



**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.

#### 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](mailto: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):

- 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

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.

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:

- 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%.

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.

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

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.

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.

*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

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

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?

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

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.

**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.

- 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.

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

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.

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.

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

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:

<b>CUP Review Criteria</b>	<b>Analysis of Proposal</b>
Size and location of the Site	<b>Complies:</b> 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	<b>No unmitigated impacts:</b> 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	<b>Complies:</b> On April 7, 2026, the Water and Sewer Departments confirmed the proposal complies with their required standards.
Emergency vehicle Access	<b>Complies:</b> On April 7, 2026, the Park City Fire District confirmed the proposal complies with their required standards.
Location and amount of off-Street parking	<b>Complies:</b> See analysis above.
Internal vehicular and pedestrian circulation system	<b>No unmitigated impacts:</b> The proposed pool is only accessed via the SFD.
Fencing, Screening, and landscaping to separate the Use from adjoining Uses	<b>Condition of Approval:</b> There are no fences proposed, but the Applicant proposes to screen the pool from the Sun Ridge Cove ROW with 21 shrubs and existing vegetation on site. The

	landscape plan shall be updated to comply with the Municipal Code of Park City (MCPC) Chapter 11-21 Wildland-Urban Interface Code and LMC § 15-5-5(N) 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	<b>Complies:</b> 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	<b>Complies:</b> 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	<b>No unmitigated impacts:</b> 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	<b>Complies:</b> 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	<b>Condition of Approval:</b> 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	<b>No unmitigated impacts:</b> 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.

<p>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</p>	<p><b>Condition of Approval:</b> The proposed pool is for the use of the owner and guests. See Condition of Approval 6.</p>
<p>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</p>	<p><b>Complies:</b> See analysis above.</p>
<p>Reviewed for consistency with the goals and objectives of the Park City General Plan; however, such review for consistency shall not alone be binding</p>	<p><b>Complies:</b> 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.</p>
<p>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</p>	<p><b>Complies:</b> The structure under construction is being built with radon mitigation.</p>

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.

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.

- 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.

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.

**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

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.

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	<b>Complies:</b> The proposed Lot is 3,750 square feet.
Minimum Lot Width – 25 feet	<b>Complies:</b> 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-foot wide	The Landmark Historic Structure at 1010 Woodside Avenue extends three feet into the south side Setback and approximately one foot onto 1002 Woodside Avenue. On March 23, 2018, the property owner of 1010 Woodside Avenue entered into an encroachment agreement with the property owner of 1002 Woodside Avenue for the Historic Structure (Summit County Recorder Entry No. 1088422). Pursuant to LMC § 15-2.2-4, the Historic Structure is a valid Non-Complying

	Structure. Any addition or new construction must comply with regulations in effect at the time of application submittal.
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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.

- 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 year's 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.

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.

- 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.

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 year's 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

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 changes 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.

- b. Lot B (209 Norfolk) is 3,750 square feet.
4. The minimum width of a Lot in the HR-1 Zoning District is 25 feet when measured 15 feet back from the Front Lot Line. The proposed Lots comply:
  - a. Lot A (213 Norfolk) is 49.78 feet wide.
  - b. Lot B (209 Norfolk) is 50 feet wide.
5. Upper Norfolk Avenue is a steep narrow road that provides access to six other Lots. The Applicant coordinated with the Engineering Department for the proposed access and Right-of-Way (ROW) improvements to Upper Norfolk Avenue.
6. The Applicant proposes an easement on the Plat Amendment to establish shared access between the two proposed Lots.
7. On April 8, 2026, the Planning Commission visited the site and conducted a work session on the proposed access and impacts to Steep Slopes.
8. The Planning Commission finds the proposed access consolidates disturbance to Steep Slopes and complies with Land Management Code (LMC) § 15-2.1-6(C)(3) *Development on Steep Slopes, Access*.
9. The Applicant proposes constructing two SFDs on the newly created Lots. Both SFDs will require a Steep Slope Conditional Use Permit and subsequent Planning Commission review. The design of the two SFDs will also be reviewed by the Planning Director through the Historic District Design Review process.
10. The proposed Plat Amendment requires a shared access easement agreement that minimizes Grading of the natural topography, reduces the need for new retaining walls, and limits retaining wall heights to four feet or less.
11. No Public Street, ROW, or easement is vacated or amended.
12. The Applicant coordinated with the Engineering Department on ROW improvements to Upper Norfolk Avenue, including:
  - a. Improvements to Upper Norfolk Avenue and widening to 20 feet from the Norfolk and Upper Norfolk intersection to the north boundary of Lot A (213 Norfolk Avenue).

- b. Installation and maintenance of a heating system for Upper Norfolk from the intersection of Norfolk and Upper Norfolk to the north boundary of Lot A (213 Norfolk Avenue).
  - c. Consolidation of access through a shared access easement.
13. The Plat Amendment:
  - a. Reduces density from four Old Town SFDs to two SFD Lots in an area with steeply sloped access, reducing the need for four driveways along Upper Norfolk Avenue and consolidating to two through a shared access.
  - b. Requires a shared access easement agreement that minimizes Grading of the natural topography, reduces the need for new retaining walls, and limits retaining wall heights to four feet or less.
  - c. Reduces the maximum Building Footprint by 344 square feet on Steeply Sloped site. The maximum Building Footprint for the four Old Town Lots is 844.5 square feet for each Lot, for a total of 3,378 square feet. The maximum Building Footprint for the consolidation to two Lots is 3,034.
  - d. Requires greater Setbacks on Steeply Sloped Lots: the proposed Lot widths for the two Lots will result in a five-foot Side Setback which is greater than the three-foot Side Setback required for the existing four Old Town Lots.
  - e. Contributes to design that is compatible with the character of the Streetscape and the HR-1 Zoning District.
  - f. Results in Lots compatible with the other Lots along Upper Norfolk Avenue that range in size from 2,812 square feet to 4,335.17 square feet. As a result, the proposed Lot sizes of 3,741.82 square feet and 3,750 square feet are compatible with the character of the Streetscape.
14. The Development Review Committee reviewed this proposal on August 20, 2024, and requires Conditions of Approval, outlined below.
15. Staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on April 29, 2026. Staff mailed courtesy notice to property owners within 300 feet on April 29, 2026. The Park Record published notice on April 29, 2026.

#### **Conclusions of Law:**

1. The 209 Norfolk Avenue Plat Amendment complies with the requirements of LMC Chapter 15-2.2 *Historic Residential – 1 Zoning District*.

2. The 209 Norfolk Avenue Plat Amendment complies with the requirements of LMC § 15-7.1-3(B) *Plat Amendment* and §15-7-1.6 *Final Subdivision Plat*.
3. There is Good Cause for this Plat Amendment.
4. Neither the public nor any person will be materially injured by the proposed Plat Amendment.
5. Approval of the Plat Amendment, subject to the conditions stated below, does not adversely affect the health, safety, and welfare of the citizens of Park City.

**Conditions of Approval:**

1. Driveways must not exceed a 14% Slope pursuant to LMC § 15-3-3(A)(4).
2. The Applicant shall widen Upper Norfolk Avenue to 20 feet from the Norfolk Avenue intersection to the northern boundary of Lot A.
3. The Applicant must separately obtain approval of an Encroachment Agreement for the private driveway and improvements within the unbuilt Norfolk Avenue ROW prior to plat recordation.
4. The Applicant shall install and maintain in perpetuity a heating system for Upper Norfolk Avenue ROW from Norfolk Avenue to the north boundary of Lot A (213 Norfolk Avenue) and shall enter into an Encroachment Agreement with the Engineering Department in a form to be approved by the City Engineer and City Attorney's Office.
5. Improvements to the Upper Norfolk ROW must be completed and approved by the Engineering Department prior to issuance of a Certificate of Occupancy for the SFD at 209 or 213 Norfolk Avenue.
6. The City Planner, City Attorney, and City Engineer shall review and approve the final form and content of the Plat Amendment for compliance with State law, the LMC, and these Conditions of Approval prior to recordation of the plat.
7. The Applicant shall update the final draft Plat to include the shared access easement (Attachment 2) prior to submitting Plat redlines for City Staff review.
8. The Applicant shall obtain approval of and execute the Encroachment Agreement per Condition of Approval 3 and record the Plat Amendment at

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

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.

Approved 05.27.2026

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# PARK CITY MOUNTAIN

## EAGLE LIFT

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Conditional Use Permit  
Planning Commission  
May 13, 2026



# — **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
<b>TOTAL</b>	<b>1,712</b>



# 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.



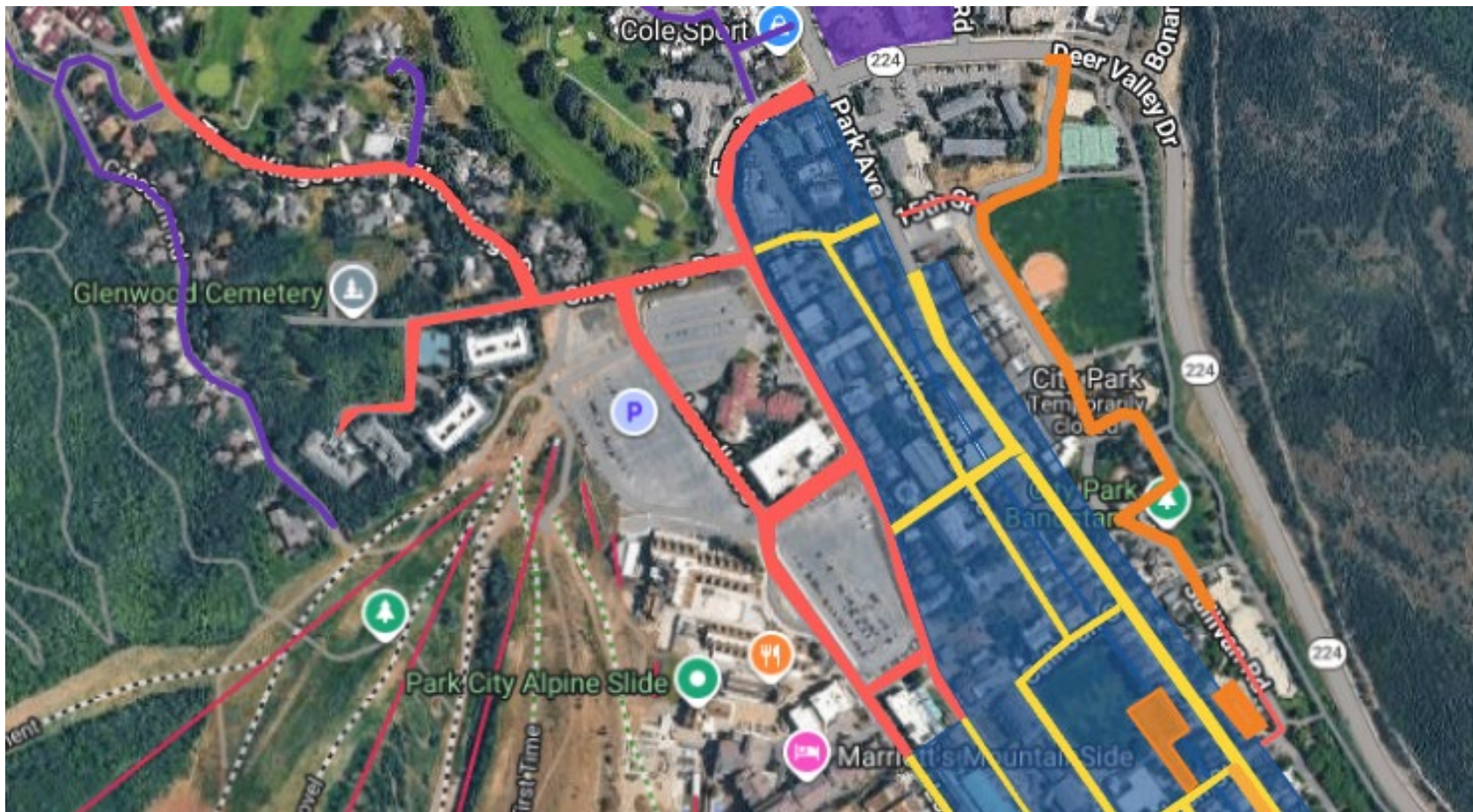
# Questions for Discussion

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).



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# PARK CITY MOUNTAIN

## SILVERLODE LIFT

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Conditional Use Permit  
Planning Commission Work Session  
May 13, 2026



# — 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

# 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

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## 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**

## Key Operational Benefits

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

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

# Lift Upgrades Do Not Increase Parking Demand

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## 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

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## 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

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## 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

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## 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<sup>1</sup>

Parking Lot Name	Parking Space Supply	21/22 Average Vehicle Volume (% utilization) <sup>2</sup>	22/23 - 25/26 Average Vehicle Volume (% utilization) <sup>3</sup>	Change in Average Vehicle Volume (21/22 to 22/23-25/26)
		<i>Before parking management plan implementation</i>	<i>After parking management plan implementation</i>	
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 <sup>4</sup>	--	--	--
<b>ONSITE SUBTOTAL</b>	<b>1,522</b>	<b>1,350 (89%)</b>	<b>1,048 (69%)</b>	<b>-302 (20%)</b>
Park City High School	† 508	264 (52%)	375 (74%)	+111 (22%)
<b>ONSITE &amp; OFFSITE SUBTOTAL</b>	<b>2,030</b>	<b>1,614 (80%)</b>	<b>1,423 (70%)</b>	<b>-191 (9%)</b>
Richardson Flat <sup>5</sup>	650	N/A	N/A	N/A
<b>TOTAL</b>	<b>2,680</b>			

† 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



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# Sign Code Amendments

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# 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.

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# Discussion

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- 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?

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# 30 Sun Ridge Cove

## Conditional Use Permit

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**Planning Commission**

PL-26-06854 | May 13, 2026

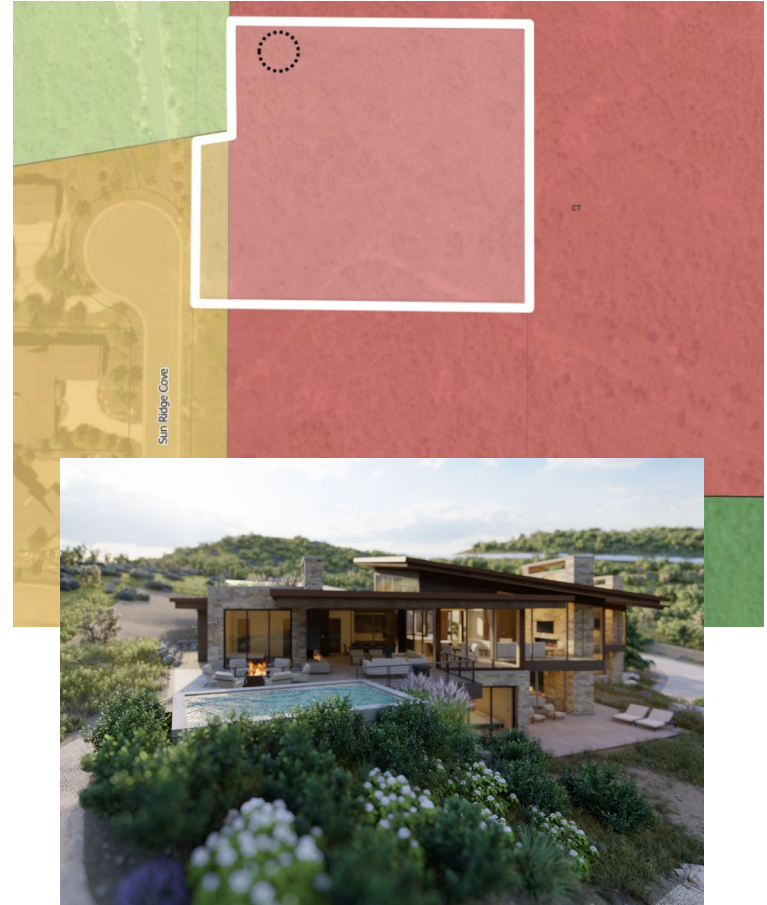


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# 30 Sun Ridge Cv

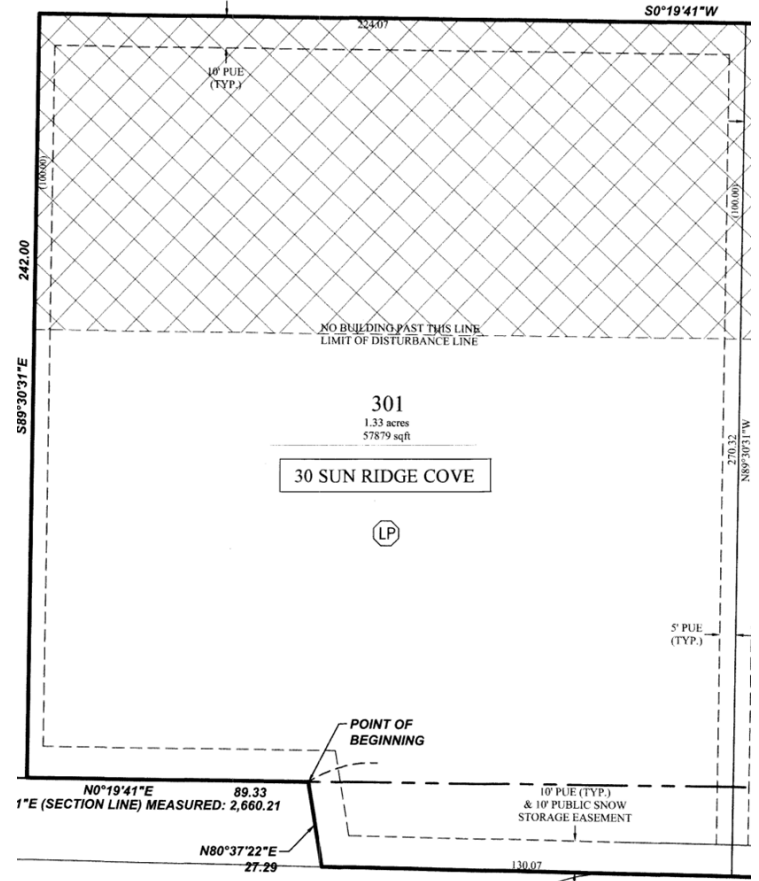
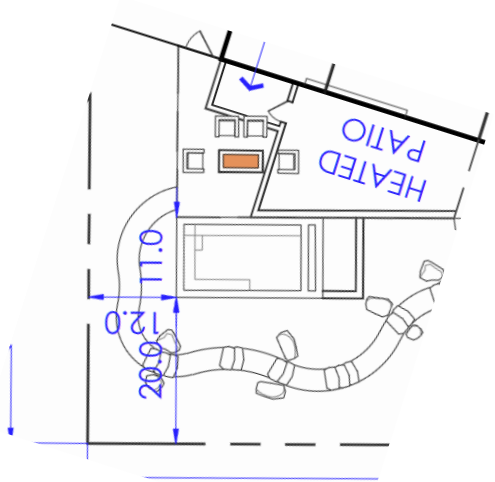
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- Community Transition
  - Residential Development
  - Sensitive Land Overlay
  - SFD approved and under construction
- 
- Applicant Proposes 144-sf pool



# Community Transition

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



# Sensitive Land Overlay

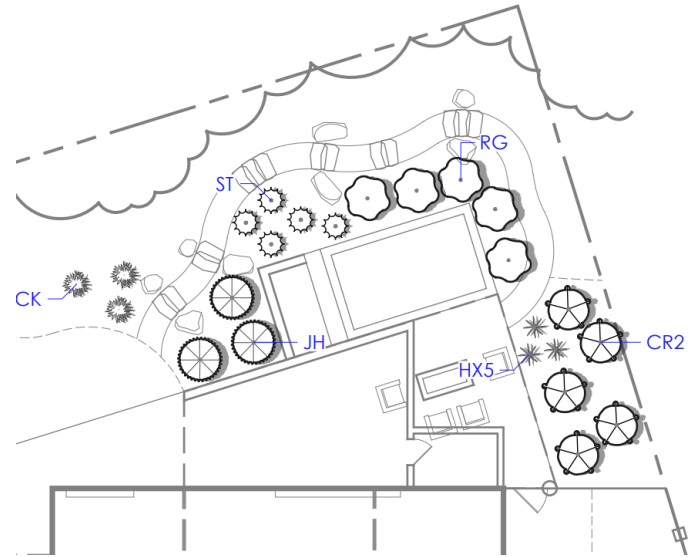
- PC Heights Ph 3 required 100' setback
- Vegetative screening existing & proposed
- Not on Ridgeline, Very Steep Slope, no wetlands or streams nearby



Pool is below existing trees/vegetation

# CUP Criteria

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



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# Conditions of Approval

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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.



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# 2700 Deer Valley Drive

Plat Amendment

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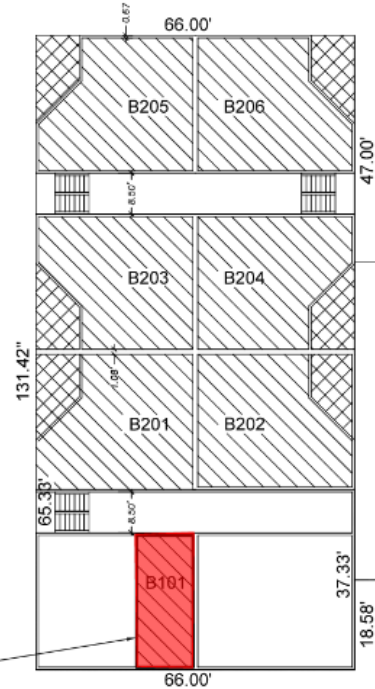
PARK CITY

1881

# 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



**LEVEL 3 FLOOR PLAN**

SCALE: 1" = 20'

THIS PLAT AMENDMENT  
ADDS THIS ATTIC SPACE  
TO UNIT B-101



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# Analysis

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- 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.

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# Final Action

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- 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.



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# 1010 Woodside Avenue & 1011 Park Avenue

## Plat Amendment

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**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





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# Good Cause

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- 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 year's 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.

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# 1287 EMPIRE AVENUE

## PLAT AMENDMENT

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**Planning Commission**

PL-26-06882 | May 13, 2026



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# 1287 EMPIRE

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- 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)



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# Good Cause

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- 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.

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# 209 & 213 NORFOLK AVENUE

## PLAT AMENDMENT

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**Planning Commission**

PL-24-06189 | May 13, 2026



# 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)

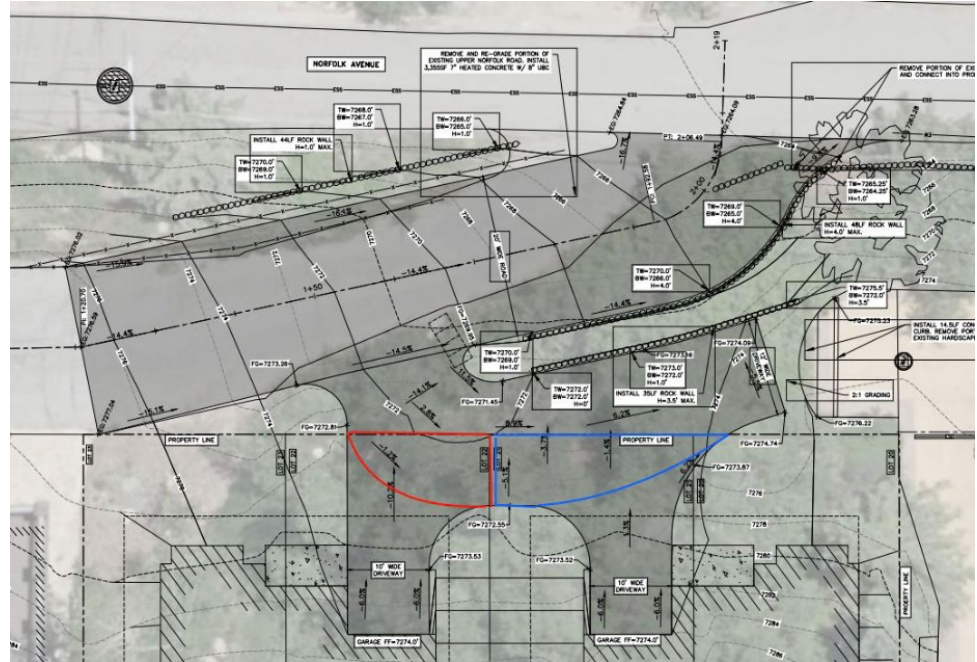


# 209 & 213 Norfolk



# 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.

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# Good Cause

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- 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



# 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.