (14' x 20').
9. The proposed size of the new Motherlode top terminal is 25 feet by 70 feet (25' x70').
10. The current size of the Motherlode bottom terminal is 50 feet by 50 feet (50' x 50').

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

Conclusions of Law:

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

Conditions of Approval

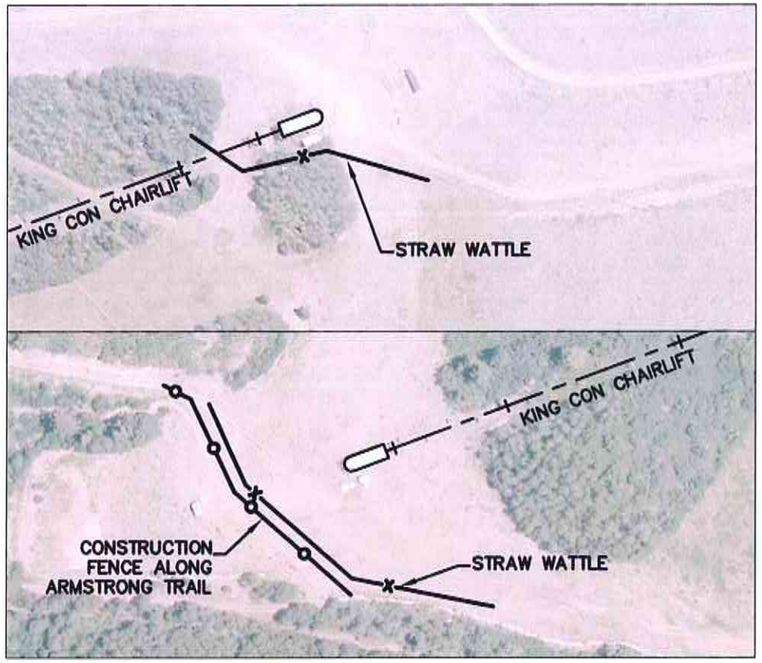
1. All standard conditions of approval apply to this Conditional Use Permit.
2. A building permit, approving the construction and the construction mitigation plan, must first be obtained from the Building Department prior to construction.
3. A building permit shall be issued within one year of this approval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

continue to apply.

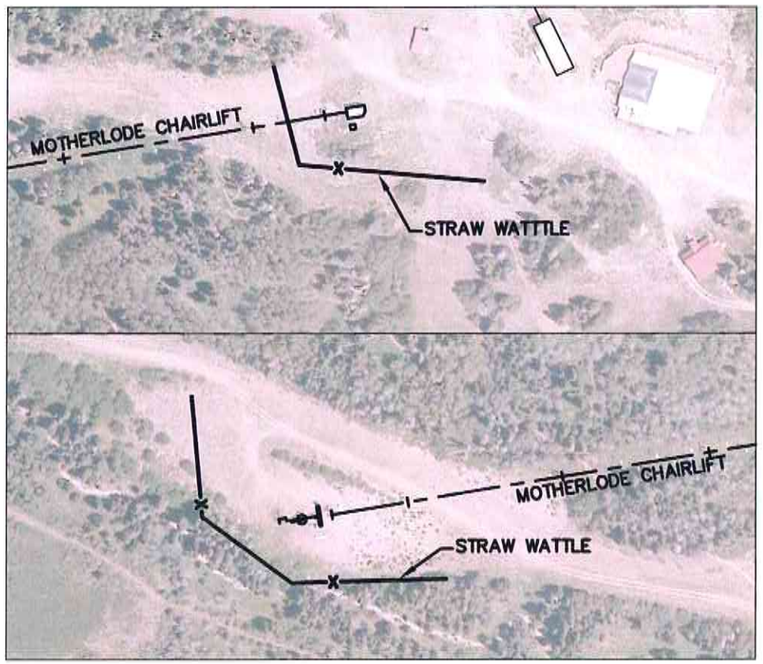
5. All public trails adjacent to work areas shall be protected from any potential construction impacts.
6. There are no significant fiscal or environmental impacts that result from this application as conditioned.

Sincerely,

John Boehm, Planner



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



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

1. SET METAL T-POSTS @ 8' O.C. MAX.

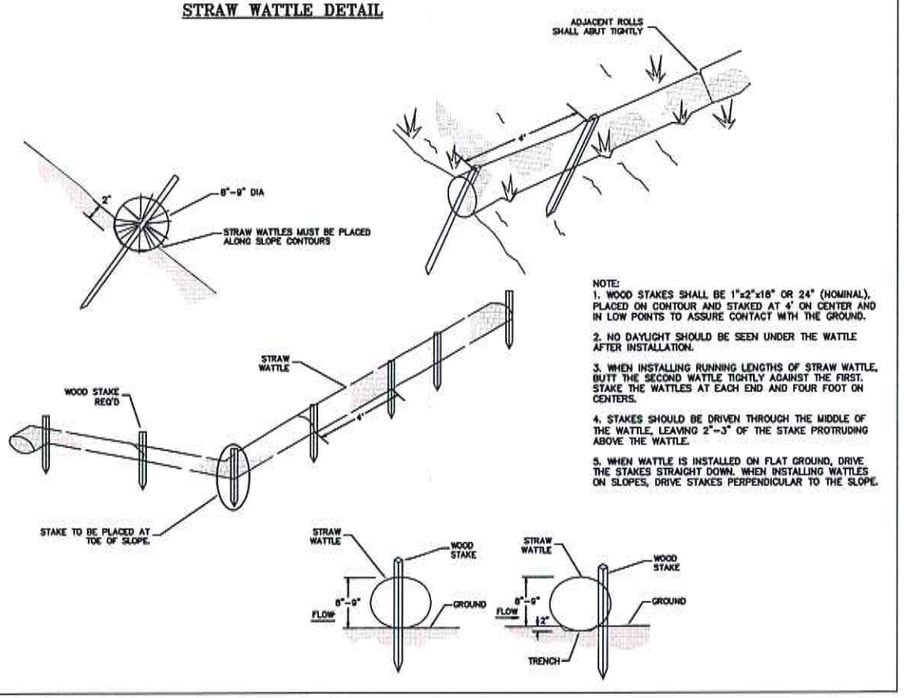


2. ATTACH ORANGE CONSTRUCTION FENCING TO THE T-POSTS.



STANDARD DRAWING	CONSTRUCTION FENCE DETAIL
	ALLIANCE ENGINEERING dtl\parkcity\const fence

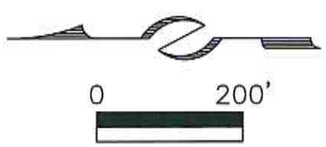
STRAW WATTLE DETAIL



NOTE:
1. WOOD STAKES SHALL BE 1"x2"x18" OR 24" (NOMINAL), PLACED ON CONTOUR AND STAKED AT 4' ON CENTER AND IN LOW POINTS TO ASSURE CONTACT WITH THE GROUND.
2. NO DAYLIGHT SHOULD BE SEEN UNDER THE WATTLE AFTER INSTALLATION.
3. WHEN INSTALLING RUNNING LENGTHS OF STRAW WATTLE, BUTT THE SECOND WATTLE TIGHTLY AGAINST THE FIRST. STAKE THE WATTLES AT EACH END AND FOUR FOOT ON CENTERS.
4. STAKES SHOULD BE DRIVEN THROUGH THE MIDDLE OF THE WATTLE, LEAVING 2"-3" OF THE STAKE PROTRUDING ABOVE THE WATTLE.
5. WHEN WATTLE IS INSTALLED ON FLAT GROUND, DRIVE THE STAKES STRAIGHT DOWN. WHEN INSTALLING WATTLES ON SLOPES, DRIVE STAKES PERPENDICULAR TO THE SLOPE.

NOTES:

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



(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

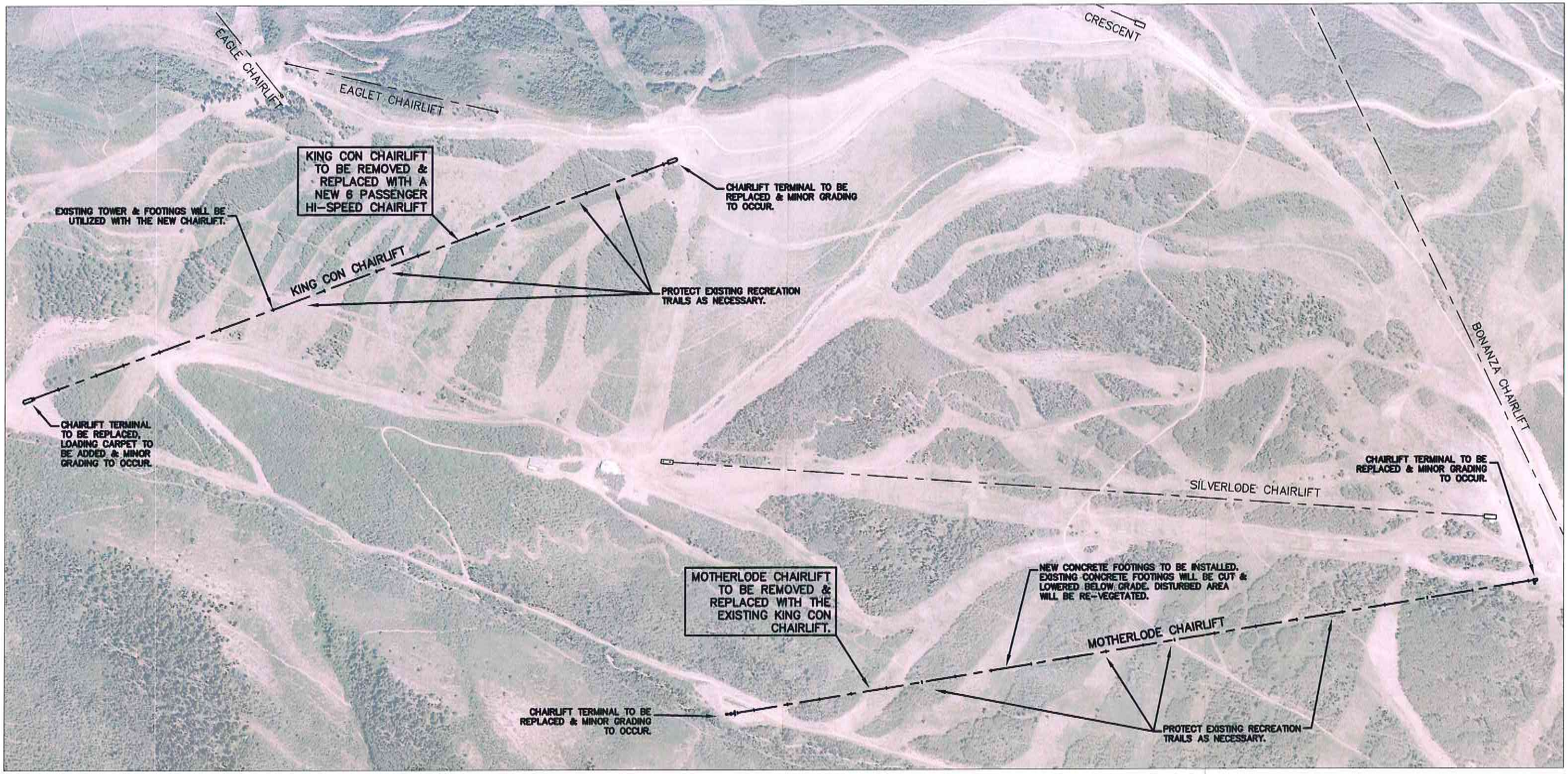
PARK CITY MOUNTAIN RESORT

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

RECEIVED
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
FILE: X\PCMR\dwg\Vail\pcmr-vail civil.dwg

SHEET 1 OF 3

0 600'

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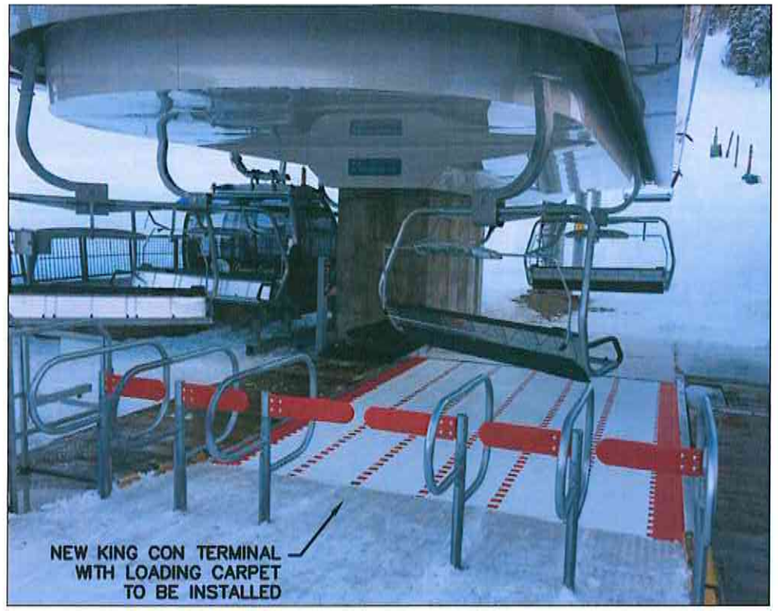
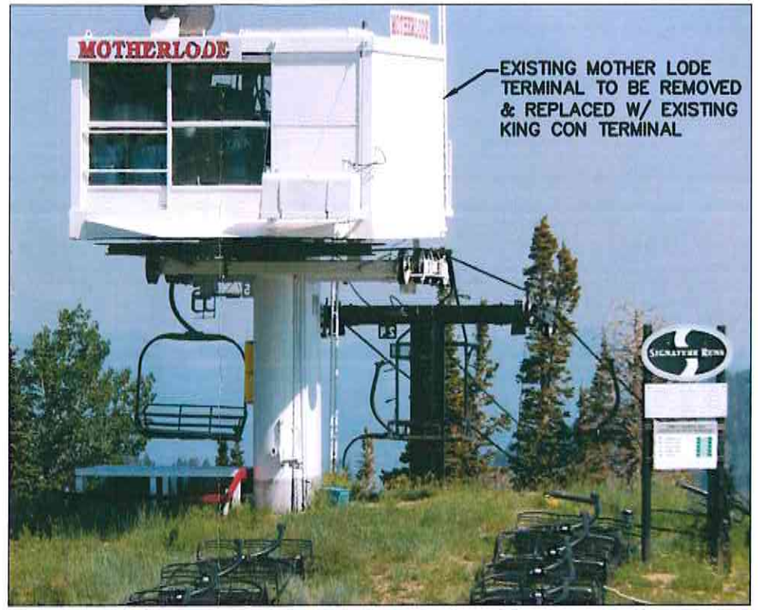
FEB 02 2015
PARK CITY PLANNING DEPT.



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





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





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

STAFF: MICHAEL DEMKOWICZ

DATE: 1/28/15

PARK CITY MOUNTAIN RESORT

2015 CHAIRLIFT IMPROVEMENTS
IMAGES

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

SHEET 3 OF 3

RECEIVED
FEB 02 2015
PARK CITY
PLANNING DEPT.

7 April 2015

VR CPC Holdings, Inc. d/b/a Park City Mountain Resort
C/O Tim Beck
1310 Lowell Avenue
PO Box 39
Park City, Utah 84068

NOTICE OF PLANNING COMMISSION ACTION

Application #:	**PL-14-02600**
Subject:	**Master Planned Development, Development Agreement, and Mountain Upgrade Plan Amendments & Conditional Use Permit**
Address:	**1345 Lowell Avenue**
Action Taken:	**Approved with Conditions**
Date of Action:	**March 25, 2015**

On March 25, 2015, the Park City Planning Commission approved your requested: Amendment to the Mountain Upgrade Plan for the Interconnect Gondola and expansion of the Snow Hut on-mountain restaurant; Amendment to the Park City Mountain Resort Master Plan Development (MPD) to satisfy requirements of the 2007 annexation which requires the addition of the upper mountain ski terrain to PCMR's original MPD; and Conditional Use Permit (CUP) for a ski lift (interconnect). Your submitted application was approved subject to the following MPD/CUP Findings of Fact, Conclusions of Law, and Conditions of Approval:

MPD - Findings of Fact:

1. The site is known as Park City Mountain Resort.
2. The site address is 1345 Lowell Avenue.
3. On December 23, 2014 the applicant submitted a request to amend the existing Master Planned Development & Development Agreement.
4. The current application is an amendment to the Mountain Upgrade Plan for the Interconnect Gondola and expansion of the Snow Hut on-mountain restaurant

AND an amendment to the Park City Mountain Resort Master Plan Development (MPD) to satisfy requirements of the 2007 annexation which requires the addition of the upper mountain ski terrain to PCMR's original MPD.

5. A Ski Lift is listed as a Conditional Use Permit (CUP) in the ROS District. CUPs are reviewed and approved by the Park City Planning Commission.
6. In June 1997, the Park City Planning Commission approved the Park City Mountain Resort Large Scale Master Plan.
7. The Development Agreement was recorded with the County in July 1998.
8. The approved Master Plan includes development according to the PCMR Concept Master Plan and conditions of approval.
9. The conditions of approval include development of skiing and related facilities identified in the Mountain Upgrade Plan.
10. In March 2007, additional Park City Mountain Resort ski terrain was annexed into Park City Municipal Corporation known as the Annexation Agreement for the United Park City Mines Company Lands at Park City Mountain Resort.
11. The annexation indicated that the next Development Activity Application or amendment under the PCMR MPD must add the PCMR lease land annexed to the PCMR MPD.
12. In conjunction with the other amendments the applicant requests to fulfill the requirements of the annexation by incorporating PCMR's upper terrain into the PCMR Master Planned Development & Development Agreement.
13. The Mountain Upgrade Plan was recorded with the Development Agreement and identifies the background/methodology, design criteria, existing ski resort facilities, Mountain upgrading plan, future expansion potential, and conclusion.
14. The amendment of the Mountain Upgrade Plan includes the construction of those portions of the interconnect lift with Canyons Resort, and related lift towers, ski trails, terminals, buildings, infrastructure, and related appurtenances located in Park City.
15. The interconnect gondola is not specifically referenced in the Mountain Upgrade Plan, the terrain in which the lift is proposed is already designated in the Mountain Upgrade Plan for future ski pod development.
16. The proposed interconnect gondola will connect Park City Mountain Resort and Canyons Resort.
17. The amendment of the Mountain Upgrade Plan also includes the expansion of the Snow Hut on-mountain restaurant.
18. The improvement and enlargement of the Snow Hut is to improve mountain guest services.
19. The Planning Commission held a public hearing and reviewed this request on February 25, 2015.
20. During the February 25, 2015 Planning Commission meeting staff requested discussion by the Planning Commission on four items: building height, parking, employee housing, and historic preservation.
21. The purpose of the Master Planned Development Amendment application public meeting is to have the applicant present their amendments and give the public and Planning Commission an opportunity to evaluate those amendments in accordance with the applicable code criteria.

22. The proposed amendment to the Development Agreement does not change approved densities.
23. The site is not located in the HR-1 or HR-2 District. The proposed amendments take place with the areas shown in the Mountain Upgrade Plan, located in the Recreation and Open Space District (zone).
24. The proposed amendments are not nearby the exterior boundary of the MPD with the exception of the interconnect line.
25. The Snow Hut on-mountain restaurant and the PCMR interconnect line terminal are a minimum of 2,000 feet from PMCR perimeter.
26. Open space is established by the approved MPD. Of the approximately 3,700 acres in the ski resort, nearly 95% of the property is considered recreation/open space (i.e. trails and forested areas).
27. The proposed projects will not materially affect the required open space.
28. The LMC indicates that the Planning Department shall review the parking analysis and provide a recommendation to the Planning Commission. The Commission is to make a finding during review of the MPD as to whether or not the parking analysis supports a determination to increase or decrease the required number of Parking Spaces.
29. The Developer shall comply with the parking mitigation plan. This plan shall be reviewed and modified, if necessary, as a part of the Small Scale MPD (CUP) for each phase to evaluate transit alternatives and demonstrated parking needs.
30. If, in practice, the parking mitigation plan fails to adequately mitigate peak day parking requirements, the City shall have the authority to require the Resort to limit ticket sales until the parking mitigation plan is revised to address the issues. The intent is that any off-site parking solution include a coordinated and cooperative effort with the City, other ski areas, the Park City School District, Summit County, and the Park City Chamber/Bureau to provide creative solutions for peak day and special event parking.
31. The replacement of the Snow Hut does not affect skier capacity and subsequently does not affect parking requirements.
32. Skiers and riders are already on the mountain during operations, and the replacement Snow Hut Lodge is designed to significantly improve service at a major connection area in a central area of the ski resort.
33. The Interconnect Gondola functions only as an access/transfer lift between existing ski operations and has not been designed with round trip skiing on it. Given it is an access lift only between the two areas there is no skier capacity increase associated with it.
34. No additional parking is impacted by the Snow Hut on-mountain restaurant expansion.
35. The applicant indicated that in 2014 the Snow Hut has 154 indoor seats and 200 outdoor seats.
36. The Mountain Upgrade Plan called for several items in the conclusion of Section III - Existing Ski Resort Facilities, one of which was to position additional on-mountain seating to accommodate existing and upgrade facilities.
37. The Mountain Upgrade Plan indicated that the Snow Hut needed additional seating based on the seating requirement summary based on logical distribution

of the CCC. As indicated in the document in 1997, the Snow Hut had 168 indoor seats available but should have 414 indoor seats.

38. The applicant currently proposes to increase the indoor seating from the 168 indicated in 1997 to approximately 500 and the outdoor seating to stay the same at approximately 250 seats (indicated in 1997).
39. The net increase, from what was necessary in 1997, is 86 seats, which is 21% above the required number of seats.
40. The increase of 86 indoor seats (1997) from the identified CCC necessitates no additional parking at the base since the skier capacity is not affected.
41. Skiers are already on the mountain during operations and the CCC remains unchanged.
42. The proposed Interconnect Gondola does not need more parking as it functions only as an access/transfer lift between existing ski operations and has not been designed with round trip skiing on it.
43. The approved and recorded Development Agreement states that parking mitigation is reviewed at each Small Scale Master Planned Development (Conditional Use Permit) approval.
44. The review that occurred for “Parcel A,” was satisfied, noting that no additional parking issues would be occurring until later phases were built-out at the base.
45. The applicant requests an increase in building height for the Snow Hut expansion.
46. In the ROS District no structure may be erected to a height greater than twenty-eight feet (28') from existing grade.
47. To allow for a pitched roof and to provide usable space within the structure, a gable, hip, or similar pitched roof may extend up to five feet (5') above the Zone Height, if the roof pitch is 4:12 or greater.
48. The majority of the proposed new building does not meet the maximum roof height, according to its corresponding roof pitch, of either 28 or 33 feet.
49. The corner on the left on the front elevation is approximately 52 feet above existing grade.
50. The corner on the right on the front elevation is approximately 68 feet above existing grade.
51. The front elevation has the tallest points found on the proposed snow hut expansion.
52. When viewed from the side elevation, north, about a quarter of the building on the right meets the maximum of height 28/33 feet.
53. When viewed from the other side, south elevation, two thirds (2/3s) of the building from the left on the lowest form and about 1/3 of the ridge towards the left meets the maximum building height.
54. When reviewing the rear of the building, west elevation, the entire wall (rear façade) meets the maximum height.
55. The roof however, as indicated on the other elevations does not meet the height.
56. It is estimated that approximately 70% of the overall roof does not meet the maximum corresponding building height.

57. In order to grant building height in addition to that which is allowed in the ROS District, underlying zone, the Planning Commission is required to make specific findings Outlined in LMC § 15-5-5(F)(1)-(5).
58. The proposed increase in Building Height does not result in increased square footage or Building volume over what would be allowed under the zone required Building Height and Density.
59. Even though the building is indeed tall, not just in form but also due to the terrain (height measured from existing grade per Park City codes), the proposed building is a one (1) story building which maximizes sun-light exposure from the windows on the front, east elevation.
60. There is no density increase as the existing support commercial use for the restaurant does not require use of unit equivalents. A different design with the same capacity at height would result in greater site disturbance, grading and less architectural variation.
61. The proposed Snow Hut is remote from any other building.
62. The minimum setback for the building is 2,000 feet. No other structures, except ski lifts are within this area. No impact to view, solar access, shadows, or other criteria will occur.
63. The site is centralized in the upper mountain of the existing ski resort, and not generally visible from developed off-site locations in Park City. As a ski resort operation, the site will be re-vegetated with a proven seed mix.
64. The adjacent open space is designated ski terrain. With approximately 3,700 acres of ski terrain the proposed projects 17,200 square feet of footprint will have no effect on open space or its usability.
65. The proposed height of the building is the result of a combination of the single story accessible design and the roof design which does not shed snow to public areas or decks, and does not require heat taping in roof valleys or edges to prevent large icicle development.
66. The large glazed areas are designed to maximize solar gain in support of the project sustainability goals. Interruptions in the roof plane would interrupt snow shed and possible increase height with no purpose.
67. There are no other buildings within one-half mile to match roof façade or variations.
68. The proposed roof form maximizes sun-light exposure on the east elevation.
69. The proposed one (1) story structure meets the following Architectural Design Guidelines outlined in LMC § 15-5-5.
70. The Architectural Style and Motif is not prohibited by the LMC.
71. The proposed siding is not prohibited by the LMC.
72. The applicant proposes the following three (3) main exterior wall materials on the front and side elevations: 1. reclaimed board and batten; 2. horizontal chinked trestlewood; and 3. rusted corten ribbed siding. The applicant proposes concrete masonry unit (CMU) on the bottom half of the rear elevation.
73. Applicant proposes a dark green shingle roof and a metal standing seam for the two smaller shed roofs as seen on the rear, west elevation.
74. The combination roof shape is not listed under prohibited roof forms.
75. Window treatments are not prohibited by the code.

76. The applicant has not submitted plans regarding this provision.
77. The project shall fully comply with any provisions indicated in the LMC or approved MPD regarding lighting.
78. The applicant has not submitted plans regarding this provision.
79. The project shall fully comply with any provisions indicated in the LMC or approved MPD regarding trash/recycling enclosures.
80. The applicant has not submitted plans regarding this provision.
81. The project shall fully comply with any provisions indicated in the LMC or approved MPD regarding mechanical equipment.
82. LMC § 15-5-8 indicates the following regarding façade length and variations, following: Structures that exceed 120 feet in length on any facade shall provide a prominent shift in the mass of the Structure at each 120 foot interval, or less if the Developer desires, reflecting a change in function or scale. The shift shall be in the form of either a fifteen foot (15') change in Building Facade alignment or a fifteen foot (15') change in the Building Height. A combination of both the Building Height and Building Facade change is encouraged and to that end, if the combined change occurs at the same location in the Building plan, a fifteen foot (15') total change will be considered as full compliance.
83. The east elevation, front does not meet the façade façade length and variations requirement.
84. The façade is 140 feet long and does not provide a prominent shift in the mass of the structure.
85. The north and south elevations provide appropriate breaks, both horizontally and vertically (height) where a shift was incorporated in the design.
86. The west elevation, rear, meets the shift in the form of a fifteen foot (15') change in the building height.
87. LMC § 15-5-7 indicates that in some cases, the Planning Director, may vary from these standards if warranted by unusual or unique circumstances. This may result in variation from the strict interpretation of this section and may be granted by the Planning Director.
88. The Planning Director has reviewed the submitted plans and finds that the site is unusual and unique due to its remote location.
89. The Snow Hut is located on the mountain, accessible to skiers.
90. The location of the Snow Hut is not in a typical Park City neighborhood.
91. The intent of the façade length and variation criteria is to break up the massing of buildings so that they relate to the pedestrian scale.
92. The amount of glass on the front, east elevation, also helps mitigate the width of the building adding an aesthetically pleasing component.
93. When the Planning Commission grants additional Building Height due to a Site Specific analysis and determination, that additional Building Height shall only apply to the specific plans being reviewed and approved at the time. Additional Building Height for a specific project will not necessarily be considered for a different, or modified, project on the same Site.
94. The additional height due to the specific site analysis is not detrimental and in compliance with applicable LMC standards regarding the height allowance.

95. The Snow Hut Lodge is located on the footprint of the existing building and against an existing hill side to maximize skier circulation in the area.
96. Placing excavated material on site will remove the reverse slope between the King Con run and the building location. Skier circulation down to the King Con lift will be improved by the site grading on Broadway and the new location of the building.
97. The Interconnect Gondola is located not to interfere with skier circulation and provides direct access to the Snow Hut Lodge.
98. No retaining structures are proposed. Site grading is minimized while providing an on-snow / no stairs access to Snow Hut.
99. Existing summer biking and hiking trails on the Park City Mountain Resort side of the project are avoided to extent possible. Within the Summit County portion of the site, the evacuation routes may cross existing biking / hiking trails within the terms of the property agreements with trail operators and landowners.
100. Snow storage is on-site. The building is designed to shed snow away from public areas and service doors.
101. Refuse and recycling will take place in the building footprint consistent with the sustainability goals of Park City Mountain Resort. Refuse removal will not change from current operations.
102. Transportation to the site is via lifts, skiing and snowboarding only. No public vehicle access is proposed.
103. Significant vegetation is retained and protected.
104. Vegetation removed for site grading consists mainly of existing ski runs grasses and brush. The lift line corridor will require tree removal but ground disturbance will only occur in lift tower areas, base terminal area and evacuation route construction.
105. The visual simulations have been conducted properly for review of viewshed and ridgeline protection. The terminal structure minimizes the intrusion on the ridgeline from either east or west sight lines.
106. The lift line impacts are reduced as it is below the sky line and in many places within a forested area.
107. A visual analysis from designated viewpoints has been submitted to illustrate the visual effects of the proposed lift system.
108. The interconnect gondola system, towers and terminals, and evacuation route in Thaynes Canyon are shown on the visual simulation from the designated viewpoints.
109. The location of the proposed Snow Hut building is also shown in the simulations.
110. All other elements of the Sensitive Land analysis for the original MPD remain in effect and unchanged by this project.
111. The MPD Development Agreement states the following:
Developer shall construct or provide deed restricted off-site housing for 80 PCMR employees on or before October 1, 2003. The rental rate (not including utilities) for the employee housing will be determined by the City Council Housing Resolutions Establishing Guidelines and Standards, but will not exceed 1/3 of the employee's base gross wages. The rental rate shall be assured in perpetuity through deed restrictions in form and substance satisfactory to the City.

Developer must commence construction or complete the purchase of housing to accommodate 80 employees within 90 days of receiving a Small Scale MPD which, in combination with previously granted Small Scale MPDs, represent approvals for a total of 50% of the total square footage of the Concept Master Plan. Developer must work expeditiously to complete the employee housing project(s). In no case shall Small Scale MPDs, which represent approvals for a total of 60% of the Small Scale MPDs within the PCMR Concept Master Plan, be issued until the required housing is available for occupancy. Park City will provide Developer a letter of compliance when it fulfills this requirement.

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

112. The existing MPD contains the requirement for employee housing, this project does not change these requirements.
113. Employee housing is actually triggered ONLY by the receipt and approval of Conditional Use Permits (Small Scale MPD's) of the base area, "Parcels A - E."
114. As indicated in the Development Agreement, there was a trigger date of October 1, 2003, for 60% of the Small Scale MPDs (CUPs for each parcel), with an exception of a market downturn hit, which did take place.
115. Under this situation, the employee requirement was proportionally based on approved Small Scale MPD's (CUPs for each parcel).
116. The Planning Department calculates, Parcel A, the first and only approved Small Scale MPD/CUP for Marriott Mountainside/Legacy Lodge, accounted for approximately 334,000 total s.f. of the total 1,156,787 s.f. in the Large Scale Master Plan or 28.8% of the required housing for 80 PCMR employees. This equates to housing for 23 PCMR employees required after October 1, 2003.
117. Section 2.2 of the Development Agreement states, "In no case shall Small Scale MPDs…be issued until the required housing is available for occupancy."
118. No additional base parcels can be approved until the housing for the 23 PCMR employees are available and in use.
119. The employee housing requirement is not triggered by the requested amendment for on-mountain upgrades, updates, etc.
120. No child care is proposed in this application.
121. The project does not affect possible child care demands.
122. The City has received a map and list of known Physical Mine Hazards on the property.

123. A mine hazard mitigation plan has also been submitted to the City with appropriate mitigation. The map and mitigation plan are filed in the office of the City's Environmental Regulatory Program Manager and mitigation is scheduled to be completed by December 1, 2015.
124. Proposed development activity is not anticipated to encounter known historic mine waste.
125. The site is not within the soils boundary. In the event mine waste is encountered, it must be handled in accordance to State and Federal Law.
126. In accordance with LMC §15-8-5 (B)(15) and (C)(9), the prior applicants at the time of the 2007 annexation agreed to update the Preservation Plan submitted in 2000 for the additional annexed area.
127. The 2007 annexation included the following analysis in the February 1, 2007 staff report:
18. Historic and cultural resources. This annexation will include historic mining era structures within the Park City limits. The Silver King mine and other mining structures throughout the annexation area are more than 50 years old and would be considered to be historic structures due to the age of construction. No determination of historical significance has been made. Any changes to the historic buildings would require review by the Planning Department for compliance with the LMC preservation ordinance and Historic Design Guidelines. The Flagstaff Historic Preservation Technical Report will necessarily need to be amended to include those resources within the annexed area. The annexation therefore has a significant public benefit in the area of historic or cultural resources, in that several historic structures will be included within the City limits. If the structures are rehabilitated to building code, resort support uses could be permitted subject to a Conditional Use Permit.
128. Finding of Fact no. 7, of the 2007 annexation indicated that the proposed annexation protects the general interests and character of Park City including several historic mining era structures within the Park City Boundary.
129. The applicants agreed to update the mitigation as identified in the original Annexation Agreement regarding historic preservation:
Historic Preservation. The Historic Preservation Plan, at a minimum, shall contain an inventory of historically significant structures located within the Project and shall set forth a preservation and restoration plan, including a commitment to dedicating preservation easements to the City, with respect to any such historically significant structures. The head frame at Daly West site is historically significant.
130. The Annexation Agreement for the United Park City Mines Company Lands at PCMR tied the various agreements together.
131. This 2007 Annexation is conditioned upon the Amended and Restated Development Agreement For Flagstaff Mountain, the Talisker Conservation Deed Restriction and the Conservation Easement executed and recorded herewith. (Annexation Agreement paragraph 26).
132. The inventory is to be completed to comply with the 2007 Annexation and the Preservation and Restoration Plans are finished and approved by the City.

133. A Condition of Approval to this MPD amendment requiring completion of the outstanding inventory and subsequent Preservation and Restoration Plans prior to the City accepting any application for base area development is to be added.
134. The Preservation and Restoration plans shall also indicate a stabilization timeframe for each site.
135. In accordance with LMC §15-8-5(C)(3), the prior applicants at the time of the 2007 annexation acknowledged numerous trails in the annexed area, and their public use through dedication to the Park City Master Trails Map. See exact language below:
5. Trails. Numerous trails exist on the annexation property. These trails will be available for public use subject to reasonable restrictions due to construction, maintenance, and environmental factors including wildlife and erosion. The existing and any newly required trails shall be added to the Park City Master Trails and as necessary dedicated to the City either on the Annexation plat or at the time of PCMR MPD amendment.
136. A Condition of Approval to this MPD amendment requiring trails language needs to be added to this approval.
137. The proposed Interconnect Gondola and Snow Hut on-mountain restaurant are not detrimental impacts of the Mountain Upgrade Plan.
138. The Interconnect increases accessible terrain as it connects PCMR with the Canyons Resort.
139. The Snow Hut expansion reduces the resort's restaurant seating deficiencies.

MPD - Conclusions of Law:

A. The MPD Amendment, as conditioned, complies with all the requirements of the Land Management Code;
B. The MPD Amendment, as conditioned, meets the minimum requirements of Section 15-6-5 herein;
C. The MPD Amendment, as conditioned, is consistent with the Park City General Plan;
D. The MPD Amendment, as conditioned, provides the highest value of Open Space, as determined by the Planning Commission;
E. The MPD Amendment, as conditioned, strengthens and enhances the resort character of Park City;
F. The MPD Amendment, as conditioned, compliments the natural features on the Site and preserves significant features or vegetation to the extent possible;
G. The MPD Amendment, as conditioned, is Compatible in Use, scale, and mass with adjacent Properties, and promotes neighborhood Compatibility, and Historic Compatibility, where appropriate, and protects residential neighborhoods and Uses;
H. The MPD Amendment, as conditioned, provides amenities to the community so that there is no net loss of community amenities;
I. The MPD Amendment, as conditioned, is consistent with the employee Affordable Housing requirements as adopted by the City Council at the time the Application was filed.

J. The MPD Amendment, as conditioned, meets the Sensitive Lands requirements of the Land Management Code. The project has been designed to place Development on the most developable land and least visually obtrusive portions of the Site;
K. The MPD Amendment, as conditioned, promotes the Use of non-vehicular forms of transportation through design and by providing trail connections; and
L. The MPD Amendment has been noticed and public hearing held in accordance with this Code.
M. The MPD Amendment, as conditioned, incorporates best planning practices for sustainable development, including water conservation measures and energy efficient design and construction, per the Residential and Commercial Energy and Green Building program and codes adopted by the Park City Building Department in effect at the time of the Application.
N. The MPD Amendment, as conditioned, addresses and mitigates Physical Mine Hazards according to accepted City regulations and policies.
O. The MPD Amendment, as conditioned, addresses and mitigates Historic Mine Waste and complies with the requirements of the Park City Soils Boundary Ordinance.

MPD - Conditions of Approval:

1. The project shall fully comply with any provisions indicated in the LMC or approved MPD regarding lighting, trash/recycling enclosures, mechanical equipment, etc.
2. In the event mine waste is encountered, it must be handled in accordance to State and Federal Law.
3. Employee Housing
   Unless Section 2.2 of the Development Agreement is previously satisfied by the developer in an off-site location which shall include employee housing required by the development of Parcel A (the “Required Employee Housing”), or an updated housing plan is approved by the Housing Authority, the Developer shall include as part of the next application for a Small Scale MPD/CUP approved after March 25, 2015 under the Development Agreement for Parcels A-E (the “Next Small Scale MPD Application”) an affordable housing plan subject to Park City Housing Authority approval per the Housing Resolution in effect at the time of application for the Required Employee Housing and the employee housing required for the Next Small Scale MPD/CUP Application as determined by such resolution. Unless otherwise approved in the housing plan or previously satisfied, a completion bond or letter of credit in a form approved by the City Attorney will be required for the Required Housing as a condition of building permit issues for the Next Small Scale MPD. Nothing in this condition shall be deemed to relieve any owner or prior developer of Parcel A from any liability that may exist to the City, the Developer, or any future developers in the MPD for failure to comply with Section 2.2 of the Development Agreement.
4. Historic Preservation:
   In furtherance of assisting the developers in meeting their obligations under Section 2.9.3 of the Amended and Restated Development Agreement for

Flagstaff Mountain dated March 2, 2007, the Developer under the PCMR Development Agreement shall, (a) identify historically significant structures within the PCMR Development Agreement Property by October 1, 2015, (b) complete the inventory of historically significant structures and the preservation and restoration plan for such structures, as located within the PCMR Development Agreement Property (provided such sites are confirmed to be located within the property either owned by VR CPC Holdings, Inc. or held by VR CPC Holdings, Inc. pursuant to its ground lease from TCFC LeaseCo LLC) by March 25, 2016; (upon completion of the staff approval of the preservation and restoration plan, the applicant shall come back to the Planning Commission to report on the prioritization, annual check-in schedule and progress report on work complete to date) and (c) no later than March 25, 2016, dedicate and/or secure preservation easements for the historically significant structures (or reasonably equivalent long-term rights satisfactory to the City if easements are unavailable) for the City with respect to the identified sites within the PCMR Development Agreement Property. In addition, by October 1, 2015, the Developer under the PCMR Development Agreement shall contribute a total of $50,000 towards the preservation of the prioritized historically significant structures on the PCMR Development Agreement Property as approved by the Planning Department/Preservation Planner, and propose a five (5) year capital fundraising plan dedicated towards restoration/stabilization of the historically significant structures. Nothing herein shall release the original Flagstaff Mountain Developer (e.g., United Park City Mines) or current property owner from any existing obligation under the Ordinance 07-10, and all related agreements including the Amended and Restated Development Agreement for Flagstaff Mountain dated March 2, 2007.

5. Trails:
Public trails existing at the time of annexation in 2007 were added to the Park City Master Trails Plan in 2008 as depicted on Exhibit P. Developer is finalizing survey and other closing matters with regards to their acquisition and ground lease of the property. A final trails plan shall be submitted and evaluated as part of the next application for a Small Scale MPD/CUP approved after March 25, 2015 under the Development Agreement for Parcels A-E (the “Next Small Scale MPD Application”) to determine which existing trails or any newly required trials are required to be dedicated to the City. Unless such trails are previously dedicated by plat/subdivision, prior to the issuance of a Certificate of Occupancy for the Next Small Scale MPD Application, the Developer and any other necessary owner/party shall execute an irrevocable offer of dedication or easement in compliance with the requirements of Section 5 of the Annexation Agreement which remains in full force and effect, and states: Numerous trails exist on the annexation property. These trails will be available for public use subject to reasonable restrictions due to construction, maintenance, and environmental factors including wildlife and erosion. The existing and any newly required trails shall be added to the Park City Master Trails and as necessary dedicated to the city either on the Annexation plat or at the time of PCMR MPD amendment.

CUP - Findings of Fact

1. LMC § 15-4-18 indicates that the location and use of a passenger tramway, including a ski tow or ski lift, is a Conditional Use.
2. CUPs under this section shall be issued only after public hearing before the Planning Commission, and upon the Planning Commission finding that all the following conditions can be met.
3. The interconnect complies with the Ownership of Liftway and Public Purpose criteria.
4. The interconnect complies with the Width, Utility Clearance, Liftway Setback, State Regulation, criteria, as conditioned.

CUP Conclusions of Law:

1. The application complies with all requirements of the Land Management Code.
2. The use will be compatible with surrounding structures in use, scale, mass, and circulation.
3. The use is consistent with the Park City General, as amended.
4. The effects of any differences in use or scale have been mitigated through careful planning.

CUP - Conditions of Approval:

1. All Standard Project Conditions shall apply.
2. City approval of a construction mitigation plan is a condition precedent to the issuance of any building permits.
3. A final utility plan, including a drainage plan for utility installation, public improvements, and drainage, shall be submitted with the building permit submittal and shall be reviewed and approved by the City Engineer and utility providers prior to issuance of a building permit.
4. City Engineer review and approval of all lot grading, utility installations, public improvements and drainage plans for compliance with City standards is a condition precedent to building permit issuance.
5. A final landscape plan shall be submitted for review and approval by the City Planning Department, prior to building permit issuance.
6. As part of the building permit review process, the applicant shall submit a certified topographical survey of the property with roof elevations over topographic and U.S.G.S. elevation information relating to existing grade as well as the height of the proposed building ridges to confirm that the building complies with all height restrictions.
7. This Conditional Use Permit approval will expire on March 25, 2016, if a building permit has not issued by the building department before the expiration date, unless an extension of this approval has been granted by the Planning Commission.

Please be aware that the approval of this MPD Amendment and Conditional Use Permit by Park City in no way exempts the property from complying with other requirements that may be in effect on the property, and building permit regulations, as applicable. It is

the responsibility of the property owner/applicant to ensure compliance with these regulations.

Land Management Code (LMC) § 15-6-4(G) indicates the following regarding Development Agreement ratification:

> *The Development Agreement shall be ratified by the Planning Commission, signed by the City Council and the Applicant, and recorded with the Summit County Recorder. The Development Agreement shall contain language, which allows for minor, administrative modifications to occur to the approval without revision of the agreement. The Development Agreement must be submitted to the City within six (6) months of the date the project was approved by the Planning Commission, or the Planning Commission approval shall expire.*

As the applicant, this letter is intended as a courtesy to document the status of your request. The official minutes from the Planning Commission are available in the Planning Office. We will continue to work with you closely on the project. If you have questions regarding your application or the action taken please don't hesitate to contact me at 435-615-5064 or fastorga@parkcity.org.

Sincerely,



Francisco Astorga
City Planner

PARK CITY
1884
Planning Department

April 25, 2022

Park City Mountain
1375 Munchkin Road
Park City, UT 84060

CC: John Sale
[redacted]

NOTICE OF PLANNING DIRECTOR

Description

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

Action Taken

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

Findings of Fact

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

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

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

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

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

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

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

Conclusions of Law

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

Conditions of Approval

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

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

season. This includes the implementation of 90 employee parking spaces at Munchkin and a paid parking reservation system.

15. The Applicant shall meet with the Planning Director and other relevant staff bi-annually, including prior to the beginning of the ski season, and within sixty (60) days of completion of the ski season to provide parking and traffic information demonstrating compliance with the Parking Mitigation Plan and a communications plan to ensure information dissemination to the public. The applicant shall share relevant parking information with staff, including parking lot occupancy rates and achievement of increased Average Vehicle Occupancy rates. The Planning Director may impose additional conditions or operational changes if the Parking Mitigation Plan results in on-going adverse impacts or is not achieving a demonstrated increased Average Vehicle Occupancy.
16. This approval, including the parking mitigation herein, is solely for the installation and capacity associated with the lift upgrades subject to this application. This approval shall not have any bearing on other applications under the DA, the overall assessment of on-going compliance with the DA, and the requirements of new development which continue to be governed by the applicable LMC and DA in effect at the time of application.
17. The Applicant shall provide adequate residential neighborhood mitigation and designate a residential liaison to meet with the city regarding impacts and mitigation.
18. The Applicant shall be responsible for effectively managing the parking reservation system with an on-site parking attendant presence with a turn-away and tow policy for people without a reservation.

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

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

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

Sincerely,

Gretchen Milliken,
Planning Director

CC: Lillian Lederer, Project Planner

PARK CITY
1884
Planning Department

June 27, 2022

Clive Bush
Angela Moschetta
Deborah Rentfrow
Mark Stemler

NOTICE OF PLANNING COMMISSION FINAL ACTION

Description

Application Appealed:	Park City Mountain Resort Administrative Conditional Use Permit to upgrade two ski lifts: Silverlode (to remain in the same location) and Eagle (to be realigned and extended) on Parcel Nos. PCA-S-98-PCMR-1, PCA-29-A, PCA-29-D, PCA-1003, SA-402-A, SA-253-B-2 in the Recreation and Open Space Zoning District and Sensitive Land Overlay (PL-22-05145).
Appeal Number:	PL-22-05249
Action:	APPEAL GRANTED (See Below)
Date of Final Action:	June 27, 2022
Appeal Summary:	The Appellant appealed the April 25, 2022 Planning Director Approval of the Administrative Conditional Use Permit.

Action Taken
On June 8, 2022, the Planning Commission reviewed an appeal of an Administrative Conditional Use Permit (ACUP) for the construction and upgrading of two ski lifts and conducted a public hearing. On June 15, 2022, the Planning Commission concluded their deliberations regarding the appeal. The Planning Commission hereby GRANTS the appeal according to the following Findings of Fact and Conclusions of Law:

Findings of Fact

1. The Site is located at Parcels PCA-S-98-PCMR-1, PCA-29-A, PCA-29-D, PCA-1003, SA-402-A, SA-253-B-2.

2. The Site is in the Recreation and Open Space (ROS) and Sensitive Land Overlay (SLO).
3. The ACUP Applicant proposed to upgrade the existing Silverlode ski lift from a six-person chairlift to an eight-person chairlift.
4. The Applicant proposed to replace the existing Eagle and Eaglet lifts with a single lift in an adjacent alignment.
5. The 1998 Development Agreement and Park City Mountain Resort 1998 Mountain Upgrade Plan (MUP) outlines future ski lift upgrades.
6. On April 25, 2022, the Planning Director approved an ACUP for the lift upgrades as proposed by Park City Mountain.
7. On May 5, 2022, the Appellant filed a timely Appeal regarding the ACUP approval with the Planning Department.
8. The appellant has standing to appeal because they submitted public input and participated in the Administrative Public Hearing on April 25, 2022.
9. The Planning Commission reviews appeals of Planning Staff pursuant to Land Management Code Section 15-1-18(A).
10. The Planning Commission heard the Appeal on June 8, 2022, conducted a public hearing, closed the public hearing, and continued their deliberations to June 15, 2022.
11. On June 15, 2022, the Planning Commission voted 3-1 to grant the appeal.
12. The Planning Commission determined the proposal did not meet Criteria 1 and 6 of the 1998 Development Agreement, in that:

- The alignment of the new Eagle (Chondola) lift is not the same as shown in the MUP, as it does not go to the Meadow area. The new Eagle (Chondola) lift is therefore not consistent with the Park City Mountain Resort 1998 MUP.
- The total CCC analysis due to the lift upgrades Contain discrepancies in Vertical Demand between the 1998 Mountain Upgrade Plan and the proposed CCC tables submitted by the Applicant. Discrepancies also existing in the CCC analysis and appropriate Vertical Demand calibration for the Eagle Lift, Silverlode and King Con between SE Group (the Applicant's consultant) and EcoSign (Park City Municipal's Consultant). Therefore, the total operating CCC has not been verified and/or defined. As a result it is not possible to accurately assess the required parking and other mitigation measures.
- The lease for additional parking at Park City High School is available a maximum of eight days per month limited to weekends and holidays and not to include consecutive weekends and is, therefore, insufficient to properly mitigate the increased parking demand which overflowed at least 68 days during the 2021/22 ski season. The number of stalls to be used was not defined, and therefore insufficient to properly mitigate.
- The paid parking mitigation plan was based on unconfirmed CCC numbers and ski resort data that is not satisfactorily comparable to Park City in terms of access and

controls for parking. Therefore, the assumed 11% reduction in Average Vehicle Occupancy (AVO) is in error.

- The City's consultant, EcoSign, did not verify actual calculations, and review was limited to the data and tables provided by the ACUP Applicant, Park City Mountain.
- The MUP specifies 200 stalls, plus the Sweetwater site, to be used by employees of Park City Mountain Resort, but these stalls are not accounted for in the Parking Mitigation Plan, and parking mitigation therefore is insufficient.
- The ACUP Application is inconsistent with Figure IV-1 (denoting ski lift locations) from the MUP.

Conclusions of Law

1. The Planning Director erred in determining the ACUP complies with Criteria 1 and 6 of the 1998 Development Agreement.
2. The effects of any differences in use or scale have not been sufficiently mitigated through careful planning because parking and other required mitigation cannot be determined because CCCs are neither agreed upon nor absolutely confirmed.

Order

The Appeal is GRANTED. Nothing herein prevents the Applicant from proceeding with a full Conditional Use Permit for each lift individually or jointly.

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

By:

John Phillips,
Planning Commission Chair

CC: Lillian Lederer, Project Planner

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

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

§ 15-1-10 Conditional Use Review Process

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

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

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

§ 15-1-10 (E) Review

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

§ 15-4-18(B) Conditional Use Review

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

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

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

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

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

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

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

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

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

§ 15-2.7 Recreational Open Space (ROS) District

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

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

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

EAGLE LIFT REPLACEMENT – EROSION CONTROL PLAN

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

Erosion Prevention

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

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

Erosion and Sediment Control BMPs

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

Slope and Surface Erosion Controls

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

Sediment Control Measures

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

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

Drainage and Energy Dissipation Controls

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

Construction Access and Tracking Controls

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

Material and Stockpile Controls

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

Inspection and Maintenance

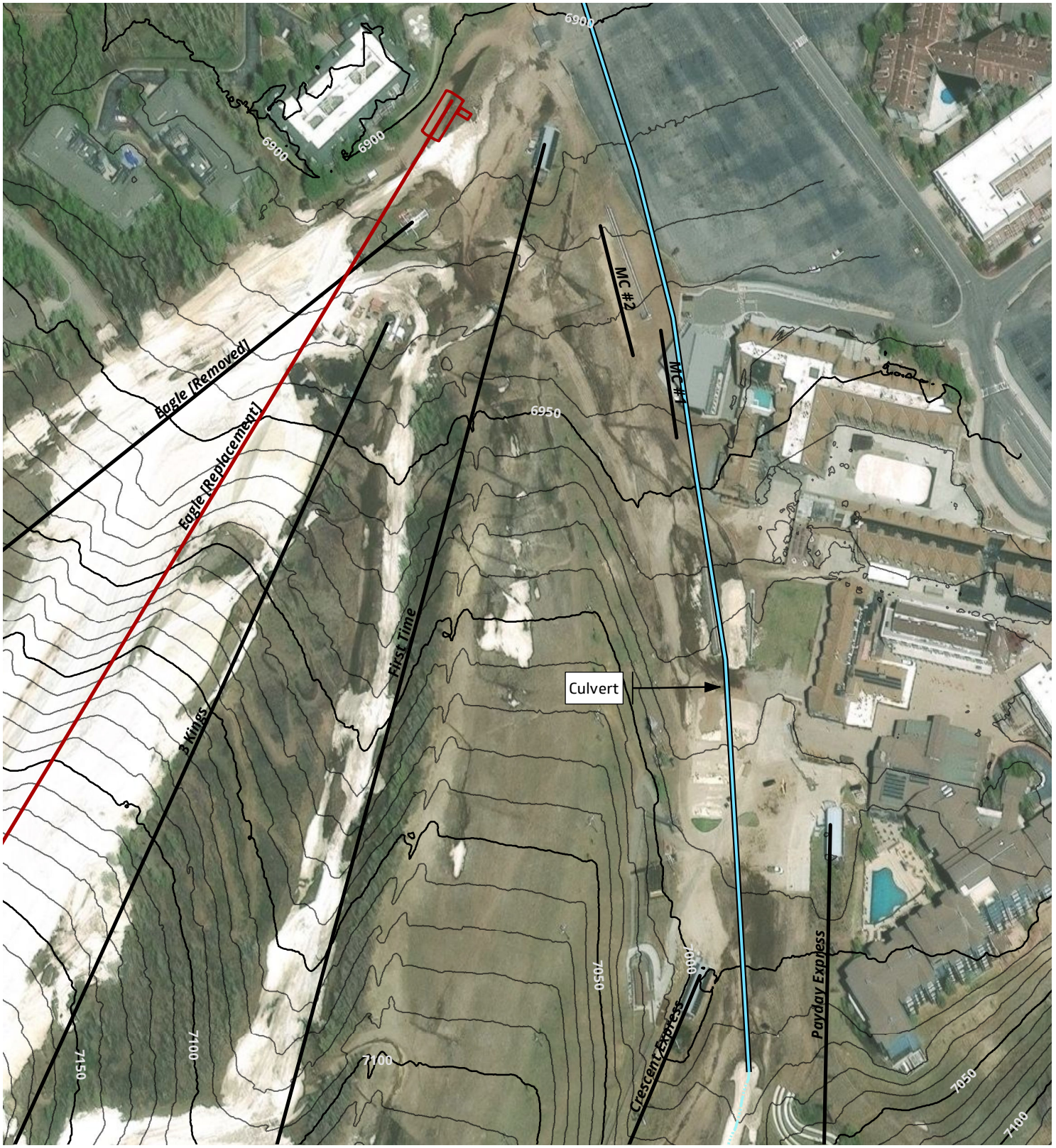
All erosion and sediment control BMPs will be inspected on a routine basis and following significant precipitation events. Maintenance activities will include:

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

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

Final Stabilization

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



LEGEND

Culvert

Ephemeral Stream

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

TITLE

STREAMS & CULVERTS

PROJECT

Eagle Lift Replacement

LOCATION

Summit County, UT

Disclaimer:

This product is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information. The maps are distributed "AS-IS" without warranties of any kind, either expressed or implied, including but not limited to warranties of suitability to a particular purpose or use.

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

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

SCALE 1:2,400

1 inch = 200 feet

MEMORANDUM

To: Rebecca Ward, 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 – Eagle 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 Eagle lift replacement. This memorandum is intended to supplement the information provided in the memorandum titled "Parking Management Plan and Current Capacity" dated April 28, 2026.

Eagle Uphill Capacity and Parking

Uphill Capacity Changes

Increasing the uphill capacity of Eagle would have a positive impact on the guest experience. Replacing Eagle and Eaglet with an upgraded high-speed chairlift will increase uphill design capacity by a total of 1,000 people per hour (pph), from 1,800 to 2,800. Current Eagle uphill design capacity is 1,200pph, and current Eaglet 600pph. This change will 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.

Due to this change, the Mountain Village base area uphill capacity would increase by 15.56%, as illustrated in the chart below:

Currently Operating		As Planned	
Lift	**Hourly Capacity**	**Lift**	**Hourly Capacity**
1 Payday	2,850	1 Payday	2,850
2 Crescent	2,280	2 Crescent	2,280
3 First Time	1,710	3 First Time	1,710
4 Three Kings	1,788	4 Three Kings	1,788
5 Eagle	1,140	5 Eagle	2,660
Total	**9,768**	**Total**	**11,288**
		% Increase	***15.56%***

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

Parking Options and Available Capacity

The parking management plan has succeeded in encouraging guests to carpool or use transit, as illustrated by the data below. Table 1.2 evaluates all parking options available to guests (i.e. excludes Sweetwater, Munchkin, and some Legacy spaces as they are only available to employees). It compares the average vehicle volume and utilization of each lot on the top 10 highest visitation days in the 21/22 season (before implementation of the parking management plan) with the top 10 highest visitation days in the 22/23 through 25/26 seasons (after implementation of the parking management plan).

Table 1.2: Guest Parking Supply and Parking Supply Utilization on High Visitation Days[1]

Parking Lot Name	**Parking Space Supply**	**21/22 Average Vehicle Volume (% utilization)[2]**	**22/23 - 25/26 Average Vehicle Volume (% utilization)[3]**	**Change in Average Vehicle Volume (21/22 to 22/23-25/26)**
		Before parking management plan implementation	*After parking management plan implementation*	
First Time	580	509 (88%)	433 (75%)	-76 (13%)
Main	400	372 (93%)	253 (63%)	-119 (30%)
Silver King	230	230 (100%)	154 (67%)	-76 (33%)
Mountain Village Guest Garage	305	239 (78%)	208 (68%)	-31 (10%)
Legacy / Marriott (guest)	7[4]	--	--	--
ONSITE SUBTOTAL	*1,522*	*1,350 (89%)*	*1,048 (69%)*	*-302 (20%)*
Park City High School	† 508	264 (52%)	375 (74%)	+111 (22%)
ONSITE & OFFSITE SUBTOTAL	*2,030*	*1,614 (80%)*	*1,423 (70%)*	*-191 (9%)*
Richardson Flat[5]	650	*N/A*	*N/A*	*N/A*
TOTAL	2,680			

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

On average, there was a reduction of 191 cars between the top 10 busiest days in 21/22 and the top 10 busiest days in 22/23 through 25/26, which is 9% of total capacity. This improvement is noteworthy given that this data includes the 22/23 season, the snowiest on record in Utah, which led to record visitation across the state. In fact, 6 of the 10 days with the highest visitation since implementing the parking plan occurred during the 22/23 season. This improvement demonstrates that the parking management plan has succeeded in diverting cars away from the Mountain Village lots and Park City High School and that more guests are carpooling or using alternative transit options.

[1] Vehicle counts are performed at approximately 11:00 a.m. daily

[2] Top 10 Mountain Village visitation days in 21/22 season, excluding Silver Star and Town Lift

[3] Top 10 Mountain Village visitation days across all four 22/23 - 25/26 seasons, excluding Silver Star and Town Lift

[4] Utilization data not tracked for Legacy / Marriott; not part of reservation system

[5] Richardson Flat utilization data does not specify whether vehicles are using the park and ride to access the resort

Capacity for Absorption in Existing Parking Supply

At Mountain Village, the guest parking supply has remained constant at 1,522 spaces on peak days across the four seasons evaluated since implementation of the parking management plan. Even on high-visitation days, observed parking utilization averaged 1,048 vehicles, leaving an average surplus of approximately 474 spaces. Similarly, the Park City High School overflow lot shows an average of approximately 133 surplus spaces on peak days. Combined, these facilities provide an average surplus capacity of approximately 607 parking spaces during high visitation periods.

Applying an Average Vehicle Occupancy (AVO) of 3.19 persons per vehicle, the available surplus parking equates to capacity to accommodate approximately 1,936 additional guests on these busy days. This indicates that the current parking system has substantial ability to accommodate increased visitation within the current parking supply. For additional details on the AVO calculation, see Appendix B of the "Parking Management Plan and Current Capacity" memorandum dated April 28, 2026.

Importantly, these calculations reflect only the parking supply available at Mountain Village and the Park City High School lot. They do not include additional overflow capacity available at the Richardson Flat Park-and-Ride facility, which can be used during peak demand periods and would provide additional capacity to absorb further increases in guest visitation.

Parking Demand Impacts

As detailed above, the parking management plan has succeeded in its objectives of changing guest behavior to relieve congestion at the Mountain Village base area by reducing the number of vehicles requiring parking. Industry data and operational experience indicate that lift replacements primarily improve circulation efficiency and do not inherently generate additional visitation. However, even if the resort were to see an increase in visitation after the installation of the upgraded Eagle lift, the parking management plan has created sufficient capacity to accommodate that demand.

Construction Traffic Mitigation

PCM will implement parking and traffic management measures to minimize potential impacts during the construction period associated with the Eagle 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.

01015140 B: 2284 P: 0806
Page 1 of 17
Mary Ann Trussell, Summit County Utah Recorder
03/20/2015 12:58:55 PM Fee $85.00
By FIRST AMERICAN TITLE INSURANCE COMPANY
Electronically Recorded

RECORDING REQUESTED BY AND:
WHEN RECORDED MAIL TO:
VR CPC Holdings, Inc.
390 Interlocken Crescent
Broomfield, CO 81620
Attention: Michael Warren

SPACE ABOVE THIS LINE FOR
RECORDER'S USE

FIRST AMENDMENT TO MEMORANDUM OF LEASE

This FIRST AMENDMENT TO MEMORANDUM OF LEASE AGREEMENT ("**Memorandum**") dated as of September 22, 2014 is entered into by and between **TCFC LEASECO LLC** (f/k/a/ Talisker Canyons LeaseCo LLC), a Delaware limited liability company, having an address at 8500 Normandale Lake Boulevard, Suite 1500, Minneapolis, MN 55437 ("**Landlord**") and **VR CPC HOLDINGS, INC.**, a Delaware corporation, having an address at 390 Interlocken Crescent, Broomfield, Colorado 80021 ("**Tenant**").

WHEREAS, Landlord and Tenant entered into that certain Master Agreement of Lease, dated as of May 29, 2013 (the "**Original Lease**").

WHEREAS, Landlord and Tenant entered into that certain Amendment to Master Agreement of Lease, dated as of September 11, 2014 (the "**Amendment**", together with the Original Lease, the "**Amended Lease**").

WHEREAS, the initial term of the Amended Lease is fifty (50) years, commencing on May 29, 2013 and expiring on May 29, 2063. Tenant has the option to extend the term of the Amended Lease for six (6) additional terms of fifty (50) years each, on the terms and conditions set forth in the Amended Lease.

WHEREAS, this Memorandum is prepared for recordation purposes only, and it in no way modifies the terms, conditions and covenants of the Amended Lease. The rent and other obligations of Landlord and Tenant are set forth in the Amended Lease, to which reference is made for further information. This Memorandum describes only selected provisions of the Amended Lease, and reference is made to the full text of the Amended Lease for the full terms and conditions thereof. In the event of any inconsistency between the terms, conditions, provisions and covenants of this Memorandum and the Amended Lease, the terms, conditions and covenants of the Amended Lease shall prevail.

NOW, THEREFORE, Landlord and Tenant have caused this Memorandum to be executed and recorded in the Official Records of Summit County and Salt Lake County, Utah to provide constructive notice of the Amended Lease, and all parties taking title to the property described on Exhibit A attached hereto owned by the Landlord shall be deemed to have notice of each and every provision contained in the Amended Lease.

12014677
3/20/2015 1:34:00 PM $56.00
Book - 10306 Pg - 9004-9020
Gary W. Ott
Recorder, Salt Lake County, UT
FIRST AMERICAN NCS
BY: eCASH, DEPUTY - EF 17 P.

RECORDING REQUESTED BY AND:
WHEN RECORDED MAIL TO:
VR CPC Holdings, Inc.
390 Interlocken Crescent
Broomfield, CO 81620
Attention: Michael Warren

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NOW, THEREFORE, Landlord and Tenant have caused this Memorandum to be executed and recorded in the Official Records of Summit County and Salt Lake County, Utah to provide constructive notice of the Amended Lease, and all parties taking title to the property described on Exhibit A attached hereto owned by the Landlord shall be deemed to have notice of each and every provision contained in the Amended Lease.

This Memorandum is intended to amend and supplement the original Memorandum of Lease between the parties recorded as Instrument No. 11653677 on May 31, 2013 in the Official Records of Salt Lake County and as Instrument No. 00971416 on May 31, 2013 in the Official Records of Summit County so as to, among other things, reflect the addition of real property to the premises demised by this Amended Lease.

This Memorandum of Lease may be executed in two or more counterparts, each of which shall be deemed an original, but all of which shall constitute one and the same instrument.

[*Signature pages follow*]

IN WITNESS WHEREOF, Landlord and Tenant have duly executed this Memorandum as of the day and year first above written.

LANDLORD: **TCFC LEASECO LLC,**
a Delaware limited liability company

TARA MIFFLIN
NOTARY PUBLIC - STATE OF UTAH
My Comm. Exp. 06/13/2016
Commission # 654901

By: TCFC Finance Co LLC, its sole member

By: _____
Name: Brian E Cejka
Title: Chief Operating Officer

STATE OF)
ss.
COUNTY OF)

On the 22nd day of September, 2014, personally appeared before me Brian Cejka, whose identity is personally known to or proved to me on the basis of satisfactory evidence, and who, being by me duly sworn, did say that he executed the foregoing instrument.

_____
NOTARY PUBLIC
Residing at: 1890 Sun Peak 84098
My Commission Expires: 06/13/2016

[*Signatures continue on following page*]

TENANT: **VR CPC HOLDINGS, INC.,**
a Delaware corporation

By: _____
Name: Michael Barkin
Title: EVP & Chief Financial Officer

STATE OF Colorado)
ss.
COUNTY OF Broomfield)

On the 8th day of ~~September~~ October, 2014, personally appeared before me Michael Barkin, whose identity is personally known to or proved to me on the basis of satisfactory evidence, and who, being by me duly sworn, did say that he executed the foregoing instrument.

_____
NOTARY PUBLIC
Residing at:
My Commission Expires:

MILA BIRNBAUM
NOTARY
PUBLIC
STATE OF COLORADO
My Commission Expires March 7, 2016

Signature Page to Memorandum of Lease

EXHIBIT A

PARCEL 1

PARCEL K-1:

The East one-half of Section 34, Township 1 South, Range 3 East, Salt Lake Base and Meridian.

PARCEL K-2:

All of Section 35, Township 1 South, Range 3 East, Salt Lake Base and Meridian.

PARCEL K-3:

The West half of the Southwest Quarter of Section 36, Township 1 South, Range 3 East, Salt Lake Base and Meridian.

LESS AND EXCEPTING THEREFROM: Commencing at the west quarter corner of Section 31, Township 1 South, Range 4 East, Salt Lake Base and Meridian; thence along the west line of said Section 31 South 00°00'31" West a distance of 533.56 feet; thence leaving said section line North 89°59'29" West a distance of 270.94 feet to the POINT OF BEGINNING; thence South 50°00'02" West a distance of 470.99 feet; thence North 90°00'00" West a distance of 102.03 feet; thence South 50°00'00" West a distance of 278.50 feet; thence South 41°41'30" West a distance of 225.92 feet; thence South 82°01'24" West a distance of 171.13 feet; thence South 72°00'15" West a distance of 201.17 feet; thence North 82°16'12" West a distance of 347.47 feet; thence South 85°58'04" West a distance of 202.71 feet; thence North 90°00'00" West a distance of 306.42 feet; thence North 86°22'02" West a distance of 609.97 feet; thence South 00°00'00" East a distance of 394.05 feet; thence North 47°30'47" West a distance of 742.66 feet; thence South 74°22'43" West a distance of 719.71 feet; thence North 32°42'37" West a distance of 413.74 feet; thence North 45°51'07" East a distance of 515.90 feet; thence North 81°42'13" East a distance of 327.18 feet; thence South 00°44'12" West a distance of 25.53 feet; thence South 88°01'56" East a distance of 220.76 feet; thence South 65°49'07" East a distance of 52.15 feet; thence South 89°48'04" East a distance of 77.70 feet; thence North 00°10'55" West a distance of 77.40 feet; thence South 77°35'33" East a distance of 180.31 feet; thence South 10°12'36" West a distance of 33.15 feet; thence South 71°48'03" East a distance of 167.51 feet; thence South 34°50'28" West a distance of 132.90 feet; thence North 84°31'47" West a distance of 293.50 feet; thence South 67°20'38" West a distance of 26.32 feet; thence South 86°42'58" West a distance of 322.15 feet; thence South 00°33'08" West a distance of 48.43 feet; thence South 89°26'52" East a distance of 386.04 feet; thence North 66°40'55" East a distance of 114.23 feet; thence South 84°55'31" East a distance of 93.44 feet; thence South 61°13'08" East a distance of 142.27 feet; thence South 79°40'32" East a distance of 257.87 feet; thence North 89°54'42" East a distance of 93.39 feet; thence North 00°13'26" West a distance of 117.30 feet; thence South 58°49'24" East a distance of 266.02 feet; thence North 46°38'46" East a distance of 44.83 feet; thence South 51°33'19" East a distance of 125.97 feet; thence South 72°25'33" East a distance of 144.35 feet; thence North 88°58'01" East a distance of 309.96 feet; thence

North 71°58'23" East a distance of 138.22 feet; thence North 62°43'34" East a distance of 147.77 feet; thence North 29°04'15" East a distance of 39.83 feet; thence South 79°00'00" East a distance of 150.58 feet to a point on a 275.0 foot radius curve to the left; thence along the arc of said curve through a central angle of 37°57'30", a distance of 182.19 feet; thence North 63°02'29" East a distance of 298.07 feet to a point on a 275.00 foot radius curve to the left; thence along the arc of said curve through a central angle of 40°53'07", a distance of 196.24 feet; thence North 22°09'22" East a distance of 33.36 feet; thence South 89°27'00" East a distance of 582.11 feet to said point of beginning.

PARCEL K-4:

The East half of Section 22, Township 1 South, Range 3 East, Salt Lake Base and Meridian.

LESS AND EXCEPTING THEREFROM the following property conveyed in Special Warranty Deed to Willow Ranch Development Company, a Utah corporation recorded August 31, 1995 as Entry No. 436508 in Book 905 at page 66 of Official Records, and being more particularly described as follows:

Parcel 1: A parcel of land lying within the Northeast Quarter of Section 22, Township 1 South, Range 3 East, Salt Lake Base and Meridian more particularly described as follows:

Beginning at a point that is South 64°59'17" West 1628.01 feet from the Southwest Corner of Section 14, Township 1 South, Range 3 East, Salt Lake Base and Meridian; and running thence South 217.80 feet; thence West 200 feet; thence North 217.80 feet; thence East 200 feet to the point of beginning. The basis of bearing for the above description is South 89°53'53" West between the South Quarter Corner of Section 14 and the Southeast Corner of Section 14, Township 1 South, Range 3 East, Salt Lake Base and Meridian.

PARCEL K-5:

The West Half of the Northwest Quarter, the Southwest Quarter, the West Half of the Southeast Quarter and the Southeast Quarter of the Southeast Quarter of Section 26, Township 1 South, Range 3 East, Salt Lake Base and Meridian.

PARCEL K-6:

The Southeast Quarter of Section 27, Township 1 South, Range 3 East, Salt Lake Base and Meridian.

PARCEL K-7:

BEGINNING at a point North 89°47' East 2543.22 feet from the West Quarter Corner of Section 27, Township 1 South, Range 3 East, Salt Lake Base and Meridian; thence South 4568.66 feet; thence South 43°15' West 328.70 feet; thence North 49°51' West 659.34 feet; thence North 88°11' West 1162.26 feet; thence North 75°48' West 289.74 feet; thence South 79°47' West 374.88 feet; thence South 948.1 feet, more or less, to the West Quarter Corner of Section 34,

Township 1 South, Range 3 East, Salt Lake Base and Meridian; thence East 2640 feet, more or less, to the center of said Section 34; thence North 5280 feet, more or less, to the center of Section 27; thence South 89°47' West 96.78 feet, more or less, to the point of beginning.

PARCEL V-1:

PARCEL 1:

The North 590 feet of the Southeast Quarter of the Southwest Quarter and the North 590 feet of the West Half of the Southwest Quarter of the Southeast Quarter of Section 36, Township 1 South, Range 3 East, Salt Lake Base and Meridian.

PARCEL 2:

The South 495 feet of the West Half of the Northeast Quarter of the Southwest Quarter of Section 36, Township 1 South, Range 3 East, Salt Lake Base and Meridian.

PARCEL 3:

The South 330 feet of the East Half of the Northeast Quarter of the Southwest Quarter of Section 36, Township 1 South, Range 3 East, Salt Lake Base and Meridian.

PARCEL 4:

The South 330 feet of the West 100 feet and the South 250 feet of the East 100 feet of the West 200 feet and the South 200 feet of the East 200 feet of the West 400 feet of the South Half of the Southwest Quarter of the Northwest Quarter of the Southeast Quarter of Section 36, Township 1 South, Range 3 East, Salt Lake Base and Meridian.

LESS AND EXCEPTING FROM PARCEL V-1:

The portion that lies within the bounds of Sundial Lodge at The Canyons, a Utah condominium project, according to the Record of Survey Map thereof, on file and of record in the Office of the Summit County Recorder.

The portion that lies within the bounds of Sundial Lodge Final Site Plat; according to the Official Plat thereof, on file and of record in the Office of the Summit County Recorder.

Exception Parcel 3 (Sundial Pool):

Commencing at the South Quarter Corner of Section 36, Township 1 South, Range 3 East, Salt Lake Base and Meridian; thence along the South line of said Section, South 89°59'43" East, a distance of 831.48 feet, (basis of bearing being South 89°59'43" East from the said South Quarter Corner of the Southeast Corner of said Section 36); thence leaving said Section line North, a distance of 382.64 feet to the POINT OF BEGINNING, said point being on the boundary of the Sundial Lodge Amended Site Plat, on file and of record in the Office of the

Summit County Recorder; thence leaving said plat South 60°31'31" West, a distance of 61.97 feet; thence South 68°39'46" West, a distance of 80.2 feet to a point 6.50 feet perpendicular distance from the top back of an existing curb; thence along the back of curb 6.50 feet perpendicularly distance the following two calls 1.) North 02°09'29" West, a distance of 61.70 feet to a point of curve to the left having a radius of 63.00 feet and a central angle of 61°23'32"; 2.) thence Northwesterly along the arc a distance of 67.50 feet to a point on the A2 Parcel; thence along said Parcel North 00°09'59" West, a distance of 10.11 feet; to a point on the said Sundial Lodge Amended Site Plat boundary; thence leaving said A2 Parcel and along said Sundial Lodge Amended Site Plat boundary line the following calls: North 60°31'31" East, a distance of 9.43 feet; thence South 29°29'36" East, a distance of 25.02 feet; thence North 60°30'24" East, a distance of 59.55 feet; thence South 29°28'29" East, a distance of 107.25 feet; thence North 60°31'31" East, a distance of 43.03 feet; thence South 29°28'29" East, a distance of 6.96 feet to the POINT OF BEGINNING.

The portion that lies within the bounds of Grand Summit Resort Hotel at The Canyons, a Utah condominium project, according to the Record of Survey Map thereof, on file and of record in the Office of the Summit County Recorder.

Exception Parcel 5 (Grand Summit Cooling Tower):

Beginning at the South Quarter Corner of Section 36, Township 1 South, Range 3 East, Salt Lake Base and Meridian; thence North 1295.64 feet; thence East 983.46 feet to the true point of beginning, (Basis of Bearing being North 89°59'43" West between the Southeast corner of Section 36, Township 1 South, Range 3 East, Salt Lake Base and Meridian and the said South Quarter Corner of Section 36); thence North 14°50'26" West 8.66 feet; thence North 75°09'34" East 42.50 feet; thence South 14°50'26" East 85.00 feet; thence South 75°09'34" West 54.00 feet; North 14°50'26" West 54.17 feet; thence North 75°09'34" East 15.90 feet; thence North 14°50'26" West 22.17 feet; thence South 75°09'34" West 4.40 feet to the point of beginning.

The portion that lies within the bounds of The Vintage on the Strand Phase I, a Planned Unit Development; according to the Official Plat thereof, on file and of record in the Office of the Summit County Recorder.

ALSO LESS AND EXCEPTING therefrom any portion within the following parcels:

Commencing at the south quarter corner of Section 36, Township 1 South, Range 3 East, Salt Lake Base and Meridian; (basis of bearing being North 89°59'43" West., a distance of 2667.10 feet between the southeast corner of said section 36 and the said south quarter corner); thence along the quarter section line of said section 36, North 00°13'26" West, a distance of 2672.61 feet to the center of said section; thence along the quarter section line of said section 36, South 89°16'58" East, a distance of 608.59 feet to the true POINT OF BEGINNING thence South 89°16'58" East a distance of 730.48 feet; thence South 00°06'32" East a distance of 540.04 feet; thence South 89°27'00" East a distance of 457.97 feet; thence South 22°09'22" West a distance of 23.46 feet; to a point on a 250.00 foot radius curve to the right; thence along said arc, through a central angle of 40°53'07", a distance of 178.40 feet, thence South 63°02'29" West a distance of 298.07 feet; to a point on a 250.00 foot radius curve to the right; thence along said arc,

through a central angle of 37°57'30", a distance of 165.62 feet, thence North 79°00'00" West a distance of 154.93 feet; thence North 23°09'22" East a distance of 534.31 feet; thence North 83°26'14" West a distance of 217.29 feet; thence South 89°37'40" West a distance of 136.72 feet; thence South 71°36'34" West a distance of 207.92 feet; thence South 85°02'48" West a distance of 224.36 feet; thence South 74°30'52" West a distance of 306.99 feet; thence South 26°00'00" West a distance of 120.26 feet; thence North 64°00'00" West a distance of 49.82 feet; thence North 26°00'00" East a distance of 22.00 feet; to a point on a 128.00 foot radius non-tangent curve to the right; center bears North 26°00'00" East; thence along said arc, through a central angle of 18°28'37", a distance of 41.28 feet, thence North 33°00'00" East a distance of 61.70 feet; thence North 59°46'54" East a distance of 112.25 feet; thence North 43°51'27" East a distance of 28.98 feet; thence North 60°31'57" East a distance of 191.35 feet; thence North 14°00'00" East a distance of 112.24 feet; thence North 72°08'15" East a distance of 118.97 feet; thence North 14°00'00" East a distance of 162.64 feet; to said point of beginning.

Commencing at the south quarter corner of Section 36, Township 1 South, Range 3 East, Salt Lake Base and Meridian; (basis of bearing being North 89°59'43" West., a distance of 2667.10 feet between the southeast corner of said section 36 and the said south quarter corner); thence along the quarter section line of said section 36, North 00°13'26" West, a distance of 1047.25 feet and South 89°46'34" West, a distance of 248.36 feet to the true POINT OF BEGINNING; thence North 47°30'47" West a distance of 742.66 feet; thence South 74°22'43" West a distance of 719.71 feet; thence North 19°34'36" West a distance of 445.90 feet; thence North 40°25'24" East a distance of 200.00 feet; thence North 79°34'36" West a distance of 200.00 feet; thence North 19°34'36" West a distance of 150.00 feet; thence South 84°08'15" East a distance of 415.45 feet; thence North 81°42'13" East a distance of 599.65 feet; thence South 77°35'29" East a distance of 257.82 feet; thence South 10°12'36" West a distance of 33.15 feet; thence South 71°48'03" East a distance of 487.81 feet; thence South 58°49'24" East a distance of 308.76 feet; thence South 58°49'24" East a distance of 276.29 feet; thence South 88°26'41" East a distance of 525.03 feet; thence North 25°06'23" East a distance of 265.06 feet; thence South 79°00'00" East a distance of 142.42 feet to a point on a 250.00 foot radius curve to the left; thence along the arc of said curve through a central angle of 37°57'30", a distance of 165.62 feet; thence North 63°02'29" East a distance of 298.07 feet to a point on a 250.00 foot radius curve to the left; thence along the arc of said curve through a central angle of 40°53'07", a distance of 178.40 feet; thence North 22°09'22" East a distance of 23.46 feet; thence South 89°27'00" East a distance of 609.01 feet; thence South 50°00'00" West a distance of 470.99 feet; thence North 90°00'00" West a distance of 102.03 feet; thence South 50°00'00" West a distance of 278.50 feet; thence South 41°41'30" West a distance of 225.92 feet; thence South 82°01'24" West a distance of 171.13 feet; thence South 72°00'15" West a distance of 201.17 feet; thence North 82°16'12" West a distance of 347.47 feet; thence South 85°58'04" West a distance of 202.71 feet; thence West a distance of 306.42 feet; thence North 86°22'02" West, a distance of 609.97 feet; thence South, a distance of 394.05 feet to said point of beginning.

PARCEL 1A

PARCEL 1:

The portion of the Southwest Quarter of Section 1, Township 2 South, Range 3 East, Salt Lake Base and Meridian lying North and West of the boundary lines of The Colony at White Pine Canyon Phase I Amended Final Subdivision Plat and The Colony at White Pine Canyon Phase II Final Subdivision Plat; according to the Official Plats thereof, on file and of record in the Office of the Summit County Recorder; less and excepting therefrom a portion of said land beginning at a point approximately 237 feet South of the Northeast Corner of Government Lot 11; thence continuing South along the Government Lot line to the Northerly line of The Colony at White Pine Canyon Phase I Amended Final Subdivision Plat; thence Westerly along the boundary line of said plat to the most Northerly point of said plat, (said point also being the most Northerly Corner of Lot 24, The Colony at White Pine Canyon Phase I Amended Final Subdivision Plat) in said Government Lot 11; thence in a straight, Northeasterly line to the point of beginning.

BEGINNING at the Northwest Corner of Government Lot 12, in Section 1, Township 2 South, Range 3 East, Salt Lake Base and Meridian; thence Southwesterly to the Southwest Corner of Section 2, Township 2 South, Range 3 East, Salt Lake Base and Meridian; thence Easterly along the South line of said Section 2 to the Southeast corner of said Section 2; thence Northerly along the East line of said Section 2 to the Northwest corner of Government Lot 12, the point of beginning.

The Northeast Quarter of Section 10, Township 2 South, Range 3 East, Salt Lake Base and Meridian, less and excepting therefrom any portion located in Salt Lake County.

The North Half and the Southwest Quarter of Section 11, Township 2 South, Range 3 East, Salt Lake Base and Meridian; less and excepting therefrom any portion lying South of the following line: Beginning at the Southwest corner of said Section 11; thence in a straight line to the center point of said Section 11.

BEGINNING at the center of Section 11, Township 2 South, Range 3 East, Salt Lake Base and Meridian; thence Southwesterly along the boundary of the property described above in said Section 11, 1295 feet; thence leaving said boundary Northeasterly to a point in common with the East-West Center line of Section 11; thence West along said Center Section line of the point of beginning.

LESS AND EXCEPTING THEREFROM the hereinabove described, any portion located within the bounds of The Colony at White Pine Canyon Phase I Amended Final Subdivision Plat, The Colon at White Pine Canyon Phase 1 Third Amendment, The Colony at White Pine Canyon Phase 1-B Final Subdivision Plat, The Colony at White Pine Canyon Phase II Final Subdivision Plat, and The Colony at White Pine Canyon Phase 3A Final Subdivision Plat; according to the Official Plats thereof, on file and of record in the Office of the Summit County Recorder.

ALSO LESS AND EXCEPTING THEREFROM hereinabove described the following described parcels:

PARCEL 1-A:

Commencing at the West Quarter Corner of Section 1, Township 2 South, Range 3 East, Salt Lake Base & Meridian, a found brass cap; thence along the West line of said Section, North 00°17'02" West, a distance of 1,007.88 feet (basis of bearing being North 00°17'02" West between said West Quarter and the Corner Common at Government Lots 4 & 5 of said Section 1); thence leaving said West line East, a distance of 2,015.87 feet to the POINT OF BEGINNING, said point being the Northerly most corner of Lot 24 of The Colony at White Pine Canyon - Phase I Amended Final Subdivision Plat, on file and of record in the Office of the Summit County Recorder; thence leaving said subdivision, North 66°34'09" East, a distance of 467.49 feet; thence North 89°50'40" East, a distance of 132.71 feet to the center line of said Section 1; thence along said section line, South 00°23'32" East, a distance of 107.72 feet; thence leaving said section line, South 82°03'02" West, a distance of 567.84 feet to the POINT OF BEGINNING.

PARCEL 1-B:

Commencing at the West Quarter Corner of Section 1, Township 2 South, Range 3 East, Salt Lake Base & Meridian, a found brass cap; thence along the West line of said Section, North 00°17'02" West, a distance of 1,311.57 feet (basis of bearing being North 00°17'02" West between said West Quarter and the Corner Common at Government Lots 4 & 5 of said Section 1); thence leaving said West line North 89°44'12" East, a distance of 2,493.81 feet along the Southerly line of Government Lots 5 & 6 of said Section 1 to the POINT OF BEGINNING; thence continuing Easterly along said line, North 89°44'21" East, a distance of 84.88 feet to the Southeast corner of said Government Lot 6; thence along the Westerly line of Government Lot 11 of said Section 1, South 00°09'20" East, a distance of 41.80 feet; thence leaving said Westerly line, North 64°01'38" West, a distance of 94.54 feet to the POINT OF BEGINNING.

(Summit County Tax Serial Nos. PP-1-C, PP-3, PP-5-1, PP-59-A, PP-59, PP-65, PP-67, PP-69-70, PP-69-70-A, PP-6-A, PP-72, PP-73-A, PP-73-C, PP-75-A-5, PP-75-C, PP-75-H-1, and PP-75-H-1-A)

(Salt Lake County Tax Serial No. 18-27-400-001)

PARCEL 2:

Those areas designated as "Ski Run" and those areas designated as "Ski Lift" on the Official Plats for The Colony at White Pine Canyon, Phase I Second Amendment and The Colony at White Pine Canyon, Phase II Final Subdivision Plat; both on file and of record in the Office of the County Recorder of Summit County.

LESS AND EXCEPTING THEREFROM the above described Parcel 2 the following: Beginning at a point which is North 23°16'08" East 678.66 feet from the Southwest Corner of Lot 79, of The Colony at White Pine Canyon Phase II Final Subdivision Plat, as recorded; and running thence North 23°16'08" East 64.28 feet; thence South 8745'14" East 1793.57 feet; thence South 02°14'46" West 60.00 feet; thence North 87°45'14" West 1816.57 feet to the point of beginning, but not excepting from Parcel 2 that portion of the above described parcel that is designated as "Ski Run".

PARCEL 3:

The areas designated as "Ski Run" on the Official Plat for The Colony at White Pine Canyon - Phase 1B Final Subdivision Plat, on file and of record in the Office of the County Recorder of Summit County.

PCMR PARCEL

A PARCEL OF LAND LOCATED IN THE SOUTHWEST QUARTER OF SECTION 16 AND 17, THE EAST HALF OF SECTION 18, SECTIONS 19 AND 20, THE SOUTH HALF OF SECTION 21, SECTIONS 29 AND 30, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN AND THE EAST HALF OF SECTION 25, TOWNSHIP 2 SOUTH, RANGE 3 EAST, SALT LAKE BASE AND MERIDIAN, SAID PARCEL BEING MORE OR LESS DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IS THAT NORTH 00°30'11" WEST 934.67 FEET ALONG SECTION LINE AND WEST 3404.71 FEET FROM THE SOUTHEAST CORNER OF SECTION 16, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN, SAID POINT ALSO BEING THE NORTHERNMOST CORNER OF KING ROAD ESTATE, RECORDED FEBRUARY 26, 2002 AS ENTRY NO. 612078, ACCORDING TO THE OFFICIAL PLAT THEREOF ON FILE AND OF RECORD IN THE OFFICE OF THE RECORDER, SUMMIT COUNTY, UTAH; AND RUNNING THENCE ALONG THE WESTERLY BOUNDARY OF SAID KING ROAD ESTATE THE FOLLOWING SIXTEEN (16) COURSES: 1) SOUTH 11°44'40" WEST 75.86 FEET; THENCE 2) SOUTH 08°16'31" EAST 93.02 FEET; THENCE 3) SOUTH 03°34'29" WEST 97.70 FEET; THENCE 4) SOUTH 11°54'04" WEST 151.80 FEET; THENCE 5) SOUTH 03°04'59" WEST 97.45 FEET; THENCE 6) SOUTH 16°59'41" EAST 157.20 FEET; THENCE 7) SOUTH 11°10'49" EAST 123.76 FEET; THENCE 8) SOUTH 19°07'06" WEST 182.56 FEET; THENCE 9) SOUTH 17°58'26" EAST 97.99 FEET; THENCE 10) SOUTH 08°24'14" WEST 124.71 FEET; THENCE 11) SOUTH 14°01'12" WEST 102.12 FEET; THENCE 12) SOUTH 21°15'12" WEST 223.98 FEET; THENCE 13) SOUTH 00°02'02" WEST 420.00 FEET; THENCE 14) SOUTH 09°57'58" EAST 290.00 FEET; THENCE 15) SOUTH 38°02'02" WEST 601.95 FEET; THENCE 16) SOUTH 21°27'58" EAST 195.08 FEET TO THE NORTHERLY BOUNDARY OF THE SILVER KING MINING RESERVATION, THENCE ALONG THE NORTHERLY BOUNDARY OF THE SILVER KING MINING RESERVATION THE FOLLOWING THREE (3) COURSES: 1) SOUTH 68°24'45" WEST 1065.03 FEET; THENCE 2) SOUTH 61°30'44" WEST 93.44 FEET; THENCE 3) SOUTH 67°30'00" WEST 25.28 FEET THENCE SOUTH 80°09'11" WEST 240.97 FEET; THENCE SOUTH 45°49'43" WEST 766.88 FEET; THENCE SOUTH 03°13'23" EAST 78.48 FEET; THENCE SOUTH 73°32'40" EAST 146.17 FEET; THENCE SOUTH 23°13'01" EAST 168.03 FEET; THENCE SOUTH 19°44'22" WEST 106.66 FEET; THENCE SOUTH 58°48'26" WEST 193.35 FEET; THENCE SOUTH 40°17'45" WEST 142.11 FEET; THENCE SOUTH 50°17'45" WEST 117.77 FEET; THENCE SOUTH 13°42'15" EAST 216.34 FEET; THENCE SOUTH 27°00'44" WEST 149.76 FEET; THENCE SOUTH 71°14'09" EAST 1185.64 FEET; THENCE SOUTH 08°33'57" WEST 80.65 FEET; THENCE NORTH 71°23'17" EAST 141.94 FEET; THENCE SOUTH 10°07'30" EAST 212.80 FEET; THENCE

SOUTH 40°15’56” EAST 489.88 FEET; THENCE SOUTH 00°39’13” EAST 75.82 FEET; THENCE SOUTH 82°14’00” WEST 672.44 FEET; THENCE SOUTH 77°17'18" WEST 735.40 FEET; THENCE SOUTH 87°35'00" WEST 778.00 FEET; THENCE SOUTH 23°55'00" WEST 604.00 FEET; THENCE SOUTH 10°48'36" WEST 569.75 FEET; THENCE SOUTH 20°48'44" WEST 698.02 FEET; THENCE SOUTH 30°09'00" WEST 354.14 FEET; THENCE SOUTH 71°34'40" WEST 644.26 FEET; THENCE SOUTH 49°33'13" WEST 616.72 FEET; THENCE SOUTH 37°33'27" WEST 779.84 FEET; THENCE SOUTH 35°07'44" WEST 548.54 FEET; THENCE SOUTH 44°09'00" WEST 1236.63 FEET; THENCE SOUTH 79°45'30" WEST 288.30 FEET; THENCE SOUTH 83°01'30" WEST 494.40 FEET; THENCE NORTH 75°15'30" WEST 705.70 FEET; THENCE NORTH 88°10'30" WEST 612.40 FEET; THENCE SOUTH 79°33'30" WEST 453.20 FEET; THENCE NORTH 68°16'30" WEST 378.70 FEET; THENCE NORTH 60°54'30" WEST 368.90 FEET; THENCE NORTH 29°57'30" WEST 201.20 FEET; THENCE SOUTH 56°08'00" WEST 402.00 FEET; THENCE SOUTH 61°28'00" WEST 304.10 FEET; THENCE SOUTH 50°42'00" WEST 479.60 FEET; THENCE SOUTH 54°28'00" WEST 792.00 FEET; THENCE SOUTH 65°22'00" WEST 244.50 FEET; THENCE SOUTH 78°48'00" WEST 685.80 FEET; THENCE SOUTH 86°10’00" WEST 265.50 FEET; THENCE SOUTH 88°22'00" WEST 302.90 FEET; THENCE SOUTH 79°23'00" WEST 267.90 FEET; THENCE SOUTH 79°50'00" WEST 261.50 FEET; THENCE NORTH 23°02'08" WEST 123.79 FEET; THENCE NORTH 17°52'03" WEST 155.35 FEET; THENCE NORTH 05°10'26" WEST 233.33 FEET; THENCE NORTH 69°34'42" WEST 736.28 FEET; THENCE NORTH 52°50'00" WEST 624.65 FEET; THENCE NORTH 74°11’18" WEST 213.72 FEET; THENCE NORTH 36°49'35" WEST 701.84 FEET; THENCE ALONG THE SOUTHERLY LINE OF THE MATILDA LODE, MINERAL SURVEY NO. 4959 NORTH 80°12'00" EAST 936.47 FEET TO THE SOUTHWEST CORNER OF THE PARCEL DESCRIBED AS PARCEL NO. 14 IN THE DOCUMENT RECORDED MARCH 18, 1971 AS ENTRY NO. 112831, IN THE OFFICE OF THE RECORDER, SUMMIT COUNTY, UTAH, ALSO KNOWN AS THE SHADOW LAKE PARCEL; THENCE ALONG SAID PARCEL NO. 14 THE FOLLOWING EIGHT (8) COURSES: 1) NORTH 89°30’00” EAST 1353.14 FEET; THENCE 2) SOUTH 00°45’00” EAST 100.00 FEET; THENCE 3) EAST 2800.00 FEET; THENCE 4) NORTH 00°31’14” WEST 1165.40 FEET; THENCE 5) NORTH 55°00’00” WEST 402.00 FEET; THENCE 6) NORTH 35°00’00” EAST 500.00 FEET; THENCE 7) NORTH 14°27’15” EAST 552.95 FEET; THENCE 8) NORTH 39°00’00” WEST 522.33 FEET; THENCE NORTH 45°56’25” EAST 493.99 FEET; THENCE NORTH 13°09’11” EAST 3773.82 FEET; THENCE NORTH 09°05’46” EAST 4380.03 FEET; THENCE NORTH 11°27’54” WEST 1099.08 FEET; THENCE ALONG THE NORTHERLY LINE OF THE SELDOM SEEN NO. 4, MINERAL SURVEY NO. 5591 NORTH 56°24’00” EAST 1500.00 FEET; THENCE ALONG THE NORTHERLY LINE OF THE SELDOM SEEN NO. 3, MINERAL SURVEY 5591 NORTH 29°33’00” EAST 977.60 FEET; THENCE ALONG THE NORTHERLY LINE OF THE SELDOM SEEN NO. 2, MINERAL SURVEY NO. 5591 NORTH 24°18’00” EAST 609.56 FEET; THENCE ALONG THE SOUTHERLY LINE OF SECTION 8 SOUTH 89°37’42” EAST 2375.13 FEET; THENCE ALONG THE SOUTHERLY LINE OF SECTION 8 NORTH 89°53’52” EAST 363.00 FEET; THENCE SOUTH 40°33’27” EAST 3367.43 FEET; THENCE SOUTH 46°37’01” EAST 2630.87 FEET TO THE POINT OF BEGINNING.

EXCEPTING THEREFROM THE FOLLOWING DESCRIBED PARCEL:

BEGINNING AT POST NO. FOUR (4) OF THE CAVE LODE AND MINING CLAIM BEING LOT NO. 75 U.S. OFFICIAL SURVEY AND RUNNING NORTH 14°30' WEST 206.59 FEET TO A POINT "A" ON NORTH SIDE LINE OF EUREKA MINING CLAIM (LOT NO. 104) FROM WHICH POST NO. 1 OF THAT CLAIM BEARS NORTH 79°15" WEST 333.14 FEET; THENCE FROM "A" SOUTH 79°15" EAST 424.15 FEET TO POST NO. 2 OF SAID EUREKA MINING CLAIM; THENCE FROM POST NO. 2 SOUTH 203.6 FEET TO POST NO 3 OF SAID EUREKA MINING CLAIM; THENCE FROM POST NO.3 SOUTH 7.5 FEET TO POST NO.2 OF VERMONT MINING CLAIM (LOT NO. 105) THENCE FROM POST NO.2 SOUTH 8°45' WEST 206.2 FEET TO POST NO.3 OF SAID VERMONT MINING CLAIM; THENCE FROM POST NO.3 NORTH 75°02" WEST 284.45 FEET TO A POINT "B" ON THE SOUTHERLY SIDE LINE OF SAID VERMONT MINING CLAIM; THENCE FROM "B" NORTH 14°30' WEST 219.32 FEET TO POST NO. 4 OF CAVE MINING CLAIM, THE PLACE OF BEGINNING.

EXCEPTING FROM THE ABOVE DESCRIBED PARCELS A AND B, THE FOLLOWING UNDIVIDED INTERESTS IN AND TO, OR THE FOLLOWING DESCRIBED PORTIONS OF, AND/OR ENTIRETIES OF THE FOLLOWING NAMED PATENTED LODE MINING CLAIMS LOCATED WITHIN THE SUBJECT PROPERTY:

AN UNDIVIDED 36.952% INTEREST IN AND TO THE ALTA PATENTED LODE MINING CLAIM, LOT NO. 527.

AN UNDIVIDED 1/8TH INTEREST IN AND TO THE CAPTAIN PATENTED LODE MINING CLAIM, LOT NO. 3041.

AN UNDIVIDED 4.17% INTEREST IN AND TO THE COME AT LAST PATENTED LODE MINING CLAIM LOT NO. 199.

AN UNDIVIDED 15.25% INTEREST IN AND TO THE CROWN POINT PATENTED LODE MINING CLAIM LOT NO. 530.

AN UNDIVIDED 30.44% INTEREST IN AND TO THE DISPUTE PATENTED LODE MINING CLAIM LOT NO. 533.

AN UNDIVIDED 1/4TH INTEREST IN AND TO THE DR. W.F. SMITH PATENTED LODE MINING CLAIM LOT NO. 225.

AN UNDIVIDED 11.11% INTEREST IN AND TO THE GEORGEANNA NO. 1, GEORGEANNA NO. 2, GEORGEANNA NO. 3 AND GEORGEANNA NO. 4 PATENTED LODE MINING CLAIMS, LOT NO'S. 460, 461, 462 AND 463.

AN UNDIVIDED 11.11% INTEREST IN AND TO THE HATTY GREEN NO. 1 AND HATTY GREEN NO.3 PATENTED LODE MINING CLAIMS, LOT NO'S. 466 AND 468.

AN UNDIVIDED 10% INTEREST IN AND TO THE HENRY PATENTED LODE MINING CLAIM, LOT NO. 640.

AN UNDIVIDED 11.11% INTEREST IN AND TO THE HIRMET NO. 2 AND HIRMET NO.3 PATENTED LODE MINING CLAIMS, LOT NO'S. 464 AND 465.

AN UNDIVIDED 38.833% INTEREST IN AND TO THE HUNTER PATENTED LODE MINING CLAIM, LOT NO.521.

AN UNDIVIDED 1.6667% INTEREST IN AND TO THE IDA BELLE PATENTED LODE MINING CLAIM, LOT NO.185.

AN UNDIVIDED 29.6667% INTEREST IN AND TO THE KENNEDY PATENTED LODE MINING CLAIM, LOT NO.522.

AN UNDIVIDED 11.11% INTEREST IN AND TO THE KEYSTONE PATENTED LODE MINING CLAIM, LOT NO.469.

AN UNDIVIDED 11.11% INTEREST IN AND TO THE LAKE SHORE NO. 1, LAKE SHORE NO.2, LAKE SHORE NO.3 AND LAKE SHORE NO.4 PATENTED LODE MINING CLAIMS, LOT NO'S. 441, 457, 458 AND 459.

AN UNDIVIDED 11.11% INTEREST IN AND TO THE LITTLE PITTSBURG PATENTED LODE MINING CLAIM, LOT NO.470.

AN UNDIVIDED 3.333% INTEREST IN AND TO THE LUCKY BOY PATENTED LODE MINING CLAIM, LOT NO.529.

AN UNDIVIDED 9.2667% INTEREST IN AND TO THE MAYFLOWER NO.4 PATENTED LODE MINING CLAIM, LOT NO.615.

AN UNDIVIDED 36% INTEREST IN AND TO THE MINERAL SPRING PATENTED LODE MINING CLAIM, LOT NO.526.

AN UNDIVIDED 24.087% INTEREST IN AND TO THE MOUNTAIN BELL PATENTED LODE MINING CLAIM, LOT NO.531.

AN UNDIVIDED 30% INTEREST IN AND TO THE MOUNTAIN SPRING PATENTED LODE MINING CLAIM, LOT NO.339.

AN UNDIVIDED 6.6667% INTEREST IN AND TO THE PLUTUS PATENTED LODE MINING CLAIM, LOT NO.267.

AN UNDIVIDED 11.11% INTEREST IN AND TO THE PURITAN CITY PATENTED LODE MINING CLAIM, LOT NO.471.

AN UNDIVIDED 3.333% INTEREST IN AND TO THE RED CLOUD PATENTED LODE MINING CLAIM, LOT NO.528.

AN UNDIVIDED 27.5% INTEREST IN AND TO THE ROARING LION PATENTED LODE MINING CLAIM, LOT NO.183.

AN UNDIVIDED 10% INTEREST IN AND TO THE RUMNEY PATENTED LODE MINING CLAIM, LOT NO.639.

AN UNDIVIDED 26.3333% INTEREST IN AND TO THE SHURTLEFF PATENTED LODE MINING CLAIM, LOT NO.523.

AN UNDIVIDED 1/3 INTEREST IN AND TO THE SPRING PATENTED LODE MINING CLAIM, LOT NO.445.

AN UNDIVIDED 6.6667% INTEREST IN AND TO THE TIP TOP PATENTED LODE MINING CLAIM, LOT NO.312.

AN UNDIVIDED 26.333% INTEREST IN AND TO THE TJ POUND PATENTED LODE MINING CLAIM, LOT NO.524.

AN UNDIVIDED 31.781% INTEREST IN AND TO THE TRIBUNE PATENTED LODE MINING CLAIM, LOT NO.525.

ALL OF TYPO NO.3 PATENTED LODE MINING CLAIM, LOT NO.650.

AN UNDIVIDED 11.11% INTEREST IN AND TO THE WEST ONTARIO NO. 1, WEST ONTARIO NO.2, WEST ONTARIO NO.3 AND WEST ONTARIO NO.4 PATENTED LODE MINING CLAIMS, LOT NO'S. 453, 454, 455 AND 456.

AN UNDIVIDED 9.33% INTEREST IN AND TO THE WHITE HORSE PATENTED LODE MINING CLAIM, LOT NO.5074.

AN UNDIVIDED 1/3 INTEREST IN AND TO THE WILD BOB PATENTED LODE MINING CLAIM, LOT NO.184.

AN UNDIVIDED 26.6667% INTEREST IN AND TO THE ZACH CHANDLER CITY PATENTED LODE MINING CLAIM, LOT NO.190.

THOSE PORTIONS OF THE PIQUE NO. 2 PATENTED LODE MINING CLAIM, LOT NO.4741, THE PIQUE NO. 3 PATENTED LODE MINING CLAIM, LOT NO.4742 AND THE NINETY NINE PATENTED LODE MINING CLAIM, LOT NO. 4742 LYING OUTSIDE OF THE FOLLOWING DESCRIBED TRACTS:

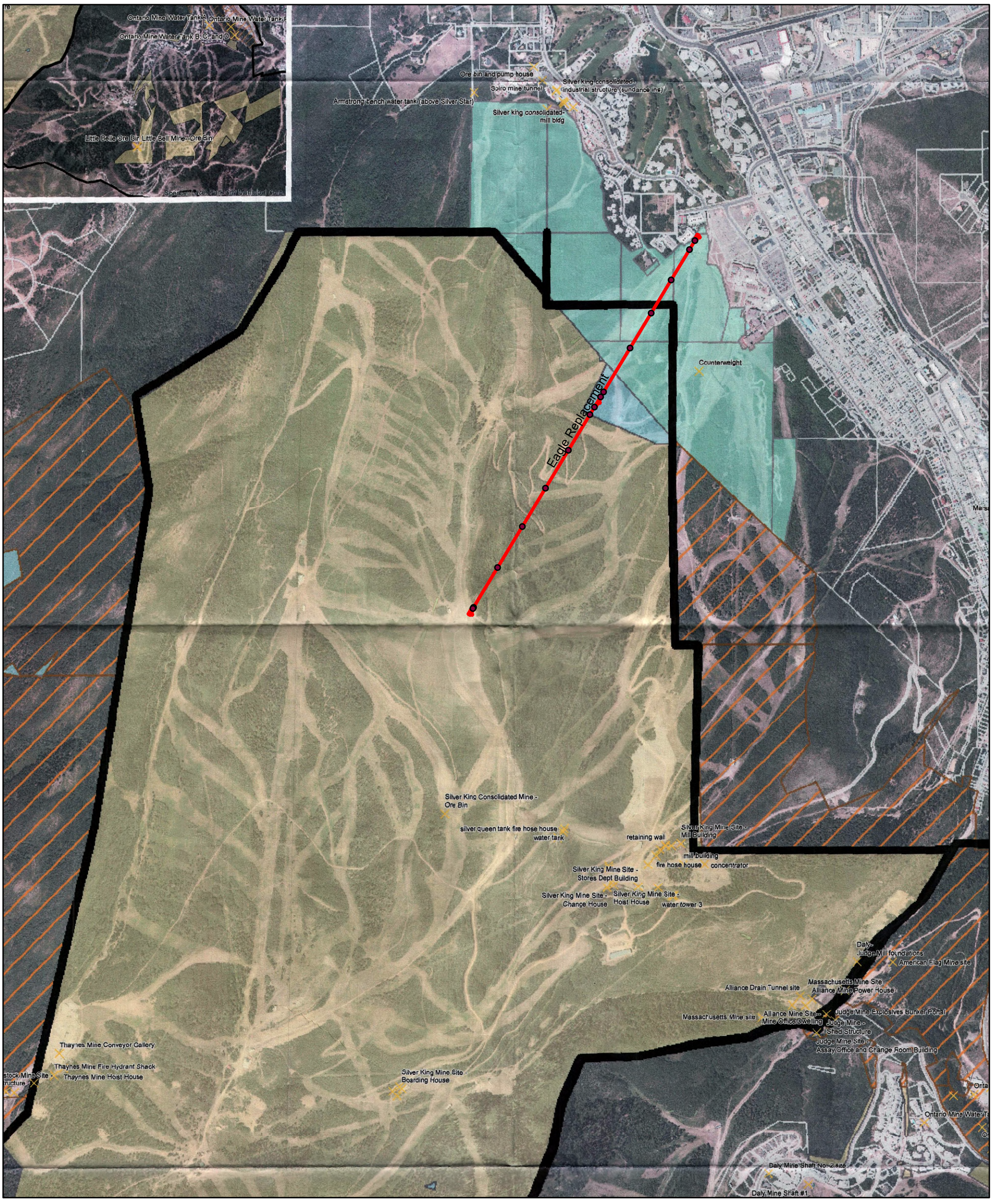
THE FOLLOWING DESCRIBED PORTIONS OF PIQUE NO. 2, LOT 4741, PIQUE NO. 3, LOT 4742 AND NINETY-NINE LOT 4742 AS FOLLOWS: COMMENCING AT POST NO. 1

OF PIQUE NO. 3, SURVEY 4742, AND RUNNING THENCE NORTH 5° WEST ON A LINE PARALLEL WITH THE EAST END LINE OF THE PIQUE NO. 2, TO THE NORTH SIDE LINE OF SAID PIQUE NO. 2; THENCE NORTH 74°12' EAST TO THE INTERSECTION OF SAID LINE WITH THE DISAPPOINTMENT; THENCE SOUTH ALONG THE WEST END LINES OF THE DISAPPOINTMENT AND BLACK BEAR TO THE WEST SIDE LINE OF THE HOPE, LOT 299; THENCE ALONG SAID WEST SIDE LINE OF THE HOPE TO SOUTHERLY SIDE LINE OF PIQUE NO. 2; THENCE SOUTH 74°12' WEST TO THE PLACE OF BEGINNING.

ALSO, COMMENCING ON THE WEST BOUNDARY LINE OF SECTION 30, TOWNSHIP 2 SOUTH, RANGE 4 EAST, AT A POINT 150 FEET NORTH OF THE NORTHWESTERLY SIDE LINE OF THE ROSCAMP, LOT 286, AND RUNNING THENCE PARALLEL WITH SAID NORTHWESTERLY SIDE LINE, SOUTHWESTERLY TO A POINT OPPOSITE TO CORNER NO.6 OF NINETY-NINE CLAIM, SURVEY 4742; THENCE SOUTHWESTERLY IN A STRAIGHT LINE TO CORNER NO. 2 OF SAID NINETY-NINE CLAIM; THENCE SOUTH TO THE NORTHWESTERLY SIDE LINE OF SAID ROSCAMP CLAIM; THENCE NORTHEASTERLY ALONG SAID NORTHWESTERLY SIDE TO ITS INTERSECTION WITH THE WEST BOUNDARY LINE OF SAID SECTION 30; THENCE NORTH 150 FEET TO THE PLACE OF BEGINNING.

BEGINNING AT THE SOUTHWEST CORNER OF THE HOPE MINING CLAIM, LOT 299, IN SUMMIT COUNTY, STATE OF UTAH, THENCE SOUTH 45°41' WEST TO THE INTERSECTION WITH THE WEST BOUNDARY LINE OF SECTION 30, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN; THENCE SOUTH ALONG THE SAID LINE TO THE NORTHERLY SIDE LINE OF ROSCAMP CLAIM, LOT 286; THENCE NORTHEASTERLY ALONG SAID NORTHERLY SIDE LINE TO THE NORTHEASTERLY CORNER THEREOF; THENCE SOUTHEASTERLY TO THE INTERSECTION WITH NORTHWESTERLY SIDE LINE OF THE INDEPENDENCE, SURVEY 4246; THENCE NORTHEAST TO THE INTERSECTION WITH SOUTH END LINE OF EMPIRE, LOT 297; THENCE NORTHWESTERLY ALONG SAID END LINE TO AND ALONG THE SOUTHERLY END LINE OF THE HOPE, LOT 299, TO THE PLACE OF BEGINNING.

(Tax Serial Nos. PCA-29-B, PCA-30-C, PCA-30-G and Part of PCA-S-98-PCMR)



0.3 Miles

Legend

- Proposed Eagle Replacement
- Proposed Lift Tower Locations

Mine_Sites	Mining Claims	United Park City Mines
FlagstaffBoundary	Talisker Land Holdings	National Forest
PCMR_annex	Park Properties	Parcels

Historic Structures

SE GROUP

Source: UGRC
Date: 12/17/2025
Produced by: Mike Clawson

Eagle Lift Replacement

Sensitive Lands Analysis



Sensitive Lands Overlay Zone Requirements

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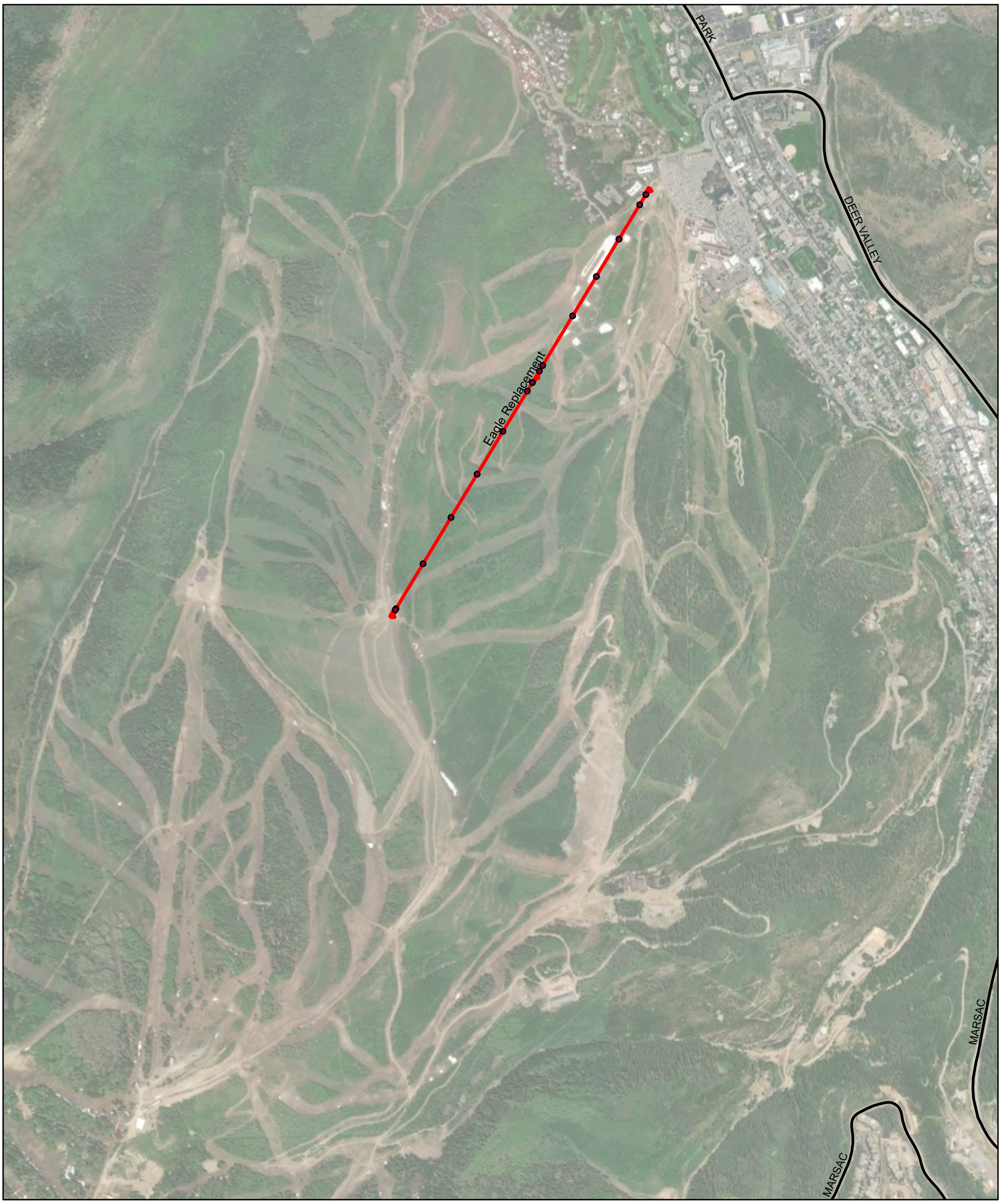


0.25 Miles

Legend

- Proposed Eagle Replacement
- Proposed Lift Tower Locations
- Primary Transportation Routes

Overall Site Plan Detail

SE GROUP

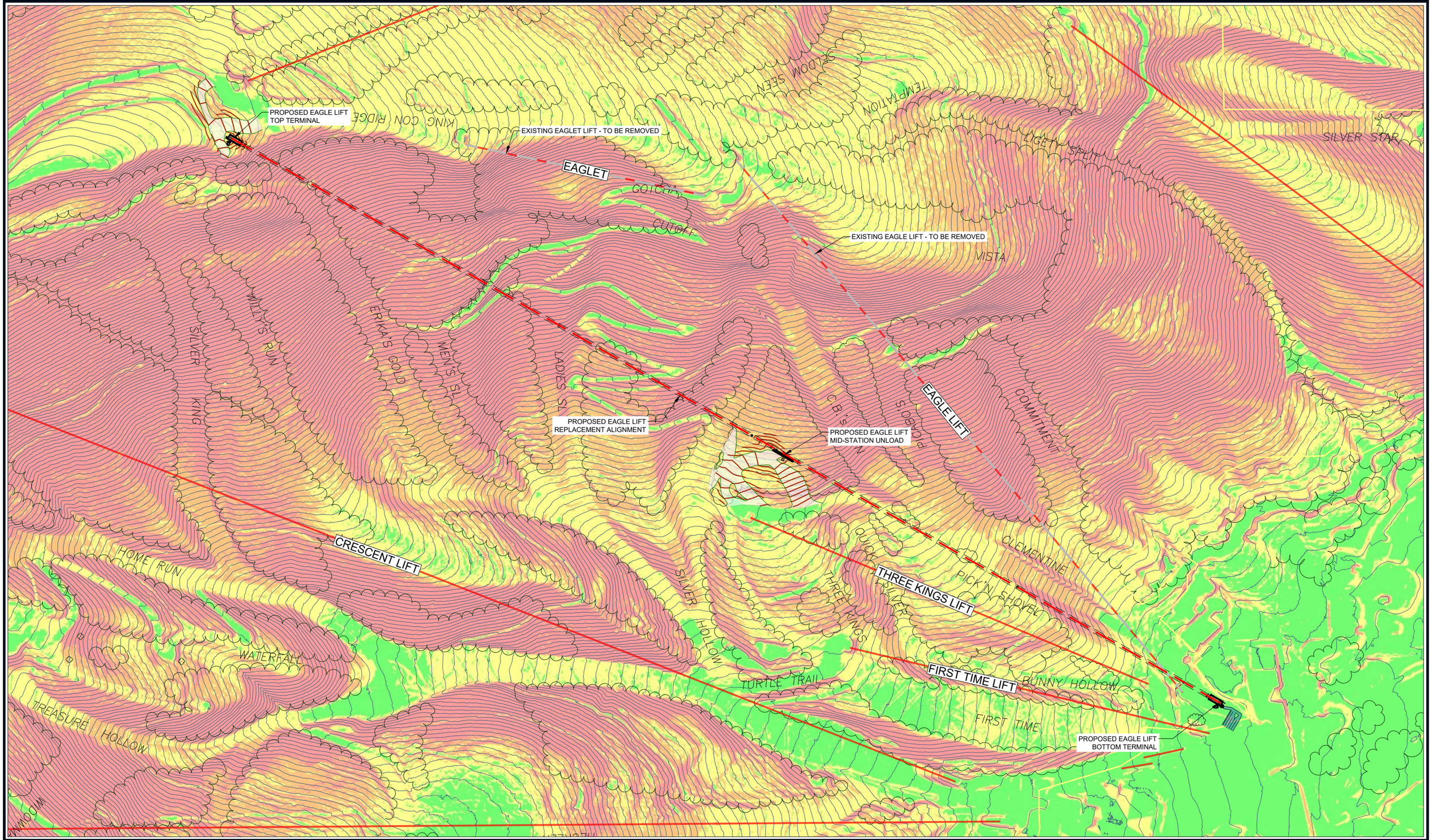
Source: UGRC
Date: 1/9/2026
Produced by: Mike Clawson



PHOTO SIMULATION OF PROPOSED LOWER EAGLE TERMINAL

Park City, Utah - Observer is standing at the top of the staircase exiting Snow Flower condos and west of the First Time parking lot looking southwest towards the proposed lower Eagle replacement terminal and existing First Time terminal

SE GROUP



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

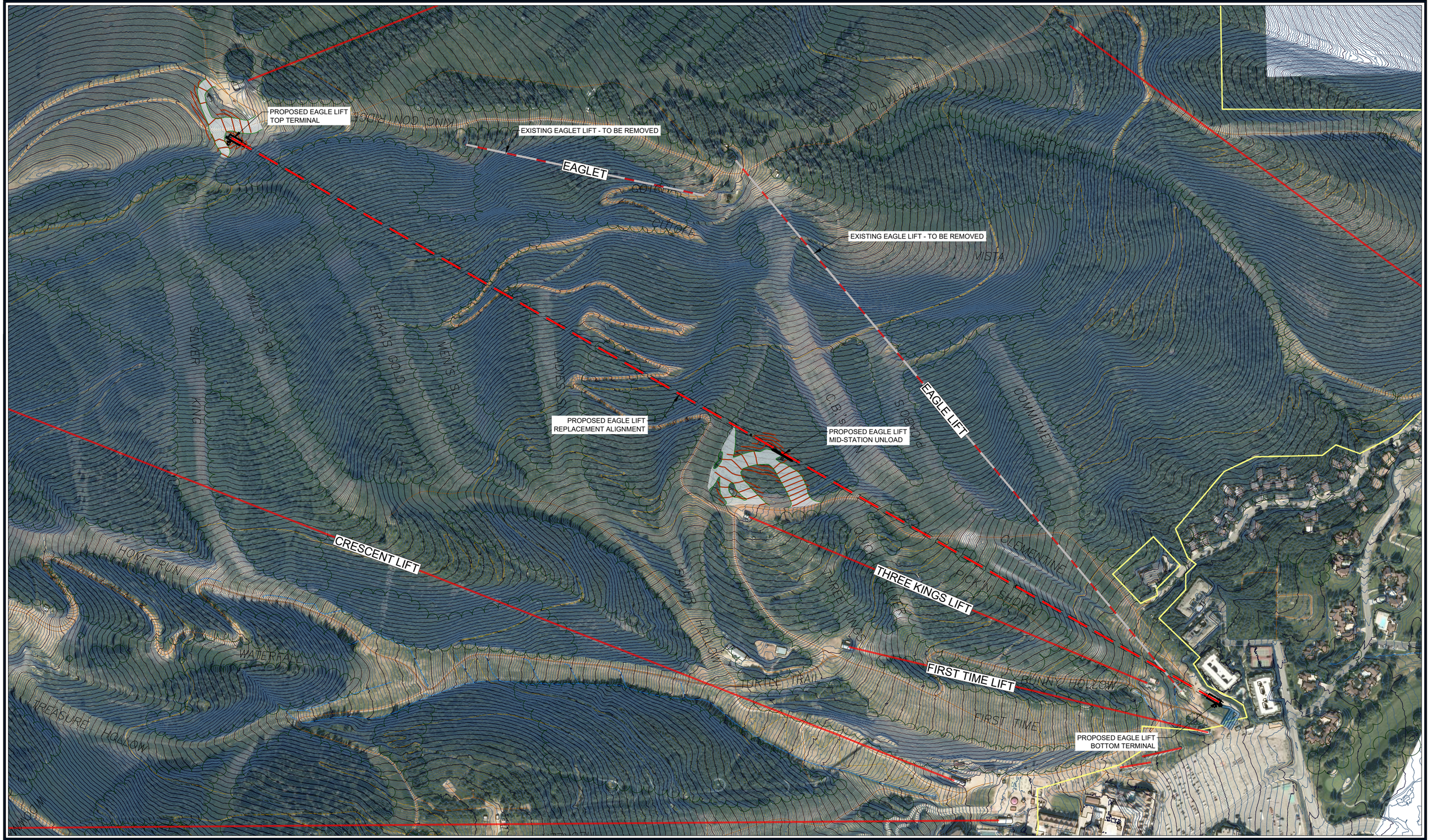
0 200' 400'

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

Prepared By:

SE GROUP

December 2025



PARK CITY

LEGEND

- EXISTING LIFT
- PROPOSED LIFT
- PROPOSED GRADING

PARK CITY MOUNTAIN RESORT

Eagle Lift Replacement

Contour Map

0 200' 400'

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

Prepared By:

SE GROUP

December 2025

Applied GeoTech

GEOTECHNICAL INVESTIGATION

EAGLE SKI LIFT REPLACEMENT

PARK CITY MOUNTAIN RESORT

PARK CITY, UTAH

PREPARED FOR:

PARK CITY MOUNTAIN RESORT
PO BOX 39
PARK CITY, UTAH 84060

PROJECT NO. 1210749

OCTOBER 6, 2021
REVISED JANUARY 14, 2026

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EXECUTIVE SUMMARY

1. Three test pits were excavated near the proposed lower (TP-1), mid (TP-2) and upper (TP-3) ski lift terminals, respectively. Approximately 10½ feet of fill overlying lean clay was encountered in Test Pit TP-1. Approximately 2 feet of topsoil overlying clayey gravel was encountered in Test Pit TP-2. Siltstone bedrock was encountered below the clayey gravel at a depth of approximately 4 feet. Approximately 1½ feet of topsoil overlying limestone bedrock was encountered in Test Pit TP-3. Practical excavation refusal was encountered in bedrock at depths of approximately 6½ and 2 feet in Test Pits TP-2 and TP-3, respectively.

2. No subsurface water was encountered in the test pits at the time of excavation. Based on our experience in the area, there is a potential for subsurface water to occur in a perched condition during the spring and early summer as snow melts.

3. We anticipate the ski lift will consist of upper, mid and lower terminals with ski lift towers between. The ski lift is planned to have a length of approximately 5,900 feet with an elevation gain of approximately 1,600 feet. We have assumed the lift terminals will consist of steel-frame structures supported on footings. Footings are anticipated to have a load less than 150 kips. We have assumed ski lift towers will be supported on footings with a load less than 15 kips.

4. The proposed ski lift terminals may be supported on spread footings bearing on the undisturbed natural clayey gravel, bedrock or structural fill extending down to the natural soil. At least 3 feet of compacted structural fill should be provided above the natural lean clay for the lower terminal.

   Footings bearing on the natural clayey gravel, bedrock or compacted structural fill that extends down to the natural gravel or bedrock may be designed using a net allowable bearing pressure of 3,500 pounds per square foot. Footings bearing on at least 3 feet of compacted structural fill extending down to the natural clay may be designed using a net allowable bearing pressure of 2,500 pounds per square foot. Footings bearing entirely on bedrock may be designed using a net allowable bearing pressure of 5,000 pounds per square foot.

   If a footing would bear partially on bedrock and partially on soil or compacted structural fill, at least 2 feet of structural fill should be provided below the footing or the footing extended down to bear entirely on the bedrock.

Executive Summary (continued)

5. Excavation in the bedrock will be difficult and likely require jack-hammering or other rock excavation methods. Increased difficulty should be expected in confined excavations.

6. We find no evidence of geologic hazards for the proposed lift based on a review of lidar data and geologic literature for the area.

7. Geotechnical information related to foundations, subgrade preparation and materials is included in the report.

SCOPE

This report presents the results of a geotechnical investigation for the proposed Eagle ski lift to be constructed at the Park City Mountain Resort in Park City, Utah. The study was conducted in general accordance with our proposal dated August 20, 2021.

Field exploration was conducted to obtain information on the subsurface conditions for our engineering analysis and to develop recommendations for the proposed ski lift.

This report has been prepared to summarize the data obtained during the study and to present our conclusions and recommendations based on the proposed construction and the subsurface conditions encountered. Design parameters and a discussion of geotechnical engineering considerations related to construction are included in the report.

GEOLOGY AND GEOLOGIC HAZARDS

The geology map for the area is presented on Figure 4 with an explanation of the geologic units in the area presented on Figure 5. The lift alignment is in Thaynes Formation, which consists primarily of limestone, the Woodside Shale, which is composed of shale and siltstone, and the Park City Formation, which is also primarily composed of limestone. The bedrock dips down toward the northwest at 12 to 35 degrees.

Based on review of the geology map prepared by Biek and others (2019) and lidar data downloaded from the Utah AGRC website, which consists of 0.5-meter bare-earth lidar DEMs acquired by the State in 2023, there is no evidence of landslides in the area of the proposed ski lift. The bedrock type is expected to form stable slopes. Review of the US Geological Survey 7 ½ minute quadrangle map from 1998 shows no mine shafts, tunnels or adits along the proposed

lift alignment. The Three Kings mine adit and shaft are approximately 200 to 400 feet east of the northern third point of the proposed alignment, respectively. There are no active faults mapped in the area based on review of the Utah Geological Survey Geologic Hazards Portal.

SITE CONDITIONS

The site is located in the south portion of the resort. The existing Eagle ski lift extends near the alignment of the proposed ski lift. We understand the existing lift will be removed and be replaced.

The area near the proposed lower ski lift terminal is relatively flat. The First Time ski lift terminal is to the south. The parking lot for the ski resort is to the east. We understand a ski lift terminal may have been removed from this area prior to our study. Vegetation consists of grass.

The area near the proposed mid-mountain ski lift terminal is near the top of Three Kings ski lift. There is a localized, relatively flat area surrounded by moderate to steep slopes. Vegetation consists of areas of oak brush

The area near the proposed upper ski lift terminal is near the top of the King Con ski lift. There are some bedrock outcrops near this area. There is a nearby unpaved road.

FIELD STUDY

The field study was conducted on September 16, 2021. Three test pits were excavated at the approximate locations shown on Figure 1. Test Pits TP-1 and TP-2 were excavated using a mini-excavator. Test Pit TP-3 was excavated using a trackhoe. The test pits were logged and soil and

bedrock samples were obtained by a representative from AGEC. Logs of the subsurface conditions encountered in the test pits are graphically shown on Figure 2.

The test pits were backfilled without significant compaction. The test pit backfill should be removed and replaced with properly compacted fill where it will support proposed foundations or other settlement-sensitive site improvements.

SUBSURFACE CONDITIONS

Approximately 10½ feet of fill overlying lean clay was encountered in Test Pit TP-1. Approximately 2 feet of topsoil overlying clayey gravel was encountered in Test Pit TP-2. Siltstone bedrock was encountered below the clayey gravel at a depth of approximately 4 feet. Approximately 1½ feet of topsoil overlying limestone bedrock was encountered in Test Pit TP-3. Practical excavation refusal was encountered in bedrock at depths of approximately 6½ and 2 feet in Test Pits TP-2 and TP-3, respectively.

A description of the soil and bedrock encountered in the test pits follows:

Fill - The fill consists of sandy lean clay with gravel. The fill is moist and mottled brown and reddish brown.

Topsoil - The topsoil consists of sandy lean clay with gravel. The topsoil is moist, dark brown and contains roots.

Lean Clay with Sand and Gravel - The clay is stiff, moist to very moist and gray to brown.

A sample of the clay was measured to have a moisture content of 21 percent. Results of a consolidation test performed on a sample of the clay is presented on Figure 3.

Clayey Gravel with Sand - The clayey gravel contains frequent cobbles up to 5 inches in size. The clayey gravel is medium dense, moist and brown.

Limestone Bedrock - The bedrock is hard, slightly moist and gray.

Siltstone Bedrock - The bedrock is hard, slightly moist and reddish brown.

SUBSURFACE WATER

No subsurface water was encountered in the test pits at the time of excavation. Based on our experience in the area, subsurface water may occur in a perched condition during the spring and early summer as snow melts.

PROPOSED CONSTRUCTION

We anticipate the ski lift will consist of upper, mid and lower terminals with ski lift towers between. The ski lift is planned to have a length of approximately 5,900 feet with an elevation gain of approximately 1,600 feet. We have assumed the lift terminals will consist of steel-frame structures supported on footings. Footings are anticipated to have a load less than 150 kips. We have assumed ski lift towers will be supported on footings with a load less than 15 kips.

If the proposed construction or structural loads are significantly different from those described above, we should be notified so that we can reevaluate the recommendations given.

RECOMMENDATIONS

The following recommendations are provided based on the subsurface conditions encountered and the proposed construction.

A. Site Grading

We have assumed that excavation for the ski lift terminals will consist of a cut of up to approximately 6 feet. Unsuitable fill may require a deeper excavation depth. We anticipate up to 10 feet of site grading fill may be placed around the ski lift terminals.

1. Existing Fill

   Approximately 10½ feet of fill was encountered in Test Pit TP-1. The fill is not considered suitable to support the proposed ski lift terminal or ski lift towers and should be removed from these areas. Compacted structural fill may be placed in these areas, if needed.

2. Subgrade Preparation

   Prior to placing grading fill, the topsoil, unsuitable fill, organic material and other deleterious materials should be removed.

   Care should be taken to not disturb the natural soil or bedrock to remain below the proposed ski lift terminals and ski lift towers.

3. Temporary Excavation Slopes

   Temporary excavation slopes up to 10 feet in height in natural soil may be constructed at 1 horizontal to 1 vertical or flatter. Temporary excavation slopes up to 10 feet in height in the bedrock may be constructed at ½ horizontal to 1

vertical or flatter. Flatter excavation slopes in bedrock may be needed, depending on weathering and orientation of fractures.

The excavator is responsible to provide safe working conditions around temporary excavation slopes.

4. Long-term Slopes

Long-term slopes may be constructed at 2 horizontal to 1 vertical or flatter. Fill placed on slopes steeper than 5 horizontal to 1 vertical should be keyed into the slope with a key for every 4 feet of vertical rise. Prior to placement of fill, the subgrade should be prepared by removing the topsoil, unsuitable fill, debris and other deleterious materials.

Slopes should be protected from erosion by revegetation, erosion control mats or other methods.

5. Excavation

We anticipate excavation in the clayey gravel and bedrock can be accomplished using heavy-duty excavation equipment. Jack-hammering and other rock excavation methods will likely be needed for excavations in the bedrock. Additional difficulty should be expected in confined excavations.

6. Materials

Materials used as fill for the project are anticipated to consist of imported fill and bedrock. Recommendations for these materials are shown below.

a. Imported Fill

Fill placed to support the ski lift terminals or ski towers should consist of a non-expansive, granular soil with a maximum particle size of 3 inches and less than 35 percent passing the No. 200 Sieve.

b. On-Site Materials

The clayey gravel and broken down bedrock may be considered for use as structural fill below the proposed ski lift terminals and ski lift towers if they meet the criteria presented above for imported structural fill. These materials may also be used as grading fill around the ski lift terminals.

The natural clay is not suitable for use as structural fill below the proposed ski lift terminals or ski lift towers. The clay may be used in landscape areas around the ski lift.

Topsoil, organic material, oversize material and other deleterious material should be removed from the materials described above that will be used as structural fill.

c. Moisture Conditioning

Depending on the moisture content of the soil and bedrock at the time of construction, the soil and bedrock may require wetting or drying prior to use as fill. Drying of the soil and bedrock may not be practical during cold or wet times of the year.

7. Compaction

Fill placed to support the ski lift terminals and ski lift towers should be compacted to at least 95 percent of the maximum dry density as determined by ASTM D 1557.

To facilitate the compaction process, the fill should be compacted at a moisture content within 2 percent of the optimum moisture content.

Fill placed for the project should be frequently tested for compaction.

B. Foundations

1. Bearing Material

The proposed ski lift terminals may be supported on spread footings bearing on the undisturbed natural clayey gravel, bedrock or structural fill extending down to the natural soil. At least 3 feet of compacted structural fill should be provided above the natural lean clay for the lower terminal.

If a footing would bear partially on bedrock and partially on soil or compacted structural fill, at least 2 feet of structural fill should be provided below the footing or the footing extended down to bear entirely on the bedrock.

2. Bearing Pressure

Footings bearing on the natural clayey gravel, bedrock or compacted structural fill that extends down to the natural gravel or bedrock may be designed using a net allowable bearing pressure of 3,500 pounds per square foot. Footings bearing on at least 3 feet of compacted structural fill extending down to the natural clay may be designed using a net allowable bearing pressure of 2,500 pounds per square foot. Footings bearing entirely on bedrock may be designed using a net allowable bearing pressure of 5,000 pounds per square foot.

3. Temporary Loading Conditions

The allowable bearing pressure may be increased by one-half for temporary loading conditions such as wind or seismic loads.

4. Minimum Footing Width and Embedment

Footings should have a width of at least 1½ feet and a depth of embedment of at least 1 foot.

5. Settlement

We estimate total and differential settlement will be less than ½ inch for footings bearing on the natural clayey gravel, bedrock or compacted structural fill as described above.

Care should be taken to not disturb the natural clayey gravel and bedrock at the base of footing excavations so that settlement can be maintained within tolerable limits. Loose material in the base of footing excavations should be removed or be compacted.

6. Frost Depth

Exterior footings and footings beneath unheated areas should be placed at least 40 inches below grade for frost protection.

7. Foundation Base

The base of excavations should be cleared of loose or deleterious material prior to fill or concrete placement.

8. Construction Observation

A geotechnical engineer from AGEC should observe footing excavations prior to structural fill or concrete placement.

C. Lateral Earth Pressures

1. Lateral Resistance for Footings

Lateral resistance for footings placed on the natural clayey gravel, bedrock or compacted structural fill is controlled by sliding resistance between the footing and the foundation soil or bedrock. A friction value of 0.45 may be used in design for ultimate lateral resistance for footings. The passive resistance of the soil adjacent footings may also be considered in design for lateral resistance of footings.

2. Subgrade Walls and Retaining Structures

The following equivalent fluid weights are given for the design of subgrade walls and retaining structures. The active condition is where the wall moves away from the soil. The passive condition is where the wall moves into the soil and the at-rest condition is where the wall does not move. The values listed below assume a horizontal surface adjacent the wall.

Material Type	Active	At-Rest	Passive
Granular Fill or Bedrock	40 pcf	55 pcf	300 pcf

3. Seismic Conditions

Under seismic conditions, the equivalent fluid weight should be increased by 21 pcf for the active condition, increased by 6 pcf for the at-rest condition and decreased by 21 pcf for the passive condition. This assumes a horizontal ground

acceleration of 0.33g which represents a 2 percent probability of exceedance in a 50-year period (ICC, 2020).

4. Safety Factors

The values recommended above assume mobilization of the soil to achieve ultimate soil strength. Conventional safety factors used for structural analysis for such items as overturning and sliding resistance should be used in design.

D. Seismic Design Considerations

1. Building Code Parameters

Listed below is a summary of the site parameters that may be used with the 2021 International Building Code:

Description	Value[1]
Site Class	C[2]
S_s - MCE_R ground motion (period=0.2s)	0.60g
S_1 - MCE_R ground motion (period=1.0s)	0.22g
F_a - Site amplification factor at 0.2s	1.26
F_v - Site amplification factor at 1.0s	1.5
PGA - MCE_G peak ground acceleration	0.27g
PGA_M - Site modified peak ground acceleration	0.32g

[1]Values obtained from information provided by the Applied Technology Council at https://hazards.atcouncil.org

[2]Site Class C was selected based on our experience in the area and our understanding of the geology in the area. Site Class B may be representative of the subsurface conditions for the mid and upper ski lift terminals, but would require measurement of the shear wave velocity of the bedrock.

2 Potential Seismic Sources

No active faults are mapped as being located on the property. The nearest mapped active fault is the Salt Lake City segment of the Wasatch fault located approximately 13½ miles west of the site (Utah Geological Survey, 2026).

3. Liquefaction

The site is mapped as having a "very low" liquefaction potential (Anderson and others, 1994). This means that there is a less than 5 percent probability that the soil will be subjected to seismic ground shaking great enough to result in liquefaction in a 100-year time period. Based on our experience in the area and the subsurface conditions encountered, liquefaction is not a potential hazard at the site.

E. Water Soluble Sulfates

Based on published literature and previous experience in the area, the clayey gravel and bedrock possess negligible sulfate attack potential on concrete. No special cement type is required for concrete placed in contact with the natural soil or bedrock. Other conditions may dictate the type of cement to be used in concrete for the project.

F. Additional Services

It is important that AGEC be involved during design and construction of the ski lift. There are several items where we can provide value, help the design of the geotechnical aspects of the project be more efficient and help reduce the risk to the design team and the owner.

We recommend that at least the following additional services be provided:

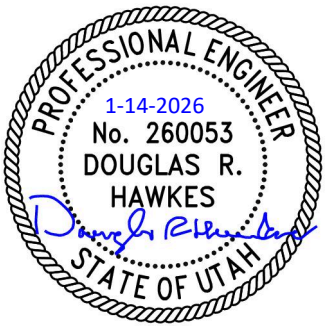
1. Observe the foundation excavations for the ski lift terminals and ski lift towers.
2. Review construction plans for the project to determine whether recommendations in this report have been incorporated into the design.
3. Observe fill placement and compaction during construction.
4. Provide other testing and inspections that may be required by the building code or local jurisdiction.

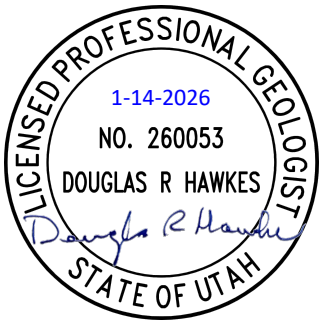
LIMITATIONS

This report has been prepared in accordance with generally accepted soil and foundation engineering practices in the area for the use of the client for design purposes. The conclusions and recommendations included within the report are based on the proposed construction and the information obtained from the test pits excavated at the site. Variations in the subsurface conditions may not become evident until additional exploration or excavation is conducted. If the subsurface conditions or groundwater level is found to be significantly different from what is described above, we should be notified to reevaluate our recommendations.

APPLIED GEOTECHNICAL ENGINEERING CONSULTANTS, INC.

Scott D. Anderson, P.E.





Reviewed by Douglas R. Hawkes, P.E., P.G.

DRH/rs

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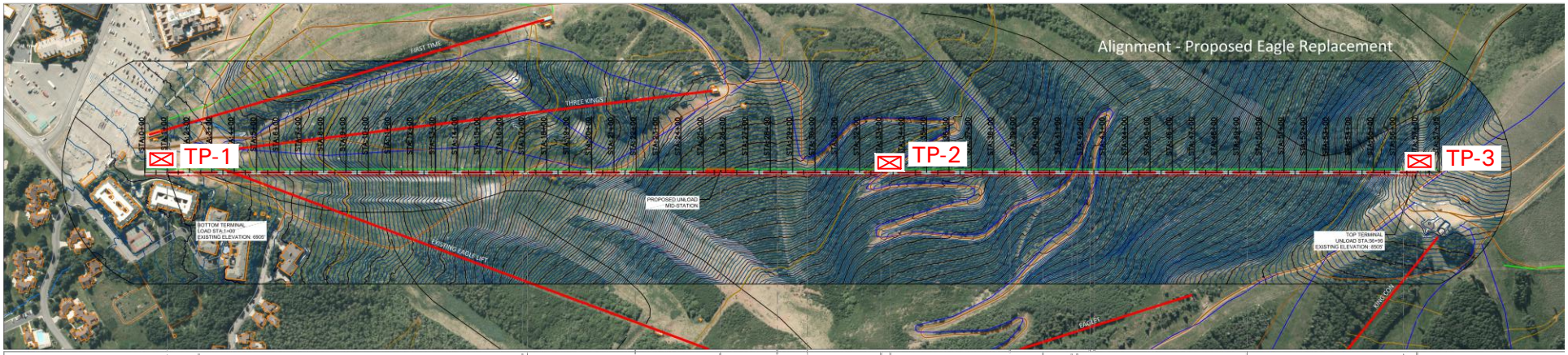
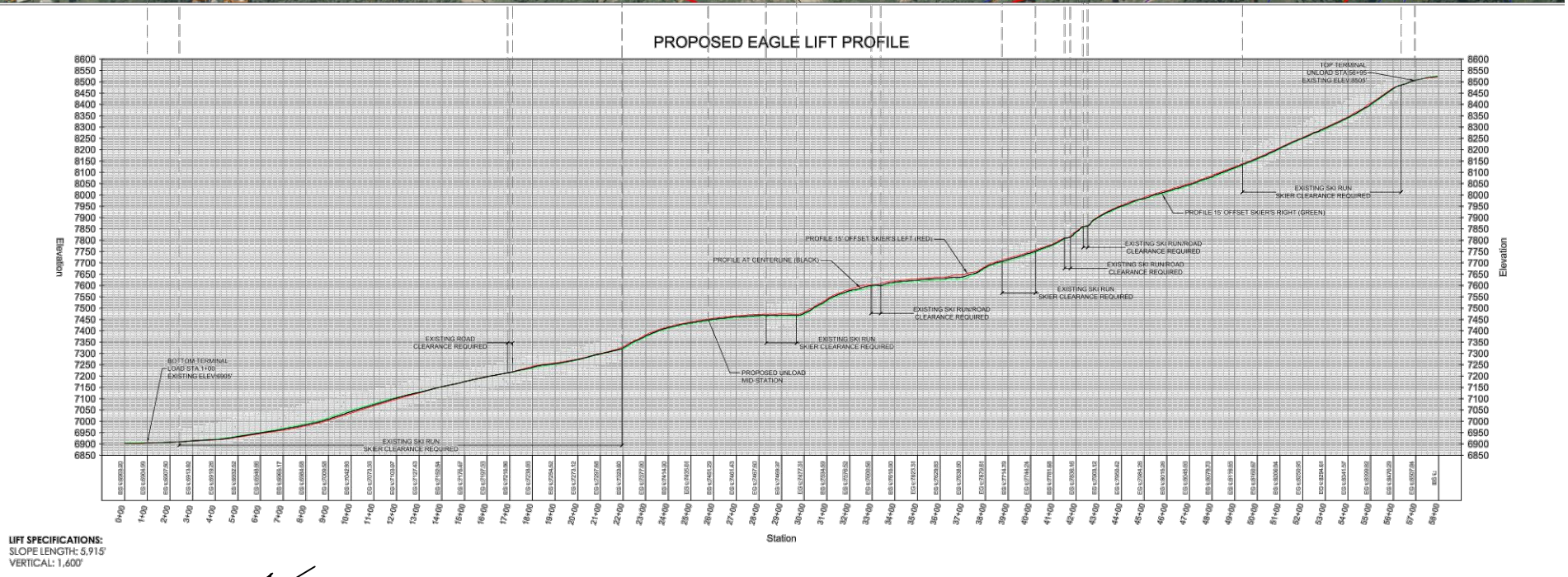
Anderson, L., Keaton, J., Rice, J., 1994; Liquefaction Potential, Central Utah, Park City - Heber, U.S. Geological Survey, Contract Report 94-10.

Biek, R.F., Yonkee, W.A. and Loughlin, W.D., 2019; Interim geologic map of the Park City West quadrangle, Summit and Wasatch Counties, Utah, Utah Geological Survey Open-File Report 697DM

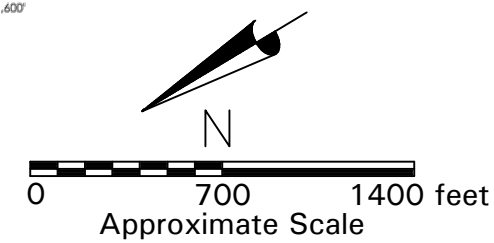
International Code Council 2020, 2021 International Building Code, Falls Church, Virginia.

Utah Geological Survey, 2026; Utah Geologic Hazards Portal accessed January 14, 2021 at https://maps.geology.utah.gov/hazards.



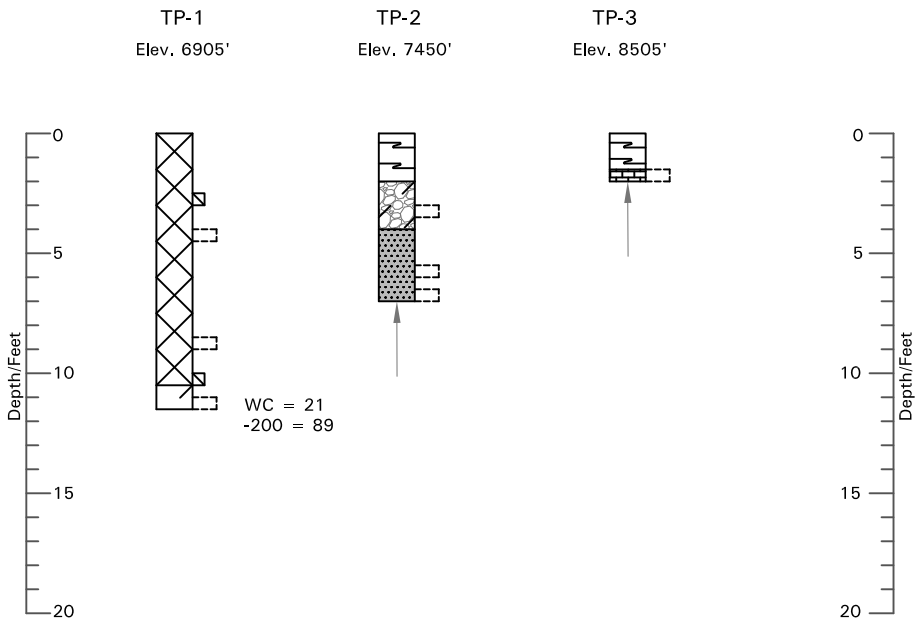


LIFT SPECIFICATIONS:
SLOPE LENGTH: 5,915'
VERTICAL: 1,600'



EAGLE SKI LIFT REPLACEMENT
PARK CITY MOUNTAIN RESORT
SUMMIT COUNTY, UTAH

1210749	AGEC	Test Pit Locations	Figure 1



LEGEND:

- Fill; sandy lean clay with gravel, moist, mottled brown and reddish brown.
- Topsoil; sandy lean clay with gravel, moist, dark brown, roots.
- Lean Clay with Sand and Gravel (CL); stiff, moist to very moist, gray to brown.
- Clayey Gravel with Sand (GC); occasional cobbles up to 5 inches in size, medium dense, moist, brown.
- Limestone Bedrock; hard, slightly moist, gray.
- Siltstone Bedrock, hard, slightly moist, reddish brown.
- Indicates relatively undisturbed hand drive sample taken.
- Indicates disturbed sample taken.
- Indicates practical excavation refusal.

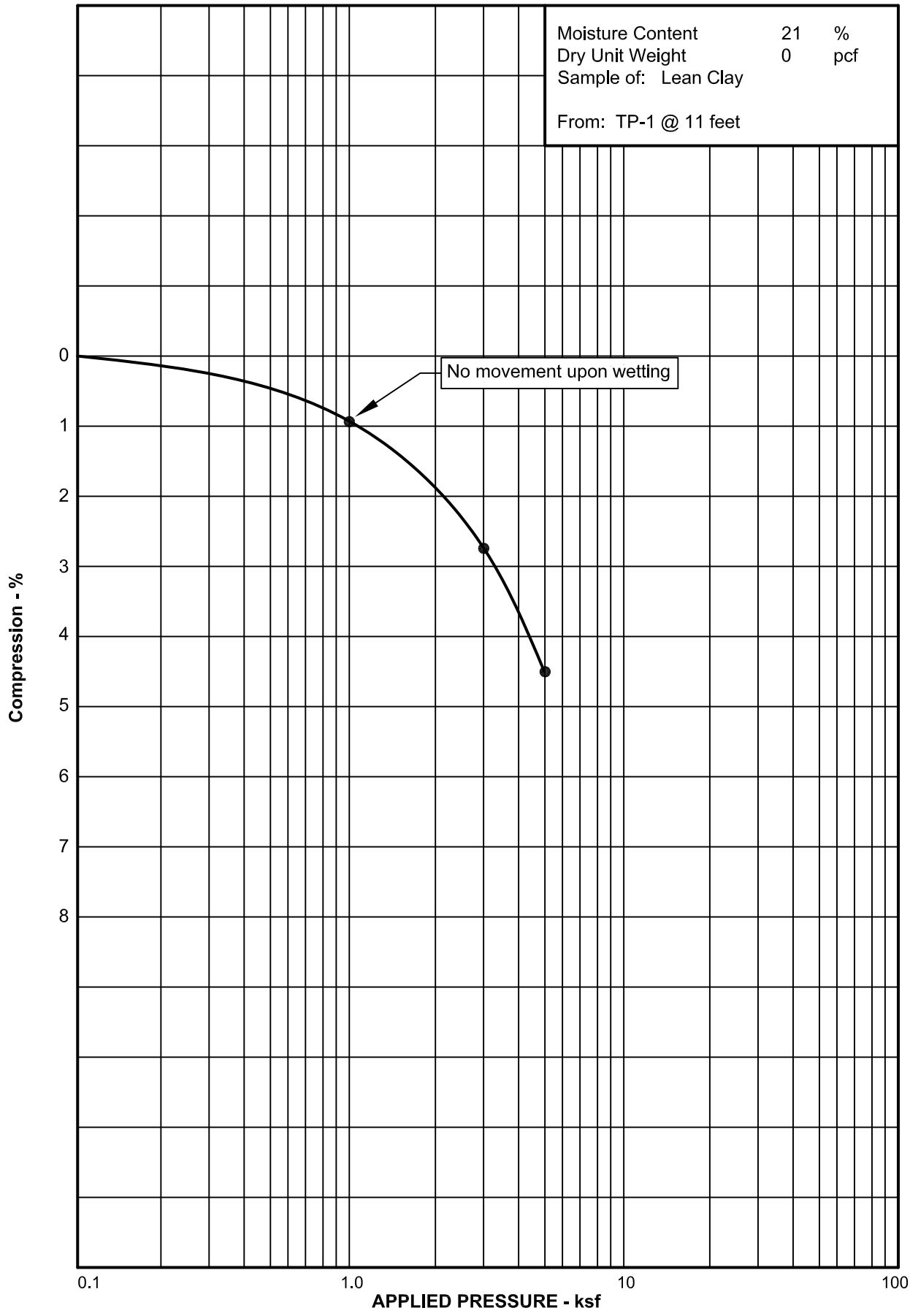
NOTES :

1. The test pits were excavated on September 16, 2021. Test Pits TP-1 and TP-2 were excavated using a mini-excavator. Test Pit TP-3 was excavated using a trackhoe.
2. The locations of the test pits were measured by pacing from features shown on the site plan provided.
3. The elevations of the test pits were determined by interpolating between contours shown on the site plan provided.
4. The test pit locations and elevations should be considered accurate only to the degree implied by the method used.
5. The lines between materials shown on the test pit logs represent the approximate boundaries between materials and the transitions may be gradual.
6. No free water was encountered in the test pits at the time of excavation.
7. WC = Water Content (%);
   -200 = Percent Passing the No. 200 Sieve.

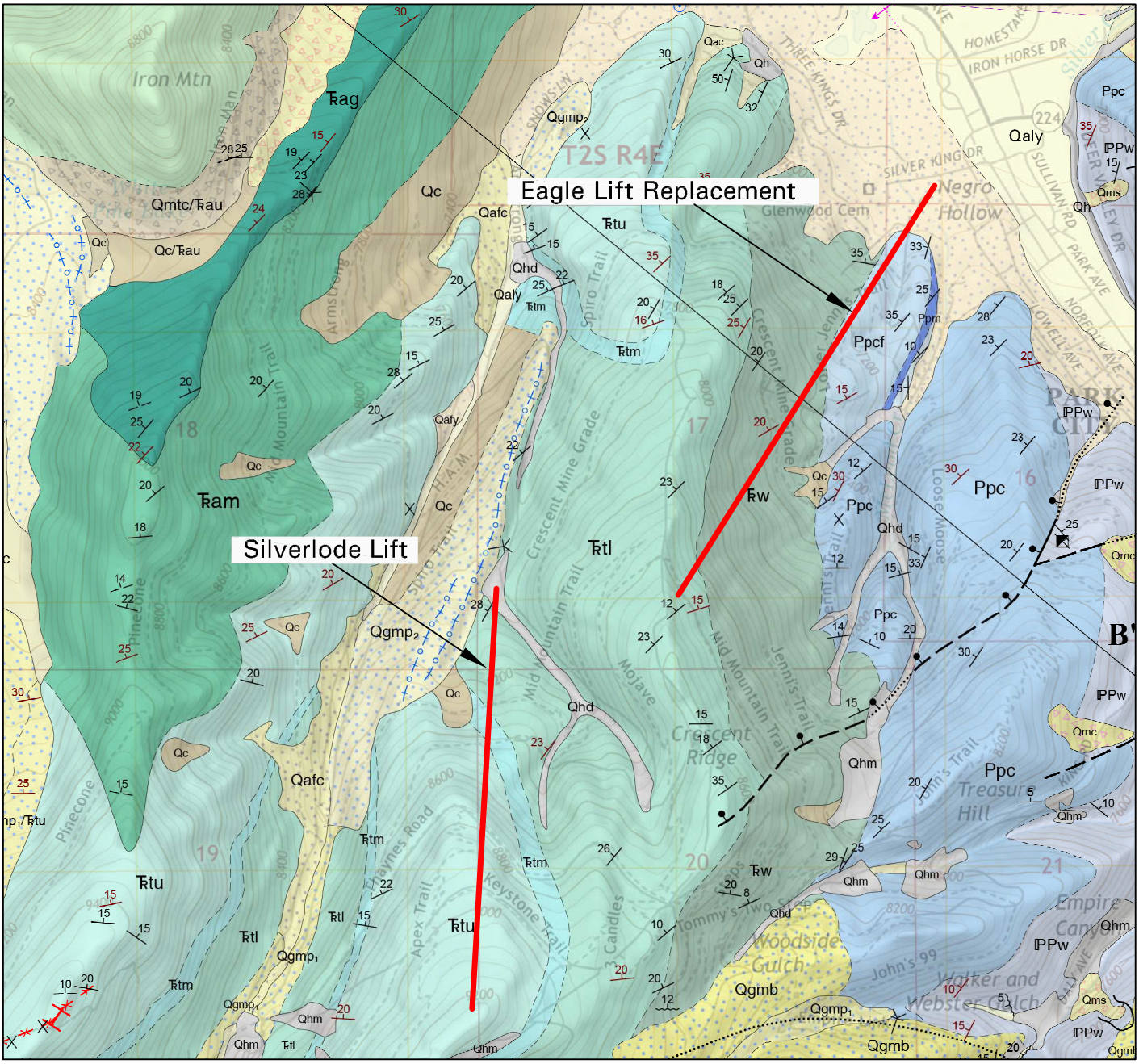
Approximate Vertical Scale 1" = 8'

1210749	AGEC	Test Pit Logs, Legend and Notes	Figure 2

Applied Geotechnical Engineering Consultants, Inc.



Project No. 1210749 **CONSOLIDATION TEST RESULTS** **Figure 3**



from Biek and others (2019)



0 2000 4000 feet

EAGLE SKI LIFT REPLACEMENT - PCMR
PARK CITY, UTAH

1210749	AGEC	Geologic Map	Figure 4

EXPLANATION OF SYMBOLS AND GEOLOGIC UNITS IN AREA OF PROPOSED DEVELOPMENT

QhdQ	-	Disturbed land.
Qhm	-	Mine dumps
Qaly	-	Young Stream alluvium (Holocene to upper Pleistocene).
Qafy	-	Young and middle fan alluvium (Holocene to upper Pleistocene).
Qafc	-	Fan alluvium and colluvium (Holocene to upper Pleistocene).
Qac	-	Alluvium and colluvium (Holocene to upper Pleistocene).
Qc	-	Colluvium (Holocene to upper Pleistocene).
$Qgmp_2$	-	Glacial till of Pinedale age (upper Pleistocene).
Trtu	-	Thaynes Formation, upper limestone member (Lower Triassic).
Trtm	-	Thaynes Formation, middle shale member (Lower Triassic).
Trtl	-	Thaynes Formation, lower limestone member (Lower Triassic).
Trw	-	Woodside Shale (Lower Triassic).
Ppcf	-	Park City Formation, Franson member (Middle Permian).
Ppm	-	Phosphoria Formation (Middle to Lower Permian).
Ppc	-	Park City and Phosphoria Formations, undivided (Middle to Lower Permian).

Geologic contact between units, dashed where approximate.

Normal fault, bar and ball on down thrown side, dashed where approximate, dotted where concealed.

30 — Dip and strike of bedding.

Moraine crest.



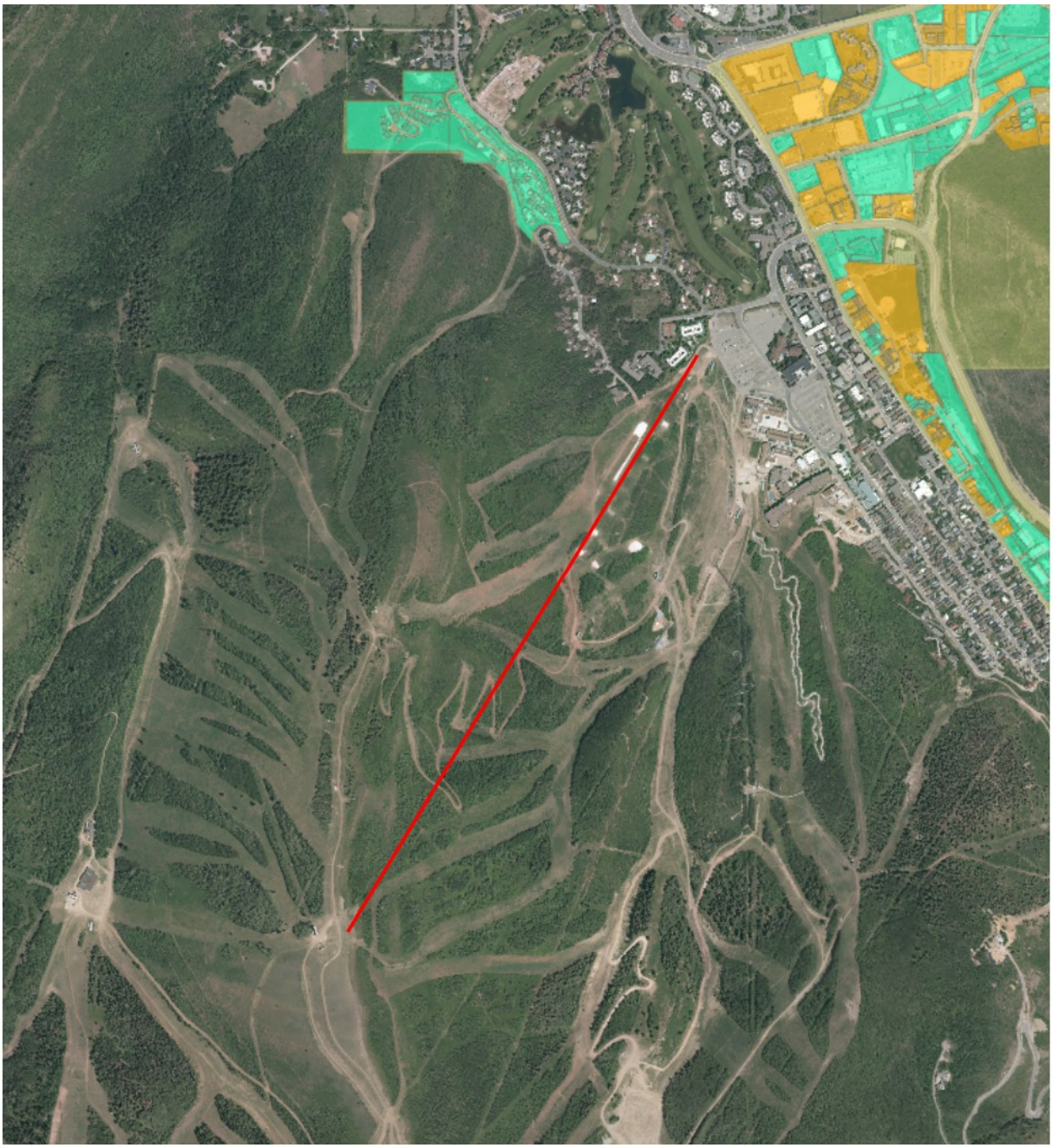
0 2000 4000 feet

EAGLE SKI LIFT REPLACEMENT - PCMR
PARK CITY, UTAH

SE Group has reviewed both the Park City Soils Ordinance Boundary and Water Protection Zone maps to understand their applicability to the Eagle project area.

The Eagle lift project falls outside of the Prospector Soils Project Area[1]. See the figure below.

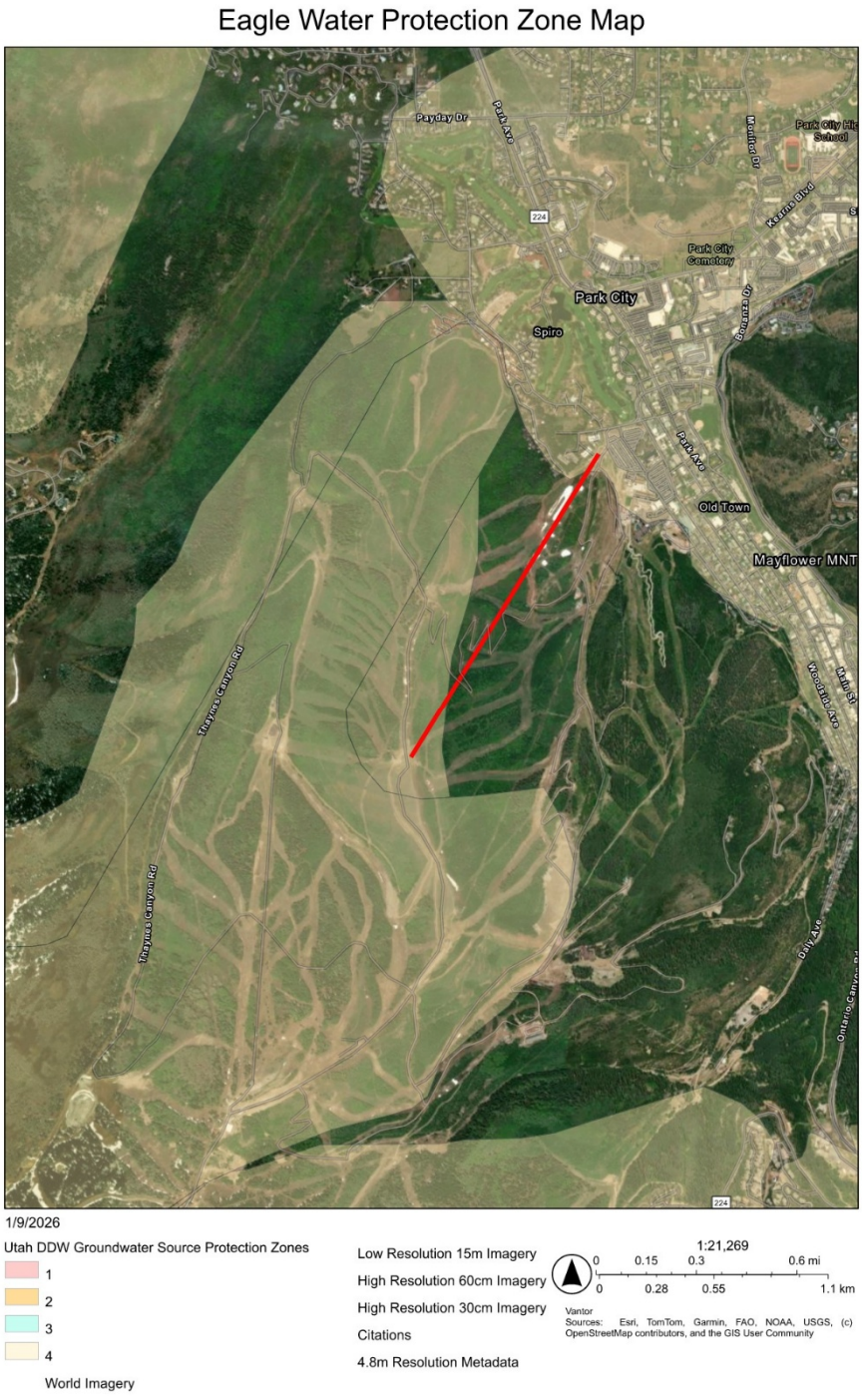
FIGURE 1. PROSPECTOR SOILS PROJECT AREA



[1] Source: https://parkcity.maps.arcgis.com/apps/InformationLookup/index.html?appid=d63e23dfc132442c869c9a20f28faa8d

The Eagle lift project falls within portions of Water Protection Zone 2[2]. See figure below.

FIGURE 2. WATER PROTECTION OVERLAY ZONE

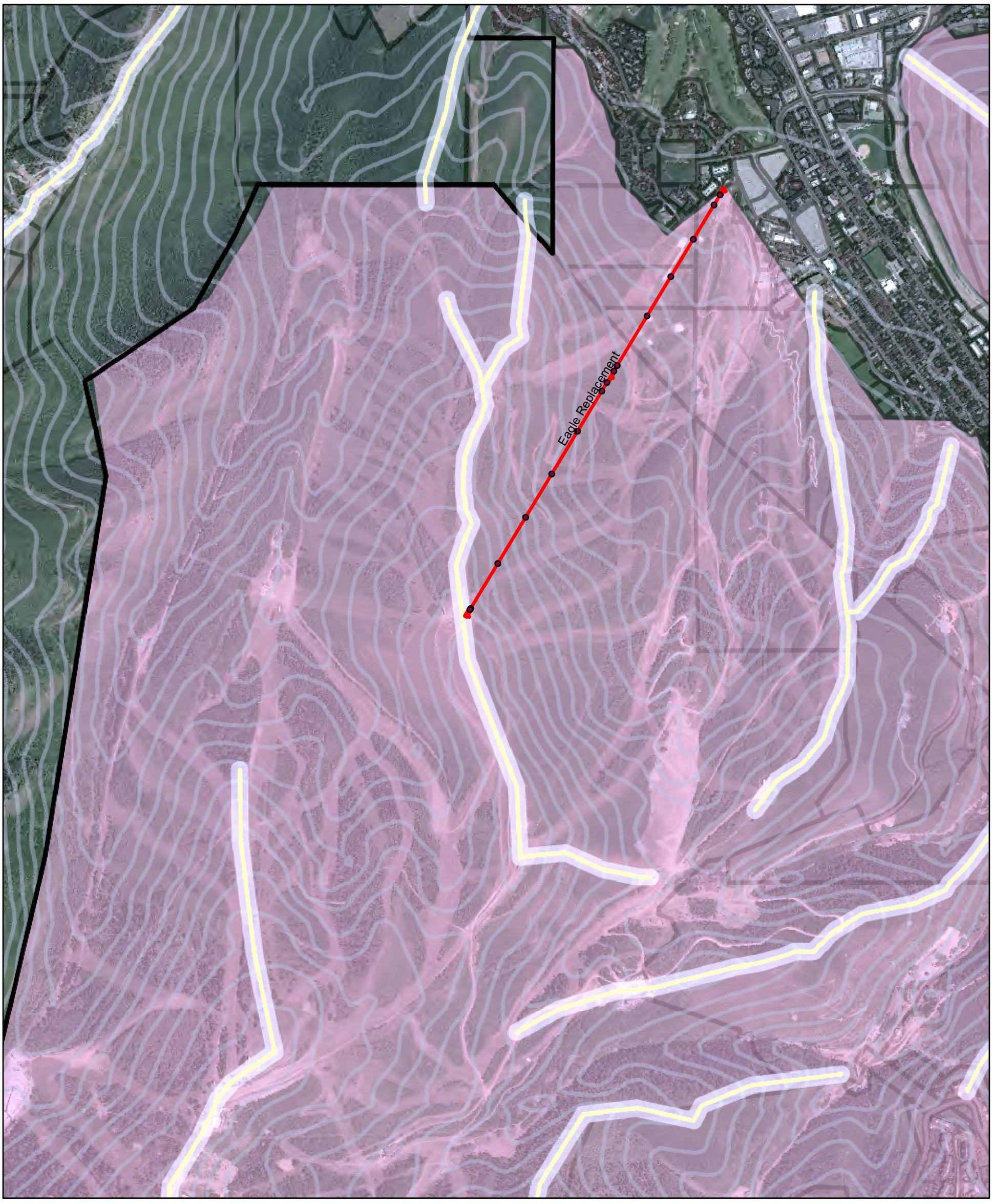


[2] Source: https://www.arcgis.com/apps/mapviewer/index.html?layers=88293a87e2954112979e420222ffe3d9

Eagle Lift Ridgeline Condition

The upper Eagle terminal station will be situated on a ridgeline to distribute guests across upper-mountain terrain and to access terrain beyond. While the terminal is located on a ridgeline, it is not positioned on or immediately adjacent to the peak. As a result, from some Designated Vantage Points the ridgeline continues to rise behind the terminal location, minimizing the appearance of a silhouette against the skyline. From other Designated Vantage Points the terminal will be visible but background terrain rising to higher elevations mitigates the silhouette effect entirely.

Consistent with LMC § 15-2.21-7(B), the project has been designed to mitigate impacts to the maximum extent feasible. As with other ski lift infrastructure in the Park City area, some degree of visibility from Designated Vantage Points is anticipated and inherent to mountain operations. The location of the upper Eagle terminal significantly reduces visual prominence from several Designated Vantage Points by allowing surrounding and background terrain to remain visually dominant and minimizing silhouette effects where possible. For theses reasons, the project mitigates visual and ridge line impacts to the maximum extent feasible.



0.25 Miles

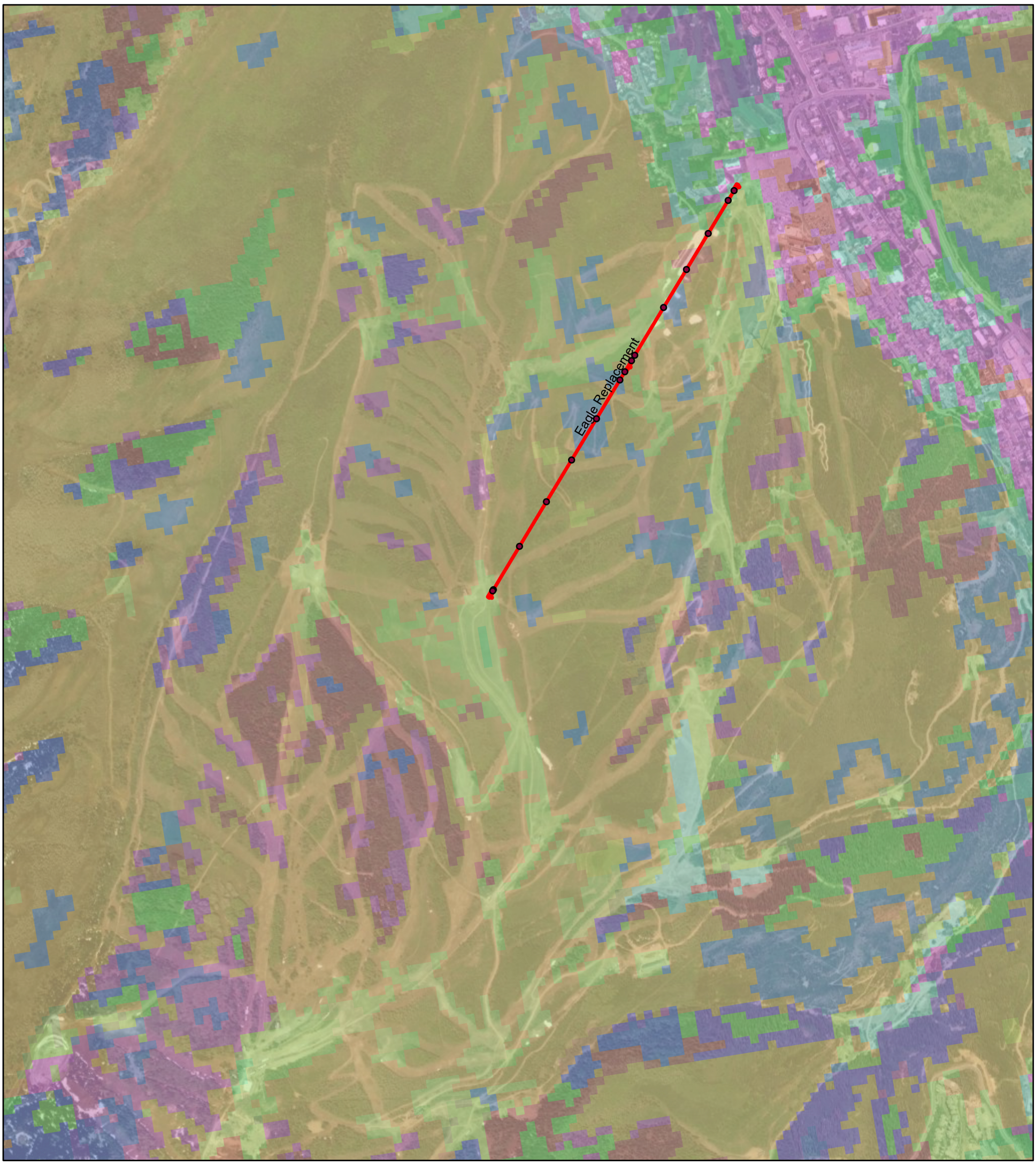
Legend

- Ridgetops
- Proposed Eagle Replacement
- Proposed Lift Tower Locations
- Sensitive Lands

Ridgetops and Sensitive Lands Proximate to Site Area

SE GROUP

Source: UGRC
Date: 12/17/2025
Produced by: Mike Clawson



Legend

Proposed Eagle Replacement

Proposed Lift Tower Locations

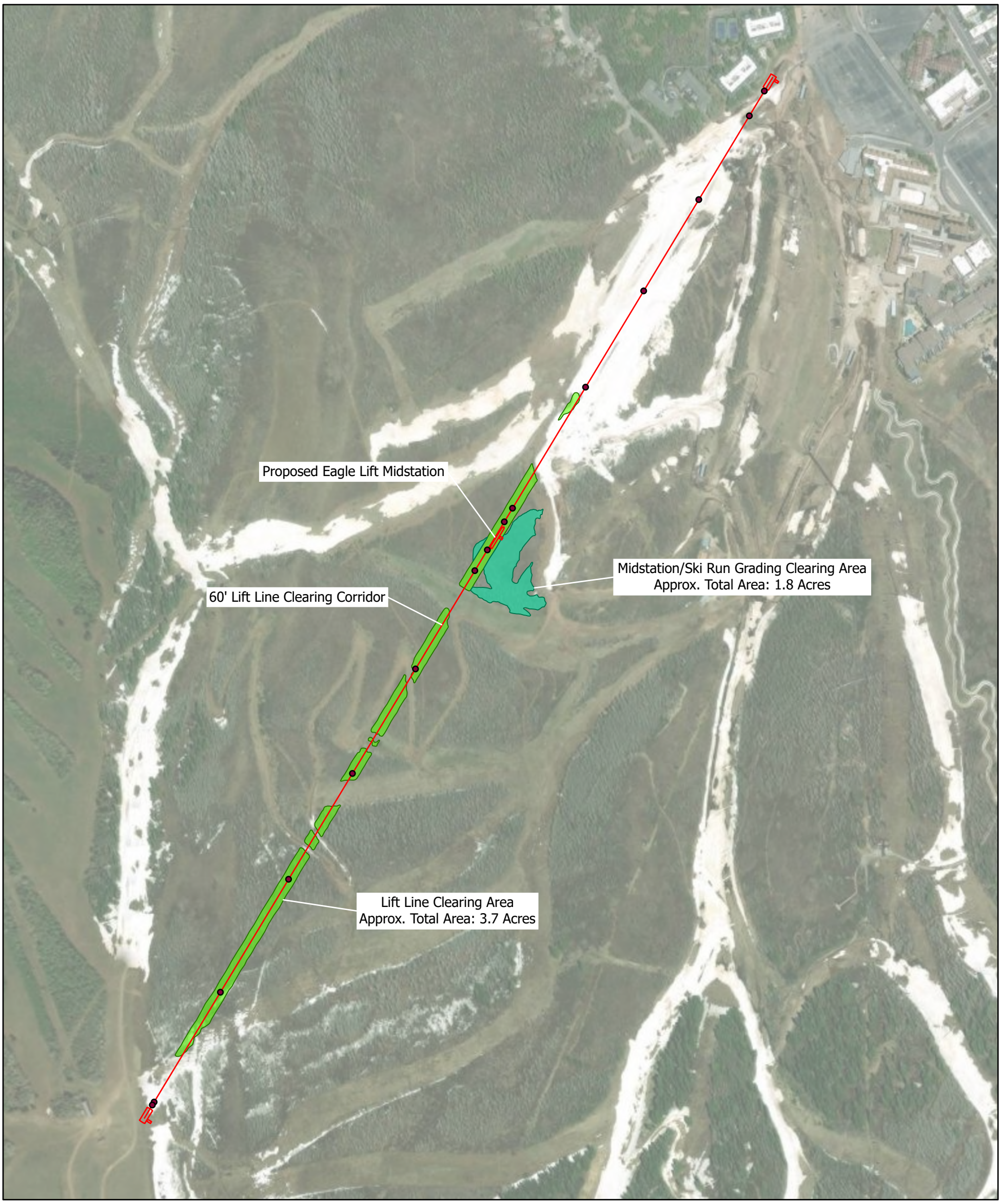
- Colorado Plateau Pinyon-Juniper Woodland
- Cultivated Cropland
- Developed, High Intensity
- Developed, Low Intensity
- Developed, Medium Intensity
- Developed, Open Space
- Disturbed/Successional - Shrub Regeneration
- Great Basin Pinyon-Juniper Woodland
- Inter-Mountain Basins Aspen-Mixed Conifer Forest and Woodland
- Inter-Mountain Basins Big Sagebrush Shrubland
- Inter-Mountain Basins Big Sagebrush Steppe
- Inter-Mountain Basins Curl-leaf Mountain Mahogany Woodland and Shrubland
- Inter-Mountain Basins Montane Sagebrush Steppe
- Introduced Upland Vegetation - Perennial Grassland and Forbland
- Introduced Upland Vegetation - Shrub
- Northern Rocky Mountain Montane-Foothill Deciduous Shrubland
- Open Water (Fresh)
- Pasture/Hay
- Rocky Mountain Alpine Bedrock and Scree
- Rocky Mountain Alpine-Montane Wet Meadow
- Rocky Mountain Aspen Forest and Woodland
- Rocky Mountain Bigtooth Maple Ravine Woodland
- Rocky Mountain Cliff, Canyon and Massive Bedrock
- Rocky Mountain Gambel Oak-Mixed Montane Shrubland
- Rocky Mountain Lodgepole Pine Forest
- Rocky Mountain Lower Montane Riparian Woodland and Shrubland
- Rocky Mountain Subalpine Dry-Mesic Spruce-Fir Forest and Woodland
- Rocky Mountain Subalpine Mesic Spruce-Fir Forest and Woodland
- Rocky Mountain Subalpine-Montane Limber-Bristlecone Pine Woodland
- Rocky Mountain Subalpine-Montane Mesic Meadow
- Rocky Mountain Subalpine-Montane Riparian Shrubland
- Southern Rocky Mountain Dry-Mesic Montane Mixed Conifer Forest and Woodland
- Southern Rocky Mountain Mesic Montane Mixed Conifer Forest and Woodland
- Southern Rocky Mountain Montane-Subalpine Grassland

0.5 Miles

Vegetation Cover

SE GROUP

Source: UGRC
Date: 12/17/2025
Produced by: Mike Clawson



0.1 Miles

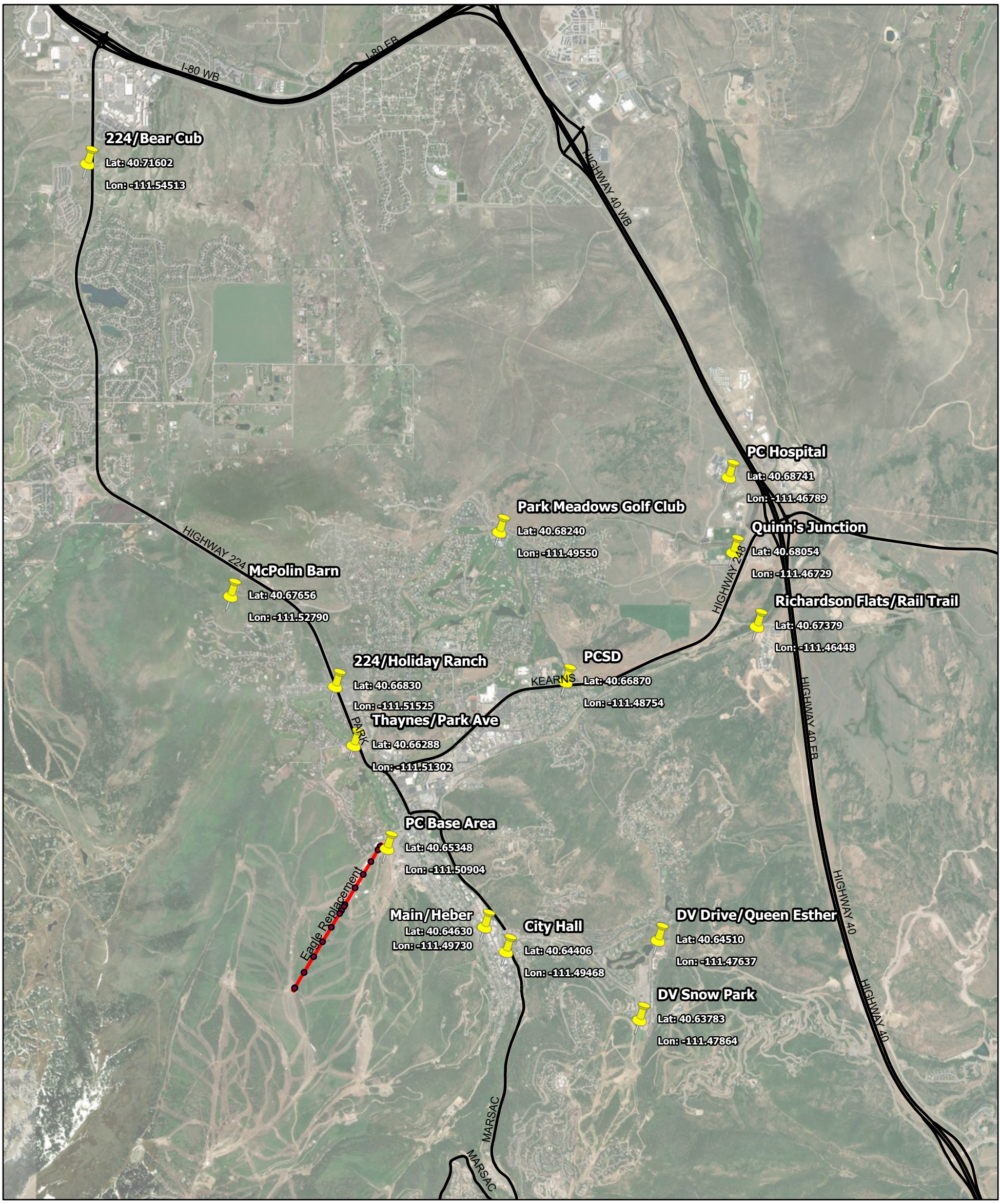
Legend

- Proposed Eagle Replacement
- Proposed Lift Tower Locations
- Primary Transportation Routes
- Lift Line Tree Clearing
- Mid-Station/Ski Run Grading Clearing Area

Vegetation Clearing Plan

SE GROUP

Source: UGRC
Date: 1/9/2026
Produced by: Mike Clawson



0.8 Miles

Legend

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

Entry Corridor and Vantage Points

SE GROUP

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

Figure 1a. Mcpolin Barn – Existing Condition



Figure 1b. Mcpolin Barn Photo Analysis – Proposed



Figure 2a. Park City School District – Existing Condition



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



Figure 3. Main St. & Heber Ave.



Figure 4. PCMR Base Area – Existing Condition



Figure 4b. PCMR Base Area Visual Simulation – Proposed



Figure 5. Deer Valley Snow Park



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



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



Figure 7a. Park Meadows Golf Course – Existing Condition



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



Figure 8a. Quinn’s Junction – Existing Condition



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



Figure 9. 224 & Bear Club

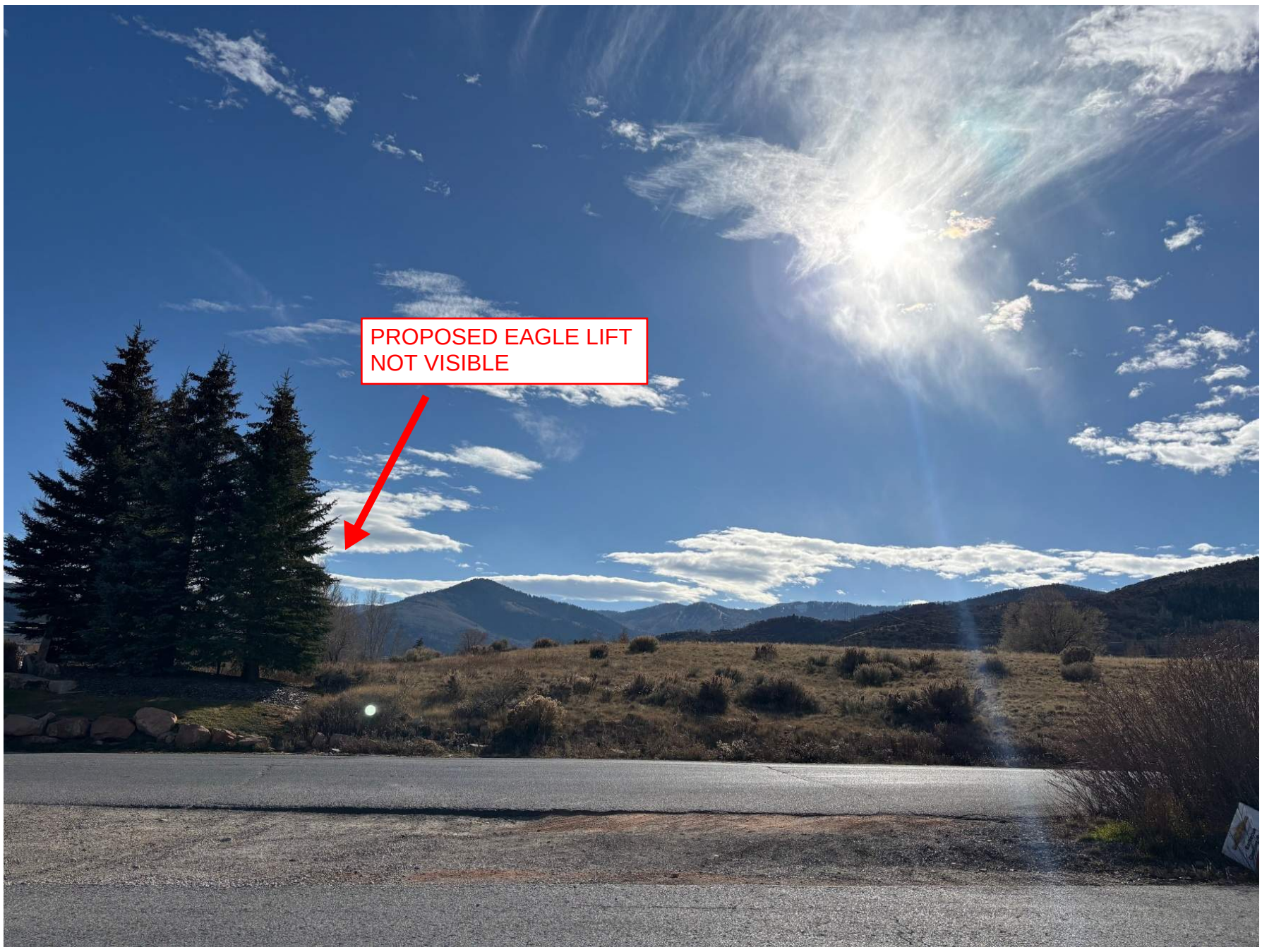


Figure 10a. 224 & Holiday Ranch Rd. – Existing Condition



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



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



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



Figure 12. City Hall



Figure 13a. Park City Hospital – Existing Condition

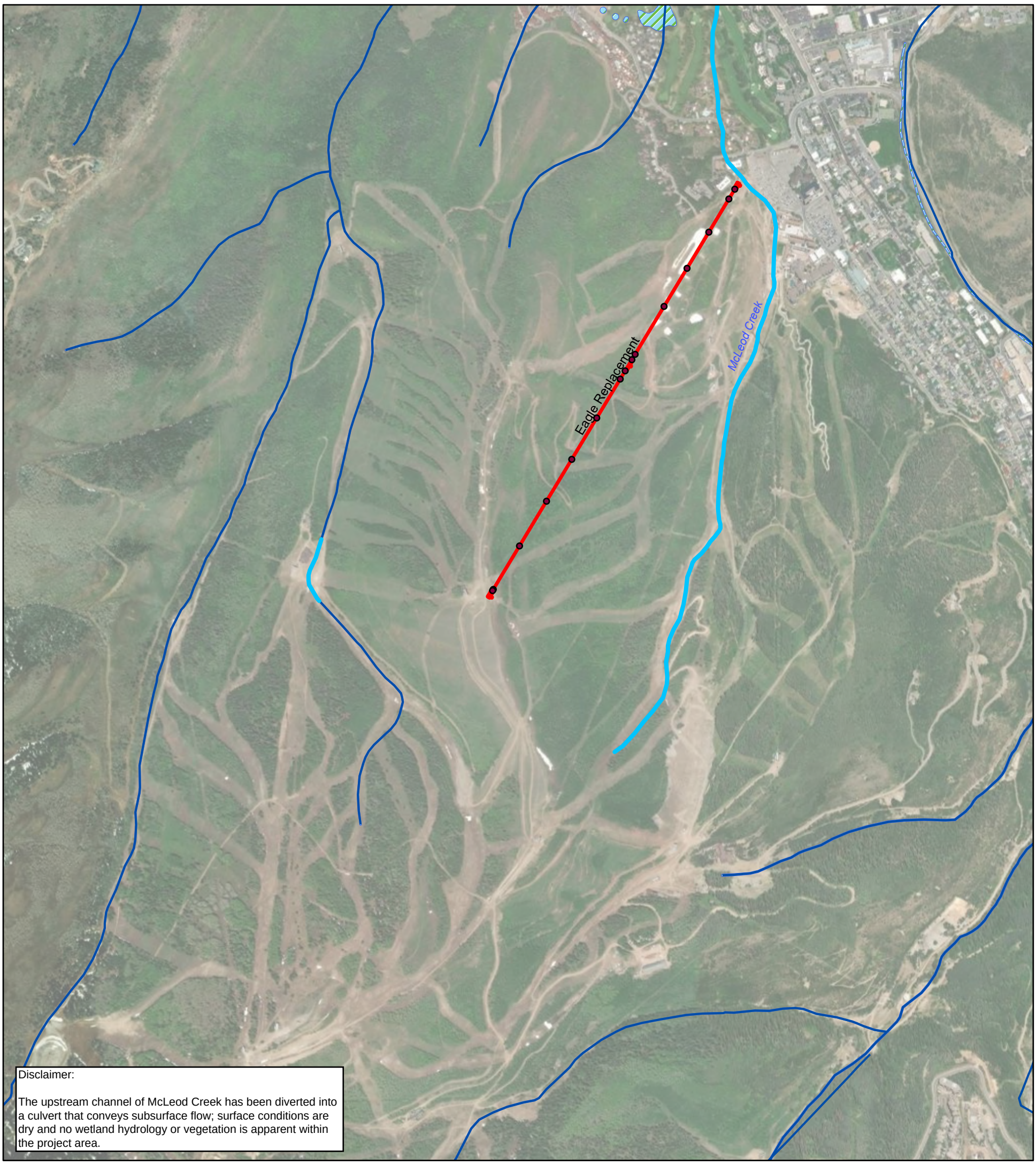


Figure 13b. Park City Hospital Photo Analysis – Proposed



Figure 14. Richardson Flat & Rail Trail





Disclaimer:

The upstream channel of McLeod Creek has been diverted into a culvert that conveys subsurface flow; surface conditions are dry and no wetland hydrology or vegetation is apparent within the project area.

Legend

- Springs
- Streams
- Wetlands
- Streams Culverted Mid-Run
- Proposed Eagle Replacement
- Proposed Lift Tower Locations

0.5 Miles

WETLANDS, SPRINGS AND STREAMS

SE GROUP

Source: UGRC
Date: 12/17/2025
Produced by: Mike Clawson

Public Input Exhibit

May 20, 2026

Dear Mayor Dickey, Members of the City Council, and Planning Commission,

I own a unit at The Lodge at Mountain Village, steps from the Eagle and Silverlode lifts, and I am writing to ask you to approve both upgrade applications.

The Eagle lift is 33 years old. The Silverlode is 30. The proposed upgrades replace aging equipment with modern lifts that move more people more efficiently, to terrain that already exists. There is no expansion here, just long-overdue improvement.

The last time these applications came forward, new equipment arrived in the Mountain Village parking lot and was then shipped to Canada after a small group of opponents blocked approval. Park City skiers have been standing in the same slow lift lines ever since. That is not a policy success.

With Shaun White's Snow League arriving in January 2027 and the 2034 Winter Olympics on the horizon, Park City Mountain needs to move forward. Please vote yes on both applications.

Sincerely,

Jacob Leffler

May 20, 2026

Hi Rebecca,

Thank you for your email agreeing to meet with me regarding the pending Silverlode Express and Eagle applications. The Friday, May 22 at 4:30 PM window which you have offered works best for me. I will come to the Planning Department at that time unless you advise me otherwise.

As customary, I respectfully request that a copy of this email exchange also be placed into the official public record for these applications.

I greatly appreciate your willingness to discuss the questions I raised in my May 18 email (copy attached) and my supplemental letter submitted earlier today (copy attached). My objective is simply to walk through the seven technical questions raised in my May 18 email, and to discuss the purpose of the affidavits I submitted by letter earlier today.

As a regular PCM skier, I can assure you (as I have previously stated) that I want to see the improvements which Vail initiates absolutely improve the skier experience at PCM. I am well aware of the congestion which regularly arises at the base area and in the Silverlode liftline and am very much in favor of addressing it.

As a long-time resident and property owner in Park City I also want to make sure, to the extent possible, that the modernization of PCM's mountain infrastructure takes into account not only the safety of all skiers on the hill, but also the long-term best interests of our community, and is approved in full compliance with the Land Management Code and the applicable master planning documents.

I am confident all of these goals can be readily accomplished as part of a regular and customary conditional land use application process and within the timeframe Vail has proposed.

I look forward to seeing you this Friday afternoon.

Respectfully,

Frode Jensen

May 20, 2026

SUBMITTED VIA EMAIL (planning@parkcity.gov)

Members of the Park City Planning Commission
Nan Larsen, Senior Planner
Lillian Zollinger, Planner III
Virgil Lund, Planner II
445 Marsac Avenue
P.O. Box 1480
Park City, UT 84060

RE: Supplemental Evidentiary Submission and Multi-Witness Record Preservation – CUP Applications for Silverlode Express (PL-26-06820) and Eagle (PL-26-06821) Lift Upgrades

Dear Chair Van Dine and Commissioners, Ms Larsen, Ms Zollinger, and Mr Lund,

Reference is made (1) to my initial written submission to the Commission dated May 13, 2026, regarding the pending Conditional Use Permit (CUP) applications (Applications) for the Silverlode Express and Eagle lift upgrades and (2) to my email dated May 18, 2026 addressed to Staff requesting a brief meeting or video call to address certain issues and questions arising under the Land Management Code (LMC), Development Agreement (DA) and Mountain Upgrade Plan (MUP). These prior submissions are hereby incorporated by reference in this letter.

As Staff (to date) has not responded to my request for a meeting to discuss various issues arising under the Applications, I am following up by this letter to formally submit three affidavits providing firsthand empirical evidence of current and likely future trail overcrowding at PCM in violation of the DA, MUP and LMC.

In my view, based upon this evidence, the Commission must require the Applicant to provide it with a verified, independent uphill and downhill capacity and trail density audit. Such an audit and data are necessary in order for the Commission to determine compliance of the Applications with the DA, MUP and LMC.

1. Shifting the Burden of Proof Under LMC § 15-1-10(B)

Under LMC § 15-1-10(B), the Applicant bears the absolute burden of proving that the conditional use will not result in unmitigated detrimental effects.

In anticipation of any claim which the Applicant (or its counsel) or the Planning Department may raise that the evidence to date of PCM guest safety and overcrowding concerns constitutes unsubstantiated "public clamor" or hearsay, I am attaching three affidavits representing the sworn statements of Epic Pass holders who are regular local skiers with verified, long-term exposure to the operational conditions at PCM under every conceivable variable (such as weekdays and weekends, holidays, powder days, and peak vacation periods):

- **Affidavit of Frode Jensen:** This affidavit documents 579 distinct ski days, 5,260 lift rides, and 6,220,217 vertical feet of experience recorded on the Applicant's EpicMix database, and represents comprehensive evidence of firsthand knowledge of PCM's operations. The Affidavit is authenticated by the Applicant's proprietary EpicMix application.

- **Affidavit of Marvin Kabatznick:** This affidavit documents 310 distinct ski days, 3,332 lift rides, and 4,022,155 vertical feet of experience recorded on the Applicant's EpicMix database, and represents comprehensive evidence of firsthand knowledge of PCM's operations. The Affidavit is authenticated by the Applicant's proprietary EpicMix application.

- **Affidavit of Howard Kantor:** This affidavit documents 593 distinct ski days, 4,735 lift rides, and 5,851,652 vertical feet of experience recorded on the Applicant's EpicMix database, and represents comprehensive evidence of firsthand knowledge of PCM's operations. The Affidavit is authenticated by the Applicant's proprietary EpicMix application.

Combined, these three witnesses' testimony represents in excess of 1,400 individual operational ski days and more than 16 million vertical feet of direct, eyes-on-the-ground awareness of operating conditions at PCM.[1] The affiants all testify to

[1] Please note that the Applicant's EpicMix application does not identify which of Vail's numerous resorts the affiant visited on each separate day. However, all three affiants are residents of Park City or Summit County, regular skiers at PCM, and represent in their affidavits that the overwhelming majority or nearly all the ski days recorded took place at PCM. Of course, the Applicant itself is in possession of the data necessary to show which, if any, days recorded on its EpicMix database were not skied at PCM.

observation of a recurring pattern of severe trail overcrowding, high-speed merging bottlenecks, and systemic flow failures, including collisions and near-collisions, on the specific terrain and egress corridors served by these lifts. This firsthand eye-witness evidence is highly probative of a recurring, reasonably anticipated detrimental impact on public safety and internal skier circulation under LMC § 15-1-10 Subsection E.

Please Note: Our outreach to regular skiers at PCM for testimony on this safety issue is ongoing. We expect to submit a second evidentiary supplement containing additional sworn affidavits from long-term, regular PCM skiers early next week to further expand this record.

2. Uphill Capacity Increases Legally Mandate a Mountain Upgrade Plan Audit
The applicant admits on the record that the proposed upgrades will significantly increase pro forma (i.e., current plus anticipated) uphill lift capacity at PCM.

Under Section 2.3.1 of the DA, which is still binding upon the applicant, and in full force and effect, all ski operations improvements *must* comply with the MUP.

Section IV.A (Capacity Balancing) and Section IV.C (Infrastructure Support) of the MUP explicitly dictate that any increase in Comfortable Carrying Capacity (CCC) *must* demonstrate mathematical equilibrium with downhill trail terrain and base portal egress capacity.

Because this multi-witness record establishes a factual baseline of a current trail capacity breakdown under the resort's existing footprint, the Applicant cannot satisfy its burden under LMC § 15-1-10(B) without submitting corresponding, independent trail density and CCC data.

Furthermore, while this correspondence is focused on "on-mountain" detrimental impacts, I also submit that a parking mitigation plan which is not based on CCC data is mathematically indefensible if the baseline mountain capacity number it is attempting to mitigate does not exist on the public record.

3. Preservation of Record for Appellate Review
The decision of the Utah Court of Appeals in *VR CPC Holdings, Inc. v. Park City Municipal Corp.* (2025 UT App 130) established that capacity metrics directly dictate local infrastructure and safety reviews. While the Applicant may argue that

this case is procedurally distinguishable from its predecessor, the argument must fail, as the elements of factual nexus, core land-use constraints, and judicial concern for a robust record in this case and in the predecessor case are identical and the reasoning behind the Utah Court of Appeal's decision is indistinguishable.

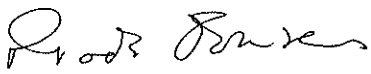
If the Commission chooses (i) to disregard the sworn multi-witness evidence submitted herewith, thereby ignoring the mandatory balancing criteria of the MUP, and (ii) to approve these Applications without requiring a verified, independent capacity and trail density audit, the final action will lack substantial evidence by the Commission. Such an action will be inherently arbitrary, capricious, and illegal under the LMC, exposing the Commission's final action to judicial reversal.

The far better alternative before the Commission today is to accept the evidence submitted herewith and require the Applicant to submit responsive evidence. Then, the Commission may engage in a comprehensive examination of the possible detrimental impacts of the Applicant's plan, and address them through consideration of mitigating conditions, as clearly anticipated by the LMC.

I request that this letter and all attached affidavits be included in full in the Planning Commission packet distributed in advance of the upcoming hearing.

Thank you in advance for your attention to these important issues.

Respectfully submitted,



Frode Jensen
Park Meadows

BEFORE THE PLANNING COMMISSION
PARK CITY, UTAH

AFFIDAVIT OF FRODE JENSEN

State of Utah)
County of Summit) ss.

I, Frode Jensen, being first duly sworn upon my oath, depose and state as follows:

1. I am an adult individual over the age of eighteen, competent to testify to the matters set forth herein, and a resident of Park City, Utah, residing in the Park Meadows neighborhood.

2. I submit this affidavit in connection with the Planning Commission's review of the pending Conditional Use Permit (CUP) applications for the Silverlode Express and Eagle lift upgrades.

3. I am an Epic Passholder and an active, regular, long-term skier at Park City Mountain (PCM), having skied at PCM extensively over a 14-year period spanning from 2012 through 2026, accumulating extensive on-going and current knowledge of and exposure to the resort's trails and off-piste terrain, lift and skier services infrastructure, and skier traffic flows.

4. At some time following the acquisition by Vail Resorts, Inc. (Vail) of Canyons and PCM, Vail combined the two resorts and added them to its computer application called EpicMix, which is Vail's proprietary mobile skier database and tracking application, and which automatically records and stores its guests' days on the mountain and other information.

5. Since the 2015/16 Winter Season Vail has recorded on its EpicMix application the total number of days I have skied per season using my Epic Pass and my total "lifetime" days, as well as other information.

6. A true and correct screenshot copy of my official per season and lifetime EpicMix statistics is attached hereto as **Exhibit A**.

7. As documented by Vail's own recorded and stored data in Exhibit A, I have individually skied on 579 distinct days, ridden 5,260 lifts, and accumulated 6,220,217 vertical feet of downhill skiing since November 2015.

8. I have resided full time in Park City during this entire period and can state that nearly all of these recorded days and lift rides occurred directly at PCM, establishing a comprehensive, multi-year empirical baseline of firsthand exposure to the mountain's operational capacities.

9. The over 500 days of firsthand resort observation at PCM recorded by Vail on its EpicMix app during this period encompass the full spectrum of the resort's operational conditions, including weekdays, weekends, peak weekends, holidays, vacation days, early and late season period days, mornings and afternoons, groomer days, and powder days, including

extensively on the terrain served by the Eagle and Silverlode lifts, allowing me to observe the mountain's infrastructure comprehensively across all levels of visitor volume.

10. Based on this exhaustive history of firsthand exposure, I have personally, consistently, and repeatedly observed a recurring pattern of severe trail overcrowding, high-speed merging bottlenecks, and systemic flow failures, including collisions and near collisions, during peak operational days on numerous downhill trails, including the specific downhill runs and egress trails served by the Silverlode Express chairlift.

11. Based on my extensive operational observations, these physical overcrowding conditions present recurring safety hazards to internal skier circulation and skier flow, particularly on peak days (including, Fridays to Sundays, holidays, school vacation days and powder days) as trail congestion and bottlenecks build from mid-morning to late afternoon and also during mid-afternoon to late-afternoon base portal egress.

12. My continuous firsthand observations of these physical conditions under varying operational loads are highly probative of the likely existing and future detrimental safety and infrastructure impacts of the proposed chairlift upgrades.

13. These observations demonstrate a recurring, reasonably anticipated detrimental safety effect, showing that the resort's existing peak-day uphill lift delivery already routinely exceeds the downhill trail capacity and equilibrium requirements mandated by Section IV.A of the 1998 Mountain Upgrade Plan.

14. I submit this affidavit to establish a reliable, empirical factual foundation in the public record, shifting the burden to Vail under LMC § 15-1-10(B) to produce independent, quantified data proving that the proposed capacity increases will not exacerbate these existing unmitigated detrimental impacts.

FURTHER AFFIANT SAYETH NAUGHT.

Dated this 19th day of May, 2026.

Frode Jensen, Affiant

Subscribed and sworn to before me this 19th day of May, 2026, by Frode Jensen.

Notary Public

Stamp:

GREG FLINT
NOTARY PUBLIC-STATE OF UTAH
COMMISSION EXP. 03/14/2029
COMMISSION #742005

9:21
Day
Season
Lifetime
Price
UTAH
Glenwood Springs
Grand Junction
COLOR
Moab
Montrose
6,220,217
~ Vertical (ft)
5,260
Lifts Ridden
HIGHLIGHTS
Days on Mountain
579
Most Visited
Park City
GPS STATS
No GPS data was collected for this period. Track your time on the mountain using GPS to get personalized data like:
START TRACKING
Home
Park City
Pass & Ticket
Stats
More

EXHIBIT A

BEFORE THE PLANNING COMMISSION
PARK CITY, UTAH

AFFIDAVIT OF MARVIN KABATZNICK

State of Utah)
County of Summit) ss.

I, Marvin Kabatznick, being first duly sworn upon my oath, depose and state as follows:

1. I am an adult individual over the age of eighteen, competent to testify to the matters set forth herein, and a resident of Summit County, Utah, residing in the Pinebrook neighborhood in zip code 84098.

2. I submit this affidavit in connection with the Planning Commission's review of the pending Conditional Use Permit applications for the Silverlode Express and Eagle lift upgrades at Park City Mountain (PCM).

3. I am a longterm Epic Passholder and an active, regular, long-term skier at PCM, having skied at PCM extensively in most years over an approximately 20-year span from 2006 through 2026, accumulating extensive on-going and current knowledge of, and exposure to, the resort's trails and off-piste terrain, lift and skier services infrastructure, and skier traffic flows.

4. At some time following the acquisition by Vail Resorts, Inc. (Vail) of Canyons and PCM, Vail added the two resorts to its computer application called EpicMix, Vail's proprietary mobile skier database and tracking application, which automatically records and stores its guests' days on the mountain and other information.

5. Since the 2013/14 Winter Season Vail has recorded on its EpicMix application the total number of days I have skied per season on my Epic Pass and my total "lifetime" days, as well as other information.

6. A true and correct screenshot copy of my official per season and lifetime EpicMix statistics is attached hereto as **Exhibit A.**

7. As documented by Vail's own recorded and stored data in Exhibit A, I have individually skied on 310 distinct days, ridden 3,332 lifts, and accumulated 4,022,155 vertical feet of downhill skiing on my Epic Pass since November 2013. As a Park City resident during this period, the overwhelming majority of these recorded days and lift rides occurred at Park City Mountain, establishing an unassailable empirical baseline of firsthand exposure to the resort's operational capacities.

8. The nearly 310 total days of firsthand resort observation recorded by Vail on its EpicMix app encompass the full spectrum of the resort's operational conditions, including weekdays, weekends, peak weekends, holidays, vacation days, early and late season period days,

mornings and afternoons, groomer days, and powder days, including extensively on the terrain served by the Eagle and Silverlode lifts, allowing me to observe the mountain's infrastructure comprehensively across all levels of visitor volume.

9. Based on this exhaustive history of firsthand exposure, I have personally, consistently, and repeatedly observed a recurring pattern of severe trail overcrowding, high-speed trail merging and bottlenecks, and systemic flow failures, including collisions and near collisions, during peak operational days on numerous downhill trails, including the specific downhill runs and egress trails served by the Silverlode Express chairlift.

10. Based on my extensive operational observations, these physical overcrowding conditions present recurring safety hazards to internal skier circulation and skier flow, particularly on peak days (including, Fridays to Sundays, holidays, school vacation days and powder days) as trail congestion and bottlenecks build from mid-morning to late afternoon and also during mid-afternoon to late-afternoon base portal egress.

11. My continuous firsthand observations of these physical conditions under varying operational loads are highly probative of the likely existing and future detrimental safety and infrastructure impacts of the proposed chairlift upgrades.

12. These observations demonstrate a recurring, reasonably anticipated detrimental safety effect, showing that the resort's existing peak-day uphill lift delivery already routinely exceeds the downhill trail capacity and equilibrium requirements mandated by Section IV.A of the 1998 Mountain Upgrade Plan.

13. I submit this affidavit to establish a reliable, empirical factual foundation in the public record, shifting the burden to Vail under LMC § 15-1-10(B) to produce independent, quantified data proving that the proposed capacity increases will not exacerbate these existing unmitigated detrimental impacts.

FURTHER AFFIANT SAYETH NAUGHT.

Dated this 14th day of May, 2026.

Marvin Kabatznick, Affiant

Subscribed and sworn to before me this 19th day of May, 2026, by Marvin Kabatznick.

Notary Public

Name: M Grace Leavitt

Stamp:

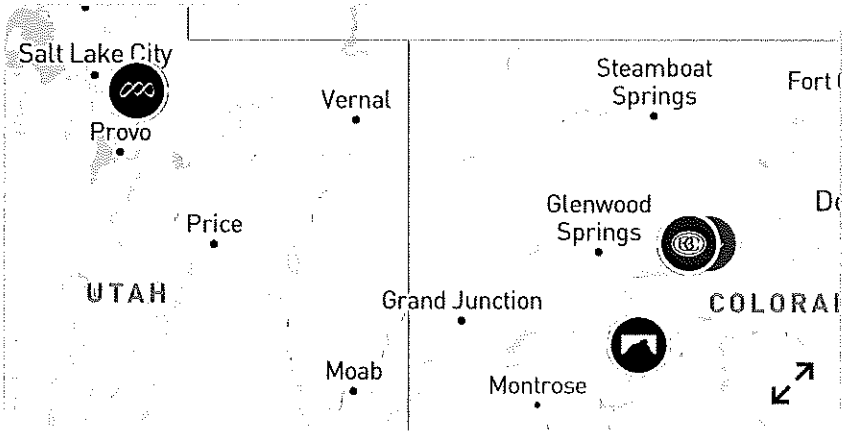
M. GRACE LEAVITT
NOTARY PUBLIC-STATE OF UTAH
COMMISSION EXP. 12/20/2027
COMMISSION NO. 734787

3:32

◀ App Store

EXHIBIT A

Day | Season | Lifetime



4,022,155

Vertical (ft)

3,332

Lifts Ridden

HIGHLIGHTS

Days on Mountain **310**

Most Visited **Park City**

GPS STATS ⓘ

No GPS data was collected for this period. Track your time on the mountain using GPS to get personalized data like:

START TRACKING

Home | Resort | Pass & Ticket | Stats | More

BEFORE THE PLANNING COMMISSION
PARK CITY, UTAH

AFFIDAVIT OF HOWARD KANTOR

State of Utah)
County of Summit) ss.

I, Howard Kantor, being first duly sworn upon my oath, depose and state as follows:

1. I am an adult individual over the age of eighteen, competent to testify to the matters set forth herein, and a fulltime resident of the Silver Springs neighborhood of Summit County, Utah.

2. I submit this affidavit in connection with the Planning Commission's review of the pending Conditional Use Permit (CUP) applications for the Silverlode Express and Eagle lift upgrades.

3. I am an Epic Passholder and an active, regular, long-term skier at Park City Mountain (PCM), having skied at PCM extensively over a 12+ year period spanning from 2013 through 2026, accumulating extensive on-going and current knowledge of and exposure to the resort's trails and off-piste terrain, lift and skier services infrastructure, and skier traffic flows.

4. At some time following the acquisitions by Vail Resorts, Inc. (Vail) of Canyons and PCM, Vail combined the two resorts and added them to its computer application called EpicMix, which is Vail's proprietary mobile skier database and tracking application, and which automatically records and stores its guests' days on the mountain and other information.

5. Since the 2013-14 Winter Season Vail has recorded on its EpicMix application the total number of days I have skied per season using my Epic Pass and my total "lifetime" days, as well as other information.

6. A true and correct screenshot copy of my official per season and lifetime EpicMix statistics is attached hereto as **Exhibit A**.

7. As documented by Vail's own recorded and stored data in Exhibit A, I have individually skied on 593 distinct days, ridden 4,735 lifts, and accumulated 5,851,652 vertical feet of downhill skiing since November 2013.

8. I have resided full time in Park City during this period and can state that virtually all of these recorded days and lift rides occurred directly at PCM, establishing a comprehensive, multi-year empirical baseline of firsthand exposure to the mountain's operational capacities.

9. The well over 500 days of firsthand resort observation at PCM recorded by Vail on its EpicMix app during this period encompass the full spectrum of the resort's operational conditions, including weekdays, weekends, peak weekends, holidays, vacation days, early and late season period days, mornings and afternoons, groomer days, and powder days, including extensively on the terrain served by the Eagle and Silverlode lifts, allowing me to observe the mountain's infrastructure comprehensively across all levels of visitor volume.

10. Based on this exhaustive history of firsthand exposure, I have personally, consistently, and repeatedly observed a recurring pattern of severe trail overcrowding, high-speed merging bottlenecks, and systemic flow failures, including collisions and near collisions, during peak operational days on numerous downhill trails, including the specific downhill runs and egress trails served by the Silverlode Express chairlift.

11. Based on my extensive operational observations, these physical overcrowding conditions present recurring safety hazards to internal skier circulation and skier flow, particularly on peak days (including Fridays to Sundays, holidays, school vacation days and powder days) as trail congestion and bottlenecks build from mid-morning to late afternoon and also during mid-afternoon to late-afternoon base portal egress.

12. My continuous firsthand observations of these physical conditions under varying operational loads over many years are highly probative of the likely existing and future detrimental safety and infrastructure impacts of the proposed chairlift upgrades.

13. These observations demonstrate a recurring, reasonably anticipated detrimental safety effect, showing that the resort's existing peak-day uphill lift delivery already routinely exceeds the

downhill trail capacity and equilibrium requirements mandated by Section IV.A of the 1998 Mountain Upgrade Plan.

14. I submit this affidavit to establish a reliable, empirical factual foundation in the public record, shifting the burden to Vail under LMC § 15-1-10(B) (LMC § 15-1-10) to produce independent, quantified data proving that the proposed capacity increases will not exacerbate these existing unmitigated detrimental impacts.

FURTHER AFFIANT SAYETH NAUGHT.
Dated this 19 day of May, 2026.

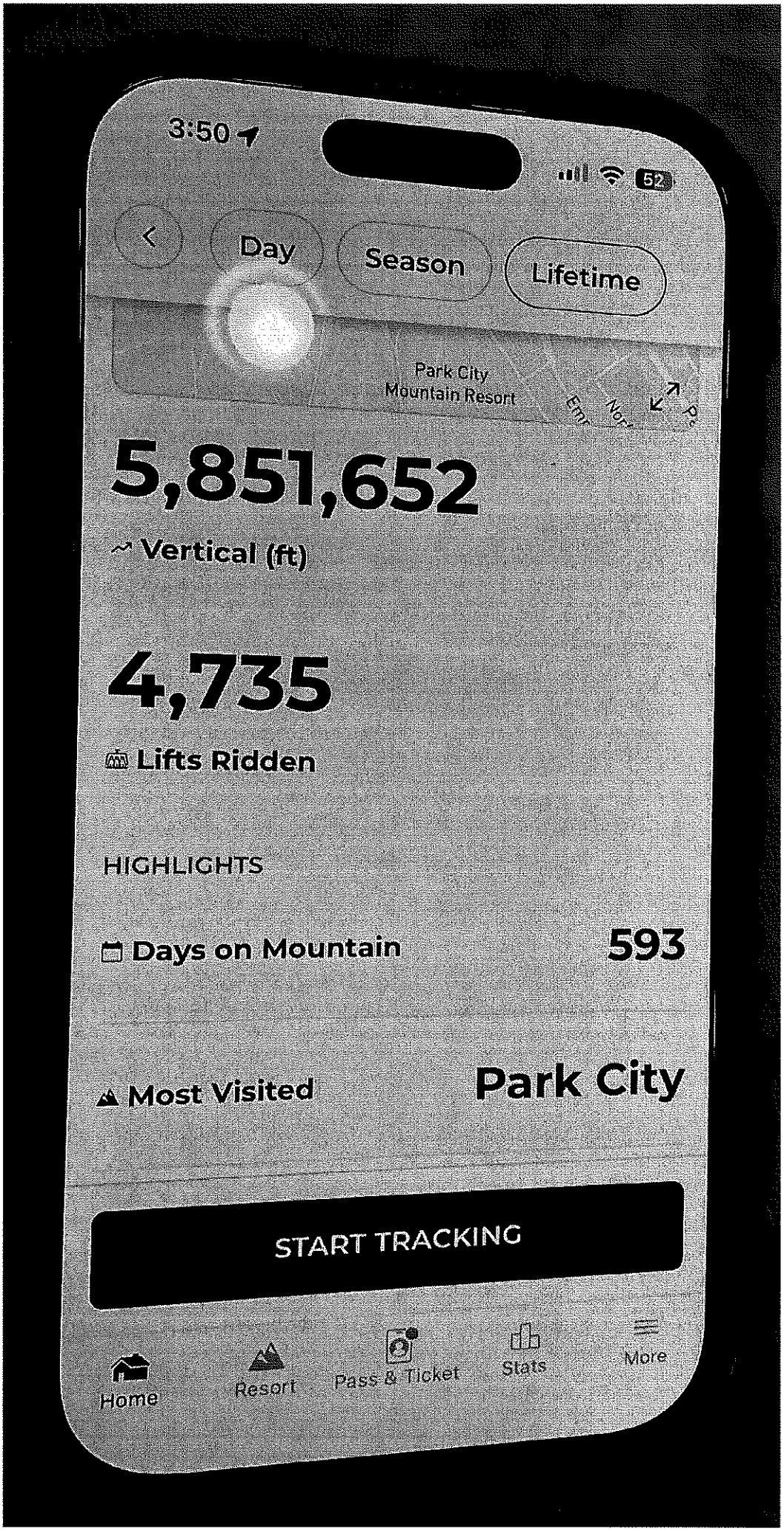
Howard Kantor, Affiant

Subscribed and sworn to before me this 19 day of May, 2026, by Howard Kantor

Notary Public
Name: MacKenzie Rosemary Beninati
Stamp:

MACKENZIE ROSEMARY BENINATI
Notary Public - State of Utah
Comm. No. 746435
My Commission Expires on
Dec 4, 2029

EXHIBIT A


3:50
52
Day
Season
Lifetime
Park City
Mountain Resort
5,851,652
Vertical (ft)
4,735
Lifts Ridden
HIGHLIGHTS
Days on Mountain
593
Most Visited
Park City
START TRACKING
Home
Resort
Pass & Ticket
Stats
More

Dave March
[redacted]

May 18, 2026

To: Park City Planning Commission
Subject: Public Comment Re: Park City Mountain Lift Upgrades

Dear Members of the Park City Planning Commission,

I am writing both personally and professionally in support of the proposed lift replacements and upgrades at Park City Mountain.

Personally, I have been in Park City since 2000. I moved here to work in the ski industry and spent the earlier parts of my career working with American Skiing Company, Talisker, POWDR Corp., and Vail Resorts. My wife and I are passionate skiers and we are raising kids that ski regularly at Park City Mountain, and we want to enjoy resort and chairlift improvements that enhance our experience.

Professionally, I'm now the co-owner of a prominent, locally owned and operated corporate events company. We are constantly showcasing Park City Mountain and our other iconic resorts to clients year-round. Like our locals, our clients want better access, faster lifts, less wait times, and ultimately more time skiing and riding on the Greatest Snow on Earth ®. Our clients want to experience skiing the front of the resort via a high-speed quad at Eagle. They want to experience shorter wait times at Silverlode and not have to wonder if they should bypass that part of the mountain because the lines will be too long.

From my perspective as both a longtime community member and an industry professional, adding these new lifts is a positive for our town. These improvements will elevate the experience for the skiers and riders who already choose to visit and recreate at our resort. In my experience, new or enhanced lifts themselves do not suddenly create a wave of additional visitation, traffic, parking demand, or transportation impacts. Whether its Park City Mountain adding Sunrise Gondola last year in Canyons Village or installing new cabins on Red Pine Gondola and now the Cabriolet, or Snowbird upgrading its trams a few years ago, these are mountain improvements that help ease base area congestion and improve mountain circulation for existing guests. They do not cause me to jump in my car and suddenly visit the resort to test out the new chairs. These types of projects are investments in existing demand — designed to improve the on-mountain experience for the skiers already there.

And that is exactly what these proposed lift replacements represent: a significant investment in improving efficiency, access, and overall guest experience for the people already using the mountain.

We are a mountain town. We are a ski town. We will again be hosting the world in 2034. Investments in lift infrastructure are essential to maintaining and improving the experience that defines our community and economy. These improvements enhance the guest experience and help continue positioning Park City as a positive, forward-thinking, world-class mountain destination.

I strongly encourage the Planning Commission to approve these proposed lift upgrades.

Thank you for your time and consideration.

Sincerely,

David J. March

Dave March

May 14, 2026

Mayor Dickey, Members of the City Council, and Planning Commission,

I own property at The Lodge at Mountain Village, and I am writing to urge your approval of the Eagle and Silverlode lift upgrade applications currently before you.

Park City Mountain Resort is a confirmed venue for the 2034 Winter Olympics — eight years from now. The world will be watching. The base area infrastructure that visitors and athletes experience at Mountain Village needs to reflect that status. A 33-year-old triple chairlift and a six-pack lift installed in 1996 do not.

I want to be direct: the previous applications were blocked in 2022 by a very small number of objecting residents. The result was that new equipment — purchased and ready to install — was shipped to Whistler Blackcomb in Canada, where it runs today. Park City skiers have waited four years while a resort in British Columbia benefited from infrastructure intended for us. That should not happen again.

The Eagle and Silverlode upgrades are reasonable, overdue, and essential to Park City's Olympic ambitions. I strongly encourage the Commission to approve both applications.

Sincerely,
Lee Needham

May 14, 2026

What is the plan to ensure good skier traffic flow from Park City Base to the new Eagle Lift.? How will skiers access the new Eagle Lift from the base area and parking lots? How will the lift lines be segregated between the First Time, New Eagle and Three Kings Lifts to avoid congestion? How will Ski Patrol transport injured skiers through the congestion to the clinic? How will the residents of Snowflower maintain access to the slopes? Where will the snow equipment and grooming equipment be stored as the are currently staged where the new Lift Station for the Eagle will be? Would it not be more advantageous to realign the Three Kings Lifts as the Midstation for the New Eagle will be above the the top station of the Three Kings and rendering it obsolete?

The proposed New Eagle and upgraded Silverload Lifts are necessary investments for the viability of and reliability of Park City. How they are integrated and aligned are important for safety, skier access, and crowding particularly for the New Eagle lift. The present plan leaves very little space between the First Time and New Eagle Lifts to form lift line ques let alone skier access from Mountain Village, parking area, the terrain park, halfpipe, and CB's run or the adjacent Snowflower property. I asked in the earlier

informational meeting this spring where the grooming equipment would be staged and that the mountain manager didn't know yet. Spacing is critical and we can all benefit from careful consideration. The New Eagle has great potential and may well become the preferred lift for the majority of skiers at the Mountain Village! If we were to optimize; a realignment of both the First Time and Three Kings Lifts and a new permanent restroom solution would make it even better as Park City prepares for the Olympics. Thank you for your consideration.

Don Carillo

Part time resident since 2003 and Park City skier since 1980.

May 18, 2026

Dear Ms. Larsen, Ms. Zollinger, and Mr. Lund,

My name is Frode Jensen, and I am a resident of Park Meadows. I am writing to request a brief, 30-minute face-to-face or virtual meeting with your team as soon as possible this week (ideally between tomorrow, Tuesday, May 19, and Thursday, May 21) regarding the pending Conditional Use Permit (CUP) applications for the Silverlode Express and Eagle lift upgrades at Park City Mountain. This email supplements my letter dated May 13, 2026 to the Planning Commission regarding the subject Applications. I respectfully request that a copy of this email be included in the packet for the next hearing and the official public record for the Applications.

Before listing my technical questions, I want to be entirely clear about my position and objectives: I am fully in favor of the proposed lift upgrades, the replacement of aging-out facilities, and taking action on these Applications in the coming weeks. As an avid PCM skier, I absolutely support the goal of reducing liftlines at critical chokepoints like the Base Area and Silverlode on peak days.

My principal objective is to ensure that as the mountain is modernized, the Applicant does so safely and in full compliance with the Land Management Code (LMC) and the 1998 Development Agreement (DA) and Mountain Upgrade Plan (MUP). In anticipation of our meeting and to allow your team to prepare for a productive session, I am listing the six specific technical questions which I would like to discuss with you:

1. Burden of Proof & Overall Trail Capacity: My understanding is that the Applicant has stated that the upgrades will increase uphill lift capacity, and that under LMC § 15-1-10(B) the applicant bears the burden of proving no unmitigated detrimental effects arising from the proposed use. In this light, I ask what quantified data Staff has required from the Applicant to demonstrate that the increased number of skiers who may utilize the increased uphill capacity will not overcrowd the corresponding downhill trails during peak operational hours?

2. MUP Section IV.A Capacity Balancing: Is it Staff's view that the DA and MUP are currently in full force and effect? If not, please explain why not? If they are, Section 2.3.1 of the DA mandates that ski operations improvements must be consistent with the MUP. Section IV.A. of the MUP explicitly requires that any increase in Comfortable Carrying Capacity (CCC) must be in "equilibrium" with the terrain served to prevent overcrowding. Will Staff recommend that the Commission require that the applicant submit updated and pro forma lift capacity and usage and trail density and usage metrics in order to verify compliance with the mandatory, overall trail-to-lift equilibrium requirement?

3. LMC Subsection E Compliance: Pursuant to the Commission's mandatory review requirement under LMC § 15-1-10 Subsection E, Item 6 requires an evaluation of the "Internal Pedestrian Circulation System." In the context of a ski resort

expansion, does Staff intend to recommend an independent audit matching physical trail acreage and usage against the increased lift delivery metrics in order for the Commission to analyze or recommend approval of this internal circulation safety metric?

4. Base Egress & Infrastructure Support: Section IV.C of the MUP requires that upgrades be proportional to visitor support services, including indoor seating, and egress trails. Will Staff recommend that the Commission request that the Applicant provide physical metrics and/or skier-flow modeling so that the Commission can verify that the mountain's visitor support services, as well as exit corridors and the Mountain Village base portal, can safely absorb the increased volume?
5. Scope of Review & Evidentiary Threshold: Does the Planning Department believe that a standard CUP application allows the Commission to bypass the mandatory capacity balancing requirements of the MUP? Furthermore, will Staff recommend omission of a detrimental effect review for safety and trail overcrowding because (a) it currently finds no verifiable factual "evidence" of overcrowding on the record, or (b) it believes a standard CUP review is strictly confined to a review of the boilerplate 17-item checklist in LMC §15-1-10 Subsection E?
6. Mandatory Duty to Mitigate: If a witness enters probative, firsthand eyewitness data into the public record of a CUP proceeding establishing that a detrimental impact—such as trail overcrowding and localized safety failures—currently exists, does Staff acknowledge that the Commission has a mandatory statutory duty under LMC § 15-1-10(B) to either impose binding conditions that fully mitigate that impact or deny the application if mitigation is not possible?
7. Precedent from the Prior Chairlift Litigation: In its recent decision in *VR CPC Holdings, Inc. v. Park City Municipal Corp.* (2025 UT App 130), the Utah Court of Appeals stated that Comfortable Carrying Capacity (CCC) data is vital to accurately measuring infrastructure and public safety impacts for a ski area chairlift permit application. Does the Planning Department acknowledge that the reasoning of the Court is equally applicable to these Applications? While the Applicant may argue that the prior case is procedurally distinguishable because it involved an ACUP rather than a standard CUP, the factual nexus, core land-use questions, and judicial concern for a robust record are virtually identical. In light of this recent precedent, does Staff believe the Commission can legally ignore verified capacity and trail density metrics simply because the applicant has moved to a different procedural vehicle which, in fact, requires not a lesser but a full-blown review by the Commission?

I firmly believe that threshold resolution of the foregoing issues, transparent delivery of the capacity data called for, and constructive discussions regarding necessary trail and

safety mitigations can be handled efficiently and in the relative short term. Resolution of these issues is part of the regular review process of the Commission for CUPs of this kind, and should not delay the planned installation of these chairlifts for next summer.

I do appreciate that this is a matter of some urgency. Accordingly, please let me know if you have a 30-minute window available this Tuesday afternoon or Wednesday morning. I greatly appreciate your hard work on these complex applications and hope that this process can be brought to a swift and satisfactory conclusion for all concerned.

Respectfully,

Frode Jensen

May 18, 2026

Dear Mayor Dickey, Members of the City Council, and Planning Commission,

We are writing as property owners at The Lodge at Mountain Village to express our strong support for the proposed Eagle and Silverlode lift upgrades at Park City Mountain Resort.

Park City is at an important moment. With Sundance Film Festival relocating to Boulder, our community cannot afford to stand still. The Snow League is stepping in with a world-class winter event in January 2027, and the 2034 Winter Olympics are coming. We have real momentum — but momentum requires infrastructure.

The Eagle chairlift has operated since 1993. The Silverlode since 1996. Replacing these 30-year-old lifts with a new six-passenger Eagle express and an eight-passenger Silverlode is not expansion — it is basic maintenance of the asset that defines Park City's identity. These upgrades increase Eagle's capacity from 1,200 to 2,800 skiers per hour and reduce the chronic congestion at the Mountain Village base that frustrates guests every busy weekend.

We want to be direct: the previous applications were blocked in 2022 by a very small number of objecting residents. The result was that new equipment — purchased and ready to install — was shipped to Whistler Blackcomb in Canada, where it runs today. Park City skiers have waited four years while a resort in British Columbia benefited from infrastructure intended for us. That should not happen again.

We urge the Commission to approve both applications and help Park City stay a world-class ski destination.

Sincerely,

Kurt and Teresa Odle

May 14, 2026

Dear Mayor Dickey, Members of the City Council, and Planning Commission,

I own property at The Lodge at Mountain Village and I am writing to urge your approval of the Eagle and Silverlode lift upgrade applications currently before you.

Park City Mountain Resort is a confirmed venue for the 2034 Winter Olympics — eight years from now. The world will be watching. The base area infrastructure that visitors and athletes experience at Mountain Village needs to reflect that status. A 33-year-old triple chairlift and a six-pack lift installed in 1996 do not.

I want to be direct: the previous applications were blocked in 2022 by a very small number of objecting residents. The result was that new equipment — purchased and ready to install — was shipped to Whistler Blackcomb in Canada, where it runs today. Park City skiers have waited four years while a resort in British Columbia benefited from infrastructure intended for us. That should not happen again.

The Eagle and Silverlode upgrades are reasonable, overdue, and essential to Park City's Olympic ambitions. I strongly encourage the Commission to approve both applications.

Sincerely,

Jennifer York

May 13, 2026

Dear Mayor Dickey, Members of the City Council, and Planning Commission,

I own property at Edelweiss Condominiums and I am writing to urge your approval of the Eagle and Silverlode lift upgrade applications currently before you.

Park City Mountain Resort is a confirmed venue for the 2034 Winter Olympics — eight years from now. The world will be watching. The base area infrastructure that visitors and athletes experience at Mountain Village needs to reflect that status. A 33-year-old triple chairlift and a six-pack lift installed in 1996 do not.

I want to be direct: the previous applications were blocked in 2022 by a very small number of objecting residents. The result was that new equipment — purchased and ready to install — was shipped to Whistler Blackcomb in Canada, where it runs today. Park City skiers have waited four years while a resort in British Columbia benefited from infrastructure intended for us. That should not happen again.

The Eagle and Silverlode upgrades are reasonable, overdue, and essential to Park City's Olympic ambitions. I strongly encourage the Commission to approve both applications.

Sincerely,

Robin Wallner

May 13, 2026

I am writing to voice my full support of the proposed Eagle and Silverlode lift upgrades. As a homeowner at the Lodge at the Park City Mountain Resort base, I encourage the Commission to approve these much needed upgrades to aging infrastructure (Eagle lift) and one of the biggest bottlenecks at the resort (Silverlode lift). I ask that my comments be a matter of record.

Sincerely, Scott Whittier

May 13, 2026

I want to to express my support for the proposed Eagle and Silverlode lift upgrades. These upgrades represent a significant investment by Vail Resorts into the Mountain Village base area and are designed to enhance the community in the following ways: Improved Efficiency: Faster access to the Park City Mountain side of the resort. Enhanced Experience: Modernized infrastructure to improve overall skier experience and guest flow. Community Benefit: Direct advantages for local businesses, renters, skiers and residents through improved resort operations. Please make my comments be a matter of record thanks

Sam Yecutieli

May 13, 2026

Dear Mayor Dickey, Members of the City Council, and Planning Commission,

As an owner at The Lodge at Mountain Village, I want to go on record in support of the proposed Eagle and Silverlode lift upgrades.

This past season was one of the most challenging in Park City Mountain's history — record-low snowfall forced an early closure in late March and tested the patience of guests and owners alike. When conditions are difficult, the on-mountain experience matters even more. Long lift lines at aging infrastructure make a bad situation worse.

The proposed upgrades directly address the two most congested points at the Mountain Village base. The new Eagle lift would more than double uphill capacity — from 1,200 to 2,800 skiers per hour — and the Silverlode upgrade to eight passengers would meaningfully reduce the backups that frustrate guests returning from Canyons or

stopping mid-mountain. These are not luxury additions. They are the basic improvements that allow Park City Mountain to deliver the experience visitors expect.

After a difficult season, approving these upgrades sends a clear message that Park City is committed to a better future. I hope the Commission will agree.

Sincerely,

James Wooldridge

May 13, 2026

Dear Mayor Dickey, Members of the City Council, and Planning Commission,

I am writing as a property owner at The Lodge at Mountain Village to express my strong support for the proposed Eagle and Silverlode lift upgrades at Park City Mountain Resort.

Park City is at an important moment. With Sundance Film Festival relocating to Boulder, our community cannot afford to stand still. The Snow League is stepping in with a world-class winter event in January 2027, and the 2034 Winter Olympics are coming. We have real momentum — but momentum requires infrastructure.

The Eagle chairlift has operated since 1993. The Silverlodesince 1996. Replacing these 30-year-old lifts with a new six-passenger Eagle express and an eight-passenger Silverlode is not expansion — it is basic maintenance of the asset that defines Park City's identity. These upgrades increase Eagle's capacity from 1,200 to 2,800 skiers per hour and reduce the chronic congestion at the Mountain Village base that frustrates guests every busy weekend.

I urge the Commission to approve both applications and help Park City stay a world-class ski destination.

Sincerely,

Catherine Finley

May 13, 2026

Dear Mayor Dickey, Members of the City Council, and Planning Commission,

I own a unit at The Lodge at Mountain Village, steps from the Eagle and Silverlode lifts, and am writing to ask you to approve both upgrade applications.

The Eagle lift is 33 years old. The Silverlode is 30. The proposed upgrades replace aging equipment with modern lifts that move more people more efficiently — to terrain that already exists. There is no expansion here, just long-overdue improvement.

The last time these applications came forward, new equipment arrived in the Mountain Village parking lot and was then shipped to Canada after a small group of opponents blocked approval. Park City skiers have been standing in the same slow lift lines ever since. That is not a policy success.

With Shaun White's Snow League arriving in January 2027 and the 2034 Winter Olympics on the horizon, Park City Mountain needs to move forward. Please vote yes on both applications.

Sincerely,

Jeffrey J. Hardee

May 13, 2026

Dear Mayor Dickey, Members of the City Council, and Planning Commission,

As an owner at The Lodge at Mountain Village, I want to go on record in support of the proposed Eagle and Silverlode lift upgrades.

This past season was one of the most challenging in Park City Mountain's history — record-low snowfall forced an early closure in late March and tested the patience of guests and owners alike. When conditions are difficult, the on-mountain experience matters even more. Long lift lines at aging infrastructure make a bad situation worse.

The proposed upgrades directly address the two most congested points at the Mountain Village base. The new Eagle lift would more than double uphill capacity — from 1,200 to 2,800 skiers per hour — and the Silverlode upgrade to eight passengers would meaningfully reduce the backups that frustrate guests returning from Canyons or stopping mid-mountain. The Silverlode lift suffers from long lines almost non-stop, but it is a critical lift at the intersection of a large amount of traffic moving between several parts of the mountain. These are not luxury additions. They are the basic improvements that allow Park City Mountain to deliver the experience visitors expect.

Even more frustrating is the fact that the previous applications were blocked in 2022 by a very small number of objecting residents. The result was that new equipment — purchased and ready to install — was shipped to Whistler Blackcomb in Canada, where it runs today. Park City skiers have waited four years while a resort in British Columbia benefited from infrastructure intended for us. That should not happen again.

After a difficult season, approving these upgrades sends a clear message that Park City is committed to a better future. I hope the Commission will agree.

Sincerely,

Ken Sunshine

May 13, 2026

Mayor and Commissioners,
As an owner of a ski-in, ski-out condo (for 25 years and former resident - Park Meadows) at the base of PCMR, I would like to ask that you all vote in favor of the improvements being considered to the Eagle and Silverlode lifts.

It is my opinion that this is needed and will only benefit in keeping PC the great town it has become.

Keep up the good work, and thank you for your public service!
Cheers,

Steve McGuiness

May 13, 2026

Dear Mayor Dickey, Members of the City Council, and Planning Commission,

I am writing as a property owner at The Lodge at Mountain Village to express my strong support for the proposed Eagle and Silverlode lift upgrades at Park City Mountain Resort.

Park City is at an important moment. With Sundance Film Festival relocating to Boulder, our community cannot afford to stand still. The Snow League is stepping in with a world-class winter event in January 2027, and the 2034 Winter Olympics are coming. We have real momentum — but momentum requires infrastructure.

The Eagle chairlift has operated since 1993. The Silverlode since 1996. Replacing these 30-year-old lifts with a new six-passenger Eagle express and an eight-passenger Silverlode is not expansion — it is basic maintenance of the asset that defines Park City's identity. These upgrades increase Eagle's capacity from 1,200 to 2,800 skiers per hour and reduce the chronic congestion at the Mountain Village base that frustrates guests every busy weekend.

I urge the Commission to approve both applications and help Park City stay a world-class ski destination.

Sincerely,

Robert Rieve

May 13, 2026

Dear Mayor Dickey, Members of the City Council, and Planning Commission,

As an owner at The Lodge at Mountain Village, I want to go on record in support of the proposed Eagle and Silverlode lift upgrades.

This past season was one of the most challenging in Park City Mountain's history — record-low snowfall forced an early closure in late March and tested the patience of guests and owners alike. When conditions are difficult, the on-mountain experience matters even more. Long lift lines at aging infrastructure make a bad situation worse.

The proposed upgrades directly address the two most congested points at the Mountain Village base. The new Eagle lift would more than double uphill capacity — from 1,200 to 2,800 skiers per hour — and the Silverlode upgrade to eight passengers would meaningfully reduce the backups that frustrate guests returning from Canyons or stopping mid-mountain. These are not luxury additions. They are the basic improvements that allow Park City Mountain to deliver the experience visitors expect.

After a difficult season, approving these upgrades sends a clear message that Park City is committed to a better future. I hope the Commission will agree.

Sincerely,

David L Rhoads

May 13, 2026

Dear Mayor Dickey, Members of the City Council, and Planning Commission,
As an owner at The Lodge at Mountain Village, I want to go on record in support of the proposed Eagle and Silverlode lift upgrades. This past season was one of the most challenging in Park City Mountain's history — record-low snowfall forced an early closure in late March and tested the patience of guests and owners alike. When conditions are difficult, the on-mountain experience matters even more. Long lift lines at aging infrastructure make a bad situation worse. The proposed upgrades directly address the two most congested points at the Mountain Village base. The new Eagle lift would more than double uphill capacity — from 1,200 to 2,800 skiers
per hour — and the Silverlode upgrade to eight passengers would meaningfully reduce the backups that frustrate guests returning from Canyons or stopping mid-mountain. These are not luxury additions. They are the basic improvements that allow Park City Mountain to deliver the experience visitors expect.
After a difficult season, approving these upgrades sends a clear message that Park City is committed to a better future. I hope the Commission will agree.

Sincerely,
David & Christine Rhoads

May 13, 2026

Dear Mayor Dickey, Members of the City Council, and Planning Commission,

I am a property owner at The Lodge at Mountain Village and I write in full support of Park City Mountain's applications to upgrade the Eagle and Silverlode lifts.

As someone with a financial and emotional stake in the health of this resort, infrastructure matters. The Canyons Village side of the same resort — outside city limits — has no such approval hurdles and just opened a new gondola this February. Meanwhile, Mountain Village guests still ride lifts installed before some of our current visitors were born.

The upgrades being proposed are straightforward: replace two aging lifts with modern, higher-capacity alternatives. Eagle goes from 1,200 to 2,800 skiers per hour. Silverlode gains two additional passengers per chair. The on-mountain experience improves. Guest satisfaction improves. Property values at the base of those lifts are protected.

Park City lost Sundance. We have Snow League and the Olympics ahead of us. This is the wrong time to block infrastructure investment at one of the country's best ski resorts. Please approve these applications.

Sincerely,

Samantha Carly

May 13, 2026

Dear Mayor Dickey, Members of the City Council, and Planning Commission,

I am a commercial property owner at The Lodge at Mountain Village and I write in full support of Park City Mountain's applications to upgrade the Eagle and Silverlode lifts.

As someone with a financial and emotional stake in the health of this resort, infrastructure matters. The Canyons Village side of the same resort — outside city limits — has no such approval hurdles and just opened a new gondola this February. Meanwhile, Mountain Village guests still ride lifts installed before some of our current visitors were born.

The upgrades being proposed are straightforward: replace two aging lifts with modern, higher-capacity alternatives. Eagle goes from 1,200 to 2,800 skiers per hour. Silverlode gains two additional passengers per chair. The on-mountain experience improves. Guest satisfaction improves. Property values at the base of those lifts are protected.

Park City lost Sundance. We have Snow League and the Olympics ahead of us. This is the wrong time to block infrastructure investment at one of the country's best ski resorts. Please approve these applications.

Sincerely,

Jackie Davis Gray

May 13, 2026

Dear Mayor Dickey, Members of the City Council, and Planning Commission,

I am writing as a property owner at The Lodge at Mountain Village to express my strong support for the proposed Eagle and Silverlode lift upgrades at Park City Mountain Resort.

Park City is at an important moment. With Sundance Film Festival relocating to Boulder, our community cannot afford to stand still. The Snow League is stepping in with a world-class winter event in January 2027, and the 2034 Winter Olympics are coming. We have real momentum — but momentum requires infrastructure.

The Eagle chairlift has operated since 1993. The Silverlode since 1996. Replacing these 30-year-old lifts with a new six-passenger Eagle express and an eight-passenger Silverlode is not expansion — it is basic maintenance of the asset that defines Park City's identity. These upgrades increase Eagle's capacity from 1,200 to 2,800 skiers per hour and reduce the chronic congestion at the Mountain Village base that frustrates guests every busy weekend.

I urge the Commission to approve both applications and help Park City stay a world-class ski destination.

Sincerely,

Ernst Leiss

May 13, 2026

Dear Mayor Dickey, Members of the City Council, and Planning Commission,

I own a unit at The Lodge at Mountain Village, steps from the Eagle and Silverlode lifts, and I am writing to ask you to approve both upgrade applications for new gondola lifts that can hold between 6 and 10 people.

The Eagle lift is 33 years old. The Silverlode is 30. The proposed upgrades replace aging equipment with modern lifts that move more people more efficiently — to terrain that already exists. There is no expansion here, just long-overdue improvement.

The last time these applications came forward, new equipment arrived in the Mountain Village parking lot and was then shipped to Canada after a small group of opponents

blocked approval. Park City skiers have been standing in the same slow lift lines ever since. That is not a policy success.

With Shaun White's Snow League arriving in January 2027 and the 2034 Winter Olympics on the horizon, Park City Mountain needs to move forward. Please vote yes on both applications for upgrades to more efficient gondola lifts that can hold 6-10 people and be more efficient for the tourists who visit our city every season contributing to economic success.

Sincerely,

April Cranston

May 13, 2026

Dear Mayor Dickey, Members of the City Council, and Planning Commission,

We are property owners at The Lodge at Mountain Village and we write in full support of Park City Mountain's applications to upgrade the Eagle and Silverlode lifts.

As a family with a financial and emotional stake in the health of this resort, infrastructure matters. The Canyons Village side of the same resort — outside city limits — has no such approval hurdles and just opened a new gondola this February. Meanwhile, Mountain Village guests still ride lifts installed before some of our current visitors were born.

The upgrades being proposed are straightforward: replace two aging lifts with modern, higher-capacity alternatives. Eagle goes from 1,200 to 2,800 skiers per hour. Silverlode gains two additional passengers per chair. The on-mountain experience improves. Guest satisfaction improves. Property values at the base of those lifts are protected.

Park City lost Sundance. We have Snow League and the Olympics ahead of us. This is the wrong time to block infrastructure investment at one of the country's best ski resorts. Please approve these applications.

Sincerely,

Ben de Fiebre and Rui Mao

May 13, 2026

Dear Mayor Dickey, Members of the City Council, and Planning Commission,

I own property at The Lodge at Mountain Village and I am writing to urge your approval of the Eagle and Silverlode lift upgrade applications currently before you.

Park City Mountain Resort is a confirmed venue for the 2034 Winter Olympics — eight years from now. The world will be watching. The base area infrastructure that visitors and athletes experience at Mountain Village needs to reflect that status. A 33-year-old triple chairlift and a six-pack lift installed in 1996 do not.

I want to be direct: the previous applications were blocked in 2022 by a very small number of objecting residents. The result was that new equipment — purchased and ready to install — was shipped to Whistler Blackcomb in Canada, where it runs today. Park City skiers have waited four years while a resort in British Columbia benefited from infrastructure intended for us. That should not happen again.

The Eagle and Silverlode upgrades are reasonable, overdue, and essential to Park City’s Olympic ambitions, not to mention part of the of the city's marketing promise of "World Class". I strongly encourage the Commission to approve both applications.

Sincerely,

Ehlias L. Louis

May 13, 2026

Dear Mayor Dickey, Members of the City Council, and Planning Commission,

I own a unit at The Lodge at Mountain Village, steps from the Eagle and Silverlode lifts, and I am writing to ask you to approve both upgrade applications.

The Eagle lift is 33 years old. The Silverlode is 30. The proposed upgrades replace aging equipment with modern lifts that move more people more efficiently — to terrain that already exists. There is no expansion here, just long-overdue improvement.

The last time these applications came forward, new equipment arrived in the Mountain Village parking lot and was then shipped to Canada after a small group of opponents blocked approval. Park City skiers have been standing in the same slow lift lines ever since. That is not a policy success.

With Shaun White’s Snow League arriving in January 2027 and the 2034 Winter Olympics on the horizon, Park City Mountain needs to move forward. Please vote yes on both applications.

Sincerely,

Debbie Roos

May 13, 2026

Dear Mayor Dickey, Members of the City Council, and Planning Commission,

As an owner at The Lodge at Mountain Village, I want to go on record in support of the proposed Eagle and Silverlode lift upgrades.

This past season was one of the most challenging in Park City Mountain's history — record-low snowfall forced an early closure in late March and tested the patience of guests and owners alike. When conditions are difficult, the on-mountain experience matters even more. Long lift lines at aging infrastructure make a bad situation worse.

The proposed upgrades directly address the two most congested points at the Mountain Village base. The new Eagle lift would more than double uphill capacity — from 1,200 to 2,800 skiers per hour — and the Silverlode upgrade to eight passengers would meaningfully reduce the backups that frustrate guests returning from Canyons or stopping mid-mountain. These are not luxury additions. They are the basic improvements that allow Park City Mountain to deliver the experience visitors expect.

After a difficult season, approving these upgrades sends a clear message that Park City is committed to a better future. I hope the Commission will agree.

Sincerely,

Ruthie Ravenel

May 13, 2026

I am writing to voice my full support of the proposed Eagle and Silverlode lift upgrades.

As a homeowner at the Lodge at the Park City Mountain Resort base, I encourage the Commission to approve these much needed upgrades to aging infrastructure (Eagle lift) and one of the biggest bottlenecks at the resort (Silverlode lift). I ask that my comments be a matter of record.

Sincerely,

Scott Whittier

May 13, 2026

Dear Mayor Dickey, Members of the City Council, and Planning Commission,

I am writing as a property owner at The Lodge at Mountain Village to express my strong support for the proposed Eagle and Silverlode lift upgrades at Park City Mountain Resort.

Park City is at an important moment. With Sundance Film Festival relocating to Boulder, our community cannot afford to stand still. The Snow League is stepping in with a world-

class winter event in January 2027, and the 2034 Winter Olympics are coming. We have real momentum — but momentum requires infrastructure.

The Eagle chairlift has operated since 1993. The Silverlodesince 1996. Replacing these 30-year-old lifts with a new six-passenger Eagle express and an eight-passenger Silverlode is not expansion — it is basic maintenance of the asset that defines Park City's identity. These upgrades increase Eagle's capacity from 1,200 to 2,800 skiers per hour and reduce the chronic congestion at the Mountain Village base that frustrates guests every busy weekend.

I urge the Commission to approve both applications and help Park City stay a world-class ski destination.

Sincerely,

Nicholas Peirol

May 13, 2026

Dear Mayor Dickey, Members of the City Council, and Planning Commission:

I own a unit at The Lodge at Mountain Village, steps from the Eagle and Silverlode lifts, and I am writing to ask you to approve both upgrade applications.

The Eagle lift is 33 years old. The Silverlode is 30. The proposed upgrades replace aging equipment with modern lifts that move more people more efficiently — to terrain that already exists. There is no expansion here, just long-overdue improvement.

The last time these applications came forward, new equipment arrived in the Mountain Village parking lot and was then shipped to Canada after a small group of opponents blocked approval. Park City skiers have been standing in the same slow lift lines ever since. That is not a policy success.

With Shaun White's Snow League arriving in January 2027 and the 2034 Winter Olympics on the horizon, Park City Mountain needs to move forward. Please vote yes on both applications.

Sincerely,

Sara Radamus

May 13, 2026

Hello Planning Commission

This is a follow-up email in support of the Park City Mountain's proposed Lift replacements.

To reiterate from our March email, for Park City to continue being a World Class City to visit and Ski, it’s imperative to improve the skier experience! Who wants to return to Park City to visit and ski when skiers from the Mountainside base have to wait in a long line to begin their day. Based on our personal experience, the base and Silverload Express areas frequently have long waits.

Now that Vail implemented a reservation system with paid parking a few years ago we've noticed that there is less traffic entering and exiting the resort. The new Eagle lift should help move people quickly out the base area. The Silverload Express lift enhancement will shorten the wait time when returning from the Canyons, stopping for a break at Miners Camp, and overall will move skiers at a faster rate to other areas of the mountain.

We look forward to your approval of these proposed lift enhancements..

James, Edward & Carolyn Rogers

May 13, 2026

Hello all! As the mom of four kids on the Park City Ski and Snowboard Alpine team, and a snowboarder myself, I am writing to respectfully request your support for the upgrades of our chair lifts at PCMR! Our kids have to travel around quite a bit for their various ski races and the other mountains we travel to seem to have fully upgraded facilities and lifts. We have property at the Lodge at the mountain and we would sure appreciate any support you can offer of this initiative. If we want to stay competitive with these other states and continue to draw skiers here to improve revenue for the city (especially with the loss of Sundance) we really need to upgrade these lifts.

Thank you so very much for your hard work for our awesome city and please feel free to contact me if you would like to discuss.

With Gratitude,

Rochelle Karr

May 13, 2026

Park City Planning Commission
Attn: Planning Department
445 Marsac Avenue
P.O. Box 1480
Park City, UT 84060
planning@parkcity.gov

Re: Pending Conditional Use Permit Applications for Chairlifts

Dear Chair Van Dine and Commissioners,

I am a long-time resident of Park City and a frequent guest at Park City Mountain, our iconic and world-renowned local ski area. I moved here permanently nearly fifteen years ago, in large part, because I love to ski our mountain. I have literally spent hundreds and hundreds of days up on the hill over these years.

I write to comment on the review now under way by the Planning Commission (Commission) of the applications (Applications) submitted by PCM (Applicant) for Conditional Use Permits (CUPs) under the Land Management Code (LMC) and applicable law to replace the Silverlode Express (Application PL-26-06820) and Eagle (Application PL-26-06821) chairlifts (the "Ski Lift Upgrades").

Overview. I want to be clear at the outset that I am fully supportive of the idea that both PCM and its guests will benefit from new and upgraded lifts.[1] I acknowledge that the resort currently suffers from conditions of overcrowding and long lift-lines at certain points on the mountain, especially on peak days. I also note that the Silverlode Express and Eagle lifts are relatively old and are not infrequently on hold or out-of-service. The Eaglet lift appears to be permanently out of service. I absolutely and unequivocably support the Applicant in its expressed desire to improve operations and guest satisfaction at PCM and wish for it to succeed in operating a thriving ski area and business here in Park City. Furthermore, I am in no way proposing any delay in the approval process. I sincerely hope the Applications can be speedily approved.

[1] The Planning Commission should inform itself further regarding the need for PCM to replace aging and unreliable lifts. For an interesting and informative look at the problem of aging chairlifts see Rick Kahl's recent article, "An Age-Old Lift Problem" in SAM Magazine. (https://www.saminfo.com/the-magazine/this-issue/an-age-old-lift-problem)

However, while I am strongly supportive of the idea of improving the ski lifts represented by the Ski Lift Upgrades, I am also concerned, primarily, that by increasing uphill capacity the Ski Lift Upgrades may create or exacerbate existing unsatisfactory and unsafe conditions on portions of the hill, and result in further overcrowding the ski trails and on-mountain facilities at PCM.

As I will describe below, and as I hope you will agree, it is the duty of the Commission under the LMC and applicable law to carefully analyze the impacts of any application for a CUP, and if any are found to be detrimental, to require proper mitigation, as conditions to the Commission's approval.

The Process to Date. I have reviewed the Applications and the materials posted in advance of your March 29 work session. I attended the work session, expecting to hear some preliminary discussion of the possible detrimental impacts of the Applications on the skier experience. I was disappointed that the subject was not mentioned. However, I did note Commissioner Frontero's question to the Applicant whether the Ski Lift Upgrades will increase uphill lift capacity. I am under the impression that the Applicant answered in the affirmative. Accordingly, I expected the Commission to take up the question of the existence of, and the implications of, increased uphill capacity and possible detrimental impacts, such as downhill overcrowding, safety and guest satisfaction, in its next public session.

I have now reviewed the materials included in the packet posted online in advance of the Commission's scheduled May 13 meeting (the May 13 Packet). Based on the public comment, I am gratified to read that there is substantial support for the much-needed new lifts. But except for a letter from resident Elizabeth Lee dated March 31, there was no comment on the potential on-mountain consequences of adding additional uphill capacity. Importantly, Ms Lee wrote,

> I am reaching out to thank you [Commissioner Frontero] 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?

However, I was disappointed to find that the May 13 Packet is otherwise essentially silent on uphill and downhill capacity, and the possible safety and crowding implications the increased uphill capacity these lifts will result in. I find this hard to understand since overcrowding on trails and the management of reasonable downhill trail capacities are vital metrics which I hope you will agree must be assessed in connection with your review of the Applications, since they impact not only guest satisfaction with the skiing experience, but also the simple and straightforward safety of skiers on the mountain.

Overcrowding and Safety on the Mountain. As a regular guest at PCM, I am all-too-aware of frequent overcrowding on certain trails resulting in dangerous collisions, near-collisions, and other unsafe conditions and I suspect you may be as well. I don't think these conditions can be ignored when the Applicant proposes to add even more skiers to the trails. You must be aware that many locals and other guests have commented extensively in social media this year and in recent years that the trails at PCM are often over-crowded and unsafe. I am personally aware of numerous locals who for this reason will simply no longer ski at PCM. Social media sites like townlift, facebook, tripadvisor, instagram and reddit are replete with literally hundreds of stories about negative on-mountain experiences at PCM, with many complaints centered on trail safety and over-crowding.

Here are just a few examples of the many posts by guests at PCM on this subject.[2]

In March 2026 Lookoutbelow wrote on townlift.com:

> "Perhaps lift lines have not gotten longer because of investment in more efficient systems—but that's only half the equation. Faster, higher capacity lifts mean more vertical, but with more people going up they just overload the same runs in the other direction. *Downhill capacity doesn't scale the same way—so it becomes traffic: mixed speeds, constant merging, defensive skiing. Not less crowded—just shifting chaos off the lift line and onto the mountain*." (emphasis added.)

In March 2026 quinlivan.chris wrote on Instagram:

> "In my experience lift lines were very reasonable on all but a few days. BUT this is only half the story. *I really feel the crowding when I get off the lift. Many days the downhill experience is chaos.* Low snow years only make this worse. Maybe it's not

[2]While social media and blog posts do not constitute 'substantial evidence' necessary for a final ruling, they serve as credible anecdotal indicators of existing conditions. Their inclusion here is intended to provide the Commission with background information in making factual findings necessary to exercise its authority to require the Applicant to provide verifiable data regarding on-mountain safety and trail density.

> the lift lines but this part of the skiing experience that is getting Mr Katz's comments all the pushback?" (emphasis added.)

In January 2026 brutah_skier wrote on reddit.com/r/UTsnow under the heading "A true White Ribbon of Death":

> "I know too many people that have been run over by Jerry on Home Run [at PCM]. Could be one of the most dangerous runs in the country."

In March 2024 Kay A wrote on tripadvisor:

> "First time at Park City and, unfortunately, my last time. … *I have skied for many years and in many resorts and I honestly can say that I have never seen so many skiers on the slopes. Too many for safety. I saw many collisions with too many people skiing way too fast and without control.* There just were no ski patrol or guides monitoring this situation. Shame on Park City Mountain Resort for charging so much for such a shabby resort and experience." (emphasis added.)

In March 2022, paula c wrote on tripadvisor:

> "I would absolutely not recommend choosing park city. … *The slopes are super crowded*. … *Conditions were so crowded they were dangerous*. after my son was injured for the negligence of this place we decided to forgo skiing." (emphasis added.)

With respect to wide-spread conditions of overcrowding and safety concerns at U.S. ski areas in general, please also note Mike Hardaker's recent post regarding safety of skiers at North American ski areas. Mike is a long-time ski industry blogger based in Jackson Hole. Recently, he addressed skier safety on his site, Mountain Weekly News, concluding that ski areas must do more to ensure safe conditions on their mountains.

He writes,

> [Ski areas are a] "Disneyland" version of the wilderness. We are told that … the mountains are a playground where risk is managed by corporate protocols and groomed to perfection. … But as we cross the mid-point of the 2025/2026 season, that dream is shattering. While the industry hides behind "one-in-a-million" skier deaths statistics, the data leaking out from county coroners and emergency rooms suggests a sobering reality: **Resort skiing has entered its most dangerous era.** … [T]he corporate "Disneyland" model is failing to protect the people who pay for the dream. If the resorts won't be honest about the data, the community must be. It's time to stop treating the mountain like a theme park. Respect the speed, respect the

density, and stop believing the marketing that you're "safe" just because you have a pass."

See: https://mtnweekly.com/sports/ski-resort-deaths-2026-investigation-disneyland-delusion/.

Approval under the Development Agreement and the Land Management Code. As I am sure you are aware the terms and conditions relating to upgrading the ski area are covered extensively in the 1998 Development Agreement (DA) and the Mountain Upgrade Plan (MUP) which is attached to the DA. While the DA and MUP include numerous specific criteria applicable to further development of the mountain which must be considered, from an overall perspective a principal purpose of these documents is to establish a balanced equilibrium between uphill lift capacity, downhill trail capacity, and visitor support services (such as restaurant seating and parking facilities) on the mountain. I see no evidence in the May 13 Packet that the Applicant or the Planning Department has undertaken any review of this requirement to date.

From a strictly legal perspective, I believe that the Commission not only has a duty to carefully consider compliance of the Ski Lift Upgrades with the specific requirements of the DA and the MUP, but also that the Commission must affirmatively inquire into whether or not the impacts of the upgrades result in detrimental effects which, as a condition of approval must be properly mitigated as expressly required by the first paragraph of LMC §15-1-10[3] in accordance with the purposes of the LMC as set forth, inter alia, in Subsections A. and G. of LMC §15-1-2.[4] [5]

And, equally importantly -- just as important as specific compliance with the LMC and other applicable laws and agreements is -- the Commission has an over-arching duty, consonant with the municipality's police powers to safeguard the health and welfare of its residents and visitors, to insure that the conditions of approval preserve the expectation of safety that residents and guests are entitled to when skiing at PCM. Please note that there

[3] The first paragraph of LMC §15-1-10 states: 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.

[4] Subsection A. of LMC §15-1-2 states: [The LMC is designed and enacted to] implement the goals and policies of the Park City General Plan … and … [t]o promote the general health, safety and welfare of the present and future inhabitants, Businesses, and visitors of the City…

[5] Subsection G. of LMC §15-1-2 states: [The LMC is designed and enacted to] prevent Development that adds to existing … conditions that create potential dangers to life and safety in the community or that detracts from the quality of life in the community…

are virtually no limitations on the powers of the City in enforcing the purposes of the LMC. The last paragraph of LMC §15-1-2 states:

> It is the intention of the City in adopting this LMC to fully exercise all of the powers granted to the City by the provisions of Utah Code Title 10, Chapter 9a, the Municipal Land Use, Development, and Management Act as amended, and all other powers granted by statute or by common law for the necessary regulation of the Use and Development of land within the City.

The Bowling Alley Example. I would point out in particular one specific example of overcrowding on the portion of the Home Run trail just below Summit House (widely known as the "Bowling Alley"), which I am concerned will be impacted by the increased capacity on the new Silverlode Express lift, and, if so, which must be addressed and mitigated. Skiers unloading from a new Silverlode lift will join the stream of skiers from the Bonanza Express lift (a 6-pack) and the Motherlode lift (upgraded a few years ago from a triple to a high-speed quad), as well as skiers descending from the uphill terminals of the nearby Thaynes and Pioneer lifts. It appears that the capacity increases for the Bonanza and Motherlode lifts have never been properly factored into a comprehensive, mountain-wide capacity analysis since the DA and the MUP were agreed to in 1998. Furthermore, it would appear that PCM has not added any significant new downhill trail capacity since 1998 to accommodate any of this increase in uphill flow. I urge the Commission to investigate whether discharging increased numbers of skiers into an already congested bottleneck such as the Bowling Alley is simply physically incompatible with existing trail widths, skier densities, and safety margins. Accordingly, the Commission cannot, and must not, ignore the "downhill" consequences of "uphill" upgrades. I mention the Bowling Alley bottleneck here, but I am concerned that there are additional points of congestion on the mountain which must also be considered.

Specific Requirements. The Commission's review process is governed not only by the terms of the DA, MUP and other applicable documentation relating to upgrading the ski area, as well as by the applicable terms of the LMC, but also by the reasoning of the Third District Court[6] and the Utah Court of Appeals[7] when they considered Vail Resort's appeal of your rejection of PCM's prior application. In particular, the Commission's review process must specifically address the following three requirements:

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[6] *VR CPC Holdings v. Park City Municipal Corp*, 2023, No. 220500240 (Third District Court, Silver Summit Department).

[7] *VR CPC Holdings, Inc. v. Park City Municipal Corp.*, 2025 UT App 130 (Docket No. 20240065-CA)

1. Comfortable Carrying Capacity (CCC) Analysis. The Applicant must provide the Commission with an updated CCC analysis, including specific data regarding the current and proposed uphill capacity of PCM's lift system as well as the downhill capacity of its ski trail system.[8] This requirement is entirely consistent with the reasoning of the Court of Appeals in its August 28, 2025 opinion which held that the Commission has the right—and duty—to independently verify a resort's capacity data and compliance with development agreements rather than relying solely on resort-provided figures. The Court affirmed *your finding* in 2022 that the Applicant's previously submitted capacity data was "unverified and unreliable." Because use of ski trails and any consequent overcrowding, use of mountain facilities and adequacy of parking are all dictated by capacity, you must require the Applicant provide an updated, verified CCC analysis.

   Furthermore, please note that in this connection the Commission's authority to seek the data necessary for these evaluations is well-established. As confirmed by the Utah Property Rights Ombudsman in its 2023 Advisory Opinion 279, a land use authority should receive 'whatever information it feels is necessary' to determine compliance with its standards.[9] Given the high-speed discharge of these specific lifts into existing bottlenecks, the CCC and trail density data are the only objective metrics available to 'adequately address' the safety mandates of the LMC.

2. Compliance with the DA and MUP. The Commission's review and approval must ensure that the Applicant complies fully with the terms and conditions of the DA and MUP. These documents govern the overall existing and further development of PCM. [10]

   DA §2.3 governs Ski Operations Improvements at PCM. DA §2.3.1. requires that the proposed Ski Lift Upgrades must be consistent with the MUP. The MUP expressly

[8] Because the Applicant admitted on the record that capacity will increase, the burden of proof shifts to the Applicant to demonstrate to the Commission, with supporting data, either that this increase would not constitute a reasonably anticipated detrimental effect, for example, by compromising skier safety and otherwise, or that it will take appropriate steps to mitigate this detrimental effect. Under LMC § 15-1-10(B), the Applicant bears the burden of proving that the proposed Conditional Use will not result in unmitigated detrimental effects. By omitting CCC and downhill trail density data from its Applications while admitting to capacity increases, the Applicant has failed to meet this threshold burden.

[9] Office of the Property Rights Ombudsman, Advisory Opinion 279 (November 16, 2023**)** ("The land use authority should receive whatever information it feels is necessary in order to determine compliance with the applicable standards of the land use ordinance.")

[10] Please also consider whether a modification of the terms of the MPD under LMC §15-6-4.K. is necessary

governs any and all improvements to PCM's facilities and to the overall "ski product". The MUP further provides that the primary purpose of the MUP is to establish a balanced equilibrium between uphill lift capacity, downhill trail capacity, and visitor support services (such as restaurant seating and parking) and is intended to regulate growth of the facilities to ensure a high-quality recreational experience while preserving the mountain environment.

The terms of the MUP require that an upgrade applicant must demonstrate that its proposal aligns with the specific design criteria and balancing requirements expressly detailed in Section IV of the MUP, including:

a. Capacity Balancing: Proving that any increase in CCC by reason of the new or reconfigured lifts is in "equilibrium" with the terrain they serve to prevent overcrowding or underutilization.
b. Market Alignment: Tailoring terrain developments to match the resort's specific skier market distribution, with a prioritized emphasis on beginner through advanced-intermediate levels.
c. Infrastructure Support: Ensuring that any increase in CCC is supported by proportional upgrades to visitor services, specifically indoor food service seating and egress trail capacity to handle end-of-day traffic.
d. Operational Standards: Adhering to technical specifications for lift alignments and trail gradients that minimize topographic disturbance and maintain industry-standard safety and flow.

3. Compliance with LMC §15-4-18 Passenger Tramways and Ski Base Facilities. Subsection A. of LMC §15-4-18 provides that "The location and Use of a Passenger Tramway, including a ski tow or ski lift, is a Conditional Use. The location of base and terminal facilities for the Passenger Tramway is a Conditional Use in all zones where the Use may be considered." Under Subsection B. "Conditional Use permits under this section shall be issued only after public hearing before the Planning Commission, and upon the Planning Commission finding that all the … conditions [set forth therein] can be met. Of particular concern here is the provision in Paragraph 9 ("Public Purpose Served") of Subsection B. which requires that adequate controls on the safety aspects of the tramway have been provided to mitigate the effects of the tramway. I submit that the safety of ski trails accessible from the "tramway" must be controlled under this provision.

4. Compliance with LMC §15-1-10. At the same time, the Commission must also perform its mandatory, affirmative, non-delegable duties under LMC §15-1-10 to review the Applications and *affirmatively identify and mitigate the reasonably anticipated detrimental effects*" to the municipality, surrounding neighbors, or adjacent land Uses as provided under the first paragraph of §15-1-10. Since "Adjacent land Uses" include the current approved Use of the terrain for resort skiers, the impact on them must be analyzed.

A. *LMC §15-1-10 Subsection E. Review*. This subsection establishes the 17-item review required for evaluation of all CUP applications. While these items are usually applied to buildings and lot-specific developments, in this case involving a recreational area, the checklist must be considered in light of the unique operational realities of a ski resort. In this context, for example, the "Site" is the mountain terrain and overall ski area, on-mountain "pedestrians" are the skiers, and "Circulation" is the flow of skiers on the mountain. Please see attached Annex A for a detailed analysis and description of the review called for in the context of the LMC §15-1-10 Subsection E. Review.

B. Review under the Detrimental Impact Provisions of the LMC. The mere review of the 17 item list is not the end of the Commission's due diligence. The Commission's review obligation includes consideration of detrimental impacts as required under the first paragraph of LMC §15-1-10, which expressly provides that "[t]here 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…"

In addition to considering impacts under the first paragraph of LMC §15-1-10, the Commission, under Subsections A. and G. of LMC §15-1-2, must also (i) identify and mitigate detrimental effects of the Ski Lift Upgrades based on impacts to "*the general health, safety and welfare of the present and future inhabitants, Businesses, and visitors of the City*", and (ii) determine whether the proposed uses "*create potential dangers to life and safety in the community or that [detract] from the quality of life in the community…*", and determine what, if any, conditions can be imposed to mitigate those impacts. (emphasis added.) Placement and capacity of lifts, with resulting management of reasonable downhill trail capacities, are vital metrics which the Commission must assess, as they impact not only guest

satisfaction with the skiing experience, but also the simple and straightforward safety of skiers on the mountain.

Additional Impacts. Additional potential impacts arising from the Ski Lift Upgrades which must be considered include:

a. Resort Facilities Impacts: the potential detrimental impacts of the proposed Ski Lift Upgrades on current Resort Facilities such as day lodge square footage and food service and food service support facilities, as well as potential detrimental impacts on the municipality and its residents and visitors, such as with respect to parking, transit, and emergency services.

b. Parking Impacts: In particular, because these are new Applications, the 2022 Parking Mitigation Plan (2022 Plan) must be resubmitted and reviewed by you *de novo*. Furthermore, until the Applicant provides an independent audit of its current and proposed CCC, how can the Commission determine whether the 2022 Plan or the updated plan contained in the May 13 Packet sufficiently mitigates a number that does not exist on the public record?

c. Impacts on Neighbors: The Applicant has not adequately addressed the detrimental impacts of the Ski Lift Upgrades on surrounding neighbors (including not only traffic and congestion, but also, for example, the proximity of the proposed base of the Eagle lift to the SnowFlower Condominiums).

The Big Picture. Finally, I would respectfully request that the Commission take notice of the important larger stakes here at play. You should not discount the crucial importance of your careful decision-making to the future health and success of not only the ski area, but also of our town.

While I applaud Vail Resorts for the capital improvements it has made since acquiring PCM in 2015 and for its stated commitment to improving the guest experience at PCM, I am concerned that there is still much work to be done. In the most recent Ski Magazine 2026 reader rankings, PCM ranked No. 30 and last among the top ski resorts in the West. According to the Park Record, "the resort fell to the bottom of the top 30 list due to reader frustrations regarding crowding and lift operations, despite its strengths in accessibility and terrain variety." Similarly, according to the TownLift 2025 Readers' Choice Poll, PCM ranked last among major resorts in the state.

I also note that for several years now the financial results of operations at Vail Resorts have been in substantial decline and that the company has suffered a massive reduction in guest satisfaction ratings, as evidenced by published Net Promoter Scores and, as referenced above, widespread social media commentary. According to Comparably.com, an independent corporate brand reputation and consumer sentiment platform, Vail Resorts' current Net Promoter Score (NPS) is reported as -27 "poor" as of early 2026.[11] I would submit that a poor NPS is a detrimental impact on the "present and future inhabitants, Businesses and visitors of the City" as provided in Subsection A. of LMC §15-1-2, which itself must be mitigated.

In addition, over the past five years, the company's stock price has declined by over two-thirds and the value of the company, as expressed by its market capitalization, has declined from over $12 billion to approximately $4.5 billion today. In my view, the 2024-2025 ski patrol strike at PCM had a particularly devastating impact on public perception of the Applicant's local operations.

All of the factors just mentioned may be viewed as economic detriments and raise the economic and reputational stakes for Park City and our local businesses and residents, many of whose largest sources of revenue and income, as well as the market value of owned real estate, are directly and indirectly related to the continuing viability and success of PCM. Under Subsection B. of LMC §15-1-2 an additional purpose of the LMC is "To protect and enhance the vitality of the City's resort-based economy, the overall quality of life, the Historic character, and unique mountain town community…"

Questions of increasing and continuing guest dissatisfaction at PCM fueled by existing overcrowding of trails and facilities, unsafe conditions and other operational issues are detrimental impacts which already threaten the Park City Mountain brand and our community's economic health and well-being. Conditional use applications which do further harm to us should not be approved without appropriate mitigation.

Further Requests. I would further respectfully request that this letter be included in the official public record for the Applications and that it be provided to all Commissioners. Because this letter is being delivered after the May 13 Packet has been posted, I am taking the liberty of copying it also to each of the Commissioners individually (other than Commissioner Strachan, who I understand has recused himself from consideration of these Applications).

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[11] On the standard NPS scale of -100 to +100, any score below 0 is generally considered a "poor" or "warning" score, indicating that the majority of surveyed customers are actively dissatisfied and would not recommend the brand.

I would also further respectfully request that the factual issues and legal conclusions expressed herein be also addressed in the Commission's final Findings of Fact and Conclusions of Law.

Conclusion. I believe that your careful, deliberate, and comprehensive review of the Applications to determine compliance with applicable agreements and law and mitigation of any detrimental impacts is both legally required and critically important in the present moment. Full compliance with the agreements and applicable law is not only a necessary predicate for due process, it will result in a better outcome for all. Important lifts at the resort can be modernized at the same time as the guest experience is enhanced and made safer: resulting in a win-win for all stakeholders.

I would be pleased to discuss any aspect of this letter with the Planning Department, the Applicant or with the Commission at an appropriate time and place.

Respectfully,



Frode Jensen
Park Meadows

Cc:	
Christin Van Dine	christin.vandine@parkcity.gov
Grant Tilson	grant.tilson@parkcity.gov
Henry Sigg	henry.sigg@parkcity.gov
John Frontero	john.frontero@parkcity.gov
Rick Shand	rick.shand@parkcity.gov
Seth Beal	seth.beal@parkcity.gov

ANNEX A

In connection with its LMC §15-1-10 Subsection E. review, the Commission should consider the following items:

a. Item 1 (Size and Location of the Site): This item requires that the physical site be compatible with the "proposed Use." Here, the "Use" is the high-speed delivery of thousands of skiers per hour through two new faster, higher-capacity chairlifts. The potential detrimental impact is whether the physical size and topography of the receiving trails is sufficient to safely accommodate this intensity.

b. Item 4 (Emergency Vehicle Access): This item raises the question whether the new Silverlode and Eagle uses result in the creation of "downhill" bottlenecks that cannot safely accommodate the "uphill" surge, thereby creating unsafe skiing conditions and jeopardizing the ability of safety personnel and emergency responders (Ski Patrol and medical sleds) to maintain safe conditions and clear, rapid access to injured parties in congested zones.

c. Item 5 (Location and Amount of Off-Street Parking): Application of this item requires that the identification of any "detrimental effect" of parking must be a direct result of the "intensity of use" analysis on the mountain itself. If the Commission finds, based on substantial evidence, that the mountain's internal circulation (Item 6) and physical site capacity (Item 1) are already at a breaking point, then a parking plan that seeks to facilitate *additional* volume is not a "mitigation" of an impact; it is the exacerbation of a safety hazard. In addition, if the "primary use" (use of the ski mountain) has reached a ceiling of safety and compatibility under Item 11, the "accessory use" (parking) must be conditioned to reflect that reality.

d. Item 6 (Internal Vehicular and Pedestrian Circulation System): Item 6 requires a safe "pedestrian circulation system." For a ski resort, the "pedestrian circulation system" is the trail network and skiers are the de facto primary pedestrians. Discharging increased numbers of skiers into existing trails which already may have insufficient downhill capacity could create a failure in the internal circulation system, leading to dangerous "pedestrian" densities and unsafe conditions that the LMC is designed to prevent. The Commission must require an updated CCC analysis.

e. Item 11 (Physical Design and Compatibility**):** The LMC requires structures to be compatible with surroundings in "mass" and "scale." Just as a high-rise building is incompatible with a small residential lot, an 8-pack lift's increased "uphill scale" may be fundamentally incompatible with the limited "mass" and width of the surrounding downhill ski trails. Therefore, a thorough analysis of the existing conditions and impact of an increase in uphill capacity is necessary to determine what mitigations may be appropriate.

f. Item 16 (Consistency with the General Plan): While the 2025 General Plan (Plan) is largely silent on resort-specific density, safety is an inherent operational priority across all city themes. The Plan explicitly commits to 'enhancing public safety' as a core service and, furthermore, through Strategy 2F, mandates that the LMC ensure that safety is "adequately addressed through site design".[12] When applied to the placement of lift terminals and trail design and junctions, Strategy 2F requires the Commission to evaluate whether the physical 'site design' of these upgrades creates a safety hazard.

   The Commission must consider the safety requirements of the Plan in deciding whether mitigation is necessary to approve a use which increases skier densities in already-congested zones.

[12] 2025 Park City General Plan, Strategy 2F.

May 13, 2026

Dear Mayor Dickey, Members of the City Council, and Planning Commission,

I am a property owner at The Lodge at Mountain Village and I write in full support of Park City Mountain's applications to upgrade the Eagle and Silverlode lifts.

As someone with a financial and emotional stake in the health of this resort, infrastructure matters. The Canyons Village side of the same resort — outside city limits — has no such approval hurdles and just opened a new gondola this February. Meanwhile, Mountain Village guests still ride lifts installed before some of our current visitors were born.

The upgrades being proposed are straightforward: replace two aging lifts with modern, higher-capacity alternatives. Eagle goes from 1,200 to 2,800 skiers per hour. Silverlode gains two additional passengers per chair. The on-mountain experience improves. Guest satisfaction improves. Property values at the base of those lifts are protected.

Park City lost Sundance. We have Snow League and the Olympics ahead of us. This is the wrong time to block infrastructure investment at one of the country's best ski resorts. Please approve these applications.

Sincerely,

Randy Kirsch

May 13, 2026

Park City Planning Commission
Park City Municipal Corporation
445 Marsac Avenue
Park City, UT 84060

cc: Planning Director and Staff, Mayor and City Council; City Attorney; City Manager

Re: Eagle Lift Replacement (GR-26-240) and Silverlode Lift Replacement (GR-26-240) Conditional Use Permit Applications

Dear Chair and Members of the Commission:

I write in advance of tonight's hearing on the above-referenced applications. I have reviewed both application packets and staff reports and revisited the 1998 Development Agreement, Mountain Upgrade Plan, and supplemental materials obtained through a GRAMA request including the applicant's parking mitigation memorandum, the letter submitted to the Planning Department by Kevin Wallace in support of approval, and Zach Purdue's February 26, 2026 submittal email confirming supplemental materials provided to staff.

The purpose of this letter is to identify, on the record and in advance of the vote, what the applications and staff reports do not contain and to respectfully remind the Commission of the order in which it is contractually and legally required to analyze the issues before it.

I. The Applicant Has Placed Capacity Expansion on the Record

The applicant's own submissions establish, without dispute, that both lift replacements expand capacity.

Silverlode. The applicant's parking mitigation memorandum states that the Silverlode 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%." The memorandum further discloses an operating capacity increase from 2,850 pph to 3,420 pph, with the 5% reduction accounting for "guest lift utilization."

Eagle. The Eagle staff report discloses that "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," and that the Eagle replacement "increases the overall Mountain Village base area uphill morning capacity by 15.56%." These figures derive from the supplemental capacity memorandum Zach Purdue confirmed transmitting to staff on February 26, 2026: "a memorandum addressing uphill design capacity of the existing and proposed replacement Eagle and Eaglet lifts."

These numbers are not contested. They are the applicant's own figures, disclosed in submissions to staff, and reproduced in the staff reports.

I note, however, that this capacity content does not appear in the publicly filed application narratives. The Eagle narrative contains no reference to capacity at all. The Silverlode narrative contains a single sentence asserting that the replacement will operate “without increasing resort capacity or creating new base portals." This sentence is inconsistent with the applicant's own subsequent disclosure of a 20% capacity increase. The capacity data the staff reports rely on was disclosed in supplemental memoranda to staff, not in the publicly filed application materials.

II. The Development Agreement Requires Capacity Analysis to Precede Parking Mitigation

The 1998 Development Agreement is a recorded instrument that runs with the land under Section 6.1 and binds Vail Resorts/Park City Mountain as successor to Powdr Corporation. Section 2.3.6 of the Development Agreement states, in mandatory terms:

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

The structure of this provision is dispositive of the order in which the Commission must analyze these applications. The triggering condition is “expansion of lift capacity.” The analytical obligation is to identify and quantify that expansion. The mitigation obligation flows from and is calibrated to the expansion analysis. Parking is the downstream remedy, while capacity is the upstream condition that gives the parking analysis its content and its limits.

The applicant has admitted this sequence by its own conduct. The applicant's parking submission to staff is titled and framed as the “required parking mitigation associated with the Conditional Use Permit application for the Silverlode lift replacement.” Parking mitigation is not generically required by the LMC for every CUP. It is required, as a contractual matter, by Section 2.3.6 of the Development Agreement when lift capacity expands. By characterizing its submission as “required parking mitigation,” the applicant has acknowledged that Section 2.3.6 applies. The triggering condition has been admitted. The analytical obligation that Section 2.3.6 conditions the mitigation upon has not been performed.

The Mountain Upgrade Plan supplies the framework for the capacity analysis Section 2.3.6 requires. The MUP establishes the methodology for calculating Comfortable Carrying Capacity at Section II.C, establishes individual lift CCCs in Tables III-5 and IV-4, and establishes a resort-wide CCC ceiling against which the sum of individual lift CCCs must be constrained. It should be noted that appeal of the ACUP awarded in 2022 was granted in part because of discrepancies in the applicant's CCC assumptions. Two subsequent court processes upheld the appeal. Third District Court Judge Richard Mrazik stated clearly that it is the express "duty" of all Planning Commissioners to be able to perform CCC calculations on their own prior to determining compliance, and the Utah Court of Appeals repeatedly affirmed in its ruling the obligation of the applicant to comply with capacity limitations.

The Commission has been presented with quantified capacity expansions for two lifts and with parking mitigation conditions calibrated to those expansions. It has not been presented with the capacity analysis that Section 2.3.6 places between the two. Analysis is what determines whether the proposed expansions fit within the resort's binding capacity envelope, whether they affect the CCCs of neighboring pods (King Con in particular, given the proposed location of Eagle's new top terminal and mid-station), and whether the cumulative effect of the two applications can be accommodated within the resort-wide ceiling established by the recorded MUP. The Section 2.3.6 sequence has been inverted.

III. The Staff Reports Apply Two Different Standards to the Same Code Sections

The Eagle staff report and the Silverlode staff report are processed under the same Land Management Code provisions and concern the same regulatory category (Passenger Tramways and Ski Base Facilities under LMC 15-4-18). Yet the two reports treat the CCC question differently.

The Eagle staff report acknowledges that "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)." It affirmatively identifies the Code sections that require CCC review and acknowledges that the operative methodology may need to change but then defers the CCC analysis to a future vertical-development CUP application for the parking lots that has no established timeline and that, by the staff report's own terms, "shall not have any bearing on other applications submitted under the Development Agreement."

The Silverlode staff report does not acknowledge that CCC analysis is required. It does not cite LMC 15-6-4(K). It acknowledges that "capacity increases for skiers within the ski terrain area" and then pivots directly to the 2015 King Con and Motherlode parking findings without any intervening capacity analysis.

If LMC 15-4-18(B)(6) and 15-6-4(K) require CCC review for Eagle, those same provisions require CCC review for Silverlode. If they do not require CCC review for Silverlode, then the deferral language in the Eagle staff report has no code basis either. The Commission cannot defensibly apply two different standards to two applications processed under the same Code sections in the same hearing cycle.

Moreover, the Eagle staff report's deferral framework is unavailable as a matter of contractual obligation. Section 2.3.6 attaches the capacity-analysis obligation to "any proposed expansion of lift capacity." The triggering event has occurred. Staff has quantified it at 55% at the Eagle lift, 15.56% at the Mountain Village base, and 20% at Silverlode. The obligation is presently active. Deferring CCC analysis to a future vertical-development CUP that may not be filed for years disconnects the analysis from the activity it is intended to regulate.

IV. The Methodology Is Not Proprietary, As the Applicant's Own Submissions Demonstrate

I anticipate the applicant or its expert, SE Group, may again argue that CCC methodology is proprietary. The applicant's own submissions have foreclosed that argument.

The applicant's parking mitigation memorandum discloses specific hourly capacities and identifies a 5% utilization coefficient applied to design capacity to derive operating capacity. These are inputs to the CCC calculation. Kevin Wallace's letter to the Planning Department, submitted in support of approval, states that CCC “is defined in the Development Agreement as a function of uphill capacity on the resort's 10th busiest day.” That sentence discloses the operative definition. Wallace further argues that Eagle's capacity increase is “modest in the context of the resort's total system capacity," a phrase that presupposes the existence of a resort-wide CCC ceiling against which “modest” can be measured. That ceiling is the framework of the recorded MUP at Tables III-5 and IV-4. The applicant's supporting expert has both invoked the framework and conceded its operative content.

The Mountain Upgrade Plan, which describes the CCC methodology at Section II.C and establishes the resort-wide ceiling at Table IV-4, is a publicly recorded instrument. The methodology is not proprietary; it is public. If the operative methodology has changed since 1996, as SE Group acknowledged on the record at the Commission's prior hearings on the 2022 ACUP appeal, the current methodology must be disclosed and verified, not asserted. Again, prior court rulings establish that the Commission must be able to verify the math itself. That obligation cannot be satisfied by selective disclosure of conclusions while the underlying calculations are withheld.

V. The Scope of the Commission's Review

I understand the Commission has been advised in some communications that its scope of review is limited to the Land Management Code. With respect, this characterization does not survive examination of the staff reports themselves.

The Eagle staff report cites the Development Agreement repeatedly: Sections 2.1.12 (traffic mitigation plan compliance) and 2.1.13 (parking mitigation plan compliance), the 1997 Master Planned Development, and the Phase I Traffic and Parking Management Plan. It draws its Conditions of Approval directly from these Development Agreement provisions. The Development Agreement is plainly within the scope of the Commission's review, because the staff report itself relies on it for the conditions it proposes.

The question is not whether the Development Agreement applies. The question is whether the Commission may rely on the parts of the Development Agreement that authorize conditions on the applicant while disregarding the parts that constrain the applicant. It may not. The Development Agreement is a unified instrument. Section 2.3.6, which conditions parking mitigation on capacity analysis, is no less a part of the Development Agreement than Sections 2.1.12 and 2.1.13. The Commission cannot apply the Development Agreement selectively. Section 5.1 channels lift CUPs through the LMC procedural process; Section 3.3 preserves the City's police power to regulate beyond the DA's requirements. Neither authorizes the Commission to regulate below the Development Agreement's floor.

VI. What the Record Must Contain Before a Vote

For the Commission to discharge its verification obligation on either application and to act consistently with the prior rulings of the Third District Court and the Utah Court of Appeals, the record must contain, at minimum:

1. Reconciliation of the inconsistency between the Silverlode application narrative ("without increasing resort capacity") and the applicant's subsequent disclosure of a 20% capacity increase;
2. The current CCC methodology in use by the applicant and SE Group, including any formula changes since the 1996 MUP and the inputs accounted for in those changes including the effects of new amenities, lodges, beginner areas, ski school facilities, and additional runs on individual lift CCCs;
3. The pre-project and post-project CCC for each affected lift - Eagle, Eaglet, Silverlode, and each neighboring pod whose CCC is altered by the proposed configuration (King Con in particular);
4. An updated resort-wide CCC table demonstrating that the aggregate of all individual lift CCCs does not exceed the resort-wide ceiling established by the recorded MUP, or, if the ceiling is to be raised, identification of the public process by which the Development Agreement will be amended to accommodate it;
5. The updated out-of-base access analysis demonstrating that the 90-to-120-minute access standard established in the MUP is maintained for all affected portals;
6. The Section 2.3.6 mitigation analysis performed after (not in place of) the capacity analysis.

The applications and staff reports as currently constituted do not contain these items. The Commission cannot make a defensible finding without them. The proper course is to require completeness before voting, and to make clear in any continuance precisely what the application record must contain before it returns to the agenda.

VII. A Note on Timing and Path Forward

I recognize the operational importance of these projects to Park City Mountain, to the community as a whole, and to the broader regional preparation for the return of the Olympic Winter Games to Utah in 2034. I share an interest in seeing these lifts installed on a timeline that supports the Games, the resort's guests, and the community.

The applicant retains SE Group, the successor to the firm that authored the recorded Mountain Upgrade Plan. SE Group holds the current methodology, the historical baseline, and the data necessary to produce the analyses identified above. A complete capacity submittal can be prepared within weeks. A complete application can be reviewed, conditioned, and approved within the normal regulatory cycle, on a timeline

that supports construction in 2027 and operation for the 2027-2028 season, well in advance of the Olympic window.

An incomplete approval is not the faster path. The District Court and Court of Appeals have already ruled on what is required for lift CUPs of this kind. A second adverse ruling on the same legal question would extend further into the Olympic preparation window than a properly completed application would. The choice of timeline is, in substantial part, within the applicant's control.

I respectfully encourage the Commission to require completeness before voting, to make clear in any continuance what the application record must contain before it returns to the agenda, and to direct staff and counsel to evaluate the applications against the full contractual and regulatory record (the Development Agreement, the Mountain Upgrade Plan, and the Land Management Code) rather than against any subset of that record.

I have long welcomed an opportunity to discuss these technical matters with the applicant and to be counted in the "community outreach" they have promoted, including at the previous work session on these applications. I remain willing and available to meet with staff, Commissioners, the applicant, and any legal counsel to discuss any of the items raised above so these applications can be properly completed and approved on a defensible record. Any alternative invites protraction of critical resort infrastructure upgrades that no one including the applicant, the City, the Commission, or the community wishes to see delayed by another few years.

Thank you for your attention and for your service to the community.

Respectfully,
Angela Moschetta

LETTER TO THE PARK CITY PLANNING COMMISSION SUPPORTING VAIL RESORT'S LIFT & LIFT REPLACEMENT PROJECTS AT PARK CITY MOUNTAIN RESORT

I am writing in support of Vail Resort's plan to replace and install new lifts at Park City Mountain Resort.

For many years a consensus evolved that animated our thinking: it was that Park City should become a 'worldclass' recreational resort mecca based on the strength of our ski product. The foundation for this consensus included constantly upgrading our public and private infrastructure, enhancing our guest hospitality experience, and building public/private partnerships based on communication and trust. We clearly understood that the economic underpinning of our prosperity required all of us to pull in the same direction. I still believe that the fundaments underpinning our past success exist and that our legacy of trust and open communication should inform our current decision-making.

It can hardly be argued that much of the ski lift infrastructure at Park City Mountain Resort is dated and in immediate need of replacement and/or enhancement. The conditions for city approval of these necessary infrastructure projects is now once again being debated before the Planning Commission and eventually before the City Council.

When talking about ski infrastructure, the ski resort industry often uses a metric called 'comfortable carrying capacity'. While there are varying views on the exact meaning of 'comfortable carrying capacity or CCC', it is the visitor experience that should always take precedence. Resorts measure CCC by measuring uphill lift capacity, acres and variety of terrain, wait times in lines, and technological enhancements.

Communities also indirectly measure 'community carrying capacity' by considering things like affordability, employee housing, traffic patterns, parking availability, resident satisfaction and aesthetics.

There is no 'one size fits all' magic formula to resolve every issues. At best these measurements are approximations as decision-makers try to achieve a 'Goldilocks' accommodation between various wants and desires. But the

key ingredient in achieving consensus is having a shared vision of our collective social and economic success, achieved through continued communication and trust building.

Let's consider our current trust deficit. Without pointing figures or casting blame, there can be little doubt that a rift has opened between Vail Resorts and a good number of people in the greater Park City community. In my discussions I sense a prevailing feeling that Vail has not done enough to fulfill their promise of helping Park City achieve it's goal of being worldclass.

To Vail's credit they have:

- Worked diligently to implement paid parking and general circulation improvements at the Park City base area;
- Built a new and much needed on-mountain restaurant;
- Secured large amounts of employee housing at the Canyons Village base;
- Contributed large amounts of cash and in-kind services to the community's non-profit providers; and
- Kept open lines of communication with the businesses and local governments

But despite these efforts, the past ski patrol strike, which gained national notoriety, coupled with a less than ideal snow winter and with previous local disagreements about the wisdom of upgrading and installing the proposed lifts has created an adversarial atmosphere that we as a community must now put behind us. Park City's stellar and hard-won national reputation has suffered greatly and with the looming Olympics we as a community can no longer afford to be at loggerheads and must move forward together.

Toward this end the Summit County and Park communities have also stepped up:

- High Valley Transportation's increased public transportation options and especially the new Rapid Bus project now under construction to help alleviate car traffic;
- The City and county's commitment to building more affordable housing;

- The new parking improvements planned at Richardson Flat and the Gordo Parcel;
- The Chamber's increased efforts to explore and pursue appropriate tourism strategies founded on ecological as well as economic values and principles; and
- The City's continued commitment to improving its public transportation options and pedestrian circulation.

Along with my fully supporting the installation and upgrading of the proposed lift projects, I suggest the following steps to help improve overall trust and relationship building:

- Earmark revenues from the resort's parking fees toward necessary community-wide parking, transportation and traffic mitigation efforts;
- Enhancing Aesthetics: Vail should commit to rehabilitating the derelict property they own along Bonanza Drive in proximity to the City's 5 acre site. Whether this be used for additional employee parking, housing or other needed uses, the aesthetics must be drastically improved so that Bonanza Drive begins functioning as a beautiful secondary community entryway.
- I further suggest that Vail CEO Rob Katz once again personally visit Park City to address the community's lingering doubts and concerns as he outlines Vail's plans for the future.

I am not a Pollyanna singing 'kumbaya', but I do think our collective self-interests mandate that we move forward together with all due speed.

Sincerely,

Myles Rademan, Local Resident

May 12, 2026

Hi,

My name is Chris Stringer. I live in the Blackhawk Station neighborhood. I would normally be more verbose and wax poetic on my support for increasing the load capacity at Eagle and Silverlode lifts, but this seems to be the most obviously needed upgrade on the resort. It would increase not only my enjoyment as a local, it would increase resort goer enjoyment, fueling visitor numbers, which fuel business numbers. It would also increase the amount of time our kids get to train, not waiting in lines to move to different terrain.

Please approve the lift upgrades.
-Chris

May 12, 2026

Dear planning commission,
I am writing to express my strong support for the lift enhancements proposed by Park City Mountain for the upcoming year. Given the high level of congestion currently experienced at the resort, I believe these upgrades are essential to improving the overall skier experience.
Our community relies on a positive experience for visitors to ensure return business. Both my husband’s livelihood and my own depend on the success of the local tourism industry. I see no significant drawbacks to these enhancements and believe they are necessary operational changes that will benefit Park City in the long term.
I ask that you take these considerations into account when making your decision. We should support initiatives that improve our resort's efficiency and guest satisfaction rather than standing in the way of progress.
Thank you for your time and your service.

Best regards,
Janine Troilo

Park city resident

May 12, 2026

Dear Planning Commission Members:

I wanted to take the opportunity to express my hope that the PC Planning Commission will look favorably upon the necessary improvements needed in ski lift capabilities at our town (Park City) mountain.

These necessary improvements are needed for our aging 30 year lift system. Past lift improvements such as the installation of the Crescent lift made great strides to get folks up the hill and anticipate these improvements will do the same.

As a local skier and season pass holder for the past 28 seasons it is apparent to many that improvements must be made to the system in order to move skiers up the mountain and away from the base similar to that of The Canyons side of the resort and the lift improvements made at Deer Valley in the last couple of years. The proposed upgrades to the Eagle lift and the installation of the new Silverlode lift can significantly improve the customer experience at the resort.

As someone who frequents our local resorts , I believe the proposed types of infrastructure improvements are periodically necessary to keep the experience in line with what we have grown to expect in our community. The ability to get around the mountain and enjoy what we have to offer without waiting in longer lift lines is what the customer expects today. As someone who usually skis for only about two to three hours in the morning, the proposed improvements will greatly enhance the time spent there.

Thank you for the opportunity to express my opinion, and I look forward to what I hope is a favorable opinion on the proposed improvements.

All the Best !

Bill Malone

May 12, 2026

Dear Planning Commission Team,

We are very encouraged by the proposed chairlift upgrades that Park City Mountain Resort is exploring and would like to express our strong support for these improvements. As a resort that hosts thousands of visitors each season, as well as many local employees and owners, we see firsthand how critical reliable and efficient lift infrastructure is to the overall mountain experience.

The chairlifts located immediately adjacent to our property experience consistently high demand, particularly during peak hours and busy holiday periods. Long lift lines not only impact guest satisfaction, but they also affect skier flow, safety, and the ability for both visitors and locals to fully enjoy the mountain. Upgrading the Eagle and Eaglet chairlifts would significantly improve circulation in this heavily used area and help alleviate congestion that spills into surrounding lifts and terrain.

Additionally, the Silverlode lift frequently experiences extended wait times and has become a well-known bottleneck. An upgrade to Silverlode would greatly enhance efficiency, allowing skiers and riders to move across the mountain more quickly and evenly. These improvements would benefit not just PCMR guests, but the entire Park

City community that relies on a well-functioning mountain during the winter season. I personally use this lift all the time and am constantly having to wait in its long line.

Investments in modernized lift infrastructure are essential to maintaining Park City's reputation as a world-class ski destination and to supporting the local economy that depends on tourism. We truly appreciate PCMR's commitment to enhancing the on-mountain experience and strongly believe these upgrades will provide meaningful, long-term benefits for guests, employees, and residents alike.

Thank you for your time and consideration.

Sincerely,

Victoria McLaughlin

May 11, 2026

Dear members of the Park City Planning Commission,

I am writing this email while visiting family and enjoying my home country of Switzerland, which like Park City is known for great ski/snowboard areas and hospitality. When I arrived in Park City 46 years ago, Park City Mountain was somewhat of a minor and unknown ski resort. During the different ownerships and with the arrival of Deer Valley, hundreds of millions of Dollars have been and keep being invested to make our town the world wide recognized resort area it is today. I have had the opportunity to ski in many high end resorts in Switzerland, Austria, Italy and France a well as in the US and Canada over the past few years; I am very impressed by the progress and investments I saw when it comes to modern chairlifts, tramways, etc. I believe that in order to stay competitive with these European and North American competitors it is imperative that the owners of our two resorts keep upgrading their uphill transportation. I cannot think of any reason why any business, government entity or individual would not be excited and welcome the prospect of our resorts wanting to upgrade existing chairlifts to provide a more expeditious and comfortable uphill experience for our guests and locals alike. As far as I can remember, until a couple of years ago upgrades to chairlifts by our resorts were never challgenged but rather were welcomed as they kept our resorts competitive and updated. I am of the understanding that unlike past chairlift upgrades, the ones now proposed by Park City Mountain will not result in an increase in uphill capacity but simply modernize the aging existing lifts.

I was made aware that the planned chairlift upgrades at Park City Mountain are on the agenda for your meeting on 5/13/26. While I understand that the Planning Commission has a duty to vet these proposals, I encourage you to allow Vail Resorts to install the proposed chairlifts as expeditiously as possible.

As always, I thank you for your service to our town.

Kind regards,

Hans Fuegi

May 11, 2026

Robert D Fuller

Park City, UT 84060

May 11, 2026

Dear Park City Planning Commission,

Park City is an amazing place, which is why many people have chosen to make Park City their full-time or part-time home. In the late 1860's soldiers found silver in the canyon that led to full-time residents. More residents arrived when the Transcontinental Railroad completion led to workers being laid off and then deciding to settle in Parley's Park. The further discovery of lead, zinc and gold led to the booming population and settling of what became in 1872 to Parley's Park City to be shortened to Park City.

Park City endured devastating fires, and like all mining boom towns, it was followed by a bust. The town struggles like so many towns with the stock market crash and changing economic conditions. A man named Alf Engen set a ski jump world record at Ecker Hill in Snydersville, then the first ski lift goes in at Snow Park which is now Deer Valley. Mining comes to a halt, and Park City is just another ghost town with its own red-light district.

In 1958 the United Park City Mines looked to diversify and started a study to begin the Treasure Mountain Resort, landing a federal grant in 1963 to start a new ski resort. Park City is now world renowned for its skiing, inviting citizens and the town's historic charm. Skiing SAVED this ghost town. Skiers want to ski and have a choice on where to go skiing. If Park City becomes known for its long lines and inability to park after paying top dollar, people will choose to go other places. We also need the parking garage. The plans for this top resort have been in place for quite some time, and the time has come. It will come at a cost, and for me personally I live at Snowflower, so it will affect us directly positively and yes some negatively, however this is ultimately about what's best for all Part City, its citizens and its future. I fully support the expansion and improvements of both lifts.

We have to make the sacrifice for future generations and the lovey town and resort of Park City.

Robert D Fuller
Snowflower
[redacted]

May 11, 2026

Dear Park City Planning Commission,

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We have to make the sacrifice for future generations and the lovey town and resort of Park City.

May 11, 2026

Dear Park City Planning Commission,

As an avid skier and pass holder at Park City, I urge you to pass the lift upgrades and improvements to Park City by Vail Resorts.

The current lift infrastructure at Park City is grossly out of date and inefficient. Ski days are constantly disrupted by stopped lifts due to antiquated lifts and maintenance issues which lead to long lift lines.

As a ski town reliant on tourism, we need to support our ski areas. Please work with Vail Resorts and pass the needed lift improvements.

Thank you for your time,

Martha Krieg

May 10, 2026

Dear Park City Planning Department,

My name is Scott Stinson, and I own a condo in Snow Flower building 1 condominiums. I am concerned that relocating the Eagle lift as proposed will add significant congestion in the area and detrimentally affect Snow Flower property owners.

Although I have seen the large scale aerial picture of the proposed realignment, I think that the areas under discussion should be visually marked (with stakes and taping) to provide perspective on what is planned, and allow owners and public to better understand impact.

Thank you,

sincerely,

Scott Stinson

May 9, 2026

Dear Planning Commissioners,

I am writing in strong support of the proposed replacement of the Eagle and Eaglet lifts and the upgrade to Silverlode Express at Park City Mountain Resort. As a longtime Park City local, hospitality and ski industry professional, and former Chair of the Park City Chamber & Visitors Bureau Board of Directors, I respectfully urge the Planning Commission to approve both applications.

Park City’s identity, economy, and community are deeply connected to the success of our resort industry. Our local businesses, workforce, nonprofit organizations, and residents all benefit when our resorts thrive and to do so we need to support them to continue to invest in infrastructure that improves the guest and resident experience alike. Supporting thoughtful reinvestment in mountain operations is not about tourism and visitor growth, it is about supporting the long-term vitality and competitiveness of Park City as a world-class mountain community.

Importantly, these are modernization projects, not terrain expansion projects. The Eagle and Eaglet lifts are more than 30 years old and serve one of the busiest areas of the resort. The proposed replacement would greatly improve the skier experience.

Similarly, Silverlode Express is one of the resort’s most heavily utilized lifts and a critical connector between terrain, dining, and mountain amenities. Upgrading the existing six-passenger lift to an eight-passenger lift would help reduce lift lines and improve the overall flow of skiers across the mountain.

These projects represent private investment in aging infrastructure within an established resort footprint and through a transparent public review process. I appreciate the extensive community engagement that has taken place.

As someone who has spent years working in hospitality, destination marketing, and the ski industry, I believe continued reinvestment in resort infrastructure is essential to maintaining Park City’s competitiveness and protecting the quality of the guest experience that our local economy depends on. Standing still is not an option in today’s increasingly competitive global ski market. With the 2034 Olympic and Paralympic Winter Games ahead, these types of improvements are even more important to ensuring Park City continues to perform at the level expected of an international mountain destination.

I respectfully encourage the Planning Commission to approve both applications.

Thank you for your time, consideration, and continued service to our community.

Sincerely,

Susie English

5/8/26

Dear Planning Commissioners,

I am writing in strong support of the proposed replacement of the Eagle and Eaglet lifts and the upgrade to Silverlode Express at Park City Mountain Resort. As a longtime Park City local, hospitality and ski industry professional, and former Chair of the Park City Chamber & Visitors Bureau Board of Directors, I respectfully urge the Planning Commission to approve both applications.

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I respectfully encourage the Planning Commission to approve both applications.

Thank you for your time, consideration, and continued service to our community.

Sincerely,

Susie English

Susie English

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

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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

May 8, 2026

Our community has a rich heritage, rooted in its 19th-century silver mines. As a small western town, we were fortunate to find a new way to utilize our mountains with the advent of skiing. And in 1963, a million-dollar Area Redevelopment Administration loan from the Kennedy administration helped our town on its pathway to becoming one of the world's great winter destinations.

Few of us were here in 1963. We came later to be part of the lifestyle Park City offered, centered on our city's two ski areas and a memorable Historic Main Street. I first skied Park City in 1973. And 15 years later, I made it my forever home. All told, I've now skied Park City Mountain 38 consecutive seasons.

The lift upgrades proposed for Park City Mountain offer an opportunity to enhance the ski experience for all of us and for our visitors, while improving operating efficiency for the mountain. There are only winners here!

While the original Eagle chairlift provided an excellent connection for the race hill, it was never an efficient way to access the mountain. The proposed changes would dramatically improve mountain entry for skiers and riders, providing them with a comfortable, modern ride. Silverlode has always served us well, providing access to some of the most popular terrain on the mountain. But there are more modern, efficient lifts today that can better serve those runs. It improves the experience for skiers and riders. And it provides the resort with a more efficient operation. Again -- there are only wins here!

Since Vail Resorts' acquisition of Canyons (2013) and Park City Mountain (2014), my engagement with the sport there has improved dramatically. My friends and family who come to Park City enjoy a better experience today. From its initial $50 million investment in new infrastructure, our original hometown mountain has continued to offer a remarkable opportunity for locals and visitors alike.

Our town thrives because of the investments made by our resort operators. I'm proud to call Park City my home. And I look forward to skiing at Park City Mountain and Deer Valley Resort each winter. As a hometown skier who has spent nearly 40 years on this mountain, I urge the Planning Commission to allow Park City Mountain to invest in upgrading these two lifts for the benefit of the skiers and riders who enjoy the mountain and for our entire community.

Thank you for your consideration.

Tom Kelly

May 8, 2026

Dear Park City Planning Commission Members,

I am writing in support of the proposed Eagle and Silverlode lift replacement projects at Park City Mountain.

My name is Sophie Goldschmidt, President & CEO of U.S. Ski & Snowboard, the National Governing Body for ski and snowboard sports in the United States. U.S. Ski & Snowboard is headquartered in Park City, Utah, and provides leadership, high-performance support, and athlete development pathways across 11 disciplines: Alpine, Cross Country, Freeski, Freestyle Moguls, Freestyle Aerials, Nordic Combined, Ski Jumping, Snowboarding, Para Alpine, Para Snowboard and Para Nordic. We support athletes from the grassroots and club level through to World Cups, World Championships and the Olympic and Paralympic Games.

Many athletes on the U.S. Ski & Snowboard national teams live and train in the Park City area to be close to our Center of Excellence, which serves as the central training ground and for our national teams. Park City Mountain is also the home resort for many of these athletes and plays an important role in their daily training environment. In addition, the Park City Ski & Snowboard club development program has long been one of the most important pipelines for athlete development in the United States, producing numerous U.S. Ski & Snowboard Team athletes and Olympic and Paralympic medalists.

These proposed lift upgrades are an important investment in the future of Park City Mountain's infrastructure and will significantly improve the experience for athletes, community members and tourists. Reduced wait times, improved mountain circulation and more efficient access to terrain will not only enhance the guest experience, but also create meaningful benefits for athlete training and development. In elite sport, maximizing quality on-snow repetitions is critical and efficient lift infrastructure plays a direct role in supporting high-performance training environments.

As we look ahead to the 2034 Winter Olympic Games in Salt Lake City, athlete development in Utah remains a major focus for our organization. We are committed to continuing to invest in pathways that help develop the next generation of American athletes, with the goal of seeing Utah-based athletes succeed on the world stage at a home Olympic Games.

We believe these projects represent an important long-term investment in skiing and snowboarding in Park City and Utah and will benefit national team athletes, local youth programs, the broader community and the many guests who visit Park City Mountain each year.

Thank you for your consideration and support of these important improvements.

Sincerely,
Sophie Goldschmidt
President & CEO
U.S. Ski & Snowboard

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Thank you for your consideration and support of these important improvements.

Sincerely,
Sophie Goldschmidt
President & CEO
U.S. Ski & Snowboard

May 8, 2026

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 06, 2026

Via Email

Ryan Dickey
Mayor
ryan.dickey@parkcity.gov

Christin Van Dine
Planning Commission Chair
christin.vandine@parkcity.gov

Rebecca Ward
Planning Director
rebecca.ward@parkcity.gov

Adam Lenhard
City Manager
adam.lenhard@parkcity.gov

Margaret Plane
City Attorney
marget.plane@parkcity.gov

Adam Strachan
Planning Commission (Appointee)
[redacted]

Park City Planning Commission
planning@parkcity.gov

Re*: *Formal Objection to Planning Commissioner Adam Strachan's Participation in Chairlift-Related Applications; Demand for Recusal; Reservation of All Legal Rights

Dear Park City Officials:

This firm represents a group of concerned citizens who have appeared in the proceedings concerning proposed chairlift upgrades by Vail Resorts and Park City Mountain (collectively, "Vail/PCM") before the Park City Planning Commission. We write on behalf of our clients to lodge a formal objection to the participation of newly reappointed Planning Commissioner Adam Strachan in any proceedings, deliberations, votes, or other actions related to applications by Vail/PCM. This objection is sent to all listed city officials so that the record is complete, and no

party can claim lack of notice.

On their behalf, we demand that Commissioner Strachan recuse himself immediately and completely from all such matters. We further demand that the Planning Commission, Planning Director, City Manager, and Mayor take affirmative steps to ensure that Commissioner Strachan does not participate, directly or indirectly, in any aspect of these proceedings.

I. BACKGROUND

The Park City Planning Director previously approved certain chairlift upgrades proposed by Vail Resorts and Park City Mountain under a single Administrative Conditional Use Permit application. That approval was appealed by four local residents with standing. The appeal was granted, and the prior approval was reversed, requiring Vail/PCM to submit new applications. Vail/PCM twice challenged the appeal in Utah courts. Summit County's Third District Court and the Utah Court of Appeals both upheld the appeal. Vail/PCM have now submitted two Conditional Use Permit applications (Silverlode, PL-26-06820; Eagle, PL-26-06821) for the same lifts. Those applications are now pending before the Planning Commission. A site visit and work session regarding the applications was completed on March 25, 2026. We understand that no formal vote has been taken on the new applications.

In March 2026, Park City advertised three Planning Commission vacancies, opened a public application process, and stated appointments would be made in the fall. On March 31st, in an email to staff, Mayor Ryan Dickey announced he would use his authority and appoint Adam Strachan to the seat vacated when Former Planning Commissioner Bill Johnson resigned in late February for personal reasons. The timing of this appointment, made as new Vail/PCMR chairlift applications are back before the Planning Commission, raises serious concerns about the integrity and impartiality of the Commission's forthcoming review.

II. COMMISSIONER STRACHAN'S CONFLICTS OF INTEREST

A. Concurrent Financial Interest

We understand that Commissioner Strachan maintains an active professional relationship as legal counsel for the Applicant, Vail/PCMR. While the legal work he performs is allegedly unrelated to land-use matters, the financial and professional bond is concurrent with the Applicant's pending lift upgrade CUP applications.

This representation establishes a direct professional and financial relationship between Commissioner Strachan and the party that now appears before the Commission seeking approval on pending CUP applications that have undergone one work-session without Strachan. We note that Chair Van Dine recused herself from the second hearing on the ACUP appeal citing the fact that she missed the prior meeting.

Under general principles governing the conduct of attorney-adjudicators, a person who has served as legal counsel to a party should not serve as a neutral adjudicator in a proceeding in which that former or current client has a direct interest. The fact that Strachan reportedly does not advise Vail/PCM on land use matters does not eliminate the conflict. Vail/PCM is the same client. The resort operations and the land at issue are the same. The financial interest in the outcome is direct.

Utah and local law mandates that quasi-judicial officials such as Planning Commissioners maintain strict neutrality to satisfy constitutional due process, specifically when their impartiality might reasonably be questioned due to ongoing professional and financial ties.

Under Park City Municipal Code (PCMC) § 3-1-7, commissioners are barred from private employment that is "incompatible with the proper discharge of official duties" or would "impair independence of judgment". An active attorney-client relationship with Vail Resorts while adjudicating their lift upgrades creates a structural impairment of this independent judgment.

All appointed officers must file a Disclosure Statement of Personal or Financial Interest under PCMC § 3-2. This includes disclosing any entity regulated by the city where the official serves as an "agent"—a term that explicitly includes attorneys representing a client. Failure of Strachan to recuse himself from matters involving Vail/PCMR after any such disclosure violates the "Avoidance of Impressions of Corruptibility" mandated in PCMC § 3-1-8.

The Utah Municipal Officers' and Employees' Ethics Act also prohibits officials from having a personal investment in any business entity that would create a conflict in fulfilling that officer's duty.. Because the lift upgrades directly impact resort capacity and revenue, and Commissioner Strachan is currently compensated and employed by Vail, and is personally invested in Vail/PCMR's financial wellbeing, he likely faces an inescapable conflict under Utah Code § 67-16-9.

B. Public Advocacy at Prior Appeal Hearings

Perhaps most significantly, Commissioner Strachan appeared at the June 8, 2022 appeal hearing in the prior chairlift proceedings - either on his own volition or (most likely) at the direct request of his client - without any official capacity and publicly advocated in favor of Vail/PCM's position. Specifically, he addressed the Planning Commission and the appellants and stated, in substance, that the appeal should not be granted and that the Commission should rule in favor of the project.

The full hearing is available here: https://parkcityut.portal.civicclerk.com/event/1364/media.

Commissioner Strachan's statements at those hearings included the following:

> "I always remembered as a Planning Commissioner, 'What are we really here to do?' You're here to review an appeal, and it's a de novo review, as you well know. But that

> doesn't mean you don't give the Planning Director and the staff deference, because they're professionals and they do this for a living. I always did. I found it resulted in a lot of great decisions.
>
> Sometimes you have to second guess them. But overall, they're doing a very fine job of what they do, and they did a good job here. I read the final action letter from the Planning Director. Very detailed. Those conditions of approval are about as well drafted as I've seen.
>
> An excellent staff report. Kudos. Again, shows that there's been an in-depth analysis. This isn't a rubber stamp. They're putting this applicant through the wringer as they should.
>
> And you also have two consultants, who have echoed what the Planning Director and the staff member have all concluded. And with that, although it's a de novo review, you do have that body of knowledge to stand on. So I urge you to look at it and to adopt it.
>
> In terms of the evidence, it's not at all clear. In fact, I don't think there is a correlation - at least not that I could find - between an increase in carrying capacity and an increase in parking."

This is not a technical or abstract conflict. Commissioner Strachan took an active, public, adversarial position against the appellants and in favor of the very party whose applications he is now being positioned to judge. Strachan, an attorney, also acknowledged the "de novo" nature of the review and still directed the Planning Commission to give deference to "experts," deference that was specifically addressed by both Utah Courts as inapplicable and irrelevant.

His demonstrated bias is documented in the public record of the prior proceedings. No reasonable person could conclude that he is capable of rendering an impartial decision on any matter related to these applications.

III. APPLICABLE LEGAL STANDARDS

The Park City Municipal Code § 3-1-7(A) (Incompatible Employment) and § 3-1-8 (Avoidance of Impressions of Corruptibility) mandates that city officials avoid ***even the appearance of conflict*** between public duties and private interests. Under these provisions, all City officials must conduct private affairs "so as not to give a reasonable basis for the impression" that they can be "improperly influenced". An ongoing attorney-client relationship between a Planning Commissioner and an applicant, like Vail/PCM, creates a structural conflict under PCMC § 3-1-7 regarding incompatible employment and § 3-2 regarding financial interests in regulated entities. The recent Utah Court of Appeals ruling on the lift upgrade appeal emphasized that the Planning Commission must act as a

neutral fact-finder, a standard that is compromised when a commissioner has active financial ties to the resort.

Similarly, under Utah Municipal Ethics Act § 10-3-1304, no public officer shall use their position to provide a "substantial economic benefit" to another in a way that would improperly influence a reasonable person.

To avoid an erosion in the public trust adherence, the purpose of Utah Code § 67-16-1 *et al* and similar state ethics laws is specifically to strengthen the faith and confidence of the people of Utah in the integrity of their government and to establish standards of conduct for areas where actual or potential conflicts of interest exist between public duties and private interests. The ongoing relationship between Commissioner Strachan and Vail/PCM creates an "appearance of impropriety" that undermines the impartiality required for quasi-judicial land-use decisions.

Under Utah land use law and the Utah Municipal Land Use, Development, and Management Act (LUDMA), Utah Code Ann. § 10-20-101 et seq., participants in administrative land use proceedings have a due process right to a decision by an impartial decision-maker. Bias, prejudgment, or a disqualifying conflict of interest on the part of a hearing officer or board member is grounds to void any resulting decision. The City should not appoint a land-use authority who will automatically accept any proposal from an applicant who pays his bills. This defeats the entire structure established in LUDMA.

The standard for recusal or removal is not whether actual bias can be proven beyond doubt, but whether a reasonable person, knowing all the relevant facts, would question the decision-maker's impartiality. Commissioner Strachan's prior and ongoing client relationship with Vail/PCM, combined with his documented public advocacy against this appeal, satisfies that standard many times over. Ongoing legal fees paid by an applicant to a presiding official generally meets this threshold. See Utah Code §§ 67-16-5, 9, § 10-3-1304; Park City Municipal Code §§ 3-1-7(A), 3-1-8.

Additionally, Utah Code Ann. § 10-3-1305 and related provisions governing municipal officer conduct impose independent obligations of disclosure and recusal when a conflict of interest exists.

A commissioner with a conflict risks making a decision "arbitrary, capricious, or illegal" and subject to reversal.

IV. DEMAND FOR RECUSAL AND PROTECTIVE ACTION

In light of the forgoing conflict, we respectfully demand that the City take the following actions:

1. Commissioner Strachan recuse himself, voluntarily and immediately, from all proceedings, deliberations, votes, briefings, and communications related to any Vail

Resorts or Park City Mountain Resort applications concerning chairlift upgrades or related land use matters.

2. The Planning Commission Chair, Planning Director, and City Manager take affirmative steps to enforce this recusal and ensure that Commissioner Strachan does not participate, directly or indirectly, in any aspect of these matters.

3. The City Attorney conduct an investigation of the apparent violation and provide a written opinion that is made available to the public addressing Commissioner Strachan's conflicts of interest and the legal sufficiency of his participation.

4. Mayor Dickey provide in writing the basis for Commissioner Strachan's appointment and certify that the appointment was not made for the purpose of securing a particular outcome in any pending or anticipated land use proceeding.

V. RESERVATION OF RIGHTS

Our clients hereby expressly reserve all legal rights, including but not limited to the right to challenge any decision, approval, or action in which Commissioner Strachan participates on due process and conflict of interest grounds. We further reserve the right to seek injunctive relief, mandamus, or other appropriate remedies in the event that Commissioner Strachan is permitted to participate in these proceedings over this objection.

This letter is submitted for the record and will be cited in any future legal proceedings arising from Commissioner Strachan's participation. Silence or inaction in response to this letter will itself be part of the record. We appreciate your attention to this matter.

Sincerely,

BENNETT TUELLER JOHNSON & DEERE

Hyrum J. Bosserman

cc: Dierdra Walsh, Vice President and COO, Park City Mountain
Bill Rock, President, Mountain Division, Vail Resorts
Rob Katz, CEO, Vail Resorts

ADDENDUM: Statement of Former Planning Commissioners

We, the undersigned, are former members of the Park City Planning Commission. We each served on the Commission during the appeal proceedings concerning the proposed chairlift upgrades by Vail Resorts and Park City Mountain Resort, and we presided over those hearings in our capacity as commissioners.

We write neither as parties nor as advocates for any side, but as former adjudicators with direct, firsthand knowledge of the standards and norms governing commissioner conduct on this Commission. In that capacity we state the following:

It was the understood and observed practice during our tenure that any commissioner with a prior professional relationship with a party appearing before the Commission, or who had publicly expressed a position on a pending matter, was expected to recuse from that matter without exception. This was not a matter of discretion. It was a baseline ethical obligation that each of us took seriously and observed.

Commissioner Strachan's circumstances as described in the accompanying letter are, in our judgment, disqualifying under those same standards. His prior legal representation of Vail Resorts, his voluntary appearance at the appeal hearings to publicly advocate against the appellants and in favor of Vail's position, and his reappointment at the moment new applications from that same party are pending do not present a close question.

Each of us is prepared to testify under oath to the norms and practices described herein in any administrative, judicial, or other proceeding in which Commissioner Strachan's participation is challenged.

Former Commissioner John Kenworthy, Park City Planning Commission, Years of Service: 2018-2023

Former Commissioner Laura Suesser, Park City Planning Commission, Years of Service: 2016-2025

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 [redacted], 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 [redacted]., 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

Park City Planning Commission, March 18, 2026

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.

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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.

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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 [redacted]. 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 27, 2026**
Type of Item:	**Administrative – Conditional Use Permit**

Recommendation

(I) Review 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) 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:	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
ROS	Recreation and Open Space
SLO	Sensitive Land Overlay

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

Summary

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

[1] LMC § 15-1-8

Exhibit C: *Silverlode Lift Proposed Plans*).



Figure 1: Applicant's Silverlode lift context submittal

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)

The Planning Commission:

- Discussed with the Applicant the necessity of the Silverlode maintenance building location, 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.
- Inquired regarding the hours of operation for the maintenance facility and whether there was 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.

- 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.

- Requested more information regarding the disturbance area for the Silverlode lift towers.

- Requested clarification on the Applicant's narrative regarding the capacities of the different lifts (Minutes, p. 2).

The Applicant supplemented their Application with:

- Parking Management Plan Consistency with the Land Management Code – Silverlode Lift Replacement (Exhibit D)
- Silverlode Lift Permanent Disturbance Calculations (Exhibit E)

On May 13, 2026, the Planning Commission evaluated parking, traffic, and transportation as it relates to the Applicant's proposal (Packet, Item 5.A; Audio).

Analysis

The Silverlode lift is in the Recreation and Open Space (ROS) Zoning District and Sensitive Land Overlay (SLO). Land Management Code (LMC) § 15-2.7-2(C)(8) establishes a ski lift as a Conditional Use in the ROS Zoning District. The Planning Commission reviews ski lift CUPs according to LMC § 15-1-10 *Conditional Use Review Process*.

LMC § 15-1-10 *Conditional Use Review Process* states:

> "There are certain Uses that, because of unique characteristics or potential impacts on the municipality, surrounding neighbors, or adjacent land Uses, may not be Compatible in some Areas or may be Compatible only if certain conditions are required that mitigate or eliminate the detrimental impacts.
>
> The Planning Department will evaluate all proposed Conditional Uses and may recommend conditions of approval to preserve the character of the zone, and to mitigate potential adverse effects of the Conditional Use.
>
> A Conditional Use shall be approved if reasonable conditions are proposed, or can be imposed, to mitigate the reasonably

anticipated detrimental effects of the proposed Use in accordance with applicable standards.

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

In addition to criteria considered by the Planning Commission for a CUP outlined in LMC § 15-1-10(E), the Planning Commission evaluates 12 criteria specific to ski lifts in LMC § 15-4-18 *Passenger Tramways and Ski Base Facilities*. These criteria were evaluated in the March 25 and May 13 staff reports and discussions.

The March 25, 2026, staff report provided analysis for:

- Recreation and Open Space Zoning District regulations
- Conditional Use Permit criteria
- Sensitive Land Overlay Development Approvals for Ski Area Construction and Expansion (Exhibit F)

The May 13, 2026, staff report provided analysis for parking, traffic, and transportation as it relates to the Applicant's proposal (Exhibit G).

Pursuant to Planning Commission comments and direction at each meeting, City staff and the Applicant have continued to revise the draft Conditions of Approval outlined in the March 25 and May 13 staff reports to establish a clear, consistent, and effective Final Action Letter that outlines the Applicant's ongoing requirements to mitigate the existing and reasonably anticipated detrimental effects of the proposed lift upgrade. These are outlined in detail in the draft Final Action Letter.

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.[2]

Public Input

Public input is attached as Exhibit O.

[2] LMC § 15-1-21

Exhibits

Exhibits K through P and U through W of the Eagle Lift Agenda Item are incorporated herein.

A: Draft Final Action Letter
- Attachment 1: 2022 Lift Tower Height Approval
- Attachment 2: Silverlode Wildlife Report
- Attachment 3: 2026 Parking, Traffic, and Transportation Plan

B: Applicant's Silverlode Lift Narrative
C: Silverlode Lift Proposed Plans
D: Parking Consistency with the Land Management Code
E: Silverlode Lift Permanent Disturbance Calculations
F: March 25, 2026 Lift Upgrades Staff Report
G: May 13, 2026 Silverlode Lift Staff Report
H: Applicant's Silverlode Code Compliance Analysis
I: Silverlode Erosion Control Plan
J: Silverlode Culvert and Stream
K: Silverlode Design Capacity
L: Silverlode Replacement Plan and Profile
M: Silverlode Sensitive Lands Analysis
N: Historic Structures Map
O: Public Input

Planning Department

May 27, 2026

Deirdra Walsh, VP-COO Park City Mountain

CC: VR CPC Holding Inc. d/b/a Park City Mountain

NOTICE OF PLANNING COMMISSION ACTION

Description

Location:	Parcel PCA-S-98-PCMR-1
Zoning District:	Recreation and Open Space Sensitive Land Overlay
Application:	Conditional Use Permit
Project Number:	PL-26-06820
Action:	APPROVED WITH CONDITIONS (See Below)
Date of Final Action:	May 27, 2026
Project Summary:	The Applicant proposes replacing the Silverlode lift with an eight-passenger detachable lift.

Action Taken

On May 27, 2026, the Planning Commission conducted a public hearing and approved the Conditional Use Permit (CUP) according to the following findings of fact, conclusions of law, and conditions of approval:

Findings of Fact

1. The Applicant proposes replacing the Silverlode lift with an eight-passenger detachable lift.
2. In 1997, the Planning Commission approved the Park City Mountain Resort Large Scale Master Plan Development (PCMR MPD) outlining base area development.
3. In 1998, the PCMR MPD Development Agreement was recorded with Summit County (Entry No. 513070).
    a. Development Agreement Section 2.3 *Ski Operations Improvements*

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establishes an administrative staff-level review for lifts identified in a 1996 Mountain Upgrade Plan. The administrative staff-level review requires evaluation of six criteria outlined in Development Agreement Sections 2.3.1 through 2.3.6.

b. Lift upgrades not consistent with the Mountain Upgrade Plan require review in accordance with the Land Management Code (LMC).[1]
c. In 2022, the Planning Commission determined staff did not have authority to review the Silverlode lift replacement in a combined Administrative CUP with the Eagle lift. Therefore, the Silverlode lift replacement requires Planning Commission review in accordance with the LMC.
d. LMC § 15-2.7-2(C)(8) establishes ski lifts in the ROS Zoning District as a Conditional Use, requiring Planning Commission review for compliance with LMC § 15-1-10 *Conditional Use Review Process* and LMC § 15-4-18 *Passenger Tramways and Ski Base Facilities*.

4. On January 27, 2026, the Applicant applied to upgrade the Silverlode lift from a six-passenger detachable to an eight-passenger detachable lift with the same approximate alignment with an approximately 3,652-square-foot bottom terminal and an approximate 159-square foot operator house, and an approximately 3,025-square-foot top terminal and an approximate 281-square-foot operator house. The Applicant also proposes constructing an approximately 1,800-square-foot lift storage and maintenance building near the bottom terminal.
5. The CUP submittal is a Complete Application.
6. The Silverlode replacement lift is to be installed in the ROS Zoning District and Sensitive Land Overlay (SLO).

Recreation and Open Space Zoning District Requirements

7. LMC § 15-2.7-1 outlines the purpose of the ROS Zoning District, including permitting and encouraging recreational uses while preserving and enhancing environmentally sensitive lands.
    a. The Applicant proposes the Silverlode lift upgrades to improve on-mountain circulation and operational efficiency by upgrading existing lift infrastructure in place. The Silverlode lift reduces congestion at key

[1] In 2008, the Planning Commission approved a CUP for the replacement and realignment of the Ski Team lift with the Crescent detachable quad lift. In 2015, the Planning Department approved an Administrative CUP for the King Con and Motherlode lift upgrades. In 2015, the Planning Commission approved a CUP and MPD and Mountain Upgrade Plan amendment for the Quicksilver interconnect gondola and restaurant expansion.

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gathering areas on the mountain, enhances safety and reliability, and maintains existing access patterns. The Silverlode lift supports the long-term operational performance of Park City Mountain and enhances the guest experience.

b. The Applicant submitted a Sensitive Land Analysis for SLO review.

8. LMC § 15-2.7-3 requires 25-foot Front, Side, and Rear Setbacks in the ROS Zoning District. The proposed Silverlode lift is a mid-mountain lift and exceeds the Setback requirement.
9. LMC § 15-2.7-4 establishes a maximum height of 28 feet from Existing Grade in the ROS Zoning District. Ski lifts may extend above the 28-foot height subject to visual analysis and approval by the Planning Director (LMC § 15-2.7-4(A)(4)).
    a. On April 19, 2022, a Notice of Planning Director Determination was issued approving the height exception for the Silverlode lift, finding "the ski lift towers for . . . Silverlode lift are consistent with existing heights and best practices and may extend above the maximum Zone Height of 28 feet" based on evaluation of ridgelines and entry corridor and vantage points (Attachment 1).
    b. This Planning Director Determination did not expire.
    c. This Planning Director Determination was not appealed.
    d. The Applicant's updated plans comply with the 2022 Planning Director Determination and all but one tower height is reduced, ranging from 18.55 feet to 62 feet.
10. LMC § 15-2.7-5 requires evaluation of dark sky and waterwise and firewise landscaping considerations, addressed in the Conditions of Approval below. Outdoor lights for the terminals and operator houses must comply with the City's dark sky code in LMC § 15-15-5(J) with fully shielded and down-directed bulbs that are 3,000 degrees Kelvin or less.
11. LMC § 15-2.7-6 requires the Applicant to protect all Significant Vegetation (large trees 6 inches in diameter or greater measured 4 ½ feet above the ground, groves of smaller trees, or clumps of oak and maple, covering an area 50 square feet or more measured at the drip line), within 20 feet of the disturbance area. Condition of Approval (3)(b) requires compliance, subject to requirements to remove dead and dying vegetation for wildfire mitigation.

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Conditional Use Permit Criteria

12. LMC § 15-1-10 *Conditional Use Review Process* requires the Planning Commission to approve a CUP 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.
13. The Planning Commission reviews 17 criteria outlined in LMC § 15-1-10(E) when evaluating a CUP:
    a. **Size and Location of the Site:** The existing and proposed length of the Silverlode lift is approximately 6,870 feet.
    b. **Traffic Considerations Including Capacity of the Existing Streets in the Area:** See Finding of Fact (13)(f).
    c. **Utility Capacity, Including Storm Water Run-Off:** The Applicant submitted a storm water prevention plan to mitigate storm water runoff during construction and an accompanying Erosion Control Plan that details best management practices to reduce runoff and erosion. On February 17, 2026, the Development Review Committee evaluated the proposed lift upgrades and determined the proposal complies with their required standards.
    d. **Emergency Vehicle Access:** On February 17, 2026, the Park City Fire District reviewed the proposal and found it complies with their requirements.
    e. **Location and Amount of Off-Street Parking:** See Finding of Fact (13)(f).
    f. **Internal Vehicular and Pedestrian Circulation System:** The location of the Silverlode lift is a mid-mountain high-use area, providing direct access to the advanced terrain located on the upper elevations of the resort and access to the Quicksilver Gondola.
    g. **Fencing, Screening, and Landscaping to Separate the Use from Adjoining Uses:** The Silverlode lift is surrounded by the existing ski terrain with no recommended fencing, screening, or landscaping to separate the use from adjoining uses
    h. **Building Mass, Bulk, and Orientation, and the Location of Buildings on the Site, Including Orientation to Buildings on Adjoining Lots:** The terminals and accessory buildings are comparable in mass, bulk, and orientation to those throughout the resort. The bottom terminal of the Silverlode replacement lift is approximately 3,652 square feet and 25 feet tall with an approximate 159-square-foot operating house, and an

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approximate 1,800 square foot lift storage and maintenance Building that is 28 feet tall. The top terminal of the Silverlode lift replacement is approximately 3,025 square feet and 27 feet tall with an approximately 281-square-foot operator house.

i. **Usable Open Space:** The Silverlode lift is within the ski terrain, and usable open space is retained.

j. **Signs and Lighting:** Municipal Code of Park City § 12-8-1(F) *Signs Exempt from Permit Requirement* exempts signs located in open-air recreational facilities not oriented to public street such as signs in ski resorts from the regulations of the Sign Code. Outdoor lights for the terminals and operator houses must comply with the City's dark sky code in LMC § 15-15-5(J) with fully shielded and down-directed bulbs that are 3,000 degrees Kelvin or less.

k. **Physical Design and Compatibility with Surrounding Structures in Mass, Scale, Style, Design, and Architectural Detailing:** The Applicant proposes non-reflective, galvanized towers and terminals designed similar in kind and style to those existing within the resort.

l. **Noise, Vibration, Odors, Steam, or Other Mechanical Factors That Might Affect People and Property Off-Site:** Due to its mid-mountain location, noise, vibration, odor, steam, or mechanical factor impacts to people and property off-site are not anticipated.

m. **Control of Delivery and Service Vehicles, Loading and Unloading Zones, and Screening of Trash and Recycling Pickup Areas:** No changes to trash and recycling associated with the terminals and operator houses are proposed. The Applicant's Construction Management Plan must address control of delivery and service vehicles and trash and recycling.

n. **Expected Ownership and Management of the Project:** The Applicant provided a Memorandum of Lease between the Applicant and property owner of Parcel PCA-S-98-PCMR-1, TCFC Leaseco LLC. The Applicant oversees the Park City Mountain operations and management of the ski lift.

o. **Within and Adjoining the Site, Environmentally Sensitive Lands, Physical Mine Hazards, Historic Mine Waste and Park City Soils Ordinance, Steep Slopes, and Appropriateness of the Proposed Structure to the Existing Topography of the Site:** The purpose of the

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SLO, in part, is to protect and preserve environmentally sensitive land. Ski lifts within the SLO are reviewed pursuant to LMC § 15-2.21-7 *Sensitive Land Regulations – Development Approvals for Ski Area Construction and Expansion*. The Applicant is required to mitigate impacts to the natural character of the Sensitive Lands, revegetate disturbed areas, and install temporary and permanent erosion control measures to the *Maximum Extent Feasible*, defined in LMC § 15-15-1 as "[t]he maximum mitigation where no prudent, practical and feasible alternative exists to completely mitigate the adverse impact. Economic considerations may be taken into account but shall not be the overriding factor in determining 'Maximum Extent Feasible'."

i. The Applicant submitted a Sensitive Lands Analysis, including a visual analysis, slope/topographic map, geotechnical report, ridge line areas, vegetative cover, vantage point analysis, and information regarding wetlands, stream corridors, and wildlife habitat areas.
ii. The Planning Department reviewed the Sensitive Lands Analysis and identified recommended Conditions of Approval.
iii. The Planning Director scheduled a consultation meeting with the Applicant, requested additional information, and found the Applicant—to the Maximum Extent Feasible—designed the ski facilities to preserve the natural character of the Sensitive Lands, pursuant to recommended Conditions of Approval.
iv. The Planning Department provided recommended Conditions of Approval to the Planning Commission on March 25, 2026, that are included herein.
v. The Silverlode lift is designed to mitigate impacts to the natural character of the Sensitive Lands, disturbed areas will be revegetated, and temporary and permanent erosion control measures will be implemented:
    1. **Steep Slopes –** The Silverlode top terminal and operator house will replace the existing top terminal and operator house. The Silverlode bottom terminal will replace the existing bottom terminal. The Applicant's proposed lift storage and maintenance building is within 50 feet of a Very Steep Slope. The location of the lift storage building has

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been mitigated to the Maximum Extent Feasible because it is in an area that will not impact Significant Vegetation, and it provides for skier safety and visibility for skiers coming off the Parley's Park, Prospector, Claimjumper, and King Con ski runs.

2. **Ridge Lines –** The existing Silverlode lift is within a Ridge Line Area, and the proposed upgrade does not increase the encroachment. Relocating the lift and connecting runs would increase the areas of disturbance.
   The existing Silverlode top terminal is minimally visible from the Park Meadows Country Club and the Park City Hospital Vantage Points. The proposed top terminal will be in the same location as the existing terminal
3. **Wetlands and Streams –** No wetlands or streams are impacted. The bottom terminal of the Silverlode lift is 136 feet from a stream. However, this stream is in an underground culvert. Surface conditions are dry, it is an existing ski run, and no wetland hydrology or vegetation are within the project area.
4. **Wildlife Habitat –** The Applicant's Wildlife Habitat Report completed by Martin & Nicholson Environmental Consultants, dated January 12, 2026 (Attachment 2), and Condition of Approval 5, require mitigation of impacts to wildlife and habitat during construction:
   a. The project area will be surveyed during the summer by qualified wildlife biologists to determine if species discussed in the wildlife habitat report are present. Results of this survey will help determine if big game avoidance and migratory bird measures need to be implemented.
   b. Except for emergencies, all construction activities will be confined to daylight hours to reduce the impacts on crepuscular and nocturnal wildlife species.
   c. If project construction occurs before August 31, raptor stick nest surveys will be conducted in and adjacent to the project area prior to tree and shrub leaf-out in

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May. If any occupied nests are found, they will be flagged and monitored.

d. If project construction occurs before August 31, two days of broadcast acoustical surveys for American goshawk will be conducted: one in June and one in July. If occupied nests are found within the project area, they are to be avoided until the nests are no longer active (May to late-August).
e. To minimize the risk of transporting noxious and invasive weeds into the project area, all vehicles and equipment will be cleaned (soil, seeds, and any plant parts removed from exterior surfaces), before moving into the project area. Cleaning activities will concentrate on tracks, feet, or tires, and the undercarriage with special emphasis on axles, frame, cross members, motor mounts, underneath steps, running boards, and front bumper/brush guard assemblies. Vehicle cabs will also be swept out and the refuse disposed of in waste receptacles prior to entering the project area.
f. A native plant seed mix (including grasses, forbs, and where appropriate shrubs), certified as noxious and invasive weed-free, will be used for reseeding all areas of ground disturbance caused by project construction.
g. All sites disturbed during project construction will be monitored and treated yearly, for a minimum of three years, to prevent any new noxious and invasive weeds from becoming established.
h. If project action will take place during the avian breeding season (generally January 1 – August 31), the presence of active nests will be assessed no more than 10 days prior to construction and construction in the vicinity of those nests avoided until the nests are no longer active. Active nests will be flagged and a biological monitor will be on-site to monitor any active

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nests if construction must take place prior to August 31.

5. **Vegetation –** On March 5, 2026, the Forestry Board reviewed and approved the Applicant's plan, requiring Conditions of Approval (3)(c) – (3)(e).
    a. Pursuant to LMC § 15-2.7-6, the Applicant is required to protect all Significant Vegetation within 20 feet of the development area.
    b. The Applicant is subject to Condition of Approval (3)(a) – (3)(b) to ensure revegetation of disturbed areas.
6. **Erosion Control Measures –** The Applicant submitted an erosion control plan and Stormwater Pollution Prevention Plan and is subject to City regulations and requirements to minimize erosion, control sediment, and protect downstream drainage systems, including:
    a. Limiting vegetation clearing to minimal areas necessary for construction.
    b. Directing drainage away from disturbed slopes toward stable vegetated areas when feasible.
    c. Dispersing runoff to avoid concentrated flows.
    d. Stabilizing disturbed areas as soon as practicable following grading operations using seeding, mulching, erosion control blankets, or equivalent methods.
    e. Installing biodegradable fiber rolls along contours to shorten slope length to reduce sheet-flow velocity.
    f. Installing water bars on temporary access routes or disturbed slopes to intercept and divert runoff.
    g. Installing rock check dams or straw-wattle check dams in drainage swales to slow runoff and promote sediment deposition.
    h. Install silt fences along downslope project boundaries, stockpiles, and disturbance limits.
    i. Installing sediment traps for broader drainage areas to capture sediment in centralized locations.

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j. Installing gravel bags or inlet protection devices placed at culverts, drainage structures, or storm drain inlets when present.
k. Establishing limited construction entrance site access points.
l. Installing a wheel wash station at these access points to minimize sediment tracking onto roadways.
m. Locating soil stockpiles away from drainage paths and surround with perimeter controls such as silt fences or wattles.
n. Completing routine inspections and following significant precipitation events and adjust as needed.
o. Grading - final site grading and disturbed areas will be permanently stabilized through revegetation with an approved seed mix, mulching, erosion control blankets, or other approved stabilization measures consistent with City and state requirements.

7. **Soils –** The Silverlode lift is not within the Park City Soils Ordinance Boundary. However, on February 23, 2026, the City's Environmental Program Manager reviewed the proposed Silverlode lift upgrades and confirmed the proposal conforms with soil requirements. Condition of Approval (6)(a) requires compliance with relevant state and federal regulations.
8. **Water Source Protection –** On February 23, 2026, the City's Water Quality and Treatment Manager reviewed the proposed plans for compliance with the City's Source Protection Ordinance and requires Condition of Approval (7)(a) regarding the location of standby fuel tanks and associated secondary containment prior to building permit submittal.

p. **Reviewed for Consistency with the Goals and Objectives of the Park City General Plan (Such Review for Consistency Shall Not Alone Be Binding):** The Silverlode lift upgrade, the Applicant's 2026 Parking, Traffic, and Transportation Plan, and the Conditions of Approval are consistent with the General Plan goals and objectives, including:

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i. Promoting redevelopment that integrates a world-class resort with a strong sense of community.
ii. Improving connectivity, including continued coordination with the resort on paid parking and parking reservations.
iii. Installing traffic calming measures in residential areas to discourage speeding and through traffic.
iv. Developing clear policies for resorts to integrate trip reduction strategies, establish mode-shift targets, and reduce parking through formal City mechanisms.
v. Regularly evaluating and updating the paid reservation parking system to support mode shift goals, reduce vehicle congestion, and prioritize access for residents and high-occupancy travel.
vi. Increasing transit ridership to the Mountain Village base area to 20% (Park City Forward, the City's long-range transportation plan and supplement to the General Plan).
vii. Establishing employee parking options, on-site or off-site with shuttle/transit for the Resort Center neighborhood.
viii. Installing clear wayfinding signage to the Upper Resort Center and other tourist destinations within the Resort Center neighborhood.

q. **Radon Mitigation for Residential Uses:** No residential uses are proposed.

Passenger Tramways and Ski Base Facilities Criteria

14. LMC § 15-4-18 *Passenger Tramways and Ski Base Facilities* requires the Planning Commission to evaluate 12 criteria in addition to the 17 outlined in LMC § 15-1-10 *Conditional Use Review Process*:
    a. **Ownership of Liftway:** LMC § 15-15-1 defines *Liftway* as "[t]he necessary Right-of-Way, both surface and air space, for the operation of any tram or ski lift." The Applicant leases the parcel where the Silverlode lift upgrade is to be installed.
    b. **Width:** More than a 10-foot distance outward from the vertical plane established by the outermost surface of the Silverlode lift on each side is provided.
    c. **Base or Terminal Facilities:** No construction is proposed within the Historic Residential – 1 or Historic Residential Low Density Zoning Districts.

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d. **Crossing of Public Roads:** No improvements are proposed over public roads or residential streets.
e. **Utility Clearance:** On February 17, 2026, utility providers reviewed the proposed plans. The Silverlode lift is not proposed over any wires or utility lines.
f. **Parking and Traffic Plans:**
    i. The LMC does not set a specific requirement for parking associated with lift upgrades. 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.
    ii. The Park City Mountain Resort Master Planned Development Phase I Traffic and Parking Management Plan establishes 1,700 required skier and employee parking spaces (Development Agreement Exhibits J and K, Summit County Recorder Entry No. 513070).
        1. The Applicant exceeds required skier parking for the Phase I Traffic and Parking Management Plan with 1,712 parking spaces:
            a. 1,227 spaces are provided in the Mountain Village Surface Lots (First Time, Main, Silver King, Legacy/Marriott).
            b. 385 spaces are provided in Mountain Village base area parking garages (Mountain Village and Sweetwater).
            c. 100 spaces are provided in the employee Munchkin Parking Lot (1375 Munchkin Road).
        2. Conditions of Approval (4)(a) – (4)(l) require continued compliance with the Phase I Traffic and Parking Management Plan with updated requirements to reflect existing conditions to:
            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

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City for improved efficient traffic and parking circulation during the ski season.

c. Formalize the Park City Mountain and City implementation of neighborhood mitigation strategies during the ski season.

iii. The Applicant must present a parking, traffic, and transportation plan that includes vehicle, transit, and pedestrian circulation as it relates to impacts generated by the lift, the impacts of traffic on adjoining landowners and neighborhood, and parking demand.

iv. The Applicant submitted a 2026 Parking, Traffic, and Transportation Plan (Attachment 3).

v. The Applicant's 2026 Parking, Traffic, and Transportation Plan shows workable means of dealing with traffic generated by the lift construction and operation, as conditioned.

1. 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%.
2. While capacity increases for skiers within the ski terrain area, no measurable change in vehicle traffic patterns are anticipated to result from the replacement of the lifts.
3. No additional parking will be required for the lift replacement.
4. 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, the same Transportation Demand Management Conditions of Approval required for the Eagle Lift CUP are incorporated herein.

g. **Liftway Setback:** The lift upgrades are not within 10 feet of any dwelling.

h. **State Regulation:** The Applicant is coordinating with the Utah Passenger Tramway Safety Committee regarding the design, construction, and operation of the lifts in compliance with state requirements. See Condition of Approval 8.

i. **Public Purpose Served:** The Planning Commission agrees with the Applicant's justification: "[t]he Replacement Lift improves on-mountain circulation and operational efficiency by upgrading existing lift

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

j. **Status of Land within Liftway:** The proposal does not require Liftway easements.
k. **Structures within Liftway:** No existing or proposed structures existing or are proposed within the Liftway.
l. **Preservation of Historic Structures:** No Historic Structures are within or proximate to the Silverlode lift.

15. **Development Review Committee:** On February 17, 2026, the Development Review Committee evaluated the Application and confirmed the proposal, as conditioned, conforms to their requirements.
16. **Public Meetings:** The Planning Commission conducted a site visit on March 25, 2026, a work session on March 25, 2026, and public hearings on May 13 and May 27, 2026.
    a. For the March 25 work session, staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on March 11, 2026. Staff mailed courtesy notice to property owners within 300 feet on March 11, 2026. The *Park Record* published courtesy notice on March 11, 2026.
    b. For the May 13 and May 27 public hearings, 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.

Conclusions of Law

1. The Silverlode Lift CUP, as conditioned, complies with LMC § 15-1-10 *Conditional Use Review Process*.
    a. The Application complies with all requirements of the LMC:
        i. The Silverlode Lift CUP, as conditioned, complies with LMC Chapter 15-2.7 *Recreation and Open Space District*.
        ii. The Silverlode Lift CUP, as conditioned, complies with LMC § 15-2.21-7 *Sensitive Land Regulations – Development Approvals for Ski Area Construction and Expansion*.

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iii. The Silverlode Lift CUP, as conditioned, complies with LMC § 15-4-18 *Passenger Tramways and Ski Base Facilities*.

b. The Use will be compatible with surrounding structures in use, scale, mass, and circulation.
c. The effects of any differences in use or scale have been mitigated through careful planning.

Conditions of Approval

1. **Modifications Require Notice:** 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 27, 2026.
    a. 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.
2. **Erosion Control**
    a. The Applicant shall ensure compliance with the submitted storm water prevention plan to mitigate storm water runoff during construction and erosion control plan.
    b. The Applicant shall install erosion control blankets on all slopes steeper than 2:1.
    c. The finish surface of ski runs shall be graded with a three-foot maximum topsoil and native soils.
    d. Upon completion of construction activities, final site grading will occur, and disturbed areas will be permanently stabilized using revegetation with an approved seed mix, mulching, erosion control blankets, or other approved stabilization measures consistent with state and City regulatory requirements.
3. **Vegetation**
    a. Disturbed areas shall be revegetated prior to building permit closure.
    b. The Applicant shall submit an arborist report for all Significant Vegetation within 20 feet of areas disturbed for construction and shall protect this Significant Vegetation unless diseased, dead, or dying.

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

4. **Transportation Demand Management**
   a. The resort shall provide a report of annual parking supply utilization on high visitation days within 60 days of the end of each ski season for review by the Engineering Department and the City's Traffic Operations Team.
   b. Park City Mountain will encourage 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.
   c. Prior to October 15th of each year, Park City Mountain will submit to the Planning Department for City review an employee vanpool or shuttle program that includes monitoring, incentivizing, and promoting the growth of such program for employees commuting from the Wasatch Front and Wasatch Back.
   d. Prior to October 15 each year, Park City Mountain 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 target 20% employee participation with increased employee carpooling and use of vanpool opportunities each year.
   e. Park City Mountain shall designate an employee to serve as the Transportation Demand Management coordinator and neighborhood liaison 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 and 2026 Parking, Traffic, and Transportation Plan unless otherwise jointly agreed with the City's Traffic Operations Manager.
   f. Park City Mountain's Transportation Demand Management coordinator and neighborhood liaison and the City's Traffic Operations Team:

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i. Will meet before October 15 of each year and regularly throughout the ski season to comprehensively review and implement the ski season plan that addresses traffic and parking attendants, signage, and neighborhood mitigation and parking enforcement to support efficient traffic and parking circulation for peak days that are identified by the City for each ski season, and to protect the adjacent residential neighborhoods, including Thaynes, the residential areas of the Resort Center, and Old Town.
ii. Will meet within 60 days of the end of the ski season each year, unless otherwise jointly agreed, to review and discuss the ski season plan that addresses traffic and parking attendants, signage, and neighborhood mitigation and parking enforcement, and identify opportunities for improvements in the coming ski season.

g. The Applicant shall:
   i. Maintain the paid parking reservation system.
   ii. Effectively manage the paid parking reservation system with on-site parking attendants and a citation policy for people without a reservation.
   iii. The Applicant will use net proceeds (defined as revenue less direct and indirect costs) generated from paid parking at the Mountain Village to reinvest in transportation, transit, traffic mitigation, and/or parking measures to support guest and employee access at the Mountain Village and will annually provide to the Finance Department a 3 year average accounting derived from financial information included in previously issued consolidated financial statements of Vail Resorts, Inc. filed with the SEC. Such accounting shall be submitted to the City as part of Applicant's annual business license renewal and shall be designated as confidential commercial and financial information pursuant to Utah Code § 63G-2-305(2) and § 63G-2-309 at the time of submission. The City shall treat such information as protected records under GRAMA to the extent permitted by law.
h. Park City Mountain will regularly evaluate and update the paid reservation parking system to adjust pricing or leverage other strategies on peak days if needed to support increased average vehicle occupancy and transit ridership.
i. 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.

DRAFT

i. If parking at the Park City School District campus is unavailable or decreased 25 percent or more for peak ski days during the upcoming ski season (excluding emergencies), Park City Mountain shall submit a supplemental parking mitigation plan for similar capacity to the Planning Department for Planning Commission review and approval.

j. 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 capacity.

k. The Applicant will coordinate and cooperate with the City, other ski areas, the Park City School District, Summit County, and the Park City Chamber of Commerce & Visitors Bureau regarding off-site parking implementation in the 2026 Parking, Traffic, and Transportation Plan, including service levels for transit service to such parking. Any material changes must be addressed in the reviews and annual plan implementation submitted prior to October 15 each season as provided herein.

l. The Applicant and City shall measure public bus transit times between the intersection of Park Avenue and Empire Avenue and the Mountain Village transit stop on designated peak days. Excluding delays attributed to event days, severe weather conditions, roadway incidents, construction, or other non-resort-related causes, if ingress transit times on all remaining peak days average greater than 5 minutes between the period of 8:00 AM and 12:00 PM for a total of 10 days during any one ski season, the Applicant will meet with City staff to identify appropriate operational adjustments. If additional mitigation is deemed necessary by the Planning Director, the Applicant will submit an amended 2026 Parking, Traffic, and Transportation Plan for Planning Commission review.

5. **Wildlife**
   a. Compliance with the Martin & Nicholson Environmental Consultants Silverlode Lift Replacement Wildlife Habitat Report (Attachment 2) is required.
6. **Soils**
   a. The Applicant shall comply with applicable state and federal regulations.
7. **Water**
   a. The location of ski lift standby fuel tanks and associated secondary containment shall be identified and submitted to the City's Water Department for review and approval prior to building permit submittal.
8. **State Regulation**

DRAFT

a. If the state requires substantive modifications to any component of the proposed lifts during or after the construction process, the Applicant will return to the Planning Commission to provide an update and modify the plans if required.

9. **Construction**
    a. The Applicant's Construction Mitigation Plan shall address:
        i. Days of the week and hours when construction is permissible.
        ii. Routing of construction traffic so that adjacent residential streets are not affected.
        iii. Material stockpiling and staging on site.
        iv. Parking of construction vehicles.
        v. Maintenance of pedestrian ways and trails during construction.
            1. 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.
        vi. Recycling of construction waste, including the minimizing of off-site soil/material transport.
    b. 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.
    c. 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.
    d. 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.
    e. 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.
10. **Vertical Development**

DRAFT

a. 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 ongoing 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.

11. **Expiration**
    a. This CUP expires within one year unless the City has issued a building permit for the Silverlode lift. The Planning Director may grant an extension for one additional year when an extension request is submitted in writing prior to the expiration of the CUP and the request complies with LMC § 15-1-10(G).

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 435-640-0558 or email nannette.larsen@parkcity.gov.

Sincerely,

Christin Van Dine, Planning Commission Chair

CC: Nan Larsen
Lillian Zollinger
Virgil Lund

ATTACHMENT 1 – 2022 Planning Director Height Determination
ATTACHMENT 2 – Wildlife Habitat Report
ATTACHMENT 3 – 2026 Parking, Traffic, and Transportation Plan

DRAFT

Planning Department

April 19, 2022

VR CPC Holdings – Park City Mountain Resort
1375 Munchkin Road
Park City, Utah 84060

NOTICE OF PLANNING DIRECTOR DETERMINATION

RE: Determination of height extension for ski lift upgrades proposed for ski operation improvements on parcels PCA-S-98-PCMR-1, PCA-29-A, PCA-29-D, PCA-1003, SA-402-A, and SA-253-B-2 (Administrative Conditional Use Permit, PL-22-05145)

The Eagle and Silverlode lift upgrades at Park City Mountain Resort include new alignment and tower installations. The project falls in the Recreation and Open Space (ROS) Zone, where the maximum Building Height is 28 feet. Ski lift towers traditionally exceed zone height, and per Land Management Code § 15-2.7-4, "Ski lift or tramway towers may extend above the maximum Zone Height subject to a visual analysis and administrative approval by the Planning Director."

After thorough review of the submitted material required, the Planning Director finds the information to be sufficient regarding the lift alignments, tower locations, and visual and ridgeline impacts and makes the determination that the ski lift towers for the Chondola lift (new Eagle) and Silverlode lift are consistent with existing heights and best practices and may extend above the maximum Zone Height of 28 feet, as shown on the following attachments:

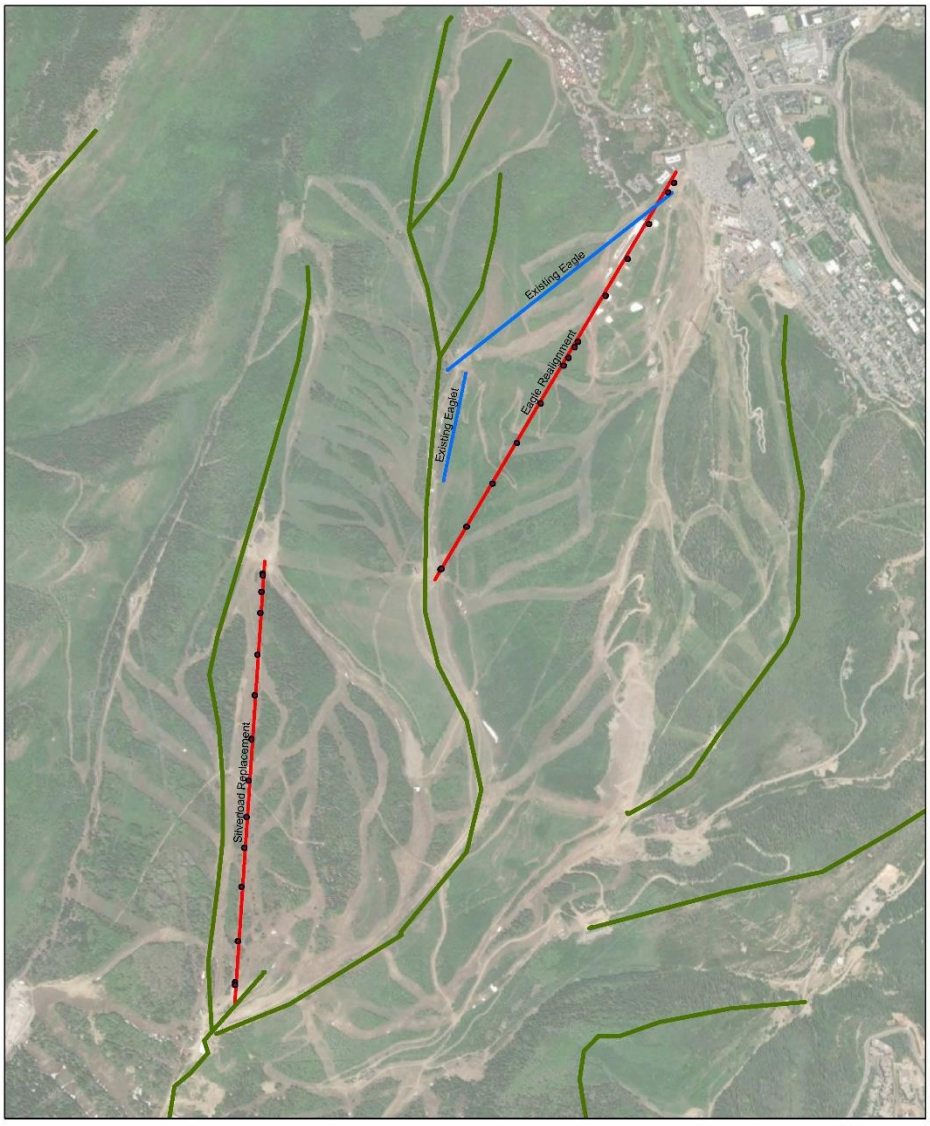
Attachment 1 – Ridgelines
Attachment 2 – Entry Corridor and Vantage Points
Attachment 3 – Proposed Chondola Tower Height
Attachment 4 – Proposed Silverlode Tower Height

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

Sincerely,

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

Attachment 1 – Ridgelines



0.25 Miles

Legend

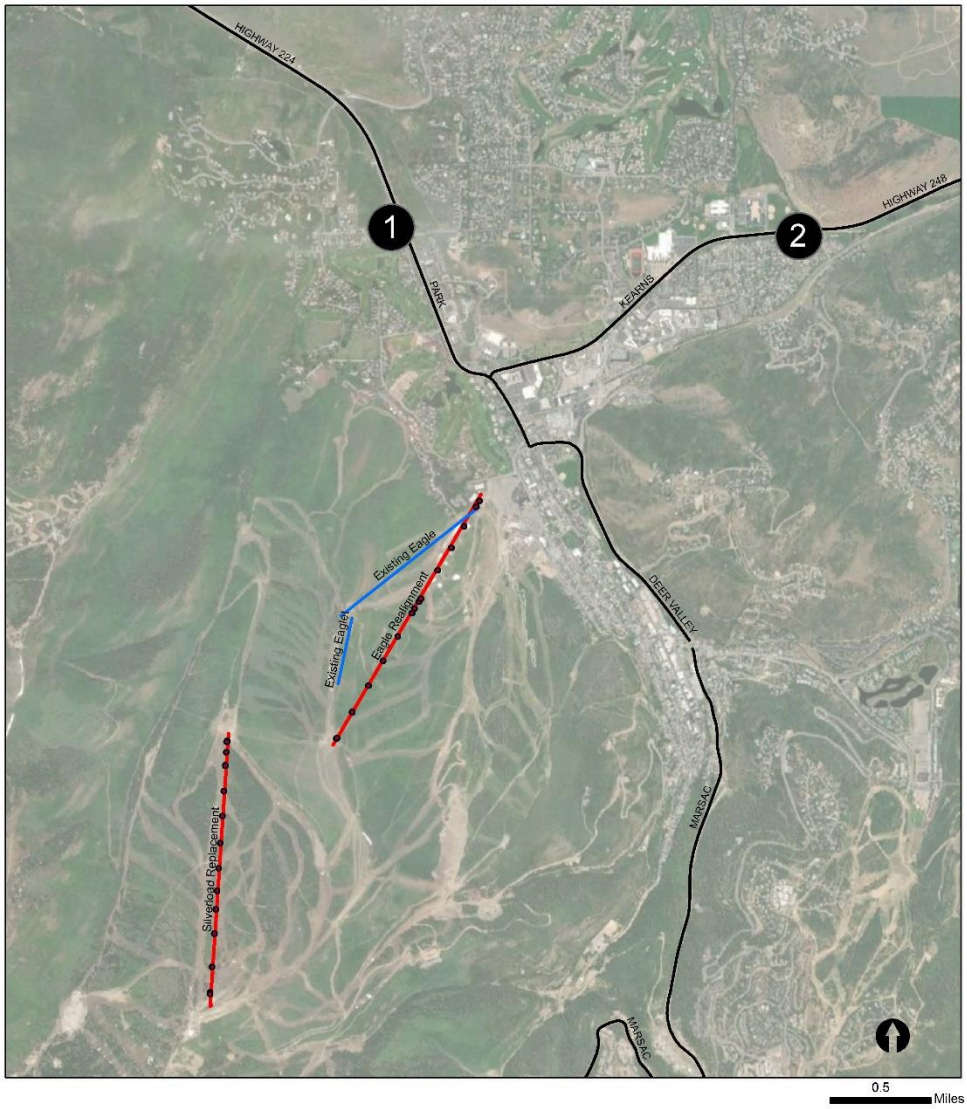
- Proposed Lift Tower Locations
- Ridgetops
- Lifts to be Removed
- Proposed Lifts

Ridgetops Proximate to Site Area

SE GROUP

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

Attachment 2 – Entry Corridor and Vantage Points



Legend

- Primary Transportation Routes
- Proposed Lift Tower Locations
- Lifts to be Removed
- Proposed Lifts

ENTRY CORRIDOR AND VANTAGE POINTS

SE GROUP

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

Attachment 3 – Chondola Tower Height

Proposed Chondola Towers Height		
19.5		
38		
49.5		
56.5		
63		
42		
42		
23.5		
40		
47		
45		
44		
56		
50		
47		
44.2	**Average**	

Attachment 4 – Silverlode Tower Height

Proposed Silverlode Towers Height	
35	
41	
42.5	
56.5	
52	
50	
61	
62	
49	
59	
46	
35.5	
25	
20.5	
45.35714	**Average**

Silverlode Lift Replacement
Wildlife Habitat Report

Park City Mountain Resort

Prepared for:

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

Prepared by:

Martin & Nicholson Environmental Consultants

935 Williamstown Ct.
Park City, UT 84098

January 12, 2026

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1. Introduction

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

1.1 Methodology

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

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

2. Wildlife

2.1 General Ecological Features and Functions of the Project Area

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

2.2 Federally Listed Species

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

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

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

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

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

2.3 Utah Species of Greatest Conservation Need

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

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

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

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

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

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

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

2.4 Birds of Conservation Concern

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

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

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

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

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

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

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

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

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

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

2.5 Game Species

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

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

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

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

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

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

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

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

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

4. Applicant Committed Impact Avoidance and Minimization Measures

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

4.1 Pre-Construction Surveys

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

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

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

4.2 Impact Avoidance and Mitigation

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

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

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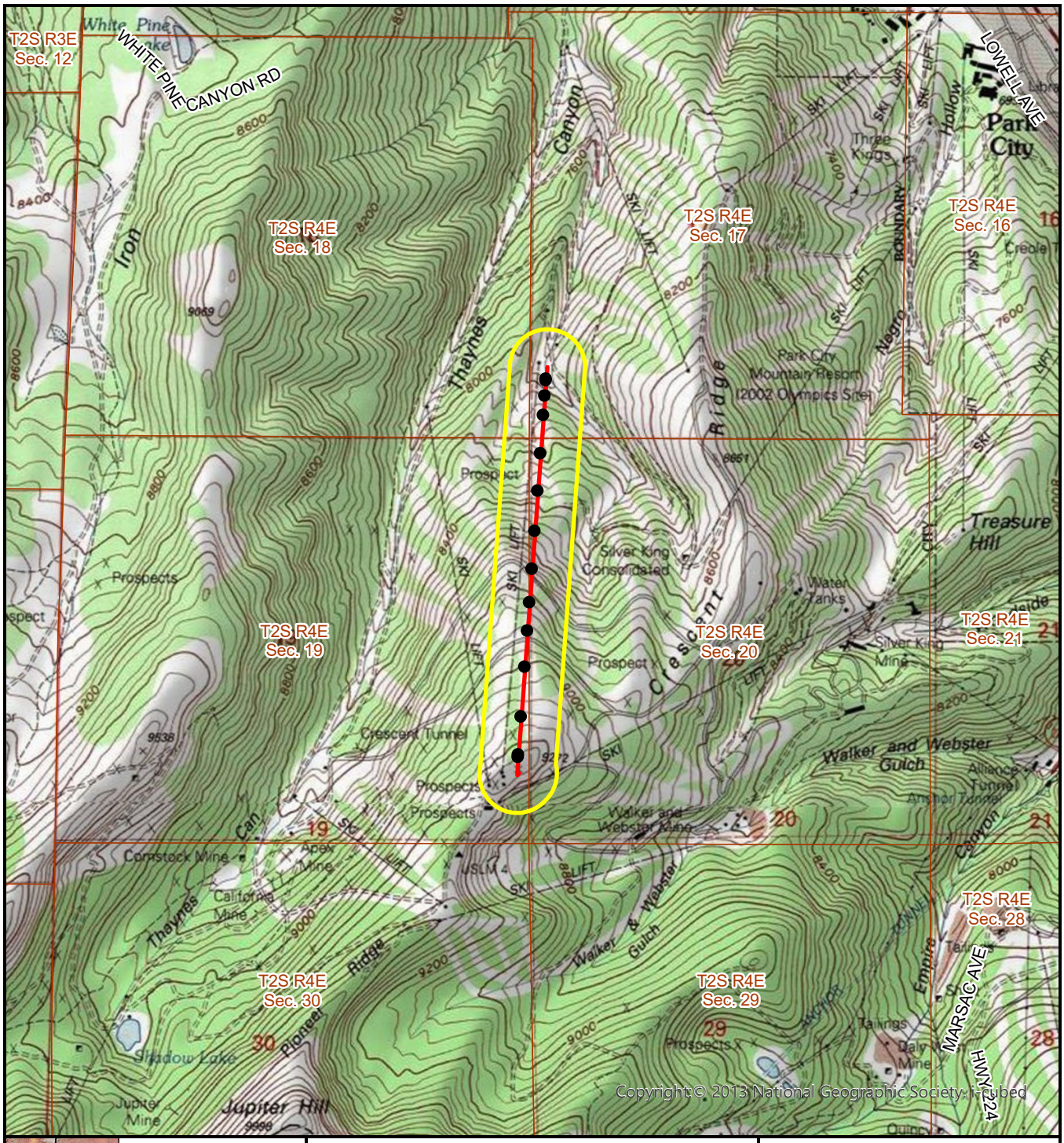
Appendix A - Maps



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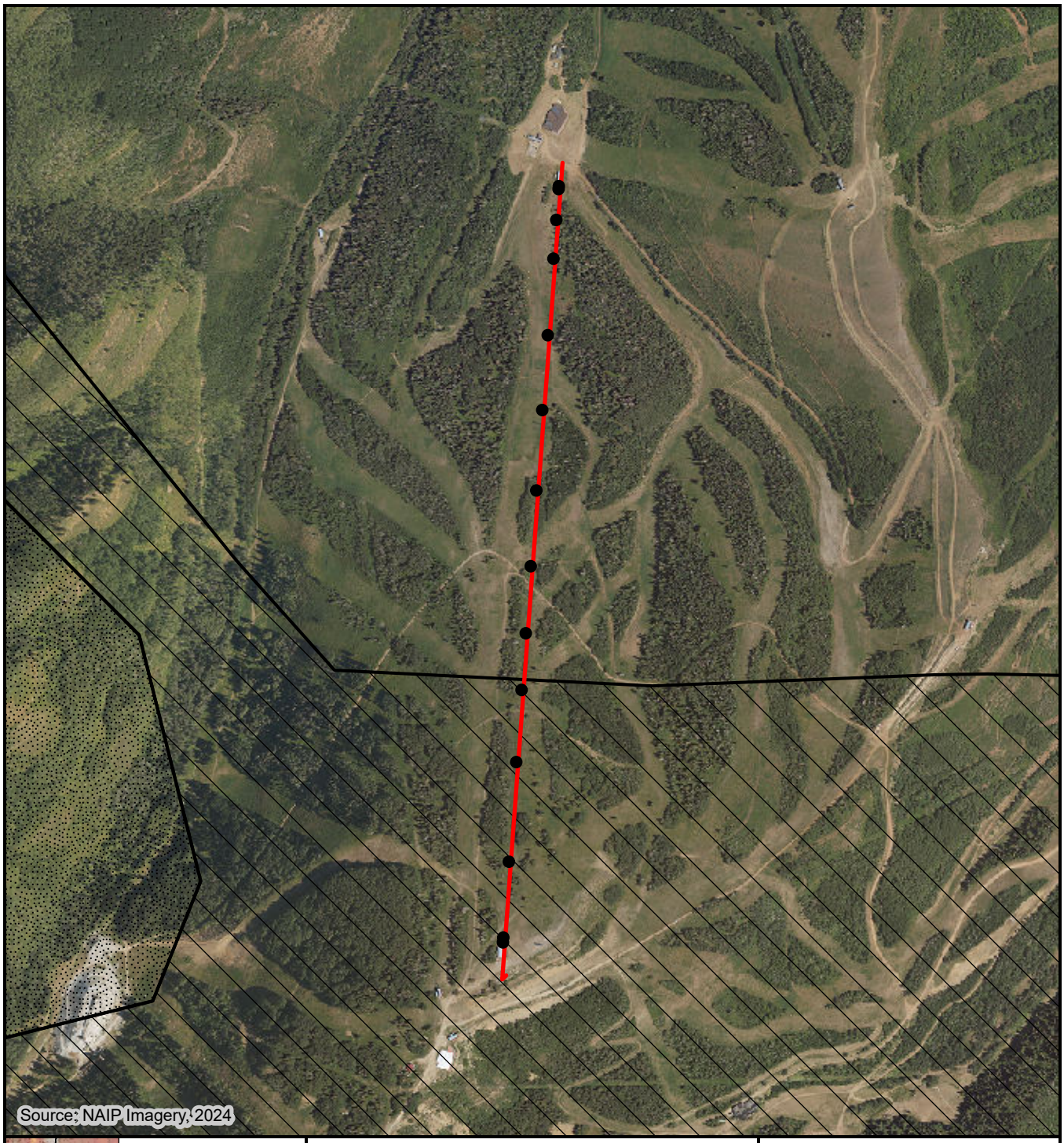

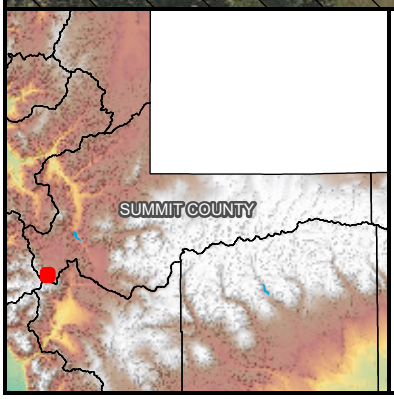

Tower
Silverlode Lift Replacement
Spring/Fall Crucial Elk Habitat
Spring/Fall Substantial Elk Habitat

N

Feet
0 500 1,000

Park City Mountain Resort

Silverlode Lift Replacement
Elk Habitat

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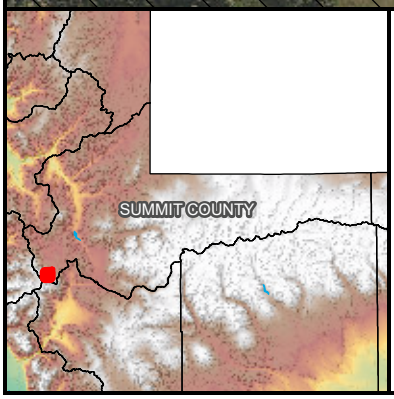

Tower
Silverlode Lift Replacement
Year-long Crucial Dusky Grouse Habitat

N

Feet
0 500 1,000

Park City Mountain Resort

Silverlode Lift Replacement
Dusky Grouse Habitat

MARTIN & NICHOLSON
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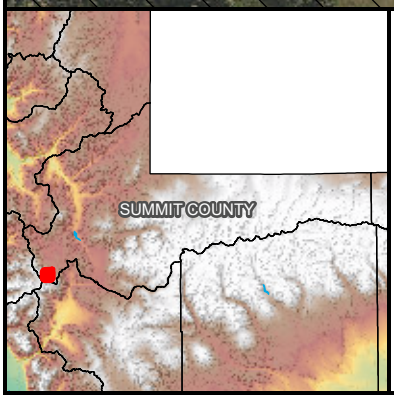

Tower
Silverlode Lift Replacement
Year-long Substantial Ruffed Grouse Habitat

N

Feet
0 500 1,000

Park City Mountain Resort

Silverlode Lift Replacement
Ruffed Grouse Habitat

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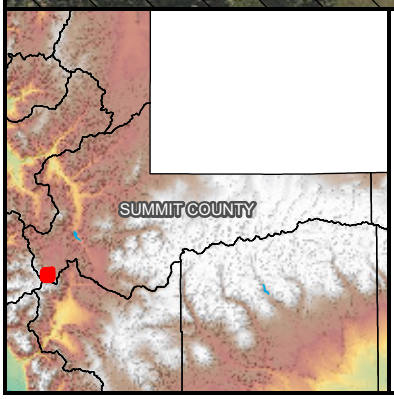

Tower

Silverlode Lift Replacement

Year-long Crucial Black Bear Habitat

N

Feet

0 500 1,000

Park City Mountain Resort

Silverlode Lift Replacement
Black Bear Habitat

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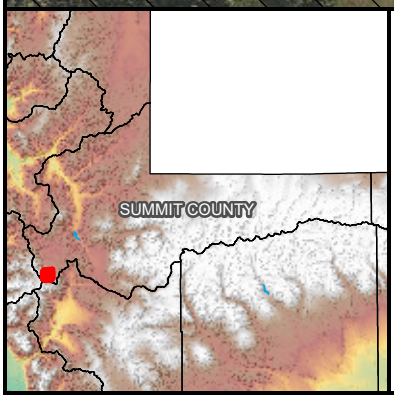

Tower
Silverlode Lift Replacement
Year-Long Substantial Snowshoe Hare Habitat

N

Feet
0 500 1,000

Park City Mountain Resort

Silverlode Lift Replacement
Snowshoe Hare Habitat

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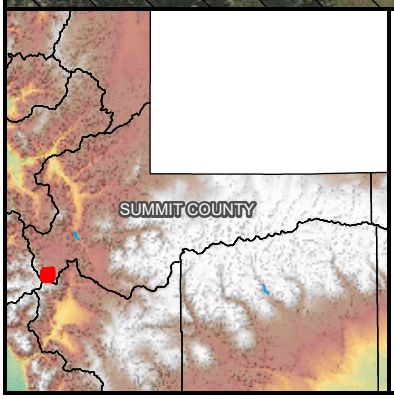

Tower
Silverlode Lift Replacement
Year-long Crucial Moose Habitat

N

Feet
0 500 1,000

Park City Mountain Resort

Silverlode Lift Replacement
Moose Habitat

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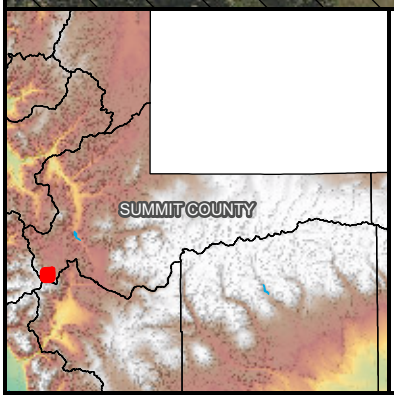

Tower
Silverlode Lift Replacement
Summer Crucial Mule Deer Habitat

N

Feet
0 500 1,000

Park City Mountain Resort

Silverlode Lift Replacement
Mule Deer Habitat

MARTIN & NICHOLSON
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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.



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

Dan Cawley

Ryan Hunter

Fiona Dunn

Jon Nepstad

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.

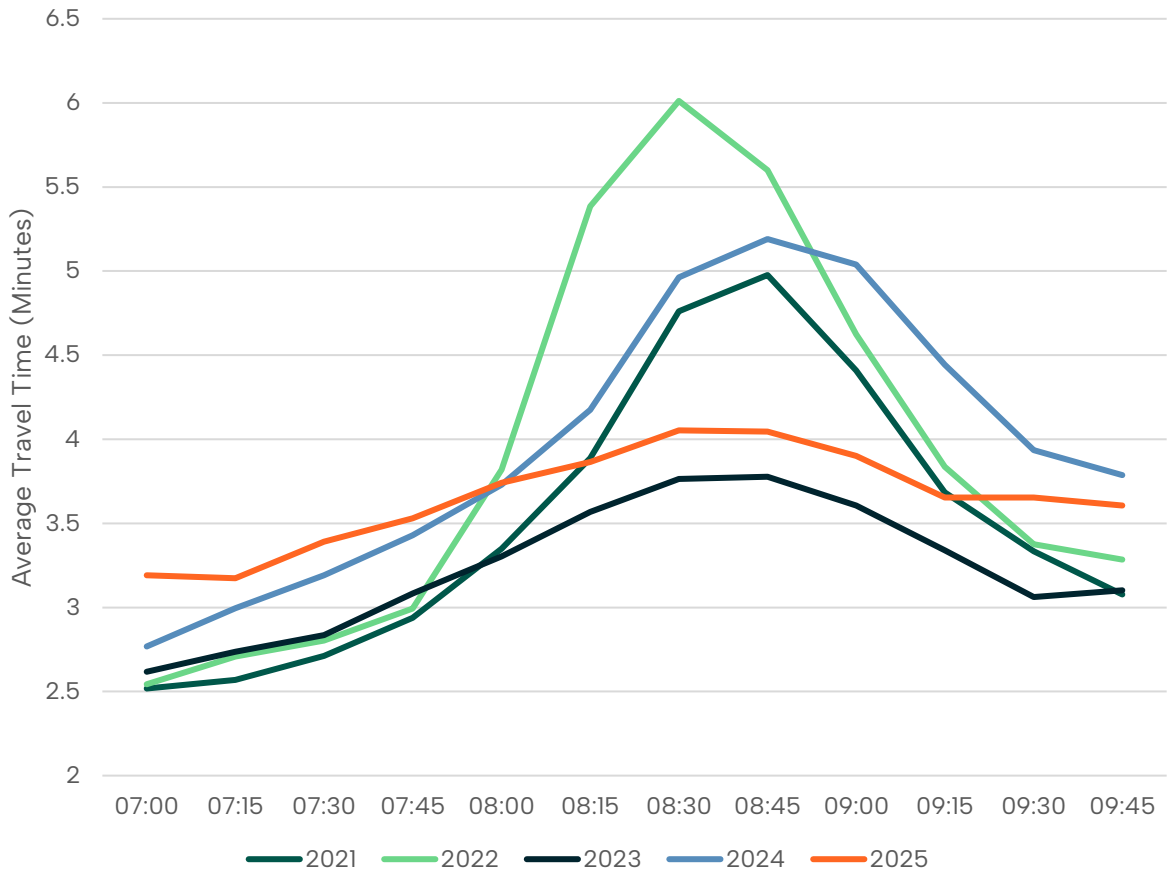

Figure 5: Average Winter Weekend (January-March) Travel Times on SR-224 between Meadows Drive and Empire Avenue by Time of Day and Year

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

---

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.

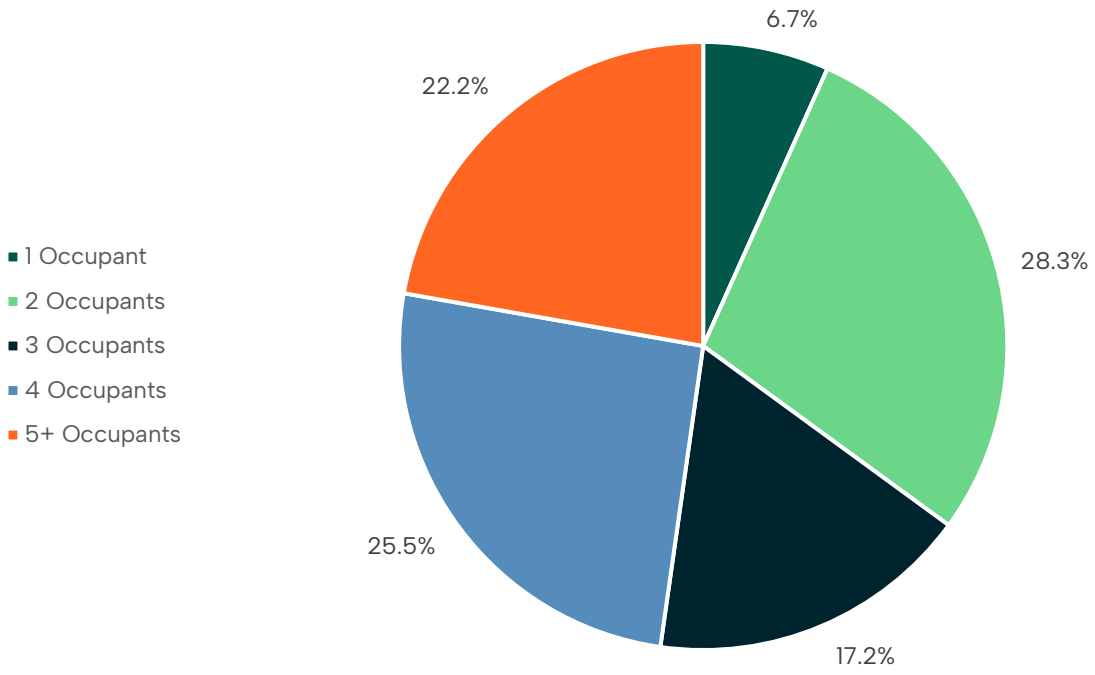

Figure 1: January–April 2024 Vehicle Occupancy

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**.

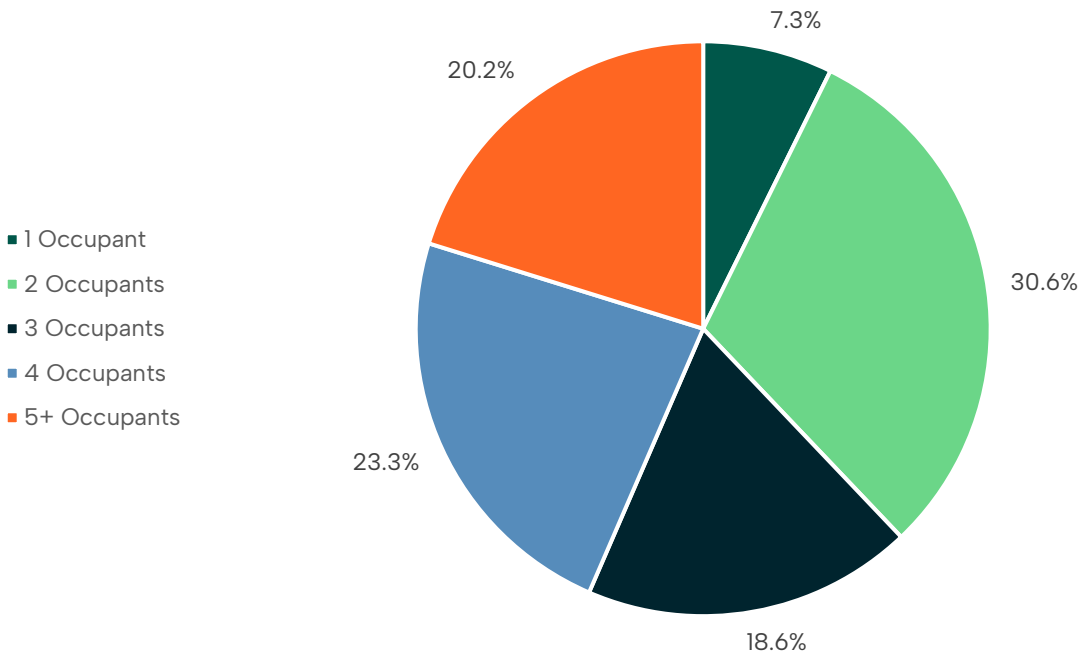

Figure 2: Estimated 2025-2026 Vehicle Occupancy

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.

Exhibit 1 – Silverlode Lift Replacement

PROJECT NARRATIVE

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

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

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

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

Silverlode Lift Replacement

Exhibit 4 – Plans and Profiles

Silverlode Lift Upgrade Plans and Profiles

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





200' 0 200' 400'

LEGEND

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

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

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

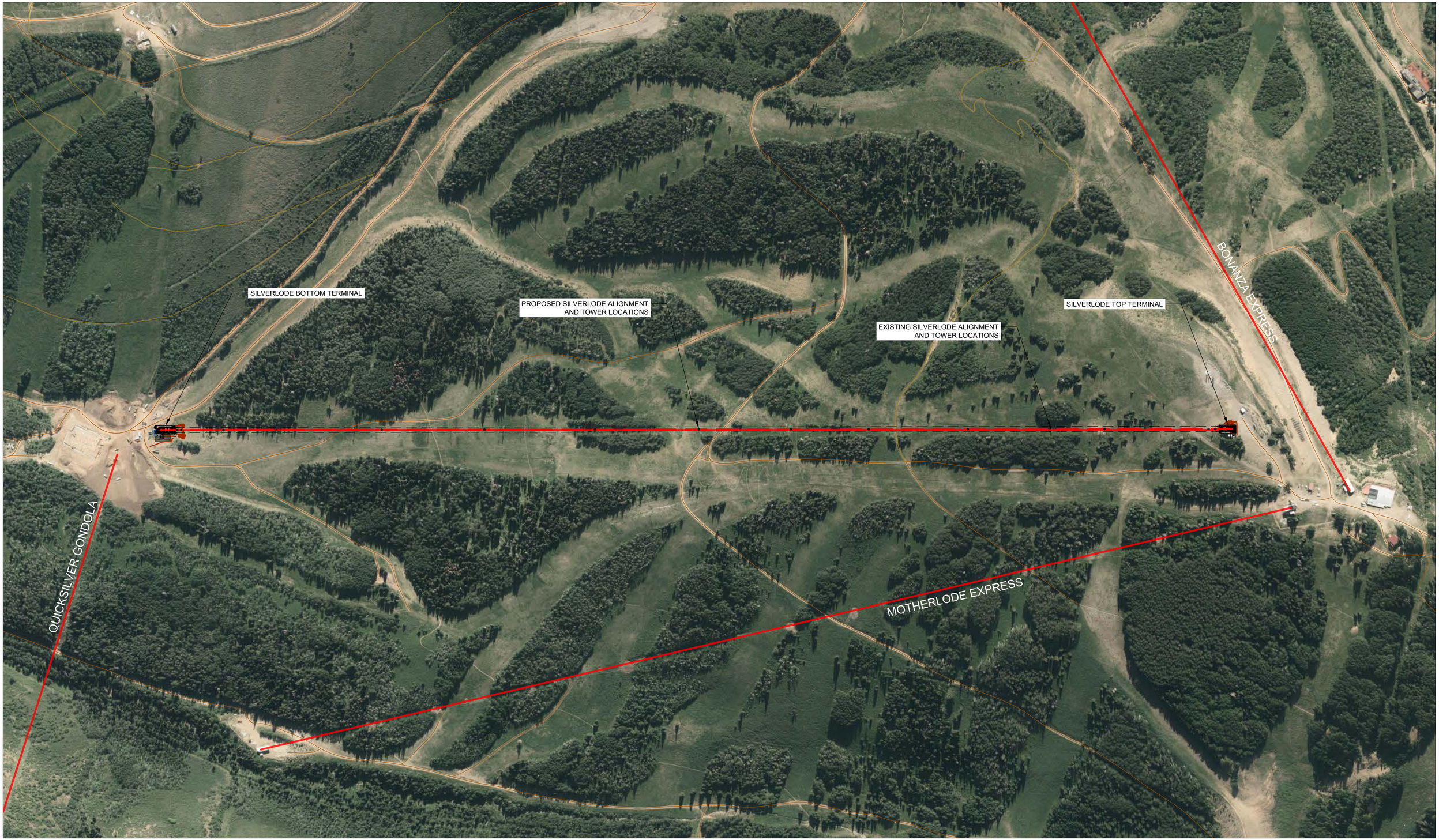
STAFF: THOMAS VAUGHN

DATE: 11/13/2025

EXISTING CONDITIONS
PARK CITY MOUNTAIN RESORT
SILVERLODE CHAIRLIFT IMPROVEMENTS

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

SHEET 1 **OF** 4



PARK CITY

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Graphic Scale: 1"=200'

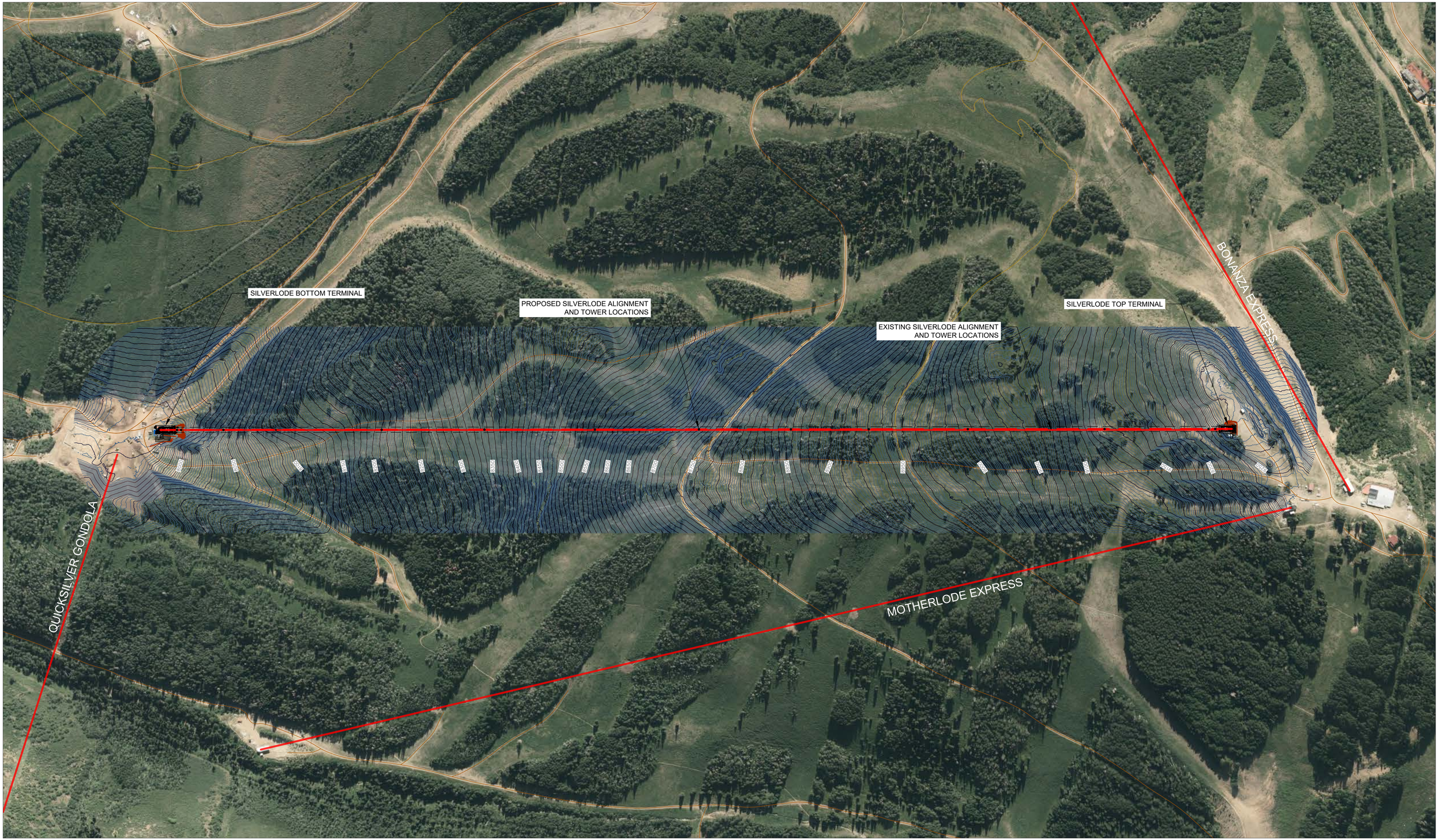
PARK CITY MOUNTAIN RESORT

Silverlode Express - Overall Alignment

Prepared By:

SE GROUP

December 2025



PARK CITY

0 100' 200' 400'

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Contour Interval: 2 ft

PARK CITY MOUNTAIN RESORT

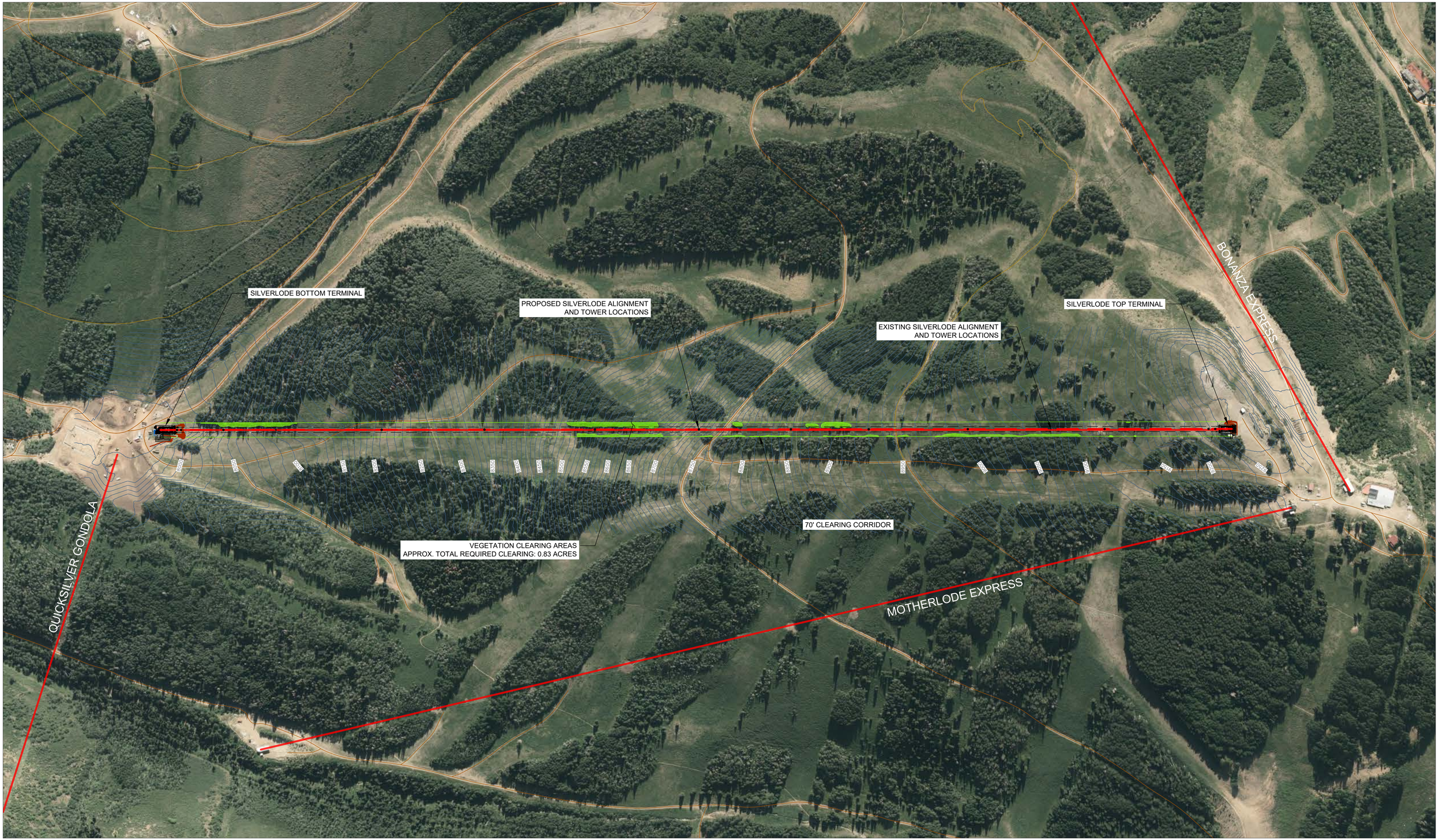
Silverlode Express - Overall Alignment

Contour Map

Prepared By:

SE GROUP

December 2025



PARK CITY

0 100' 200' 400'

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

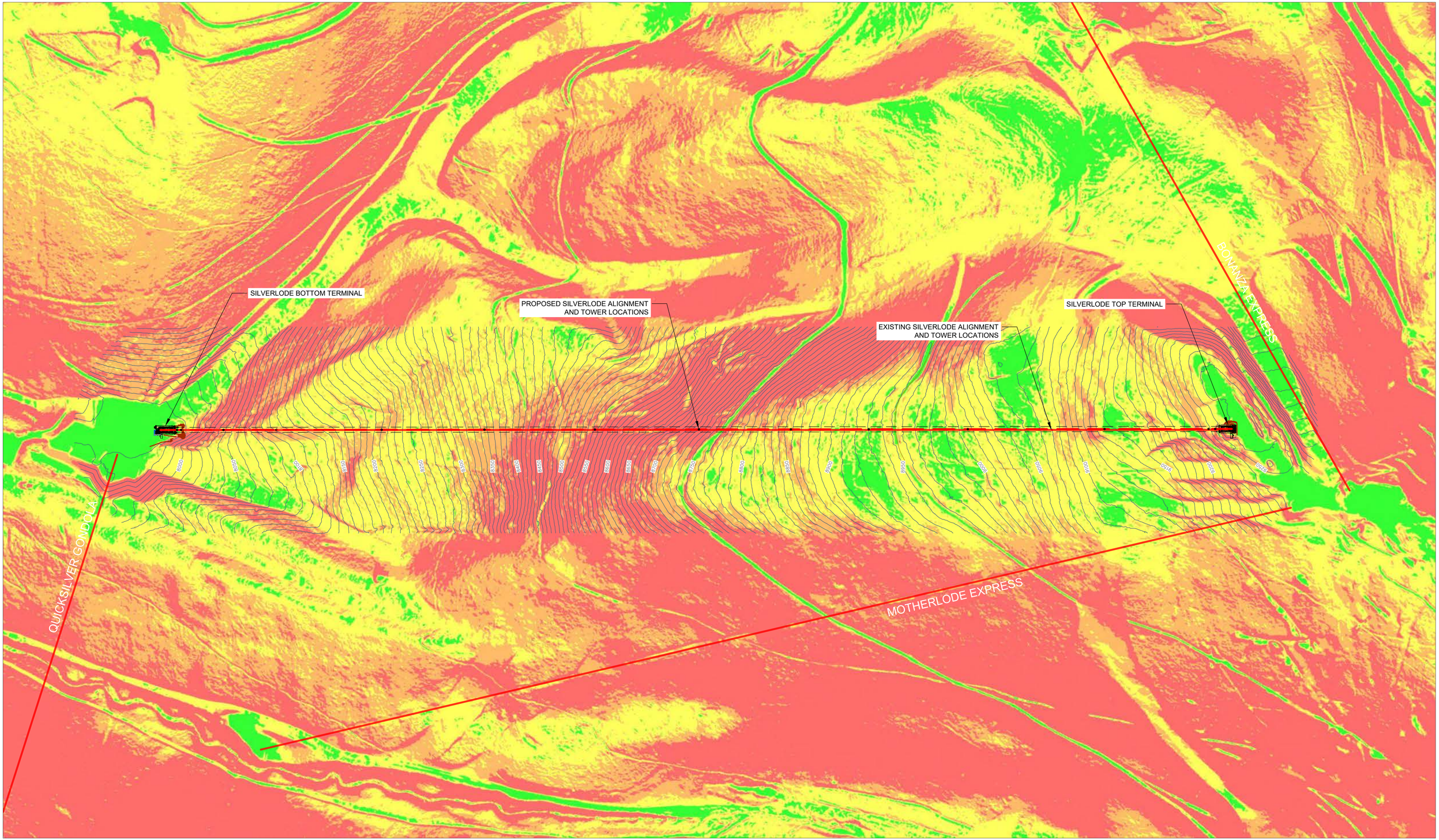
PARK CITY MOUNTAIN RESORT

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

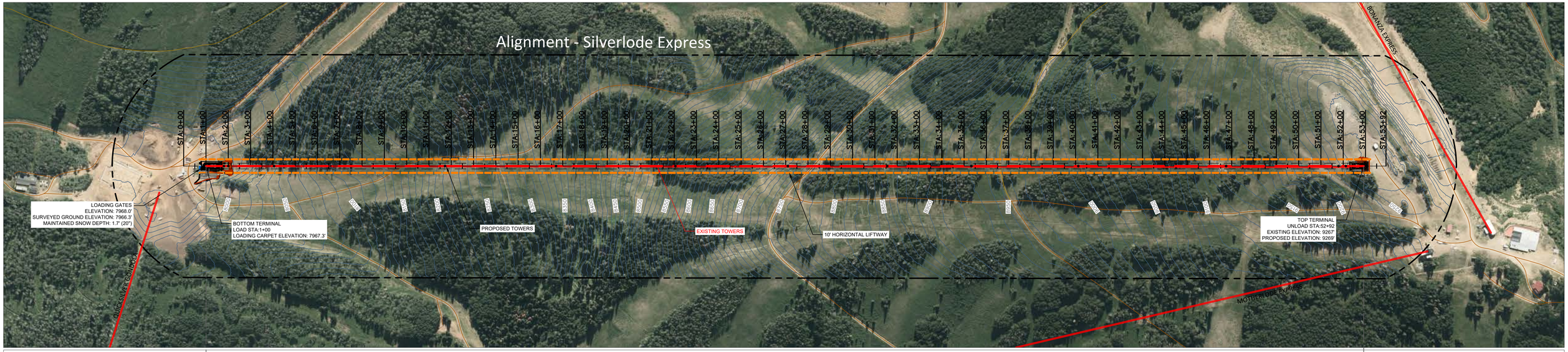
Silverlode Express - Overall Alignment

Slope Map

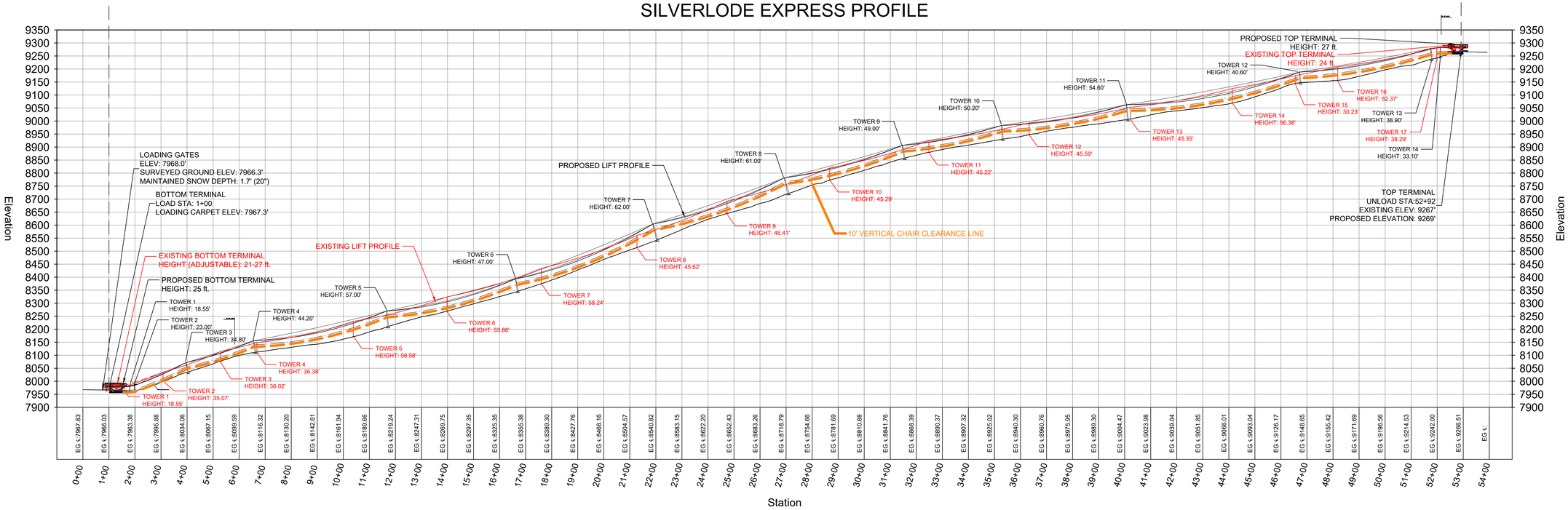
Prepared By:

SE GROUP

December 2025



SILVERLODE EXPRESS PROFILE



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

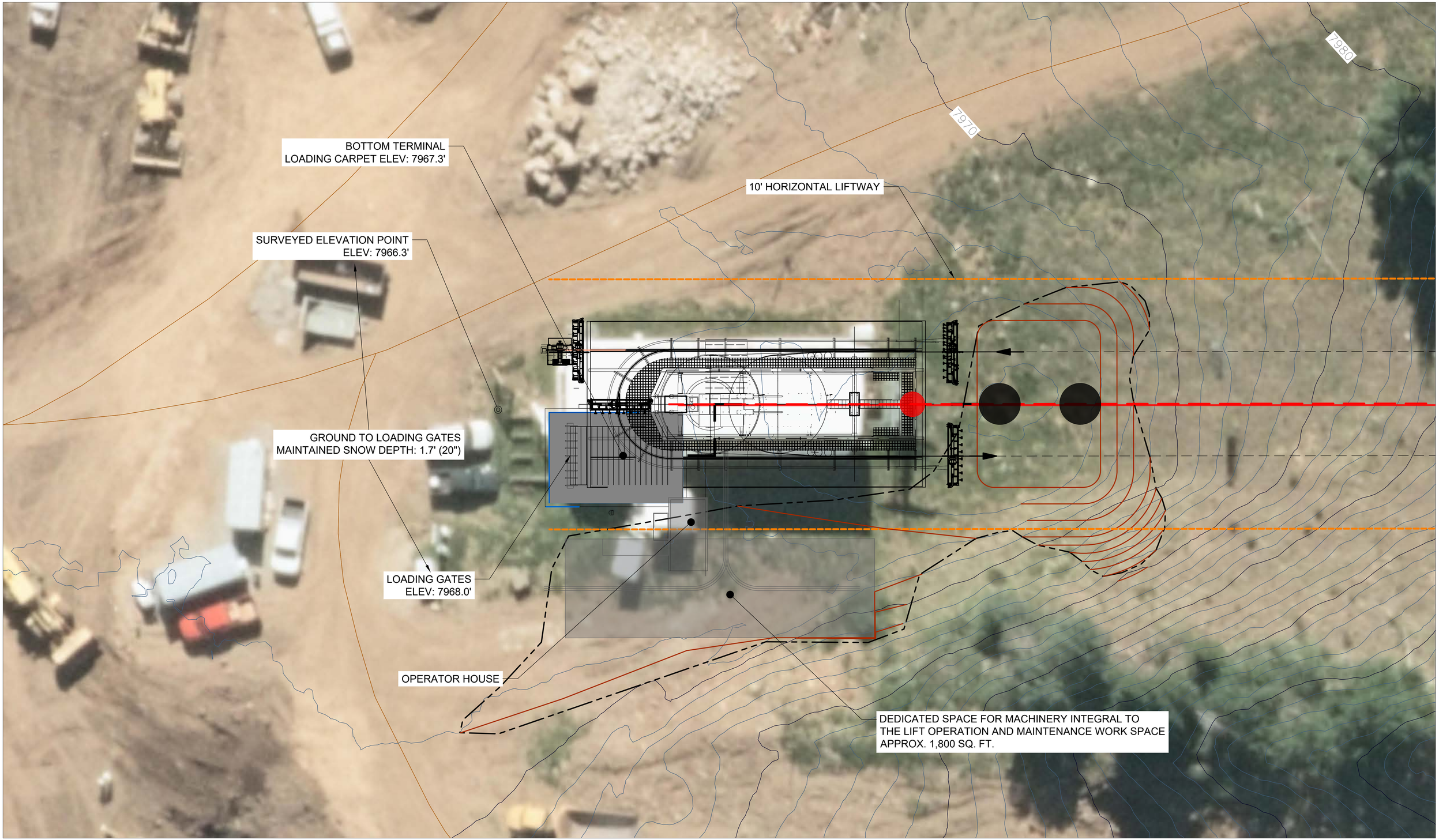
PARK CITY

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

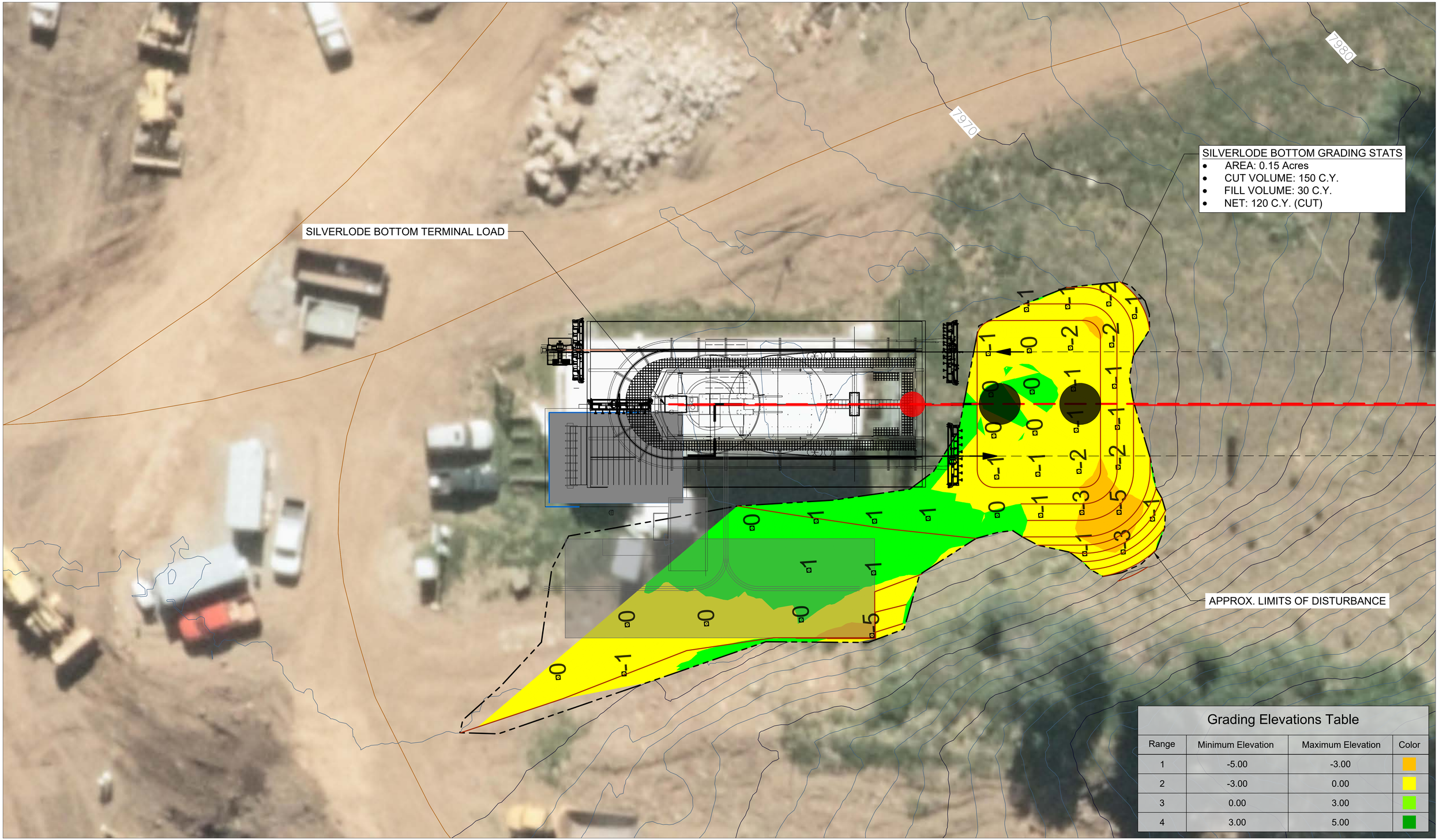
PARK CITY MOUNTAIN RESORT

Silverlode Express Bottom Terminal Plan

Prepared By:

SE GROUP

December 2025



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

PARK CITY

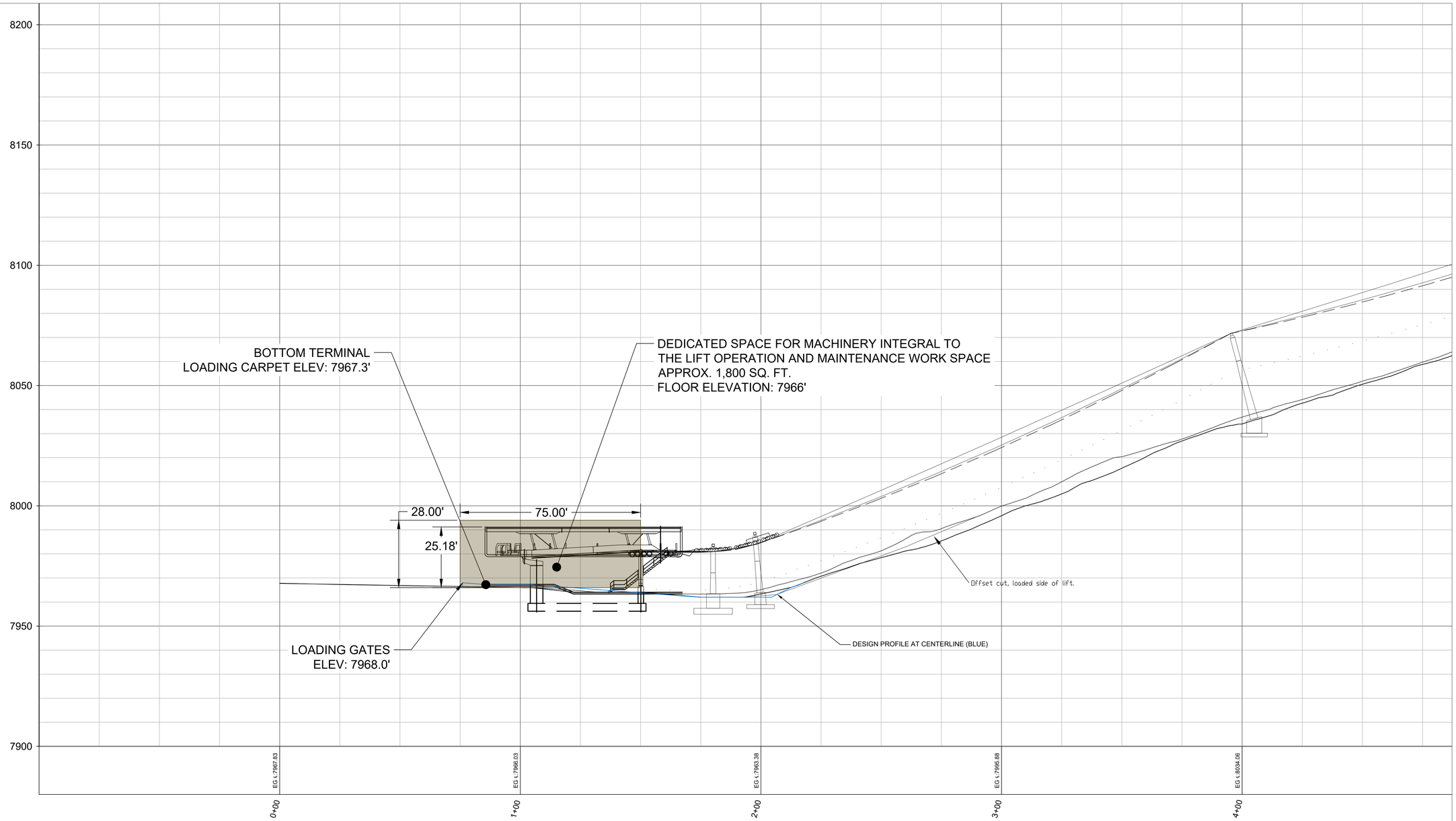
0 5 10 20

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'

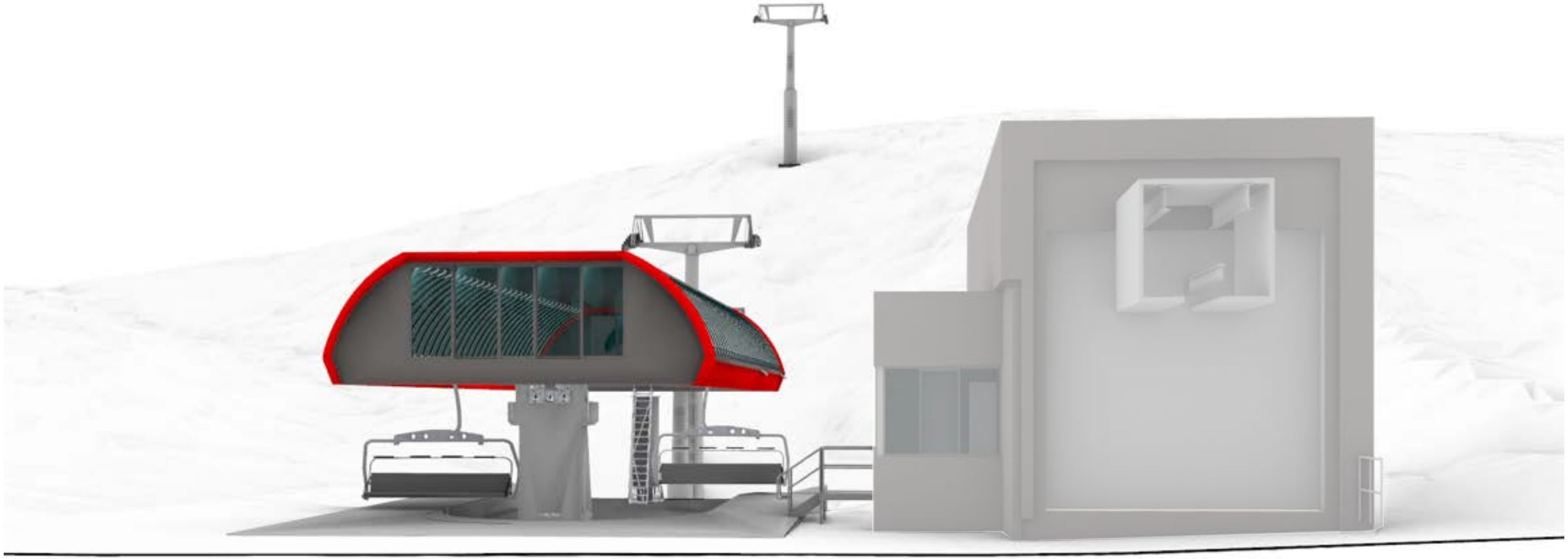
PARK CITY MOUNTAIN RESORT

Silverlode Express Bottom Terminal - Maintenance Building Profile View

Prepared By:

SE GROUP

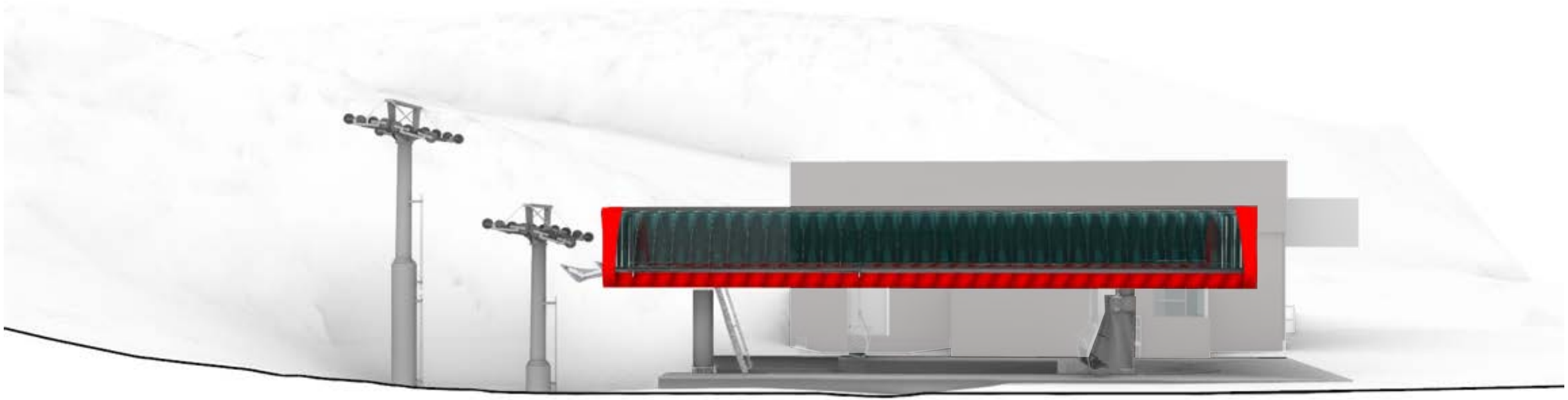
December 2025



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

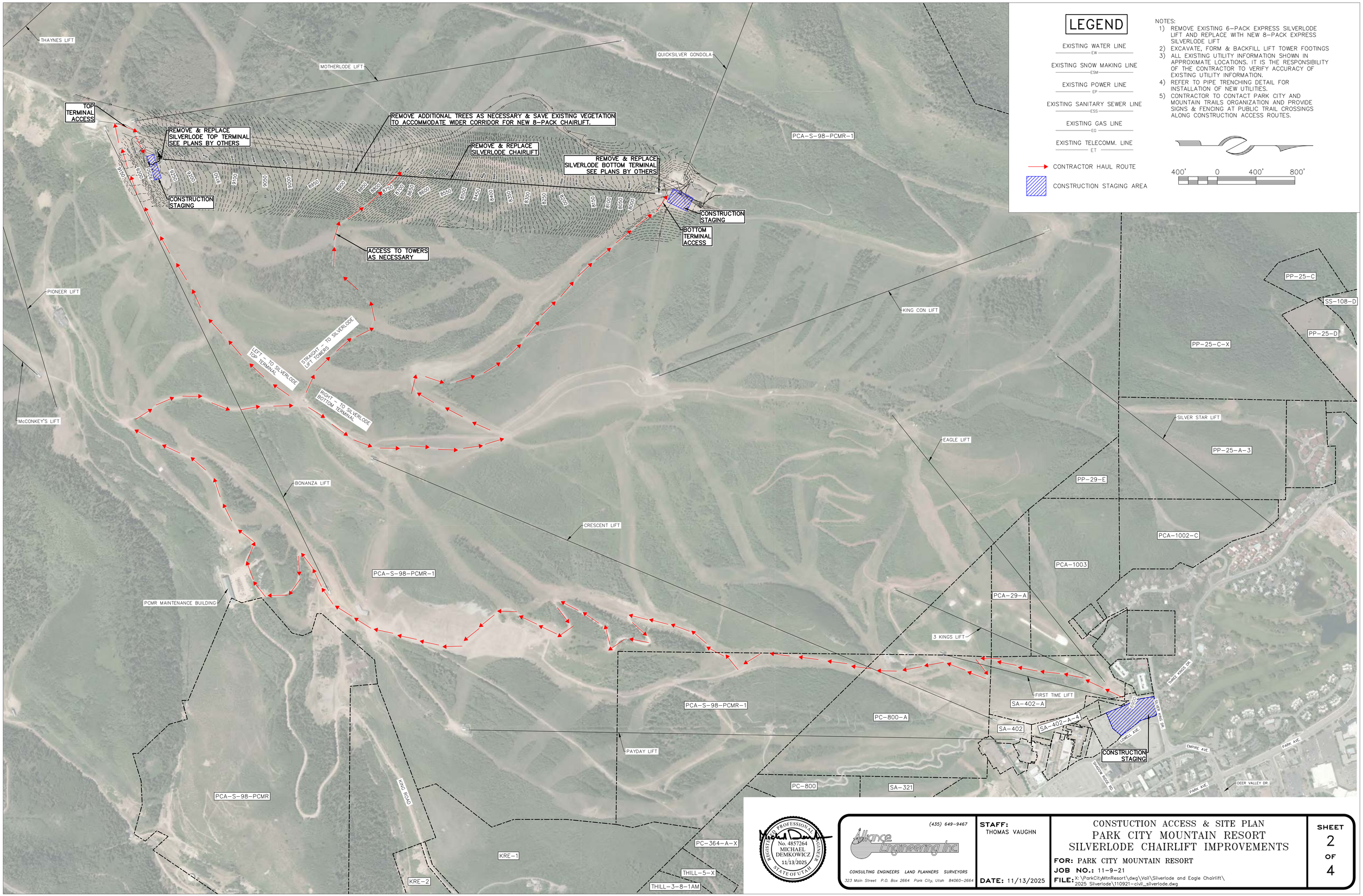
PARK CITY MOUNTAIN RESORT

Silverlode Express Top Terminal Plan
GRADING ANALYSIS

Prepared By:

SE GROUP

November 2025



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.

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

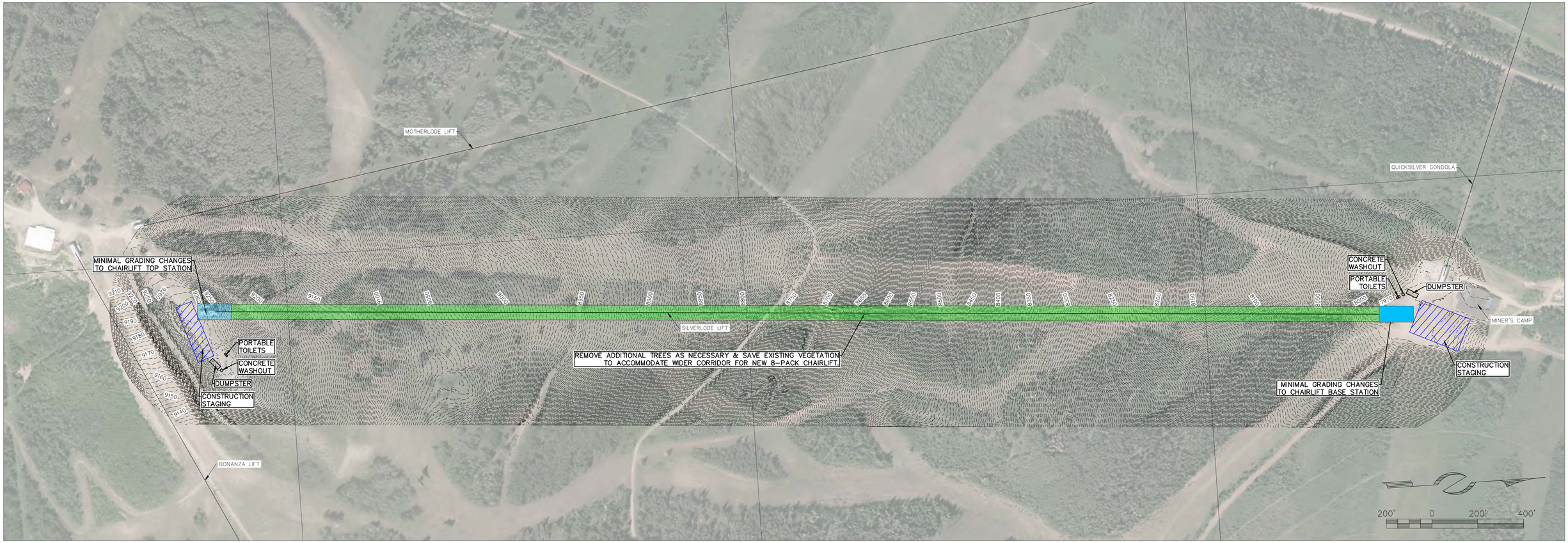
STAFF: THOMAS VAUGHN

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
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CMP & SWPPP
PARK CITY MOUNTAIN RESORT
SILVERLODE CHAIRLIFT IMPROVEMENTS

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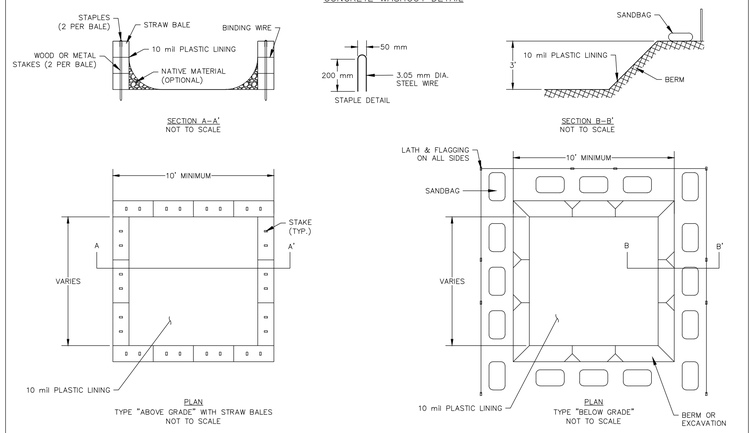
SHEET 3 OF 4

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

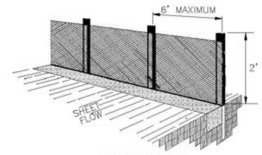
0.34 Other Crop — Date Tested: 27-AUG-14

1.41 Inert Matter — % Hard Seed: 1.06

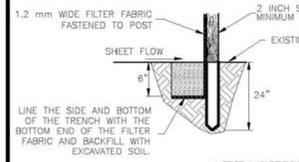
0.00 Weed Seed — Noxious Weed: None

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

SILT FENCE

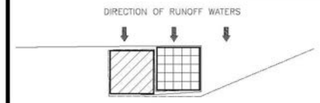


INSTALLATION:
1. Where possible, layout the silt fence 5 to 10 feet beyond the toe of slope.
2. Align the fence along the contour as close as possible.
3. When excavating the trench, use machinery that will produce no more than the desired dimension.
4. Place posts 6 foot on center along contour (or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

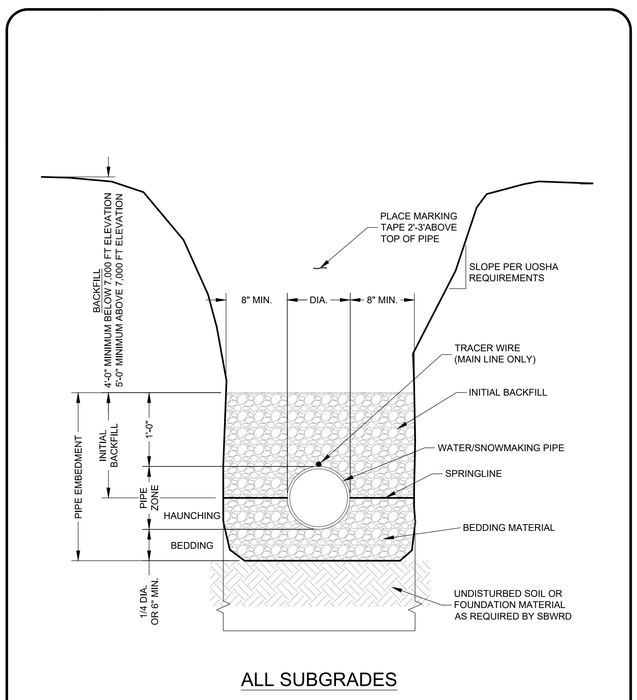


MAINTENANCE:
1. Inspect immediately after any rainfall and at least daily during prolonged rainfall.
2. Look for runoff bypassing ends of barriers or undercutting fence (repair immediately).
3. Repair or replace damaged areas of the fence and remove accumulated sediment.
4. Re-anchor fence as necessary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



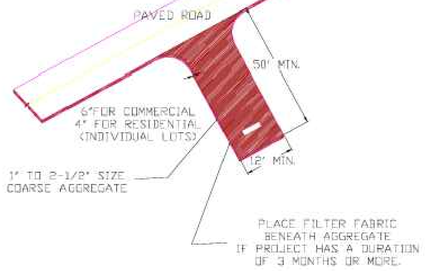
ALL SUBGRADES

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

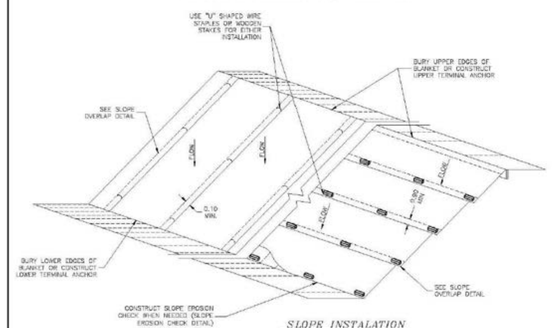
TYPICAL DESIGN LAYOUT

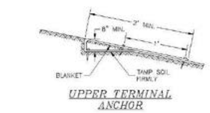


INSTALLATION:
1. Install at any point of ingress or egress at a construction site where adjacent traveled way is paved.
2. Clear and grub area and grade to provide slope shown for driveway, or access/intersection. If adjacent to waterway, use a maximum slope of 2%.
3. Compact subgrade and place filter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





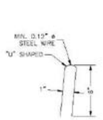
UPPER TERMINAL ANCHOR



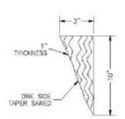
SLOPE OVERLAP



LOWER TERMINAL ANCHOR



WIRE STAPLE DETAIL



WOODEN STAKE DETAIL

Alliance Engineering Inc. (435) 649-9467
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.

PCMR Silverlode Express - Permanent Disturbance Calculations

Existing Silverlode	**Size (ft.) (Exposed Concrete)**		**Area (sq. ft.)**
Bottom Terminal			172.5
Top Terminal			280.5
Towers (x17)	4	4	272
Total			**725**

*All existing structure footprints and exposed foundation sizes estimated

Proposed Silverlode Express			
Bottom Terminal	Terminal foundation, loading carpet, generator pad, rail support pad		910.57
Bottom Maintenance	Operator House and Maintenance		1900.00
Top Terminal	Terminal foundation, existing operator pad house pad (to be reused)		275.38
Tower 1	5.5	5.5	30.25
Tower 2	5.5	6	33.00
Tower 3	6	6.5	39.00
Tower 4	6.5	7	45.50
Tower 5	7.75	7.75	60.06
Tower 6	7	7.75	54.25
Tower 7	8	9	72.00
Tower 8	8	9	72.00
Tower 9	7	7.75	54.25
Tower 10	7.5	7.5	56.25
Tower 11	7.5	7.5	56.25
Tower 12	7	7	49.00
Tower 13	7	7	49.00
Tower 14	6	6	36.00
Total			**3792.76**

Planning Commission
Staff Report

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

Recommendation

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

Description

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

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

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

[1] LMC § 15-1-8

Summary

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

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

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



Figure 1: Applicant's Silverlode lift context submittal

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



Figure 2: Applicant's Eagle lift context submittal

Background

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

Analysis

The Planning Commission reviews the following for lift upgrades:

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

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

(I) Recreation and Open Space Zoning District requirements.

The purpose of the ROS Zoning District is to:

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

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

The lift upgrades comply with Setback requirements.

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

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

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

On April 19, 2022, a Notice of Planning Director Determination was issued approving the height exception for the Eagle and Silverlode lift upgrades, finding "the ski lift towers for the Chondola lift (new Eagle) and Silverlode lift are consistent with existing heights and best practices and may extend above the maximum Zone Height of 28 feet" based on attachments outlining ridgelines and entry corridor and vantage points evaluated (Exhibit G). This Planning Director Determination was not appealed. The Applicant's updated plans comply with the 2022 Determination and reduce most tower heights with comparisons shown in tables below.

Silverlode Tower Height

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

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

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

Eagle Tower Height

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

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

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

(II) Conditional Use Permit criteria.

There are certain Uses that, because of unique characteristics or potential impacts on the municipality, surrounding neighbors, or adjacent land Uses, may not be Compatible in some Areas or may be Compatible only if certain conditions are required that mitigate or eliminate the detrimental impacts.

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

The Planning Commission shall approve a Conditional Use if reasonable conditions are proposed, or can be imposed, to mitigate the reasonably anticipated detrimental effects of the proposed Use in accordance with applicable standards.

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

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

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

Silverlode

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

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



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

Eagle

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

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

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

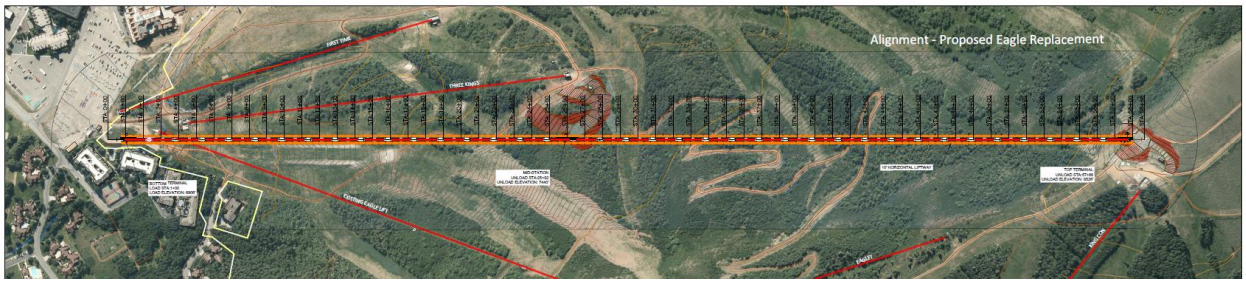


Figure 4: Applicant's submittal comparing existing Eagle and Eaglet and proposed Eagle lift alignment

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

Traffic will be discussed at a future meeting.

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

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

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

4. **Emergency vehicle access.**

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

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

Parking will be discussed at a future meeting.

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

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

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

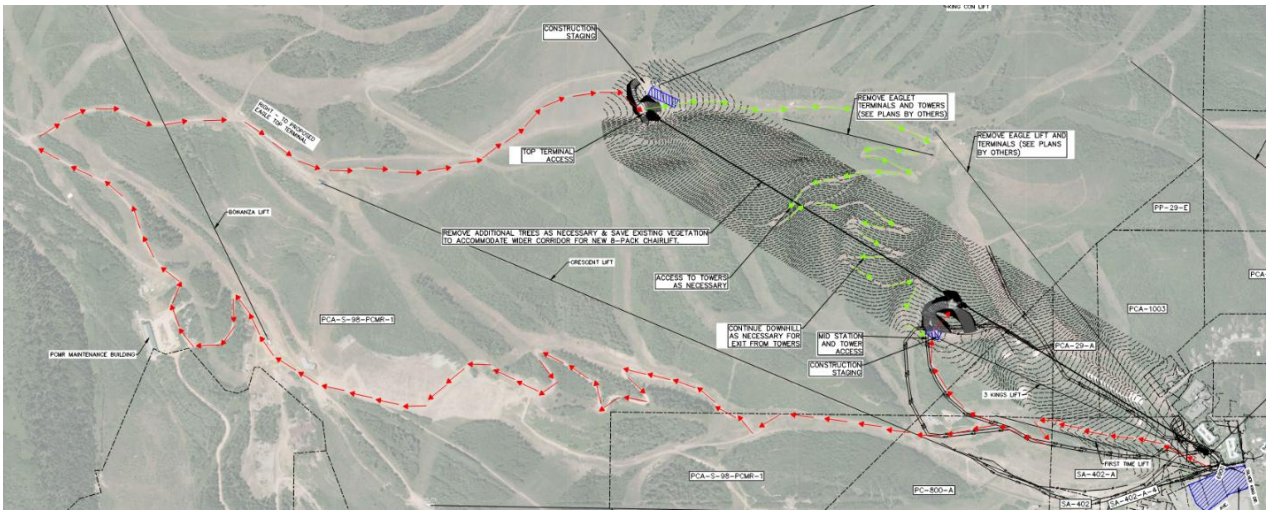


Figure 5: Applicant's Eagle lift replacement Construction Access Plan

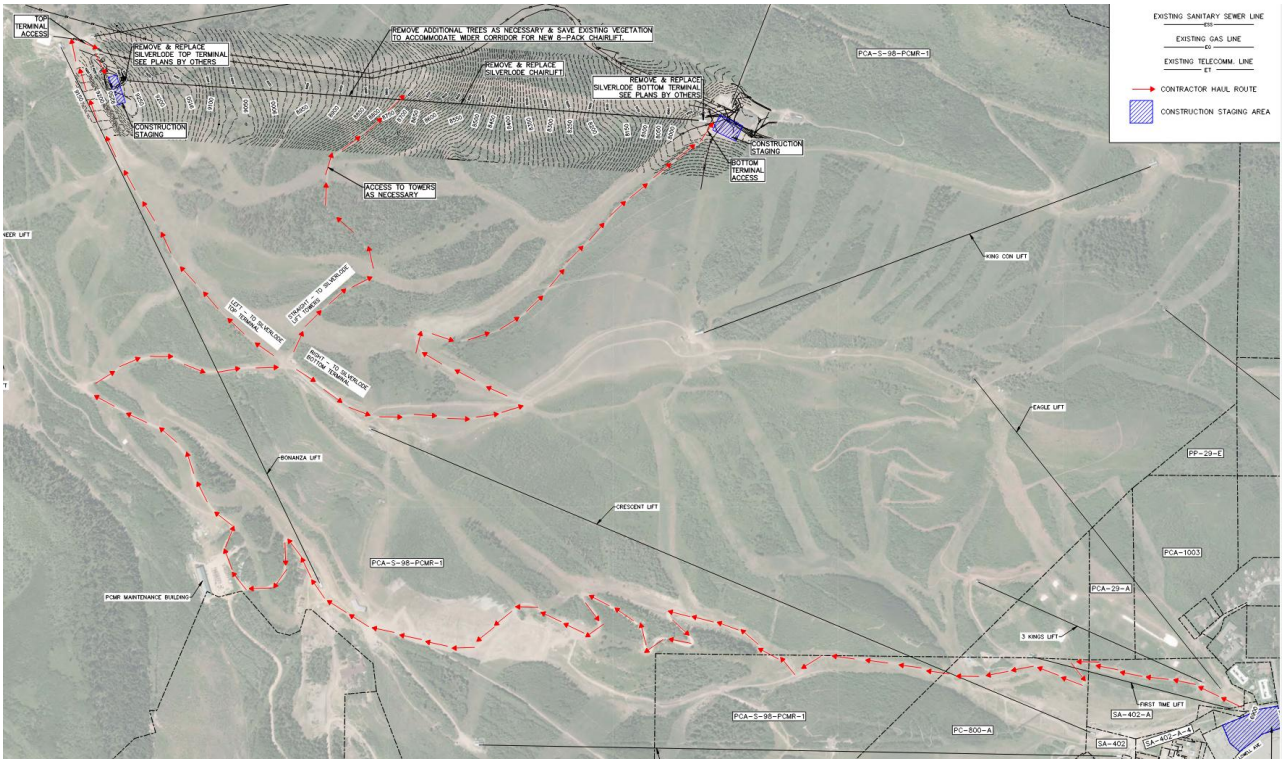


Figure 6: Applicant's Silverlode lift replacement Construction Access Plan

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

Silverlode

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

Eagle

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

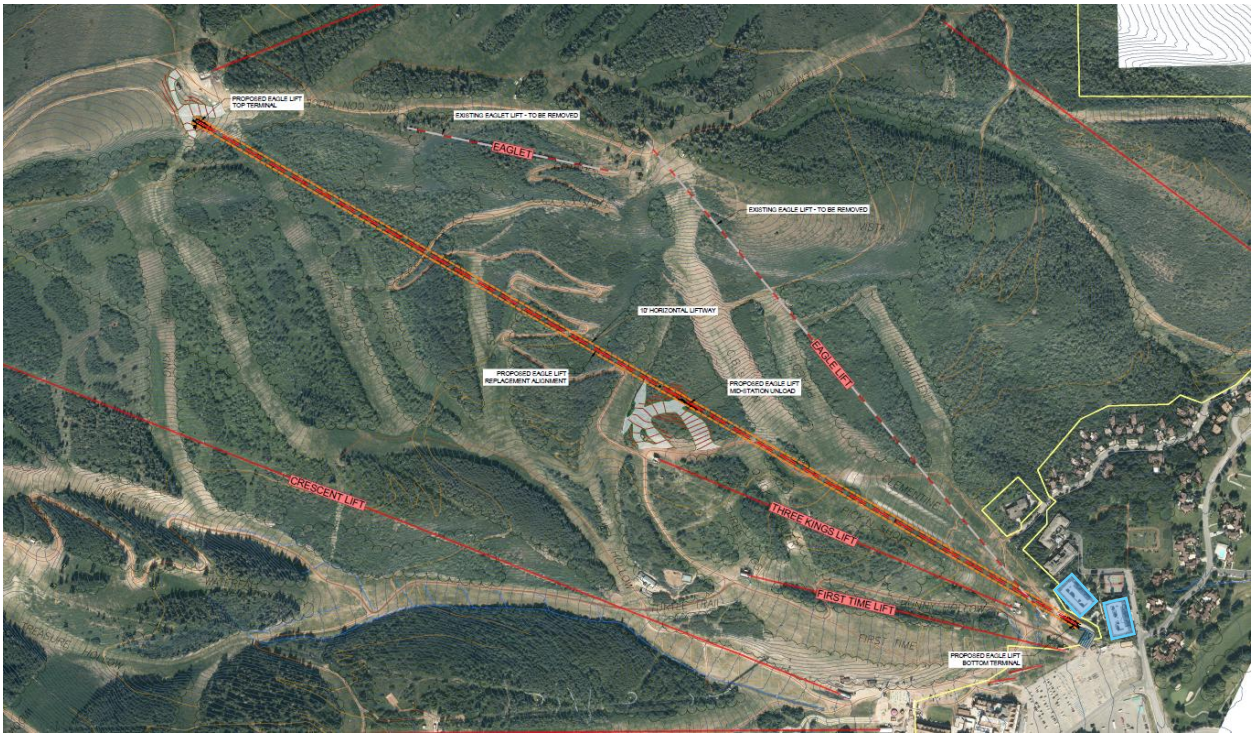


Figure 7: Applicant's plans showing proximity of the lower Eagle terminal and loading zone to the Snow Flower Condominiums, highlighted in blue by staff

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

Silverlode Terminals and Accessory Buildings

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

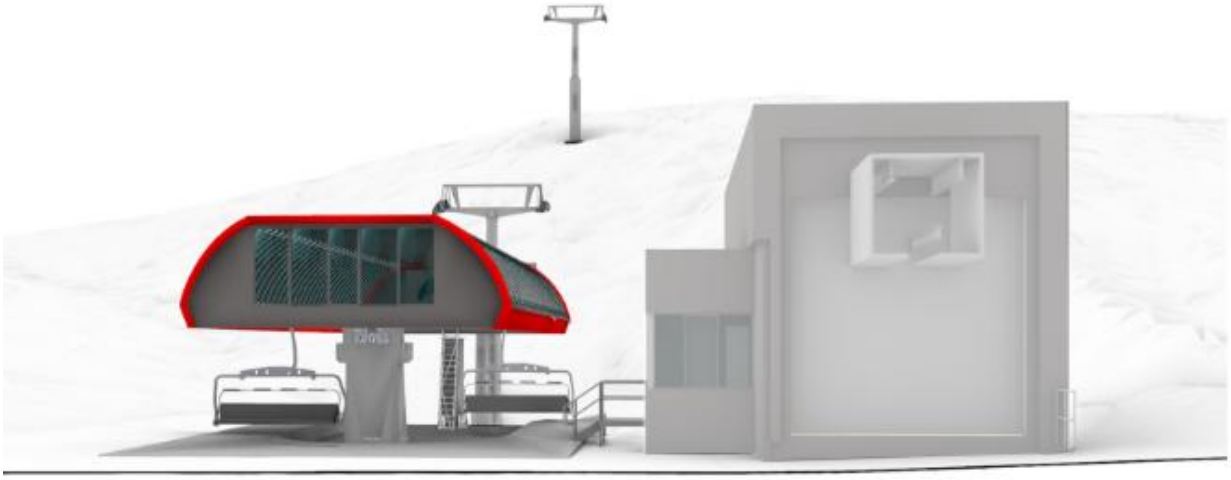


Figure 8: Applicant's Silverlode bottom terminal elevations showing the accessory building

Eagle Terminals and Accessory Buildings

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

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

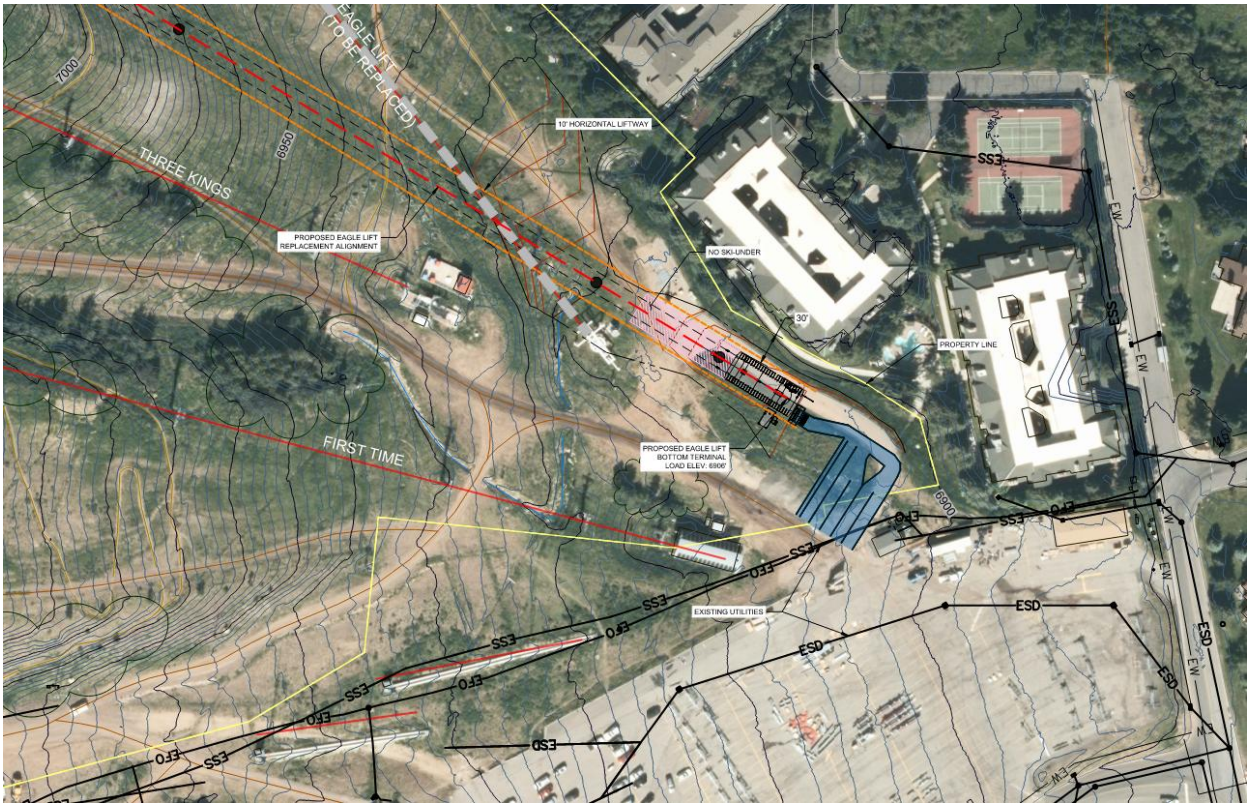


Figure 9: Applicant's site plan showing the Eagle bottom terminal and lift line

9. **Usable Open Space.**

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

10. **Signs and lighting.**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

See Section III below for evaluation of environmentally sensitive lands.

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

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

requirements.

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

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

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

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

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

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

Not applicable.

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

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

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

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

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

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

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

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

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

Analysis and recommended Conditions of Approval are outlined below.

[9] LMC § 15-2.21-2(A)

Silverlode Steep Slopes

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

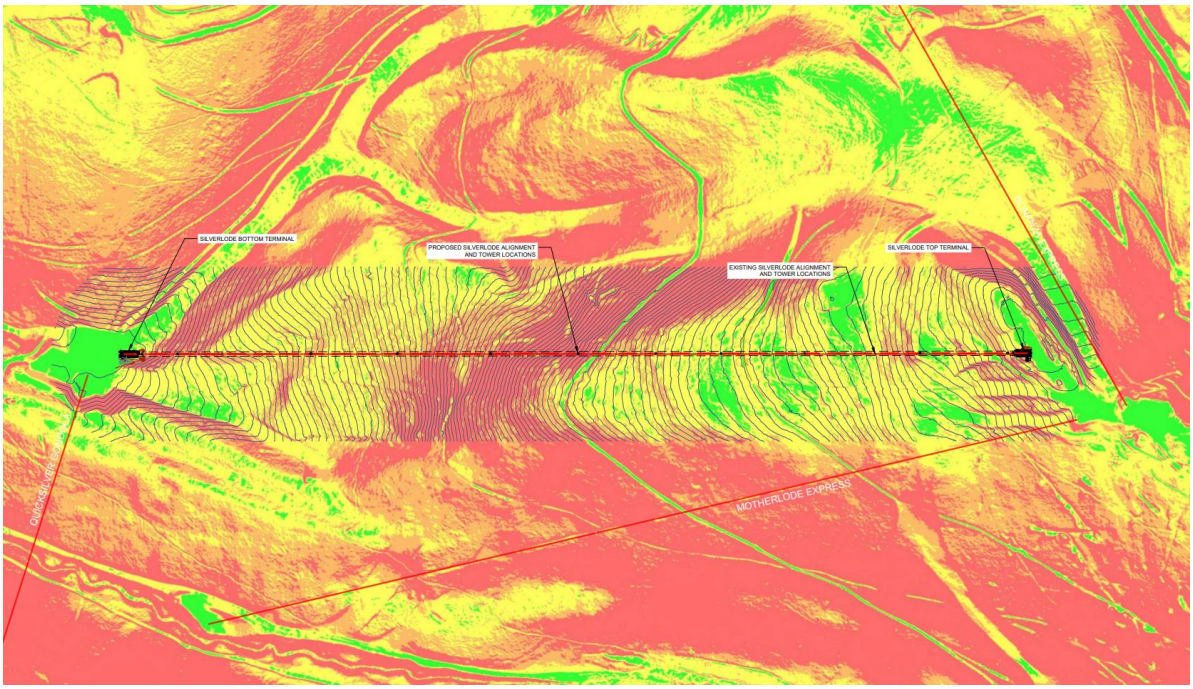


Figure 10: Applicant's Silverlode lift slope map



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

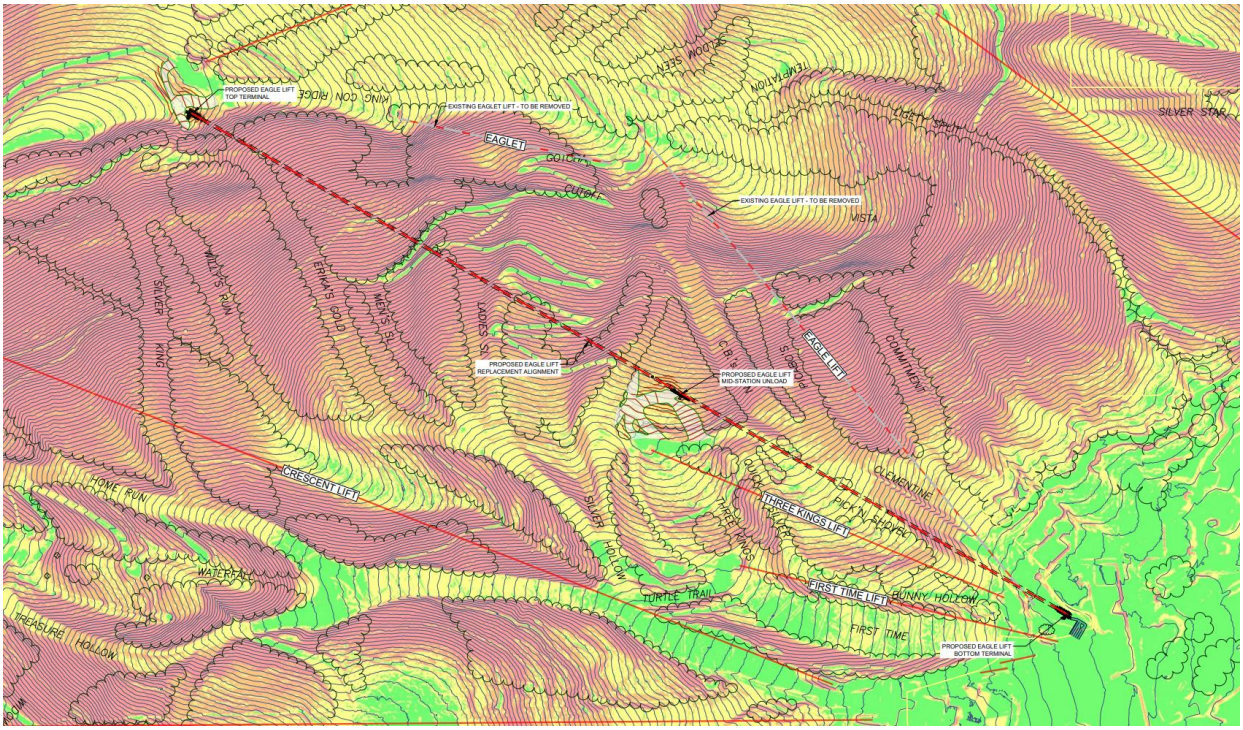


Figure 12: Applicant's Eagle lift slope map

Eagle Steep Slopes

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

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

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

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

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

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

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

Ridge Line Area Protection

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

Silverlode

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

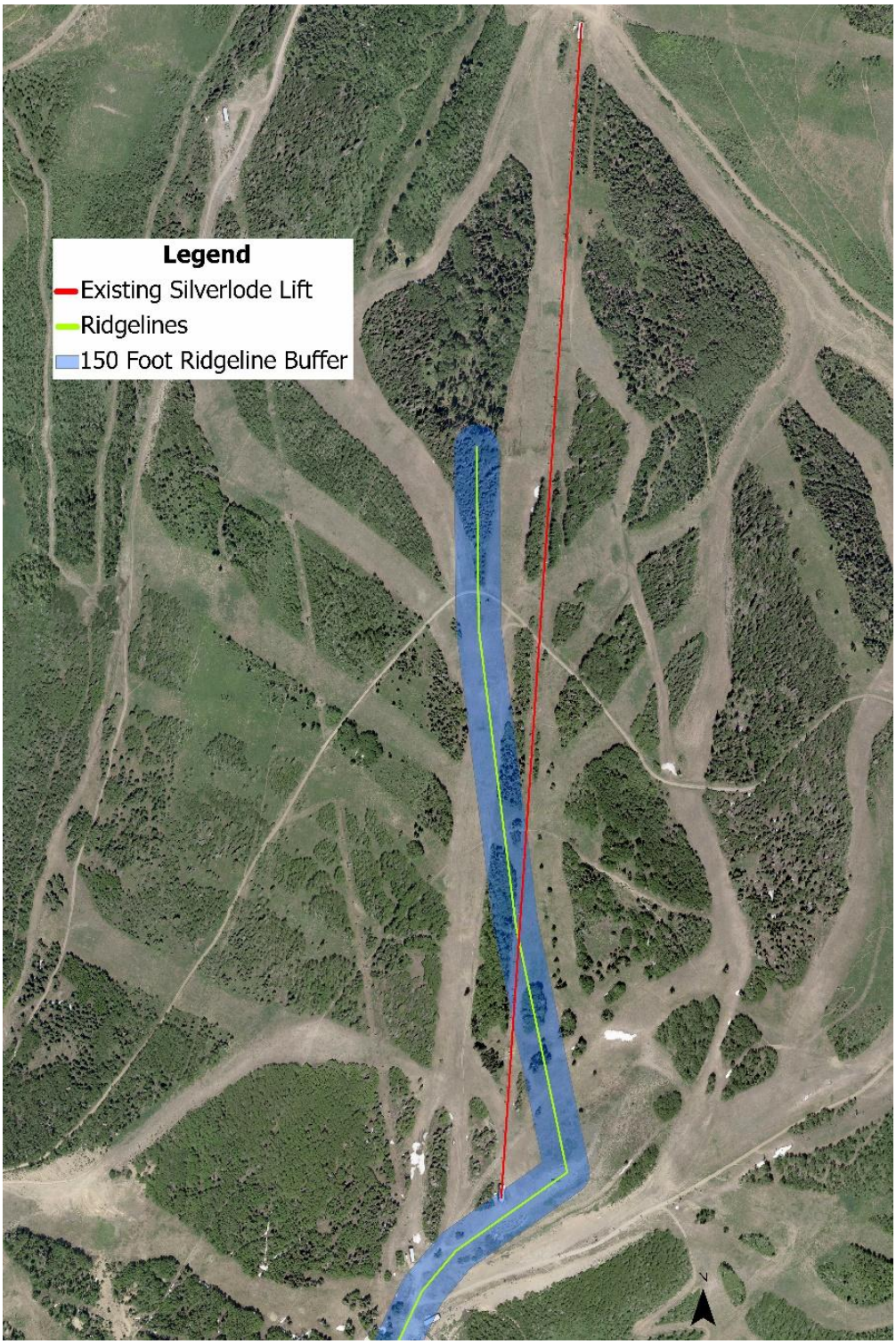


Figure 13: Silverlode lift alignment in relation to the ridgeline

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

Eagle

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

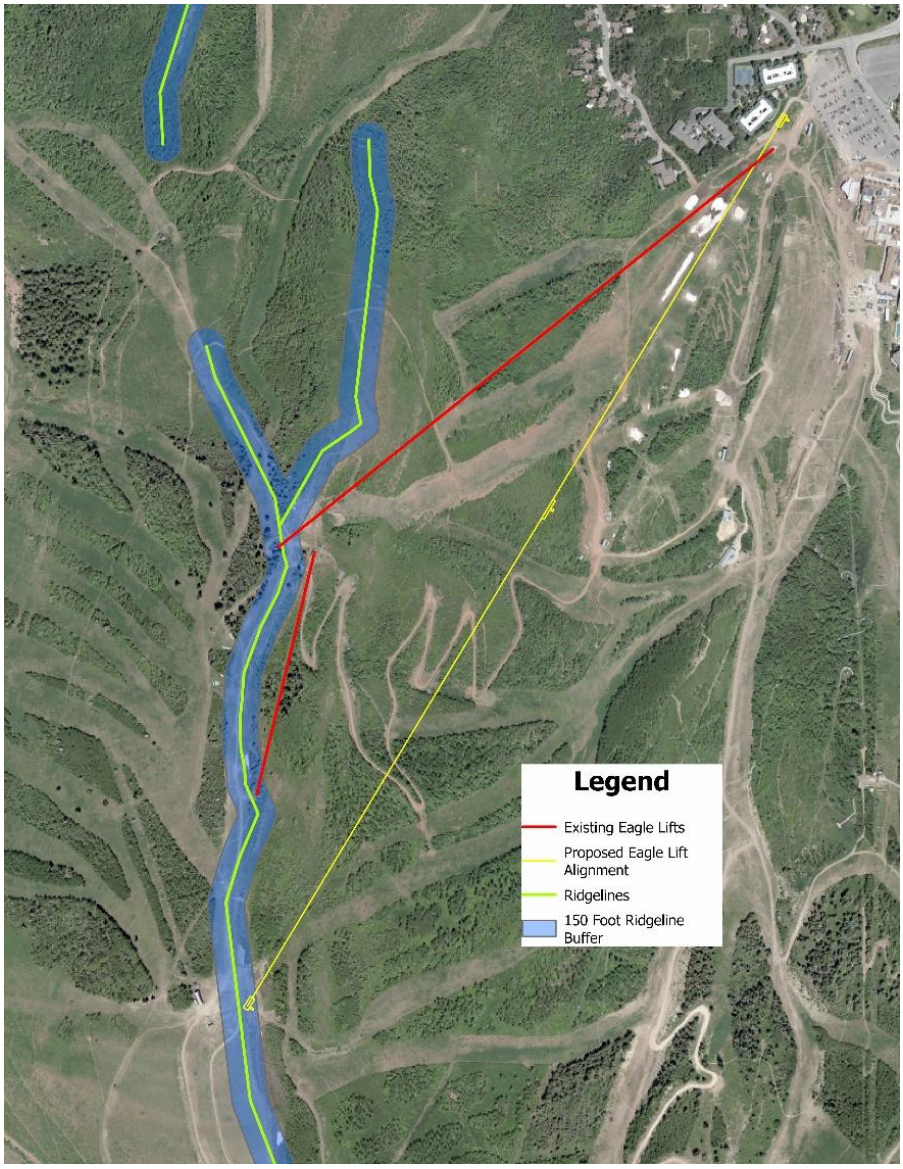


Figure 14: Proposed Eagle lift alignment in yellow and the existing Eagle and Eaglet lifts in red in relation to the Ridge Line Area shown in blue

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

Wetlands and Stream Protection

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

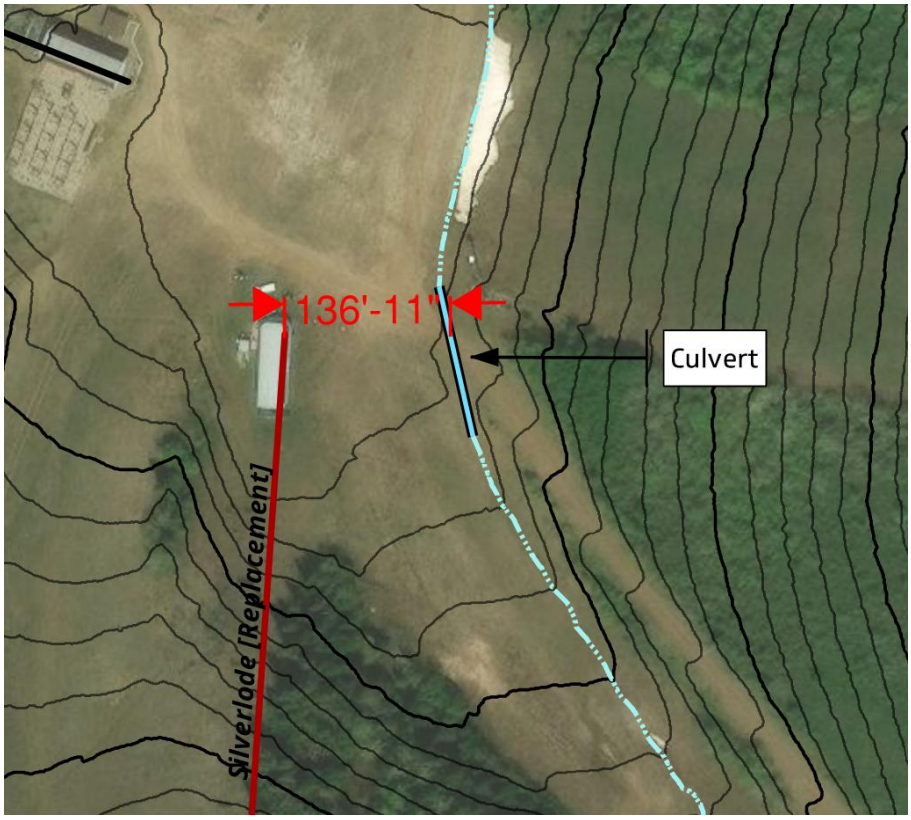


Figure 15: Bottom of Silverlode lift terminal distance to underground culvert

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

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

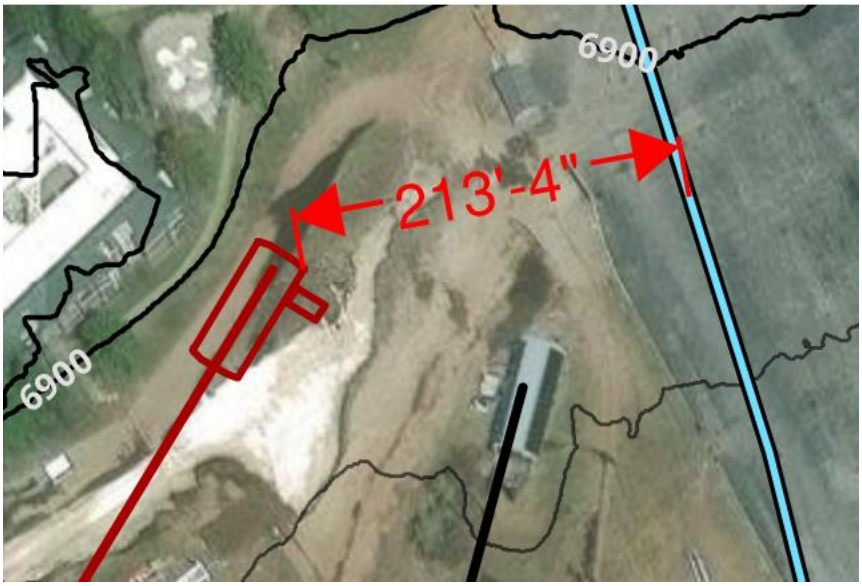


Figure 16: Bottom of Eagle lift terminal distance to underground culvert

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

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

Wildlife and Wildlife Habitat Protection

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

The LMC requires the following:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(IV) Passenger Tramways And Ski Base Facilities criteria.

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

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

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

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

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

[10] LMC § 15-4-18

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

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

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

Not applicable.

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

No improvements are proposed over public roads or residential Streets.

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

The lifts are not proposed over any utility lines.

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

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

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

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

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

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

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

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

According to the Applicant:

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

Eagle

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

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

The proposal does not require Liftway easements.

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

No structures exist or are proposed within the Liftways.

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

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

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

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

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

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

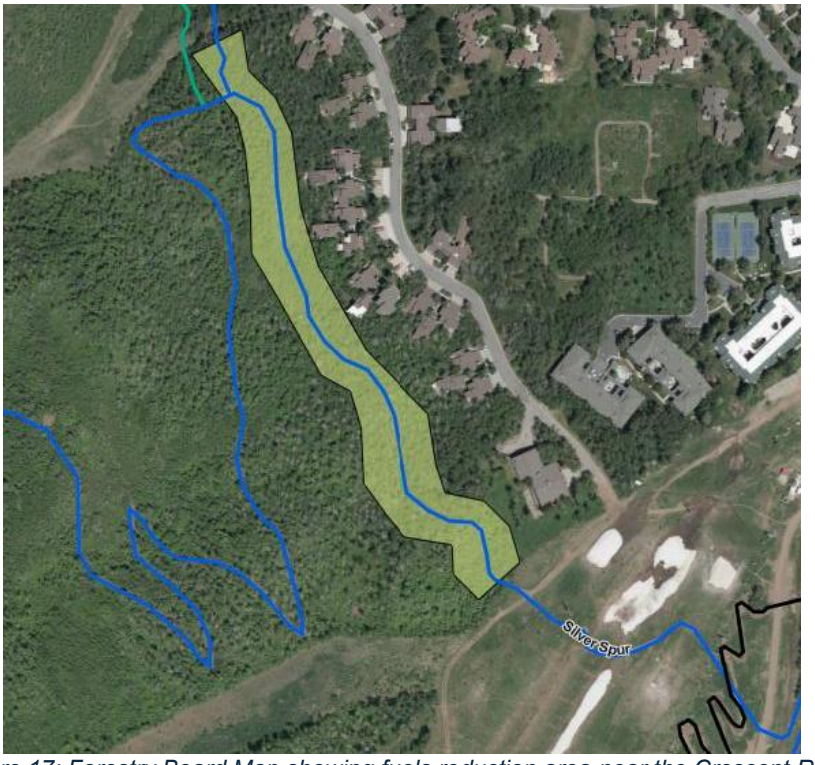


Figure 17: Forestry Board Map showing fuels reduction area near the Crescent Ridge Condos

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

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

Department Review

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

Notice

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

Public Input

Public input is attached as Exhibit P.

Project Background

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

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

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

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

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

Exhibits

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

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

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

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

§ 15-1-10 Conditional Use Review Process

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

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

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

§ 15-1-10 (E) Review

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

§ 15-4-18(B) Conditional Use Review

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

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

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

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

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

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

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

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

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

§ 15-2.7 Recreational Open Space (ROS) District

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

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

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

SILVERLODE LIFT REPLACEMENT – EROSION CONTROL PLAN

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

Erosion Prevention

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

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

Erosion and Sediment Control BMPs

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

Slope and Surface Erosion Controls

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

Sediment Control Measures

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

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

Drainage and Energy Dissipation Controls

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

Construction Access and Tracking Controls

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

Material and Stockpile Controls

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

Inspection and Maintenance

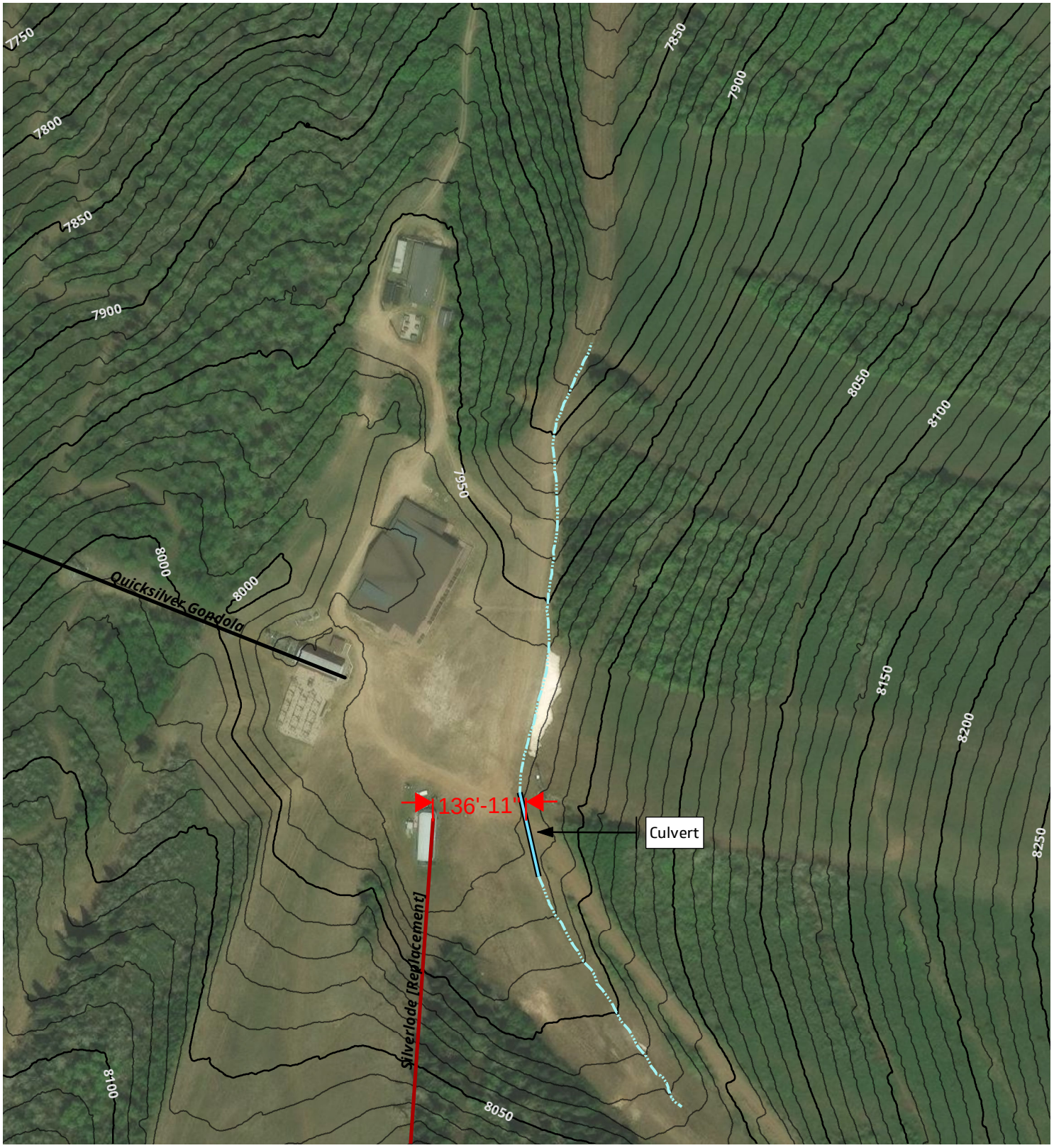
All erosion and sediment control BMPs will be inspected on a routine basis and following significant precipitation events. Maintenance activities will include:

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

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

Final Stabilization

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



LEGEND

Culvert

Ephemeral Stream

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

TITLE

STREAMS & CULVERTS

PROJECT

Silverlode Lift Replacement

LOCATION

Summit County, UT

Disclaimer:

This product is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information. The maps are distributed "AS-IS" without warranties of any kind, either expressed or implied, including but not limited to warranties of suitability to a particular purpose or use.

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

PROJECTION	DATUM	DATE	VERSION
StatePlane Utah North 2011 (US Feet)	North American Datum 1983	02.18.2026	001

SCALE 1:2,400

1 inch = 200 feet

SILVERLODE LIFT REPLACEMENT – DESIGN CAPACITY

As part of the Conditional Use Permit application for the proposed Silverlode replacement project ("Replacement Project"), this document summarizes design capacity (passengers per hour) for both the existing and proposed lift systems and the circulation benefits resulting from project implementation.

The Replacement Project replaces an existing detachable six-passenger lift with a detachable eight-passenger lift within the existing lift alignment. The lift types and design capacities expressed in Passengers per Hour (PPH) are summarized below.

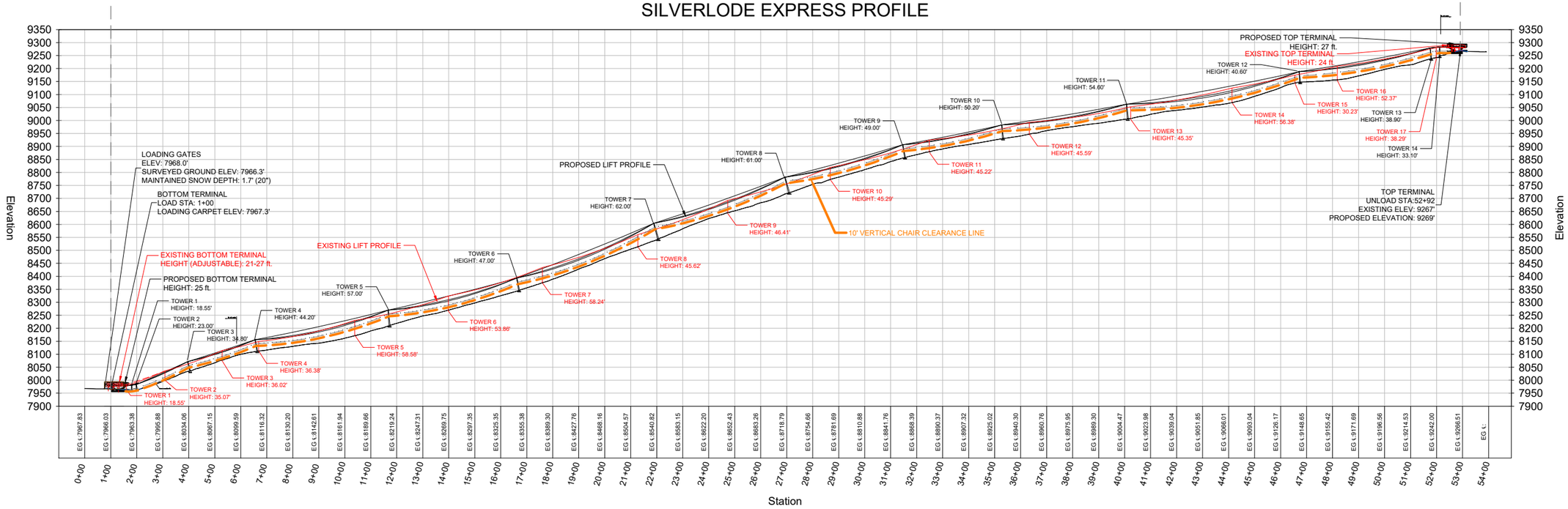
Design Capacity (PPH)	
Existing	3000
Replacement	3600

The 600 PPH increase in uphill design capacity associated with the Replacement Project increases uphill efficiency and throughput. Increasing the volume of uphill transportation reduces lift wait times at the loading area, which is a known congestion point at one of our most popular lifts during peak periods.

The Replacement Project improves circulation within the existing lift corridor and enhances access to mid-mountain terrain without introducing new lift portals or expanding the ski area footprint.



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

Silverlode Lift Replacement

Sensitive Lands Analysis



Sensitive Lands Overlay Zone Requirements

a. Overall Site Plan 2
b. Slope/Topography Map 3-4
c. Geotechnical Report 5-27
d. Soils Compliance 28-29
e. Ridgeline Areas 30-31
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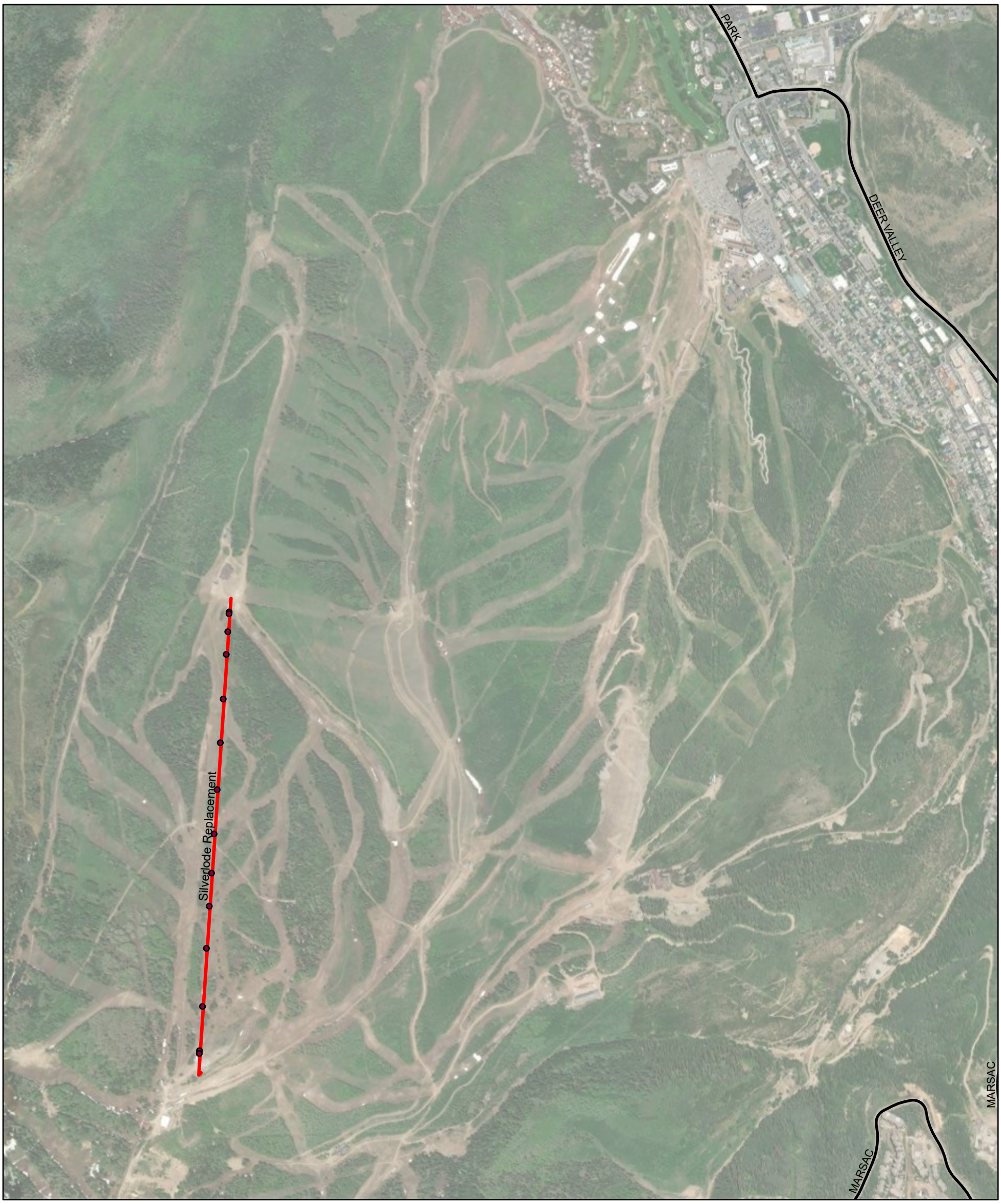


0.25 Miles

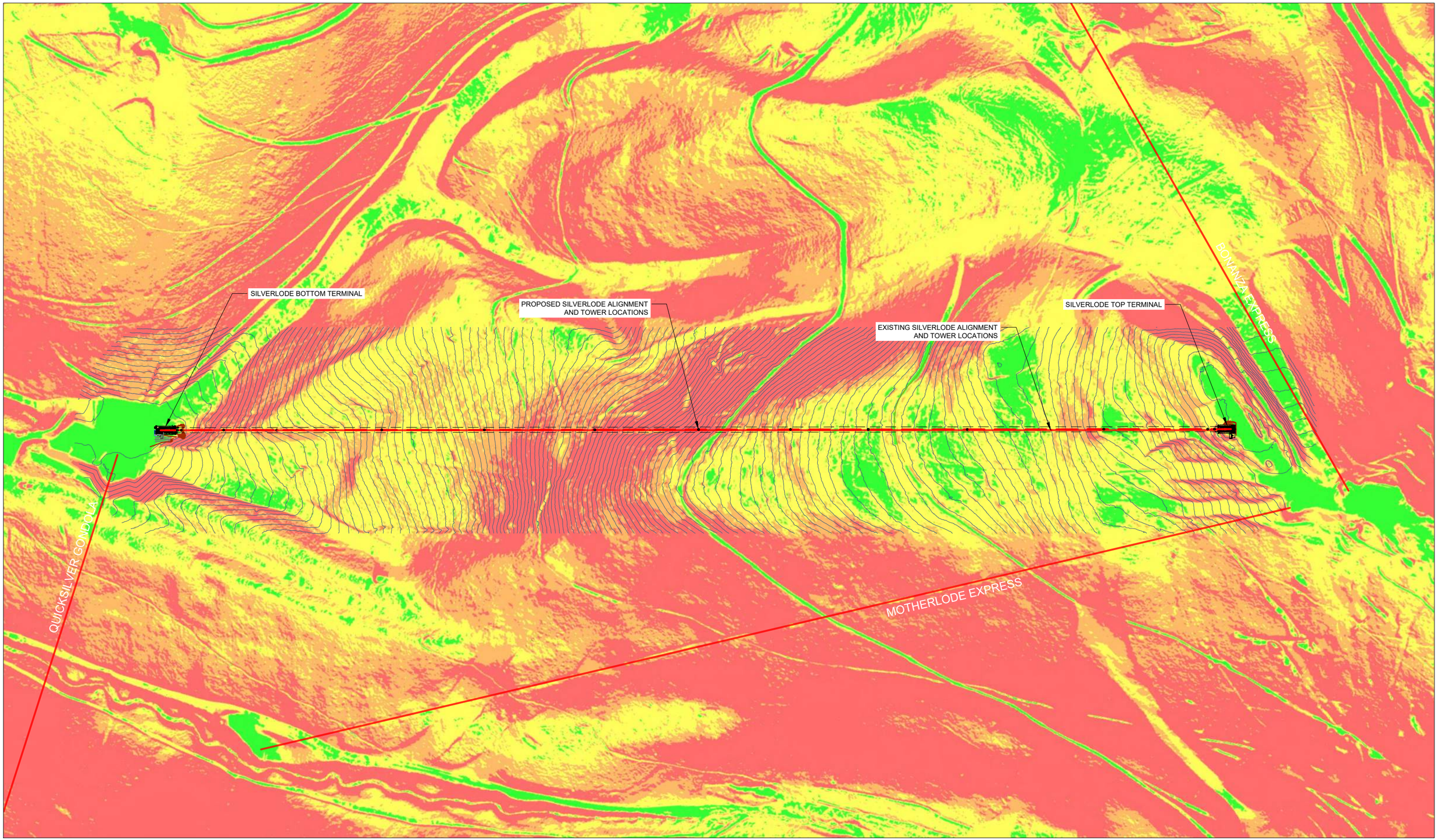
Legend

- Proposed Silverlode Replacement
- Proposed Lift Tower Locations
- Primary Transportation Routes

Overall Site Plan Detail

SE GROUP

Source: UGRC
Date: 1/9/2026
Produced by: Mike Clawson



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

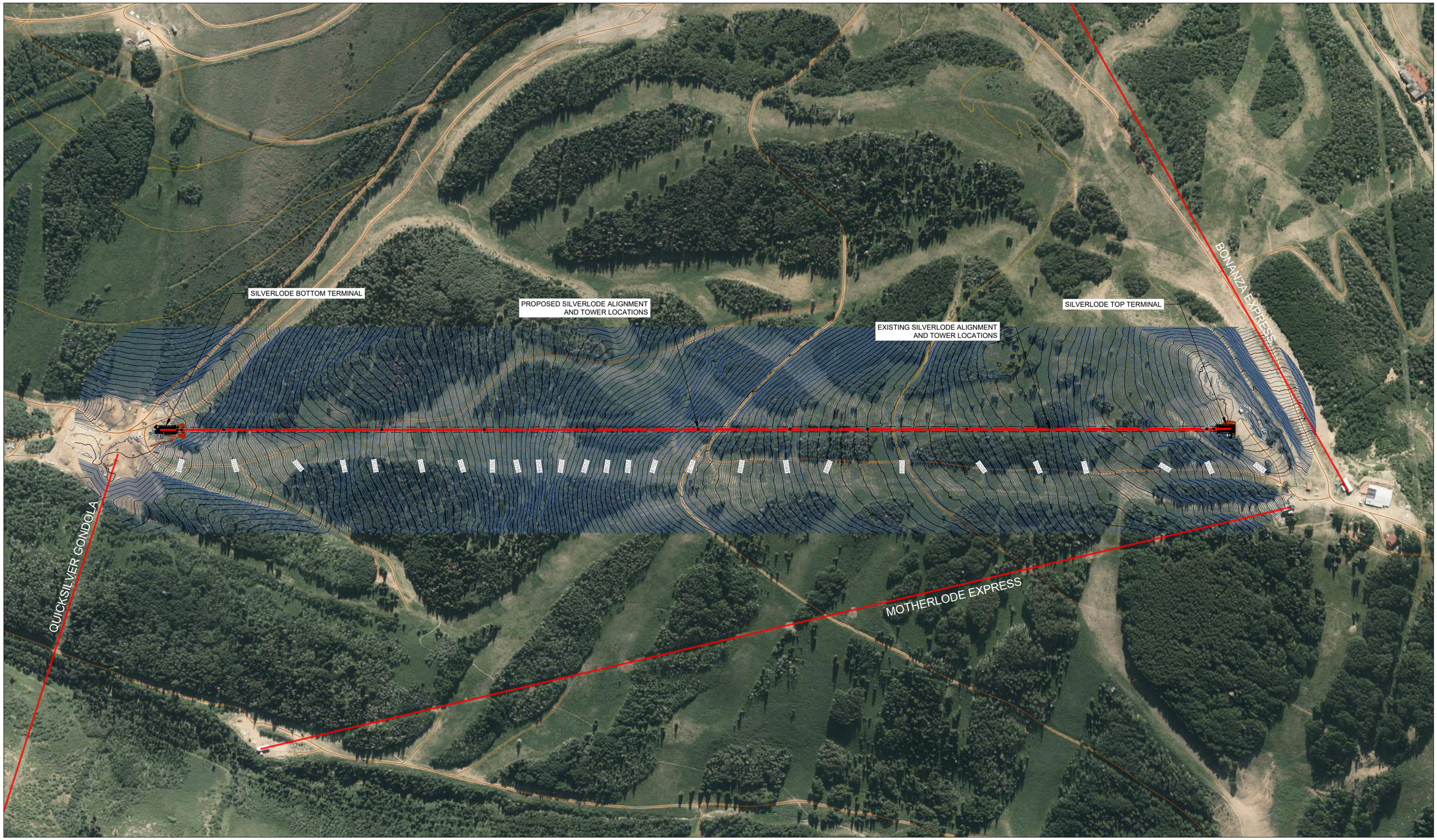
Silverlode Express - Overall Alignment

Slope Map

Prepared By:

SE GROUP

December 2025



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

Applied GeoTech

GEOTECHNICAL INVESTIGATION

SILVERLODE SKI LIFT

PARK CITY MOUNTAIN RESORT

PARK CITY, UTAH

PREPARED FOR:

PARK CITY MOUNTAIN RESORT
PO BOX 39
PARK CITY, UTAH 84060

PROJECT NO. 1210747

OCTOBER 6, 2021
REVISED JANUARY 14, 2026

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EXECUTIVE SUMMARY

1. Two test pits were excavated near the proposed lower (TP-1) and upper (TP-2) ski lift terminals, respectively. Approximately 11 feet of fill overlying clayey gravel that extends to the depth of the test pit, 15 feet, was encountered in Test Pit TP-1. Approximately 1 foot of topsoil overlying limestone bedrock was encountered in Test Pit TP-2. Practical excavation refusal was encountered in the limestone bedrock at a depth of approximately 4 feet.

2. No subsurface water was encountered in the test pits at the time of excavation. Based on our experience in the area, there is a potential for subsurface water to occur in a perched condition during the spring and early summer as snow melts.

3. We anticipate the ski lift will consist of upper and lower terminals with ski lift towers between. The ski lift is planned to have a length of approximately 5,400 feet with an elevation gain of approximately 1,300 feet. We have assumed the lift terminals will consist of steel-frame structures supported on columns bearing on footings. Footings are anticipated to have a load less than 150 kips. We have assumed ski lift towers will be supported on footings with a load less than 15 kips.

4. The proposed ski lift terminals may be supported on spread footings bearing on the undisturbed natural clayey gravel, bedrock or structural fill extending down to the natural clayey gravel or bedrock.

   Footings bearing on the natural clayey gravel or compacted structural fill that extends down to the natural gravel or bedrock may be designed using a net allowable bearing pressure of 3,500 pounds per square foot. Footings bearing entirely on bedrock may be designed using a net allowable bearing pressure of 5,000 pounds per square foot.

   If a footing would bear partially on bedrock and partially on soil or compacted structural fill, at least 2 feet of structural fill should be provided below the footing or the footing extended down to bear entirely on the bedrock.

5. Excavation in the bedrock will be difficult and likely require jack-hammering or other rock excavation methods. Increased difficulty should be expected in confined excavations.

6. Geotechnical information related to foundations, subgrade preparation and materials is included in the report.

SCOPE

This report presents the results of a geotechnical investigation for the proposed Silverlode ski lift to be constructed at the Park City Mountain Resort in Park City, Utah. The study was conducted in general accordance with our proposal dated August 20, 2021.

Field exploration was conducted to obtain information on the subsurface conditions for our engineering analysis and to develop recommendations for the proposed ski lift. A sample of fill obtained from the field investigation was tested in the laboratory to determine physical and engineering characteristics of the fill.

This report has been prepared to summarize the data obtained during the study and to present our conclusions and recommendations based on the proposed construction and the subsurface conditions encountered. Design parameters and a discussion of geotechnical engineering considerations related to construction are included in the report.

GEOLOGY AND GEOLOGIC HAZARDS

The geology map for the area is presented on Figure 4 with an explanation of the geologic units in the area presented on Figure 5. The lift alignment is in Thaynes Formation, which consists primarily of limestone with a middle shale member. The bedrock dips down toward the northwest at 22 to 28 degrees.

Based on review of the geology map prepared by Biek and others (2019) and lidar data downloaded from the Utah AGRC website, which consists of 0.5-meter bare-earth lidar DEMs acquired by the State in 2023, there is no evidence of landslides in the area of the proposed ski lift. The bedrock type is expected to form stable slopes. Review of the US Geological Survey 7 ½

minute quadrangle map from 1998 shows no mine shafts, tunnels or adits along the proposed lift alignment. The Silver King Consolidated mine shaft is approximately 1,500 east of the middle of the proposed alignment. There are no active faults mapped in the area based on review of the Utah Geological Survey Geologic Hazards Portal.

SITE CONDITIONS

The site is located in the south portion of the resort. The Silverlode ski lift extends near the alignment of the proposed ski lift.

The area near the proposed lower ski lift terminal appears to have consisted of a low area, possibly a drainage, that has been filled. The ground surface in this area is relatively flat. Vegetation in the area consists of grass. The Miner's Camp day lodge is to the north.

The area near the proposed upper ski lift terminal has been graded relatively flat in a localized area. The surrounding area slopes moderately to steeply down to the north. There are some bedrock outcrops near the site. There are trees surrounding the area. The nearby existing ski lift terminal appears to be supported on up to 10 feet of fill.

FIELD STUDY

The field study was conducted on September 16, 2021. Two test pits were excavated at the approximate locations shown on Figure 1. Test Pits TP-1 and TP-2 were excavated using a trackhoe and backhoe, respectively. The test pits were logged and soil samples obtained by a representative from AGEC. Logs of the subsurface conditions encountered in the test pits are graphically shown on Figure 2.

The test pits were backfilled without significant compaction. The test pit backfill should be removed and replaced with properly compacted fill where it will support proposed foundations or other settlement-sensitive site improvements.

SUBSURFACE CONDITIONS

Approximately 11 feet of fill overlying clayey gravel that extends to the depth of the test pit, 15 feet, was encountered in Test Pit TP-1. Approximately 1 foot of topsoil overlying limestone bedrock was encountered in Test Pit TP-2. Practical excavation refusal was encountered in the limestone bedrock at a depth of approximately 4 feet.

A description of the soil and bedrock encountered in the test pits follows:

Fill - The fill consists of clayey gravel with sand and contains frequent cobbles and some boulders up to 3 feet in size. The fill is moist and brown to dark brown.

Results of an Atterberg limits test performed on a sample of the fill indicate it has a liquid limit of 40 percent and a plasticity index of 15 percent. Results of a gradation test performed on a sample of the fill is shown on Figure 3.

Topsoil - The topsoil consists of clayey gravel with sand and contains frequent cobbles up to 1 foot in size. The topsoil is moist, brown and contains roots.

Clayey Gravel with Sand - The clayey gravel contains frequent cobbles up to 1 foot in size. The clayey gravel is medium dense, very moist and brown.

Limestone Bedrock - The bedrock is very fractured in the upper portion. The bedrock is hard, slightly moist and gray.

SUBSURFACE WATER

No subsurface water was encountered in the test pits at the time of excavation. Based on our experience in the area, subsurface water may occur in a perched condition during the spring and early summer as snow melts.

PROPOSED CONSTRUCTION

We anticipate the ski lift will consist of upper and lower terminals with ski lift towers between. The ski lift is planned to have a length of approximately 5,400 feet with an elevation gain of approximately 1,300 feet. We have assumed the lift terminals will consist of steel-frame structures supported on columns that bear on footings. Footings are anticipated to have a load less than 150 kips. We have assumed ski lift towers will be supported on footings with a load less than 15 kips.

If the proposed construction or structural loads are significantly different from those described above, we should be notified so that we can reevaluate the recommendations given.

RECOMMENDATIONS

The following recommendations are provided based on the subsurface conditions encountered and the proposed construction.

A. Site Grading

We have assumed that excavation for the ski lift terminals will consist of a cut of up to approximately 6 feet. Unsuitable fill may require a deeper excavation depth. We anticipate up to 10 feet of site grading fill may be placed around the ski lift terminals.

1. Existing Fill

   Approximately 11 feet of fill was encountered in Test Pit TP-1. The fill is not considered suitable to support the proposed ski lift terminal or ski lift towers and should be removed from these areas. Compacted structural fill may be placed in these areas, if needed.

2. Subgrade Preparation

   Prior to placing grading fill, the topsoil, unsuitable fill, organic material and other deleterious materials should be removed.

   Care should be taken to not disturb the natural soil or bedrock to remain below the proposed ski lift terminals and ski lift towers.

3. Temporary Excavation Slopes

   Temporary excavation slopes up to 10 feet in height in natural soil may be constructed at 1 horizontal to 1 vertical or flatter. Temporary excavation slopes up to 10 feet in height in the bedrock may be constructed at ½ horizontal to 1 vertical or flatter. Flatter excavation slopes in bedrock may be needed, depending on weathering and orientation of fractures.

   The excavator is responsible to provide safe working conditions around temporary excavation slopes.

4. Long-term Slopes

Long-term slopes may be constructed at 2 horizontal to 1 vertical or flatter. Fill placed on slopes steeper than 5 horizontal to 1 vertical should be keyed into the slope with a key for every 4 feet of vertical rise. Prior to placement of fill, the subgrade should be prepared by removing the topsoil, unsuitable fill, debris and other deleterious materials.

Slopes should be protected from erosion by revegetation, erosion control mats or other methods.

5. Excavation

We anticipate excavation in the clayey gravel and bedrock can be accomplished using heavy-duty excavation equipment. Jack-hammering and other rock excavation methods will likely be needed for excavations in the bedrock. Additional difficulty should be expected in confined excavations.

6. Materials

Materials used as fill for the project are anticipated to consist of imported fill and bedrock. Recommendations for these materials are shown below.

a. Imported Fill

Fill placed to support the ski lift terminals or ski towers should consist of a non-expansive, granular soil with a maximum particle size of 3 inches and less than 35 percent passing the No. 200 Sieve.

b. On-Site Materials

The clayey gravel and broken down bedrock may be considered for use as structural fill below the proposed ski lift terminals and ski lift towers if

they meet the criteria presented above for imported structural fill. These materials may also be used as grading fill around the ski lift terminals.

Topsoil, organic material, oversize material and other deleterious material should be removed from the materials described above that will be used as structural fill.

c. Moisture Conditioning

Depending on the moisture content of the soil and bedrock at the time of construction, the soil and bedrock may require wetting or drying prior to use as fill. Drying of the soil and bedrock may not be practical during cold or wet times of the year.

7. Compaction

Fill placed to support the ski lift terminals and ski lift towers should be compacted to at least 95 percent of the maximum dry density as determined by ASTM D 1557.

To facilitate the compaction process, the fill should be compacted at a moisture content within 2 percent of the optimum moisture content.

Fill placed for the project should be frequently tested for compaction.

B. Foundations

1. Bearing Material

The proposed ski lift terminals and ski lift towers may be supported on spread footings bearing on the undisturbed natural clayey gravel, bedrock or structural fill extending down to the natural clayey gravel or bedrock.

If a footing would bear partially on bedrock and partially on soil or compacted structural fill, at least 2 feet of structural fill should be provided below the footing or the footing extended down to bear entirely on the bedrock.

2. Bearing Pressure

Footings bearing on the natural clayey gravel or compacted structural fill that extends down to the natural gravel or bedrock may be designed using a net allowable bearing pressure of 3,500 pounds per square foot. Footings bearing entirely on bedrock may be designed using a net allowable bearing pressure of 5,000 pounds per square foot.

3. Temporary Loading Conditions

The allowable bearing pressure may be increased by one-half for temporary loading conditions such as wind or seismic loads.

4. Minimum Footing Width and Embedment

Footings should have a width of at least 1½ feet and a depth of embedment of at least 1 foot.

5. Settlement

We estimate total and differential settlement will be less than ½ inch for footings bearing on the natural clayey gravel, bedrock or compacted structural fill as described above.

Care should be taken to not disturb the natural clayey gravel and bedrock at the base of footing excavations so that settlement can be maintained within tolerable limits. Loose material in the base of footing excavations should be removed or be compacted.

6. Frost Depth

Exterior footings and footings beneath unheated areas should be placed at least 40 inches below grade for frost protection.

7. Foundation Base

The base of excavations should be cleared of loose or deleterious material prior to fill or concrete placement.

8. Construction Observation

A geotechnical engineer from AGEC should observe footing excavations prior to structural fill or concrete placement.

C. Lateral Earth Pressures

1. Lateral Resistance for Footings

Lateral resistance for footings placed on the natural clayey gravel, bedrock or compacted structural fill is controlled by sliding resistance between the footing and the foundation soil or bedrock. A friction value of 0.45 may be used in design for ultimate lateral resistance for footings. The passive resistance of the soil adjacent footings may also be considered in design for lateral resistance of footings.

2. Subgrade Walls and Retaining Structures

The following equivalent fluid weights are given for the design of subgrade walls and retaining structures. The active condition is where the wall moves away from the soil. The passive condition is where the wall moves into the soil and the at-rest condition is where the wall does not move. The values listed below assume a horizontal surface adjacent the wall.

Material Type	Active	At-Rest	Passive
Granular Fill or Bedrock	40 pcf	55 pcf	300 pcf

3. Seismic Conditions

Under seismic conditions, the equivalent fluid weight should be increased by 21 pcf for the active condition, increased by 6 pcf for the at-rest condition and decreased by 21 pcf for the passive condition. This assumes a horizontal ground acceleration of 0.33g which represents a 2 percent probability of exceedance in a 50-year period (ICC, 2020).

4. Safety Factors

The values recommended above assume mobilization of the soil to achieve ultimate soil strength. Conventional safety factors used for structural analysis for such items as overturning and sliding resistance should be used in design.

D. Seismic Design Considerations

1. Building Code Parameters

Listed below is a summary of the site parameters that may be used with the 2021 International Building Code:

Description	Value[1]
Site Class	C[2]
S_s - MCE_R ground motion (period=0.2s)	0.62g
S_1 - MCE_R ground motion (period=1.0s)	0.22g
F_a - Site amplification factor at 0.2s	1.26
F_v - Site amplification factor at 1.0s	1.5
PGA - MCE_G peak ground acceleration	0.27g
PGA_M - Site modified peak ground acceleration	0.33g

[1]Values obtained from information provided by the Applied Technology Council at https://hazards.atcouncil.org

[2]Site Class C was selected based on our experience in the area and our understanding of the geology in the area. Site Class B may be representative of the upper ski lift terminal subsurface conditions, but would require measurement of the shear wave velocity of the bedrock.

2 Potential Seismic Sources

No active faults are mapped as being located on the property. The nearest mapped active fault is the Salt Lake City segment of the Wasatch fault located approximately 13½ miles west of the site (Utah Geological Survey, 2026).

3. Liquefaction

The site is mapped as having a "very low" liquefaction potential (Anderson and others, 1994). This means that there is a less than 5 percent probability that the soil will be subjected to seismic ground shaking great enough to result in liquefaction in a 100-year time period. Based on our experience in the area and

the subsurface conditions encountered, liquefaction is not a potential hazard at the site.

E. Water Soluble Sulfates

Based on published literature and previous experience in the area, the clayey gravel and bedrock possess negligible sulfate attack potential on concrete. No special cement type is required for concrete placed in contact with the natural soil or bedrock. Other conditions may dictate the type of cement to be used in concrete for the project.

F. Additional Services

It is important that AGEC be involved during design and construction of the ski lift. There are several items where we can provide value, help the design of the geotechnical aspects of the project be more efficient and help reduce the risk to the design team and the owner.

We recommend that at least the following additional services be provided:

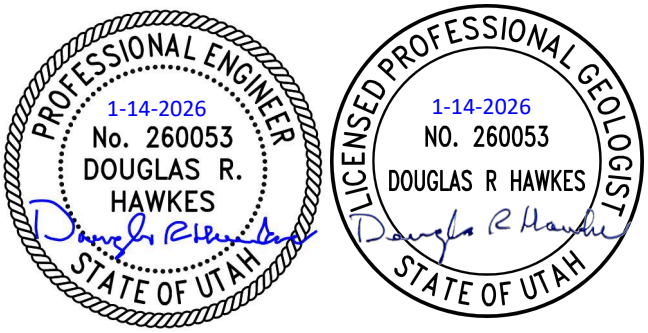
1. Observe the foundation excavations for the ski lift terminals and ski lift towers.
2. Review construction plans for the project to determine whether recommendations in this report have been incorporated into the design.
3. Observe fill placement and compaction during construction.
4. Provide other testing and inspections that may be required by the building code or local jurisdiction.

LIMITATIONS

This report has been prepared in accordance with generally accepted soil and foundation engineering practices in the area for the use of the client for design purposes. The conclusions and recommendations included within the report are based on the proposed construction and the information obtained from the test pits excavated at the site. Variations in the subsurface conditions may not become evident until additional exploration or excavation is conducted. If the subsurface conditions or groundwater level is found to be significantly different from what is described above, we should be notified to reevaluate our recommendations.

APPLIED GEOTECHNICAL ENGINEERING CONSULTANTS, INC.

Scott D. Anderson, P.E.



Reviewed by Douglas R. Hawkes, P.E., P.G.

DRH/rs

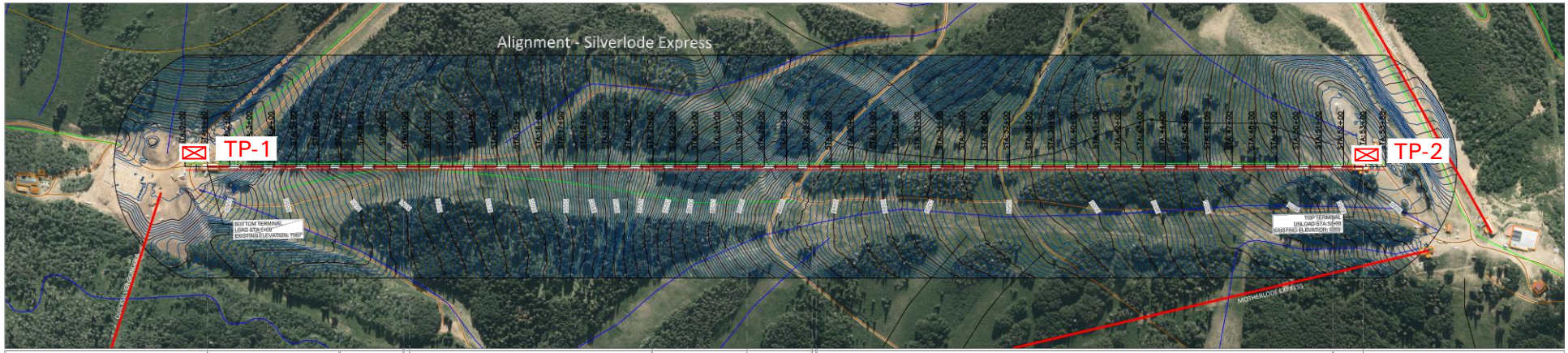
REFERENCES

Anderson, L., Keaton, J., Rice, J., 1994; Liquefaction Potential, Central Utah, Park City - Heber, U.S. Geological Survey, Contract Report 94-10.

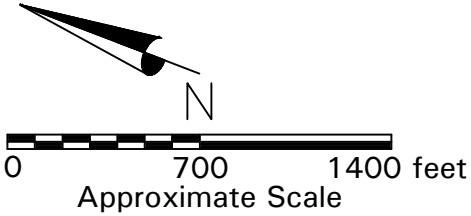
Biek, R.F., Yonkee, W.A. and Loughlin, W.D., 2019; Interim geologic map of the Park City West quadrangle, Summit and Wasatch Counties, Utah, Utah Geological Survey Open-File Report 697DM

International Code Council 2020, 2021 International Building Code, Falls Church, Virginia.

Utah Geological Survey, 2026; Utah Geologic Hazards Portal accessed January 14, 2021 at https://maps.geology.utah.gov/hazards.

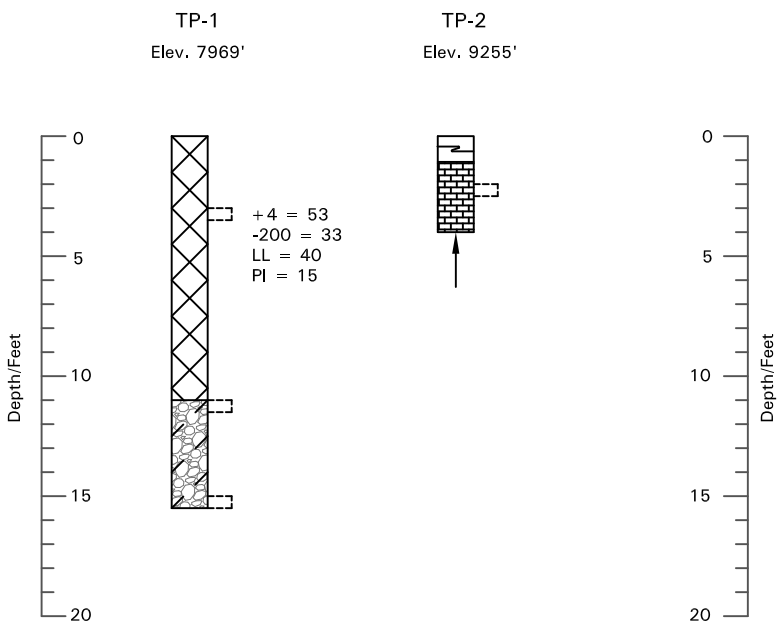






SILVERLODE SKI LIFT
PARK CITY MOUNTAIN RESORT
SUMMIT COUNTY, UTAH

1210747	AGEC	Test Pit Locations	Figure 1



LEGEND:

Fill; clayey gravel with sand, contains frequent cobbles and some boulders up to 3 feet in size, moist, brown to dark brown.

Topsoil; clayey gravel with sand, frequent cobbles, moist, brown, roots.

Clayey Gravel with Sand (GC); frequent cobbles up to 1 foot in size, medium dense, very moist, brown.

Limestone Bedrock; highly fractured in upper portion, hard, slightly moist, gray.

Indicates disturbed sample taken.

Indicates practical excavation refusal.

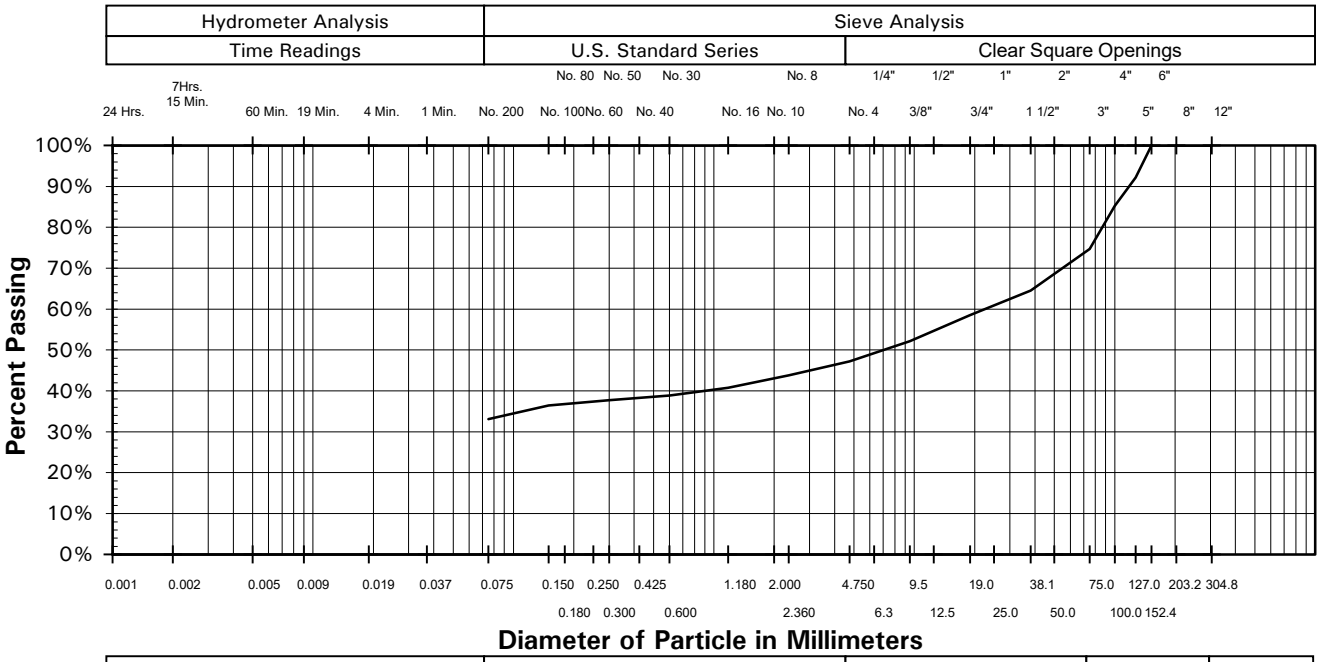
NOTES :

1. Test Pit TP-1 was excavated using a trackhoe. Test Pit TP-2 was excavated using a rubber-tired backhoe. The test pits were excavated on September 16, 2021.
2. The locations of the test pits were measured by pacing from features shown on the site plan provided.
3. The elevations of the test pits determined by interpolating between contours shown on the site plan provided.
4. The test pit locations and elevations should be considered accurate only to the degree implied by the method used.
5. The lines between materials shown on the test pit logs represent the approximate boundaries between materials and the transitions may be gradual.
6. No free water was encountered in the test pits at the time of excavation.
7. +4 = Percent Retained on the No. 4 Sieve;
   -200 = Percent Passing the No. 200 Sieve;
   LL = Liquid Limit (%);
   PI = Plasticity Index (%).

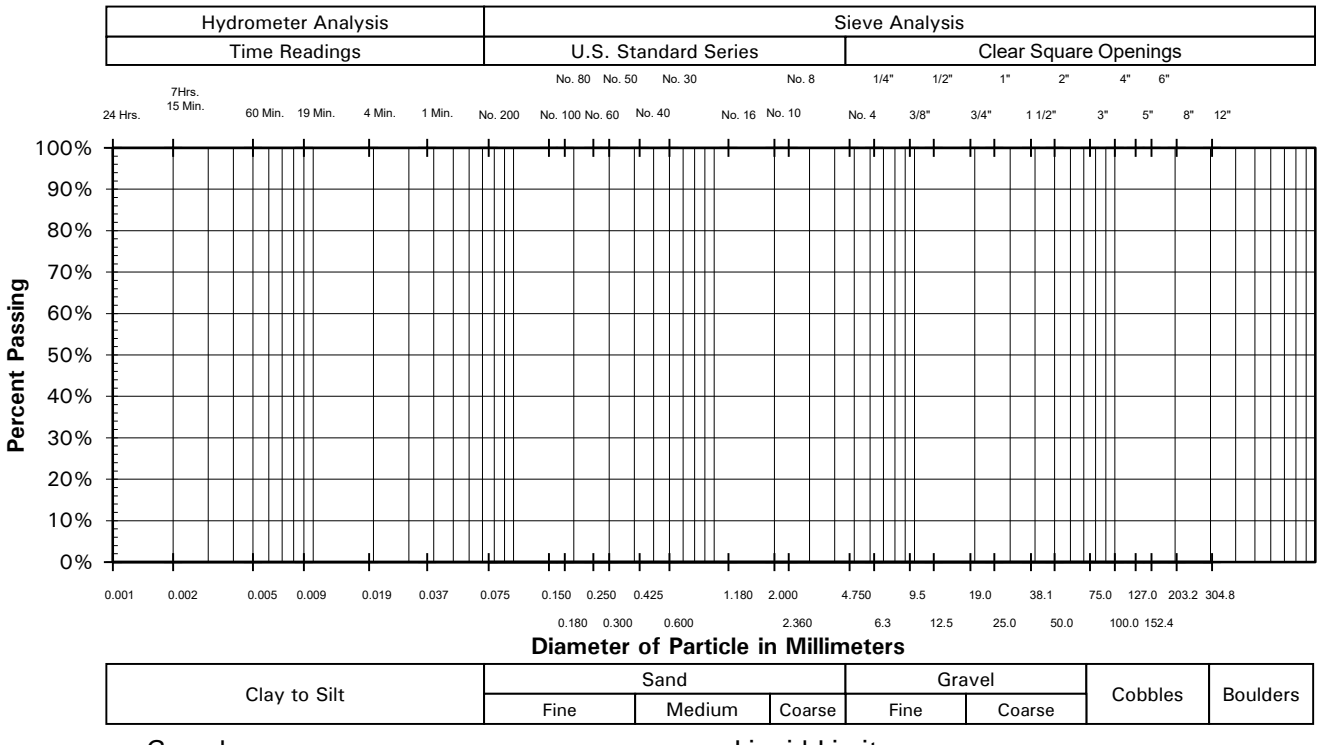
Approximate Vertical Scale 1"=8'

1210747	AGEC	Test Pit Logs, Legend and Notes	Figure 2

APPLIED GEOTECHNICAL ENGINEERING CONSULTANTS, INC.



Gravel	53%	Liquid Limit	-
Sand	14%	Plasticity Index	-
Silt and Clay	33%	Sample Location	TP-1 @ 3 feet
Sample Description	Fill; Clayey Gravel		



Gravel	-	Liquid Limit	-
Sand	-	Plasticity Index	-
Silt and Clay	-	Sample Location	
Sample Description			

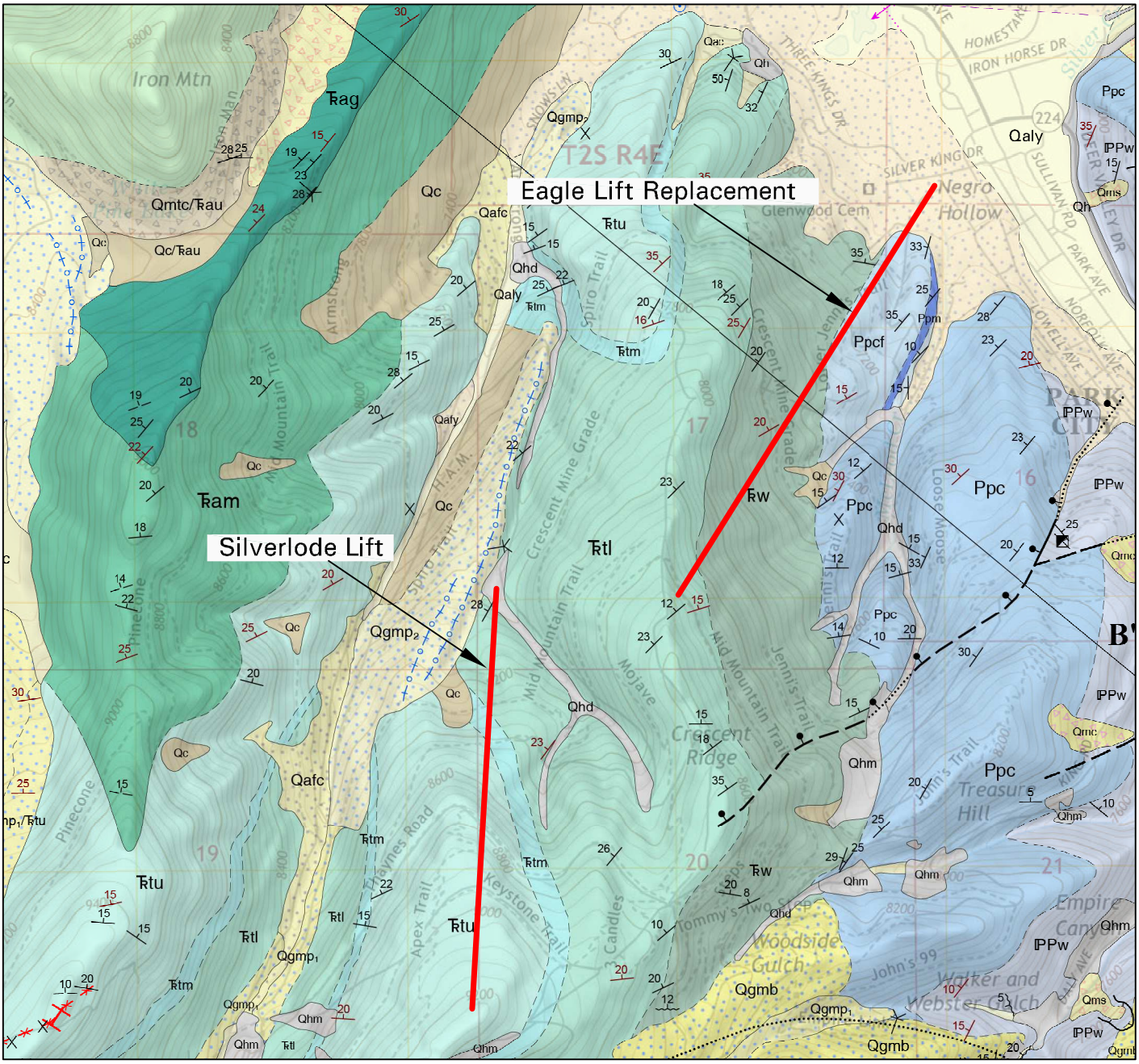
Project No. 1210747 **GRADATION TEST RESULTS** Figure 3

APPLIED GEOTECHNICAL ENGINEERING CONSULTANTS, INC.

TABLE I
SUMMARY OF LABORATORY TEST RESULTS

PROJECT NUMBER: 1210747

SAMPLE LOCATION		NATURAL MOISTURE CONTENT (%)	NATURAL DRY DENSITY (PCF)	GRADATION			ATTERBERG LIMITS		UNCONFINED COMPRESSIVE STRENGTH (PSF)	WATER SOLUBLE SULFATE (%)	SAMPLE CLASSIFICATION
TEST PIT	DEPTH (FEET)			GRAVEL (%)	SAND (%)	SILT/ CLAY (%)	LIQUID LIMIT (%)	PLASTICITY INDEX			
TP-1	3			53	14	33	40	15			Fill; Clayey Gravel



from Biek and others (2019)

N

0 2000 4000 feet

SILVERLODE SKI LIFT - PCMR
PARK CITY, UTAH

1210747	AGEC	Geologic Map	Figure 4

EXPLANATION OF SYMBOLS AND GEOLOGIC UNITS IN AREA OF PROPOSED DEVELOPMENT

QhdQ	-	Disturbed land.
Qhm	-	Mine dumps
Qaly	-	Young Stream alluvium (Holocene to upper Pleistocene).
Qafy	-	Young and middle fan alluvium (Holocene to upper Pleistocene).
Qafc	-	Fan alluvium and colluvium (Holocene to upper Pleistocene).
Qac	-	Alluvium and colluvium (Holocene to upper Pleistocene).
Qc	-	Colluvium (Holocene to upper Pleistocene).
$Qgmp_2$	-	Glacial till of Pinedale age (upper Pleistocene).
Trtu	-	Thaynes Formation, upper limestone member (Lower Triassic).
Trtm	-	Thaynes Formation, middle shale member (Lower Triassic).
Trtl	-	Thaynes Formation, lower limestone member (Lower Triassic).
Trw	-	Woodside Shale (Lower Triassic).
Ppcf	-	Park City Formation, Franson member (Middle Permian).
Ppm	-	Phosphoria Formation (Middle to Lower Permian).
Ppc	-	Park City and Phosphoria Formations, undivided (Middle to Lower Permian).

Geologic contact between units, dashed where approximate.

Normal fault, bar and ball on down thrown side, dashed where approximate, dotted where concealed.

30 — Dip and strike of bedding.

Moraine crest.

N

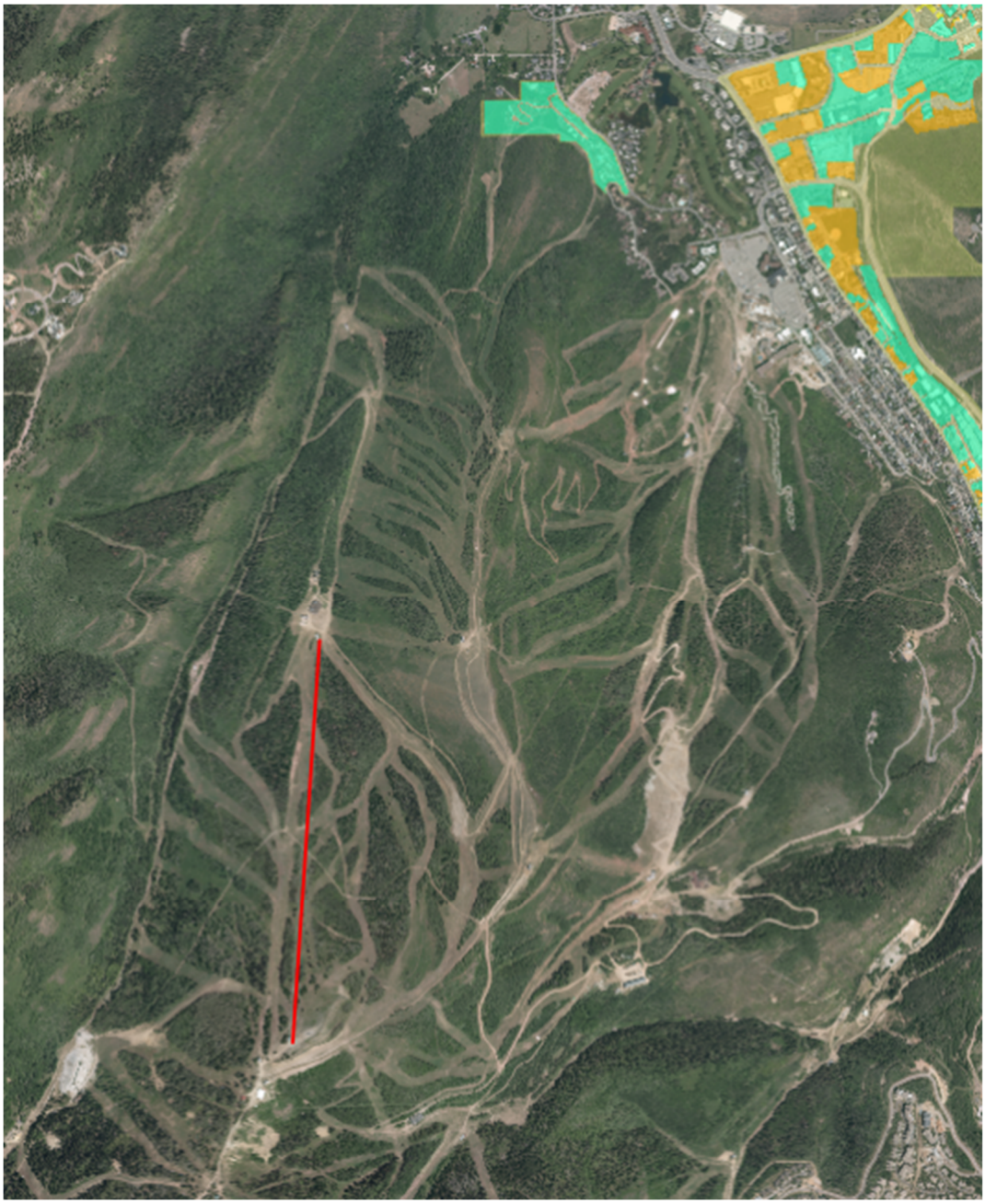
0 2000 4000 feet

SILVERLODE SKI LIFT - PCMR
PARK CITY, UTAH

SE Group has reviewed both the Park City Soils Ordinance Boundary and Water Protection Zone maps to understand their applicability to the Silverlode project area.

The Silverlode lift project falls outside of the Prospector Soils Project Area[1]. See figure below.

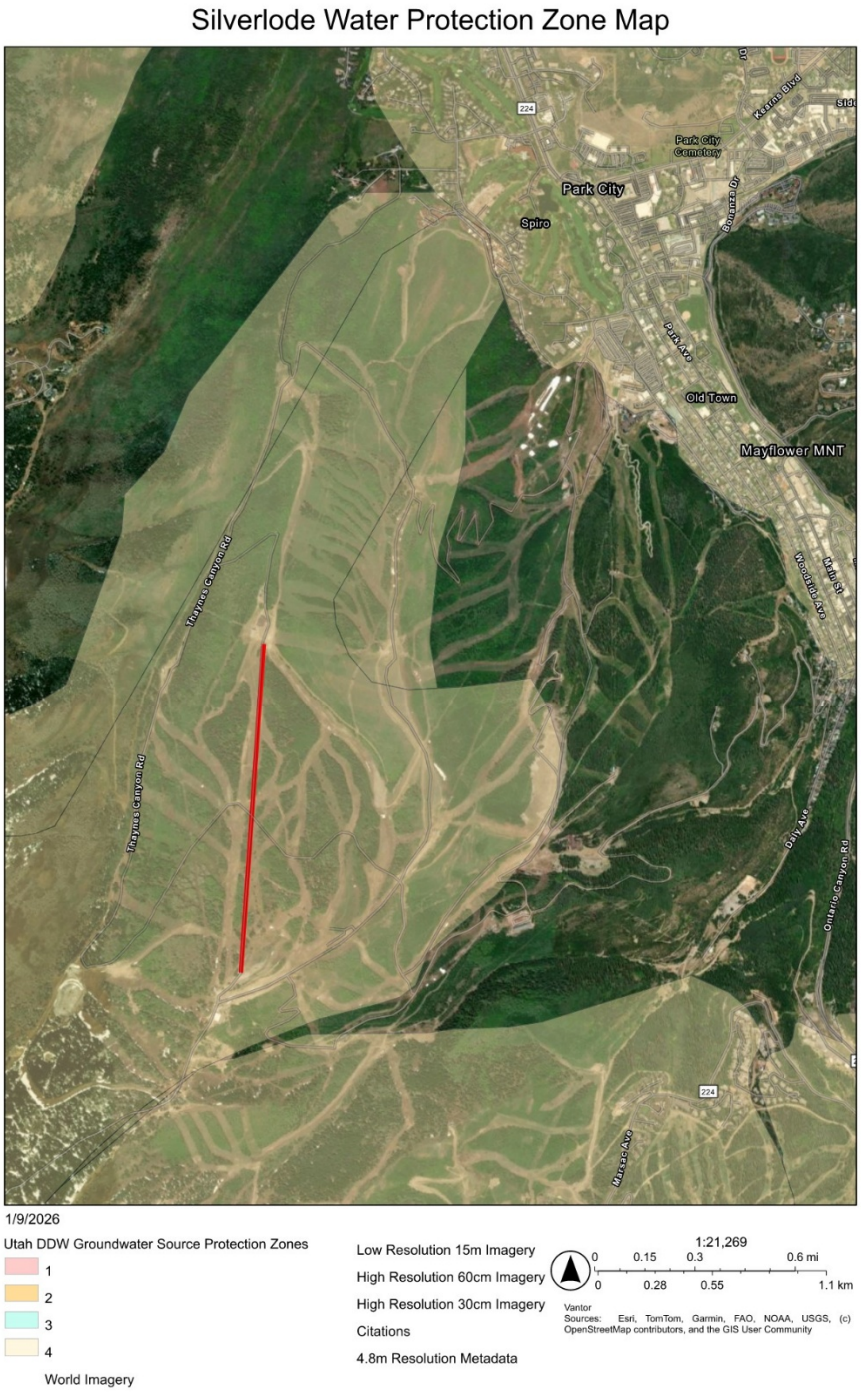
FIGURE 1. PROSPECTOR SOILS PROJECT AREA



[1] Source: https://parkcity.maps.arcgis.com/apps/InformationLookup/index.html?appid=d63e23dfc132442c869c9a20f28faa8d

The Silverlode lift project falls within Water Protection Zone 2[2]. See figure below.

FIGURE 2. WATER PROTECTION OVERLAY ZONE

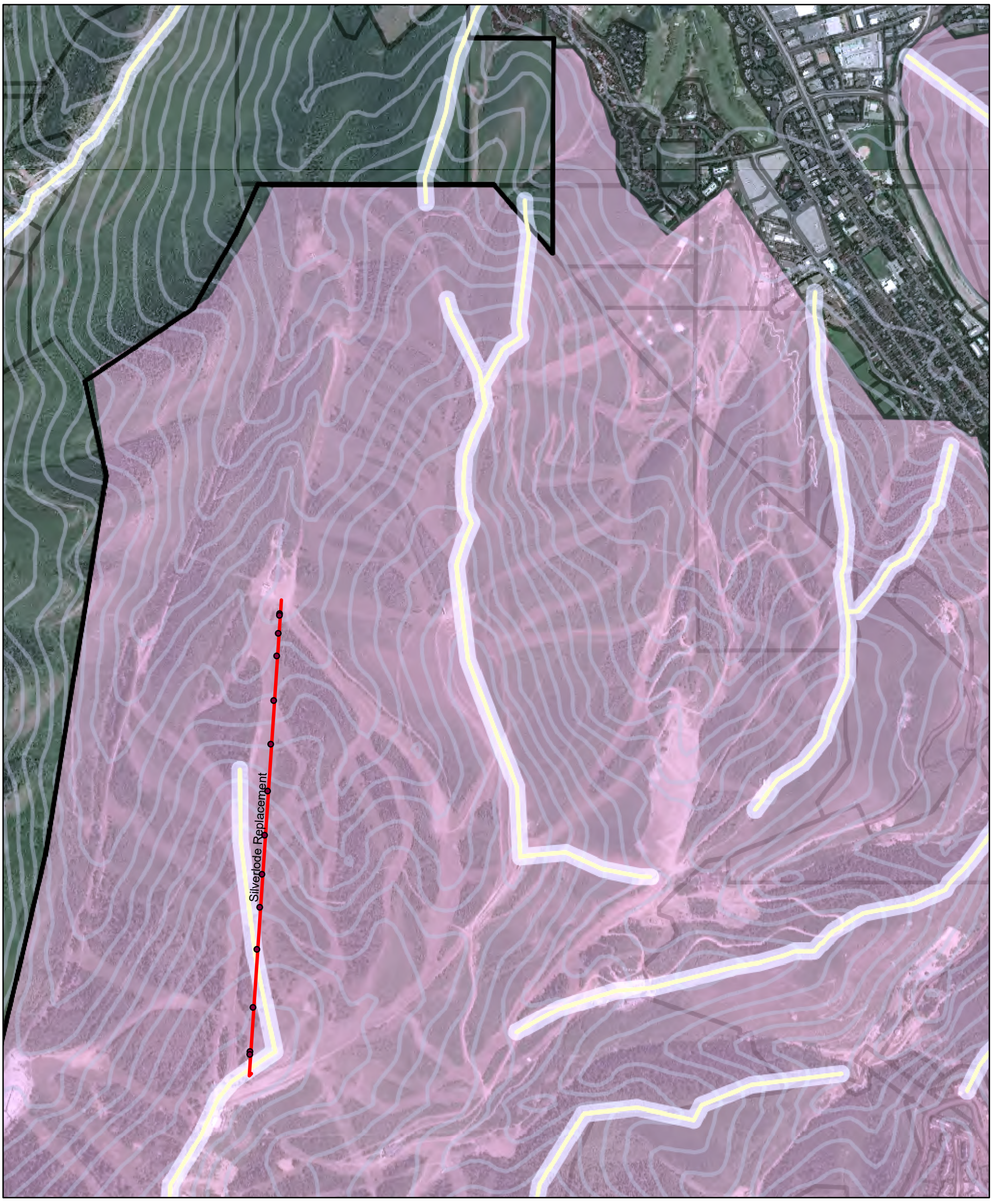


[2] Source: https://www.arcgis.com/apps/mapviewer/index.html?layers=88293a87e2954112979e420222ffe3d9

Silverlode Ridgeline Condition

The proposed Silverlode Lift upper terminal will be reconstructed in the exact location of the existing terminal station. The project does not introduce a new ridgeline or peak disturbance but rather replaces long-established ski area infrastructure in its current footprint. The mid-mountain lift is not readily visible to the casual observer and is largely screened from the majority of the Designated Vantage Points due to surrounding landforms, vegetation, and distance. The replacement terminal will not increase the elevation, massing, or visual prominence of the existing terminal and will not expand development further along the ridge or peak.

The Silverlode Lift is a critical component of the resort's circulation network, providing essential mid-mountain connectivity and distribution of skiers and riders. By reconstructing the terminal in its existing location, maintaining the same general scale and profile, and avoiding any additional encroachment onto the ridgeline or surrounding landforms, the project mitigates visual and ridge line impacts to the maximum extent feasible.



0.25 Miles

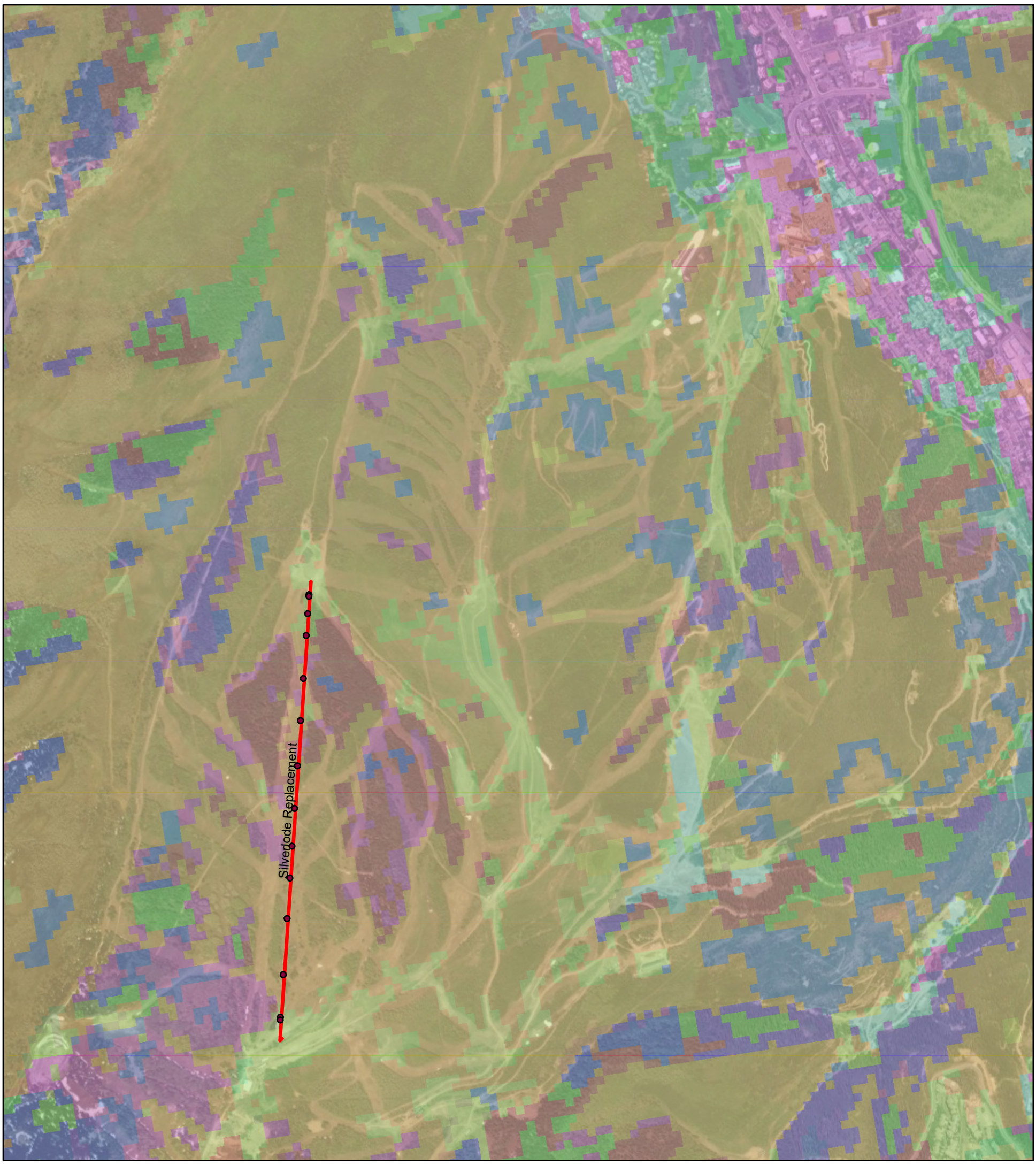
Legend

- Ridgetops
- Proposed Silverlode Replacement
- Proposed Lift Tower Locations
- Sensitive Lands

Ridgetops and Sensitive Lands Proximate to Site Area

SE GROUP

Source: UGRC
Date: 11/13/2025
Produced by: Mike Clawson



Legend

- Proposed Silverlode Replacement
- Proposed Lift Tower Locations

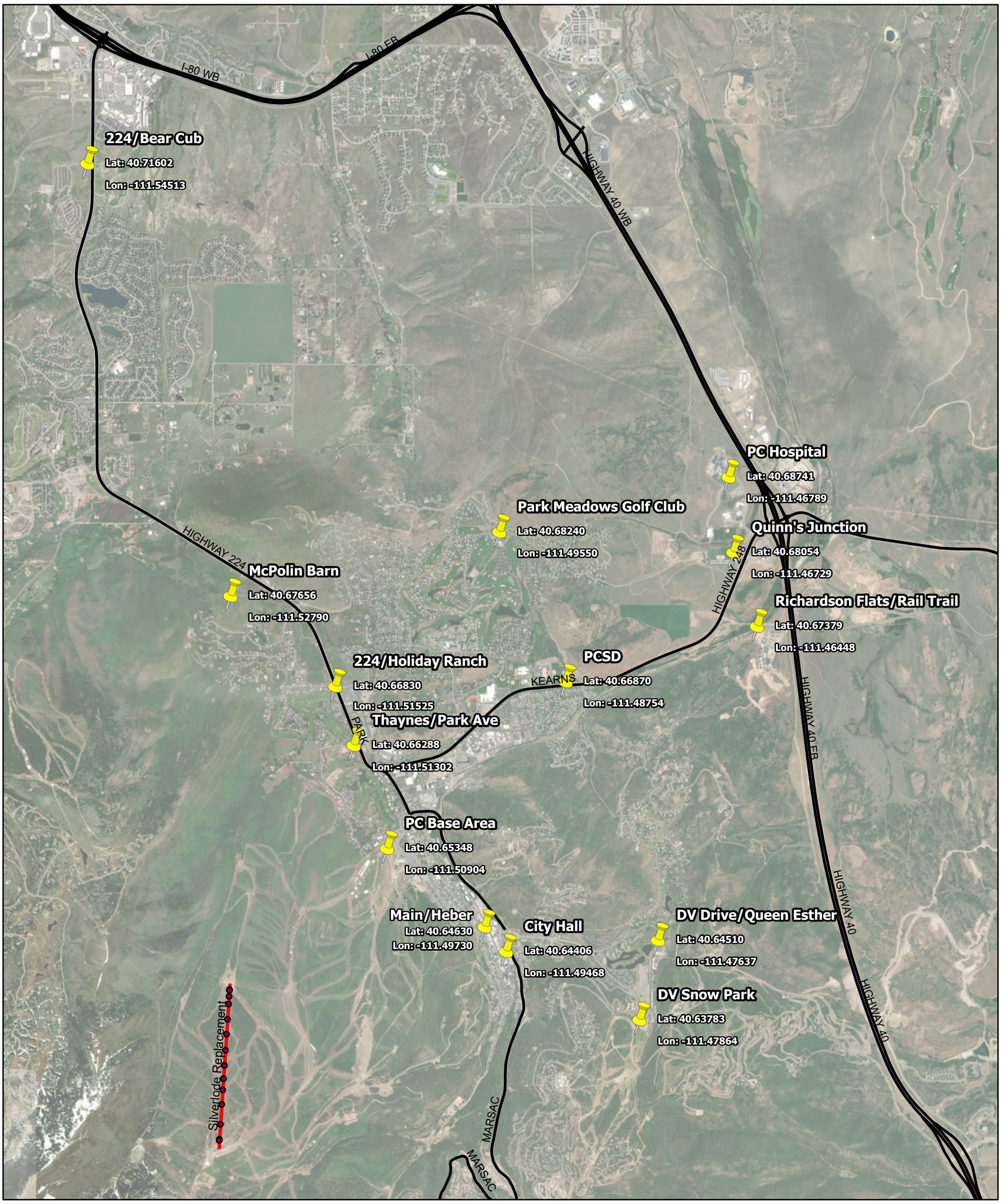
- Colorado Plateau Pinyon-Juniper Woodland
- Cultivated Cropland
- Developed, High Intensity
- Developed, Low Intensity
- Developed, Medium Intensity
- Developed, Open Space
- Disturbed/Successional - Shrub Regeneration
- Great Basin Pinyon-Juniper Woodland
- Inter-Mountain Basins Aspen-Mixed Conifer Forest and Woodland
- Inter-Mountain Basins Big Sagebrush Shrubland
- Inter-Mountain Basins Big Sagebrush Steppe
- Inter-Mountain Basins Curl-leaf Mountain Mahogany Woodland and Shrubland
- Inter-Mountain Basins Montane Sagebrush Steppe
- Introduced Upland Vegetation - Perennial Grassland and Forbland
- Introduced Upland Vegetation - Shrub
- Northern Rocky Mountain Montane-Foothill Deciduous Shrubland
- Open Water (Fresh)
- Pasture/Hay
- Rocky Mountain Alpine Bedrock and Scree
- Rocky Mountain Alpine-Montane Wet Meadow
- Rocky Mountain Aspen Forest and Woodland
- Rocky Mountain Bigtooth Maple Ravine Woodland
- Rocky Mountain Cliff, Canyon and Massive Bedrock
- Rocky Mountain Gambel Oak-Mixed Montane Shrubland
- Rocky Mountain Lodgepole Pine Forest
- Rocky Mountain Lower Montane Riparian Woodland and Shrubland
- Rocky Mountain Subalpine Dry-Mesic Spruce-Fir Forest and Woodland
- Rocky Mountain Subalpine Mesic Spruce-Fir Forest and Woodland
- Rocky Mountain Subalpine-Montane Limber-Bristlecone Pine Woodland
- Rocky Mountain Subalpine-Montane Mesic Meadow
- Rocky Mountain Subalpine-Montane Riparian Shrubland
- Southern Rocky Mountain Dry-Mesic Montane Mixed Conifer Forest and Woodland
- Southern Rocky Mountain Mesic Montane Mixed Conifer Forest and Woodland
- Southern Rocky Mountain Montane-Subalpine Grassland

0.5 Miles

Vegetation Cover

SE GROUP

Source: UGRC
Date: 11/13/2025
Produced by: Mike Clawson



0.8 Miles

Legend

- Proposed Silverlode Replacement
- Proposed Lift Tower Locations
- Vantage Point Location
- Primary Transportation Routes

Entry Corridor and Vantage Points

SE GROUP

Source: UGRC
Date: 01/07/2026
Produced by: Mike Clawson

Figure 1. McPolin Barn



Figure 2. Park City School District



Figure 3. Main Street / Heber Ave.



Figure 4. Park City Base Area



Figure 5. Deer Valley Snow Park



Figure 6. Thaynes Canyon / 224



Figure 7. Park Meadows Golf Course



Figure 8. Quinn's Junction



Figure 9. 224 / Bear Cub Drive



Figure 10. 224 / Holiday Ranch Road



Figure 11. Deer Valley Drive / Queen Esther



Figure 12. City Hall

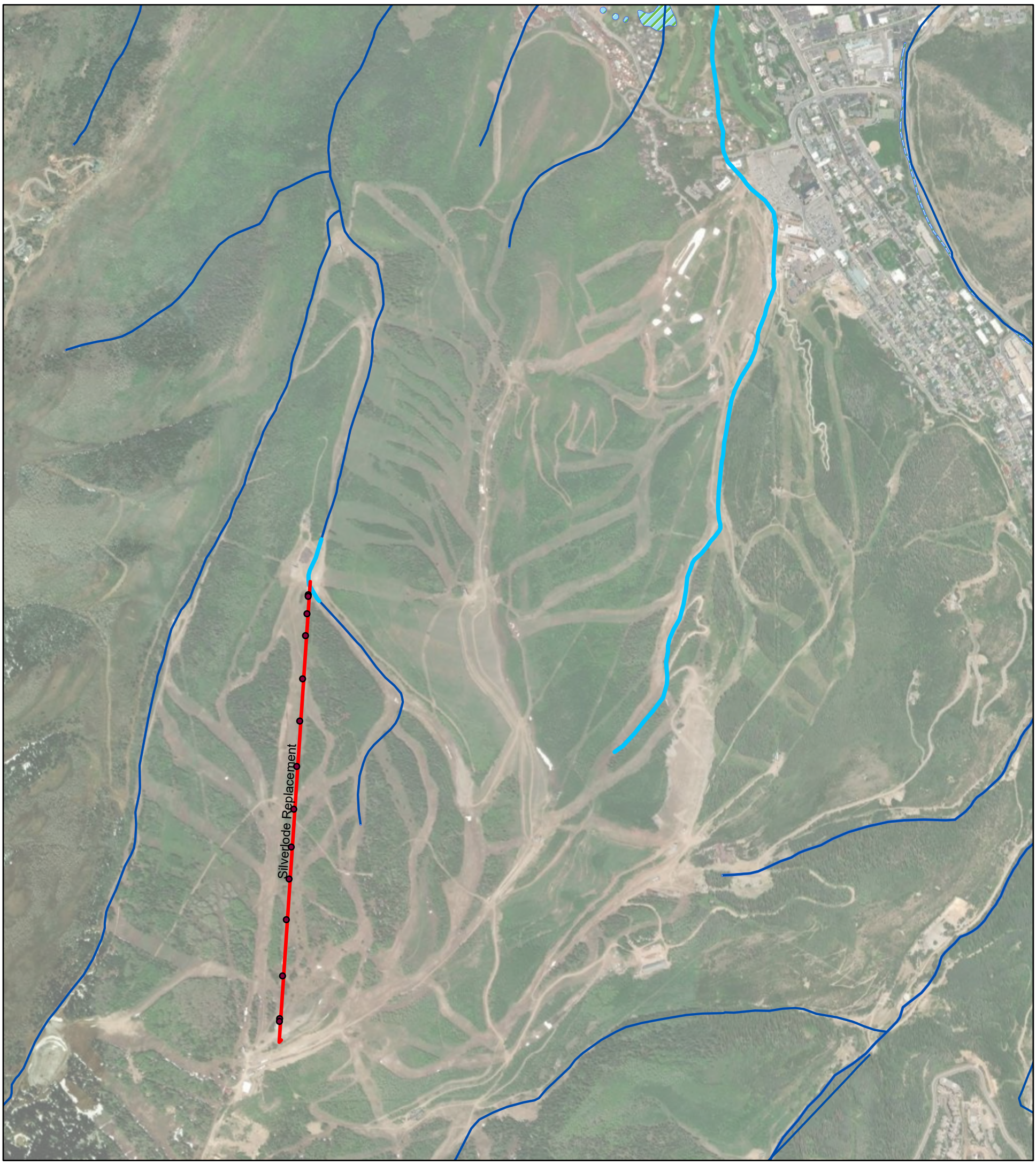


Figure 13. Park City Hospital



Figure 14. Richardson Flats Rd. / Rail





0.5 Miles

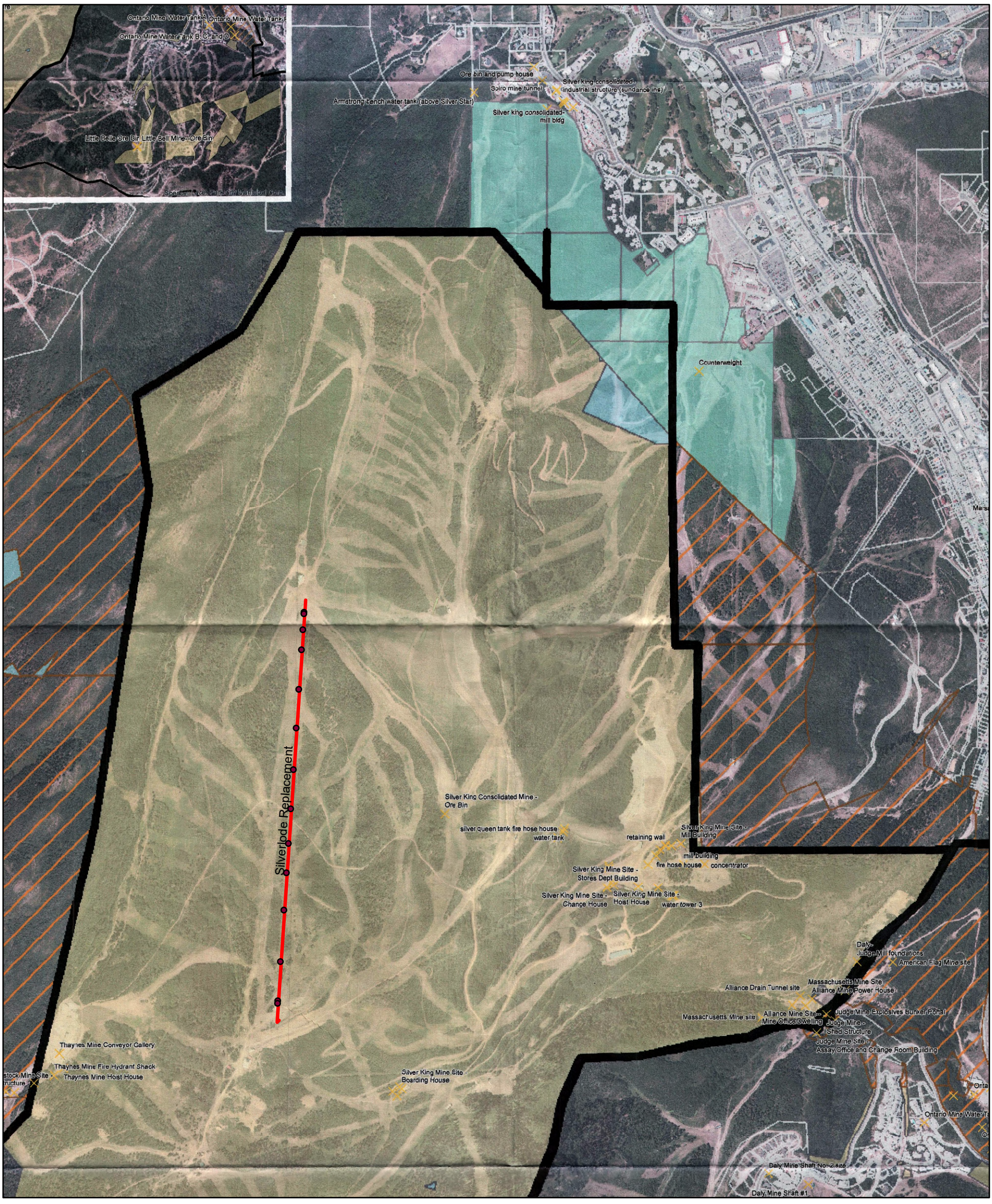
Legend

- Springs
- Streams
- Wetlands
- Streams Culverted Mid-Run
- Proposed Silverlode Replacement
- Proposed Lift Tower Locations

WETLANDS, SPRINGS AND STREAMS

SE GROUP

Source: UGRC
Date: 11/13/2025
Produced by: Mike Clawson



0.3 Miles

Legend

- Proposed Silverlode Replacement
- Proposed Lift Tower Locations

Mine_Sites	Mining Claims	United Park City Mines
FlagstaffBoundary	Talisker Land Holdings	National Forest
PCMR_annex	Park Properties	Parcels

Historic Structures

SE GROUP

Source: UGRC
Date: 11/13/2025
Produced by: Mike Clawson

Public Input Exhibit

May 20, 2026

Dear Mayor Dickey, Members of the City Council, and Planning Commission,

I own a unit at The Lodge at Mountain Village, steps from the Eagle and Silverlode lifts, and I am writing to ask you to approve both upgrade applications.

The Eagle lift is 33 years old. The Silverlode is 30. The proposed upgrades replace aging equipment with modern lifts that move more people more efficiently, to terrain that already exists. There is no expansion here, just long-overdue improvement.

The last time these applications came forward, new equipment arrived in the Mountain Village parking lot and was then shipped to Canada after a small group of opponents blocked approval. Park City skiers have been standing in the same slow lift lines ever since. That is not a policy success.

With Shaun White's Snow League arriving in January 2027 and the 2034 Winter Olympics on the horizon, Park City Mountain needs to move forward. Please vote yes on both applications.

Sincerely,

Jacob Leffler

May 20, 2026

Hi Rebecca,

Thank you for your email agreeing to meet with me regarding the pending Silverlode Express and Eagle applications. The Friday, May 22 at 4:30 PM window which you have offered works best for me. I will come to the Planning Department at that time unless you advise me otherwise.

As customary, I respectfully request that a copy of this email exchange also be placed into the official public record for these applications.

I greatly appreciate your willingness to discuss the questions I raised in my May 18 email (copy attached) and my supplemental letter submitted earlier today (copy attached). My objective is simply to walk through the seven technical questions raised in my May 18 email, and to discuss the purpose of the affidavits I submitted by letter earlier today.

As a regular PCM skier, I can assure you (as I have previously stated) that I want to see the improvements which Vail initiates absolutely improve the skier experience at PCM. I am well aware of the congestion which regularly arises at the base area and in the Silverlode liftline and am very much in favor of addressing it.

As a long-time resident and property owner in Park City I also want to make sure, to the extent possible, that the modernization of PCM's mountain infrastructure takes into account not only the safety of all skiers on the hill, but also the long-term best interests of our community, and is approved in full compliance with the Land Management Code and the applicable master planning documents.

I am confident all of these goals can be readily accomplished as part of a regular and customary conditional land use application process and within the timeframe Vail has proposed.

I look forward to seeing you this Friday afternoon.

Respectfully,

Frode Jensen

May 20, 2026

SUBMITTED VIA EMAIL (planning@parkcity.gov)

Members of the Park City Planning Commission
Nan Larsen, Senior Planner
Lillian Zollinger, Planner III
Virgil Lund, Planner II
445 Marsac Avenue
P.O. Box 1480
Park City, UT 84060

RE: Supplemental Evidentiary Submission and Multi-Witness Record Preservation – CUP Applications for Silverlode Express (PL-26-06820) and Eagle (PL-26-06821) Lift Upgrades

Dear Chair Van Dine and Commissioners, Ms Larsen, Ms Zollinger, and Mr Lund,

Reference is made (1) to my initial written submission to the Commission dated May 13, 2026, regarding the pending Conditional Use Permit (CUP) applications (Applications) for the Silverlode Express and Eagle lift upgrades and (2) to my email dated May 18, 2026 addressed to Staff requesting a brief meeting or video call to address certain issues and questions arising under the Land Management Code (LMC), Development Agreement (DA) and Mountain Upgrade Plan (MUP). These prior submissions are hereby incorporated by reference in this letter.

As Staff (to date) has not responded to my request for a meeting to discuss various issues arising under the Applications, I am following up by this letter to formally submit three affidavits providing firsthand empirical evidence of current and likely future trail overcrowding at PCM in violation of the DA, MUP and LMC.

In my view, based upon this evidence, the Commission must require the Applicant to provide it with a verified, independent uphill and downhill capacity and trail density audit. Such an audit and data are necessary in order for the Commission to determine compliance of the Applications with the DA, MUP and LMC.

1. Shifting the Burden of Proof Under LMC § 15-1-10(B)

Under LMC § 15-1-10(B), the Applicant bears the absolute burden of proving that the conditional use will not result in unmitigated detrimental effects.

In anticipation of any claim which the Applicant (or its counsel) or the Planning Department may raise that the evidence to date of PCM guest safety and overcrowding concerns constitutes unsubstantiated "public clamor" or hearsay, I am attaching three affidavits representing the sworn statements of Epic Pass holders who are regular local skiers with verified, long-term exposure to the operational conditions at PCM under every conceivable variable (such as weekdays and weekends, holidays, powder days, and peak vacation periods):

- **Affidavit of Frode Jensen:** This affidavit documents 579 distinct ski days, 5,260 lift rides, and 6,220,217 vertical feet of experience recorded on the Applicant's EpicMix database, and represents comprehensive evidence of firsthand knowledge of PCM's operations. The Affidavit is authenticated by the Applicant's proprietary EpicMix application.

- **Affidavit of Marvin Kabatznick:** This affidavit documents 310 distinct ski days, 3,332 lift rides, and 4,022,155 vertical feet of experience recorded on the Applicant's EpicMix database, and represents comprehensive evidence of firsthand knowledge of PCM's operations. The Affidavit is authenticated by the Applicant's proprietary EpicMix application.

- **Affidavit of Howard Kantor:** This affidavit documents 593 distinct ski days, 4,735 lift rides, and 5,851,652 vertical feet of experience recorded on the Applicant's EpicMix database, and represents comprehensive evidence of firsthand knowledge of PCM's operations. The Affidavit is authenticated by the Applicant's proprietary EpicMix application.

Combined, these three witnesses' testimony represents in excess of 1,400 individual operational ski days and more than 16 million vertical feet of direct, eyes-on-the-ground awareness of operating conditions at PCM.[1] The affiants all testify to

[1] Please note that the Applicant's EpicMix application does not identify which of Vail's numerous resorts the affiant visited on each separate day. However, all three affiants are residents of Park City or Summit County, regular skiers at PCM, and represent in their affidavits that the overwhelming majority or nearly all the ski days recorded took place at PCM. Of course, the Applicant itself is in possession of the data necessary to show which, if any, days recorded on its EpicMix database were not skied at PCM.

observation of a recurring pattern of severe trail overcrowding, high-speed merging bottlenecks, and systemic flow failures, including collisions and near-collisions, on the specific terrain and egress corridors served by these lifts. This firsthand eye-witness evidence is highly probative of a recurring, reasonably anticipated detrimental impact on public safety and internal skier circulation under LMC § 15-1-10 Subsection E.

Please Note: Our outreach to regular skiers at PCM for testimony on this safety issue is ongoing. We expect to submit a second evidentiary supplement containing additional sworn affidavits from long-term, regular PCM skiers early next week to further expand this record.

2. Uphill Capacity Increases Legally Mandate a Mountain Upgrade Plan Audit
The applicant admits on the record that the proposed upgrades will significantly increase pro forma (i.e., current plus anticipated) uphill lift capacity at PCM.

Under Section 2.3.1 of the DA, which is still binding upon the applicant, and in full force and effect, all ski operations improvements *must* comply with the MUP.

Section IV.A (Capacity Balancing) and Section IV.C (Infrastructure Support) of the MUP explicitly dictate that any increase in Comfortable Carrying Capacity (CCC) *must* demonstrate mathematical equilibrium with downhill trail terrain and base portal egress capacity.

Because this multi-witness record establishes a factual baseline of a current trail capacity breakdown under the resort's existing footprint, the Applicant cannot satisfy its burden under LMC § 15-1-10(B) without submitting corresponding, independent trail density and CCC data.

Furthermore, while this correspondence is focused on "on-mountain" detrimental impacts, I also submit that a parking mitigation plan which is not based on CCC data is mathematically indefensible if the baseline mountain capacity number it is attempting to mitigate does not exist on the public record.

3. Preservation of Record for Appellate Review
The decision of the Utah Court of Appeals in *VR CPC Holdings, Inc. v. Park City Municipal Corp.* (2025 UT App 130) established that capacity metrics directly dictate local infrastructure and safety reviews. While the Applicant may argue that

this case is procedurally distinguishable from its predecessor, the argument must fail, as the elements of factual nexus, core land-use constraints, and judicial concern for a robust record in this case and in the predecessor case are identical and the reasoning behind the Utah Court of Appeal's decision is indistinguishable.

If the Commission chooses (i) to disregard the sworn multi-witness evidence submitted herewith, thereby ignoring the mandatory balancing criteria of the MUP, and (ii) to approve these Applications without requiring a verified, independent capacity and trail density audit, the final action will lack substantial evidence by the Commission. Such an action will be inherently arbitrary, capricious, and illegal under the LMC, exposing the Commission's final action to judicial reversal.

The far better alternative before the Commission today is to accept the evidence submitted herewith and require the Applicant to submit responsive evidence. Then, the Commission may engage in a comprehensive examination of the possible detrimental impacts of the Applicant's plan, and address them through consideration of mitigating conditions, as clearly anticipated by the LMC.

I request that this letter and all attached affidavits be included in full in the Planning Commission packet distributed in advance of the upcoming hearing.

Thank you in advance for your attention to these important issues.

Respectfully submitted,

Frode Jensen
Park Meadows

BEFORE THE PLANNING COMMISSION
PARK CITY, UTAH

AFFIDAVIT OF FRODE JENSEN

State of Utah)
County of Summit) ss.

I, Frode Jensen, being first duly sworn upon my oath, depose and state as follows:

1. I am an adult individual over the age of eighteen, competent to testify to the matters set forth herein, and a resident of Park City, Utah, residing in the Park Meadows neighborhood.

2. I submit this affidavit in connection with the Planning Commission's review of the pending Conditional Use Permit (CUP) applications for the Silverlode Express and Eagle lift upgrades.

3. I am an Epic Passholder and an active, regular, long-term skier at Park City Mountain (PCM), having skied at PCM extensively over a 14-year period spanning from 2012 through 2026, accumulating extensive on-going and current knowledge of and exposure to the resort's trails and off-piste terrain, lift and skier services infrastructure, and skier traffic flows.

4. At some time following the acquisition by Vail Resorts, Inc. (Vail) of Canyons and PCM, Vail combined the two resorts and added them to its computer application called EpicMix, which is Vail's proprietary mobile skier database and tracking application, and which automatically records and stores its guests' days on the mountain and other information.

5. Since the 2015/16 Winter Season Vail has recorded on its EpicMix application the total number of days I have skied per season using my Epic Pass and my total "lifetime" days, as well as other information.

6. A true and correct screenshot copy of my official per season and lifetime EpicMix statistics is attached hereto as **Exhibit A**.

7. As documented by Vail's own recorded and stored data in Exhibit A, I have individually skied on 579 distinct days, ridden 5,260 lifts, and accumulated 6,220,217 vertical feet of downhill skiing since November 2015.

8. I have resided full time in Park City during this entire period and can state that nearly all of these recorded days and lift rides occurred directly at PCM, establishing a comprehensive, multi-year empirical baseline of firsthand exposure to the mountain's operational capacities.

9. The over 500 days of firsthand resort observation at PCM recorded by Vail on its EpicMix app during this period encompass the full spectrum of the resort's operational conditions, including weekdays, weekends, peak weekends, holidays, vacation days, early and late season period days, mornings and afternoons, groomer days, and powder days, including

extensively on the terrain served by the Eagle and Silverlode lifts, allowing me to observe the mountain's infrastructure comprehensively across all levels of visitor volume.

10. Based on this exhaustive history of firsthand exposure, I have personally, consistently, and repeatedly observed a recurring pattern of severe trail overcrowding, high-speed merging bottlenecks, and systemic flow failures, including collisions and near collisions, during peak operational days on numerous downhill trails, including the specific downhill runs and egress trails served by the Silverlode Express chairlift.

11. Based on my extensive operational observations, these physical overcrowding conditions present recurring safety hazards to internal skier circulation and skier flow, particularly on peak days (including, Fridays to Sundays, holidays, school vacation days and powder days) as trail congestion and bottlenecks build from mid-morning to late afternoon and also during mid-afternoon to late-afternoon base portal egress.

12. My continuous firsthand observations of these physical conditions under varying operational loads are highly probative of the likely existing and future detrimental safety and infrastructure impacts of the proposed chairlift upgrades.

13. These observations demonstrate a recurring, reasonably anticipated detrimental safety effect, showing that the resort's existing peak-day uphill lift delivery already routinely exceeds the downhill trail capacity and equilibrium requirements mandated by Section IV.A of the 1998 Mountain Upgrade Plan.

14. I submit this affidavit to establish a reliable, empirical factual foundation in the public record, shifting the burden to Vail under LMC § 15-1-10(B) to produce independent, quantified data proving that the proposed capacity increases will not exacerbate these existing unmitigated detrimental impacts.

FURTHER AFFIANT SAYETH NAUGHT.

Dated this 19th day of May, 2026.

Frode Jensen, Affiant

Subscribed and sworn to before me this 19th day of May, 2026, by Frode Jensen.

Notary Public

Stamp:

GREG FLINT
NOTARY PUBLIC-STATE OF UTAH
COMMISSION EXP. 03/14/2029
COMMISSION #742005

9:21
99
Day
Season
Lifetime
Price
Glenwood Springs
UTAH
Grand Junction
COLOR
Moab
Montrose
6,220,217
5,260
~ Vertical (ft)
Lifts Ridden
HIGHLIGHTS
Days on Mountain
579
Most Visited
Park City
GPS STATS
No GPS data was collected for this period. Track your time on the mountain using GPS to get personalized data like:
START TRACKING
Home
Park City
Pass & Ticket
Stats
More

EXHIBIT A

BEFORE THE PLANNING COMMISSION
PARK CITY, UTAH

AFFIDAVIT OF MARVIN KABATZNICK

State of Utah)
County of Summit) ss.

I, Marvin Kabatznick, being first duly sworn upon my oath, depose and state as follows:

1. I am an adult individual over the age of eighteen, competent to testify to the matters set forth herein, and a resident of Summit County, Utah, residing in the Pinebrook neighborhood in zip code 84098.

2. I submit this affidavit in connection with the Planning Commission's review of the pending Conditional Use Permit applications for the Silverlode Express and Eagle lift upgrades at Park City Mountain (PCM).

3. I am a longterm Epic Passholder and an active, regular, long-term skier at PCM, having skied at PCM extensively in most years over an approximately 20-year span from 2006 through 2026, accumulating extensive on-going and current knowledge of, and exposure to, the resort's trails and off-piste terrain, lift and skier services infrastructure, and skier traffic flows.

4. At some time following the acquisition by Vail Resorts, Inc. (Vail) of Canyons and PCM, Vail added the two resorts to its computer application called EpicMix, Vail's proprietary mobile skier database and tracking application, which automatically records and stores its guests' days on the mountain and other information.

5. Since the 2013/14 Winter Season Vail has recorded on its EpicMix application the total number of days I have skied per season on my Epic Pass and my total "lifetime" days, as well as other information.

6. A true and correct screenshot copy of my official per season and lifetime EpicMix statistics is attached hereto as **Exhibit A.**

7. As documented by Vail's own recorded and stored data in Exhibit A, I have individually skied on 310 distinct days, ridden 3,332 lifts, and accumulated 4,022,155 vertical feet of downhill skiing on my Epic Pass since November 2013. As a Park City resident during this period, the overwhelming majority of these recorded days and lift rides occurred at Park City Mountain, establishing an unassailable empirical baseline of firsthand exposure to the resort's operational capacities.

8. The nearly 310 total days of firsthand resort observation recorded by Vail on its EpicMix app encompass the full spectrum of the resort's operational conditions, including weekdays, weekends, peak weekends, holidays, vacation days, early and late season period days,

mornings and afternoons, groomer days, and powder days, including extensively on the terrain served by the Eagle and Silverlode lifts, allowing me to observe the mountain's infrastructure comprehensively across all levels of visitor volume.

9. Based on this exhaustive history of firsthand exposure, I have personally, consistently, and repeatedly observed a recurring pattern of severe trail overcrowding, high-speed trail merging and bottlenecks, and systemic flow failures, including collisions and near collisions, during peak operational days on numerous downhill trails, including the specific downhill runs and egress trails served by the Silverlode Express chairlift.

10. Based on my extensive operational observations, these physical overcrowding conditions present recurring safety hazards to internal skier circulation and skier flow, particularly on peak days (including, Fridays to Sundays, holidays, school vacation days and powder days) as trail congestion and bottlenecks build from mid-morning to late afternoon and also during mid-afternoon to late-afternoon base portal egress.

11. My continuous firsthand observations of these physical conditions under varying operational loads are highly probative of the likely existing and future detrimental safety and infrastructure impacts of the proposed chairlift upgrades.

12. These observations demonstrate a recurring, reasonably anticipated detrimental safety effect, showing that the resort's existing peak-day uphill lift delivery already routinely exceeds the downhill trail capacity and equilibrium requirements mandated by Section IV.A of the 1998 Mountain Upgrade Plan.

13. I submit this affidavit to establish a reliable, empirical factual foundation in the public record, shifting the burden to Vail under LMC § 15-1-10(B) to produce independent, quantified data proving that the proposed capacity increases will not exacerbate these existing unmitigated detrimental impacts.

FURTHER AFFIANT SAYETH NAUGHT.

Dated this 14th day of May, 2026.

Marvin Kabatznick, Affiant

Subscribed and sworn to before me this 19th day of May, 2026, by Marvin Kabatznick.

Notary Public

Name: M Grace Leavitt

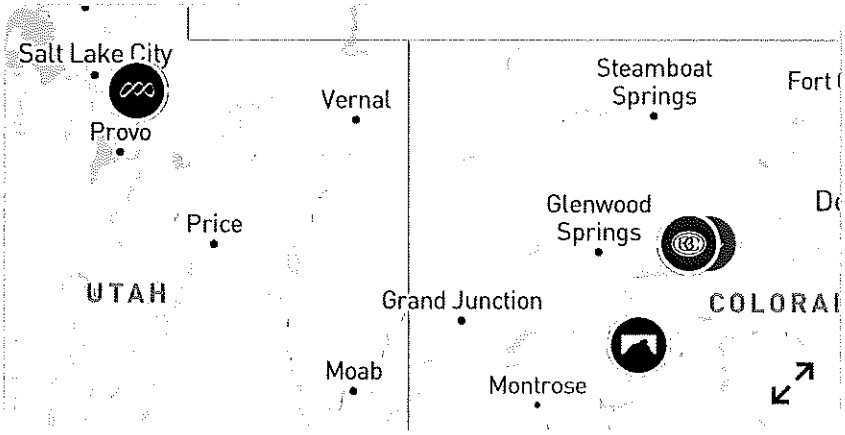
Stamp:

M. GRACE LEAVITT
NOTARY PUBLIC-STATE OF UTAH
COMMISSION EXP. 12/20/2027
COMMISSION NO. 734787

3:32
◀ App Store

EXHIBIT A

Day | Season | Lifetime



4,022,155
Vertical (ft)

3,332
Lifts Ridden

HIGHLIGHTS

Days on Mountain **310**

Most Visited **Park City**

GPS STATS ⓘ

No GPS data was collected for this period. Track your time on the mountain using GPS to get personalized data like:

START TRACKING

Home | Resort | Pass & Ticket | Stats | More

BEFORE THE PLANNING COMMISSION
PARK CITY, UTAH

AFFIDAVIT OF HOWARD KANTOR

State of Utah)
County of Summit) ss.

I, Howard Kantor, being first duly sworn upon my oath, depose and state as follows:

1. I am an adult individual over the age of eighteen, competent to testify to the matters set forth herein, and a fulltime resident of the Silver Springs neighborhood of Summit County, Utah.

2. I submit this affidavit in connection with the Planning Commission's review of the pending Conditional Use Permit (CUP) applications for the Silverlode Express and Eagle lift upgrades.

3. I am an Epic Passholder and an active, regular, long-term skier at Park City Mountain (PCM), having skied at PCM extensively over a 12+ year period spanning from 2013 through 2026, accumulating extensive on-going and current knowledge of and exposure to the resort's trails and off-piste terrain, lift and skier services infrastructure, and skier traffic flows.

4. At some time following the acquisitions by Vail Resorts, Inc. (Vail) of Canyons and PCM, Vail combined the two resorts and added them to its computer application called EpicMix, which is Vail's proprietary mobile skier database and tracking application, and which automatically records and stores its guests' days on the mountain and other information.

5. Since the 2013-14 Winter Season Vail has recorded on its EpicMix application the total number of days I have skied per season using my Epic Pass and my total "lifetime" days, as well as other information.

6. A true and correct screenshot copy of my official per season and lifetime EpicMix statistics is attached hereto as **Exhibit A**.

7. As documented by Vail's own recorded and stored data in Exhibit A, I have individually skied on 593 distinct days, ridden 4,735 lifts, and accumulated 5,851,652 vertical feet of downhill skiing since November 2013.

8. I have resided full time in Park City during this period and can state that virtually all of these recorded days and lift rides occurred directly at PCM, establishing a comprehensive, multi-year empirical baseline of firsthand exposure to the mountain's operational capacities.

9. The well over 500 days of firsthand resort observation at PCM recorded by Vail on its EpicMix app during this period encompass the full spectrum of the resort's operational conditions, including weekdays, weekends, peak weekends, holidays, vacation days, early and late season period days, mornings and afternoons, groomer days, and powder days, including extensively on the terrain served by the Eagle and Silverlode lifts, allowing me to observe the mountain's infrastructure comprehensively across all levels of visitor volume.

10. Based on this exhaustive history of firsthand exposure, I have personally, consistently, and repeatedly observed a recurring pattern of severe trail overcrowding, high-speed merging bottlenecks, and systemic flow failures, including collisions and near collisions, during peak operational days on numerous downhill trails, including the specific downhill runs and egress trails served by the Silverlode Express chairlift.

11. Based on my extensive operational observations, these physical overcrowding conditions present recurring safety hazards to internal skier circulation and skier flow, particularly on peak days (including Fridays to Sundays, holidays, school vacation days and powder days) as trail congestion and bottlenecks build from mid-morning to late afternoon and also during mid-afternoon to late-afternoon base portal egress.

12. My continuous firsthand observations of these physical conditions under varying operational loads over many years are highly probative of the likely existing and future detrimental safety and infrastructure impacts of the proposed chairlift upgrades.

13. These observations demonstrate a recurring, reasonably anticipated detrimental safety effect, showing that the resort's existing peak-day uphill lift delivery already routinely exceeds the

downhill trail capacity and equilibrium requirements mandated by Section IV.A of the 1998 Mountain Upgrade Plan.

14. I submit this affidavit to establish a reliable, empirical factual foundation in the public record, shifting the burden to Vail under LMC § 15-1-10(B) (LMC § 15-1-10) to produce independent, quantified data proving that the proposed capacity increases will not exacerbate these existing unmitigated detrimental impacts.

FURTHER AFFIANT SAYETH NAUGHT.
Dated this 19 day of May, 2026.

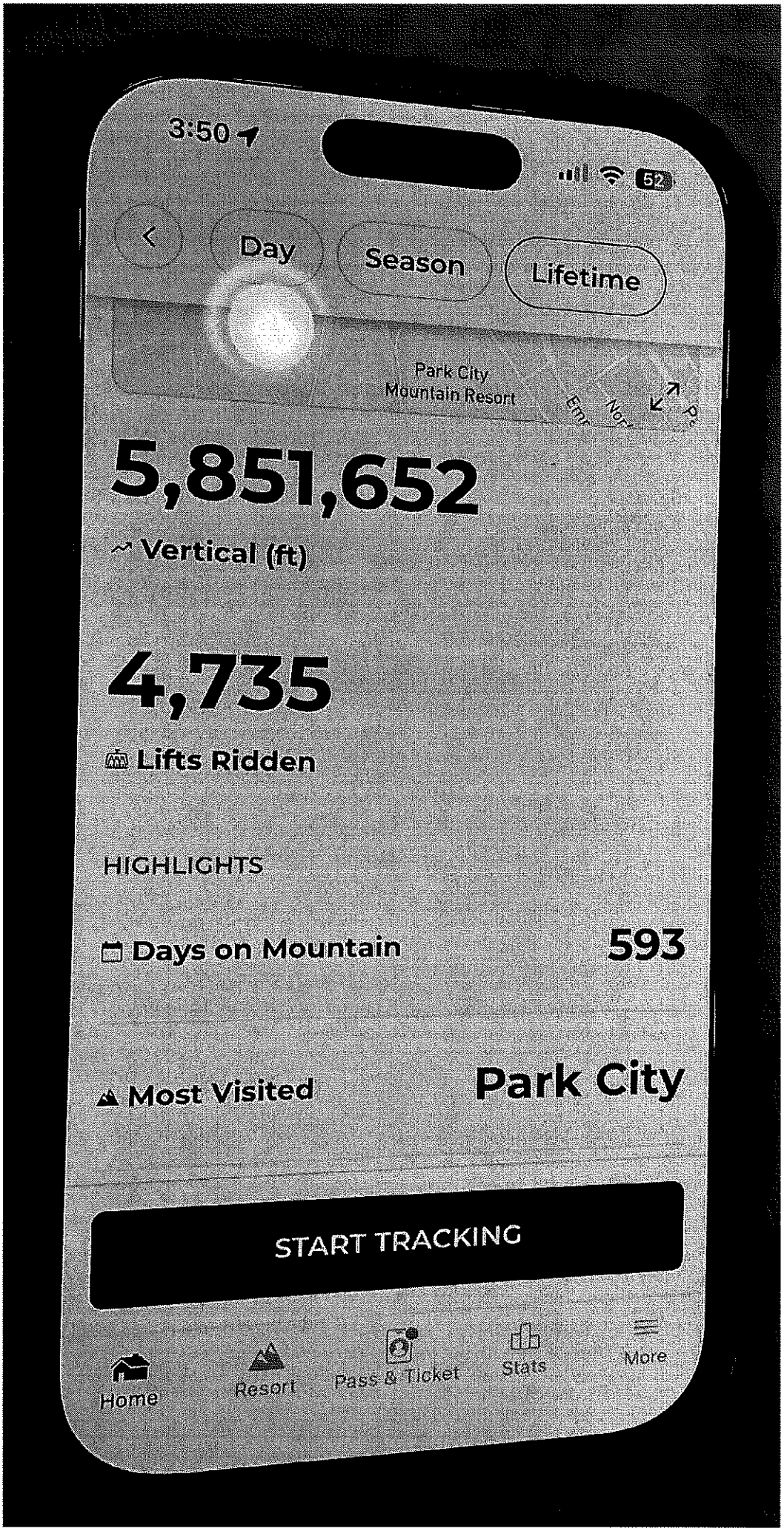
Howard Kantor, Affiant

Subscribed and sworn to before me this 19 day of May, 2026, by Howard Kantor

Notary Public
Name: MacKenzie Rosemary Beninati
Stamp:

MACKENZIE ROSEMARY BENINATI
Notary Public - State of Utah
Comm. No. 746435
My Commission Expires on
Dec 4, 2029

EXHIBIT A


3:50
52
Day
Season
Lifetime
Park City
Mountain Resort
5,851,652
Vertical (ft)
4,735
Lifts Ridden
HIGHLIGHTS
Days on Mountain
593
Most Visited
Park City
START TRACKING
Home
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Dave March
[redacted]

May 18, 2026

To: Park City Planning Commission
Subject: Public Comment Re: Park City Mountain Lift Upgrades

Dear Members of the Park City Planning Commission,

I am writing both personally and professionally in support of the proposed lift replacements and upgrades at Park City Mountain.

Personally, I have been in Park City since 2000. I moved here to work in the ski industry and spent the earlier parts of my career working with American Skiing Company, Talisker, POWDR Corp., and Vail Resorts. My wife and I are passionate skiers and we are raising kids that ski regularly at Park City Mountain, and we want to enjoy resort and chairlift improvements that enhance our experience.

Professionally, I'm now the co-owner of a prominent, locally owned and operated corporate events company. We are constantly showcasing Park City Mountain and our other iconic resorts to clients year-round. Like our locals, our clients want better access, faster lifts, less wait times, and ultimately more time skiing and riding on the Greatest Snow on Earth ®. Our clients want to experience skiing the front of the resort via a high-speed quad at Eagle. They want to experience shorter wait times at Silverlode and not have to wonder if they should bypass that part of the mountain because the lines will be too long.

From my perspective as both a longtime community member and an industry professional, adding these new lifts is a positive for our town. These improvements will elevate the experience for the skiers and riders who already choose to visit and recreate at our resort. In my experience, new or enhanced lifts themselves do not suddenly create a wave of additional visitation, traffic, parking demand, or transportation impacts. Whether its Park City Mountain adding Sunrise Gondola last year in Canyons Village or installing new cabins on Red Pine Gondola and now the Cabriolet, or Snowbird upgrading its trams a few years ago, these are mountain improvements that help ease base area congestion and improve mountain circulation for existing guests. They do not cause me to jump in my car and suddenly visit the resort to test out the new chairs. These types of projects are investments in existing demand — designed to improve the on-mountain experience for the skiers already there.

And that is exactly what these proposed lift replacements represent: a significant investment in improving efficiency, access, and overall guest experience for the people already using the mountain.

We are a mountain town. We are a ski town. We will again be hosting the world in 2034. Investments in lift infrastructure are essential to maintaining and improving the experience that defines our community and economy. These improvements enhance the guest experience and help continue positioning Park City as a positive, forward-thinking, world-class mountain destination.

I strongly encourage the Planning Commission to approve these proposed lift upgrades.

Thank you for your time and consideration.

Sincerely,

David J. March

Dave March

May 14, 2026

Mayor Dickey, Members of the City Council, and Planning Commission,

I own property at The Lodge at Mountain Village, and I am writing to urge your approval of the Eagle and Silverlode lift upgrade applications currently before you.

Park City Mountain Resort is a confirmed venue for the 2034 Winter Olympics — eight years from now. The world will be watching. The base area infrastructure that visitors and athletes experience at Mountain Village needs to reflect that status. A 33-year-old triple chairlift and a six-pack lift installed in 1996 do not.

I want to be direct: the previous applications were blocked in 2022 by a very small number of objecting residents. The result was that new equipment — purchased and ready to install — was shipped to Whistler Blackcomb in Canada, where it runs today. Park City skiers have waited four years while a resort in British Columbia benefited from infrastructure intended for us. That should not happen again.

The Eagle and Silverlode upgrades are reasonable, overdue, and essential to Park City's Olympic ambitions. I strongly encourage the Commission to approve both applications.

Sincerely,
Lee Needham

May 14, 2026

What is the plan to ensure good skier traffic flow from Park City Base to the new Eagle Lift.? How will skiers access the new Eagle Lift from the base area and parking lots? How will the lift lines be segregated between the First Time, New Eagle and Three Kings Lifts to avoid congestion? How will Ski Patrol transport injured skiers through the congestion to the clinic? How will the residents of Snowflower maintain access to the slopes? Where will the snow equipment and grooming equipment be stored as the are currently staged where the new Lift Station for the Eagle will be? Would it not be more advantageous to realign the Three Kings Lifts as the Midstation for the New Eagle will be above the the top station of the Three Kings and rendering it obsolete?

The proposed New Eagle and upgraded Silverload Lifts are necessary investments for the viability of and reliability of Park City. How they are integrated and aligned are important for safety, skier access, and crowding particularly for the New Eagle lift. The present plan leaves very little space between the First Time and New Eagle Lifts to form lift line ques let alone skier access from Mountain Village, parking area, the terrain park, halfpipe, and CB's run or the adjacent Snowflower property. I asked in the earlier

informational meeting this spring where the grooming equipment would be staged and that the mountain manager didn't know yet. Spacing is critical and we can all benefit from careful consideration. The New Eagle has great potential and may well become the preferred lift for the majority of skiers at the Mountain Village! If we were to optimize; a realignment of both the First Time and Three Kings Lifts and a new permanent restroom solution would make it even better as Park City prepares for the Olympics. Thank you for your consideration.

Don Carillo

Part time resident since 2003 and Park City skier since 1980.

May 18, 2026

Dear Ms. Larsen, Ms. Zollinger, and Mr. Lund,

My name is Frode Jensen, and I am a resident of Park Meadows. I am writing to request a brief, 30-minute face-to-face or virtual meeting with your team as soon as possible this week (ideally between tomorrow, Tuesday, May 19, and Thursday, May 21) regarding the pending Conditional Use Permit (CUP) applications for the Silverlode Express and Eagle lift upgrades at Park City Mountain. This email supplements my letter dated May 13, 2026 to the Planning Commission regarding the subject Applications. I respectfully request that a copy of this email be included in the packet for the next hearing and the official public record for the Applications.

Before listing my technical questions, I want to be entirely clear about my position and objectives: I am fully in favor of the proposed lift upgrades, the replacement of aging-out facilities, and taking action on these Applications in the coming weeks. As an avid PCM skier, I absolutely support the goal of reducing liftlines at critical chokepoints like the Base Area and Silverlode on peak days.

My principal objective is to ensure that as the mountain is modernized, the Applicant does so safely and in full compliance with the Land Management Code (LMC) and the 1998 Development Agreement (DA) and Mountain Upgrade Plan (MUP). In anticipation of our meeting and to allow your team to prepare for a productive session, I am listing the six specific technical questions which I would like to discuss with you:

1. Burden of Proof & Overall Trail Capacity: My understanding is that the Applicant has stated that the upgrades will increase uphill lift capacity, and that under LMC § 15-1-10(B) the applicant bears the burden of proving no unmitigated detrimental effects arising from the proposed use. In this light, I ask what quantified data Staff has required from the Applicant to demonstrate that the increased number of skiers who may utilize the increased uphill capacity will not overcrowd the corresponding downhill trails during peak operational hours?

2. MUP Section IV.A Capacity Balancing: Is it Staff's view that the DA and MUP are currently in full force and effect? If not, please explain why not? If they are, Section 2.3.1 of the DA mandates that ski operations improvements must be consistent with the MUP. Section IV.A. of the MUP explicitly requires that any increase in Comfortable Carrying Capacity (CCC) must be in "equilibrium" with the terrain served to prevent overcrowding. Will Staff recommend that the Commission require that the applicant submit updated and pro forma lift capacity and usage and trail density and usage metrics in order to verify compliance with the mandatory, overall trail-to-lift equilibrium requirement?

3. LMC Subsection E Compliance: Pursuant to the Commission's mandatory review requirement under LMC § 15-1-10 Subsection E, Item 6 requires an evaluation of the "Internal Pedestrian Circulation System." In the context of a ski resort

expansion, does Staff intend to recommend an independent audit matching physical trail acreage and usage against the increased lift delivery metrics in order for the Commission to analyze or recommend approval of this internal circulation safety metric?

4. Base Egress & Infrastructure Support: Section IV.C of the MUP requires that upgrades be proportional to visitor support services, including indoor seating, and egress trails. Will Staff recommend that the Commission request that the Applicant provide physical metrics and/or skier-flow modeling so that the Commission can verify that the mountain's visitor support services, as well as exit corridors and the Mountain Village base portal, can safely absorb the increased volume?
5. Scope of Review & Evidentiary Threshold: Does the Planning Department believe that a standard CUP application allows the Commission to bypass the mandatory capacity balancing requirements of the MUP? Furthermore, will Staff recommend omission of a detrimental effect review for safety and trail overcrowding because (a) it currently finds no verifiable factual "evidence" of overcrowding on the record, or (b) it believes a standard CUP review is strictly confined to a review of the boilerplate 17-item checklist in LMC §15-1-10 Subsection E?
6. Mandatory Duty to Mitigate: If a witness enters probative, firsthand eyewitness data into the public record of a CUP proceeding establishing that a detrimental impact—such as trail overcrowding and localized safety failures—currently exists, does Staff acknowledge that the Commission has a mandatory statutory duty under LMC § 15-1-10(B) to either impose binding conditions that fully mitigate that impact or deny the application if mitigation is not possible?
7. Precedent from the Prior Chairlift Litigation: In its recent decision in *VR CPC Holdings, Inc. v. Park City Municipal Corp.* (2025 UT App 130), the Utah Court of Appeals stated that Comfortable Carrying Capacity (CCC) data is vital to accurately measuring infrastructure and public safety impacts for a ski area chairlift permit application. Does the Planning Department acknowledge that the reasoning of the Court is equally applicable to these Applications? While the Applicant may argue that the prior case is procedurally distinguishable because it involved an ACUP rather than a standard CUP, the factual nexus, core land-use questions, and judicial concern for a robust record are virtually identical. In light of this recent precedent, does Staff believe the Commission can legally ignore verified capacity and trail density metrics simply because the applicant has moved to a different procedural vehicle which, in fact, requires not a lesser but a full-blown review by the Commission?

I firmly believe that threshold resolution of the foregoing issues, transparent delivery of the capacity data called for, and constructive discussions regarding necessary trail and

safety mitigations can be handled efficiently and in the relative short term. Resolution of these issues is part of the regular review process of the Commission for CUPs of this kind, and should not delay the planned installation of these chairlifts for next summer.

I do appreciate that this is a matter of some urgency. Accordingly, please let me know if you have a 30-minute window available this Tuesday afternoon or Wednesday morning. I greatly appreciate your hard work on these complex applications and hope that this process can be brought to a swift and satisfactory conclusion for all concerned.

Respectfully,

Frode Jensen

May 18, 2026

Dear Mayor Dickey, Members of the City Council, and Planning Commission,

We are writing as property owners at The Lodge at Mountain Village to express our strong support for the proposed Eagle and Silverlode lift upgrades at Park City Mountain Resort.

Park City is at an important moment. With Sundance Film Festival relocating to Boulder, our community cannot afford to stand still. The Snow League is stepping in with a world-class winter event in January 2027, and the 2034 Winter Olympics are coming. We have real momentum — but momentum requires infrastructure.

The Eagle chairlift has operated since 1993. The Silverlode since 1996. Replacing these 30-year-old lifts with a new six-passenger Eagle express and an eight-passenger Silverlode is not expansion — it is basic maintenance of the asset that defines Park City's identity. These upgrades increase Eagle's capacity from 1,200 to 2,800 skiers per hour and reduce the chronic congestion at the Mountain Village base that frustrates guests every busy weekend.

We want to be direct: the previous applications were blocked in 2022 by a very small number of objecting residents. The result was that new equipment — purchased and ready to install — was shipped to Whistler Blackcomb in Canada, where it runs today. Park City skiers have waited four years while a resort in British Columbia benefited from infrastructure intended for us. That should not happen again.

We urge the Commission to approve both applications and help Park City stay a world-class ski destination.

Sincerely,

Kurt and Teresa Odle

May 14, 2026

Dear Mayor Dickey, Members of the City Council, and Planning Commission,

I own property at The Lodge at Mountain Village and I am writing to urge your approval of the Eagle and Silverlode lift upgrade applications currently before you.

Park City Mountain Resort is a confirmed venue for the 2034 Winter Olympics — eight years from now. The world will be watching. The base area infrastructure that visitors and athletes experience at Mountain Village needs to reflect that status. A 33-year-old triple chairlift and a six-pack lift installed in 1996 do not.

I want to be direct: the previous applications were blocked in 2022 by a very small number of objecting residents. The result was that new equipment — purchased and ready to install — was shipped to Whistler Blackcomb in Canada, where it runs today. Park City skiers have waited four years while a resort in British Columbia benefited from infrastructure intended for us. That should not happen again.

The Eagle and Silverlode upgrades are reasonable, overdue, and essential to Park City's Olympic ambitions. I strongly encourage the Commission to approve both applications.

Sincerely,

Jennifer York

May 13, 2026

Dear Mayor Dickey, Members of the City Council, and Planning Commission,

I own property at Edelweiss Condominiums and I am writing to urge your approval of the Eagle and Silverlode lift upgrade applications currently before you.

Park City Mountain Resort is a confirmed venue for the 2034 Winter Olympics — eight years from now. The world will be watching. The base area infrastructure that visitors and athletes experience at Mountain Village needs to reflect that status. A 33-year-old triple chairlift and a six-pack lift installed in 1996 do not.

I want to be direct: the previous applications were blocked in 2022 by a very small number of objecting residents. The result was that new equipment — purchased and ready to install — was shipped to Whistler Blackcomb in Canada, where it runs today. Park City skiers have waited four years while a resort in British Columbia benefited from infrastructure intended for us. That should not happen again.

The Eagle and Silverlode upgrades are reasonable, overdue, and essential to Park City's Olympic ambitions. I strongly encourage the Commission to approve both applications.

Sincerely,

Robin Wallner

May 13, 2026

I am writing to voice my full support of the proposed Eagle and Silverlode lift upgrades. As a homeowner at the Lodge at the Park City Mountain Resort base, I encourage the Commission to approve these much needed upgrades to aging infrastructure (Eagle lift) and one of the biggest bottlenecks at the resort (Silverlode lift). I ask that my comments be a matter of record.

Sincerely, Scott Whittier

May 13, 2026

I want to to express my support for the proposed Eagle and Silverlode lift upgrades. These upgrades represent a significant investment by Vail Resorts into the Mountain Village base area and are designed to enhance the community in the following ways: Improved Efficiency: Faster access to the Park City Mountain side of the resort. Enhanced Experience: Modernized infrastructure to improve overall skier experience and guest flow. Community Benefit: Direct advantages for local businesses, renters, skiers and residents through improved resort operations. Please make my comments be a matter of record thanks

Sam Yecutieli

May 13, 2026

Dear Mayor Dickey, Members of the City Council, and Planning Commission,

As an owner at The Lodge at Mountain Village, I want to go on record in support of the proposed Eagle and Silverlode lift upgrades.

This past season was one of the most challenging in Park City Mountain's history — record-low snowfall forced an early closure in late March and tested the patience of guests and owners alike. When conditions are difficult, the on-mountain experience matters even more. Long lift lines at aging infrastructure make a bad situation worse.

The proposed upgrades directly address the two most congested points at the Mountain Village base. The new Eagle lift would more than double uphill capacity — from 1,200 to 2,800 skiers per hour — and the Silverlode upgrade to eight passengers would meaningfully reduce the backups that frustrate guests returning from Canyons or

stopping mid-mountain. These are not luxury additions. They are the basic improvements that allow Park City Mountain to deliver the experience visitors expect.

After a difficult season, approving these upgrades sends a clear message that Park City is committed to a better future. I hope the Commission will agree.

Sincerely,

James Wooldridge

May 13, 2026

Dear Mayor Dickey, Members of the City Council, and Planning Commission,

I am writing as a property owner at The Lodge at Mountain Village to express my strong support for the proposed Eagle and Silverlode lift upgrades at Park City Mountain Resort.

Park City is at an important moment. With Sundance Film Festival relocating to Boulder, our community cannot afford to stand still. The Snow League is stepping in with a world-class winter event in January 2027, and the 2034 Winter Olympics are coming. We have real momentum — but momentum requires infrastructure.

The Eagle chairlift has operated since 1993. The Silverlodesince 1996. Replacing these 30-year-old lifts with a new six-passenger Eagle express and an eight-passenger Silverlode is not expansion — it is basic maintenance of the asset that defines Park City's identity. These upgrades increase Eagle's capacity from 1,200 to 2,800 skiers per hour and reduce the chronic congestion at the Mountain Village base that frustrates guests every busy weekend.

I urge the Commission to approve both applications and help Park City stay a world-class ski destination.

Sincerely,

Catherine Finley

May 13, 2026

Dear Mayor Dickey, Members of the City Council, and Planning Commission,

I own a unit at The Lodge at Mountain Village, steps from the Eagle and Silverlode lifts, and am writing to ask you to approve both upgrade applications.

The Eagle lift is 33 years old. The Silverlode is 30. The proposed upgrades replace aging equipment with modern lifts that move more people more efficiently — to terrain that already exists. There is no expansion here, just long-overdue improvement.

The last time these applications came forward, new equipment arrived in the Mountain Village parking lot and was then shipped to Canada after a small group of opponents blocked approval. Park City skiers have been standing in the same slow lift lines ever since. That is not a policy success.

With Shaun White's Snow League arriving in January 2027 and the 2034 Winter Olympics on the horizon, Park City Mountain needs to move forward. Please vote yes on both applications.

Sincerely,

Jeffrey J. Hardee

May 13, 2026

Dear Mayor Dickey, Members of the City Council, and Planning Commission,

As an owner at The Lodge at Mountain Village, I want to go on record in support of the proposed Eagle and Silverlode lift upgrades.

This past season was one of the most challenging in Park City Mountain's history — record-low snowfall forced an early closure in late March and tested the patience of guests and owners alike. When conditions are difficult, the on-mountain experience matters even more. Long lift lines at aging infrastructure make a bad situation worse.

The proposed upgrades directly address the two most congested points at the Mountain Village base. The new Eagle lift would more than double uphill capacity — from 1,200 to 2,800 skiers per hour — and the Silverlode upgrade to eight passengers would meaningfully reduce the backups that frustrate guests returning from Canyons or stopping mid-mountain. The Silverlode lift suffers from long lines almost non-stop, but it is a critical lift at the intersection of a large amount of traffic moving between several parts of the mountain. These are not luxury additions. They are the basic improvements that allow Park City Mountain to deliver the experience visitors expect.

Even more frustrating is the fact that the previous applications were blocked in 2022 by a very small number of objecting residents. The result was that new equipment — purchased and ready to install — was shipped to Whistler Blackcomb in Canada, where it runs today. Park City skiers have waited four years while a resort in British Columbia benefited from infrastructure intended for us. That should not happen again.

After a difficult season, approving these upgrades sends a clear message that Park City is committed to a better future. I hope the Commission will agree.

Sincerely,

Ken Sunshine

May 13, 2026

Mayor and Commissioners,
As an owner of a ski-in, ski-out condo (for 25 years and former resident - Park Meadows) at the base of PCMR, I would like to ask that you all vote in favor of the improvements being considered to the Eagle and Silverlode lifts.

It is my opinion that this is needed and will only benefit in keeping PC the great town it has become.

Keep up the good work, and thank you for your public service!
Cheers,

Steve McGuiness

May 13, 2026

Dear Mayor Dickey, Members of the City Council, and Planning Commission,

I am writing as a property owner at The Lodge at Mountain Village to express my strong support for the proposed Eagle and Silverlode lift upgrades at Park City Mountain Resort.

Park City is at an important moment. With Sundance Film Festival relocating to Boulder, our community cannot afford to stand still. The Snow League is stepping in with a world-class winter event in January 2027, and the 2034 Winter Olympics are coming. We have real momentum — but momentum requires infrastructure.

The Eagle chairlift has operated since 1993. The Silverlode since 1996. Replacing these 30-year-old lifts with a new six-passenger Eagle express and an eight-passenger Silverlode is not expansion — it is basic maintenance of the asset that defines Park City's identity. These upgrades increase Eagle's capacity from 1,200 to 2,800 skiers per hour and reduce the chronic congestion at the Mountain Village base that frustrates guests every busy weekend.

I urge the Commission to approve both applications and help Park City stay a world-class ski destination.

Sincerely,

Robert Rieve

May 13, 2026

Dear Mayor Dickey, Members of the City Council, and Planning Commission,

As an owner at The Lodge at Mountain Village, I want to go on record in support of the proposed Eagle and Silverlode lift upgrades.

This past season was one of the most challenging in Park City Mountain's history — record-low snowfall forced an early closure in late March and tested the patience of guests and owners alike. When conditions are difficult, the on-mountain experience matters even more. Long lift lines at aging infrastructure make a bad situation worse.

The proposed upgrades directly address the two most congested points at the Mountain Village base. The new Eagle lift would more than double uphill capacity — from 1,200 to 2,800 skiers per hour — and the Silverlode upgrade to eight passengers would meaningfully reduce the backups that frustrate guests returning from Canyons or stopping mid-mountain. These are not luxury additions. They are the basic improvements that allow Park City Mountain to deliver the experience visitors expect.

After a difficult season, approving these upgrades sends a clear message that Park City is committed to a better future. I hope the Commission will agree.

Sincerely,

David L Rhoads

May 13, 2026

Dear Mayor Dickey, Members of the City Council, and Planning Commission,
As an owner at The Lodge at Mountain Village, I want to go on record in support of the proposed Eagle and Silverlode lift upgrades. This past season was one of the most challenging in Park City Mountain's history — record-low snowfall forced an early closure in late March and tested the patience of guests and owners alike. When conditions are difficult, the on-mountain experience matters even more. Long lift lines at aging infrastructure make a bad situation worse. The proposed upgrades directly address the two most congested points at the Mountain Village base. The new Eagle lift would more than double uphill capacity — from 1,200 to 2,800 skiers
per hour — and the Silverlode upgrade to eight passengers would meaningfully reduce the backups that frustrate guests returning from Canyons or stopping mid-mountain. These are not luxury additions. They are the basic improvements that allow Park City Mountain to deliver the experience visitors expect.
After a difficult season, approving these upgrades sends a clear message that Park City is committed to a better future. I hope the Commission will agree.

Sincerely,
David & Christine Rhoads

May 13, 2026

Dear Mayor Dickey, Members of the City Council, and Planning Commission,

I am a property owner at The Lodge at Mountain Village and I write in full support of Park City Mountain's applications to upgrade the Eagle and Silverlode lifts.

As someone with a financial and emotional stake in the health of this resort, infrastructure matters. The Canyons Village side of the same resort — outside city limits — has no such approval hurdles and just opened a new gondola this February. Meanwhile, Mountain Village guests still ride lifts installed before some of our current visitors were born.

The upgrades being proposed are straightforward: replace two aging lifts with modern, higher-capacity alternatives. Eagle goes from 1,200 to 2,800 skiers per hour. Silverlode gains two additional passengers per chair. The on-mountain experience improves. Guest satisfaction improves. Property values at the base of those lifts are protected.

Park City lost Sundance. We have Snow League and the Olympics ahead of us. This is the wrong time to block infrastructure investment at one of the country's best ski resorts. Please approve these applications.

Sincerely,

Samantha Carly

May 13, 2026

Dear Mayor Dickey, Members of the City Council, and Planning Commission,

I am a commercial property owner at The Lodge at Mountain Village and I write in full support of Park City Mountain's applications to upgrade the Eagle and Silverlode lifts.

As someone with a financial and emotional stake in the health of this resort, infrastructure matters. The Canyons Village side of the same resort — outside city limits — has no such approval hurdles and just opened a new gondola this February. Meanwhile, Mountain Village guests still ride lifts installed before some of our current visitors were born.

The upgrades being proposed are straightforward: replace two aging lifts with modern, higher-capacity alternatives. Eagle goes from 1,200 to 2,800 skiers per hour. Silverlode gains two additional passengers per chair. The on-mountain experience improves. Guest satisfaction improves. Property values at the base of those lifts are protected.

Park City lost Sundance. We have Snow League and the Olympics ahead of us. This is the wrong time to block infrastructure investment at one of the country's best ski resorts. Please approve these applications.

Sincerely,

Jackie Davis Gray

May 13, 2026

Dear Mayor Dickey, Members of the City Council, and Planning Commission,

I am writing as a property owner at The Lodge at Mountain Village to express my strong support for the proposed Eagle and Silverlode lift upgrades at Park City Mountain Resort.

Park City is at an important moment. With Sundance Film Festival relocating to Boulder, our community cannot afford to stand still. The Snow League is stepping in with a world-class winter event in January 2027, and the 2034 Winter Olympics are coming. We have real momentum — but momentum requires infrastructure.

The Eagle chairlift has operated since 1993. The Silverlode since 1996. Replacing these 30-year-old lifts with a new six-passenger Eagle express and an eight-passenger Silverlode is not expansion — it is basic maintenance of the asset that defines Park City's identity. These upgrades increase Eagle's capacity from 1,200 to 2,800 skiers per hour and reduce the chronic congestion at the Mountain Village base that frustrates guests every busy weekend.

I urge the Commission to approve both applications and help Park City stay a world-class ski destination.

Sincerely,

Ernst Leiss

May 13, 2026

Dear Mayor Dickey, Members of the City Council, and Planning Commission,

I own a unit at The Lodge at Mountain Village, steps from the Eagle and Silverlode lifts, and I am writing to ask you to approve both upgrade applications for new gondola lifts that can hold between 6 and 10 people.

The Eagle lift is 33 years old. The Silverlode is 30. The proposed upgrades replace aging equipment with modern lifts that move more people more efficiently — to terrain that already exists. There is no expansion here, just long-overdue improvement.

The last time these applications came forward, new equipment arrived in the Mountain Village parking lot and was then shipped to Canada after a small group of opponents

blocked approval. Park City skiers have been standing in the same slow lift lines ever since. That is not a policy success.

With Shaun White's Snow League arriving in January 2027 and the 2034 Winter Olympics on the horizon, Park City Mountain needs to move forward. Please vote yes on both applications for upgrades to more efficient gondola lifts that can hold 6-10 people and be more efficient for the tourists who visit our city every season contributing to economic success.

Sincerely,

April Cranston

May 13, 2026

Dear Mayor Dickey, Members of the City Council, and Planning Commission,

We are property owners at The Lodge at Mountain Village and we write in full support of Park City Mountain's applications to upgrade the Eagle and Silverlode lifts.

As a family with a financial and emotional stake in the health of this resort, infrastructure matters. The Canyons Village side of the same resort — outside city limits — has no such approval hurdles and just opened a new gondola this February. Meanwhile, Mountain Village guests still ride lifts installed before some of our current visitors were born.

The upgrades being proposed are straightforward: replace two aging lifts with modern, higher-capacity alternatives. Eagle goes from 1,200 to 2,800 skiers per hour. Silverlode gains two additional passengers per chair. The on-mountain experience improves. Guest satisfaction improves. Property values at the base of those lifts are protected.

Park City lost Sundance. We have Snow League and the Olympics ahead of us. This is the wrong time to block infrastructure investment at one of the country's best ski resorts. Please approve these applications.

Sincerely,

Ben de Fiebre and Rui Mao

May 13, 2026

Dear Mayor Dickey, Members of the City Council, and Planning Commission,

I own property at The Lodge at Mountain Village and I am writing to urge your approval of the Eagle and Silverlode lift upgrade applications currently before you.

Park City Mountain Resort is a confirmed venue for the 2034 Winter Olympics — eight years from now. The world will be watching. The base area infrastructure that visitors and athletes experience at Mountain Village needs to reflect that status. A 33-year-old triple chairlift and a six-pack lift installed in 1996 do not.

I want to be direct: the previous applications were blocked in 2022 by a very small number of objecting residents. The result was that new equipment — purchased and ready to install — was shipped to Whistler Blackcomb in Canada, where it runs today. Park City skiers have waited four years while a resort in British Columbia benefited from infrastructure intended for us. That should not happen again.

The Eagle and Silverlode upgrades are reasonable, overdue, and essential to Park City's Olympic ambitions, not to mention part of the of the city's marketing promise of "World Class". I strongly encourage the Commission to approve both applications.

Sincerely,

Ehlias L. Louis

May 13, 2026

Dear Mayor Dickey, Members of the City Council, and Planning Commission,

I own a unit at The Lodge at Mountain Village, steps from the Eagle and Silverlode lifts, and I am writing to ask you to approve both upgrade applications.

The Eagle lift is 33 years old. The Silverlode is 30. The proposed upgrades replace aging equipment with modern lifts that move more people more efficiently — to terrain that already exists. There is no expansion here, just long-overdue improvement.

The last time these applications came forward, new equipment arrived in the Mountain Village parking lot and was then shipped to Canada after a small group of opponents blocked approval. Park City skiers have been standing in the same slow lift lines ever since. That is not a policy success.

With Shaun White's Snow League arriving in January 2027 and the 2034 Winter Olympics on the horizon, Park City Mountain needs to move forward. Please vote yes on both applications.

Sincerely,

Debbie Roos

May 13, 2026

Dear Mayor Dickey, Members of the City Council, and Planning Commission,

As an owner at The Lodge at Mountain Village, I want to go on record in support of the proposed Eagle and Silverlode lift upgrades.

This past season was one of the most challenging in Park City Mountain's history — record-low snowfall forced an early closure in late March and tested the patience of guests and owners alike. When conditions are difficult, the on-mountain experience matters even more. Long lift lines at aging infrastructure make a bad situation worse.

The proposed upgrades directly address the two most congested points at the Mountain Village base. The new Eagle lift would more than double uphill capacity — from 1,200 to 2,800 skiers per hour — and the Silverlode upgrade to eight passengers would meaningfully reduce the backups that frustrate guests returning from Canyons or stopping mid-mountain. These are not luxury additions. They are the basic improvements that allow Park City Mountain to deliver the experience visitors expect.

After a difficult season, approving these upgrades sends a clear message that Park City is committed to a better future. I hope the Commission will agree.

Sincerely,

Ruthie Ravenel

May 13, 2026

I am writing to voice my full support of the proposed Eagle and Silverlode lift upgrades.

As a homeowner at the Lodge at the Park City Mountain Resort base, I encourage the Commission to approve these much needed upgrades to aging infrastructure (Eagle lift) and one of the biggest bottlenecks at the resort (Silverlode lift). I ask that my comments be a matter of record.

Sincerely,

Scott Whittier

May 13, 2026

Dear Mayor Dickey, Members of the City Council, and Planning Commission,

I am writing as a property owner at The Lodge at Mountain Village to express my strong support for the proposed Eagle and Silverlode lift upgrades at Park City Mountain Resort.

Park City is at an important moment. With Sundance Film Festival relocating to Boulder, our community cannot afford to stand still. The Snow League is stepping in with a world-

class winter event in January 2027, and the 2034 Winter Olympics are coming. We have real momentum — but momentum requires infrastructure.

The Eagle chairlift has operated since 1993. The Silverlodesince 1996. Replacing these 30-year-old lifts with a new six-passenger Eagle express and an eight-passenger Silverlode is not expansion — it is basic maintenance of the asset that defines Park City's identity. These upgrades increase Eagle's capacity from 1,200 to 2,800 skiers per hour and reduce the chronic congestion at the Mountain Village base that frustrates guests every busy weekend.

I urge the Commission to approve both applications and help Park City stay a world-class ski destination.

Sincerely,

Nicholas Peirol

May 13, 2026

Dear Mayor Dickey, Members of the City Council, and Planning Commission:

I own a unit at The Lodge at Mountain Village, steps from the Eagle and Silverlode lifts, and I am writing to ask you to approve both upgrade applications.

The Eagle lift is 33 years old. The Silverlode is 30. The proposed upgrades replace aging equipment with modern lifts that move more people more efficiently — to terrain that already exists. There is no expansion here, just long-overdue improvement.

The last time these applications came forward, new equipment arrived in the Mountain Village parking lot and was then shipped to Canada after a small group of opponents blocked approval. Park City skiers have been standing in the same slow lift lines ever since. That is not a policy success.

With Shaun White's Snow League arriving in January 2027 and the 2034 Winter Olympics on the horizon, Park City Mountain needs to move forward. Please vote yes on both applications.

Sincerely,

Sara Radamus

May 13, 2026

Hello Planning Commission

This is a follow-up email in support of the Park City Mountain's proposed Lift replacements.

To reiterate from our March email, for Park City to continue being a World Class City to visit and Ski, it’s imperative to improve the skier experience! Who wants to return to Park City to visit and ski when skiers from the Mountainside base have to wait in a long line to begin their day. Based on our personal experience, the base and Silverload Express areas frequently have long waits.

Now that Vail implemented a reservation system with paid parking a few years ago we've noticed that there is less traffic entering and exiting the resort. The new Eagle lift should help move people quickly out the base area. The Silverload Express lift enhancement will shorten the wait time when returning from the Canyons, stopping for a break at Miners Camp, and overall will move skiers at a faster rate to other areas of the mountain.

We look forward to your approval of these proposed lift enhancements..

James, Edward & Carolyn Rogers

May 13, 2026

Hello all! As the mom of four kids on the Park City Ski and Snowboard Alpine team, and a snowboarder myself, I am writing to respectfully request your support for the upgrades of our chair lifts at PCMR! Our kids have to travel around quite a bit for their various ski races and the other mountains we travel to seem to have fully upgraded facilities and lifts. We have property at the Lodge at the mountain and we would sure appreciate any support you can offer of this initiative. If we want to stay competitive with these other states and continue to draw skiers here to improve revenue for the city (especially with the loss of Sundance) we really need to upgrade these lifts.

Thank you so very much for your hard work for our awesome city and please feel free to contact me if you would like to discuss.

With Gratitude,

Rochelle Karr

May 13, 2026

Park City Planning Commission
Attn: Planning Department
445 Marsac Avenue
P.O. Box 1480
Park City, UT 84060
planning@parkcity.gov

Re: Pending Conditional Use Permit Applications for Chairlifts

Dear Chair Van Dine and Commissioners,

I am a long-time resident of Park City and a frequent guest at Park City Mountain, our iconic and world-renowned local ski area. I moved here permanently nearly fifteen years ago, in large part, because I love to ski our mountain. I have literally spent hundreds and hundreds of days up on the hill over these years.

I write to comment on the review now under way by the Planning Commission (Commission) of the applications (Applications) submitted by PCM (Applicant) for Conditional Use Permits (CUPs) under the Land Management Code (LMC) and applicable law to replace the Silverlode Express (Application PL-26-06820) and Eagle (Application PL-26-06821) chairlifts (the "Ski Lift Upgrades").

Overview. I want to be clear at the outset that I am fully supportive of the idea that both PCM and its guests will benefit from new and upgraded lifts.[1] I acknowledge that the resort currently suffers from conditions of overcrowding and long lift-lines at certain points on the mountain, especially on peak days. I also note that the Silverlode Express and Eagle lifts are relatively old and are not infrequently on hold or out-of-service. The Eaglet lift appears to be permanently out of service. I absolutely and unequivocably support the Applicant in its expressed desire to improve operations and guest satisfaction at PCM and wish for it to succeed in operating a thriving ski area and business here in Park City. Furthermore, I am in no way proposing any delay in the approval process. I sincerely hope the Applications can be speedily approved.

[1] The Planning Commission should inform itself further regarding the need for PCM to replace aging and unreliable lifts. For an interesting and informative look at the problem of aging chairlifts see Rick Kahl's recent article, "An Age-Old Lift Problem" in SAM Magazine. (https://www.saminfo.com/the-magazine/this-issue/an-age-old-lift-problem)

However, while I am strongly supportive of the idea of improving the ski lifts represented by the Ski Lift Upgrades, I am also concerned, primarily, that by increasing uphill capacity the Ski Lift Upgrades may create or exacerbate existing unsatisfactory and unsafe conditions on portions of the hill, and result in further overcrowding the ski trails and on-mountain facilities at PCM.

As I will describe below, and as I hope you will agree, it is the duty of the Commission under the LMC and applicable law to carefully analyze the impacts of any application for a CUP, and if any are found to be detrimental, to require proper mitigation, as conditions to the Commission's approval.

The Process to Date. I have reviewed the Applications and the materials posted in advance of your March 29 work session. I attended the work session, expecting to hear some preliminary discussion of the possible detrimental impacts of the Applications on the skier experience. I was disappointed that the subject was not mentioned. However, I did note Commissioner Frontero's question to the Applicant whether the Ski Lift Upgrades will increase uphill lift capacity. I am under the impression that the Applicant answered in the affirmative. Accordingly, I expected the Commission to take up the question of the existence of, and the implications of, increased uphill capacity and possible detrimental impacts, such as downhill overcrowding, safety and guest satisfaction, in its next public session.

I have now reviewed the materials included in the packet posted online in advance of the Commission's scheduled May 13 meeting (the May 13 Packet). Based on the public comment, I am gratified to read that there is substantial support for the much-needed new lifts. But except for a letter from resident Elizabeth Lee dated March 31, there was no comment on the potential on-mountain consequences of adding additional uphill capacity. Importantly, Ms Lee wrote,

> I am reaching out to thank you [Commissioner Frontero] 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?

However, I was disappointed to find that the May 13 Packet is otherwise essentially silent on uphill and downhill capacity, and the possible safety and crowding implications the increased uphill capacity these lifts will result in. I find this hard to understand since overcrowding on trails and the management of reasonable downhill trail capacities are vital metrics which I hope you will agree must be assessed in connection with your review of the Applications, since they impact not only guest satisfaction with the skiing experience, but also the simple and straightforward safety of skiers on the mountain.

Overcrowding and Safety on the Mountain. As a regular guest at PCM, I am all-too-aware of frequent overcrowding on certain trails resulting in dangerous collisions, near-collisions, and other unsafe conditions and I suspect you may be as well. I don't think these conditions can be ignored when the Applicant proposes to add even more skiers to the trails. You must be aware that many locals and other guests have commented extensively in social media this year and in recent years that the trails at PCM are often over-crowded and unsafe. I am personally aware of numerous locals who for this reason will simply no longer ski at PCM. Social media sites like townlift, facebook, tripadvisor, instagram and reddit are replete with literally hundreds of stories about negative on-mountain experiences at PCM, with many complaints centered on trail safety and over-crowding.

Here are just a few examples of the many posts by guests at PCM on this subject.[2]

In March 2026 Lookoutbelow wrote on townlift.com:

> "Perhaps lift lines have not gotten longer because of investment in more efficient systems—but that's only half the equation. Faster, higher capacity lifts mean more vertical, but with more people going up they just overload the same runs in the other direction. *Downhill capacity doesn't scale the same way—so it becomes traffic: mixed speeds, constant merging, defensive skiing. Not less crowded—just shifting chaos off the lift line and onto the mountain*." (emphasis added.)

In March 2026 quinlivan.chris wrote on Instagram:

> "In my experience lift lines were very reasonable on all but a few days. BUT this is only half the story. *I really feel the crowding when I get off the lift. Many days the downhill experience is chaos.* Low snow years only make this worse. Maybe it's not

[2]While social media and blog posts do not constitute 'substantial evidence' necessary for a final ruling, they serve as credible anecdotal indicators of existing conditions. Their inclusion here is intended to provide the Commission with background information in making factual findings necessary to exercise its authority to require the Applicant to provide verifiable data regarding on-mountain safety and trail density.

> the lift lines but this part of the skiing experience that is getting Mr Katz's comments all the pushback?" (emphasis added.)

In January 2026 brutah_skier wrote on reddit.com/r/UTsnow under the heading "A true White Ribbon of Death":

> "I know too many people that have been run over by Jerry on Home Run [at PCM]. Could be one of the most dangerous runs in the country."

In March 2024 Kay A wrote on tripadvisor:

> "First time at Park City and, unfortunately, my last time. … *I have skied for many years and in many resorts and I honestly can say that I have never seen so many skiers on the slopes. Too many for safety. I saw many collisions with too many people skiing way too fast and without control.* There just were no ski patrol or guides monitoring this situation. Shame on Park City Mountain Resort for charging so much for such a shabby resort and experience." (emphasis added.)

In March 2022, paula c wrote on tripadvisor:

> "I would absolutely not recommend choosing park city. … *The slopes are super crowded*. … *Conditions were so crowded they were dangerous*. after my son was injured for the negligence of this place we decided to forgo skiing." (emphasis added.)

With respect to wide-spread conditions of overcrowding and safety concerns at U.S. ski areas in general, please also note Mike Hardaker's recent post regarding safety of skiers at North American ski areas. Mike is a long-time ski industry blogger based in Jackson Hole. Recently, he addressed skier safety on his site, Mountain Weekly News, concluding that ski areas must do more to ensure safe conditions on their mountains.

He writes,

> [Ski areas are a] "Disneyland" version of the wilderness. We are told that … the mountains are a playground where risk is managed by corporate protocols and groomed to perfection. … But as we cross the mid-point of the 2025/2026 season, that dream is shattering. While the industry hides behind "one-in-a-million" skier deaths statistics, the data leaking out from county coroners and emergency rooms suggests a sobering reality: **Resort skiing has entered its most dangerous era.** … [T]he corporate "Disneyland" model is failing to protect the people who pay for the dream. If the resorts won't be honest about the data, the community must be. It's time to stop treating the mountain like a theme park. Respect the speed, respect the

density, and stop believing the marketing that you're "safe" just because you have a pass."

See: https://mtnweekly.com/sports/ski-resort-deaths-2026-investigation-disneyland-delusion/.

Approval under the Development Agreement and the Land Management Code. As I am sure you are aware the terms and conditions relating to upgrading the ski area are covered extensively in the 1998 Development Agreement (DA) and the Mountain Upgrade Plan (MUP) which is attached to the DA. While the DA and MUP include numerous specific criteria applicable to further development of the mountain which must be considered, from an overall perspective a principal purpose of these documents is to establish a balanced equilibrium between uphill lift capacity, downhill trail capacity, and visitor support services (such as restaurant seating and parking facilities) on the mountain. I see no evidence in the May 13 Packet that the Applicant or the Planning Department has undertaken any review of this requirement to date.

From a strictly legal perspective, I believe that the Commission not only has a duty to carefully consider compliance of the Ski Lift Upgrades with the specific requirements of the DA and the MUP, but also that the Commission must affirmatively inquire into whether or not the impacts of the upgrades result in detrimental effects which, as a condition of approval must be properly mitigated as expressly required by the first paragraph of LMC §15-1-10[3] in accordance with the purposes of the LMC as set forth, inter alia, in Subsections A. and G. of LMC §15-1-2.[4] [5]

And, equally importantly -- just as important as specific compliance with the LMC and other applicable laws and agreements is -- the Commission has an over-arching duty, consonant with the municipality's police powers to safeguard the health and welfare of its residents and visitors, to insure that the conditions of approval preserve the expectation of safety that residents and guests are entitled to when skiing at PCM. Please note that there

[3] The first paragraph of LMC §15-1-10 states: 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.

[4] Subsection A. of LMC §15-1-2 states: [The LMC is designed and enacted to] implement the goals and policies of the Park City General Plan … and … [t]o promote the general health, safety and welfare of the present and future inhabitants, Businesses, and visitors of the City…

[5] Subsection G. of LMC §15-1-2 states: [The LMC is designed and enacted to] prevent Development that adds to existing … conditions that create potential dangers to life and safety in the community or that detracts from the quality of life in the community…

are virtually no limitations on the powers of the City in enforcing the purposes of the LMC. The last paragraph of LMC §15-1-2 states:

> It is the intention of the City in adopting this LMC to fully exercise all of the powers granted to the City by the provisions of Utah Code Title 10, Chapter 9a, the Municipal Land Use, Development, and Management Act as amended, and all other powers granted by statute or by common law for the necessary regulation of the Use and Development of land within the City.

The Bowling Alley Example. I would point out in particular one specific example of overcrowding on the portion of the Home Run trail just below Summit House (widely known as the "Bowling Alley"), which I am concerned will be impacted by the increased capacity on the new Silverlode Express lift, and, if so, which must be addressed and mitigated. Skiers unloading from a new Silverlode lift will join the stream of skiers from the Bonanza Express lift (a 6-pack) and the Motherlode lift (upgraded a few years ago from a triple to a high-speed quad), as well as skiers descending from the uphill terminals of the nearby Thaynes and Pioneer lifts. It appears that the capacity increases for the Bonanza and Motherlode lifts have never been properly factored into a comprehensive, mountain-wide capacity analysis since the DA and the MUP were agreed to in 1998. Furthermore, it would appear that PCM has not added any significant new downhill trail capacity since 1998 to accommodate any of this increase in uphill flow. I urge the Commission to investigate whether discharging increased numbers of skiers into an already congested bottleneck such as the Bowling Alley is simply physically incompatible with existing trail widths, skier densities, and safety margins. Accordingly, the Commission cannot, and must not, ignore the "downhill" consequences of "uphill" upgrades. I mention the Bowling Alley bottleneck here, but I am concerned that there are additional points of congestion on the mountain which must also be considered.

Specific Requirements. The Commission's review process is governed not only by the terms of the DA, MUP and other applicable documentation relating to upgrading the ski area, as well as by the applicable terms of the LMC, but also by the reasoning of the Third District Court[6] and the Utah Court of Appeals[7] when they considered Vail Resort's appeal of your rejection of PCM's prior application. In particular, the Commission's review process must specifically address the following three requirements:

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[6] *VR CPC Holdings v. Park City Municipal Corp*, 2023, No. 220500240 (Third District Court, Silver Summit Department).

[7] *VR CPC Holdings, Inc. v. Park City Municipal Corp.*, 2025 UT App 130 (Docket No. 20240065-CA)

1. Comfortable Carrying Capacity (CCC) Analysis. The Applicant must provide the Commission with an updated CCC analysis, including specific data regarding the current and proposed uphill capacity of PCM's lift system as well as the downhill capacity of its ski trail system.[8] This requirement is entirely consistent with the reasoning of the Court of Appeals in its August 28, 2025 opinion which held that the Commission has the right—and duty—to independently verify a resort's capacity data and compliance with development agreements rather than relying solely on resort-provided figures. The Court affirmed *your finding* in 2022 that the Applicant's previously submitted capacity data was "unverified and unreliable." Because use of ski trails and any consequent overcrowding, use of mountain facilities and adequacy of parking are all dictated by capacity, you must require the Applicant provide an updated, verified CCC analysis.

   Furthermore, please note that in this connection the Commission's authority to seek the data necessary for these evaluations is well-established. As confirmed by the Utah Property Rights Ombudsman in its 2023 Advisory Opinion 279, a land use authority should receive 'whatever information it feels is necessary' to determine compliance with its standards.[9] Given the high-speed discharge of these specific lifts into existing bottlenecks, the CCC and trail density data are the only objective metrics available to 'adequately address' the safety mandates of the LMC.

2. Compliance with the DA and MUP. The Commission's review and approval must ensure that the Applicant complies fully with the terms and conditions of the DA and MUP. These documents govern the overall existing and further development of PCM. [10]

   DA §2.3 governs Ski Operations Improvements at PCM. DA §2.3.1. requires that the proposed Ski Lift Upgrades must be consistent with the MUP. The MUP expressly

[8] Because the Applicant admitted on the record that capacity will increase, the burden of proof shifts to the Applicant to demonstrate to the Commission, with supporting data, either that this increase would not constitute a reasonably anticipated detrimental effect, for example, by compromising skier safety and otherwise, or that it will take appropriate steps to mitigate this detrimental effect. Under LMC § 15-1-10(B), the Applicant bears the burden of proving that the proposed Conditional Use will not result in unmitigated detrimental effects. By omitting CCC and downhill trail density data from its Applications while admitting to capacity increases, the Applicant has failed to meet this threshold burden.

[9] Office of the Property Rights Ombudsman, Advisory Opinion 279 (November 16, 2023**)** ("The land use authority should receive whatever information it feels is necessary in order to determine compliance with the applicable standards of the land use ordinance.")

[10] Please also consider whether a modification of the terms of the MPD under LMC §15-6-4.K. is necessary

governs any and all improvements to PCM's facilities and to the overall "ski product". The MUP further provides that the primary purpose of the MUP is to establish a balanced equilibrium between uphill lift capacity, downhill trail capacity, and visitor support services (such as restaurant seating and parking) and is intended to regulate growth of the facilities to ensure a high-quality recreational experience while preserving the mountain environment.

The terms of the MUP require that an upgrade applicant must demonstrate that its proposal aligns with the specific design criteria and balancing requirements expressly detailed in Section IV of the MUP, including:

a. Capacity Balancing: Proving that any increase in CCC by reason of the new or reconfigured lifts is in "equilibrium" with the terrain they serve to prevent overcrowding or underutilization.
b. Market Alignment: Tailoring terrain developments to match the resort's specific skier market distribution, with a prioritized emphasis on beginner through advanced-intermediate levels.
c. Infrastructure Support: Ensuring that any increase in CCC is supported by proportional upgrades to visitor services, specifically indoor food service seating and egress trail capacity to handle end-of-day traffic.
d. Operational Standards: Adhering to technical specifications for lift alignments and trail gradients that minimize topographic disturbance and maintain industry-standard safety and flow.

3. Compliance with LMC §15-4-18 Passenger Tramways and Ski Base Facilities. Subsection A. of LMC §15-4-18 provides that "The location and Use of a Passenger Tramway, including a ski tow or ski lift, is a Conditional Use. The location of base and terminal facilities for the Passenger Tramway is a Conditional Use in all zones where the Use may be considered." Under Subsection B. "Conditional Use permits under this section shall be issued only after public hearing before the Planning Commission, and upon the Planning Commission finding that all the … conditions [set forth therein] can be met. Of particular concern here is the provision in Paragraph 9 ("Public Purpose Served") of Subsection B. which requires that adequate controls on the safety aspects of the tramway have been provided to mitigate the effects of the tramway. I submit that the safety of ski trails accessible from the "tramway" must be controlled under this provision.

4. Compliance with LMC §15-1-10. At the same time, the Commission must also perform its mandatory, affirmative, non-delegable duties under LMC §15-1-10 to review the Applications and *affirmatively identify and mitigate the reasonably anticipated detrimental effects*" to the municipality, surrounding neighbors, or adjacent land Uses as provided under the first paragraph of §15-1-10. Since "Adjacent land Uses" include the current approved Use of the terrain for resort skiers, the impact on them must be analyzed.

A. *LMC §15-1-10 Subsection E. Review*. This subsection establishes the 17-item review required for evaluation of all CUP applications. While these items are usually applied to buildings and lot-specific developments, in this case involving a recreational area, the checklist must be considered in light of the unique operational realities of a ski resort. In this context, for example, the "Site" is the mountain terrain and overall ski area, on-mountain "pedestrians" are the skiers, and "Circulation" is the flow of skiers on the mountain. Please see attached Annex A for a detailed analysis and description of the review called for in the context of the LMC §15-1-10 Subsection E. Review.

B. Review under the Detrimental Impact Provisions of the LMC. The mere review of the 17 item list is not the end of the Commission's due diligence. The Commission's review obligation includes consideration of detrimental impacts as required under the first paragraph of LMC §15-1-10, which expressly provides that "[t]here 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…"

In addition to considering impacts under the first paragraph of LMC §15-1-10, the Commission, under Subsections A. and G. of LMC §15-1-2, must also (i) identify and mitigate detrimental effects of the Ski Lift Upgrades based on impacts to "*the general health, safety and welfare of the present and future inhabitants, Businesses, and visitors of the City*", and (ii) determine whether the proposed uses "*create potential dangers to life and safety in the community or that [detract] from the quality of life in the community…*", and determine what, if any, conditions can be imposed to mitigate those impacts. (emphasis added.) Placement and capacity of lifts, with resulting management of reasonable downhill trail capacities, are vital metrics which the Commission must assess, as they impact not only guest

satisfaction with the skiing experience, but also the simple and straightforward safety of skiers on the mountain.

Additional Impacts. Additional potential impacts arising from the Ski Lift Upgrades which must be considered include:

a. Resort Facilities Impacts: the potential detrimental impacts of the proposed Ski Lift Upgrades on current Resort Facilities such as day lodge square footage and food service and food service support facilities, as well as potential detrimental impacts on the municipality and its residents and visitors, such as with respect to parking, transit, and emergency services.

b. Parking Impacts: In particular, because these are new Applications, the 2022 Parking Mitigation Plan (2022 Plan) must be resubmitted and reviewed by you *de novo*. Furthermore, until the Applicant provides an independent audit of its current and proposed CCC, how can the Commission determine whether the 2022 Plan or the updated plan contained in the May 13 Packet sufficiently mitigates a number that does not exist on the public record?

c. Impacts on Neighbors: The Applicant has not adequately addressed the detrimental impacts of the Ski Lift Upgrades on surrounding neighbors (including not only traffic and congestion, but also, for example, the proximity of the proposed base of the Eagle lift to the SnowFlower Condominiums).

The Big Picture. Finally, I would respectfully request that the Commission take notice of the important larger stakes here at play. You should not discount the crucial importance of your careful decision-making to the future health and success of not only the ski area, but also of our town.

While I applaud Vail Resorts for the capital improvements it has made since acquiring PCM in 2015 and for its stated commitment to improving the guest experience at PCM, I am concerned that there is still much work to be done. In the most recent Ski Magazine 2026 reader rankings, PCM ranked No. 30 and last among the top ski resorts in the West. According to the Park Record, "the resort fell to the bottom of the top 30 list due to reader frustrations regarding crowding and lift operations, despite its strengths in accessibility and terrain variety." Similarly, according to the TownLift 2025 Readers' Choice Poll, PCM ranked last among major resorts in the state.

I also note that for several years now the financial results of operations at Vail Resorts have been in substantial decline and that the company has suffered a massive reduction in guest satisfaction ratings, as evidenced by published Net Promoter Scores and, as referenced above, widespread social media commentary. According to Comparably.com, an independent corporate brand reputation and consumer sentiment platform, Vail Resorts' current Net Promoter Score (NPS) is reported as -27 "poor" as of early 2026.[11] I would submit that a poor NPS is a detrimental impact on the "present and future inhabitants, Businesses and visitors of the City" as provided in Subsection A. of LMC §15-1-2, which itself must be mitigated.

In addition, over the past five years, the company's stock price has declined by over two-thirds and the value of the company, as expressed by its market capitalization, has declined from over $12 billion to approximately $4.5 billion today. In my view, the 2024-2025 ski patrol strike at PCM had a particularly devastating impact on public perception of the Applicant's local operations.

All of the factors just mentioned may be viewed as economic detriments and raise the economic and reputational stakes for Park City and our local businesses and residents, many of whose largest sources of revenue and income, as well as the market value of owned real estate, are directly and indirectly related to the continuing viability and success of PCM. Under Subsection B. of LMC §15-1-2 an additional purpose of the LMC is "To protect and enhance the vitality of the City's resort-based economy, the overall quality of life, the Historic character, and unique mountain town community…"

Questions of increasing and continuing guest dissatisfaction at PCM fueled by existing overcrowding of trails and facilities, unsafe conditions and other operational issues are detrimental impacts which already threaten the Park City Mountain brand and our community's economic health and well-being. Conditional use applications which do further harm to us should not be approved without appropriate mitigation.

Further Requests. I would further respectfully request that this letter be included in the official public record for the Applications and that it be provided to all Commissioners. Because this letter is being delivered after the May 13 Packet has been posted, I am taking the liberty of copying it also to each of the Commissioners individually (other than Commissioner Strachan, who I understand has recused himself from consideration of these Applications).

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[11] On the standard NPS scale of -100 to +100, any score below 0 is generally considered a "poor" or "warning" score, indicating that the majority of surveyed customers are actively dissatisfied and would not recommend the brand.

I would also further respectfully request that the factual issues and legal conclusions expressed herein be also addressed in the Commission's final Findings of Fact and Conclusions of Law.

Conclusion. I believe that your careful, deliberate, and comprehensive review of the Applications to determine compliance with applicable agreements and law and mitigation of any detrimental impacts is both legally required and critically important in the present moment. Full compliance with the agreements and applicable law is not only a necessary predicate for due process, it will result in a better outcome for all. Important lifts at the resort can be modernized at the same time as the guest experience is enhanced and made safer: resulting in a win-win for all stakeholders.

I would be pleased to discuss any aspect of this letter with the Planning Department, the Applicant or with the Commission at an appropriate time and place.

Respectfully,



Frode Jensen
Park Meadows

Cc:	
Christin Van Dine	christin.vandine@parkcity.gov
Grant Tilson	grant.tilson@parkcity.gov
Henry Sigg	henry.sigg@parkcity.gov
John Frontero	john.frontero@parkcity.gov
Rick Shand	rick.shand@parkcity.gov
Seth Beal	seth.beal@parkcity.gov

ANNEX A

In connection with its LMC §15-1-10 Subsection E. review, the Commission should consider the following items:

a. Item 1 (Size and Location of the Site): This item requires that the physical site be compatible with the "proposed Use." Here, the "Use" is the high-speed delivery of thousands of skiers per hour through two new faster, higher-capacity chairlifts. The potential detrimental impact is whether the physical size and topography of the receiving trails is sufficient to safely accommodate this intensity.

b. Item 4 (Emergency Vehicle Access): This item raises the question whether the new Silverlode and Eagle uses result in the creation of "downhill" bottlenecks that cannot safely accommodate the "uphill" surge, thereby creating unsafe skiing conditions and jeopardizing the ability of safety personnel and emergency responders (Ski Patrol and medical sleds) to maintain safe conditions and clear, rapid access to injured parties in congested zones.

c. Item 5 (Location and Amount of Off-Street Parking): Application of this item requires that the identification of any "detrimental effect" of parking must be a direct result of the "intensity of use" analysis on the mountain itself. If the Commission finds, based on substantial evidence, that the mountain's internal circulation (Item 6) and physical site capacity (Item 1) are already at a breaking point, then a parking plan that seeks to facilitate *additional* volume is not a "mitigation" of an impact; it is the exacerbation of a safety hazard. In addition, if the "primary use" (use of the ski mountain) has reached a ceiling of safety and compatibility under Item 11, the "accessory use" (parking) must be conditioned to reflect that reality.

d. Item 6 (Internal Vehicular and Pedestrian Circulation System): Item 6 requires a safe "pedestrian circulation system." For a ski resort, the "pedestrian circulation system" is the trail network and skiers are the de facto primary pedestrians. Discharging increased numbers of skiers into existing trails which already may have insufficient downhill capacity could create a failure in the internal circulation system, leading to dangerous "pedestrian" densities and unsafe conditions that the LMC is designed to prevent. The Commission must require an updated CCC analysis.

e. Item 11 (Physical Design and Compatibility**):** The LMC requires structures to be compatible with surroundings in "mass" and "scale." Just as a high-rise building is incompatible with a small residential lot, an 8-pack lift's increased "uphill scale" may be fundamentally incompatible with the limited "mass" and width of the surrounding downhill ski trails. Therefore, a thorough analysis of the existing conditions and impact of an increase in uphill capacity is necessary to determine what mitigations may be appropriate.

f. Item 16 (Consistency with the General Plan): While the 2025 General Plan (Plan) is largely silent on resort-specific density, safety is an inherent operational priority across all city themes. The Plan explicitly commits to 'enhancing public safety' as a core service and, furthermore, through Strategy 2F, mandates that the LMC ensure that safety is "adequately addressed through site design".[12] When applied to the placement of lift terminals and trail design and junctions, Strategy 2F requires the Commission to evaluate whether the physical 'site design' of these upgrades creates a safety hazard.

   The Commission must consider the safety requirements of the Plan in deciding whether mitigation is necessary to approve a use which increases skier densities in already-congested zones.

[12] 2025 Park City General Plan, Strategy 2F.

May 13, 2026

Dear Mayor Dickey, Members of the City Council, and Planning Commission,

I am a property owner at The Lodge at Mountain Village and I write in full support of Park City Mountain's applications to upgrade the Eagle and Silverlode lifts.

As someone with a financial and emotional stake in the health of this resort, infrastructure matters. The Canyons Village side of the same resort — outside city limits — has no such approval hurdles and just opened a new gondola this February. Meanwhile, Mountain Village guests still ride lifts installed before some of our current visitors were born.

The upgrades being proposed are straightforward: replace two aging lifts with modern, higher-capacity alternatives. Eagle goes from 1,200 to 2,800 skiers per hour. Silverlode gains two additional passengers per chair. The on-mountain experience improves. Guest satisfaction improves. Property values at the base of those lifts are protected.

Park City lost Sundance. We have Snow League and the Olympics ahead of us. This is the wrong time to block infrastructure investment at one of the country's best ski resorts. Please approve these applications.

Sincerely,

Randy Kirsch

May 13, 2026

Park City Planning Commission
Park City Municipal Corporation
445 Marsac Avenue
Park City, UT 84060

cc: Planning Director and Staff, Mayor and City Council; City Attorney; City Manager

Re: Eagle Lift Replacement (GR-26-240) and Silverlode Lift Replacement (GR-26-240) Conditional Use Permit Applications

Dear Chair and Members of the Commission:

I write in advance of tonight's hearing on the above-referenced applications. I have reviewed both application packets and staff reports and revisited the 1998 Development Agreement, Mountain Upgrade Plan, and supplemental materials obtained through a GRAMA request including the applicant's parking mitigation memorandum, the letter submitted to the Planning Department by Kevin Wallace in support of approval, and Zach Purdue's February 26, 2026 submittal email confirming supplemental materials provided to staff.

The purpose of this letter is to identify, on the record and in advance of the vote, what the applications and staff reports do not contain and to respectfully remind the Commission of the order in which it is contractually and legally required to analyze the issues before it.

I. The Applicant Has Placed Capacity Expansion on the Record

The applicant's own submissions establish, without dispute, that both lift replacements expand capacity.

Silverlode. The applicant's parking mitigation memorandum states that the Silverlode 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%." The memorandum further discloses an operating capacity increase from 2,850 pph to 3,420 pph, with the 5% reduction accounting for "guest lift utilization."

Eagle. The Eagle staff report discloses that "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," and that the Eagle replacement "increases the overall Mountain Village base area uphill morning capacity by 15.56%." These figures derive from the supplemental capacity memorandum Zach Purdue confirmed transmitting to staff on February 26, 2026: "a memorandum addressing uphill design capacity of the existing and proposed replacement Eagle and Eaglet lifts."

These numbers are not contested. They are the applicant's own figures, disclosed in submissions to staff, and reproduced in the staff reports.

I note, however, that this capacity content does not appear in the publicly filed application narratives. The Eagle narrative contains no reference to capacity at all. The Silverlode narrative contains a single sentence asserting that the replacement will operate “without increasing resort capacity or creating new base portals." This sentence is inconsistent with the applicant's own subsequent disclosure of a 20% capacity increase. The capacity data the staff reports rely on was disclosed in supplemental memoranda to staff, not in the publicly filed application materials.

II. The Development Agreement Requires Capacity Analysis to Precede Parking Mitigation

The 1998 Development Agreement is a recorded instrument that runs with the land under Section 6.1 and binds Vail Resorts/Park City Mountain as successor to Powdr Corporation. Section 2.3.6 of the Development Agreement states, in mandatory terms:

> *Parking. At all times Developer **shall** assure that it has adequate parking or has implemented such other assurances, as provided in the Parking Mitigation Plan, to mitigate the impact of any proposed expansion of lift capacity.*

The structure of this provision is dispositive of the order in which the Commission must analyze these applications. The triggering condition is “expansion of lift capacity.” The analytical obligation is to identify and quantify that expansion. The mitigation obligation flows from and is calibrated to the expansion analysis. Parking is the downstream remedy, while capacity is the upstream condition that gives the parking analysis its content and its limits.

The applicant has admitted this sequence by its own conduct. The applicant's parking submission to staff is titled and framed as the “required parking mitigation associated with the Conditional Use Permit application for the Silverlode lift replacement.” Parking mitigation is not generically required by the LMC for every CUP. It is required, as a contractual matter, by Section 2.3.6 of the Development Agreement when lift capacity expands. By characterizing its submission as “required parking mitigation,” the applicant has acknowledged that Section 2.3.6 applies. The triggering condition has been admitted. The analytical obligation that Section 2.3.6 conditions the mitigation upon has not been performed.

The Mountain Upgrade Plan supplies the framework for the capacity analysis Section 2.3.6 requires. The MUP establishes the methodology for calculating Comfortable Carrying Capacity at Section II.C, establishes individual lift CCCs in Tables III-5 and IV-4, and establishes a resort-wide CCC ceiling against which the sum of individual lift CCCs must be constrained. It should be noted that appeal of the ACUP awarded in 2022 was granted in part because of discrepancies in the applicant's CCC assumptions. Two subsequent court processes upheld the appeal. Third District Court Judge Richard Mrazik stated clearly that it is the express "duty" of all Planning Commissioners to be able to perform CCC calculations on their own prior to determining compliance, and the Utah Court of Appeals repeatedly affirmed in its ruling the obligation of the applicant to comply with capacity limitations.

The Commission has been presented with quantified capacity expansions for two lifts and with parking mitigation conditions calibrated to those expansions. It has not been presented with the capacity analysis that Section 2.3.6 places between the two. Analysis is what determines whether the proposed expansions fit within the resort's binding capacity envelope, whether they affect the CCCs of neighboring pods (King Con in particular, given the proposed location of Eagle's new top terminal and mid-station), and whether the cumulative effect of the two applications can be accommodated within the resort-wide ceiling established by the recorded MUP. The Section 2.3.6 sequence has been inverted.

III. The Staff Reports Apply Two Different Standards to the Same Code Sections

The Eagle staff report and the Silverlode staff report are processed under the same Land Management Code provisions and concern the same regulatory category (Passenger Tramways and Ski Base Facilities under LMC 15-4-18). Yet the two reports treat the CCC question differently.

The Eagle staff report acknowledges that "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)." It affirmatively identifies the Code sections that require CCC review and acknowledges that the operative methodology may need to change but then defers the CCC analysis to a future vertical-development CUP application for the parking lots that has no established timeline and that, by the staff report's own terms, "shall not have any bearing on other applications submitted under the Development Agreement."

The Silverlode staff report does not acknowledge that CCC analysis is required. It does not cite LMC 15-6-4(K). It acknowledges that "capacity increases for skiers within the ski terrain area" and then pivots directly to the 2015 King Con and Motherlode parking findings without any intervening capacity analysis.

If LMC 15-4-18(B)(6) and 15-6-4(K) require CCC review for Eagle, those same provisions require CCC review for Silverlode. If they do not require CCC review for Silverlode, then the deferral language in the Eagle staff report has no code basis either. The Commission cannot defensibly apply two different standards to two applications processed under the same Code sections in the same hearing cycle.

Moreover, the Eagle staff report's deferral framework is unavailable as a matter of contractual obligation. Section 2.3.6 attaches the capacity-analysis obligation to "any proposed expansion of lift capacity." The triggering event has occurred. Staff has quantified it at 55% at the Eagle lift, 15.56% at the Mountain Village base, and 20% at Silverlode. The obligation is presently active. Deferring CCC analysis to a future vertical-development CUP that may not be filed for years disconnects the analysis from the activity it is intended to regulate.

IV. The Methodology Is Not Proprietary, As the Applicant's Own Submissions Demonstrate

I anticipate the applicant or its expert, SE Group, may again argue that CCC methodology is proprietary. The applicant's own submissions have foreclosed that argument.

The applicant's parking mitigation memorandum discloses specific hourly capacities and identifies a 5% utilization coefficient applied to design capacity to derive operating capacity. These are inputs to the CCC calculation. Kevin Wallace's letter to the Planning Department, submitted in support of approval, states that CCC “is defined in the Development Agreement as a function of uphill capacity on the resort's 10th busiest day.” That sentence discloses the operative definition. Wallace further argues that Eagle's capacity increase is “modest in the context of the resort's total system capacity," a phrase that presupposes the existence of a resort-wide CCC ceiling against which “modest” can be measured. That ceiling is the framework of the recorded MUP at Tables III-5 and IV-4. The applicant's supporting expert has both invoked the framework and conceded its operative content.

The Mountain Upgrade Plan, which describes the CCC methodology at Section II.C and establishes the resort-wide ceiling at Table IV-4, is a publicly recorded instrument. The methodology is not proprietary; it is public. If the operative methodology has changed since 1996, as SE Group acknowledged on the record at the Commission's prior hearings on the 2022 ACUP appeal, the current methodology must be disclosed and verified, not asserted. Again, prior court rulings establish that the Commission must be able to verify the math itself. That obligation cannot be satisfied by selective disclosure of conclusions while the underlying calculations are withheld.

V. The Scope of the Commission's Review

I understand the Commission has been advised in some communications that its scope of review is limited to the Land Management Code. With respect, this characterization does not survive examination of the staff reports themselves.

The Eagle staff report cites the Development Agreement repeatedly: Sections 2.1.12 (traffic mitigation plan compliance) and 2.1.13 (parking mitigation plan compliance), the 1997 Master Planned Development, and the Phase I Traffic and Parking Management Plan. It draws its Conditions of Approval directly from these Development Agreement provisions. The Development Agreement is plainly within the scope of the Commission's review, because the staff report itself relies on it for the conditions it proposes.

The question is not whether the Development Agreement applies. The question is whether the Commission may rely on the parts of the Development Agreement that authorize conditions on the applicant while disregarding the parts that constrain the applicant. It may not. The Development Agreement is a unified instrument. Section 2.3.6, which conditions parking mitigation on capacity analysis, is no less a part of the Development Agreement than Sections 2.1.12 and 2.1.13. The Commission cannot apply the Development Agreement selectively. Section 5.1 channels lift CUPs through the LMC procedural process; Section 3.3 preserves the City's police power to regulate beyond the DA's requirements. Neither authorizes the Commission to regulate below the Development Agreement's floor.

VI. What the Record Must Contain Before a Vote

For the Commission to discharge its verification obligation on either application and to act consistently with the prior rulings of the Third District Court and the Utah Court of Appeals, the record must contain, at minimum:

1. Reconciliation of the inconsistency between the Silverlode application narrative ("without increasing resort capacity") and the applicant's subsequent disclosure of a 20% capacity increase;
2. The current CCC methodology in use by the applicant and SE Group, including any formula changes since the 1996 MUP and the inputs accounted for in those changes including the effects of new amenities, lodges, beginner areas, ski school facilities, and additional runs on individual lift CCCs;
3. The pre-project and post-project CCC for each affected lift - Eagle, Eaglet, Silverlode, and each neighboring pod whose CCC is altered by the proposed configuration (King Con in particular);
4. An updated resort-wide CCC table demonstrating that the aggregate of all individual lift CCCs does not exceed the resort-wide ceiling established by the recorded MUP, or, if the ceiling is to be raised, identification of the public process by which the Development Agreement will be amended to accommodate it;
5. The updated out-of-base access analysis demonstrating that the 90-to-120-minute access standard established in the MUP is maintained for all affected portals;
6. The Section 2.3.6 mitigation analysis performed after (not in place of) the capacity analysis.

The applications and staff reports as currently constituted do not contain these items. The Commission cannot make a defensible finding without them. The proper course is to require completeness before voting, and to make clear in any continuance precisely what the application record must contain before it returns to the agenda.

VII. A Note on Timing and Path Forward

I recognize the operational importance of these projects to Park City Mountain, to the community as a whole, and to the broader regional preparation for the return of the Olympic Winter Games to Utah in 2034. I share an interest in seeing these lifts installed on a timeline that supports the Games, the resort's guests, and the community.

The applicant retains SE Group, the successor to the firm that authored the recorded Mountain Upgrade Plan. SE Group holds the current methodology, the historical baseline, and the data necessary to produce the analyses identified above. A complete capacity submittal can be prepared within weeks. A complete application can be reviewed, conditioned, and approved within the normal regulatory cycle, on a timeline

that supports construction in 2027 and operation for the 2027-2028 season, well in advance of the Olympic window.

An incomplete approval is not the faster path. The District Court and Court of Appeals have already ruled on what is required for lift CUPs of this kind. A second adverse ruling on the same legal question would extend further into the Olympic preparation window than a properly completed application would. The choice of timeline is, in substantial part, within the applicant's control.

I respectfully encourage the Commission to require completeness before voting, to make clear in any continuance what the application record must contain before it returns to the agenda, and to direct staff and counsel to evaluate the applications against the full contractual and regulatory record (the Development Agreement, the Mountain Upgrade Plan, and the Land Management Code) rather than against any subset of that record.

I have long welcomed an opportunity to discuss these technical matters with the applicant and to be counted in the "community outreach" they have promoted, including at the previous work session on these applications. I remain willing and available to meet with staff, Commissioners, the applicant, and any legal counsel to discuss any of the items raised above so these applications can be properly completed and approved on a defensible record. Any alternative invites protraction of critical resort infrastructure upgrades that no one including the applicant, the City, the Commission, or the community wishes to see delayed by another few years.

Thank you for your attention and for your service to the community.

Respectfully,
Angela Moschetta

LETTER TO THE PARK CITY PLANNING COMMISSION SUPPORTING VAIL RESORT'S LIFT & LIFT REPLACEMENT PROJECTS AT PARK CITY MOUNTAIN RESORT

I am writing in support of Vail Resort's plan to replace and install new lifts at Park City Mountain Resort.

For many years a consensus evolved that animated our thinking: it was that Park City should become a 'worldclass' recreational resort mecca based on the strength of our ski product. The foundation for this consensus included constantly upgrading our public and private infrastructure, enhancing our guest hospitality experience, and building public/private partnerships based on communication and trust. We clearly understood that the economic underpinning of our prosperity required all of us to pull in the same direction. I still believe that the fundaments underpinning our past success exist and that our legacy of trust and open communication should inform our current decision-making.

It can hardly be argued that much of the ski lift infrastructure at Park City Mountain Resort is dated and in immediate need of replacement and/or enhancement. The conditions for city approval of these necessary infrastructure projects is now once again being debated before the Planning Commission and eventually before the City Council.

When talking about ski infrastructure, the ski resort industry often uses a metric called 'comfortable carrying capacity'. While there are varying views on the exact meaning of 'comfortable carrying capacity or CCC', it is the visitor experience that should always take precedence. Resorts measure CCC by measuring uphill lift capacity, acres and variety of terrain, wait times in lines, and technological enhancements.

Communities also indirectly measure 'community carrying capacity' by considering things like affordability, employee housing, traffic patterns, parking availability, resident satisfaction and aesthetics.

There is no 'one size fits all' magic formula to resolve every issues. At best these measurements are approximations as decision-makers try to achieve a 'Goldilocks' accommodation between various wants and desires. But the

key ingredient in achieving consensus is having a shared vision of our collective social and economic success, achieved through continued communication and trust building.

Let's consider our current trust deficit. Without pointing figures or casting blame, there can be little doubt that a rift has opened between Vail Resorts and a good number of people in the greater Park City community. In my discussions I sense a prevailing feeling that Vail has not done enough to fulfill their promise of helping Park City achieve it's goal of being worldclass.

To Vail's credit they have:

- Worked diligently to implement paid parking and general circulation improvements at the Park City base area;
- Built a new and much needed on-mountain restaurant;
- Secured large amounts of employee housing at the Canyons Village base;
- Contributed large amounts of cash and in-kind services to the community's non-profit providers; and
- Kept open lines of communication with the businesses and local governments

But despite these efforts, the past ski patrol strike, which gained national notoriety, coupled with a less than ideal snow winter and with previous local disagreements about the wisdom of upgrading and installing the proposed lifts has created an adversarial atmosphere that we as a community must now put behind us. Park City's stellar and hard-won national reputation has suffered greatly and with the looming Olympics we as a community can no longer afford to be at loggerheads and must move forward together.

Toward this end the Summit County and Park communities have also stepped up:

- High Valley Transportation's increased public transportation options and especially the new Rapid Bus project now under construction to help alleviate car traffic;
- The City and county's commitment to building more affordable housing;

- The new parking improvements planned at Richardson Flat and the Gordo Parcel;
- The Chamber's increased efforts to explore and pursue appropriate tourism strategies founded on ecological as well as economic values and principles; and
- The City's continued commitment to improving its public transportation options and pedestrian circulation.

Along with my fully supporting the installation and upgrading of the proposed lift projects, I suggest the following steps to help improve overall trust and relationship building:

- Earmark revenues from the resort's parking fees toward necessary community-wide parking, transportation and traffic mitigation efforts;
- Enhancing Aesthetics: Vail should commit to rehabilitating the derelict property they own along Bonanza Drive in proximity to the City's 5 acre site. Whether this be used for additional employee parking, housing or other needed uses, the aesthetics must be drastically improved so that Bonanza Drive begins functioning as a beautiful secondary community entryway.
- I further suggest that Vail CEO Rob Katz once again personally visit Park City to address the community's lingering doubts and concerns as he outlines Vail's plans for the future.

I am not a Pollyanna singing 'kumbaya', but I do think our collective self-interests mandate that we move forward together with all due speed.

Sincerely,

Myles Rademan, Local Resident

May 12, 2026

Hi,

My name is Chris Stringer. I live in the Blackhawk Station neighborhood. I would normally be more verbose and wax poetic on my support for increasing the load capacity at Eagle and Silverlode lifts, but this seems to be the most obviously needed upgrade on the resort. It would increase not only my enjoyment as a local, it would increase resort goer enjoyment, fueling visitor numbers, which fuel business numbers. It would also increase the amount of time our kids get to train, not waiting in lines to move to different terrain.

Please approve the lift upgrades.
-Chris

May 12, 2026

Dear planning commission,
I am writing to express my strong support for the lift enhancements proposed by Park City Mountain for the upcoming year. Given the high level of congestion currently experienced at the resort, I believe these upgrades are essential to improving the overall skier experience.
Our community relies on a positive experience for visitors to ensure return business. Both my husband’s livelihood and my own depend on the success of the local tourism industry. I see no significant drawbacks to these enhancements and believe they are necessary operational changes that will benefit Park City in the long term.
I ask that you take these considerations into account when making your decision. We should support initiatives that improve our resort's efficiency and guest satisfaction rather than standing in the way of progress.
Thank you for your time and your service.

Best regards,
Janine Troilo

Park city resident

May 12, 2026

Dear Planning Commission Members:

I wanted to take the opportunity to express my hope that the PC Planning Commission will look favorably upon the necessary improvements needed in ski lift capabilities at our town (Park City) mountain.

These necessary improvements are needed for our aging 30 year lift system. Past lift improvements such as the installation of the Crescent lift made great strides to get folks up the hill and anticipate these improvements will do the same.

As a local skier and season pass holder for the past 28 seasons it is apparent to many that improvements must be made to the system in order to move skiers up the mountain and away from the base similar to that of The Canyons side of the resort and the lift improvements made at Deer Valley in the last couple of years. The proposed upgrades to the Eagle lift and the installation of the new Silverlode lift can significantly improve the customer experience at the resort.

As someone who frequents our local resorts , I believe the proposed types of infrastructure improvements are periodically necessary to keep the experience in line with what we have grown to expect in our community. The ability to get around the mountain and enjoy what we have to offer without waiting in longer lift lines is what the customer expects today. As someone who usually skis for only about two to three hours in the morning, the proposed improvements will greatly enhance the time spent there.

Thank you for the opportunity to express my opinion, and I look forward to what I hope is a favorable opinion on the proposed improvements.

All the Best !

Bill Malone

May 12, 2026

Dear Planning Commission Team,

We are very encouraged by the proposed chairlift upgrades that Park City Mountain Resort is exploring and would like to express our strong support for these improvements. As a resort that hosts thousands of visitors each season, as well as many local employees and owners, we see firsthand how critical reliable and efficient lift infrastructure is to the overall mountain experience.

The chairlifts located immediately adjacent to our property experience consistently high demand, particularly during peak hours and busy holiday periods. Long lift lines not only impact guest satisfaction, but they also affect skier flow, safety, and the ability for both visitors and locals to fully enjoy the mountain. Upgrading the Eagle and Eaglet chairlifts would significantly improve circulation in this heavily used area and help alleviate congestion that spills into surrounding lifts and terrain.

Additionally, the Silverlode lift frequently experiences extended wait times and has become a well-known bottleneck. An upgrade to Silverlode would greatly enhance efficiency, allowing skiers and riders to move across the mountain more quickly and evenly. These improvements would benefit not just PCMR guests, but the entire Park

City community that relies on a well-functioning mountain during the winter season. I personally use this lift all the time and am constantly having to wait in its long line.

Investments in modernized lift infrastructure are essential to maintaining Park City's reputation as a world-class ski destination and to supporting the local economy that depends on tourism. We truly appreciate PCMR's commitment to enhancing the on-mountain experience and strongly believe these upgrades will provide meaningful, long-term benefits for guests, employees, and residents alike.

Thank you for your time and consideration.

Sincerely,

Victoria McLaughlin

May 11, 2026

Dear members of the Park City Planning Commission,

I am writing this email while visiting family and enjoying my home country of Switzerland, which like Park City is known for great ski/snowboard areas and hospitality. When I arrived in Park City 46 years ago, Park City Mountain was somewhat of a minor and unknown ski resort. During the different ownerships and with the arrival of Deer Valley, hundreds of millions of Dollars have been and keep being invested to make our town the world wide recognized resort area it is today. I have had the opportunity to ski in many high end resorts in Switzerland, Austria, Italy and France a well as in the US and Canada over the past few years; I am very impressed by the progress and investments I saw when it comes to modern chairlifts, tramways, etc. I believe that in order to stay competitive with these European and North American competitors it is imperative that the owners of our two resorts keep upgrading their uphill transportation. I cannot think of any reason why any business, government entity or individual would not be excited and welcome the prospect of our resorts wanting to upgrade existing chairlifts to provide a more expeditious and comfortable uphill experience for our guests and locals alike. As far as I can remember, until a couple of years ago upgrades to chairlifts by our resorts were never challgenged but rather were welcomed as they kept our resorts competitive and updated. I am of the understanding that unlike past chairlift upgrades, the ones now proposed by Park City Mountain will not result in an increase in uphill capacity but simply modernize the aging existing lifts.

I was made aware that the planned chairlift upgrades at Park City Mountain are on the agenda for your meeting on 5/13/26. While I understand that the Planning Commission has a duty to vet these proposals, I encourage you to allow Vail Resorts to install the proposed chairlifts as expeditiously as possible.

As always, I thank you for your service to our town.

Kind regards,

Hans Fuegi

May 11, 2026

Robert D Fuller

Park City, UT 84060

May 11, 2026

Dear Park City Planning Commission,

Park City is an amazing place, which is why many people have chosen to make Park City their full-time or part-time home. In the late 1860's soldiers found silver in the canyon that led to full-time residents. More residents arrived when the Transcontinental Railroad completion led to workers being laid off and then deciding to settle in Parley's Park. The further discovery of lead, zinc and gold led to the booming population and settling of what became in 1872 to Parley's Park City to be shortened to Park City.

Park City endured devastating fires, and like all mining boom towns, it was followed by a bust. The town struggles like so many towns with the stock market crash and changing economic conditions. A man named Alf Engen set a ski jump world record at Ecker Hill in Snydersville, then the first ski lift goes in at Snow Park which is now Deer Valley. Mining comes to a halt, and Park City is just another ghost town with its own red-light district.

In 1958 the United Park City Mines looked to diversify and started a study to begin the Treasure Mountain Resort, landing a federal grant in 1963 to start a new ski resort. Park City is now world renowned for its skiing, inviting citizens and the town's historic charm. Skiing SAVED this ghost town. Skiers want to ski and have a choice on where to go skiing. If Park City becomes known for its long lines and inability to park after paying top dollar, people will choose to go other places. We also need the parking garage. The plans for this top resort have been in place for quite some time, and the time has come. It will come at a cost, and for me personally I live at Snowflower, so it will affect us directly positively and yes some negatively, however this is ultimately about what's best for all Part City, its citizens and its future. I fully support the expansion and improvements of both lifts.

We have to make the sacrifice for future generations and the lovey town and resort of Park City.

Robert D Fuller
Snowflower
[redacted]

May 11, 2026

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We have to make the sacrifice for future generations and the lovey town and resort of Park City.

May 11, 2026

Dear Park City Planning Commission,

As an avid skier and pass holder at Park City, I urge you to pass the lift upgrades and improvements to Park City by Vail Resorts.

The current lift infrastructure at Park City is grossly out of date and inefficient. Ski days are constantly disrupted by stopped lifts due to antiquated lifts and maintenance issues which lead to long lift lines.

As a ski town reliant on tourism, we need to support our ski areas. Please work with Vail Resorts and pass the needed lift improvements.

Thank you for your time,

Martha Krieg

May 10, 2026

Dear Park City Planning Department,

My name is Scott Stinson, and I own a condo in Snow Flower building 1 condominiums. I am concerned that relocating the Eagle lift as proposed will add significant congestion in the area and detrimentally affect Snow Flower property owners.

Although I have seen the large scale aerial picture of the proposed realignment, I think that the areas under discussion should be visually marked (with stakes and taping) to provide perspective on what is planned, and allow owners and public to better understand impact.

Thank you,

sincerely,

Scott Stinson

May 9, 2026

Dear Planning Commissioners,

I am writing in strong support of the proposed replacement of the Eagle and Eaglet lifts and the upgrade to Silverlode Express at Park City Mountain Resort. As a longtime Park City local, hospitality and ski industry professional, and former Chair of the Park City Chamber & Visitors Bureau Board of Directors, I respectfully urge the Planning Commission to approve both applications.

Park City’s identity, economy, and community are deeply connected to the success of our resort industry. Our local businesses, workforce, nonprofit organizations, and residents all benefit when our resorts thrive and to do so we need to support them to continue to invest in infrastructure that improves the guest and resident experience alike. Supporting thoughtful reinvestment in mountain operations is not about tourism and visitor growth, it is about supporting the long-term vitality and competitiveness of Park City as a world-class mountain community.

Importantly, these are modernization projects, not terrain expansion projects. The Eagle and Eaglet lifts are more than 30 years old and serve one of the busiest areas of the resort. The proposed replacement would greatly improve the skier experience.

Similarly, Silverlode Express is one of the resort’s most heavily utilized lifts and a critical connector between terrain, dining, and mountain amenities. Upgrading the existing six-passenger lift to an eight-passenger lift would help reduce lift lines and improve the overall flow of skiers across the mountain.

These projects represent private investment in aging infrastructure within an established resort footprint and through a transparent public review process. I appreciate the extensive community engagement that has taken place.

As someone who has spent years working in hospitality, destination marketing, and the ski industry, I believe continued reinvestment in resort infrastructure is essential to maintaining Park City’s competitiveness and protecting the quality of the guest experience that our local economy depends on. Standing still is not an option in today’s increasingly competitive global ski market. With the 2034 Olympic and Paralympic Winter Games ahead, these types of improvements are even more important to ensuring Park City continues to perform at the level expected of an international mountain destination.

I respectfully encourage the Planning Commission to approve both applications.

Thank you for your time, consideration, and continued service to our community.

Sincerely,

Susie English

5/8/26

Dear Planning Commissioners,

I am writing in strong support of the proposed replacement of the Eagle and Eaglet lifts and the upgrade to Silverlode Express at Park City Mountain Resort. As a longtime Park City local, hospitality and ski industry professional, and former Chair of the Park City Chamber & Visitors Bureau Board of Directors, I respectfully urge the Planning Commission to approve both applications.

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As someone who has spent years working in hospitality, destination marketing, and the ski industry, I believe continued reinvestment in resort infrastructure is essential to maintaining Park City's competitiveness and protecting the quality of the guest experience that our local economy depends on. Standing still is not an option in today's increasingly competitive global ski market. With the 2034 Olympic and Paralympic Winter Games ahead, these types of improvements are even more important to ensuring Park City continues to perform at the level expected of an international mountain destination.

I respectfully encourage the Planning Commission to approve both applications.

Thank you for your time, consideration, and continued service to our community.

Sincerely,

Susie English

Susie English

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

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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

May 8, 2026

Our community has a rich heritage, rooted in its 19th-century silver mines. As a small western town, we were fortunate to find a new way to utilize our mountains with the advent of skiing. And in 1963, a million-dollar Area Redevelopment Administration loan from the Kennedy administration helped our town on its pathway to becoming one of the world's great winter destinations.

Few of us were here in 1963. We came later to be part of the lifestyle Park City offered, centered on our city's two ski areas and a memorable Historic Main Street. I first skied Park City in 1973. And 15 years later, I made it my forever home. All told, I've now skied Park City Mountain 38 consecutive seasons.

The lift upgrades proposed for Park City Mountain offer an opportunity to enhance the ski experience for all of us and for our visitors, while improving operating efficiency for the mountain. There are only winners here!

While the original Eagle chairlift provided an excellent connection for the race hill, it was never an efficient way to access the mountain. The proposed changes would dramatically improve mountain entry for skiers and riders, providing them with a comfortable, modern ride. Silverlode has always served us well, providing access to some of the most popular terrain on the mountain. But there are more modern, efficient lifts today that can better serve those runs. It improves the experience for skiers and riders. And it provides the resort with a more efficient operation. Again -- there are only wins here!

Since Vail Resorts' acquisition of Canyons (2013) and Park City Mountain (2014), my engagement with the sport there has improved dramatically. My friends and family who come to Park City enjoy a better experience today. From its initial $50 million investment in new infrastructure, our original hometown mountain has continued to offer a remarkable opportunity for locals and visitors alike.

Our town thrives because of the investments made by our resort operators. I'm proud to call Park City my home. And I look forward to skiing at Park City Mountain and Deer Valley Resort each winter. As a hometown skier who has spent nearly 40 years on this mountain, I urge the Planning Commission to allow Park City Mountain to invest in upgrading these two lifts for the benefit of the skiers and riders who enjoy the mountain and for our entire community.

Thank you for your consideration.

Tom Kelly

May 8, 2026

Dear Park City Planning Commission Members,

I am writing in support of the proposed Eagle and Silverlode lift replacement projects at Park City Mountain.

My name is Sophie Goldschmidt, President & CEO of U.S. Ski & Snowboard, the National Governing Body for ski and snowboard sports in the United States. U.S. Ski & Snowboard is headquartered in Park City, Utah, and provides leadership, high-performance support, and athlete development pathways across 11 disciplines: Alpine, Cross Country, Freeski, Freestyle Moguls, Freestyle Aerials, Nordic Combined, Ski Jumping, Snowboarding, Para Alpine, Para Snowboard and Para Nordic. We support athletes from the grassroots and club level through to World Cups, World Championships and the Olympic and Paralympic Games.

Many athletes on the U.S. Ski & Snowboard national teams live and train in the Park City area to be close to our Center of Excellence, which serves as the central training ground and for our national teams. Park City Mountain is also the home resort for many of these athletes and plays an important role in their daily training environment. In addition, the Park City Ski & Snowboard club development program has long been one of the most important pipelines for athlete development in the United States, producing numerous U.S. Ski & Snowboard Team athletes and Olympic and Paralympic medalists.

These proposed lift upgrades are an important investment in the future of Park City Mountain's infrastructure and will significantly improve the experience for athletes, community members and tourists. Reduced wait times, improved mountain circulation and more efficient access to terrain will not only enhance the guest experience, but also create meaningful benefits for athlete training and development. In elite sport, maximizing quality on-snow repetitions is critical and efficient lift infrastructure plays a direct role in supporting high-performance training environments.

As we look ahead to the 2034 Winter Olympic Games in Salt Lake City, athlete development in Utah remains a major focus for our organization. We are committed to continuing to invest in pathways that help develop the next generation of American athletes, with the goal of seeing Utah-based athletes succeed on the world stage at a home Olympic Games.

We believe these projects represent an important long-term investment in skiing and snowboarding in Park City and Utah and will benefit national team athletes, local youth programs, the broader community and the many guests who visit Park City Mountain each year.

Thank you for your consideration and support of these important improvements.

Sincerely,
Sophie Goldschmidt
President & CEO
U.S. Ski & Snowboard

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Thank you for your consideration and support of these important improvements.

Sincerely,
Sophie Goldschmidt
President & CEO
U.S. Ski & Snowboard

May 8, 2026

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 06, 2026

Via Email

Ryan Dickey
Mayor
ryan.dickey@parkcity.gov

Christin Van Dine
Planning Commission Chair
christin.vandine@parkcity.gov

Rebecca Ward
Planning Director
rebecca.ward@parkcity.gov

Adam Lenhard
City Manager
adam.lenhard@parkcity.gov

Margaret Plane
City Attorney
marget.plane@parkcity.gov

Adam Strachan
Planning Commission (Appointee)
[redacted]

Park City Planning Commission
planning@parkcity.gov

Re*: *Formal Objection to Planning Commissioner Adam Strachan's Participation in Chairlift-Related Applications; Demand for Recusal; Reservation of All Legal Rights

Dear Park City Officials:

This firm represents a group of concerned citizens who have appeared in the proceedings concerning proposed chairlift upgrades by Vail Resorts and Park City Mountain (collectively, "Vail/PCM") before the Park City Planning Commission. We write on behalf of our clients to lodge a formal objection to the participation of newly reappointed Planning Commissioner Adam Strachan in any proceedings, deliberations, votes, or other actions related to applications by Vail/PCM. This objection is sent to all listed city officials so that the record is complete, and no

party can claim lack of notice.

On their behalf, we demand that Commissioner Strachan recuse himself immediately and completely from all such matters. We further demand that the Planning Commission, Planning Director, City Manager, and Mayor take affirmative steps to ensure that Commissioner Strachan does not participate, directly or indirectly, in any aspect of these proceedings.

I. BACKGROUND

The Park City Planning Director previously approved certain chairlift upgrades proposed by Vail Resorts and Park City Mountain under a single Administrative Conditional Use Permit application. That approval was appealed by four local residents with standing. The appeal was granted, and the prior approval was reversed, requiring Vail/PCM to submit new applications. Vail/PCM twice challenged the appeal in Utah courts. Summit County's Third District Court and the Utah Court of Appeals both upheld the appeal. Vail/PCM have now submitted two Conditional Use Permit applications (Silverlode, PL-26-06820; Eagle, PL-26-06821) for the same lifts. Those applications are now pending before the Planning Commission. A site visit and work session regarding the applications was completed on March 25, 2026. We understand that no formal vote has been taken on the new applications.

In March 2026, Park City advertised three Planning Commission vacancies, opened a public application process, and stated appointments would be made in the fall. On March 31st, in an email to staff, Mayor Ryan Dickey announced he would use his authority and appoint Adam Strachan to the seat vacated when Former Planning Commissioner Bill Johnson resigned in late February for personal reasons. The timing of this appointment, made as new Vail/PCMR chairlift applications are back before the Planning Commission, raises serious concerns about the integrity and impartiality of the Commission's forthcoming review.

II. COMMISSIONER STRACHAN'S CONFLICTS OF INTEREST

A. Concurrent Financial Interest

We understand that Commissioner Strachan maintains an active professional relationship as legal counsel for the Applicant, Vail/PCMR. While the legal work he performs is allegedly unrelated to land-use matters, the financial and professional bond is concurrent with the Applicant's pending lift upgrade CUP applications.

This representation establishes a direct professional and financial relationship between Commissioner Strachan and the party that now appears before the Commission seeking approval on pending CUP applications that have undergone one work-session without Strachan. We note that Chair Van Dine recused herself from the second hearing on the ACUP appeal citing the fact that she missed the prior meeting.

Under general principles governing the conduct of attorney-adjudicators, a person who has served as legal counsel to a party should not serve as a neutral adjudicator in a proceeding in which that former or current client has a direct interest. The fact that Strachan reportedly does not advise Vail/PCM on land use matters does not eliminate the conflict. Vail/PCM is the same client. The resort operations and the land at issue are the same. The financial interest in the outcome is direct.

Utah and local law mandates that quasi-judicial officials such as Planning Commissioners maintain strict neutrality to satisfy constitutional due process, specifically when their impartiality might reasonably be questioned due to ongoing professional and financial ties.

Under Park City Municipal Code (PCMC) § 3-1-7, commissioners are barred from private employment that is "incompatible with the proper discharge of official duties" or would "impair independence of judgment". An active attorney-client relationship with Vail Resorts while adjudicating their lift upgrades creates a structural impairment of this independent judgment.

All appointed officers must file a Disclosure Statement of Personal or Financial Interest under PCMC § 3-2. This includes disclosing any entity regulated by the city where the official serves as an "agent"—a term that explicitly includes attorneys representing a client. Failure of Strachan to recuse himself from matters involving Vail/PCMR after any such disclosure violates the "Avoidance of Impressions of Corruptibility" mandated in PCMC § 3-1-8.

The Utah Municipal Officers' and Employees' Ethics Act also prohibits officials from having a personal investment in any business entity that would create a conflict in fulfilling that officer's duty.. Because the lift upgrades directly impact resort capacity and revenue, and Commissioner Strachan is currently compensated and employed by Vail, and is personally invested in Vail/PCMR's financial wellbeing, he likely faces an inescapable conflict under Utah Code § 67-16-9.

B. Public Advocacy at Prior Appeal Hearings

Perhaps most significantly, Commissioner Strachan appeared at the June 8, 2022 appeal hearing in the prior chairlift proceedings - either on his own volition or (most likely) at the direct request of his client - without any official capacity and publicly advocated in favor of Vail/PCM's position. Specifically, he addressed the Planning Commission and the appellants and stated, in substance, that the appeal should not be granted and that the Commission should rule in favor of the project.

The full hearing is available here: https://parkcityut.portal.civicclerk.com/event/1364/media.

Commissioner Strachan's statements at those hearings included the following:

> "I always remembered as a Planning Commissioner, 'What are we really here to do?' You're here to review an appeal, and it's a de novo review, as you well know. But that

> doesn't mean you don't give the Planning Director and the staff deference, because they're professionals and they do this for a living. I always did. I found it resulted in a lot of great decisions.
>
> Sometimes you have to second guess them. But overall, they're doing a very fine job of what they do, and they did a good job here. I read the final action letter from the Planning Director. Very detailed. Those conditions of approval are about as well drafted as I've seen.
>
> An excellent staff report. Kudos. Again, shows that there's been an in-depth analysis. This isn't a rubber stamp. They're putting this applicant through the wringer as they should.
>
> And you also have two consultants, who have echoed what the Planning Director and the staff member have all concluded. And with that, although it's a de novo review, you do have that body of knowledge to stand on. So I urge you to look at it and to adopt it.
>
> In terms of the evidence, it's not at all clear. In fact, I don't think there is a correlation - at least not that I could find - between an increase in carrying capacity and an increase in parking."

This is not a technical or abstract conflict. Commissioner Strachan took an active, public, adversarial position against the appellants and in favor of the very party whose applications he is now being positioned to judge. Strachan, an attorney, also acknowledged the "de novo" nature of the review and still directed the Planning Commission to give deference to "experts," deference that was specifically addressed by both Utah Courts as inapplicable and irrelevant.

His demonstrated bias is documented in the public record of the prior proceedings. No reasonable person could conclude that he is capable of rendering an impartial decision on any matter related to these applications.

III. APPLICABLE LEGAL STANDARDS

The Park City Municipal Code § 3-1-7(A) (Incompatible Employment) and § 3-1-8 (Avoidance of Impressions of Corruptibility) mandates that city officials avoid ***even the appearance of conflict*** between public duties and private interests. Under these provisions, all City officials must conduct private affairs "so as not to give a reasonable basis for the impression" that they can be "improperly influenced". An ongoing attorney-client relationship between a Planning Commissioner and an applicant, like Vail/PCM, creates a structural conflict under PCMC § 3-1-7 regarding incompatible employment and § 3-2 regarding financial interests in regulated entities. The recent Utah Court of Appeals ruling on the lift upgrade appeal emphasized that the Planning Commission must act as a

neutral fact-finder, a standard that is compromised when a commissioner has active financial ties to the resort.

Similarly, under Utah Municipal Ethics Act § 10-3-1304, no public officer shall use their position to provide a "substantial economic benefit" to another in a way that would improperly influence a reasonable person.

To avoid an erosion in the public trust adherence, the purpose of Utah Code § 67-16-1 *et al* and similar state ethics laws is specifically to strengthen the faith and confidence of the people of Utah in the integrity of their government and to establish standards of conduct for areas where actual or potential conflicts of interest exist between public duties and private interests. The ongoing relationship between Commissioner Strachan and Vail/PCM creates an "appearance of impropriety" that undermines the impartiality required for quasi-judicial land-use decisions.

Under Utah land use law and the Utah Municipal Land Use, Development, and Management Act (LUDMA), Utah Code Ann. § 10-20-101 et seq., participants in administrative land use proceedings have a due process right to a decision by an impartial decision-maker. Bias, prejudgment, or a disqualifying conflict of interest on the part of a hearing officer or board member is grounds to void any resulting decision. The City should not appoint a land-use authority who will automatically accept any proposal from an applicant who pays his bills. This defeats the entire structure established in LUDMA.

The standard for recusal or removal is not whether actual bias can be proven beyond doubt, but whether a reasonable person, knowing all the relevant facts, would question the decision-maker's impartiality. Commissioner Strachan's prior and ongoing client relationship with Vail/PCM, combined with his documented public advocacy against this appeal, satisfies that standard many times over. Ongoing legal fees paid by an applicant to a presiding official generally meets this threshold. See Utah Code §§ 67-16-5, 9, § 10-3-1304; Park City Municipal Code §§ 3-1-7(A), 3-1-8.

Additionally, Utah Code Ann. § 10-3-1305 and related provisions governing municipal officer conduct impose independent obligations of disclosure and recusal when a conflict of interest exists.

A commissioner with a conflict risks making a decision "arbitrary, capricious, or illegal" and subject to reversal.

IV. DEMAND FOR RECUSAL AND PROTECTIVE ACTION

In light of the forgoing conflict, we respectfully demand that the City take the following actions:

1. Commissioner Strachan recuse himself, voluntarily and immediately, from all proceedings, deliberations, votes, briefings, and communications related to any Vail

Resorts or Park City Mountain Resort applications concerning chairlift upgrades or related land use matters.

2. The Planning Commission Chair, Planning Director, and City Manager take affirmative steps to enforce this recusal and ensure that Commissioner Strachan does not participate, directly or indirectly, in any aspect of these matters.

3. The City Attorney conduct an investigation of the apparent violation and provide a written opinion that is made available to the public addressing Commissioner Strachan's conflicts of interest and the legal sufficiency of his participation.

4. Mayor Dickey provide in writing the basis for Commissioner Strachan's appointment and certify that the appointment was not made for the purpose of securing a particular outcome in any pending or anticipated land use proceeding.

V. RESERVATION OF RIGHTS

Our clients hereby expressly reserve all legal rights, including but not limited to the right to challenge any decision, approval, or action in which Commissioner Strachan participates on due process and conflict of interest grounds. We further reserve the right to seek injunctive relief, mandamus, or other appropriate remedies in the event that Commissioner Strachan is permitted to participate in these proceedings over this objection.

This letter is submitted for the record and will be cited in any future legal proceedings arising from Commissioner Strachan's participation. Silence or inaction in response to this letter will itself be part of the record. We appreciate your attention to this matter.

Sincerely,

BENNETT TUELLER JOHNSON & DEERE

Hyrum J. Bosserman

cc: Dierdra Walsh, Vice President and COO, Park City Mountain
Bill Rock, President, Mountain Division, Vail Resorts
Rob Katz, CEO, Vail Resorts

ADDENDUM: Statement of Former Planning Commissioners

We, the undersigned, are former members of the Park City Planning Commission. We each served on the Commission during the appeal proceedings concerning the proposed chairlift upgrades by Vail Resorts and Park City Mountain Resort, and we presided over those hearings in our capacity as commissioners.

We write neither as parties nor as advocates for any side, but as former adjudicators with direct, firsthand knowledge of the standards and norms governing commissioner conduct on this Commission. In that capacity we state the following:

It was the understood and observed practice during our tenure that any commissioner with a prior professional relationship with a party appearing before the Commission, or who had publicly expressed a position on a pending matter, was expected to recuse from that matter without exception. This was not a matter of discretion. It was a baseline ethical obligation that each of us took seriously and observed.

Commissioner Strachan's circumstances as described in the accompanying letter are, in our judgment, disqualifying under those same standards. His prior legal representation of Vail Resorts, his voluntary appearance at the appeal hearings to publicly advocate against the appellants and in favor of Vail's position, and his reappointment at the moment new applications from that same party are pending do not present a close question.

Each of us is prepared to testify under oath to the norms and practices described herein in any administrative, judicial, or other proceeding in which Commissioner Strachan's participation is challenged.

Former Commissioner John Kenworthy, Park City Planning Commission, Years of Service: 2018-2023

Former Commissioner Laura Suesser, Park City Planning Commission, Years of Service: 2016-2025

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 [redacted], 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 [redacted]., 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

Park City Planning Commission, March 18, 2026

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.

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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 [redacted]. 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: **2376 Lucky John Drive**
Application: **PL-25-06459**
Author: **Elissa Martin, Planning Project Manager**
Date: **May 27, 2026**
Type of Item: **Administrative – Plat Amendment**

Recommendation

(I) Review the proposed Holiday Ranchettes Lot 43 Plat Amendment (2376 Lucky John Drive) to relocate a ten-foot-wide perforated drainage easement, (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:	Frank and Rose Ann Gay
Representative:	Justin Keys, Hoggan Lee Hutchinson
Location:	2376 Lucky John Drive
Zoning District:	Single Family
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

Terms that are capitalized as proper nouns throughout this staff report are defined in LMC § 15-15-1.

Summary

2376 Lucky John Drive is Lot 43 of the Holiday Ranchettes Subdivision and is a 1.05-acrewith a Single-Family Dwelling (SFD) constructed in 1978 and an accessory barn. The Applicant proposes a Plat Amendment to relocate a 10-foot-wide underground perforated drain easement that runs east-west through the property to the north to demolish and construct a new SFD (See Applicant's Statement, Exhibit B).

[1] LMC § 15-7.1-2

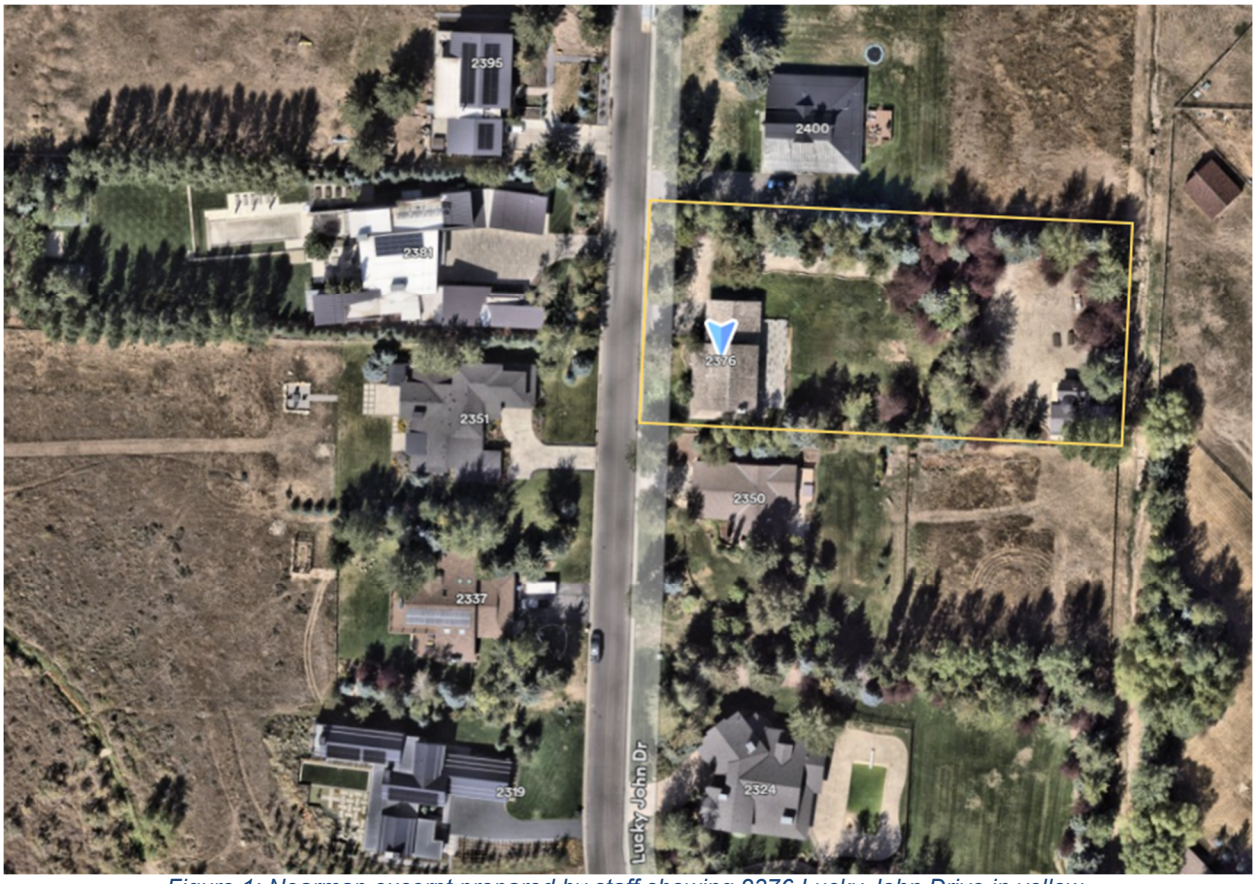


Figure 1: Nearmap excerpt prepared by staff showing 2376 Lucky John Drive in yellow.


Figure 2: Applicant's photo submittal showing the SFD looking east/northeast.

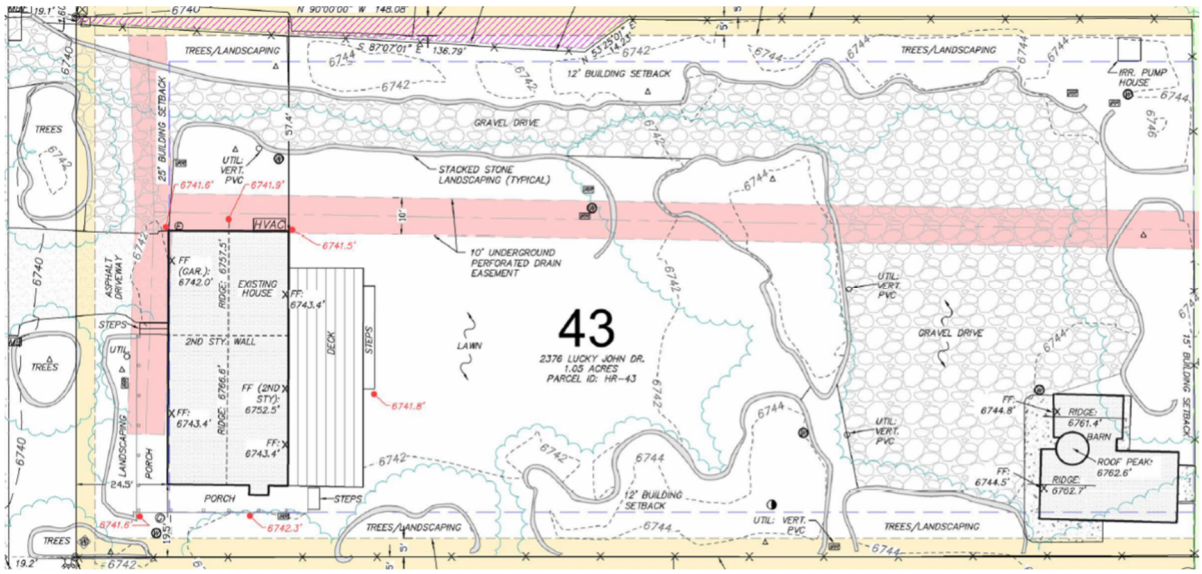


Figure 3: Existing Conditions Survey showing SFD, barn, and underground perforated drainage easement in red.

Background

On May 16, 1974, the City Council approved the Holiday Ranchettes Subdivision Plat, a 101-Lot Subdivision within the Park Meadows neighborhood (Exhibit C). Each lot contains a five-foot drainage and utility easement on the front and side Lot lines and a seven-foot drainage and utilities easement on the rear Lot line. Additionally, many Lots contain a 30-foot-wide non-exclusive bridle path and utility easement and ten-foot-wide drainage easement.

Lot 43 is one such lot with the 30-foot-wide bridle easement running north-south along the rear property line and the ten-foot-wide drainage easement running east-west to the adjacent Lot 49. The Applicant's Existing Conditions Survey (Exhibit D) shows the bridle easement in green and perforated drainage easement in pink:

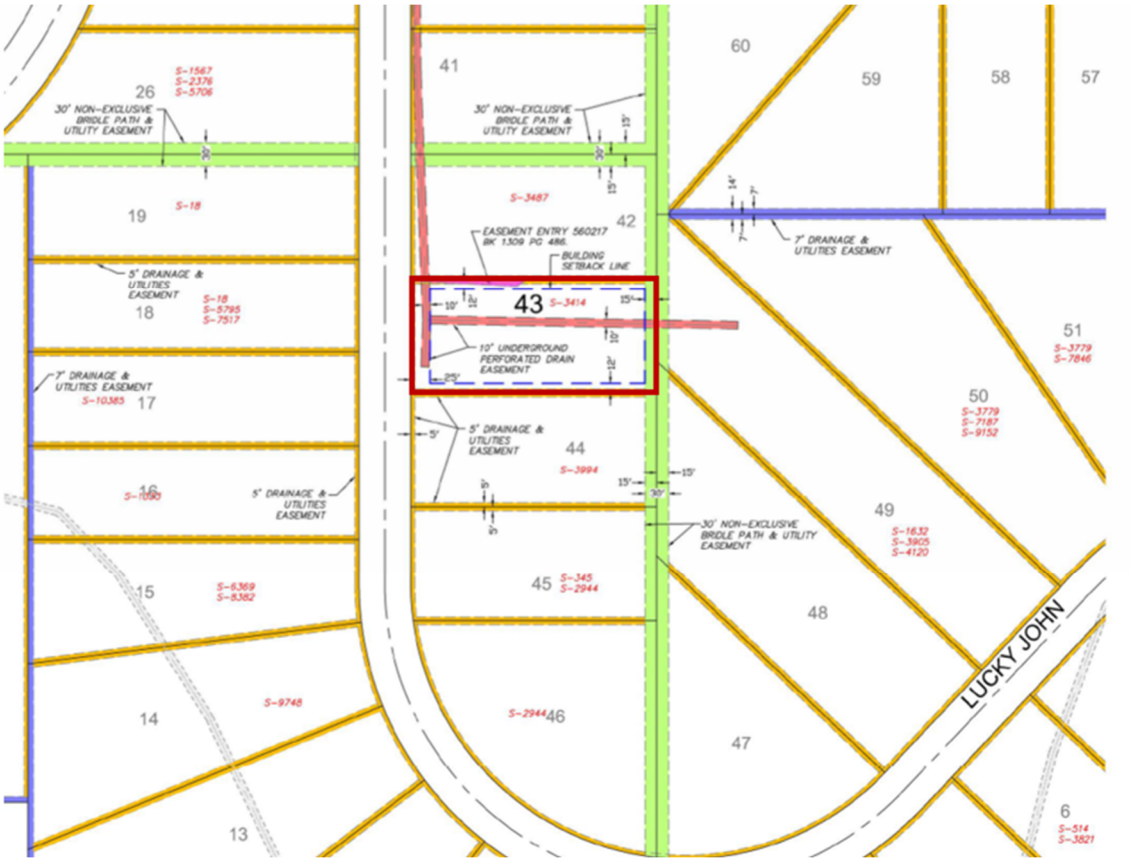


Figure 4: Applicant's exhibit outlining existing conditions with the 30-foot-wide bridle path and utility easement in green and ten-foot-wide underground perforated drain easement in pink.

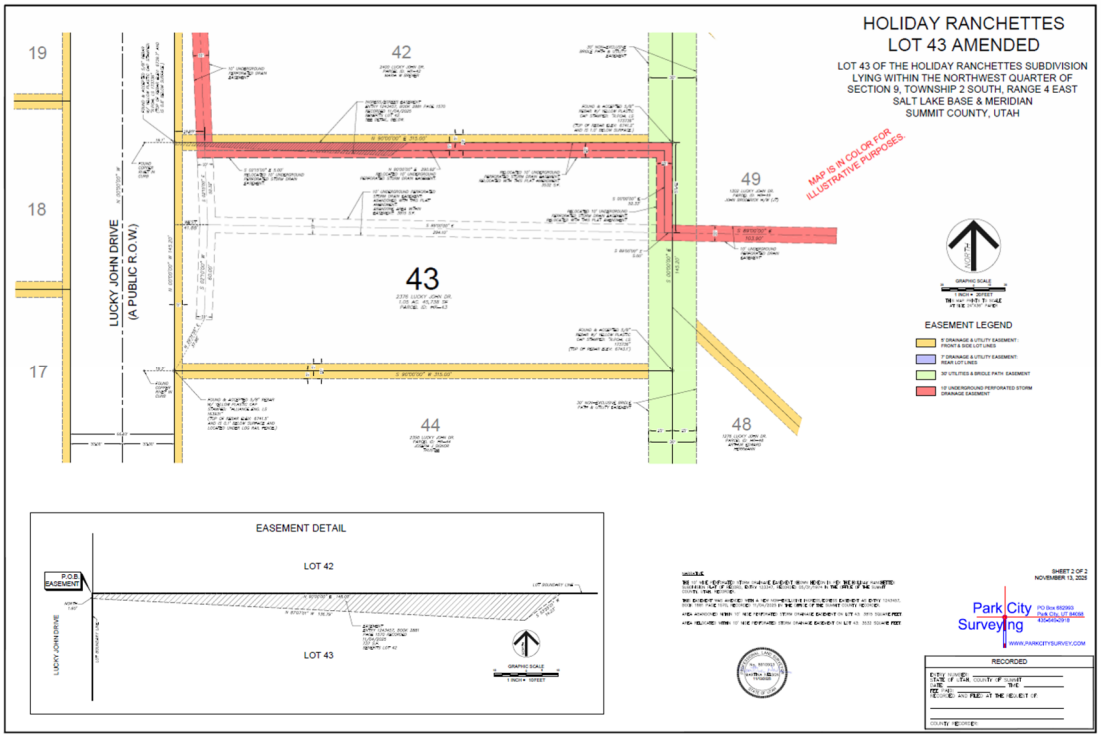


Figure 5: The Applicant's proposed Plat Amendment shifts the ten-foot-wide perforated drain easement to the north side and east rear property lines to overlap with the existing drainage and utility easements.

On March 3, 2025, the Applicant applied for a Plat Amendment. The City's Development Review Committee, including the Engineering Department and utility providers, reviewed the Applicant's proposal on April 1, 2025, and did not require any Conditions of Approval.[2] However, the Application was placed on hold until the Applicant submitted documentation that all with an interest in the easement approved the relocation.

On April 1, 2026, the Applicant submitted a letter from the president of the Holiday Ranchettes Mutual Water Company, stating they do not object to the relocation of the drainage easement with the following condition:

> *. . if the perforated drain line is dug up by any future construction on Lot 43, the Owners will connect to it, run it to the north property line easement and make sure it flows east to our irrigation ditch, which is in the middle of the Bridle Path Easement on their east property line.*
>
> (See Exhibit B, Applicant's Statement and Exhibits).

Staff incorporated this Condition of Approval in the draft Final Action Letter.

Analysis

(I) The proposed Holiday Ranchettes Lot 43 Plat Amendment complies with Land Management Code Chapter 15-2.11 establishing regulations for the Single Family Zoning District.

SFDs are an allowed use in the Single Family Zoning District (Land Management Code (LMC) § 15-2.11-2(A)(1)).

LMC § 15-2.11-3 outlines the Lot and Site requirements for the Single Family Zoning District and no minimum or maximum Lot size is established. The maximum Density for a Subdivision is three units per acre. No changes to Density are proposed as part of this Plat Amendment. Any new construction on the property will be required to meet the Single Family Zoning District regulations in effect at the time of application submittal.

(II) There is Good Cause for the Holiday Ranchettes Lot 43 Plat Amendment.

LMC § 15-7.1-3(B) requires the Planning Commission to find Good Cause for a Plat Amendment and to make a finding that no Public Street, Right-of-Way, or easement has been vacated or amended.

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

[2] See Analysis Section III.

City community."

Staff finds Good Cause for the Plat Amendment because:

- The ten-foot-wide perforated drain easement is retained on the site, shifted to the north side and the east rear property line.
- On April 1, 2026, Cliff Read, President of the HR Mutual Water Company, Inc. submitted a letter indicating they do not object to the relocation of the easement on one condition. Staff incorporated this condition as a required Plat Note:

  If the perforated drain line is dug up by any future construction on Lot 43, the Owners will connect to it, run it to the north property line easement, and make sure it flows east to the HR Mutual Water Company, Inc. irrigation ditch, which is in the middle of the Bridle Path Easement on the east of the property line.
- Staff recommends a Condition of Approval requiring a ten-foot-wide snow storage easement be added to the Plat for Lot 43 along Lucky John Drive prior to recordation.
- While not enforced by the City, applicable homeowner association Covenants, Conditions, and Restrictions continue to apply.
- Lot 43 is 145.20 feet wide and 315 feet deep. Even though the east-west ten-foot-wide perforated drainage easement that was platted on the 1974 Holiday Ranchettes Subdivision limited the 1978 construction of the SFD on the Lot, Lot 43 is of a similar Lot width and depth as those Lots to the north and south within the Lucky John Drive streetscape. Relocation of the ten-foot-wide perforated drain easement will allow for compatible infill for the property under the same regulations applicable to these same Lots that range in width from 145.20 to 160.20 feet and depth from 311.64 to 315 feet:

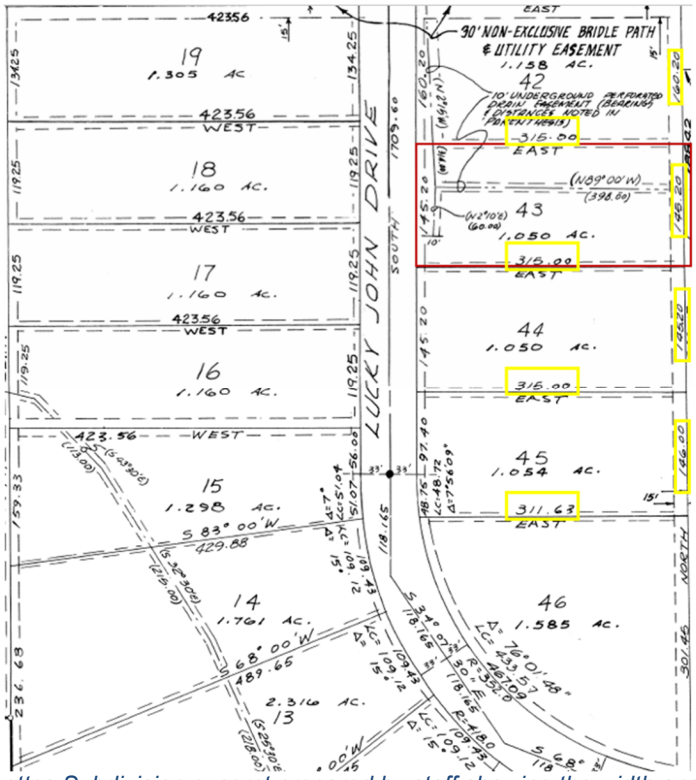


Figure 6: Holiday Ranchettes Subdivision excerpt prepared by staff showing the width and depth of adjacent Lots.

(III) The Development Review Committee reviewed this proposal on April 1, 2025, and does not require any Conditions of Approval.[3]

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 May 13, 2026. Staff mailed courtesy notice to property owners within 300 feet and posted notice on the property on May 13, 2026. The *Park Record* published notice on May 13, 2026.[4]

Public Input

Staff did not receive any public input at the time this report was published.

Alternatives

[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

The Planning Commission may:

- Approve the Holiday Ranchettes Lot 43 Plat Amendment.
- Deny the Holiday Ranchettes Lot 43 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: Applicant Statement and Exhibits
C: 1974 Holiday Ranchettes Subdivision
D: Existing Conditions Survey
E: Applicant's Photo Submittal

Planning Department

May 27, 2026

Justin Keys, Hoggan Lee Hutchinson

CC: Frank and Rose Ann Gay

NOTICE OF PLANNING COMMISSION ACTION

Description

Address:	2376 Lucky John Drive Lot 43 of the Holiday Ranchettes Subdivision
Zoning District:	Single Family
Application:	Plat Amendment
Project Number:	PL-25-06459
Action:	APPROVED WITH CONDITIONS (See Below)
Date of Final Action:	May 27, 2026
Project Summary:	The Applicant proposes a Plat Amendment to relocate a ten-foot-wide perforated drainage easement that runs east-west through the Lot to the north side and east rear property lines.

Action Taken

On May 27, 2026, the Planning Commission conducted a public hearing and approved the Holiday Ranchettes Lot 43 Amended Plat according to the following findings of fact, conclusions of law, and conditions of approval:

Findings of Fact

1. 2376 Lucky John Drive is a 1.05-acre Lot 43 of the Holiday Ranchettes Subdivision with a Single-Family Dwelling (SFD) constructed in 1978 and an accessory barn.
2. The Applicant proposes a Plat Amendment to relocate a 10-foot-wide underground perforated drain easement that runs east-west through the property to the north side and east rear property lines.
3. On May 16, 1974, the City Council approved the Holiday Ranchettes Subdivision Plat, a 101-Lot Subdivision within the Park Meadows neighborhood.

DRAFT

   a. Each lot contains a five-foot drainage and utility easement on the front and side Lot lines and a seven-foot drainage and utilities easement on the rear Lot line.
   b. Many Lots contain a 30-foot-wide non-exclusive bridle path and utility easement and ten-foot-wide drainage easement. Lot 43 is one such Lot with the 30-foot-wide bridle easement running north-south along the rear property line and the ten-foot-wide drainage easement running east-west to the adjacent Lot 49.
4. On March 3, 2025, the Applicant applied for a Plat Amendment.
5. The City's Development Review Committee, including the Engineering Department and utility providers, reviewed the Applicant's proposal on April 1, 2025, and does not require Conditions of Approval.
6. Staff placed the Application on hold until the Applicant submitted documentation that all with an interest in the easement approved of the relocation.
7. On April 1, 2026, the Applicant submitted a letter from the president of the Holiday Ranchettes Mutual Water Company, stating they do not object to the relocation of the drainage easement with the following condition*: if the perforated drain line is dug up by any future construction on Lot 43, the Owners will connect to it, run it to the north property line easement and make sure it flows east to our irrigation ditch, which is in the middle of the Bridle Path Easement on their east property line.*
8. The property is in the Single Family Zoning District.
   a. Land Management Code (LMC) § 15-2.11-3 outlines the Lot and Site requirements for the Single Family Zoning District and no minimum or maximum Lot size is established.
   b. The maximum Density for a Subdivision is three units per acre. No changes to Density within the Holiday Ranchettes Subdivision are proposed as part of this Plat Amendment.
9. LMC § 15-7.1-3(B) requires the Planning Commission to find Good Cause for a Plat Amendment and to make a finding that no Public Street, Right-of-Way, or easement has been vacated or amended.
10. 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."

DRAFT

11. There is Good Cause for the Plat Amendment:
    a. The ten-foot-wide perforated drain easement is retained on the site, shifted to the north side and the east rear property line.
    b. A ten-foot-wide snow storage easement Lot 43 along Lucky John Drive will be added to the Plat Amendment prior to recordation.
    c. While not enforced by the City, applicable homeowner association Covenants, Conditions, and Restrictions continue to apply.
    d. Lot 43 is 145.20 feet wide and 315 feet deep. Even though the east-west ten-foot-wide perforated drainage easement that was platted on the 1974 Holiday Ranchettes Subdivision limited the 1978 construction of the SFD on the Lot, Lot 43 is of a similar Lot width and depth as those Lots to the north and south within the Lucky John Drive streetscape. Relocation of the ten-foot-wide perforated drain easement will allow for compatible infill for the property under the same regulations applicable to these same Lots that range in width from 145.20 to 160.20 feet and depth from 311.64 to 315 feet.

Conclusions of Law

1. The Holiday Ranchettes Lot 43 Amended Plat complies with LMC Chapter 15-2.11 *Single Family Zoning District*.
2. The Holiday Ranchettes Lot 43 Amended Plat complies with LMC Chapters 15-7 *Subdivision General Provisions* and 15-7.1 *Subdivision Procedures*.
    a. There is Good Cause for this Plat Amendment.
    b. No Public Street, Right-of-Way, or easement has been vacated.
    c. Neither the public nor any person will be materially injured by the proposed Plat Amendment.
    d. 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 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.
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

DRAFT

3. Prior to recordation of the Plat Amendment:
    a. The Applicant shall add a ten-foot-wide snow storage easement for the City's benefit on Lot 43 along Lucky John Drive.
    b. The Applicant shall add the following Plat Note: If the perforated drain line is dug up by any future construction on Lot 43, the Owners will connect to it, run it to the north property line easement, and make sure it flows east to the HR Mutual Water Company, Inc. irrigation ditch, which is in the middle of the Bridle Path Easement on the east of the property line.

If you have questions or concerns regarding this Final Action Letter, please call 435-615-5060 or email elissa.martin@parkcity.gov.

Sincerely,

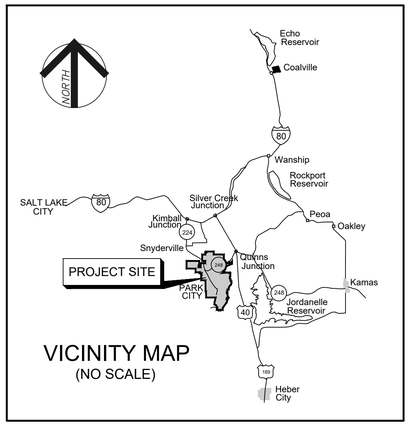
Christin Van Dine, Planning Commission Chair

CC: Elissa Martin, Planning Project Manager

DRAFT

HOLIDAY RANCHETTES
LOT 43 AMENDED

LOT 43 OF THE HOLIDAY RANCHETTES SUBDIVISION LYING WITHIN THE NORTHWEST QUARTER OF SECTION 9, TOWNSHIP 2 SOUTH, RANGE 4 EAST SALT LAKE BASE & MERIDIAN SUMMIT COUNTY, UTAH



VICINITY MAP
(NO SCALE)

MAP IS IN COLOR FOR ILLUSTRATIVE PURPOSES.



GRAPHIC SCALE
100 0 50 100
1 INCH = 100 FEET
THIS MAP PRINTS TO SCALE AT SIZE 24"X36" PAPER

EASEMENT LEGEND

- 5' DRAINAGE & UTILITY EASEMENT : FRONT & SIDE LOT LINES
- 7' DRAINAGE & UTILITY EASEMENT: REAR LOT LINES
- 30' UTILITIES & BRIDLE PATH EASEMENT
- 10' UNDERGROUND PERFORATED STORM DRAINAGE EASEMENT
- 10' IRRIGATION DITCH EASEMENT

PLAT NOTES

1. THE PURPOSE OF THIS PLAT AMENDMENT IS TO RELOCATE THE 10' WIDE UNDERGROUND PERFORATED STORM DRAIN EASEMENT ON LOT 43, AS SHOWN HEREON.

2. SEE ORIGINAL HOLIDAY RANCHETTES SUBDIVISION, ENTRY 123347, RECORDED 05/31/1974 IN THE OFFICE OF THE SUMMIT COUNTY, UTAH, RECORDER.

3. SEE RECORD OF SURVEY S-11807, RECORDED 02/03/2025 IN THE OFFICE OF THE SUMMIT COUNTY, UTAH, RECORDER.

4. THIS PLAT IS SUBJECT TO THE CONDITIONS OF APPROVAL OF ORDINANCE 25_____.

5. THIS PROPERTY LIES WITHIN FEMA FLOOD ZONE "X, FIRM RATE PANEL 49043C0917D, EFFECTIVE DATE 03/21/2021.

6. A 10 WIDE FRONT SNOW STORAGE EASEMENT SHALL BE DEDICATED WITH THIS PLAT AMENDMENT.

7. A PREVIOUS DRIVEWAY AND ACCESS EASEMENT BENEFITING LOT 42 HAS BEEN AMENDED AND REPLACED WITH THE NEW DRIVEWAY AND ACCESS EASEMENT AS SHOWN ON SHEET 2 OF THIS PLAT AMENDMENT. SEE ORIGINAL EASEMENT ENTRY 560217, BOOK 1309 PAGE 486, RECORDED 03/01/2001. NEW NON-EXCLUSIVE INGRESS/EGRESS EASEMENT IS ENTRY 1243457, BOOK 1881 PAGE 1570, RECORDED 11/04/2025.

8. A WATER RIGHT DEED BENEFITING LOT 43 EXISTS AS ENTRY 1234854, BOOK 2860, PAGE 1777, RECORDED 05/23/2025.

LEGAL DESCRIPTION
LOT 43 OF HOLIDAY RANCHETTES SUBDIVISION, ON FILE AND OF RECORD IN THE OFFICE OF THE SUMMIT COUNTY RECORDER AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING 1336.56' FEET SOUTH 00°00'00" WEST OF A FOUND AND ACCEPTED 5/8" REBAR AND CAP AT THE NORTHEAST CORNER OF LOT 34, HOLIDAY RANCHETTES SUBDIVISION (BASIS OF BEARING BEING SOUTH 00°00'00" WEST A DISTANCE OF 1772.96 FEET BETWEEN SAID FOUND AND ACCEPTED LOT CORNER REBAR AND CAP AT THE NORTHEAST CORNER OF SAID LOT 34 AND A FOUND AND ACCEPTED 5/8" REBAR AT THE SOUTHEAST CORNER OF LOT 45 OF SAID HOLIDAY RANCHETTES SUBDIVISION) AND BEING THE TRUE POINT OF BEGINNING; THENCE SOUTH 145.20 FEET; THENCE WEST 315.00 FEET; THENCE NORTH 145.20 FEET; THENCE EAST 315.00 FEET TO THE TRUE POINT OF BEGINNING.

CONTAINS 1.05 ACRES.

SURVEYOR'S CERTIFICATE

I, MARTINA NELSON, CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR AND THAT I HOLD LICENSE NO. 8910903, 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 AND HAVE VERIFIED THE BOUNDARY LOCATIONS IN ACCORDANCE WITH UTAH SECTION 17-73-504 AND HAVE VERIFIED OR PLACED MONUMENTS AS REPRESENTED ON THE PLAT. I DO FURTHER CERTIFY THAT BY AUTHORITY OF THE OWNERS, I HAVE PREPARED THIS SUBDIVISION PLAT, HEREAFTER TO BE KNOWN AS HOLIDAY RANCHETTES LOT 43 AMENDED AND THAT THE SAME HAS BEEN CORRECTLY SURVEYED AND STAKED ON THE GROUND.

I FURTHER CERTIFY THAT THIS PLAT AMENDMENT IS A CORRECT REPRESENTATION OF THE LAND SURVEYED AND HAS BEEN PREPARED IN CONFORMITY WITH THE MINIMUM STANDARDS AND REGULATIONS OF THE LAW.

OWNER'S DEDICATION AND CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENTS THAT KRISTINE D. MACLAY AND JOHN D. MACLAY, THE UNDERSIGNED OWNERS OF THE HEREIN DESCRIBED TRACT OF LAND, HOLIDAY RANCHETTES LOT 43, DO HEREBY CERTIFY THAT WE HAVE CAUSED THIS PLAT TO BE PREPARED, HEREAFTER TO BE KNOWN AS HOLIDAY RANCHETTES LOT 43 AMENDED, AND DO HEREBY CONSENT TO THE RECORDATION OF THIS PLAT.

IN WITNESS WHEREOF, WE HAVE HEREUNTO SET OUR HAND THIS _____ DAY OF _____, 20____.

_____
KRISTINE D. MACLAY

_____
JOHN D. MACLAY

ACKNOWLEDGMENT

STATE OF _____

COUNTY OF _____

ON THIS _____ DAY OF _____, 20____, KRISTINE D. MACLAY AND JOHN D. MACLAY 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 THEY ARE THE LANDOWNERS, AND THAT SAID DOCUMENT WAS SIGNED BY THEM, AND THEY ACKNOWLEDGED TO ME THAT THEY EXECUTED THIS HOLIDAY RANCHETTES LOT 43 AMENDED PLAT.

SIGNATURE _____

A NOTARY PUBLIC COMMISSIONED IN _____

PRINTED NAME _____

RESIDING IN _____

MY COMMISSION EXPIRES: _____

COMMISSION NUMBER _____

SHEET 1 OF 2
NOVEMBER 13, 2025

Park City Surveying
PO Box 682993
Park City, UT 84068
435-649-2918
WWW.PARKCITYSURVEY.COM

SNYDERVILLE BASIN WATER RECLAMATION DISTRICT	PARK CITY PLANNING COMMISSION	ENGINEER'S CERTIFICATE	APPROVAL AS TO FORM	CERTIFICATE OF ATTEST	RECORDED
REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN WATER RECLAMATION DISTRICT STANDARDS ON THIS _____ DAY OF _____, 20____. _____ S.B.W.R.D. REPRESENTATIVE	APPROVED AND ACCEPTED BY THE PARK CITY PLANNING COMMISSION ON THIS _____ DAY OF _____, 20____. _____ PLANNING COMMISSION CHAIRMAN	I FIND THIS PLAT TO BE IN ACCORDANCE WITH INFORMATION ON FILE IN MY OFFICE THIS _____ DAY OF _____, 20____. _____ PARK CITY ENGINEER	APPROVED AS TO FORM THIS _____ DAY OF _____, 20____. _____ PARK CITY ATTORNEY	I CERTIFY THIS RECORD OF SURVEY MAP WAS APPROVED BY PARK CITY COUNCIL THIS _____ DAY OF _____, 20____ _____ PARK CITY RECORDER	ENTRY NUMBER: _____ STATE OF UTAH, COUNTY OF SUMMIT DATE: _____ TIME: _____ FEE PAID: _____ RECORDED AND FILED AT THE REQUEST OF: _____ COUNTY RECORDER:

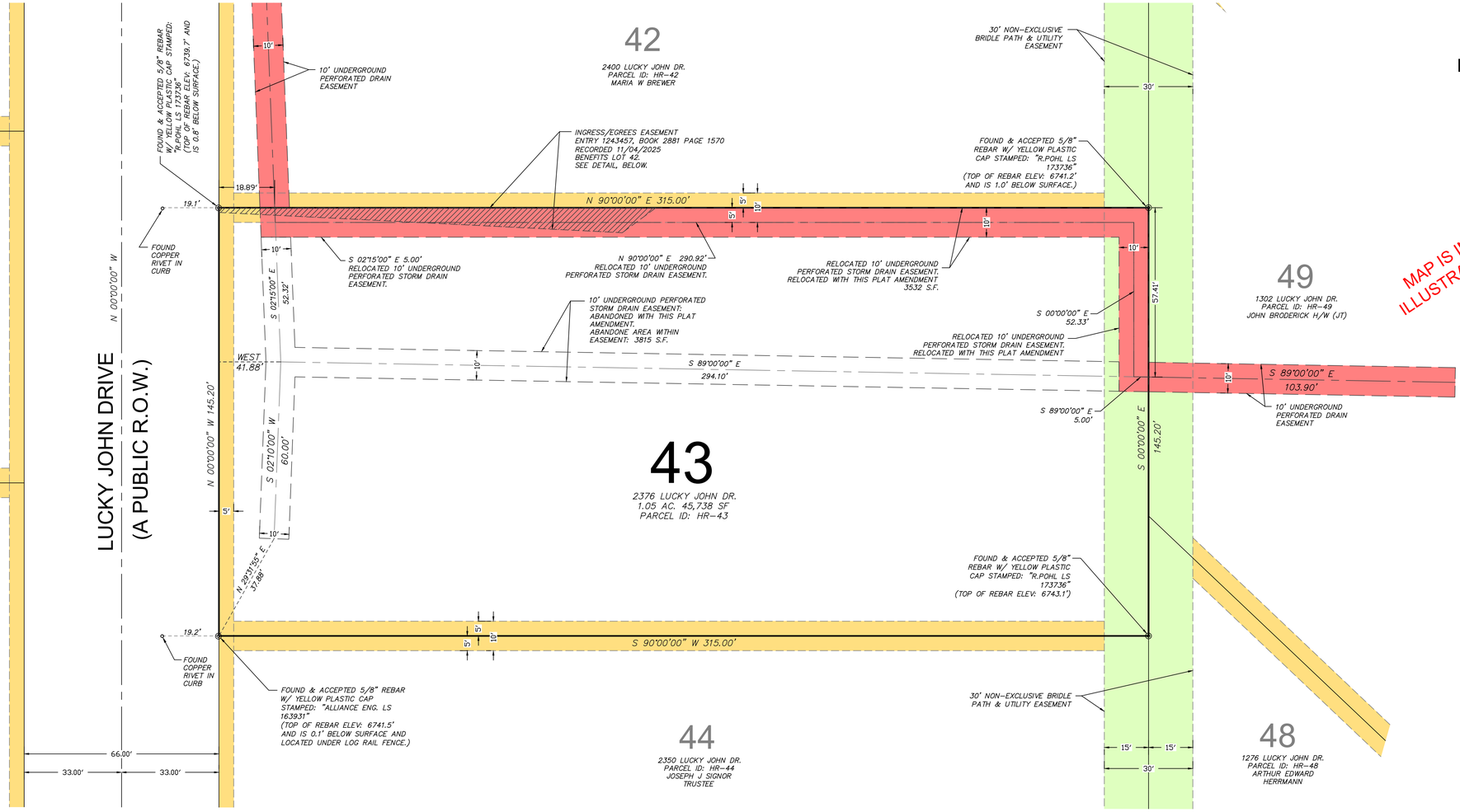
PUBLIC SAFETY ANSWERING POINT APPROVAL
APPROVED THIS _____ DAY OF _____, 20____. _____ BY: JEFF WARD, GIS DIRECTOR SUMMIT COUNTY GIS COORDINATOR

D:\Park City Surveying Dropbox\Park City Surveying Team Folder\2Drive\FS\Holiday Ranchettes\LOTS\HOLIDAY RANCHETTES 43 PLAT AMENDMENT-EASE v3.dwg, 1, 11/13/2025 7:24:49 AM

HOLIDAY RANCHETTES
LOT 43 AMENDED

LOT 43 OF THE HOLIDAY RANCHETTES SUBDIVISION
LYING WITHIN THE NORTHWEST QUARTER OF
SECTION 9, TOWNSHIP 2 SOUTH, RANGE 4 EAST
SALT LAKE BASE & MERIDIAN
SUMMIT COUNTY, UTAH

MAP IS IN COLOR FOR ILLUSTRATIVE PURPOSES.



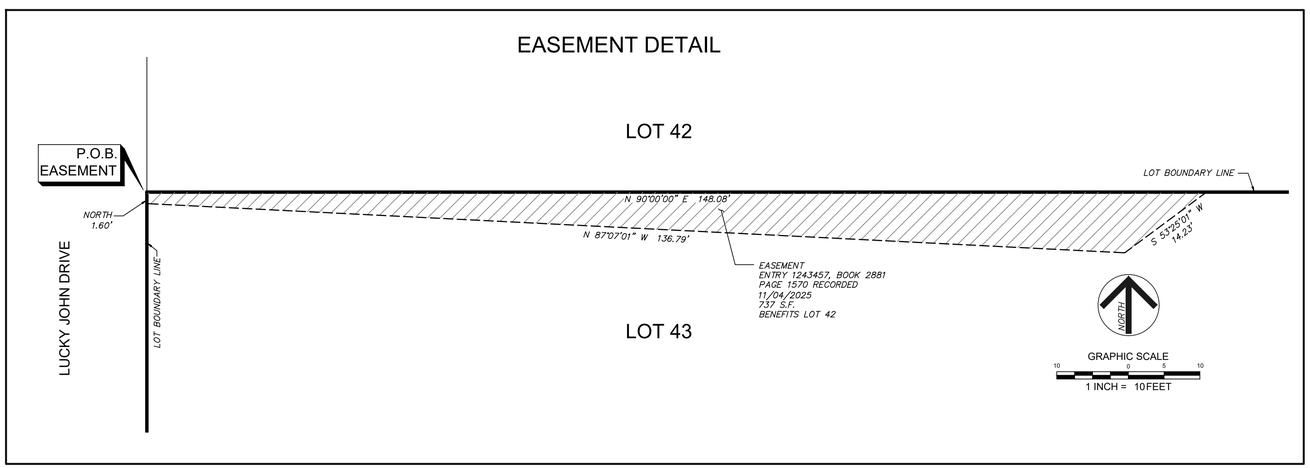


GRAPHIC SCALE
20 0 10 20
1 INCH = 20FEET
THIS MAP PRINTS TO SCALE AT SIZE 24"X36" PAPER

EASEMENT LEGEND

- 5' DRAINAGE & UTILITY EASEMENT : FRONT & SIDE LOT LINES
- 7' DRAINAGE & UTILITY EASEMENT: REAR LOT LINES
- 30' UTILITIES & BRIDLE PATH EASEMENT
- 10' UNDERGROUND PERFORATED STORM DRAINAGE EASEMENT

EASEMENT DETAIL



NARRATIVE

THE 10' WIDE PERFORATED STORM DRAINAGE EASEMENT SHOWN HEREON IS PER THE HOLIDAY RANCHETTES SUBDIVISION PLAT OF RECORD, ENTRY 123347, RECORDED 05/31/1974 IN THE OFFICE OF THE SUMMIT COUNTY, UTAH, RECORDER.

THIS EASEMENT WAS AMENDED WITH A NEW NON-EXCLUSIVE INGRESS/EGRESS EASEMENT AS ENTRY 1243457, BOOK 1881 PAGE 1570, RECORDED 11/04/2025 IN THE OFFICE OF THE SUMMIT COUNTY RECORDER.

AREA ABANDONED WITHIN 10' WIDE PERFORATED STORM DRAINAGE EASEMENT ON LOT 43: 3815 SQUARE FEET.

AREA RELOCATED WITHIN 10' WIDE PERFORATED STORM DRAINAGE EASEMENT ON LOT 43: 3532 SQUARE FEET.



SHEET 2 OF 2
NOVEMBER 13, 2025

Park City Surveying
PO Box 682993
Park City, UT 84068
435-649-2918
WWW.PARKCITYSURVEY.COM

RECORDED

ENTRY NUMBER: _____
STATE OF UTAH, COUNTY OF SUMMIT
DATE: _____ TIME: _____
FEE PAID: _____
RECORDED AND FILED AT THE REQUEST OF:

_____

_____

COUNTY RECORDER:

D:\Park City Surveying Dropbox\Park City Surveying Team Folder\2Drive\HVF\5\Holiday Ranchettes\LOTS\HOLIDAY RANCHETTES 43 PLAT AMENDMENT-EASE v3.dwg, 2, 11/13/2025 7:24:51 AM

HOGGAN LEE HUTCHINSON

Cara L. Stuart
Attorney at Law

cara@hlhparkcity.com

May 22, 2026

VIA EMAIL

Park City Planning Department
445 Marsac Avenue
Park City, UT 84060

Re: Updated 2376 Lucky John Drive, Park City, Utah 84060-Lot 43, Holiday Ranchettes Plat Amendment Description of Project Intent and Scope of Work

To Whom It May Concern:

Our firm represents Frank and Rose Ann Gay, the prior record property owner (collectively, the "Prior Owner") of 2376 Lucky John Drive, Park City, Utah 84060 (the "Property"). At the request of the Planning Department, this letter shall serve as an update to the original March 4, 2025 Description of Project Intent and Scope of Work as required for a Subdivision Plat Plan Review for the Holiday Ranchettes Subdivision Amended Plat for the Property (the "Plat Amendment").

Project Intent:

The Holiday Ranchettes Subdivision plat was recorded on May 31, 1974 as instrument no. 123347 in the Summit County Recorder's office (the "Original Plat."), which was enclosed with the original Plat Amendment application. On the Original Plat, the Property is subject to an easement entitled "10' Underground Perforated Drain Easement" (the "Easement") which runs directly through the Property and along the frontage adjacent to Lucky John Drive. On or about May 23, 2025, the Prior Owner sold the Property to John D. Maclay and Kris Maclay (collectively, the "Maclays"), agreeing as a condition of the sale to continue pursuing the Plat Amendment for Maclays' benefit.

As a condition of the Plat Amendment, the Planning Department required written approval from HR Mutual Water Company to proceed with the Plat Amendment application to relocate the Easement. That approval was obtained on April 1, 2026, in a letter from Cliff Read, President of HR Mutual Water Company, attached hereto as Exhibit A.

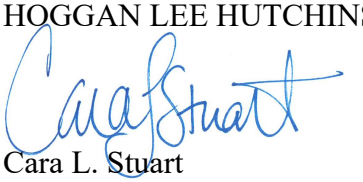
Scope of Work:

For the Plat Amendment, Prior Owner engaged Martina Nelson with Park City Surveying to survey the Property and prepare the proposed Holiday Ranchettes Lot 43 Amended plat attached hereto as Exhibit B.

Please contact our office with any questions.

Sincerely,

HOGGAN LEE HUTCHINSON



Cara L. Stuart

EXHIBIT A

Letter of Approval from HR Mutual Water Company

Docusign Envelope ID: 21D62E57-DA89-8874-83AE-3BA746D29576

April 1, 2026

VIA EMAIL

John D. Maclay
Kris Maclay
506 Fall River Road
Houston, Texas 77024
jdmaclay@comcast.net
kmaclay@comcast.net

Re: HR 43 Plat Amendment Application

Dear Mr. and Mrs. Maclay,

H R Mutual Water Company, Inc. has no objection to relocating the 10 foot wide underground perforated drain easement shown in middle of Lot 43 of the Holiday Ranchettes Plat to the north property line as shown in your attached drawing, provided that if the perforated drain line is dug up by any future construction on Lot 43, the Owners will connect to it, run it to the north property line easement and make sure it flows east to our irrigation ditch, which is in the middle of the Bridle Path Easement on their east property line.

Best Regards,

Signed by:
Cliff Read, President
2B442091059 4AF

Cliff Read, President
H R Mutual Water Company, Inc.
435-640-3750

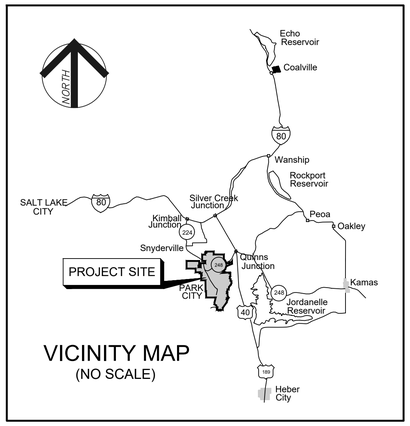
cc: Park City Planning Commission (via email)

EXHIBIT B

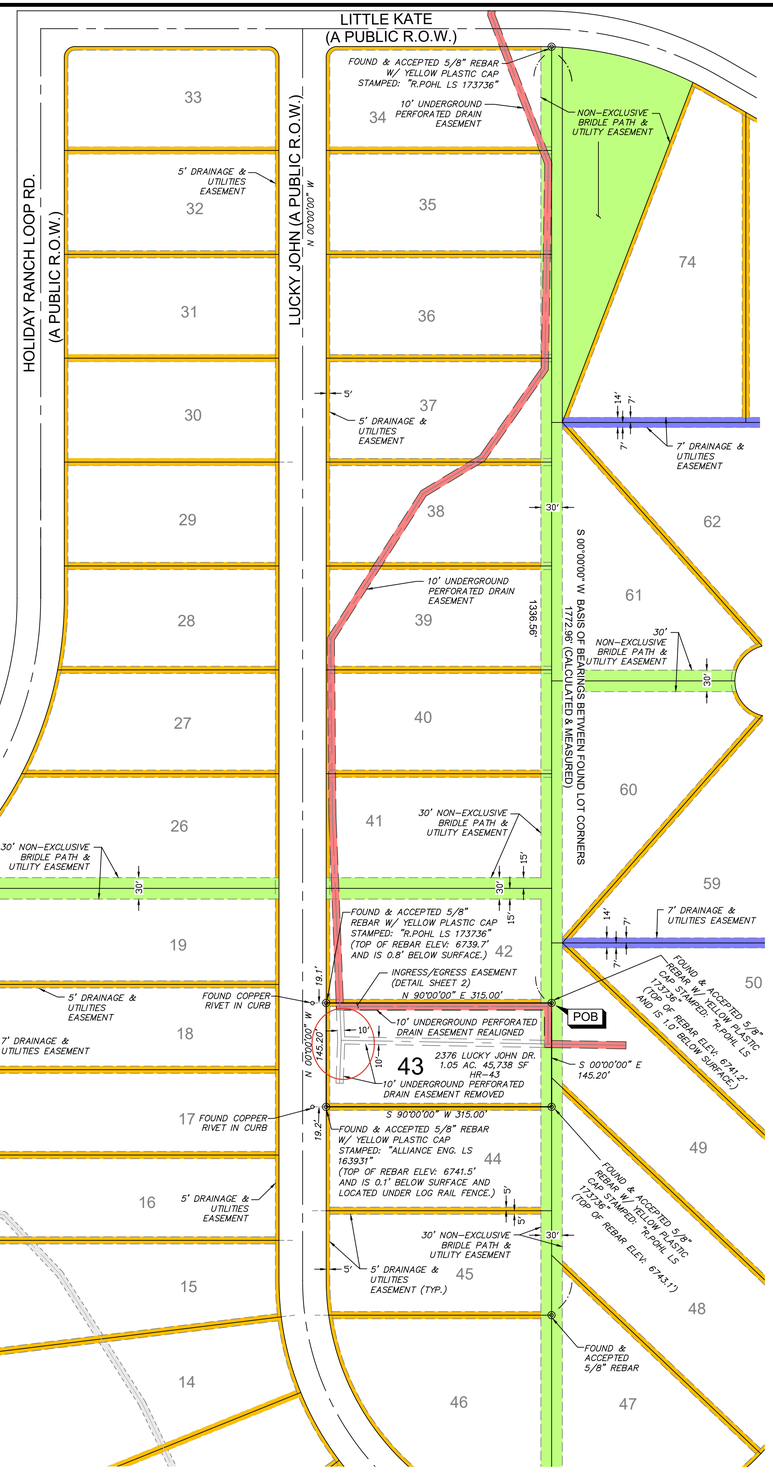
HOLIDAY RANCHETTES LOT 43 AMENDED PLAT (PROPOSED)

HOLIDAY RANCHETTES
LOT 43 AMENDED

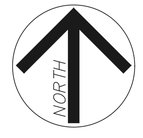
LOT 43 OF THE HOLIDAY RANCHETTES SUBDIVISION LYING WITHIN THE NORTHWEST QUARTER OF SECTION 9, TOWNSHIP 2 SOUTH, RANGE 4 EAST SALT LAKE BASE & MERIDIAN SUMMIT COUNTY, UTAH



VICINITY MAP
(NO SCALE)



MAP IS IN COLOR FOR ILLUSTRATIVE PURPOSES.



GRAPHIC SCALE
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1 INCH = 100 FEET
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EASEMENT LEGEND

- 5' DRAINAGE & UTILITY EASEMENT : FRONT & SIDE LOT LINES
- 7' DRAINAGE & UTILITY EASEMENT: REAR LOT LINES
- 30' UTILITIES & BRIDLE PATH EASEMENT
- 10' UNDERGROUND PERFORATED STORM DRAINAGE EASEMENT
- 10' IRRIGATION DITCH EASEMENT

SURVEYOR'S CERTIFICATE

I, MARTINA NELSON, CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR AND THAT I HOLD LICENSE NO. 8910903, 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 AND HAVE VERIFIED THE BOUNDARY LOCATIONS IN ACCORDANCE WITH UTAH SECTION 17-73-504 AND HAVE VERIFIED OR PLACED MONUMENTS AS REPRESENTED ON THE PLAT. I DO FURTHER CERTIFY THAT BY AUTHORITY OF THE OWNERS, I HAVE PREPARED THIS SUBDIVISION PLAT, HEREAFTER TO BE KNOWN AS HOLIDAY RANCHETTES LOT 43 AMENDED AND THAT THE SAME HAS BEEN CORRECTLY SURVEYED AND STAKED ON THE GROUND.

I FURTHER CERTIFY THAT THIS PLAT AMENDMENT IS A CORRECT REPRESENTATION OF THE LAND SURVEYED AND HAS BEEN PREPARED IN CONFORMITY WITH THE MINIMUM STANDARDS AND REGULATIONS OF THE LAW.

PROFESSIONAL LAND SURVEYOR
No. 8910903
MARTINA NELSON
11/13/2025
STATE OF UTAH

PLAT NOTES

1. THE PURPOSE OF THIS PLAT AMENDMENT IS TO RELOCATE THE 10' WIDE UNDERGROUND PERFORATED STORM DRAIN EASEMENT ON LOT 43, AS SHOWN HEREON.
2. SEE ORIGINAL HOLIDAY RANCHETTES SUBDIVISION, ENTRY 123347, RECORDED 05/31/1974 IN THE OFFICE OF THE SUMMIT COUNTY, UTAH, RECORDER.
3. SEE RECORD OF SURVEY S-11807, RECORDED 02/03/2025 IN THE OFFICE OF THE SUMMIT COUNTY, UTAH, RECORDER.
4. THIS PLAT IS SUBJECT TO THE CONDITIONS OF APPROVAL OF ORDINANCE 25_____.
5. THIS PROPERTY LIES WITHIN FEMA FLOOD ZONE "X, FIRM RATE PANEL 49043C0917D, EFFECTIVE DATE 03/21/2021.
6. A 10 WIDE FRONT SNOW STORAGE EASEMENT SHALL BE DEDICATED WITH THIS PLAT AMENDMENT.
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BEGINNING 1336.56' FEET SOUTH 00°00'00" WEST OF A FOUND AND ACCEPTED 5/8" REBAR AND CAP AT THE NORTHEAST CORNER OF LOT 34, HOLIDAY RANCHETTES SUBDIVISION (BASIS OF BEARING BEING SOUTH 00°00'00" WEST A DISTANCE OF 1772.96 FEET BETWEEN SAID FOUND AND ACCEPTED LOT CORNER REBAR AND CAP AT THE NORTHEAST CORNER OF SAID LOT 34 AND A FOUND AND ACCEPTED 5/8" REBAR AT THE SOUTHEAST CORNER OF LOT 45 OF SAID HOLIDAY RANCHETTES SUBDIVISION) AND BEING THE TRUE POINT OF BEGINNING; THENCE SOUTH 145.20 FEET; THENCE WEST 315.00 FEET; THENCE NORTH 145.20 FEET; THENCE EAST 315.00 FEET TO THE TRUE POINT OF BEGINNING.

CONTAINS 1.05 ACRES.

OWNER'S DEDICATION AND CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENTS THAT KRISTINE D. MACLAY AND JOHN D. MACLAY, THE UNDERSIGNED OWNERS OF THE HEREIN DESCRIBED TRACT OF LAND, HOLIDAY RANCHETTES LOT 43, DO HEREBY CERTIFY THAT WE HAVE CAUSED THIS PLAT TO BE PREPARED, HEREAFTER TO BE KNOWN AS HOLIDAY RANCHETTES LOT 43 AMENDED, AND DO HEREBY CONSENT TO THE RECORDATION OF THIS PLAT.

IN WITNESS WHEREOF, WE HAVE HEREUNTO SET OUR HAND THIS _____ DAY OF _____, 20____.

_____
KRISTINE D. MACLAY

_____
JOHN D. MACLAY

ACKNOWLEDGMENT

STATE OF _____

COUNTY OF _____

ON THIS _____ DAY OF _____, 20____, KRISTINE D. MACLAY AND JOHN D. MACLAY 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 THEY ARE THE LANDOWNERS, AND THAT SAID DOCUMENT WAS SIGNED BY THEM, AND THEY ACKNOWLEDGED TO ME THAT THEY EXECUTED THIS HOLIDAY RANCHETTES LOT 43 AMENDED PLAT.

SIGNATURE _____

A NOTARY PUBLIC COMMISSIONED IN _____

PRINTED NAME _____

RESIDING IN _____

MY COMMISSION EXPIRES: _____

COMMISSION NUMBER _____

SHEET 1 OF 2
NOVEMBER 13, 2025

Park City Surveying
PO Box 682993
Park City, UT 84068
435-649-2918
WWW.PARKCITYSURVEY.COM

SNYDERVILLE BASIN WATER RECLAMATION DISTRICT	PARK CITY PLANNING COMMISSION	ENGINEER'S CERTIFICATE	APPROVAL AS TO FORM	CERTIFICATE OF ATTEST	RECORDED
REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN WATER RECLAMATION DISTRICT STANDARDS ON THIS _____ DAY OF _____, 20____. _____ S.B.W.R.D. REPRESENTATIVE	APPROVED AND ACCEPTED BY THE PARK CITY PLANNING COMMISSION ON THIS _____ DAY OF _____, 20____. _____ PLANNING COMMISSION CHAIRMAN	I FIND THIS PLAT TO BE IN ACCORDANCE WITH INFORMATION ON FILE IN MY OFFICE THIS _____ DAY OF _____, 20____. _____ PARK CITY ENGINEER	APPROVED AS TO FORM THIS _____ DAY OF _____, 20____. _____ PARK CITY ATTORNEY	I CERTIFY THIS RECORD OF SURVEY MAP WAS APPROVED BY PARK CITY COUNCIL THIS _____ DAY OF _____, 20____ _____ PARK CITY RECORDER	ENTRY NUMBER: _____ STATE OF UTAH, COUNTY OF SUMMIT DATE: _____ TIME: _____ FEE PAID: _____ RECORDED AND FILED AT THE REQUEST OF: _____ _____ COUNTY RECORDER:

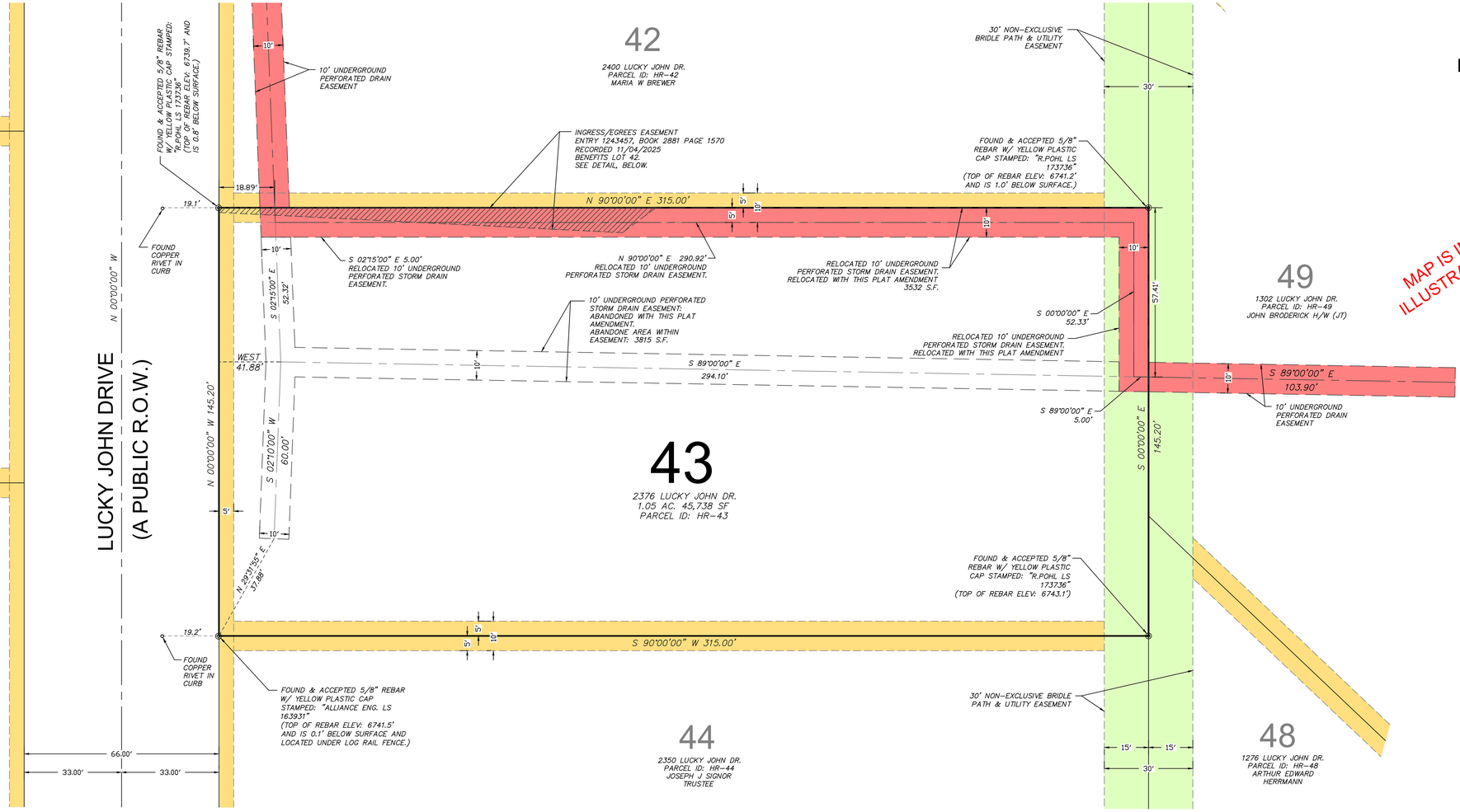
PUBLIC SAFETY ANSWERING POINT APPROVAL
APPROVED THIS _____ DAY OF _____, 20____. _____ BY: JEFF WARD, GIS DIRECTOR SUMMIT COUNTY GIS COORDINATOR

D:\Park City Surveying Dropbox\Park City Surveying Team Folder\2Drive\FS\Holiday Ranchettes\LOTS\HOLIDAY RANCHETTES 43 PLAT AMENDMENT-EASE v3.dwg, 1, 11/13/2025 7:24:49 AM

HOLIDAY RANCHETTES
LOT 43 AMENDED

LOT 43 OF THE HOLIDAY RANCHETTES SUBDIVISION
LYING WITHIN THE NORTHWEST QUARTER OF
SECTION 9, TOWNSHIP 2 SOUTH, RANGE 4 EAST
SALT LAKE BASE & MERIDIAN
SUMMIT COUNTY, UTAH

MAP IS IN COLOR FOR ILLUSTRATIVE PURPOSES.



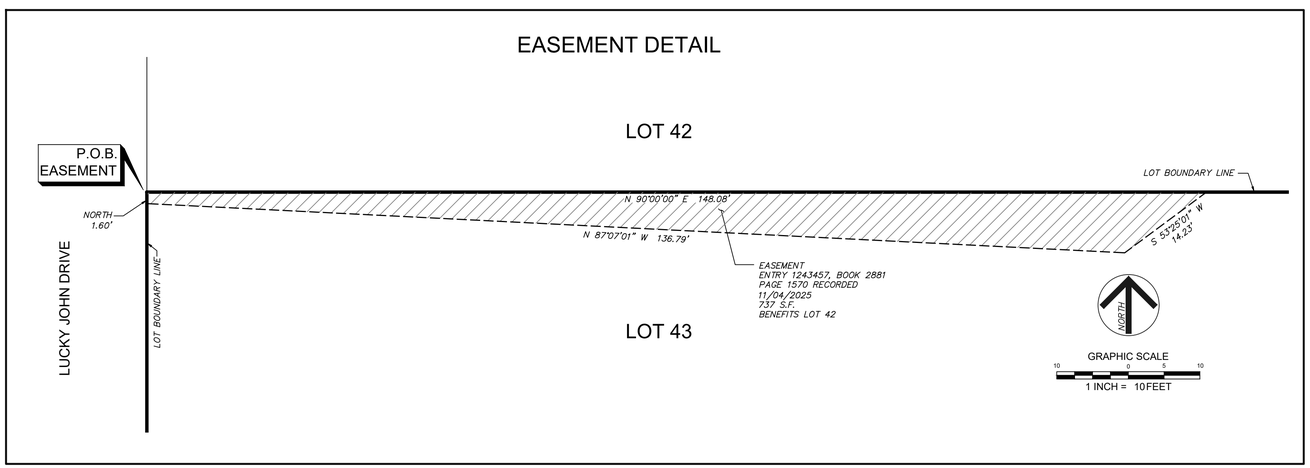
NORTH

GRAPHIC SCALE
20 0 10 20
1 INCH = 20 FEET
THIS MAP PRINTS TO SCALE AT SIZE 24"X36" PAPER

EASEMENT LEGEND

- 5' DRAINAGE & UTILITY EASEMENT : FRONT & SIDE LOT LINES
- 7' DRAINAGE & UTILITY EASEMENT: REAR LOT LINES
- 30' UTILITIES & BRIDLE PATH EASEMENT
- 10' UNDERGROUND PERFORATED STORM DRAINAGE EASEMENT

EASEMENT DETAIL



NARRATIVE

THE 10' WIDE PERFORATED STORM DRAINAGE EASEMENT SHOWN HEREON IS PER THE HOLIDAY RANCHETTES SUBDIVISION PLAT OF RECORD, ENTRY 123347, RECORDED 05/31/1974 IN THE OFFICE OF THE SUMMIT COUNTY, UTAH, RECORDER.

THIS EASEMENT WAS AMENDED WITH A NEW NON-EXCLUSIVE INGRESS/EGRESS EASEMENT AS ENTRY 1243457, BOOK 1881 PAGE 1570, RECORDED 11/04/2025 IN THE OFFICE OF THE SUMMIT COUNTY RECORDER.

AREA ABANDONED WITHIN 10' WIDE PERFORATED STORM DRAINAGE EASEMENT ON LOT 43: 3815 SQUARE FEET.

AREA RELOCATED WITHIN 10' WIDE PERFORATED STORM DRAINAGE EASEMENT ON LOT 43: 3532 SQUARE FEET.

PROFESSIONAL LAND SURVEYOR
No. 8910903
MARTINA NELSON
11/13/2025
STATE OF UTAH

SHEET 2 OF 2
NOVEMBER 13, 2025

Park City Surveying
PO Box 682993
Park City, UT 84068
435-649-2918
WWW.PARKCITYSURVEY.COM

RECORDED

ENTRY NUMBER: _____
STATE OF UTAH, COUNTY OF SUMMIT
DATE: _____ TIME: _____
FEE PAID: _____
RECORDED AND FILED AT THE REQUEST OF:

_____

_____

COUNTY RECORDER:

D:\Park City Surveying Dropbox\Park City Surveying Team Folder\2Drive\H\S\Holiday Ranchettes\LOTS\HOLIDAY RANCHETTES 43 PLAT AMENDMENT-EASE v3.dwg, 2, 11/13/2025 7:24:51 AM

HOLIDAY RANCHETTES SUBDIVISION

A SUBDIVISION LOCATED IN THE NORTH HALF OF SECTION 9, & THE SOUTH HALF OF SECTION 4 TOWNSHIP 2 SOUTH RANGE 4 EAST, SALT LAKE BASE & MERIDIAN

• Denotes Monument

SHEET 1 OF 3 SHEETS

N.W. CORNER SECTION 9 T2S, R4E, SALT LAKE BASE AND MERIDIAN (BRASS CAP)

EAST 366.92

HOLIDAY RANCH LOOP

Δ=90° R=467' ARC=733.56

BEGINNING 743.98

N 0°16'20" E

LUCKY JOHN DRIVE

MONITOR DRIVE

SEE SHEET 2

SEE SHEET 3

NOTE: ALL LOTS have a 5.0 foot drainage and utilities easement on front & side lot lines and a 7.0 foot DRainage & Utilities Easement on Back LOT lines as Shown.

SURVEYOR'S CERTIFICATE

I, James G. West do hereby certify that I am a registered Land Surveyor and that I hold Certificate No. 3082 as prescribed under the laws of the State of Utah. I further certify that by the authority of the owners, I have made a Survey of the Tract of Land shown on this plat and described below and have subdivided said Tract of Land into lots and streets, hereafter known as Holiday Ranchettes Subdivision and the same has been correctly Surveyed and Staked on the ground as shown on this plat.

Beginning at the Northwest Corner of Section 9, Township 2 South, Range 4 East, Salt Lake Base and Meridian and running thence North 0°17'50" East along the Section Line 14.50 feet; thence East 366.92 feet to a point of a 467.00 foot radius curve to the left; thence Northeasterly along the arc of said curve 733.56 feet to a point of tangency; thence North 821.10 feet; thence East 732.00 feet to a point of a 525.00 foot radius curve to the right; thence Southeasterly along the arc of said curve 274.89 feet to a point of tangency; thence South 60°00 East 111.25 feet to a point of a 475.00 radius curve to the left; thence Southeasterly along the arc of said curve 248.71 feet to a point of tangency; thence East 1448.795 feet to a point of a 525.00 foot radius curve to the right; thence Southeasterly along the arc of said curve 299.93 feet to a point of tangency; thence South 57°1/4 East 89.14 feet to a point of a 475.00 foot radius curve to the left; thence Southeasterly along the arc of said curve 271.37 feet to a point of tangency; thence East 1591.16 feet; thence South 1021.17 feet to a point of a 733.00 foot radius curve to the right; thence Southwesterly along the arc of said curve 762.69 feet to a point of tangency; thence South 59°37 West 788.13 feet to a point of a 983.00 foot radius curve to the right; thence Southwesterly along the arc of said curve 521.27 feet to a point of tangency; thence West 130.77 feet to a point of a 15.00 foot radius curve to the left; thence Southwesterly along the arc of said curve 23.56 feet to a point of tangency; thence South 58.00 feet to a point of a 317.00 foot radius curve to the left; thence Southeasterly along the arc of said curve 145.98 feet to a point of tangency; thence South 30°00 East 51.89 feet to a point of a 533.00 foot radius curve to the right; thence Southeasterly along the arc of said curve 198.34 feet to a point of tangency; thence South 9°13 East 254.65 feet to a point of a 491.02 foot radius curve to the right; thence Southwesterly along the arc of said curve 247.89 feet; thence North 89°57'18" West 206.73 feet; thence North 89°57'31" West 1872.35 feet; thence North 54°28 feet; thence West 780.00 feet; thence North 0°16'20" East 799.99 feet to the point of beginning. Contains 170.980 Acres.

March 8, 1974
DATE

James G. West
JAMES G. WEST, SURVEYOR
LICENSE NO. 3082

ACKNOWLEDGMENT

STATE OF UTAH } SS
COUNTY OF SUMMIT }

On this 14 day of March AD 1974 personally appeared before me the undersigned Notary Public in and for said State and County, J Warren King President and Jack J. Johnson Vice President who after being duly Sworn acknowledged to me that they are the President and Vice President of Greater Park City Company a Utah Corporation that they signed the Owners Dedication freely and voluntarily for and in behalf of said Corporation for the purpose therein mentioned and that said corporation executed the same.

Jan Wellenz Jr
NOTARY PUBLIC

My Commission Expires 11-1-76
Residing in Summit County, Utah

ACKNOWLEDGMENT

STATE OF UTAH } SS
COUNTY OF SUMMIT }

On this 8 day of June AD 1973 personally appeared before me the undersigned Notary Public in and for said State and County, Vera M Sorenson owner, who after being duly Sworn acknowledged to me that she is the owner, and that she signed the Owners Dedication freely and voluntarily for the purpose therein mentioned and that said owner executed the same

Jan Wellenz Jr
NOTARY PUBLIC

My Commission Expires 11-1-76
Residing in Summit County, Utah

OWNERS DEDICATION

Know all men by these presents that we the undersigned owners of the herein described tract of land having caused same to be subdivided into lots and streets to be hereafter known as HOLIDAY RANCHETTES SUBDIVISION do hereby dedicate for perpetual use of the public all parcels of land shown on this plat as intended for public use. In witness whereof we have hereunto set our hands this 11TH day of APRIL AD 1974.

WESTERN MORTGAGE CORPORATION A DIVISION OF UNIONAMERICA INC.
A CALIFORNIA CORPORATION

W. Scott Hroza — W. Scott Hroza, SECOND VICE PRESIDENT
James H. Donell — James H. Donell, VICE PRESIDENT

GREATER PARK CITY COMPANY
A UTAH CORPORATION

J. Warren King — J. WARREN KING, PRESIDENT
Jack J. Johnson — JACK J. JOHNSON, VICE PRESIDENT

ROYAL STREET CORPORATION
A LOUISIANA CORPORATION

Edgar B. Stern Jr. — EDGAR B. STERN JR. CHAIRMAN OF THE BOARD
Robert W. Wells — ROBERT W. WELLS ASSISTANT TREASURER

VERA M. SORENSON
OWNER

Vera M. Sorenson — VERA M. SORENSON, OWNER

ACKNOWLEDGEMENT

STATE OF UTAH } SS
COUNTY OF SUMMIT }

On this 11th day of April AD 1974 personally appeared before me the undersigned Notary Public in and for said State and County, Edgar B. Stern Jr., Chairman of the Board, and Robert W Wells, Assistant Treasurer of Royal Street Corporation, a Louisiana Corporation, that they signed the Owners Dedication Freely and voluntarily for and in behalf of said Corporation for the purpose there in mentioned and that said Corporation executed the Same

Linda D. Lewis
NOTARY PUBLIC

My Commission Expires 1-6-77
Residing in Liberty County, Utah

ACKNOWLEDGEMENT

STATE OF CALIFORNIA } SS
COUNTY OF SAN FRANCISCO }

On this 22 ND day of MARCH AD 1974 personally appeared before me the undersigned Notary Public in and for said State and County, W Scott Hroza Second Vice President and James H. Donell Vice President, who after being duly Sworn, acknowledged to me that they are the Second Vice President and the Vice President of Western Mortgage Company a Division of Unionamerica Inc. a California Corporation, that they signed the Owners Dedication Freely and voluntarily for and in behalf of said Corporation for the purpose therein mentioned and that said Corporation executed the same.

Jan Wellenz Jr
NOTARY PUBLIC

My Commission Expires MAY 21, 1975
Residing in SAN MATEO County CALIF.

PREPARED BY	CITY PLANNING COMMISSION	ENGINEERS CERTIFICATE	APPROVAL AS TO FORM	CERTIFICATE OF ATTEST	COUNCIL APPROVAL & ACCEPTANCE
GREATER PARK CITY CO. Box 39 84060 PARK CITY, UTAH PHONE 649-8111 DEC. 72 BY: STAN VINCENT	APPROVED AND ACCEPTED BY THE PARK CITY PLANNING COMMISSION THIS 8TH DAY OF MAY AD 1974 Victor A. Buck CHAIRMAN	APPROVED AND ACCEPTED BY THE PARK CITY ENGINEERING DEPARTMENT THIS 8th DAY OF May AD 1974 John Brobeck PARK CITY ENGINEER	APPROVED AS TO FORM THIS 16th DAY OF MAY AD 1974 PARK CITY ATTORNEY	ATTEST THIS 16TH DAY OF MAY AD 1974 Bruce E Decker PARK CITY RECORDER	APPROVED AND ACCEPTED BY THE PARK CITY COUNCIL THIS 16 DAY OF May AD 1974 MAYOR

RECORDED 123347

STATE OF UTAH COUNTY OF SUMMIT
RECORDED AND FILED AT THE REQUEST OF
Greater Park City Company
DATE 5-31-1974 TIME 2:10 BOOK — PAGE —
39.50 FEE # A $
Wanda Y. Spriggs
SUMMIT COUNTY RECORDER

HOLIDAY RANCHETTES

SURVEYOR'S CERTIFICATE

I, JAMES G. WEST DO HEREBY CERTIFY THAT I AM A REGISTERED LAND SURVEYOR AND THAT I HOLD CERTIFICATE No 3082 AS PRESCRIBED UNDER THE LAWS OF THE STATE OF UTAH. I FURTHER CERTIFY THAT BY THE AUTHORITY OF THE OWNERS, I HAVE MADE A SURVEY OF THE TRACT OF LAND SHOWN ON THIS PLAT AND DESCRIBED BELOW AND HAVE SUBDIVIDED SAID TRACT OF LAND INTO LOTS AND STREETS, HEREAFTER KNOWN AS HOLIDAY RANCHETTES SUBDIVISION AND THE SAME HAS BEEN CORRECTLY SURVEYED AND STAKED ON THE GROUND AS SHOWN ON THIS PLAT.

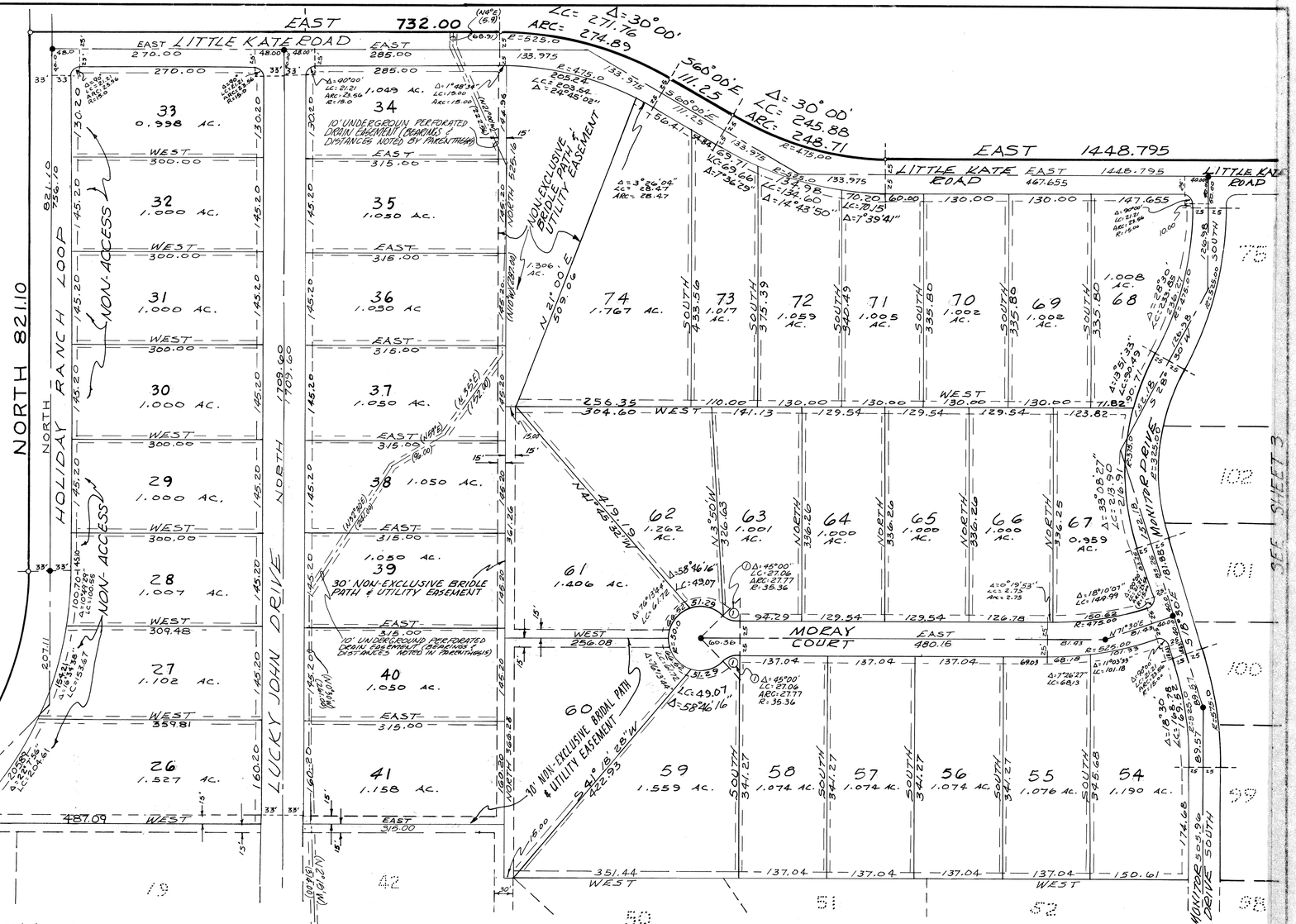
SEE SHEET 1 OF 3 FOR LEGAL DESCRIPTION.

March 8, 1973
DATE

James G. West
JAMES G. WEST, SURVEYOR

NOTE:
All lots have a 5.0 foot drainage & Utilities easement on Front Lot and side Lot lines & a 7.0 foot drainage & Utilities easement on Back Lot Lines as Shown.

SCALE: 1" = 100'



• Denotes Monuments

ACKNOWLEDGMENT

STATE OF CALIFORNIA }
COUNTY OF SAN FRANCISCO } SS

ON THIS 12ND DAY OF MARCH AD 1974 PERSONALLY APPEARED BEFRE ME THE UNDERSIGNED NOTARY PUBLIC IN AND FOR SAID STATE AND COUNTY, W. SCOTT MCBRIDE SECOND VICE-PRESIDENT AND JAMES H. DONELL VICE-PRESIDENT, WHO AFTER BEING DULY SWORN ACKNOWLEDGED TO ME THAT THEY ARE THE SECOND VICE-PRESIDENT AND THE VICE-PRESIDENT OF WESTERN MORTGAGE COMPANY A DIVISION OF UNIONAMERICA INC. A CALIFORNIA CORPORATION, THAT THE SIGNED THE OWNERS DEDICATION FREELY AND VOLUNTARILY FOR AND IN BEHALF OF SAID CORPORATION FOR THE PURPOSE THEREIN MENTIONED AND THAT SAID CORPORATION EXECUTED THE SAME.

James G. Caulfield
NOTARY PUBLIC

MY COMMISSION EXPIRES MAY 21, 1975
RESIDING IN SAN MATEO COUNTY, CALIF.

ACKNOWLEDGMENT

STATE OF UTAH }
COUNTY OF SUMMIT } SS

on this 8th day of June AD 1973 Personally Appeared before Me the Undersigned Notary Public in and for Said State and County, Vera M. Soranson owner, Who after being duly Sworn acknowledged to me that She is the owner that She signed the owners dedication freely and voluntarily for and in behalf of Said owner for the purpose therein mentioned and that Said owner executed the same.

Jan Wilkins Jr.
NOTARY PUBLIC
My commission expires 11-1-76
RESIDING IN Summit COUNTY, UTAH

ACKNOWLEDGMENT

STATE OF UTAH }
COUNTY OF SUMMIT } SS

ON THIS 14 DAY OF March AD 1973 PERSONALLY APPEARED BEFORE ME THE UNDERSIGNED NOTARY PUBLIC IN AND FOR SAID STATE AND COUNTY, J. WARREN KIMBALL PRESIDENT and Jack J. Johnson, VICE PRESIDENT WHO AFTER BEING DULY SWORN, ACKNOWLEDGED TO ME THAT THEY ARE THE PRESIDENT AND VICE-PRESIDENT OF GREATER PARK CITY COMPANY A UTAH CORPORATION, THAT THEY SIGNED THE OWNERS DEDICATION FREELY AND VOLUNTARILY FOR AND IN BEHALF OF SAID CORPORATION FOR THE PURPOSE THEREIN MENTIONED AND THAT SAID CORPORATION EXECUTED THE SAME.

Jan Wilkins Jr.
NOTARY PUBLIC
MY COMMISSION EXPIRES 11-1-76
RESIDING IN Summit COUNTY, UTAH

ACKNOWLEDGMENT

STATE OF Utah }
COUNTY OF Summit } SS

On this 11th day of April AD 1974 personally appeared before me the undersigned Notary Public in and for Said State and County Edgar B. Stern Jr., Chairman of the Board and Robert W. Wells Assistant Treasurer, who after being duly sworn, acknowledged to me that they are the Chairman of the Board and the Assistant Treasurer of Royal Street Corporation, a Louisiana Corporation, that they signed the Owners Dedication freely and voluntarily for and in behalf of said Corporation for the purpose therein mentioned and that said Corporation executed the same.

Linda D. Lewis
NOTARY PUBLIC

My Commission Expires 6-1-77
Residing in Uintah County Utah

HOLIDAY RANCHETTES SUBDIVISION

A SUBDIVISION LOCATED IN THE NORTH HALF OF SECTION 9 & THE SOUTH HALF OF SECTION 4 TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE & MERIDIAN

SHEET 2 OF 3 SHEETS

PREPARED BY
GREATER PARK CITY CO.
BOX 39 PARK CITY, UTAH
84060 Phone 649-8111
DEC. 72 BY: STAN VINCENT

CITY PLANNING COMMISSION
APPROVED AND ACCEPTED BY THE PARK CITY PLANNING COMMISSION THIS 8TH DAY OF MAY AD 1974.
Victor A. Buck
CHAIRMAN

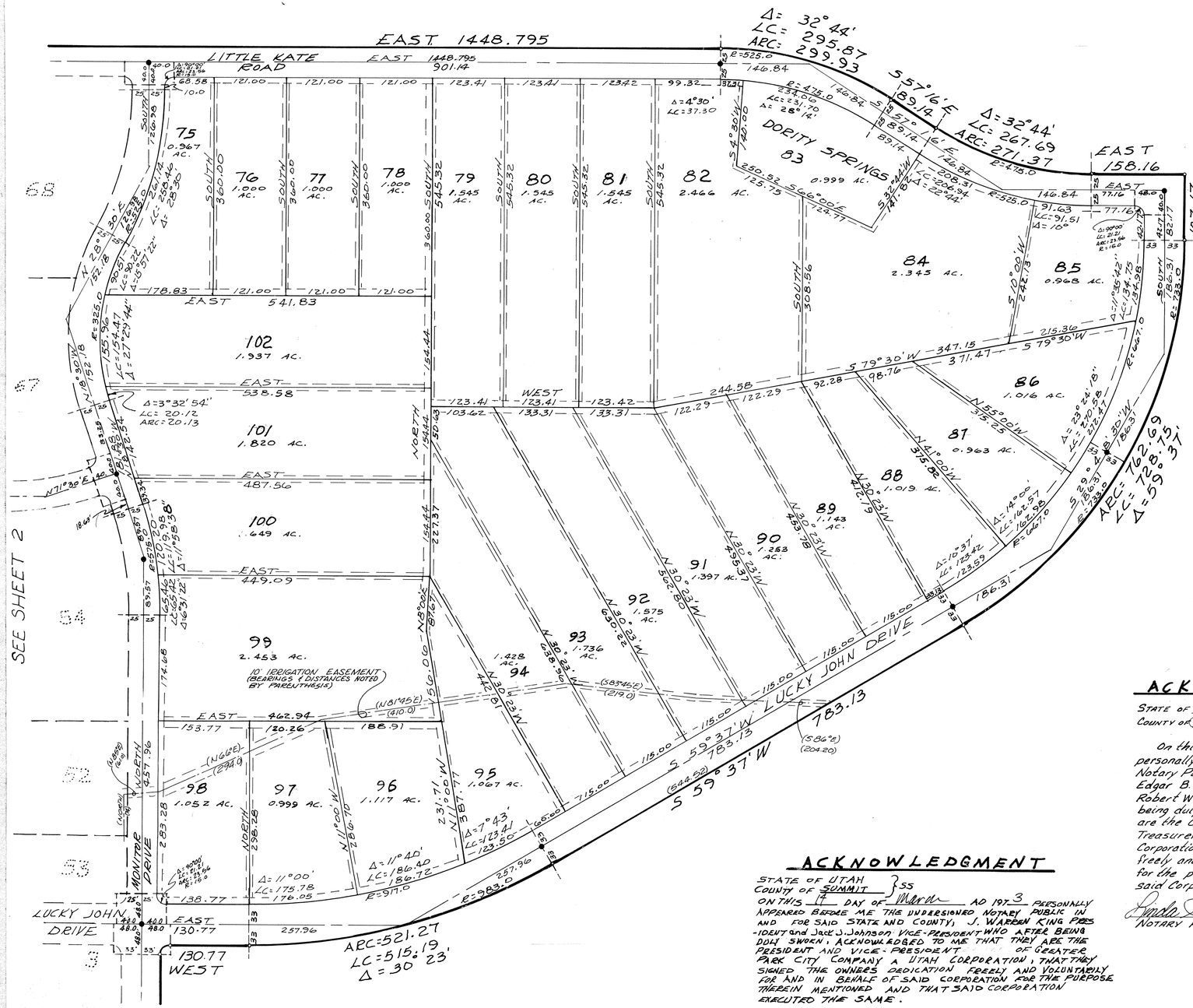
ENGINEERS CERTIFICATE
APPROVED AND ACCEPTED BY THE PARK CITY ENGINEERING DEPARTMENT THIS 8TH DAY OF May AD 1974
John Gerbaz
PARK CITY ENGINEER

APPROVAL AS TO FORM
APPROVED AS TO FORM THIS 16 DAY OF MAY AD 1974
PARK CITY ATTORNEY

CERTIFICATE OF ATTEST
ATTEST THIS 16TH DAY OF MAY AD 1974
Bruce C. Decker
PARK CITY RECORDER

COUNCIL APPROVAL & ACCEPTANCE
APPROVED AND ACCEPTED BY THE PARK CITY COUNCIL THIS 16 DAY OF May AD 1974
John E. Rice
MAYOR

RECORDED 123547
STATE OF UTAH COUNTY OF SUMMIT, RECORDED AND FILED AT THE REQUEST OF: Greater Park City Co.
DATE 5-31-74 TIME 2:10 BOOK — PAGE —
39.50 FEE $
Wanda Y. Sawaya
SUMMIT COUNTY RECORDER



• Denotes Monuments

SCALE: 1" = 100'

SURVEYOR'S CERTIFICATE

I, JAMES G. WEST DO HEREBY CERTIFY THAT I AM A REGISTERED LAND SURVEYOR AND THAT I HOLD CERTIFICATE No 3082 AS PRESCRIBED UNDER THE LAWS OF THE STATE OF UTAH. I FURTHER CERTIFY THAT BY THE AUTHORITY OF THE OWNERS, I HAVE MADE A SURVEY OF THE TRACT OF LAND SHOWN ON THIS PLAT AND DESCRIBED BELOW AND HAVE SUBDIVIDED SAID TRACT OF LAND INTO LOTS AND STREETS, HEREAFTER KNOWN AS HOLIDAY RANCHETTES SUBDIVISION AND THE SAME HAS BEEN CORRECTLY SURVEYED AND STAKED ON THE GROUND AS SHOWN ON THIS PLAT.

SEE SHEET 1 OF 3 FOR LEGAL DESCRIPTION.

March 8, 1973
DATE

James G. West
JAMES G. WEST, SURVEYOR

NOTE:

All Lots have a 5.0 foot drainage & Utilities Easement on Front lot lines & Side lot lines & 7.0 foot drainage & Utilities easement on Back Lot lines as Shown.

ACKNOWLEDGMENT

STATE OF CALIFORNIA
COUNTY OF SAN FRANCISCO } SS

On this 22ND day of MARCH AD 1974 personally appeared before me the undersigned Notary Public in and for said State and County, W. Scott Hroza, Second Vice-president and James H. Donell, Vice-president, who after being duly sworn, acknowledged to me that they are the Second Vice-President and the Vice-President of Western Mortage Company, a Division of Union America Inc. a California Corporation, that they signed the owner's Dedication freely and Volontarily for and in behalf of said Corporation for the purpose therein mentioned and that said Corporation executed the same.

NOTARY PUBLIC

My Commission Expires MAY 21, 1975
Residing in SAN MATEO county, CALIF

ACKNOWLEDGMENT

STATE OF Utah
County of Summit } S.S.

On this 11th day of April AD 1974 personally appeared before me the undersigned Notary Public in and for said State and County Edgar B. Stern Jr., Chairman of the Board, and Robert W. Wells, Assistant Treasurer, who after being duly sworn, acknowledged to me that they are the Chairman of the Board and the Assistant Treasurer of Royal Street Corporation, a Louisiana Corporation, that they signed the Owners Dedication freely and voluntarily for and in behalf of said Corporation for the purpose therein mentioned and that said Corporation executed the same.

Wanda D. Burns
NOTARY PUBLIC

My Commission Expires 6-1-77
Residing in Orleans County Utah

ACKNOWLEDGMENT

STATE OF UTAH
COUNTY OF SUMMIT } SS

On this 8 day of June AD 1973 Personally Appeared before Me the Undersigned Notary Public in and for Said State and County, Vera M. Sorenson owner, Who after being duly Sworn acknowledged to me that She is the owner that She Signed the owners dedication freely and voluntarily for and in behalf of Said owner for the purpose therein mentioned and that Said owner executed the same.

Jan Wilkins Jr
NOTARY PUBLIC

My Commission Expires 11-1-76
Residing in Summit County, UTAH

ACKNOWLEDGMENT

STATE OF UTAH
COUNTY OF SUMMIT } SS

ON THIS 17 DAY OF March AD 1973 PERSONALLY APPEARED BEFORE ME THE UNDERSIGNED NOTARY PUBLIC IN AND FOR SAID STATE AND COUNTY; J. WARREN KINGBRIDGE and Jack J. Johnson VICE-PRESIDENT WHO AFTER BEING DULY SWORN; ACKNOWLEDGED TO ME THAT THEY ARE THE PRESIDENT AND VICE-PRESIDENT OF GREATER PARK CITY COMPANY A UTAH CORPORATION, THAT THEY SIGNED THE OWNERS DEDICATION FREELY AND VOLUNTARILY FOR AND IN BEHALF OF SAID CORPORATION FOR THE PURPOSE THEREIN MENTIONED AND THAT SAID CORPORATION EXECUTED THE SAME.

Jan Wilkins Jr
NOTARY PUBLIC

MY COMMISSION EXPIRES 11-1-76
RESIDING IN Summit COUNTY, UTAH

HOLIDAY RANCHETTES SUBDIVISION

A SUBDIVISION LOCATED IN THE NORTH HALF OF SECTION 9 & THE SOUTH HALF OF SECTION 4 TOWNSHIP 2 SOUTH RANGE 4 EAST SALT LAKE BASE & MERIDIAN

SHEET 3 OF 3 SHEETS

PREPARED BY	CITY PLANNING COMMISSION	ENGINEERS CERTIFICATE	APPROVAL AS TO FORM	CERTIFICATE OF ATTEST	COUNCIL APPROVAL & ACCEPTANCE	RECORDED 123347
GREATER PARK CITY CO. BOX 39 84060 PARK CITY, UTAH Phone 649-8111 DEC. 72 BY: STAN VINCENT	APPROVED AND ACCEPTED BY THE PARK CITY PLANNING COMMISSION THIS 8TH DAY OF MAY AD 1974 Victor A. Buck CHAIRMAN	APPROVED AND ACCEPTED BY THE PARK CITY ENGINEERING DEPARTMENT THIS 8TH DAY OF May AD 1974 John Probasco PARK CITY ENGINEER	APPROVED AS TO FORM THIS 16 DAY OF MAY AD 1974 PARK CITY ATTORNEY	ATTEST THIS 16TH DAY OF MAY AD 1974 Bruce C. Decker PARK CITY RECORDER	APPROVED AND ACCEPTED BY THE PARK CITY COUNCIL THIS 16 DAY OF May AD 1974 John E. Price MAYOR	STATE OF UTAH COUNTY OF SUMMIT. RECORDED AND FILED AT THE REQUEST OF. Greater Park City Co. DATE 5.31.74 TIME 2:10 BOOK — PAGE — 39.50 FEE $ Wanda Y Spriggs SUMMIT COUNTY RECORDER

HOLIDAY RANCHETTES

RECORD OF SURVEY & EXISTING CONDITIONS MAP

LOT 43 OF HOLIDAY RANCHETTES SUBDIVISION
LYING WITHIN THE NORTHWEST QUARTER OF
SECTION 9, TOWNSHIP 2 SOUTH, RANGE 4 EAST
SALT LAKE BASE & MERIDIAN
SUMMIT COUNTY, UTAH

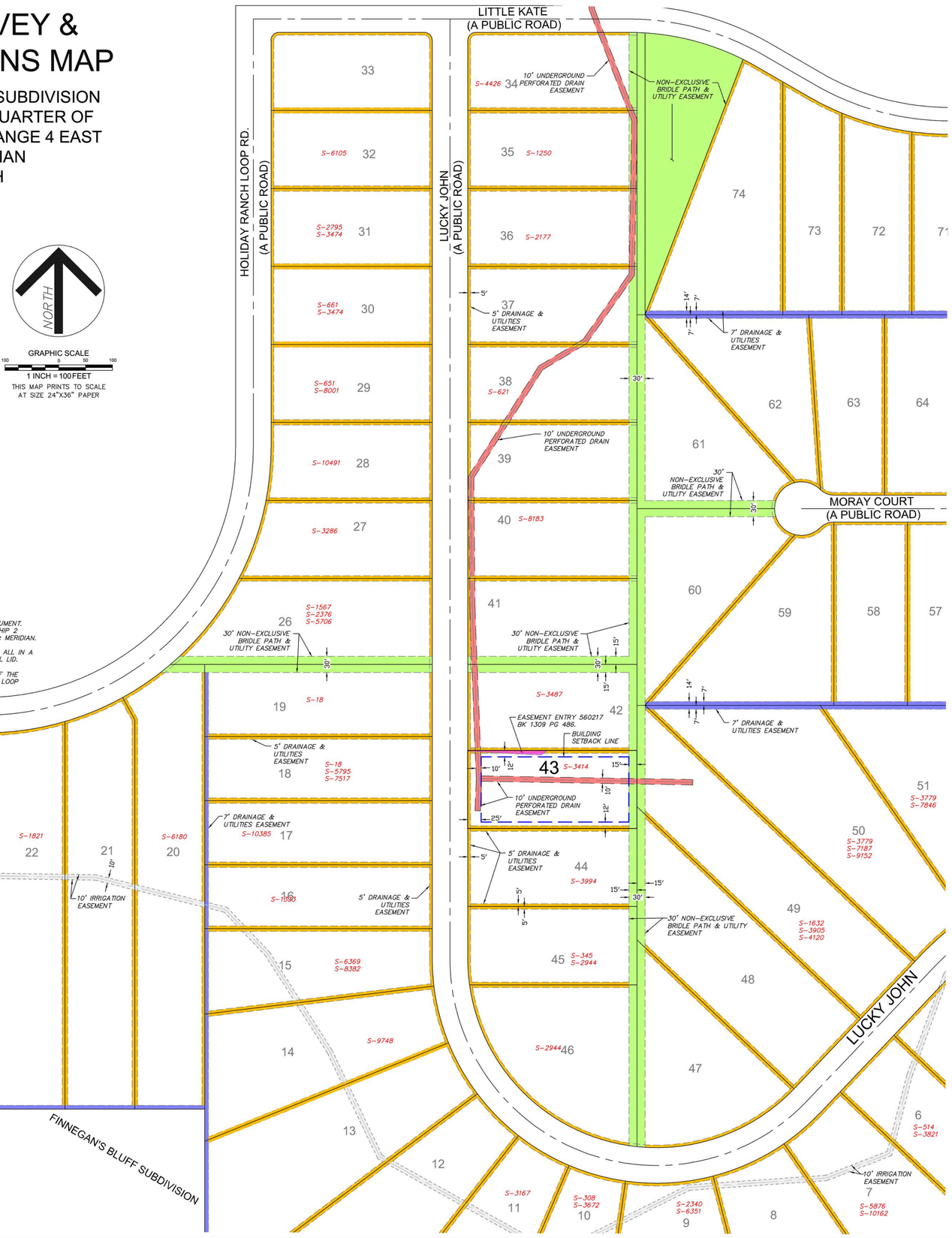
EASEMENT LEGEND

- 5' DRAINAGE & UTILITY EASEMENT : FRONT & SIDE LOT LINES
- 7' DRAINAGE & UTILITY EASEMENT: REAR LOT LINES
- 30' UTILITIES & BRIDLE PATH EASEMENT
- 10' UNDERGROUND PERFORATED STORM DRAINAGE EASEMENT
- EASEMENT ENTRY 560217
- 10' IRRIGATION DITCH EASEMENT

S-1234 SURVEYS OF RECORD

NORTH

GRAPHIC SCALE
100 0 50 100
1 INCH = 100 FEET
THIS MAP PRINTS TO SCALE AT SIZE 24"X36" PAPER



A NOTE ABOUT THIS SECTION LINE:

HOLIDAY RANCHETTES PLAT OF RECORD (ENTRY 123347 RECORDED 05/31/1974) GIVES A BEARING OF SOUTH 00° 16' 20" WEST HERE, BUT NO RECORD DISTANCE.

FINNEGAN'S BLUFF SUBDIVISION PLAT OF RECORD (ENTRY 774033, RECORDED 04/06/2006) GIVES THIS SAME BEARING OF SOUTH 00° 16' 20" WEST AND A DISTANCE OF 2627.30 FEET. (A MEASURED DIFFERENCE OF 0.93 FEET.)

SADDLE CONDOMINIUMS PHASE ONE (ENTRY 175675 RECORDED 01/23/1981) GIVES THE SAME BEARING OF S 00° 16' 20" WEST BUT WITH A DISTANCE OF 2627.46 FEET. (A MEASURED DIFFERENCE OF 1.09 FEET.)

WE ARE SHOWING THE RELATIONSHIP OF THESE FOUND SECTION MONUMENTS TO THIS SURVEY, BUT WE ARE HOLDING TWO FOUND LOT CORNER MONUMENTS FOR THE BASIS OF BEARINGS FOR THIS SURVEY.

SOUTH 00° 16' 20" WEST LINE OF SECTION 9, T. 2 S., R. 4 E. 2627.46' (CALCULATED, USING SADDLE CONDOMINIUMS PLAT) 2626.37' (MEASURED)

NARRATIVE

THE PURPOSE OF THIS SURVEY IS TO LOCATE THE BOUNDARY LINES OF THE SUBJECT PROPERTY & TO MAP EXISTING CONDITIONS. THIS SURVEY WAS REQUESTED BY THE CURRENT LANDOWNER, WILLIAM GAY.

ALL FOUND PROPERTY MONUMENTS, STREET MONUMENTS, AND/OR PROPERTY LINE EXTENDED MONUMENTS ARE WITHIN 0.2' CALCULATED HORIZONTAL POSITION, UNLESS NOTED OTHERWISE.

EXISTING SURVEY MONUMENTS IN ADJACENT LOTS WERE USED TO REESTABLISH THE PROPERTY CORNERS.

THE BASIS OF BEARINGS IS SOUTH 00°00'00 WEST A DISTANCE OF 1772.96 FEET BETWEEN A FOUND LOT CORNER MONUMENT AT THE NORTHEAST CORNER OF LOT 34 AND THE NORTHEAST CORNER OF LOT 46, AS SHOWN HEREON. ALL BEARINGS AND DISTANCES SHOWN HEREON ARE THE EQUIVALENT OF RECORD, UNLESS NOTED.

THE REASON FOR HOLDING FOUND LOT CORNERS RATHER THAN THE ADJACENT SECTION CORNER MONUMENTS IS THE P.L.S.S. SECTION MONUMENTS DO NOT FIT WELL WITH THE HISTORICAL LOT CORNER MONUMENT LOCATIONS. RECORDED SURVEYS IN HOLIDAY RANCHETTES SHOW MOST SURVEYORS ARE HOLDING FOUND LOT CORNER MONUMENTS FOR THEIR BASIS OF BEARINGS.

WHILE OUR FIRM ROUTINELY REVIEWS ALL THE SURVEYS OF RECORD IN A SUBDIVISION PROJECT ARE (AS WE DID IN THIS CASE) CERTAIN SURVEYS WERE ESPECIALLY RELIED ON IN OUR RETRACEMENT CONSIDERATIONS.

SEE NARRATIVE AND MAP PORTION ON SHEET TWO (2) FOR MORE DETAILS.

THE SURVEYOR HAS FOUND NO OBVIOUS EVIDENCE OF EASEMENTS, ENCROACHMENTS, OR ENCUMBRANCES ON THE PROPERTY SURVEYED, EXCEPT AS SHOWN HEREON. THERE IS A DRIVEWAY ENCROACHMENT FROM LOT 42 ONTO LOT 43. HOWEVER, THERE IS A GRANT OF EASEMENT FROM LOT 43 TO LOT 42. SEE ENTRY 560217, BOOK 1309 PAGE 486, RECORDED 03/01/2000.

EVIDENCE FOR THIS SURVEY WAS TAKEN FROM RECORDED DEEDS, RECORDS OF SURVEYS, PLATS AND PHYSICAL EVIDENCE OBTAINED IN THE FIELD. ALL FOUND EVIDENCE HAS BEEN CONSIDERED IN THE ESTABLISHMENT OF THE BOUNDARY AS SHOWN HEREON.

THIS SURVEY IS IN COMPLIANCE WITH GENERALLY ACCEPTED INDUSTRY STANDARDS OF ACCURACY IN THIS LOCALE.

THIS SURVEY REPRESENTS OPINIONS BASED ON FACTS AND EVIDENCE. AS THE EVIDENCE CHANGES OR IF NEW EVIDENCE IS DISCOVERED OR RECOVERED, THEN THE SURVEYOR RESERVES THE RIGHT TO MODIFY OR ALTER THEIR OPINIONS PERTAINING TO THIS SURVEY ACCORDING TO NEW EVIDENCE.

THIS SURVEY MAP WAS GENERATED USING 2 (TWO) FOOT CONTOURS.

VERTICAL DATUM:
NAVD 88 (NORTH AMERICAN VERTICAL DATUM)
VERTICAL N.G.S. BENCHMARK MONUMENT USED: CHISELED SQUARE 3.
PID L00236
SUMMIT COUNTY, UTAH
USGS QUAD "PARK CITY EAST" (1955)
NAVD 88 ELEVATION (ORTHO): 6563.44'
THIS BENCHMARK IS ALONG THE RAIL TRAIL AND LIES WITHIN SUMMIT COUNTY PARCEL ID SS-64-A.

EXISTING BUILDING LOCATION IS TO AS-BUILT LOCATION OF BUILDING WALL CORNERS. ACTUAL FOUNDATION LOCATION MAY DIFFER.

RTK GPS AND ROBOTIC TOTAL STATION INSTRUMENTS WERE USED ON THIS SURVEY.

SURVEY COMPLETED: 12/23/2024.

SEE SAID OFFICIAL HOLIDAY RANCHETTES SUBDIVISION PLAT FOR ANY EASEMENTS, SETBACK REQUIREMENTS, BUILDING ENVELOPES AND BUILDING LOT RESTRICTIONS.
NOTE: OTHERS MAY APPLY.

ZONING
THIS PROPERTY LIES WITHIN THE PARK CITY MUNICIPAL SINGLE FAMILY (SF) ZONE.
SOURCE:
HTTPS://PARKCITY.MUNICIPALCODEONLINE.COM/BOOK/PRINT?TYPE=ORDINANCES&NAME=15-2.11_SINGLE_FAMILY_(SF)_DISTRICT

SETBACKS ARE LISTED IN THE CITY LAND MANAGEMENT CODE (LMC) AS FOLLOWS:

SETBACK
FRONT 20' 25' IF FRONT FACING GARAGE
SIDE 12'
REAR 15'
NOTE: ACCESSORY AND OTHER NON-MAIN BUILDING STRUCTURES MAY HAVE DIFFERENT SETBACKS.

FEMA
THIS PROPERTY LIES WITHIN FEMA ZONE X, AN AREA OF MINIMAL FLOODING RISK.
MAP PANEL 49043C0917D, EFFECTIVE DATE MARCH 23, 2021.

THE OWNER OF THE PROPERTY SHOULD BE AWARE OF ANY ITEMS AFFECTING THE PROPERTY THAT MAY APPEAR IN A TITLE INSURANCE REPORT. THERE MAY BE ADDITIONAL RESTRICTION IN HOLIDAY RANCHETTES H.O.A. CCRs.

THE LOCATIONS OF UNDERGROUND STRUCTURES, UTILITIES OR IMPROVEMENTS AS SHOWN HEREON ARE BASED ON ABOVE GROUND APPURTENANCES VISIBLE AT THE TIME OF THE SURVEY TO THE SURVEYOR. EXACT LOCATIONS OF UNDERGROUND STRUCTURES, UTILITIES OR IMPROVEMENTS MAY VARY FROM LOCATIONS SHOWN HEREON. ADDITIONAL UNDERGROUND STRUCTURES, UTILITIES OR IMPROVEMENTS MAY EXIST.

ENVIRONMENTAL CONDITIONS WERE NOT EXAMINED OR CONSIDERED AS A PART OF THIS SURVEY. NO STATEMENT IS MADE CONCERNING THE EXISTENCE OF UNDERGROUND OR OVERHEAD CONTAINERS, FACILITIES, DEPOSITS OR DISPOSALS THAT MAY AFFECT THE USE OR DEVELOPMENT OF THIS PROPERTY.

SNOW NOTE
SURVEY WAS PERFORMED WITH APPROXIMATELY TWO FEET OF SNOW ON THE GROUND COVERING THE ENTIRE PROPERTY. ANY VISIBLE UTILITIES OR IMPROVEMENTS ARE SHOWN HEREON, HOWEVER IT IS POSSIBLE THAT SOME NATURAL FEATURES, UTILITIES AND IMPROVEMENTS MAY HAVE BEEN OBSCURED.

LEGAL DESCRIPTION
LOT 43 OF HOLIDAY RANCHETTES SUBDIVISION, ON FILE AND OF RECORD IN THE OFFICE OF THE SUMMIT COUNTY RECORDER.

SURVEYOR'S CERTIFICATE

I, MARTINA NELSON, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR, AND THAT I HOLD LICENSE NUMBER 8910903, IN ACCORDANCE WITH TITLE 58, CHAPTER 22, OF THE PROFESSIONAL ENGINEERS AND LAND SURVEYORS ACT; I FURTHER CERTIFY I HAVE PERFORMED A SURVEY ON THE HEREON DESCRIBED PROPERTY AND THAT TO THE BEST OF MY KNOWLEDGE IT IS A CORRECT REPRESENTATION OF THE LAND SURVEYED.

PROFESSIONAL LAND SURVEYOR
No. 8910903
MARTINA NELSON
12/29/2024
STATE OF UTAH

MARTINA NELSON
P.L.S. 8910903

S0011807 B: 0003 P: 1267
Page 1 of 3
Gregory R. Wolbach, PLS, County Recorder-Surveyor
02/03/2025 09:44:54 AM Fee $120.00
By PARK CITY SURVEYING
Electronically Recorded by Simplifile

Park City Surveying
PO Box 682993
Park City, UT 84068
435-649-2918
WWW.PARKCITYSURVEY.COM

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THE INFORMATION CONTAINED HEREON CANNOT BE COPIED, DUPLICATED, OR COMMERCIALLY EXPLOITED IN WHOLE OR IN PART WITHOUT THE EXPRESSED WRITTEN PERMISSION OF PARK CITY SURVEYING.

SURVEYED BY: MN/AW
DRAFTED BY: AW/MN
CHECKED BY: MN
DATE: DECEMBER 29, 2024

RECORD OF SURVEY & EXISTING CONDITIONS MAP
LOT 43
HOLIDAY RANCHETTES SUBDIVISION

DWG: HOLIDAY RANCHETTES 43 ROS-ASB.dwg
FOR: WILLIAM GAY

SHEET 1 OF 3

D:\Park City Surveying Dropbox\Park City Surveying Team Folder\ZDrive\HS\Holiday Ranchettes\LOTS\HOLIDAY RANCHETTES 43 ROS-ASB.dwg, 1, 2/2/2025 8:32:49 AM

RECORD OF SURVEY & EXISTING CONDITIONS MAP

LOT 43 OF HOLIDAY RANCHETTES SUBDIVISION LYING WITHIN THE NORTHWEST QUARTER OF SECTION 9, TOWNSHIP 2 SOUTH, RANGE 4 EAST SALT LAKE BASE & MERIDIAN SUMMIT COUNTY, UTAH

NARRATIVE

THE PURPOSE OF THIS SHEET IS TO SHOW THE BOUNDARY RETRACEMENT DETAILS.

ALL FOUND PROPERTY MONUMENTS, STREET MONUMENTS, AND/OR PROPERTY LINE EXTENDED MONUMENTS ARE WITHIN 0.2' CALCULATED HORIZONTAL POSITION, UNLESS NOTED OTHERWISE.

EXISTING SURVEY MONUMENTS IN ADJACENT LOTS WERE USED TO REESTABLISH THE PROPERTY CORNERS.

THE BASIS OF BEARINGS IS SOUTH 00°00'00 WEST A DISTANCE OF 1772.96 FEET BETWEEN A FOUND LOT CORNER MONUMENT AT THE NORTHEAST CORNER OF LOT 34 AND THE NORTHEAST CORNER OF LOT 46, AS SHOWN HEREON. ALL BEARINGS AND DISTANCES SHOWN HEREON ARE THE EQUIVALENT OF RECORD, UNLESS NOTED.

THIS SURVEY REPRESENTS OPINIONS BASED ON FACTS AND EVIDENCE. AS THE EVIDENCE CHANGES OR IF NEW EVIDENCE IS DISCOVERED OR RECOVERED, THEN THE SURVEYOR RESERVES THE RIGHT TO MODIFY OR ALTER THEIR OPINIONS PERTAINING TO THIS SURVEY ACCORDING TO NEW EVIDENCE.

ALL HOLIDAY RANCHETTES SURVEYS OF RECORD REVIEWED AS PART OF THIS SURVEY PROJECT. THESE SURVEYS OF RECORD IN THE PROJECT AREA ARE PARTICULARLY USEFUL:
S-3414 SURVEY OF LOT 43
S-3487 SURVEY FOR LOT 42. SHOWS AN UN-RECORDED EASEMENT ON LOT 43.
S-3905 SHOWS THE 10' WIDE UNDERGROUND PERFORATED STORM EASEMENT ON LOT 43.
S-621. LOT 38. SHOWS A PROPOSED HOUSE ON TOP OF THE 10' WIDE UNDERGROUND PERFORATED STORM EASEMENT. THE BUILT HOUSE ON LOT 38 STRADDLES THIS EASEMENT.
S-4426. LOT 34. SHOWS THE 10' WIDE UNDERGROUND PERFORATED STORM EASEMENT.

S-600 LOT 53. SHOWS A 10' SURFACE IRRIGATION EASEMENT PARTIALLY GOING THROUGH A BUILT HOUSE.

SURVEYOR'S CERTIFICATE

I, MARTINA NELSON, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR, AND THAT I HOLD LICENSE NUMBER 8910903, IN ACCORDANCE WITH TITLE 58, CHAPTER 22, OF THE PROFESSIONAL ENGINEERS AND LAND SURVEYORS ACT; I FURTHER CERTIFY I HAVE PERFORMED A SURVEY ON THE HEREON DESCRIBED PROPERTY AND THAT TO THE BEST OF MY KNOWLEDGE IT IS A CORRECT REPRESENTATION OF THE LAND SURVEYED.

PROFESSIONAL LAND SURVEYOR
No. 8910903
MARTINA NELSON
12/28/2024
STATE OF UTAH

MARTINA NELSON
P.L.S. 8910903

NORTH

GRAPHIC SCALE
100 0 50 100
1 INCH = 100 FEET
THIS MAP PRINTS TO SCALE AT SIZE 24"X36" PAPER

LEGEND

- FOUND SECTION CORNER MONUMENT
- FOUND REBAR W/ CAP (AS DESCRIBED)
- FOUND METAL RIVET IN CURB
- X FENCE
- EASEMENT ENTRY 560217

A NOTE ABOUT THIS SECTION LINE:

HOLIDAY RANCHETTES PLAT OF RECORD (ENTRY 123347 RECORDED 05/31/1974) GIVES A BEARING OF SOUTH 00° 16' 20" WEST HERE, BUT NO RECORD DISTANCE.

FINNEGAN'S BLUFF SUBDIVISION PLAT OF RECORD (ENTRY 774033, RECORDED 04/06/2006) GIVES THIS SAME BEARING OF SOUTH 00° 16' 20" WEST AND A DISTANCE OF 2627.30 FEET. (A MEASURED DIFFERENCE OF 0.93 FEET.)

SADDLE CONDOMINIUMS PHASE ONE (ENTRY 175675 RECORDED 01/23/1981) GIVES THE SAME BEARING OF S 00° 16' 20" WEST BUT WITH A DISTANCE OF 2627.46 FEET. (A MEASURED DIFFERENCE OF 1.09 FEET.)

WE ARE SHOWING THE RELATIONSHIP OF THESE FOUND SECTION MONUMENTS TO THIS SURVEY, BUT WE ARE HOLDING TWO FOUND LOT CORNER MONUMENTS FOR THE BASIS OF BEARINGS FOR THIS SURVEY.

SOUTH 00° 16' 20" WEST LINE OF SECTION 9, T. 2 S., R. 4 E. 2627.46' (CALCULATED, USING SADDLE CONDO PLAT) 2626.37' (MEASURED)

FOUND & ACCEPTED SECTION CORNER MONUMENT. NORTHWEST CORNER OF SECTION 9, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE & MERIDIAN.

ALUMINUM CAP IN A ROUND STEEL CASING, ALL IN A CONCRETE MONUMENT, WITH A ROUND STEEL LID.

(THIS MONUMENT IS IN THE PAVED BERM OF THE NORTHERN DRIVE LANE OF HOLIDAY RANCH LOOP ROAD.)

HOLIDAY RANCH LOOP RD
(A PUBLIC ROAD)

FOUND & ACCEPTED SECTION CORNER MONUMENT. WEST QUARTER CORNER OF SECTION 9, TOWNSHIP 2 SOUTH, RANGE 4 EAST, S.L.B.& M.

ALUMINUM CAP IN A ROUND STEEL CASING, ALL IN A ROUND CONCRETE MONUMENT, WITH A DURABLE RUBBERIZED SQUARE LID. ALUMINUM CAP IS VERY SCRATCHED AND MARRED, BUT HAS A DISTINCT "X" VISIBLE.

(THIS MONUMENT IS ON THE EDGE OF ASPHALT PARKING BEHIND SQUATTERS BAR & GRILL RESTAURANT.)

FINNEGAN'S BLUFF SUBDIVISION

HOLIDAY RANCH LOOP RD. (A PUBLIC ROAD)

LUCKY JOHN (A PUBLIC ROAD)

LITTLE KATE (A PUBLIC ROAD)

MORAY COURT (A PUBLIC ROAD)

MONITOR DRIVE (A PUBLIC ROAD)

LUCKY JOHN

FOUND & ACCEPTED 5/8" REBAR W/ YELLOW PLASTIC CAP STAMPED: "R.POHL LS 173736"

FENCES (WOOD RAIL)

FOUND 5/8" REBAR W/ YELLOW PLASTIC CAP STAMPED: "R.POHL LS 173736" (TOP OF REBAR IS 0.2' ABOVE SURFACE.)

FOUND 5/8" REBAR LAYING HORIZONTALLY ON GROUND

0.40'N

FOUND 3/8" REBAR (TOP OF REBAR IS 1.0' ABOVE SURFACE.)

FOUND 5/8" REBAR W/ YELLOW PLASTIC CAP STAMPED: "LS 8062" (ILLEGIBLE)

NOTHING FOUND

FOUND 5/8" REBAR W/ ORANGE PLASTIC CAP STAMPED: "SUMMIT ENG 435-654-9229"

TOP OF REBAR IS 0.3" S83°W FROM CALCULATED LOT CORNER)

FOUND 5/8" REBAR W/ ORANGE PLASTIC CAP STAMPED: "SUMMIT ENG 435-654-9229"

FOUND 5/8" REBAR W/ YELLOW PLASTIC CAP STAMPED: "ALLIANCE ENG. LS 163931" (TOP OF REBAR IS 0.2' ABOVE SURFACE.

FOUND 5/8" REBAR W/ YELLOW PLASTIC CAP STAMPED: "ALLIANCE" (ILLEGIBLE) (TOP OF REBAR IS 0.3' BELOW SURFACE.)

FOUND & ACCEPTED 5/8" REBAR W/ YELLOW PLASTIC CAP STAMPED: "R.POHL LS 173736" (TOP OF REBAR ELEV: 6739.7' AND IS 0.8' BELOW SURFACE.)

EASEMENT ENTRY 560217 BK 1309 PG 486. N 90°00'00" E 315.00'

43
2376 LUCKY JOHN DR.
1.05 AC.
HR-43

N 00°20'00" W 145.20'

N 00°00'00" W 145.30'

N 90°00'00" E 315.00'

FOUND COPPER RIVET IN CURB (TYP.)

FOUND & ACCEPTED 5/8" REBAR W/ YELLOW PLASTIC CAP STAMPED: "ALLIANCE ENG. LS 163931" (TOP OF REBAR ELEV: 6741.5' AND IS 0.1' BELOW SURFACE AND LOCATED UNDER FENCE.)

NOTHING FOUND

FOUND & ACCEPTED 5/8" REBAR (TOP OF REBAR IS 0.3' ABOVE SURFACE.)

NOTHING FOUND

FOUND NAIL & WASHER IN CURB

FOUND & ACCEPTED 5/8" REBAR

FOUND 5/8" REBAR. TOP OF REBAR IS 0.3' BELOW SURFACE.

FENCE (STAND-ALONE FENCE SEGMENT)

FOUND 5/8" REBAR W/ ORANGE PLASTIC CAP STAMPED: "LEGEND ENGINEERING PLS 183780" (TOP OF REBAR IS 0.3' S13°E FROM CALCULATED LOT CORNER AND IS 0.2' BELOW SURFACE.)

FOUND 5/8" REBAR. TOP OF REBAR IS 0.1' BELOW SURFACE.

FOUND 5/8" REBAR W/ YELLOW PLASTIC CAP STAMPED: "R&W LAND SURVEYING"

FOUND & ACCEPTED 5/8" REBAR W/ YELLOW PLASTIC CAP STAMPED: "R.POHL LS 173736" (TOP OF REBAR ELEV: 6741.2' AND IS 1.0' BELOW SURFACE.)

FOUND 5/8" REBAR W/ YELLOW PLASTIC CAP STAMPED: "ALLIANCE ENG. LS 8-6" (ILLEGIBLE) (TOP OF REBAR IS 0.6' S13°E FROM CALCULATED LOT CORNER AND IS 1.0' ABOVE SURFACE.)

FOUND & ACCEPTED 5/8" REBAR W/ YELLOW PLASTIC CAP STAMPED: "R.POHL LS 173736" (TOP OF REBAR ELEV: 6743.1')

FOUND & ACCEPTED 5/8" REBAR

S 00°00'00" W BASIS OF BEARINGS BETWEEN FOUND LOT CORNERS 1772.96' (CALCULATED & MEASURED)

FOUND 5/8" REBAR W/ YELLOW PLASTIC CAP STAMPED: "R.POHL LS 173736" (TOP OF REBAR IS 0.2' BELOW SURFACE.)

FOUND 5/8" REBAR W/ RED PLASTIC CAP STAMPED: "FERRARI LS 5046908"

FOUND 5/8" REBAR W/ YELLOW PLASTIC CAP STAMPED: "J. HARMON 176966" (TOP OF REBAR IS 0.5" BELOW SURFACE.)

FOUND 5/8" REBAR W/ YELLOW PLASTIC CAP STAMPED: "J. HARMON 176966"

FOUND 5/8" REBAR W/ RED PLASTIC CAP STAMPED: "FERRARI LS 5046908"

FOUND NAIL W/ PINK PAINT IN TRANSFORMER BASE

FOUND 5/8" REBAR W/ YELLOW PLASTIC CAP STAMPED: "ALLIANCE ENGINEERING"

18.9'
19.0'
19.1'
19.2'
18.8'

S0011807 B: 0003 P: 1267
Page 2 of 3
Gregory R. Wolbach, PLS, County Recorder-Survey
02/03/2025 09:44:54 AM Fee $120.00
By PARK CITY SURVEYING
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Park City Surveying
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Park City, UT 84068
435-649-2918
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SURVEYED BY: MN/AW
DRAFTED BY: AW/MN
CHECKED BY: MN
DATE: DECEMBER 29, 2024

RECORD OF SURVEY & EXISTING CONDITIONS MAP
LOT 43
HOLIDAY RANCHETTES SUBDIVISION

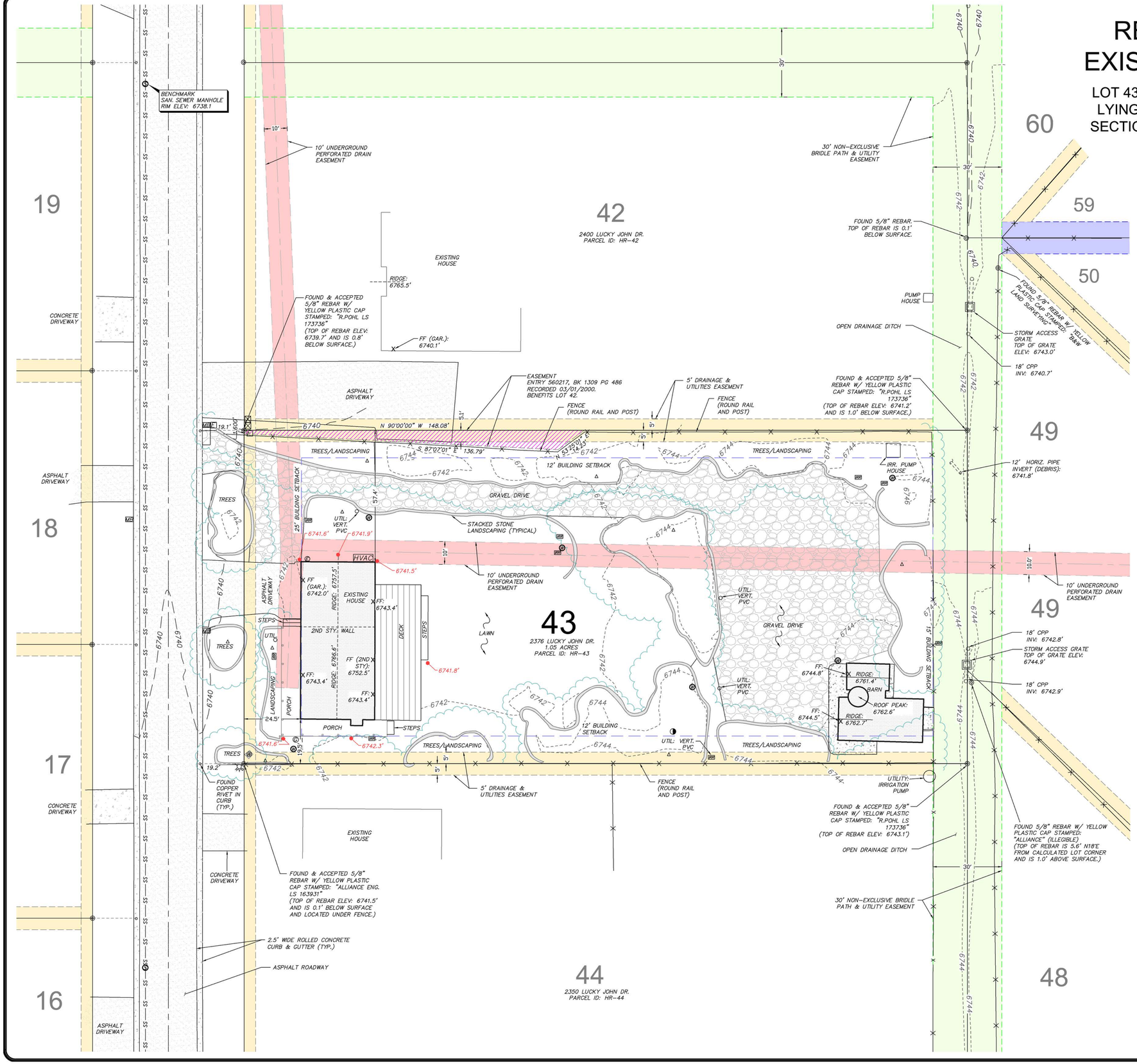
DWG: HOLIDAY RANCHETTES 43 ROS-ASB.dwg

FOR: WILLIAM GAY

SHEET 2 OF 3

RECORD OF SURVEY & EXISTING CONDITIONS MAP

LOT 43 OF HOLIDAY RANCHETTES SUBDIVISION
LYING WITHIN THE NORTHWEST QUARTER OF
SECTION 9, TOWNSHIP 2 SOUTH, RANGE 4 EAST
SALT LAKE BASE & MERIDIAN
SUMMIT COUNTY, UTAH



EASEMENT LEGEND

- 5' DRAINAGE & UTILITY EASEMENT : FRONT & SIDE LOT LINES
- 7' DRAINAGE & UTILITY EASEMENT: REAR LOT LINES
- 30' UTILITIES & BRIDLE PATH EASEMENT
- 10' UNDERGROUND PERFORATED STORM DRAINAGE EASEMENT
- EASEMENT ENTRY 560217

LEGEND

- FOUND REBAR W/ CAP (AS DESCRIBED)
- FOUND METAL RIVET IN CURB
- FIRE HYDRANT
- WATER VALVE
- YARD WELL HYDRANT
- SANITARY SEWER MANHOLE
- CATCH BASIN
- UTILITY LATERAL
- WATER METER
- ELECTRIC METER
- GAS METER
- ELECTRIC BOX/TRANSFORMER
- COMMUNICATIONS BOX
- HVAC
- UTILITY: CLEAN OUT
- OUTDOOR ELEC. OUTLET
- MB — MAILBOX
- TREELINE
- X — FENCE
- 6500.0 — EXISTING GROUND SPOT ELEVATION

NORTH

GRAPHIC SCALE
20 0 10 20
1 INCH = 20FEET
THIS MAP PRINTS TO SCALE AT SIZE 24"X36" PAPER

NARRATIVE

THE PURPOSE OF THIS SHEET IS TO SHOW THE EXISTING CONDITIONS.

THIS SURVEY MAP WAS GENERATED USING 2 (TWO) FOOT CONTOURS. SEE SHEET ONE (1) FOR DATUM DETAILS.

EXISTING BUILDING LOCATION IS TO AS-BUILT LOCATION OF BUILDING WALL CORNERS. ACTUAL FOUNDATION LOCATION MAY DIFFER.

RTK GPS AND ROBOTIC TOTAL STATION INSTRUMENTS WERE USED ON THIS SURVEY.

SNOW NOTE

SURVEY WAS PERFORMED WITH APPROXIMATELY TWO FEET OF SNOW ON THE GROUND COVERING THE ENTIRE PROPERTY. ANY VISIBLE UTILITIES OR IMPROVEMENTS ARE SHOWN HEREON, HOWEVER IT IS POSSIBLE THAT SOME NATURAL FEATURES, UTILITIES AND IMPROVEMENTS MAY HAVE BEEN OBSCURED.

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PROFESSIONAL LAND SURVEYOR — No. 8910903 — MARTINA NELSON — 12/29/2024 — STATE OF UTAH

MARTINA NELSON
P.L.S. 8910903

S0011807 B: 0003 P: 1267
Page 3 of 3
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SURVEYED BY: MN/AW
DRAFTED BY: AW/MN
CHECKED BY: MN
DATE: DECEMBER 29, 2024

RECORD OF SURVEY & EXISTING CONDITIONS MAP
LOT 43
HOLIDAY RANCHETTES SUBDIVISION

DWG: HOLIDAY RANCHETTES 43 ROS-ASB.dwg
FOR: WILLIAM GAY

SHEET 3 OF 3

D:\Park City Surveying Dropbox\Park City Surveying Team Folder\ZDrive\FYS\Holiday Ranchettes\LOTS\HOLIDAY RANCHETTES 43 ROS-ASB.dwg, 3, 2/2/2025 8:32:58 AM

Holiday Ranchettes Lot 43: Site Photos

Front of house, looking East/Northeast.





Northwest corner of house, looking East toward rear yard.



North side of house, looking South.



Northeast corner of house, looking South.



Driveway, looking East. Small building at right rear yard is the barn on lot 43. The orange stakes are the ***calculated*** 10' underground storm drainage easement. No field evidence of easement at time of survey.



Looking from rear of property, to the West. The roadway is Lucky John Drive.



Rear of house, looking West.



Southeast corner of the house, looking North.



Southeast corner of house, Looking West toward Lucky John Drive.



Planning Commission
Staff Report

Subject: **10 Claim Jumper Court**
Application: **PL-26-06893**
Author: **Virgil Lund, Planner II**
Date: **May 27, 2026**
Type of Item: **Plat Amendment**

Recommendation

(I) Review the proposed plat amendment to move the Rear Lot Line for Lot 67 of the Thaynes Canyon No. 1 Subdivision (10 Claim Jumper Court) ten feet to the north, (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:	Hunter Underhill and Michelle Bittle; represented by Ryan McMullen – Cirque Studio Architects
Location:	10 Claim Jumper Court
Zoning District:	Single Family
Adjacent Land Uses:	Single-Family Dwellings
Reason for Review:	The Planning Commission reviews and approves plat amendments.[1]

LMC	Land Management Code
PCMC	Park City Municipal Corporation
SF	Single Family
SFD	Single-Family Dwelling

Terms that are capitalized as proper nouns throughout this staff report are defined in LMC § 15-15-1.

Summary

10 Claim Jumper Court is in the Single Family (SF) Zoning District and Thaynes Canyon No. 1 Subdivision. The Applicant owns Lots 67 and 67A.

[1] LMC § 15-7.1-3(B)



Figure 1: Lots 67 (south Lot) and 67A (north Lot) outlined in red.

The Applicant proposes moving the Rear Lot Line of Lot 67 ten feet to the north to correct the existing Non-Complying Single-Family Dwelling (SFD) that was constructed in 1987 up to the Lot Line. The Applicant proposes to demolish and rebuild a SFD within a similar Building Footprint (Exhibit J: Applicant's Narrative).

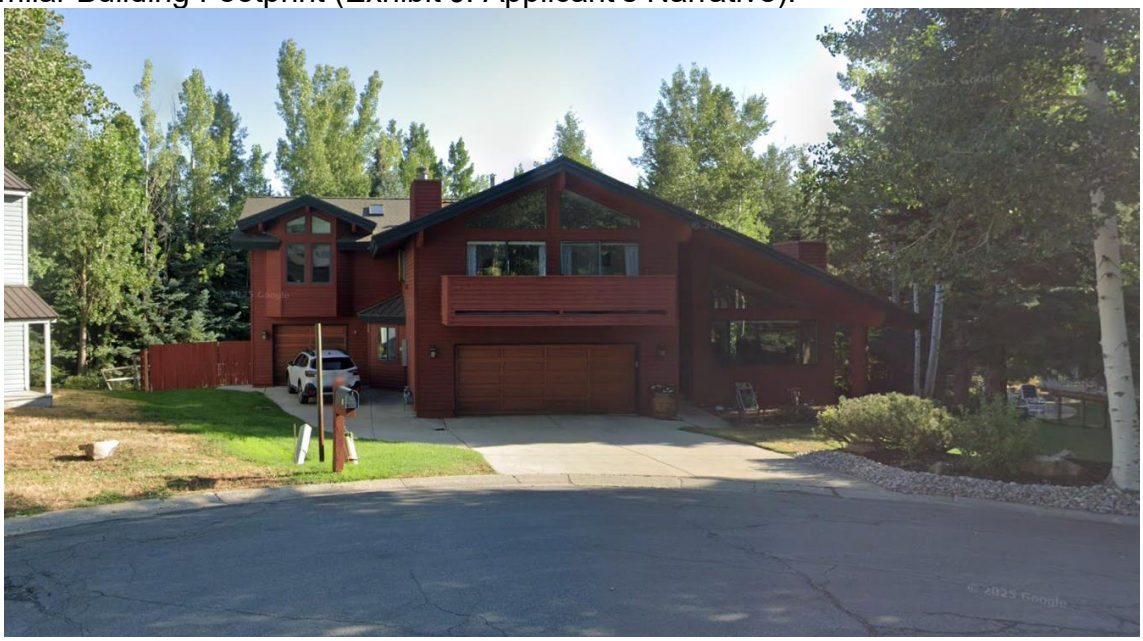


Figure 2: Existing Single-Family Dwelling at 10 Claim Jumper Ct.

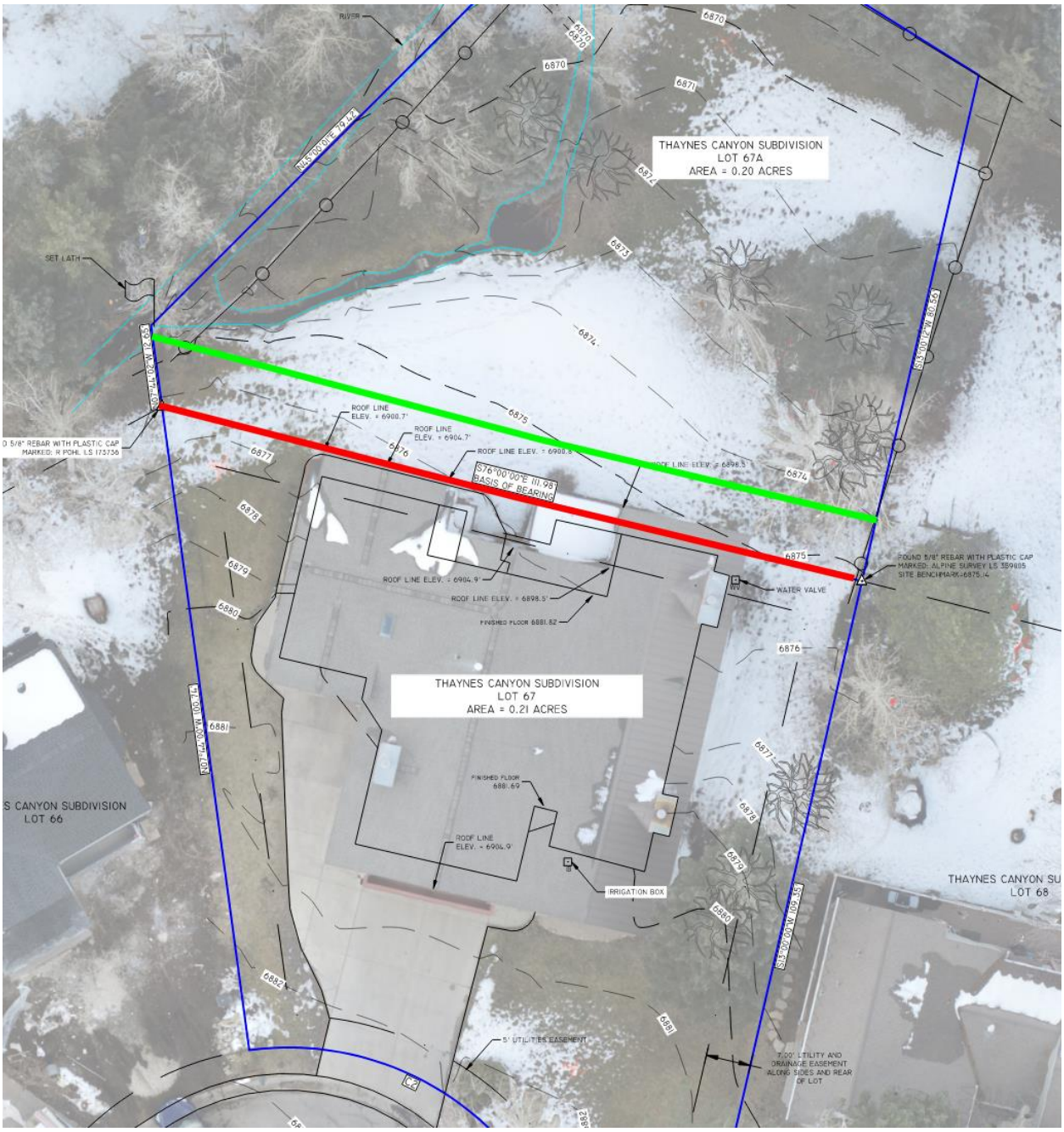


Figure 3: Applicant's Existing Conditions Survey, with the Rear Lot Line in red and the proposed Rear Lot Line in Green. All other Lot Lines are shown in blue.

The proposed plat amendment creates a 10,454-square-foot buildable Lot (Lot 67) and reduces the square footage for Lot 67A from 9,903 square feet to 8,712 square feet.

Background

On July 27, 1971, the City Council approved the Thaynes Canyon Subdivision with 96 SFD Lots. On July 28, 1971, the plat was recorded with Summit County (Recorder Entry No. 113625).

On March 3, 1977, the City Council approved the additional subdivision of interior Lots 65A – 84A (Exhibit B), which includes Lot 67A as shown in Figure 2. The subdivided land was a remnant “inlet” of the City-owned golf course no longer in use. The City Council approved the subdivision with Conditions of Approval related to the Use of these interior Lots in a recorded agreement between Royal Street Land Company—the original developer—and Park City Municipal Corporation (Exhibit C). The allowed Uses on Lot 67A include landscaping, private recreation facilities, and fencing. Garages and other ancillary buildings may be permitted with a Conditional Use Permit. Over the years, several plat amendments have been processed for these “inlet” Lots.

On July 31, 1987, the City approved Building Permit No. 3245-87 for the construction of a SFD on Lot 67, 10 Claim Jumper Court (Exhibit D). The building permit shows a Setback of 15 feet from the Rear Lot Line; however, the SFD was constructed over the Lot Line and does not comply with the Rear Setback.

On April 4, 1996, the City approved Building Permit No. B96-01850 for a 780-square-foot addition to the west side of the SFD at 10 Claim Jumper Court. An existing conditions survey was not submitted for this addition, and the Site Plan for the addition shows the SFD was 15 feet from the Rear Lot Line (Exhibit E). The existing Building Footprint for the SFD is approximately 3,600 square feet.

On July 25, 1996, the City Council approved Ordinance No. 96-34 combining Lots 83 and 83A, and 84 and 84A, for the construction of SFDs (Exhibit F). The plat amendment maintained the intent of the 1977 agreement for Lots 83A and 84A and created an area on the plat that was subject to the conditions of the agreement. On November 5, 1996, the plat was recorded with Summit County (Recorder Entry No. 466414). The SFD constructed as a result of this plat amendment has a Building Footprint of approximately 6,700 square feet.

On July 9, 1998, the City Council approved Ordinance No. 98-27 combining Lots 85 and 86 and an adjacent metes-and-bounds parcel (Exhibit G). No Lots from the 1977 agreement were affected as part of this plat amendment. On July 6, 1999, the plat was recorded with Summit County (Recorder Entry No. 543412). The SFD constructed as a result of this plat amendment has a Building Footprint of approximately 6,600 square feet.

On December 3, 1998, the City Council approved Ordinance No. 98-47 eliminating Lot 95 and adding 2,720 square feet to Lot 94 and 5,200 square feet to Lot 96 (Exhibit H). No Lots from the 1977 agreement were affected as part of this plat amendment. On February 18, 1999, the plat was recorded with Summit County (Recorder Entry No. 530547). The SFD constructed as a result of this plat amendment has a Building Footprint of approximately 9,634.

On January 24, 2008, the City Council approved Ordinance No. 08-02 combining Lots 75 and 75A (Exhibit I). The plat amendment corrected an existing Non-Complying SFD which was encroaching into the Rear Setback for Lot 75. The City Council required that the

protected area from the interior Lot 75A be cross-hatched and that all requirements of the 1977 agreement apply to that cross-hatched area. On December 30, 2008, the 61 Thaynes Canyon Drive Subdivision was recorded with Summit County (Recorder Entry No. 861816). The SFD constructed as a result of this plat amendment has a Building Footprint of approximately 2,800 square feet.

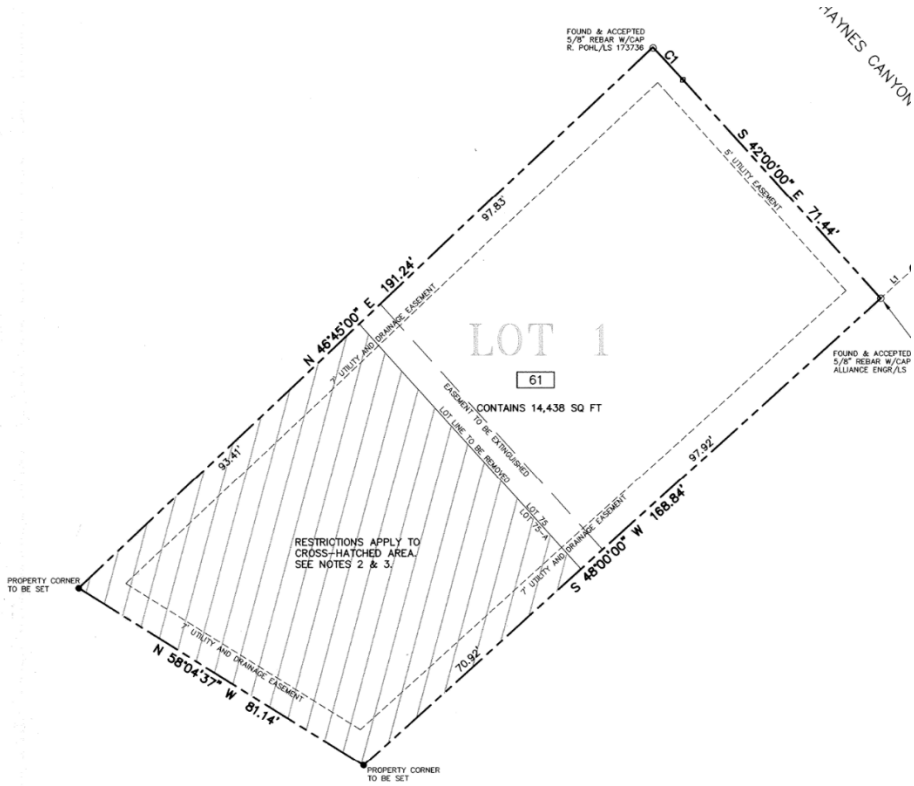


Figure 4: Plat amendment for Lots 75 and 75A (61 Thaynes Canyon Drive Subdivision).

On March 19, 2015, the City Council adopted Ordinance No. 15-08A approving the 9 Hidden Splendor Subdivision Plat combining Lots 82, 82A, 83A, and a remnant portion of Lot 83 (March 19, 2015 City Council Minutes p. 7-8). The City Council required that the protected area from the interior Subdivision for Lots 82A and 83A be cross-hatched and that all requirements of the 1977 agreement apply to that cross-hatched area. On September 11, 2015, the 9 Hidden Splendor Replat was recorded with Summit County (Recorder Entry No 1028034).

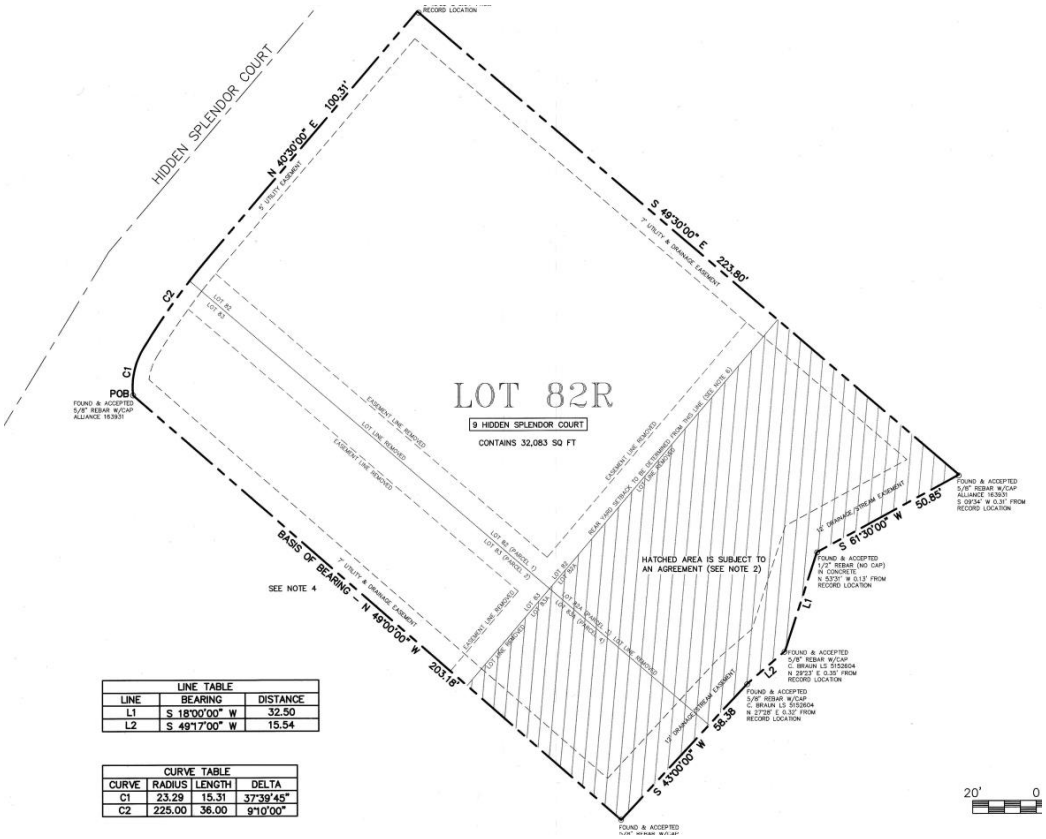


Figure 5: 9 Hidden Splendor Replat.

On April 18, 2019, the City Council approved Ordinance No. 2019-19 combining six Lots (68, 68A, 69, 69A, 70, and 70A) into three Lots. These Lots were part of the 1977 agreement, and the plat amendment created a cross-hatched area restricting allowed use of the area to the Uses permitted in the 1977 agreement. On July 12, 2019 the Claim Jumper Court Subdivision Plat Amendment was recorded with Summit County (Recorder Entry No. 1114057).

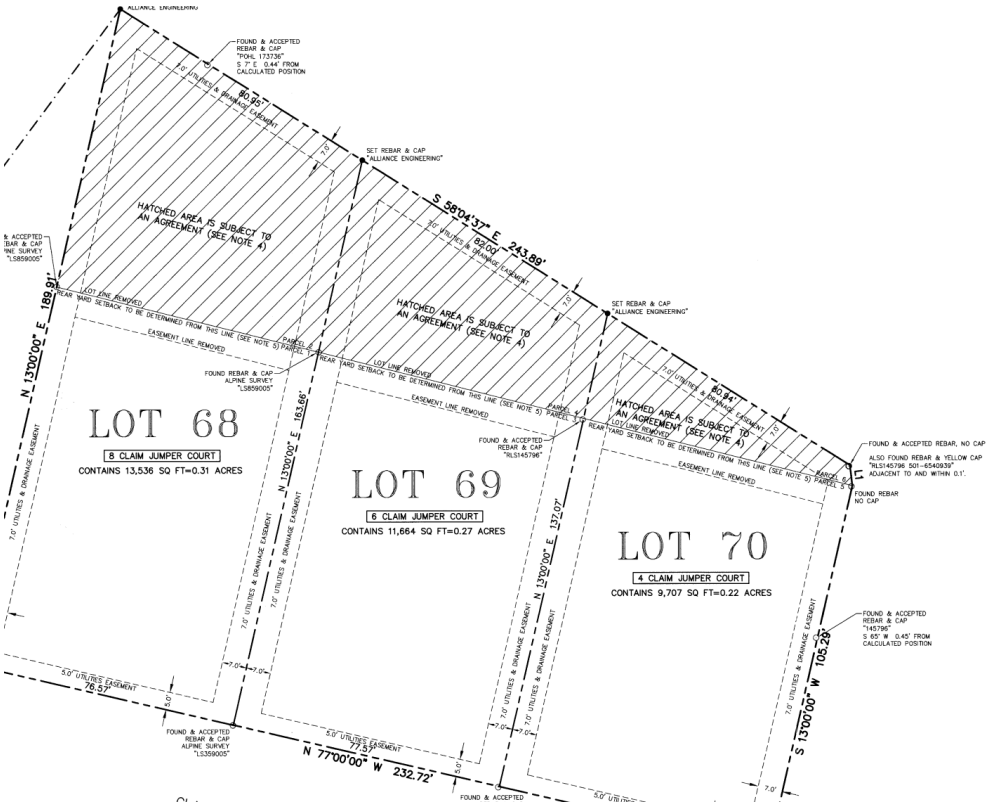


Figure 6: Claim Jumper Court Subdivision Plat Amendment.

Staff recommends the Planning Commission consider restrictions for the "inlet" Lot like those previously approved.

Analysis

(I) The proposed plat amendment complies with the Single Family Zoning District requirements in LMC Chapter 15-2.11.

Setbacks

- Front Setback: Front Setbacks for the Thaynes Canyon 1 Subdivision are 20 feet for the main Building and 10 feet for garages.[2]
    - The existing SFD and garage at 10 Claim Jumper Court are approximately 26 feet from the Front Lot Line.
- Rear Setback: Rear Setbacks for the Thaynes Canyon 1 Subdivision are 10 feet.[3]
    - The existing SFD is built over the Rear Lot Line and does not comply with the Rear Setback. The Applicant proposes to move the Lot Line 10 feet to the north to bring the existing Structure into compliance with the Rear Setback (the existing roof overhang is two feet nine inches over the Lot line, if the Lot Line is moved ten feet to the north, the roof overhang is allowed to encroach three feet into the Rear Setback as a Setback

[2] LMC § 15-2.11-3(B)(1)
[3] LMC § 15-2.11-3(D)(1)

exception per LMC § 15-2.11-3(E)(4)) and maintain a similar Building Footprint for the reconstructed SFD.

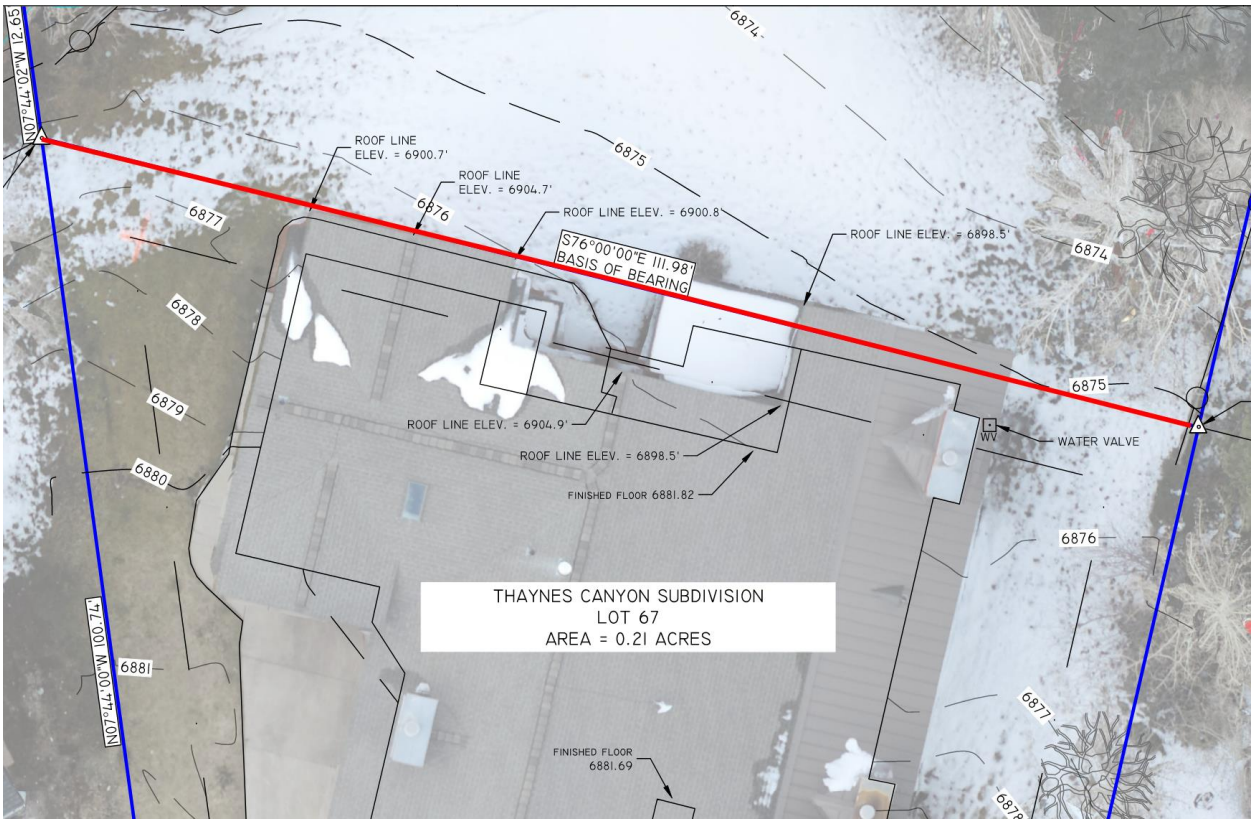


Figure 7: Existing Conditions Survey showing existing Rear Lot Line in red.

- Side Setback: Side Setbacks for the Thaynes Canyon 1 Subdivision are five feet.[4]
    - The east side of the SFD is 18 feet from the Lot Line and the west side of the SFD is nine feet from the Lot Line.

Building Height
The Zone Height in the SF Zoning District is 28 feet. A gable, hip, Barrel, or similar pitched roof may extend up to five feet above the Zone Height if the roof pitch is 4:12 or greater.[5]

The existing SFD is approximately 31 feet tall at its highest point with a 5:12 roof pitch.

Significant Vegetation
No Significant Vegetation will be impacted by the proposed plat amendment. The Applicant proposes this plat amendment in part to maintain the existing Building Footprint of the SFD to avoid impacting any Significant Vegetation.

[4] LMC § 15-2.11-3(D)(1)
[5] LMC § 15-2.11-4

(II) The proposal complies with the original 1971 Subdivision approval and the supplemental 1977 agreement between Royal Street Land Company and the City.

The City Council approved several plat amendments affecting the inlet Lots from 1977 (see Background Section above). While the total acreage of Lot 67A is being reduced via this plat amendment, the cross-hatched area identifies the specific portion of the Lot where the original 1977 Conditions of Approval remain in full effect. This ensures that any Development within that designated area is strictly limited to the uses defined in the 1977 agreement and the Setback requirements of the SF Zoning District.

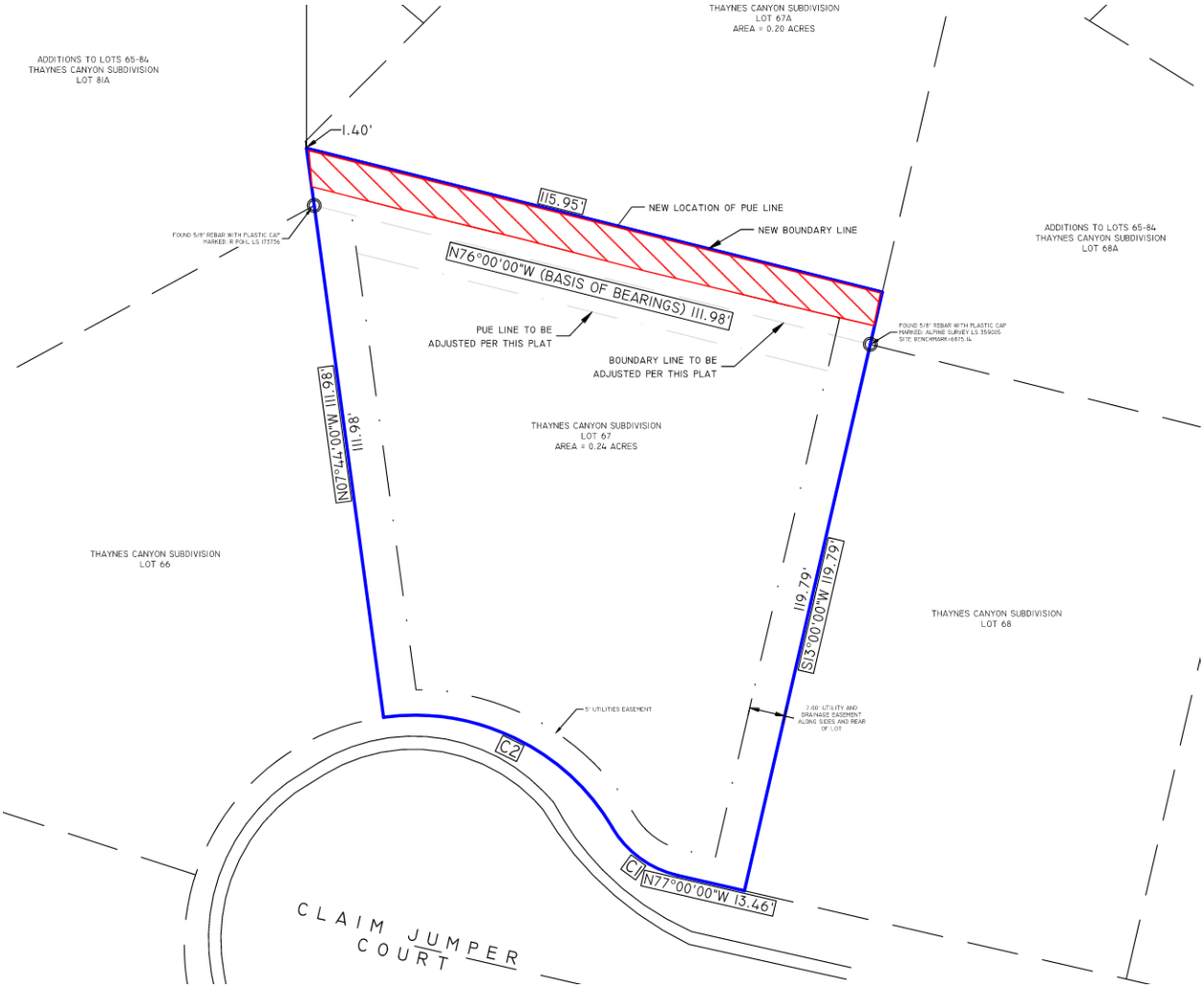


Figure 8: Cross-hatched area for Lot 67 highlighted in red by staff.

Staff recommends a Condition of Approval that creates a hatched area for the 10-foot Setback area from the new north Lot line for Lot 67 that restricts all uses for that area to be consistent with the conditions of the 1977 agreement. Staff also recommends a plat note be added calling attention to the 1977 agreement.

(III) There is Good Cause for the proposed plat amendment pursuant to LMC Section 15-7.1-3(B).

Changes to platted elements including Lot Line adjustments require a 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 and a finding that no Public Street, Right-of-Way, or easement has been vacated or amended.

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 the plat amendment because it corrects an existing Non-Complying Structure and complies with the 1977 agreement between the City and Royal Street Land Company. No Public Street, Right-of-Way, or easement will be vacated or amended. The proposed Buildable Lot, Lot 67, is compatible in size and scale to the existing Lots in the Thaynes Canyon No. 1 Subdivision. The previous plat amendments approved by the Planning Commission did not include any conditions or limitations on the building footprints, and the potential building footprint for the proposed Lot 67 is compatible with the existing building footprints in the Subdivision. The table below outlines the amended Lots building footprints, and the Lots on Claim Jumper Court, compared to the proposed plat amendment.

Lot Number	Buildable Lot Square Footage (Excluding the Interior Lots 65A-84A and any remnant 1977-agreement non-buildable area from Lot Combinations)	Existing Building Footprint	Building Footprint Percentage of Buildable Lot Area
Eriksen Replat	17,346	6,600	38%
9 Hidden Splendor Plat	22,325	9,700	43%
Tauber Replat (Lot 85 and 86 Plat Amendment)	27,826	6,700	24%
70 (2019 Claim Jumper Ct Plat Amendment)	8,410	4,154	49%
69 (2019 Claim Jumper Ct Plat Amendment)	8,410	2,365	28%
68 (2019 Claim Jumper Ct Plat Amendment)	8,410	2,605	31%
71	11,325	3,125	28%

66	11,325	2,500	22%
65	10,500	3,250	31%
64	9,583	3,600	38%
63	8,712	3,120	36%
62	8,712	4,360	50%
61	9,147	3,230	35%
60	9,147	2,800	31%
59	10,018	4,000	40%
58	10,454	4,480	43%

Proposed Lot 67	**10,454**	**Approximate Building Footprint with Proposed Lot 67: 4,300**	**41%**

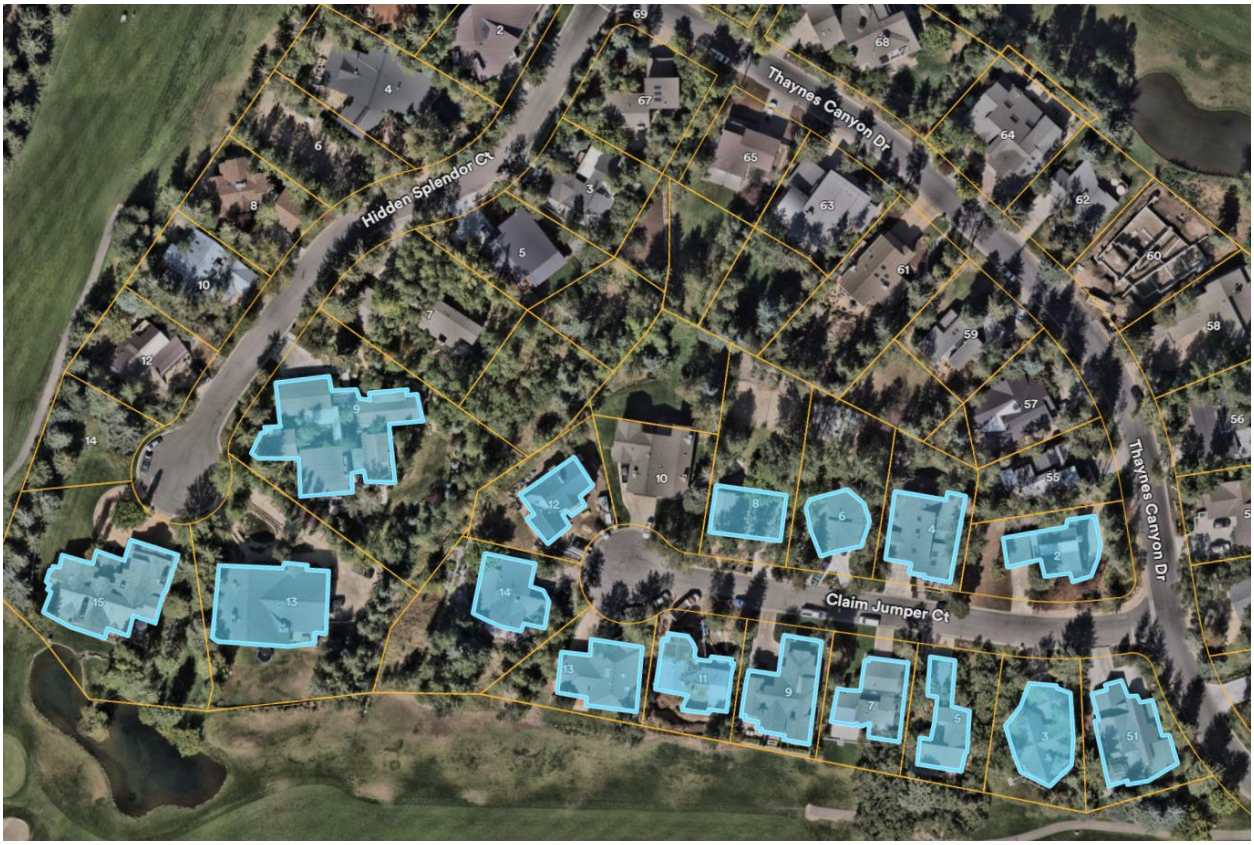


Figure 9: Building Footprints Calculated, Highlighted in Blue

The proposed building footprint for Lot 67, which is 41% of the buildable area, is consistent with the established Development pattern of the Thaynes Canyon No. 1 Subdivision, where footprint percentages range from 22% to 50% of the buildable area. The proposed plat amendment maintains the neighborhood's character and scale while resolving an existing non-conformity, which complies with the criteria for Good Cause.

(IV) The Development Review Committee reviewed the proposal on April 21, 2026 and confirmed the proposal conforms to their required standards.[6]

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 May 13, 2026. Staff mailed courtesy notice to property owners within 300 feet on May 13, 2026. The *Park Record* published courtesy notice on May 13, 2026.[7]

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 for Lots 67 and 67A.
- Deny the plat amendment and direct staff to make Findings for the denial.
- Request additional information and continue the discussion to a date uncertain.

Exhibits

A: Draft Final Action Letter
    Attachment 1: Proposed Plat
B: March 3, 1977 City Council Minutes Approving the Interior Subdivision
C: 1977 Agreement Between PCMC and Royal Street Land Company
D: Building Permit No. 3245-87 for the SFD
E: 1996 Addition Building Permit
F: Ordinance No. 96-34 Approving the Eriksen Replat
G: Ordinance No. 98-27 Approving the Tauber Replat
H: Ordinance No. 98-47 Approving the Shackelford Replat
I: Ordinance No. 08-02 Approving the 61 Thaynes Canyon Drive Subdivision
J: Applicant's Narrative

[6] 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).
[7] LMC § 15-1-21

Planning Department

May 27, 2026

Ryan McMullen

CC: Hunter Underhill and Michelle Bittle

NOTICE OF PLANNING COMMISSION ACTION

Description

Address:	10 Claim Jumper Court Lot 67 of the Thaynes Canyon 1 Subdivision
Zoning District:	Single Family
Application:	Plat Amendment
Project Number:	PL-26-06893
Action:	APPROVED WITH CONDITIONS (See Below)
Date of Final Action:	May 27, 2026
Project Summary:	The Applicant proposes to move the Rear Lot Line of Lot 67 ten feet to the north to correct the existing Non-Complying Structure.

Action Taken

On May 27, 2026, the Planning Commission conducted a public hearing and approved the plat amendment according to the following findings of fact, conclusions of law, and conditions of approval.

Findings of Fact

1. The proposed plat amendment complies with the Single Family Zoning District requirements.
    a. Front Setback: Front Setbacks for the Thaynes Canyon 1 Subdivision are 20 feet for the main Building and 10 feet for garages.
        i. The existing Single-Family Dwelling (SFD) and garage at 10 Claim Jumper Court are approximately 26 feet from the Front Lot Line.
    b. Rear Setback: Rear Setbacks for the Thaynes Canyon 1 Subdivision are 10 feet.

DRAFT

i. The existing SFD is built over the Rear Lot Line and does not comply with the Rear Setback. The Applicant proposes to move the Lot Line 10 feet to the north to bring the existing Structure into compliance with the Rear Setback and maintain a similar Building Footprint for the reconstructed SFD.
ii. The existing roof overhang is two feet nine inches over the Lot line, if the Lot Line is moved ten feet to the north, the roof overhang is allowed to encroach three feet into the Rear Setback as a Setback exception.

c. Side Setbacks: Side Setbacks for the Thaynes Canyon 1 Subdivision are five feet.
i. The east side of the SFD is 18 feet from the Lot Line and the west side of the SFD is nine feet from the Lot Line.

d. Building Height: 28 feet. A gable, hip, Barrel, or similar pitched roof may extend up to five feet above the Zone Height if the roof pitch is 4:12 or greater.
i. The existing SFD is approximately 31 feet tall at its highest point with a 5:12 roof pitch.

e. Significant Vegetation
i. No Significant Vegetation will be impacted by the proposed plat amendment. The Applicant proposes this plat amendment in part to maintain the existing Building Footprint of the SFD to avoid impacting any Significant Vegetation.

2. The proposal complies with the original 1971 Subdivision approval and the supplemental 1977 agreement between Royal Street Land Company and Park City Municipal Corporation.
a. The City Council approved several plat amendments affecting the supplemental Lots from 1977. While the total acreage of Lot 67A is being reduced via this plat amendment, the cross-hatched area identifies the specific portion of the Lot where the original 1977 Conditions of Approval remain in full effect. This ensures that any Development within that designated area is strictly limited to the uses defined in the 1977 agreement and the Setback requirements of the SF Zoning District.
3. LMC Section 15-7.1-3(B) requires the Planning Commission to make a finding of Good Cause when approving a plat amendment.

DRAFT

a. There is Good Cause for the plat amendment because it corrects an existing Non-Complying Structure and complies with the 1977 agreement between the City and Royal Street Land Company. No Public Street, Right-of-Way, or easement will be vacated or amended. The proposed Buildable Lot, Lot 67, is compatible in size and scale to the existing Lots in the Thaynes Canyon No. 1 Subdivision. The previous plat amendments approved by the Planning Commission did not include any conditions or limitations on the building footprints, and the potential building footprint for the proposed Lot 67 is compatible with the existing building footprints in the Subdivision.
b. The proposed building footprint for Lot 67, which is 41% of the buildable area, is consistent with the established Development pattern of the Thaynes Canyon No. 1 Subdivision, where footprint percentages range from 22% to 50% of the buildable area. The proposed plat amendment maintains the neighborhood's character and scale while resolving an existing non-conformity.

Conclusions of Law

1. There is Good Cause for this Plat Amendment.
2. The Plat Amendment is consistent with the plat regulations outlined in LMC § 15-7.1-3(B) and § 15-7.1-6, and Chapters 15-3 *Off-Street Parking* and 15-2.11 *Single Family 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 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.

DRAFT

3. A plat note shall be added indicating the hatched area shown on the plat is restricted to Uses that are consistent with the Uses listed on the 1977 agreement between Royal Street Land Company and Park City Municipal Corporation. These Uses include landscaping, private recreation facilities meeting required Setbacks, and fencing.

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.

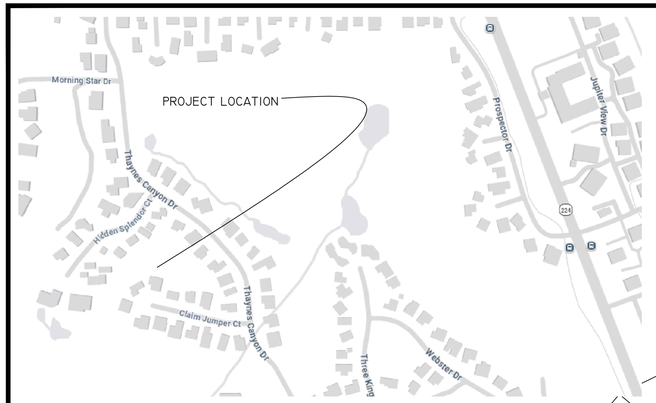
Sincerely,

Christin Van Dine
Planning Commission Chair

CC: Virgil Lund

Attachment 1: Proposed Plats

DRAFT



VICINITY MAP

SYMBOL LEGEND	
— ——— —	DEED LINE
———	SURVEY BOUNDARY
——— · ———	PUBLIC UTILITY EASEMENT
△	SET REBAR WITH CAP (7736336)
○	FOUND REBAR
⚐	SET LATH

CURVE TABLE					
CURVE #	LENGTH	RADIUS	DELTA	CHORD DIR.	CHORD LENGTH

ADDITIONS TO LOTS 65-84 THAYNES CANYON SUBDIVISION LOT 67A AMENDED

SITUATE IN THE NW 1/4 OF SECTION 8, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN, SUMMIT COUNTY, PARK CITY, UTAH

SURVEYOR'S CERTIFICATE

I, CHAD A. ANDERSON, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR IN THE STATE OF UTAH AND THAT I HOLD LICENSE NUMBER 7736336 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 17-23-17 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 AMENDED SAID SUBDIVISIONS, HEREAFTER TO BE KNOWN AS ADDITIONS TO LOTS 65-84 THAYNES CANYON LOT 67A AMENDED.

REGISTERED LAND SURVEYOR — 7736336 — CHAD A. ANDERSON — 01/24/2018 — STATE OF UTAH

SURVEYOR'S SEAL

LEGAL DESCRIPTION

BEGINNING AT THE NORTHERLY CORNER OF LOT 67A OF THE ADDITIONS TO LOTS 65-84 THAYNES CANYON SUBDIVISION, SAID POINT BEING 2744.30 FEET WEST AND 1235.25 FEET SOUTH FROM THE NORTHEAST CORNER OF SECTION 8, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN; AND RUNNING THENCE S58°04'37"E 67.77 FEET TO THE NORTHEAST CORNER OF SAID LOT 67A; THENCE S13°00'00"W 70.12 FEET ; THENCE N76°00'00"W 115.95 FEET; THENCE N07°44'00"W 1.40 FEET; THENCE N45°00'00"E 79.43 FEET; THENCE N38°35'00"E 23.72 FEET TO THE POINT OF BEGINNING.

AREA = 0.17 ACRES

BASIS OF BEARINGS: S76°00'00"E MEASURED BETWEEN FOUND MONUMENTS AS SHOWN HEREON

OWNER'S DEDICATION & CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENTS THAT WE HUNTER R. UNDERHILL & MICHELLE M. BITTLE, THE OWNERS OF LAND SHOWN AND DESCRIBED ON THIS SUBDIVISION PLAT, HAVE CAUSED THE SAME TO BE AMENDED TO BE HEREAFTER KNOWN AS ADDITIONS TO LOTS 65-84 THAYNES CANYON SUBDIVISION LOT 67A AMENDED, 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___.

HUNTER R UNDERHILL — PRINTED NAME — DATE

MICHELLE M. BITTLE — 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.

NOTARY PUBLIC

NOTES

1. THIS PLAT AMENDMENT IS SUBJECT TO THE CONDITIONS OF APPROVAL IN THE FINAL ACTION LETTER DATED _____ _____, 20_____ ON FILE WITH THE PLANNING DEPARTMENT (PL-_____-_____).

LEGEND

SURVEYOR'S NARRATIVE

1. THIS SUBDIVISION PLAT AMENDS 1 OPEN SPACE LOT. THE PURPOSE IS TO VACATE A PORTION OF LOT 67A AND ADD IT TO LOT 67. SEE PLAT FOR LOT 67. THE HOUSE ON LOT 67 WAS NON-COMPLIANT WITH SETBACKS AND THIS PLAT AMENDMENT WILL BRING SAID STRUCTURE INTO COMPLIANCE.
2. A RECORD OF SURVEY DRAWING WAS FILED AS S-12184 IN THE OFFICE OF THE SUMMIT COUNTY RECORDER.
3. BASIS OF BEARING: S76°00'00"E 111.98'MEASURED BETWEEN FOUND MONUMENTS AS SHOWN HEREON.
4. LOT 67-A IS A NON-BUILDABLE LOT.

ADDRESS: 10 CLAIMJUMPER COURT

GRAPHIC SCALE

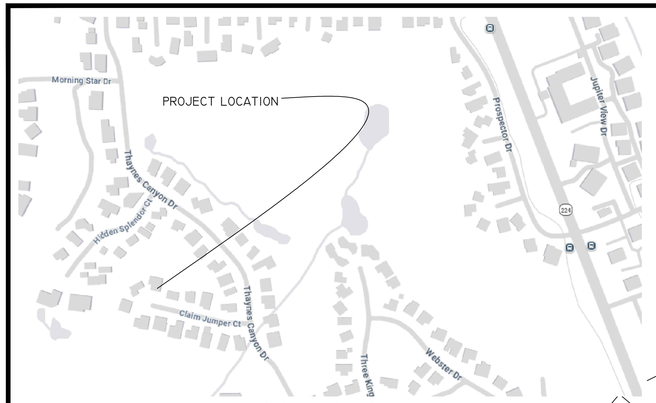
20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

N W E S

SHEET 1 OF 1

SNYDERVILLE BASIN WATER RECLAMATION DISTRICT	PLANNING COMMISSION	ENGINEERS CERTIFICATE	APPROVAL AS TO FORM	COUNCIL APPROVAL AND ACCEPTANCE	CERTIFICATE OF ATTEST	PUBLIC SAFETY ANSWERING POINT APPROVAL	RECORDED
REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN WATER RECLAMATION DISTRICT STANDARDS ON THIS _____ DAY OF _____, 20___	APPROVED BY THE PARK CITY PLANNING COMMISSION THIS_____ DAY OF _____, 20_____	I FIND THIS PLAT TO BE IN ACCORDDANCE WITH INFORMATION ON FILE IN MYOFFICE THIS _____ DAY OF _____, 20_____	APPROVED AS TO FORM THIS_____ DAY OF _____, 20_____	APPROVAL AND ACCEPTANCE BY THE PARK CITY COUNCIL THIS_____ DAY OF _____, 20_____	APPROVED THIS_____ DAY OF _____, 20_____	APPROVED THIS_____ DAY OF _____, 20_____	STATE OF UTAH, COUNTY OF SUMMIT, AND FILED AT THE REQUEST OF _____
BY_____	BY_____ CHAIR	BY_____ PARK CITY ENGINEER	BY_____ PARK CITY ATTORNEY	BY_____ MAYOR	BY_____ PARK CITY RECORDER	BY_____ SUMMIT COUNTY GIS COORDINATOR	_____ FEE _____ RECORDER TIME_____ DATE_____ ENTRY NO._____



VICINITY MAP

SYMBOL LEGEND	
	DEED LINE
	SURVEY BOUNDARY
	PUBLIC UTILITY EASEMENT
△	SET REBAR WITH CAP (7736336)
○	FOUND REBAR
⚐	SET LATH

CURVE TABLE					
CURVE #	LENGTH	RADIUS	DELTA	CHORD DIR.	CHORD LENGTH
C1	18.29	23.29	044°59'43"	N54°30'09"W	17.82
C2	51.62	45.00	065°43'39"	N64°52'11"W	48.84

THAYNE'S CANYON SUBDIVISION LOT 67 AMENDED

SITUATE IN THE NW 1/4 OF SECTION 8, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN, SUMMIT COUNTY, PARK CITY, UTAH

SURVEYOR'S CERTIFICATE



SURVEYOR'S SEAL

I, CHAD A. ANDERSON, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR IN THE STATE OF UTAH AND THAT I HOLD LICENSE NUMBER 7736336 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 AMENDED SAID SUBDIVISIONS, HEREAFTER TO BE KNOWN AS THAYNE'S CANYON SUBDIVISION LOT 67 AMENDED.

LEGAL DESCRIPTION

BEGINNING AT A POINT 2815.07 FEET WEST AND 1311.35 FEET SOUTH FROM THE NORTHEAST CORNER OF SECTION 8, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN; AND RUNNING THENCE S76°00'00"E 115.95 FEET; THENCE S13°00'00"W 119.79 FEET TO THE SOUTHEAST CORNER OF SAID LOT 67; THENCE N77°00'00"W 12.08 FEET TO A POINT ON A 23.29 FOOT RADIUS CURVE TO THE RIGHT; THENCE ALONG SAID CURVE 18.29 FEET (CHORD BEARS N54°30'09"W 17.82 FEET) TO A POINT ON A 45.00 FOOT RADIUS CURVE TO THE LEFT; THENCE ALONG SAID CURVE 51.62 FEET (CHORD BEARS N64°52'11"W 48.84 FEET) TO THE SOUTHWEST CORNER OF SAID LOT 67; THENCE N07°44'00"W 111.98 FEET TO THE POINT OF BEGINNING.

AREA = 0.24 ACRES

BASIS OF BEARINGS: S76°00'00"E 111.98' MEASURED BETWEEN FOUND MONUMENTS AS SHOWN HEREON

OWNER'S DEDICATION & CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENTS THAT WE HUNTER R. UNDERHILL & MICHELLE M. BITTLE, THE OWNERS OF LAND SHOWN AND DESCRIBED ON THIS SUBDIVISION PLAT, HAVE CAUSED THE SAME TO BE AMENDED TO BE HEREAFTER KNOWN AS THAYNE'S CANYON SUBDIVISION LOT 67 AMENDED, 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__.

HUNTER R UNDERHILL	PRINTED NAME	DATE
MICHELLE M. BITTLE	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.

_____
NOTARY PUBLIC

NOTES

1. THIS PLAT AMENDMENT IS SUBJECT TO THE CONDITIONS OF APPROVAL IN THE FINAL ACTION LETTER DATED _____ ____ ____, 20____, ON FILE WITH THE PLANNING DEPARTMENT (PL-_____-_____).

LEGEND

SURVEYOR'S NARRATIVE

1. THIS SUBDIVISION PLAT AMENDS 1 SINGLE FAMILY LOT. THE PURPOSE IS TO VACATE A PORTION OF LOT 67A AND ADD IT TO LOT 67. SEE PLAT FOR LOT 67A. THE HOUSE ON LOT 67 WAS NON-COMPLIANT WITH SETBACKS AND THIS PLAT AMENDMENT WILL BRING SAID STRUCTURE INTO COMPLIANCE.
2. A RECORD OF SURVEY DRAWING WAS FILED AS S-12184 IN THE OFFICE OF THE SUMMIT COUNTY RECORDER.
3. BASIS OF BEARING: S76°00'00"E MEASURED BETWEEN FOUND MONUMENTS AS SHOWN HEREON.

ADDRESS: 10 CLAIMJUMPER COURT

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

N W E S

SHEET 1 OF 1

SNYDERVILLE BASIN WATER RECLAMATION DISTRICT	PLANNING COMMISSION	ENGINEERS CERTIFICATE	APPROVAL AS TO FORM	COUNCIL APPROVAL AND ACCEPTANCE	CERTIFICATE OF ATTEST	PUBLIC SAFETY ANSWERING POINT APPROVAL	RECORDED
REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN WATER RECLAMATION DISTRICT STANDARDS ON THIS _____ DAY OF _____, 20___	APPROVED BY THE PARK CITY PLANNING COMMISSION THIS_____ DAY OF _____, 20_____	I FIND THIS PLAT TO BE IN ACCORDDANCE WITH INFORMATION ON FILE IN MYOFFICE THIS _____ DAY OF _____, 20_____	APPROVED AS TO FORM THIS_____ DAY OF _____, 20_____	APPROVAL AND ACCEPTANCE BY THE PARK CITY COUNCIL THIS_____ DAY OF _____, 20_____	APPROVED THIS_____ DAY OF _____, 20_____	APPROVED THIS_____ DAY OF _____, 20_____	STATE OF UTAH, COUNTY OF SUMMIT, AND FILED AT THE REQUEST OF _____
BY_____	BY_____ CHAIR	BY_____ PARK CITY ENGINEER	BY_____ PARK CITY ATTORNEY	BY_____ MAYOR	BY_____ PARK CITY RECORDER	BY_____ SUMMIT COUNTY GIS COORDINATOR	_____ FEE _____ RECORDER TIME_____ DATE_____ ENTRY NO._____

COUNCIL MINUTES

MARCH 3, 1977

The meeting was called to order by Mayor Leon Uriarte at 8:05 p.m. A roll call was taken which indicated the following City Councilme- present: Rich Martinez, Steve Dering, Jan Wilking, Eleanor Bennett and Jack Green. Also in attendance were Wayne Matthews, City Manager and Bruce Decker, City Recorder and City Attorney, Nick Colessides.

After the minutes of the February 17, 1977, City Council meeting were read by City Recorder Decker, Councilman Green moved to approve the minutes as read. The motion was seconded by Councilman Bennett and carried.

Councilman Wilking made a motion to grant a Business License to "Pop Jenks", located at 430 Main St., owned by Jim Slusher. The motion was seconded by Councilman Bennett and carried.

Jimmy McQue representing the Mountain Fishery appeared before the City Council to request a recommendation from the City for a mini-bottle license. Councilman Dering made a motion that the City send a letter of recommendation to the State Liquor Commission recommending that Mountain Fishery be granted a mini-bottle license. Councilman Wilking seconded the motion and it carried.

Mayor Uriarte instructed City Planner Martin to read to the Council the proposed annexation policy. After the reading, Councilman Green made a resolution that the City adopt the annexation policy designed to provide guidelines for bringing additional property within the city limits. (See Exhibit A) The motion was seconded by Councilman Bennett and carried.

Michael Fannin appeared before the Council to discuss his van-in proposal. He answered various questions regarding this event which is planned for June 17-19. He also told the Council that he expects a-proximately 1,000 customized vans to participate. City Recorder Decker read a letter sent to Mr. Fannin by the City listing several stipulations that had to be met before the City would grant a permit for the activity. Councilman Dering moved to approve the van-in proposal subject to the conditions listed in the letter to Mr. Fannin (See Exhibit B). The motion was seconded by Councilman Wilking and carried.

Jack Johnson representing Royal Street Land Company was present and explained to the City Council that the City Attorney felt that the Taynes Canyon Interior Subdivision had been platted. He further mentioned that he would abide by all stipulations set by the Planning Commission. Attorney Colessides recommended that the agreement between the seller and the buyer be made part of the plat. Councilman Wilking moved that the City approve the Thaynes Canyon Interior Subdivision Subject to the following conditions as outlined by the Planning Commission: that the property owners be notified that any construction proposed on the property involved in this interior subdivision would need to receive conditional use approval from the Planning Commission. This requirement is to be made a part of the deed restrictions of this subdivision. The deed restrictions referred to are to indicate that the use of this land would be limited to landscaping, private recreation facilities, fences, and auxillary or secondary buildings. Also they are to indicate that no primary dwellings or any portion thereof will be permitted on this property and that the addition of this land will not alter in any way the protective covenants of Thaynes Canyon Subdivision #1. Also, that these conditions are to be made part of the plat. The motion was seconded by Councilman Bennett and carried. Attorney Colessides then recommended that the City

INDEXED: .....
GRANTOR: .....
GRANTEE: .....
RELEASED: .....
ABSTRACTED: .....
STAMPED: .....

AGREEMENT

Entry No. 137582 Book M93
RECORDED 5-2-77 at 10:31 M Page 324-7
REQUEST of Royal Street Land Co.
FEE WANDA Y. SPRIGGS, SUMMIT CO. RECORDER
$ 5.00 By Wanda Y. Spriggs
INDEXED ..... ABSTRACT .....

This Agreement made and entered into this 23RD day of March, 1977, by and between ROYAL STREET LAND COMPANY, a Utah corporation, hereinafter referred to as the "developer," and PARK CITY, a municipal corporation, hereinafter referred to as the "City."

WITNESSETH:

WHEREAS, Developer is the owner and developer of a certain tract of land, located within the city limits, and more specifically described in the attached Exhibit "A" which by reference is incorporated herein and made a part hereof; and

WHEREAS, said tract of land has been subdivided into lots and affects lots 65 to 84 of the existing Thaynes Canyon Subdivision; and

WHEREAS, the City Council wishes to approve the subdivision of the said tract of land as a platted subdivision, subject, however, to certain conditions hereinafter enumerated; and

WHEREAS, said conditions of approval as contained herein, shall be recorded simultaneously with the recordation of the final approved plat of said subdivision, and shall affect only lots 65 to 84 of the Thaynes Canyon subdivision.

NOW, THEREFORE, in consideration of the mutual covenants and agreements contained herein and other good and valuable considerations, the parties agree as follows:

BOOK M93 PAGE 324

1. The property described in the attached Exhibit "A", as subdivided in lots numbering 65A to 84A inclusive, shall be offered for sale by the owner-developer, to only those persons who have right, title and interest in lots 65 to 84, inclusive, of the existing Thaynes Canyon Subdivision.

2. The use of lots 65A to 84A, inclusive, shall be restricted and limited to only landscaping, private recreation facilities, and fencing.

3. There shall be no construction, erection or maintenance of any buildings for use as primary dwelling buildings on the said lots of 65A to 84A inclusive, but the construction of garages and other ancillary buildings may, at the discretion of the City, be permitted, provided further, however, that a conditional use permit is first obtained from the City.

4. This agreement shall be part of and be annexed as an Exhibit to the final approved plat of the plat known as "Addition to Lots 65 to 84 Thaynes Canyon Subdivision, and shall be recorded as such, said subdivision plat being recorded as number 137581.

DEVELOPER

ROYAL STREET LAND COMPANY

By Warren King
President

PARK CITY CORPORATION

By Leon Uriarte
Mayor

BOOK M93 PAGE 325

ATTEST:

Secretary

ATTEST:

City Recorder

STATE OF UTAH)
: ss
COUNTY OF SALT LAKE)

On the 25th day of March, 1977, personally appeared before me Warren King and M. Scott Woodland, who being by me duly sworn did say, each for himself, that he, the said Warren King, is the President, and he, the said M. Scott Woodland, is the secretary of ROYAL STREET LAND COMPANY, and that the within and foregoing instrument was signed in behalf of said corporation by authority of a resolution of its board of directors, and said Warren King and M. Scott Woodland each duly acknowledged to me that the said corporation executed the same for the purposes contained hereinabove.

My commission expires:
April 15, 1980

NOTARY PUBLIC; Residing in
Salt Lake County, Utah

BOOK 93 PAGE 26

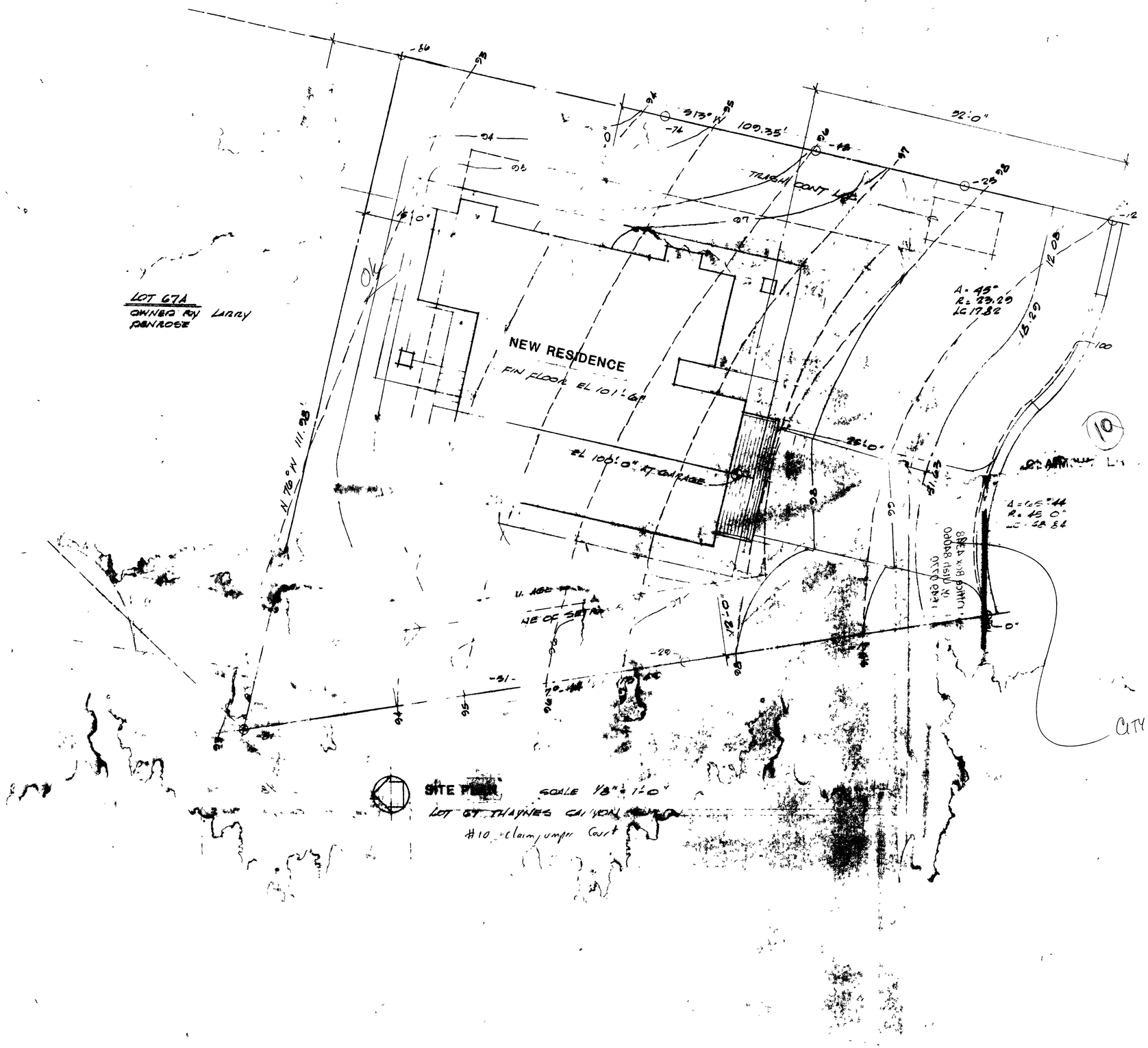
-3-

5.00

EXHIBIT "A"

Beginning at a point south 1120.00 Feet and West 2732.55 Feet from the north east corner of Section 8, Township 2 South, Range 4 East. Salt Lake Base and Meridian. Said point also being the most southerly corner of lot 78 of the Thaynes Canyon Subdivision as recorded; thence running along the boundary line of said Thaynes Canyon Subdivision as follows: South 55°00'00" East 148.77 feet; thence South 42°08'00" East 186.81 feet, thence South 7°00'00" East 65.00 feet; thence North 76°00'00" West 344.74 feet; thence South 61°30'00" West 122.00 feet; thence South 18°00'00" West 111.00 feet; thence South 16°00'00" East 75.00 feet; thence leaving the boundary line of said Thaynes Canyon Subdivision, North 84°01'55" West 196.22 Feet to the South East corner of Lot 84; thence along the boundary line of said subdivision north 40°30'00" East 410.01 feet; thence North 64°00'00" East 89.77 feet; thence North 35°00'00" East 84.99 feet to the point of beginning. Contains 2.027 acres.

BOOK 93 PAGE 327



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PENROSE RESIDENCE

BRIGHTON ARCHITECTURAL GROUP
Post Office Box 4388
Park City, Utah 84060
(801) 649-0770

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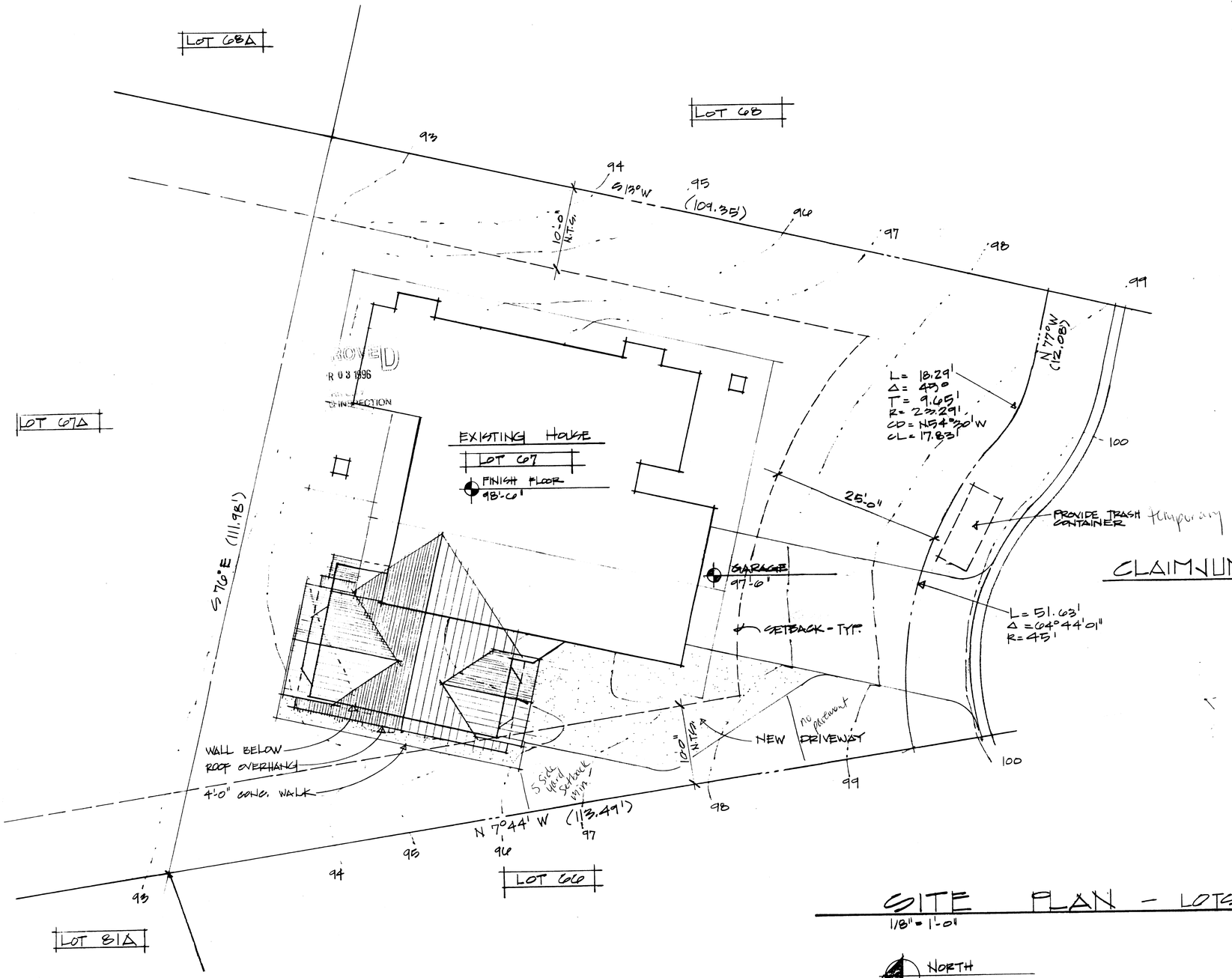


SITE PLAN - LOTS 67 & 67A - THAYNES CANYON SUBDIVISION

1/8" = 1'-0"

NORTH

INDEX TO DRAWINGS

SHT.	DESCRIPTION
A.1	SITE PLAN
A.2	MAIN & UPPER LEVEL FLOOR PLANS
A.3	SOUTH & NORTH ELEVATIONS, NOTES
A.4	WEST ELEVATION & BUILDING SECTION
S.1	FOOTING & FOUNDATION, UPPER FLR. FRAMING PLANS
S.2	ROOF FRAMING PLAN, STRUCTURAL NOTES
S.3	STRUCTURAL DETAILS

PLANNING DEPT.
APPROVED
DATE MBR 4/3/96

APPROVED
MAR 29 1996
BUILDING INSPECTION

PARK CITY MUNICIPAL CORPORATION
APPROVED
PERMIT NO. B96-01850
DATE 4/4 1996
SIGNATURE/APPROVAL RT/MR
BUILDING INSPECTION DEPARTMENT

RECEIVED
MAR 26 1996
PARK CITY
MUNICIPAL CORP.

REVISIONS	BY

MICHAEL J. STOKER, A.I.A.
ARCHITECT
P.O. BOX 1788
PARK CITY, UTAH 84060
PHONE: (801) 647-9676
2470 SOUTH HIGHLAND DRIVE
SALT LAKE CITY, UTAH 84106
PHONE & FAX: (801) 486-7141

MJS

SITE PLAN
LAPAGE RESIDENCE ADDITION
10 CLAIMJUMPER COURT
PARK CITY, UTAH 84060

Date
Scale 1/8" = 1'-0"
Drawn M.J.S.
Job
Sheet A-1
Of Sheets

NOTES

1. Gap waterboard 1/8" or follow manufacturer's specifications.
2. Fireblock stud spaces at soffits, floor and ceiling joist lines, at 10' horizontal and vertical and at any location which could afford the passage of fire.
3. The tops of stair handrails shall be placed no less than 34" above the tread nosing. They shall be continuous the full length of the stairs. The handgrip portion of handrails shall not be less than 1 1/4" nor more that 2" in cross-sectional dimension or the shape shall provide an equivalent gripping surface. Handrails projecting from a wall shall have a space of not less than 1 1/2" between the wall and the handrail.

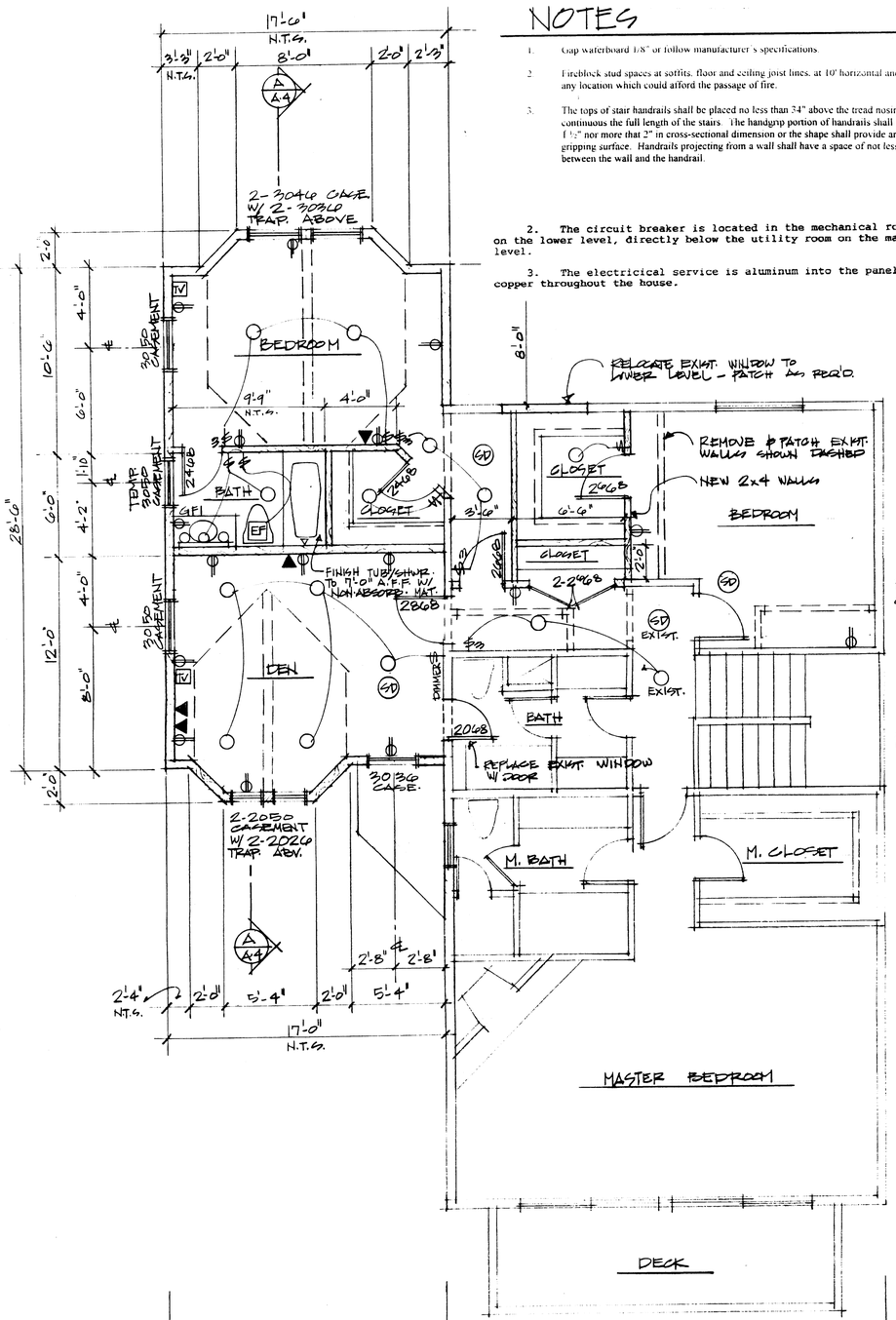
2. The circuit breaker is located in the mechanical room on the lower level, directly below the utility room on the main level.

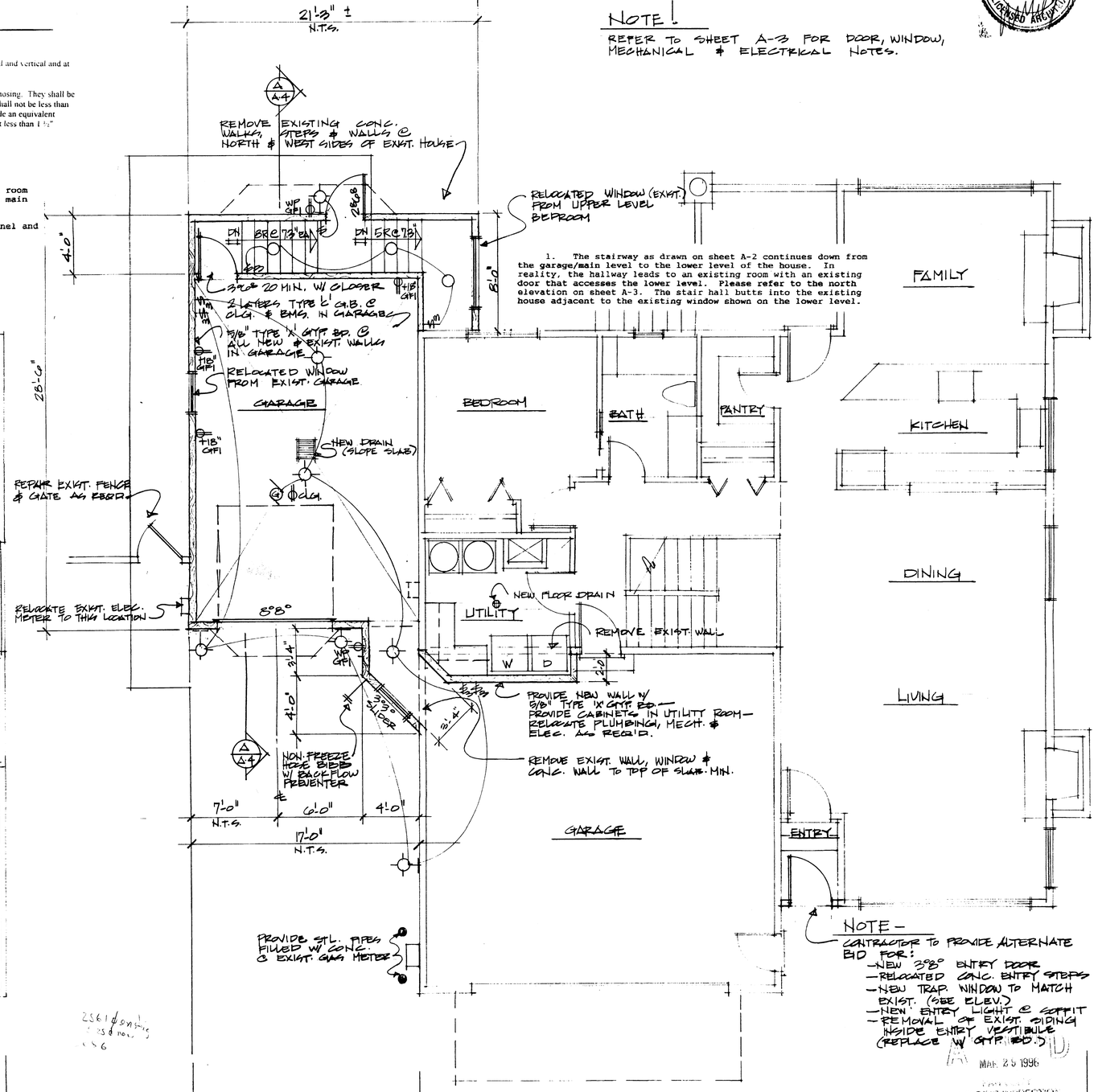
3. The electricical service is aluminum into the panel and copper throughout the house.

NOTE!

REFER TO SHEET A-3 FOR DOOR, WINDOW, MECHANICAL & ELECTRICAL NOTES.

1. The stairway as drawn on sheet A-2 continues down from the garage/main level to the lower level of the house. In reality, the hallway leads to an existing room with an existing door that accesses the lower level. Please refer to the north elevation on sheet A-3. The stair hall butts into the existing house adjacent to the existing window shown on the lower level.





UPPER LEVEL FLOOR PLAN

1/4" = 1'-0"

MAIN LEVEL FLOOR PLAN

1/4" = 1'-0"

STATE OF UTAH — MICHAEL JAMES STOKER — 132106 — LICENSED ARCHITECT

MAR 25 1996
BUILDING INSPECTOR

RECEIVED
MAR 26 1996
PARK CITY MUNICIPAL CORP.

REVISIONS	BY

MICHAEL J. STOKER, A.I.A.
ARCHITECT
P.O. BOX 758
PARK CITY, UTAH 84060
3470 SOUTH HIGHLAND DRIVE
SALT LAKE CITY, UTAH 84106
PHONE (801) 485-1341

FLOOR PLANS

LAPAGE RESIDENCE

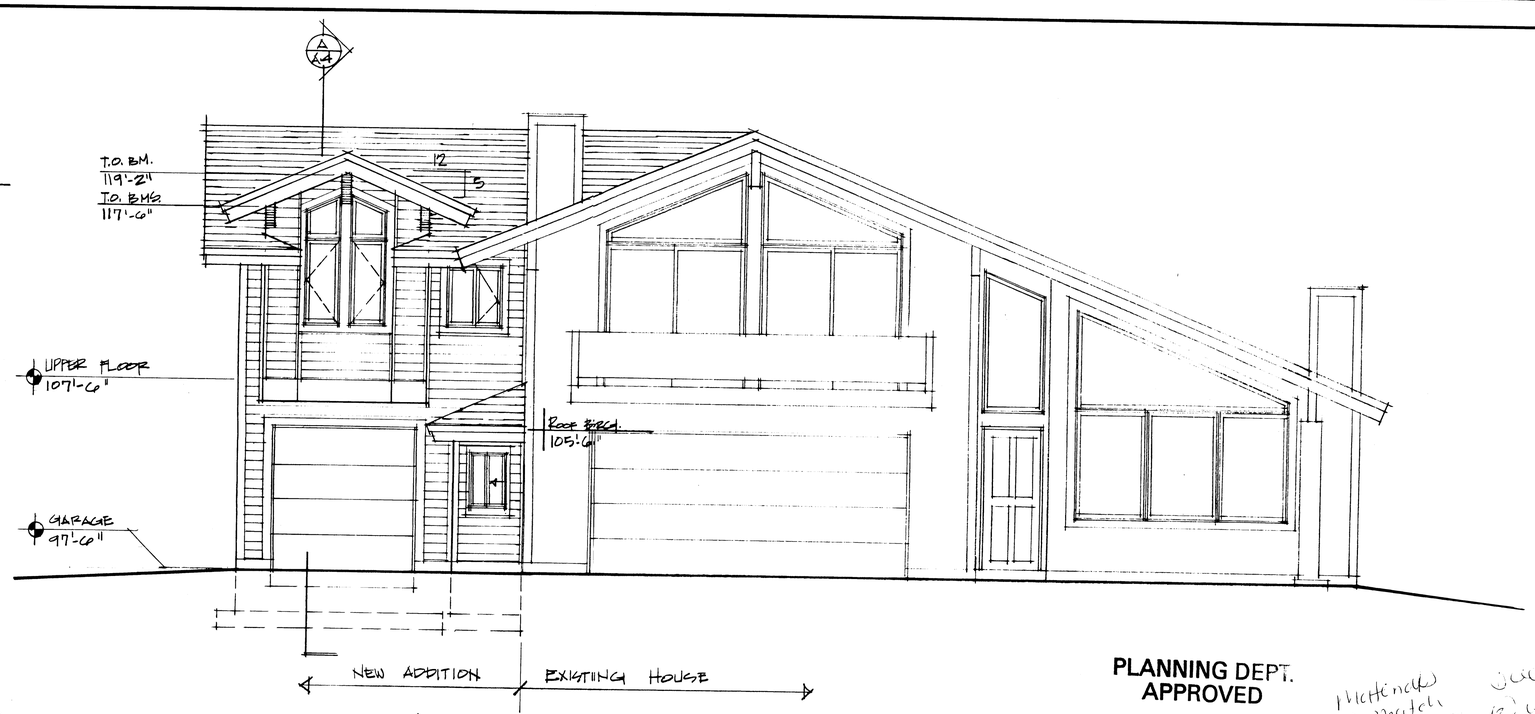
10 CLAIMJUMPER COURT
PARK CITY, UTAH 84060

Date	
Scale	1/4"=1'-0"
Drawn	M.J.S.
Job	
Sheet	A-2
Of	Sheets

24 X 36 PRINTED ON NO. 1000H CLEARPRINT ®

DOOR & WINDOW NOTES

1. All exterior doors to have weatherstripping all around.
2. Provide flashing and counter flashing around all windows and exterior doors.
3. Maximum height of all egress window sills to be 44" above finish floor.
4. All egress casement windows to have egress hardware.
5. Refer to exterior elevations for operable windows.
6. All operable windows to have insect screens.



SOUTH ELEVATION
1/4" = 1'-0"

MECHANICAL NOTES

1. Heating system shall be gas-fired forced air. Contractor shall be responsible for design of system including duct sizing and layout which shall be reviewed and approved by Architect prior to commencement of construction. Contractor shall also be responsible for preparation of heat loss calculations and submission of same to the Park City Building Department.
2. Heating system shall be capable of maintaining 75 degrees F inside when exterior temperature is minus 20 degrees F.
3. Provide combustion air for all gas appliances at a rate of ½" per 1000 BTUs of input. Combustion air ducts shall extend to within 12" of ceiling and of the floor and shall have an exterior cover of 1/4" screen.
4. Provide 1" minimum clearance between class "B" vent and combustible material.
5. All fans shall be ducted to exterior in smooth duct. All fans shall be capable of 5 air changes per hour.
6. Water closets to have a flow rate of 1.6 gallons or less per flush.
7. Shower heads to have a flow rate of 2.5 gallons per minute or less.
8. Vent clothes dryer to outside with a maximum duct length of 14 feet and (2) 90 degree turns, maximum.
9. Insulate mechanical ducts and piping in attic and garage.
10. All plumbing vents through roof to be 2" minimum diameter.
11. Provide make, model, BTUs and efficiency of furnaces. Justify system with heat loss calculations and energy analysis.

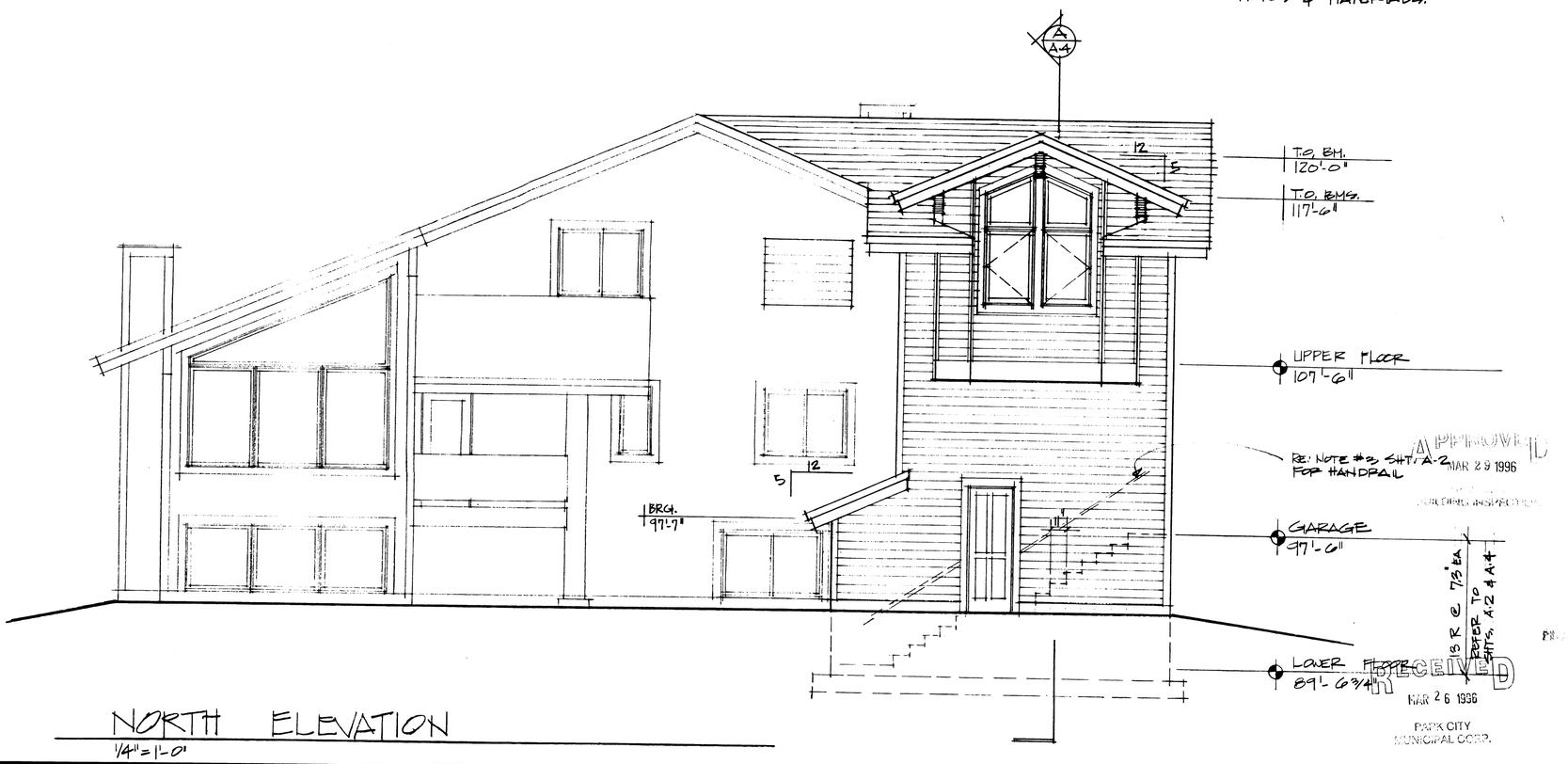
ELECTRICAL NOTES

1. To control sound between rooms, do not put utility boxes back to back in the same stud space.
2. All recessed incandescent fixtures to be U.L. fire rated for recess application without tenting.
3. All light circuits with dimmers must be less than 600 watts.
4. All exhaust fans shall be capable of 5 air changes per hour.
5. Electrical panels to comply with 110 N.E.C.
6. Electrical installation shall be installed in accordance with local and national electrical codes.
7. Lights in closets to meet N.E.C. requirements.
8. Smoke detectors must conform to U.B.C. requirements.
9. Smoke detectors to be hard-wired with battery backup and interconnected throughout.

PLANNING DEPT.
APPROVED
DATE MBR 4/3/96

Materials to match existing structure
(1) cedar shake roof
(2) wood garage door
(3) cedar siding

NOTE —
REFER TO SHEET A-4 FOR NOTES & MATERIALS.



NORTH ELEVATION
1/4" = 1'-0"

APPROVED
MAR 29 1996
BUILDING INSPECTION

RECEIVED
MAR 26 1996
PARK CITY MUNICIPAL CORP.

STATE OF UTAH
MICHAEL JAMES STOKER
132706
3-26-96
LICENSED ARCHITECT

REVISIONS	BY

MICHAEL J. STOKER, A.I.A.
ARCHITECT
P.O. BOX 1786
PARK CITY, UTAH 84060
PHONE: (801) 641-3636
2410 SOUTH HIGHLAND DRIVE
SALT LAKE CITY, UTAH 84106
PHONE & FAX: (801) 485-2141

ELEVATIONS, NOTES
LAPAGE RESIDENCE
10 CLAIMJUMPER COURT
PARK CITY, UTAH 84060

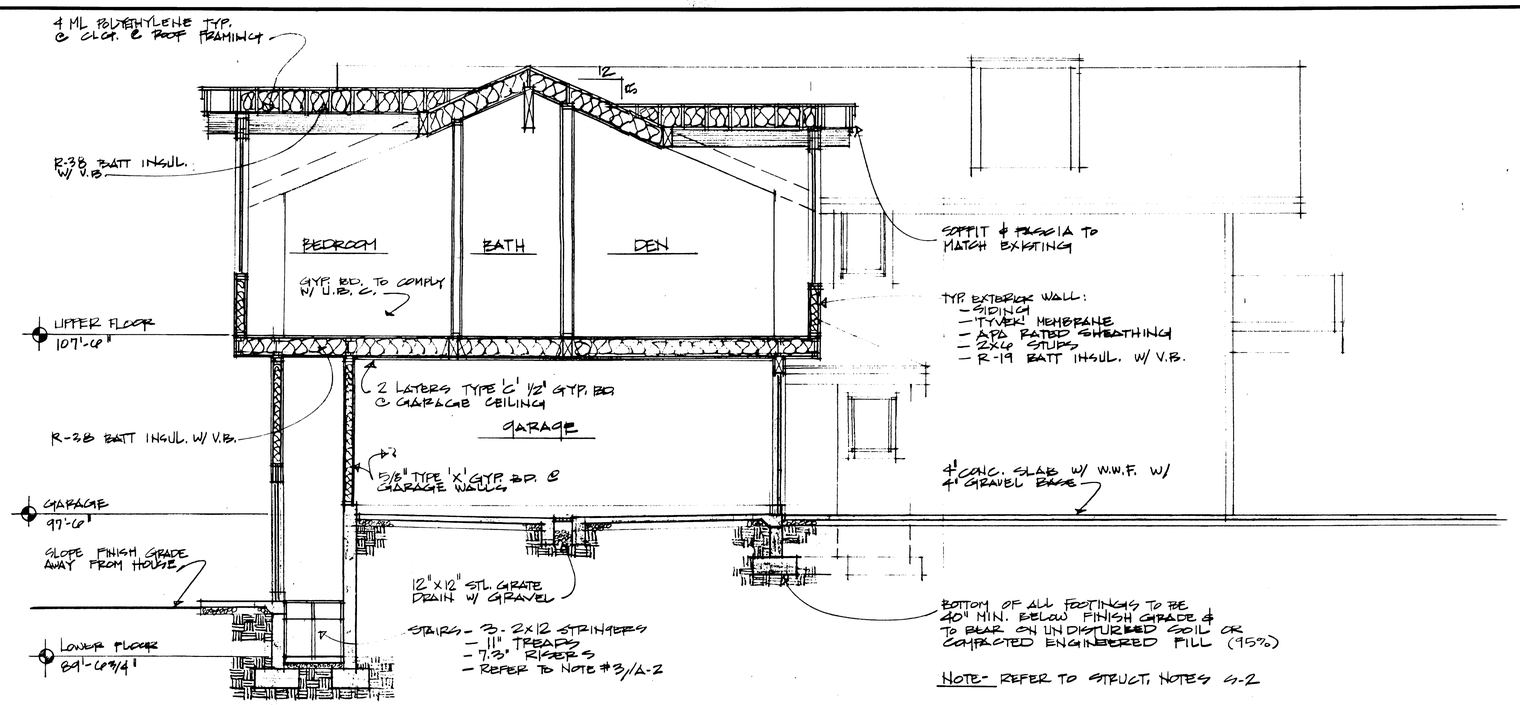
Date
Scale 1/4" = 1'-0"
Drawn M.J.S.
Job
Sheet A-3
Of Sheets

24 X 36 PRINTED ON NO. 1000H CLEARPRINT

ROOFING -

1- PROVIDE "BITUTHANE" FROM EAVES TO 48" FROM INSIDE FACE OF EXTERIOR WALL LINE & @ ALL VALLEYS.

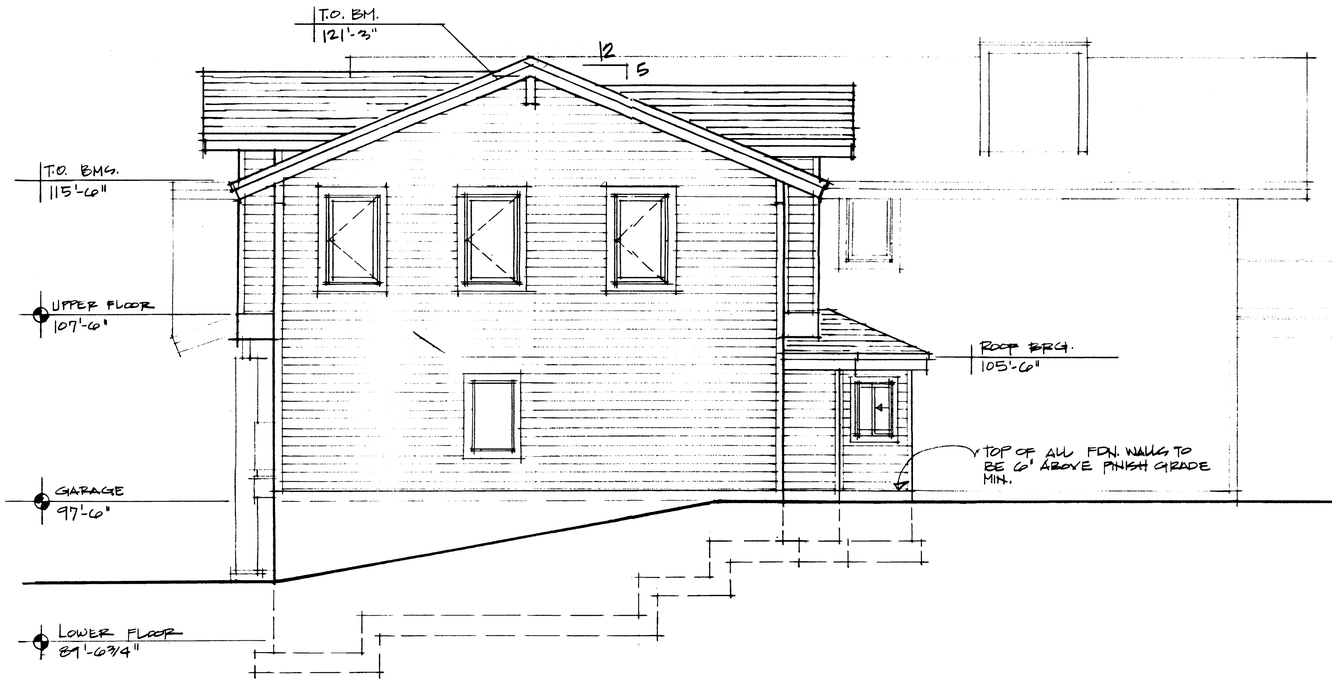
2- CEDAR SHAKE SHINGLES TO MATCH EXISTING - PROVIDE 30 # SHAKE FELTS @ EACH COURSE OVER 15 # FELTS, W/ 26 GA GALV. FLASHING @ VALLEYS, 11" EACH SIDE, UP FROM & W/ A MIN. DIVERTER RIBS. SHINGLES TO BE FIRE RETARDANT PER UBC.



NOTE- REFER TO STRUCT. NOTES S-2

A/A.4 BUILDING SECTION

1/4" = 1'-0"



WEST ELEVATION

1/4" = 1'-0"

STATE OF UTAH
MICHAEL JAMES STOKER
132706
LICENSED ARCHITECT

APPROVED
PLANNING DEPT.
DATE MAR 12 '96

APPROVED
MAR 29 1996
BUILDING INSPECTOR

RECEIVED
MAR 26 1996
PARK CITY MUNICIPAL CORP.

REVISIONS	BY

MICHAEL J. STOKER, A.I.A.
ARCHITECT
P.O. BOX 784
PARK CITY, UTAH 84060
2418 SOUTH HIGHLAND DRIVE
SALT LAKE CITY, UTAH 84106
PHONE & FAX: (801) 486-7411

ELEVATION & BUILDING SECTION

LAPAGE RESIDENCE

10 CLAIMJUMPER COURT
PARK CITY, UTAH 84060

Date	
Scale	1/4" = 1'-0"
Drawn	M.J.G.
Job	
Sheet	A-4
Of	Sheets

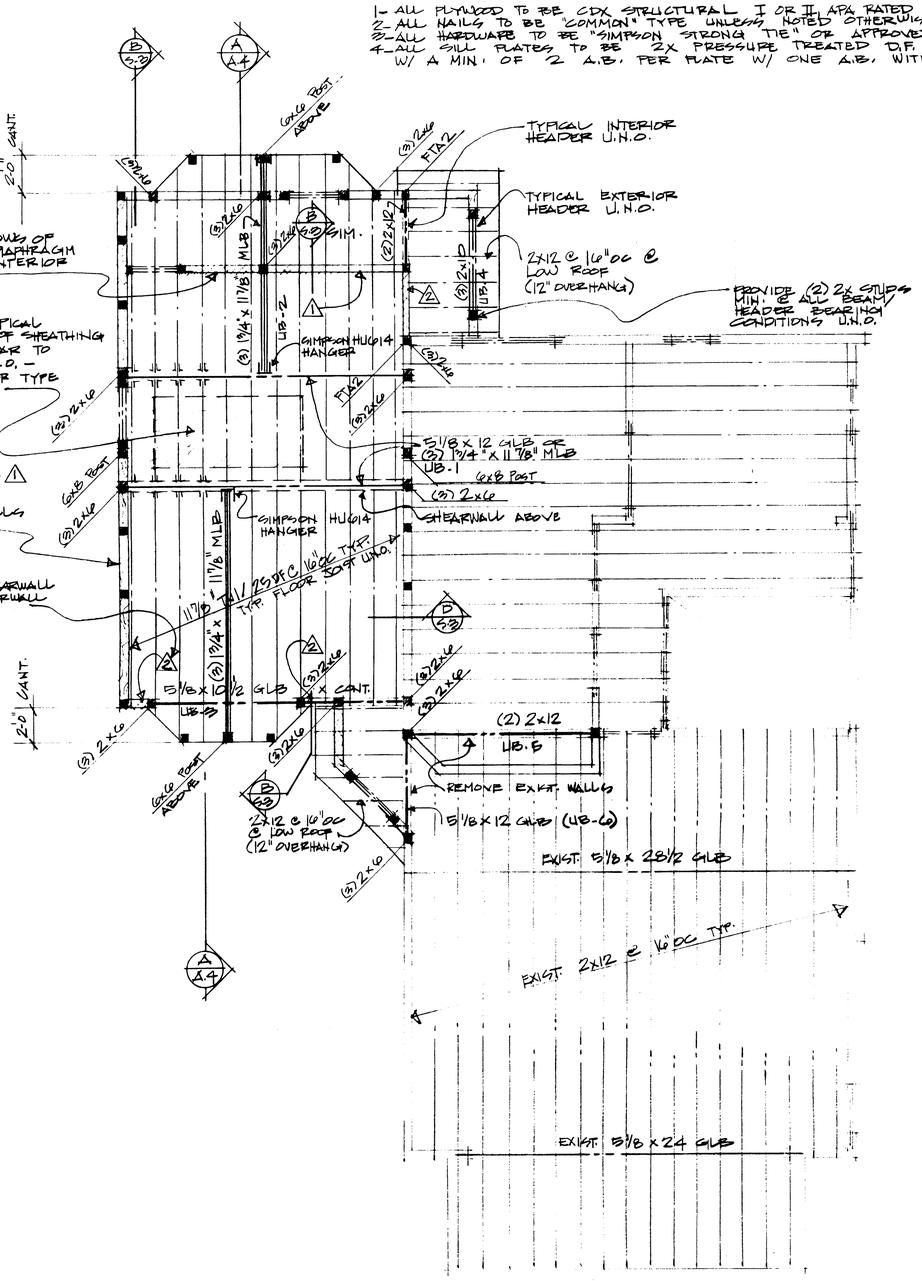
24 X 36 PRINTED ON NO. 1000H CLEARPRINT ●

SHEAR WALL SCHEDULE

TYPE	MATERIAL	EDGE NAILING	PLATE/NAILING BOLTING	SHEAR TRANSFER
1	1/2" PLYWOOD	8d @ 3" o.c.	5-16d @ 16" o.c. 5/8" ø A.B. @ 32" o.c.	1-A35 @ 12" o.c.
2	1/2" PLYWOOD BOTH SIDES	8d @ 4" o.c.	8-16d @ 16" o.c. 3/4" ø A.B. @ 16" o.c.	2-A35 @ 16" o.c.

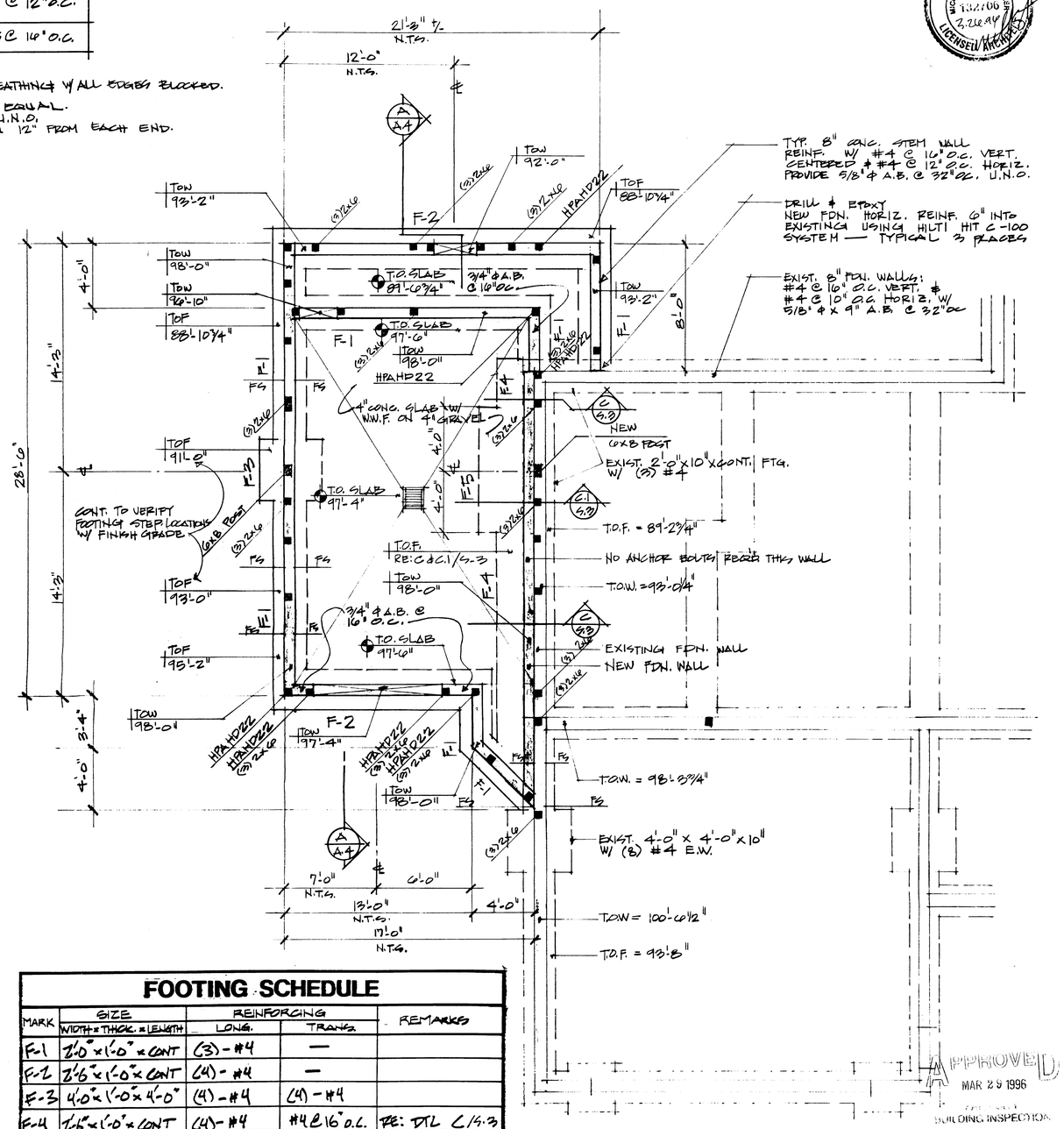
SHEAR WALL NOTES-

1- ALL PLYWOOD TO BE CDX STRUCTURAL I OR II APA RATED SHEATHING W/ ALL EDGES BLOCKED.
2- ALL NAILS TO BE "COMMON" TYPE UNLESS NOTED OTHERWISE.
3- ALL HARDWARE TO BE "SIMPSON STRONG TIE" OR APPROVED EQUAL.
4- ALL SILL PLATES TO BE 2X PRESSURE TREATED D.F. U.N.O. W/ A MIN. OF 2 A.B. PER PLATE W/ ONE A.B. WITHIN 12" FROM EACH END.



UPPER FLOOR FRAMING PLAN

1/4" = 1'-0"



FOOTING SCHEDULE

MARK	SIZE WIDTH x THICK. x LENGTH	REINFORCING LONG.	REINFORCING TRANS.	REMARKS
F-1	1'-0" x 1'-0" x CONT	(3) - #4	—	
F-2	2'-6" x 1'-0" x CONT	(4) - #4	—	
F-3	4'-0" x 1'-0" x 4'-0"	(4) - #4	(4) - #4	
F-4	1'-6" x 1'-0" x CONT	(4) - #4	#4 @ 16" o.c.	RE: DTL C/S.3
F-5	3'-6" x 1'-0" x CONT	(15) - #4	#5 @ 10" o.c.	RE: DTL C.1/S.3

NOTES

1- ALL FOOTINGS TO BEAR ON UNDISTURBED SOIL OR COMPACTED ENGINEERED FILL (95%).
2- BOTTOM OF ALL FOOTINGS TO BE 40" MIN. BELOW FINISH GRADE.
3- SEE SHT. S.2 FOR NOTES.

FOOTING & FOUNDATION PLAN

1/4" = 1'-0"

APPROVED
MAR 29 1996
BUILDING INSPECTION

RECEIVED
MAR 26 1996
PARK CITY MUNICIPAL CORP.

STATE OF UTAH — MICHAEL JAMES STOKER — 3.22.96 — 3.28.96 — LICENSED ARCHITECT

REVISIONS	BY

MICHAEL J. STOKER, A.I.A.
ARCHITECT
P.O. BOX 1789
PARK CITY, UTAH 84060
2198 SOUTH HIGHLAND DRIVE
SALT LAKE CITY, UTAH 84106
PHONE: (801) 649-7949

FOOTING & FOUNDATION, FLOOR FRAMING

LAPAGE RESIDENCE
10 CLAIM JUMPER COURT
PARK CITY, UTAH 84060

Date	
Scale	1/4"=1'-0"
Drawn	M.J.S.
Job	
Sheet	S-1
Of	Sheets

24 X 36 PRINTED ON NO. 1000H CLEARPRINT ®

Ordinance No. 96-34

AN ORDINANCE APPROVING AN AMENDMENT TO THE THAYNES CANYON SUBDIVISION FOR LOTS 84 AND 84A, PORTIONS OF LOTS 83 AND 83A, AND A PARCEL OF LAND LOCATED IN SECTION 8, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN, TO BE KNOWN AS THE ERIKSEN REPLAT LOCATED AT 13 HIDDEN SPLENDOR COURT PARK CITY, UTAH

WHEREAS, owners of the property at 13 Hidden Splendor Court, being Lots 84 and 84A and portions of Lot 83 and 83A in the Thaynes Canyon Subdivision, including a sliver parcel of land located adjacent and to the south, to be known as the Eriksen Replat, have petitioned the City Council for approval of an amendment to the Thaynes Canyon Subdivision Park City, Utah; and

WHEREAS, the area of the amendment is subject to a March 23, 1977 Agreement between Royal Street Land Company and the City, as stated in the document recorded as entry 137582 in Book M93 at the Summit County Recorder's Office; and

WHEREAS, the Thaynes Canyon Subdivision plat was approved by City Council in July of 1971, and an addition to this plat, to add Lots 65A- 84A, was approved in February of 1977. The added land was a remnant "inlet" of City owned golf course land that was not utilized or maintained by the golf course. This land was subdivided and deeded to the adjacent lot owners in Thaynes Canyon for their private use; and

WHEREAS, the property was properly noticed and posted according to requirements of the Land Management Code and Utah State law; and proper legal notice was sent to all affected property owners; and

WHEREAS, on July 25, 1996 the City Council held a public hearing to receive input on the proposed plat amendment; and

WHEREAS, it is in the best interest of Park City, Utah to approve the amended plat to combine these commonly owned parcels into one lot;

NOW, THEREFORE, BE IT ORDAINED by the City Council of Park City, Utah as follows:

SECTION 1. FINDINGS OF FACT. The above recitals are hereby incorporated as findings of fact.

SECTION 2. CONCLUSIONS OF LAW. The City Council hereby concludes that there is good cause for the above-mentioned plat amendment and that neither the public nor any person will be materially injured by the proposed plats.

SECTION 3. PLAT APPROVAL. The amendment to the Thaynes Canyon Subdivision for Lots 84 and 84A, portions of Lots 83 and 83A, and the addition of a 0.03 acre adjacent parcel, all under the common ownership by the Eriksens, is approved as shown on Exhibit A, with the following conditions:

1. The City Attorney's and City Engineer's approval of the final plat for compliance with State law, the Land Management Code, and conditions of approval is a condition precedent to plat recordation.

2. Prior to plat recordation a note shall be added to the plat stating that all conditions of the March 23, 1977 Agreement between Royal Street Land Company and the City, as stated in the document recorded as entry 137582 in Book M93 at the Summit County Recorder's Office, shall apply. The area affected by the Agreement shall be cross-hatched on the plat prior to recordation.

3. All Standard Project Conditions shall apply.

4. This approval shall expire one year from the date of City Council approval, unless the plat is recorded prior to that date.

SECTION 4. EFFECTIVE DATE. This Ordinance shall take effect upon publication.

PASSED AND ADOPTED this 25th day of July, 1996.

PARK CITY MUNICIPAL CORPORATION

_____

Mayor Bradley A. Olch

Attest:

_____

Janet M. Scott, Deputy City Recorder

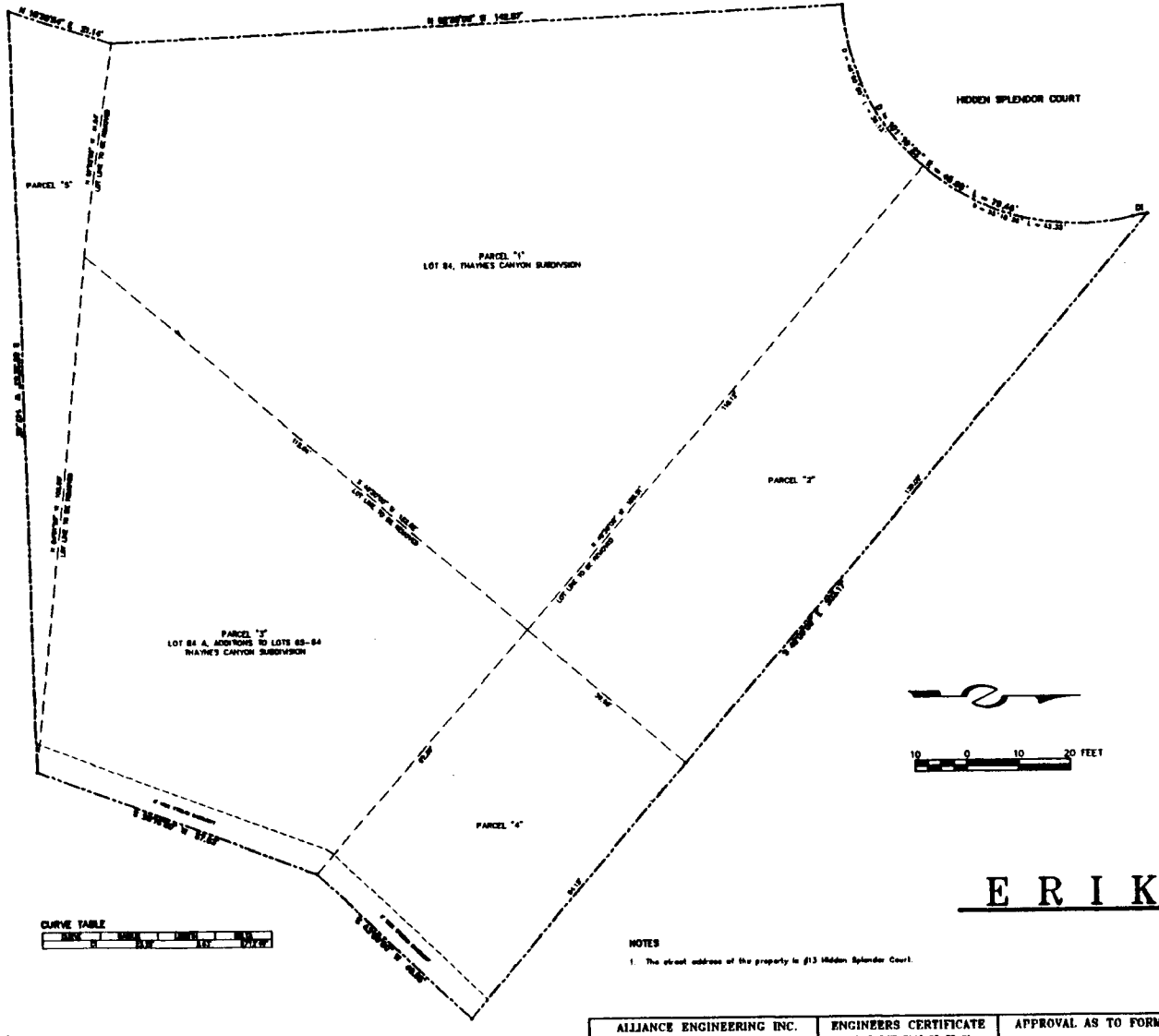
Approved as to form:

_____

Mark D. Harrington, Assistant City Attorney

EXHIBIT A

30



CURVE TABLE

CURVE	RADIUS	LENGTH	DELTA
C1	25.00'	43.33'	99°17'09"

NOTES

1. The street address of the property is 613 Hidden Splendor Court.

SURVEYOR'S CERTIFICATE

I, [illegible] Dombusher, certify that I am a Registered Land Surveyor and that I hold Certificate No. [illegible] as prescribed by the laws of the State of Utah, and that this Lot Line Adjustment Plat was [illegible] under my direction in accordance with the requirements of the Park City Municipal Corporation.

John Demkowicz — Date

DEED DESCRIPTION

PARCEL 1:
Lot 84, Thaynes Canyon Subdivision, according to the official plat thereof, recorded July 28, 1971 as Entry No. 113626 of the official records in the office of the Summit County Recorder.

PARCEL 2:
Beginning at the Southernmost corner of Lot No. 83, Thaynes Canyon Subdivision, according to the official plat thereof, recorded July 28, 1971 as Entry No. 113625 of the official records in the office of the Summit County Recorder; thence North 48° 30' 00" West 118.13 feet along the Southwesterly line of said Lot No. 83, to a point on a curve to the left, the radius point of which bears North 48° 30' 00" West 25.00 feet; thence Northeasterly along the arc of said curve 43.33 feet to the point of a reverse curve to the right, the radius point of which bears North 78° 30' 00" East 2329 feet; thence Northeasterly along the arc of said curve 2.93 feet; thence South 49° 00' 00" East 139.02 feet; thence South 48° 30' 00" West 39.86 feet to the point of beginning.

PARCEL 3:
Lot 84 A, Additions to Lots 83-84 Thaynes Canyon Subdivision according to the plat thereof recorded May 2, 1977 as Entry No. 137869 of the official Records in the office of the County Recorder of Summit County, Utah.

PARCEL 4:
Beginning at the Southernmost corner of said Lot No. 83, Thaynes Canyon Subdivision, according to the official plat thereof, recorded July 28, 1971 as Entry No. 113625 of the official records, and running thence North 48° 30' 00" East 39.86 feet; thence South 49° 00' 00" East, 84.15 feet; thence South 43° 00' 00" West 40.55 feet; thence North 48° 30' 00" West 82.30 feet to the point of beginning comprising the Southwesterly portion of Lot 83 A, additions to Lots 83-84 Thaynes Canyon Subdivision according to the plat thereof, recorded May 2, 1977 as Entry No. 137869 of the official records, in the office of the County Recorder of Summit County, Utah.

PARCEL 5:
Beginning at the Southwest corner of Lot 84, Thaynes Canyon Subdivision, according to the official plat thereof, recorded July 28, 1971 as Entry No. 113625 of the official records in the office of the Summit County Recorder, and running thence South 81° 52' 00" East 41.94 feet; thence South 84° 09' East 100.00 feet; thence South 68° 32' 33" West 147.48 feet; thence North 10° 30' 54" East 91.136 feet to the point of beginning.

OWNER'S DEDICATION AND CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENT that Stein Eriksen, the undersigned owner of the hereon described tract of land to be known hereafter as ERIKSEN REPLAT, certifies that he has caused this Lot Line Adjustment Plat to be prepared. Stein Eriksen hereby consents to the recordation of this Lot Line Adjustment Plat. Also, the owner, or his/her representative, hereby irrevocably offers for dedication to the City of Park City all the streets, land for local government uses, easements, public and neutral utilities and easements shown on the plat and construction drawings in accordance with an irrevocable offer of dedication.

IN WITNESS WHEREOF, the undersigned set his hand this _____ day of _____, 19___.

Stein Eriksen

ACKNOWLEDGEMENT

State of _____)
: ss.
County of _____)

On this _____ day of _____, 1996, personally appeared before me, the undersigned Notary Public in and for said state and county Stein Eriksen being duly sworn, acknowledged to me that he is the owner of the herein described tracts of land and he signed the above Owners Dedication and Consent to Record freely and voluntarily.

Notary Public

Commission expires: _____

LOT LINE ADJUSTMENT
ERIKSEN REPLAT

LOCATED IN SECTION 8
TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE
AND MERIDIAN, PARK CITY, SUMMIT COUNTY, UTAH

PAGE 1 OF 1

ALLIANCE ENGINEERING INC.	ENGINEERS CERTIFICATE	APPROVAL AS TO FORM	COMMUNITY DEVELOPMENT DIRECTOR	RECORDED
P.O. BOX 2664 325 MAIN STREET PARK CITY, UTAH 84060 (801) 649-8467	I FIND THIS PLAT TO BE IN ACCORDANCE WITH INFORMATION ON FILE IN MY OFFICE THIS ____ DAY OF _____, 19___ A.D. BY _____ PARK CITY ENGINEER	APPROVED AS TO FORM THIS ____ DAY OF _____, 19___ A.D. BY _____ PARK CITY ATTORNEY	I FIND THIS PLAT TO BE IN ACCORDANCE WITH INFORMATION ON FILE IN MY OFFICE THIS ____ DAY OF _____, 19___ A.D. BY _____ DEVELOPMENT DIRECTOR	STATE OF UTAH COUNTY OF SUMMIT AND FILED AT THE REQUEST OF _____ DATE _____ TIME _____ BOOK _____ PAGE _____ FEE _____ RECORDER

JOB NO. 12-8-96 FILE: \SRVSHS\021\120696

Ordinance No. 98-27

AN ORDINANCE APPROVING THE TAUBER REPLAT OF LOTS 85-86 OF THAYNES CANYON 1 SUBDIVISION, PARK CITY, UTAH

WHEREAS, the owners of the property located 15 Hidden Splendor Court have petitioned the City Council for approval of a plat amendment to combine two lots and an adjacent metes and bounds parcel into one lot; and

WHEREAS, lots 85 and 86 and the additional parcel located at 15 Hidden Splendor Court are within the Thaynes Canyon 1 subdivision and are zoned SF; and

WHEREAS, the proposal is consistent with the Park City Land Management Code requirements for the SF District, and the Comprehensive Plan; and

WHEREAS, the property was posted and legal notice published according to the requirements of the Land Management Code and proper notice was sent to all property owners within 300 feet of the property in question;

WHEREAS, the City Council held a public hearing on July 9, 1998 to receive input on the proposed plat amendment; and

WHEREAS, it is in the best interest of Park City, Utah to approve the Tauber Replat of the Thaynes Canyon 1 subdivision;

NOW, THEREFORE, BE IT ORDAINED by the City Council of Park City, Utah as follows:

SECTION 1. FINDINGS OF FACT. The above recitals are incorporated herein as Findings of Facts.

SECTION 2. CONCLUSIONS OF LAW.

1. There is good cause for the plat amendment.

2. The plat amendment is consistent with the Park City Land Management Code and applicable State law regarding subdivision plats.

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 of approval, does not adversely affect the health, safety and welfare of the citizens of Park City.

SECTION 3. PLAT APPROVAL. The plat amendment, known as the Tauber Replat, Park City, Utah, is approved as shown on the attached Exhibit A with the following conditions:

1. City Attorney and City Engineer review and approval of the final form and content of the Record of Survey for compliance with State law, the Land Management Code, and the conditions of approval, is a condition precedent to recording the plat amendment.

2. The applicant will record the plat amendment at the County within one year from the date of City Council approval. If recordation has not occurred within the one year's time, this approval and the plat will be void.

SECTION 4. EFFECTIVE DATE. This Ordinance will take effect upon publication.

PASSED AND ADOPTED this 9th day of July 1998

PARK CITY MUNICIPAL CORPORATION

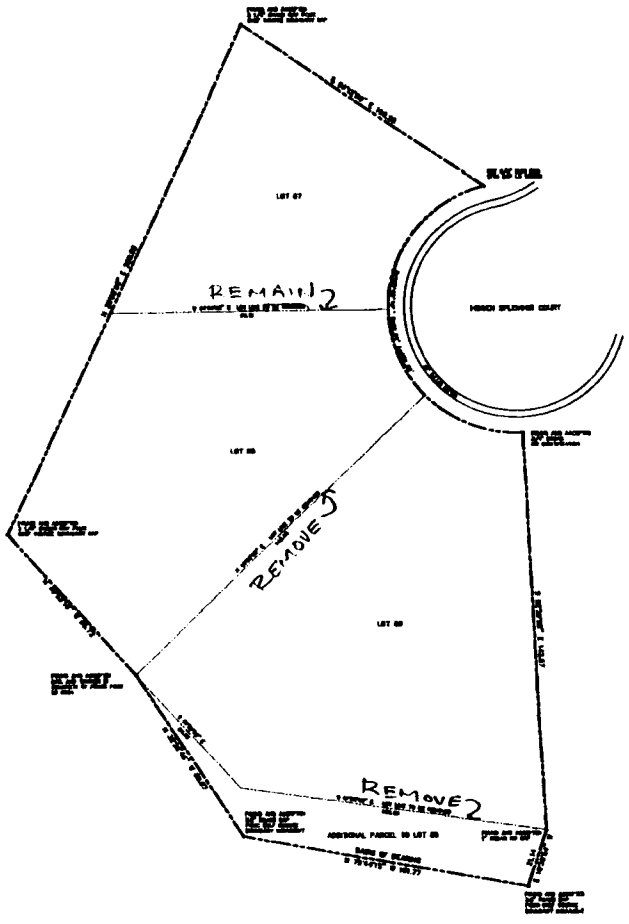
Mayor Bradley A. Olch

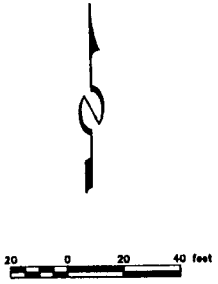
Attest:

Janet M. Scott, City Recorder

Approved as to form:

Mark D. Harrington, Assistant City Attorney





NOTES:

1. The street address of the property is Hidden Splendor Court.
2. See Record of Survey #S-2480, recorded Summit County, Utah, for record of survey plat.

SURVEYOR'S CERTIFICATE

I, John DEMKOWICZ certify that I am a Registered Land Surveyor and that I hold Certificate No. 161837, as prescribed by the laws of the State of Utah, and that this Lot Line Adjustment Plat was performed under my direction and in accordance with the requirements of the Park City Municipal Corporation.

_____ _____
John Demkowicz Date

LEGAL DESCRIPTION

Lot 88, Thaynes Canyon Subdivision, according to the plat thereof on file and of record in the office of the County Recorder, and also beginning at the Southeast corner of Lot 88, Thaynes Canyon Subdivision as recorded, said point also being the Southwest corner of Lot 86 of said subdivision, and running thence South 16° 38' 46" West 21.138 feet thence North 79° 44' 15" West 101.77 feet thence North 32° 22' 46" West 88.07 feet to the Southwest corner of Lot 88, thence South 41° 30' East along the Southerly line of said Lot 89 84.83 feet, thence continuing along said Southerly line South 81° 52' East 108.98 feet to the point of beginning.

ALSO:

LOTS 86 and 87, THAYNES CANYON SUBDIVISION according to the official plat thereof on file and of record in the office of the Summit County Recorder.

OWNER'S DEDICATION

KNOW ALL MEN BY THESE PRESENTS THAT, the undersigned owner of the herein described tract of land, to be known hereafter as TAUBER REPLAT, do hereby certify that I have caused this Lot Line Adjustment Plat to be prepared, and I Henry E. Tauber hereby consent to the recordation of this Lot Line Adjustment Plat.

ALSO, the owner, or his representatives, hereby irrevocably offers for dedication to the City of Park City all the streets, land for local government uses, easements, parks, and required utilities and easements shown on the plat and construction drawings in accordance with and irrevocable of dedication.

In witness whereof, the undersigned set his hands this ____ day of _____ 1997.

_____
HENRY E. TAUBER
Owner

ACKNOWLEDGEMENT

State of Utah
County of Summit

On this ____ day of _____ 1997, personally appeared before me, the undersigned Notary Public, in and for said County of Summit, in said State of Utah, the signer of the above Owner's Dedication, Henry E. Tauber, Owner, who acknowledged that he signed the above Owner's Dedication for and in behalf of said Company for the uses and purposes therein stated.

Residing in: _____
My commission expires _____

RECEIVED
DEC - 3 1997
PARK CITY
PLANNING DEPT.

LOT LINE ADJUSTMENT
TAUBER REPLAT

SECTION 8, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN
PARK CITY, SUMMIT COUNTY, UTAH

JOB NO. 07-09-96 FILE Y:\SRV\SRV96\D21\070996-2

ALLIANCE ENGINEERING INC.	SNYDERVILLE BASIN SEWER IMPROVEMENT DISTRICT	ENGINEERS CERTIFICATE	APPROVAL AS TO FORM	CERTIFICATE OF ATTEST	COUNCIL APPROVAL AND ACCEPTANCE	RECORDED
P.O. BOX 2664 323 MAIN STREET PARK CITY, UTAH 84060 (801) 649-9467	REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN SEWER IMPROVEMENT DISTRICT STANDARDS ON THIS ____ DAY OF _____, 1997 A.D. BY _____ S.B.S.I.D.	I FIND THIS PLAT TO BE IN ACCORDANCE WITH INFORMATION ON FILE IN MY OFFICE THIS ____ DAY OF _____ 1997 A.D. BY _____ PARK CITY ENGINEER	APPROVED AS TO FORM THIS ____ DAY OF _____ 1997 A.D. BY _____ PARK CITY ATTORNEY	I CERTIFY THIS RECORD OF SURVEY MAP WAS APPROVED BY PARK CITY COUNCIL THIS ____ DAY OF _____ 1997 A.D. BY _____ PARK CITY RECORDER	APPROVAL AND ACCEPTANCE BY THE PARK CITY COUNCIL THIS ____ DAY OF _____ 1997 A.D. BY _____ MAYOR	STATE OF UTAH COUNTY OF SUMMIT AND FILED AT THE REQUEST OF _____ DATE _____ TIME ____ BOOK ____ PAGE ____ FEE _____ RECORDER

Ordinance No. 98-47

AN ORDINANCE APPROVING THE SHACKELFORD RE-PLAT OF LOTS 94, 95 AND 96 OF THE THAYNES CANYON ONE SUBDIVISION, PARK CITY, UTAH

WHEREAS, the owners of the property known as lots 94, 95, and 96 of the Thaynes Canyon One subdivision have petitioned the City Council for approval of a revision to the final plat; and

WHEREAS, the property was properly noticed and posted according to the requirements of the Land Management Code; and

WHEREAS, proper legal notice was sent to all affected property owners; and

WHEREAS, the Planning Commission held a public hearing on November 4, 1998, to receive input on the proposed subdivision plat;

WHEREAS, the Planning Commission, on November 4, 1998, forwarded a positive recommendation to the City Council; and,

WHEREAS, on December 3, 1998, the City Council held a public hearing to receive input on the proposed plat amendment; and

WHEREAS, it is in the best interest of Park City, Utah to approve the plat amendment.

NOW, THEREFORE BE IT ORDAINED by the City Council of Park City, Utah as follows:

SECTION 1. APPROVAL. The Thaynes Canyon One subdivision plat is hereby amended and the Shackelford re-plat is approved as shown in Exhibit A subject to the following Findings of Facts, Conclusions of Law, and Conditions of Approval:

Findings of Fact:

1. The lot is located at 73 Thaynes Canyon Drive, also known as lot 95 of the Thaynes Canyon subdivision, and is zoned Single Family-SF.
2. Lot 95 is currently vacant and was wholly owned by Kenneth and Carol Shackelford. The Shackelfords have sold a portion of lot 95 to the adjacent owner of lot 96, the Edwards. This replat reflects the current ownership.
3. The proposed Shackelford replat eliminates lot 95 and adds 2720 square feet to lot 94 (Shackelford) and 5200 square feet to lot 96 (Edwards).

Conclusions of Law:

1. There is good cause for this amended plat.
2. The amended plat is consistent with the Park City Land Management Code and applicable State law regarding subdivision plats.
3. Neither the public nor any person will be materially injured by the proposed amended plat.

Conditions of Approval:

1. The City Attorney and City Engineer will review and approve the final form and content of the amended plat for compliance with State law, the Land Management Code, and the conditions of approval, prior to recordation of the plat.
2. The applicant will record the amended plat at the County within one year from the date of City Council approval. If recordation has not occurred within one year's time, this approval and the plat will be void.
3. All other conditions of approval of the Thaynes Canyon subdivision continue to apply.
4. Increased house sizes, and required setbacks, will be governed by section 7.15.7 of the Land Management Code.

SECTION 2. EFFECTIVE DATE. This Ordinance shall take effect upon publication.

PASSED AND ADOPTED this 3rd day of December, 1998 .

PARK CITY MUNICIPAL CORPORATION

Bradley A. Olch, MAYOR

Attest:

Janet M. Scott, City Recorder

PARK CITY SUMMIT COUNTY UTAH CORPORATE Seal MARCH 1, 1884

Approved as to form:

Mark Harrington, Deputy City Attorney

SURVEYOR'S CERTIFICATE

I, John Demkowicz, certify that I am a Registered Land Surveyor and that I hold Certificate No. 163831, as prescribed by the laws of the State of Utah, and that this Lot Line Amendment Plat was prepared under my direction in accordance with the requirements of the Park City Municipal Corporation. I further certify that this plat accurately represents the surveyed property.

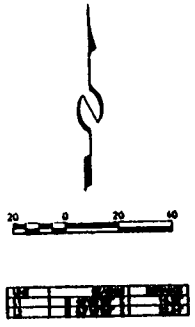
John Demkowicz — Date

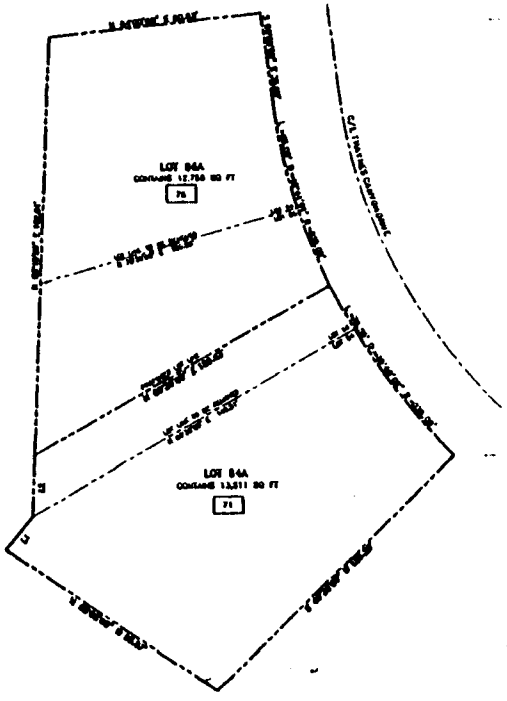
LEGAL DESCRIPTION

ALL OF LOTS 84, 85, AND 86 SHAYNE'S CANYON SUBDIVISION according to the official plat thereof on file and of record in the office of the Summit County Recorder.

NOTES

71 Street address





OWNER'S DEDICATION AND CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENTS that the undersigned owners of the herein described tract of land, to be known hereafter as the SHACKELFORD REPLAT, do hereby certify that we have caused this Lot Line Amendment Plat to be prepared, and we, Kenneth L. Shackelford and Carol Ann Shackelford, husband and wife as joint tenants, hereby consent to the recordation of this Lot Line Amendment Plat.

ALSO, the owners or their representative, hereby irrevocably offer for dedication to the City of Park City all the streets, land for local government uses, easements, parks, and required utilities and easements shown on the plat and construction drawings in accordance with and reasonable of dedication.

In witness whereof, the undersigned set their hands this _____ day of _____, 1998.

Kenneth L. Shackelford
Owner

Carol Ann Shackelford
Owner

ACKNOWLEDGEMENT

State of Utah
County of Summit

On this _____ day of _____, 1998, Kenneth L. Shackelford and Carol Ann Shackelford personally appeared before me, the undersigned Notary Public, in and for said state and county. Having been duly sworn, Kenneth L. Shackelford and Carol Ann Shackelford, acknowledged to me that they are the owners of the herein described tract of land and that they signed the above Owner's Dedication and Consent to Record freely and voluntarily.

Notary Public

My commission expires: _____

OWNER'S DEDICATION AND CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENTS that the undersigned owners of the herein described tract of land, to be known hereafter as the SHACKELFORD REPLAT, do hereby certify that we have caused this Lot Line Amendment Plat to be prepared, and we, Howard L. Edwards and Carolyn B. Edwards, husband and wife as joint tenants, hereby consent to the recordation of this Lot Line Amendment Plat.

ALSO, the owners or their representative, hereby irrevocably offer for dedication to the City of Park City all the streets, land for local government uses, easements, parks, and required utilities and easements shown on the plat and construction drawings in accordance with and reasonable of dedication.

In witness whereof, the undersigned set their hands this _____ day of _____, 1998.

Howard L. Edwards
Owner

Carolyn B. Edwards
Owner

ACKNOWLEDGEMENT

State of Utah
County of Summit

On this _____ day of _____, 1998, Howard L. Edwards and Carolyn B. Edwards personally appeared before me, the undersigned Notary Public, in and for said state and county. Having been duly sworn, Howard L. Edwards and Carolyn B. Edwards, acknowledged to me that they are the owners of the herein described tract of land and that they signed the above Owner's Dedication and Consent to Record freely and voluntarily.

Notary Public

My commission expires: _____

LOT LINE AMENDMENT PLAT

THE SHACKELFORD REPLAT

LOCATED IN SECTION 8
TOWNSHIP 2 SOUTH, RANGE 4 EAST SALT LAKE BASE
AND MERIDIAN, PARK CITY, SUMMIT COUNTY, UTAH

PAGE 1 OF 1

SNYDERVILLE BASIN SEWER IMPROVEMENT DISTRICT	PLANNING COMMISSION	ENGINEER'S CERTIFICATE	APPROVAL AS TO FORM	COMMUNITY DEVELOPMENT DIRECTOR	RECORDED
REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN SEWER IMPROVEMENT DISTRICT STANDARDS ON THIS _____ DAY OF _____, 1998 A.D. BY _____ S.B.S.I.D.	APPROVED BY THE PARK CITY PLANNING COMMISSION THIS _____ DAY OF _____, 1998 A.D. BY _____ CHAIRMAN	I FIND THIS PLAT TO BE IN ACCORDANCE WITH INFORMATION ON FILE IN MY OFFICE THIS _____ DAY OF _____, 1998 A.D. BY _____ PARK CITY ENGINEER	APPROVED AS TO FORM THIS _____ DAY OF _____, 1998 A.D. BY _____ PARK CITY ATTORNEY	APPROVED BY ADMINISTRATIVE AUTHORITY OF THE PARK CITY COUNCIL THIS _____ DAY OF _____, 1998 A.D. BY _____ COMMUNITY DEVELOPMENT DIRECTOR	STATE OF UTAH, AT THE REQUEST OF _____ DATE _____ TIME _____ BOOK _____ PAGE _____ FEE _____ RECORDER

RECEIVED
AUG 27 1998
PARK CITY
PLANNING DEPT.

78

EXHIBIT A

Ordinance No. 98-46

AN ORDINANCE AMENDING TITLE 5, CHAPTER 6 OF THE MUNICIPAL CODE OF PARK CITY REGARDING THE ADOPTION OF RETENTION SCHEDULES FOR EACH RECORD SERIES MAINTAINED BY PARK CITY MUNICIPAL CORPORATION PURSUANT TO THE UTAH GOVERNMENTAL RECORDS ACCESS AND MANAGEMENT ACT.

WHEREAS, the Utah State Legislature did enact the Government Records Access and Management Act (GRAMA) which became effective as of July 1, 1992; and

WHEREAS, GRAMA governs the management of and public access to the government records of the State of Utah and all of its political subdivisions; and

WHEREAS, GRAMA is applicable to Park City Municipal Corporation as a political subdivision of Utah; and

WHEREAS, the City Council deems it important to promote the public's right of easy and reasonable access to unrestricted public records; and

WHEREAS, the City Council deems it important to provide guidelines for both disclosure and restrictions on access to government records, which are based on the equitable weighing of the pertinent interests and which are consistent with nationwide standards of information practices; and

WHEREAS, GRAMA provides that any political subdivision that does not enact its own ordinance setting forth the retention schedules of the records of its jurisdiction shall be bound by the state provisions contained in GRAMA; and

WHEREAS, the City Council deems it in the best interest of Park City Municipal Corporation to adopt its own ordinance setting forth the retention schedules of the records of its jurisdiction, consistent with the administrative needs of the City;

NOW, THEREFORE, BE IT ORDAINED by the City Council of Park City, Utah as follows:

Ordinance No. 08-02

AN ORDINANCE APPROVING THE 61 THAYNES CANYON DRIVE SUBDIVISION, BEING A PLAT AMENDMENT OF LOTS 75 AND 75A OF THE THAYNES CANYON SUBDIVISION, PARK CITY, UTAH.

WHEREAS, the owners of the property located at 61 Thaynes Canyon Drive, known as Lots 75 and 75A of Thaynes Canyon Subdivision, have petitioned the City Council for approval of the 61 Thaynes Canyon Subdivision; and

WHEREAS, the property was properly noticed and posted according to the requirements of the Land Management Code; and

WHEREAS, proper notice was sent to all affected property owners; and

WHEREAS, the Planning Commission held a public hearing on January 9, 2008, to receive input on the 61 Thaynes Canyon Drive Subdivision;

WHEREAS, the Planning Commission, on January 9, 2008, forwarded a recommendation to the City Council; and,

WHEREAS, on January 24, 2008, the City Council conducted a public hearing and discussed the 61 Thaynes Canyon Subdivision, plat amendment; and

WHEREAS, it is in the best interest of Park City, Utah to approve the plat amendment to create one lot of record from an existing lot and an adjacent remnant lot.

NOW, THEREFORE BE IT ORDAINED by the City Council of Park City, Utah as follows:

SECTION 1. APPROVAL. The above recitals are hereby incorporated as findings of fact. The 61 Thaynes Canyon Subdivision, a plat amendment, as shown in Exhibit A is approved subject to the following Findings of Facts, Conclusions of Law, and Conditions of Approval:

Findings of Fact

1. The property, known as Lots 75 and 75A of the Thaynes Canyon Subdivision, is located at 61 Thaynes Canyon Drive.
2. The property is located in the Single Family (SF) zoning district.
3. The Thaynes Canyon Subdivision plat was approved by City Council in July of 1971. An addition to the plat, to add Lots 65A - 84A, was approved in February of 1977. The added land was deeded to the adjacent lot owners for their private use and maintenance subject to a 1977 recorded agreement, known as the 1977 Agreement, entered into by and between Royal Street Land Company (owner of the land at the time) and Park City Municipal Corporation.
4. Lots 75 and 75A are under common ownership.

5. Lot 75 consists of 7,938 square feet and the adjacent remnant lot, Lot 75A consists of 6,500 square feet. The plat amendment creates one lot of record consisting of 14,438 square feet for an existing single family house and associated landscaping, and outdoor amenities.
6. The existing house is a legal non-conforming structure because the rear portion of the house is located within the existing rear setback area of Lot 75.
7. The plat amendment would remove the common lot line between Lots 75 and 75A, which is the current rear lot line of the house. The house would no longer be a nonconforming structure. Additions could be proposed provided the additions meet all applicable requirements of the LMC, the 1977 Agreement, and conditions of approval of this plat amendment.
8. There is an existing utility and drainage easement located along the shared lot line. This easement would be vacated with this plat amendment. Upon recordation of the plat, additional 7' utility and drainage easements will be dedicated along the side and rear lot lines of the new Lot 1.
9. The applicant has verified through Blue Stake that there are no existing utilities in the existing utility easement area between Lots 75 and 75A.

Conclusions of Law

1. There is good cause for this subdivision, being a replat of two existing lots, in that one lot of record is created under common ownership from a lot and a remnant lot and no remnant lots are created. Any development on the remnant lot would be subject to the 1977 Agreement, the LMC, and these conditions of approval.
2. The plat amendment is consistent with the Park City Land Management Code and applicable State law regarding plat amendments and subdivisions.
3. As conditioned, neither the public nor any person will be materially injured by the proposed plat amendment.
4. As conditioned, approval of the plat amendment does not adversely affect the health, safety and welfare of the citizens of Park City.

Conditions of Approval:

1. The 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, and the conditions of approval, prior to recordation of the plat.
2. The applicant will record the plat at the County within one year of the date of City Council approval. If recordation has not occurred within one year's time, this approval for the plat will be void.
3. All conditions of approval of the Thaynes Canyon Subdivision shall continue to apply in full force and effect. A note shall be added to the plat to this effect.
4. A note shall be added to the plat restating items number 2 and 3 of the 1977 Agreement as follows, 1) That portion of Lot 1, previously known as Lot 75A, is restricted and limited to uses of landscaping, private recreation facilities (as defined by the LMC), and fencing, and 2) No construction, erection or maintenance of any buildings for use as primary dwelling buildings on that portion of Lot 1 that was previously known as Lot 75A, is allowed, but the construction of garages and other

ancillary buildings may, at the discretion of the City, be permitted provided that a conditional use permit is first obtained from the City.

5. That portion of Lot 1 previously described as 75A shall be cross hatched and so noted as a condition precedent to recordation of the plat.
6. Applicant shall get written approval from all franchised utility providers agreeing to the extinguishment of the utility easement prior to plat recordation.

SECTION 2. EFFECTIVE DATE. This Ordinance shall take effect upon publication.

PASSED AND ADOPTED this 24th day of January, 2008.

PARK CITY MUNICIPAL CORPORATION

Dana Williams

Mayor Dana Williams

Attest:

Janet M. Scott, City Recorder

Approved as to form:

Mark D. Harrington, City Attorney



A PARCEL COMBINATION PLAT
A COMBINATION OF LOTS 75 & 75-A IN THAYNES CANYON SUBDIVISION
61 THAYNES CANYON DRIVE SUBDIVISION
LOT 1

Exhibit A

CIRQUE STUDIO

PLAT AMENDMENT PROJECT DESCRIPTION
APRIL 14, 2026

BITTLE-HILL RES
10 CLAIMJUMPER CT
PARK CITY, UT 84060

BITTLE + UNDERHILL RESIDENCE
10 CLAIMJUMPER CT
PARK CITY, UT 84060

Park City Planning Staff / Virgil Lund,

The property at 10 Claimjumper Court consists of two separately platted parcels within the Thaynes Canyon Subdivision. Parcel 67 was platted with the original 1971 subdivision. Parcel 67A was originally left as open space, but platted as a separate privately owned parcel in 1977, addressed and titled together. Both original plat maps are included with this Plat Amendment application.

The existing residence was built in the 1980's with several additions and remodels since. Existing hand-drawn surveys and submitted site plans showed the existing home set-back from the property lines, however upon receiving an updated survey in 2026, it was discovered the current residence is currently built over the existing property line separating the parcels.

The submitted Plat Amendment seeks to correct the non-conforming residence by adjusting the separating property line so the existing home is within the 10' rear yard setback. The adjustment of this property line would allow the owner to remodel and / or rebuild on Lot 67 using the existing building footprint / location. Lot 67A will remain a protected green belt / open space lot per the 1977 Plat.

All required documents are included in this Plat Amendment Application. Please review and let our team know if any additional information is required.

Sincerely-

Ryan McMullen, AIA | NCARB
Founding Partner | CIRQUE STUDIO

Jon Turkula
Founding Partner | CIRQUE STUDIO

1255 IRON HORSE DRIVE
PARK CITY UTAH 84060

THECIRQUESTUDIO.COM