



**PARK CITY MUNICIPAL CORPORATION
PLANNING COMMISSION MEETING MINUTES
COUNCIL CHAMBERS
MARSAC MUNICIPAL BUILDING
MAY 27, 2026**

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

EX OFFICIO: Rebecca Ward, Planning Director; Mark Harrington, Senior City Attorney; Alec Barton, Senior Planner; Nan Larsen, Senior Planner; Andrew Leatham, Winter Peak Day Traffic Operations Manager; Elissa Martin, Planning Project Manager; Virgil Lund, Planner II

1. ROLL CALL

Chair Christin Van Dine called the Planning Commission Meeting to order at approximately 5:30 p.m. All Commissioners were present, with Commissioner John Frontero and Commissioner Henry Sigg attending the meeting virtually.

2. MINUTES APPROVAL

A. Consideration to Approve the Planning Commission Meeting Minutes from May 13, 2026.

MOTION: Commissioner Strachan moved to APPROVE the Planning Commission Meeting Minutes from May 13, 2026. The motion was seconded by Commissioner Shand. The motion passed with the unanimous consent of the Commission.

3. STAFF AND BOARD COMMUNICATIONS AND DISCLOSURES

Planning Director, Rebecca Ward, reported that the Commissioner's terms for Commissioner Sigg and Commissioner Frontero will end in July. On Thursday, June 4, 2026, the City Council is scheduled to interview seven candidates. Those interviews will be conducted in the Council Chambers from 1:45 p.m. to 3:30 p.m. The Meeting Materials Packet for the City Council Meeting can be viewed ahead of time at www.parkcity.gov.

Commissioner Adam Strachan will recuse himself from the Planning Commission vote on the Park City Mountain Resort applications, Item 7A and Item 7B on the meeting agenda.

4. PUBLIC COMMUNICATIONS

There were no public communications.

5. CONTINUATION

- A. 6935 Silver Lake Drive – Plat Amendment** – The Applicant Proposes to Amend the Area of Disturbance and a Ski Easement for Lot 12 of the Evergreen Subdivision in the Residential Development Zoning District and Sensitive Land Overlay. PL-26-06900.

Senior Planner, Alec Barton, reported that there is a continuation requested for the Plat Amendment application at 6935 Silver Lake Drive. Staff is requesting additional time to work with the applicant on a modification to the ski easement for this property. The request for continuation was received by Staff seven days prior to the public hearing, which is consistent with what is outlined in the Land Management Code (“LMC”).

Chair Van Dine opened the public hearing. There were no comments. The public hearing was continued to a date uncertain.

MOTION: Commissioner Shand moved to CONTINUE the Plat Amendment application for 6935 Silver Lake Drive and the public hearing to a date uncertain. The motion was seconded by Commissioner Tilson. The motion passed with the unanimous consent of the Commission.

6. WORK SESSION

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

Planner Barton presented the Staff Report and explained that the Work Session item is related to possible LMC amendments. On October 26, 2023, the City Council adopted an ordinance that shifted Final Action on Plat Amendments to the Planning Commission. Last month, the Planning Commission asked Staff to look into possible code amendments that would allow for Administrative Review of certain Condominium Plat Amendments.

Staff conducted some research and found that the Planning Commission has considered 36 Condominium Plat Amendments since November 2023. Planner Barton reported that 61% of those Condominium Plat Amendments were considered major and 39% were considered minor. If the proposed amendments were in place during the previous review processes, 14 of the 36 Condominium Plat Amendments could have been handled

through an Administrative Review. The proposal outlined in the Staff Report is to create a Minor Condominium Plat Amendment process, which would cover the following:

- Creating private habitable space within an attic or crawl space;
- Converting residential common/limited common area to private area to reflect City-approved as-built conditions;
- Enclosing a compliant deck less than 100 square feet to create habitable space;
- Combining up to two adjacent residential units under one ownership.

Examples of Major Condominium Plat Amendments include the following:

- Adding condominium units;
- Combining commercial or more than two residential units;
- Enclosing a deck more than 100 square feet to create habitable space;
- Converting private/common/limited common areas in commercial condominiums;
- Increasing an off-street parking requirement;
- Additions involving exterior changes beyond the scope of a Minor Condominium Plat Amendment.

Planner Barton posed the following question to the Planning Commission:

- Does the Planning Commission recommend any changes to the proposed Major and Minor Condominium Plat Amendments?

Chair Van Dine expressed support for what has been presented. She hopes this shift will remove some of the minor Condominium Plat Amendments from Planning Commission review. She likes the way this has been separated out into Minor Condominium Plat Amendments and Major Condominium Plat Amendments. It was helpful to see the breakdown of the previous Condominium Plat Amendment requests. Based on those numbers, there are still many requests that will come to the Planning Commission for review. However, some of the more straightforward requests could be handled through a Minor Condominium Plat Amendment. Chair Van Dine would like to see a default established for anything not covered under the example scenarios. Either the Planning Director could have authority, or the request could be considered by the Commission.

Commissioner Rick Shand liked the suggestion shared by Chair Van Dine. He appreciated the table that illustrates what would have been considered a minor or major request. Chair Van Dine stated that she looks forward to seeing this item return to the Planning Commission for formal consideration and a vote at a future meeting.

7. REGULAR SESSION

- A. Park City Mountain Resort – Conditional Use Permit –** Park City Mountain Proposes Replacing the Eagle and Eaglet Lifts with an Upgraded Six-Passenger Detachable Lift with a Mid-Station Unload in the Recreation and Open Space Zoning District and Sensitive Land Overlay. PL-26-06821.

Ahead of the Staff presentation, information about the public comment guidelines was shared. Those choosing to provide comment are asked to state their full name for the record, keep comments to three minutes or less, and direct comments to the Commission.

Director Ward reported that there are two Regular Session items on the agenda related to Park City Mountain Resort. There are Conditional Use Permit (“CUP”) applications for the Eagle and Silverlode lifts. The Eagle lift will be considered as part of Item 7A and the Silverlode lift will be considered as part of Item 7B. These applications were submitted in late January 2026. Since that time, the applications have been reviewed by the Development Review Committee (“DRC”). The 2026 Parking, Traffic, and Transportation Plan and the Conditions of Approval in the Draft Final Action Letter have been reviewed by the City Engineer, Police Chief, Public Works Director, Transportation Planning Director, Transit Manager, and Traffic Operations Manager. There was a site visit conducted in March and there was a discussion and public hearing held on May 13, 2026. The applicant is requesting that final action be taken during the current meeting.

At the last Planning Commission Meeting, there was a discussion about a Condition of Approval that would establish a measurable means of identifying whether the 2026 plan was working or required revisions. The recommended Condition of Approval will be shared during the Staff presentation. Director Ward reported that on May 13, 2026, the Planning Commission requested that the resort address the increased uphill capacity and how that will impact downhill capacity. The resort has prepared a presentation, which will address outstanding Commissioner questions. It was noted that Lara Swensen is present, who represented the Planning Commission during the lift upgrade litigation.

Senior Planner, Nan Larsen, and Winter Peak Day Traffic Operations Manager, Andrew Leatham, presented the Staff Report and explained that the first Regular Session item is a CUP for the Eagle lift. Planner Larsen explained that the CUP process is outlined in the LMC. The Commission reviews CUP applications and takes final action.

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

The Planning Commission conducted two previous reviews of the Eagle lift CUP application. On March 25, 2026, there was a site visit and a Work Session held. The Work Session looked at the Recreation and Open Space (“ROS”) Zoning District

regulations, Sensitive Land Overlay ("SLO") development approvals for ski area construction and expansion, and the CUP criteria. On May 13, 2026, there was a Regular Session review that looked at parking, traffic, and transportation related to the proposal.

Since the last Planning Commission review, the applicant updated their CUP submittal:

- Environmental Noise Assessment, Eagle Lift Replacement;
- Environmental Noise Assessment Addendum;
- Eagle Lift Permanent Disturbance Calculations;
- Revegetation Plan for the Eagle and Eaglet Lift Removal;
- Eagle Lift Replacement Design Capacity.

The Draft Final Action Letter includes standard Conditions of Approval for the following:

- Modifications;
- Erosion Control;
- Vegetation;
- Noise;
- Wildlife;
- Soils;
- Water;
- State Regulation;
- Construction Mitigation;
- Expiration.

There are Conditions of Approval in the Draft Final Action Letter related to Transportation Demand Management ("TDM"). Some of the recommendations include the following:

- Focus on increased average vehicle occupancy and incentivize transit ridership for guests and employees;
- Formalize the existing mitigation protocols and collaboration between the resort and City for improved efficient traffic and parking circulation;
- Formalize the resort and City implementation of neighborhood mitigation strategies;
- Formalize the current mitigation implementation, including the reservation and paid parking program;
- Address continued improvements to base area circulation and mitigations to surrounding neighborhoods;
- Address future changes that may require contingency plans.

Manager Leatham reported that the 2026 Parking, Traffic, and Transportation Plan provided by Park City Mountain Resort has been reviewed by the City Engineer, Police

Chief, Transportation Director, Public Works Director, and Transit Manager. He explained that there has been support expressed with the following Condition of Approval:

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

Staff recommends the Planning Commission review the proposed CUP for the Eagle lift, conduct a public hearing, and consider approval based on the Draft Final Action Letter.

Vice President and Chief Operating Officer of Park City Mountain, Dierdra Walsh, introduced herself to the Planning Commission and expressed appreciation for the process that has taken place so far. The benefits of the Eagle and Silverlode lift replacements will be highlighted during the presentation. The lift replacements are a response to feedback from residents and visitors. These projects will create a better experience by helping to disperse skiers and snowboarders more effectively. The projects will also reduce lift wait times. She thanked the community for the feedback received throughout this process. Based on a review of the submitted public comments, 63 were strongly in favor and four were opposed for various reasons. Even the comments that voiced some level of opposition still expressed general support for lift upgrades.

Ms. Walsh shared information about how Park City Mountain operates. She explained that there is a dedicated team of industry experts that manages the resort. There are 365 days a year spent planning for the 150 day winter season. Safety and the guest experience are the main priorities. There is a reliance on data and analytics, guest and employee feedback, and operational expertise in order to run the mountain properly. Ms. Walsh acknowledged that there are busy days at the resort, but on busy days and quiet days, the priorities of safety and the guest experience remain the same. These lift projects are investments and represent a shared goal between the community and resort.

Director of Planning for Park City Mountain, Zach Perdue, introduced himself to the Planning Commission. As previously stated, the proposed projects are lifecycle lift replacements that will improve circulation and reduce lift wait times. Increasing the uphill capacity is the means by which those benefits are achieved. These projects will reduce wait times at Eagle and Silverlode, but also across all base portal lifts in Mountain Village. Improved circulation will help distribute guests across more available terrain while also

providing improved connections between nodes across the mountain. This improves guest distribution, reduces concentrations during peak days, and alleviates congestion.

At the last Planning Commission Meeting, Commissioners expressed a desire to better understand how the anticipated changes were evaluated. In response to feedback and questions, several presentation slides were created to visually demonstrate likely changes based on the proposed improvements. Mr. Perdue shared a presentation slide that looks at Eagle Ski Run Optionality. The slide shows both the current and proposed conditions. What is proposed will expand the terrain and lift access that is available directly from the Eagle lift. It will also provide direct connectivity to Silverlode, which will relieve some of the pressure on Crescent. Guests will be able to access substantially more terrain as a result of the proposed improvement compared to the current conditions.

Mr. Perdue next shared a presentation slide that looks at the current and proposed conditions for Beginner Base Area Access and Optionality. Another benefit of the Eagle lift replacement is the improvement of beginner progression and ski school operations. Guests typically progress from First Time and the surrounding available terrain to the top of Payday. The proposed Eagle mid-station creates a gradual progression pathway for beginners. It also shifts use to under-utilized beginner terrain and reduces congestion on lower Home Run and First Time terrain. There is improved connectivity as well.

The next presentation slide focused on the Upper Mountain Improved Distribution. Mr. Perdue reported that the Silverlode project increases the uphill capacity of the lift in the existing alignment, making this an efficiency improvement. By increasing the uphill capacity of the lift and moving guests more efficiently, the lift wait times are reduced. In addition, distribution to the upper mountain network will be improved. He explained that Silverlode functions as a major connector lift to access the upper mountain and mid-mountain terrain. Improving efficiency in this location has benefits beyond the actual lift. Moving guests uphill more efficiently means there are fewer guests waiting below.

There has been a thorough review process, and the applications demonstrate compliance with the provisions of the LMC. Mr. Perdue appreciates the thoughtful consideration that has gone into the two Park City Mountain Resort applications. Based on the previous discussions and presentations, the applicant team respectfully requests approval.

Chair Van Dine apologized that she had to leave the last Planning Commission Meeting to address an emergency, but she was able to listen to the portions of the meeting that were missed. Chair Van Dine noted that Commissioners can ask clarifying questions. Commissioner Frontero stated that he does not have any clarifying questions at this time, but he does have some comments to share following the public hearing on this item.

Chair Van Dine opened the public hearing.

Dr. Robert Winn gave his zip code as 84098 and explained that he has lived, worked, and recreated in Park City for 48 years. He was involved in providing medical care for 45 years and learned that snow conditions are a major factor. Crowding is also a contributing factor when it comes to the number of patients that require medical services. Dr. Winn reported that in 1985, which was the fourth year that he was in charge of overseeing all resort medical care, he learned about a surprising additional factor: happiness. He supports the proposal from a medical point of view, because greater comfort, quicker transport, and happier skiers will decrease the number and severity of medical accidents.

Dr. Charles Morrison stated that he has practiced as a physician in the community for 22 years. He grew up in Park City and came back to practice here in 2004. Mr. Morrison expressed concerns about the lift line waits, especially when it comes to tourists visiting the area. As a longtime member of the community, he strongly supports the proposal.

Tracy Meier stated that her zip code is 84098 and explained that she is the Chief Program and Education Officer for the National Ability Center. She has expressed support for the CUP proposals previously and wanted to reiterate that support during the current meeting. She stressed the importance of accessibility and inclusion. There is a safety component with the Eagle lift, especially for the sit skiers. She reiterated her support and asked that the Planning Commission consider approval of the two CUP applications.

Megan Trayner explained that her background is in ski racing. She supports the proposal because it relates to improved skier experience and improved skier safety. She hopes the Planning Commission will consider approval of the CUP application.

Aldy Milliken gave his zip code as 84098 and expressed support for the Eagle and Silverlode lift updates. Based on the previously submitted comments, it appears the overwhelming majority of residents are in support of what has been proposed. Even the few comments raising procedural concerns repeatedly state that there is support to replace the lifts. This makes sense because the Eagle lift is more than 30 years old and Silverlode is approaching 30 years old. These lifts serve some of the most congested terrain on the mountain, and the proposal will improve circulation on existing terrain.

Mr. Milliken explained that this is a modernization rather than an expansion. There are long lift lines at Eagle and Silverlode, which reduces the quality of the ski experience for locals and visitors. He reiterated that these aging lifts need to be replaced. The skier experience matters as does safety, so it makes sense for the resort to focus on the infrastructure needs. He asked the Planning Commission to consider approval.

Amber Broadaway stated that her zip code is 84121 and she is Chair of the Executive Board of Ski Utah and the President and Chief Operating Officer of Solitude Mountain Resort. She expressed support for the proposed lift replacements. Ms. Broadaway has been in the business professionally for 15 years and has been involved in many lift upgrades and replacements. A lot of work goes into the planning process to address

issues such as safety and guest experience. Every lift replacement and upgrade that she has been involved with has achieved what it set out to do. She expressed appreciation for the work done by the Planning Commission and requested approval.

Gar Trayner explained that he is a resident of Silver Springs and has been there since 2019. However, his first time coming to town was as an Olympian in 2002. He was impressed with the hospitality, the terrain, and the mountains. The mountain infrastructure was reinforced by the resort owners and partners. He supports the proposed CUP as it will benefit the community. It is possible to improve the experience for all. He expressed support for the proposed investment in local infrastructure.

Bob Devaney gave his zip code as 84098 and shared some of his work experience. He was the Olympic Coordinator from 2000 to 2002 in The Canyons and has been involved in sports, skiing, and business. He agreed with the comments that have been shared during the public hearing so far and explained that he currently works as a Mountain Host. The proposed lift projects will improve the conditions for both guests and employees.

Casey Metzger stated that the proposed lifts will not drive additional traffic to the area, but will improve the conditions for existing resort visitors. The proposed lifts will not negatively impact the quality of the ski experience or the quality of life for residents. The lifts will provide a positive experience for locals and visitors. Park City Mountain is proposing to maintain the infrastructure that already exists. Mr. Metzger asked the Planning Commission to consider approval and expressed support for what is proposed.

Janine Tralow gave her zip code as 84098 and expressed support for the project. She does not see any reason to deny the lift upgrades, as this will benefit everyone. In Park City, there is a product, which is skiing, and it makes sense to do everything possible to deliver the best product possible so the community continues to thrive. Ms. Tralow believes Park City Mountain Resort will be able to manage and operate the lifts effectively.

Mike Jacquet stated that his zip code is 84098. He grew up in Idaho, but has lived in Park City for the last 14 years. He is supportive of the proposed lift upgrades. Mr. Jacquet grew up in a ski town and has been able to raise his children in a ski town. He recognizes that there is an opportunity to provide world-class hospitality and skiing to guests and locals. He runs a small business in town, is a coach, and is on the Board of Park City Ski and Snowboard. Everyone that he has spoken to is in full support of the lift upgrades.

Bob Wheaton gave his zip code as 84036 and thanked the Planning Commission for their work. At the last Planning Commission Meeting, he shared comments about the proposed Eagle and Silverlode lifts. There has been a lot of positive progress made because of the cooperation and communication that has occurred between the resort and City. Numerous comments were made by the Planning Commission at the last meeting about the impacts to parking, traffic, and circulation. Mr. Wheaton believes something similar can happen in this case if there is continued cooperation and communication.

Ted Ligety gave his zip code as 84060 and stated that he is present to support the lift upgrades. It makes sense to alleviate the chokepoints and move people out of the base area. The proposal will improve the experience for children with an interest in skiing.

Tom Kelly stated that his zip code is 84098. He first visited Park City in 1973 as a skier from the Midwest. He has now had the privilege of skiing in Park City for the last 38 seasons. He loves being able to ski at Park City Mountain Resort and is appreciative of the investment that Vail Resorts has made. Mr. Kelly shared comments about what it means to be a ski town. He noted that residents love the lifestyle and the value skiing has brought to the community. In the past decade, Vail Resorts has spent tens of millions of dollars to create a better experience for locals as well as Park City guests. There is a better experience on the mountain now than a decade ago. Mr. Kelly believed the CUP applications for the Eagle and Silverlode lifts will greatly enhance the ski experience.

Frode Jensen explained that he lives in Park Meadows. He is in favor of the two lift upgrades and agrees that there are improvements that could be made. While he supports the goal of reducing lift lines at critical chokepoints, there are still some concerns. If the uphill capacity of the ski lift increases, it needs to be done safely. Mr. Jensen submitted a letter to the Planning Commission earlier in the day, which contained five affidavits from long-term skiers at Park City Mountain Resort. The affidavits document over 1,800 individual ski days on the hill and nearly 20 million vertical feet of direct observation. This testimony establishes a consistent, recurring pattern of severe trail overcrowding, high-speed merging bottlenecks, and collisions on the exact runs served by the proposed lifts.

Under Utah law, the submitted materials provide firsthand factual evidence of reasonably anticipated detrimental effects related to the CUP application. Mr. Jensen explained that under Utah law, the applicant must provide comfortable carrying capacity ("CCC") and other relevant data regarding on-trail overcrowding and safety. If a detrimental impact is shown, it must be mitigated before the Planning Commission can approve the CUP applications. When the applicant acquired Park City Mountain Resort in 2015, it became a party to the 1998 Development Agreement and Mountain Upgrade Plan. These agreements mandate that lift expansion must comply with the Mountain Upgrade Plan, which explicitly requires the ski area to demonstrate an equilibrium between uphill delivery and downhill trail capacity. If the Planning Commission chooses to approve the CUP applications without a capacity audit, then there will be an incomplete record. That kind of approval would be vulnerable to being overturned on appeal as an arbitrary and capricious decision. The best path forward is to table this vote, ask the applicant to put the capacity metrics on the record, and then focus on appropriate mitigation measures.

Erin Hirtle stated that she started skiing at Park City Mountain Resort in 2000. She appreciates that it is possible to ski in a beautiful area, but pointed out that it is important to consider the demand on the mountain. Infrastructure is needed to address the peak

day conditions. She would like to see this approved so congestion and lift lines are improved. Ms. Hirtle feels the lifts would make it possible to better manage the resort.

Onie Bolduc gave his zip code as 84098 and explained that he was born and raised in a ski town. He has now been in Park City for approximately 10 years. He is part of the brokerage community and there are consistent questions about Park City and the investments made in the mountain. Discerning and educated buyers are reviewing other mountains communities. The investment from Vail Resorts is an investment in the mountain, but it will also impact the livelihoods of those living and working in the community. It will keep Park City at the top of mind when buyers consider opportunities.

Rob Sletton explained that he has lived in the area since 1972 and has attended many Planning Commission Meetings. He gave his zip code as 84060. Mr. Sletton has done a fair amount of research and reviewed the Meeting Materials Packet ahead of the meeting. He thanked the Planning Commission for the time that has been dedicated to their review of the materials. Mr. Sletton reported that he started working for Treasure Mountain doing snow removal. In addition, he ran a property management and lodging company for 41 years. The resorts have made it possible for residents to build businesses in Park City. The majority of the people that come to town do so in order to enjoy the skiing that is available. He agrees with many of the comments that have been shared during the public hearing. Since the paid parking program and other controls have been implemented, the Thaynes Canyon area sees virtually no traffic. There have been continued improvements made, so he is supportive of the proposed lift projects.

Brad McCutcheon stated that his zip code is 84098. He is a local school leader in Park City. His family moved here in 2017, because he wanted his children to have access to open space. There have been many times that he has arrived at the resort with his children, but then returned home due to the lines at Crescent, Payday, and other lifts. He is approaching the CUP applications as a parent, skier, and educator. He is in full support of the lift upgrades. While he considers himself to be anti-development, what is proposed will simply upgrade what already exists. The lift projects will benefit the community.

Chris Haslock introduced himself as the Athletic Director for Park City Ski and Snowboard. He has been a Park City resident for 27 years. Mr. Haslock stated that he is present to support the proposed lift upgrades. He is responsible for helping approximately 600 athletes access Park City Mountain. There is an opportunity with this CUP proposal to move athletes up the mountain and better disperse the recreation.

There were no further comments. The public hearing was closed.

Chair Van Dine thanked those who shared public comments. She reported that there were also email comments received by the Planning Commission. All of the submitted comments have been reviewed by Commissioners and are included in the record.

Commissioners discussed the CUP application for the Eagle lift. Commissioner Grant Tilson finds the application complies with the LMC based on the Conditions of Approval presented and the parking analytics that was reviewed during the last meeting. He believed the application followed the correct process for a conditional use. There was a site visit, Work Session, and there have been two public hearings held. Based on the process and the criteria for a CUP, he finds that this application meets the requirements.

Commissioner Shand thanked everyone for their feedback. All of the previously submitted comments were reviewed by the Planning Commission. The comments shared in person will also be taken into consideration. As part of the review process, he looked at the Draft Final Action Letter prepared by Staff. LMC 15-1-10 requires the Planning Commission to approve a CUP if reasonable conditions are proposed or conditions can be imposed to mitigate reasonably detrimental effects. He agrees with the Draft Final Action Letter and is leaning toward approval of the CUP application for the Eagle lift.

Commissioner Seth Beal asked if there is anything in the prior legal rulings that would indicate LMC 15-1-10 and LMC 15-4-18 are not the governing standards for the determination. Senior City Attorney, Mark Harrington, offered to provide clarifying information. In addition, Ms. Swensen, who represented the Planning Commission in that litigation is also present and can answer questions. Attorney Harrington stated that there is nothing in the litigation directly applicable to the application, as it is processed through separate criteria. There are nuances, but those have been outlined in the Staff Report.

Commissioner Beal explained that as he reads the code, and as he read the court decision, the CUP is governed by 15-1-10 and 15-4-18. If the Planning Commission looks at those standards, there is a clear record. There has been a lot of input from the community and the applicant has shared information about the requirements under 15-4-18. He is satisfied that the requirements of the CUP have been met for this application. Commissioner Beal mentioned 15-4-18(6), which is related to parking and traffic plans. The applicant detailed the different mitigating effects in coordination with the City.

Commissioner Frontero thanked the residents for taking time to share comments. There is a lot that he finds to be favorable about the application. It appears the two CUP applications meet most of the criteria. However, he is unable to verify that the uphill capacity will not create conditions that need to be mitigated because of overcrowding on the downhill. This concern could be met with a capacity analysis from the resort. He would like to have a unanimous Planning Commission decision, but at the last meeting, he asked the applicant to consider providing capacity data. It appears that the applicant is reluctant to share that data with the Planning Commission, which is a concern.

Commissioner Frontero wanted to know if Park City Mountain Resort staff or Vail Resorts staff has conducted a capacity impact analysis recently, specifically for the two CUP applications. Mr. Perdue clarified that there have not been updated CCC calculations done for the CUP applications. He reminded Commissioners that the proposal is the

same as 2022, which is when the CCC calculations were submitted. Those continue to be available as part of the public record. Commissioner Frontero pointed out that four years have passed since that time. This is a new application, so an updated analysis would have been meaningful. He would have appreciated new CCC calculations for 2026 and wanted to better understand the reluctance on the part of the applicant team.

Legal Counsel for the applicant team, Julie DeCecco, stated that this is a due process issue. When looking back at the 2022 hearings, the opponents at that time stated that CCCs needed to be presented because that was a requirement of the Administrative Conditional Use Permit ("ACUP"). The applicant team at that time went to SE Group, the same experts who created the original CCCs. A report was generated, which was then vetted by Ecosign. At the time, the Planning Commission concluded that it was not possible to verify CCCs based on those reports. That was a challenge, because the experts who created the CCCs in 1996 created the updated report. Ms. DeCecco noted that it is unfortunate that this has been described as a transparency issue when that is not the case. The applicant team has been focused on due process for the application.

Commissioner Frontero explained that he is not sure what proper mitigation would look like, because he is not sure what the reasonably anticipated detrimental effects are. He reiterated that there has not been updated capacity information provided to the Commission. There is some difficulty in determining reasonable conditions at this time.

Attorney Harrington stated that the reasonably anticipated detrimental effects need to be established. Normally, criteria in the LMC is looked at to make a determination, but observable conditions can also be considered. That being said, there is no standard of review related to crowding in ski areas. Attorney Harrington noted that there is no requirement in the Development Agreement or LMC for one methodology over the other when it comes to the identification of reasonably anticipated detrimental effects. The Staff Report articulates the LMC standards. Based on the previous Planning Commission discussion, there is a sufficient buffer in place to address the maximum capacity that may be attributed to the lift upgrades when it comes to the current parking capacity.

Commissioner Frontero reported that the Eagle lift capacity is proposed to increase by 55%, which is a substantial increase. He wanted to understand what the trigger would be for a capacity analysis. Commissioner Frontero acknowledged that Staff has suggested a new CCC when vertical development occurs in the future, but he believes it should be done now. He would be more comfortable with the CUP application if he understood that moving more people uphill will not result in detrimental effects downhill.

Ms. Walsh asked to review the presentation slide that shows the amount of terrain that will be accessible because of the top terminal. The intention was to illustrate the amount of optionality. With the proposed Eagle lift upgrade, there will be more trails for guests to choose from. The dispersion that will be achieved has been considered. A lot of thought went into the top terminal placement, as it will make it possible to better disperse guests.

Commissioner Frontero agreed that the image shown in the Eagle Ski Run Optionality presentation slide shows improved conditions. The dispersion looks better in the proposed condition image compared to the current condition image. However, he would like to see the data behind what has been presented. Commissioner Sigg took a moment to thank the public for their comments on the CUP applications. There seems to be agreement that new lifts will be beneficial in the two proposed locations. He finds that under 15-1-10, the parking and traffic mitigation has been adequately addressed.

Commissioner Sigg stated that the conditions of 15-1-10 are satisfied. A lot of the discussions have centered around the idea of downhill safety and increased uphill capacity, but the presentation slides shared by the applicant are compelling. He is satisfied that the applicant has met the requirements and looks forward to a decision being made. Commissioner Sigg hopes the applicant will also consider future improvements to some of the other lifts, which would also assist with mountain circulation.

Commissioner Frontero suggested that the Planning Commission review the proposed Conditions of Approval. He reiterated his difficulties with the CUP application. While he would like to see a unanimous Planning Commission vote, he still has some concerns. Without the requested data, there is uncertainty about whether there is enough information to mitigate potential issues. Chair Van Dine pointed out that it is not possible for the Planning Commission to anticipate every potential issue. While the concerns expressed by the public have been considered, there is also a belief that the resort and everyone else involved has the ability to mitigate whatever issues may arise. Chair Van Dine agrees that having data would be meaningful, but that data is not required in this case. Director Ward reported that there are Findings of Fact that could be modified. She mentioned Finding of Fact #13(F) and explained that it is related to internal vehicular and pedestrian circulation. Additional specificity could be included in that section of the letter.

Commissioner Beal acknowledged that Commissioner Frontero is concerned about potential downhill impacts, but without establishing that there actually is a detrimental effect, he is hesitant to state that there should be mitigation measures implemented. He is hesitant to go beyond the requirements of the code. In addition, he does not want to change the factual findings beyond what is required. Commissioner Beal pointed out that there could be issues created if one hypothetical situation is addressed while others are not. He is more comfortable focusing on the clear language of the code.

Commissioner Shand agreed with the comments from Commissioner Beal. He asked if it is possible to reference public comments made at the previous meeting, which was confirmed. He reported that there was public comment received from a longtime ski resort executive who stated that upgraded lifts do not necessarily result in increased skier visitation. Commissioner Shand added that the intention is not to get more people onto the mountain, but to manage the visitation levels that already exist at the ski resort.

Commissioner Frontero expressed appreciation for the other Commissioner comments and the information provided by Attorney Harrington. He stressed the importance of working together and explained that he does not necessarily want to be the one dissenting vote. He is leaning toward a positive vote on the application based on the discussion.

Chair Van Dine requested a modification to the following language: "The Planning Commission agrees with the analysis of the results..." She asked that the language be clarified. Director Ward stated that there is another modification proposed for Condition of Approval #5(G)(3), which is to remove the words, "The Applicant..." There was Commissioner support for both modifications to the Draft Final Action Letter.

MOTION: Commissioner Beal moved to APPROVE the Park City Mountain Resort CUP for the Eagle and Eaglet Lifts, based on the following, as amended:

Findings of Fact:

1. The Applicant proposes replacing the Eagle and Eaglet fixed-grip lifts with a six-passenger detachable lift in a new alignment with a bottom terminal and operator house, a mid-station unload and operator house, and a top terminal and operator house.
2. In 1997, the Planning Commission approved the Park City Mountain Resort Large Scale Master Plan Development (PCMR MPD), outlining base area development.
3. In 1998, the PCMR MPD Development Agreement was recorded with Summit County (Entry No. 513070).
 - a. Development Agreement Section 2.3 *Ski Operations Improvements* establishes an administrative staff-level review for lifts identified in a 1996 Mountain Upgrade Plan. The administrative staff-level review requires evaluation of six criteria outlined in Development Agreement Sections 2.3.1 through 2.3.6.
 - b. Lift upgrades not consistent with the Mountain Upgrade Plan require review in accordance with the Land Management Code (LMC). (1)
 - c. The Eagle and Eaglet lifts are to be removed, and a new Eagle lift is to be installed on Parcels SA-402-A, PCA-1003, PCA-29-A, PCA-29-D, PCA-S-98-PCMR-1 within the Recreation and Open Space (ROS) Zoning District.
 - i. The new Eagle lift is to be installed in a different alignment and is distinguished from the Eagle lift (Chondola) alignment identified in the Mountain Upgrade Plan.
 - ii. The new Eagle lift does not go to the meadow area identified in the Mountain Upgrade Plan.

- iii. The new Eagle lift is therefore not consistent with the Mountain Upgrade Plan.
- iv. The new Eagle lift requires review in accordance with the LMC.
- d. LMC § 15-2.7-2(C)(8) establishes ski lifts in the ROS Zoning District as a Conditional Use, requiring Planning Commission review for compliance with LMC § 15-1-10 *Conditional Use Review Process* and LMC § 15-4-18 *Passenger Tramways and Ski Base Facilities*.
- 4. On January 27, 2026, the Applicant applied for a CUP to replace the Eagle and Eaglet fixed-grip lifts with a six-passenger detachable lift in a new alignment with a bottom terminal and operator house, a mid-station unload terminal and operator house, and a top terminal and operator house.
- 5. The CUP submittal is a Complete Application.
- 6. The new Eagle lift is to be installed in the ROS Zoning District and Sensitive Land Overlay (SLO).

Recreation and Open Space Zoning District Requirements

- 7. LMC § 15-2.7-1 outlines the purpose of the ROS Zoning District, including permitting and encouraging recreational uses while preserving and enhancing environmentally sensitive lands.
 - a. The Applicant proposes the Eagle lift upgrades to improve base-area circulation, enhance uphill access, and support more efficient distribution of skiers across the mountain.
 - b. The Applicant submitted a Sensitive Land Analysis for SLO review.
- 8. LMC § 15-2.7-3 requires 25-foot Front, Side, and Rear Setbacks in the ROS Zoning District. The proposed Eagle lift exceeds the Setback requirement and is 30 feet from the closest property line.
- 9. LMC § 15-2.7-4 establishes a maximum height of 28 feet from Existing Grade in the ROS Zoning District. Ski lifts may extend above the 28-foot height subject to visual analysis and approval by the Planning Director (LMC § 15-2.7-4(A)(4)).
 - a. On April 19, 2022, a Notice of Planning Director Determination was issued approving the height exception for the Eagle lift, finding “the ski lift towers for the Chondola lift (new Eagle) . . . are consistent with existing heights and best practices and may extend above the

- maximum Zone Height of 28 feet” based on evaluation of ridgelines and entry corridor and vantage points (Attachment 1).
- b. This Planning Director Determination did not expire.
 - c. This Planning Director Determination was not appealed.
 - d. The Applicant’s updated plans comply with the 2022 Planning Director Determination and all but one tower height is reduced, ranging from 17.34 feet to 61.80 feet.
10. LMC § 15-2.7-5 requires evaluation of dark sky and waterwise and firewise landscaping considerations, addressed in the Conditions of Approval below.
11. LMC § 15-2.7-6 requires the Applicant to protect all Significant Vegetation (large trees 6 inches in diameter or greater measured 4 ½ feet above the ground, groves of smaller trees, or clumps of oak and maple, covering an area 50 square feet or more measured at the drip line), within 20 feet of the disturbance area. Condition of Approval (3)(b) requires compliance, subject to requirements to remove dead and dying vegetation for wildfire mitigation.

Conditional Use Permit Criteria

12. LMC § 15-1-10 *Conditional Use Review Process* requires the Planning Commission to approve a CUP if reasonable conditions are proposed or can be imposed to mitigate the reasonably anticipated detrimental effects of the proposed Use in accordance with applicable standards.
13. The Planning Commission reviews 17 criteria outlined in LMC § 15-1-10(E) when evaluating a CUP:
- a. **Size and Location of the Site:** The Eagle lift replaces and realigns two existing lifts, the Eagle and Eaglet. The new base terminal is approximately 150 feet northeast of the existing bottom terminal, the mid-station terminal is approximately 2,500 feet uphill, and the top terminal is approximately 3,100 feet above the mid-station, just above the King Con unload terminal to provide access to terrain and adjacent lift pods.
 - b. **Traffic Considerations Including Capacity of the Existing Streets in the Area:** See Finding of Fact (14)(f).
 - c. **Utility Capacity, Including Storm Water Run-Off:** The Applicant submitted a storm water prevention plan to mitigate storm water runoff during construction and an accompanying erosion control plan that details best management practices to reduce runoff and erosion. On February 17, 2026, the Development Review Committee evaluated the new Eagle lift and determined the proposal complies with the required standards.

- d. **Emergency Vehicle Access:** On February 17, 2026, the Park City Fire District reviewed the proposal and found it complies with their requirements.
- e. **Location and Amount of Off-Street Parking:** See Finding of Fact (14)(f).
- f. **Internal Vehicular and Pedestrian Circulation System:** Replacing the Eagle and Eaglet lifts with a new high-speed six-passenger detachable lift with a mid-station unload along a modified alignment within the existing ski area is to improve guest circulation, reduce lift wait times, and enhance access to beginner and intermediate terrain—particularly for ski and ride school guests—while also improving connections to advanced terrain in other mountain nodes. The new Eagle lift is to improve the guest experience at all portal lifts providing guests of all skill levels with options for uploading and reliably serving front-side terrain and beyond.
 - i. Since 2022, the resort and City completed pedestrian circulation improvements, including reconfigured and consolidated surface parking lot ingress and egress and surface and curb improvements to minimize pedestrian and vehicle conflicts. Additional improvements that have been implemented since 2022 and will be ongoing include:
 - 1. Pedestrian wayfinding signage installation to support safe circulation from surface parking areas to the resort.
 - 2. Annual painting of crosswalks and stop lines.
 - ii. During construction of the lift upgrades, the Applicant proposes using existing ski runs and access roads for construction vehicles.
- g. **Fencing, Screening, and Landscaping to Separate the Use from Adjoining Uses:** The Eagle upper and mid-mountain station and unloading area will be surrounded by the existing ski terrain with no recommended fencing, screening, or landscaping to separate the use from adjoining uses. The lower terminal loading area will be near the residential Snow Flower Condominiums and is set back from the loading area to the north property line 30 feet. Mature landscaping provides a buffer along portions of the north property line, and this mature vegetation is required to be protected during construction.
- h. **Building Mass, Bulk, and Orientation, and the Location of Buildings on the Site, Including Orientation to Buildings on Adjoining Lots:** The terminals and operator houses are comparable in mass, bulk, and orientation to those throughout the resort.
 - i. The bottom terminal is approximately 2,073 square feet and 21 feet in height with an approximate 167-square-foot

- operator house. The lift queueing line will be oriented towards the First Time parking lot.
- ii. The mid-mountain terminal is approximately 1,048 square feet and 21 feet in height with an approximate 143-square-foot operator house. The mid-station unloading terminal will be west of the existing Three Kings top terminal.
 - iii. The top terminal is approximately 2,061 square feet and 21 feet in height with an approximate 294-square-foot operator house.
- i. **Usable Open Space:** The new Eagle lift is within the ski terrain, and usable open space is retained.
 - j. **Signs and Lighting:** Municipal Code of Park City § 12-8-1(F) *Signs Exempt from Permit Requirement* exempts signs located in open-air recreational facilities not oriented to public street such as signs in ski resorts from the regulations of the Sign Code. Outdoor lights for the terminals and operator houses must comply with the City's dark sky code in LMC § 15-15-5(J) with fully shielded and down-directed bulbs that are 3,000 degrees Kelvin or less.
 - k. **Physical Design and Compatibility with Surrounding Structures in Mass, Scale, Style, Design, and Architectural Detailing:** The Applicant proposes non-reflective, galvanized towers and terminals designed similar in kind and style to those existing within the resort.
 - l. **Noise, Vibration, Odors, Steam, or Other Mechanical Factors That Might Affect People and Property Off-Site:** Vibration, odor, steam, or mechanical factor impacts to people and property off-site are not anticipated. Compliance with the City's Noise Ordinance is required. Municipal Code of Park City Chapter 6-3 *Noise* establishes maximum dBA (A-weighted sound pressure level) for residential and commercial districts. When a noise source can be identified in more than one district, the more restrictive limitation applies. Existing residential uses to the north and west of the proposed Eagle base terminal require application of the more restrictive dBA limitation: 50 dBA from 10:00 PM – 6:00 AM and 55 dBA from 6:00 AM – 10:00 PM (Municipal Code of Park City § 6-3-9 Noise Levels).
 - i. The Applicant submitted an Environmental Noise Assessment for the Eagle Lift Replacement dated March 20, 2026, prepared by Bollard Acoustical Consultants, Inc. The report concludes noise mitigation measures may be required and an Addendum demonstrates mitigation measures to bring the lift into compliance.
 - ii. Condition of Approval (4)(a) requires the Applicant to submit an updated Environmental Noise Assessment demonstrating compliance with Municipal Code of Park City Chapter 6-3 *Noise* after lift installation and prior to operation of the new lift.

- m. **Control of Delivery and Service Vehicles, Loading and Unloading Zones, and Screening of Trash and Recycling Pickup Areas:** No changes to trash and recycling associated with the terminals and operator houses are proposed. The Applicant's Construction Management Plan must address control of delivery and service vehicles and trash and recycling (Condition of Approval 10).
- n. **Expected Ownership and Management of the Project:** The Applicant owns four of the five parcels where the ski lift upgrades are proposed and provided a Memorandum of Lease between the Applicant and property owner of Parcel PCA-S-98-PCMR-1, TCFC Leaseco LLC. The Applicant oversees the Park City Mountain operations and management on all five parcels.
- o. **Within and Adjoining the Site, Environmentally Sensitive Lands, Physical Mine Hazards, Historic Mine Waste and Park City Soils Ordinance, Steep Slopes, and Appropriateness of the Proposed Structure to the Existing Topography of the Site:** The purpose of the SLO, in part, is to protect and preserve environmentally sensitive land. Ski lifts within the SLO are reviewed pursuant to LMC § 15-2.21-7 *Sensitive Land Regulations – Development Approvals for Ski Area Construction and Expansion*. The Applicant is required to mitigate impacts to the natural character of the Sensitive Lands, revegetate disturbed areas, and install temporary and permanent erosion control measures to the *Maximum Extent Feasible*, defined in LMC § 15-15-1 as “[t]he maximum mitigation where no prudent, practical and feasible alternative exists to completely mitigate the adverse impact. Economic considerations may be taken into account but shall not be the overriding factor in determining ‘Maximum Extent Feasible’.”
 - i. The Applicant submitted a Sensitive Lands Analysis, including a visual analysis, slope/topographic map, geotechnical report, ridge line areas, vegetative cover, vantage point analysis, and information regarding wetlands, stream corridors, and wildlife habitat areas.
 - ii. The Planning Department reviewed the Sensitive Lands Analysis and identified recommended Conditions of Approval.
 - iii. The Planning Director scheduled a consultation meeting with the Applicant, requested additional information, and found the Applicant—to the Maximum Extent Feasible—designed the ski facilities to preserve the natural character of the Sensitive Lands, pursuant to recommended Conditions of Approval.
 - iv. The Planning Department provided recommended Conditions of Approval to the Planning Commission on March 25, 2026, that are included herein.

- v. The Eagle lift is designed to mitigate impacts to the natural character of the Sensitive Lands, disturbed areas will be revegetated, and temporary and permanent erosion control measures will be implemented:
1. **Steep Slopes** – No Very Steep Slopes are disturbed, and the proposed construction is at least 48 feet from Very Steep Slope areas. The top terminal and operator house will be located on the edge of an existing ski run that is already disturbed.
 2. **Ridge Lines** – The existing Eagle and Eaglet lifts are within Ridge Line Areas, and the proposed realignment reduces the impact to Ridge Line Areas because the Eagle top terminal consolidates two ridgeline disturbances to one. Additionally, the top terminal is set below a ridgeline within the Ridge Line Area buffer and is minimally visible from the Park City School District, Park Meadows Country Clubhouse, Quinn's Junction, the Deer Valley Drive and Queen Esther Drive intersection, Park City Hospital, and Park City Mountain Resort Base Vantage Points.
 3. **Wetlands and Streams** – No wetlands or streams are impacted. The bottom terminal of the Eagle lift is 213 feet from McLeod Creek, which runs in an underground culvert.
 4. **Wildlife Habitat** – The Applicant's Wildlife Habitat Report completed by Martin & Nicholson Environmental Consultants, dated January 12, 2026 (Attachment 2), and Condition of Approval 6, require mitigation of impacts to wildlife and habitat during construction:
 - a. The project area will be surveyed during the summer by qualified wildlife biologists to determine if species discussed in the wildlife habitat report are present. Results of this survey will help determine if big game avoidance and migratory bird measures need to be implemented.
 - b. Except for emergencies, all construction activities will be confined to daylight hours to reduce the impacts on crepuscular and nocturnal wildlife species.
 - c. If project construction occurs before August 31, raptor stick nest surveys will be conducted in and adjacent to the project area prior to tree and

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

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

- l. Installing a wheel wash station at these access points to minimize sediment tracking onto roadways.
 - m. Locating soil stockpiles away from drainage paths and surround with perimeter controls such as silt fences or wattles.
 - n. Completing routine inspections and following significant precipitation events and adjust as needed.
 - o. Grading - final site grading and disturbed areas will be permanently stabilized through revegetation with an approved seed mix, mulching, erosion control blankets, or other approved stabilization measures consistent with City and state requirements.
- 7. **Soils** – The Eagle lift is not within the Park City Soils Ordinance Boundary. However, on February 23, 2026, the City’s Environmental Program Manager reviewed the proposed Eagle lift upgrades and confirmed the proposal conforms with soil requirements. Condition of Approval (7)(a) requires compliance with relevant state and federal regulations.
- 8. **Water Source Protection** – On February 23, 2026, the City’s Water Quality and Treatment Manager reviewed the proposed plans for compliance with the City’s Source Protection Ordinance and requires Condition of Approval (8)(a) regarding the location of standby fuel tanks and associated secondary containment prior to Building Permit submittal.
- p. **Reviewed for Consistency with the Goals and Objectives of the Park City General Plan (Such Review for Consistency Shall Not Alone Be Binding):** The Eagle lift upgrade, the Applicant’s 2026 Parking, Traffic, and Transportation Plan, and the Conditions of Approval are consistent with the General Plan goals and objectives, including:
 - i. Promoting redevelopment that integrates a world-class resort with a strong sense of community.
 - ii. Improving connectivity, including continued coordination with the resort on paid parking and parking reservations.
 - iii. Installing traffic calming measures in residential areas to discourage speeding and through traffic.
 - iv. Developing clear policies for resorts to integrate trip reduction strategies, establish mode-shift targets, and reduce parking through formal City mechanisms.

- v. Regularly evaluating and updating the paid reservation parking system to support mode shift goals, reduce vehicle congestion, and prioritize access for residents and high-occupancy travel.
- vi. Increasing transit ridership to the Mountain Village base area to 20% (Park City Forward, the City's long-range transportation plan and supplement to the General Plan).
- vii. Establishing employee parking options, on-site or off-site with shuttle/transit for the Resort Center neighborhood.
- viii. Installing clear wayfinding signage to the Upper Resort Center and other tourist destinations within the Resort Center neighborhood.
- q. **Radon Mitigation for Residential Uses:** No residential uses are proposed.

Passenger Tramways and Ski Base Facilities Criteria

14. LMC § 15-4-18 *Passenger Tramways and Ski Base Facilities* requires the Planning Commission to evaluate 12 criteria in addition to the 17 outlined in LMC § 15-1-10 *Conditional Use Review Process*:
 - a. **Ownership of Liftway:** LMC § 15-15-1 defines *Liftway* as “[t]he necessary Right-of-Way, both surface and air space, for the operation of any tram or ski lift.” The Applicant owns four of the five parcels and controls through a lease the fifth parcel where the Eagle lift upgrade is to be installed.
 - b. **Width:** More than a 10-foot distance outward from the vertical plane established by the outermost surface of the Eagle lift on each side is provided.
 - c. **Base or Terminal Facilities:** No construction is proposed within the Historic Residential – 1 or Historic **Residential** Low Density Zoning Districts.
 - d. **Crossing of Public Roads:** No improvements are proposed over public roads or residential streets.
 - e. **Utility Clearance:** On February 17, 2026, utility providers reviewed the proposed plans. The Eagle lift is not proposed over any wires or utility lines.
 - f. **Parking and Traffic Plans:**
 - i. The LMC does not set a specific requirement for parking associated with lift upgrades. This case-by-case approach is consistent with Staff’s survey of other resort jurisdictions and codes, which found parking determined by the Planning Commission on an individual basis the predominant if not universal approach.

- ii. The Park City Mountain Resort Master Planned Development Phase I Traffic and Parking Management Plan establishes 1,700 required skier and employee parking spaces (Development Agreement Exhibits J and K, Summit County Recorder Entry No. 513070).
 - 1. The Applicant exceeds required skier parking for the Phase I Traffic and Parking Management Plan with 1,712 parking spaces:
 - a. 1,227 spaces are provided in the Mountain Village Surface Lots (First Time, Main, Silver King, Legacy/Marriott).
 - b. 385 spaces are provided in Mountain Village base area parking garages (Mountain Village and Sweetwater).
 - c. 100 spaces are provided in the employee Munchkin Parking Lot (1375 Munchkin Road).
 - 2. Conditions of Approval (5)(a) – (5)(l) require continued compliance with the Phase I Traffic and Parking Management Plan with updated requirements to reflect existing conditions to:
 - a. Focus on the originally proposed average vehicle occupancy and incentivize transit ridership for guests and employees.
 - b. Formalize the existing mitigation protocols and collaboration between Park City Mountain and the City for improved efficient traffic and parking circulation during the ski season.
 - c. Formalize the Park City Mountain and City implementation of neighborhood mitigation strategies during the ski season.
- iii. The Applicant must present a parking, traffic, and transportation plan that includes vehicle, transit, and pedestrian circulation as it relates to impacts generated by the lift, the impacts of traffic on adjoining landowners and neighborhood, and parking demand.
- iv. The Applicant submitted a 2026 Parking, Traffic, and Transportation Plan (Attachment 3).
- v. The Applicant's 2026 Parking, Traffic, and Transportation Plan shows workable means of dealing with traffic generated by the lift construction and operation, as conditioned.
 - 1. The proposed Eagle lift increases hourly capacity of skiers to 2,800, or an additional capacity of 1,000 skiers per hour, a 55% increase. This increases overall Mountain Village base area uphill morning capacity by

- 15.56%, including the combined capacity of the Three Kings, Pay Day, First Time, Crescent, and current Eagle lifts.
2. While the Applicant contends lift replacements that increase uphill capacity do not inherently result in increased guest visitation, and available data provides no clear evidence of a causal relationship between the two, the Planning Commission agrees that analysis of the results of the last three ski seasons of parking mitigation carried forward in the proposed 2026 Parking, Traffic, and Transportation Plan demonstrates that sufficient capacity exists in the parking system to absorb an increase in visitation if needed, which clearly is in excess of the maximum 15.56% uphill morning capacity increase.
 3. At Mountain Village, the guest parking supply has remained constant at 1,522 spaces on peak days across four seasons evaluated since 2022. Even on high-visitation days, an average surplus of 474 spaces at Mountain Village are available.
 4. Approximately 500 overflow parking spaces are available at the Park City School District lot. There is an average of 133 surplus spaces at the School District lot on peak days.
 5. Conditions of Approval establish the annual process for reviewing and ongoing implementation of the Applicant's 2026 Parking, Traffic, and Transportation Plan and:
 - a. Formalize the current mitigation implementation, including the reservation and paid parking, by Park City Mountain.
 - b. Address continued improvements to base area circulation and mitigations to surrounding neighborhoods in collaboration with the City.
 - i. Since the 2023 season, the City completed the following to mitigate peak ski traffic and parking impacts to the Resort Center and surrounding neighborhoods:
 1. Installed manual drop arm gates at 14th and 15th Street for closure from November through April.
 2. Installed LED turn prohibition signs at Manor Way/Empire

Avenue and Lowell Avenue/Silver King. These are activated daily during the ski season from 2:00 – 6:00 PM to prevent turns from the base area into residential areas.

3. Installed permanent resident only signage.
 4. Installed temporary wayfinding signs on Empire Avenue to separate parking lot traffic and transit.
 5. Staffed police officers at the Lowell Avenue loading zone on peak days.
- c. Address future changes that may require contingency plans.
- d. Require a comprehensive update of Comfortable Carrying Capacity (CCC) and overall traffic, parking, and phasing plans at the time of Park City Mountain's Master Planned Development and the next submittal for a vertical development Conditional Use Permit.
- e. Address traffic and parking mitigation during construction.
- g. **Liftway Setback:** The lift upgrades are not within 10 feet of any dwelling.
- h. **State Regulation:** The Applicant is coordinating with the Utah Passenger Tramway Safety Committee regarding the design, construction, and operation of the lifts in compliance with state requirements. See Condition of Approval 9.
- i. **Public Purpose Served:** The Planning Commission agrees with the Applicant justification: "[t]he replacement lift serves a clear public purpose by improving base-area circulation, enhancing uphill access, and supporting more efficient distribution of skiers across the mountain. By upgrading existing lift infrastructure within an established access framework, the project improves safety, reliability, and the overall guests experience without increasing demand on parking supply or increasing off-site traffic impacts. The replacement lift supports the long-term operational performance of Park City Mountain and enhances the guest experience."
- j. **Status of Land within Liftway:** The proposal does not require Liftway easements.
- k. **Structures within Liftway:** No existing or proposed structures exist or are proposed within the Liftway.
- l. **Preservation of Historic Structures:** No Historic Structures are within or proximate to the Eagle Lift alignment.

15. **Development Review Committee:** On February 17, 2026, the Development Review Committee evaluated the Application and confirmed the proposal, as conditioned, conforms to their requirements.
16. **Public Meetings:** The Planning Commission conducted a site visit on March 25, 2026, a work **session** on March 25, 2026, and public hearings on May 13 and May 27, 2026.
 - a. For the March 25 work session, Staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on March 11, 2026. Staff mailed courtesy notice to property owners within 300 feet on March 11, 2026. The Park Record published courtesy notice on March 11, 2026.
 - b. For the May 13 and May 27 public hearings, Staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on April 29, 2026. Staff mailed courtesy notice to property owners within 300 feet on April 29, 2026. The Park Record published courtesy notice on April 29, 2026.
- (1) In 2008, the Planning Commission approved a CUP for the replacement and realignment of the Ski Team lift with the Crescent detachable quad lift. In 2015, the Planning Department approved an Administrative CUP for the King Con and Motherlode lift upgrades. In 2015, the Planning Commission approved a CUP and MPD and Mountain Upgrade Plan amendment for the Quicksilver interconnect gondola and restaurant expansion.

Conclusions of Law:

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

Conditions of Approval:

1. **Modifications Require Notice:** Final building plans and construction details shall reflect substantial compliance with the final plans submitted to the Planning Department and reviewed by the Planning Commission on May 27, 2026.
 - a. The Applicant is responsible for notifying the Planning Department prior to making any changes to the approved plans. Any changes, modifications, or deviations from the approved scope of work shall be submitted in writing for review and approval/denial in accordance with the applicable standards by the Planning Director prior to construction.
2. **Erosion Control**
 - a. The Applicant shall ensure compliance with the submitted storm water prevention plan to mitigate storm water runoff during construction and erosion control plan.
 - b. The Applicant shall install erosion control blankets on all slopes steeper than 2:1.
 - c. The finish surface of ski runs shall be graded with a three-foot maximum topsoil and native soils.
 - d. Upon completion of construction activities, final site grading will occur, and disturbed areas will be permanently stabilized using revegetation with an approved seed mix, mulching, erosion control blankets, or other approved stabilization measures consistent with state and City regulatory requirements.
3. **Vegetation**
 - a. The Applicant shall provide a revegetation plan for the existing Eagle and Eaglet lifts that are to be removed. The revegetation plan shall be designed to control erosion, and to restore native, water-wise, and fire-resistant ground cover and trees. The revegetation plan shall be submitted with the Building Permit application for review and is subject to approval by the Building Department, Planning Department, and Forestry Board. Final inspection and approval of revegetation by the Building Department, Planning Department, and Forestry Board representative is required prior to Building Permit closure.
 - b. The Applicant shall submit an arborist report for all Significant Vegetation within 20 feet of areas disturbed for construction and shall protect this Significant Vegetation unless diseased, dead, or dying.

- c. Dead and dying vegetation shall be cleared to reduce fire fuels in an amount equal to the clearing required for the proposed lift upgrades – 5 and ½ acres for the Eagle lift.
- d. Prior to submitting a Building Permit for the Eagle lift, a final plan for the removal of vegetation shall be submitted to the Forestry Board for review.
- e. Dead and dying vegetation shall be removed to improve the wildfire defensible space near the Crescent Ridge Condos. The fuels reduction area shall follow 30 feet off the center line on each side of the Silver Spur Trail adjacent to the Crescent Ridge Condo parcel line and incorporate intermediate ignition zone mitigation compliance with Wildland Urban Interface requirements.

4. Noise

- a. After installation of the Eagle lift, and prior to lift operation, the Applicant shall submit an updated Environmental Noise Assessment verifying compliance with Municipal Code of Park City Chapter 6-3 *Noise*.

5. Transportation Demand Management

- a. The resort shall provide a report of annual parking supply utilization on high visitation days within 60 days of the end of each ski season for review by the Engineering Department and the City's Traffic Operations Team.
- b. Park City Mountain will encourage guests and employees to take transit to the base area with a goal of increasing transit ridership to the Mountain Village base to 20% or more.
- c. Prior to October 15th of each year, Park City Mountain will submit to the Planning Department for City review an employee vanpool or shuttle program that includes monitoring, incentivizing, and promoting the growth of such program for employees commuting from the Wasatch Front and Wasatch Back.
- d. Prior to October 15 each year, Park City Mountain will submit to the Planning Department a plan for City review of the resort's promotion of Park City Ride On Winter Rewards Program, or other incentive program in effect, to target 20% employee participation with increased employee carpooling and use of vanpool opportunities each year.
- e. Park City Mountain shall designate an employee to serve as the Transportation Demand Management coordinator and neighborhood liaison to be the primary contact for parking, traffic, and transportation planning with the City, which at a minimum, shall

- include implementation of the Phase I Traffic and Parking Management Plan measures and 2026 Parking, Traffic, and Transportation Plan unless otherwise jointly agreed with the City's Traffic Operations Manager.
- f. Park City Mountain's Transportation Demand Management coordinator and neighborhood liaison and the City's Traffic Operations Team:
 - i. Will meet before October 15 of each year and regularly throughout the ski season to comprehensively review and implement the ski season plan that addresses traffic and parking attendants, signage, and neighborhood mitigation and parking enforcement to support efficient traffic and parking circulation for peak days that are identified by the City for each ski season, and to protect the adjacent residential neighborhoods, including Thaynes, the residential areas of the Resort Center, and Old Town.
 - ii. Will meet within 60 days of the end of the ski season each year, unless otherwise jointly agreed, to review and discuss the ski season plan that addresses traffic and parking attendants, signage, and neighborhood mitigation and parking enforcement, and identify opportunities for improvements in the coming ski season.
 - g. The Applicant shall:
 - i. Maintain the paid parking reservation system.
 - ii. Effectively manage the paid parking reservation system with on-site parking attendants and a citation policy for people without a reservation.
 - iii. Use net proceeds (defined as revenue less direct and indirect costs) generated from paid parking at the Mountain Village to reinvest in transportation, transit, traffic mitigation, and/or parking measures to support guest and employee access at the Mountain Village and will annually provide to the Finance Department a 3 year average accounting derived from financial information included in previously issued consolidated financial statements of Vail Resorts, Inc. filed with the SEC. Such accounting shall be submitted to the City as part of the Applicant's annual Business License renewal and shall be designated as confidential commercial and financial information pursuant to Utah Code § 63G-2-305(2) and § 63G-2-309 at the time of submission. The City shall treat such information as protected records under GRAMA to the extent permitted by law.
 - h. Park City Mountain will regularly evaluate and update the paid reservation parking system to adjust pricing or leverage other

strategies on peak days if needed to support increased average vehicle occupancy and transit ridership.

- i. Park City Mountain shall provide confirmation of the parking agreement between the resort and Park City School District campus by October 15 prior to each ski season.
 - i. If parking at the Park City School District campus is unavailable or decreased 25 percent or more for peak ski days during the upcoming ski season (excluding emergencies), Park City Mountain shall submit a supplemental parking mitigation plan for similar capacity to the Planning Department for Planning Commission review and approval.
- j. If employee parking at Munchkin is reduced below 100 spaces, the Applicant shall return to the Planning Commission for approval of an updated employee parking mitigation plan that provides similar capacity.
- k. The Applicant will coordinate and cooperate with the City, other ski areas, the Park City School District, Summit County, and the Park City Chamber of Commerce & Visitors Bureau regarding off-site parking implementation in the 2026 Parking, Traffic, and Transportation Plan, including service levels for transit service to such parking. Any material changes must be addressed in the reviews and annual plan implementation submitted prior to October 15 each season as provided herein.
- l. The Applicant and City shall measure public bus transit times between the intersection of Park Avenue and Empire Avenue and the Mountain Village transit stop on designated peak days. Excluding delays attributed to event days, severe weather conditions, roadway incidents, construction, or other non-resort-related causes, if ingress transit times on all remaining peak days average greater than 5 minutes between the period of 8:00 AM and 12:00 PM for a total of 10 days during any one ski season, the Applicant will meet with City staff to identify appropriate operational adjustments. If additional mitigation is deemed necessary by the Planning Director, the Applicant will submit an amended 2026 Parking, Traffic, and Transportation Plan for Planning Commission review.

6. Wildlife

- a. Compliance with the Martin & Nicholson Environmental Consultants Eagle Lift Replacement Wildlife Habitat Report (Attachment 2) is required.

7. **Soils**

- a. The Applicant shall comply with applicable state and federal regulations.

8. **Water**

- a. The location of ski lift standby fuel tanks and associated secondary containment shall be identified and submitted to the City's Water Department for review and approval prior to Building Permit submittal.

9. **State Regulation**

- a. If the state requires substantive modifications to any component of the proposed lifts during or after the construction process, the Applicant will return to the Planning Commission to provide an update and modify the plans if required.

10. **Construction**

- a. The Applicant's Construction Mitigation Plan shall address:
 - i. Days of the week and hours when construction is permissible.
 - ii. Routing of construction traffic so that adjacent residential streets are not affected.
 - iii. Material stockpiling and staging on site.
 - iv. Parking of construction vehicles.
 - v. Maintenance of pedestrian ways and trails during construction.
 - 1. For trails re-routed during construction, the Applicant shall submit a detour signage plan for Planning and Trails and Open Space review and approval and shall install and maintain the detour signage throughout construction.
 - vi. Recycling of construction waste, including the minimizing of off-site soil/material transport.
- b. Construction contractor and vendor parking will be managed off-site at designated staging location(s), with workers transported to and from the project areas using high occupancy transportation options such as carpools and shuttle buses. This approach will reduce construction-related parking demand within the Mountain Village and help limit additional traffic volumes in the base area.
- c. Limited on-site construction parking may occur within designated staging areas where operationally necessary, including a portion of

the First Time parking lot and select staging locations on the mountain. These areas will be managed to maintain safe circulation and minimize disruption to guest access and resort operations.

- d. Stabilized construction entrances with wash stations will be installed at mountain access points to prevent the spread of noxious weeds, reduce dust, and minimize the tracking of soil or debris onto paved surfaces.
- e. Transportation of construction equipment, materials, and infrastructure components will be coordinated with applicable agencies and departments to minimize potential disruption to public roadways and traffic flow. Deliveries will occur along designated haul routes and will be scheduled, where feasible, to avoid peak traffic periods.

11. **Vertical Development**

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

12. **Expiration**

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

The motion was seconded by Commissioner Tilson. The motion passed with the unanimous consent of the Commission. Commissioner Strachan abstained from the vote.

B. Park City Mountain Resort – Conditional Use Permit – Park City Mountain Proposes Upgrading the Silverlode Lift From a Six-Passenger Detachable to an Eight-Passenger Detachable Lift in the Recreation and Open Space Zoning District and Sensitive Land Overlay. PL-26-06820.

Planner Larsen presented the Staff Report and explained that this is a CUP application for the Silverlode lift. Since there are two separate Park City Mountain Resort applications, it is required that there be individual public hearings and votes held.

The Planning Commission held a site visit and Work Session on March 25, 2026. The Work Session looked at the ROS Zoning District Regulations, SLO development approvals for ski area construction and expansion, and the CUP criteria. On May 13, 2026, there was a Regular Session review that looked at parking, traffic, and transportation related to the proposal. There are the same Conditions of Approval recommended for the Silverlode lift CUP application as the Eagle lift CUP application.

Staff recommends the Planning Commission review the proposed CUP for the Silverlode lift, conduct a public hearing, and consider approval based on the Draft Final Action Letter.

Commissioner Shand noted that he compared the Draft Final Action Letter for the Silverlode lift to the Draft Final Action Letter for the Eagle lift. There are 11 Conditions of Approval in the current Draft Final Action Letter, while there were 12 for the Eagle lift. Director Ward clarified that there is not a condition related to noise. The location of the Eagle lift resulted in the Condition of Approval that was specifically related to noise.

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

MOTION: Commissioner Shand moved to APPROVE the Park City Mountain Resort CUP for the Silverlode Lift, based on the following, as amended:

Findings of Fact:

1. The Applicant proposes replacing the Silverlode lift with an eight-passenger detachable lift.
2. In 1997, the Planning Commission approved the Park City Mountain Resort Large Scale Master Plan Development (PCMR MPD) outlining base area development.
3. In 1998, the PCMR MPD Development Agreement was recorded with Summit County (Entry No. 513070).

- a. Development Agreement Section 2.3 *Ski Operations Improvements* establishes an administrative staff-level review for lifts identified in a 1996 Mountain Upgrade Plan. The administrative staff-level review requires evaluation of six criteria outlined in Development Agreement Sections 2.3.1 through 2.3.6.
 - b. Lift upgrades not consistent with the Mountain Upgrade Plan require review in accordance with the Land Management Code (LMC). (1)
 - c. In 2022, the Planning Commission determined Staff did not have authority to review the Silverlode lift replacement in a combined Administrative CUP with the Eagle lift. Therefore, the Silverlode lift replacement requires Planning Commission review in accordance with the LMC.
 - d. LMC § 15-2.7-2(C)(8) establishes ski lifts in the ROS Zoning District as a Conditional Use, requiring Planning Commission review for compliance with LMC § 15-1-10 Conditional Use Review Process and LMC § 15-4-18 *Passenger Tramways and Ski Base Facilities*.
4. On January 27, 2026, the Applicant applied for a CUP to replace the Silverlode lift from a six-passenger detachable to an eight-passenger detachable lift with the same approximate alignment with an approximately 3,652-square-foot bottom terminal and an approximate 159-square-foot operator house, an approximately 3,025-square-foot top terminal and an approximate 281-square-foot operator house. The Applicant also proposes constructing an approximately 1,800-square-foot lift storage and maintenance building near the bottom terminal.
 5. The CUP submittal is a Complete Application.
 6. The Silverlode lift replacement is to be installed in the ROS Zoning District and Sensitive Land Overlay (SLO).

Recreation and Open Space Zoning District Requirements

7. LMC § 15-2.7-1 outlines the purpose of the ROS Zoning District, including permitting and encouraging recreational uses while preserving and enhancing environmentally sensitive lands.
 - a. The Applicant proposes the Silverlode lift upgrades to improve on-mountain circulation and operational efficiency by upgrading existing lift infrastructure in place. The Silverlode lift reduces congestion at key gathering areas on the mountain, enhances safety and reliability, and maintains existing access patterns. The Silverlode lift supports the long-term operational performance of Park City Mountain and enhances the guest experience.

- b. The Applicant submitted a Sensitive Land Analysis for SLO review.
- 8. LMC § 15-2.7-3 requires 25-foot Front, Side, and Rear Setbacks in the ROS Zoning District. The proposed Silverlode lift is a mid-mountain lift and exceeds the Setback requirement.
- 9. LMC § 15-2.7-4 establishes a maximum height of 28 feet from Existing Grade in the ROS Zoning District. Ski lifts may extend above the 28-foot height subject to visual analysis and approval by the Planning Director (LMC § 15-2.7-4(A)(4)).
 - a. On April 19, 2022, a Notice of Planning Director Determination was issued approving the height exception for the Silverlode lift, finding “the ski lift towers for...Silverlode lift are consistent with existing heights and best practices and may extend above the maximum Zone Height of 28 feet” based on evaluation of ridgelines and entry corridor and vantage points (Attachment 1).
 - b. This Planning Director Determination did not expire.
 - c. This Planning Director Determination was not appealed.
 - d. The Applicant’s updated plans comply with the 2022 Planning Director Determination and all but one tower height is reduced, ranging from 18.55 feet to 62 feet.
- 10. LMC § 15-2.7-5 requires evaluation of dark sky and waterwise and firewise landscaping considerations, addressed in the Conditions of Approval below. Outdoor lights for the terminals and operator houses must comply with the City’s dark sky code in LMC § 15-15-5(J) with fully shielded and down-directed bulbs that are 3,000 degrees Kelvin or less.
- 11. LMC § 15-2.7-6 requires the Applicant to protect all Significant Vegetation (large trees 6 inches in diameter or greater measured 4 ½ feet above the ground, groves of smaller trees, or clumps of oak and maple, covering an area 50 square feet or more measured at the drip line), within 20 feet of the disturbance area. Condition of Approval (3)(b) requires compliance, subject to requirements to remove dead and dying vegetation for wildfire mitigation.

Conditional Use Permit Criteria

- 12. LMC § 15-1-10 *Conditional Use Review Process* requires the Planning Commission to approve a CUP if reasonable conditions are proposed or can be imposed to mitigate the reasonably anticipated detrimental effects of the proposed Use in accordance with applicable standards.

13. The Planning Commission reviews 17 criteria outlined in LMC § 15-1-10(E) when evaluating a CUP:
- a. **Size and Location of the Site:** The existing and proposed length of the Silverlode lift is approximately 6,870 feet.
 - b. **Traffic Considerations Including Capacity of the Existing Streets in the Area:** See Finding of Fact (13)(f).
 - c. **Utility Capacity, Including Storm Water Run-Off:** The Applicant submitted a storm water prevention plan to mitigate storm water runoff during construction and an accompanying Erosion Control Plan that details best management practices to reduce runoff and erosion. On February 17, 2026, the Development Review Committee evaluated the proposed lift upgrades and determined the proposal complies with their required standards.
 - d. **Emergency Vehicle Access:** On February 17, 2026, the Park City Fire District reviewed the proposal and found it complies with their requirements.
 - e. **Location and Amount of Off-Street Parking:** See Finding of Fact (13)(f).
 - f. **Internal Vehicular and Pedestrian Circulation System:** The location of the Silverlode lift is a mid-mountain high-use area, providing direct access to the advanced terrain located on the upper elevations of the resort and access to the Quicksilver Gondola.
 - g. **Fencing, Screening, and Landscaping to Separate the Use from Adjoining Uses:** The Silverlode lift is surrounded by the existing ski terrain with no recommended fencing, screening, or landscaping to separate the use from adjoining uses.
 - h. **Building Mass, Bulk, and Orientation, and the Location of Buildings on the Site, Including Orientation to Buildings on Adjoining Lots:** The terminals and accessory buildings are comparable in mass, bulk, and orientation to those throughout the resort. The bottom terminal of the Silverlode replacement lift is approximately 3,652 square feet and 25 feet tall with an approximate 159-square-foot operating house, and an approximate 1,800 square foot lift storage and maintenance Building that is 28 feet tall. The top terminal of the Silverlode lift replacement is approximately 3,025 square feet and 27 feet tall with an approximately 281-square-foot operator house.
 - i. **Usable Open Space:** The Silverlode lift is within the ski terrain, and usable open space is retained.
 - j. **Signs and Lighting:** Municipal Code of Park City § 12-8-1(F) *Signs Exempt from Permit Requirement* exempts signs located in open-air recreational facilities not oriented to public street such as signs in ski resorts from the regulations of the Sign Code. Outdoor lights for the

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

- k. **Physical Design and Compatibility with Surrounding Structures in Mass, Scale, Style, Design, and Architectural Detailing:** The Applicant proposes non-reflective, galvanized towers and terminals designed similar in kind and style to those existing within the resort.
- l. **Noise, Vibration, Odors, Steam, or Other Mechanical Factors That Might Affect People and Property Off-Site:** Due to its mid-mountain location, noise, vibration, odor, steam, or mechanical factor impacts to people and property off-site are not anticipated.
- m. **Control of Delivery and Service Vehicles, Loading and Unloading Zones, and Screening of Trash and Recycling Pickup Areas:** No changes to trash and recycling associated with the terminals and operator houses are proposed. The Applicant's Construction Management Plan must address control of delivery and service vehicles and trash and recycling.
- n. **Expected Ownership and Management of the Project:** The Applicant provided a Memorandum of Lease between the Applicant and property owner of Parcel PCA-S-98-PCMR-1, TCFC Leaseco LLC. The Applicant oversees the Park City Mountain operations and management of the ski lift.
- o. **Within and Adjoining the Site, Environmentally Sensitive Lands, Physical Mine Hazards, Historic Mine Waste and Park City Soils Ordinance, Steep Slopes, and Appropriateness of the Proposed Structure to the Existing Topography of the Site:** The purpose of the SLO, in part, is to protect and preserve environmentally sensitive land. Ski lifts within the SLO are reviewed pursuant to LMC § 15-2.21-7 *Sensitive Land Regulations – Development Approvals for Ski Area Construction and Expansion*. The Applicant is required to mitigate impacts to the natural character of the Sensitive Lands, revegetate disturbed areas, and install temporary and permanent erosion control measures to the *Maximum Extent Feasible*, defined in LMC § 15-15-1 as "[t]he maximum mitigation where no prudent, practical and feasible alternative exists to completely mitigate the adverse impact. Economic considerations may be taken into account but shall not be the overriding factor in determining 'Maximum Extent Feasible'."
 - i. The Applicant submitted a Sensitive Lands Analysis, including a visual analysis, slope/topographic map, geotechnical report, ridge line areas, vegetative cover, vantage point analysis, and information regarding wetlands, stream corridors, and wildlife habitat areas.

- ii. The Planning Department reviewed the Sensitive Lands Analysis and identified recommended Conditions of Approval.
- iii. The Planning Director scheduled a consultation meeting with the Applicant, requested additional information, and found the Applicant—to the Maximum Extent Feasible—designed the ski facilities to preserve the natural character of the Sensitive Lands, pursuant to recommended Conditions of Approval.
- iv. The Planning Department provided recommended Conditions of Approval to the Planning Commission on March 25, 2026, that are included herein.
- v. The Silverlode lift is designed to mitigate impacts to the natural character of the Sensitive Lands, disturbed areas will be revegetated, and temporary and permanent erosion control measures will be implemented:
 - 1. **Steep Slopes** – The Silverlode top terminal and operator house will replace the existing top terminal and operator house. The Silverlode bottom terminal will replace the existing bottom terminal. The Applicant's proposed lift storage and maintenance building is within 50 feet of a Very Steep Slope. The location of the lift storage building has been mitigated to the Maximum Extent Feasible because it is in an area that will not impact Significant Vegetation, and it provides for skier safety and visibility for skiers coming off the Parley's Park, Prospector, Claimjumper, and King Con ski runs.
 - 2. **Ridge Lines** – The existing Silverlode lift is within a Ridge Line Area, and the proposed upgrade does not increase the encroachment. Relocating the lift and connecting runs would increase the areas of disturbance. The existing Silverlode top terminal is minimally visible from the Park Meadows Country Club and the Park City Hospital Vantage Points. The proposed top terminal will be in the same location as the existing terminal
 - 3. **Wetlands and Streams** – No wetlands or streams are impacted. The bottom terminal of the Silverlode lift is 136 feet from a stream. However, this stream is in an underground culvert. Surface conditions are dry, it is an existing ski run, and no wetland hydrology or vegetation are within the project area.
 - 4. **Wildlife Habitat** – The Applicant's Wildlife Habitat Report completed by Martin & Nicholson Environmental Consultants, dated January 12, 2026

(Attachment 2), and Condition of Approval 6, require mitigation of impacts to wildlife and habitat during construction:

- a. The project area will be surveyed during the summer by qualified wildlife biologists to determine if species discussed in the wildlife habitat report are present. Results of this survey will help determine if big game avoidance and migratory bird measures need to be implemented.
- b. Except for emergencies, all construction activities will be confined to daylight hours to reduce the impacts on crepuscular and nocturnal wildlife species.
- c. If project construction occurs before August 31, raptor stick nest surveys will be conducted in and adjacent to the project area prior to tree and shrub leaf-out in May. If any occupied nests are found, they will be flagged and monitored.
- d. If project construction occurs before August 31, two days of broadcast acoustical surveys for American goshawk will be conducted: one in June and one in July. If occupied nests are found within the project area, they are to be avoided until the nests are no longer active (May to late-August).
- e. To minimize the risk of transporting noxious and invasive weeds into the project area, all vehicles and equipment will be cleaned (soil, seeds, and any plant parts removed from exterior surfaces), before moving into the project area. Cleaning activities will concentrate on tracks, feet, or tires, and the undercarriage with special emphasis on axles, frame, cross members, motor mounts, underneath steps, running boards, and front bumper/brush guard assemblies. Vehicle cabs will also be swept out and the refuse disposed of in waste receptacles prior to entering the project area.
- f. A native plant seed mix (including grasses, forbs, and where appropriate shrubs), certified as noxious and invasive weed-free, will be used for reseeding all areas of ground disturbance caused by project construction.

- g. All sites disturbed during project construction will be monitored and treated yearly, for a minimum of three years, to prevent any new noxious and invasive weeds from becoming established.
 - h. If project action will take place during the avian breeding season (generally January 1 – August 31), the presence of active nests will be assessed no more than 10 days prior to construction and construction in the vicinity of those nests avoided until the nests are no longer active. Active nests will be flagged and a biological monitor will be on-site to monitor any active nests if construction must take place prior to August 31.
- 5. **Vegetation** – On March 5, 2026, the Forestry Board reviewed and **approved** the Applicant's plan, requiring Conditions of Approval (3)(c) – (3)(e).
 - a. Pursuant to LMC § 15-2.7-6, the Applicant is required to protect all Significant Vegetation within 20 feet of the development area.
 - b. The Applicant is subject to Condition of Approval (3)(a) – (3)(b) to ensure revegetation of disturbed areas.
- 6. **Erosion Control Measures** – The Applicant submitted an erosion control plan and Stormwater Pollution Prevention Plan and is subject to City regulations and requirements to minimize erosion, control sediment, and protect downstream drainage systems, including:
 - a. Limiting vegetation clearing to minimal areas necessary for construction.
 - b. Directing drainage away from disturbed slopes toward stable vegetated areas when feasible.
 - c. Dispersing runoff to avoid concentrated flows.
 - d. Stabilizing disturbed areas as soon as practicable following grading operations using seeding, mulching, erosion control blankets, or equivalent methods.
 - e. Installing biodegradable fiber rolls along contours to shorten slope length to reduce sheet-flow velocity.
 - f. Installing water bars on temporary access routes or disturbed slopes to intercept and divert runoff.

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

7. **Soils** – The Silverlode lift is not within the Park City Soils Ordinance Boundary. However, on February 23, 2026, the City's Environmental Program Manager reviewed the proposed Silverlode lift upgrades and confirmed the proposal conforms with soil requirements. Condition of Approval (6)(a) requires compliance with relevant state and federal regulations.

8. **Water Source Protection** – On February 23, 2026, the City's Water Quality and Treatment Manager reviewed the proposed plans for compliance with the City's Source Protection Ordinance and requires Condition of Approval (8)(a) regarding the location of standby fuel tanks and associated secondary containment prior to Building Permit submittal.

p. **Reviewed for Consistency with the Goals and Objectives of the Park City General Plan (Such Review for Consistency Shall Not**

Alone Be Binding): The Silverlode lift upgrade, the Applicant's 2026 Parking, Traffic, and Transportation Plan, and the Conditions of Approval are consistent with the General Plan goals and objectives, including:

- i. Promoting redevelopment that integrates a world-class resort with a strong sense of community.
 - ii. Improving connectivity, including continued coordination with the resort on paid parking and parking reservations.
 - iii. Installing traffic calming measures in residential areas to discourage speeding and through traffic.
 - iv. Developing clear policies for resorts to integrate trip reduction strategies, establish mode-shift targets, and reduce parking through formal City mechanisms.
 - v. Regularly evaluating and updating the paid reservation parking system to support mode shift goals, reduce vehicle congestion, and prioritize access for residents and high-occupancy travel.
 - vi. Increasing transit ridership to the Mountain Village base area to 20% (Park City Forward, the City's long-range transportation plan and supplement to the General Plan).
 - vii. Establishing employee parking options, on-site or off-site with shuttle/transit for the Resort Center neighborhood.
 - viii. Installing clear wayfinding signage to the Upper Resort Center and other tourist destinations within the Resort Center neighborhood.
- q. **Radon Mitigation for Residential Uses:** No residential uses are proposed.

Passenger Tramways and Ski Base Facilities Criteria

14. LMC § 15-4-18 *Passenger Tramways and Ski Base Facilities* requires the Planning Commission to evaluate 12 criteria in addition to the 17 outlined in LMC § 15-1-10 *Conditional Use Review Process*:
- a. **Ownership of Liftway:** LMC § 15-15-1 defines *Liftway* as "[t]he necessary Right-of-Way, both surface and air space, for the operation of any tram or ski lift." The Applicant owns four of the five parcels and controls through a lease the fifth parcel where the Eagle lift upgrade is to be installed.
 - b. **Width:** More than a 10-foot distance outward from the vertical plane established by the outermost surface of the Silverlode lift on each side is provided.

- c. **Base or Terminal Facilities:** No construction is proposed within the Historic Residential – 1 or Historic Residential Low Density Zoning Districts.
- d. **Crossing of Public Roads:** No improvements are proposed over public roads or residential streets.
- e. **Utility Clearance:** On February 17, 2026, utility providers reviewed the proposed plans. The Silverlode lift is not proposed over any wires or utility lines.
- f. **Parking and Traffic Plans:**
 - i. The LMC does not set a specific requirement for parking associated with lift upgrades. This case-by-case approach is consistent with Staff's survey of other resort jurisdictions and codes, which found parking determined by the Planning Commission on an individual basis the predominant if not universal approach.
 - ii. The Park City Mountain Resort Master Planned Development Phase I Traffic and Parking Management Plan establishes 1,700 required skier and employee parking spaces (Development Agreement Exhibits J and K, Summit County Recorder Entry No. 513070).
 - 1. The Applicant exceeds required skier parking for the Phase I Traffic and Parking Management Plan with 1,712 parking spaces:
 - a. 1,227 spaces are provided in the Mountain Village Surface Lots (First Time, Main, Silver King, Legacy/Marriott).
 - b. 385 spaces are provided in Mountain Village base area parking garages (Mountain Village and Sweetwater).
 - c. 100 spaces are provided in the employee Munchkin Parking Lot (1375 Munchkin Road).
 - 2. Conditions of Approval (4)(a) – (4)(l) require continued compliance with the Phase I Traffic and Parking Management Plan with updated requirements to reflect existing conditions to:
 - a. Focus on the originally proposed average vehicle occupancy and incentivize transit ridership for guests and employees.
 - b. Formalize the existing mitigation protocols and collaboration between Park City Mountain and the City for improved efficient traffic and parking circulation during the ski season.

- c. Formalize the Park City Mountain and City implementation of neighborhood mitigation strategies during the ski season.
- iii. The Applicant must present a parking, traffic, and transportation plan that includes vehicle, transit, and pedestrian circulation as it relates to impacts generated by the lift, the impacts of traffic on adjoining landowners and neighborhood, and parking demand.
- iv. The Applicant submitted a 2026 Parking, Traffic, and Transportation Plan (Attachment 3).
- v. The Applicant's 2026 Parking, Traffic, and Transportation Plan shows workable means of dealing with traffic generated by the lift construction and operation, as conditioned.
 - 1. The Silverlode replacement is a mid-mountain lift intended to increase design capacity by a total of 600 people per hour (pph), from 3,000 to 3,600, reflecting an increase of 20%.
 - 2. While capacity increases for skiers within the ski terrain area, no measurable change in vehicle traffic patterns are anticipated to result from the replacement of the lifts.
 - 3. No additional parking will be required for the lift replacement.
 - 4. To ensure compliance with the Park City Mountain Resort Master Planned Development Phase I Traffic and Parking Management Plan and ongoing implementation of the Applicant's 2026 Parking, Traffic, and Transportation Plan, the same Transportation Demand Management Conditions of Approval required for the Eagle Lift CUP are incorporated herein.
- g. **Liftway Setback:** The lift upgrades are not within 10 feet of any dwelling.
- h. **State Regulation:** The Applicant is coordinating with the Utah Passenger Tramway Safety Committee regarding the design, construction, and **operation** of the lifts in compliance with state requirements. See Condition of Approval 8.
- i. **Public Purpose Served:** The Planning Commission agrees with the Applicant justification: "[t]he replacement lift serves a clear public purpose by improving base-area circulation, enhancing uphill access, and supporting more efficient distribution of skiers across the mountain. By upgrading existing lift infrastructure within an established access framework, the project improves safety, reliability, and the overall guests experience without increasing

- demand on parking supply or increasing off-site traffic impacts. The replacement lift supports the long-term operational performance of Park City Mountain and enhances the guest experience.”
- j. **Status of Land within Liftway:** The proposal does not require Liftway easements.
 - k. **Structures within Liftway:** No existing or proposed structures exist or are proposed within the Liftway.
 - l. **Preservation of Historic Structures:** No Historic Structures are within or proximate to the Silverlode Lift.
15. **Development Review Committee:** On February 17, 2026, the Development Review Committee evaluated the Application and confirmed the proposal, as conditioned, conforms to their requirements.
16. **Public Meetings:** The Planning Commission conducted a site visit on March 25, 2026, a work session on March 25, 2026, and public hearings on May 13 and May 27, 2026.
- a. For the March 25 work session, Staff published notice on the City’s website and the Utah Public Notice website and posted notice to the property on March 11, 2026. Staff mailed courtesy notice to property owners within 300 feet on March 11, 2026. The Park Record published courtesy notice on March 11, 2026.
 - b. For the May 13 and May 27 public hearings, Staff published notice on the City’s website and the Utah Public Notice website and posted notice to the property on April 29, 2026. Staff mailed courtesy notice to property owners within 300 feet on April 29, 2026. The Park Record published courtesy notice on April 29, 2026.
- (1) In 2008, the Planning Commission approved a CUP for the replacement and realignment of the Ski Team lift with the Crescent detachable quad lift. In 2015, the Planning Department approved an Administrative CUP for the King Con and Motherlode lift upgrades. In 2015, the Planning Commission approved a CUP and MPD and Mountain Upgrade Plan amendment for the Quicksilver interconnect gondola and restaurant expansion.

Conclusions of Law:

- 1. The Silverlode Lift CUP, as conditioned, complies with LMC § 15-1-10 *Conditional Use Review Process*.
 - a. The Application complies with all requirements of the LMC:
 - i. The Silverlode Lift CUP, as conditioned, complies with LMC Chapter 15-2.7 *Recreation and Open Space District*.

- ii. The Silverlode Lift CUP, as conditioned, complies with LMC § 15-2.21-7 Sensitive Land Regulations – Development Approvals for Ski Area Construction and Expansion.
- iii. The Silverlode Lift CUP, as conditioned, complies with LMC § 15-4-18 Passenger Tramways and Ski Base Facilities.
- b. The Use will be compatible with surrounding structures in use, scale, mass, and circulation.
- c. The effects of any differences in use or scale have been mitigated through careful planning.

Conditions of Approval:

1. **Modifications Require Notice:** Final building plans and construction details shall reflect substantial compliance with the final plans submitted to the Planning Department and reviewed by the Planning Commission on May 27, 2026.
 - a. The Applicant is responsible for notifying the Planning Department prior to making any changes to the approved plans. Any changes, modifications, or deviations from the approved scope of work shall be submitted in writing for review and approval/denial in accordance with the applicable standards by the Planning Director prior to construction.
2. **Erosion Control**
 - a. The Applicant shall ensure compliance with the submitted storm water prevention plan to mitigate storm water runoff during construction and erosion control plan.
 - b. The Applicant shall install erosion control blankets on all slopes steeper than 2:1.
 - c. The finish surface of ski runs shall be graded with a three-foot maximum topsoil and native soils.
 - d. Upon completion of construction activities, final site grading will occur, and disturbed areas will be permanently stabilized using revegetation with an approved seed mix, mulching, erosion control blankets, or other approved stabilization measures consistent with state and City regulatory requirements.
3. **Vegetation**
 - a. The Applicant shall provide a revegetation plan for the existing Eagle and Eaglet lifts that are to be removed. The revegetation plan shall be designed to control erosion, and to restore native, water-wise, and

fire- resistant ground cover and trees. The revegetation plan shall be submitted with the Building Permit application for review and is subject to approval by the Building Department, Planning Department, and Forestry Board. Final inspection and approval of revegetation by the Building Department, Planning Department, and Forestry Board representative is required prior to Building Permit closure.

- b. The Applicant shall submit an arborist report for all Significant Vegetation within 20 feet of areas disturbed for construction and shall protect this Significant Vegetation unless diseased, dead, or dying.
- c. Dead and dying vegetation shall be cleared to reduce fire fuels in an amount equal to the clearing required for the proposed lift upgrades – 5 and ½ acres for the Eagle lift.
- d. Prior to submitting a Building Permit for the Eagle lift, a final plan for the removal of vegetation shall be submitted to the Forestry Board for review.
- e. Dead and dying vegetation shall be removed to improve the wildfire defensible space near the Crescent Ridge Condos. The fuels reduction area shall follow 30 feet off the center line on each side of the Silver Spur Trail adjacent to the Crescent Ridge Condo parcel line and incorporate intermediate ignition zone mitigation compliance with Wildland Urban Interface requirements.

4. Transportation Demand Management

- a. The resort shall provide a report of annual parking supply utilization on high visitation days within 60 days of the end of each ski season for review by the Engineering Department and the City's Traffic Operations Team.
- b. Park City Mountain will encourage guests and employees to take transit to the base area with a goal of increasing transit ridership to the Mountain Village base to 20% or more.
- c. Prior to October 15th of each year, Park City Mountain will submit to the Planning Department for City review an employee vanpool or shuttle program that includes monitoring, incentivizing, and promoting the growth of such program for employees commuting from the Wasatch Front and Wasatch Back.
- d. Prior to October 15 each year, Park City Mountain will submit to the Planning Department a plan for City review of the resort's promotion of Park City Ride On Winter Rewards Program, or other incentive program in effect, to target 20% employee participation with increased employee carpooling and use of vanpool opportunities each year.

- e. Park City Mountain shall designate an employee to serve as the Transportation Demand Management coordinator and neighborhood liaison to be the primary contact for parking, traffic, and transportation planning with the City, which at a minimum, shall include implementation of the Phase I Traffic and Parking Management Plan measures and 2026 Parking, Traffic, and Transportation Plan unless otherwise jointly agreed with the City's Traffic Operations Manager.
- f. Park City Mountain's Transportation Demand Management coordinator and neighborhood liaison and the City's Traffic Operations Team:
 - i. Will meet before October 15 of each year and regularly throughout the ski season to comprehensively review and implement the ski season plan that addresses traffic and parking attendants, signage, and neighborhood mitigation and parking enforcement to support efficient traffic and parking circulation for peak days that are identified by the City for each ski season, and to protect the adjacent residential neighborhoods, including Thaynes, the residential areas of the Resort Center, and Old Town.
 - ii. Will meet within 60 days of the end of the ski season each year, unless otherwise jointly agreed, to review and discuss the ski season plan that addresses traffic and parking attendants, signage, and neighborhood mitigation and parking enforcement, and identify opportunities for improvements in the coming ski season.
- g. The Applicant shall:
 - i. Maintain the paid parking reservation system.
 - ii. Effectively manage the paid parking reservation system with on-site parking attendants and a citation policy for people without a reservation.
 - iii. Use net proceeds (defined as revenue less direct and indirect costs) generated from paid parking at the Mountain Village to reinvest in transportation, transit, traffic mitigation, and/or parking measures to support guest and employee access at the Mountain Village and will annually provide to the Finance Department a 3 year average accounting derived from financial information included in previously issued consolidated financial statements of Vail Resorts, Inc. filed with the SEC. Such accounting shall be submitted to the City as part of the Applicant's annual Business License renewal and shall be designated as confidential commercial and financial information pursuant to Utah Code § 63G-2-305(2) and § 63G-2-309 at the time of submission. The City shall

treat such information as protected records under GRAMA to the extent permitted by law.

- h. Park City Mountain will regularly evaluate and update the paid reservation parking system to adjust pricing or leverage other strategies on peak days if needed to support increased average vehicle occupancy and transit ridership.
- i. Park City Mountain shall provide confirmation of the parking agreement between the resort and Park City School District campus by October 15 prior to each ski season.
 - i. If parking at the Park City School District campus is unavailable or decreased 25 percent or more for peak ski days during the upcoming ski season (excluding emergencies), Park City Mountain shall submit a supplemental parking mitigation plan for similar capacity to the Planning Department for Planning Commission review and approval.
- j. If employee parking at Munchkin is reduced below 100 spaces, the Applicant shall return to the Planning Commission for approval of an updated employee parking mitigation plan that provides similar capacity.
- k. The Applicant will coordinate and cooperate with the City, other ski areas, the Park City School District, Summit County, and the Park City Chamber of Commerce & Visitors Bureau regarding off-site parking implementation in the 2026 Parking, Traffic, and Transportation Plan, including service levels for transit service to such parking. Any material changes must be addressed in the reviews and annual plan implementation submitted prior to October 15 each season as provided herein.
- l. The Applicant and City shall measure public bus transit times between the intersection of Park Avenue and Empire Avenue and the Mountain Village transit stop on designated peak days. Excluding delays attributed to event days, severe weather conditions, roadway incidents, construction, or other non-resort-related causes, if ingress transit times on all remaining peak days average greater than 5 minutes between the period of 8:00 AM and 12:00 PM for a total of 10 days during any one ski season, the Applicant will meet with City staff to identify appropriate operational adjustments. If additional mitigation is deemed necessary by the Planning Director, the Applicant will submit an amended 2026 Parking, Traffic, and Transportation Plan for Planning Commission review.

5. **Wildlife**

- a. Compliance with the Martin & Nicholson Environmental Consultants Eagle Lift Replacement Wildlife Habitat Report (Attachment 2) is required.

6. **Soils**

- a. The Applicant shall comply with applicable state and federal regulations.

7. **Water**

- a. The location of ski lift standby fuel tanks and associated secondary containment shall be identified and submitted to the City's Water Department for review and approval prior to Building Permit submittal.

8. **State Regulation**

- a. If the state requires substantive modifications to any component of the proposed lifts during or after the construction process, the Applicant will return to the Planning Commission to provide an update and modify the plans if required.

9. **Construction**

- a. The Applicant's Construction Mitigation Plan shall address:
 - i. Days of the week and hours when construction is permissible.
 - ii. Routing of construction traffic so that adjacent residential streets are not affected.
 - iii. Material stockpiling and staging on site.
 - iv. Parking of construction vehicles.
 - v. Maintenance of pedestrian ways and trails during construction.
 - 1. For trails re-routed during construction, the Applicant shall submit a detour signage plan for Planning and Trails and Open Space review and approval and shall install and maintain the detour signage throughout construction.
 - vi. Recycling of construction waste, including the minimizing of off-site soil/material transport.
- b. Construction contractor and vendor parking will be managed off-site at designated staging location(s), with workers transported to and

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

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

10. **Vertical Development**

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

11. **Expiration**

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

The motion was seconded by Commissioner Beal. The motion passed with the unanimous consent of the Commission. Commissioner Strachan abstained from the vote.

The Planning Commission took a short break before hearing the remaining agenda items. Following the break, it was noted that Commissioner Frontero and Sigg left the meeting.

- C. 2376 Lucky John Drive – Plat Amendment** – The Applicant Proposes Relocating a Ten-Foot-Wide Perforated Drainage Easement that Runs East-West on Lot 43 of the Holiday Ranchettes Subdivision to the North Side and East Rear Lot Lines. PL-25-06459.

Planning Project Manager, Elissa Martin, presented the Staff Report and explained that this is a Plat Amendment application for 2376 Lucky John Drive. She reported that the property is located in the Single-Family Zoning District and it is a 1.05-acre lot with an existing single-family dwelling that was constructed in 1978 and an accessory barn.

The Holiday Ranchettes Subdivision was approved in 1974 and created 101 residential lots. A perforated storm drainage easement runs through several lots. The drainage easement runs along the front of Lot 43 and east-west through the lot to adjacent Lot 49. The applicant proposes a Plat Amendment to relocate the drainage easement so it will run along the north lot line to allow for the construction of a new single-family dwelling. The applicant submitted a letter from the President of the Holiday Ranchettes Mutual Water Company, which has certain conditions. The proposal will not change density.

Staff finds there is Good Cause for the proposed plat, because the 10-foot-wide perforated drainage easement is retained on the site and relocation of the drainage easement will allow for compatible infill. Staff recommends the Planning Commission review the proposed Plat Amendment for Holiday Ranchettes Lot 43, 2376 Lucky John Drive, conduct a public hearing, and consider approval based on the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in the Draft Final Action Letter.

Commissioner Shand mentioned the east border behind Lot 43. He believed there is water that flows behind the property. The area is indicated on green in the presentation slides. He knows that the community has its own water and wanted to know if this drain will drain into the open conduit of water. Manager Martin was not certain. Cara Stuart with Hoggan Lee Hutchinson believed it flows in the opposite direction towards the front. She noted that there is an irrigation ditch that runs on the front of the property.

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

MOTION: Commissioner Shand moved to APPROVE the Plat Amendment for 2376 Lucky John Drive, based on the following:

Findings of Fact:

1. 2376 Lucky John Drive is a 1.05-acre Lot 43 of the Holiday Ranchettes Subdivision with a Single-Family Dwelling (SFD) constructed in 1978 and an accessory barn.
2. The Applicant proposes a Plat Amendment to relocate a 10-foot-wide underground perforated drain easement that runs east-west through the property to the north side and east rear property lines.
3. On May 16, 1974, the City Council approved the Holiday Ranchettes Subdivision Plat, a 101-Lot Subdivision within the Park Meadows neighborhood.
 - a. Each lot contains a five-foot drainage and utility easement on the front and side Lot lines and a seven-foot drainage and utilities easement on the rear Lot line.
 - b. Many Lots contain a 30-foot-wide non-exclusive bridle path and utility easement and ten-foot-wide drainage easement. Lot 43 is one such Lot with the 30-foot-wide bridle easement running north-south along the rear property line and the ten-foot-wide drainage easement running east-west to the adjacent Lot 49.
4. On March 3, 2025, the Applicant applied for a Plat Amendment.
5. The City's Development Review Committee, including the Engineering Department and utility providers, reviewed the Applicant's proposal on April 1, 2025, and does not require Conditions of Approval.
6. Staff placed the Application on hold until the Applicant submitted documentation that all with an interest in the easement approved of the relocation.
7. On April 1, 2026, the Applicant submitted a letter from the president of the Holiday Ranchettes Mutual Water Company, stating they do not object to the relocation of the drainage easement with the following condition: *if the perforated drain line is dug up by any future construction on Lot 43, the Owners will connect to it, run it to the north property line easement and make sure it flows east to our irrigation ditch, which is in the middle of the Bridle Path Easement on their east property line.*
8. The property is in the Single Family Zoning District.

- a. Land Management Code (LMC) § 15-2.11-3 outlines the Lot and Site requirements for the Single Family Zoning District and no minimum or maximum Lot size is established.
 - b. The maximum Density for a Subdivision is three units per acre. No changes to Density within the Holiday Ranchettes Subdivision are proposed as part of this Plat Amendment.
9. LMC § 15-7.1-3(B) requires the Planning Commission to find Good Cause for a Plat Amendment and to make a finding that no Public Street, Right-of-Way, or easement has been vacated or amended.
10. LMC § 15-15-1 defines Good Cause as “[p]roviding positive benefits and mitigating negative impacts, determined on a case by case basis to include such things as: providing public amenities and benefits, resolving existing issues and non-conformities, addressing issues related to density, promoting excellent and sustainable design, utilizing best planning and design practices, preserving the character of the neighborhood and of Park City and furthering the health, safety, and welfare of the Park City community.”
11. There is Good Cause for the Plat Amendment:
 - a. The ten-foot-wide perforated drain easement is retained on the site, shifted to the north side and the east rear property line.
 - b. A ten-foot-wide snow storage easement Lot 43 along Lucky John Drive will be added to the Plat Amendment prior to recordation.
 - c. While not enforced by the City, applicable homeowner association Covenants, Conditions, and Restrictions continue to apply.
 - d. Lot 43 is 145.20 feet wide and 315 feet deep. Even though the east-west ten-foot-wide perforated drainage easement that was platted on the 1974 Holiday Ranchettes Subdivision limited the 1978 construction of the SFD on the Lot, Lot 43 is of a similar Lot width and depth as those Lots to the north and south within the Lucky John Drive streetscape. Relocation of the ten-foot-wide perforated drain easement will allow for compatible infill for the property under the same regulations applicable to these same Lots that range in width from 145.20 to 160.20 feet and depth from 311.64 to 315 feet.

Conclusions of Law:

1. The Holiday Ranchettes Lot 43 Amended Plat complies with LMC Chapter 15-2.11 *Single Family Zoning District*.

2. The Holiday Ranchettes Lot 43 Amended Plat complies with LMC Chapters 15-7 *Subdivision General Provisions* and 15-7.1 *Subdivision Procedures*.
 - a. There is Good Cause for this Plat Amendment.
 - b. No Public Street, Right-of-Way, or easement has been vacated.
 - c. Neither the public nor any person will be materially injured by the proposed Plat Amendment.
 - d. Approval of the Plat Amendment, subject to the conditions stated below, does not adversely affect the health, safety, and welfare of the citizens of Park City.

Conditions of Approval:

1. The City Planner, City Attorney, and City Engineer shall review and approve the final form and content of the Plat Amendment for compliance with State law, the LMC, and these Conditions of Approval, prior to recordation of the plat.
2. The Applicant shall record this Plat Amendment at the County within one year from the date of Planning Commission approval. If recordation has not occurred within one 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. Prior to recordation of the Plat Amendment:
 - a. The Applicant shall add a ten-foot-wide snow storage easement for the City's benefit on Lot 43 along Lucky John Drive.
 - b. The Applicant shall add the following Plat Note: If the perforated drain line is dug up by any future construction on Lot 43, the Owners will connect to it, run it to the north property line easement, and make sure it flows east to the HR Mutual Water Company, Inc. irrigation ditch, which is in the middle of the Bridle Path Easement on the east of the property line.

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

D. 10 Claim Jumper Court – Plat Amendment – The Applicant Proposes to Move the Lot Line for Lot 67 of the Thaynes Canyon No. 1 Subdivision 10 Feet to the North to Correct the Existing Non-Complying Structure in the Single-Family Zoning District. PL-26-06893.

Planner II, Virgil Lund, presented the Staff Report and explained that this is a Plat Amendment application for 10 Claim Jumper Court. The proposal is to adjust the rear lot line for Lot 67 approximately 10 feet to the north. This would impact Lot 67 and Lot 67A of the Thaynes Canyon No.1 Subdivision, which are both under the same ownership.

The existing single-family dwelling is non-complying with the rear setback requirement of 10 feet and is built over the rear lot line. The Plat Amendment creates a 10,454 square foot buildable lot for Lot 67 and reduces the square footage for Lot 67A to 8,712 square feet. The applicant proposes to demolish the existing single-family dwelling and has plans to construct a new single-family dwelling on the new buildable lot that has been proposed.

Planner Lund provided background information and reported that in 1977, an additional subdivision was created for Lots 65A-84A for the remnant land from the City-owned golf course. Certain conditions were recorded for these lots, including Lot 67A, which restricted the uses to landscaping, private recreation facilities, and fencing. Many of these lots have been amended since 1977, ensuring that the land from these remnant lots maintained the restriction on use. The proposed Plat Amendment maintains the restriction and creates a 10 foot buffer space. Planner Lund explained that all uses for that area must be consistent with the conditions of the 1977 agreement.

Staff finds there is Good Cause for the Plat Amendment, because it will correct an existing non-complying structure and maintain the area from the 1977 agreement. In addition, the buildable lot is comparable in size and scale to the existing lots in the subdivision. Staff recommends the Commission review the proposed Plat Amendment for 10 Claim Jumper Court, conduct a public hearing, and consider approval based on the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in the Draft Final Action Letter.

Commissioner Strachan asked if the original structure was built based on an erroneous survey of where the lot line was located. Planner Lund believed that is what occurred. The Building Permit was approved, but there was no survey with the Building Permit. The plans from the permit show a 10 foot setback, but when it was constructed, it appears there was not a survey that was followed. There is some uncertainty about what occurred.

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

MOTION: Commissioner Tilson moved to APPROVE the Plat Amendment at 10 Claim Jumper Court based on the following:

Findings of Fact:

1. The proposed plat amendment complies with the Single Family Zoning District requirements.
 - a. Front Setback: Front Setbacks for the Thaynes Canyon 1 Subdivision are 20 feet for the main Building and 10 feet for garages.
 - i. The existing Single-Family Dwelling (SFD) and garage at 10 Claim Jumper Court are approximately 26 feet from the Front Lot Line.
 - b. Rear Setback: Rear Setbacks for the Thaynes Canyon 1 Subdivision are 10 feet.
 - i. The existing SFD is built over the Rear Lot Line and does not comply with the Rear Setback. The Applicant proposes to move the Lot Line 10 feet to the north to bring the existing Structure into compliance with the Rear Setback and maintain a similar Building Footprint for the reconstructed SFD.
 - ii. The existing roof overhang is two feet nine inches over the Lot line, if the Lot Line is moved ten feet to the north, the roof overhang is allowed to encroach three feet into the Rear Setback as a Setback exception.
 - c. Side Setbacks: Side Setbacks for the Thaynes Canyon 1 Subdivision are five feet.
 - i. The east side of the SFD is 18 feet from the Lot Line and the west side of the SFD is nine feet from the Lot Line.
 - d. Building Height: 28 feet. A gable, hip, Barrel, or similar pitched roof may extend up to five feet above the Zone Height if the roof pitch is 4:12 or greater.
 - i. The existing SFD is approximately 31 feet tall at its highest point with a 5:12 roof pitch.
 - e. Significant Vegetation
 - i. No Significant Vegetation will be impacted by the proposed plat amendment. The Applicant proposes this plat amendment in part to maintain the existing Building Footprint of the SFD to avoid impacting any Significant Vegetation.
2. The proposal complies with the original 1971 Subdivision approval and the supplemental 1977 agreement between Royal Street Land Company and Park City Municipal Corporation.
 - a. The City Council approved several plat amendments affecting the supplemental Lots from 1977. While the total acreage of Lot 67A is being reduced via this plat amendment, the cross-hatched area identifies the specific portion of the Lot where the original 1977 Conditions of Approval remain in full effect. This ensures that any

Development within that designated area is strictly limited to the uses defined in the 1977 agreement and the Setback requirements of the SF Zoning District.

3. LMC Section 15-7.1-3(B) requires the Planning Commission to make a finding of Good Cause when approving a plat amendment.
 - a. There is Good Cause for the plat amendment because it corrects an existing Non-Complying Structure and complies with the 1977 agreement between the City and Royal Street Land Company. No Public Street, Right-of-Way, or easement will be vacated or amended. The proposed Buildable Lot, Lot 67, is compatible in size and scale to the existing Lots in the Thaynes Canyon No. 1 Subdivision. The previous plat amendments approved by the Planning Commission did not include any conditions or limitations on the building footprints, and the potential building footprint for the proposed Lot 67 is compatible with the existing building footprints in the Subdivision.
 - b. The proposed building footprint for Lot 67, which is 41% of the buildable area, is consistent with the established Development pattern of the Thaynes Canyon No. 1 Subdivision, where footprint percentages range from 22% to 50% of the buildable area. The proposed plat amendment maintains the neighborhood's character and scale while resolving an existing non-conformity.

Conclusions of Law:

1. There is Good Cause for this Plat Amendment.
2. The Plat Amendment is consistent with the plat regulations outlined in LMC § 15-7.1-3(B) and § 15-7.1-6, and Chapters 15-3 *Off-Street Parking* and 15-2.11 *Single Family Zoning District*.
3. Neither the public nor any person will be materially injured by the proposed Plat Amendment.
4. Approval of the Plat Amendment, subject to the conditions below, does not adversely affect the health, safety, and welfare of the citizens of Park City.

Conditions of Approval:

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

2. The Applicant shall record the plat at the County within one year from the date of Planning Commission approval. If recordation is not complete within one year, this approval will be void, unless a request for an extension is made to the Planning Department in writing prior to the expiration date and an extension is granted by the Planning Director.
3. A plat note shall be added indicating the hatched area shown on the plat is restricted to Uses that are consistent with the Uses listed on the 1977 agreement between Royal Street Land Company and Park City Municipal Corporation. These Uses include landscaping, private recreation facilities meeting required Setbacks, and fencing

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

8. ADJOURNMENT

MOTION: Commissioner Strachan moved to ADJOURN the Planning Commission Meeting. There was no second. The motion passed with the unanimous consent of the Commission.

The Planning Commission Meeting adjourned at approximately 7:49 p.m.

PARK CITY MOUNTAIN

EAGLE LIFT

Conditional Use Permit
Planning Commission
May 27, 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** —

March 25, 2026 - site visit and work session analysis:

- Recreation and Open Space Zoning District Regulations
- Sensitive Land and Overlay Development Approvals for Ski Area Construction and Expansion
- Conditional Use Permit Criteria
 - Passenger Tramway Conditional Use Permit Criteria

May 13, 2026:

- Parking, Traffic, and Transportation as it related to the proposal



— **CONDITIONAL USE REVIEW** —

Updated CUP submittal:

- Environmental Noise Assessment, Eagle Lift Replacement
- Environmental Noise Assessment Addendum
- Eagle Lift Permanent Disturbance Calculations
- Revegetation Plan for the Eagle and Eaglet Lift Removal
- Eagle Lift Replacement Design Capacity



— **CONDITIONAL USE REVIEW** —

CONDITIONS OF APPROVAL

Recommended Standard Conditions of Approval for:

- Modifications
 - Soils
- Erosion Control
 - Water
- Vegetation
 - State Regulation
- Noise
 - Construction Mitigation
- Wildlife
 - Expiration



— **CONDITIONAL USE REVIEW** —

CONDITIONS OF APPROVAL

Transportation Demand Management

- a) Focus on increased 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.



— **CONDITIONAL USE REVIEW** —

CONDITIONS OF APPROVAL

Transportation Demand Management

- d) Formalize the current mitigation implementation, including the reservation and paid parking program.
- e) Address continued improvements to base area circulation and mitigations to surrounding neighborhoods.
- f) Address future changes that may require contingency plans.



— CONDITIONAL USE REVIEW —

CONDITIONS OF APPROVAL

Transportation Demand Management

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

FINAL ACTION

Recommendation

Review the proposed Conditional Use Permit, hold a public hearing, and consider approving based on the Final Action Letter.



PARK CITY MOUNTAIN

SILVERLODE LIFT

Conditional Use Permit
Planning Commission
May 27, 2026



— **CONDITIONAL USE REVIEW** —

March 25, 2026 - site visit and work session:

- Recreation and Open Space Zoning District Regulations
- Sensitive Land and Overlay Development Approvals for Ski Area Construction and Expansion
- Conditional Use Permit Criteria
 - Passenger Tramway Conditional Use Permit Criteria

May 13, 2026:

- Parking, Traffic, and Transportation as it related to the proposal

— **CONDITIONAL USE REVIEW** — **CONDITIONS OF APPROVAL**

Same recommended Conditions of Approval as reviewed for the Eagle Lift Conditional Use Permit.



FINAL ACTION

Recommendation

Review the proposed Conditional Use Permit, hold a public hearing, and consider approving based on the Final Action Letter.





Eagle and Silverlode Chairlift Replacements

Park City Planning Commission Hearing
May 27, 2026

Lift Replacements Enhance Terrain Access and Improve Circulation

Eagle 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**

Silverlode Components & Highlights



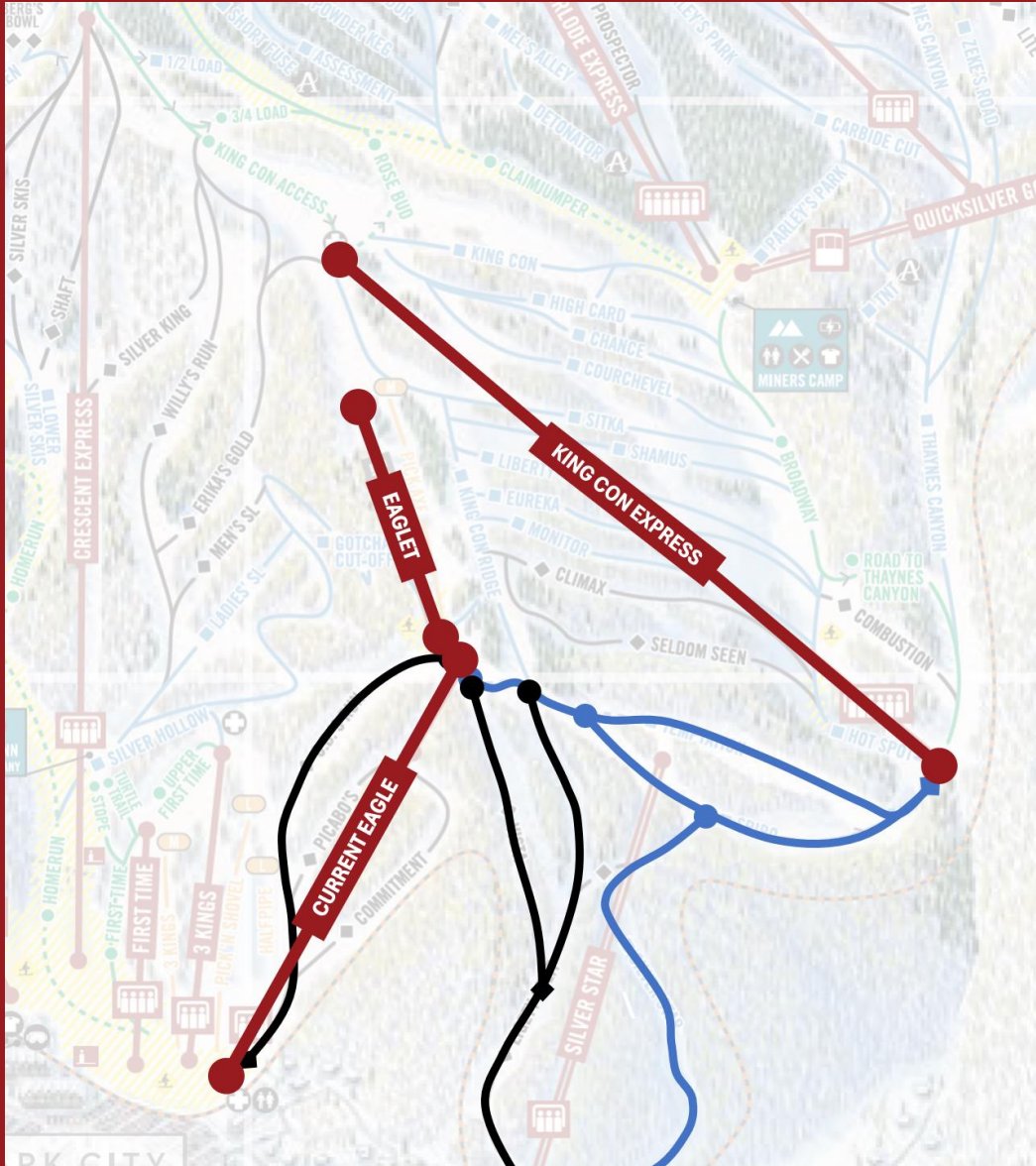
Replaces an existing six-passenger detachable chairlift with a **modern eight-passenger high-speed detachable lift**



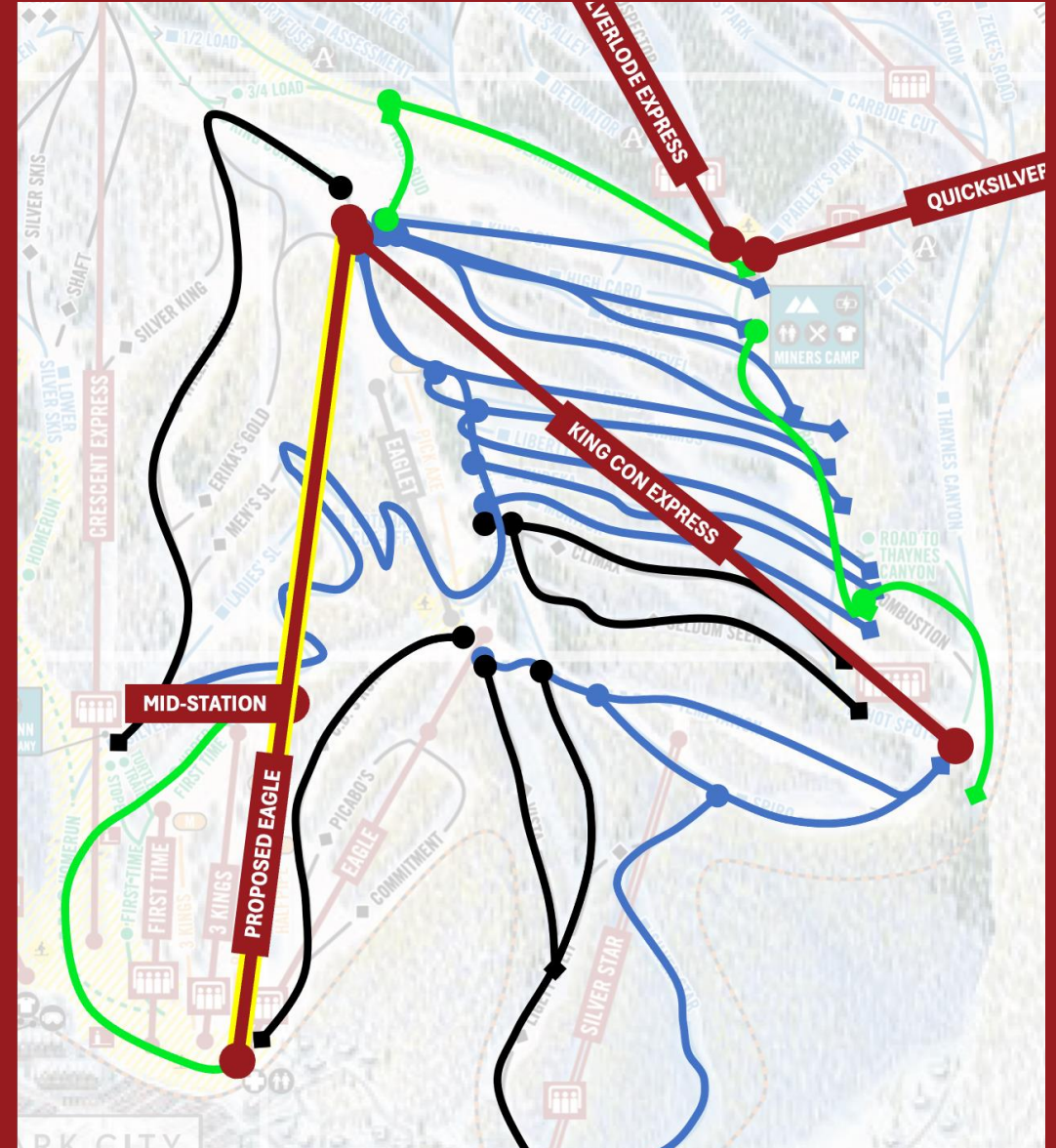
- Replacement within the **established chairlift corridor**
- **Improves mid-mountain circulation**
- **Reduces wait times** at one of the busiest lifts at Park City Mountain

Eagle Ski Run Optionality

Current

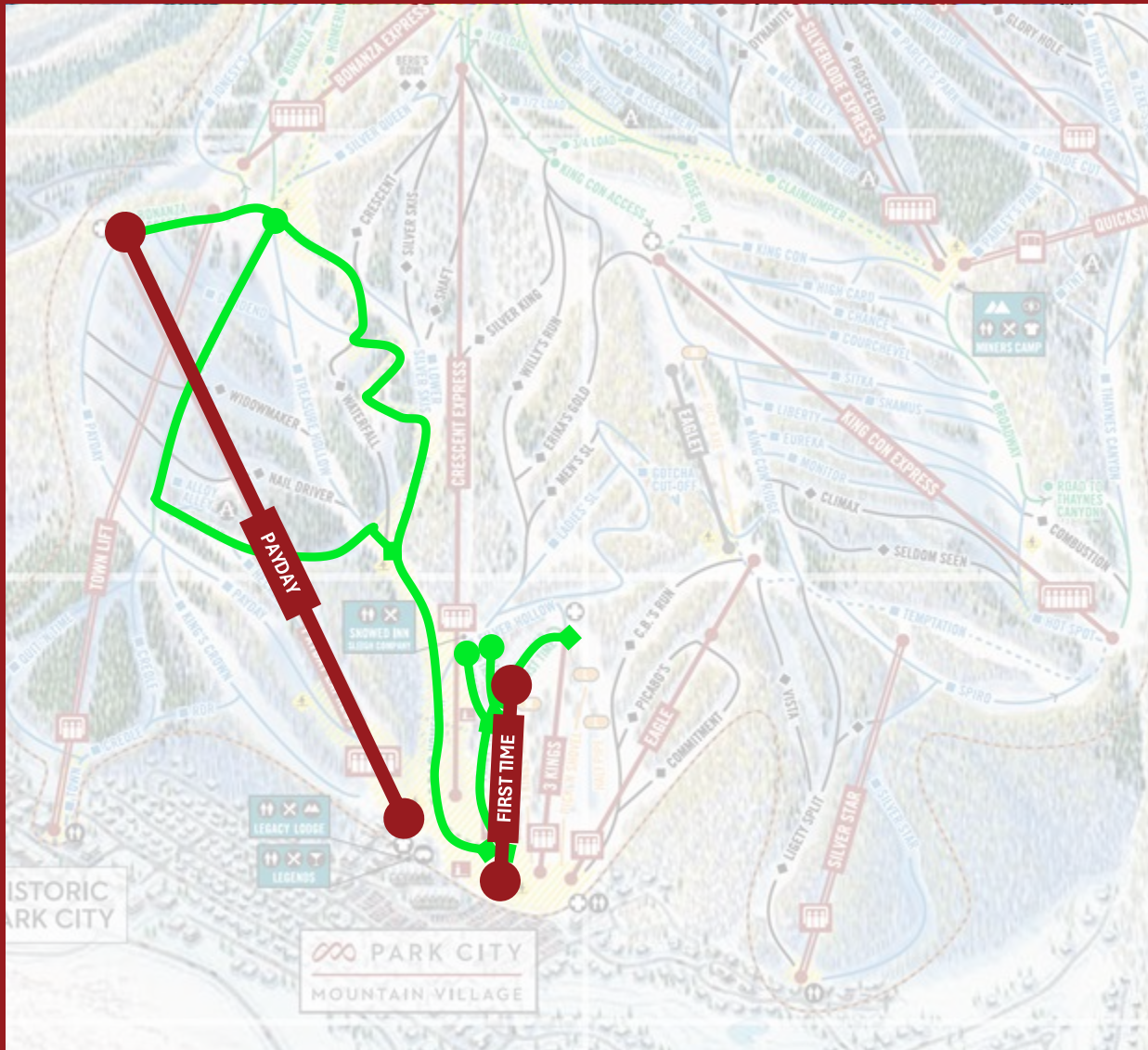


Proposed

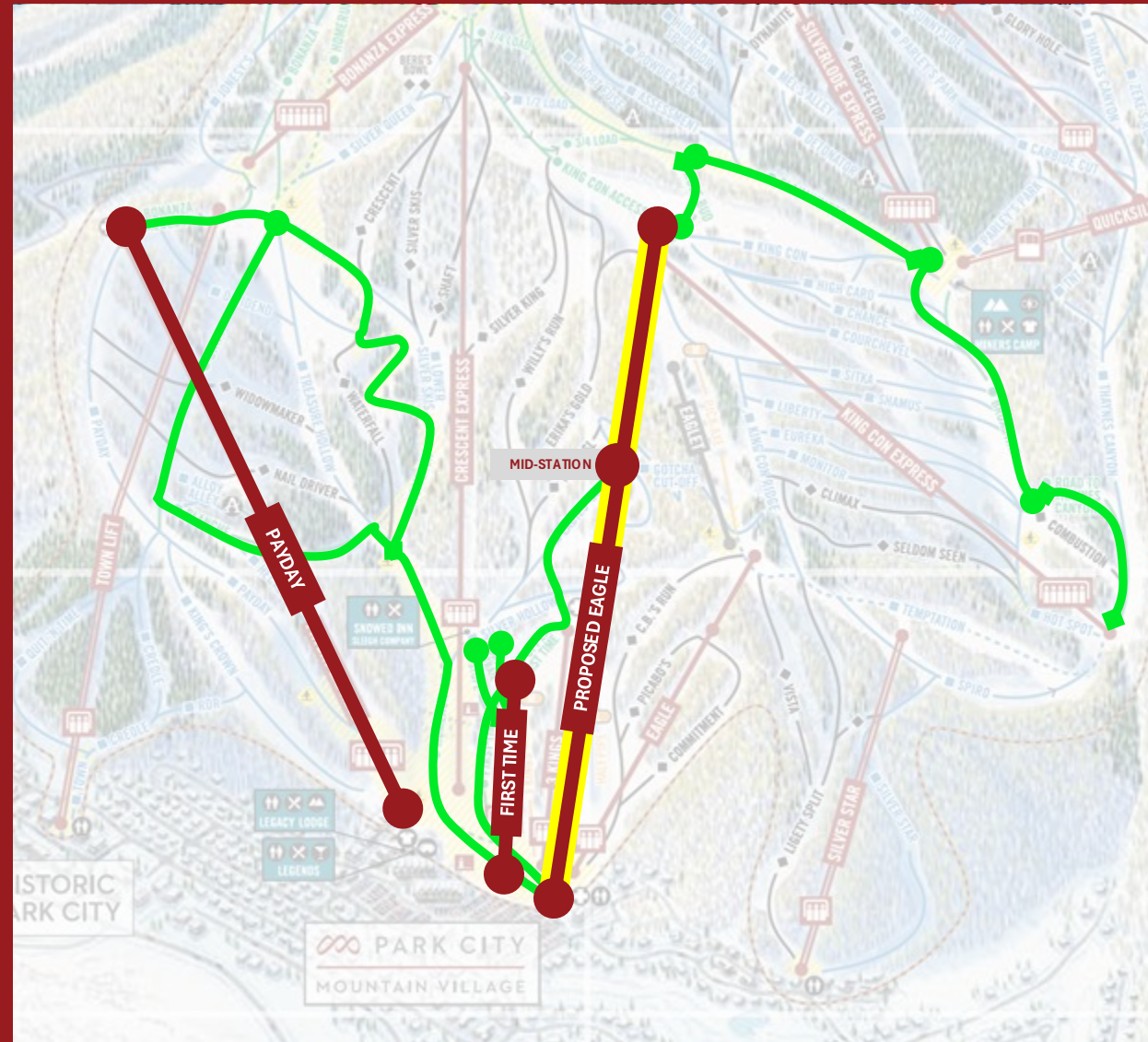


Beginner Base Area Access and Optionality

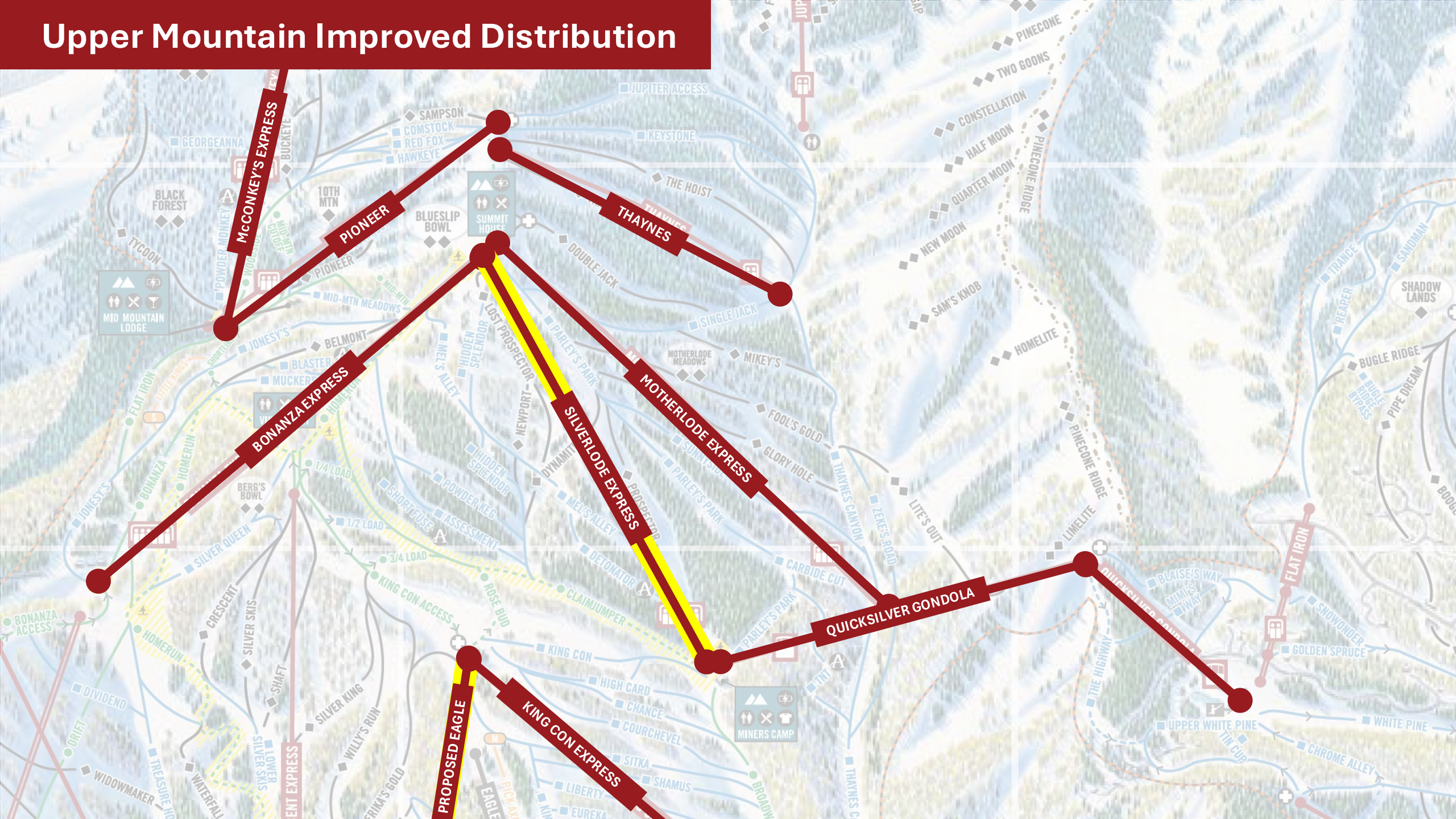
Current



Proposed



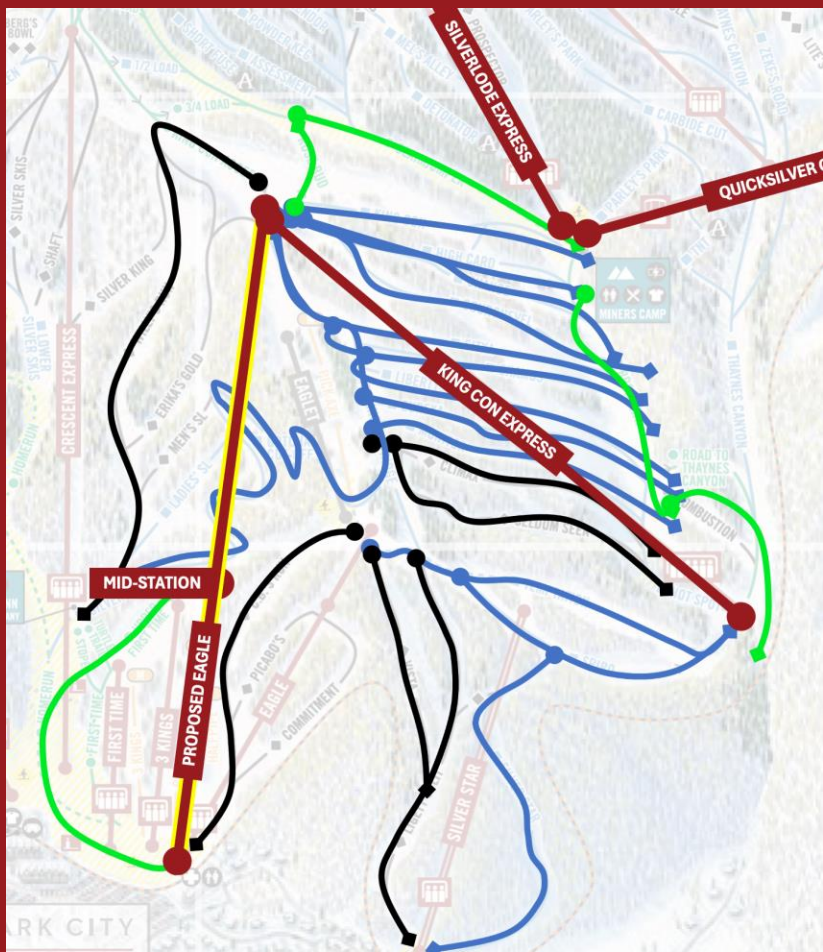
Upper Mountain Improved Distribution



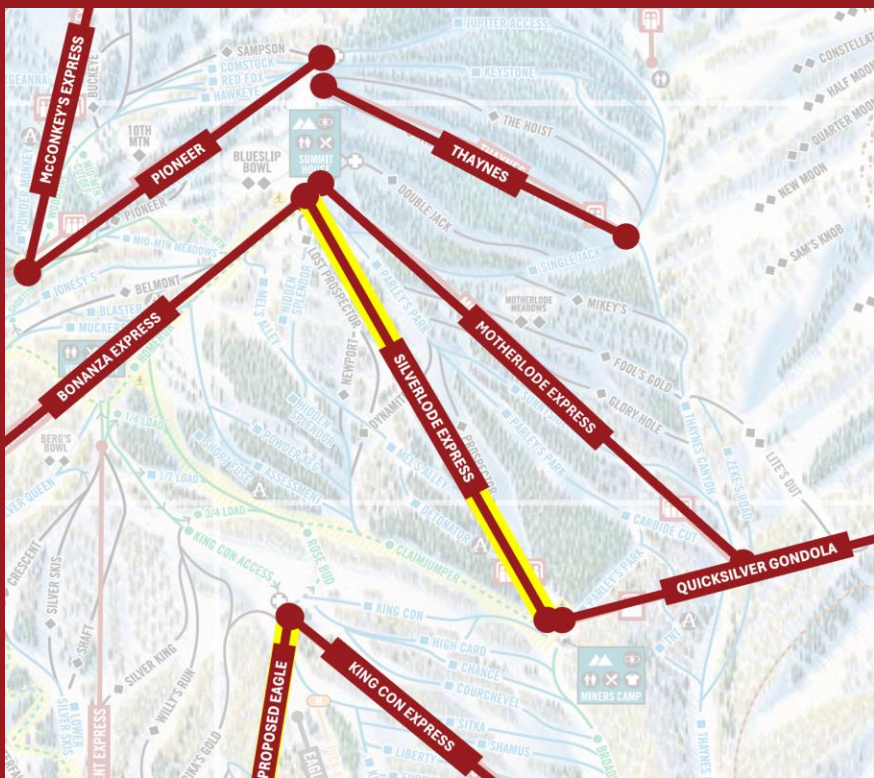
Proposed Beginner Base Area
Access and Optionality



Proposed Eagle Ski Run
Optionality



Upper Mountain Improved
Distribution



May 27, 2026

Allowing these lifts is such a no brainer. While Vail is running the mountain, we should let them invest in it! It won't have an negative impact on parking or traffic - the upstream bottlenecks are much more relevant there. But it will keep skiers safer and happier and spending more in the local economy.

Scott Shapiro

May 27, 2026

Hello,

My family and I moved to Park City 6 years ago. It had been a town we took ski vacations in and has quickly became our home. Our kids have learned to ski at Park City mountain progressing from vacation lessons through farm team. I ski regularly there and over the years have noticed how desperately the mountain needs the lifts upgraded. There are bottlenecks at both the base of the mountain and Silverload. The upgraded lifts and increased capacity will improve the overall experience for both the locals and visitors. The new lifts will decrease wait times and will also help disperse skiers and riders more efficiently. This will help with the congestion on certain runs.

I have overheard tourists complaining about how bad the lifts are and how long the lift lines are. The upgraded lifts will help improve this impression.

Thank you for you attention to this issue,

Michelle Dieter

May 27, 2026

Please see the attached letter which I am delivering to the Planning Commission and Staff in advance of the May 27, 2026 meeting of the Commission. Please add this letter to the official record for the review by the Commission of the applications submitted by Park City Mountain for Conditional Use Permits to replace the Silverlode Express and Eagle chairlifts. Because of the time sensitive nature of subject matter, I am taking the liberty of copying the attached letter also to each of the non-recused Commissioners individually. I am also copying the named affiants in the attached letter.

Thank you in advance for your attention to this important matter.

Frode Jensen

May 27, 2026

Members of the Park City Planning Commission
Nan Larsen, Senior Planner
Lillian Zollinger, Planner III
Virgil Lund, Planner II
445 Marsac Avenue
P.O. Box 1480
Park City, UT 84060

RE: CUP Applications for Silverlode Express (PL-26-06820) and Eagle (PL-26-06821)
Lift Upgrades

Dear Chair Van Dine and Commissioners, Ms Larsen, Ms Zollinger, and Mr Lund,

Reference is made to (1) my letter dated May 13, 2026 to the Commission regarding the pending Conditional Use Permit (CUP) applications (Applications) for the Silverlode Express and Eagle lift upgrades, (2) my email dated May 18, 2026 addressed to Staff raising certain issues and questions arising under the Land Management Code (LMC), Development Agreement (DA) and Mountain Upgrade Plan (MUP) and requesting a brief meeting or video call to address these issues, and (3) my letter dated May 20, 2026 (May 20 Letter) submitting three affidavits providing firsthand empirical evidence of current and likely future trail overcrowding at PCM in violation of the DA, MUP and LMC. These prior submissions, and the proposed statements of fact and conclusions of law made therein (except to the extent superseded in this letter), are hereby incorporated by reference herein.

I have subsequently read the Planning Commission Staff Reports dated May 27, 2026 for the Applications (posted on May 22; together the Staff Reports) and the Draft Final Action Letters for the Applications dated May 27, 2026 (also posted on May 22; together, the Draft Action Letters).

This letter responds to the Staff Reports and Draft Action Letters (together, the May 27 Staff Documents) and also serves as an Amended and Restated Evidentiary Supplement, restating, supplementing and replacing my previously submitted May 20 Letter in its entirety to combine the evidence of firsthand empirical data into a single document. I respectfully request that this letter and its attachments be included in full in the official record of these proceedings.

1. Errors of Law in the Staff Reports

I have reviewed the May 27 Staff Documents. It is clear to me that the Planning Department is operating under several mistaken understandings of the law. By completely omitting from the May 27 Staff Documents any discussion of (i) the Commission's duty to require capacity data, (ii) the Applicant's obligation to provide it, and (iii) the Commission's mandatory obligation to consider trail overcrowding, Staff would create a legally deficient record for the Commission to base its decision on.

Specifically, on Page 3 of the Staff Report for the Eagle Application, Staff explicitly states that providing an updated Comfortable Carrying Capacity (CCC) plan is "*not required*" and entirely "*voluntary*" for a CUP review. This assertion is incorrect and represents a clear and simple misunderstanding of the city's binding land-use frameworks and contract architecture:

- **The Scope of the 17-Item Checklist:** Staff appears to contend that a standard CUP review is strictly confined to a boilerplate checklist under LMC §15-1-10 Subsection E. and the 12-point ski lift safety criteria under LMC §15-4-18, meaning that on-mountain trail crowding and safety falls outside the Commission's purview. I respectfully disagree. The Staff Report fails to consider the issues arising under LMC §15-4-18 which I have specifically raised in Annex A to my May 13 letter and, in particular, Item #6 of LMC §15-4-18 explicitly mandates a safety evaluation of the "Internal Pedestrian Circulation System." For land uses by an alpine ski resort, the ski trails *are* in fact the internal circulation infrastructure and the Commission, to date, has conducted no safety evaluation.
- **The Mandate of the Development Agreement:** Finding of Fact #3 in the Staff's own Draft Action Letters admits that the DA constitutes an active and binding agreement recorded with Summit County. Sections 2.3 and 2.3.1 of the DA expressly require that all ski operations improvements must comply with the MUP (with the *sole* exception of the selection of lift transportation "type"). Neither Staff nor the Commission has the administrative authority to waive or ignore Section 2.3.1 or declare compliance "*voluntary*." Furthermore, Finding of Fact #3 in the Draft Action Letters explicitly admits that the subject lift is 'not consistent with the Mountain Upgrade Plan.' Having made a formal finding of inconsistency with the governing master plan, the Staff cannot logically or legally recommend approval without first requiring the Applicant to cure that inconsistency through the capacity balancing metrics mandated by Section IV.A.

- **The Non-Discretionary Capacity Balancing Rule:** Section IV.A of the MUP explicitly requires that any lift expansion *shall* demonstrate a mathematical capacity equilibrium with downhill terrain to prevent trail overcrowding. By completely disregarding this mandatory balancing requirement in the Staff Reports, the Planning Department is asking the Commission to approve what is tantamount to an illegal, un-legislated zoning variance.
- **The Failure of Current Fact-Finding:** The May 27 Staff Documents provide that submission of capacity data can be delayed until future parking lot development occurs. See Conditions of Approval under the heading of “Vertical Development” in the Draft Action Letters. Under Utah law, a planning commission cannot legally approve a permit now and ask for safety and capacity data later. If the uphill delivery increase is happening now, the fact-finding and trail density mitigation review must occur *before* the permit is issued.

If the Commission chooses to proceed this evening based on these misapprehensions of the law, I respectfully submit that it will be acting on a flawed, incomplete record. This will render any final action highly vulnerable to immediate judicial review and reversal as an arbitrary, capricious, and illegal decision.

2. Shifting the Burden of Proof Under LMC § 15-1-10(B)

My discussions with the Planning Department and representatives of the Applicant suggest that skier and resident complaints regarding trail overcrowding are legally irrelevant to the decision-making of the Commission, classifying such complaints as unverified hearsay or mere “public clamor”, which the Commission need not consider.

Putting aside for a moment the absurdity of the idea that that the Commission would elect to disregard the safety of its residents and visitors in connection with any conditional land use, this is a misreading of the applicable rules of evidence governing planning commission proceedings.

Under LMC § 15-1-10(B), the Applicant bears the absolute burden of proving that the conditional use will not result in unmitigated detrimental effects. Please find attached to this letter and submitted herewith five separate sworn legal affidavits backed by authenticated operational tracking logs executed under penalty of perjury. A sworn affidavit backed by authenticated evidence is not public clamor—it is probative lay witness evidence under Utah law.

These documents represent the sworn statements of long-term local residents with verified, multi-year exposure to Park City Mountain’s (PCM) operational conditions across weekends, holidays, and peak vacation periods:

- Affidavit of Frode Jensen: Documenting 579 distinct ski days, 5,260 lift rides, and 6,220,217 vertical feet under an Epic Pass footprint, nearly all of which represents direct operational monitoring at PCM.
- Affidavit of Marvin Kabatznick: Documenting 310 distinct ski days, 3,332 lift rides, and 4,022,155 vertical feet of direct operational monitoring at PCM.
- Affidavit of Howard Kantor: Documenting 593 distinct ski days, 4,735 lift rides, and 5,851,652 vertical feet of direct operational monitoring at PCM.
- Affidavit of Allan Inglis: Documenting 196 distinct ski days, 1,704 lift rides, and 2,016,689 vertical feet of direct operational monitoring at PCM.
- Affidavit of Andrea Griffis: Documenting 151 distinct ski days, 1,239 lift rides, and 1,400,000 vertical feet of direct operational monitoring at PCM.

Combined, this multi-witness matrix represents **1,829 individual operational ski days, 16,270 lift rides, and 19,510,713 vertical feet** of direct, eyes-on-the-ground awareness of conditions.

These five sworn documents independently record a consistent, recurring pattern of severe trail overcrowding, high-speed merging bottlenecks, and systemic flow failures—explicitly including collisions and near-collisions—on the specific downhill terrain served by the Silverlode and Eagle lifts. This firsthand eye-witness evidence is highly probative of a recurring, reasonably anticipated detrimental impact on public safety and internal skier circulation under LMC § 15-1-10 Subsection E.

When this factual baseline is entered into the record, the burden shifts entirely to the Applicant to produce data to mathematically refute it. The applicant cannot satisfy its burden under LMC § 15-1-10(B) with claims of privilege or corporate secrecy.

3. Preservation of Record and Risk Assessment

The reasoning affirmed by the Utah Court of Appeals in *VR CPC Holdings, Inc. v. Park City Municipal Corp.* (2025 UT App 130) established that capacity metrics directly dictate local infrastructure and safety reviews. While the Applicant argues that this case is procedurally distinguishable, that argument is a distinction without a difference; the factual nexus, core land-use constraints, and judicial requirements for a robust record are identical.

4. Conclusion

If the Commission chooses to (i) disregard the conclusions of law expressed herein, (ii) not accept the sworn, multi-witness evidence submitted herewith, (iii) ignore the non-

discretionary balancing criteria of the MUP, and (iv) approve these applications without a verified capacity and trail density audit, the final action will lack substantial evidence.

Under *McElhaney v. City of Moab* (2017 UT 65), a land use authority must support its decision with "substantial evidence" in the record. An incomplete record will be vulnerable on appeal as an arbitrary, capricious, and illegal action, creating a substantial risk of protracted litigation that could stall these upgrades for years.

The far more prudent path—as explicitly permitted under standard CUP frameworks—is for the Commission to table this vote tonight, require the applicant to put the capacity data on the record, and engage in a comprehensive examination to address these detrimental impacts through reasonable, phased mitigating conditions (such as trail widening or access management) that protect everyone.

Respectfully submitted,

A handwritten signature in cursive script, appearing to read "Frode Jensen".

Frode Jensen
Park Meadows

**BEFORE THE PLANNING COMMISSION
PARK CITY, UTAH**

AFFIDAVIT OF FRODE JENSEN

State of Utah)

County of Summit) ss.

I, Frode Jensen, being first duly sworn upon my oath, depose and state as follows:

1. I am an adult individual over the age of eighteen, competent to testify to the matters set forth herein, and a resident of Park City, Utah, residing in the Park Meadows neighborhood.
2. I submit this affidavit in connection with the Planning Commission's review of the pending Conditional Use Permit (CUP) applications for the Silverlode Express and Eagle lift upgrades.
3. I am an Epic Passholder and an active, regular, long-term skier at Park City Mountain (PCM), having skied at PCM extensively over a 14-year period spanning from 2012 through 2026, accumulating extensive on-going and current knowledge of and exposure to the resort's trails and off-piste terrain, lift and skier services infrastructure, and skier traffic flows.
4. At some time following the acquisition by Vail Resorts, Inc. (Vail) of Canyons and PCM, Vail combined the two resorts and added them to its computer application called EpicMix, which is Vail's proprietary mobile skier database and tracking application, and which automatically records and stores its guests' days on the mountain and other information.
5. Since the 2015/16 Winter Season Vail has recorded on its EpicMix application the total number of days I have skied per season using my Epic Pass and my total "lifetime" days, as well as other information.
6. A true and correct screenshot copy of my official per season and lifetime EpicMix statistics is attached hereto as **Exhibit A**.
7. As documented by Vail's own recorded and stored data in Exhibit A, I have individually skied on 579 distinct days, ridden 5,260 lifts, and accumulated 6,220,217 vertical feet of downhill skiing since November 2015.
8. I have resided full time in Park City during this entire period and can state that nearly all of these recorded days and lift rides occurred directly at PCM, establishing a comprehensive, multi-year empirical baseline of firsthand exposure to the mountain's operational capacities.
9. The over 500 days of firsthand resort observation at PCM recorded by Vail on its EpicMix app during this period encompass the full spectrum of the resort's operational conditions, including weekdays, weekends, peak weekends, holidays, vacation days, early and late season period days, mornings and afternoons, groomer days, and powder days, including

extensively on the terrain served by the Eagle and Silverlode lifts, allowing me to observe the mountain's infrastructure comprehensively across all levels of visitor volume.

10. Based on this exhaustive history of firsthand exposure, I have personally, consistently, and repeatedly observed a recurring pattern of severe trail overcrowding, high-speed merging bottlenecks, and systemic flow failures, including collisions and near collisions, during peak operational days on numerous downhill trails, including the specific downhill runs and egress trails served by the Silverlode Express chairlift.
11. Based on my extensive operational observations, these physical overcrowding conditions present recurring safety hazards to internal skier circulation and skier flow, particularly on peak days (including, Fridays to Sundays, holidays, school vacation days and powder days) as trail congestion and bottlenecks build from mid-morning to late afternoon and also during mid-afternoon to late-afternoon base portal egress.
12. My continuous firsthand observations of these physical conditions under varying operational loads are highly probative of the likely existing and future detrimental safety and infrastructure impacts of the proposed chairlift upgrades.
13. These observations demonstrate a recurring, reasonably anticipated detrimental safety effect, showing that the resort's existing peak-day uphill lift delivery already routinely exceeds the downhill trail capacity and equilibrium requirements mandated by Section IV.A of the 1998 Mountain Upgrade Plan.
14. I submit this affidavit to establish a reliable, empirical factual foundation in the public record, shifting the burden to Vail under LMC § 15-1-10(B) to produce independent, quantified data proving that the proposed capacity increases will not exacerbate these existing unmitigated detrimental impacts.

FURTHER AFFIANT SAYETH NAUGHT.

Dated this 19th day of May, 2026.



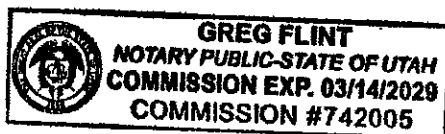
Frode Jensen, Affiant

Subscribed and sworn to before me this 19th day of May, 2026, by Frode Jensen.



Notary Public

Stamp:



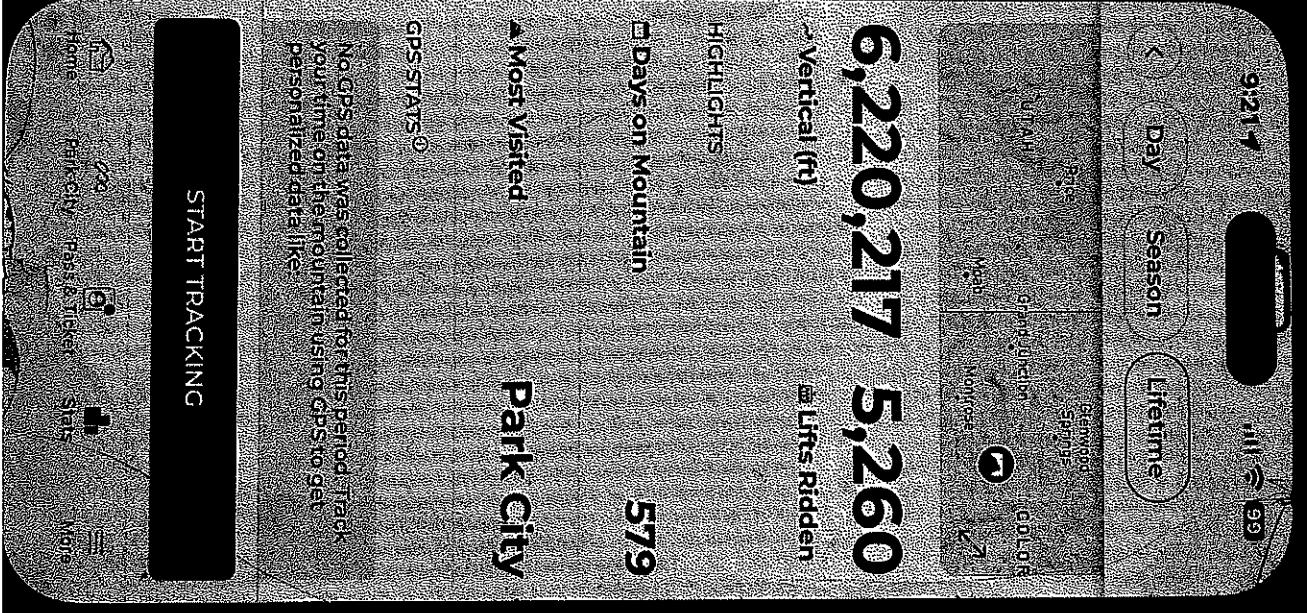


EXHIBIT A

**BEFORE THE PLANNING COMMISSION
PARK CITY, UTAH**

AFFIDAVIT OF MARVIN KABATZNICK

State of Utah)

County of Summit) ss.

I, Marvin Kabatznick, being first duly sworn upon my oath, depose and state as follows:

1. I am an adult individual over the age of eighteen, competent to testify to the matters set forth herein, and a resident of Summit County, Utah, residing in the Pinebrook neighborhood in zip code 84098.
2. I submit this affidavit in connection with the Planning Commission's review of the pending Conditional Use Permit applications for the Silverlode Express and Eagle lift upgrades at Park City Mountain (PCM).
3. I am a longterm Epic Passholder and an active, regular, long-term skier at PCM, having skied at PCM extensively in most years over an approximately 20-year span from 2006 through 2026, accumulating extensive on-going and current knowledge of, and exposure to, the resort's trails and off-piste terrain, lift and skier services infrastructure, and skier traffic flows.
4. At some time following the acquisition by Vail Resorts, Inc. (Vail) of Canyons and PCM, Vail added the two resorts to its computer application called EpicMix, Vail's proprietary mobile skier database and tracking application, which automatically records and stores its guests' days on the mountain and other information.
5. Since the 2013/14 Winter Season Vail has recorded on its EpicMix application the total number of days I have skied per season on my Epic Pass and my total "lifetime" days, as well as other information.
6. A true and correct screenshot copy of my official per season and lifetime EpicMix statistics is attached hereto as **Exhibit A**.
7. As documented by Vail's own recorded and stored data in Exhibit A, I have individually skied on 310 distinct days, ridden 3,332 lifts, and accumulated 4,022,155 vertical feet of downhill skiing on my Epic Pass since November 2013. As a Park City resident during this period, the overwhelming majority of these recorded days and lift rides occurred at Park City Mountain, establishing an unassailable empirical baseline of firsthand exposure to the resort's operational capacities.
8. The nearly 310 total days of firsthand resort observation recorded by Vail on its EpicMix app encompass the full spectrum of the resort's operational conditions, including weekdays, weekends, peak weekends, holidays, vacation days, early and late season period days,

morning and afternoons, groomer days, and powder days, including extensively on the chairlift served by the Eagle and Silverlode lifts, allowing me to observe the modulations of the infrastructure comprehensively across all levels of visitor volume.

9. Based on this exhaustive history of firsthand exposure, I have personally, consistently, and repeatedly observed a recurring pattern of severe trail overcrowding, high speed falls, merging and bottlenecks, and systemic flow failures, including collisions and near collisions, during peak operational days on numerous downhill trails, including the specific downhill runs and egress trails served by the Silverlode Express chairlift.

10. Based on my extensive operational observations, these physical overcrowding conditions present recurring safety hazards to internal skier circulation and skier flow, particularly on peak days including Fridays to Sundays, holidays, school vacation days and powder days, as trail congestion and bottlenecks build from mid-morning to late afternoon and also during mid-afternoon to late-afternoon base portal egress.

11. My continuous firsthand observations of these physical conditions under varying operational loads are highly probative of the likely existing and future detrimental effects and infrastructure impacts of the proposed chairlift upgrades.

12. These observations demonstrate a recurring, reasonably anticipated detrimental effect, showing that the resort's existing peak-day uphill lift delivery already routinely exceeds the downhill trail capacity and equilibrium requirements mandated by Section 10 of the 1998 Mountain Upgrade Plan.

13. I submit this affidavit to establish a reliable, empirical factual foundation in the public record, shifting the burden to Vail under MCR 15.1-10(B) to produce independent, quantified data proving that the proposed capacity increases will not exceed or worsen existing unmitigated detrimental impacts.

FURTHER AFFIANT SAYETH TRUTH.

Dated this 14 day of May, 2026.

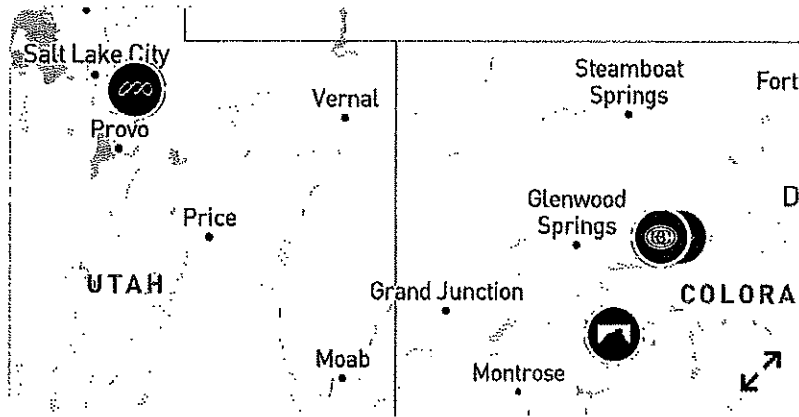
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App Store



< Day Season Lifetime

EXHIBIT A



4,022,155

Vertical (ft)

3,332

Lifts Ridden

HIGHLIGHTS

Days on Mountain

310

Most Visited

Park City

GPS STATS

No GPS data was collected for this period. Track your time on the mountain using GPS to get personalized data like:

START TRACKING



Home



Resort



Pass & Ticket



Stats



More

**BEFORE THE PLANNING COMMISSION
PARK CITY, UTAH**

AFFIDAVIT OF HOWARD KANTOR

State of Utah)
County of Summit) ss.

I, Howard Kantor, being first duly sworn upon my oath, depose and state as follows:

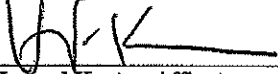
1. I am an adult individual over the age of eighteen, competent to testify to the matters set forth herein, and a fulltime resident of the Silver Springs neighborhood of Summit County, Utah.
2. I submit this affidavit in connection with the Planning Commission's review of the pending Conditional Use Permit (CUP) applications for the Silverlode Express and Eagle lift upgrades.
3. I am an Epic Passholder and an active, regular, long-term skier at Park City Mountain (PCM), having skied at PCM extensively over a 12+ year period spanning from 2013 through 2026, accumulating extensive on-going and current knowledge of and exposure to the resort's trails and off-piste terrain, lift and skier services infrastructure, and skier traffic flows.
4. At some time following the acquisitions by Vail Resorts, Inc. (Vail) of Canyons and PCM, Vail combined the two resorts and added them to its computer application called EpicMix, which is Vail's proprietary mobile skier database and tracking application, and which automatically records and stores its guests' days on the mountain and other information.
5. Since the 2013-14 Winter Season Vail has recorded on its EpicMix application the total number of days I have skied per season using my Epic Pass and my total "lifetime" days, as well as other information.
6. A true and correct screenshot copy of my official per season and lifetime EpicMix statistics is attached hereto as **Exhibit A**.
7. As documented by Vail's own recorded and stored data in Exhibit A, I have individually skied on 593 distinct days, ridden 4,735 lifts, and accumulated 5,851,652 vertical feet of downhill skiing since November 2013.
8. I have resided full time in Park City during this period and can state that virtually all of these recorded days and lift rides occurred directly at PCM, establishing a comprehensive, multi-year empirical baseline of firsthand exposure to the mountain's operational capacities.
9. The well over 500 days of firsthand resort observation at PCM recorded by Vail on its EpicMix app during this period encompass the full spectrum of the resort's operational conditions, including weekdays, weekends, peak weekends, holidays, vacation days, early and late season period days, mornings and afternoons, groomer days, and powder days, including extensively on the terrain served by the Eagle and Silverlode lifts, allowing me to observe the mountain's infrastructure comprehensively across all levels of visitor volume.
10. Based on this exhaustive history of firsthand exposure, I have personally, consistently, and repeatedly observed a recurring pattern of severe trail overcrowding, high-speed merging bottlenecks, and systemic flow failures, including collisions and near collisions, during peak operational days on numerous downhill trails, including the specific downhill runs and egress trails served by the Silverlode Express chairlift.
11. Based on my extensive operational observations, these physical overcrowding conditions present recurring safety hazards to internal skier circulation and skier flow, particularly on peak days (including Fridays to Sundays, holidays, school vacation days and powder days) as trail congestion and bottlenecks build from mid-morning to late afternoon and also during mid-afternoon to late-afternoon base portal egress.
12. My continuous firsthand observations of these physical conditions under varying operational loads over many years are highly probative of the likely existing and future detrimental safety and infrastructure impacts of the proposed chairlift upgrades.
13. These observations demonstrate a recurring, reasonably anticipated detrimental safety effect, showing that the resort's existing peak-day uphill lift delivery already routinely exceeds the

downhill trail capacity and equilibrium requirements mandated by Section IV.A of the 1998 Mountain Upgrade Plan.

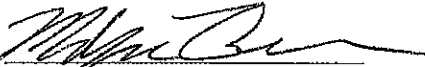
14. I submit this affidavit to establish a reliable, empirical factual foundation in the public record, shifting the burden to Vail under LMC § 15-1-10(B) (LMC § 15-1-10) to produce independent, quantified data proving that the proposed capacity increases will not exacerbate these existing unmitigated detrimental impacts.

FURTHER AFFIANT SAYETH NAUGHT.

Dated this 19 day of May, 2026.


Howard Kantor, Affiant

Subscribed and sworn to before me this 19 day of May, 2026, by Howard Kantor



Notary Public

Name: *Mackenzie Rosemary Beninati*

Stamp:

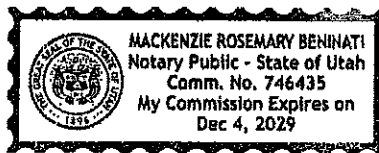
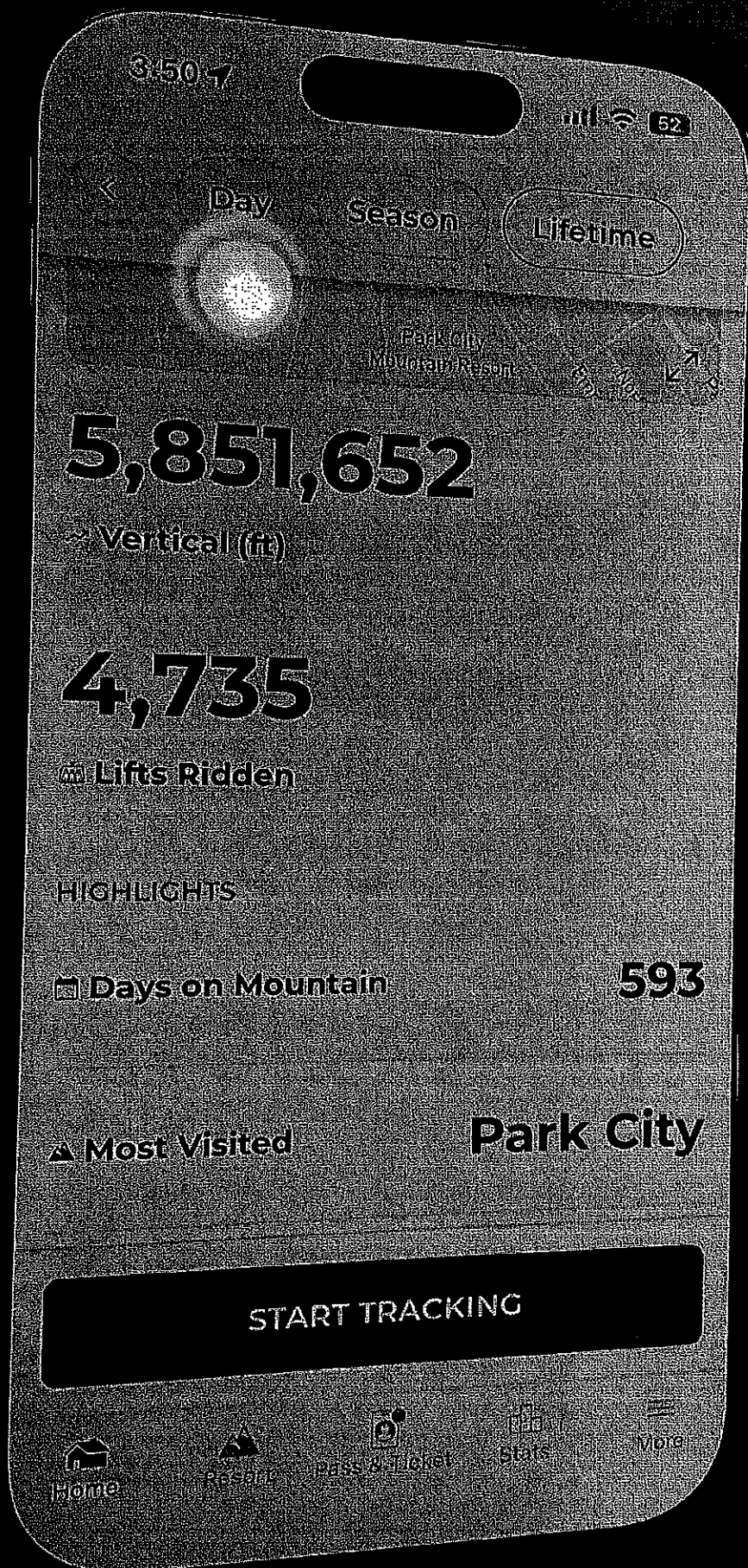


EXHIBIT A



**BEFORE THE PLANNING COMMISSION
PARK CITY, UTAH**

AFFIDAVIT OF Allan E. Inglis, Jr.

State of Utah)

County of Summit) ss.

I, Allan E. Inglis, Jr., being first duly sworn upon my oath, depose and state as follows:

1. I am an adult individual over the age of eighteen, competent to testify to the matters set forth herein, and a resident of Summit County, Utah, residing in the Bear Hollow neighborhood in zip code 84098.
2. I submit this affidavit in connection with the Planning Commission's review of the pending Conditional Use Permit applications for the Silverlode Express and Eagle lift upgrades at Park City Mountain (PCM).
3. I am a long-term Epic Passholder and an active, regular, long-term skier at PCM, having skied at PCM extensively in most years over an approximately 30-year span from 2016 through 2026, accumulating extensive on-going and current knowledge of, and exposure to, the resort's trails and off-piste terrain, lift and skier services infrastructure, and skier traffic flows. In the 25 year period preceding 2016 I skied Park City (previously as Park City Ski Area,) and Canyons (Previously Wolf Mountain, Park West and Park City West) on an annual skier.
4. At some time following the acquisition by Vail Resorts, Inc. (Vail) of Canyons and PCM, Vail added the two resorts to its computer application called EpicMix, Vail's proprietary mobile skier database and tracking application, which automatically records and stores its guests' days on the mountain and other information.
5. Since the 2013/14 Winter Season Vail has recorded on its EpicMix application the total number of days I have skied per season on my Epic Pass and my total "lifetime" days, as well as other information.
6. True and correct screenshot copies of my official per season and lifetime EpicMix statistics are attached.
7. As documented by Vail's own recorded and stored data in Exhibit A, I have individually skied on 196 distinct days, ridden 1,704 lifts, and accumulated 2,016,689 vertical feet of downhill skiing on my Epic Pass since November 2013. As a Park City resident during this period, the overwhelming majority of these recorded days and lift rides occurred at Park City Mountain, establishing an unassailable empirical baseline of firsthand exposure to the resort's operational capacities.

8. The nearly 196 total days of firsthand resort observation recorded by Vail on its EpicMix app encompass the full spectrum of the resort's operational conditions, including weekdays, weekends, peak weekends, holidays, vacation days, early and late season period days, mornings and afternoons, groomer days, and powder days, including extensively on the terrain served by the Eagle and Silverlode lifts, allowing me to observe the mountain's infrastructure comprehensively across all levels of visitor volume.
9. The several hundred days of firsthand resort observation encompass the full spectrum of the resort's operational conditions, including weekdays, weekends, peak weekends, holidays, vacation days, early and late season period days, mornings and afternoons, groomer days, and powder days, including extensively on the terrain served by the Eagle and Silverlode lifts, allowing me to observe the mountain's infrastructure comprehensively across all levels of visitor volume.
10. Based on this exhaustive history of firsthand exposure, I have personally, consistently, and repeatedly observed a recurring pattern of severe trail overcrowding, high-speed trail merging and bottlenecks, and systemic flow failures, including collisions and near collisions, during peak operational days on numerous downhill trails, including the specific downhill runs and egress trails served by the Silverlode Express chairlift.
11. Based on my extensive operational observations, these physical overcrowding conditions present recurring safety hazards to internal skier circulation and skier flow, particularly on peak days (including, Fridays to Sundays, holidays, school vacation days and powder days) as trail congestion and bottlenecks build from mid-morning to late afternoon and also during mid-afternoon to late-afternoon base portal egress. There is little or no on-mountain supervision of the traffic flows and there is essentially no enforcement of safety rules.
12. My continuous firsthand observations of these physical conditions under varying operational loads are highly probative of the likely existing and future detrimental safety and infrastructure impacts of the proposed chairlift upgrades.
13. These observations demonstrate a recurring, reasonably anticipated detrimental safety effect, showing that the resort's existing peak-day uphill lift delivery already routinely exceeds the downhill trail capacity and equilibrium requirements mandated by Section IV.A of the 1998 Mountain Upgrade Plan.
14. Park City and Canyons are great ski areas. Vail, the corporation as a management operation, has demonstrated that it cannot, or will not, manage them hands-on. Training of the staff, routine management and annual upgrades to the facilities on the slopes have been neglected such that there are daily failures to the customer experience. I would strongly urge a new interface, with defined goals, between the county, the city and the management to improve the experience. In this way, we can all win!
15. I am in full support of the upgrades to the Eagle and Silverlode lifts and replacement of the Pioneer lift and fully support development of both the Park City and Canyons mountains. I

also fully support extensive development and improvement of the local and on-mountain management staff to better manage the area.

16. I submit this affidavit to establish a reliable, empirical factual foundation in the public record, shifting the burden to Vail under LMC § 15-1-10(B) to produce independent, quantified data proving that the proposed capacity increases will not exacerbate these existing unmitigated detrimental impacts.

FURTHER AFFIANT SAYETH NAUGHT.

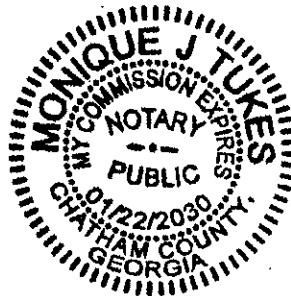
Dated this 26 day of May, 2026.

Allan E. Inglis, Jr., Affiant

Subscribed and sworn to before me this 26 day of May, 2026, by Allan E. Inglis, Jr.



Notary Public
Name: Monique J. Tukes
Stamp:





My Stats

THIS SEASON

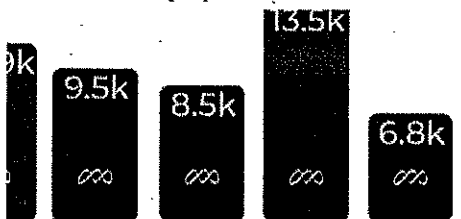
211,882

Vertical (ft)

LIFETIME

2,016,68

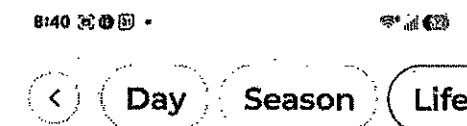
Vertical (ft)



9 Mar 10 Mar 12 Mar 13 Mar 15

Start GPS Tracking

Home Resort Pass & ... Stats More



2,016,689

Vertical (ft)

1,704

Lifts Ridden

HIGHLIGHTS

Days on Mountain **196**

Most Visited Park City

START TRACKING

Home Resort Pass & ... Stats More

**BEFORE THE PLANNING COMMISSION
PARK CITY, UTAH**

AFFIDAVIT OF Andrea Griffis

State of Utah)

County of Summit) ss.

I, Andrea Griffis, being first duly sworn upon my oath, depose and state as follows:

1. I am an adult individual over the age of eighteen, competent to testify to the matters set forth herein, and a resident of Summit County, Utah, residing in the Lodges of Bear Hollow in Snyderville at zip code 84098.
2. I submit this affidavit in connection with the Planning Commission's review of the pending Conditional Use Permit applications for the Silverlode Express and Eagle lift upgrades at Park City Mountain (PCM).
3. I am a long-term Epic Pass holder since its inception. I have been a regular skier at PCM, having skied at PCM every consecutive year since 2016, and most years prior dating back to the early 2000's (before Vail purchased The Canyons). EpicMix, Vail's proprietary mobile skier database and tracking application, automatically records and stores its guests' days on the mountain as well as other information.
4. Since the 2013/14 Winter Season Vail has recorded on its EpicMix application the total number of days I have skied per season on my Epic Pass and my total "lifetime" days, as well as other information. To summarize, I have skied a total of 151 days at PCM since 2013/2014, I have taken 1,239 Lifts, and I have skied 1.4 Million Vertical Feet.
5. True and correct screenshot copies of my official per season and lifetime EpicMix statistics are attached.
6. My 151 days of firsthand resort observation recorded by Vail on its EpicMix app encompass the full spectrum of the resort's

operational conditions, including weekdays, weekends, peak weekends, holidays, vacation days, early and late season period days, mornings and afternoons, groomer days, and powder days, including extensively on the terrain served by the Eagle and Silverlode lifts, allowing me to observe the mountain's infrastructure comprehensively across all levels of visitor volume.

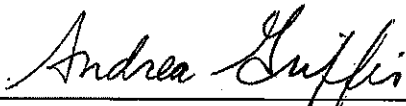
7. Based on my firsthand exposure over the last 20+ years, I have personally and repeatedly observed a recurring pattern of severe trail overcrowding, high-speed trail merging and bottlenecks, including collisions and near collisions, including the specific downhill runs and egress trails served by the Silverlode Express chairlift. This chair provides access to trails of THREE levels: Beginner, Intermediate, and Expert Slopes. In one word: YIKES! It is a virtual melting pot of skill levels - at times merging into one trail - creating a recipe for disaster and bodily injury.
8. Based on my extensive operational observations, these physical overcrowding conditions present recurring safety hazards to internal skier circulation and skier flow, particularly on peak days (including, Fridays to Sundays, holidays, school vacation days and powder days) as trail congestion and bottlenecks build from mid-morning to late afternoon and also during mid-afternoon to late-afternoon base portal egress.
9. There is little or no on-mountain supervision of the traffic flows and there is essentially ZERO enforcement of safety rules. In all my years skiing PCM, I have never once witnessed Vail staff advising speeding skiers to slow down even though they traverse through intermediate and beginner terrain in their haste to reach the lift, endangering others.
10. These observations demonstrate a recurring, reasonably anticipated detrimental safety effect, showing that the resort's existing peak-day uphill lift delivery already routinely exceeds the downhill trail capacity and equilibrium requirements mandated by Section IV.A of the 1998 Mountain Upgrade Plan.
11. Vail Corporation management seems uniquely focused on increasing revenue through infinite ticket sales rather than

improving its skier guest experience by proactively enforcing common sense safety rules. Its on-mountain employees need better training and need to be empowered to pull ski passes from irresponsible skiers. I suggest all parties define goals which benefit all parties involved (the Guest Skier, Vail Corporation, and the County), not just its shareholders. It would behoove all members of Vail Management to ski its own slopes with some regularity, including during peak season. Proposed Goals and Solutions should not be purely academic conference room decisions.

12. I support of the upgrades to the Eagle and Silverlode lifts and replacement of the Pioneer lift and fully support development of both the Park City and Canyons mountains. I also fully support extensive development and improvement of the local and on-mountain management staff to better manage the area.
13. I submit this affidavit to establish a reliable, empirical factual foundation in the public record, shifting the burden to Vail under LMC § 15-1-10(B) to produce independent, quantified data proving that the proposed capacity increases will not exacerbate these existing unmitigated detrimental impacts.

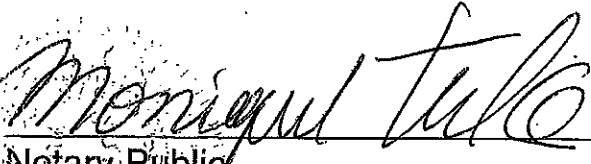
FURTHER AFFIANT SAYETH NAUGHT.

Dated this 26th day of May, 2026.

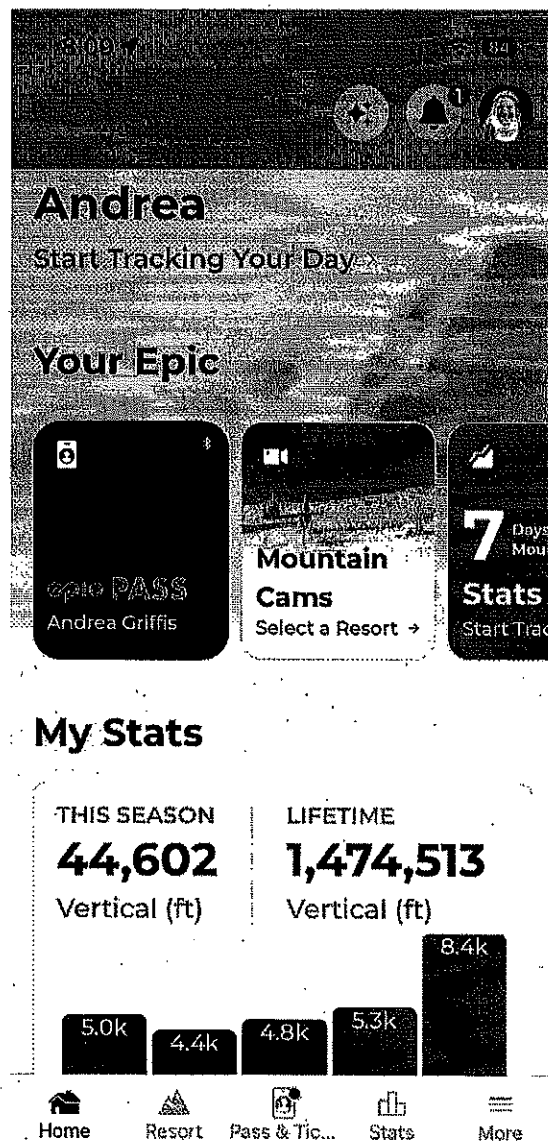
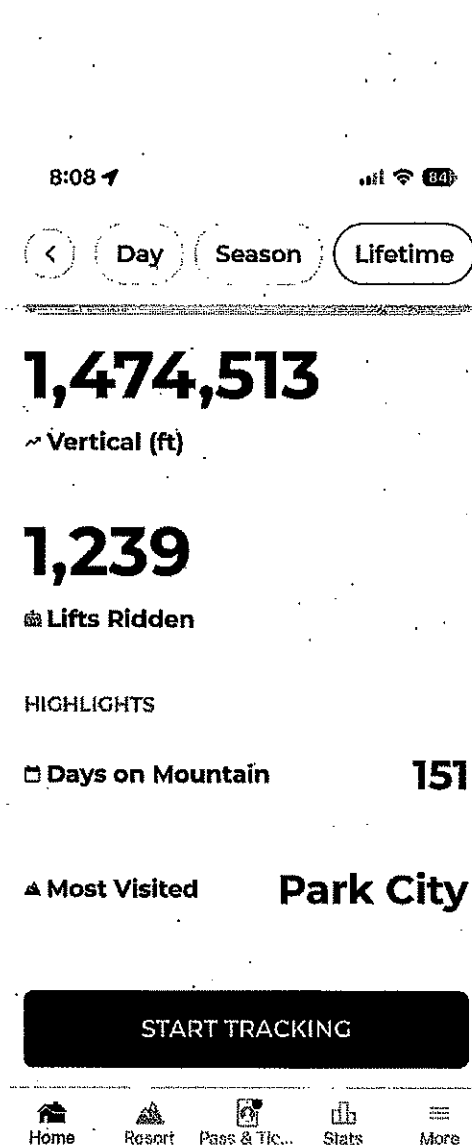
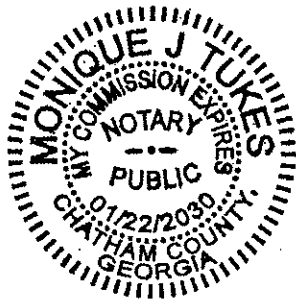


Andrea Griffis, Affiant

Subscribed and sworn to before me this 26 day of May, 2026, by
Andrea Griffis


Notary Public
Name: _____

Stamp:



May 27, 2026

Good Afternoon,

My name is Jackson Knoll, and I am the owner of Jackson's Base Camp and Jackson's Hideaway here in Park City, Utah. I founded the business in 2013, and over the years it has been incredibly rewarding to watch both Park City and our mountain communities continue to evolve and improve. The collaboration between our city leadership, Deer Valley Resort, and Park City Mountain has helped elevate Park City into one of the premier ski destinations in the world while still maintaining the spirit that makes this town so special.

I am writing in support of Vail Resorts' proposal to upgrade the Silverlode Express, Eagle, and Eaglet chairlifts. I strongly believe these improvements are necessary and will have a meaningful positive impact on the overall skier experience, mountain operations, and long-term sustainability of Park City Mountain.

Increasing lift capacity and improving access points throughout the resort will help disperse skiers more efficiently across the mountain, reduce congestion in key areas, improve safety, and create a more enjoyable experience for both visitors and locals alike. Faster uphill access and better circulation are critical investments as skier participation continues to grow and expectations for world-class resort infrastructure continue to rise.

As a local business owner whose livelihood is directly connected to the success of our mountain community, I am excited to see continued investment into the very reason so many of us chose to live and work here: the skiing and mountain experience itself. These types of upgrades are essential to keeping Park City competitive within the global ski industry while also improving the day-to-day experience for residents and long-time local skiers.

I am personally especially excited about the proposed improvements to the Eagle lift area. In my experience, many locals naturally gravitate toward Eagle as a preferred starting and ending point to avoid congestion around the main base plaza. Improving that access point would be a tremendous benefit to the overall flow of the resort and a meaningful enhancement for the local skiing community.

I also appreciate the continued cooperation between Park City and Vail Resorts in working together toward thoughtful improvements that benefit the broader community. It is encouraging to see investment being made not only into tourism, but into the long-term quality and functionality of our mountain infrastructure.

Thank you for your time and consideration of this chairlift expansion. If I can ever be of assistance or provide additional perspective as a local business owner directly connected to the ski industry, I would be more than happy to make myself available.

Sincerely,

Jackson Knoll
Owner, Jackson's Base Camp
Owner, Jackson's Hideaway

May 27, 2026

To whom it may concern,

My name is Holland Lincoln (84060). I wanted to write in support of the lift upgrades proposed by PCMR/Vail. The skiing experience at PCMR is vital to our tourism industry, upon which so much of the local economy depends. I want to ensure that we do everything in our power to support our local businesses such that they can thrive and put out the best product possible. A rising tide raises all ships. Better lifts and more terrain, equate to a better skiing experience for our visitors and locals, which make Park City a more lucrative ski destination for visitors, and increases money coming into our city, allowing us to re-invest in the town.

This is a win-win, and I am so happy that PCMR/Vail is committed to creating an excellent ski experience for locals and visitors.

Thanks in advance.

Holland Lincoln

84060

May 27, 2026

Dear Chair Van Dine and Commissioners:

I was on the Planning Commission in 2022 when it was determined that the proposed lift upgrades required a full CUP review. Ironically, in 2022 there was a CCC analysis provided by the Applicant in conjunction with the ACUP. Part of the reason the Planning Commission and two UT courts found the ACUP insufficient was that CCC analysis provided by the Applicant was incoherent and unverified. So, finally, the Applicant has submitted applications for a full, robust, CUP review of the lift upgrades and yet the Applicant has submitted less data for review. The Applicant claims while the ACUP required a CCC analysis the CUPs do not. That makes absolutely no sense.

According to the plain language of the LMC 15-1-10, *"The City shall not issue a Conditional Use permit unless the Planning Commission concludes that the effects of any differences in Use have been mitigated through careful planning."*

The increase in capacity of the lifts is a change in Use. The effects of that different Use needs to be analyzed and mitigated. To date, only an analysis of the impacts of the

upgraded lifts on the environment and parking have been analyzed. What about the impact of the lifts increased capacity on the hillside?

Comfortable Carrying Capacity (CCC) is the planning metric used by ski resorts to determine the optimum number of guests the mountain can accommodate at one time while still providing a high-quality, uncrowded recreational experience. Clearly it is appropriate and necessary to analyze the CCCs in conjunction with an increase in lift capacity. It is the metric the Planning Commission needs to make its findings. It makes absolutely no sense not to require the Applicant to provide an updated CCC analysis at this juncture.

The Applicant admits an updated CCC analysis is necessary per COA #11 in the Eagle, and COA #10 in the Silverlode, Final Action Letters. So, Applicant agrees to an updated CCC analysis - an analysis of the number of guests the mountain can accommodate for a high quality, uncrowded recreational experience – only upon the vertical development of the parking lots? How does that make sense? The Planning Commission just needs to require Applicant to provide the updated CCC analysis now in conjunction with the lift upgrade CUP approval.

I encourage the Planning Commission to follow the process and require the information necessary to conduct a proper CUP review and make the required findings.

Please include this letter in the public record.

Laura Suesser
Former Chair Park City Planning Commission

May 27, 2026

FOR INCLUSION IN THE PUBLIC RECORD

Commissioners,

You are being asked to approve two lift upgrade applications that are, by any reading of the Land Management Code, the Development Agreement, and the Mountain Upgrade Plan, incomplete. You are being told by City staff, City legal, and Vail Resorts' attorney that everything is fine. It is not.

Let's address the various falsehoods some are hoping stick.

"The Development Agreement and Mountain Upgrade Plan don't apply to a CUP." They are law. Vail Resorts agreed to them as conditions of operating Park City Mountain in 84060. The fact that they are old does not make them optional. Courts have said so. Repeatedly. And they govern every single permit and/or approval PCM requires, even if it's just to upgrade toilets. The DA requires that any change in lift capacity - not resort

capacity, not skier visits in aggregate - be evaluated and, where necessary, mitigated. That requirement does not expire because it's inconvenient or dated.

"The capacity data is proprietary." It isn't. Two courts have addressed this. Comfortable Carrying Capacity figures calculated under a public land use agreement, used to justify a public permit, are not shielded from scrutiny by a claim of trade secrecy. Not even a little bit.

"The capacity analysis was already done in 2022." CEO Dierdra Walsh said as much on the record at the May 13 hearing. The Planning Commission and the courts evaluated that analysis in 2022, 2023, and 2025 and found it inconsistent and insufficient. That is why we are here. Pointing to 2022 as a completed task is not a defense. It is *the* problem.

"Staff says capacity review isn't required for these applications." Staff and legal are not being honest with you. The mayor and Vail's other legal counsel were prepared to let a conflicted commissioner who is also a Vail attorney preside over these very applications until someone raised it publicly and put legal action on the table. These advisors have institutional interests in moving these permits forward. You and the community you serve do not.

"Capacity analysis doesn't matter now; we'll look at it when PCM applies to develop the parking lots." This is the scariest potential failure of this commission. If you fail to uphold PCM's DA and MUP on two chairlift upgrades and deem these documents irrelevant, do you comprehend the peril you put this community in when it's time to enforce code against an MPD? Not to mention, you simply don't defer compliance review. Land use law doesn't work this way, and I'm embarrassed for everyone trying to convince you it could.

Now, to some of you directly:

Commissioner Shand, you stated on the May 13th record that you didn't fully understand the issues before you. That is honest. But you had no follow-up questions. That is not acceptable. Ask the questions.

Commissioner Tilson, Parkites too often mistake age for wisdom, and I've been one of the people out here crediting you with proving that wrong. I recall your interview when you said growing up here is the greatest gift you've ever been given. The DA, the MUP, and this process are the only tools this community has to keep the company that has done more harm to Park City's quality of life than any other in check. You know how to ask the hard questions. Why are you silent now when it has never mattered more?

Commissioner Frontero, you asked politely whether Vail would mind confirming its

capacity inputs. You have the authority and the duty to require it. A please is not a demand. Make the demand.

Commissioner Van Dine, you watched the previous appeal process unfold in real time. If your fellow commissioners have not done the bare minimum work of watching the 2022 appeal hearings and reviewing the two court rulings that upheld the appeal, why are you not loudly asserting the critical importance of verifying all CCC inputs this time around?

Planning Commissioners, Judge Mrazik stipulated that it is your individual duty to be able to do the CCC calculations on your own. Can you? Does each of you understand how individual lift CCCs function under an overall cap on daily skiers? Does each of you know the formula for calculating a single chairlift's CCC? Does each of you know how changing one lift's CCC (PCM/Vail confirm they are increasing capacity on two) impacts other lifts' CCCs? No one should be embarrassed to say they don't. And no one should be content to brush a governing safety metric under the magic carpet.

Mark Harrington is wrong. Rebecca Ward is wrong. Vail's attorneys are wrong. Dierdra Walsh is wrong. Zach Purdue is wrong. And in the event of additional legal action, each of them will try to shift the blame of any future appeal to appellants, but the only ones at fault this time around will be Vail/PCM for once again attempting to circumvent the code and you for abdicating your duty and letting them do it.

The only path to an approval that sticks is one built on verified, complete information evaluated against the standards the DA and LMC actually require. Shame on everyone before and now trying to dramatize this as some battle for or against lift upgrades. Everyone, me included, is for them. But everyone, you especially, should be for compliance first and foremost.

You are all smart and capable people. Please don't be anybody's fool this evening. Do your duty, demand the data, and continue the item. Or if PCM demands a vote, deny the applications. Vail retains the choice to comply or not. You don't have a choice when it comes to enforcement and process.

With high expectations and standards,
Angela Moschetta
84060

May 27, 2026

Dear Planning Chair and Commissioners:

FOR THE PUBLIC RECORD

RE: Chair Lift upgrade CUP at Park City Mountain Resort (Application PL-26-06821)

While lift upgrades at PCMR are overdue, an in-depth review is a vital part of the Commission's approval process to address deficiencies in the current application and past administrative applications, eliminating the likelihood of further delay and dissatisfaction that no-one favors.

While traffic mitigation is measurable, and well-versed - overall resort safety and satisfaction remain a dark art. Can insufficiencies be mitigated after the fact as you are being asked to have faith in here? Are administrative deficiencies of the past overcome?

Community concern regarding overcrowding at Silverlode during the Quicksilver review was dismissed by the applicant in 2015 (*see attached memo February 24, 2015*). A thorough review of those past predictions is long overdue, and germane to this application.

The Mountain Upgrade Plan gives you the only means and court approved duty to properly review the calculable data of mountain upgrades before they are built, which will determine the likelihood of safe and satisfactory conditions. As you consider this important responsibility of the Commission, keep in mind:

The Eagle Lift upgrade is a new alignment that transports skiers/boarders to a terminal at the top of the King Con lift, and directly to Silverlode. This also allows the new Eagle lift to operate independently from the King Con lift and when adjacent runs are closed. This is a significant change in flow management.

This application continues to erode the upgrades of the development agreement in an irreversible way. A two-way lift from the resort base to The Meadows, two additional dedicated beginner lifts, lodge, ski school and daycare that have quietly vanished from any future plans. The current application doesn't give any reason to believe the erosion of dedicated beginner facilities and redistribution elsewhere are properly accounted for in this application.

Continuing this application to review the calculable data is the commissions right and responsibility and only guarantee of a favorable and satisfactory outcome for everyone.

Regards,

Clive Bush

Park City resident

TO: Francisco Astorga – Park City Planning Department
FROM: Chris Cushing
CC: Tim Beck – Vail Resorts
DATE: February 24, 2015
RE: Interconnect Gondola Comment Letter from “Park City Mountain Resort Lodging”

Following is SE Group’s response to the comment letter submitted to the Park City Planning Department from “Park City Mountain Resort Lodging” regarding the proposed Interconnect Gondola project at PCMR.

This comment letter claims that locating the Interconnect Gondola terminal at the base of the Silverlode chairlift will cause overcrowding on the trail network served by the Silverlode chair, and that the gondola terminal should be relocated further up Thayne’s Canyon to prevent overcrowding of the Silverlode area.

The 2015 summer projects at PCMR have been conceived to improve skier circulation and skier distribution throughout the mountain. Upgrades to the Motherlode (to a high-speed quad) and King Con (to a high-speed 6-pak) chairlifts will make those lifts more popular, so skiers who formerly skied primarily on Silverlode – a high-speed, high capacity, six-passenger chair – will now be more evenly distributed on the mountain into areas that are currently underutilized. The improved distribution of skiers between these three lifts will reduce the number of repeat skiers on Silverlode by an estimated 15-25%, which will more than offset potential additional skier traffic caused by the introduction of the Interconnect Gondola terminal at the base of Silverlode.

The heaviest use of the Interconnect Gondola will be in the morning as skiers are making their way to various points throughout the mountain complex, and before significant repeat skiing traffic on Silverlode occurs. Later in the day, the gondola will see sporadic use as skiers make their way back and forth between Canyons and PCMR. This mid-day use will be at a very low utilization of the gondola (i.e., many empty seats) and will therefore have negligible impact on crowding within the Silverlode area.

Regarding the concern over congestion at the Silverlode bottom terminal and overflowing mazes, an important component of the 2015 summer projects is a re-grading of the area between Snow Hut Lodge and the Silverlode bottom terminal. The large depression that currently exists in front of the Snow Hut Lodge will be filled in and leveled. This project will more than double the size of the current milling area and provides additional space for ski racks and skier circulation through the area. A secondary benefit of this project is that it will correct the reverse-slope at the bottom of King Con run. This will make the King Con run a popular routing from the Crescent and King Con chairs to the Interconnect Gondola, which will reduce the reliance on Silverlode runs for access to the gondola.

The primary function of the Interconnect Gondola is to provide skier transport between PCMR and Canyons for all skier ability levels from beginner to expert. While Claim Jumper trail provides beginner access to the proposed gondola terminal at Snow Hut, there is no beginner/lower ability access to the upper portion of Thayne's Canyon, which was an important consideration in designing the Interconnect Gondola's location.

From a fundamental ski area planning perspective, the overall daily capacity of Canyons and PCMR will not change as a result of the Interconnect Gondola project. Therefore, while traffic patterns will change and circulation surges may occur at different times and places, overall skier circulation and ski run density will not be significantly affected by introduction of the Interconnect Gondola.

May 26, 2026

Dear Planning Commission,

I'm a skier, and like most people I prefer the slopes to the lines. That is why I'm writing to encourage a yes to PCMR upgrades.

Our guests and our locals will have a better experience - good for everyone.

We're a ski town first - let's keep the fun in our favorite activity- more skiing, less waiting!

Thank you,

Katie Wright

Prospector

May 26, 2026

May 26, 2026

To Park City Planning Commission,

My name is Jim Gaddis. I have been coming to Park City since opening in 1963 as a Skier, Ski Racer, Coach, and for business. I have been a Park City resident for 25 years. During this time, I have been committed to Park City and supported many Park City organizations.

I have watched and experienced all the Park City resorts and name changes, from Treasure Mountain to Park City West, to Wolf Mountain, to Park City Mountain, to Vail, to Deer Valley. I have watched them grow and improve over the years. This growth has benefited every business in the Park City area—and improved the ski experience for both locals and tourists.

Now Vail (Park City Mountain) wants to do more necessary improvements. These improvements would not increase skier days and would not violate an obsolete comfortable carrying capacity ordinance.

The proposed improvements include replacing the outdated Eagle Lift with a new high-speed 6-pack. This upgrade would significantly reduce the heavy congestion currently found at the base of the mountain near the First Time and Eagle lifts. While the new lift line would follow a similar path, it would terminate higher up the mountain, opening new terrain and facilitating better skier circulation. This change is long overdue.

The other improvement I support and recommend is upgrading the Silver Lode chair from a 6-pac to an 8-pac. The loading area for this lift is currently a major bottleneck; increasing capacity would effectively disperse the crowds and eliminate the persistent

lift lines. These improvements are essential for a better guest experience—let's get them done.

I have talked to many skiers about these improvements. They all agree that they are necessary improvements and there are NO reasons not to move forward.

Sincerely,

Jim Gaddis

May 25, 2026

May 25, 2026 Re: Support for Eagle and Silverlode Lift Replacement Projects — Park City Mountain Resort Dear Members of the Planning Commission, We recognize that by the time you reach this letter, you may have already read more public comments than any volunteer should reasonably be asked to absorb. We will try to be worth your time. The short version is that we are in support of both lift upgrades — so you can note that and move on if needed. But if you have a moment, we think the perspective of people who have spent 43 years welcoming guests to the base of this mountain might be useful. After four decades of helping visitors discover what makes Park City special, we still genuinely love doing it — and we would love for the lift ride up to feel a little more like the magic of this place, and a little less like an endurance test. We have operated five ski and snowboard shops at the base of Park City Mountain since 1983 — three at the Park City Village base and two at the Town Lift base on Main Street. Over 43 years we have seen firsthand how lift infrastructure directly affects the guest experience and the health of Park City's tourism economy. Most of us remember the prior attempt to replace these lifts. The projects were initially approved, then appealed and denied. The equipment had already been delivered and staged at the resort; it was packed up and shipped elsewhere at considerable cost, and the base area congestion it would have addressed remains. We appreciate that Vail Resorts remains willing to invest in the Park City side of the mountain after the previous effort was denied at considerable expense. That commitment deserves a supportive response. Competition among destination resorts is intensifying. Deer Valley's East Village expansion and the ongoing Canyons improvements are both happening outside Park City's municipal boundaries — that economic activity and tax revenue do not flow back to City services. Investment on the Park City side of the mountain matters for that reason as much as any other. The resort has grown since the 1998 Development Agreement. The Quicksilver gondola connecting Park City Mountain with Canyons — not contemplated in 1998 — along with the Silverstar lift and terrain and the Town Lift base area have transformed this into one of the largest ski resorts in the country. It takes most of a full day to ski from one end to the other. The resort that exists today bears little resemblance to the one those 1998 benchmarks were written for. The terrain is vast. The issue is not how much of it there is — it is the aging lift infrastructure that creates bottlenecks before skiers can reach it. The Eagle lift is a critical portal for moving guests out of the base and onto the

mountain. The Silverlode lift has long been the resort's worst congestion point, generating some of the longest lines on the mountain during peak periods. Replacing it with a modern high-capacity lift would improve circulation and reduce wait times for visitors who have already chosen to be here — and who deserve a better experience. These are infrastructure improvements, not growth. Moving existing skiers through existing terrain more efficiently is not adding capacity — it is reducing the friction that currently degrades the experience of every visitor who waits in a line that should not be that long. The traffic and parking concerns that once surrounded the base area have already been substantially addressed — through paid parking, enhanced transit, and neighborhood traffic protections. Those solutions worked, and they demonstrate that targeted, problem-specific approaches to managing resort impacts can be effective. Park City has thrived for decades as home to a world-class ski destination. Reinvesting in aging infrastructure is what keeps it that way. We hope these projects receive your support. Thank you for your service to this community and for your consideration of these proposals. Respectfully submitted, Dean and Jamie Peters Park City Mountain base area business owners since 1983 Park City Sport | Jake's Ski and Board | Slopeside Sports | Park City Sport on Main | Townlift Ski & Board CC: Mayor Ryan Dickey, Park City Municipal Corporation, Park City Council Members: Bill Ciraco, Molly Miller, Ed Parigian, Tana Toly, Diego Zegarra

May 25, 2026

Planners and Planning Commissioners,

I am writing to you as the owner/manager of 9 ski rental and retail shops in Park City, 3 of which are located at the Park City Mountain Resort Base Area. With that in mind I would like to show my support for the current application by the Resort to upgrade 2 of the base area ski lifts. Everyone in the ski business in and around the base area hears a variety of complaints about how the Resort is being run, it's just human nature I'm afraid. Some of the complaints are legitimate, some not, but the most valid complaint heard at the base is about lift lines in the morning.

We are blessed to have a resort with 350 runs spread out over more than 7000 acres, and on busy mornings it is difficult to get our guests on the mountain without safe, reliable, modern, high-capacity lift access. The Resort needs these proposed improvements to alleviate morning back-ups. Once skiers are up on the mountain, they are able to spread out over those 7000 acres and enjoy all that the Resort has to offer .

Having attended the most recent hearing, it seems as though a great deal of concern is based on these lifts adding more skiers to the mountain and concerns over parking. I believe the sole purpose for these improvements is to enhance the guest experience, not to add skiers to the mountain and I believe all of us in Park City can agree that this should be the goal of everything we do to promote Park City as a destination resort.

I appreciate your time as well as the opportunity to share my thoughts.

Mahalo!

-Greg

Greg Ottoson

Aloha Ski & Snowboard|Bahnhof Sport

May 25, 2026

Dear Members of the Planning Commission,

We recognize that by the time you reach this letter, you may have already read more public comments than any volunteer should reasonably be asked to absorb. We will try to be worth your time. The short version is that we support both lift upgrades — so you can note that and move on if needed. But if you have a moment, we think the perspective of people who have spent 43 years welcoming guests to the base of this mountain might be useful. After four decades of helping visitors discover what makes Park City special, we still genuinely love doing it — and we would love for the lift ride up to feel a little more like the magic of this place, and a little less like an endurance test.

We have operated five ski and snowboard shops at the base of Park City Mountain since 1983 — three at the Park City Village base and two at the Town Lift base on Main Street. Over 43 years we have seen firsthand how lift infrastructure directly affects the guest experience and the health of Park City's tourism economy.

Most of us remember the prior attempt to replace these lifts. The projects were initially approved, then appealed and denied. The equipment had already been delivered and staged at the resort; it was packed up and shipped elsewhere at considerable cost, and the base area congestion it would have addressed remains. We appreciate that Vail Resorts remains willing to invest in the Park City side of the mountain after the previous effort was denied at considerable expense. That commitment deserves a supportive response.

Competition among destination resorts is intensifying. Deer Valley's East Village expansion and the ongoing Canyons improvements are both happening outside Park City's municipal boundaries — that economic activity and tax revenue do not flow back to City services. Investment on the Park City side of the mountain matters for that reason as much as any other.

The resort has grown since the 1998 Development Agreement. The Quicksilver gondola connecting Park City Mountain with Canyons — not contemplated in 1998 — along with

the Silverstar lift and terrain and the Town Lift base area have transformed this into one of the largest ski resorts in the country. It takes most of a full day to ski from one end to the other. The resort that exists today bears little resemblance to the one for which those 1998 benchmarks were written. The terrain is vast. The issue is not how much of it there is — it is the aging lift infrastructure that creates bottlenecks before skiers can reach it.

The Eagle lift is a critical portal for moving guests out of the base and onto the mountain. The Silverlode lift has long been the resort's worst congestion point, generating some of the longest lines on the mountain during peak periods. Replacing it with a modern high-capacity lift would improve circulation and reduce wait times for visitors who have already chosen to be here — and who deserve a better experience.

These are infrastructure improvements, not growth. Moving existing skiers through existing terrain more efficiently is not adding capacity — it is reducing the friction that currently degrades the experience of every visitor who waits in a line that should not be that long.

The traffic and parking concerns that once surrounded the base area have already been substantially addressed — through paid parking, enhanced transit, and neighborhood traffic protections. Those solutions worked, and they demonstrate that targeted, problem-specific approaches to managing resort impacts can be effective.

Park City has thrived for decades as home to a world-class ski destination. Reinvesting in aging infrastructure is what keeps it that way.

We hope these projects receive your support.

Thank you for your service to this community and for your consideration of these proposals.

Respectfully submitted,

Dean and Jamie Peters

Park City Mountain base area business owners since 1983

Park City Sport | Jake's Ski and Board | Slopeside Sports | Park City Sport on Main | Townlift Ski & Board

CC: Mayor Ryan Dickey, Park City Municipal Corporation, Park City Council Members: Bill Ciraco, Molly Miller, Ed Parigian, Tana Toly, Diego Zegarra

--

Dean Peters

May 20, 2026

Dear Mayor Dickey, Members of the City Council, and Planning Commission,

I own a unit at The Lodge at Mountain Village, steps from the Eagle and Silverlode lifts, and I am writing to ask you to approve both upgrade applications.

The Eagle lift is 33 years old. The Silverlode is 30. The proposed upgrades replace aging equipment with modern lifts that move more people more efficiently, to terrain that already exists. There is no expansion here, just long-overdue improvement.

The last time these applications came forward, new equipment arrived in the Mountain Village parking lot and was then shipped to Canada after a small group of opponents blocked approval. Park City skiers have been standing in the same slow lift lines ever since. That is not a policy success.

With Shaun White's Snow League arriving in January 2027 and the 2034 Winter Olympics on the horizon, Park City Mountain needs to move forward. Please vote yes on both applications.

Sincerely,

Jacob Leffler

May 20, 2026

Hi Rebecca,

Thank you for your email agreeing to meet with me regarding the pending Silverlode Express and Eagle applications. The Friday, May 22 at 4:30 PM window which you have offered works best for me. I will come to the Planning Department at that time unless you advise me otherwise.

As customary, I respectfully request that a copy of this email exchange also be placed into the official public record for these applications.

I greatly appreciate your willingness to discuss the questions I raised in my May 18 email (copy attached) and my supplemental letter submitted earlier today (copy attached). My objective is simply to walk through the seven technical questions raised in my May 18 email, and to discuss the purpose of the affidavits I submitted by letter earlier today.

As a regular PCM skier, I can assure you (as I have previously stated) that I want to see the improvements which Vail initiates absolutely improve the skier experience at PCM. I am well aware of the congestion which regularly arises at the base area and in the Silverlode liftline and am very much in favor of addressing it.

As a long-time resident and property owner in Park City I also want to make sure, to the extent possible, that the modernization of PCM's mountain infrastructure takes into account not only the safety of all skiers on the hill, but also the long-term best interests of our community, and is approved in full compliance with the Land Management Code and the applicable master planning documents.

I am confident all of these goals can be readily accomplished as part of a regular and customary conditional land use application process and within the timeframe Vail has proposed.

I look forward to seeing you this Friday afternoon.

Respectfully,

Frode Jensen

May 20, 2026

SUBMITTED VIA EMAIL (planning@parkcity.gov)

Members of the Park City Planning Commission
Nan Larsen, Senior Planner
Lillian Zollinger, Planner III
Virgil Lund, Planner II
445 Marsac Avenue
P.O. Box 1480
Park City, UT 84060

RE: Supplemental Evidentiary Submission and Multi-Witness Record Preservation –
CUP Applications for Silverlode Express (PL-26-06820) and Eagle (PL-26-06821) Lift
Upgrades

Dear Chair Van Dine and Commissioners, Ms Larsen, Ms Zollinger, and Mr Lund,

Reference is made (1) to my initial written submission to the Commission dated May 13, 2026, regarding the pending Conditional Use Permit (CUP) applications (Applications) for the Silverlode Express and Eagle lift upgrades and (2) to my email dated May 18, 2026 addressed to Staff requesting a brief meeting or video call to address certain issues and questions arising under the Land Management Code (LMC), Development Agreement (DA) and Mountain Upgrade Plan (MUP). These prior submissions are hereby incorporated by reference in this letter.

As Staff (to date) has not responded to my request for a meeting to discuss various issues arising under the Applications, I am following up by this letter to formally submit three affidavits providing firsthand empirical evidence of current and likely future trail overcrowding at PCM in violation of the DA, MUP and LMC.

In my view, based upon this evidence, the Commission must require the Applicant to provide it with a verified, independent uphill and downhill capacity and trail density audit. Such an audit and data are necessary in order for the Commission to determine compliance of the Applications with the DA, MUP and LMC.

1. Shifting the Burden of Proof Under LMC § 15-1-10(B)

Under LMC § 15-1-10(B), the Applicant bears the absolute burden of proving that the conditional use will not result in unmitigated detrimental effects.

In anticipation of any claim which the Applicant (or its counsel) or the Planning Department may raise that the evidence to date of PCM guest safety and overcrowding concerns constitutes unsubstantiated "public clamor" or hearsay, I am attaching three affidavits representing the sworn statements of Epic Pass holders who are regular local skiers with verified, long-term exposure to the operational conditions at PCM under every conceivable variable (such as weekdays and weekends, holidays, powder days, and peak vacation periods):

- **Affidavit of Frode Jensen:** This affidavit documents 579 distinct ski days, 5,260 lift rides, and 6,220,217 vertical feet of experience recorded on the Applicant's EpicMix database, and represents comprehensive evidence of firsthand knowledge of PCM's operations. The Affidavit is authenticated by the Applicant's proprietary EpicMix application.
- **Affidavit of Marvin Kabatznick:** This affidavit documents 310 distinct ski days, 3,332 lift rides, and 4,022,155 vertical feet of experience recorded on the Applicant's EpicMix database, and represents comprehensive evidence of firsthand knowledge of PCM's operations. The Affidavit is authenticated by the Applicant's proprietary EpicMix application.
- **Affidavit of Howard Kantor:** This affidavit documents 593 distinct ski days, 4,735 lift rides, and 5,851,652 vertical feet of experience recorded on the Applicant's EpicMix database, and represents comprehensive evidence of firsthand knowledge of PCM's operations. The Affidavit is authenticated by the Applicant's proprietary EpicMix application.

Combined, these three witnesses' testimony represents in excess of 1,400 individual operational ski days and more than 16 million vertical feet of direct, eyes-on-the-ground awareness of operating conditions at PCM.¹ The affiants all testify to

¹ Please note that the Applicant's EpicMix application does not identify which of Vail's numerous resorts the affiant visited on each separate day. However, all three affiants are residents of Park City or Summit County, regular skiers at PCM, and represent in their affidavits that the overwhelming majority or nearly all the ski days recorded took place at PCM. Of course, the Applicant itself is in possession of the data necessary to show which, if any, days recorded on its EpicMix database were not skied at PCM.

observation of a recurring pattern of severe trail overcrowding, high-speed merging bottlenecks, and systemic flow failures, including collisions and near-collisions, on the specific terrain and egress corridors served by these lifts. This firsthand eye-witness evidence is highly probative of a recurring, reasonably anticipated detrimental impact on public safety and internal skier circulation under LMC § 15-1-10 Subsection E.

Please Note: Our outreach to regular skiers at PCM for testimony on this safety issue is ongoing. We expect to submit a second evidentiary supplement containing additional sworn affidavits from long-term, regular PCM skiers early next week to further expand this record.

2. Uphill Capacity Increases Legally Mandate a Mountain Upgrade Plan Audit

The applicant admits on the record that the proposed upgrades will significantly increase pro forma (i.e., current plus anticipated) uphill lift capacity at PCM.

Under Section 2.3.1 of the DA, which is still binding upon the applicant, and in full force and effect, all ski operations improvements *must* comply with the MUP.

Section IV.A (Capacity Balancing) and Section IV.C (Infrastructure Support) of the MUP explicitly dictate that any increase in Comfortable Carrying Capacity (CCC) *must* demonstrate mathematical equilibrium with downhill trail terrain and base portal egress capacity.

Because this multi-witness record establishes a factual baseline of a current trail capacity breakdown under the resort's existing footprint, the Applicant cannot satisfy its burden under LMC § 15-1-10(B) without submitting corresponding, independent trail density and CCC data.

Furthermore, while this correspondence is focused on “on-mountain” detrimental impacts, I also submit that a parking mitigation plan which is not based on CCC data is mathematically indefensible if the baseline mountain capacity number it is attempting to mitigate does not exist on the public record.

3. Preservation of Record for Appellate Review

The decision of the Utah Court of Appeals in *VR CPC Holdings, Inc. v. Park City Municipal Corp.* (2025 UT App 130) established that capacity metrics directly dictate local infrastructure and safety reviews. While the Applicant may argue that

this case is procedurally distinguishable from its predecessor, the argument must fail, as the elements of factual nexus, core land-use constraints, and judicial concern for a robust record in this case and in the predecessor case are identical and the reasoning behind the Utah Court of Appeal's decision is indistinguishable.

If the Commission chooses (i) to disregard the sworn multi-witness evidence submitted herewith, thereby ignoring the mandatory balancing criteria of the MUP, and (ii) to approve these Applications without requiring a verified, independent capacity and trail density audit, the final action will lack substantial evidence by the Commission. Such an action will be inherently arbitrary, capricious, and illegal under the LMC, exposing the Commission's final action to judicial reversal.

The far better alternative before the Commission today is to accept the evidence submitted herewith and require the Applicant to submit responsive evidence. Then, the Commission may engage in a comprehensive examination of the possible detrimental impacts of the Applicant's plan, and address them through consideration of mitigating conditions, as clearly anticipated by the LMC.

I request that this letter and all attached affidavits be included in full in the Planning Commission packet distributed in advance of the upcoming hearing.

Thank you in advance for your attention to these important issues.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Frode Jensen", written in a cursive style.

Frode Jensen
Park Meadows

**BEFORE THE PLANNING COMMISSION
PARK CITY, UTAH**

AFFIDAVIT OF FRODE JENSEN

State of Utah)

County of Summit) ss.

I, Frode Jensen, being first duly sworn upon my oath, depose and state as follows:

1. I am an adult individual over the age of eighteen, competent to testify to the matters set forth herein, and a resident of Park City, Utah, residing in the Park Meadows neighborhood.
2. I submit this affidavit in connection with the Planning Commission's review of the pending Conditional Use Permit (CUP) applications for the Silverlode Express and Eagle lift upgrades.
3. I am an Epic Passholder and an active, regular, long-term skier at Park City Mountain (PCM), having skied at PCM extensively over a 14-year period spanning from 2012 through 2026, accumulating extensive on-going and current knowledge of and exposure to the resort's trails and off-piste terrain, lift and skier services infrastructure, and skier traffic flows.
4. At some time following the acquisition by Vail Resorts, Inc. (Vail) of Canyons and PCM, Vail combined the two resorts and added them to its computer application called EpicMix, which is Vail's proprietary mobile skier database and tracking application, and which automatically records and stores its guests' days on the mountain and other information.
5. Since the 2015/16 Winter Season Vail has recorded on its EpicMix application the total number of days I have skied per season using my Epic Pass and my total "lifetime" days, as well as other information.
6. A true and correct screenshot copy of my official per season and lifetime EpicMix statistics is attached hereto as **Exhibit A**.
7. As documented by Vail's own recorded and stored data in Exhibit A, I have individually skied on 579 distinct days, ridden 5,260 lifts, and accumulated 6,220,217 vertical feet of downhill skiing since November 2015.
8. I have resided full time in Park City during this entire period and can state that nearly all of these recorded days and lift rides occurred directly at PCM, establishing a comprehensive, multi-year empirical baseline of firsthand exposure to the mountain's operational capacities.
9. The over 500 days of firsthand resort observation at PCM recorded by Vail on its EpicMix app during this period encompass the full spectrum of the resort's operational conditions, including weekdays, weekends, peak weekends, holidays, vacation days, early and late season period days, mornings and afternoons, groomer days, and powder days, including

extensively on the terrain served by the Eagle and Silverlode lifts, allowing me to observe the mountain's infrastructure comprehensively across all levels of visitor volume.

10. Based on this exhaustive history of firsthand exposure, I have personally, consistently, and repeatedly observed a recurring pattern of severe trail overcrowding, high-speed merging bottlenecks, and systemic flow failures, including collisions and near collisions, during peak operational days on numerous downhill trails, including the specific downhill runs and egress trails served by the Silverlode Express chairlift.
11. Based on my extensive operational observations, these physical overcrowding conditions present recurring safety hazards to internal skier circulation and skier flow, particularly on peak days (including, Fridays to Sundays, holidays, school vacation days and powder days) as trail congestion and bottlenecks build from mid-morning to late afternoon and also during mid-afternoon to late-afternoon base portal egress.
12. My continuous firsthand observations of these physical conditions under varying operational loads are highly probative of the likely existing and future detrimental safety and infrastructure impacts of the proposed chairlift upgrades.
13. These observations demonstrate a recurring, reasonably anticipated detrimental safety effect, showing that the resort's existing peak-day uphill lift delivery already routinely exceeds the downhill trail capacity and equilibrium requirements mandated by Section IV.A of the 1998 Mountain Upgrade Plan.
14. I submit this affidavit to establish a reliable, empirical factual foundation in the public record, shifting the burden to Vail under LMC § 15-1-10(B) to produce independent, quantified data proving that the proposed capacity increases will not exacerbate these existing unmitigated detrimental impacts.

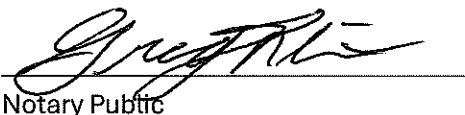
FURTHER AFFIANT SAYETH NAUGHT.

Dated this 19th day of May, 2026.

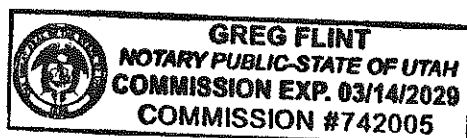


Frode Jensen, Affiant

Subscribed and sworn to before me this 19th day of May, 2026, by Frode Jensen.


Notary Public

Stamp:



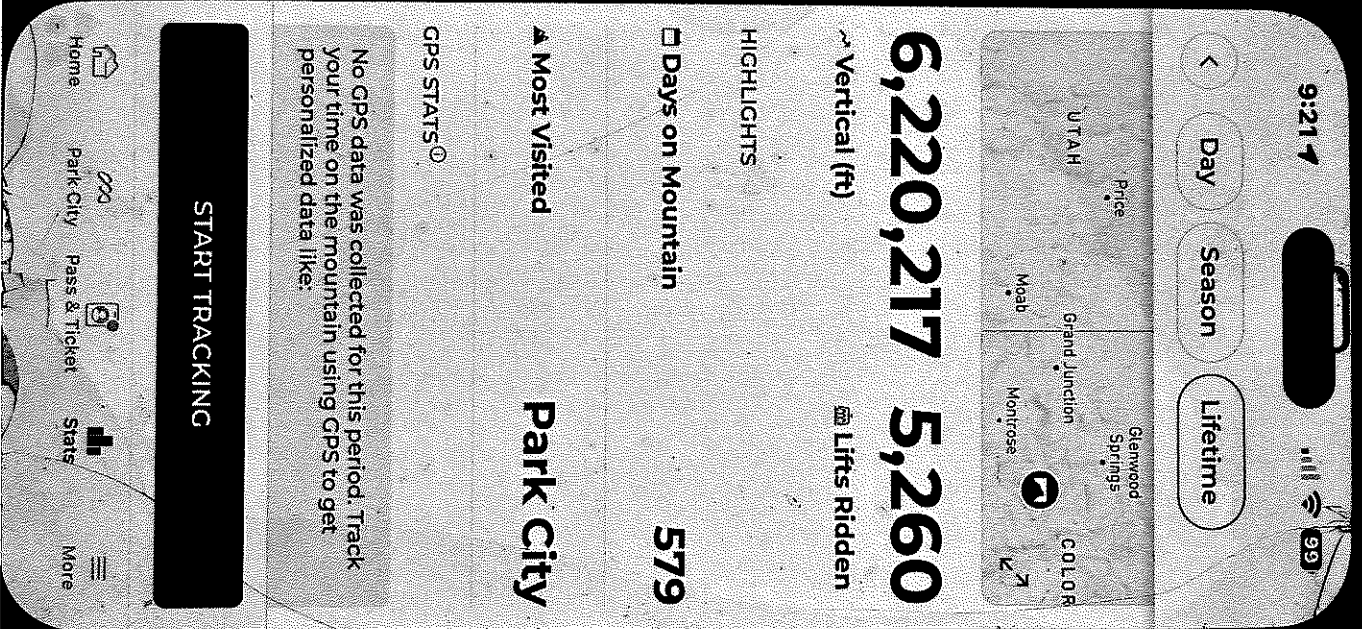


EXHIBIT A

**BEFORE THE PLANNING COMMISSION
PARK CITY, UTAH**

AFFIDAVIT OF MARVIN KABATZNICK

State of Utah)

County of Summit) ss.

I, Marvin Kabatznick, being first duly sworn upon my oath, depose and state as follows:

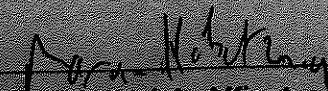
1. I am an adult individual over the age of eighteen, competent to testify to the matters set forth herein, and a resident of Summit County, Utah, residing in the Pinebrook neighborhood in zip code 84098.
2. I submit this affidavit in connection with the Planning Commission's review of the pending Conditional Use Permit applications for the Silverlode Express and Eagle lift upgrades at Park City Mountain (PCM).
3. I am a longterm Epic Passholder and an active, regular, long-term skier at PCM, having skied at PCM extensively in most years over an approximately 20-year span from 2006 through 2026, accumulating extensive on-going and current knowledge of, and exposure to, the resort's trails and off-piste terrain, lift and skier services infrastructure, and skier traffic flows.
4. At some time following the acquisition by Vail Resorts, Inc. (Vail) of Canyons and PCM, Vail added the two resorts to its computer application called EpicMix, Vail's proprietary mobile skier database and tracking application, which automatically records and stores its guests' days on the mountain and other information.
5. Since the 2013/14 Winter Season Vail has recorded on its EpicMix application the total number of days I have skied per season on my Epic Pass and my total "lifetime" days, as well as other information.
6. A true and correct screenshot copy of my official per season and lifetime EpicMix statistics is attached hereto as **Exhibit A**.
7. As documented by Vail's own recorded and stored data in Exhibit A, I have individually skied on 310 distinct days, ridden 3,332 lifts, and accumulated 4,022,155 vertical feet of downhill skiing on my Epic Pass since November 2013. As a Park City resident during this period, the overwhelming majority of these recorded days and lift rides occurred at Park City Mountain, establishing an unassailable empirical baseline of firsthand exposure to the resort's operational capacities.
8. The nearly 310 total days of firsthand resort observation recorded by Vail on its EpicMix app encompass the full spectrum of the resort's operational conditions, including weekdays, weekends, peak weekends, holidays, vacation days, early and late season period days,

mornings and afternoons, groomer days, and powder days, including extensively on the terrain served by the Eagle and Silverlode lifts, allowing me to observe the mountain's infrastructure comprehensively across all levels of visitor volume.

9. Based on this exhaustive history of firsthand exposure, I have personally, consistently, and repeatedly observed a recurring pattern of severe trail overcrowding, high-speed trail merging and bottlenecks, and systemic flow failures, including collisions and near collisions, during peak operational days on numerous downhill trails, including the specific downhill runs and egress trails served by the Silverlode Express chairlift.
10. Based on my extensive operational observations, these physical overcrowding conditions present recurring safety hazards to internal skier circulation and skier flow, particularly on peak days (including, Fridays to Sundays, holidays, school vacation days and powder days) as trail congestion and bottlenecks build from mid-morning to late afternoon and also during mid-afternoon to late-afternoon base portal egress.
11. My continuous firsthand observations of these physical conditions under varying operational loads are highly probative of the likely existing and future detrimental safety and infrastructure impacts of the proposed chairlift upgrades.
12. These observations demonstrate a recurring, reasonably anticipated detrimental safety effect, showing that the resort's existing peak-day uphill lift delivery already routinely exceeds the downhill trail capacity and equilibrium requirements mandated by Section IV.A of the 1998 Mountain Upgrade Plan.
13. I submit this affidavit to establish a reliable, empirical factual foundation in the public record, shifting the burden to Vail under LMC § 15-1-10(B) to produce independent, quantified data proving that the proposed capacity increases will not exacerbate these existing unmitigated detrimental impacts.

FURTHER AFFIANT SAYETH NAUGHT.

Dated this 19th day of May, 2026.


Marvin Kabatznick, Affiant

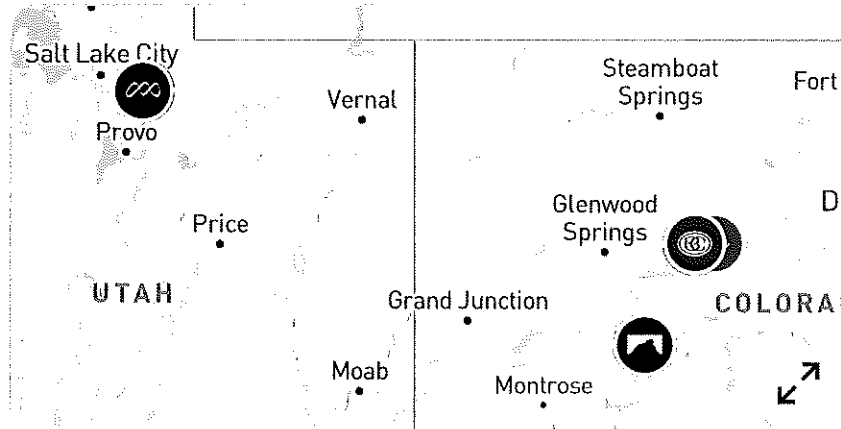
Subscribed and sworn to before me this 19th day of May, 2026, by Marvin Kabatznick.


Notary Public
Name: M. Grace Leavitt
Stamp:



< Day Season Lifetime

EXHIBIT A



4,022,155

Vertical (ft)

3,332

Lifts Ridden

HIGHLIGHTS

Days on Mountain

310

Most Visited

Park City

GPS STATS

No GPS data was collected for this period. Track your time on the mountain using GPS to get personalized data like:

START TRACKING



Home



Resort



Pass & Ticket



Stats



More

**BEFORE THE PLANNING COMMISSION
PARK CITY, UTAH**

AFFIDAVIT OF HOWARD KANTOR

State of Utah)
County of Summit) ss.

I, Howard Kantor, being first duly sworn upon my oath, depose and state as follows:

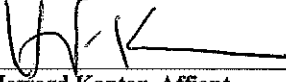
1. I am an adult individual over the age of eighteen, competent to testify to the matters set forth herein, and a fulltime resident of the Silver Springs neighborhood of Summit County, Utah.
2. I submit this affidavit in connection with the Planning Commission's review of the pending Conditional Use Permit (CUP) applications for the Silverlode Express and Eagle lift upgrades.
3. I am an Epic Passholder and an active, regular, long-term skier at Park City Mountain (PCM), having skied at PCM extensively over a 12+ year period spanning from 2013 through 2026, accumulating extensive on-going and current knowledge of and exposure to the resort's trails and off-piste terrain, lift and skier services infrastructure, and skier traffic flows.
4. At some time following the acquisitions by Vail Resorts, Inc. (Vail) of Canyons and PCM, Vail combined the two resorts and added them to its computer application called EpicMix, which is Vail's proprietary mobile skier database and tracking application, and which automatically records and stores its guests' days on the mountain and other information.
5. Since the 2013-14 Winter Season Vail has recorded on its EpicMix application the total number of days I have skied per season using my Epic Pass and my total "lifetime" days, as well as other information.
6. A true and correct screenshot copy of my official per season and lifetime EpicMix statistics is attached hereto as **Exhibit A**.
7. As documented by Vail's own recorded and stored data in Exhibit A, I have individually skied on 593 distinct days, ridden 4,735 lifts, and accumulated 5,851,652 vertical feet of downhill skiing since November 2013.
8. I have resided full time in Park City during this period and can state that virtually all of these recorded days and lift rides occurred directly at PCM, establishing a comprehensive, multi-year empirical baseline of firsthand exposure to the mountain's operational capacities.
9. The well over 500 days of firsthand resort observation at PCM recorded by Vail on its EpicMix app during this period encompass the full spectrum of the resort's operational conditions, including weekdays, weekends, peak weekends, holidays, vacation days, early and late season period days, mornings and afternoons, groomer days, and powder days, including extensively on the terrain served by the Eagle and Silverlode lifts, allowing me to observe the mountain's infrastructure comprehensively across all levels of visitor volume.
10. Based on this exhaustive history of firsthand exposure, I have personally, consistently, and repeatedly observed a recurring pattern of severe trail overcrowding, high-speed merging bottlenecks, and systemic flow failures, including collisions and near collisions, during peak operational days on numerous downhill trails, including the specific downhill runs and egress trails served by the Silverlode Express chairlift.
11. Based on my extensive operational observations, these physical overcrowding conditions present recurring safety hazards to internal skier circulation and skier flow, particularly on peak days (including Fridays to Sundays, holidays, school vacation days and powder days) as trail congestion and bottlenecks build from mid-morning to late afternoon and also during mid-afternoon to late-afternoon base portal egress.
12. My continuous firsthand observations of these physical conditions under varying operational loads over many years are highly probative of the likely existing and future detrimental safety and infrastructure impacts of the proposed chairlift upgrades.
13. These observations demonstrate a recurring, reasonably anticipated detrimental safety effect, showing that the resort's existing peak-day uphill lift delivery already routinely exceeds the

downhill trail capacity and equilibrium requirements mandated by Section IV.A of the 1998 Mountain Upgrade Plan.

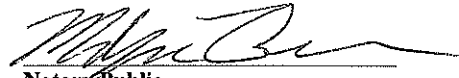
14. I submit this affidavit to establish a reliable, empirical factual foundation in the public record, shifting the burden to Vail under LMC § 15-1-10(B) (LMC § 15-1-10) to produce independent, quantified data proving that the proposed capacity increases will not exacerbate these existing unmitigated detrimental impacts.

FURTHER AFFIANT SAYETH NAUGHT.

Dated this 19 day of May, 2026.


Howard Kantor, Affiant

Subscribed and sworn to before me this 19 day of May, 2026, by Howard Kantor


Notary Public
Name: Mackenzie Rosemary Beninati
Stamp:

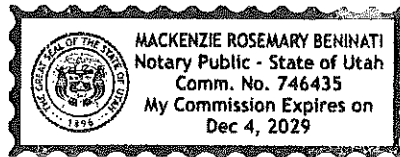
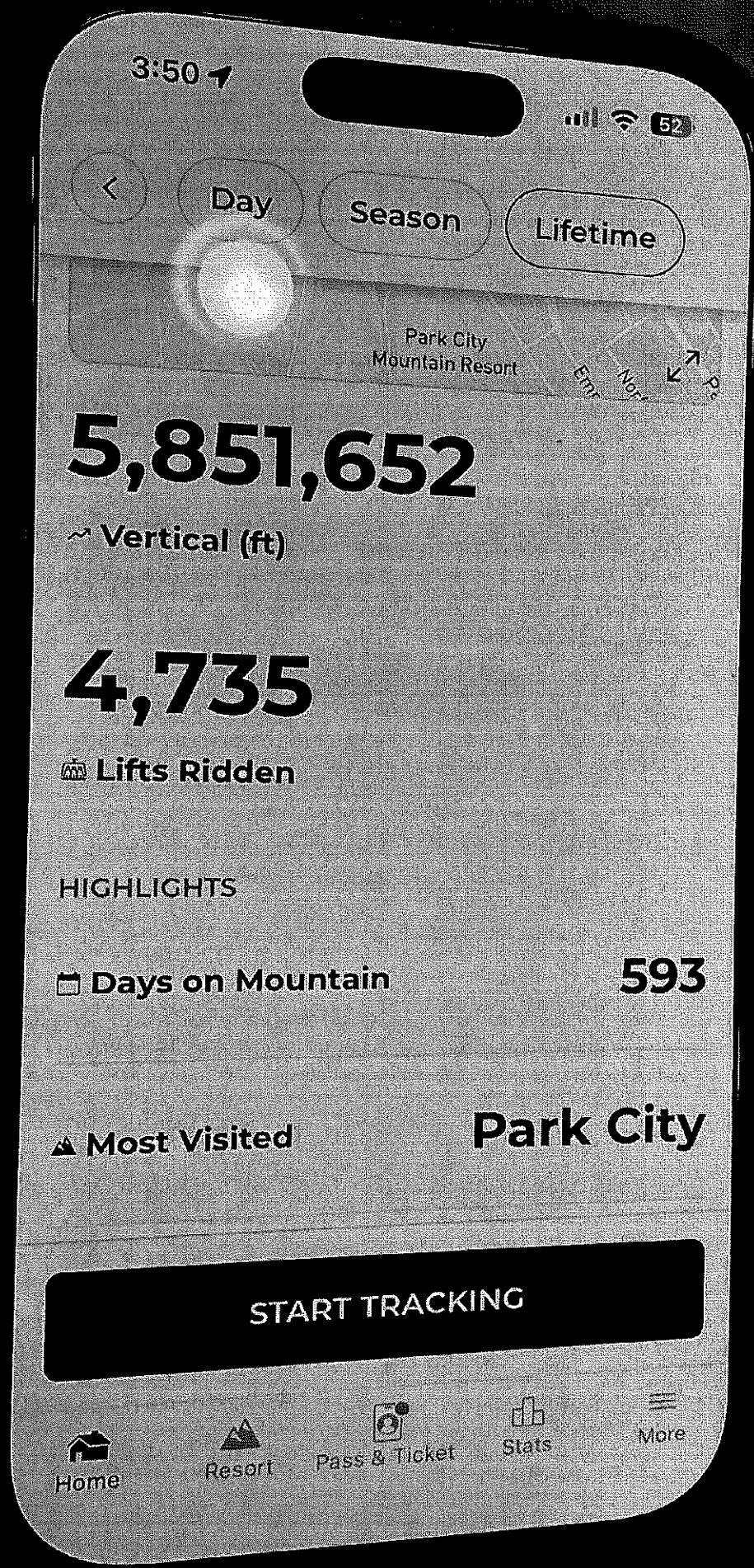


EXHIBIT A



< Day Season Lifetime

Park City Mountain Resort

5,851,652

~ Vertical (ft)

4,735

Lifts Ridden

HIGHLIGHTS

Days on Mountain 593

Most Visited Park City

START TRACKING

Home Resort Pass & Ticket Stats More

Dave March
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

May 18, 2026

To: Park City Planning Commission
Subject: Public Comment Re: Park City Mountain Lift Upgrades

Dear Members of the Park City Planning Commission,

I am writing both personally and professionally in support of the proposed lift replacements and upgrades at Park City Mountain.

Personally, I have been in Park City since 2000. I moved here to work in the ski industry and spent the earlier parts of my career working with American Skiing Company, Talisker, POWDR Corp., and Vail Resorts. My wife and I are passionate skiers and we are raising kids that ski regularly at Park City Mountain, and we want to enjoy resort and chairlift improvements that enhance our experience.

Professionally, I'm now the co-owner of a prominent, locally owned and operated corporate events company. We are constantly showcasing Park City Mountain and our other iconic resorts to clients year-round. Like our locals, our clients want better access, faster lifts, less wait times, and ultimately more time skiing and riding on the Greatest Snow on Earth®. Our clients want to experience skiing the front of the resort via a high-speed quad at Eagle. They want to experience shorter wait times at Silverlode and not have to wonder if they should bypass that part of the mountain because the lines will be too long.

From my perspective as both a longtime community member and an industry professional, adding these new lifts is a positive for our town. These improvements will elevate the experience for the skiers and riders who already choose to visit and recreate at our resort. In my experience, new or enhanced lifts themselves do not suddenly create a wave of additional visitation, traffic, parking demand, or transportation impacts. Whether its Park City Mountain adding Sunrise Gondola last year in Canyons Village or installing new cabins on Red Pine Gondola and now the Cabriolet, or Snowbird upgrading its trams a few years ago, these are mountain improvements that help ease base area congestion and improve mountain circulation for existing guests. They do not cause me to jump in my car and suddenly visit the resort to test out the new chairs. These types of projects are investments in existing demand — designed to improve the on-mountain experience for the skiers already there.

And that is exactly what these proposed lift replacements represent: a significant investment in improving efficiency, access, and overall guest experience for the people already using the mountain.

We are a mountain town. We are a ski town. We will again be hosting the world in 2034. Investments in lift infrastructure are essential to maintaining and improving the experience that defines our community and economy. These improvements enhance the guest experience and help continue positioning Park City as a positive, forward-thinking, world-class mountain destination.

I strongly encourage the Planning Commission to approve these proposed lift upgrades.

Thank you for your time and consideration.

Sincerely,

David J. March

Dave March

May 18, 2026

Dear Ms. Larsen, Ms. Zollinger, and Mr. Lund,

My name is Frode Jensen, and I am a resident of Park Meadows. I am writing to request a brief, 30-minute face-to-face or virtual meeting with your team as soon as possible this week (ideally between tomorrow, Tuesday, May 19, and Thursday, May 21) regarding the pending Conditional Use Permit (CUP) applications for the Silverlode Express and Eagle lift upgrades at Park City Mountain. This email supplements my letter dated May 13, 2026 to the Planning Commission regarding the subject Applications. I respectfully request that a copy of this email be included in the packet for the next hearing and the official public record for the Applications.

Before listing my technical questions, I want to be entirely clear about my position and objectives: I am fully in favor of the proposed lift upgrades, the replacement of aging-out facilities, and taking action on these Applications in the coming weeks. As an avid PCM skier, I absolutely support the goal of reducing liftlines at critical chokepoints like the Base Area and Silverlode on peak days.

My principal objective is to ensure that as the mountain is modernized, the Applicant does so safely and in full compliance with the Land Management Code (LMC) and the 1998 Development Agreement (DA) and Mountain Upgrade Plan (MUP). In anticipation of our meeting and to allow your team to prepare for a productive session, I am listing the six specific technical questions which I would like to discuss with you:

1. Burden of Proof & Overall Trail Capacity: My understanding is that the Applicant has stated that the upgrades will increase uphill lift capacity, and that under LMC § 15-1-10(B) the applicant bears the burden of proving no unmitigated detrimental effects arising from the proposed use. In this light, I ask what quantified data Staff has required from the Applicant to demonstrate that the increased number of skiers who may utilize the increased uphill capacity will not overcrowd the corresponding downhill trails during peak operational hours?
2. MUP Section IV.A Capacity Balancing: Is it Staff's view that the DA and MUP are currently in full force and effect? If not, please explain why not? If they are, Section 2.3.1 of the DA mandates that ski operations improvements must be consistent with the MUP. Section IV.A. of the MUP explicitly requires that any increase in Comfortable Carrying Capacity (CCC) must be in "equilibrium" with the terrain served to prevent overcrowding. Will Staff recommend that the Commission require that the applicant submit updated and pro forma lift capacity and usage and trail density and usage metrics in order to verify compliance with the mandatory, overall trail-to-lift equilibrium requirement?
3. LMC Subsection E Compliance: Pursuant to the Commission's mandatory review requirement under LMC § 15-1-10 Subsection E, Item 6 requires an evaluation of the "Internal Pedestrian Circulation System." In the context of a ski resort

expansion, does Staff intend to recommend an independent audit matching physical trail acreage and usage against the increased lift delivery metrics in order for the Commission to analyze or recommend approval of this internal circulation safety metric?

4. Base Egress & Infrastructure Support: Section IV.C of the MUP requires that upgrades be proportional to visitor support services, including indoor seating, and egress trails. Will Staff recommend that the Commission request that the Applicant provide physical metrics and/or skier-flow modeling so that the Commission can verify that the mountain's visitor support services, as well as exit corridors and the Mountain Village base portal, can safely absorb the increased volume?
5. Scope of Review & Evidentiary Threshold: Does the Planning Department believe that a standard CUP application allows the Commission to bypass the mandatory capacity balancing requirements of the MUP? Furthermore, will Staff recommend omission of a detrimental effect review for safety and trail overcrowding because (a) it currently finds no verifiable factual "evidence" of overcrowding on the record, or (b) it believes a standard CUP review is strictly confined to a review of the boilerplate 17-item checklist in LMC §15-1-10 Subsection E?
6. Mandatory Duty to Mitigate: If a witness enters probative, firsthand eyewitness data into the public record of a CUP proceeding establishing that a detrimental impact—such as trail overcrowding and localized safety failures—currently exists, does Staff acknowledge that the Commission has a mandatory statutory duty under LMC § 15-1-10(B) to either impose binding conditions that fully mitigate that impact or deny the application if mitigation is not possible?
7. Precedent from the Prior Chairlift Litigation: In its recent decision in *VR CPC Holdings, Inc. v. Park City Municipal Corp.* (2025 UT App 130), the Utah Court of Appeals stated that Comfortable Carrying Capacity (CCC) data is vital to accurately measuring infrastructure and public safety impacts for a ski area chairlift permit application. Does the Planning Department acknowledge that the reasoning of the Court is equally applicable to these Applications? While the Applicant may argue that the prior case is procedurally distinguishable because it involved an ACUP rather than a standard CUP, the factual nexus, core land-use questions, and judicial concern for a robust record are virtually identical. In light of this recent precedent, does Staff believe the Commission can legally ignore verified capacity and trail density metrics simply because the applicant has moved to a different procedural vehicle which, in fact, requires not a lesser but a full-blown review by the Commission?

I firmly believe that threshold resolution of the foregoing issues, transparent delivery of the capacity data called for, and constructive discussions regarding necessary trail and

safety mitigations can be handled efficiently and in the relative short term. Resolution of these issues is part of the regular review process of the Commission for CUPs of this kind, and should not delay the planned installation of these chairlifts for next summer.

I do appreciate that this is a matter of some urgency. Accordingly, please let me know if you have a 30-minute window available this Tuesday afternoon or Wednesday morning. I greatly appreciate your hard work on these complex applications and hope that this process can be brought to a swift and satisfactory conclusion for all concerned.

Respectfully,

Frode Jensen

May 18, 2026

Dear Mayor Dickey, Members of the City Council, and Planning Commission,

We are writing as property owners at The Lodge at Mountain Village to express our strong support for the proposed Eagle and Silverlode lift upgrades at Park City Mountain Resort.

Park City is at an important moment. With Sundance Film Festival relocating to Boulder, our community cannot afford to stand still. The Snow League is stepping in with a world-class winter event in January 2027, and the 2034 Winter Olympics are coming. We have real momentum — but momentum requires infrastructure.

The Eagle chairlift has operated since 1993. The Silverlode since 1996. Replacing these 30-year-old lifts with a new six-passenger Eagle express and an eight-passenger Silverlode is not expansion — it is basic maintenance of the asset that defines Park City's identity. These upgrades increase Eagle's capacity from 1,200 to 2,800 skiers per hour and reduce the chronic congestion at the Mountain Village base that frustrates guests every busy weekend.

We want to be direct: the previous applications were blocked in 2022 by a very small number of objecting residents. The result was that new equipment — purchased and ready to install — was shipped to Whistler Blackcomb in Canada, where it runs today. Park City skiers have waited four years while a resort in British Columbia benefited from infrastructure intended for us. That should not happen again.

We urge the Commission to approve both applications and help Park City stay a world-class ski destination.

Sincerely,

Kurt and Teresa Odle

May 14, 2026

Mayor Dickey, Members of the City Council, and Planning Commission,

I own property at The Lodge at Mountain Village, and I am writing to urge your approval of the Eagle and Silverlode lift upgrade applications currently before you.

Park City Mountain Resort is a confirmed venue for the 2034 Winter Olympics — eight years from now. The world will be watching. The base area infrastructure that visitors and athletes experience at Mountain Village needs to reflect that status. A 33-year-old triple chairlift and a six-pack lift installed in 1996 do not.

I want to be direct: the previous applications were blocked in 2022 by a very small number of objecting residents. The result was that new equipment — purchased and ready to install — was shipped to Whistler Blackcomb in Canada, where it runs today. Park City skiers have waited four years while a resort in British Columbia benefited from infrastructure intended for us. That should not happen again.

The Eagle and Silverlode upgrades are reasonable, overdue, and essential to Park City's Olympic ambitions. I strongly encourage the Commission to approve both applications.

Sincerely,
Lee Needham

May 14, 2026

What is the plan to ensure good skier traffic flow from Park City Base to the new Eagle Lift.? How will skiers access the new Eagle Lift from the base area and parking lots? How will the lift lines be segregated between the First Time, New Eagle and Three Kings Lifts to avoid congestion? How will Ski Patrol transport injured skiers through the congestion to the clinic? How will the residents of Snowflower maintain access to the slopes? Where will the snow equipment and grooming equipment be stored as they are currently staged where the new Lift Station for the Eagle will be? Would it not be more advantageous to realign the Three Kings Lifts as the Midstation for the New Eagle will be above the the top station of the Three Kings and rendering it obsolete?

The proposed New Eagle and upgraded Silverload Lifts are necessary investments for the viability of and reliability of Park City. How they are integrated and aligned are important for safety, skier access, and crowding particularly for the New Eagle lift. The present plan leaves very little space between the First Time and New Eagle Lifts to form lift line queues let alone skier access from Mountain Village, parking area, the terrain park, halfpipe, and CB's run or the adjacent Snowflower property. I asked in the earlier

informational meeting this spring where the grooming equipment would be staged and that the mountain manager didn't know yet. Spacing is critical and we can all benefit from careful consideration. The New Eagle has great potential and may well become the preferred lift for the majority of skiers at the Mountain Village! If we were to optimize; a realignment of both the First Time and Three Kings Lifts and a new permanent restroom solution would make it even better as Park City prepares for the Olympics. Thank you for your consideration.

Don Carillo

Part time resident since 2003 and Park City skier since 1980.

May 14, 2026

Dear Mayor Dickey, Members of the City Council, and Planning Commission,

I own property at The Lodge at Mountain Village and I am writing to urge your approval of the Eagle and Silverlode lift upgrade applications currently before you.

Park City Mountain Resort is a confirmed venue for the 2034 Winter Olympics — eight years from now. The world will be watching. The base area infrastructure that visitors and athletes experience at Mountain Village needs to reflect that status. A 33-year-old triple chairlift and a six-pack lift installed in 1996 do not.

I want to be direct: the previous applications were blocked in 2022 by a very small number of objecting residents. The result was that new equipment — purchased and ready to install — was shipped to Whistler Blackcomb in Canada, where it runs today. Park City skiers have waited four years while a resort in British Columbia benefited from infrastructure intended for us. That should not happen again.

The Eagle and Silverlode upgrades are reasonable, overdue, and essential to Park City's Olympic ambitions. I strongly encourage the Commission to approve both applications.

Sincerely,

Jennifer York

May 13, 2026

Dear Mayor Dickey, Members of the City Council, and Planning Commission,

I own property at Edelweiss Condominiums and I am writing to urge your approval of the Eagle and Silverlode lift upgrade applications currently before you.

Park City Mountain Resort is a confirmed venue for the 2034 Winter Olympics — eight years from now. The world will be watching. The base area infrastructure that visitors and athletes experience at Mountain Village needs to reflect that status. A 33-year-old triple chairlift and a six-pack lift installed in 1996 do not.

I want to be direct: the previous applications were blocked in 2022 by a very small number of objecting residents. The result was that new equipment — purchased and ready to install — was shipped to Whistler Blackcomb in Canada, where it runs today. Park City skiers have waited four years while a resort in British Columbia benefited from infrastructure intended for us. That should not happen again.

The Eagle and Silverlode upgrades are reasonable, overdue, and essential to Park City's Olympic ambitions. I strongly encourage the Commission to approve both applications.

Sincerely,

Robin Wallner

May 13, 2026

I am writing to voice my full support of the proposed Eagle and Silverlode lift upgrades. As a homeowner at the Lodge at the Park City Mountain Resort base, I encourage the Commission to approve these much needed upgrades to aging infrastructure (Eagle lift) and one of the biggest bottlenecks at the resort (Silverlode lift). I ask that my comments be a matter of record.

Sincerely, Scott Whittier

May 13, 2026

I want to to express my support for the proposed Eagle and Silverlode lift upgrades. These upgrades represent a significant investment by Vail Resorts into the Mountain Village base area and are designed to enhance the community in the following ways: Improved Efficiency: Faster access to the Park City Mountain side of the resort. Enhanced Experience: Modernized infrastructure to improve overall skier experience and guest flow. Community Benefit: Direct advantages for local businesses, renters, skiers and residents through improved resort operations. Please make my comments be a matter of record thanks

Sam Yecutieli

May 13, 2026

Dear Mayor Dickey, Members of the City Council, and Planning Commission,

As an owner at The Lodge at Mountain Village, I want to go on record in support of the proposed Eagle and Silverlode lift upgrades.

This past season was one of the most challenging in Park City Mountain's history — record-low snowfall forced an early closure in late March and tested the patience of guests and owners alike. When conditions are difficult, the on-mountain experience matters even more. Long lift lines at aging infrastructure make a bad situation worse.

The proposed upgrades directly address the two most congested points at the Mountain Village base. The new Eagle lift would more than double uphill capacity — from 1,200 to 2,800 skiers per hour — and the Silverlode upgrade to eight passengers would meaningfully reduce the backups that frustrate guests returning from Canyons or

stopping mid-mountain. These are not luxury additions. They are the basic improvements that allow Park City Mountain to deliver the experience visitors expect.

After a difficult season, approving these upgrades sends a clear message that Park City is committed to a better future. I hope the Commission will agree.

Sincerely,

James Wooldridge

May 13, 2026

Dear Mayor Dickey, Members of the City Council, and Planning Commission,

I am writing as a property owner at The Lodge at Mountain Village to express my strong support for the proposed Eagle and Silverlode lift upgrades at Park City Mountain Resort.

Park City is at an important moment. With Sundance Film Festival relocating to Boulder, our community cannot afford to stand still. The Snow League is stepping in with a world-class winter event in January 2027, and the 2034 Winter Olympics are coming. We have real momentum — but momentum requires infrastructure.

The Eagle chairlift has operated since 1993. The Silverlode since 1996. Replacing these 30-year-old lifts with a new six-passenger Eagle express and an eight-passenger Silverlode is not expansion — it is basic maintenance of the asset that defines Park City's identity. These upgrades increase Eagle's capacity from 1,200 to 2,800 skiers per hour and reduce the chronic congestion at the Mountain Village base that frustrates guests every busy weekend.

I urge the Commission to approve both applications and help Park City stay a world-class ski destination.

Sincerely,

Catherine Finley

May 13, 2026

Dear Mayor Dickey, Members of the City Council, and Planning Commission,

I own a unit at The Lodge at Mountain Village, steps from the Eagle and Silverlode lifts, and am writing to ask you to approve both upgrade applications.

The Eagle lift is 33 years old. The Silverlode is 30. The proposed upgrades replace aging equipment with modern lifts that move more people more efficiently — to terrain that already exists. There is no expansion here, just long-overdue improvement.

The last time these applications came forward, new equipment arrived in the Mountain Village parking lot and was then shipped to Canada after a small group of opponents blocked approval. Park City skiers have been standing in the same slow lift lines ever since. That is not a policy success.

With Shaun White's Snow League arriving in January 2027 and the 2034 Winter Olympics on the horizon, Park City Mountain needs to move forward. Please vote yes on both applications.

Sincerely,

Jeffrey J. Hardee

May 13, 2026

Dear Mayor Dickey, Members of the City Council, and Planning Commission,

As an owner at The Lodge at Mountain Village, I want to go on record in support of the proposed Eagle and Silverlode lift upgrades.

This past season was one of the most challenging in Park City Mountain's history — record-low snowfall forced an early closure in late March and tested the patience of guests and owners alike. When conditions are difficult, the on-mountain experience matters even more. Long lift lines at aging infrastructure make a bad situation worse.

The proposed upgrades directly address the two most congested points at the Mountain Village base. The new Eagle lift would more than double uphill capacity — from 1,200 to 2,800 skiers per hour — and the Silverlode upgrade to eight passengers would meaningfully reduce the backups that frustrate guests returning from Canyons or stopping mid-mountain. The Silverlode lift suffers from long lines almost non-stop, but it is a critical lift at the intersection of a large amount of traffic moving between several parts of the mountain. These are not luxury additions. They are the basic improvements that allow Park City Mountain to deliver the experience visitors expect.

Even more frustrating is the fact that the previous applications were blocked in 2022 by a very small number of objecting residents. The result was that new equipment — purchased and ready to install — was shipped to Whistler Blackcomb in Canada, where it runs today. Park City skiers have waited four years while a resort in British Columbia benefited from infrastructure intended for us. That should not happen again.

After a difficult season, approving these upgrades sends a clear message that Park City is committed to a better future. I hope the Commission will agree.

Sincerely,
Ken Sunshine

May 13, 2026

Mayor and Commissioners,
As an owner of a ski-in, ski-out condo (for 25 years and former resident - Park Meadows) at the base of PCMR, I would like to ask that you all vote in favor of the improvements being considered to the Eagle and Silverlode lifts.

It is my opinion that this is needed and will only benefit in keeping PC the great town it has become.

Keep up the good work, and thank you for your public service!
Cheers,

Steve McGuinness

May 13, 2026

Dear Mayor Dickey, Members of the City Council, and Planning Commission,

I am writing as a property owner at The Lodge at Mountain Village to express my strong support for the proposed Eagle and Silverlode lift upgrades at Park City Mountain Resort.

Park City is at an important moment. With Sundance Film Festival relocating to Boulder, our community cannot afford to stand still. The Snow League is stepping in with a world-class winter event in January 2027, and the 2034 Winter Olympics are coming. We have real momentum — but momentum requires infrastructure.

The Eagle chairlift has operated since 1993. The Silverlode since 1996. Replacing these 30-year-old lifts with a new six-passenger Eagle express and an eight-passenger Silverlode is not expansion — it is basic maintenance of the asset that defines Park City's identity. These upgrades increase Eagle's capacity from 1,200 to 2,800 skiers per hour and reduce the chronic congestion at the Mountain Village base that frustrates guests every busy weekend.

I urge the Commission to approve both applications and help Park City stay a world-class ski destination.

Sincerely,
Robert Rieve

May 13, 2026

Dear Mayor Dickey, Members of the City Council, and Planning Commission,

As an owner at The Lodge at Mountain Village, I want to go on record in support of the proposed Eagle and Silverlode lift upgrades.

This past season was one of the most challenging in Park City Mountain's history — record-low snowfall forced an early closure in late March and tested the patience of guests and owners alike. When conditions are difficult, the on-mountain experience matters even more. Long lift lines at aging infrastructure make a bad situation worse.

The proposed upgrades directly address the two most congested points at the Mountain Village base. The new Eagle lift would more than double uphill capacity — from 1,200 to 2,800 skiers per hour — and the Silverlode upgrade to eight passengers would meaningfully reduce the backups that frustrate guests returning from Canyons or stopping mid-mountain. These are not luxury additions. They are the basic improvements that allow Park City Mountain to deliver the experience visitors expect.

After a difficult season, approving these upgrades sends a clear message that Park City is committed to a better future. I hope the Commission will agree.

Sincerely,

David L Rhoads

May 13, 2026

Dear Mayor Dickey, Members of the City Council, and Planning Commission,

As an owner at The Lodge at Mountain Village, I want to go on record in support of the proposed Eagle and Silverlode lift upgrades. This past season was one of the most challenging in Park City Mountain's history — record-low snowfall forced an early closure in late March and tested the patience of guests and owners alike. When conditions are difficult, the on-mountain experience matters even more. Long lift lines at aging infrastructure make a bad situation worse. The proposed upgrades directly address the two most congested points at the Mountain Village base. The new Eagle lift would more than double uphill capacity — from 1,200 to 2,800 skiers per hour — and the Silverlode upgrade to eight passengers would meaningfully reduce the backups that frustrate guests returning from Canyons or stopping mid-mountain. These are not luxury additions. They are the basic improvements that allow Park City Mountain to deliver the experience visitors expect.

After a difficult season, approving these upgrades sends a clear message that Park City is committed to a better future. I hope the Commission will agree.

Sincerely,

David & Christine Rhoads

May 13, 2026

Dear Mayor Dickey, Members of the City Council, and Planning Commission,

I am a property owner at The Lodge at Mountain Village and I write in full support of Park City Mountain's applications to upgrade the Eagle and Silverlode lifts.

As someone with a financial and emotional stake in the health of this resort, infrastructure matters. The Canyons Village side of the same resort — outside city limits — has no such approval hurdles and just opened a new gondola this February. Meanwhile, Mountain Village guests still ride lifts installed before some of our current visitors were born.

The upgrades being proposed are straightforward: replace two aging lifts with modern, higher-capacity alternatives. Eagle goes from 1,200 to 2,800 skiers per hour. Silverlode gains two additional passengers per chair. The on-mountain experience improves. Guest satisfaction improves. Property values at the base of those lifts are protected.

Park City lost Sundance. We have Snow League and the Olympics ahead of us. This is the wrong time to block infrastructure investment at one of the country's best ski resorts. Please approve these applications.

Sincerely,

Samantha Carly

May 13, 2026

Dear Mayor Dickey, Members of the City Council, and Planning Commission,

I am a commercial property owner at The Lodge at Mountain Village and I write in full support of Park City Mountain's applications to upgrade the Eagle and Silverlode lifts.

As someone with a financial and emotional stake in the health of this resort, infrastructure matters. The Canyons Village side of the same resort — outside city limits — has no such approval hurdles and just opened a new gondola this February. Meanwhile, Mountain Village guests still ride lifts installed before some of our current visitors were born.

The upgrades being proposed are straightforward: replace two aging lifts with modern, higher-capacity alternatives. Eagle goes from 1,200 to 2,800 skiers per hour. Silverlode gains two additional passengers per chair. The on-mountain experience improves. Guest satisfaction improves. Property values at the base of those lifts are protected.

Park City lost Sundance. We have Snow League and the Olympics ahead of us. This is the wrong time to block infrastructure investment at one of the country's best ski resorts. Please approve these applications.

Sincerely,

Jackie Davis Gray

May 13, 2026

Dear Mayor Dickey, Members of the City Council, and Planning Commission,

I am writing as a property owner at The Lodge at Mountain Village to express my strong support for the proposed Eagle and Silverlode lift upgrades at Park City Mountain Resort.

Park City is at an important moment. With Sundance Film Festival relocating to Boulder, our community cannot afford to stand still. The Snow League is stepping in with a world-class winter event in January 2027, and the 2034 Winter Olympics are coming. We have real momentum — but momentum requires infrastructure.

The Eagle chairlift has operated since 1993. The Silverlode since 1996. Replacing these 30-year-old lifts with a new six-passenger Eagle express and an eight-passenger Silverlode is not expansion — it is basic maintenance of the asset that defines Park City's identity. These upgrades increase Eagle's capacity from 1,200 to 2,800 skiers per hour and reduce the chronic congestion at the Mountain Village base that frustrates guests every busy weekend.

I urge the Commission to approve both applications and help Park City stay a world-class ski destination.

Sincerely,

Ernst Leiss

May 13, 2026

Dear Mayor Dickey, Members of the City Council, and Planning Commission,

I own a unit at The Lodge at Mountain Village, steps from the Eagle and Silverlode lifts, and I am writing to ask you to approve both upgrade applications for new gondola lifts that can hold between 6 and 10 people.

The Eagle lift is 33 years old. The Silverlode is 30. The proposed upgrades replace aging equipment with modern lifts that move more people more efficiently — to terrain that already exists. There is no expansion here, just long-overdue improvement.

The last time these applications came forward, new equipment arrived in the Mountain Village parking lot and was then shipped to Canada after a small group of opponents

blocked approval. Park City skiers have been standing in the same slow lift lines ever since. That is not a policy success.

With Shaun White's Snow League arriving in January 2027 and the 2034 Winter Olympics on the horizon, Park City Mountain needs to move forward. Please vote yes on both applications for upgrades to more efficient gondola lifts that can hold 6-10 people and be more efficient for the tourists who visit our city every season contributing to economic success.

Sincerely,

April Cranston

May 13, 2026

Dear Mayor Dickey, Members of the City Council, and Planning Commission,

We are property owners at The Lodge at Mountain Village and we write in full support of Park City Mountain's applications to upgrade the Eagle and Silverlode lifts.

As a family with a financial and emotional stake in the health of this resort, infrastructure matters. The Canyons Village side of the same resort — outside city limits — has no such approval hurdles and just opened a new gondola this February. Meanwhile, Mountain Village guests still ride lifts installed before some of our current visitors were born.

The upgrades being proposed are straightforward: replace two aging lifts with modern, higher-capacity alternatives. Eagle goes from 1,200 to 2,800 skiers per hour. Silverlode gains two additional passengers per chair. The on-mountain experience improves. Guest satisfaction improves. Property values at the base of those lifts are protected.

Park City lost Sundance. We have Snow League and the Olympics ahead of us. This is the wrong time to block infrastructure investment at one of the country's best ski resorts. Please approve these applications.

Sincerely,

Ben de Fiebre and Rui Mao

May 13, 2026

Dear Mayor Dickey, Members of the City Council, and Planning Commission,

I own property at The Lodge at Mountain Village and I am writing to urge your approval of the Eagle and Silverlode lift upgrade applications currently before you.

Park City Mountain Resort is a confirmed venue for the 2034 Winter Olympics — eight years from now. The world will be watching. The base area infrastructure that visitors and athletes experience at Mountain Village needs to reflect that status. A 33-year-old triple chairlift and a six-pack lift installed in 1996 do not.

I want to be direct: the previous applications were blocked in 2022 by a very small number of objecting residents. The result was that new equipment — purchased and ready to install — was shipped to Whistler Blackcomb in Canada, where it runs today. Park City skiers have waited four years while a resort in British Columbia benefited from infrastructure intended for us. That should not happen again.

The Eagle and Silverlode upgrades are reasonable, overdue, and essential to Park City's Olympic ambitions, not to mention part of the city's marketing promise of "World Class". I strongly encourage the Commission to approve both applications.

Sincerely,

Ehlias L. Louis

May 13, 2026

Dear Mayor Dickey, Members of the City Council, and Planning Commission,

I own a unit at The Lodge at Mountain Village, steps from the Eagle and Silverlode lifts, and I am writing to ask you to approve both upgrade applications.

The Eagle lift is 33 years old. The Silverlode is 30. The proposed upgrades replace aging equipment with modern lifts that move more people more efficiently — to terrain that already exists. There is no expansion here, just long-overdue improvement.

The last time these applications came forward, new equipment arrived in the Mountain Village parking lot and was then shipped to Canada after a small group of opponents blocked approval. Park City skiers have been standing in the same slow lift lines ever since. That is not a policy success.

With Shaun White's Snow League arriving in January 2027 and the 2034 Winter Olympics on the horizon, Park City Mountain needs to move forward. Please vote yes on both applications.

Sincerely,

Debbie Roos

May 13, 2026

Dear Mayor Dickey, Members of the City Council, and Planning Commission,

As an owner at The Lodge at Mountain Village, I want to go on record in support of the proposed Eagle and Silverlode lift upgrades.

This past season was one of the most challenging in Park City Mountain's history — record-low snowfall forced an early closure in late March and tested the patience of guests and owners alike. When conditions are difficult, the on-mountain experience matters even more. Long lift lines at aging infrastructure make a bad situation worse.

The proposed upgrades directly address the two most congested points at the Mountain Village base. The new Eagle lift would more than double uphill capacity — from 1,200 to 2,800 skiers per hour — and the Silverlode upgrade to eight passengers would meaningfully reduce the backups that frustrate guests returning from Canyons or stopping mid-mountain. These are not luxury additions. They are the basic improvements that allow Park City Mountain to deliver the experience visitors expect.

After a difficult season, approving these upgrades sends a clear message that Park City is committed to a better future. I hope the Commission will agree.

Sincerely,

Ruthie Ravenel

May 13, 2026

I am writing to voice my full support of the proposed Eagle and Silverlode lift upgrades.

As a homeowner at the Lodge at the Park City Mountain Resort base, I encourage the Commission to approve these much needed upgrades to aging infrastructure (Eagle lift) and one of the biggest bottlenecks at the resort (Silverlode lift). I ask that my comments be a matter of record.

Sincerely,

Scott Whittier

May 13, 2026

Dear Mayor Dickey, Members of the City Council, and Planning Commission,

I am writing as a property owner at The Lodge at Mountain Village to express my strong support for the proposed Eagle and Silverlode lift upgrades at Park City Mountain Resort.

Park City is at an important moment. With Sundance Film Festival relocating to Boulder, our community cannot afford to stand still. The Snow League is stepping in with a world-

class winter event in January 2027, and the 2034 Winter Olympics are coming. We have real momentum — but momentum requires infrastructure.

The Eagle chairlift has operated since 1993. The Silverlode since 1996. Replacing these 30-year-old lifts with a new six-passenger Eagle express and an eight-passenger Silverlode is not expansion — it is basic maintenance of the asset that defines Park City's identity. These upgrades increase Eagle's capacity from 1,200 to 2,800 skiers per hour and reduce the chronic congestion at the Mountain Village base that frustrates guests every busy weekend.

I urge the Commission to approve both applications and help Park City stay a world-class ski destination.

Sincerely,

Nicholas Peirol

May 13, 2026

Dear Mayor Dickey, Members of the City Council, and Planning Commission:

I own a unit at The Lodge at Mountain Village, steps from the Eagle and Silverlode lifts, and I am writing to ask you to approve both upgrade applications.

The Eagle lift is 33 years old. The Silverlode is 30. The proposed upgrades replace aging equipment with modern lifts that move more people more efficiently — to terrain that already exists. There is no expansion here, just long-overdue improvement.

The last time these applications came forward, new equipment arrived in the Mountain Village parking lot and was then shipped to Canada after a small group of opponents blocked approval. Park City skiers have been standing in the same slow lift lines ever since. That is not a policy success.

With Shaun White's Snow League arriving in January 2027 and the 2034 Winter Olympics on the horizon, Park City Mountain needs to move forward. Please vote yes on both applications.

Sincerely,

Sara Radamus

May 13, 2026

Hello Planning Commission

This is a follow-up email in support of the Park City Mountain's proposed Lift replacements.

To reiterate from our March email, for Park City to continue being a World Class City to visit and Ski, it's imperative to improve the skier experience! Who wants to return to Park City to visit and ski when skiers from the Mountainside base have to wait in a long line to begin their day. Based on our personal experience, the base and Silverload Express areas frequently have long waits.

Now that Vail implemented a reservation system with paid parking a few years ago we've noticed that there is less traffic entering and exiting the resort. The new Eagle lift should help move people quickly out the base area. The Silverload Express lift enhancement will shorten the wait time when returning from the Canyons, stopping for a break at Miners Camp, and overall will move skiers at a faster rate to other areas of the mountain.

We look forward to your approval of these proposed lift enhancements..

James, Edward & Carolyn Rogers

May 13, 2026

Hello all! As the mom of four kids on the Park City Ski and Snowboard Alpine team, and a snowboarder myself, I am writing to respectfully request your support for the upgrades of our chair lifts at PCMR! Our kids have to travel around quite a bit for their various ski races and the other mountains we travel to seem to have fully upgraded facilities and lifts. We have property at the Lodge at the mountain and we would sure appreciate any support you can offer of this initiative. If we want to stay competitive with these other states and continue to draw skiers here to improve revenue for the city (especially with the loss of Sundance) we really need to upgrade these lifts.

Thank you so very much for your hard work for our awesome city and please feel free to contact me if you would like to discuss.

With Gratitude,

Rochelle Karr

May 13, 2026

Park City Planning Commission
Attn: Planning Department
445 Marsac Avenue
P.O. Box 1480
Park City, UT 84060
planning@parkcity.gov

Re: Pending Conditional Use Permit Applications for Chairlifts

Dear Chair Van Dine and Commissioners,

I am a long-time resident of Park City and a frequent guest at Park City Mountain, our iconic and world-renowned local ski area. I moved here permanently nearly fifteen years ago, in large part, because I love to ski our mountain. I have literally spent hundreds and hundreds of days up on the hill over these years.

I write to comment on the review now under way by the Planning Commission (Commission) of the applications (Applications) submitted by PCM (Applicant) for Conditional Use Permits (CUPs) under the Land Management Code (LMC) and applicable law to replace the Silverlode Express (Application PL-26-06820) and Eagle (Application PL-26-06821) chairlifts (the "Ski Lift Upgrades").

Overview. I want to be clear at the outset that I am fully supportive of the idea that both PCM and its guests will benefit from new and upgraded lifts.¹ I acknowledge that the resort currently suffers from conditions of overcrowding and long lift-lines at certain points on the mountain, especially on peak days. I also note that the Silverlode Express and Eagle lifts are relatively old and are not infrequently on hold or out-of-service. The Eaglet lift appears to be permanently out of service. I absolutely and unequivocally support the Applicant in its expressed desire to improve operations and guest satisfaction at PCM and wish for it to succeed in operating a thriving ski area and business here in Park City. Furthermore, I am in no way proposing any delay in the approval process. I sincerely hope the Applications can be speedily approved.

¹ The Planning Commission should inform itself further regarding the need for PCM to replace aging and unreliable lifts. For an interesting and informative look at the problem of aging chairlifts see Rick Kahl's recent article, "An Age-Old Lift Problem" in SAM Magazine. (<https://www.saminfo.com/the-magazine/this-issue/an-age-old-lift-problem>)

However, while I am strongly supportive of the idea of improving the ski lifts represented by the Ski Lift Upgrades, I am also concerned, primarily, that by increasing uphill capacity the Ski Lift Upgrades may create or exacerbate existing unsatisfactory and unsafe conditions on portions of the hill, and result in further overcrowding the ski trails and on-mountain facilities at PCM.

As I will describe below, and as I hope you will agree, it is the duty of the Commission under the LMC and applicable law to carefully analyze the impacts of any application for a CUP, and if any are found to be detrimental, to require proper mitigation, as conditions to the Commission's approval.

The Process to Date. I have reviewed the Applications and the materials posted in advance of your March 29 work session. I attended the work session, expecting to hear some preliminary discussion of the possible detrimental impacts of the Applications on the skier experience. I was disappointed that the subject was not mentioned. However, I did note Commissioner Frontero's question to the Applicant whether the Ski Lift Upgrades will increase uphill lift capacity. I am under the impression that the Applicant answered in the affirmative. Accordingly, I expected the Commission to take up the question of the existence of, and the implications of, increased uphill capacity and possible detrimental impacts, such as downhill overcrowding, safety and guest satisfaction, in its next public session.

I have now reviewed the materials included in the packet posted online in advance of the Commission's scheduled May 13 meeting (the May 13 Packet). Based on the public comment, I am gratified to read that there is substantial support for the much-needed new lifts. But except for a letter from resident Elizabeth Lee dated March 31, there was no comment on the potential on-mountain consequences of adding additional uphill capacity. Importantly, Ms Lee wrote,

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

However, I was disappointed to find that the May 13 Packet is otherwise essentially silent on uphill and downhill capacity, and the possible safety and crowding implications the increased uphill capacity these lifts will result in. I find this hard to understand since overcrowding on trails and the management of reasonable downhill trail capacities are vital metrics which I hope you will agree must be assessed in connection with your review of the Applications, since they impact not only guest satisfaction with the skiing experience, but also the simple and straightforward safety of skiers on the mountain.

Overcrowding and Safety on the Mountain. As a regular guest at PCM, I am all-too-aware of frequent overcrowding on certain trails resulting in dangerous collisions, near-collisions, and other unsafe conditions and I suspect you may be as well. I don't think these conditions can be ignored when the Applicant proposes to add even more skiers to the trails. You must be aware that many locals and other guests have commented extensively in social media this year and in recent years that the trails at PCM are often over-crowded and unsafe. I am personally aware of numerous locals who for this reason will simply no longer ski at PCM. Social media sites like townlift, facebook, tripadvisor, instagram and reddit are replete with literally hundreds of stories about negative on-mountain experiences at PCM, with many complaints centered on trail safety and over-crowding.

Here are just a few examples of the many posts by guests at PCM on this subject.²

In March 2026 Lookoutbelow wrote on townlift.com:

“Perhaps lift lines have not gotten longer because of investment in more efficient systems—but that’s only half the equation. Faster, higher capacity lifts mean more vertical, but with more people going up they just overload the same runs in the other direction. *Downhill capacity doesn’t scale the same way—so it becomes traffic: mixed speeds, constant merging, defensive skiing. Not less crowded—just shifting chaos off the lift line and onto the mountain.*” (emphasis added.)

In March 2026 quinlivan.chris wrote on Instagram:

“In my experience lift lines were very reasonable on all but a few days. BUT this is only half the story. *I really feel the crowding when I get off the lift. Many days the downhill experience is chaos.* Low snow years only make this worse. Maybe it’s not

²While social media and blog posts do not constitute 'substantial evidence' necessary for a final ruling, they serve as credible anecdotal indicators of existing conditions. Their inclusion here is intended to provide the Commission with background information in making factual findings necessary to exercise its authority to require the Applicant to provide verifiable data regarding on-mountain safety and trail density.

the lift lines but this part of the skiing experience that is getting Mr Katz's comments all the pushback?" (emphasis added.)

In January 2026 brutah_skier wrote on reddit.com/r/UTsnow under the heading "A true White Ribbon of Death":

"I know too many people that have been run over by Jerry on Home Run [at PCM]. Could be one of the most dangerous runs in the country."

In March 2024 Kay A wrote on tripadvisor:

"First time at Park City and, unfortunately, my last time. ... *I have skied for many years and in many resorts and I honestly can say that I have never seen so many skiers on the slopes. Too many for safety. I saw many collisions with too many people skiing way too fast and without control.* There just were no ski patrol or guides monitoring this situation. Shame on Park City Mountain Resort for charging so much for such a shabby resort and experience." (emphasis added.)

In March 2022, paula c wrote on tripadvisor:

"I would absolutely not recommend choosing park city. ... *The slopes are super crowded. ... Conditions were so crowded they were dangerous.* after my son was injured for the negligence of this place we decided to forgo skiing." (emphasis added.)

With respect to wide-spread conditions of overcrowding and safety concerns at U.S. ski areas in general, please also note Mike Hardaker's recent post regarding safety of skiers at North American ski areas. Mike is a long-time ski industry blogger based in Jackson Hole. Recently, he addressed skier safety on his site, Mountain Weekly News, concluding that ski areas must do more to ensure safe conditions on their mountains.

He writes,

[Ski areas are a] "Disneyland" version of the wilderness. We are told that ... the mountains are a playground where risk is managed by corporate protocols and groomed to perfection. ... But as we cross the mid-point of the 2025/2026 season, that dream is shattering. While the industry hides behind "one-in-a-million" skier deaths statistics, the data leaking out from county coroners and emergency rooms suggests a sobering reality: **Resort skiing has entered its most dangerous era.** ... [T]he corporate "Disneyland" model is failing to protect the people who pay for the dream. If the resorts won't be honest about the data, the community must be. It's time to stop treating the mountain like a theme park. Respect the speed, respect the

density, and stop believing the marketing that you're "safe" just because you have a pass."

See: <https://mtnweekly.com/sports/ski-resort-deaths-2026-investigation-disneyland-delusion/>.

Approval under the Development Agreement and the Land Management Code. As I am sure you are aware the terms and conditions relating to upgrading the ski area are covered extensively in the 1998 Development Agreement (DA) and the Mountain Upgrade Plan (MUP) which is attached to the DA. While the DA and MUP include numerous specific criteria applicable to further development of the mountain which must be considered, from an overall perspective a principal purpose of these documents is to establish a balanced equilibrium between uphill lift capacity, downhill trail capacity, and visitor support services (such as restaurant seating and parking facilities) on the mountain. I see no evidence in the May 13 Packet that the Applicant or the Planning Department has undertaken any review of this requirement to date.

From a strictly legal perspective, I believe that the Commission not only has a duty to carefully consider compliance of the Ski Lift Upgrades with the specific requirements of the DA and the MUP, but also that the Commission must affirmatively inquire into whether or not the impacts of the upgrades result in detrimental effects which, as a condition of approval must be properly mitigated as expressly required by the first paragraph of LMC §15-1-10³ in accordance with the purposes of the LMC as set forth, inter alia, in Subsections A. and G. of LMC §15-1-2.^{4 5}

And, equally importantly -- just as important as specific compliance with the LMC and other applicable laws and agreements is -- the Commission has an over-arching duty, consonant with the municipality's police powers to safeguard the health and welfare of its residents and visitors, to insure that the conditions of approval preserve the expectation of safety that residents and guests are entitled to when skiing at PCM. Please note that there

³ The first paragraph of LMC §15-1-10 states: There are certain Uses that, because of unique characteristics or potential impacts on the municipality, surrounding neighbors, or adjacent land Uses, may not be Compatible in some Areas or may be Compatible only if certain conditions are required that mitigate or eliminate the detrimental impacts.

⁴ Subsection A. of LMC §15-1-2 states: [The LMC is designed and enacted to] implement the goals and policies of the Park City General Plan ... and ... [t]o promote the general health, safety and welfare of the present and future inhabitants, Businesses, and visitors of the City...

⁵ Subsection G. of LMC §15-1-2 states: [The LMC is designed and enacted to] prevent Development that adds to existing ... conditions that create potential dangers to life and safety in the community or that detracts from the quality of life in the community...

are virtually no limitations on the powers of the City in enforcing the purposes of the LMC. The last paragraph of LMC §15-1-2 states:

It is the intention of the City in adopting this LMC to fully exercise all of the powers granted to the City by the provisions of Utah Code Title 10, Chapter 9a, the Municipal Land Use, Development, and Management Act as amended, and all other powers granted by statute or by common law for the necessary regulation of the Use and Development of land within the City.

The Bowling Alley Example. I would point out in particular one specific example of overcrowding on the portion of the Home Run trail just below Summit House (widely known as the “Bowling Alley”), which I am concerned will be impacted by the increased capacity on the new Silverlode Express lift, and, if so, which must be addressed and mitigated. Skiers unloading from a new Silverlode lift will join the stream of skiers from the Bonanza Express lift (a 6-pack) and the Motherlode lift (upgraded a few years ago from a triple to a high-speed quad), as well as skiers descending from the uphill terminals of the nearby Thaynes and Pioneer lifts. It appears that the capacity increases for the Bonanza and Motherlode lifts have never been properly factored into a comprehensive, mountain-wide capacity analysis since the DA and the MUP were agreed to in 1998. Furthermore, it would appear that PCM has not added any significant new downhill trail capacity since 1998 to accommodate any of this increase in uphill flow. I urge the Commission to investigate whether discharging increased numbers of skiers into an already congested bottleneck such as the Bowling Alley is simply physically incompatible with existing trail widths, skier densities, and safety margins. Accordingly, the Commission cannot, and must not, ignore the "downhill" consequences of "uphill" upgrades. I mention the Bowling Alley bottleneck here, but I am concerned that there are additional points of congestion on the mountain which must also be considered.

Specific Requirements. The Commission’s review process is governed not only by the terms of the DA, MUP and other applicable documentation relating to upgrading the ski area, as well as by the applicable terms of the LMC, but also by the reasoning of the Third District Court⁶ and the Utah Court of Appeals⁷ when they considered Vail Resort’s appeal of your rejection of PCM’s prior application. In particular, the Commission’s review process must specifically address the following three requirements:

⁶ *VR CPC Holdings v. Park City Municipal Corp.*, 2023, No. 220500240 (Third District Court, Silver Summit Department).

⁷ *VR CPC Holdings, Inc. v. Park City Municipal Corp.*, 2025 UT App 130 (Docket No. 20240065-CA)

1. Comfortable Carrying Capacity (CCC) Analysis. The Applicant must provide the Commission with an updated CCC analysis, including specific data regarding the current and proposed uphill capacity of PCM's lift system as well as the downhill capacity of its ski trail system.⁸ This requirement is entirely consistent with the reasoning of the Court of Appeals in its August 28, 2025 opinion which held that the Commission has the right—and duty—to independently verify a resort's capacity data and compliance with development agreements rather than relying solely on resort-provided figures. The Court affirmed *your finding* in 2022 that the Applicant's previously submitted capacity data was "unverified and unreliable." Because use of ski trails and any consequent overcrowding, use of mountain facilities and adequacy of parking are all dictated by capacity, you must require the Applicant provide an updated, verified CCC analysis.

Furthermore, please note that in this connection the Commission's authority to seek the data necessary for these evaluations is well-established. As confirmed by the Utah Property Rights Ombudsman in its 2023 Advisory Opinion 279, a land use authority should receive 'whatever information it feels is necessary' to determine compliance with its standards.⁹ Given the high-speed discharge of these specific lifts into existing bottlenecks, the CCC and trail density data are the only objective metrics available to 'adequately address' the safety mandates of the LMC.

2. Compliance with the DA and MUP. The Commission's review and approval must ensure that the Applicant complies fully with the terms and conditions of the DA and MUP. These documents govern the overall existing and further development of PCM.¹⁰

DA §2.3 governs Ski Operations Improvements at PCM. DA §2.3.1. requires that the proposed Ski Lift Upgrades must be consistent with the MUP. The MUP expressly

⁸ Because the Applicant admitted on the record that capacity will increase, the burden of proof shifts to the Applicant to demonstrate to the Commission, with supporting data, either that this increase would not constitute a reasonably anticipated detrimental effect, for example, by compromising skier safety and otherwise, or that it will take appropriate steps to mitigate this detrimental effect. Under LMC § 15-1-10(B), the Applicant bears the burden of proving that the proposed Conditional Use will not result in unmitigated detrimental effects. By omitting CCC and downhill trail density data from its Applications while admitting to capacity increases, the Applicant has failed to meet this threshold burden.

⁹ Office of the Property Rights Ombudsman, Advisory Opinion 279 (November 16, 2023) ("The land use authority should receive whatever information it feels is necessary in order to determine compliance with the applicable standards of the land use ordinance.")

¹⁰ Please also consider whether a modification of the terms of the MPD under LMC §15-6-4.K. is necessary

governs any and all improvements to PCM's facilities and to the overall "ski product". The MUP further provides that the primary purpose of the MUP is to establish a balanced equilibrium between uphill lift capacity, downhill trail capacity, and visitor support services (such as restaurant seating and parking) and is intended to regulate growth of the facilities to ensure a high-quality recreational experience while preserving the mountain environment.

The terms of the MUP require that an upgrade applicant must demonstrate that its proposal aligns with the specific design criteria and balancing requirements expressly detailed in Section IV of the MUP, including:

- a. Capacity Balancing: Proving that any increase in CCC by reason of the new or reconfigured lifts is in "equilibrium" with the terrain they serve to prevent overcrowding or underutilization.
- b. Market Alignment: Tailoring terrain developments to match the resort's specific skier market distribution, with a prioritized emphasis on beginner through advanced-intermediate levels.
- c. Infrastructure Support: Ensuring that any increase in CCC is supported by proportional upgrades to visitor services, specifically indoor food service seating and egress trail capacity to handle end-of-day traffic.
- d. Operational Standards: Adhering to technical specifications for lift alignments and trail gradients that minimize topographic disturbance and maintain industry-standard safety and flow.

3. Compliance with LMC §15-4-18 Passenger Tramways and Ski Base Facilities.

Subsection A. of LMC §15-4-18 provides that "The location and Use of a Passenger Tramway, including a ski tow or ski lift, is a Conditional Use. The location of base and terminal facilities for the Passenger Tramway is a Conditional Use in all zones where the Use may be considered." Under Subsection B. "Conditional Use permits under this section shall be issued only after public hearing before the Planning Commission, and upon the Planning Commission finding that all the ... conditions [set forth therein] can be met. Of particular concern here is the provision in Paragraph 9 ("Public Purpose Served") of Subsection B. which requires that adequate controls on the safety aspects of the tramway have been provided to mitigate the effects of the tramway. I submit that the safety of ski trails accessible from the "tramway" must be controlled under this provision.

4. Compliance with LMC §15-1-10. At the same time, the Commission must also perform its mandatory, affirmative, non-delegable duties under LMC §15-1-10 to review the Applications and *affirmatively identify and mitigate the reasonably anticipated detrimental effects* to the municipality, surrounding neighbors, or adjacent land Uses as provided under the first paragraph of §15-1-10. Since “Adjacent land Uses” include the current approved Use of the terrain for resort skiers, the impact on them must be analyzed.

A. *LMC §15-1-10 Subsection E. Review.* This subsection establishes the 17-item review required for evaluation of all CUP applications. While these items are usually applied to buildings and lot-specific developments, in this case involving a recreational area, the checklist must be considered in light of the unique operational realities of a ski resort. In this context, for example, the “Site” is the mountain terrain and overall ski area, on-mountain “pedestrians” are the skiers, and “Circulation” is the flow of skiers on the mountain. Please see attached Annex A for a detailed analysis and description of the review called for in the context of the LMC §15-1-10 Subsection E. Review.

B. *Review under the Detrimental Impact Provisions of the LMC.* The mere review of the 17 item list is not the end of the Commission’s due diligence. The Commission’s review obligation includes consideration of detrimental impacts as required under the first paragraph of LMC §15-1-10, which expressly provides that “[t]here are certain Uses that, because of unique characteristics or potential impacts on the municipality, surrounding neighbors, or adjacent land Uses, may not be Compatible in some Areas or may be Compatible only if certain conditions are required that mitigate or eliminate the detrimental impacts...”

In addition to considering impacts under the first paragraph of LMC §15-1-10, the Commission, under Subsections A. and G. of LMC §15-1-2, must also (i) identify and mitigate detrimental effects of the Ski Lift Upgrades based on impacts to “*the general health, safety and welfare of the present and future inhabitants, Businesses, and visitors of the City*”, and (ii) determine whether the proposed uses “*create potential dangers to life and safety in the community or that [detract] from the quality of life in the community...*”, and determine what, if any, conditions can be imposed to mitigate those impacts. (emphasis added.) Placement and capacity of lifts, with resulting management of reasonable downhill trail capacities, are vital metrics which the Commission must assess, as they impact not only guest

satisfaction with the skiing experience, but also the simple and straightforward safety of skiers on the mountain.

Additional Impacts. Additional potential impacts arising from the Ski Lift Upgrades which must be considered include:

- a. Resort Facilities Impacts: the potential detrimental impacts of the proposed Ski Lift Upgrades on current Resort Facilities such as day lodge square footage and food service and food service support facilities, as well as potential detrimental impacts on the municipality and its residents and visitors, such as with respect to parking, transit, and emergency services.
- b. Parking Impacts: In particular, because these are new Applications, the 2022 Parking Mitigation Plan (2022 Plan) must be resubmitted and reviewed by you *de novo*. Furthermore, until the Applicant provides an independent audit of its current and proposed CCC, how can the Commission determine whether the 2022 Plan or the updated plan contained in the May 13 Packet sufficiently mitigates a number that does not exist on the public record?
- c. Impacts on Neighbors: The Applicant has not adequately addressed the detrimental impacts of the Ski Lift Upgrades on surrounding neighbors (including not only traffic and congestion, but also, for example, the proximity of the proposed base of the Eagle lift to the SnowFlower Condominiums).

The Big Picture. Finally, I would respectfully request that the Commission take notice of the important larger stakes here at play. You should not discount the crucial importance of your careful decision-making to the future health and success of not only the ski area, but also of our town.

While I applaud Vail Resorts for the capital improvements it has made since acquiring PCM in 2015 and for its stated commitment to improving the guest experience at PCM, I am concerned that there is still much work to be done. In the most recent Ski Magazine 2026 reader rankings, PCM ranked No. 30 and last among the top ski resorts in the West. According to the Park Record, “the resort fell to the bottom of the top 30 list due to reader frustrations regarding crowding and lift operations, despite its strengths in accessibility and terrain variety.” Similarly, according to the TownLift 2025 Readers’ Choice Poll, PCM ranked last among major resorts in the state.

I also note that for several years now the financial results of operations at Vail Resorts have been in substantial decline and that the company has suffered a massive reduction in guest satisfaction ratings, as evidenced by published Net Promoter Scores and, as referenced above, widespread social media commentary. According to Comparably.com, an independent corporate brand reputation and consumer sentiment platform, Vail Resorts' current Net Promoter Score (NPS) is reported as -27 "poor" as of early 2026.¹¹ I would submit that a poor NPS is a detrimental impact on the "present and future inhabitants, Businesses and visitors of the City" as provided in Subsection A. of LMC §15-1-2, which itself must be mitigated.

In addition, over the past five years, the company's stock price has declined by over two-thirds and the value of the company, as expressed by its market capitalization, has declined from over \$12 billion to approximately \$4.5 billion today. In my view, the 2024-2025 ski patrol strike at PCM had a particularly devastating impact on public perception of the Applicant's local operations.

All of the factors just mentioned may be viewed as economic detriments and raise the economic and reputational stakes for Park City and our local businesses and residents, many of whose largest sources of revenue and income, as well as the market value of owned real estate, are directly and indirectly related to the continuing viability and success of PCM. Under Subsection B. of LMC §15-1-2 an additional purpose of the LMC is "To protect and enhance the vitality of the City's resort-based economy, the overall quality of life, the Historic character, and unique mountain town community..."

Questions of increasing and continuing guest dissatisfaction at PCM fueled by existing overcrowding of trails and facilities, unsafe conditions and other operational issues are detrimental impacts which already threaten the Park City Mountain brand and our community's economic health and well-being. Conditional use applications which do further harm to us should not be approved without appropriate mitigation.

Further Requests. I would further respectfully request that this letter be included in the official public record for the Applications and that it be provided to all Commissioners. Because this letter is being delivered after the May 13 Packet has been posted, I am taking the liberty of copying it also to each of the Commissioners individually (other than Commissioner Strachan, who I understand has recused himself from consideration of these Applications).

¹¹ On the standard NPS scale of -100 to +100, any score below 0 is generally considered a "poor" or "warning" score, indicating that the majority of surveyed customers are actively dissatisfied and would not recommend the brand.

I would also further respectfully request that the factual issues and legal conclusions expressed herein be also addressed in the Commission's final Findings of Fact and Conclusions of Law.

Conclusion. I believe that your careful, deliberate, and comprehensive review of the Applications to determine compliance with applicable agreements and law and mitigation of any detrimental impacts is both legally required and critically important in the present moment. Full compliance with the agreements and applicable law is not only a necessary predicate for due process, it will result in a better outcome for all. Important lifts at the resort can be modernized at the same time as the guest experience is enhanced and made safer: resulting in a win-win for all stakeholders.

I would be pleased to discuss any aspect of this letter with the Planning Department, the Applicant or with the Commission at an appropriate time and place.

Respectfully,



Frode Jensen
Park Meadows

Cc:

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ANNEX A

In connection with its LMC §15-1-10 Subsection E. review, the Commission should consider the following items:

- a. Item 1 (Size and Location of the Site): This item requires that the physical site be compatible with the "proposed Use." Here, the "Use" is the high-speed delivery of thousands of skiers per hour through two new faster, higher-capacity chairlifts. The potential detrimental impact is whether the physical size and topography of the receiving trails is sufficient to safely accommodate this intensity.
- b. Item 4 (Emergency Vehicle Access): This item raises the question whether the new Silverlode and Eagle uses result in the creation of "downhill" bottlenecks that cannot safely accommodate the "uphill" surge, thereby creating unsafe skiing conditions and jeopardizing the ability of safety personnel and emergency responders (Ski Patrol and medical sleds) to maintain safe conditions and clear, rapid access to injured parties in congested zones.
- c. Item 5 (Location and Amount of Off-Street Parking): Application of this item requires that the identification of any "detrimental effect" of parking must be a direct result of the "intensity of use" analysis on the mountain itself. If the Commission finds, based on substantial evidence, that the mountain's internal circulation (Item 6) and physical site capacity (Item 1) are already at a breaking point, then a parking plan that seeks to facilitate *additional* volume is not a "mitigation" of an impact; it is the exacerbation of a safety hazard. In addition, if the "primary use" (use of the ski mountain) has reached a ceiling of safety and compatibility under Item 11, the "accessory use" (parking) must be conditioned to reflect that reality.
- d. Item 6 (Internal Vehicular and Pedestrian Circulation System): Item 6 requires a safe "pedestrian circulation system." For a ski resort, the "pedestrian circulation system" is the trail network and skiers are the de facto primary pedestrians. Discharging increased numbers of skiers into existing trails which already may have insufficient downhill capacity could create a failure in the internal circulation system, leading to dangerous "pedestrian" densities and unsafe conditions that the LMC is designed to prevent. The Commission must require an updated CCC analysis.

- e. **Item 11 (Physical Design and Compatibility):** The LMC requires structures to be compatible with surroundings in "mass" and "scale." Just as a high-rise building is incompatible with a small residential lot, an 8-pack lift's increased "uphill scale" may be fundamentally incompatible with the limited "mass" and width of the surrounding downhill ski trails. Therefore, a thorough analysis of the existing conditions and impact of an increase in uphill capacity is necessary to determine what mitigations may be appropriate.

- f. **Item 16 (Consistency with the General Plan):** While the 2025 General Plan (Plan) is largely silent on resort-specific density, safety is an inherent operational priority across all city themes. The Plan explicitly commits to 'enhancing public safety' as a core service and, furthermore, through Strategy 2F, mandates that the LMC ensure that safety is "adequately addressed through site design".¹² When applied to the placement of lift terminals and trail design and junctions, Strategy 2F requires the Commission to evaluate whether the physical 'site design' of these upgrades creates a safety hazard.

The Commission must consider the safety requirements of the Plan in deciding whether mitigation is necessary to approve a use which increases skier densities in already-congested zones.

¹² 2025 Park City General Plan, Strategy 2F.

May 13, 2026

Dear Mayor Dickey, Members of the City Council, and Planning Commission,

I am a property owner at The Lodge at Mountain Village and I write in full support of Park City Mountain's applications to upgrade the Eagle and Silverlode lifts.

As someone with a financial and emotional stake in the health of this resort, infrastructure matters. The Canyons Village side of the same resort — outside city limits — has no such approval hurdles and just opened a new gondola this February. Meanwhile, Mountain Village guests still ride lifts installed before some of our current visitors were born.

The upgrades being proposed are straightforward: replace two aging lifts with modern, higher-capacity alternatives. Eagle goes from 1,200 to 2,800 skiers per hour. Silverlode gains two additional passengers per chair. The on-mountain experience improves. Guest satisfaction improves. Property values at the base of those lifts are protected.

Park City lost Sundance. We have Snow League and the Olympics ahead of us. This is the wrong time to block infrastructure investment at one of the country's best ski resorts. Please approve these applications.

Sincerely,

Randy Kirsch

May 13, 2026

Park City Planning Commission
Park City Municipal Corporation
445 Marsac Avenue
Park City, UT 84060

cc: Planning Director and Staff, Mayor and City Council; City Attorney; City Manager

Re: Eagle Lift Replacement (GR-26-240) and Silverlode Lift Replacement (GR-26-240) Conditional Use Permit Applications

Dear Chair and Members of the Commission:

I write in advance of tonight's hearing on the above-referenced applications. I have reviewed both application packets and staff reports and revisited the 1998 Development Agreement, Mountain Upgrade Plan, and supplemental materials obtained through a GRAMA request including the applicant's parking mitigation memorandum, the letter submitted to the Planning Department by Kevin Wallace in support of approval, and Zach Purdue's February 26, 2026 submittal email confirming supplemental materials provided to staff.

The purpose of this letter is to identify, on the record and in advance of the vote, what the applications and staff reports do not contain and to respectfully remind the Commission of the order in which it is contractually and legally required to analyze the issues before it.

I. The Applicant Has Placed Capacity Expansion on the Record

The applicant's own submissions establish, without dispute, that both lift replacements expand capacity.

Silverlode. The applicant's parking mitigation memorandum states that the Silverlode replacement will "increase design capacity by a total of 600 people per hour (pph), from 3,000 to 3,600, reflecting an increase of 20%." The memorandum further discloses an operating capacity increase from 2,850 pph to 3,420 pph, with the 5% reduction accounting for "guest lift utilization."

Eagle. The Eagle staff report discloses that "the proposed new and realigned Eagle lift increases hourly capacity of skiers to 2,800, or an additional capacity of 1,000 skiers per hour, a 55% increase," and that the Eagle replacement "increases the overall Mountain Village base area uphill morning capacity by 15.56%." These figures derive from the supplemental capacity memorandum Zach Purdue confirmed transmitting to staff on February 26, 2026: "a memorandum addressing uphill design capacity of the existing and proposed replacement Eagle and Eaglet lifts."

These numbers are not contested. They are the applicant's own figures, disclosed in submissions to staff, and reproduced in the staff reports.

I note, however, that this capacity content does not appear in the publicly filed application narratives. The Eagle narrative contains no reference to capacity at all. The Silverlode narrative contains a single sentence asserting that the replacement will operate “without increasing resort capacity or creating new base portals.” This sentence is inconsistent with the applicant's own subsequent disclosure of a 20% capacity increase. The capacity data the staff reports rely on was disclosed in supplemental memoranda to staff, not in the publicly filed application materials.

II. The Development Agreement Requires Capacity Analysis to Precede Parking Mitigation

The 1998 Development Agreement is a recorded instrument that runs with the land under Section 6.1 and binds Vail Resorts/Park City Mountain as successor to Powdr Corporation. Section 2.3.6 of the Development Agreement states, in mandatory terms:

*Parking. At all times Developer **shall** assure that it has adequate parking or has implemented such other assurances, as provided in the Parking Mitigation Plan, to mitigate the impact of any proposed expansion of lift capacity.*

The structure of this provision is dispositive of the order in which the Commission must analyze these applications. The triggering condition is “expansion of lift capacity.” The analytical obligation is to identify and quantify that expansion. The mitigation obligation flows from and is calibrated to the expansion analysis. Parking is the downstream remedy, while capacity is the upstream condition that gives the parking analysis its content and its limits.

The applicant has admitted this sequence by its own conduct. The applicant's parking submission to staff is titled and framed as the “required parking mitigation associated with the Conditional Use Permit application for the Silverlode lift replacement.” Parking mitigation is not generically required by the LMC for every CUP. It is required, as a contractual matter, by Section 2.3.6 of the Development Agreement when lift capacity expands. By characterizing its submission as “required parking mitigation,” the applicant has acknowledged that Section 2.3.6 applies. The triggering condition has been admitted. The analytical obligation that Section 2.3.6 conditions the mitigation upon has not been performed.

The Mountain Upgrade Plan supplies the framework for the capacity analysis Section 2.3.6 requires. The MUP establishes the methodology for calculating Comfortable Carrying Capacity at Section II.C, establishes individual lift CCCs in Tables III-5 and IV-4, and establishes a resort-wide CCC ceiling against which the sum of individual lift CCCs must be constrained. It should be noted that appeal of the ACUP awarded in 2022 was granted in part because of discrepancies in the applicant's CCC assumptions. Two subsequent court processes upheld the appeal. Third District Court Judge Richard Mrazik stated clearly that it is the express “duty” of all Planning Commissioners to be able to perform CCC calculations on their own prior to determining compliance, and the Utah Court of Appeals repeatedly affirmed in its ruling the obligation of the applicant to comply with capacity limitations.

The Commission has been presented with quantified capacity expansions for two lifts and with parking mitigation conditions calibrated to those expansions. It has not been presented with the capacity analysis that Section 2.3.6 places between the two. Analysis is what determines whether the proposed expansions fit within the resort's binding capacity envelope, whether they affect the CCCs of neighboring pods (King Con in particular, given the proposed location of Eagle's new top terminal and mid-station), and whether the cumulative effect of the two applications can be accommodated within the resort-wide ceiling established by the recorded MUP. The Section 2.3.6 sequence has been inverted.

III. The Staff Reports Apply Two Different Standards to the Same Code Sections

The Eagle staff report and the Silverlode staff report are processed under the same Land Management Code provisions and concern the same regulatory category (Passenger Tramways and Ski Base Facilities under LMC 15-4-18). Yet the two reports treat the CCC question differently.

The Eagle staff report acknowledges that “Comfortable Carrying Capacity (CCC) data shall be comprehensively updated, or an alternative methodology must be proposed to the satisfaction of the Planning Commission in accordance with LMC 15-4-18(B)(6) and 15-6-4(K).” It affirmatively identifies the Code sections that require CCC review and acknowledges that the operative methodology may need to change but then defers the CCC analysis to a future vertical-development CUP application for the parking lots that has no established timeline and that, by the staff report's own terms, “shall not have any bearing on other applications submitted under the Development Agreement.”

The Silverlode staff report does not acknowledge that CCC analysis is required. It does not cite LMC 15-6-4(K). It acknowledges that “capacity increases for skiers within the ski terrain area” and then pivots directly to the 2015 King Con and Motherlode parking findings without any intervening capacity analysis.

If LMC 15-4-18(B)(6) and 15-6-4(K) require CCC review for Eagle, those same provisions require CCC review for Silverlode. If they do not require CCC review for Silverlode, then the deferral language in the Eagle staff report has no code basis either. The Commission cannot defensibly apply two different standards to two applications processed under the same Code sections in the same hearing cycle.

Moreover, the Eagle staff report's deferral framework is unavailable as a matter of contractual obligation. Section 2.3.6 attaches the capacity-analysis obligation to “any proposed expansion of lift capacity.” The triggering event has occurred. Staff has quantified it at 55% at the Eagle lift, 15.56% at the Mountain Village base, and 20% at Silverlode. The obligation is presently active. Deferring CCC analysis to a future vertical-development CUP that may not be filed for years disconnects the analysis from the activity it is intended to regulate.

IV. The Methodology Is Not Proprietary, As the Applicant's Own Submissions Demonstrate

I anticipate the applicant or its expert, SE Group, may again argue that CCC methodology is proprietary. The applicant's own submissions have foreclosed that argument.

The applicant's parking mitigation memorandum discloses specific hourly capacities and identifies a 5% utilization coefficient applied to design capacity to derive operating capacity. These are inputs to the CCC calculation. Kevin Wallace's letter to the Planning Department, submitted in support of approval, states that CCC "is defined in the Development Agreement as a function of uphill capacity on the resort's 10th busiest day." That sentence discloses the operative definition. Wallace further argues that Eagle's capacity increase is "modest in the context of the resort's total system capacity," a phrase that presupposes the existence of a resort-wide CCC ceiling against which "modest" can be measured. That ceiling is the framework of the recorded MUP at Tables III-5 and IV-4. The applicant's supporting expert has both invoked the framework and conceded its operative content.

The Mountain Upgrade Plan, which describes the CCC methodology at Section II.C and establishes the resort-wide ceiling at Table IV-4, is a publicly recorded instrument. The methodology is not proprietary; it is public. If the operative methodology has changed since 1996, as SE Group acknowledged on the record at the Commission's prior hearings on the 2022 ACUP appeal, the current methodology must be disclosed and verified, not asserted. Again, prior court rulings establish that the Commission must be able to verify the math itself. That obligation cannot be satisfied by selective disclosure of conclusions while the underlying calculations are withheld.

V. The Scope of the Commission's Review

I understand the Commission has been advised in some communications that its scope of review is limited to the Land Management Code. With respect, this characterization does not survive examination of the staff reports themselves.

The Eagle staff report cites the Development Agreement repeatedly: Sections 2.1.12 (traffic mitigation plan compliance) and 2.1.13 (parking mitigation plan compliance), the 1997 Master Planned Development, and the Phase I Traffic and Parking Management Plan. It draws its Conditions of Approval directly from these Development Agreement provisions. The Development Agreement is plainly within the scope of the Commission's review, because the staff report itself relies on it for the conditions it proposes.

The question is not whether the Development Agreement applies. The question is whether the Commission may rely on the parts of the Development Agreement that authorize conditions on the applicant while disregarding the parts that constrain the applicant. It may not. The Development Agreement is a unified instrument. Section 2.3.6, which conditions parking mitigation on capacity analysis, is no less a part of the Development Agreement than Sections 2.1.12 and 2.1.13. The Commission cannot apply the Development Agreement selectively. Section 5.1 channels lift CUPs through the LMC procedural process; Section 3.3 preserves the City's police power to regulate beyond the DA's requirements. Neither authorizes the Commission to regulate below the Development Agreement's floor.

VI. What the Record Must Contain Before a Vote

For the Commission to discharge its verification obligation on either application and to act consistently with the prior rulings of the Third District Court and the Utah Court of Appeals, the record must contain, at minimum:

1. Reconciliation of the inconsistency between the Silverlode application narrative (“without increasing resort capacity”) and the applicant's subsequent disclosure of a 20% capacity increase;
2. The current CCC methodology in use by the applicant and SE Group, including any formula changes since the 1996 MUP and the inputs accounted for in those changes including the effects of new amenities, lodges, beginner areas, ski school facilities, and additional runs on individual lift CCCs;
3. The pre-project and post-project CCC for each affected lift - Eagle, Eaglet, Silverlode, and each neighboring pod whose CCC is altered by the proposed configuration (King Con in particular);
4. An updated resort-wide CCC table demonstrating that the aggregate of all individual lift CCCs does not exceed the resort-wide ceiling established by the recorded MUP, or, if the ceiling is to be raised, identification of the public process by which the Development Agreement will be amended to accommodate it;
5. The updated out-of-base access analysis demonstrating that the 90-to-120-minute access standard established in the MUP is maintained for all affected portals;
6. The Section 2.3.6 mitigation analysis performed after (not in place of) the capacity analysis.

The applications and staff reports as currently constituted do not contain these items. The Commission cannot make a defensible finding without them. The proper course is to require completeness before voting, and to make clear in any continuance precisely what the application record must contain before it returns to the agenda.

VII. A Note on Timing and Path Forward

I recognize the operational importance of these projects to Park City Mountain, to the community as a whole, and to the broader regional preparation for the return of the Olympic Winter Games to Utah in 2034. I share an interest in seeing these lifts installed on a timeline that supports the Games, the resort's guests, and the community.

The applicant retains SE Group, the successor to the firm that authored the recorded Mountain Upgrade Plan. SE Group holds the current methodology, the historical baseline, and the data necessary to produce the analyses identified above. A complete capacity submittal can be prepared within weeks. A complete application can be reviewed, conditioned, and approved within the normal regulatory cycle, on a timeline

that supports construction in 2027 and operation for the 2027-2028 season, well in advance of the Olympic window.

An incomplete approval is not the faster path. The District Court and Court of Appeals have already ruled on what is required for lift CUPs of this kind. A second adverse ruling on the same legal question would extend further into the Olympic preparation window than a properly completed application would. The choice of timeline is, in substantial part, within the applicant's control.

I respectfully encourage the Commission to require completeness before voting, to make clear in any continuance what the application record must contain before it returns to the agenda, and to direct staff and counsel to evaluate the applications against the full contractual and regulatory record (the Development Agreement, the Mountain Upgrade Plan, and the Land Management Code) rather than against any subset of that record.

I have long welcomed an opportunity to discuss these technical matters with the applicant and to be counted in the "community outreach" they have promoted, including at the previous work session on these applications. I remain willing and available to meet with staff, Commissioners, the applicant, and any legal counsel to discuss any of the items raised above so these applications can be properly completed and approved on a defensible record. Any alternative invites protraction of critical resort infrastructure upgrades that no one including the applicant, the City, the Commission, or the community wishes to see delayed by another few years.

Thank you for your attention and for your service to the community.

Respectfully,
Angela Moschetta

LETTER TO THE PARK CITY PLANNING COMMISSION SUPPORTING VAIL RESORT'S LIFT & LIFT REPLACEMENT PROJECTS AT PARK CITY MOUNTAIN RESORT

I am writing in support of Vail Resort's plan to replace and install new lifts at Park City Mountain Resort.

For many years a consensus evolved that animated our thinking: it was that Park City should become a 'worldclass' recreational resort mecca based on the strength of our ski product. The foundation for this consensus included constantly upgrading our public and private infrastructure, enhancing our guest hospitality experience, and building public/private partnerships based on communication and trust. We clearly understood that the economic underpinning of our prosperity required all of us to pull in the same direction. I still believe that the fundamentals underpinning our past success exist and that our legacy of trust and open communication should inform our current decision-making.

It can hardly be argued that much of the ski lift infrastructure at Park City Mountain Resort is dated and in immediate need of replacement and/or enhancement. The conditions for city approval of these necessary infrastructure projects is now once again being debated before the Planning Commission and eventually before the City Council.

When talking about ski infrastructure, the ski resort industry often uses a metric called 'comfortable carrying capacity'. While there are varying views on the exact meaning of 'comfortable carrying capacity or CCC', it is the visitor experience that should always take precedence. Resorts measure CCC by measuring uphill lift capacity, acres and variety of terrain, wait times in lines, and technological enhancements.

Communities also indirectly measure 'community carrying capacity' by considering things like affordability, employee housing, traffic patterns, parking availability, resident satisfaction and aesthetics.

There is no 'one size fits all' magic formula to resolve every issues. At best these measurements are approximations as decision-makers try to achieve a 'Goldilocks' accommodation between various wants and desires. But the

key ingredient in achieving consensus is having a shared vision of our collective social and economic success, achieved through continued communication and trust building.

Let's consider our current trust deficit. Without pointing figures or casting blame, there can be little doubt that a rift has opened between Vail Resorts and a good number of people in the greater Park City community. In my discussions I sense a prevailing feeling that Vail has not done enough to fulfill their promise of helping Park City achieve it's goal of being worldclass.

To Vail's credit they have:

- Worked diligently to implement paid parking and general circulation improvements at the Park City base area;
- Built a new and much needed on-mountain restaurant;
- Secured large amounts of employee housing at the Canyons Village base;
- Contributed large amounts of cash and in-kind services to the community's non-profit providers; and
- Kept open lines of communication with the businesses and local governments

But despite these efforts, the past ski patrol strike, which gained national notoriety, coupled with a less than ideal snow winter and with previous local disagreements about the wisdom of upgrading and installing the proposed lifts has created an adversarial atmosphere that we as a community must now put behind us. Park City's stellar and hard-won national reputation has suffered greatly and with the looming Olympics we as a community can no longer afford to be at loggerheads and must move forward together.

Toward this end the Summit County and Park communities have also stepped up:

- High Valley Transportation's increased public transportation options and especially the new Rapid Bus project now under construction to help alleviate car traffic;
- The City and county's commitment to building more affordable housing;

- The new parking improvements planned at Richardson Flat and the Gordo Parcel;
- The Chamber's increased efforts to explore and pursue appropriate tourism strategies founded on ecological as well as economic values and principles; and
- The City's continued commitment to improving its public transportation options and pedestrian circulation.

Along with my fully supporting the installation and upgrading of the proposed lift projects, I suggest the following steps to help improve overall trust and relationship building:

- Earmark revenues from the resort's parking fees toward necessary community-wide parking, transportation and traffic mitigation efforts;
- Enhancing Aesthetics: Vail should commit to rehabilitating the derelict property they own along Bonanza Drive in proximity to the City's 5 acre site. Whether this be used for additional employee parking, housing or other needed uses, the aesthetics must be drastically improved so that Bonanza Drive begins functioning as a beautiful secondary community entryway.
- I further suggest that Vail CEO Rob Katz once again personally visit Park City to address the community's lingering doubts and concerns as he outlines Vail's plans for the future.

I am not a Pollyanna singing 'kumbaya', but I do think our collective self-interests mandate that we move forward together with all due speed.

Sincerely,

Myles Rademan, Local Resident

May 12, 2026

Hi,

My name is Chris Stringer. I live in the Blackhawk Station neighborhood. I would normally be more verbose and wax poetic on my support for increasing the load capacity at Eagle and Silverlode lifts, but this seems to be the most obviously needed upgrade on the resort. It would increase not only my enjoyment as a local, it would increase resort goer enjoyment, fueling visitor numbers, which fuel business numbers. It would also increase the amount of time our kids get to train, not waiting in lines to move to different terrain.

Please approve the lift upgrades.

-Chris

May 12, 2026

Dear planning commission,

I am writing to express my strong support for the lift enhancements proposed by Park City Mountain for the upcoming year. Given the high level of congestion currently experienced at the resort, I believe these upgrades are essential to improving the overall skier experience.

Our community relies on a positive experience for visitors to ensure return business. Both my husband's livelihood and my own depend on the success of the local tourism industry. I see no significant drawbacks to these enhancements and believe they are necessary operational changes that will benefit Park City in the long term.

I ask that you take these considerations into account when making your decision. We should support initiatives that improve our resort's efficiency and guest satisfaction rather than standing in the way of progress.

Thank you for your time and your service.

Best regards,

Janine Troilo

Park city resident

May 12, 2026

Dear Planning Commission Members:

I wanted to take the opportunity to express my hope that the PC Planning Commission will look favorably upon the necessary improvements needed in ski lift capabilities at our town (Park City) mountain.

These necessary improvements are needed for our aging 30 year lift system. Past lift improvements such as the installation of the Crescent lift made great strides to get folks up the hill and anticipate these improvements will do the same.

As a local skier and season pass holder for the past 28 seasons it is apparent to many that improvements must be made to the system in order to move skiers up the mountain and away from the base similar to that of The Canyons side of the resort and the lift improvements made at Deer Valley in the last couple of years. The proposed upgrades to the Eagle lift and the installation of the new Silverlode lift can significantly improve the customer experience at the resort.

As someone who frequents our local resorts , I believe the proposed types of infrastructure improvements are periodically necessary to keep the experience in line with what we have grown to expect in our community. The ability to get around the mountain and enjoy what we have to offer without waiting in longer lift lines is what the customer expects today. As someone who usually skis for only about two to three hours in the morning, the proposed improvements will greatly enhance the time spent there.

Thank you for the opportunity to express my opinion, and I look forward to what I hope is a favorable opinion on the proposed improvements.

All the Best !

Bill Malone

May 12, 2026

Dear Planning Commission Team,

We are very encouraged by the proposed chairlift upgrades that Park City Mountain Resort is exploring and would like to express our strong support for these improvements. As a resort that hosts thousands of visitors each season, as well as many local employees and owners, we see firsthand how critical reliable and efficient lift infrastructure is to the overall mountain experience.

The chairlifts located immediately adjacent to our property experience consistently high demand, particularly during peak hours and busy holiday periods. Long lift lines not only impact guest satisfaction, but they also affect skier flow, safety, and the ability for both visitors and locals to fully enjoy the mountain. Upgrading the Eagle and Eaglet chairlifts would significantly improve circulation in this heavily used area and help alleviate congestion that spills into surrounding lifts and terrain.

Additionally, the Silverlode lift frequently experiences extended wait times and has become a well-known bottleneck. An upgrade to Silverlode would greatly enhance efficiency, allowing skiers and riders to move across the mountain more quickly and evenly. These improvements would benefit not just PCMR guests, but the entire Park

City community that relies on a well-functioning mountain during the winter season. I personally use this lift all the time and am constantly having to wait in its long line.

Investments in modernized lift infrastructure are essential to maintaining Park City's reputation as a world-class ski destination and to supporting the local economy that depends on tourism. We truly appreciate PCMR's commitment to enhancing the on-mountain experience and strongly believe these upgrades will provide meaningful, long-term benefits for guests, employees, and residents alike.

Thank you for your time and consideration.

Sincerely,

Victoria McLaughlin

May 11, 2026

Dear members of the Park City Planning Commission,

I am writing this email while visiting family and enjoying my home country of Switzerland, which like Park City is known for great ski/snowboard areas and hospitality. When I arrived in Park City 46 years ago, Park City Mountain was somewhat of a minor and unknown ski resort. During the different ownerships and with the arrival of Deer Valley, hundreds of millions of Dollars have been and keep being invested to make our town the world wide recognized resort area it is today. I have had the opportunity to ski in many high end resorts in Switzerland, Austria, Italy and France as well as in the US and Canada over the past few years; I am very impressed by the progress and investments I saw when it comes to modern chairlifts, tramways, etc. I believe that in order to stay competitive with these European and North American competitors it is imperative that the owners of our two resorts keep upgrading their uphill transportation. I cannot think of any reason why any business, government entity or individual would not be excited and welcome the prospect of our resorts wanting to upgrade existing chairlifts to provide a more expeditious and comfortable uphill experience for our guests and locals alike. As far as I can remember, until a couple of years ago upgrades to chairlifts by our resorts were never challenged but rather were welcomed as they kept our resorts competitive and updated. I am of the understanding that unlike past chairlift upgrades, the ones now proposed by Park City Mountain will not result in an increase in uphill capacity but simply modernize the aging existing lifts.

I was made aware that the planned chairlift upgrades at Park City Mountain are on the agenda for your meeting on 5/13/26. While I understand that the Planning Commission has a duty to vet these proposals, I encourage you to allow Vail Resorts to install the proposed chairlifts as expeditiously as possible.

As always, I thank you for your service to our town.

Kind regards,
Hans Fuegi

May 11, 2026

Robert D Fuller

Park City, UT 84060

May 11, 2026

Dear Park City Planning Commission,

Park City is an amazing place, which is why many people have chosen to make Park City their full-time or part-time home. In the late 1860's soldiers found silver in the canyon that led to full-time residents. More residents arrived when the Transcontinental Railroad completion led to workers being laid off and then deciding to settle in Parley's Park. The further discovery of lead, zinc and gold led to the booming population and settling of what became in 1872 to Parley's Park City to be shortened to Park City.

Park City endured devastating fires, and like all mining boom towns, it was followed by a bust. The town struggles like so many towns with the stock market crash and changing economic conditions. A man named Alf Engen set a ski jump world record at Ecker Hill in Snydersville, then the first ski lift goes in at Snow Park which is now Deer Valley. Mining comes to a halt, and Park City is just another ghost town with its own red-light district.

In 1958 the United Park City Mines looked to diversify and started a study to begin the Treasure Mountain Resort, landing a federal grant in 1963 to start a new ski resort. Park City is now world renowned for its skiing, inviting citizens and the town's historic charm. Skiing SAVED this ghost town. Skiers want to ski and have a choice on where to go skiing. If Park City becomes known for its long lines and inability to park after paying top dollar, people will choose to go other places. We also need the parking garage. The plans for this top resort have been in place for quite some time, and the time has come. It will come at a cost, and for me personally I live at Snowflower, so it will affect us directly positively and yes some negatively, however this is ultimately about what's best for all Part City, its citizens and its future. I fully support the expansion and improvements of both lifts.

We have to make the sacrifice for future generations and the lovey town and resort of Park City.

Robert D Fuller

Snowflower

[REDACTED]
[REDACTED]
[REDACTED]

May 11, 2026

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We have to make the sacrifice for future generations and the lovey town and resort of Park City.

May 11, 2026

Dear Park City Planning Commission,

As an avid skier and pass holder at Park City, I urge you to pass the lift upgrades and improvements to Park City by Vail Resorts.

The current lift infrastructure at Park City is grossly out of date and inefficient. Ski days are constantly disrupted by stopped lifts due to antiquated lifts and maintenance issues which lead to long lift lines.

As a ski town reliant on tourism, we need to support our ski areas. Please work with Vail Resorts and pass the needed lift improvements.

Thank you for your time,

Martha Krieg

May 10, 2026

Dear Park City Planning Department,

My name is Scott Stinson, and I own a condo in Snow Flower building 1 condominiums. I am concerned that relocating the Eagle lift as proposed will add significant congestion in the area and detrimentally affect Snow Flower property owners.

Although I have seen the large scale aerial picture of the proposed realignment, I think that the areas under discussion should be visually marked (with stakes and taping) to provide perspective on what is planned, and allow owners and public to better understand impact.

Thank you,

sincerely,

Scott Stinson

May 9, 2026

Dear Planning Commissioners,

I am writing in strong support of the proposed replacement of the Eagle and Eaglet lifts and the upgrade to Silverlode Express at Park City Mountain Resort. As a longtime Park City local, hospitality and ski industry professional, and former Chair of the Park City Chamber & Visitors Bureau Board of Directors, I respectfully urge the Planning Commission to approve both applications.

Park City's identity, economy, and community are deeply connected to the success of our resort industry. Our local businesses, workforce, nonprofit organizations, and residents all benefit when our resorts thrive and to do so we need to support them to continue to invest in infrastructure that improves the guest and resident experience alike. Supporting thoughtful reinvestment in mountain operations is not about tourism and visitor growth, it is about supporting the long-term vitality and competitiveness of Park City as a world-class mountain community.

Importantly, these are modernization projects, not terrain expansion projects. The Eagle and Eaglet lifts are more than 30 years old and serve one of the busiest areas of the resort. The proposed replacement would greatly improve the skier experience.

Similarly, Silverlode Express is one of the resort's most heavily utilized lifts and a critical connector between terrain, dining, and mountain amenities. Upgrading the existing six-passenger lift to an eight-passenger lift would help reduce lift lines and improve the overall flow of skiers across the mountain.

These projects represent private investment in aging infrastructure within an established resort footprint and through a transparent public review process. I appreciate the extensive community engagement that has taken place.

As someone who has spent years working in hospitality, destination marketing, and the ski industry, I believe continued reinvestment in resort infrastructure is essential to maintaining Park City's competitiveness and protecting the quality of the guest experience that our local economy depends on. Standing still is not an option in today's increasingly competitive global ski market. With the 2034 Olympic and Paralympic Winter Games ahead, these types of improvements are even more important to ensuring Park City continues to perform at the level expected of an international mountain destination.

I respectfully encourage the Planning Commission to approve both applications.

Thank you for your time, consideration, and continued service to our community.

Sincerely,

Susie English

5/8/26

Dear Planning Commissioners,

I am writing in strong support of the proposed replacement of the Eagle and Eaglet lifts and the upgrade to Silverlode Express at Park City Mountain Resort. As a longtime Park City local, hospitality and ski industry professional, and former Chair of the Park City Chamber & Visitors Bureau Board of Directors, I respectfully urge the Planning Commission to approve both applications.

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I respectfully encourage the Planning Commission to approve both applications.

Thank you for your time, consideration, and continued service to our community.

Sincerely,

Susie English

Susie English

May 8, 2026

Dear Planning Commissioners,

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

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

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

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

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

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

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

Sincerely,

Jennifer Wesselhoff



Dear Planning Commissioners,

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

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

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

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

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

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

Sincerely,

A handwritten signature in black ink, appearing to read "JWesselhoff".

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

A handwritten signature in black ink, appearing to read "Aldy Milliken".

Aldy Milliken
Chair

May 8, 2026

Our community has a rich heritage, rooted in its 19th-century silver mines. As a small western town, we were fortunate to find a new way to utilize our mountains with the advent of skiing. And in 1963, a million-dollar Area Redevelopment Administration loan from the Kennedy administration helped our town on its pathway to becoming one of the world's great winter destinations.

Few of us were here in 1963. We came later to be part of the lifestyle Park City offered, centered on our city's two ski areas and a memorable Historic Main Street. I first skied Park City in 1973. And 15 years later, I made it my forever home. All told, I've now skied Park City Mountain 38 consecutive seasons.

The lift upgrades proposed for Park City Mountain offer an opportunity to enhance the ski experience for all of us and for our visitors, while improving operating efficiency for the mountain. There are only winners here!

While the original Eagle chairlift provided an excellent connection for the race hill, it was never an efficient way to access the mountain. The proposed changes would dramatically improve mountain entry for skiers and riders, providing them with a comfortable, modern ride. Silverlode has always served us well, providing access to some of the most popular terrain on the mountain. But there are more modern, efficient lifts today that can better serve those runs. It improves the experience for skiers and riders. And it provides the resort with a more efficient operation. Again -- there are only wins here!

Since Vail Resorts' acquisition of Canyons (2013) and Park City Mountain (2014), my engagement with the sport there has improved dramatically. My friends and family who come to Park City enjoy a better experience today. From its initial \$50 million investment in new infrastructure, our original hometown mountain has continued to offer a remarkable opportunity for locals and visitors alike.

Our town thrives because of the investments made by our resort operators. I'm proud to call Park City my home. And I look forward to skiing at Park City Mountain and Deer Valley Resort each winter. As a hometown skier who has spent nearly 40 years on this mountain, I urge the Planning Commission to allow Park City Mountain to invest in upgrading these two lifts for the benefit of the skiers and riders who enjoy the mountain and for our entire community.

Thank you for your consideration.

Tom Kelly

May 8, 2026

Dear Park City Planning Commission Members,

I am writing in support of the proposed Eagle and Silverlode lift replacement projects at Park City Mountain.

My name is Sophie Goldschmidt, President & CEO of U.S. Ski & Snowboard, the National Governing Body for ski and snowboard sports in the United States. U.S. Ski & Snowboard is headquartered in Park City, Utah, and provides leadership, high-performance support, and athlete development pathways across 11 disciplines: Alpine, Cross Country, Freeski, Freestyle Moguls, Freestyle Aerials, Nordic Combined, Ski Jumping, Snowboarding, Para Alpine, Para Snowboard and Para Nordic. We support athletes from the grassroots and club level through to World Cups, World Championships and the Olympic and Paralympic Games.

Many athletes on the U.S. Ski & Snowboard national teams live and train in the Park City area to be close to our Center of Excellence, which serves as the central training ground and for our national teams. Park City Mountain is also the home resort for many of these athletes and plays an important role in their daily training environment. In addition, the Park City Ski & Snowboard club development program has long been one of the most important pipelines for athlete development in the United States, producing numerous U.S. Ski & Snowboard Team athletes and Olympic and Paralympic medalists.

These proposed lift upgrades are an important investment in the future of Park City Mountain's infrastructure and will significantly improve the experience for athletes, community members and tourists. Reduced wait times, improved mountain circulation and more efficient access to terrain will not only enhance the guest experience, but also create meaningful benefits for athlete training and development. In elite sport, maximizing quality on-snow repetitions is critical and efficient lift infrastructure plays a direct role in supporting high-performance training environments.

As we look ahead to the 2034 Winter Olympic Games in Salt Lake City, athlete development in Utah remains a major focus for our organization. We are committed to continuing to invest in pathways that help develop the next generation of American athletes, with the goal of seeing Utah-based athletes succeed on the world stage at a home Olympic Games.

We believe these projects represent an important long-term investment in skiing and snowboarding in Park City and Utah and will benefit national team athletes, local youth programs, the broader community and the many guests who visit Park City Mountain each year.

Thank you for your consideration and support of these important improvements.

Sincerely,
Sophie Goldschmidt
President & CEO
U.S. Ski & Snowboard



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Thank you for your consideration and support of these important improvements.

Sincerely,
Sophie Goldschmidt
President & CEO
U.S. Ski & Snowboard

May 8, 2026

Park City Planning Commission

445 Marsac Avenue

Park City, Utah 84060

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

Dear Members of the Park City Planning Commission:

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

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

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

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

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

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

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

Respectfully,

Charles Morrison, MD

Medical Director, Park City Mountain Resort Clinic

Park City, Utah

May 7, 2026

Dear Park City Planning Commission,

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

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

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

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

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

Sincerely,

Scott Shapiro

Jeremy Ranch

May 7, 2026

Dear Members of the Planning Commission,

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

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

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

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

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

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

Sincerely,

Brent & Brynn Hill

Park City

May 06, 2026

Via Email

Ryan Dickey
Mayor
ryan.dickey@parkcity.gov

Christin Van Dine
Planning Commission Chair
christin.vandine@parkcity.gov

Rebecca Ward
Planning Director
rebecca.ward@parkcity.gov

Adam Lenhard
City Manager
adam.lenhard@parkcity.gov

Margaret Plane
City Attorney
marget.plane@parkcity.gov

Adam Strachan
Planning Commission (Appointee)

[REDACTED]

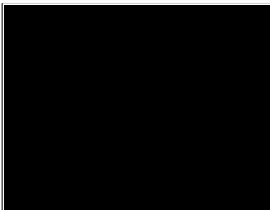
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Park City Planning Commission
planning@parkcity.gov

Re: Formal Objection to Planning Commissioner Adam Strachan's Participation in Chairlift-Related Applications; Demand for Recusal; Reservation of All Legal Rights

Dear Park City Officials:

This firm represents a group of concerned citizens who have appeared in the proceedings concerning proposed chairlift upgrades by Vail Resorts and Park City Mountain (collectively, "Vail/PCM") before the Park City Planning Commission. We write on behalf of our clients to lodge a formal objection to the participation of newly reappointed Planning Commissioner Adam Strachan in any proceedings, deliberations, votes, or other actions related to applications by Vail/PCM. This objection is sent to all listed city officials so that the record is complete, and no



party can claim lack of notice.

On their behalf, we demand that Commissioner Strachan recuse himself immediately and completely from all such matters. We further demand that the Planning Commission, Planning Director, City Manager, and Mayor take affirmative steps to ensure that Commissioner Strachan does not participate, directly or indirectly, in any aspect of these proceedings.

I. BACKGROUND

The Park City Planning Director previously approved certain chairlift upgrades proposed by Vail Resorts and Park City Mountain under a single Administrative Conditional Use Permit application. That approval was appealed by four local residents with standing. The appeal was granted, and the prior approval was reversed, requiring Vail/PCM to submit new applications. Vail/PCM twice challenged the appeal in Utah courts. Summit County's Third District Court and the Utah Court of Appeals both upheld the appeal. Vail/PCM have now submitted two Conditional Use Permit applications (Silverlode, PL-26-06820; Eagle, PL-26-06821) for the same lifts. Those applications are now pending before the Planning Commission. A site visit and work session regarding the applications was completed on March 25, 2026. We understand that no formal vote has been taken on the new applications.

In March 2026, Park City advertised three Planning Commission vacancies, opened a public application process, and stated appointments would be made in the fall. On March 31st, in an email to staff, Mayor Ryan Dickey announced he would use his authority and appoint Adam Strachan to the seat vacated when Former Planning Commissioner Bill Johnson resigned in late February for personal reasons. The timing of this appointment, made as new Vail/PCMR chairlift applications are back before the Planning Commission, raises serious concerns about the integrity and impartiality of the Commission's forthcoming review.

II. COMMISSIONER STRACHAN'S CONFLICTS OF INTEREST

A. Concurrent Financial Interest

We understand that Commissioner Strachan maintains an active professional relationship as legal counsel for the Applicant, Vail/PCMR. While the legal work he performs is allegedly unrelated to land-use matters, the financial and professional bond is concurrent with the Applicant's pending lift upgrade CUP applications.

This representation establishes a direct professional and financial relationship between Commissioner Strachan and the party that now appears before the Commission seeking approval on pending CUP applications that have undergone one work-session without Strachan. We note that Chair Van Dine recused herself from the second hearing on the ACUP appeal citing the fact that she missed the prior meeting.

Under general principles governing the conduct of attorney-adjudicators, a person who has served as legal counsel to a party should not serve as a neutral adjudicator in a proceeding in which that former or current client has a direct interest. The fact that Strachan reportedly does not advise Vail/PCM on land use matters does not eliminate the conflict. Vail/PCM is the same client. The resort operations and the land at issue are the same. The financial interest in the outcome is direct.

Utah and local law mandates that quasi-judicial officials such as Planning Commissioners maintain strict neutrality to satisfy constitutional due process, specifically when their impartiality might reasonably be questioned due to ongoing professional and financial ties.

Under Park City Municipal Code (PCMC) § 3-1-7, commissioners are barred from private employment that is "incompatible with the proper discharge of official duties" or would "impair independence of judgment". An active attorney-client relationship with Vail Resorts while adjudicating their lift upgrades creates a structural impairment of this independent judgment.

All appointed officers must file a Disclosure Statement of Personal or Financial Interest under PCMC § 3-2. This includes disclosing any entity regulated by the city where the official serves as an "agent"—a term that explicitly includes attorneys representing a client. Failure of Strachan to recuse himself from matters involving Vail/PCMR after any such disclosure violates the "Avoidance of Impressions of Corruptibility" mandated in PCMC § 3-1-8.

The Utah Municipal Officers' and Employees' Ethics Act also prohibits officials from having a personal investment in any business entity that would create a conflict in fulfilling that officer's duty.. Because the lift upgrades directly impact resort capacity and revenue, and Commissioner Strachan is currently compensated and employed by Vail, and is personally invested in Vail/PCMR's financial wellbeing, he likely faces an inescapable conflict under Utah Code § 67-16-9.

B. Public Advocacy at Prior Appeal Hearings

Perhaps most significantly, Commissioner Strachan appeared at the June 8, 2022 appeal hearing in the prior chairlift proceedings - either on his own volition or (most likely) at the direct request of his client - without any official capacity and publicly advocated in favor of Vail/PCM's position. Specifically, he addressed the Planning Commission and the appellants and stated, in substance, that the appeal should not be granted and that the Commission should rule in favor of the project.

The full hearing is available here: <https://parkcityut.portal.civicclerk.com/event/1364/media>.

Commissioner Strachan's statements at those hearings included the following:

"I always remembered as a Planning Commissioner, 'What are we really here to do?' You're here to review an appeal, and it's a de novo review, as you well know. But that

doesn't mean you don't give the Planning Director and the staff deference, because they're professionals and they do this for a living. I always did. I found it resulted in a lot of great decisions.

Sometimes you have to second guess them. But overall, they're doing a very fine job of what they do, and they did a good job here. I read the final action letter from the Planning Director. Very detailed. Those conditions of approval are about as well drafted as I've seen.

An excellent staff report. Kudos. Again, shows that there's been an in-depth analysis. This isn't a rubber stamp. They're putting this applicant through the wringer as they should.

And you also have two consultants, who have echoed what the Planning Director and the staff member have all concluded. And with that, although it's a de novo review, you do have that body of knowledge to stand on. So I urge you to look at it and to adopt it.

In terms of the evidence, it's not at all clear. In fact, I don't think there is a correlation - at least not that I could find - between an increase in carrying capacity and an increase in parking."

This is not a technical or abstract conflict. Commissioner Strachan took an active, public, adversarial position against the appellants and in favor of the very party whose applications he is now being positioned to judge. Strachan, an attorney, also acknowledged the "de novo" nature of the review and still directed the Planning Commission to give deference to "experts," deference that was specifically addressed by both Utah Courts as inapplicable and irrelevant.

His demonstrated bias is documented in the public record of the prior proceedings. No reasonable person could conclude that he is capable of rendering an impartial decision on any matter related to these applications.

III. APPLICABLE LEGAL STANDARDS

The Park City Municipal Code § 3-1-7(A) (Incompatible Employment) and § 3-1-8 (Avoidance of Impressions of Corruptibility) mandates that city officials avoid *even the appearance of conflict* between public duties and private interests. Under these provisions, all City officials must conduct private affairs "so as not to give a reasonable basis for the impression" that they can be "improperly influenced". An ongoing attorney-client relationship between a Planning Commissioner and an applicant, like Vail/PCM, creates a structural conflict under PCMC § 3-1-7 regarding incompatible employment and § 3-2 regarding financial interests in regulated entities. The recent Utah Court of Appeals ruling on the lift upgrade appeal emphasized that the Planning Commission must act as a

neutral fact-finder, a standard that is compromised when a commissioner has active financial ties to the resort.

Similarly, under Utah Municipal Ethics Act § 10-3-1304, no public officer shall use their position to provide a "substantial economic benefit" to another in a way that would improperly influence a reasonable person.

To avoid an erosion in the public trust adherence, the purpose of Utah Code § 67-16-1 *et al* and similar state ethics laws is specifically to strengthen the faith and confidence of the people of Utah in the integrity of their government and to establish standards of conduct for areas where actual or potential conflicts of interest exist between public duties and private interests. The ongoing relationship between Commissioner Strachan and Vail/PCM creates an "appearance of impropriety" that undermines the impartiality required for quasi-judicial land-use decisions.

Under Utah land use law and the Utah Municipal Land Use, Development, and Management Act (LUDMA), Utah Code Ann. § 10-20-101 *et seq.*, participants in administrative land use proceedings have a due process right to a decision by an impartial decision-maker. Bias, prejudgment, or a disqualifying conflict of interest on the part of a hearing officer or board member is grounds to void any resulting decision. The City should not appoint a land-use authority who will automatically accept any proposal from an applicant who pays his bills. This defeats the entire structure established in LUDMA.

The standard for recusal or removal is not whether actual bias can be proven beyond doubt, but whether a reasonable person, knowing all the relevant facts, would question the decision-maker's impartiality. Commissioner Strachan's prior and ongoing client relationship with Vail/PCM, combined with his documented public advocacy against this appeal, satisfies that standard many times over. Ongoing legal fees paid by an applicant to a presiding official generally meets this threshold. See Utah Code §§ 67-16-5, 9, § 10-3-1304; Park City Municipal Code §§ 3-1-7(A), 3-1-8.

Additionally, Utah Code Ann. § 10-3-1305 and related provisions governing municipal officer conduct impose independent obligations of disclosure and recusal when a conflict of interest exists.

A commissioner with a conflict risks making a decision "arbitrary, capricious, or illegal" and subject to reversal.

IV. DEMAND FOR RECUSAL AND PROTECTIVE ACTION

In light of the forgoing conflict, we respectfully demand that the City take the following actions:

1. Commissioner Strachan recuse himself, voluntarily and immediately, from all proceedings, deliberations, votes, briefings, and communications related to any Vail

Resorts or Park City Mountain Resort applications concerning chairlift upgrades or related land use matters.

2. The Planning Commission Chair, Planning Director, and City Manager take affirmative steps to enforce this recusal and ensure that Commissioner Strachan does not participate, directly or indirectly, in any aspect of these matters.
3. The City Attorney conduct an investigation of the apparent violation and provide a written opinion that is made available to the public addressing Commissioner Strachan's conflicts of interest and the legal sufficiency of his participation.
4. Mayor Dickey provide in writing the basis for Commissioner Strachan's appointment and certify that the appointment was not made for the purpose of securing a particular outcome in any pending or anticipated land use proceeding.

V. RESERVATION OF RIGHTS

Our clients hereby expressly reserve all legal rights, including but not limited to the right to challenge any decision, approval, or action in which Commissioner Strachan participates on due process and conflict of interest grounds. We further reserve the right to seek injunctive relief, mandamus, or other appropriate remedies in the event that Commissioner Strachan is permitted to participate in these proceedings over this objection.

This letter is submitted for the record and will be cited in any future legal proceedings arising from Commissioner Strachan's participation. Silence or inaction in response to this letter will itself be part of the record. We appreciate your attention to this matter.

Sincerely,

BENNETT TUELLER JOHNSON & DEERE



Hyrum J. Bosserman

cc: Dierdra Walsh, Vice President and COO, Park City Mountain
Bill Rock, President, Mountain Division, Vail Resorts
Rob Katz, CEO, Vail Resorts

ADDENDUM: Statement of Former Planning Commissioners

We, the undersigned, are former members of the Park City Planning Commission. We each served on the Commission during the appeal proceedings concerning the proposed chairlift upgrades by Vail Resorts and Park City Mountain Resort, and we presided over those hearings in our capacity as commissioners.

We write neither as parties nor as advocates for any side, but as former adjudicators with direct, firsthand knowledge of the standards and norms governing commissioner conduct on this Commission. In that capacity we state the following:

It was the understood and observed practice during our tenure that any commissioner with a prior professional relationship with a party appearing before the Commission, or who had publicly expressed a position on a pending matter, was expected to recuse from that matter without exception. This was not a matter of discretion. It was a baseline ethical obligation that each of us took seriously and observed.

Commissioner Strachan's circumstances as described in the accompanying letter are, in our judgment, disqualifying under those same standards. His prior legal representation of Vail Resorts, his voluntary appearance at the appeal hearings to publicly advocate against the appellants and in favor of Vail's position, and his reappointment at the moment new applications from that same party are pending do not present a close question.

Each of us is prepared to testify under oath to the norms and practices described herein in any administrative, judicial, or other proceeding in which Commissioner Strachan's participation is challenged.

Former Commissioner John Kenworthy, Park City Planning Commission, Years of Service: 2018-2023

Former Commissioner Laura Suesser, Park City Planning Commission, Years of Service: 2016-2025

May 6, 2026

Dear Park City Planning Commission,

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

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

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

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

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

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

Respectfully,

Courtney Morrison,

Resident of 84060

Local employer, skier & community member

May 4, 2026

Hi,

I'm writing in to voice my support for the proposed two lifts. We have place on [REDACTED], very close to this proposed lifts.

Thank you for your consideration.

Luke Derheim

April 20, 2026

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

Thanks!!

Dave Rich

April 17, 2026

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

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

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

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

Yours sincerely,

Ron Broadhead

April 16, 2026

Hi Park City Planning Commission,

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

Respectfully,

Jamie Ogle

April 16, 2026

Hello,

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

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

Thank you,

Nick Berghoff

April 15, 2026

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

--

Lynn Barclay

March 31, 2026

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

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

We're at a serious fork in the road and have been for some time, with Vail, on the 'mountain village' side. They can have Canyons (they already are) but those of us living in PC proper value/deserve the lifestyle we all came here for; sure, let them replace the lifts with the same capacity (as dictated by the previous plan, there was a reason for that) if necessary, and those who don't want to stand in line can go to the Canyons. The essence of our town is about a lot more than skiing and if this upgrade happens as outlined, we will be living in a skiing mecca with a substantial loss of overall quality of life for all of us, particularly in the town limits.

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

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

Best,

Liz Lee

Elizabeth Lee

March 26, 2026

Good afternoon,

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

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

Thank you for your consideration.

James Wooldridge

March 25, 2026

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

Ben Farrow

March 24, 2026

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

Teri Whitney

March 23, 2026

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

Dan Van Dresser

March 22, 2026

To whom it may concern

Re: Park City Lift Replacements and CCC

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

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

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

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

Concerns about traffic and parking also deserve context. Park City Mountain has already implemented paid parking and reservation requirements, which function as a practical cap on daily vehicle access. When parking reservations are unavailable,

guests are diverted to remote lots and transit options. This system not only limits peak-hour traffic but also spreads arrival times, reducing congestion rather than increasing it. Importantly, this parking policy constrains demand independently of lift capacity.

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

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

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

Regards,

Kevin Wallace

March 20, 2026

Hello Ms. Larsen

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

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

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

Due to the location of the current Eagle lift drop off, the only option is to ski a blue run to get to the next lift (King Con), which can then take you to a green run. Therefore, for all inexperienced skiers, the only options to get up the mountain are the FirstTime, Payday and Crescent lifts, which frequently have longer wait times. Expanding and

moving the drop off point for a new Eagle Lift would provide an additional green run route and alleviate skier wait times at the base.

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

Thank you, James, Edward & Carolyn Rogers

March 18, 2026

Dear Planning Commission,

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

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

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

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

Sincerely,

Sarah Evans

March 18, 2026

Park City Planning Commission

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

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

Vail's concept is that 30 feet is enough to create a throughway on that side of the lift. I don't disagree, however, how are you going to accomplish that? Since the buildings at Snowflower sit much lower than the ski hill, 25 of the 30 feet is the embankment down

to Snowflower. The Vail representative said they could build a retaining wall on the property line to level out the 25 feet so they can accomplish their 30 foot setback. To accomplish that, I feel they would have to build a retaining wall approximately 20 feet high with possibly a wire fence on top to ensure the safety of the skiers and to accommodate any snow pack on the trail. Part of the property line passes within 10 feet of building two. How would you like it if your neighbor built a 20 foot high concrete wall 10 feet from your picture window.

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

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

As in 2022, I asked Vail why they couldn't move the new base of the Eagle lift 100 yards up the mountain or closer to where the old Eagle lift is located. Both times the answer has been the engineers say that is where it needs to be for alignment. The Vail representatives also said something about moving it would interfere with the return back to the lift. Maybe. What might look good on paper doesn't necessarily work in practice. I think moving the entry point of the new Eagle lift 25 or 30 yards up the mountain would work, eliminate a need for a retaining wall and help alleviate the congestion in the base area.

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

Sincerely, Glen Chinn

Park City Planning Commission,

March 18, 2026

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

Sincerely,
Glen Chinn

March 17, 2026

Dear Park City Council Members,

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

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

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

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

Sincerely,

Jackie Davis Gray, JWD Incorporated

March 17, 2026

Hi Nannette,

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

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

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

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

winter destination and to supporting the local economy that depends on recreation and tourism.

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

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

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

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

Sincerely,

Dave Curtis

March 16, 2026

Dear Planner Larsen,

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

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

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

Thank you,

Eric Lipton

February 17, 2026

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

Subject: PCMR Eagle and Silverlode Lift Upgrades

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

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

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

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

Sincerely,

Board of Trustees

Crescent Ridge Condominium Association

as individuals and not for the HOA



Holiday Ranchettes Lot 43 Plat Amendment

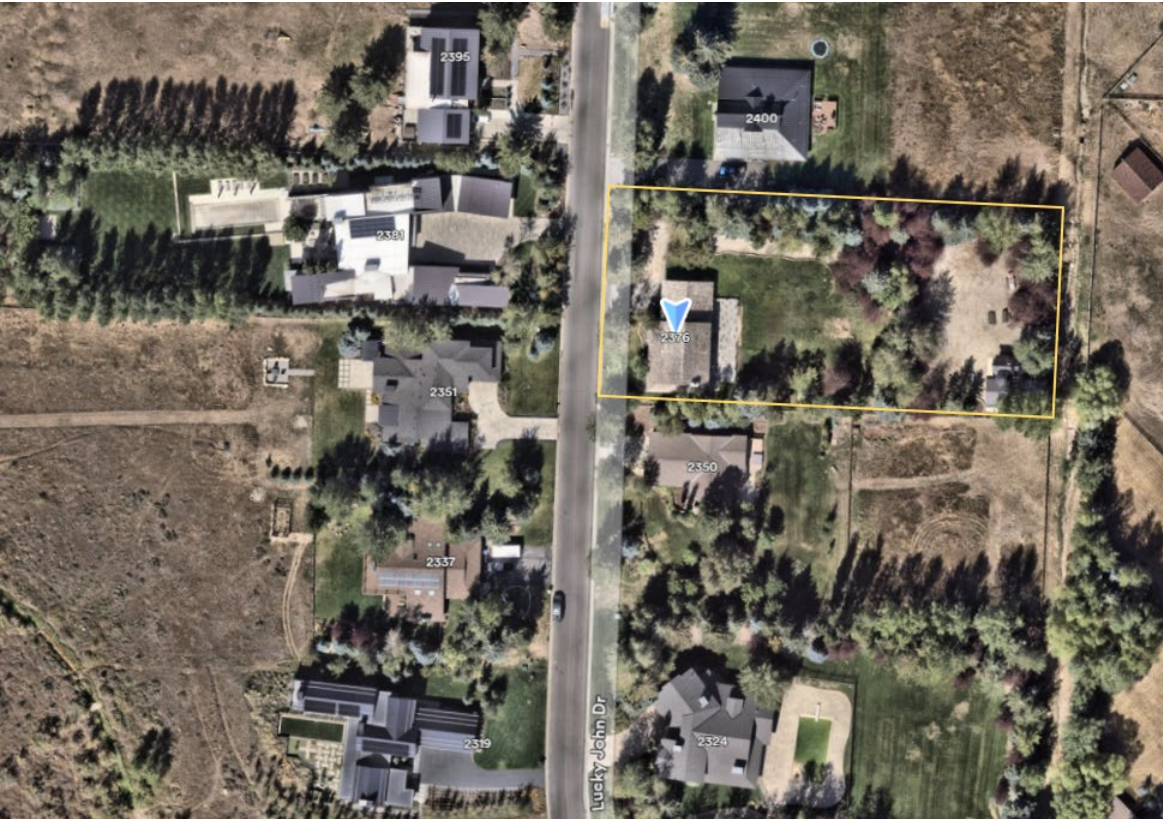
2376 Lucky John Drive

Planning Commission

PL-25-06459 | May 27, 2026



VICINITY



- ❖ 2376 Lucky John Drive – Lot 43 of Holiday Ranchettes Subdivision
- ❖ Single Family (SF) Zone
- ❖ 1.05-acre Lot with a Single-Family Dwelling constructed in 1978 and an accessory barn

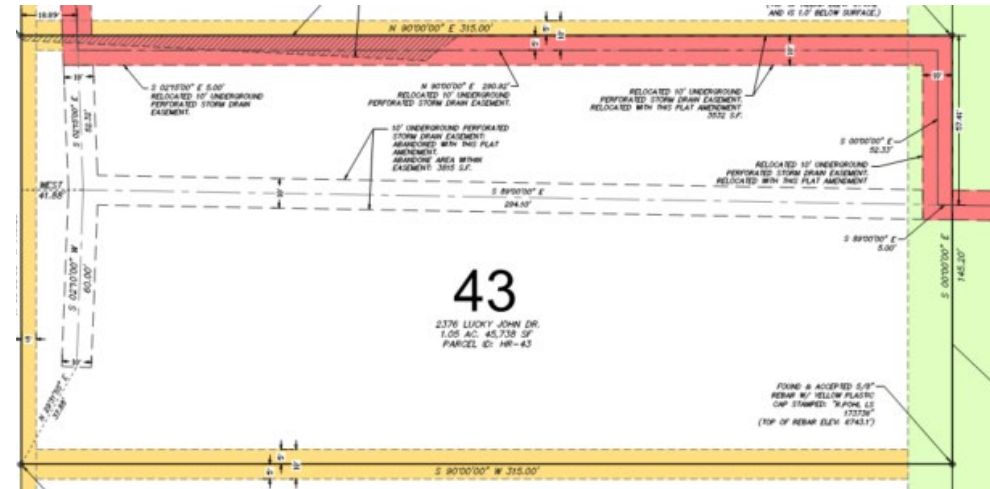
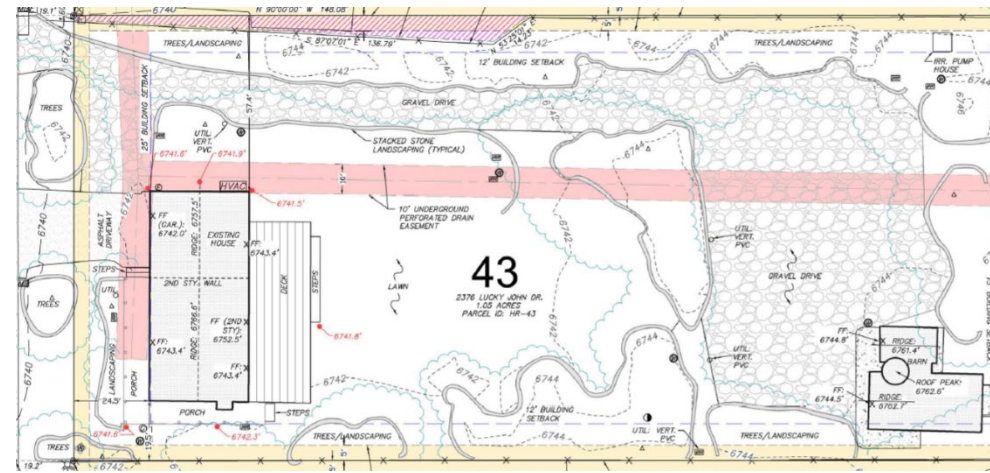
BACKGROUND

- ❖ May 16, 1974, City Council approved Holiday Ranchettes Subdivision Plat
- ❖ 101-Lot Subdivision within the Park Meadows neighborhood
- ❖ 10-foot-wide perforated storm drainage easement runs through several HR Lots
- ❖ Drainage easement runs along the front of Lot 43 and east-west through the Lot to adjacent Lot 49



PROPOSAL

- ❖ Plat Amendment to relocate the drainage easement to run along the north Lot line to allow for construction of new SFD
- ❖ HR Mutual Water Company president provided letter of approval with conditions
- ❖ No changes to density



[illegible]

- ten-foot-wide perforated drainage easement is retained on the site

- Relocation of the drainage easement will allow for compatible infill

STAFF RECOMMENDATION

- (I) Review the proposed Holiday Ranchettes Lot 43 Plat Amendment (2376 Lucky John Drive) to relocate a ten-foot-wide perforated drainage easement,
- (II) Conduct a public hearing, and
- (III) Consider approving the Plat Amendment based on the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in the draft Final Action Letter



10 Claim Jumper Plat Amendment



Background

- Adjust the Lot Line for Lot 67 10 feet to the north.
- Lot 67 and Lot 67A of the Thaynes Canyon No. 1 Subdivision.



Background

- The existing SFD is non-complying, and built over the rear Lot line.



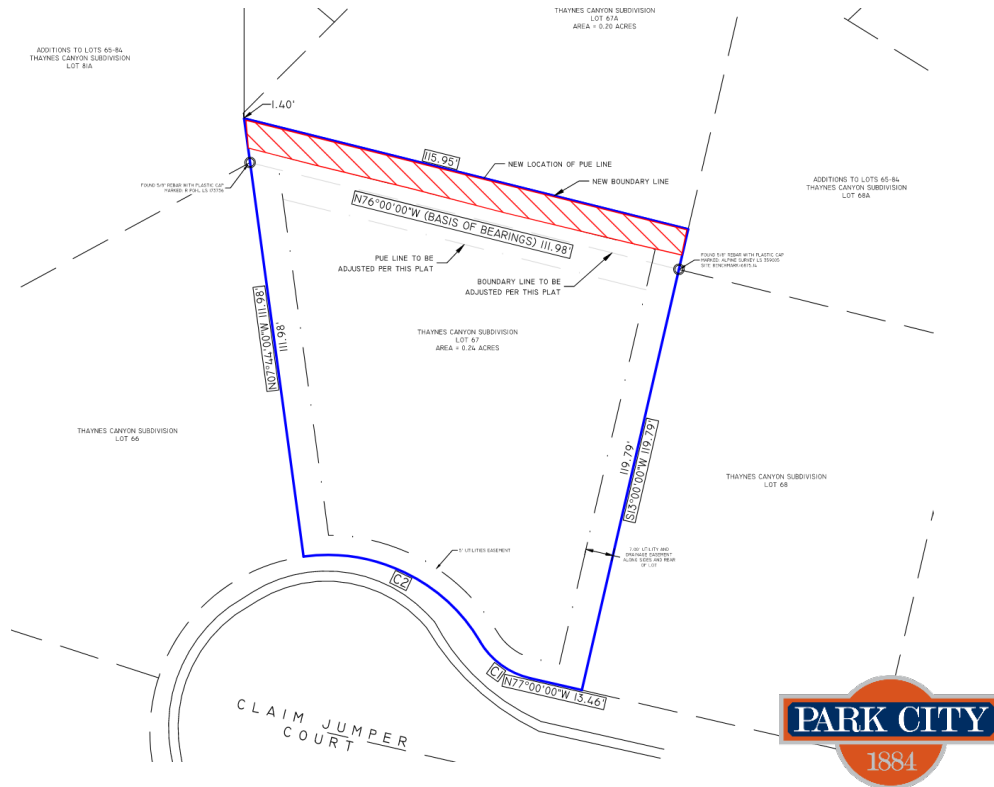
- The plat amendment creates a 10,454 sf buildable Lot for Lot 67 and reduces the square footage for Lot 67A to 8,712 sf. The Applicant proposes to demolish the existing SFD.



Background

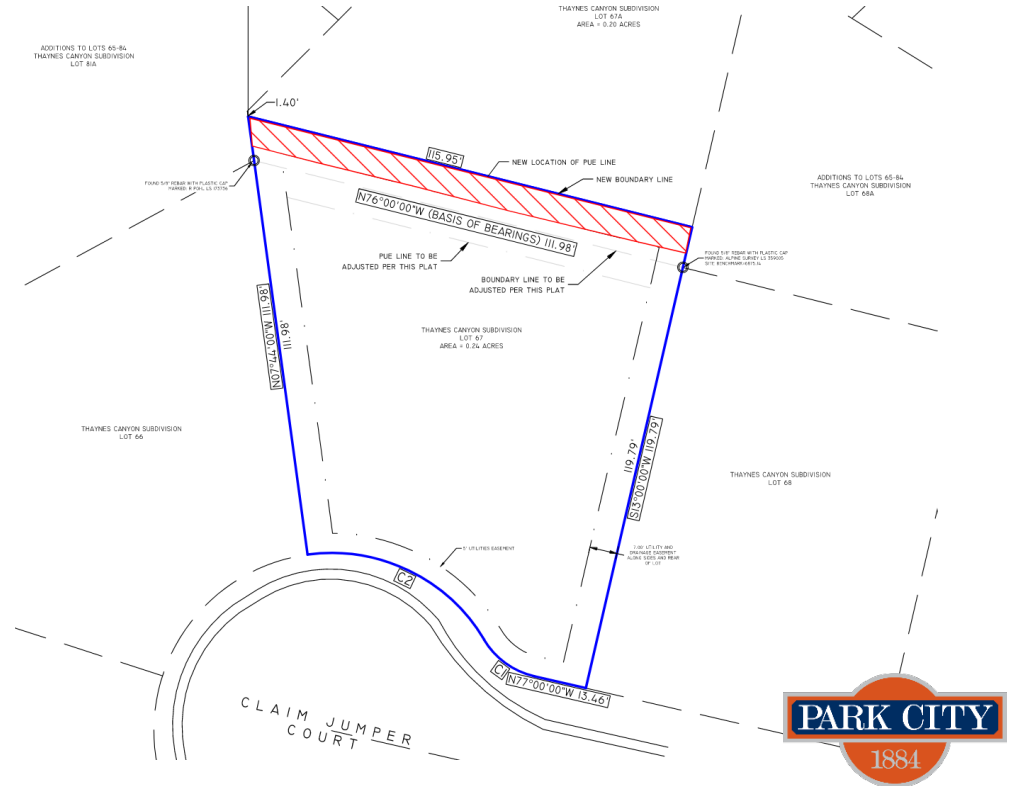
- In 1977, an additional Subdivision was created for Lots 65A-84A for the remnant land from the City-owned Golf Course.
- Certain Conditions were recorded for these Lots (including Lot 67A) which restricted the uses for these Lots to landscaping, private recreation facilities, and fencing.
- Many of these Lots have been amended since 1977, ensuring that the land from these remnant lots maintained the restriction on Use.

- Restriction for that area from Lot 67A remains in place: all uses for that area to be consistent with the conditions of the 1977 agreement.



Good Cause

- Corrects an existing non-complying Structure, maintains the area from the 1977 agreement, and the buildable Lot is comparable in size and scale to the existing Lots in the Subdivision.



Final Action

- Review the proposed plat, open a public hearing, and consider approving based on the Final Action Letter.

