PARK CITY PLANNING COMMISSION MEETING
SUMMIT COUNTY, UTAH
June 10, 2026

The Planning Commission of Park City, Utah, will hold its regular meeting in person at the Marsac Municipal Building, City Council Chambers, at 445 Marsac Avenue, Park City, Utah 84060. Meetings will also be available online and may have options to listen, watch, or participate virtually.
Zoom Link: https://us02web.zoom.us/j/86137534714

MEETING CALLED TO ORDER AT 5:30 PM.

1. ROLL CALL

2. MINUTES APPROVAL

2.A. Consideration to Approve the Planning Commission Meeting Minutes from May 27, 2026

3. STAFF AND BOARD COMMUNICATIONS AND DISCLOSURES

4. PUBLIC COMMUNICATIONS

5. WORK SESSION

5.A. **Parcel PC-SS-121-X (Clark Ranch) – Zone Change, Subdivision Plan, Master Planned Development, Conditional Use Permit** – The Planning Commission Will Review An Updated Proposal from the Applicant with Conceptual Site Plans, Slope Analysis, and a Massing Study. Zone Change PL-25-06656, Subdivision PL-25-06655, MPD PL-25-06654, CUP PL-25-06653 (60 mins.)

6. REGULAR AGENDA

6.A. **844 Empire Avenue – Conditional Use Permit** – The Applicant Requests the Planning Commission Grant an Exception to the Building Setback Standards for Detached Garages at a Significant Historic Site to Accommodate a Subterranean Detached Garage in the Historic Residential - 1 Zoning District. PL-26-06909 (15 mins.)
(A) Public Hearing; (B) Action

6.B. **1238, 1242, 1246, 1250, and 1256 Empire Avenue – Plat Amendment** – The Applicant Proposes Removing the Property from the Condominium Ownership Act, Vacating the Existing Top Sider Condominiums Plat, and Re-Subdividing the Property to Align with the Historic Lot Configuration of the Property Resulting in the Five-Lot Empire Ridge Plat Amendment in the Recreation Commercial Zoning District (Currently Addressed as 1247 Empire Avenue). PL-26-06911 (10 mins.)
(A) Public Hearing; (B) Action

6.C. **2863 American Saddler Drive – Plat Amendment** – The Applicant Proposes Amending Lot 55 of the Fairway Meadows Subdivision to Allow for Construction of a Deed-Restricted Affordable Accessory Apartment in the Residential Development Zoning District. PL-26-06885 (20 mins.)
(A) Public Hearing; (B) Action

6.D. **2100 Deer Valley Drive – Plat Amendment** – The Applicant Proposes to Amend the Pine Inn Condominium Plat for Unit 10 to Reflect Existing Conditions and to Add 179 Square Feet of Private Area for a Loft. PL-26-06921 (10 mins.)
(A) Public Hearing; (B) Action

7. ADJOURNMENT

Pursuant to the Americans with Disabilities Act, individuals needing special accommodations during the meeting should notify the Planning Department at 435-615-5060 or planning@parkcity.gov at least 24 hours prior to the meeting.

***Parking is available at no charge for meeting attendees who park in the China Bridge parking structure.**

A majority of Planning Commissioners may meet socially after the meeting. If so, the location will be announced by the Planning Commission Chair. City business will not be conducted.

PARK CITY MUNICIPAL CORPORATION
PLANNING COMMISSION MEETING MINUTES
COUNCIL CHAMBERS
MARSAC MUNICIPAL BUILDING
MAY 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

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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.

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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

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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.

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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

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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

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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

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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.

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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

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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.

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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

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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.

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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

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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.

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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.

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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.

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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

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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.

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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

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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.

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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.

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v. The Eagle lift is designed to mitigate impacts to the natural character of the Sensitive Lands, disturbed areas will be revegetated, and temporary and permanent erosion control measures will be implemented:

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

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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.

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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.

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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.

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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.

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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

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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

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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.

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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.

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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.

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c. Dead and dying vegetation shall be cleared to reduce fire fuels in an amount equal to the clearing required for the proposed lift upgrades – 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

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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

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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.

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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

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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.

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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).

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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.

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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.

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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

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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.

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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

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(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.

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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.

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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**

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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.

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c. **Base or Terminal Facilities:** No construction is proposed within the Historic Residential – 1 or Historic Residential Low Density Zoning Districts.

d. **Crossing of Public Roads:** No improvements are proposed over public roads or residential streets.

e. **Utility Clearance:** On February 17, 2026, utility providers reviewed the proposed plans. The 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.

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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

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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*.

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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

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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.

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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

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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.

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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

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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).

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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:

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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.

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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*.

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2. The Holiday Ranchettes Lot 43 Amended Plat complies with LMC Chapters 15-7 *Subdivision General Provisions* and 15-7.1 *Subdivision Procedures*.

    a. There is Good Cause for this Plat Amendment.
    b. No Public Street, Right-of-Way, or easement has been vacated.
    c. Neither the public nor any person will be materially injured by the proposed Plat Amendment.
    d. Approval of the Plat Amendment, subject to the conditions stated below, does not adversely affect the health, safety, and welfare of the citizens of Park City.

Conditions of Approval:

1. The City Planner, City Attorney, and City Engineer shall review and approve the final form and content of the Plat Amendment for compliance with State law, the LMC, and these Conditions of Approval, prior to recordation of the plat.

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

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.

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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 None-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:

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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

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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.

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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

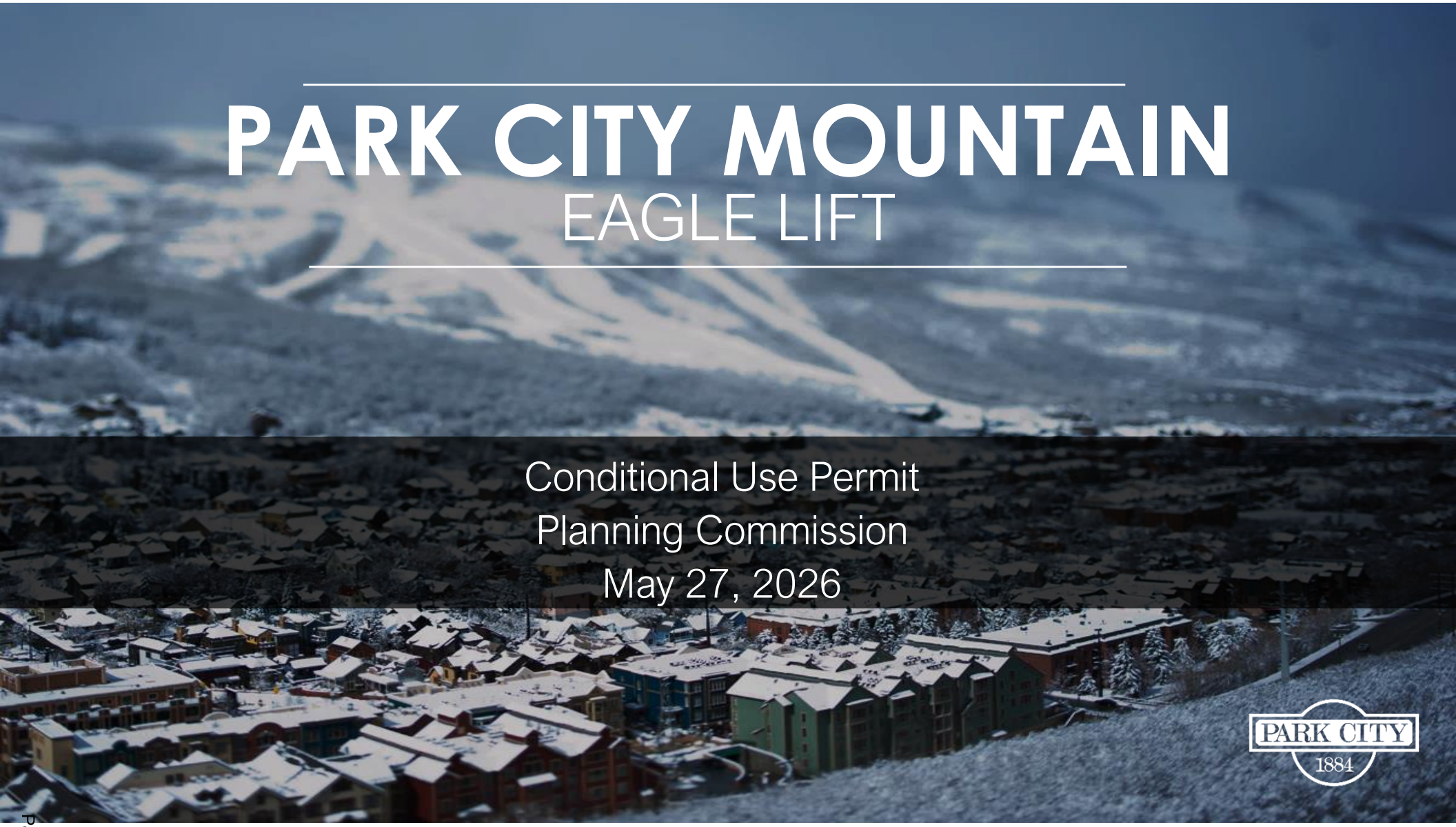
The motion was seconded by Commissioner Shand. The motion passed with the unanimous consent of the Commission.

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.

PENDING APPROVAL



PARK CITY MOUNTAIN
EAGLE LIFT

Conditional Use Permit
Planning Commission
May 27, 2026

PARK CITY
1884

— 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 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

PARK CITY 1884

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

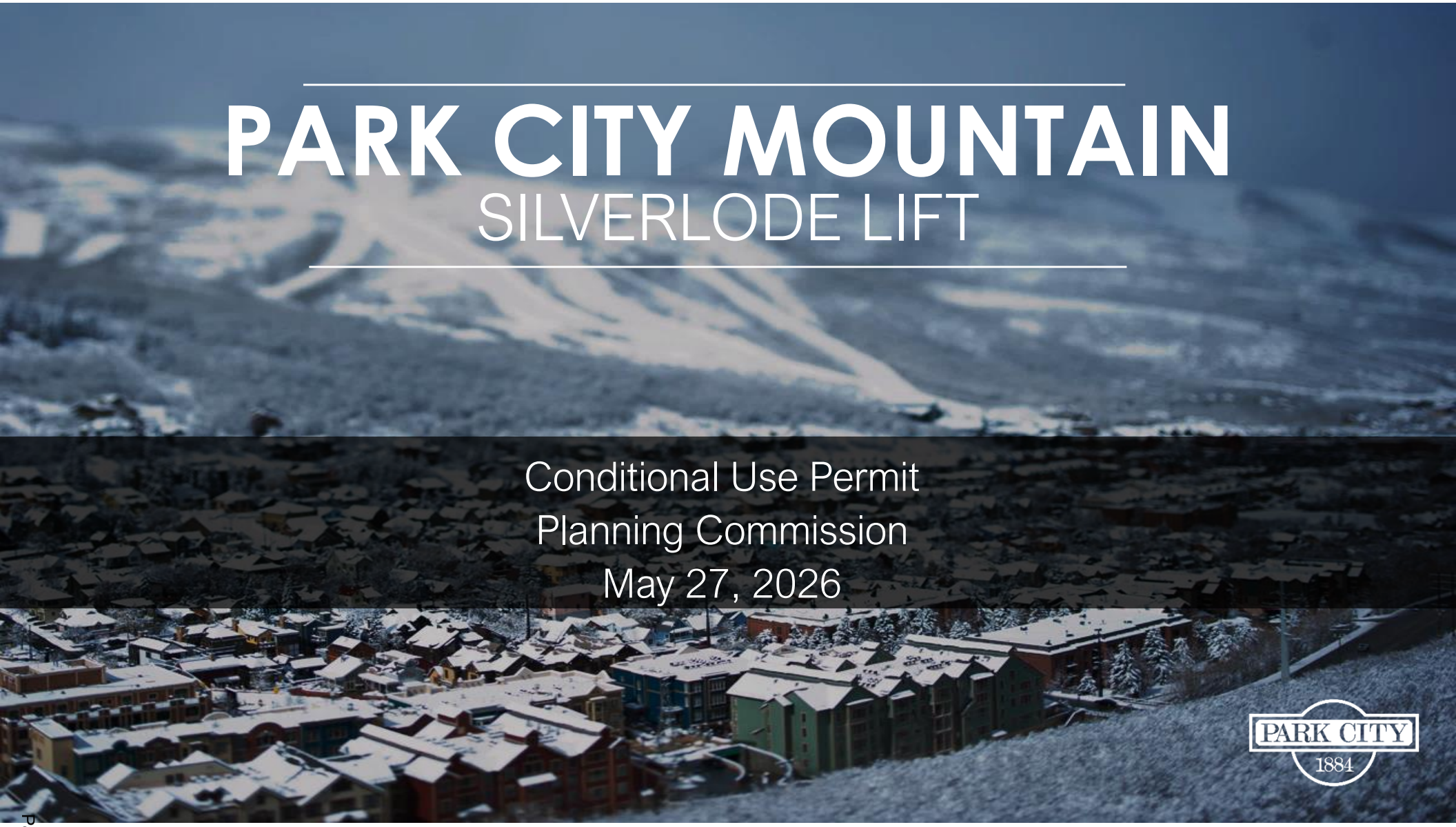
CONDITIONS OF APPROVAL

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

PARK CITY
1884

CONDITIONAL USE REVIEW

March 25, 2026 - site visit and work session:

- Recreation and Open Space Zoning District Regulations
- Sensitive Land 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

PARK CITY

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**

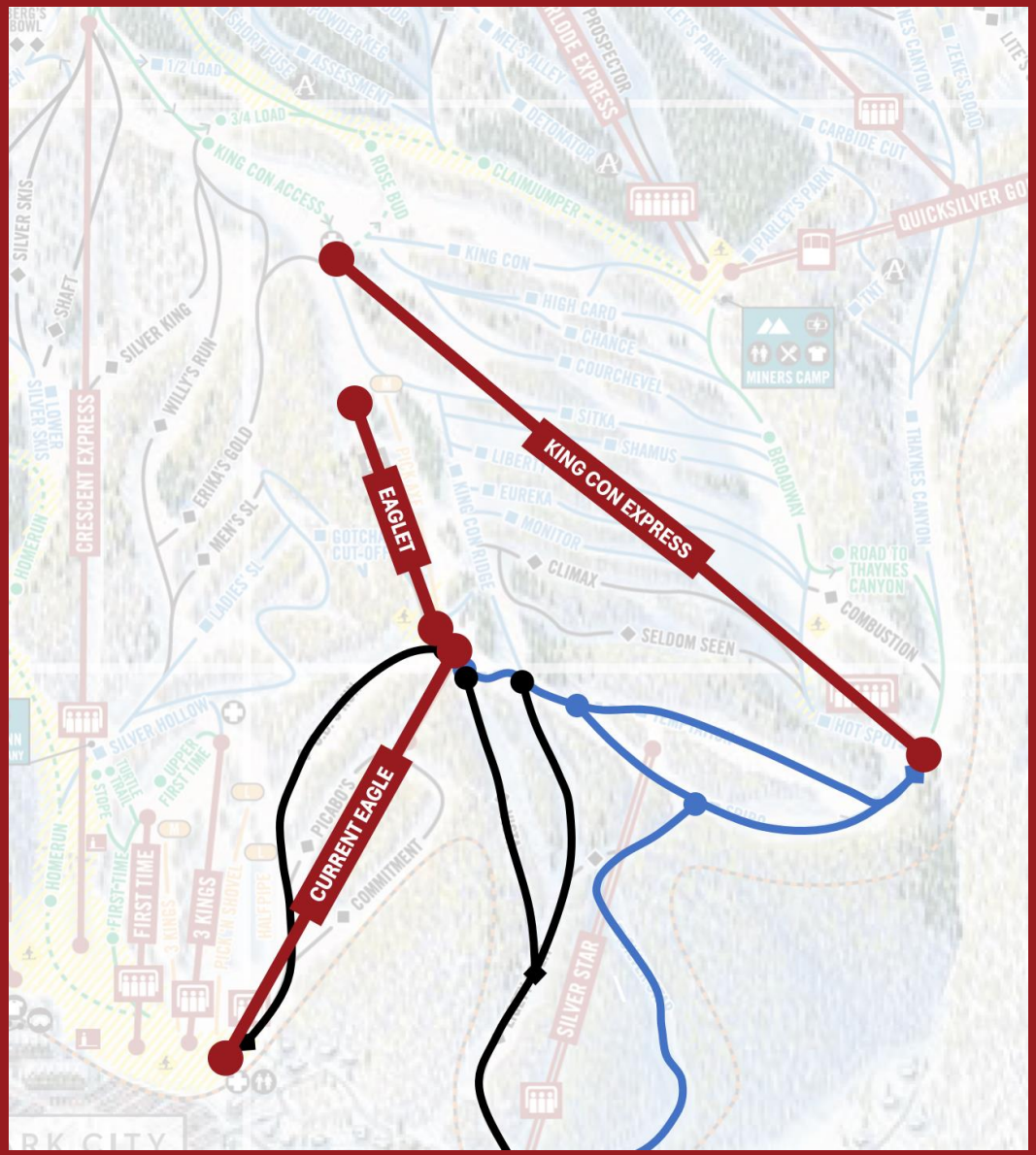
Silverlode Components & Highlights

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

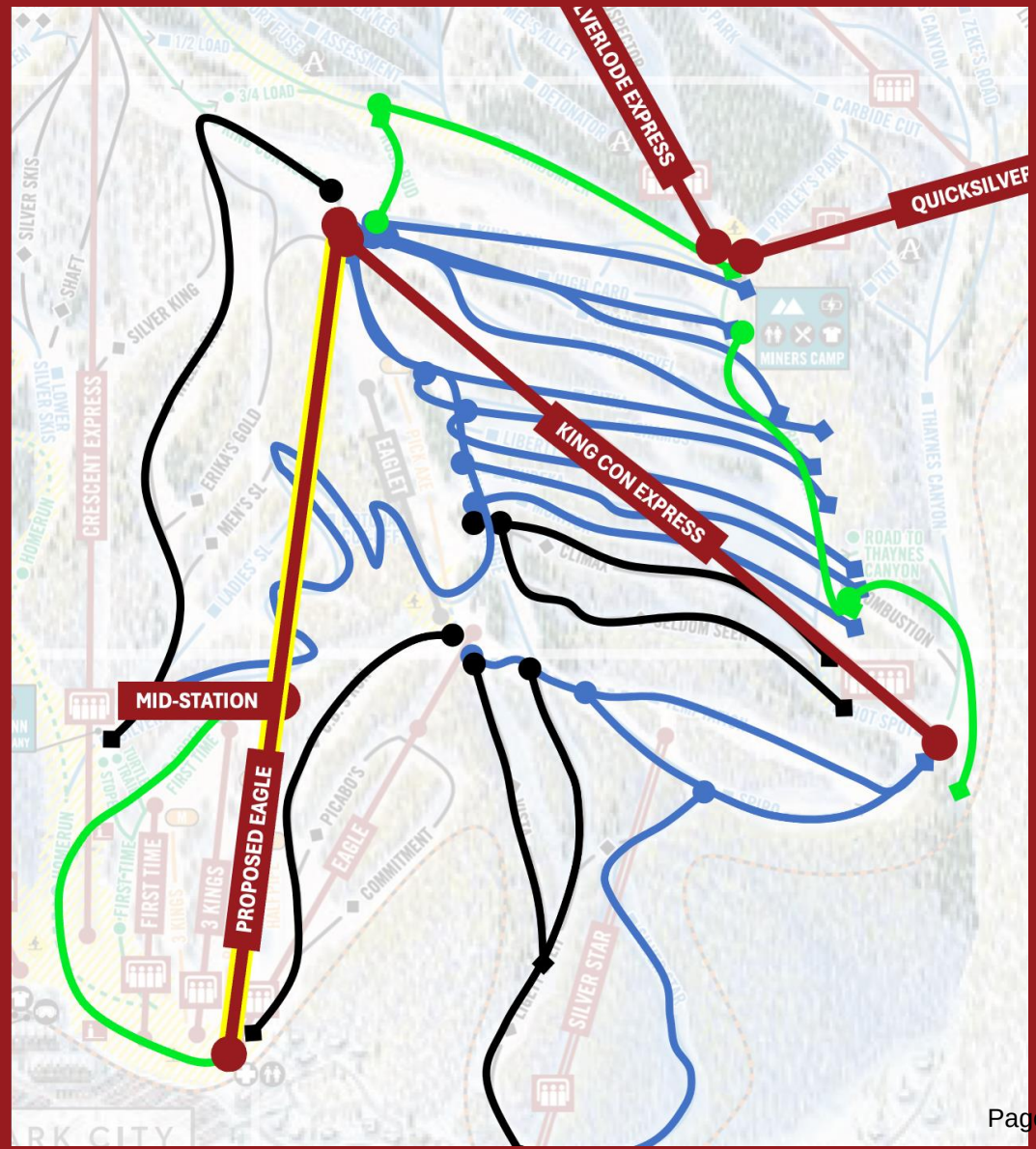
- Replacement within the **established chairlift corridor**
- **Improves mid-mountain circulation**
- **Reduces wait times** at one of the busiest lifts at Park City Mountain

Eagle Ski Run Optionality

Current

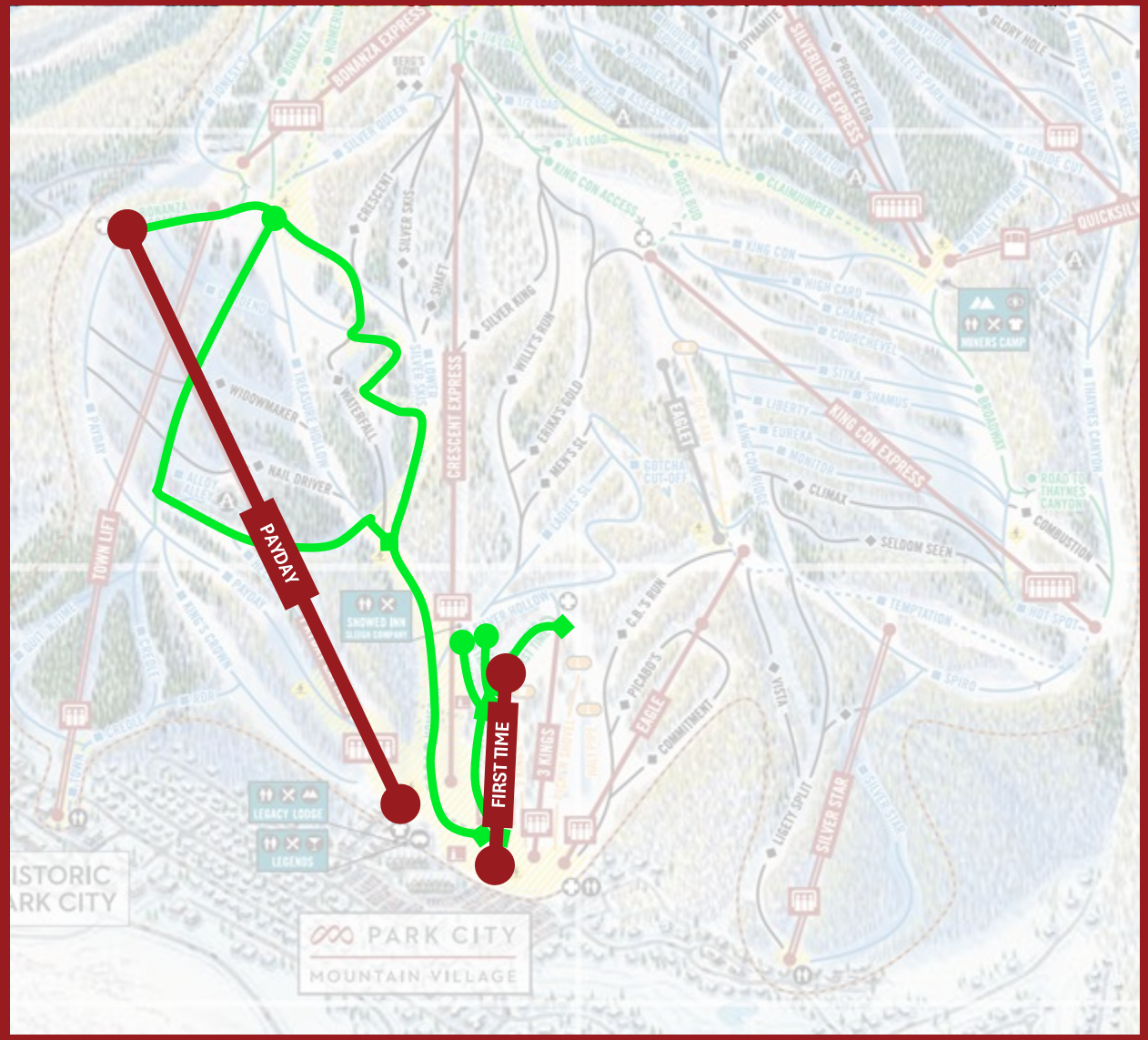


Proposed

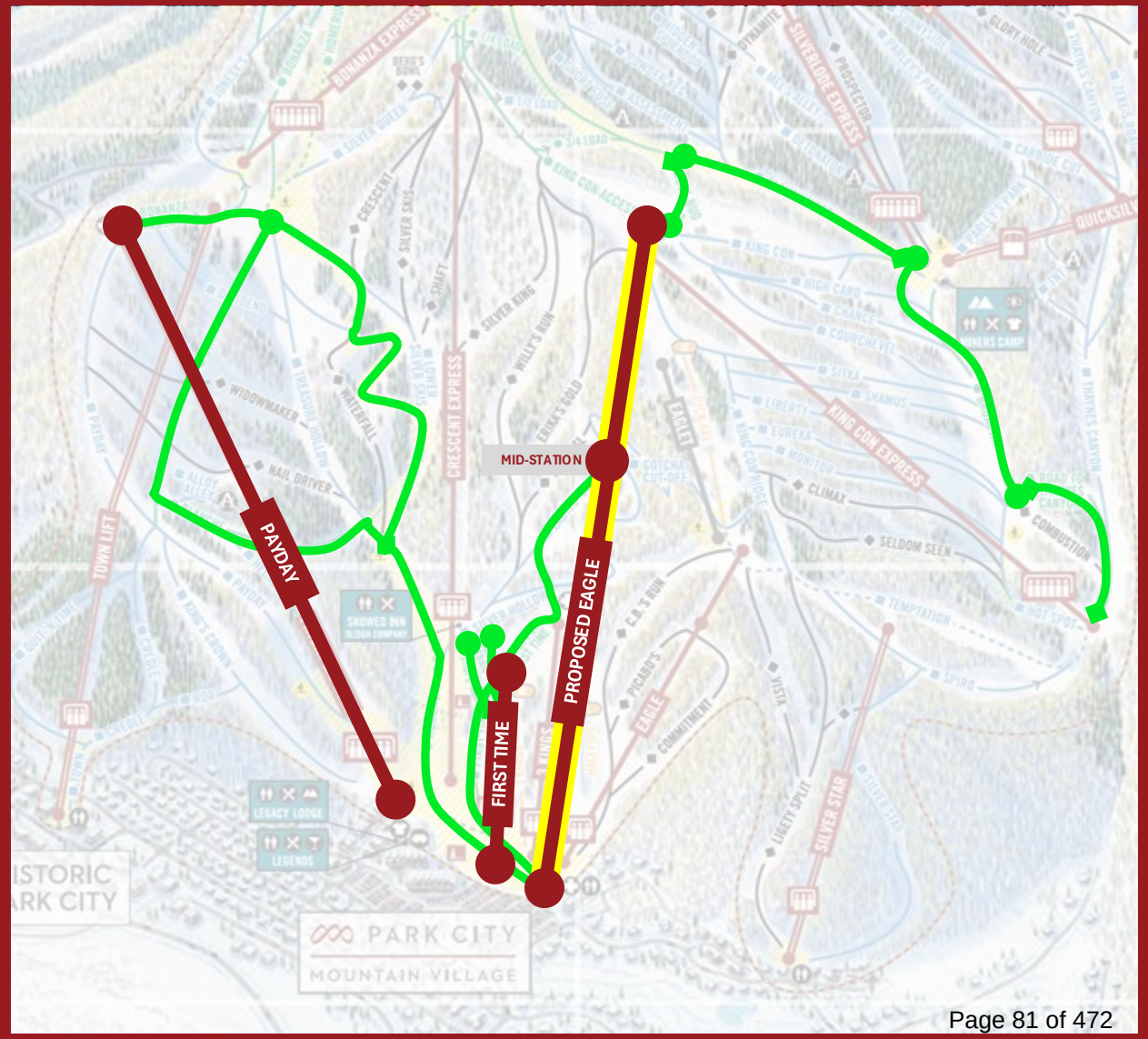


Beginner Base Area Access and Optionality

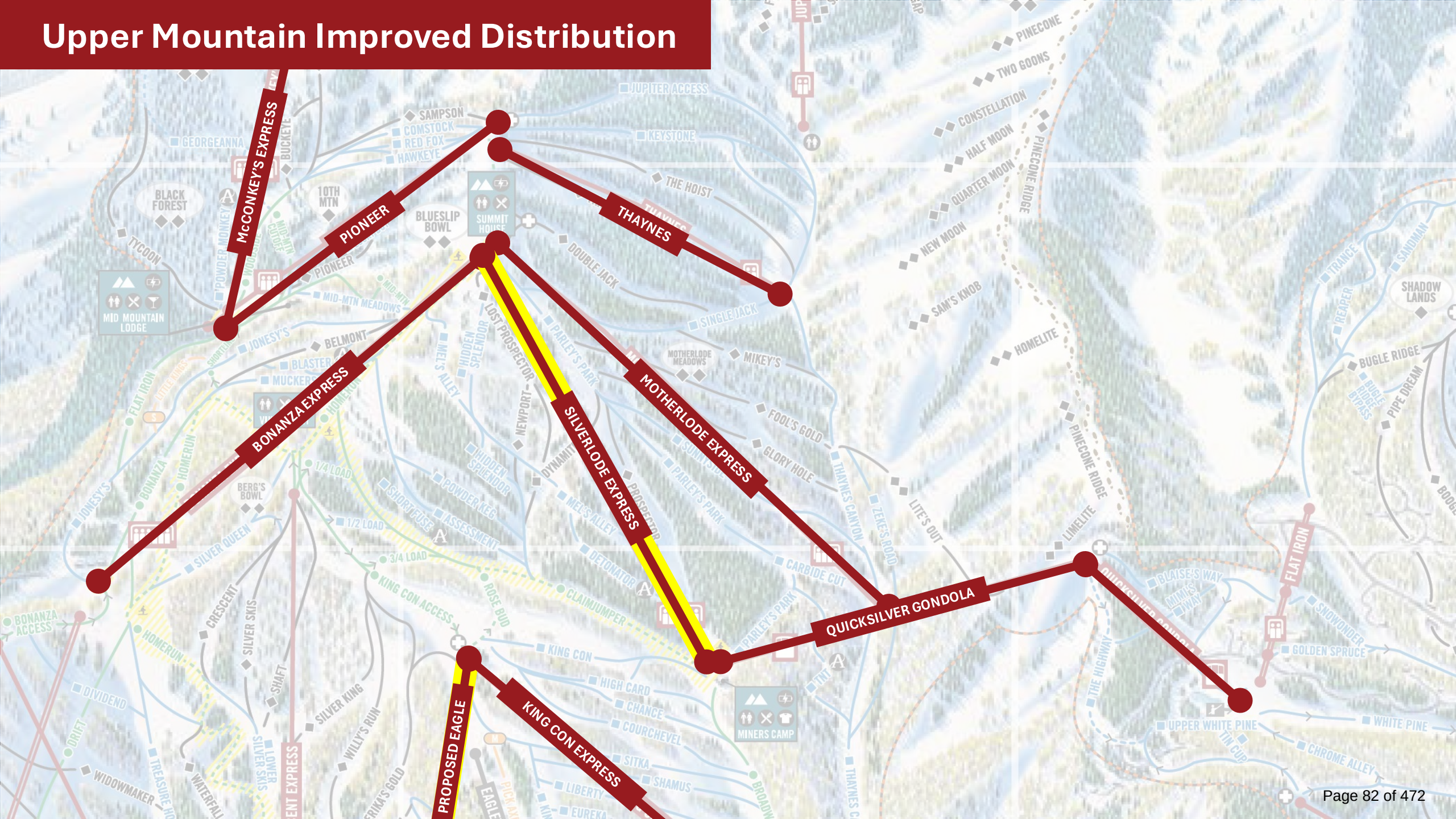
Current



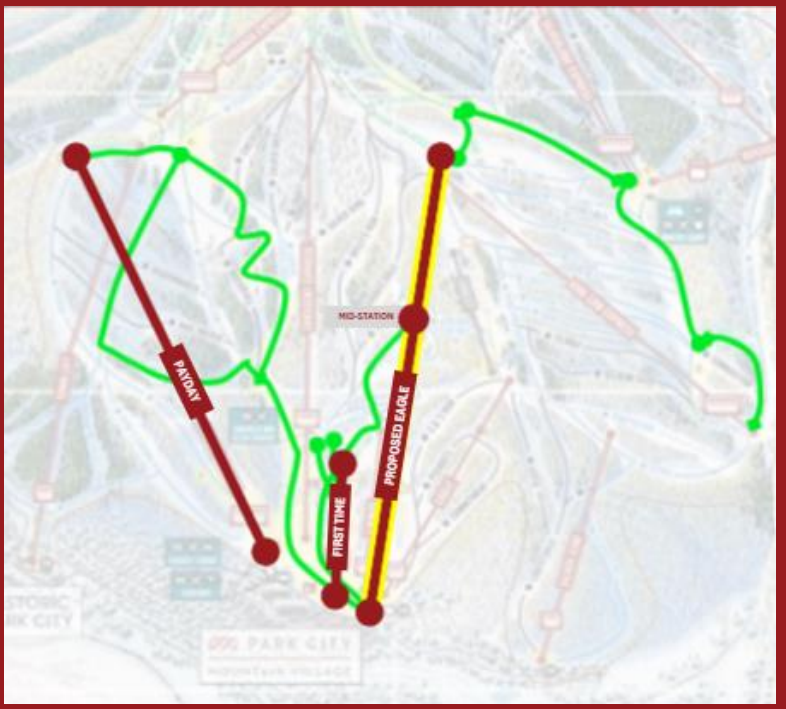
Proposed



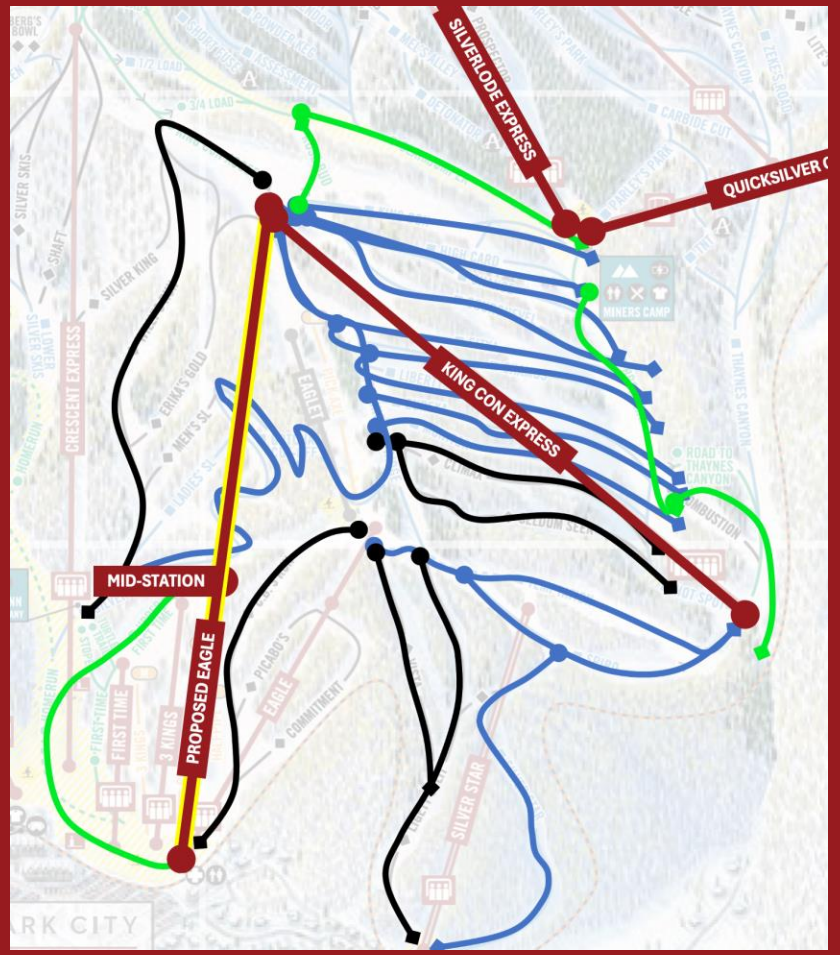
Upper Mountain Improved Distribution



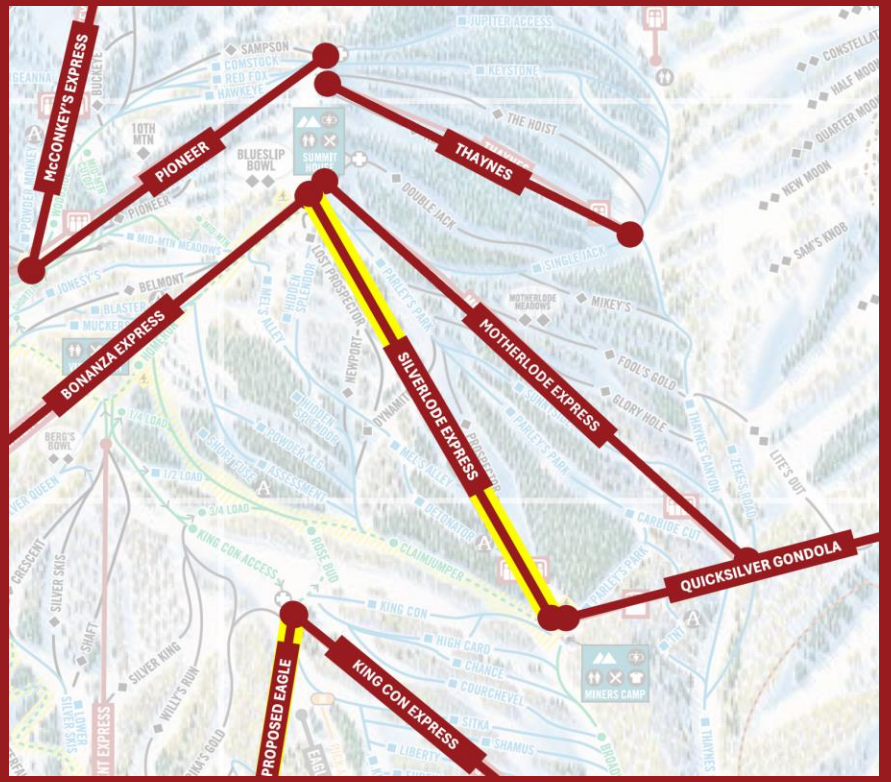
Proposed Beginner Base Area Access and Optionality



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,



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.



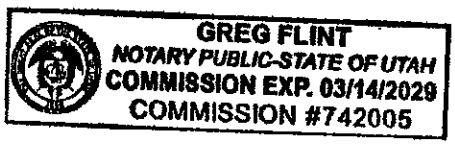
Frode Jensen, Affiant

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



Notary Public

Stamp:



9:21
Day
Season
Lifetime
Deermodd Spruce
Base
Grand Junction
Color
Map
Moonrise
6,220,217
Vertical (ft)
5,260
Lifts Ridden
HIGHLIGHTS
Days on Mountain
579
Most Visited
Park City
GPS STATS
No GPS data was collected for this period. Track your time on the mountain using GPS to get personalized data like:
START TRACKING
Home
Park City
Rad & Ticker
Stats
More

EXHIBIT A

BEFORE THE PLANNING COMMISSION
PARK CITY, UTAH

AFFIDAVIT OF MARVIN KABATZNICK

State of Utah)
County of Summit) ss.

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

1. I am an adult individual over the age of eighteen, competent to testify to the matters set forth herein, and a resident of Summit County, Utah, residing in the Pinebrook neighborhood in zip code 84098.

2. I submit this affidavit in connection with the Planning Commission's review of the pending Conditional Use Permit applications for the Silverlode Express and Eagle lift upgrades at Park City Mountain (PCM).

3. I am a longterm Epic Passholder and an active, regular, long-term skier at PCM, having skied at PCM extensively in most years over an approximately 20-year span from 2006 through 2026, accumulating extensive on-going and current knowledge of, and exposure to, the resort's trails and off-piste terrain, lift and skier services infrastructure, and skier traffic flows.

4. At some time following the acquisition by Vail Resorts, Inc. (Vail) of Canyons and PCM, Vail added the two resorts to its computer application called EpicMix, Vail's proprietary mobile skier database and tracking application, which automatically records and stores its guests' days on the mountain and other information.

5. Since the 2013/14 Winter Season Vail has recorded on its EpicMix application the total number of days I have skied per season on my Epic Pass and my total "lifetime" days, as well as other information.

6. A true and correct screenshot copy of my official per season and lifetime EpicMix statistics is attached hereto as **Exhibit A.**

7. As documented by Vail's own recorded and stored data in Exhibit A, I have individually skied on 310 distinct days, ridden 3,332 lifts, and accumulated 4,022,155 vertical feet of downhill skiing on my Epic Pass since November 2013. As a Park City resident during this period, the overwhelming majority of these recorded days and lift rides occurred at Park City Mountain, establishing an unassailable empirical baseline of firsthand exposure to the resort's operational capacities.

8. The nearly 310 total days of firsthand resort observation recorded by Vail on its EpicMix app encompass the full spectrum of the resort's operational conditions, including weekdays, weekends, peak weekends, holidays, vacation days, early and late season period days,

mornings and afternoons, groomer days, and powder days, including extensively on the [illegible] terrain served by the Eagle and Silverlode lifts, allowing me to observe the mountain's [illegible] features 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 (Spring Holiday, 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 4 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 LMCP 15-110(b) to produce independently quantified data proving that the proposed capacity increase will not exceed the trail's existing unmitigated detrimental impacts.

FURTHER AFFIANT SAYETH NAUGHT.

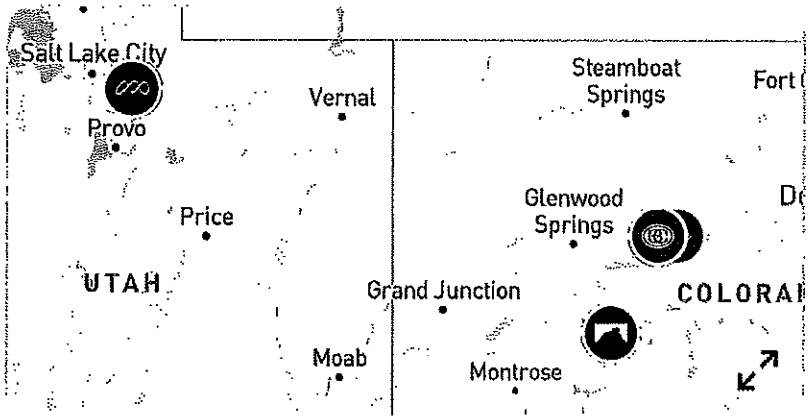
Dated this 4th day of May, 2026.

3:32

◀ App Store

EXHIBIT A

Day | Season | **Lifetime**



4,022,155

Vertical (ft)

3,332

Lifts Ridden

HIGHLIGHTS

Days on Mountain 310

Most Visited Park City

GPS STATS ⓘ

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

START TRACKING

Home | Resort | Pass & Ticket | Stats | More

BEFORE THE PLANNING COMMISSION
PARK CITY, UTAH

AFFIDAVIT OF HOWARD KANTOR

State of Utah)
County of Summit) ss.

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

1. I am an adult individual over the age of eighteen, competent to testify to the matters set forth herein, and a fulltime resident of the Silver Springs neighborhood of Summit County, Utah.

2. I submit this affidavit in connection with the Planning Commission's review of the pending Conditional Use Permit (CUP) applications for the Silverlode Express and Eagle lift upgrades.

3. I am an Epic Passholder and an active, regular, long-term skier at Park City Mountain (PCM), having skied at PCM extensively over a 12+ year period spanning from 2013 through 2026, accumulating extensive on-going and current knowledge of and exposure to the resort's trails and off-piste terrain, lift and skier services infrastructure, and skier traffic flows.

4. At some time following the acquisitions by Vail Resorts, Inc. (Vail) of Canyons and PCM, Vail combined the two resorts and added them to its computer application called EpicMix, which is Vail's proprietary mobile skier database and tracking application, and which automatically records and stores its guests' days on the mountain and other information.

5. Since the 2013-14 Winter Season Vail has recorded on its EpicMix application the total number of days I have skied per season using my Epic Pass and my total "lifetime" days, as well as other information.

6. A true and correct screenshot copy of my official per season and lifetime EpicMix statistics is attached hereto as **Exhibit A**.

7. As documented by Vail's own recorded and stored data in Exhibit A, I have individually skied on 593 distinct days, ridden 4,735 lifts, and accumulated 5,851,652 vertical feet of downhill skiing since November 2013.

8. I have resided full time in Park City during this period and can state that virtually all of these recorded days and lift rides occurred directly at PCM, establishing a comprehensive, multi-year empirical baseline of firsthand exposure to the mountain's operational capacities.

9. The well over 500 days of firsthand resort observation at PCM recorded by Vail on its EpicMix app during this period encompass the full spectrum of the resort's operational conditions, including weekdays, weekends, peak weekends, holidays, vacation days, early and late season period days, mornings and afternoons, groomer days, and powder days, including extensively on the terrain served by the Eagle and Silverlode lifts, allowing me to observe the mountain's infrastructure comprehensively across all levels of visitor volume.

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

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

12. My continuous firsthand observations of these physical conditions under varying operational loads over many years are highly probative of the likely existing and future detrimental safety and infrastructure impacts of the proposed chairlift upgrades.

13. These observations demonstrate a recurring, reasonably anticipated detrimental safety effect, showing that the resort's existing peak-day uphill lift delivery already routinely exceeds the

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

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

FURTHER AFFIANT SAYETH NAUGHT.
Dated this 19 day of May, 2026.

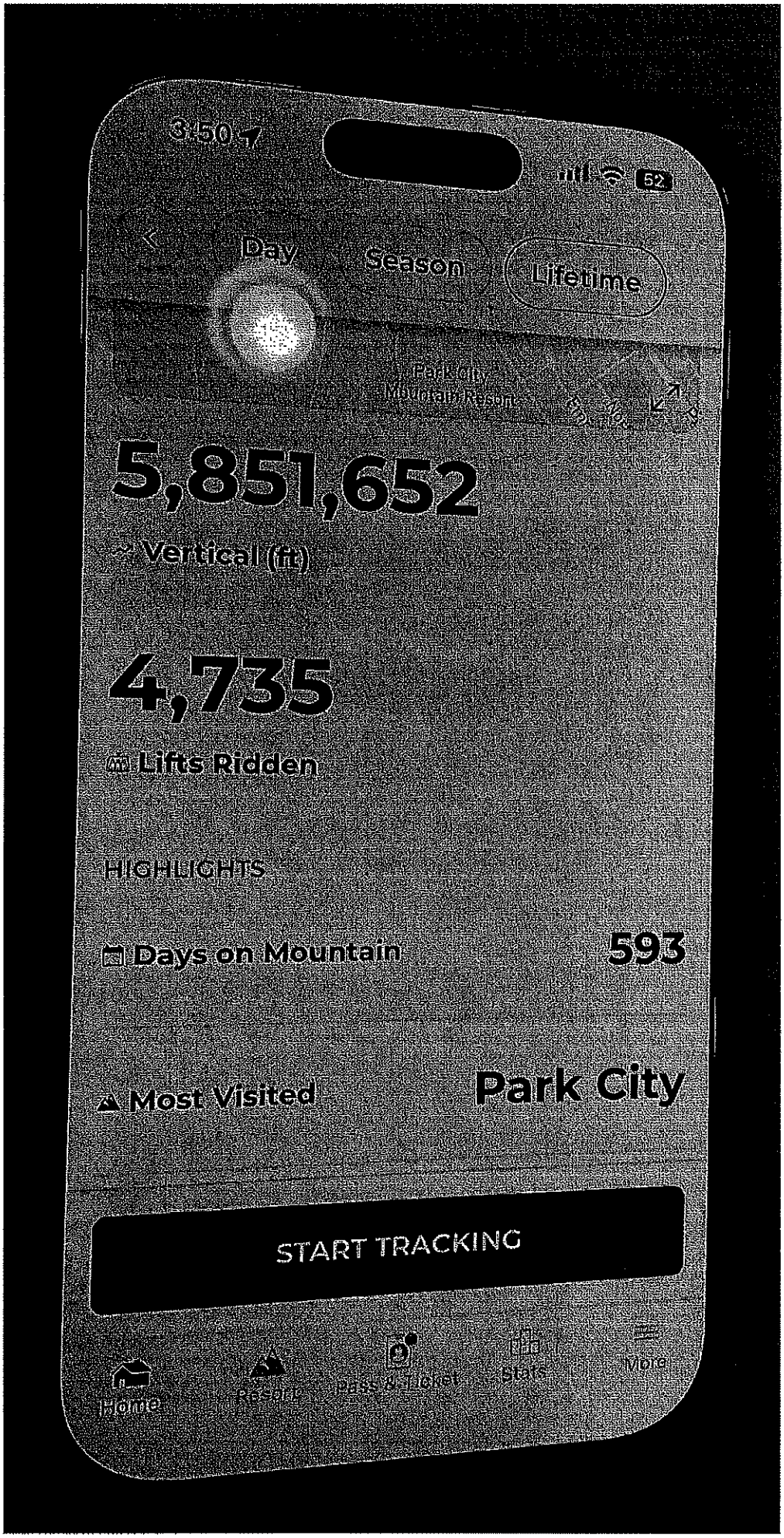
Howard Kantor, Affiant

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

Notary Public
Name: MacKenzie Rosemary Beninati
Stamp:

MACKENZIE ROSEMARY BENINATI
Notary Public - State of Utah
Comm. No. 746435
My Commission Expires on
Dec 4, 2029

EXHIBIT A


3:50
52
Day
Season
Lifetime
Park City
Mountain Resort
5,851,652
Vertical (ft)
4,735
Lifts Ridden
HIGHLIGHTS
Days on Mountain
593
Most Visited
Park City
START TRACKING
Home
Resorts
Pass & Ticket
Stats
More

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.

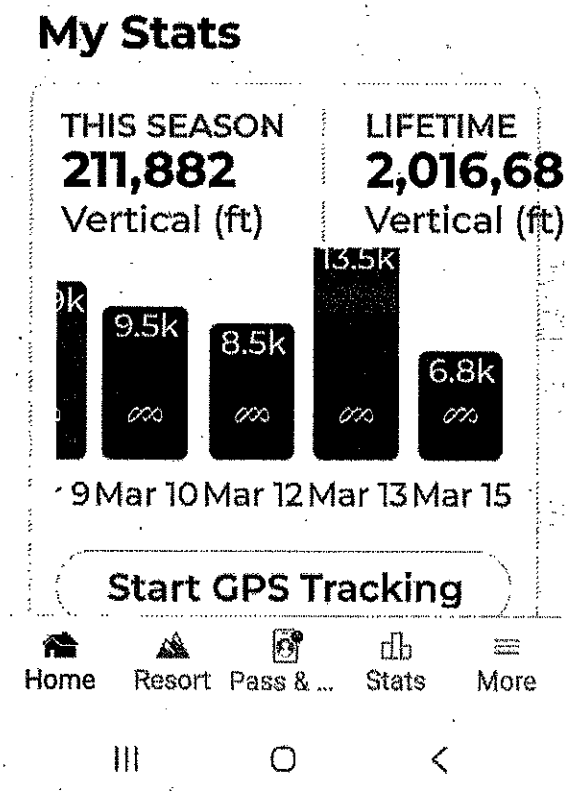
Notary Public

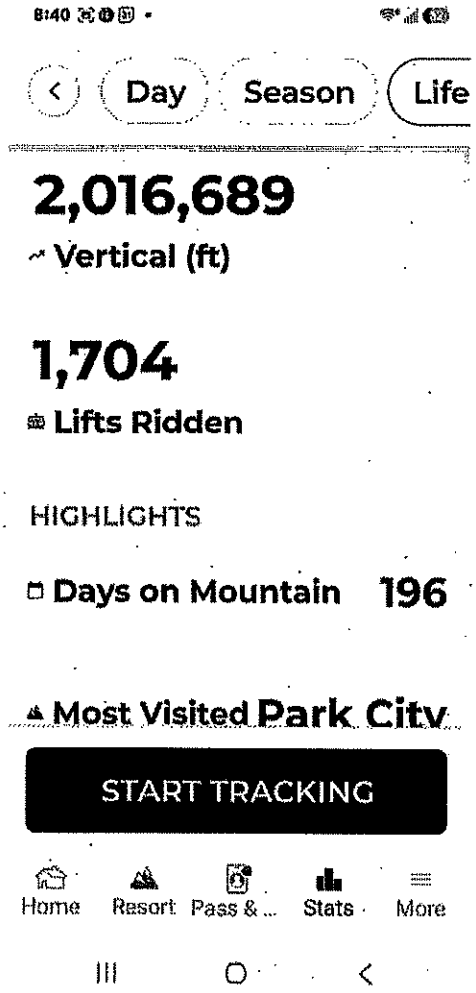
Name: Monique J Tukes

Stamp:

MONIQUE J TUKES NOTARY PUBLIC CHATHAM COUNTY, GEORGIA MY COMMISSION EXPIRES 01/22/2030


8:05
epic
Mountain
Cams
Select a Resort
Allan Inglis


My Stats
THIS SEASON
211,882
Vertical (ft)
LIFETIME
2,016,68
Vertical (ft)
9.5k
8.5k
13.5k
6.8k
9 Mar 10 Mar 12 Mar 13 Mar 15
Start GPS Tracking
Home
Resort
Pass & ...
Stats
More


8:40
Day
Season
Life
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.

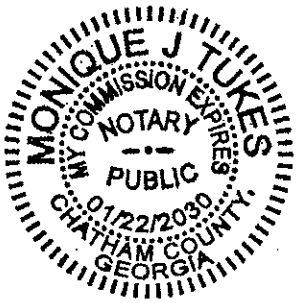
Andrea Griffis

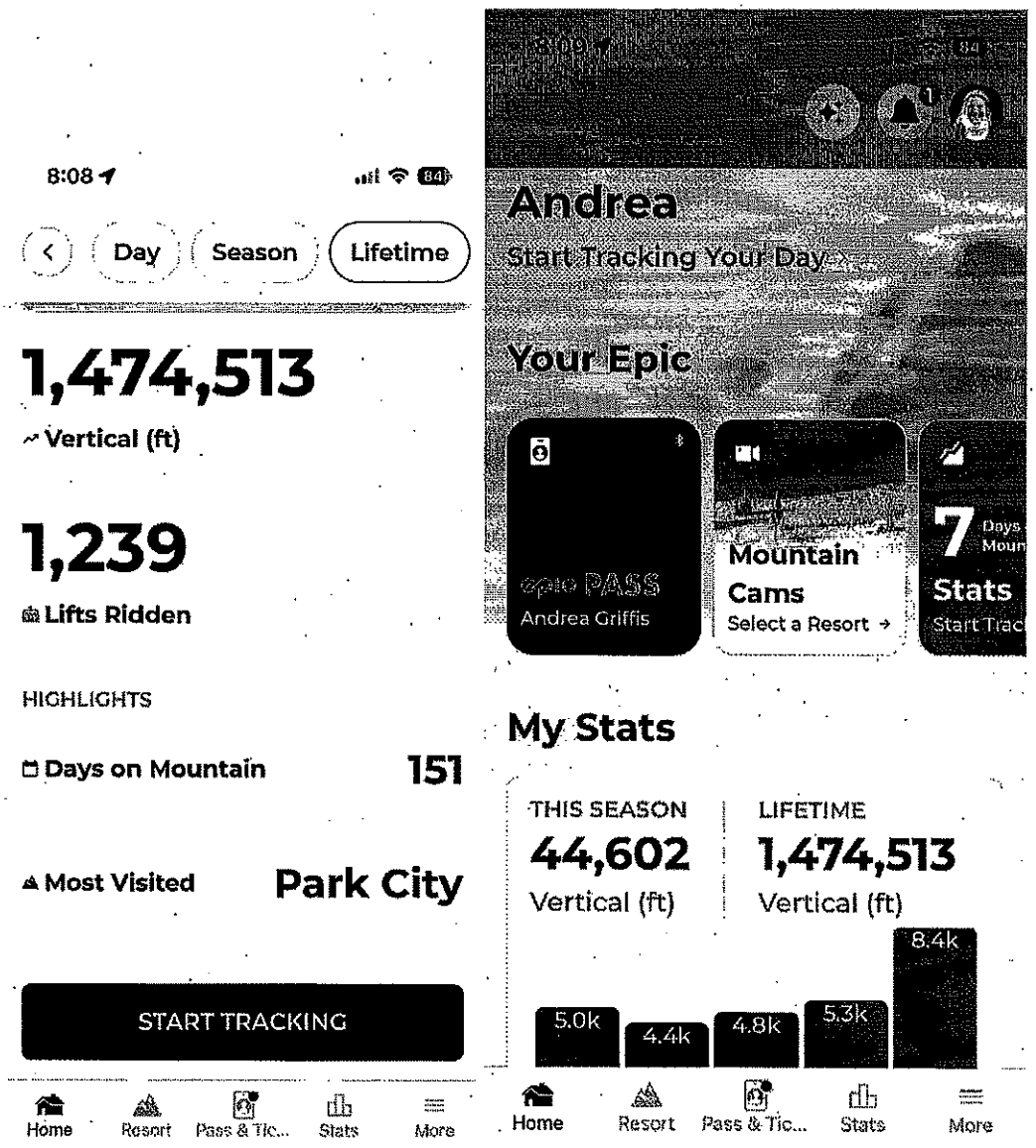
Andrea Griffis, Affiant

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

Notary Public
Name:

Stamp:


MONIQUE J TUKES
NOTARY
PUBLIC
CHATHAM COUNTY, GEORGIA
MY COMMISSION EXPIRES
01/22/2030


8:08
Day
Season
Lifetime
1,474,513
Vertical (ft)
1,239
Lifts Ridden
HIGHLIGHTS
Days on Mountain
151
Most Visited
Park City
START TRACKING
Home
Resort
Pass & Tic...
Stats
More
Andrea
Start Tracking Your Day
Your Epic
epic PASS
Andrea Griffis
Mountain Cams
Select a Resort
7
Stats
My Stats
THIS SEASON
44,602
Vertical (ft)
LIFETIME
1,474,513
Vertical (ft)
5.0k
4.4k
4.8k
5.3k
8.4k
Home
Resort
Pass & Tic...
Stats
More

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

SE GROUP

MEMORANDUM

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.

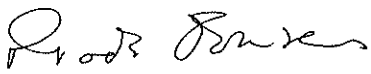
If the Commission chooses (i) to disregard the sworn multi-witness evidence submitted herewith, thereby ignoring the mandatory balancing criteria of the MUP, and (ii) to approve these Applications without requiring a verified, independent capacity and trail density audit, the final action will lack substantial 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,



Frode Jensen
Park Meadows

BEFORE THE PLANNING COMMISSION
PARK CITY, UTAH

AFFIDAVIT OF FRODE JENSEN

State of Utah)
County of Summit) ss.

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

1. I am an adult individual over the age of eighteen, competent to testify to the matters set forth herein, and a resident of Park City, Utah, residing in the Park Meadows neighborhood.

2. I submit this affidavit in connection with the Planning Commission's review of the pending Conditional Use Permit (CUP) applications for the Silverlode Express and Eagle lift upgrades.

3. I am an Epic Passholder and an active, regular, long-term skier at Park City Mountain (PCM), having skied at PCM extensively over a 14-year period spanning from 2012 through 2026, accumulating extensive on-going and current knowledge of and exposure to the resort's trails and off-piste terrain, lift and skier services infrastructure, and skier traffic flows.

4. At some time following the acquisition by Vail Resorts, Inc. (Vail) of Canyons and PCM, Vail combined the two resorts and added them to its computer application called EpicMix, which is Vail's proprietary mobile skier database and tracking application, and which automatically records and stores its guests' days on the mountain and other information.

5. Since the 2015/16 Winter Season Vail has recorded on its EpicMix application the total number of days I have skied per season using my Epic Pass and my total "lifetime" days, as well as other information.

6. A true and correct screenshot copy of my official per season and lifetime EpicMix statistics is attached hereto as **Exhibit A**.

7. As documented by Vail's own recorded and stored data in Exhibit A, I have individually skied on 579 distinct days, ridden 5,260 lifts, and accumulated 6,220,217 vertical feet of downhill skiing since November 2015.

8. I have resided full time in Park City during this entire period and can state that nearly all of these recorded days and lift rides occurred directly at PCM, establishing a comprehensive, multi-year empirical baseline of firsthand exposure to the mountain's operational capacities.

9. The over 500 days of firsthand resort observation at PCM recorded by Vail on its EpicMix app during this period encompass the full spectrum of the resort's operational conditions, including weekdays, weekends, peak weekends, holidays, vacation days, early and late season period days, mornings and afternoons, groomer days, and powder days, including

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

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

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

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

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

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

FURTHER AFFIANT SAYETH NAUGHT.

Dated this 19th day of May, 2026.

Frode Jensen, Affiant

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

Notary Public

Stamp:

GREG FLINT
NOTARY PUBLIC-STATE OF UTAH
COMMISSION EXP. 03/14/2029
COMMISSION #742005

9:21
99
Day
Season
Lifetime
Price
Glenwood Springs
UTAH
Grand Junction
COLOR
Moab
Montrose
6,220,217
5,260
~ Vertical (ft)
Lifts Ridden
HIGHLIGHTS
Days on Mountain
579
Most Visited
Park City
GPS STATS
No GPS data was collected for this period. Track your time on the mountain using GPS to get personalized data like:
START TRACKING
Home
Park City
Pass & Ticket
Stats
More

EXHIBIT A

BEFORE THE PLANNING COMMISSION
PARK CITY, UTAH

AFFIDAVIT OF MARVIN KABATZNICK

State of Utah)
County of Summit) ss.

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

1. I am an adult individual over the age of eighteen, competent to testify to the matters set forth herein, and a resident of Summit County, Utah, residing in the Pinebrook neighborhood in zip code 84098.

2. I submit this affidavit in connection with the Planning Commission's review of the pending Conditional Use Permit applications for the Silverlode Express and Eagle lift upgrades at Park City Mountain (PCM).

3. I am a longterm Epic Passholder and an active, regular, long-term skier at PCM, having skied at PCM extensively in most years over an approximately 20-year span from 2006 through 2026, accumulating extensive on-going and current knowledge of, and exposure to, the resort's trails and off-piste terrain, lift and skier services infrastructure, and skier traffic flows.

4. At some time following the acquisition by Vail Resorts, Inc. (Vail) of Canyons and PCM, Vail added the two resorts to its computer application called EpicMix, Vail's proprietary mobile skier database and tracking application, which automatically records and stores its guests' days on the mountain and other information.

5. Since the 2013/14 Winter Season Vail has recorded on its EpicMix application the total number of days I have skied per season on my Epic Pass and my total "lifetime" days, as well as other information.

6. A true and correct screenshot copy of my official per season and lifetime EpicMix statistics is attached hereto as **Exhibit A.**

7. As documented by Vail's own recorded and stored data in Exhibit A, I have individually skied on 310 distinct days, ridden 3,332 lifts, and accumulated 4,022,155 vertical feet of downhill skiing on my Epic Pass since November 2013. As a Park City resident during this period, the overwhelming majority of these recorded days and lift rides occurred at Park City Mountain, establishing an unassailable empirical baseline of firsthand exposure to the resort's operational capacities.

8. The nearly 310 total days of firsthand resort observation recorded by Vail on its EpicMix app encompass the full spectrum of the resort's operational conditions, including weekdays, weekends, peak weekends, holidays, vacation days, early and late season period days,

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

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

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

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

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

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

FURTHER AFFIANT SAYETH NAUGHT.

Dated this 14th day of May, 2026.

Marvin Kabatznick, Affiant

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

Notary Public

Name: M Grace Leavitt

Stamp:

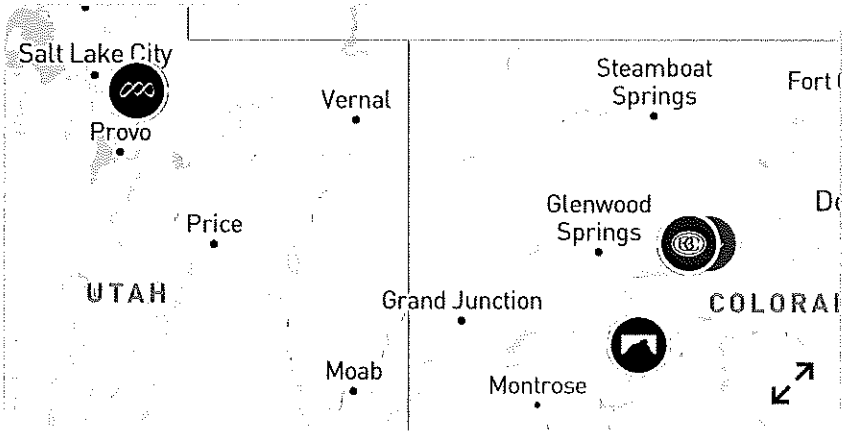
M. GRACE LEAVITT
NOTARY PUBLIC-STATE OF UTAH
COMMISSION EXP. 12/20/2027
COMMISSION NO. 734787

3:32

◀ App Store

EXHIBIT A

Day | Season | Lifetime



4,022,155

Vertical (ft)

3,332

Lifts Ridden

HIGHLIGHTS

Days on Mountain **310**

Most Visited **Park City**

GPS STATS ⓘ

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

START TRACKING

Home | Resort | Pass & Ticket | Stats | More

BEFORE THE PLANNING COMMISSION
PARK CITY, UTAH

AFFIDAVIT OF HOWARD KANTOR

State of Utah)
County of Summit) ss.

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

1. I am an adult individual over the age of eighteen, competent to testify to the matters set forth herein, and a fulltime resident of the Silver Springs neighborhood of Summit County, Utah.

2. I submit this affidavit in connection with the Planning Commission's review of the pending Conditional Use Permit (CUP) applications for the Silverlode Express and Eagle lift upgrades.

3. I am an Epic Passholder and an active, regular, long-term skier at Park City Mountain (PCM), having skied at PCM extensively over a 12+ year period spanning from 2013 through 2026, accumulating extensive on-going and current knowledge of and exposure to the resort's trails and off-piste terrain, lift and skier services infrastructure, and skier traffic flows.

4. At some time following the acquisitions by Vail Resorts, Inc. (Vail) of Canyons and PCM, Vail combined the two resorts and added them to its computer application called EpicMix, which is Vail's proprietary mobile skier database and tracking application, and which automatically records and stores its guests' days on the mountain and other information.

5. Since the 2013-14 Winter Season Vail has recorded on its EpicMix application the total number of days I have skied per season using my Epic Pass and my total "lifetime" days, as well as other information.

6. A true and correct screenshot copy of my official per season and lifetime EpicMix statistics is attached hereto as **Exhibit A**.

7. As documented by Vail's own recorded and stored data in Exhibit A, I have individually skied on 593 distinct days, ridden 4,735 lifts, and accumulated 5,851,652 vertical feet of downhill skiing since November 2013.

8. I have resided full time in Park City during this period and can state that virtually all of these recorded days and lift rides occurred directly at PCM, establishing a comprehensive, multi-year empirical baseline of firsthand exposure to the mountain's operational capacities.

9. The well over 500 days of firsthand resort observation at PCM recorded by Vail on its EpicMix app during this period encompass the full spectrum of the resort's operational conditions, including weekdays, weekends, peak weekends, holidays, vacation days, early and late season period days, mornings and afternoons, groomer days, and powder days, including extensively on the terrain served by the Eagle and Silverlode lifts, allowing me to observe the mountain's infrastructure comprehensively across all levels of visitor volume.

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

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

12. My continuous firsthand observations of these physical conditions under varying operational loads over many years are highly probative of the likely existing and future detrimental safety and infrastructure impacts of the proposed chairlift upgrades.

13. These observations demonstrate a recurring, reasonably anticipated detrimental safety effect, showing that the resort's existing peak-day uphill lift delivery already routinely exceeds the

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

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

FURTHER AFFIANT SAYETH NAUGHT.
Dated this 19 day of May, 2026.

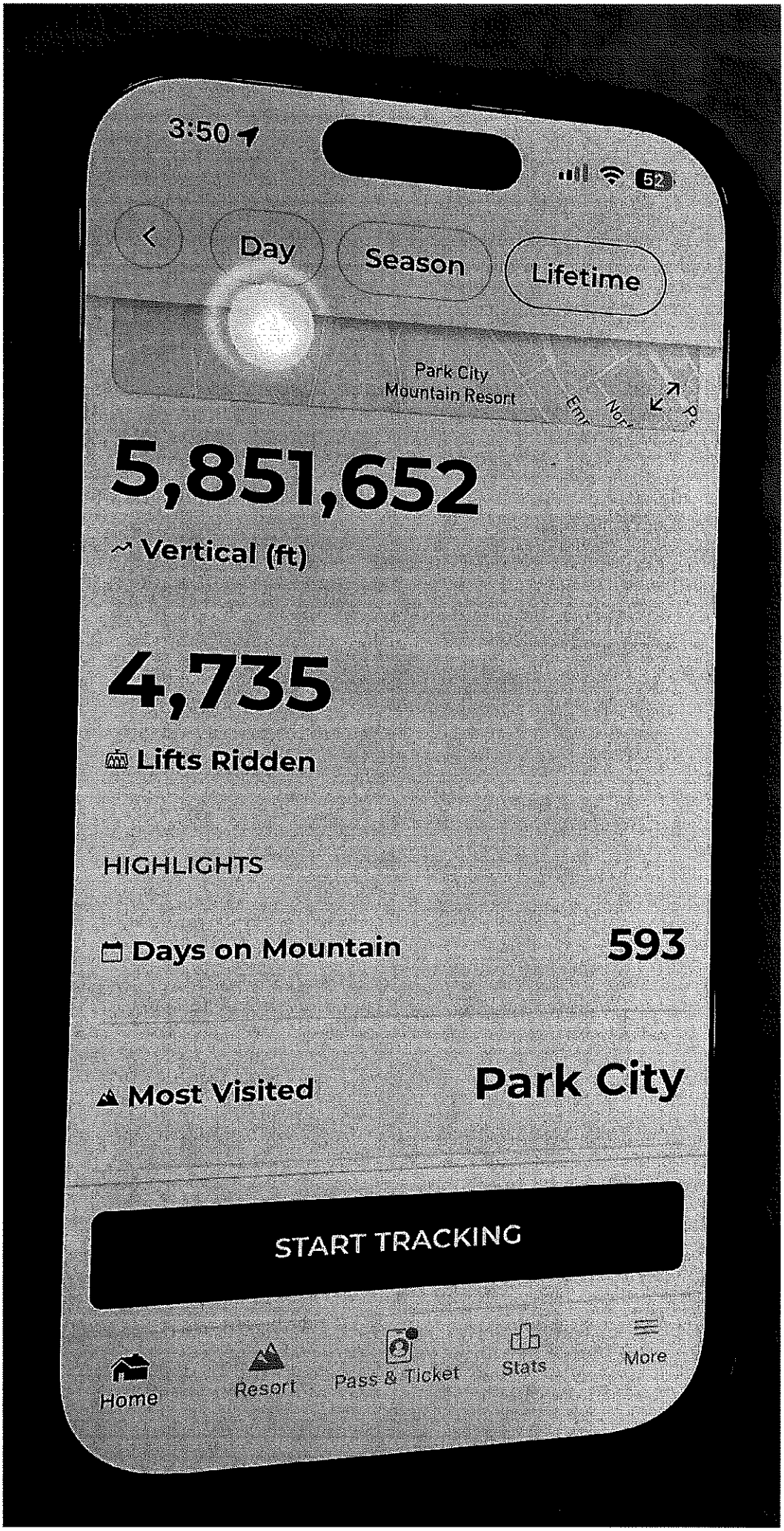
Howard Kantor, Affiant

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

Notary Public
Name: MacKenzie Rosemary Beninati
Stamp:

MACKENZIE ROSEMARY BENINATI
Notary Public - State of Utah
Comm. No. 746435
My Commission Expires on
Dec 4, 2029

EXHIBIT A


3:50
52
Day
Season
Lifetime
Park City
Mountain Resort
5,851,652
Vertical (ft)
4,735
Lifts Ridden
HIGHLIGHTS
Days on Mountain
593
Most Visited
Park City
START TRACKING
Home
Resort
Pass & Ticket
Stats
More

Dave March
[redacted]

May 18, 2026

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

Dear Members of the Park City Planning Commission,

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

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

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

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

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

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

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

Thank you for your time and consideration.

Sincerely,

David J. March

Dave March

May 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 the are currently staged where the new Lift Station for the Eagle will be? Would it not be more advantageous to realign the Three Kings Lifts as the Midstation for the New Eagle will be above the the top station of the Three Kings and rendering it obsolete?

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

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

Don Carillo

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

May 14, 2026

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

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

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

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

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

Sincerely,

Jennifer York

May 13, 2026

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

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

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

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

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

Sincerely,

Robin Wallner

May 13, 2026

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

Sincerely, Scott Whittier

May 13, 2026

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

Sam Yecutieli

May 13, 2026

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

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

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

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

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

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

Sincerely,

James Wooldridge

May 13, 2026

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

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

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

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

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

Sincerely,

Catherine Finley

May 13, 2026

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

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

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

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

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

Sincerely,

Jeffrey J. Hardee

May 13, 2026

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

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

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

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

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

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

Sincerely,

Ken Sunshine

May 13, 2026

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

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

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

Steve McGuiness

May 13, 2026

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

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

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

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

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

Sincerely,

Robert Rieve

May 13, 2026

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

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

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

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

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

Sincerely,

David L Rhoads

May 13, 2026

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

Sincerely,
David & Christine Rhoads

May 13, 2026

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

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

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

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

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

Sincerely,

Samantha Carly

May 13, 2026

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

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

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

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

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

Sincerely,

Jackie Davis Gray

May 13, 2026

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

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

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

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

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

Sincerely,

Ernst Leiss

May 13, 2026

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

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

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

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

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

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

Sincerely,

April Cranston

May 13, 2026

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

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

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

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

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

Sincerely,

Ben de Fiebre and Rui Mao

May 13, 2026

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

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

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

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

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

Sincerely,

Ehlias L. Louis

May 13, 2026

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

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

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

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

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

Sincerely,

Debbie Roos

May 13, 2026

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

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

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

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

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

Sincerely,

Ruthie Ravenel

May 13, 2026

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

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

Sincerely,

Scott Whittier

May 13, 2026

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

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

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

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

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

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

Sincerely,

Nicholas Peirol

May 13, 2026

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

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

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

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

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

Sincerely,

Sara Radamus

May 13, 2026

Hello Planning Commission

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

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

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

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

James, Edward & Carolyn Rogers

May 13, 2026

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

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

With Gratitude,

Rochelle Karr

May 13, 2026

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

Re: Pending Conditional Use Permit Applications for Chairlifts

Dear Chair Van Dine and Commissioners,

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

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

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

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

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

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

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

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

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

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

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

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

In March 2026 Lookoutbelow wrote on townlift.com:

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

In March 2026 quinlivan.chris wrote on Instagram:

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

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

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

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

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

In March 2024 Kay A wrote on tripadvisor:

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

In March 2022, paula c wrote on tripadvisor:

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

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

He writes,

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

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

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

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

From a strictly legal perspective, I believe that the Commission not only has a duty to carefully consider compliance of the Ski Lift Upgrades with the specific requirements of the DA and the MUP, but also that the Commission must affirmatively inquire into whether or not the impacts of the upgrades result in detrimental effects which, as a condition of approval must be properly mitigated as expressly required by the first paragraph of LMC §15-1-10[3] in accordance with the purposes of the LMC as set forth, inter alia, in Subsections A. and G. of LMC §15-1-2.[4] [5]

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

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

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

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

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

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

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

Specific Requirements. The Commission's review process is governed not only by the terms of the DA, MUP and other applicable documentation relating to upgrading the ski area, as well as by the applicable terms of the LMC, but also by the reasoning of the Third District Court[6] and the Utah Court of Appeals[7] when they considered Vail Resort's appeal of your rejection of PCM's prior application. In particular, the Commission's review process must specifically address the following three requirements:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

a. Resort Facilities Impacts: the potential detrimental impacts of the proposed Ski Lift Upgrades on current Resort Facilities such as day lodge square footage and food service and food service support facilities, as well as potential detrimental impacts on the municipality and its residents and visitors, such as with respect to parking, transit, and emergency services.

b. Parking Impacts: In particular, because these are new Applications, the 2022 Parking Mitigation Plan (2022 Plan) must be resubmitted and reviewed by you *de novo*. Furthermore, until the Applicant provides an independent audit of its current and proposed CCC, how can the Commission determine whether the 2022 Plan or the updated plan contained in the May 13 Packet sufficiently mitigates a number that does not exist on the public record?

c. Impacts on Neighbors: The Applicant has not adequately addressed the detrimental impacts of the Ski Lift Upgrades on surrounding neighbors (including not only traffic and congestion, but also, for example, the proximity of the proposed base of the Eagle lift to the SnowFlower Condominiums).

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

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

I also note that for several years now the financial results of operations at Vail Resorts have been in substantial decline and that the company has suffered a massive reduction in guest satisfaction ratings, as evidenced by published Net Promoter Scores and, as referenced above, widespread social media commentary. According to Comparably.com, an independent corporate brand reputation and consumer sentiment platform, Vail Resorts' current Net Promoter Score (NPS) is reported as -27 "poor" as of early 2026.[11] I would submit that a poor NPS is a detrimental impact on the "present and future inhabitants, Businesses and visitors of the City" as provided in Subsection A. of LMC §15-1-2, which itself must be mitigated.

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

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

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

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

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

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

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

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

Respectfully,



Frode Jensen
Park Meadows

Cc:	
Christin Van Dine	christin.vandine@parkcity.gov
Grant Tilson	grant.tilson@parkcity.gov
Henry Sigg	henry.sigg@parkcity.gov
John Frontero	john.frontero@parkcity.gov
Rick Shand	rick.shand@parkcity.gov
Seth Beal	seth.beal@parkcity.gov

ANNEX A

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

a. Item 1 (Size and Location of the Site): This item requires that the physical site be compatible with the "proposed Use." Here, the "Use" is the high-speed delivery of thousands of skiers per hour through two new faster, higher-capacity chairlifts. The potential detrimental impact is whether the physical size and topography of the receiving trails is sufficient to safely accommodate this intensity.

b. Item 4 (Emergency Vehicle Access): This item raises the question whether the new Silverlode and Eagle uses result in the creation of "downhill" bottlenecks that cannot safely accommodate the "uphill" surge, thereby creating unsafe skiing conditions and jeopardizing the ability of safety personnel and emergency responders (Ski Patrol and medical sleds) to maintain safe conditions and clear, rapid access to injured parties in congested zones.

c. Item 5 (Location and Amount of Off-Street Parking): Application of this item requires that the identification of any "detrimental effect" of parking must be a direct result of the "intensity of use" analysis on the mountain itself. If the Commission finds, based on substantial evidence, that the mountain's internal circulation (Item 6) and physical site capacity (Item 1) are already at a breaking point, then a parking plan that seeks to facilitate *additional* volume is not a "mitigation" of an impact; it is the exacerbation of a safety hazard. In addition, if the "primary use" (use of the ski mountain) has reached a ceiling of safety and compatibility under Item 11, the "accessory use" (parking) must be conditioned to reflect that reality.

d. Item 6 (Internal Vehicular and Pedestrian Circulation System): Item 6 requires a safe "pedestrian circulation system." For a ski resort, the "pedestrian circulation system" is the trail network and skiers are the de facto primary pedestrians. Discharging increased numbers of skiers into existing trails which already may have insufficient downhill capacity could create a failure in the internal circulation system, leading to dangerous "pedestrian" densities and unsafe conditions that the LMC is designed to prevent. The Commission must require an updated CCC analysis.

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

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

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

[12] 2025 Park City General Plan, Strategy 2F.

May 13, 2026

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

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

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

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

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

Sincerely,

Randy Kirsch

May 13, 2026

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

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

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

Dear Chair and Members of the Commission:

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

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

I. The Applicant Has Placed Capacity Expansion on the Record

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

V. The Scope of the Commission's Review

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

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

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

VI. What the Record Must Contain Before a Vote

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

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

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

VII. A Note on Timing and Path Forward

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

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

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

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

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

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

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

Respectfully,
Angela Moschetta

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

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

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

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

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

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

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

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

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

To Vail's credit they have:

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

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

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

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

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

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

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

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

Sincerely,

Myles Rademan, Local Resident

May 12, 2026

Hi,

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

Please approve the lift upgrades.
-Chris

May 12, 2026

Dear planning commission,
I am writing to express my strong support for the lift enhancements proposed by Park City Mountain for the upcoming year. Given the high level of congestion currently experienced at the resort, I believe these upgrades are essential to improving the overall skier experience.
Our community relies on a positive experience for visitors to ensure return business. Both my husband’s livelihood and my own depend on the success of the local tourism industry. I see no significant drawbacks to these enhancements and believe they are necessary operational changes that will benefit Park City in the long term.
I ask that you take these considerations into account when making your decision. We should support initiatives that improve our resort's efficiency and guest satisfaction rather than standing in the way of progress.
Thank you for your time and your service.

Best regards,
Janine Troilo

Park city resident

May 12, 2026

Dear Planning Commission Members:

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

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

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

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

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

All the Best !

Bill Malone

May 12, 2026

Dear Planning Commission Team,

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

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

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

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

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

Thank you for your time and consideration.

Sincerely,

Victoria McLaughlin

May 11, 2026

Dear members of the Park City Planning Commission,

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

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

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

Kind regards,

Hans Fuegi

May 11, 2026

Robert D Fuller

Park City, UT 84060

May 11, 2026

Dear Park City Planning Commission,

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

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

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

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

Robert D Fuller
Snowflower
[redacted]

May 11, 2026

Dear Park City Planning Commission,

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.

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,

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

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

Sincerely,

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

Aldy Milliken
Chair

May 8, 2026

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

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

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

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

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

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

Thank you for your consideration.

Tom Kelly

May 8, 2026

Dear Park City Planning Commission Members,

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

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

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

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

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

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

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

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

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

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

May 8, 2026

Park City Planning Commission

445 Marsac Avenue

Park City, Utah 84060

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

Dear Members of the Park City Planning Commission:

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

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

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

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

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

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

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

Respectfully,

Charles Morrison, MD

Medical Director, Park City Mountain Resort Clinic

Park City, Utah

May 7, 2026

Dear Park City Planning Commission,

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

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

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

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

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

Sincerely,

Scott Shapiro

Jeremy Ranch

May 7, 2026

Dear Members of the Planning Commission,

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

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

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

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

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

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

Sincerely,

Brent & Brynn Hill

Park City

May 06, 2026

Via Email

Ryan Dickey
Mayor
ryan.dickey@parkcity.gov

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

Rebecca Ward
Planning Director
rebecca.ward@parkcity.gov

Adam Lenhard
City Manager
adam.lenhard@parkcity.gov

Margaret Plane
City Attorney
marget.plane@parkcity.gov

Adam Strachan
Planning Commission (Appointee)
[redacted]

Park City Planning Commission
planning@parkcity.gov

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

Dear Park City Officials:

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

party can claim lack of notice.

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

I. BACKGROUND

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

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

II. COMMISSIONER STRACHAN'S CONFLICTS OF INTEREST

A. Concurrent Financial Interest

We understand that Commissioner Strachan maintains an active professional relationship as legal counsel for the Applicant, Vail/PCMR. While the legal work he performs is allegedly unrelated to land-use matters, the financial and professional bond is concurrent with the Applicant's pending lift upgrade CUP applications.

This representation establishes a direct professional and financial relationship between Commissioner Strachan and the party that now appears before the Commission seeking approval on pending CUP applications that have undergone one work-session without Strachan. We note that Chair Van Dine recused herself from the second hearing on the ACUP appeal citing the fact that she missed the prior meeting.

Under general principles governing the conduct of attorney-adjudicators, a person who has served as legal counsel to a party should not serve as a neutral adjudicator in a proceeding in which that former or current client has a direct interest. The fact that Strachan reportedly does not advise Vail/PCM on land use matters does not eliminate the conflict. Vail/PCM is the same client. The resort operations and the land at issue are the same. The financial interest in the outcome is direct.

Utah and local law mandates that quasi-judicial officials such as Planning Commissioners maintain strict neutrality to satisfy constitutional due process, specifically when their impartiality might reasonably be questioned due to ongoing professional and financial ties.

Under Park City Municipal Code (PCMC) § 3-1-7, commissioners are barred from private employment that is "incompatible with the proper discharge of official duties" or would "impair independence of judgment". An active attorney-client relationship with Vail Resorts while adjudicating their lift upgrades creates a structural impairment of this independent judgment.

All appointed officers must file a Disclosure Statement of Personal or Financial Interest under PCMC § 3-2. This includes disclosing any entity regulated by the city where the official serves as an "agent"—a term that explicitly includes attorneys representing a client. Failure of Strachan to recuse himself from matters involving Vail/PCMR after any such disclosure violates the "Avoidance of Impressions of Corruptibility" mandated in PCMC § 3-1-8.

The Utah Municipal Officers' and Employees' Ethics Act also prohibits officials from having a personal investment in any business entity that would create a conflict in fulfilling that officer's duty.. Because the lift upgrades directly impact resort capacity and revenue, and Commissioner Strachan is currently compensated and employed by Vail, and is personally invested in Vail/PCMR's financial wellbeing, he likely faces an inescapable conflict under Utah Code § 67-16-9.

B. Public Advocacy at Prior Appeal Hearings

Perhaps most significantly, Commissioner Strachan appeared at the June 8, 2022 appeal hearing in the prior chairlift proceedings - either on his own volition or (most likely) at the direct request of his client - without any official capacity and publicly advocated in favor of Vail/PCM's position. Specifically, he addressed the Planning Commission and the appellants and stated, in substance, that the appeal should not be granted and that the Commission should rule in favor of the project.

The full hearing is available here: https://parkcityut.portal.civicclerk.com/event/1364/media.

Commissioner Strachan's statements at those hearings included the following:

> "I always remembered as a Planning Commissioner, 'What are we really here to do?' You're here to review an appeal, and it's a de novo review, as you well know. But that

> doesn't mean you don't give the Planning Director and the staff deference, because they're professionals and they do this for a living. I always did. I found it resulted in a lot of great decisions.
>
> Sometimes you have to second guess them. But overall, they're doing a very fine job of what they do, and they did a good job here. I read the final action letter from the Planning Director. Very detailed. Those conditions of approval are about as well drafted as I've seen.
>
> An excellent staff report. Kudos. Again, shows that there's been an in-depth analysis. This isn't a rubber stamp. They're putting this applicant through the wringer as they should.
>
> And you also have two consultants, who have echoed what the Planning Director and the staff member have all concluded. And with that, although it's a de novo review, you do have that body of knowledge to stand on. So I urge you to look at it and to adopt it.
>
> In terms of the evidence, it's not at all clear. In fact, I don't think there is a correlation - at least not that I could find - between an increase in carrying capacity and an increase in parking."

This is not a technical or abstract conflict. Commissioner Strachan took an active, public, adversarial position against the appellants and in favor of the very party whose applications he is now being positioned to judge. Strachan, an attorney, also acknowledged the "de novo" nature of the review and still directed the Planning Commission to give deference to "experts," deference that was specifically addressed by both Utah Courts as inapplicable and irrelevant.

His demonstrated bias is documented in the public record of the prior proceedings. No reasonable person could conclude that he is capable of rendering an impartial decision on any matter related to these applications.

III. APPLICABLE LEGAL STANDARDS

The Park City Municipal Code § 3-1-7(A) (Incompatible Employment) and § 3-1-8 (Avoidance of Impressions of Corruptibility) mandates that city officials avoid ***even the appearance of conflict*** between public duties and private interests. Under these provisions, all City officials must conduct private affairs "so as not to give a reasonable basis for the impression" that they can be "improperly influenced". An ongoing attorney-client relationship between a Planning Commissioner and an applicant, like Vail/PCM, creates a structural conflict under PCMC § 3-1-7 regarding incompatible employment and § 3-2 regarding financial interests in regulated entities. The recent Utah Court of Appeals ruling on the lift upgrade appeal emphasized that the Planning Commission must act as a

neutral fact-finder, a standard that is compromised when a commissioner has active financial ties to the resort.

Similarly, under Utah Municipal Ethics Act § 10-3-1304, no public officer shall use their position to provide a "substantial economic benefit" to another in a way that would improperly influence a reasonable person.

To avoid an erosion in the public trust adherence, the purpose of Utah Code § 67-16-1 *et al* and similar state ethics laws is specifically to strengthen the faith and confidence of the people of Utah in the integrity of their government and to establish standards of conduct for areas where actual or potential conflicts of interest exist between public duties and private interests. The ongoing relationship between Commissioner Strachan and Vail/PCM creates an "appearance of impropriety" that undermines the impartiality required for quasi-judicial land-use decisions.

Under Utah land use law and the Utah Municipal Land Use, Development, and Management Act (LUDMA), Utah Code Ann. § 10-20-101 et seq., participants in administrative land use proceedings have a due process right to a decision by an impartial decision-maker. Bias, prejudgment, or a disqualifying conflict of interest on the part of a hearing officer or board member is grounds to void any resulting decision. The City should not appoint a land-use authority who will automatically accept any proposal from an applicant who pays his bills. This defeats the entire structure established in LUDMA.

The standard for recusal or removal is not whether actual bias can be proven beyond doubt, but whether a reasonable person, knowing all the relevant facts, would question the decision-maker's impartiality. Commissioner Strachan's prior and ongoing client relationship with Vail/PCM, combined with his documented public advocacy against this appeal, satisfies that standard many times over. Ongoing legal fees paid by an applicant to a presiding official generally meets this threshold. See Utah Code §§ 67-16-5, 9, § 10-3-1304; Park City Municipal Code §§ 3-1-7(A), 3-1-8.

Additionally, Utah Code Ann. § 10-3-1305 and related provisions governing municipal officer conduct impose independent obligations of disclosure and recusal when a conflict of interest exists.

A commissioner with a conflict risks making a decision "arbitrary, capricious, or illegal" and subject to reversal.

IV. DEMAND FOR RECUSAL AND PROTECTIVE ACTION

In light of the forgoing conflict, we respectfully demand that the City take the following actions:

1. Commissioner Strachan recuse himself, voluntarily and immediately, from all proceedings, deliberations, votes, briefings, and communications related to any Vail

Resorts or Park City Mountain Resort applications concerning chairlift upgrades or related land use matters.

2. The Planning Commission Chair, Planning Director, and City Manager take affirmative steps to enforce this recusal and ensure that Commissioner Strachan does not participate, directly or indirectly, in any aspect of these matters.

3. The City Attorney conduct an investigation of the apparent violation and provide a written opinion that is made available to the public addressing Commissioner Strachan's conflicts of interest and the legal sufficiency of his participation.

4. Mayor Dickey provide in writing the basis for Commissioner Strachan's appointment and certify that the appointment was not made for the purpose of securing a particular outcome in any pending or anticipated land use proceeding.

V. RESERVATION OF RIGHTS

Our clients hereby expressly reserve all legal rights, including but not limited to the right to challenge any decision, approval, or action in which Commissioner Strachan participates on due process and conflict of interest grounds. We further reserve the right to seek injunctive relief, mandamus, or other appropriate remedies in the event that Commissioner Strachan is permitted to participate in these proceedings over this objection.

This letter is submitted for the record and will be cited in any future legal proceedings arising from Commissioner Strachan's participation. Silence or inaction in response to this letter will itself be part of the record. We appreciate your attention to this matter.

Sincerely,

BENNETT TUELLER JOHNSON & DEERE

Hyrum J. Bosserman

cc: Dierdra Walsh, Vice President and COO, Park City Mountain
Bill Rock, President, Mountain Division, Vail Resorts
Rob Katz, CEO, Vail Resorts

ADDENDUM: Statement of Former Planning Commissioners

We, the undersigned, are former members of the Park City Planning Commission. We each served on the Commission during the appeal proceedings concerning the proposed chairlift upgrades by Vail Resorts and Park City Mountain Resort, and we presided over those hearings in our capacity as commissioners.

We write neither as parties nor as advocates for any side, but as former adjudicators with direct, firsthand knowledge of the standards and norms governing commissioner conduct on this Commission. In that capacity we state the following:

It was the understood and observed practice during our tenure that any commissioner with a prior professional relationship with a party appearing before the Commission, or who had publicly expressed a position on a pending matter, was expected to recuse from that matter without exception. This was not a matter of discretion. It was a baseline ethical obligation that each of us took seriously and observed.

Commissioner Strachan's circumstances as described in the accompanying letter are, in our judgment, disqualifying under those same standards. His prior legal representation of Vail Resorts, his voluntary appearance at the appeal hearings to publicly advocate against the appellants and in favor of Vail's position, and his reappointment at the moment new applications from that same party are pending do not present a close question.

Each of us is prepared to testify under oath to the norms and practices described herein in any administrative, judicial, or other proceeding in which Commissioner Strachan's participation is challenged.

Former Commissioner John Kenworthy, Park City Planning Commission, Years of Service: 2018-2023

Former Commissioner Laura Suesser, Park City Planning Commission, Years of Service: 2016-2025

May 6, 2026

Dear Park City Planning Commission,

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

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

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

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

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

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

Respectfully,

Courtney Morrison,

Resident of 84060

Local employer, skier & community member

May 4, 2026

Hi,

I'm writing in to voice my support for the proposed two lifts. We have place on [redacted], very close to this proposed lifts.

Thank you for your consideration.

Luke Derheim

April 20, 2026

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

Thanks!!

Dave Rich

April 17, 2026

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

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

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

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

Yours sincerely,

Ron Broadhead

April 16, 2026

Hi Park City Planning Commission,

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

Respectfully,

Jamie Ogle

April 16, 2026

Hello,

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

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

Thank you,

Nick Berghoff

April 15, 2026

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

--

Lynn Barclay

March 31, 2026

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

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

We're at a serious fork in the road and have been for some time, with Vail, on the 'mountain village' side. They can have Canyons (they already are) but those of us living in PC proper value/deserve the lifestyle we all came here for; sure, let them replace the lifts with the same capacity (as dictated by the previous plan, there was a reason for that) if necessary, and those who don't want to stand in line can go to the Canyons. The essence of our town is about a lot more than skiing and if this upgrade happens as outlined, we will be living in a skiing mecca with a substantial loss of overall quality of life for all of us, particularly in the town limits.

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

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

Best,

Liz Lee

Elizabeth Lee

March 26, 2026

Good afternoon,

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

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

Thank you for your consideration.

James Wooldridge

March 25, 2026

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

Ben Farrow

March 24, 2026

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

Teri Whitney

March 23, 2026

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

Dan Van Dresser

March 22, 2026

To whom it may concern

Re: Park City Lift Replacements and CCC

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

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

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

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

Concerns about traffic and parking also deserve context. Park City Mountain has already implemented paid parking and reservation requirements, which function as a practical cap on daily vehicle access. When parking reservations are unavailable,

guests are diverted to remote lots and transit options. This system not only limits peak-hour traffic but also spreads arrival times, reducing congestion rather than increasing it. Importantly, this parking policy constrains demand independently of lift capacity.

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

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

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

Regards,

Kevin Wallace

March 20, 2026

Hello Ms. Larsen

We own a condo since 2016 at [redacted]., the base of Park City Mountain Resort, and are in SUPPORT of the proposed lift replacement of the Silverlode Express & Eagle Lifts.

Reducing lift wait times by replacing these lifts are way overdue. For Park City to continue being a world class city to visit and ski, infrastructure improvements at the base are critical. With the Olympics coming in 8 years, this should be an immediate priority for the Planning Commission.

There are long lines at the Silverlode Express most of the time. It would be really nice to shorten the wait time when returning from the Canyons via the Gondola, or stopping for a meal or restroom break at Miners Camp in the middle of the day.

Due to the location of the current Eagle lift drop off, the only option is to ski is a blue run to get to the next lift (King Con), which can then take you to a green run. Therefore, for all inexperienced skiers, the only options to get up the mountain are the FirstTime, Payday and Crescent lifts, which frequently have longer wait times. Expanding and

moving the drop off point for a new Eagle Lift would provide an additional green run route and alleviate skier wait times at the base.

We encourage the Planning Commission to move forward and ultimately approve Vail's Conditional Use Permit.

Thank you, James, Edward & Carolyn Rogers

March 18, 2026

Dear Planning Commission,

As a long-term owner at Snowflower condominiums, I fully support the Silverlode and Eagle chairlift upgrades.

Park City Mountain resort is in desperate need of improvement and mechanisms to move skiers/borders up the hill more quickly.

The argument of increased noise at Snowflower is a minor concern.

The planned upgrades will add tremendous value to the resort and to the fortunate neighbors will benefit from easier access up the hill.

Sincerely,

Sarah Evans

March 18, 2026

Park City Planning Commission

I am writing in regards to Vail's request for approval of lift upgrades to include the Eagle and Silverlode lifts. I agree the upgrades would improve the uphill capacity of the mountain and could improve the overall experience of PCMR.

I attended the open house on February 4th at the Legacy lodge. I talked to several Vail representatives and looked over the proposed location of specifically the Eagle base area. What I discovered was the lift is going to be placed 30 feet from the property line in front of Snowflower, Building two. The Vail representatives were proud of the fact that they moved the lift line an extra five feet beyond the required 25 feet. I suspect after the engineers looked at the location where the lift was going to be, they realized it would put the lift base on the downslope of the embankment that is currently in front of Snowflower.

Vail's concept is that 30 feet is enough to create a throughway on that side of the lift. I don't disagree, however, how are you going to accomplish that? Since the buildings at Snowflower sit much lower than the ski hill, 25 of the 30 feet is the embankment down

to Snowflower. The Vail representative said they could build a retaining wall on the property line to level out the 25 feet so they can accomplish their 30 foot setback. To accomplish that, I feel they would have to build a retaining wall approximately 20 feet high with possibly a wire fence on top to ensure the safety of the skiers and to accommodate any snow pack on the trail. Part of the property line passes within 10 feet of building two. How would you like it if your neighbor built a 20 foot high concrete wall 10 feet from your picture window.

Snowflower has been here since the late 70's. Ski in, ski out is one of the hallmarks of the Snowflower properties. If Vail builds a retaining wall, they will have negated any access to the ski hill.

I have been an owner at Snowflower since the late eighties. I have seen the changes in the base area. I suspect the decision to move the Three KIngs lift up the mountain was to lessen the congestion in the base area especially when the original Eagle was added. The current proposed location of the new Eagle lift would once again create a congestion problem of the entire First Time/Eagle/3 Kings base area.

As in 2022, I asked Vail why they couldn't move the new base of the Eagle lift 100 yards up the mountain or closer to where the old Eagle lift is located. Both times the answer has been the engineers say that is where it needs to be for alignment. The Vail representatives also said something about moving it would interfere with the return back to the lift. Maybe. What might look good on paper doesn't necessarily work in practice. I think moving the entry point of the new Eagle lift 25 or 30 yards up the mountain would work, eliminate a need for a retaining wall and help alleviate the congestion in the base area.

All I'm asking for is they move the base of the lift up the mountain. I think the new lift will enhance the PCMR experience if done with all parties having input. Thank you for your time.

Sincerely, Glen Chinn

Park City Planning Commission, March 18, 2026

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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

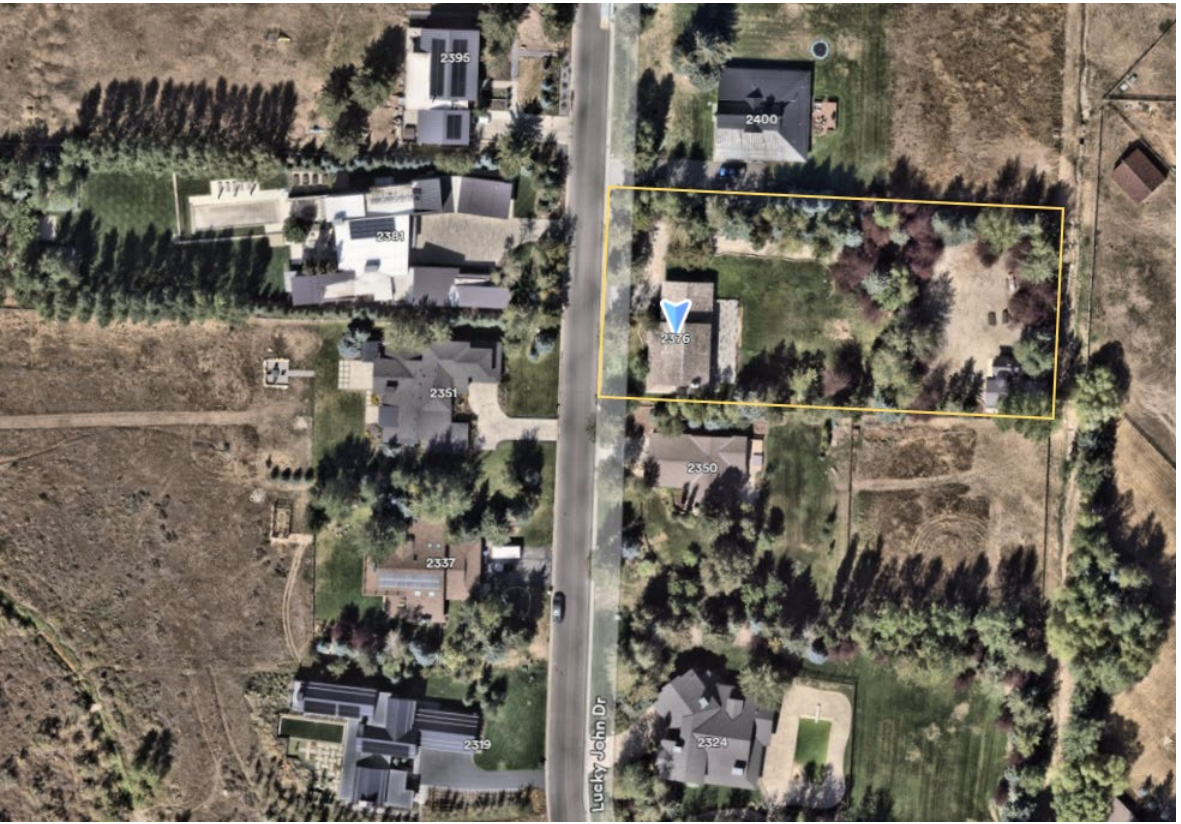
Holiday Ranchettes Lot 43 Plat Amendment

2376 Lucky John Drive

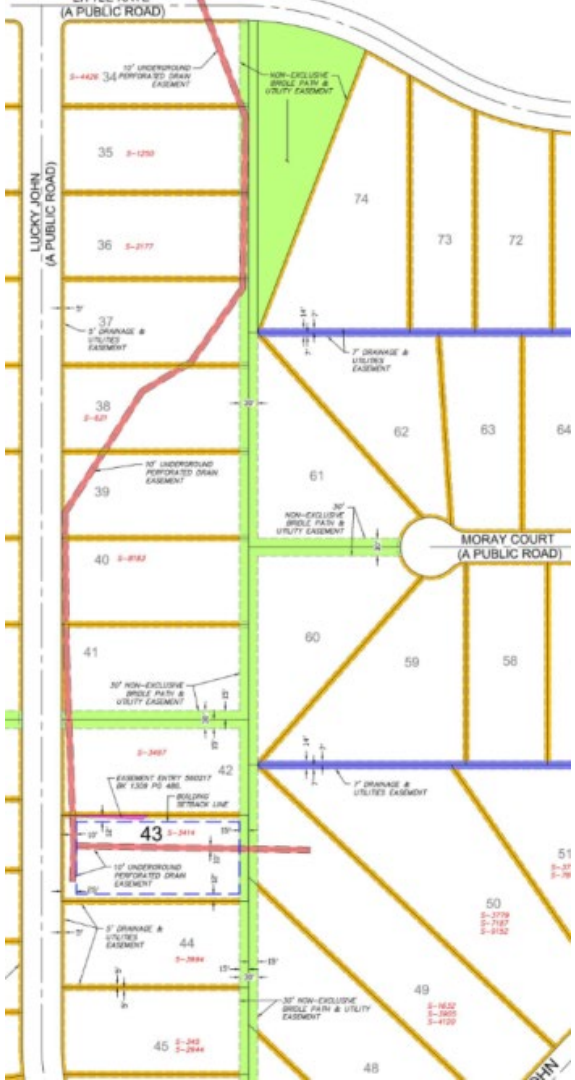
Planning Commission

PL-25-06459 | May 27, 2026

VICINITY

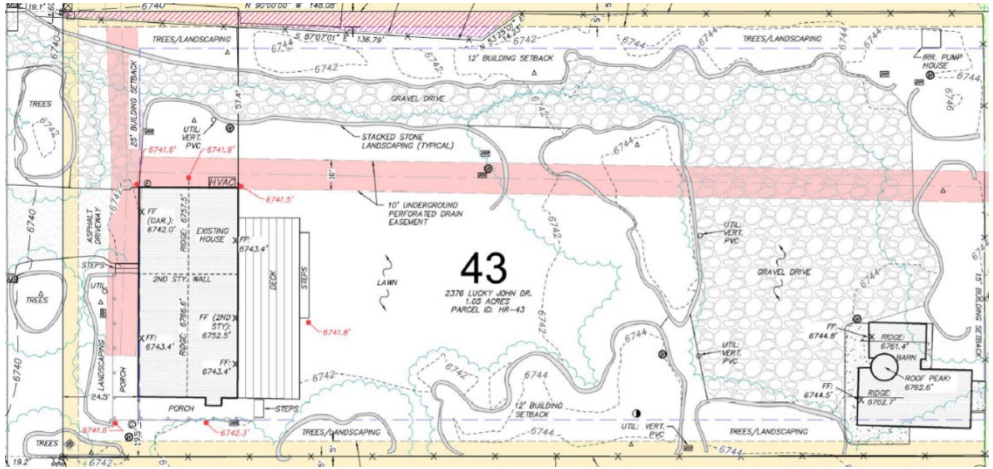


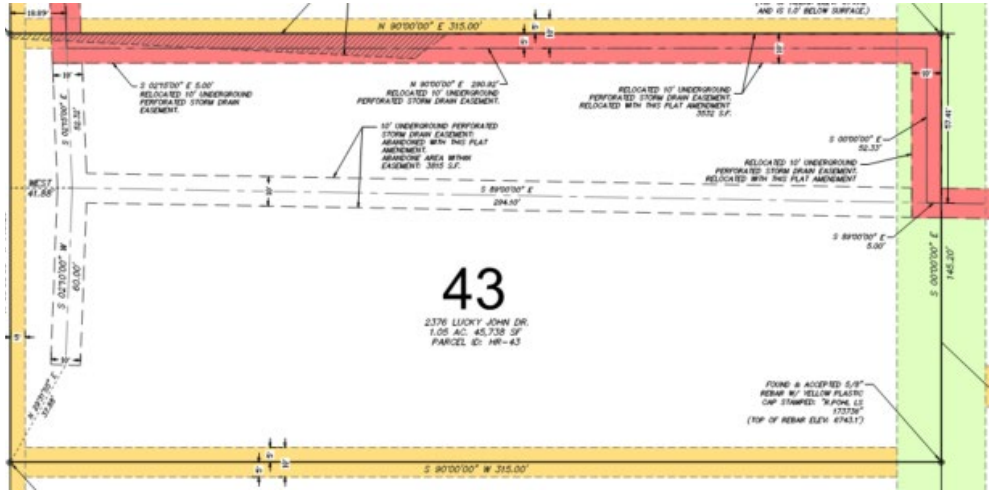
- 2376 Lucky John Drive – Lot 43 of Holiday Ranchettes Subdivision
- Single Family (SF) Zone
- 1.05-acre Lot with a Single-Family Dwelling constructed in 1978 and an accessory barn



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

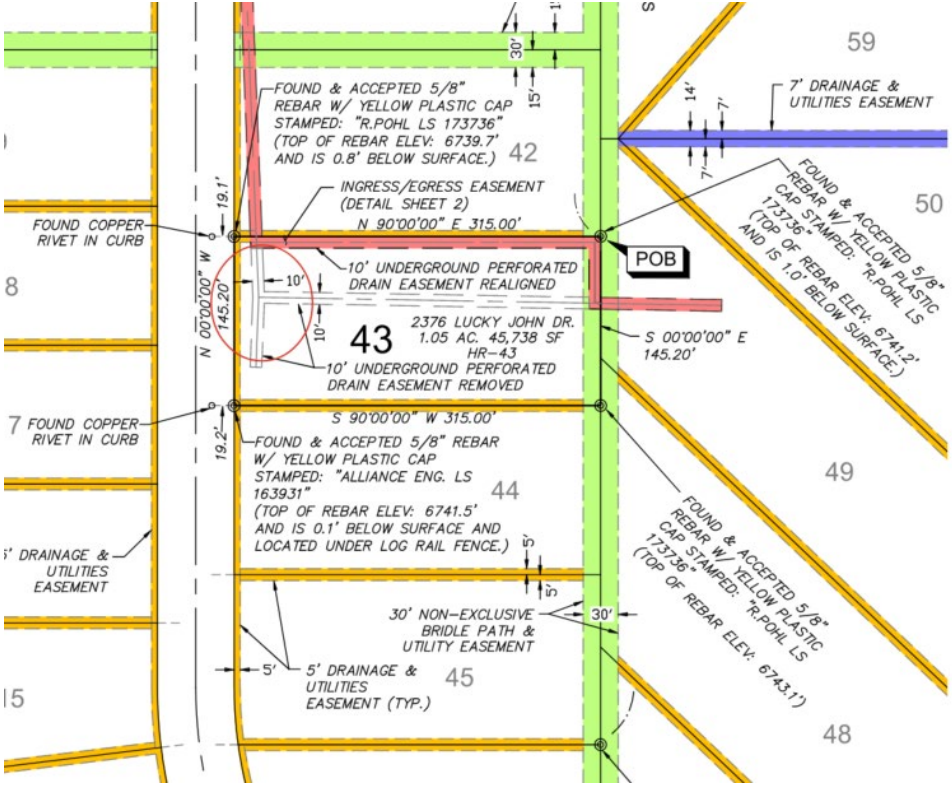




PROPOSAL

- 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

ANALYSIS



There is Good Cause for the proposed Plat:

- 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



PARK CITY
1884

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.



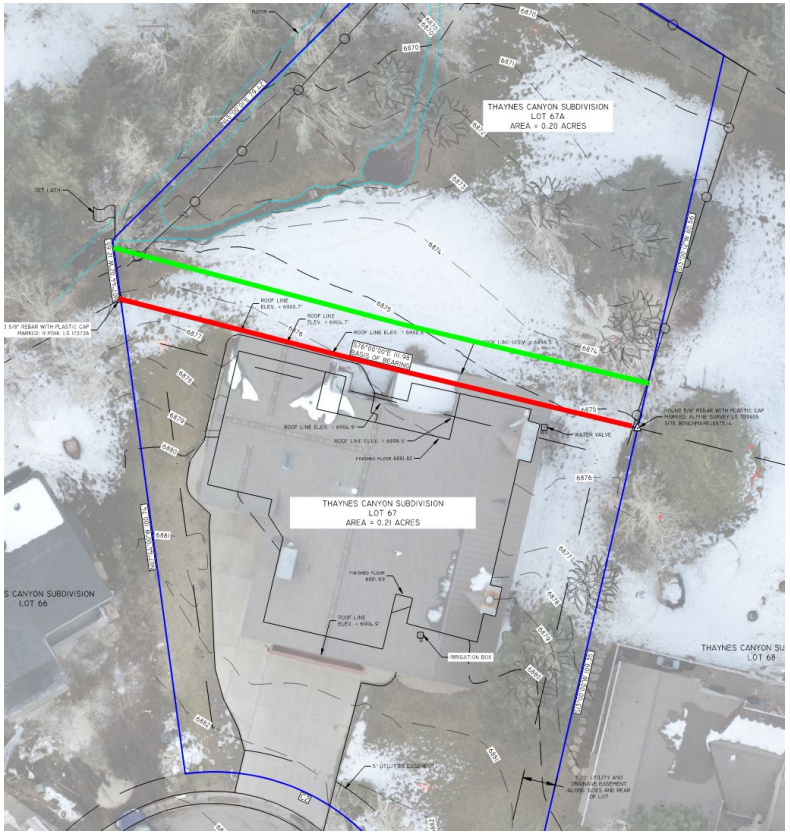
Background

- The existing SFD is non-complying, and built over the rear Lot line.



Background

- 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.

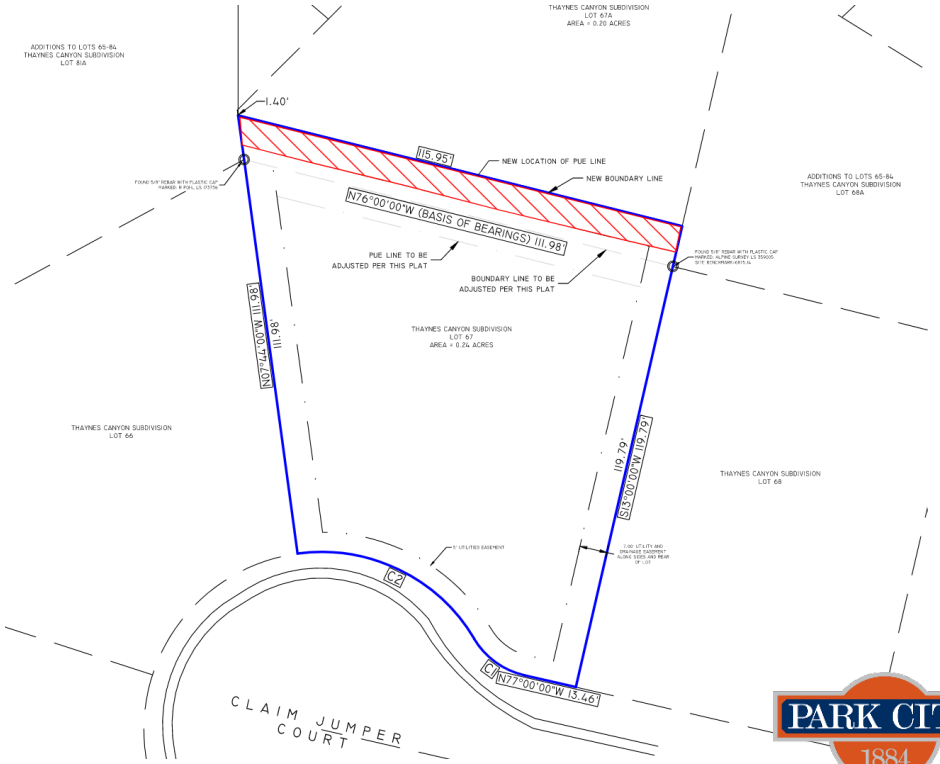


Background

- 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.

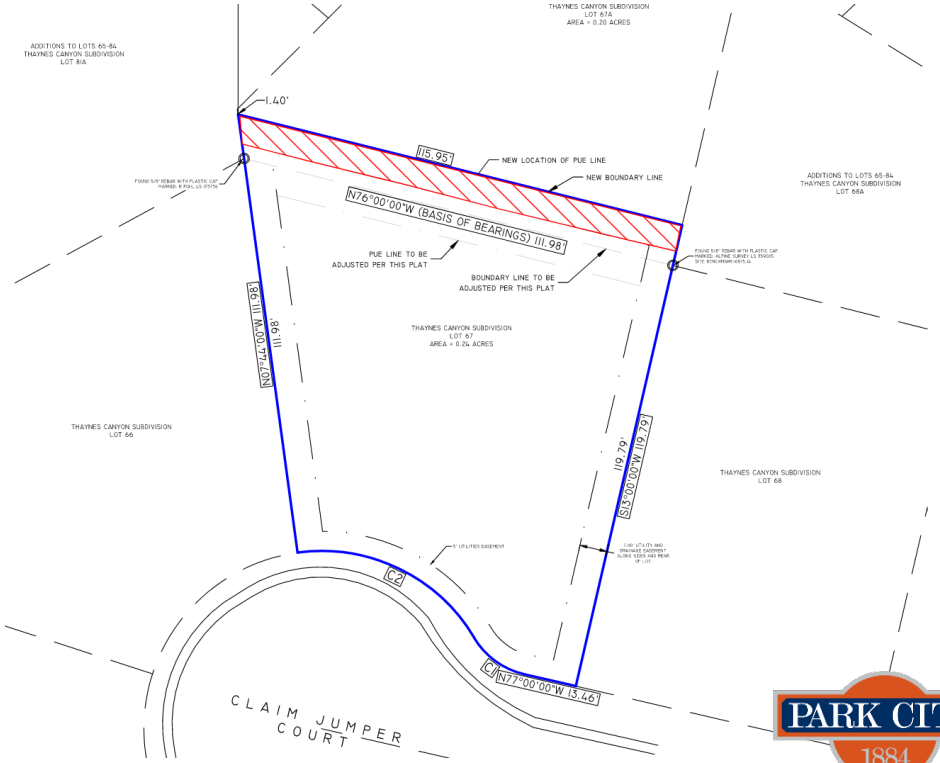
Background

- 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.

Planning Commission
Staff Report

Subject:	**Clark Ranch** **Affordable Housing Development**
Applications:	**PL-25-06653 – Conditional Use Permit** **PL-25-06654 – Master Planned Development** **PL-25-06655 – Subdivision** **PL-25-06656 – Zone Change**
Authors:	**Nan Larsen, Senior Planner** **Lillian Zollinger, Planner III** **Meredith Covey, Planner II**
Date:	**June 10, 2026**
Type of Item:	**Work Session**

Disclosure

Park City Municipal Corporation owns the Clark Ranch property and authorized The Alexander Company to propose an affordable housing development on 10 acres through a public-private partnership.

Recommendation

Review and provide input on The Alexander Company's updated Clark Ranch affordable housing development site plan and building mass.

Description

Applicant:	The Alexander Company, Inc. Representative, Chris Day
Location:	A portion of Parcel PC-SS-121-X, owned by Park City Municipal
Zoning District:	Recreation and Open Space Sensitive Land Overlay
Adjacent Land Uses:	Park City Heights, Trails, and Open Space
Reason for Review:	The Planning Commission reviews Zone Changes, conducts a public hearing, and forwards a recommendation to the City Council for Final Action.[1] The Planning Commission reviews, conducts a public hearing, and takes Final Action on Subdivisions, Conditional Use Permits, and Master Planned Developments.[2]

CUP Conditional Use Permit

[1] LMC § 15-1-7 *Amendments to the Land Management Code and Zoning Map*
[2] LMC § 15-1-8 *Review Procedure Under the Code*

LMC	Land Management Code
MPD	Master Planned Development
PCMC	Park City Municipal Corporation
RDM	Residential Development-Medium Density
ROS	Recreation and Open Space
SLO	Sensitive Land Overlay

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

Summary

On February 3, 2026, the City Council and Planning Commission conducted a joint work session to provide input and direction to The Alexander Company for the Clark Ranch affordable housing development. The City Council and Planning Commission recommended:

- Rezoning with an open space buffer between Park City Heights and the Clark Ranch development.
- Reducing building mass and cut and fill.
- Establishing maximum building height of up to 35 feet outlined in Option B1.B, if there is architectural variation (Packet, Old Business Item 1, Minutes, p. 10-12).

Option B1 (Open Space Buffer)
134 to 162 units

	Multi-Unit Dwellings	Townhomes
B1.B **35-Foot Height** **162 total units**	18 buildings 4 buildings with 8 units per building 14 buildings with 7 units per building **130 total units**	8 buildings with 4 units per building **32 total townhomes**

Figure 1: The City Council and Planning Commission preferred concept was the open space buffer Option B1.B with up to 35-foot building heights if architectural variation is provided.

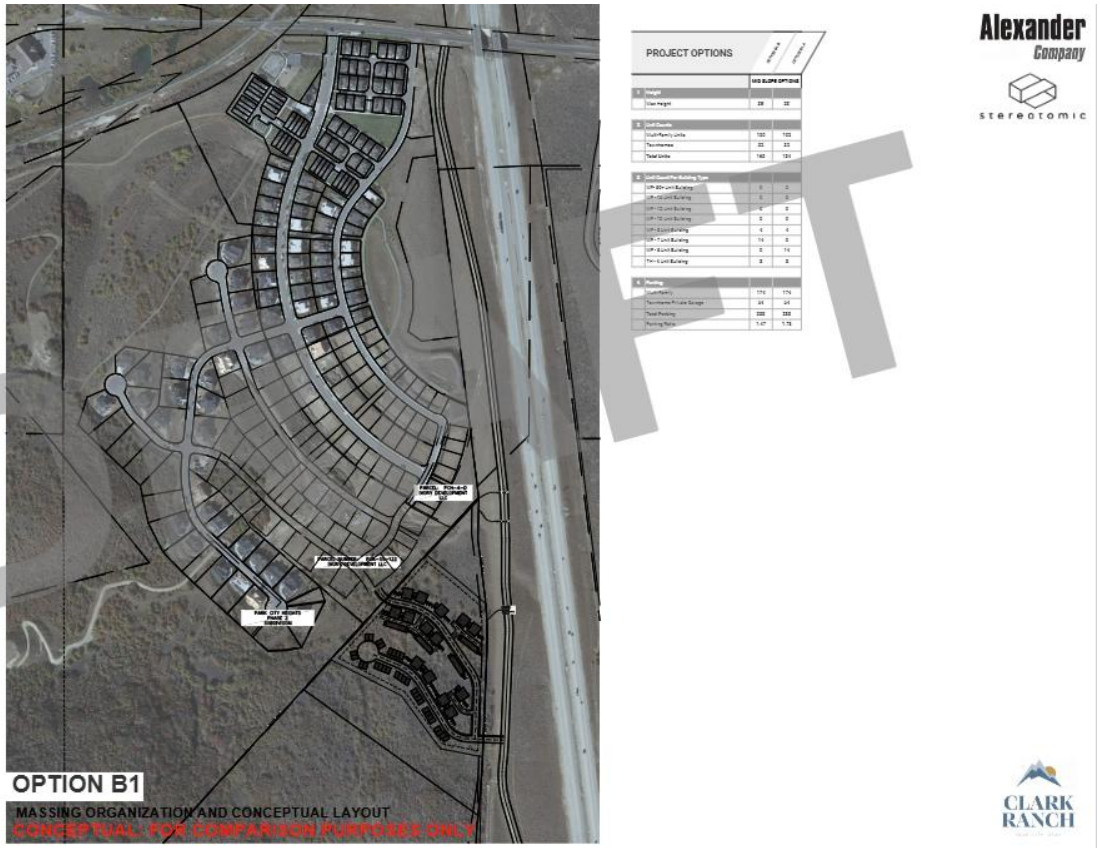


Figure 2: The Applicant's Option B1 site plan preferred by the City Council and Planning Commission with a triangular open space buffer between the northernmost point of Clark Ranch and Park City Heights to the north and west.

The Alexander Company incorporated feedback from the joint work session and, on May 20, 2026, submitted revised plans for Planning Commission review and input. The updated plans:

- Reduce density from 201 units (167 in Multi-Unit Dwellings and 34 townhomes) to 164 units (130 in Multi-Unit Dwellings and 34 townhomes).
- Establish a 25-foot perimeter setback on all sides.
- Break up the massing from three 400-foot-long Multi-Unit Dwelling structures to 10 Multi-Unit Dwellings.
- Reduce building height from 45 feet to 35 feet.
- Incorporate the stormwater retention pond into the 10-acre disturbance area.

This work session is a high-level overview of conceptual plans so that the Planning Commission can provide input to the Applicant prior to in-depth review and discussion of the proposed Rezone, Subdivision, Conditional Use Permit (CUP), and Master Planned Development (MPD) applications.

Analysis

One of the General Plan goals is to incentivize a range of housing options for all ages and groups of the population, and to prioritize housing for 15% of the total workforce. To achieve this goal, the City's 2025 Moderate Income Housing Plan, a supplement to the General Plan, includes the following:

GOAL II: Enact zoning changes and amend the Land Management Code to incentivize the development of affordable housing.

State Strategy A: Rezone for densities necessary to facilitate production of moderate income housing.

- Rezone the City-owned land at Clark Ranch . . . to provide higher density and reduced parking for the development of affordable and attainable housing.

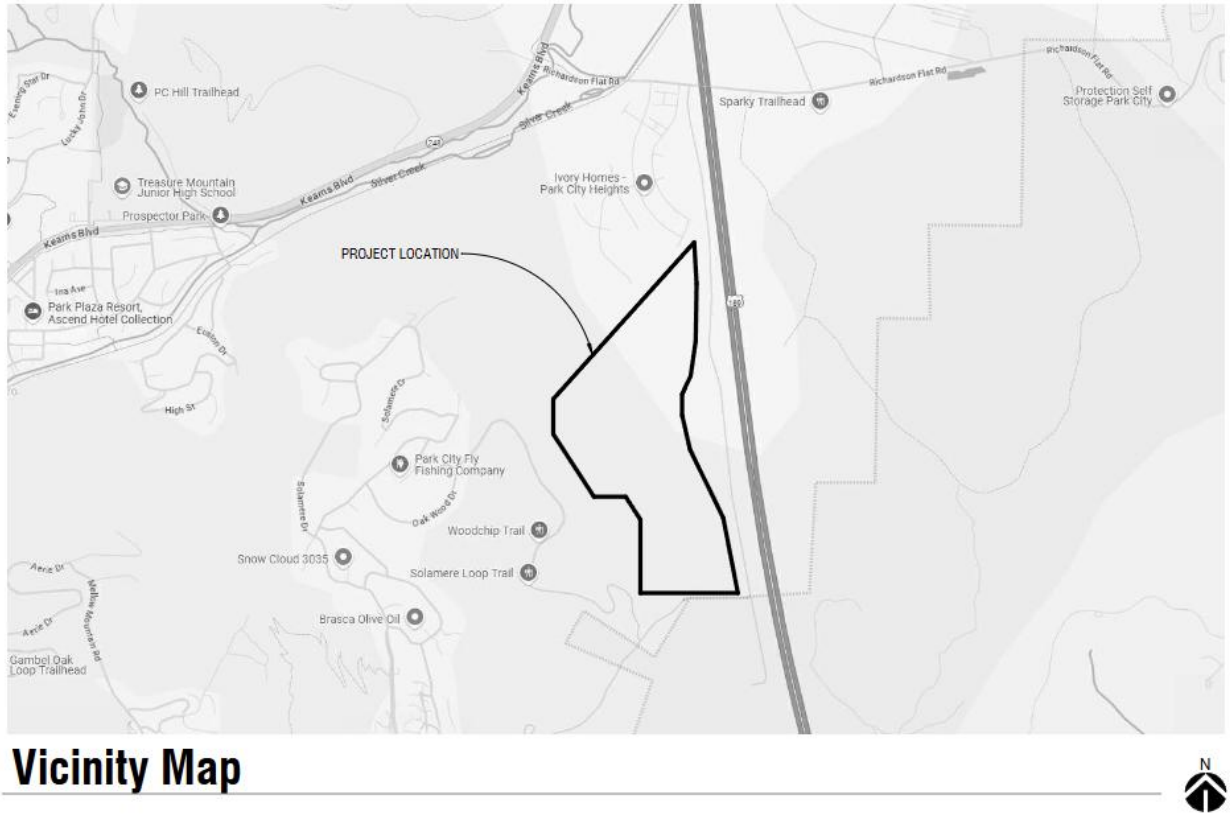


Figure 3: Applicant's Vicinity Map showing the Clark Ranch acreage west of HWY 40 and south of Kearns Boulevard/SR-248.



Figure 4: The area proposed within the Clark Ranch property for affordable housing south of Park City Heights within the Quinns Junction neighborhood.

The project location is limited to 10 acres within the area shown above. On December 18, 2025, the City Council approved and adopted the Clark Ranch conservation easement. Fifteen acres were carved out and 10 acres allocated for the affordable housing development. The remaining five acres within the carveout will be formally protected once the 10-acre development Site is selected (Packet, Old Business Item 1; Minutes, p. 5). On December 31, 2025, the Clark Ranch conservation easement was recorded with Summit County (Entry No. 01245991).

(I) The Applicant requests Planning Commission feedback on the proposed Building Height, conceptual massing, and overall layout of the project.

The Applicant's previous submittal included 201 units with 34 townhomes and 167 units in three Multi-Unit Dwellings that spanned over 400 feet in length.



Figure 5: Applicant's rendering showing previous proposal with three Multi-Unit Dwellings that spanned over 400 feet in length.

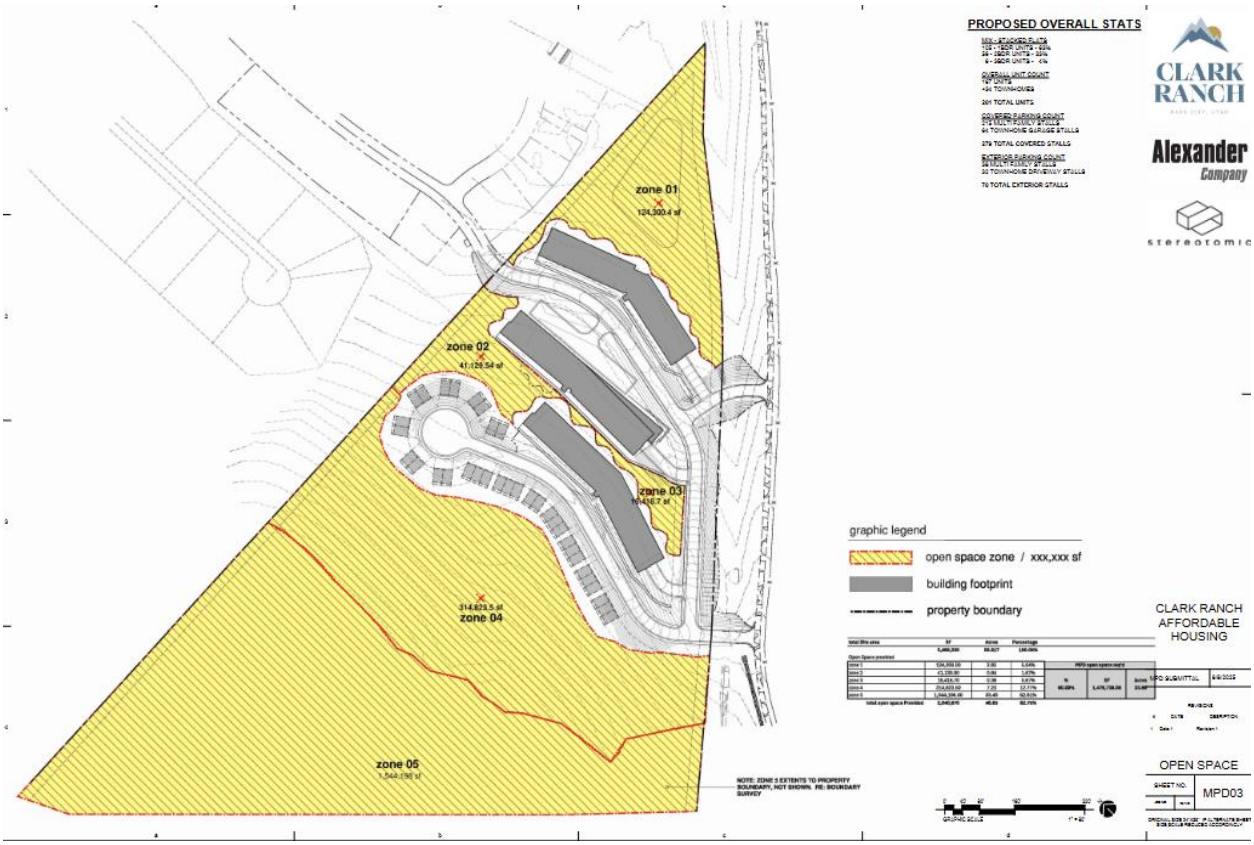


Figure 6: Applicant's previous building footprint and open space exhibit showing the three Multi-Unit Dwellings that spanned over 400 feet in length with townhomes to the south of the site.

In response to the feedback provided in the joint work session, the Applicant submitted an updated rendering and site plan:



Figure 7: Applicant's updated Architectural Site/Perspectives.

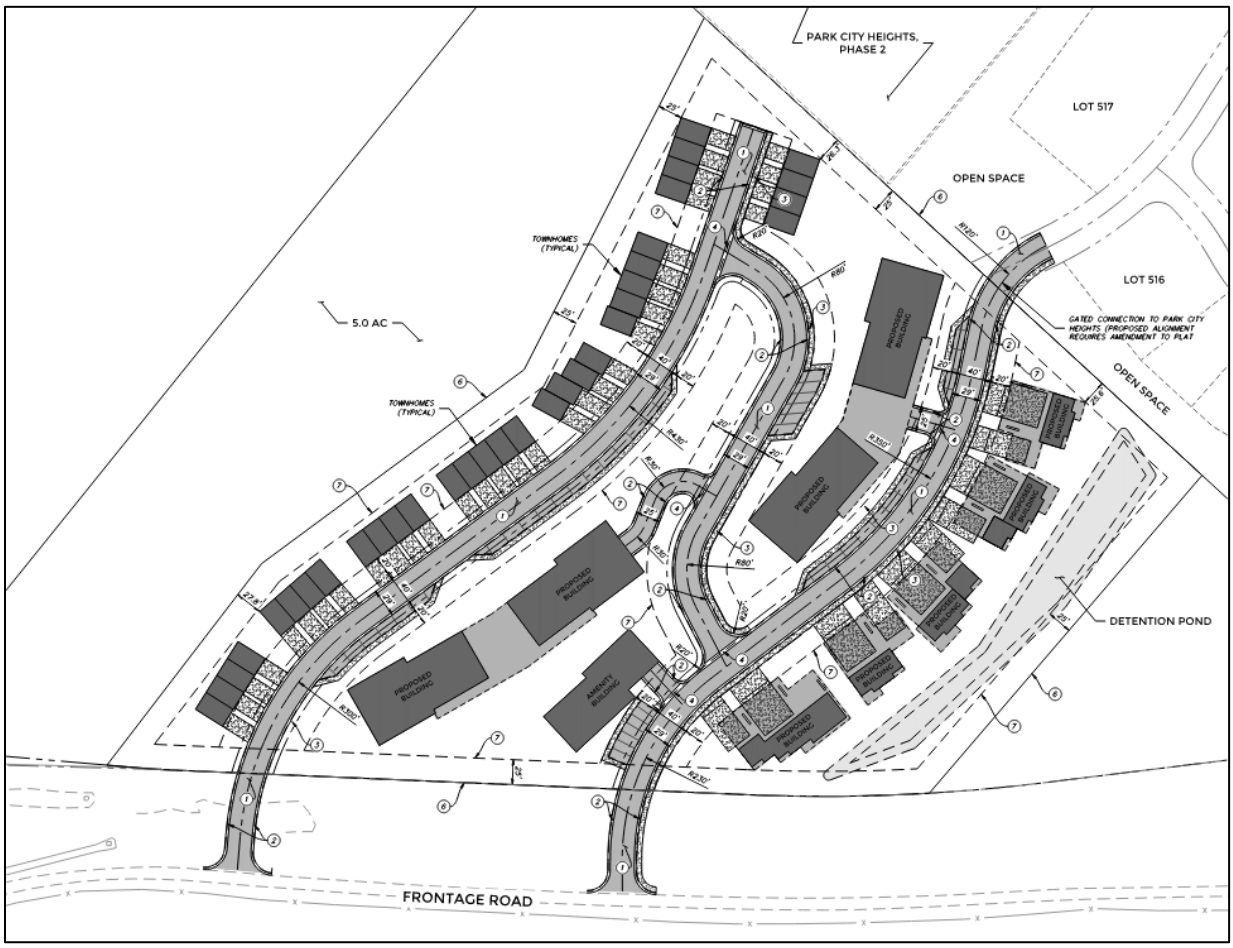


Figure 8: Applicant's updated Schematic Civil Site Plan.

The Applicant also submitted substantive modifications to the project proposal. Density within the Sensitive Land Overlay (SLO) on Steep Slopes requires evaluation of compatibility with adjacent properties.[3] The Applicant studied the massing of Park City Heights townhomes, cottages, and estate homes to the north of the Clark Ranch development and revised the project massing to a comparable scale.

[3] LMC § 15-2.21-4(H)(2)(d)(1)

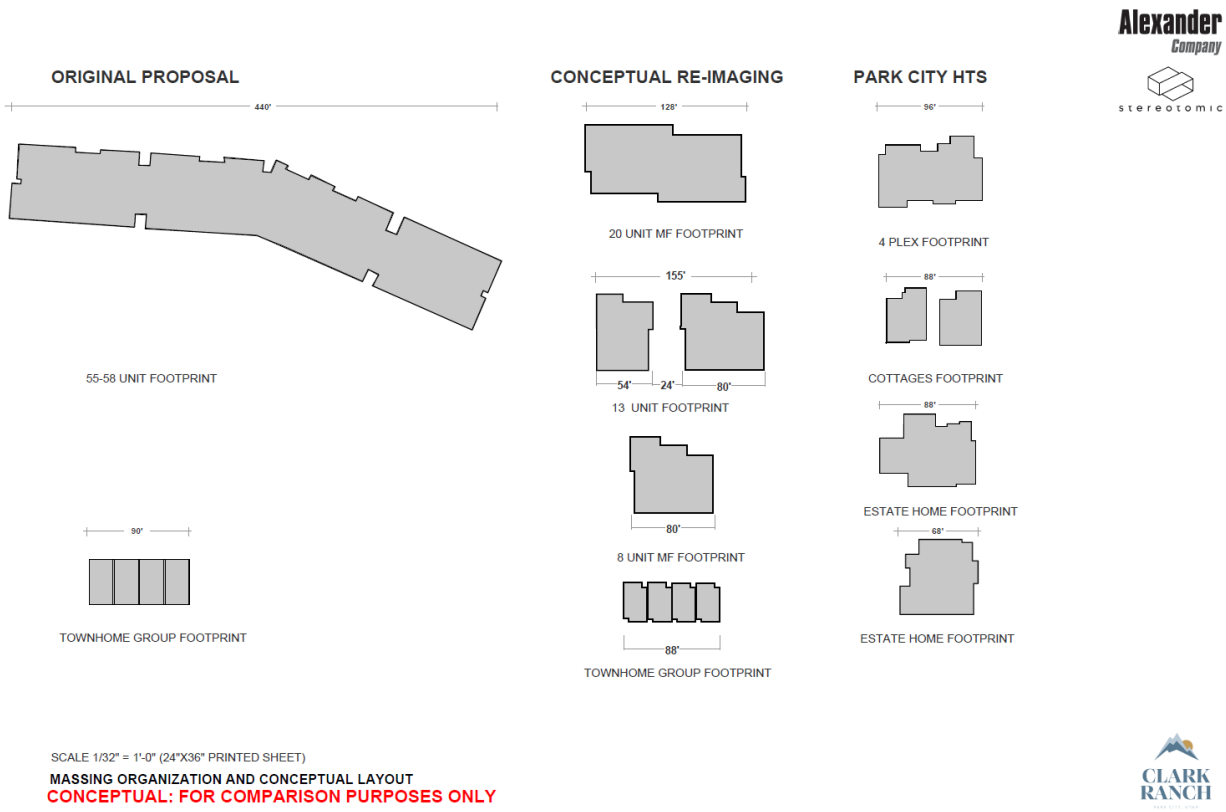


Figure 9: Applicant's updated Massing Organization and Conceptual Layout.

Additionally, when the Planning Commission evaluates the CUP and MPD applications, the Commission evaluates the following:

- A Site plan designed to take into consideration the characteristics of the Site – the project should be designed to fit the Site.[4]
- Units must be clustered on the most developable portions of the Site to preserve open space and significant vegetation.[5]
- The building mass, orientation, location, scale, style, and architectural detailing must be compatible with surroundings.[6]

The Applicant's revised submittal includes three conceptual building forms for development above the footprints shown in the Site plan with different building mass, parking, Building Height, and architectural variation. The revised plans include 130 units within Multi-Unit Dwellings and 34 townhomes.

[4] LMC § 15-5-6(G)
[5] *Id.*
[6] LMC § 15-1-10(E)(8) and (11)

Design Concept	20-Unit Structure	14-Unit Structure	11-Unit Structure	Amenity Structure	Townhouse Structure
Structures	4 Structures (80 units)	2 Structures (28 units)	1 Structure (11 units)	1 Structure (11 units)	8 Structures (34 units)
Placement	Mid-Elevation (between access roads)	Lower Elevation (north side)	Mid-Elevation	Mid-Elevation	Higher Elevation (south side)
Parking	Underground (partially visible)	First Floor	Underground (partially visible) and Surface	Underground (partially visible) and Surface	First Floor and Surface
Building Height	~38 feet	~31 feet	-	-	~35 feet
Façade Length	~128 feet	~88 feet	-	-	~90 feet
Roofs and Façade Shifts	Stepped/flat roofs, projecting balconies, façade shifts at ~40-60 feet	Stepped/flat roofs, projecting balconies, façade shifts at ~25 feet	-	-	Roof stepped at unit width, flat roof, balconies, façade/height shifts at ~20 feet

The proposed massing and façade variation for each Building type are shown below:

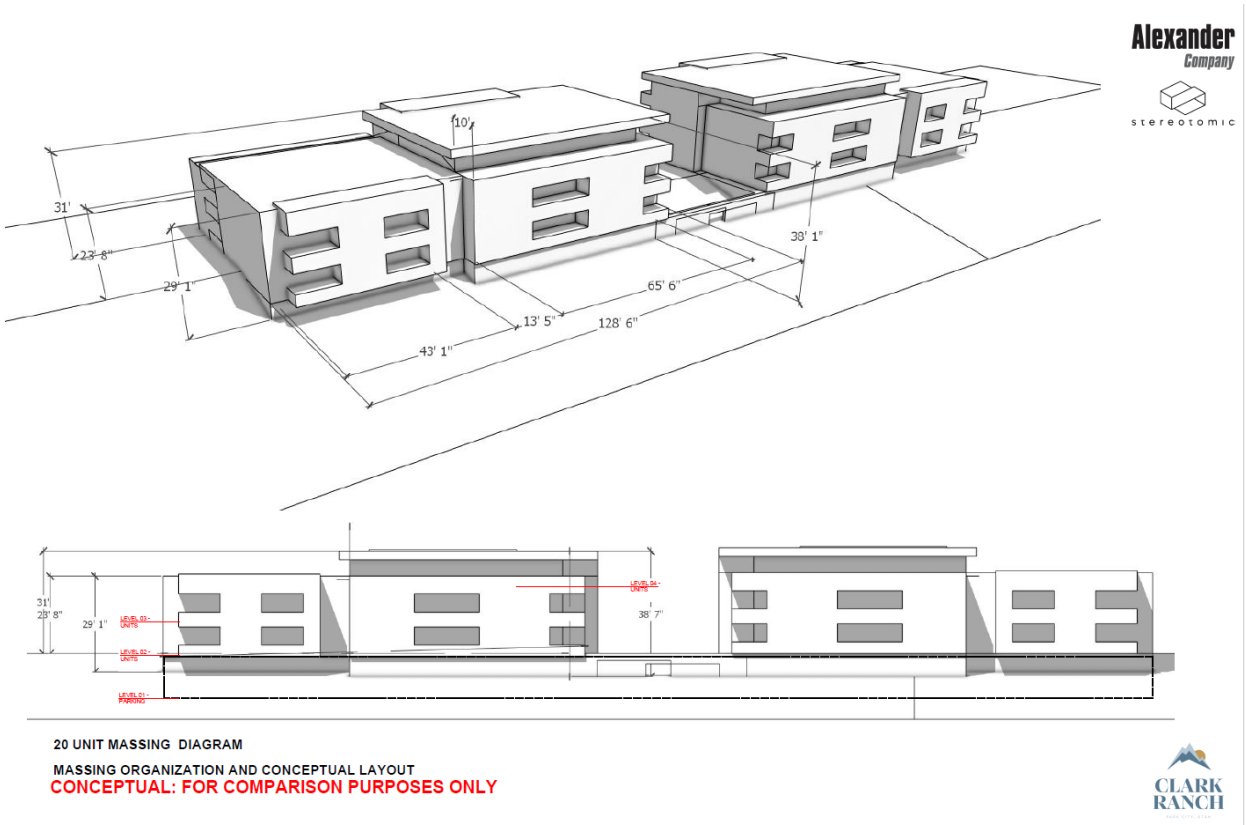
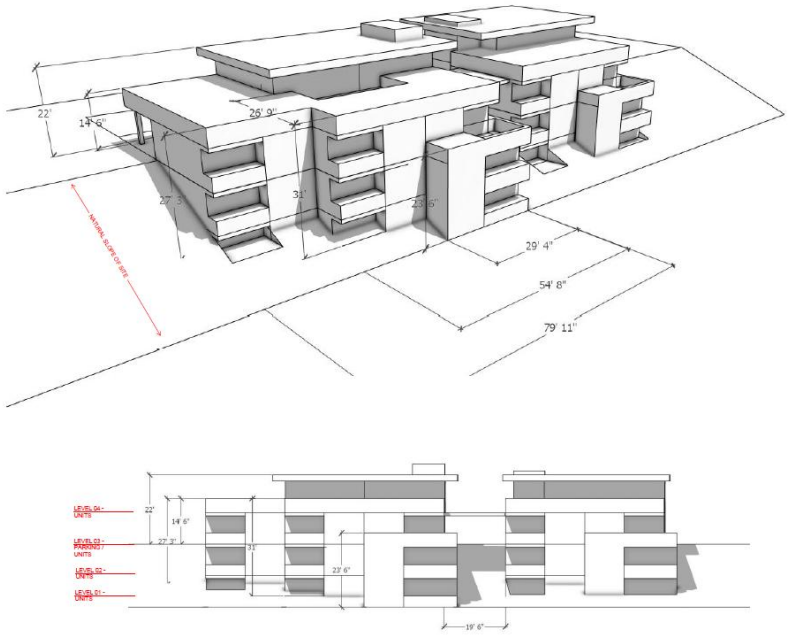


Figure 10: Applicant's 20-Unit Massing Diagram.



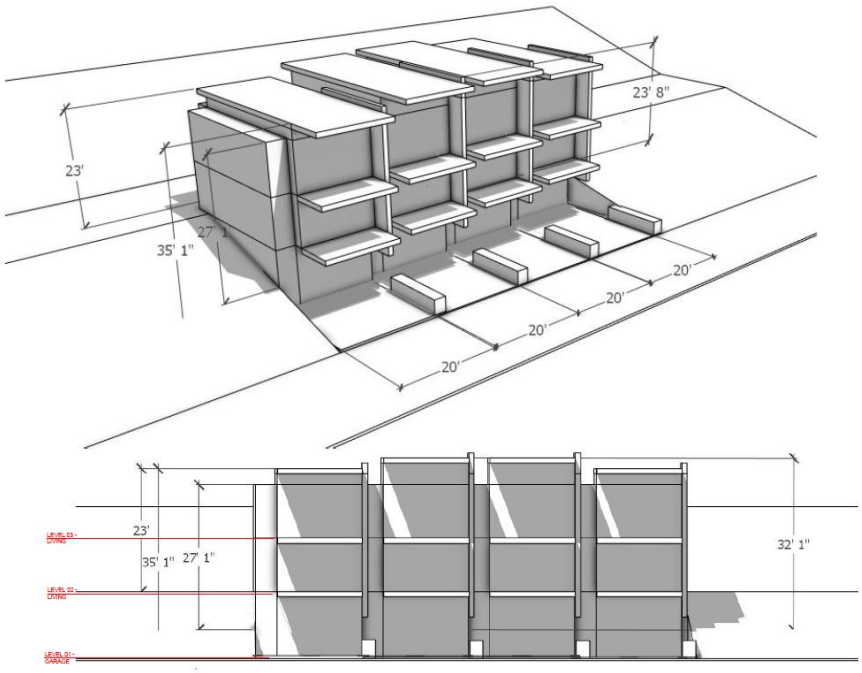
14 UNIT MASSING DIAGRAM

MASSING ORGANIZATION AND CONCEPTUAL LAYOUT

CONCEPTUAL: FOR COMPARISON PURPOSES ONLY

14 UNIT MASSING / 11 UNIT MASSING DIAGRAM

Figure 11: Applicant's 14-Unit Massing Diagram.



TOWNHOME MASSING DIAGRAM

MASSING ORGANIZATION AND CONCEPTUAL LAYOUT

CONCEPTUAL: FOR COMPARISON PURPOSES ONLY

Figure 12: Applicant's Townhome Massing Diagram.

Staff finds the updated plans are better suited to the steeply sloped Site because the mass of Buildings is broken up to follow the contours of the Site. Additionally, the façade variation is better aligned with the mass of Park City Heights to the north of the Site, creating architectural variation distinct from the previously proposed 400-foot-long Multi-Unit Dwellings. Due to the steeply sloped Site, staff recommends consideration of varied roof types and pitches that better integrate the Buildings into the sloped Site.

The Applicant's updated conceptual layout is modified to provide two separate accesses from the Frontage Road with a gated emergency vehicle access from Park City Heights Phase 2. Once within the 10-acre limited development, neither local road will extend across slopes greater than 30% grade. The placement of the roads, structures, and detention pond will be limited to a 10-acre area.

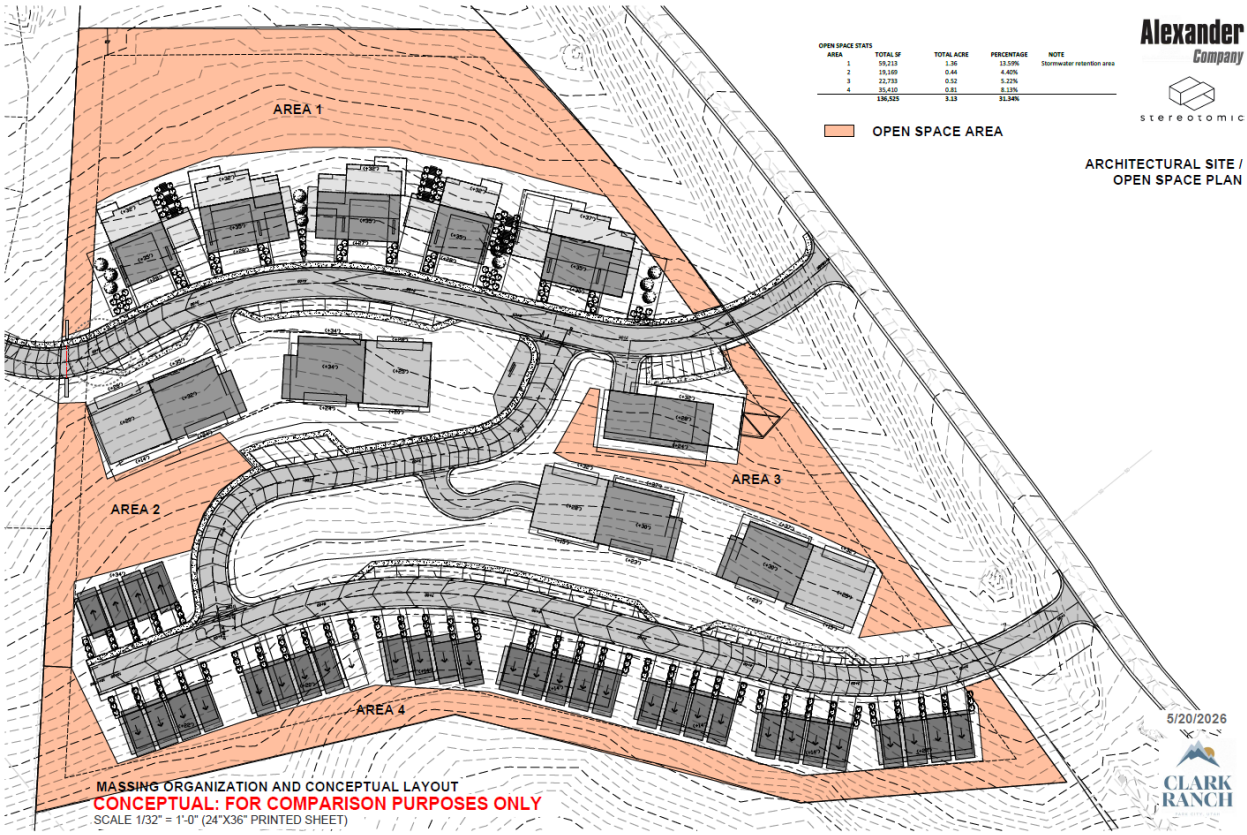


Figure 13: Applicant's Open Space Exhibit.

The detention pond area is included in the Applicant's proposed 31% Open Space. The Applicant does not count internal Open Space proposed to be landscaped.

Most of the proposed parking will be either within a partially underground parking structure or within the first floor of the townhome or Buildings. Limited surface parking stalls are shown near the amenity Building, nearest to the Frontage Road.

(II) The proposed Clark Ranch development is within the Sensitive Land Overlay and, with conditions, complies with the requirements.

The 10 acres within the Clark Ranch property proposed to be rezoned are within the SLO. LMC § 15-2.21-1 outlines the purposes of the SLO:

- Require dedicated Open Space in aesthetically and environmentally sensitive areas.
- Encourage preservation of large expanses of Open Space and wildlife habitat.
- Cluster development while allowing a reasonable use of property.
- Prohibit development on Ridge Line Areas, Steep Slopes, and wetlands.
- Protect and preserve environmentally sensitive land.

LMC § 15-2.21-2(A) requires the Applicant to submit a Sensitive Land Analysis identifying the property's sensitive environmental and aesthetic areas such as Steep Slopes, Ridge Line Areas, Crest of Hills, wetlands, Stream Corridors, Wildland interface, and wildlife habitat areas. Planning staff reviewed the Sensitive Land Analysis and prepared this report for the Applicant and the Planning Commission identifying areas suitable for development and outlining recommended considerations (LMC § 15-2.21-2(C)). In-depth review of the SLO was provided in the October 22, 2025 Staff Report. The Applicant's revised plans reduce impacts to the SLO and relevant sections are addressed below:[7]

1. Visual Assessment

A visual assessment from Vantage Points depicting conditions before and after the proposed development, including the location, size, design, landscaping, and other visual features of the project is required. The Applicant has provided an updated visual assessment from the southwest, reducing the massing of the Buildings by breaking up the Multi-Unit Dwellings from three longer masses to eight Buildings with reduced façade lengths.

The project is not visible from most designated Vantage Points but is visible from the intersection of the Rail Trail and Richardson Flat Road. The Planning Commission may request additional renderings of the proposed development to assess the visual impact pursuant to LMC § 15-2.21-3(A)(6).

[7] LMC § 15-2.21-3



Figure 14: Applicant's Visual Assessment, View to the South/west

Due to its location within the SLO on Steep Slopes, staff recommends consideration of limiting retaining walls and landscaping that is appropriate for the steeply sloped Site.

2. Slope/Topographic Map

The project is proposed to be developed on Steep Slopes that are less than 40%, with most of the development on Steep Slopes between 15% and 30%.

LMC § 15-15-1 defines "Steep Slope" as a slope greater than 15% and "Very Steep Slope" as a slope greater than 40%. A slope and topographic map based on a certified boundary survey depicting contours at an interval of five feet or less is required. The map must identify Very Steep Slopes within 50 feet of the Property boundary and must highlight areas of high geologic hazard, areas subject to land sliding, and all Steep Slopes for areas with a rise of at least 25 feet vertically and a run of at least 50 feet Horizontally

The Applicant submitted a topographic survey showing slopes as follows:

- Green – slopes under 15%
- Yellow – slopes between 15% and 30%
- Orange – slopes between 30% and 40%
- Red – slopes over 40%

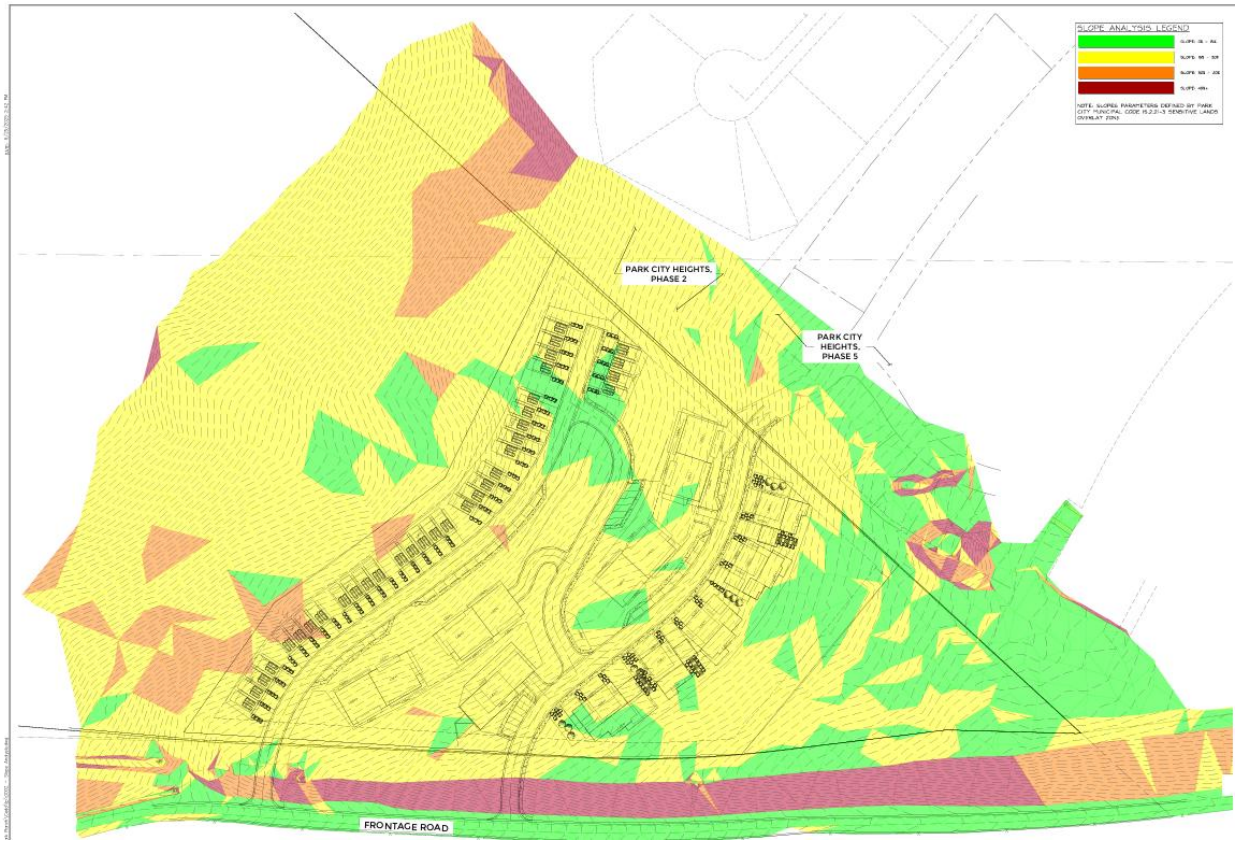


Figure 15: Applicant's Updated Slope Analysis Exhibit.

LMC § 15-2.21-4 sets forth the following Steep Slope protection provisions:

A. Prohibitions

No Development is allowed on or within 50 feet of Very Steep Slopes, Areas subject to landslide activity, and other high hazard geologic Areas.

The proposed development is not on or within 50 feet of Very Steep Slopes. The existing dirt Frontage Road and berms are considered to have been created as part of the HWY 40 project, are adjacent to the Site, and create Very Steep Slopes the proposed connector road must cross. The Applicant is working with the Engineering Department to determine the least impactful location and regrading for Site access.

B. Graded or Filled Slopes

The Applicant must avoid or—to the greatest extent possible—minimize proposed cuts and fills. Cutting and filling to create additional or larger Building Sites shall be kept to a minimum and shall be avoided to the maximum extent feasible. Graded or filled Slopes shall be limited to a 3:1 Slope or less. All Graded Slopes shall be recontoured to the natural, varied contour of surrounding terrain.

The Applicant revised their plans to reduce the massing and scale of the Buildings. They propose breaking the development into smaller Buildings to reduce the impact and

grading needed to construct three larger Multi-Unit Dwellings.

The Applicant proposes to consolidate the development to minimize the cut and fill of the Site. However, as the schematic grading plan indicates, the Applicant proposes changes to existing grade.

LMC § 15-6-5(G) requires that MPDs be designed to take into consideration the characteristics of the Site upon which it is proposed to be placed: “The project should be designed to fit the Site, not the Site modified to fit the project.”

Staff recommends the Applicant provide an overview of the extent of the proposed grading and filling of slopes, and opportunities to reduce and mitigate the extent of the grading and filling.

C. Benching or Terracing

Benching or terracing the Site to provide additional or larger Building Sites is prohibited. The Applicant proposes to consolidate development to reduce overall disturbance on the Site, but as noted above, the Applicant has reduced required grading and filling of slopes by breaking up the massing of the three Multi-Unit Dwellings into smaller Multi-Unit Dwellings and 34 townhomes to provide 164 units.

D. Streets and Roads

Streets and roads are not permitted to cross Slopes of 30% or greater. The roads proposed within the Clark Ranch Subdivision do not cross Slopes of 30% or greater. However, the existing Frontage Road and berms adjacent to the property are considered to have been modified in part because of the HWY 40 project and are adjacent to the Site, creating a Very Steep Slope the proposed connector road crosses.

A segment of 100 feet or less may be permitted to cross if the Planning Director and City Engineer conclude that there will be no significant adverse visual, environmental, or safety impacts. The Applicant is working with the Planning and Engineering Departments to evaluate the access road and to locate it in the area least impactful.

E. Retaining Walls

The use, design, and construction of retaining walls are subject to an Administrative Permit based on assessment of visual impact, compatibility with surrounding terrain and vegetation, and safety. As the graded and filled slopes are evaluated, staff recommends the retaining walls be terraced to not exceed four to six feet in height where possible, to be made with materials that blend in with the natural features of the Site, and to include a landscaped buffer of at least three feet between terraced walls.

F. Landscaping and Revegetation

The Applicant must commit to landscaping or re-vegetating exposed Slopes. Topsoil

from any disturbed portion of a Steep Slope must be preserved and utilized in revegetation. Fill soil must be of a quality to support plant growth.

G. Private Development Design Standards

Development will be required to comply with the design standards set forth in LMC Chapter 15-5 *Architectural Review*. The design of the development, including building mass, bulk, and orientation, and physical design and compatibility with surrounding structures in mass, scale, style, design, and architectural detailing, will be reviewed by the Planning Commission as part of the CUP and MPD applications.

H. Open Space and Density on Delineated Portions of Sites with Steep Slopes greater than 15% but less than or equal to 40%

1. *Open Space*

   75% of the Steep Slope Area must remain Open Space. The Applicant proposes development on 10 of the 57 acres of the west parcel of the Clark Ranch property, meaning that 82.75% of the Site will be retained Open Space. The acreage outside of the 10 acres proposed to be rezoned is planned to be included in a conservation easement.

   Within the 10 acres proposed to be developed, 3.13 acres are proposed to be retained as Open Space.

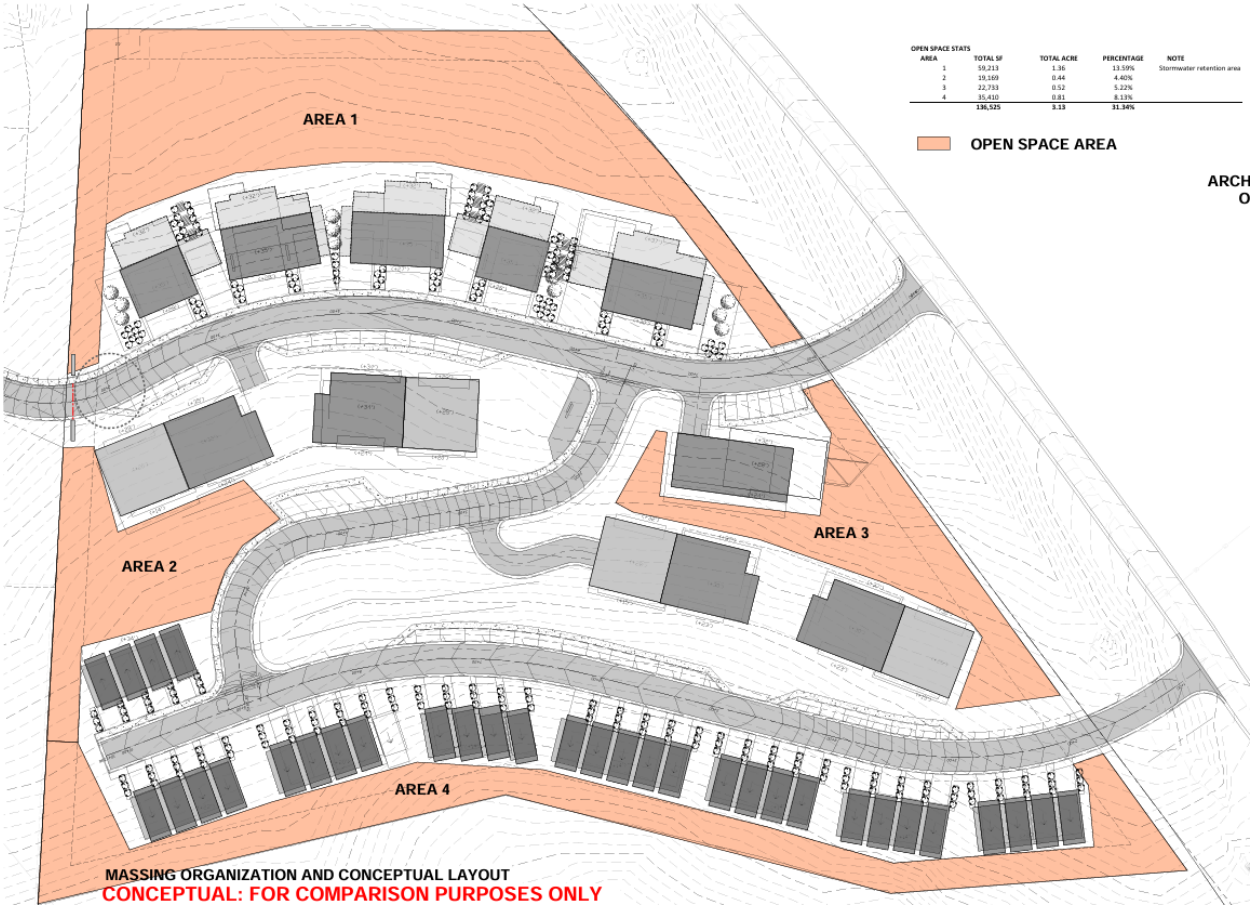


Figure 16: Proposed Open Space area within the 10 acres.

2. *Developable Land*

Pursuant to LMC § 15-2.21-4(H)(2), 25% of the Steep Slope Area may be Developed subject to the following conditions:

a. *The maximum Density on Developable Land within a Steep Slope Area is governed by the underlying Zoning District*

The Applicant is proposing to rezone the property to Residential Development-Medium Density (RDM) with an Affordable Housing Overlay. The proposed density is 16.4 units per acre and not to exceed 10 acres. This density is reduced from the Applicant's previous proposal of 20.1 units per acre. The Applicant will be required to comply with whatever density is established in the adopted Zoning District.

b. *The Developable Land in a Steep Slope Area is that Area with the least visual and environmental impacts.*

The Applicant proposes clustering the development to minimize the impacts. They propose to break up the Buildings into smaller modules to reduce the

visual impact of massing.

c. *Density Transfer*

The Applicant is not proposing a Density Transfer.

d. *The Applicant must prove that the Development will have no significant adverse impact on adjacent Properties. The Planning Commission shall determine that the Proposal complies with this chapter if the Applicant proves:*

1. The Density is Compatible with that of the adjacent properties

The closest project is the Park City Heights development.

LMC § 15-15-1 defines "Density" as follows:

The intensity or number of non-residential and Residential Uses expressed in terms of Unit Equivalents per acre or Lot or units per acre. Density is a function of both number and type of Dwelling Units and/or non-residential units and the land Area.

In terms of visual compatibility, Density refers to the pattern of clustering residential or commercial structures within a neighborhood and/or District. The pattern is established by the overall mass (length, height, and width) of the structure visible from the Right-of-Way, size of the lot(s), width between structures, and orientation of structures on the site.

While the density for this project is nuanced – pursuant to LMC § 15-6-8 "Affordable Housing units required as part of the MPD approval and constructed on Site do not count towards the residential Unit Equivalents of the Master Plan" – the platted area for the construction of townhomes and Single-Family Dwellings is approximately 70 acres. There are 239 units in Park City Heights (79 are deed-restricted units in the affordable and attainable ranges), and the built density is approximately 3.4 units per acre.

Please see the analysis above about the Applicant's evaluation of the Park City Heights massing. The proposed RDM Zoning District allows for up to eight units per acre in an MPD.[8] The Applicant proposes 16.4 units per acre with at least 60% of the Residential Unit Equivalents deed-restricted affordable through clustered development not to exceed 10 acres.

2. The Architectural Detail, height, building materials, and other design features of the Development are Compatible with adjacent Properties

Park City Heights is in the Community Transition Zoning District, which

[8] LMC Chapter 15-2.14

establishes a maximum height of 28 feet from Existing Grade with a five-foot height exception for gable, hip, or similar pitched roofs if the roof pitch is 4:12 or greater[9] and the neighborhood is developed in a series of townhomes and Single-Family Dwellings with lot widths ranging from approximately 25 feet to 50 feet.

For the Clark Ranch project, the Applicant proposes to construct Multi-Unit Dwellings with roof heights from 22 feet to 38 feet from Final Grade. The Applicant proposes 34 townhome Buildings that range from 23 feet to 35 feet from Final Grade. The Applicant proposes flat roofs that are broken up to provide visual articulation. Varied roof pitches could be considered to better integrate the proposed Buildings within the steeply sloped Site.

3. The Applicant has adopted appropriate mitigation measures such as landscaping, Screening, illumination standards, and other design features to buffer the adjacent Properties from the Developable Land.

Staff recommends the Applicant's landscape plan be updated to reflect screening between the Park City Heights and Clark Ranch property, as well as screening between the Clark Ranch project and HWY 40. Compliance with the City's Dark Sky Code will be required. Additional considerations could be requirements for interior lighting, glazing, and interior shades to reduce impacts on migratory birds and light pollution.

(III) The Applicant proposes a Zone Change from Recreation and Open Space (ROS) to Residential Development – Medium Density (RDM). Staff recommends consideration of a potential Clark Ranch Affordable Housing Overlay to address sensitive lands and compatibility.

The purposes of the RDM District are to:

- Allow continuation of medium Density residential and resort related housing in the newer residential Areas of Park City.
- Encourage the clustering of residential units to preserve Open Space, minimize Site disturbance and impacts of Development, and minimize the cost of construction and municipal services.
- Allow limited generated businesses and recreational activities that are Compatible with residential neighborhoods.
- Allow Development in accordance with the Sensitive Lands Ordinance.
- Provide opportunities for variation in architectural design and housing types.
- Promote pedestrian connections within Developments and between adjacent Areas.
- Minimize impacts of the automobile on architectural design.[10]

The Applicant proposes constructing 130 units and 34 townhomes for a total 164 Units

[9] LMC § 15-2.23-5
[10] LMC § 15-2.14-1

(16.4 units per acre), which is reduced from the original proposal of 201 Units (20.1 units per acre). A summary of the requested rezone is outlined below:

Multi-Unit Dwellings are a Conditional Use and require an MPD in the RDM Zoning District.[11] Staff recommends the Affordable Housing Overlay limit future uses to residential and those accessory to residential only.

The following table summarizes the requirements of the RDM Zoning District and describes a potential Affordable Housing Overlay for Clark Ranch.

Requirement	RDM Zoning District	Proposed Possible Affordable Housing Overlay Requirements	Current Proposal
Density	8 units/acre under MPD – 80 units	16.4 units/acre under MPD – 164 units with at least 60% of the total project required to be affordable and attainable deed restrictions	16.4 units/acre
Lot Size	Not applicable	Developable lot not to exceed 10 acres	10 acres
Front Setback	25 feet (MPD)	25 feet	25 feet
Rear Setback	25 feet (MPD)	25 feet	25 feet
Side Setback	25 feet (MPD)	25 feet	25 feet
Building Height	28 feet or 33 feet for a roof pitch of 4:12 or greater	The Building Height will comply with the underlying Zoning District. The Planning Commission may grant an exception to the height if they find the proposed structures step with the steeply sloped Site and are broken into a series of smaller components that are Compatible with the Site topography and surrounding developments. The roofline horizontal plane shall be stepped; each segment or step should correspond to the width of the Dwelling Unit to create architectural breaks. Low-profile	31 feet, with flat roofs, for the 14-Unit Building 38 feet, with flat roofs, for the 20-Unit Building 35 feet 1 inch, with flat roofs, for the townhomes

[11] LMC § 15-2.14-2(B)(1)

		Buildings that orient with existing contours are strongly encouraged.	
Design Guidelines		Shall be reviewed and approved by the Planning Commission. The proposed architectural design shall follow the natural topography of the Site; the retaining walls and the Structure's exterior wall heights shall be limited, and additional height may be granted where it furthers the breaking of massing, architectural interest, and roof variation. Materials shall be sustainable, firewise, and suited for the Site.	The Applicant modified the design to create greater architectural interest.
Open Space	Not applicable	The area outside the development pods must remain Natural Open Space, defined in LMC § 15-15-1, be protected by a conservation easement, and comply with MPD requirements.	The Applicant no longer proposes development pods, and the areas outside of the proposed Structures are proposed to remain Open Space.

During the Planning Commission work session on September 24, 2025, the Commission directed Staff include a sunset clause as part of the Zone Change Ordinance. Staff recommends the clause require the proposed Clark Ranch development contain a minimum of 60% Residential Unit Equivalents and receive MPD, CUP, and Subdivision approvals, and obtain a Building Permit within two years of approval, or the Clark Ranch Affordable Housing Overlay and rezone to RDM will be void.

Questions for the Planning Commission:

Does the Planning Commission find the Applicant's updated plans incorporate the recommendation to reduce building mass, cut, and fill?

Does the Planning Commission find there is adequate architectural variation to establish a maximum Building Height of up to 38 feet?

Are there modifications or additional information the Planning Commission recommends be considered prior to the next public hearing?

Project Background

On September 4, 2025, the City Council provided input on the unit mix and review schedule for the Clark Ranch affordable housing development. The Alexander Company proposed a recommendation on the rezone to the City Council in November to apply for a Private Activity Bond. The Alexander Company proposed review of the MPD and CUP in the months to follow (Packet, Old Business Item 1; Minutes, p. 12).

On September 10, 2025, the Planning Commission conducted a Site visit, The Alexander Company presented a project overview, and the Planning Commission provided input on the proposed Subdivision review process (Packet, Item 5.A; Minutes, p. 2).

On September 24, 2025, the Planning Commission conducted a work session with public input on the proposed rezone (Packet, Item 6.B; Minutes, p. 7), with an initial public hearing on the proposed rezone scheduled for October 8, 2025.

On September 29, 2025, The Alexander Company requested the Planning Commission continue the initial public hearing scheduled for October 8, 2025 to October 22, 2025. On October 8, 2025, the Planning Commission continued the public hearing to October 22, 2025, and requested the Applicant provide additional information:

- The mix of proposed market-rate and affordable units.
- Affordable units currently under construction or approved for construction (Packet, Item 4.B; Minutes, p. 1).

On October 22, 2025, the Planning Commission reviewed the proposed subdivision, opened a public hearing, and continued the item to November 12, 2025 (Packet, Item 7.C; Minutes, p. 4). The Planning Commission requested a Subdivision that shows 10 contiguous acres and requested The Alexander Company:

- Locate the retention ponds within the 10-acre Site.
- Clarify defensible space and the rezone.
- Submit a wildlife habitat assessment by a wildlife consultant to be required as part of the MPD/CUP.
- Reduce density, mass, and height for a project that is more compatible with surrounding development and suited to the Steep Slopes.
- Improve development compatibility by reducing terracing, benching, and retaining walls, to fit the Steep Slopes of the Site.
- Provide details regarding the access road connection on Very Steep Slopes from the Frontage Road.

On November 6, 2025, staff, in partnership with Utah Open Lands, presented a conservation easement to City Council that included a 15-acre development carveout to provide flexibility and support feasibility for a potential affordable housing development. The City Council continued the item to allow for additional discussion (Packet, Old

Business
Item 1; Minutes, p. 10).

On November 12, 2025, The Alexander Company requested the Planning Commission continue their review of the development to a date uncertain (Packet, Item 5.A; Minutes, p. 2).

On November 18, 2025, during Council Communications, City Council directed that the conservation easement return for consideration before the end of the year and expressed a preference to limit development to 10 acres (Minutes, p. 5).

On December 18, 2025, the City Council approved and adopted the Clark Ranch conservation easement, limiting development to 10 acres. The remaining five acres within the carveout will be formally protected once a 10-acre development Site is selected. As part of this action, Staff recommended holding a joint work session with the City Council and Planning Commission to discuss development location options and related rezoning considerations (Packet, Old Business Item 1; Minutes, p. 5).

On December 31, 2025, the Clark Ranch conservation easement was recorded with Summit County (Entry No. 01245991).

On February 3, 2026, the City Council and Planning Commission conducted a joint work session to facilitate coordination of the location and rezoning for the 10-acre development area within Clark Ranch (Packet, Old Business Item 1, Minutes, p. 10-12).

Department Review

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

Public Input

Public input is attached as Exhibit C.

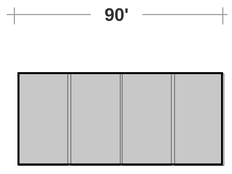
Exhibits

A: Updated Site Plans
B: Updated Design and Massing Plans
C: Public Input

ORIGINAL PROPOSAL

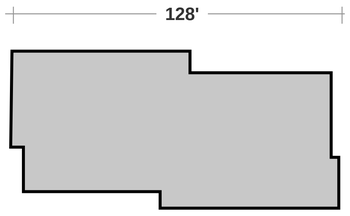


55-58 UNIT FOOTPRINT

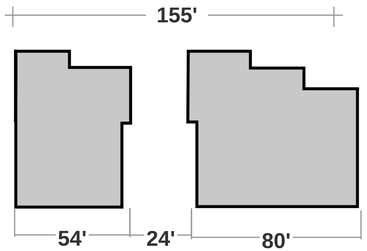


TOWNHOME GROUP FOOTPRINT

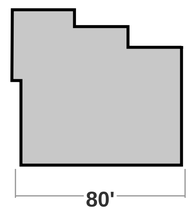
CONCEPTUAL RE-IMAGING



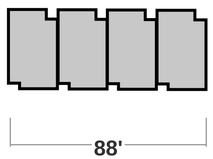
20 UNIT MF FOOTPRINT



13 UNIT FOOTPRINT

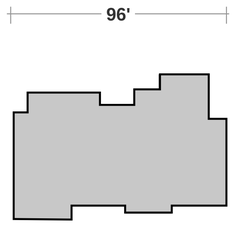


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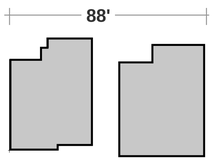


TOWNHOME GROUP FOOTPRINT

PARK CITY HTS

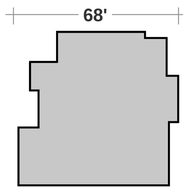


4 PLEX FOOTPRINT



COTTAGES FOOTPRINT

ESTATE HOME FOOTPRINT

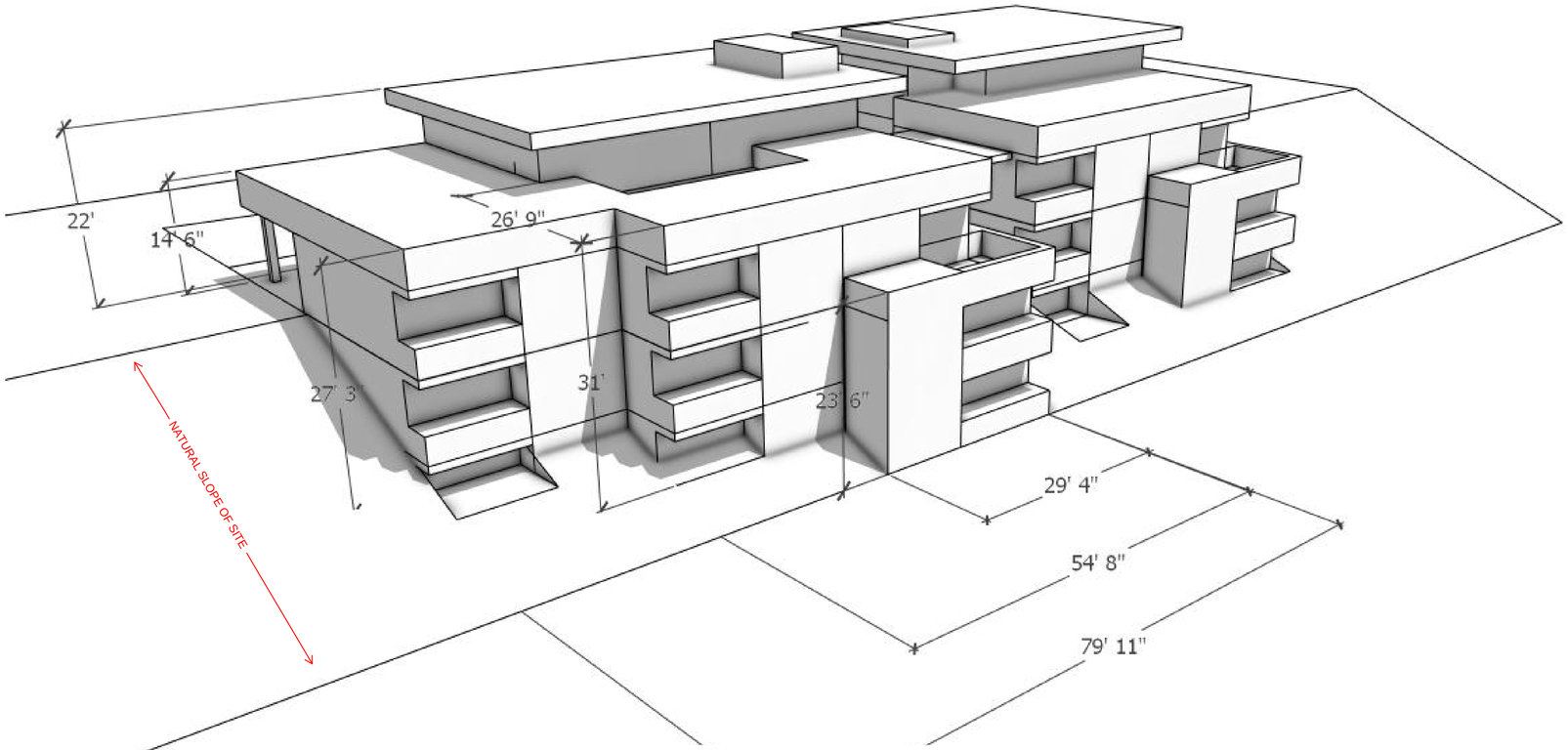


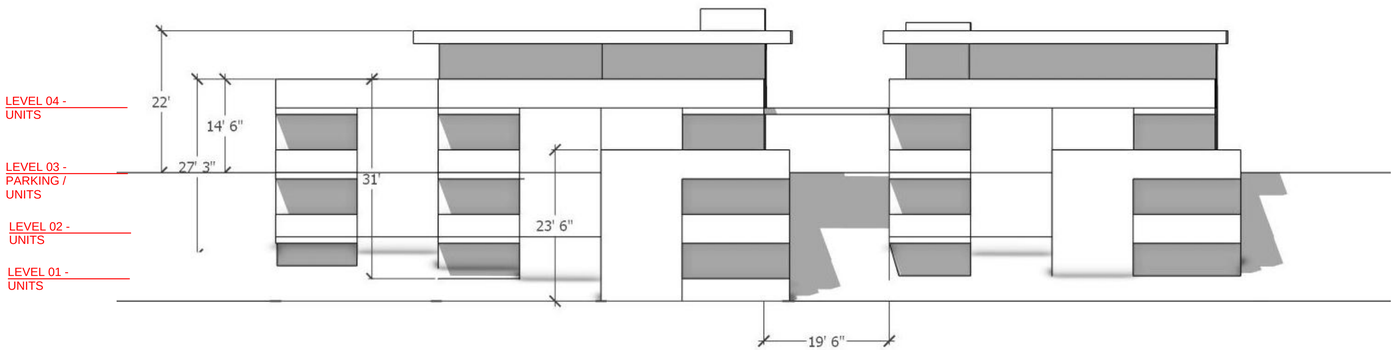
ESTATE HOME FOOTPRINT

SCALE 1/32" = 1'-0" (24"X36" PRINTED SHEET)

MASSING ORGANIZATION AND CONCEPTUAL LAYOUT

CONCEPTUAL: FOR COMPARISON PURPOSES ONLY



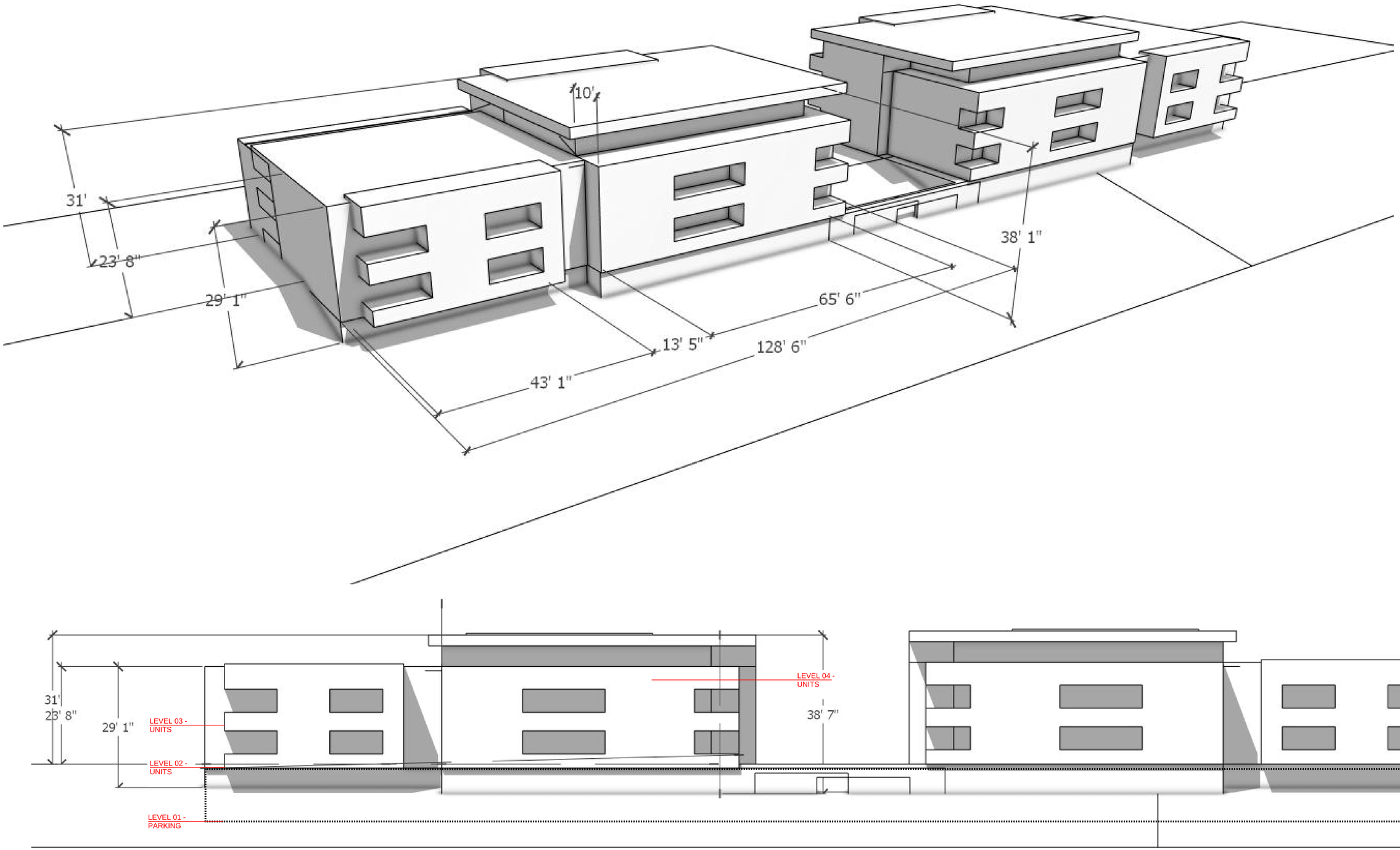


14 UNIT MASSING / 11 UNIT MASSING DIAGRAM

14 UNIT MASSING DIAGRAM

MASSING ORGANIZATION AND CONCEPTUAL LAYOUT

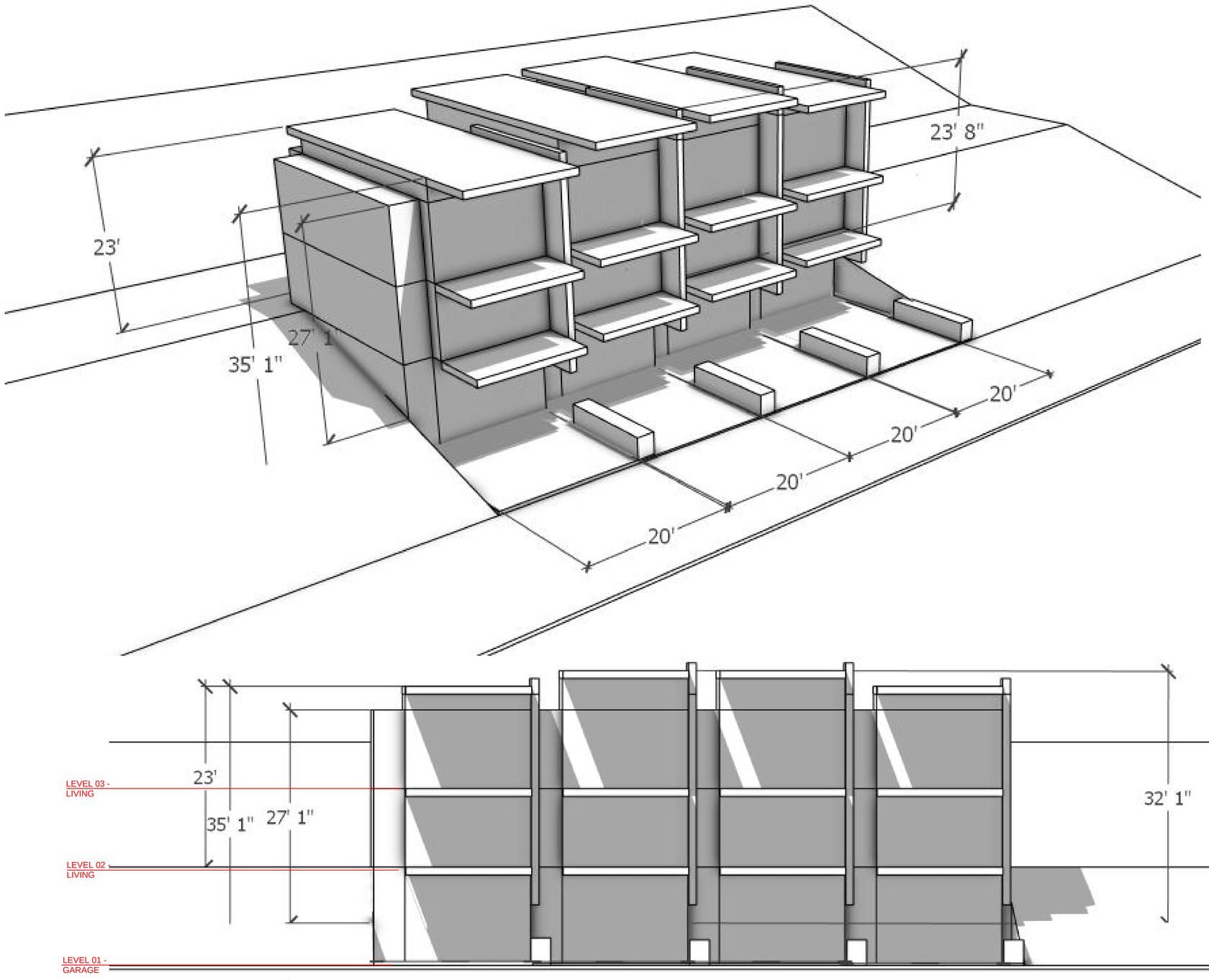
CONCEPTUAL: FOR COMPARISON PURPOSES ONLY



20 UNIT MASSING DIAGRAM

MASSING ORGANIZATION AND CONCEPTUAL LAYOUT

CONCEPTUAL: FOR COMPARISON PURPOSES ONLY



TOWNHOME MASSING DIAGRAM

MASSING ORGANIZATION AND CONCEPTUAL LAYOUT

CONCEPTUAL: FOR COMPARISON PURPOSES ONLY

Alexander Company

stereotomic

VICINITY PLAN

MASSING ORGANIZATION AND CONCEPTUAL LAYOUT

CONCEPTUAL: FOR COMPARISON PURPOSES ONLY

5/20/2026

CLARK RANCH
PARK CITY, UTAH



TALISMAN
CIVIL CONSULTANTS
1588 SOUTH MAIN STREET
SUITE 200
SALT LAKE CITY, UT 84115
801.743.1300

NO.	BY	DATE	REVISIONS:

CLARK RANCH
SCHEMATIC CIVIL SITE PLAN

DATE: 5.20.2026

TCC JOB NUMBER: 23-038

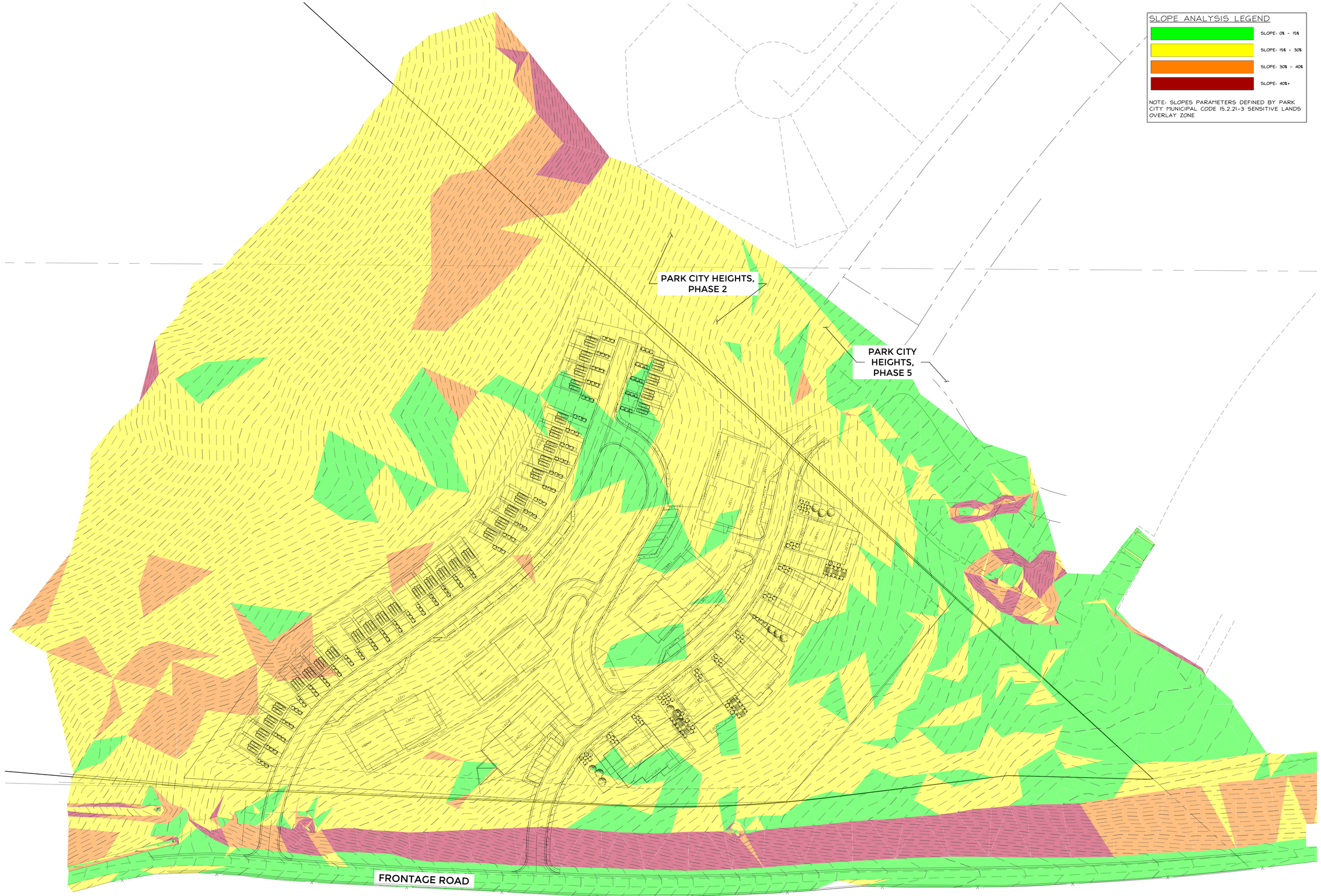
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SHEET NUMBER
C200
1 OF 1

CALL 811 BEFORE YOU DIG
SAFE DIGGING PARTNER

DATE: 5/20/2026 11:43 AM

PATH: N:\23-038 - Clark Ranch\Cad\Up\C200 - Site Plan.dwg



TALISMAN
CIVIL CONSULTANTS
1588 SOUTH MAIN STREET
SUITE 200
SALT LAKE CITY, UT 84115
801.743.1300

NO.	BY	DATE	REVISIONS:

CLARK RANCH
SLOPE ANALYSIS EXHIBIT

DATE: 6-19-2025

TCC JOB NUMBER: 23-038

5/20/2026

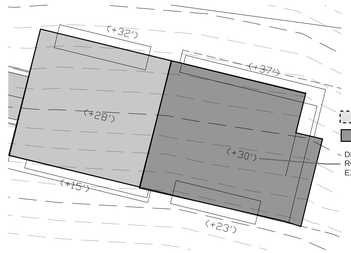
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SHEET NUMBER
C002
1 OF 4

CALL 811 BEFORE YOU DIG
SAFE DIGGING PARTNER

DATE: 6/25/2025 2:42 PM

PATH: N:\23-038 - Clark Ranch\Cadd\p\C002 - Slope Analysis.dwg



Alexander Company

stereotomic

ARCHITECTURAL SITE / ROOF PLAN

ELEMENT / BUILDING TYPE	# OF BLDGS	UNIT TYPE 1 BDR	2BDR	3BDR	
14 UNIT BUILDING	2	4	2	8	
UNIT TYPE TOTALS		**8**	**4**	**16**	
PARKING STALLS	**21**				
PARKING ASSIGNABLE	**12**				
PARKING ADA	**1**				
PARKING TOTAL	**42**				
20 UNIT BUILDING	4	10	10	0	
TYPE TOTALS		**40**	**40**	**0**	
PARKING STALLS	**27**				
PARKING ASSIGNABLE	**25**				
PARKING ADA	**2**				
PARKING TOTAL	**108**				
11 UNIT BUILDING	1	5	2	4	
TYPE TOTALS		**5**	**2**	**4**	
PARKING STALLS	**9**				
PARKING ASSIGNABLE	**8**				
PARKING ADA	**1**				
PARKING TOTAL	**9**				
AMENITY UNIT BUILDING	1	5	6	0	
TYPE TOTALS		**5**	**6**	**0**	
PARKING STALLS	**8**				
PARKING ASSIGNABLE	**8**				
PARKING ADA	**1**				
PARKING TOTAL	**8**				

					SITE TOTALS
MF UNIT TOTAL		**58**	**52**	**20**	**130**
MF UNIT BEDROOMS		**58**	**104**	**60**	**222**
MF UNIT PERCENTAGE		44.62%	40.00%	15.38%	
PARKING SURFACE	42				
PARKING TOTAL	**209.0**				
PARKING UNIT RATIO	1.6				
PARKING BEDROOM RATIO	0.9				

TOWNHOME UNITS	**34**	**0**	**17**	**17**
PARKING STALLS	**2**			
PARKING ASSIGNABLE	**2**			
PARKING ADA	**0**			
PARKING TOTAL	**68**			

5/20/2026

CLARK RANCH
PARK CITY, UTAH

MASSING ORGANIZATION AND CONCEPTUAL LAYOUT

CONCEPTUAL: FOR COMPARISON PURPOSES ONLY

SCALE 1/32" = 1'-0" (24"X36" PRINTED SHEET)

Alexander Company

stereotomic

ARCHITECTURAL SITE / PARKING PLAN

ELEMENT / BUILDING TYPE	# OF BLDGS	UNIT TYPE 1 BDR	2BDR	3BDR	
14 UNIT BUILDING		2	4	2	8
UNIT TYPE TOTALS			**8**	**4**	**16**
PARKING STALLS		**21**			
PARKING ASSIGNABLE		**12**			
PARKING ADA		**1**			
PARKING TOTAL		**42**			
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TYPE TOTALS			**5**	**2**	**4**
PARKING STALLS		**9**			
PARKING ASSIGNABLE		**8**			
PARKING ADA		**1**			
PARKING TOTAL		**9**			
AMENITY UNIT BUILDING		1	5	6	0
TYPE TOTALS			**5**	**6**	**0**
PARKING STALLS		**8**			
PARKING ASSIGNABLE		**8**			
PARKING ADA		**1**			
PARKING TOTAL		**8**			
					SITE TOTALS
MF UNIT TOTAL			**58**	**52**	**20** **130**
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MASSING ORGANIZATION AND CONCEPTUAL LAYOUT

CONCEPTUAL: FOR COMPARISON PURPOSES ONLY

SCALE 1/32" = 1'-0" (24"X36" PRINTED SHEET)

5/20/2026

CLARK RANCH
PARK CITY, UTAH

OPEN SPACE STATS

AREA	TOTAL SF	TOTAL ACRE	PERCENTAGE	NOTE
1	59,213	1.36	13.59%	Stormwater retention area
2	19,169	0.44	4.40%	
3	22,733	0.52	5.22%	
4	35,410	0.81	8.13%	
	136,525	**3.13**	**31.34%**	

OPEN SPACE AREA

Alexander Company

stereotomic

ARCHITECTURAL SITE / OPEN SPACE PLAN

AREA 1

AREA 2

AREA 3

AREA 4

MASSING ORGANIZATION AND CONCEPTUAL LAYOUT

CONCEPTUAL: FOR COMPARISON PURPOSES ONLY

SCALE 1/32" = 1'-0" (24"X36" PRINTED SHEET)

5/20/2026

CLARK RANCH
PARK CITY, UTAH

Alexander Company

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ARCHITECTURAL SITE / PERSPECTIVES



MASSING ORGANIZATION AND CONCEPTUAL LAYOUT

CONCEPTUAL: FOR COMPARISON PURPOSES ONLY

5/20/2026

CLARK RANCH
PARK CITY, UTAH

Alexander Company

stereotomic

ARCHITECTURAL SITE / PERSPECTIVES



MASSING ORGANIZATION AND CONCEPTUAL LAYOUT

CONCEPTUAL: FOR COMPARISON PURPOSES ONLY

5/20/2026

CLARK RANCH
PARK CITY, UTAH

Lillian Zollinger

From: Rebecca Ward <rebecca.ward@parkcity.gov>
Sent: Wednesday, September 10, 2025 10:15 AM
To: Grant Tilson; Christin VanDine; John Frontero; Henry Sigg; Rick Shand; Bill Johnson; Seth Beal
Cc: Mark Harrington; Heather Sneddon; Meredith Covey; Nannette Larsen; Lillian Zollinger
Subject: RE: [External] Clark Ranch Question and Thanks

Thank you for forwarding, Grant. Commissioners, please see the email below submitted for public comment regarding the proposed Clark Ranch project.

From: Grant Tilson <grant.tilson@parkcity.gov>
Sent: Wednesday, September 10, 2025 9:54 AM
To: Rebecca Ward <rebecca.ward@parkcity.gov>
Subject: Fw: [External] Clark Ranch Question and Thanks

Hi Rebecca,

I received this public comment addressed only to me. I'm not sure if the other commissioners received the same comment. Forwarding so it can be included/sent to everyone if it wasn't already.

Grant

From: Jeffrey Iannaccone <[redacted]>
Sent: Tuesday, September 9, 2025 1:23:17 PM
To: Grant Tilson <grant.tilson@parkcity.gov>
Subject: [External] Clark Ranch Question and Thanks

Warning: Replies to this message will go to [redacted]. If you are unsure this is correct please contact the helpdesk.

[CAUTION] This is an external email.

Good afternoon, Grant,

My name is Jeff and I live in Park City Heights ([redacted]).

First off, thank you for your service to Park City. My family and I have had several military moves along the way, and we're unbelievably grateful to finally settle down and raise two young boys in such an amazing town. You and your colleagues play a critical role in making and keeping Park City amazing, thank you for your hard work.

I'm reaching out regarding the construction in Clark Ranch. Admittedly, I am way out of my league on the technicalities involved in getting this apartment complex approved.

Although I disagree with most of the developer's narrative in Exhibit A, and their application as a whole, I'll only address one specific area that greatly affects my family's home. The frontage road. Please forgive me if this is not within your current scope; however, I felt getting my thoughts to you sooner rather than later makes sense.

Based on the applicant's slope analysis, it seems that the frontage road slope exceeds 30 degrees (and most portions greater than 40 degrees) in our backyard. Would LMC 15-2.21-4(D) apply? I know there's mention of a street "crossing" a steep slope in this section, but would it still apply as the road sits directly on top of and actually touches the steep slope?

This frontage road will significantly hamper our view. Additionally, this section of road looks like it will provide a safety hazard for drivers and the occupants of the home that sits on the corner of Stella and Piper. To speak frankly, a car slide off in their backyard could result in the upended car sitting in their living room. I imagine hefty safety measures will take place to mitigate these risks; however, that would also increase the negative visual aspects of this road.

As I'm sure you are aware, construction dirt has already been added to the slopes of the frontage road (it began in June). It greatly concerns me that building preparation and construction has already commenced before you, the decision makers, have had the opportunity to explore this application. I can't be certain of when the slope survey was conducted, but it does seem like the construction happened first, and the slope study was conducted second.

I know that you are extremely busy and I can't begin to tell you how much I appreciate your attention to not only the one specific item that I've pointed out, but the entire Clark Ranch Project as a whole.

Please let me know if there's anyway that I can help as you work towards a decision on Clark Ranch and the frontage road.

Sincerely,

Jeff Iannaccone
[redacted]

Lillian Zollinger

From: Meredith Covey <meredith.covey@parkcity.gov>
Sent: Wednesday, September 10, 2025 5:20 PM
To: Lillian Zollinger
Subject: FW: [External] Clark Ranch Concerns

From: planning <planning@parkcity.gov>
Sent: Wednesday, September 10, 2025 4:21 PM
To: Meredith Covey <meredith.covey@parkcity.gov>; Nannette Larsen <Nannette.Larsen@parkcity.gov>; Rebecca Ward <rebecca.ward@parkcity.gov>
Subject: FW: [External] Clark Ranch Concerns

From: Christin VanDine <christin.VanDine@parkcity.gov>
Sent: Wednesday, September 10, 2025 3:07 PM
To: planning <planning@parkcity.gov>
Subject: Fwd: [External] Clark Ranch Concerns

Sent from my iPad

Begin forwarded message:

> **From:** Sue Gould [redacted]
> **Date:** September 9, 2025 at 2:26:52 PM MDT
> **To:** Bill Johnson <bill.johnson@parkcity.gov>, Christin VanDine <christin.VanDine@parkcity.gov>, Grant Tilson <grant.tilson@parkcity.gov>, Henry Sigg <henry.sigg@parkcity.gov>, John Frontero <john.frontero@parkcity.gov>, Rick Shand <rick.shand@parkcity.gov>, Seth Beal <seth.beal@parkcity.gov>
> **Subject: [External] Clark Ranch Concerns**

Warning: Replies to this message will go to [redacted] If you are unsure this is correct please contact the helpdesk.

[CAUTION] This is an external email.

To the members of the the Park City Planning Commission:

I believe you have a meeting scheduled for tomorrow to discuss the Clark Ranch project, as well as conduct a site visit. As a resident of Park City Heights (PCH) I have a

tremendous number of concerns regarding this project. I will just highlight just two of them in this message:

1. First and foremost is safety. The current plan is to have a newly-built road as the main access road for Clark Ranch. This road - which would be a build-out of the current fire access path that runs atop the berm - will be extremely close to many of our houses here in PCH. Due to this close proximity, it can be easily foretold that any sort of accident along that road would lead to vehicles rolling down the steep slope and into our backyards.

2. The width of the newly built road will need to handle two lane traffic - and be wide enough to accommodate the inevitable buses that will be needed for public transit - as well as handle bikes and/or pedestrians. I just don't see how that road can be properly built and still maintain a safe (and legal) distance from the existing homes.

When you do your site visit tomorrow I urge you to evaluate these points. Putting in a road in the currently planned location atop the berm just does not make reasonable sense. I hope you can see that for yourselves during your time here.

Also, keep in mind that the decision to build Clark Ranch was made long before any houses were built here in PCH. As a result, the conditions have changed and the impact on the current PCH homeowners is significant.

Thank you for your attention to this, feel free to reach out with any questions.

Sue Gould
[redacted]

Lillian Zollinger

From: Meredith Covey <meredith.covey@parkcity.gov>
Sent: Wednesday, September 10, 2025 5:21 PM
To: Lillian Zollinger
Subject: FW: [External] Public Comment Submission

From: public_comments <Public_Comments@parkcity.gov>
Sent: Wednesday, September 10, 2025 4:44 PM
To: Meredith Covey <meredith.covey@parkcity.gov>; Nannette Larsen <Nannette.Larsen@parkcity.gov>; Rebecca Ward <rebecca.ward@parkcity.gov>
Subject: FW: [External] Public Comment Submission

From: No Reply <noreply@civicplus.com>
Sent: Wednesday, September 10, 2025 1:50 PM
To: public_comments <Public_Comments@parkcity.gov>
Subject: [External] Public Comment Submission

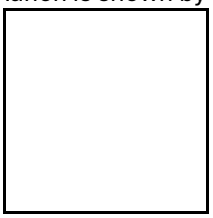
Warning: Replies to this message will go to 010f0199352deae1-b0430354-1563-40a2-88b2-8dfeb894b090-000000@us-east-2.amazonses.com. If you are unsure this is correct please contact the helpdesk.

[CAUTION] This is an external email.

Submitted by: Lance Lucey
Email Address: [redacted]

Commented on event: https://parkcityut.portal.civicclerk.com/event/2350/overview
If you are having trouble viewing the URL above, cut and paste the string into your browser window.

User comment: To the Park City Planning Commission, As tax-paying residents of Park City Heights, we are writing to formally object to the Clark Ranch development as currently proposed. While we support affordable housing, the Clark Ranch site and plan violate the Park City Land Management Code (LMC), are fiscally irresponsible, and threaten the viability of our neighborhood and the city's long-term interests. I. Technical Code Violations and Site Constraints • Disturbance Area Exceeds Code Limits: The staff report for September 10 shows three development lots totaling approximately 14 acres (4.36 + 4.59 + 5.13), even though materials describe "no more than 10 acres." Please clarify what binding mechanism (plat note/easement) actually caps disturbance to 10 acres and how this complies with SLO clustering/preservation intent (LMC 15-2.21-1). • Benching/Terracing Prohibited: If pads or roads require "stepped" grading to create buildable sites, that conflicts with LMC 15-2.21-4(C): "Benching or terracing to provide additional or larger Building Sites is prohibited." Please publish grading cross-sections and confirm compliance. • Roads on Steep Slopes: LMC 15-2.21-4(D) prohibits streets/roads from crossing slopes ≥30% (except for a short ≤100' crossing, and only if the Planning Director and City Engineer find no significant visual/environmental/safety impacts). Identify any segments that cross ≥30% and the findings supporting them. • Street Layout and Sensitive Lands Review: At Final Subdivision Plat, the Commission must give "particular attention to the arrangement, location, and width of Streets and their relation to drainage, erosion, topography, and natural features," plus the General Plan and any Sensitive Lands Analysis (LMC 15-7.1-6). • Frontage Road and Access Issues: The project's dependency on a costly new frontage road (design: $725,000; construction: $5M+) is not fiscally responsible and creates risk of future cut-

through traffic via Park City Heights. If vehicular interconnection is limited, ensure strong bike/ped connections consistent with Complete Streets and the Trails Master Plan (LMC 15-7.1-6, 15-2.21-4(D)). • Zoning and Use of Public Funds: The parcel is not yet rezoned; there are unresolved questions about using public bond funds for private development, which may require a buyback or decoupling (see LMC and city bond policy). II. Cost Analysis and Fiscal Responsibility • Frontage Road and Road Study Costs: The cost of the frontage road alone is in excess of $5 million, and the road study is $725,000—both before a single unit is built. These costs are multiples higher than what was required for the Engine House project, which had a city subsidy of $100,000 per unit. Clark Ranch's per-unit subsidy will far exceed that, especially when factoring in the steep hillside construction, ongoing maintenance, and lack of existing infrastructure. • Topography and Site Challenges: The site's average slopes are 17–25 degrees, which will drive up construction and long-term maintenance costs. These costs are not present at Studio Crossing, which is on a much more buildable site. • Comparison to Studio Crossing: Studio Crossing (Quinn's Junction) is city-owned, closer to transit, jobs, schools, and services, and already has much of the needed infrastructure in place. It is flatter, less environmentally sensitive, and would avoid the massive costs and neighborhood disruption associated with Clark Ranch. The city's own residents have repeatedly asked for a side-by-side analysis of Studio Crossing and Clark Ranch, but this has not been done. • Public Transporatation: The increased cost of providing public transit service to this remote site will run into the hundreds of thousands of dollars per year, adding a significant ongoing financial burden for the city and taxpayers—costs that would be far lower at more centrally located alternatives like Studio Crossing. • Value for Taxpayers: We should maximize units and outcomes per public dollar in places with existing or planned infrastructure. Studio Crossing would deliver more homes, faster, for less money, with safer access and better daily-life outcomes for residents. III. Design, Density, and Neighborhood Impacts • Unit Mix Not Family-Friendly: The current plan is 63% one-bedroom, 33% two-bedroom, and only 4% three-bedroom units (105 1BR, 56 2BR, 6 3BR out of 167 units), making it unlikely to serve families long-term as claimed. • No Affordable Ownership Opportunities: The original plan called for affordable housing with purchasing opportunities, but now it is all apartments with no path to ownership for working families. • Design Out of Character: The plans show three apartment blocks of three-story buildings with large surface parking lots, which are not compatible with the surrounding neighborhood and will negatively impact property values. • Parking and Traffic: The project provides 1.37 parking spaces per unit for multifamily and 2.12 per townhome, with a total of 349 spaces for 201 units, which will increase congestion on Richardson Flat and 248/Kearns, plus potential future cut-throughs through our neighborhood. • Environmental and Open Space Impacts: The project will destroy open space and wildlife habitat currently used for hiking and biking, with no clear plan for conservation or trail integration. • Isolation from Services and Transit: The site is car-dependent and lacks walkable access to jobs, groceries, schools, and transit, undermining the city's own affordability and sustainability goals. IV. Alternatives and Constructive Request • Better Alternatives Ignored – Studio Crossing is the Superior Site: Studio Crossing is city-owned, closer to transit, jobs, schools, and services, and already has much of the needed infrastructure in place. It is flatter, less environmentally sensitive, and would avoid the massive costs and neighborhood disruption associated with Clark Ranch. I specifically request that Studio Crossing (Quinn's Junction area) be included as one of the alternative sites in any side-by-side analysis, given its proximity to services, planned transit, and dramatically lower infrastructure costs. I respectfully request: • That the City not push this project through quickly without first providing a transparent, side-by-side analysis of other potential locations, including Studio Crossing. • Pause all further action on the Clark Ranch site until this analysis is completed and made available for public review and comment. • Direct staff to conduct a formal, side-by-side analysis of alternative city-owned parcels—including Studio Crossing—with public engagement, covering cost, access, transit, services, environmental impacts, and delivery timelines. • Provide clear answers on the legal, zoning, and funding questions raised above. • Explain how the current plan complies with LMC 15-2.21-1, 15-2.21-4(C), 15-2.21-4(D), and 15-7.1-6, and publish all required findings and cross-sections. We are not asking to reduce the number of affordable homes. We are asking you to keep the homes but move the map to a location that makes sense for residents, taxpayers, and the future of Park City. Incidentally, and as I'm sure you know, sunk costs should not factor into decisions about the best path forward; only future costs, benefits, and alternatives are relevant when determining the most financially responsible course of action. We respectfully request that the City pause any further action on the Clark Ranch project until a thorough, side-by-side analysis of other potential locations—such as Studio Crossing—can be completed and reviewed. If, after this transparent process, Clark Ranch is shown by the data to be the best option, that outcome will be clear to all involved. Sincerely, Sophia and Lance Lucey 

Lillian Zollinger

From: Meredith Covey <meredith.covey@parkcity.gov>
Sent: Wednesday, September 10, 2025 5:21 PM
To: Lillian Zollinger
Subject: FW: [External] Clark Ranch Project Comments

From: planning <planning@parkcity.gov>
Sent: Wednesday, September 10, 2025 4:21 PM
To: Meredith Covey <meredith.covey@parkcity.gov>; Nannette Larsen <Nannette.Larsen@parkcity.gov>; Rebecca Ward <rebecca.ward@parkcity.gov>
Subject: FW: [External] Clark Ranch Project Comments

From: Christin VanDine <christin.VanDine@parkcity.gov>
Sent: Wednesday, September 10, 2025 3:08 PM
To: planning <planning@parkcity.gov>
Subject: Fwd: [External] Clark Ranch Project Comments

Sent from my iPad

Begin forwarded message:

> **From:** Nicolas Marin <[redacted]>
> **Date:** September 9, 2025 at 4:55:22 PM MDT
> **To:** Bill Johnson <bill.johnson@parkcity.gov>, Christin VanDine <christin.VanDine@parkcity.gov>, Grant Tilson <grant.tilson@parkcity.gov>, Henry Sigg <henry.sigg@parkcity.gov>, John Frontero <john.frontero@parkcity.gov>, Rick Shand <rick.shand@parkcity.gov>, Seth Beal <seth.beal@parkcity.gov>, Nann Worel <nann.worel@parkcity.gov>, Bill Ciraco <bill.ciraco@parkcity.gov>, Ryan Dickey <ryan.dickey@parkcity.gov>, Ed Parigian <ed.parigian@parkcity.gov>, Jeremy Rubell <jeremy.rubell@parkcity.gov>, Tana Toly <tana.toly@parkcity.gov>
> **Subject: [External] Clark Ranch Project Comments**

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To the members of the Park City Planning Commission and City Council members:

My name is Nicolas Marin and I am a full-time resident in the Park City Heights neighborhood. My home is located at the corner of Stella & Ledger.

It's my understanding that the Planning Commission has a site visit and that the Clark Ranch Project is scheduled to be discussed at the Planning Commission meeting on Thursday.

First and foremost, I want to begin by expressing my strong support for Park City's commitment to affordable and workforce housing. Our community needs homes that teachers, service workers, first responders, resort staff and hospitality staff can actually afford, and I appreciate the City's ongoing efforts to meet that goal.

However, I believe that the proposed location of the Clark Ranch project doesn't fulfill this commitment to affordable housing and to the vision of protecting open spaces for multiple reasons.

Following is a list of reasons why the Planning Commission and Park City should rethink this project.

1. **Challenging Topography & Cost Overruns**

- The proposed site features steep slopes—averaging 17° to 25°—which significantly drive up construction costs.
- Feasibility estimates show the new frontage road alone could cost around **$5 million** (compared to the initial estimate 1.3 million**)**, with other infrastructure—streets, utilities, retaining walls—adding another **$8.6 million.**

The project has not started yet and the construction costs are already far above what was initial projected. The West-side hillside parcel is simply not the most cost-effective or fiscally responsible choice given available alternatives.

2. **More Suitable Alternatives Exist on the East Side**

- The feasibility study only evaluated the western hillside and did not assess the **flat, developable east side of U.S. 40**—land that may offer far simpler and cheaper development options.
- Building on the east side could save taxpayer dollars, preserve open space, and deliver more units faster.

The city should explore east-side options or other flatter, less expensive sites before proceeding here. A feasibility study should have been completed for the east side portion of the parcel prior to moving forward with this project.

3. Traffic Concerns & Infrastructure Strain: Without Transit Integration, Clark Ranch Will Increase Traffic Congestion

- A top concern among Park City Heights residents is increased traffic, especially through SR-248 and Richardson Flat Road, both existing chokepoints.

- **During peak commute times, traffic already backs up from the traffic light on 248 to our neighborhood. The right turning lane towards US 40 is too short.**

- As currently proposed, there are **no plans** to add a bus stop near the Clark Ranch site. This means employees and residents would likely drive to town, relying on already congested roads—particularly Richardson Flat Road and SR-248. It's highly doubtful that staff members or employees would walk all the way down from the Clark Project to the bus stop at the entrance of Park City Heights (especially since they will have to walk back up).
- The lack of public transit access directly undermines any potential relief value the Park & Ride improvements might offer, and contributes to increased traffic volume on narrow and overburdened arterial routes.

Without strong mitigation strategies or widening of Richardson flat, and updated analysis, this project risks exacerbating traffic concerns and reducing safety and quality of life for nearby residents.

4. Impact on Open Space & Slippery Slope of Development

- The city acquired the 344-acre Clark Ranch property in 2014 as open space, and much of it is intended to remain so under a conservation easement
- Expanding development or opening new roads could unintentionally pave the way for future growth—on state school land, lands owned by the Larry H. Miller Company, or other areas beyond the current parcel
- This not only contradicts conservation goals but risks eroding public trust in land preservation.
- **You will see during your site visit that Ivory has spread soil everywhere on the open tracts of Park City Heights and destroyed open spaces already without a plan for replanting.**

Approving this project—and its associated road infrastructure—could undermine long-term open-space protection.

5. Lack of a conceptual plan for the proposed front road:

The Clark Ranch document in the Planning Commission packet for the upcoming meeting includes no rendering of the proposed roadway connection from Richardson Flat Road (as seen on the attached pictures). Without a clear depiction of its alignment, grading, or intersections, residents and commissioners cannot fully evaluate traffic, environmental, or financial impacts. This lack of transparency is unacceptable given that the road is estimated to cost millions and will directly affect both Park City Heights and Richardson Flat. Until the public is provided with full design renderings and a circulation plan, any approval of this project is premature

<u>Alternative locations:</u>

1. East side of US 40.

If the Richardson Flat Park & Ride were improved with direct ramp access from U.S. 40 and enhanced public transit service, with additional parking as recently discussed by Park City, placing the Clark Ranch project on the **east side of U.S. 40** would make much more sense—both from transit efficiency and traffic mitigation standpoints.

While we acknowledge the city's efforts to improve transit infrastructure—such as proposals for a direct SR-40 interchange to the Richardson Flat Park & Ride and enhanced bus services—these benefits are significantly undermined by the decision to locate the Clark Ranch project west of U.S. 40. Without a nearby bus stop or transit link, all residents and employees at Clark Ranch must rely on private vehicles, driving additional traffic onto already crowded roads like Richardson Flat Road and SR-248. Instead, siting the project east of U.S. 40—near a future improved Park & Ride facility—would immediately leverage transit investments, reduce vehicle dependency, ease congestion, and align development with the city's long-term transportation goals.

2. Studio crossing:

Placing affordable and workforce housing at Studio Crossing makes practical, economic, and transportation sense. Residents would live steps from the new shops, services, and employers planned for the district, which means everyday needs can be met without long car trips—and the dollars earned and spent would circulate locally to strengthen those businesses. The location also improves transit access: it's significantly easier to reach the existing bus stop at the bottom of Park City Heights from Studio Crossing. In short, Studio Crossing concentrates housing near jobs and retail, reduces vehicle miles traveled, supports small businesses with steady foot traffic, and ties directly into transit that already works—delivering more value per public dollar while aligning with the city's mobility and sustainability goals.

Here's our community's request:

- Commission a feasibility study for parcels **east of U.S. 40**.
- Commission a feasibility study for **Studio Crossing**.
- Publish a **side-by-side comparison** of all three options (including the current Clark Ranch concept), detailing **total cost, per-unit cost, unit yield, timeline, and required infrastructure**.

Thank you for your time and consideration.

Nicolas Marin
Park City Height Resident


No visual concept c



Lillian Zollinger

From: Meredith Covey <meredith.covey@parkcity.gov>
Sent: Tuesday, September 16, 2025 9:26 AM
To: Lillian Zollinger
Subject: FW: [External] Clark Ranch Development - Formal Objection, Technical Code Violations, Cost Analysis, and Request for Transparent Alternatives Review

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From: planning <planning@parkcity.gov>
Sent: Thursday, September 11, 2025 9:15 AM
To: Meredith Covey <meredith.covey@parkcity.gov>; Nannette Larsen <Nannette.Larsen@parkcity.gov>; Rebecca Ward <rebecca.ward@parkcity.gov>
Subject: FW: [External] Clark Ranch Development - Formal Objection, Technical Code Violations, Cost Analysis, and Request for Transparent Alternatives Review

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From: Lance Lucey <[redacted]>
Sent: Wednesday, September 10, 2025 5:47 PM
To: planning <planning@parkcity.gov>
Subject: [External] Clark Ranch Development - Formal Objection, Technical Code Violations, Cost Analysis, and Request for Transparent Alternatives Review

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clarify what binding mechanism (plat note/easement) actually caps disturbance to 10 acres and how this complies with SLO clustering/preservation intent (LMC 15-2.21-1).

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- **Comparison to Studio Crossing:** Studio Crossing (Quinn's Junction) is city-owned, closer to transit, jobs, schools, and services, and already has much of the needed infrastructure in place. It is flatter, less environmentally sensitive, and would avoid the massive costs and neighborhood disruption associated with Clark Ranch. The city's own residents have repeatedly asked for a side-by-side analysis of Studio Crossing and Clark Ranch, but this has not been done.
- **Public Transportation:** The increased cost of providing public transit service to this remote site will run into the hundreds of thousands of dollars per year, adding a significant ongoing financial burden for the city and taxpayers—costs that would be far lower at more centrally located alternatives like Studio Crossing.
- **Value for Taxpayers:** We should maximize units and outcomes per public dollar in places with existing or planned infrastructure. Studio Crossing would deliver more homes, faster, for less money, with safer access and better daily-life outcomes for residents.

III. Design, Density, and Neighborhood Impacts

- **Unit Mix Not Family-Friendly:** The current plan is 63% one-bedroom, 33% two-bedroom, and only 4% three-bedroom units (105 1BR, 56 2BR, 6 3BR out of 167 units), making it unlikely to serve families long-term as claimed.
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- **Isolation from Services and Transit:** The site is car-dependent and lacks walkable access to jobs, groceries, schools, and transit, undermining the city's own affordability and sustainability goals.

IV. Alternatives and Constructive Request

- **Better Alternatives Ignored – Studio Crossing is the Superior Site:** Studio Crossing is city-owned, closer to transit, jobs, schools, and services, and already has much of the needed infrastructure in place. It is flatter, less environmentally sensitive, and would avoid the massive costs and neighborhood disruption associated with Clark Ranch. I specifically request that Studio Crossing (Quinn's Junction area) be included as one of the alternative sites in any side-by-side analysis, given its proximity to services, planned transit, and dramatically lower infrastructure costs.

I respectfully request:

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- **Provide clear answers on the legal, zoning, and funding questions raised above.**
- **Explain how the current plan complies with LMC 15-2.21-1, 15-2.21-4(C), 15-2.21-4(D), and 15-7.1-6, and publish all required findings and cross-sections.**

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Sincerely, Sophia and Lance Lucey

From: Bob Theobald <[redacted]>
Sent: Wednesday, September 24, 2025 12:44 PM
To: Michelle Kellogg <michelle.kellogg@parkcity.gov>
Subject: [External] Public Comment to Planning Commission and City Council - Dynamics of Richardson Flat

Warning: Replies to this message will go to [redacted] If you are unsure this is correct please contact the helpdesk.

[CAUTION] This is an external email.

Michelle, Please forward this email and the attached public comments to City officials (Commission and Council) to discussions and hearings regarding Clark Ranch and Affordable housing

City Officials
Thank you to those of you that were able to attend the ZOOM presentation and/or site visit. Attached please find the most pertinent aspects of the "Dynamics of the Richardson Flat Area". My unique perspective is based on serving as consultant to Stichting Mayflower from 1980 to 2022 and participating in all Mayflower planning activities and selling the land - including that property annexed to Hideout - now owned by a Larry H. Miller Real Estate entity.

Now, with a better understanding of the great opportunities for Park City, along with physical constraints, political/jurisdiction and legal roadblocks, the decision-makers, including VOTERS will see that the focus of mitigating problems is Satellite Parking, Bus Rapid Transit and Aerial Transit, and Affordable/Workforce. These are the issues to which government officials and candidates must speak their position and vision and staff must respond accordingly.

Upon request, I am willing to provide credentials and additional exhibits (or presentations) of the slide deck. I am available for questions

Thanks, for the opportunity to share my experiences and thoughts.
Best regards
Bob

BOB THEOBALD REALTOR®
SENIOR PARTNER

COMMERCIAL DIVISON

([redacted]
[redacted]
BHHSUtah.com
[redacted]
[redacted]

"…And that's the way it is." W Cronkite

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From: Bob Theobald
Sent: Monday, September 22, 2025 6:12 AM
To: Michelle Kellogg <michelle.kellogg@parkcity.org>
Subject: Dynamics of Richardson Flat - ZOOM 9-23-2025 - 7:00 AM

Michelle: Could you please forward this meeting notification to Council, Planning Commission, planning staff and others the Mayor might suggest.

Thank you for your assistance
Best Bob

All:

Please excuse duplicate emails --- it is the fault of a renegade quartzum AI.

You are invited to a special Zoom meeting hosted by LSDM regarding the "Dynamics of the Richardson Flat Area" on Tuesday September 23, 2025, at 7 AM. As many of you know, I was a consultant to Stichting Mayflower from about 1980 to 2022 and have a unique perspective in that I participated in all Mayflower planning activities including the 1999 Flagstaff Development Agreement and sold the land including that annexed to Hideout - now owned by a Larry H. Miller Real Estate entity.

I will be presenting the pertinent history, status, and reasoning that all of Richardson Flat lands are essential to mitigating Park City's most pressing problems, now and in the future. Richardson Flat is the only area that can facilitate the measures required to meaningfully address the issues - Satellite Parking, BRT and Aerial Transit, and Affordable/Workforce housing. Physical constraints, political positions, and jurisdictional and legal roadblocks will be discussed. This topic may be the heart of the campaign for Park City Council and Mayor, and perhaps Summit County offices. Government officials, candidates and media have been invited and will be provided an opportunity to speak during Q&A.

You may forward this email and links below to those you believe may have interest.

if sufficient interest is expressed, a site tour will be available on the following day - Wednesday, September 24, - meeting at Wasatch Bagel in Snow Creek Center at 8:00 AM departing at 8:15 AM

About LSDM - Zoom Host - https://www.lsdm-parkcity.com/

. September 23, 2025 7:00 AM - You can click HERE to be taken to the meeting, or
Open Zoom..
Meeting ID: 435 640 2222
Meeting Password:: 01012020

Thank you
Bob Theobald

BOB THEOBALD REALTOR®
SENIOR PARTNER
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([redacted]
[redacted]
BHHSUtah.com
[redacted]

Park City, Utah 84060

"…And that's the way it is." W Cronkite

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DYNAMICS OF RICHARDSON FLAT
KEY ISSUES

Bob Theobald
September 23, 2025

Political/Jurisdictional: There are two diametrically opposed policy positions held by previous, current, and potential decision makers regarding land use in Richardson Flat.

One precludes development of satellite parking and multi-modal transit, as well as hundreds of affordable housing units mitigating the most pressing problems in Park City.

THE "MOATER'S" PROFILE

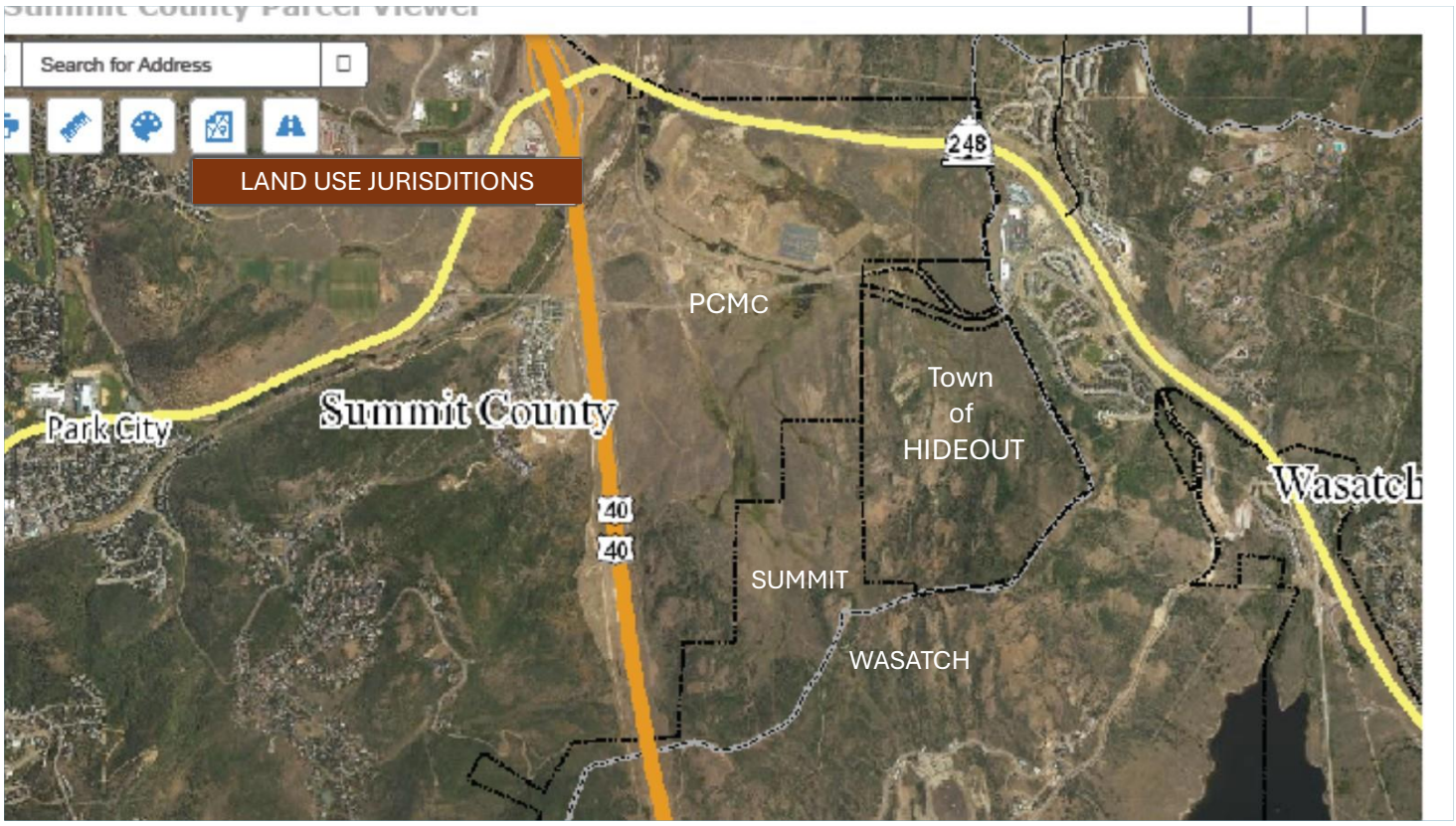
1. Maintain/expand the concept of a MOAT around Park City.

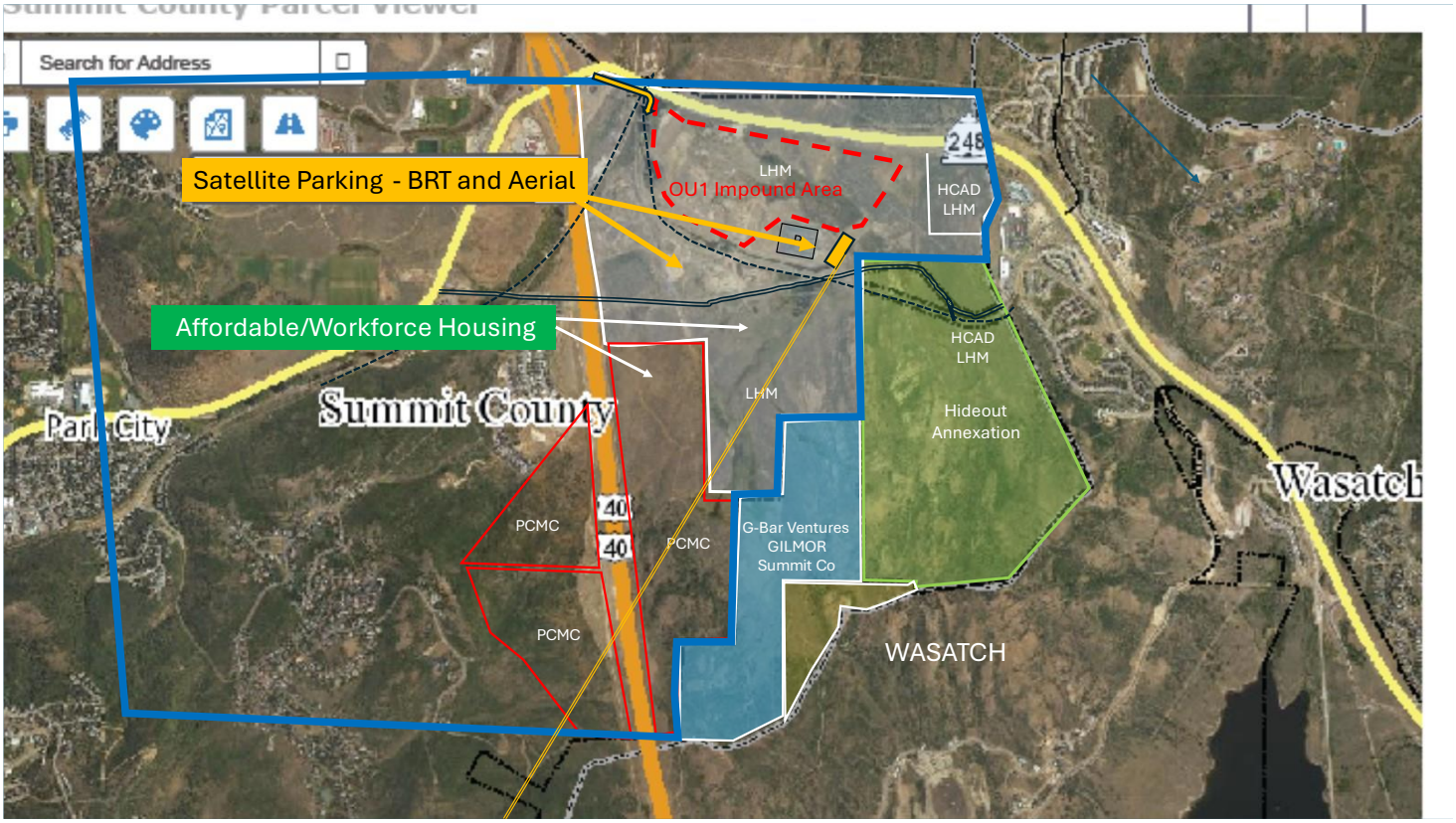
2. Oppose development on land annexed to Hideout currently owned by Larry H. Miller Real Estate entity - HCAD-LHM. The City rejected a proposal from Mountainlands Community Housing Trust for 500 Affordable Housing units on this property.

   Support an affordable housing project on Clark Ranch West with questionable costs, cash flow, and a steep, isolated location simply to avoid crossing the MOAT (Hwy-40) and "breaking the Development Agreement" instead of supporting a better project on City-owned East Clark Ranch or the LHM "Richardson Flat Parcel" Note: Two previous amendments were made to the 1999 Flagstaff DA – one informal without reconciliation disclosed

In the event you are a MOATER VOTER, you have little right to complain about traffic and lack of housing for schoolteachers, first responders and employees that serve you.

Concerned citizens should consider voting for candidates who will commit to effect change and seek real mitigation measures available at Richardson Flat.


Search for Address
LAND USE JURISDITIONS
248
PCMC
Town
of
HIDEOUT
Park City
Summit County
Wasatch
40
40
SUMMIT
WASATCH


Search for Address
Satellite Parking - BRT and Aerial
LHM
OU1 Impound Area
248
HCAD
LHM
Affordable/Workforce Housing
HCAD
LHM
LHM
Hideout
Annexation
Park City
Summit County
Wasatch
40
40
PCMC
PCMC
G-Bar Ventures
GILMOR
Summit Co
PCMC
WASATCH

SUMMIT COUNTY V. BROCKBANK LAWSUIT

HIDEOUT ANNEXATION

T**he case**: 4th District Court Case # 200500346, *Summit County v. Brockbank, et al.*, regarding the annexation of land in Summit County by the Town of Hideout, involved a complex series of legal battles and appeals. Here's a breakdown of the outcomes:

Initial Lawsuit and Preliminary Injunction: Summit County filed a lawsuit seeking to halt Hideout's annexation of land in Richardson Flat, according to the Deseret News. A Fourth District Court judge granted Summit County's motion for a temporary restraining order and later a preliminary injunction, effectively pausing the annexation process.

Hideout's Counterclaim: Hideout filed a counterclaim against Summit County, alleging the county was unlawfully monopolizing the development market.

Repeal of the Enabling Law: The Utah Legislature repealed the law that initially allowed Hideout's annexation attempt without the surrounding counties' consent. However, the repeal was not effective immediately, creating a window for Hideout to proceed.

District Court Ruling and Appeal: A 4th District Court judge sided with Summit County, ruling the annexation invalid due to Hideout's failure to follow proper procedures. Hideout appealed this decision, with the case eventually reaching the Utah Supreme Court.

Utah Supreme Court Decision: The Utah Supreme Court ultimately ruled in favor of Hideout, determining that Summit County lacked standing to challenge the annexation under the relevant statutes. The court found that the annexation code did not grant counties the right to oppose annexations and that the public interest standing doctrine could not be applied in this case, according to Justia Law. The Supreme Court reversed the lower court's decision and remanded the case for dismissal on **June 13, 2024**

4th District Court Docket Entry: 04-09-2025 - Plaintiff Summit County and Defendant Nate Brockbank/LHM stipulated to end case deadlines

The purpose of the last Docket entry after a definitive ruling from the Supreme Court is unknown. Courts do not maintain or disclose agreements between parties.

A remaining issue beyond the Hideout annexation ruling might be Park City's authority to restrict the use of the property for 20+ years without annexation to Park City. In the event Park City embraces and actively reviews LHM's development plans, the issue is moot.

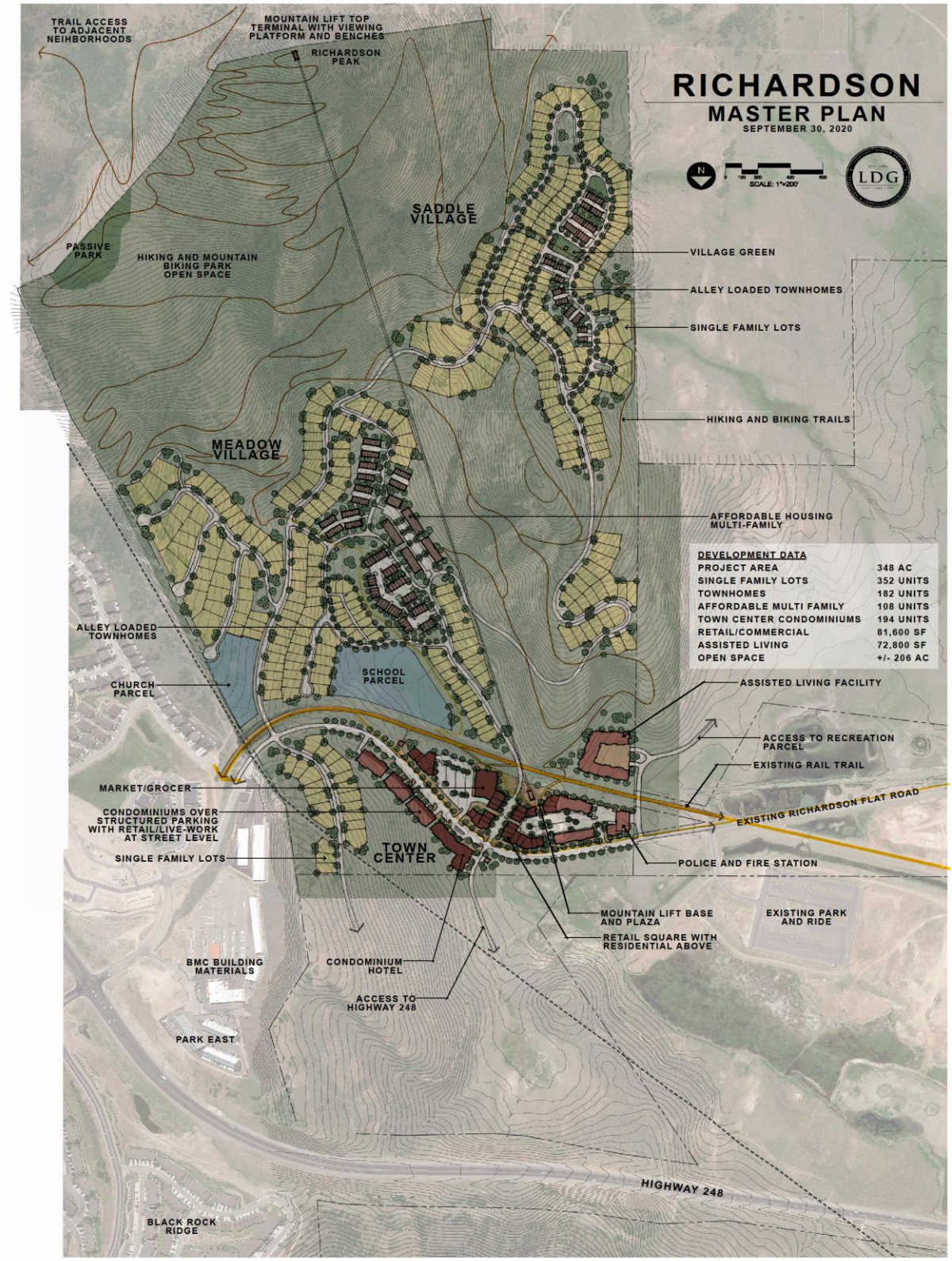
However, if the City prevails and chooses to strictly enforce the Development Agreement and maintains the current MOAT- around- Park City policy of the last few administrations, it will seem highly unlikely that LHM will ever be inclined to respond positively to any of Park City's requests and needs – now, in the short-term future including the Olympics, and perhaps forever.

It should be expected that LHM will simply develop the Hideout plan without a glance to the struggles occurring on the western horizon.

Park City officials must reassess who has the leverage and who has expressed a serious interest in cooperation to help develop satellite parking, transit facilities, and a mix of housing – helping mitigate the pressing needs.

Park City needs intelligent leadership to settle these and other complex matters to the benefit of the citizens..

Approved Hideout Project – Larry H. Miller Group




P

KPCW | By Connor Thomas

Published March 18, 2024 at 3:59 PM MDT

Larry H. Miller Real Estate, which owns nearly 1,000 acres in Richardson Flat, has offered to build affordable housing there.

David Cannon, the president of master planned communities at Larry H. Miller Real Estate, made the offer during a public hearing about affordable housing in upper Deer Valley.

The Park City Council ultimately decided not to pursue housing on the Mine Bench, in part because previous development agreements deemed the area "undeveloped recreational open space."

"I just want to offer up that, as owners of nearly 1,000 acres in Richardson Flat, we'd love to work with the city staff and leaders on options and solutions for bringing affordable housing to the area," Cannon said during the March 14 public hearing, "in perhaps less sensitive areas, as well that are closer to freeway transportation, east of Main Street and the congestion here, and close to a park-and-ride."

Cannon also expressed support for affordable housing generally.

KPCW first reported in March 2022 Larry H. Miller had purchased most of Richardson Flat by way of two separate LLCs.

Park City annexed the western half of the company's land, while Hideout was seeking to annex the eastern half. Both annexations led to lawsuits.

The LLC that owned the eastern half of the land protested Park City's annexation to the west, but Third District Court dismissed the claim. The company appealed but later dropped the case.

When Hideout tried annexing the eastern half of the land, which is within Summit County, the county sued. That case made it to the Utah Supreme Court, which heard oral arguments last March but had not rendered a decision as of Monday.

THIRD FIVE-YEAR REVIEW REPORT FOR
RICHARDSON FLAT TAILINGS SUPERFUND SITE
SUMMIT COUNTY, UTAH
100013917

EPA Richardson Flat

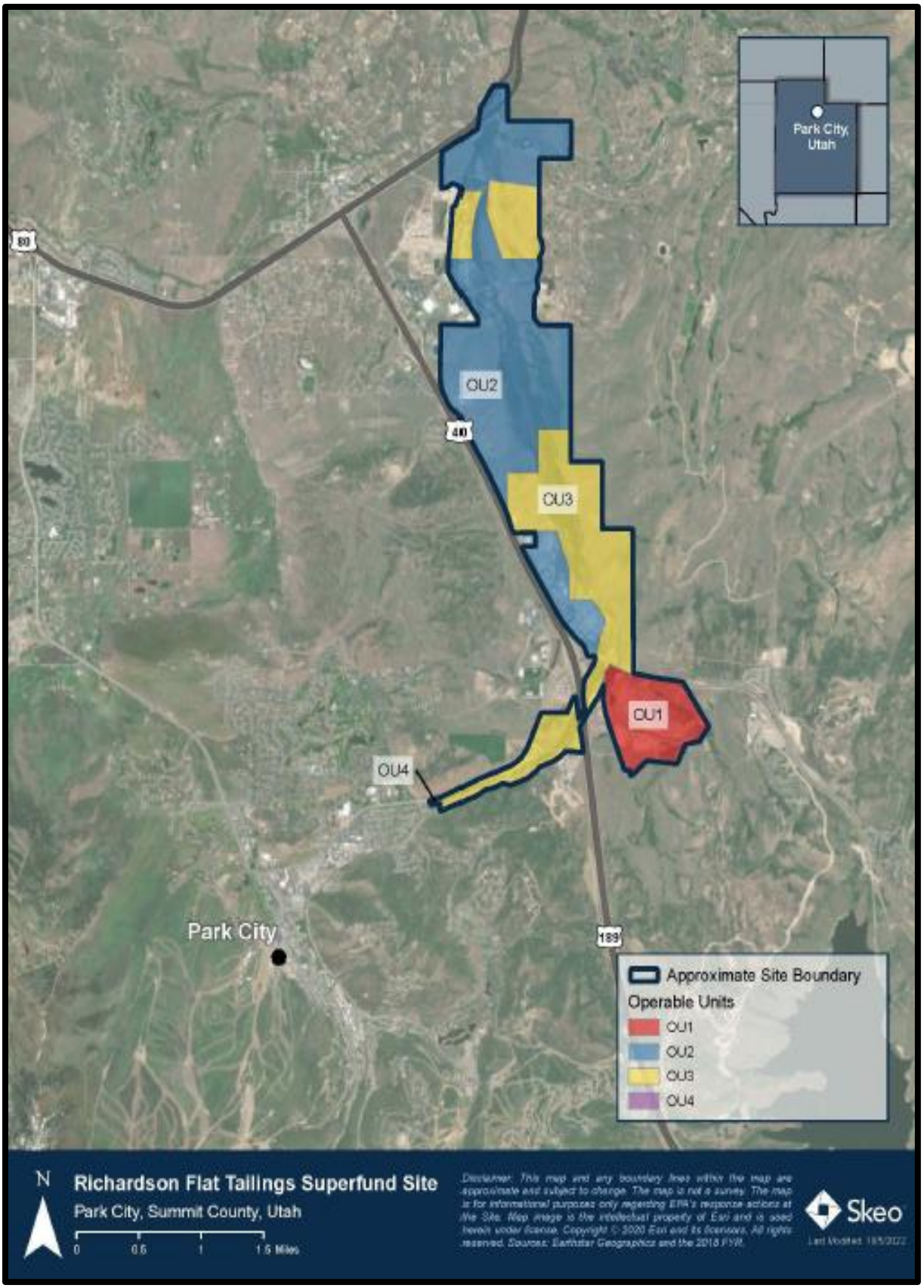
Excerpt: Status of Implementation

UPCM initiated the OU1 remedial design in August 2007 and completed it in October 2007. Remedial action began in February 2008. Remedy construction at OU1 performed by UPCM, with EPA oversight, included consolidating tailings material within the main impoundment, installing a wedge buttress to support the main embankment, and removing sediments in the wetland area. The remedial activities occurred in a phased approach based on the tasks described in the remedial design (Figure C-1 in Appendix C). In 2011, UPCM completed planned construction activities for OU1 except for the additional cover material in certain locations where there is currently only temporary cover…

…The results of all samples were consistently below the surface water standards for the Silver Creek watershed. Since the 2018 FYR, no monitoring or response actions have taken place at OU1, and no Operation and Maintenance (O&M) Plan has been developed.

In 2022, following bankruptcy, UPCM entered into a Consent Decree with the EPA to make a cash payment: (1)to EPA to resolve alleged civil CERCLA liability; and (2) to DOI and the State to resolve alleged natural resource damage liability.

In January 2022, the OU1 property was sold to a third party in a Sheriff's sale. The OU1 property is now owned by LHM DEV RIH LLC (LHM). Subsequently, Park City annexed 1,200 acres, including the OU1 property, from Summit County into Park City on July 14, 2022. The EPA and LHM are in negotiations to finalize a Work Plan and an Administrative Order on Consent for LHM to assume long-term responsibility for stewardship and O&M activities for OU1 areas.


Park City, Utah
80
OU2
40
OU3
OU1
OU4
Park City
189
Approximate Site Boundary
Operable Units
OU1
OU2
OU3
OU4
N
Richardson Flat Tailings Superfund Site
Park City, Summit County, Utah
0
0.5
1
1.5 Miles
Disclaimer: This map and any boundary lines within the map are approximate and subject to change. The map is not a survey. The map is for informational purposes only regarding EPA's response actions at the Site. Map image is the intellectual property of Esri and is used herein under license. Copyright © 2020 Esri and its licensors. All rights reserved. Sources: Earthstar Geographics and the 2018 FSR.
Skeo
Last Modified: 10/5/2022


Main Embankment
Wetland
248
Silver Creek
Pond
Park and Ride Lot
Southern Diversion Ditch
Richardson Flat Road
OU1 Boundary
Tailings Impoundment
Union Pacific Rail Trail
N
Richardson Flat Tailings Superfund Site
Park City, Summit County, Utah
0
500
1,000
1,500
2,000 Feet
Skeo
Last Modified: 10/5/2022

Re: Clark Ranch Development Proposal
To: Park City Planning Commission, Park City Council, Planning Staff, and City Manager
From: Keep Clark Ranch Wild
Date: October 3, 2025

This written comment synthesizes public statements delivered on behalf of our citizen initiative, Keep Clark Ranch Wild, now more than one hundred 84060 residents and growing. It is intended to place on the record a complete foundation of facts, process concerns, and code-based requirements for your review of applications related to the Clark Ranch proposal. We support affordable housing when it is sited and designed responsibly and when open space is protected where intended. We believe the current process is advancing on false narratives and incorrect assumptions, and that key technical materials required by the Land Management Code are missing from the record. We ask the Planning Commission and Council to pause, correct the record, require complete submittals, and only then consider whether this location is suitable for any development within the limits contemplated at acquisition.

Summary of principal requests:

1. Correct the COSAC record and stop relying on a false narrative. The public record must reflect what COSAC recommended on August 25, 2015, which did not include housing on the ten acres discussed for potential exclusion from conservation.
2. Separate roles and remove conflicts. The City is a co-developer and co applicant while also directing staff recommendations and scheduling. These roles should be separated to preserve integrity and public trust.
3. Stop combining preliminary and final review. Apply the City's standard two-step process. The current attempt to combine reviews is unjustified and risks error.
4. Require complete, stamped technical submittals before further hearings. Sensitive Lands, grading and slope data, stormwater and hydrology, and accurate open space accounting are incomplete or missing.
5. Enforce the ten-acre limit. The current submittal spans more than fourteen acres across three parcels. Development limits are inclusive of setbacks and limits of disturbance, so the application is out of scale and should not advance until brought within the ten-acre cap.
6. Add the 2021 City feasibility work to the record. Prior analysis suggested the west side was unsuitable for housing for multiple reasons. That work must be disclosed and considered.
7. Evaluate regional transportation realities. Traffic studies must include Studio Crossing and the Highway 40 buildout that UDOT and adjacent jurisdictions are advancing.
8. Pause and refer threshold policy back to Council. As with Snow Park in December 2022, send the matter back to Council to decide whether housing on Steve's Point should even be considered under COSAC's recommendation and the conservation values it aimed to preserve.
9. Fully and publicly vet other alternatives for housing development. Pursue conversations with regional partners and adjacent landowners to understand construction and financial feasibility of housing development on nearby parcels.

The COSAC record has been mischaracterized

Staff reports and public messaging repeatedly state that COSAC recommended affordable or senior housing or a fire station on up to ten acres to be carved off the rest of Clark Ranch, the rest of which would be put under a conservation easement. Some even claim this recommendation was unanimous. This is not accurate.

It was the August 25, 2015 COSAC meeting at which they finalized months of discussion and finalized recommendations later brought to Council. Those August 25, 2015 minutes, which we hereby request you link directly in every forthcoming staff report and on all City and project webpages, state: "Potential development parameters if necessary: Up to 10 acres, located in the northwest corner of the parcel adjacent to Park City Heights, to be excluded from this easement for other City uses TBD by Council."

Those minutes confirm that housing was not discussed as a recommended use. A concept image that included a fire station was shown by Wendy Fisher, but there was no notable discussion of it. Committee discussion focused on recreation related uses, for example equestrian facilities and trailhead bathrooms.

It is also important to review and include minutes from the previous COSAC meeting on August 11, 2015 at which Clark Ranch was discussed extensively. The conversation centered on conservation values, explicitly limiting use so that future councils couldn't reinterpret things, and what "passive recreation" should include. Once again, there is no mention of housing of any kind. The only buildings mentioned are a singular dairy barn, recreational buildings and facilities, and trailhead bathrooms.

Other relevant COSAC meetings:

December 15, 2015 - COSAC is delayed in bringing Clark Ranch to council. They ask for a special January 2016 meeting. No mention of housing.

January 12, 2016 - Confirms August 25, 2015 as the final recommendation meeting for Clark Ranch. At this meeting, there is a mention of affordable housing as a competing interest, NOT a recommended use.

> *Mr. Deters confirmed that Ms. Foster will schedule the presentation on March 10. Ms. Goodman said this means the preface should be really clear.*
>
> *Mr. Calder asked about other competing interests besides fields and dogs. Mr. Dustman identified snow storage, sheds, other municipal interests. Ms. Ryan said also housing: from her perspective, it seems that every open piece of city-owned property is up for grabs for affordable housing. Lastly, Mr. Joyce mentioned drying beds.*
>
> *Ms. Fox suggested to Ms. Ryan that she enumerate all of the things we took off the table. "We recognize there are these interests, and this is our recommendation after reviewing all the competing interests." We should draw a distinction between Mr. Deters' summary and the committee's recommendation.*

February 16, 2016 - Final meeting before presentation to Council where Clark Ranch is discussed.

> *A consultant is looking at county, city, and school-owned properties. On the matrix for Clark Ranch is a dog park and trailhead. NO consideration for anything greater than that. Are looking at UPCM parcels adjacent.*

COSAC members we have personally interviewed and who have offered their own public comment align with our interpretation - housing of any kind was never recommend anywhere on Clark Ranch. As for how this use became part of a long held false narrative, it appears to arise from the March 3, 2016 staff report in which Heinrich Deters wrote:

On August 25th COSAC voted to recommend to City Council the following _values' and physical parameters to the proposed easement. (Exhibit E- Meeting minutes) 1. Aesthetics (primary) and Recreation (secondary) values for the entire area. (Including all of parcel SS-91) 2. Exclude 10 acres as shown on west side for City uses, specifically discussed were senior or affordable housing, and/or essential services such as a fire station.

Deter' summary doesn't say housing was "recommended" as some claim today. It merely says discussed. Yet COSAC's minutes confirm there was no discussion of housing or any large-scale development as an acceptable use anywhere on Clark Ranch, let alone a recommended one. The inaccurate discussion summary over the years has hardened into a false narrative regarding recommended use that is now distorting decision making. The record must be corrected.

Upzoning open space is irreversible in practice

If Council upzones open space and later determines the project is not viable, the upzone remains. This is a one-way door. Rezoning should be removed from consideration until the full development package is evaluated and found suitable under code and policy, and only within the contemplated ten-acre envelope.

Expediency and combined review lack a valid basis

Commissioner Frontero asked at the last work session why staff is combining preliminary and final review and whether this creates risk. We share that concern. Two drivers have been cited informally.

1. City role conflict. The City is a co-developer and co applicant while directing staff recommendations and the hearing calendar. That is an inherent conflict that favors speed over rigor.
2. Private financing cadence. The applicant has linked urgency to bond market timing. Market timing is not a lawful basis to compress City review or to lower technical thresholds.

The Commission has clear authority to control its docket. In December 2022, Commissioner John Kenworthy successfully moved to return Snow Park to Council for threshold policy guidance. Anyone can make a similar motion here.

Incomplete and noncompliant technical submittals

Based on the submittals presented to date, the application is incomplete under multiple Land Management Code provisions. We request that the Commission direct staff to require the following materials before any further hearings or findings.

1. Sensitive Lands Overlay materials
LMC 15 2.21 2 requires a complete Sensitive Lands Analysis at the time of application. The record lacks a full inventory of steep slopes, ridgelines, wetlands, wildlife habitat, and the wildland urban interface. Without this, hillside protections cannot be applied and basic site suitability cannot be determined.

2. Grading, cuts and fills, and road slope controls
LMC 15 2.21 4 sets bright line standards that require clear documentation. The record is missing grading cross sections, cut and fill quantities, and a road slope matrix. Without these, the City cannot enforce limits such as maximum fill slope of 3 to 1, the prohibition on benching that enlarges pads, and restrictions on road crossings where natural slopes exceed 30 percent.

3. Stormwater and hydrology
Preliminary and final subdivision findings under LMC 15 7.1 5 and 15 7.1 6 require stamped stormwater and hydrology plans. The record lacks analysis of runoff routing, downstream capacity through Park City Heights, detention basin design, operations and maintenance commitments, and property line edge sections. These omissions raise unresolved questions of drainage, erosion, and public safety.

4. Open space accounting
The Sensitive Lands Overlay requires that 75 percent of steep slope areas remain natural open space. The current submittal appears to count engineered detention basins toward this requirement. We request a clear open space table that distinguishes natural open space from engineered facilities and utility corridors, and that applies the 75 percent test correctly.

5. Traffic and transportation
Traffic analysis must reflect real world conditions on Richardson Flat Road and the SR 248 corridor, and must include vehicles from Studio Crossing. It must also account for UDOT's planned improvements along both sides of Highway 40 to serve significant new residential and visitor units. As Highway 40 congestion grows, drivers will divert to frontage roads and neighborhood streets, including Park City Heights, unless mitigations are planned now.

6. Clustering
LMC 15-6-5(G)(1) specifies that "units should be clustered on the most developable land." This provision suggests that of all of Clark Ranch's acreage, Steve's Point is some of the least desirable land given its steep slope and demand for significant cuts and grading to support development.

The application exceeds the ten-acre cap
LMC 15-6-5(G) states clearly that a "project should be designed to fit the Site, not the Site modified to fit the project." The intended limit for Clark Ranch development is 10 acres, yet the applicant proposes development across three parcels totaling more than 14 acres. Development limits are inclusive of setbacks and limits of disturbance. By that standard the proposal exceeds the ten-acre constraint by more than forty percent. An application that exceeds the cap should not progress until the total disturbed area, including roads, pads, utilities, and buffers as well as other elements required of an MPD including space for snow storage and removal, waste facilities, etc can all fit within the 10 acres. This is especially critical given Council's intent to place the remainder of Clark Ranch under a conservation easement.

Conflicts of interest and process integrity
Today the City is a co-developer and co-applicant, the City directs staff recommendations, and the City controls hearing schedules. This concentration of roles creates an appearance of self-dealing and undermines public confidence. For maximum transparency, the Council should direct staff to use the standard two stage review at the Commission, and should instruct staff not to return to Council until the plan fits within the ten-acre limit and all technical materials are complete.

Prior City feasibility work and current consultant roles
Staff reports reference a 2023 feasibility study by Stereotomic, which is presented as the applicant's local architect and also the source of feasibility conclusions. The record omits earlier City led feasibility

work from 2021, conducted before annexation under the direction of Jason Glidden with support from Elyse Katz. We ask that Council and Commission direct staff to add the 2021 feasibility work, and any related RFPs, RFQs, and RSOQs, to all future packets, and to explain any differences between 2021 and 2023 findings, including consultant roles and potential conflicts, and discussions around access constraints, high cost, steep slopes, lack of services, isolation from transit and support commercial, sewer limitations, soils issues, and UDOT objections.

Policy context on affordable housing

Members of our group live in affordable housing and support creating more well located, durable, and financially sustainable units. We also acknowledge system stresses that have been raised publicly, including capped resale appreciation, rising HOA and maintenance costs, unoccupied deed restricted units, and project budgets that have required additional public money, as with Engine House. These issues argue for careful siting and lifecycle planning. Clark Ranch is isolated, complex, and likely far more expensive than is presently discussed. Better locations exist that align with transit, services, and the General Plan.

We urge you not to force an ill-fitting project on this community. Ask Alexander Company and others to bring forward concepts on sites that are better suited to housing and better aligned with adopted plans.

Specific actions requested

For the Planning Commission

1. Make a motion to pause and refer back to Council, as you did with Snow Park in December 2022, for threshold policy guidance on whether any housing at Steve's Point should even be considered under COSAC's recommendation.
2. Decline to combine preliminary and final review. Proceed only with the standard sequence.
3. Deem the application incomplete until the applicant submits:
   a. A complete Sensitive Lands Analysis under LMC 15 2.21 2.
   b. Grading cross sections, cut and fill quantities, and a road slope matrix sufficient to apply LMC 15 2.21 4.
   c. Stamped stormwater and hydrology plans that meet LMC 15 7.1 5 and 15 7.1 6, including downstream capacity through Park City Heights, detention O and M, and edge sections at property lines.
   d. A corrected open space table that distinguishes natural open space from engineered facilities and demonstrates compliance with the 75 percent standard on steep slopes.
   e. A traffic study that includes Studio Crossing and the Highway 40 growth now planned by UDOT and adjacent jurisdictions.
4. Require conformance to the ten-acre limit across all three parcels, inclusive of setbacks and all limits of disturbance, before scheduling additional hearings.

For the City Council

1. Direct staff to correct the public record by linking directly to the August 25, 2015 COSAC minutes in every staff report and on City webpages, and by striking references that claim COSAC unanimously recommended affordable or senior housing on the ten acres.
2. Separate City roles by clarifying that staff must apply ordinary process and timing. The City's interest as co-developer or co applicant must not influence the review calendar or the interpretation of code.

3. Direct inclusion of the 2021 feasibility work and all associated solicitations and deliverables in the official record, and require a reconciliation memo that explains divergences between 2021 and 2023 conclusions.
4. Set the policy guardrail that upzoning open space will not proceed until the development proposal is proven viable within the ten-acre envelope and fully compliant with the Land Management Code.
5. Steer the program toward better sited projects near transit and services.

Closing
Keep Clark Ranch Wild is committed to a respectful, fact-based dialogue that aligns with the values of Park City residents, the General Plan, and COSAC's work and recommendations. We are not anti-development and we are not anti-affordable housing. We are pro good planning, pro accurate public record, and pro protection of open space where intended. Please pause this process, correct the record, complete the technical analysis the code requires, and ensure that any proposal at Clark Ranch fits within the ten-acre limit and the conservation values established at acquisition.

Thank you for your thoughtful consideration.

Meredith Covey

From: planning <planning@parkcity.gov>
Sent: Wednesday, October 8, 2025 8:35 AM
To: Rebecca Ward; Nannette Larsen; Meredith Covey
Subject: FW: [External] Fwd: Public Comment
Attachments: KCRW written public comment 10.3 copy.pdf

From: Keep Clark Ranch Wild <[redacted]>
Sent: Wednesday, October 8, 2025 7:58 AM
To: planning <planning@parkcity.gov>
Subject: [External] Fwd: Public Comment

Warning: Replies to this message will go to [redacted] If you are unsure this is correct please contact the helpdesk.

[CAUTION] This is an external email.

It has come to our attention that our original email was inadvertently sent to the Planning Commission using a .org domain suffix instead of .gov

Please see below and attached for our public comment regarding Clark Ranch

---------- Forwarded message ---------
From: **Keep Clark Ranch Wild** <[redacted]>
Date: Fri, Oct 3, 2025 at 1:07 PM
Subject: Public Comment
To: <planning@parkcity.org>, <council_mail@parkcity.org>, <jodi.emery@parkcity.gov>
Cc[redacted]

To Whom It May Concern:

We respectfully submit the attached comment for your consideration and for inclusion in both the Planning and Council public comment records.

Sincerely,
Jeff Iannaccone
John Greenfield
Sue Gould

--
Keep Clark Ranch Wild

--
Keep Clark Ranch Wild

Meredith Covey

From: planning <planning@parkcity.gov>
Sent: Wednesday, October 8, 2025 2:16 PM
To: Rebecca Ward; Nannette Larsen; Meredith Covey
Subject: FW: [External] Public Comment
Attachments: KCRW written public comment 10.3 copy.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

From: Keep Clark Ranch Wild <[redacted]>
Sent: Wednesday, October 8, 2025 1:41 PM
To: planning <planning@parkcity.gov>; Council_Mail <Council_Mail@parkcity.gov>; Jodi Emery <Jodi.Emery@parkcity.gov>
Cc: [redacted]
Subject: [External] Public Comment

Warning: Replies to this message will go to [redacted]. If you are unsure this is correct please contact the helpdesk.

[CAUTION] This is an external email.

Dear Mayor, Council, Planning Commission, Planning Staff, and City Manager:

At the risk of being redundant, I am sharing once more our original message into the Planning Commission and City Council. The email to both simultaneously was intended to provide a shared foundation of understanding as each body reviews and considers various Clark Ranch applications before them.

It was brought to our attention that the City recently moved from a .org to .gov domain and that emails have also changed. We followed the instructions provided at the last meeting by Planning Commission Chair Van Dine to email the catch-all planning email (and not individual commissioners), but have since learned individual commissioners did not receive our written public comment as intended.

We respectfully request that the attached comment be entered into the official public record, and we also request the CIty make clear what email addresses to use for communications with staff, Commission, and Council. As of today, the City website still shows .org emails for Council.

Thank you for considering our input and sharing it in a timely fashion with any/all intended recipients. If we satisfactorily reached both bodies this time, we would appreciate confirmation and will replicate this distribution list in the future.

Sincerely,
Sue Gould

Keep Clark Ranch Wild

Thank you and good evening. My name is Sam Brothwell. I live at 2412 Amundsen Court—along Queen Esther Drive in Lower Deer Valley 84060. I also head the Nordic Village Homeowners Association.

Our neighborhood doesn't adjoin Clark Ranch, but I'm here to offer a cautionary observation on traffic—specifically what evolves when an unimproved dirt road is paved to allow access to a new residential development, even with restrictions on its use. The punchline is that those restrictions are ignored and the road becomes a general use, high traffic public thoroughfare.

I know this firsthand because my house and my neighborhood border what was once known as Keetley Road, which connected Queen Esther Drive to the old mining town of Keetley before it was buried under the Jordanelle reservoir in 1995.

Also back in 1995, an agreement was reached between Park City Consolidated Mines, Trans-Wasatch, and Park City Municipal that vacated Keetley Road to provide access to what's now known as Deer Crest.

That agreement spelled out conditions for the improvement and private use of Keetley Road, specifically gated and controlled access limited to Deer Crest residents and guests. It also allowed limited commercial access to the Snow Park Hotel site—now the St Regis—as well as construction vehicles dedicated to improving the road. By my reading, all other commercial and construction access was to be from highway 40.

For all the good intentions that road was paved with, things haven't worked out that way. My neighbors and I have seen everything from heavy construction cranes to Doordash guys running up and down that road at all hours and quite often at full throttle.

Why? Because the controlled access is at the top of the hill, just over the Wasatch county line. The gates on Queen Esther are a farce. The exit gate never closes, and the entry gate opens by simply walking up to it. **So, access from Lower Deer Valley is NOT controlled, in violation of the original agreement.** Worse, Park City PD tells me they don't have jurisdiction, so the road is basically a no-man's land. As a result, our neighborhood gets blasted by diesel rigs that ignore the "NO TRUCKS" sign and sports cars that laugh at the 20 mile speed limit as they barrel onto Queen Esther drive.

So my message to folks surrounding the proposed Clark Ranch development: this project is a first step. Be very skeptical about studies and restrictions aimed at your traffic concerns. Studies are theoretical, restrictions aren't enforced, and you can wind up at the bottom of a slippery slope long after the developer is gone. The only way to prevent what we experience along Queen Esther Drive today is to stop access before it begins.

Good evening, Planning Commissioners. My name is Sophia Lucey and I reside in 84060. I am here in support of Keep Clark Ranch Wild.

In regards to the good cause and the zone change application, I would like to address the wildlife analysis required by Park City Land Management Code Sensitve Land Overlay code section 15-2.21–2 (A) 9 - Wildlife Habitat Areas which stipulates:

A map depicting all wildlife habitat Areas, as defined by a Wildlife Habitat Report shall be provided by the applicant. The Wildlife Habitat Report shall be prepared by a professional, qualified in the Areas of ecology, wildlife biology.

It would seem that Alexander Company did not, in anticipation of its application filings or of today's meeting, solicit and compile a true report. What the applicant did do was request a data pull from the Utah Division of Wildlife Resources. Completed October 10th and included in the packet, this data pull admittedly relies on existing habitat information, not information gleaned from current or even recent surveys and assessments of wildlife activity in the area. Most of the data is from 2020, and some is from 2001 and before.

The intent of the wildlife habitat code is to provide a current assessment using information collected by an independent, wildlife professional after the award of a project, in this case November 2024.
Not only is the data in this report more than two decades old, this particular DWR report repeatedly shows NOT FOR CONSULTATION on its pages, meaning this historical data pull is not a substitute for an on-the-ground biological survey.

Specifically, the applicant is required by municipal code to develop a map depicting all wildlife habitat areas related to the proposed activity after November 2024. That map is not included in the packet. If it is created honestly and timely, it will show four adult and maturing moose that use a portion of the proposed 10-acre development site as their permanent habitat. This is not speculation. The bedding areas for these ungulates can be observed in the upper section of the 10-acre parcel.

Park City prides itself and anchors its brand on allowing resident wildlife to roam free and without disturbance. These moose - along with elk, mule deer, coyotes, eagles and bob cats - have been observed by many residents in the Park City Heights development and users of the area trails network.

Documented wildlife studies inform us that one of the leading causes of moose mortality is disturbance of their habitat. This causes the animals to be subjected to undue stress and can impact breeding, calf-birthing and erratic behavior. In addition, statistically, about 30 moose per year are killed in vehicular collisions in Utah. There are five predominant moose road kill areas in Utah. One is US 40 near the Jordanelle Reservoir – the front yard for Clark Ranch. Housing developed on the Clark Ranch parcel will increase the risk of vehicle-moose conflicts and increase the likelihood the moose are forcibly relocated.

Moose are a unique and valuable part of Utah’s wildlife heritage. Keep Clark Ranch Wild requires a third-party, independent wildlife biologist to evaluate all aspects of wildlife living on the 10-acre parcel

as well as terrain in close proximity. Please require the resulting wildlife habitat report use current data, include required maps, address the wildlife regularly observed in the area, and provide protection and/or relocation and/or restoration plans specific to each affected species.

Lillian Zollinger

From: planning <planning@parkcity.gov>
Sent: Tuesday, October 28, 2025 8:59 AM
To: Rebecca Ward; Meredith Covey; Nannette Larsen; Lillian Zollinger
Subject: FW: [External] Clark Ranch

Follow Up Flag: Follow up
Flag Status: Completed

From: Wayne Maw <[redacted]>
Sent: Sunday, October 26, 2025 4:29 PM
To: planning <planning@parkcity.gov>
Subject: [External] Clark Ranch

Warning: Replies to this message will go to [redacted]. If you are unsure this is correct please contact the helpdesk.

[CAUTION] This is an external email.

I'm a 30+ resident of Park City and have hiked the area of Clark Ranch for over 20 years.

1 - It is my understanding that Clark Ranch land is owned by Park City, please note owned by City of Park City and not the Planning Commission, City Counsel or Major, it's owned by the public of Park City as such is mainly for their use not a Developer. We have enough problem with Developer owned land that our Utah Legislature is willing to support with no concern for open apace, etc. But to have our current city elected official classify Clark Ranch as throw away open space for development is not right, this is "PUBLIC OWNED LAND".

2 - As a 30+ year resident of Park City, one of the reasons for living here is to get away from Sprawl, and that is what is occur all over Park City. Park City is grown up, we now need to preserve open space, once open space is developed it is gone for all future generations, so DON'T.

3 - Ever since the Jordanelle Dam was built in the early 90's, the earth removal and building of Highway 40 caused unstable conditions all along the Clark Ranch resulting in landslides. This is evident in the work spent by the State and county modifying and reinforcing the hill sides in this area. I doubt that any Planning commissioner or city counsel person has ever hiked in this area, it is unstable with mudslides in the Spring and huge cracks in the ridge lines that are 10 to 20 feet deep. Developing this area is only going to make the unstable hillsides worse.

4 - The real looser in this development are the wildlife of the area. As I mentioned earlier, I have hiked this area for many years. I have seen on a regular bases Moose, Elk, Deer, Coyotes, Mountain Lions, Turkeys, Sandhill Cranes, and more. All you have to do in drive up the frontage road and you

will see numerous games trails all over the hillsides, please commissioners and counsel person, go look at what is being sacrificed. To the wildlife this is not throw away open space.

Wayne Maw

Good evening, Planning Commission. My name is Jeff Iannaccone, and I reside in 84060. I am speaking in support of Keep Clark Ranch Wild.

We all understand Utah is a landholder friendly state, and when you have Conditional Use Permit applications before you, there is a quiet mandate to approve, provided mitigations are in place.

A zone change is different. This is purely discretionary. And this isn't a case where a landowner with a building is looking to move from light industrial to mixed commercial. This is a situation where our own Municipal Government is looking to rezone land, for which the community bonded, and plans to move it from open space to dense residential.

There is no good cause. None. What there is, however, are plenty of reasons that say this is the wrong thing to do.

For one, there are the details of the acquisition. And they matter. The Gilmore's sold the parcel with the intent it be conserved. The parcels were acquired using open space funds and bond money. A conservation easement was always intended for the parcel. And while others may have hoped for different uses as some clearly do now, it was our open space advisory committee who was tasked with guiding parameters. Never ever did they intend housing on
open space.

Then there is our affordable housing program. Its policy goals are laudable - invest in housing opportunities to help locate more of our workforce in town. But its direction is questionable, particularly on the matter of Clark Ranch. The 10 acres sited for development are steep, isolated, and challenged. Before ground is broken on a single dwelling, we'll have to spend $6M on road infrastructure.

And then there is the fact that because this project intends to use federal funding, it cannot legally prioritize anyone - not workers, not locals, not local workers.

Finally, there is the matter of the application. 10 acres. Absolute maximum. And yet here we are spending more time trying to justify 14+ acres and a plan that isn't even close to fitting its site.

This isn't just square peg, round hole. It's potential squandering of our affordable housing funds on a project that will assuredly run over budget and it's violating one of this community's most sacred virtues - our commitment to open space.

Not today, not November 12th, not ever. There is no way anyone can pretend to uphold our General Plan - the document which informs the land management code - and

say there is good cause for Clark Ranch. Please consider Park City's history and future, and refuse these applications before you.

Thank you.

Planning Commission
Staff Report

Subject: **844 Empire Avenue**
Application: **PL-26-06909**
Author: **Jacob Klopfenstein, Planner II**
Date: **June 10, 2026**
Type of Item: **Conditional Use Permit**

Recommendation

(I) Review the Conditional Use Permit application (CUP) for a partially subterranean car lift within Setbacks at 844 Empire Avenue, a Significant Historic Site, (II) conduct a public hearing, and (III) consider approving the CUP based on the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in the Draft Final Action Letter (Exhibit A).

Description

Applicant:	Robin and Gibby Dunleavy Julie Wright, Applicant Representative
Location:	844 Empire Avenue
Zoning District:	Historic Residential – 1
Adjacent Land Uses:	Residential, Right-of-Way
Reason for Review:	In order to achieve new construction consistent with Land Management Code (LMC) § 15-13-2 *Regulations for Historic Residential Sites*, the Planning Commission may grant an exception to Setbacks for additions to Historic Buildings, including detached Garages, based on five criteria outlined in LMC § 15-2.2-4(A) *Existing Historic Buildings and/or Structures*.

CUP	Conditional Use Permit
HDDR	Historic District Design Review
HPB	Historic Preservation Board
HR-1	Historic Residential – 1
LMC	Land Management Code
MCPC	Municipal Code of Park City
ROW	Right-of-Way
SFD	Single-Family Dwelling
SSCUP	Steep Slope Conditional Use Permit

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

Summary

The Applicant proposes a detached, partially subterranean car lift that will include storage for up to two vehicles as part of a remodel and addition project at 844 Empire Avenue, a Significant Historic Site. The structure is approximately 217 square feet, would occupy the southeast corner of the Site, and would encroach into Rear and Side Setbacks.



Figure 1: View of Significant Historic Structure at 844 Empire Avenue from Crescent Tram Road.

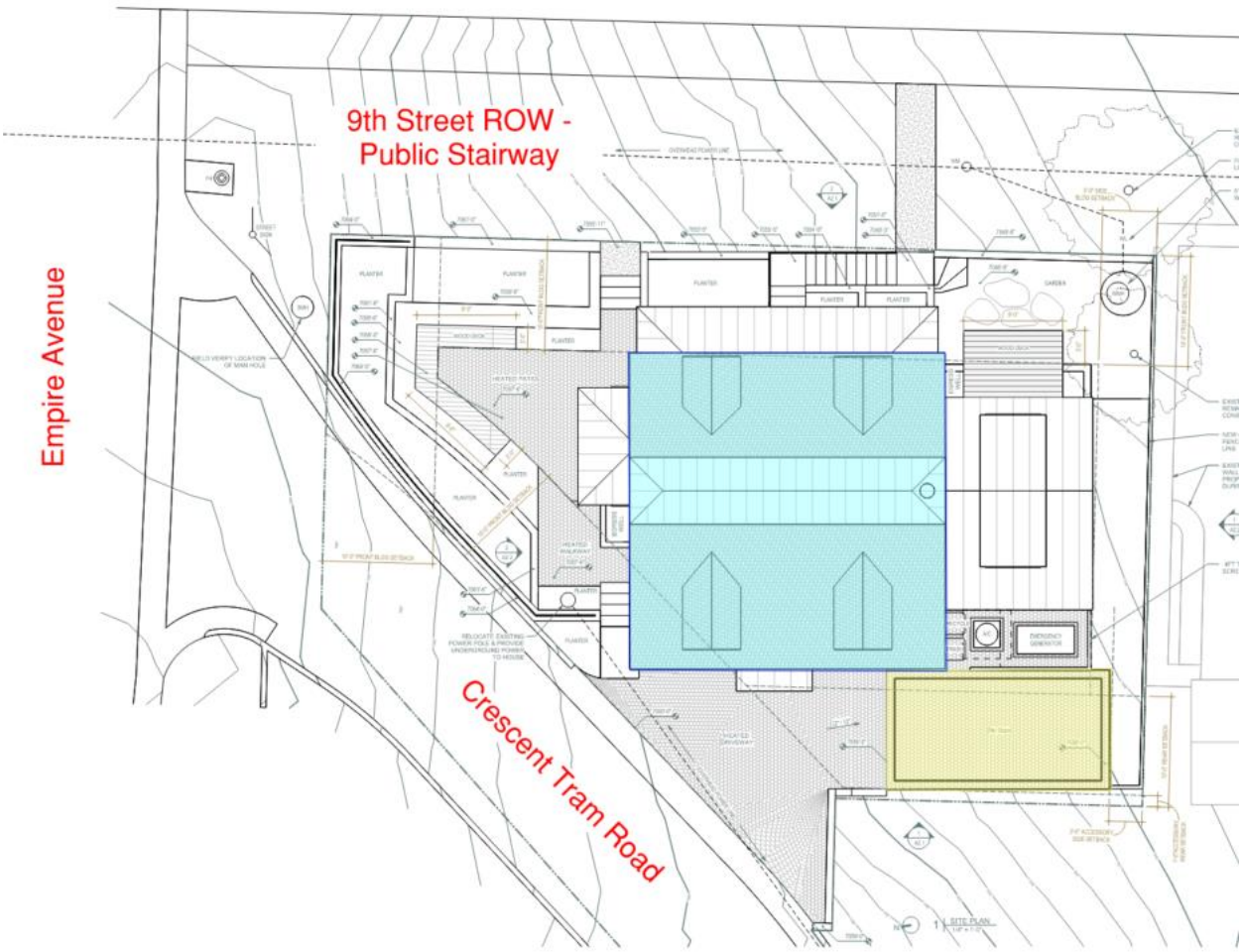


Figure 2: Excerpt from Applicant's site plan with approximate footprint of proposed detached subterranean car lift highlighted in yellow, Significant Historic Structure highlighted in blue, and surrounding Rights-of-Way denoted in red.



Figure 3: Applicant's rendering showing proposed remodel and renovation of the Significant Historic Structure at 844 Empire Avenue. The driveway in the lower right corner of this image would lead to the proposed detached subterranean car lift.

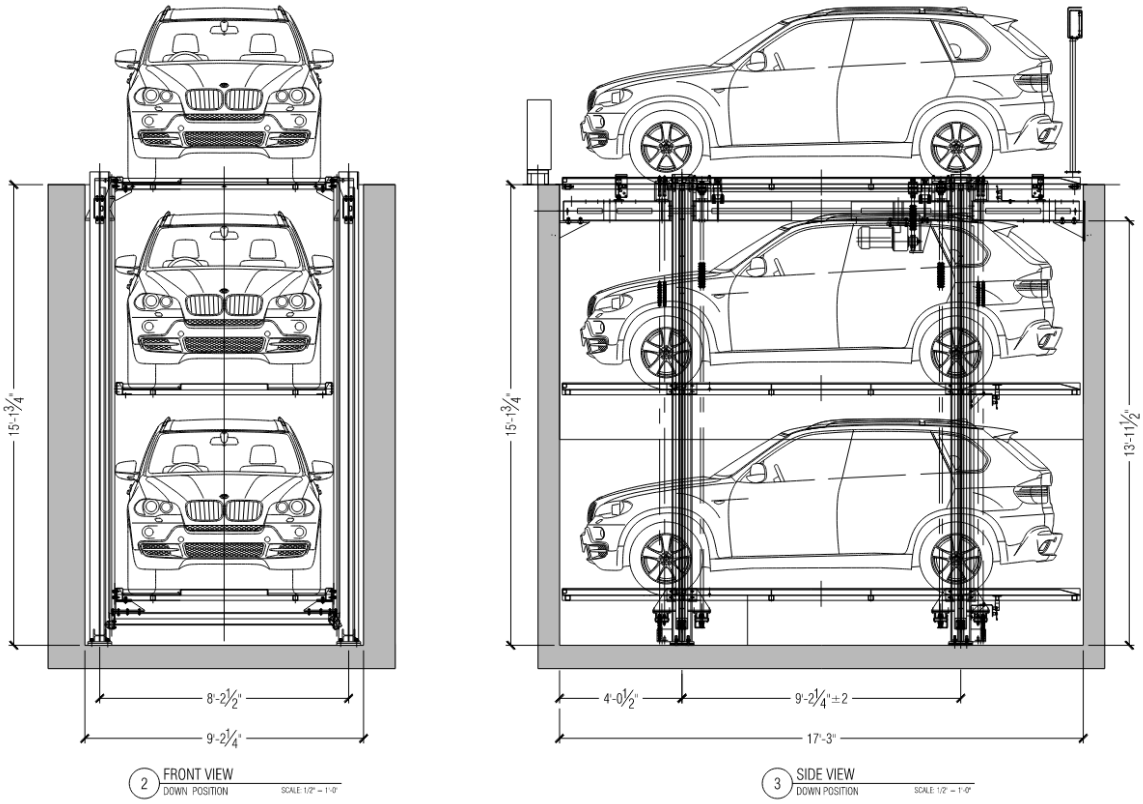


Figure 4: Applicant's submitted plans showing proposed car lift design for detached partially subterranean car lift at 844 Empire Avenue.

Background

844 Empire Avenue is Lot 1 of the 844 Empire Avenue Plat Amendment, recorded with Summit County on January 13, 2025 (Entry No. 1230098). The Significant Historic Site has a Single-Family Dwelling (SFD) that was constructed c. 1904, according to the Historic Site Form. The Historic Structure fronts the 9th Street unbuilt Right-of-Way (ROW) that contains public stairs. A 2014 fire damaged the structure; it has been vacant since.

On February 7, 2024, the Historic Preservation Board (HPB) approved the previous owner's Panelization request and Material Deconstruction of approximately 386 square feet of east façade to accommodate an addition (Meeting Packet, Item 6.A.; Meeting Minutes p. 3-8).

The Applicant requested a Plat Amendment to remove Plat Note 3 of the 844 Empire Avenue Plat Amendment, which required vehicle access to the site from Empire Avenue or through 9th Street in a location approved by the City Engineer. On March 13, 2024, the Planning Commission conducted a public hearing and denied the Plat Amendment (Packet, Item 7.B.; Minutes p. 13-24). The Planning Commission ratified the Final Action denial on April 10, 2024 (Packet, Item 6.B.; Minutes, p. 5-9).

On April 22, 2024, the Applicant appealed the Planning Commission's denial of the Plat

Amendment. On May 20, 2024, the Appeal Panel conducted a public hearing and continued the appeal to June 3, 2024. On June 3, 2024, the Appeal Panel heard the appeal and voted 2-1 to grant the appeal, reversing the Planning Commission's decision to deny the Plat Amendment (Packet, Item 6.A.; Minutes p. 2-10).

On January 13, 2025, the Applicant recorded the 844 Empire Avenue Plat Amendment – Lot 1 Amended removing the plat note that restricted vehicle access to the site, with Summit County.

The Applicant also requested a Variance to reduce the Front Setbacks along Crescent Tram Road and unbuilt 9th Street to accommodate a proposed detached Garage.



Figure 5: Previous Applicant's rendering showing proposed detached Garage on the west side of the Significant Historic Structure at 844 Empire Avenue that was denied.

On August 20, 2024, the Board of Adjustment denied the Variance (Packet, Item 6.B.; Minutes, p. 8-21).

The Planning Director approved the previous owner's HDDR to rehabilitate and remodel the Significant Historic Structure and construct an addition on May 1, 2025.[1]

On July 2, 2025, the previous owner entered into an Encumbrance and Agreement for

[1] The Applicant submitted a request to extend the HDDR approval on April 27, 2026, while revisions to the explored plans are reviewed. The Planning Director approved the extension on May 21, 2026.

Historic Preservation in accordance with the City's Historic Preservation policy outlined in LMC § 15-11-9 to protect historic materials during construction (Summit County Recorder Entry No. 1238470).

The property changed ownership in September 2025, and the Applicant recorded an assignment of encumbrance on September 22, 2025 (Summit County Recorder Entry No. 1241341). The Applicant obtained the previously approved HDDR plans, and the architect provided authorization for the Applicant to use the plans on November 12, 2025.

The Applicant submitted a modification request to add an additional basement level, lower the rear window dormers of the Significant Historic Structure, and restore the truncated gable roof, on November 10, 2025. The Planning Director approved the Applicant's modification request on February 5, 2026.

The Applicant submitted a second modification request, proposing a partially subterranean car lift structure within the Front Setback on the west side of the Significant Historic Structure, on January 8, 2026. The proposal to place the partially subterranean car lift structure within the Front Setback is currently on hold.

The Applicant submitted a third modification request, proposing the detached, subterranean car lift in the Rear and Side Setbacks on the southeast corner of the Lot, modifying the proposed east-side addition, and other modified elements, on April 1, 2026. The Applicant indicated that the updated plans submitted for the third modification request were intended to replace the plans submitted for the second modification request. Those two modification requests have been combined and are being processed under the same application.

The Applicant also requested a modification to Material Deconstruction and panelization approval from the Historic Preservation Board (HBP) to remove 255 square feet of Historic material from the east façade to accommodate the proposed addition, and to panelize nine panels of the Significant Historic Structure to be disassembled, transported, and stored off-Site during construction of the proposed renovations. The HPB approved the modification to Material Deconstruction and panelization request on June 3, 2026 (Meeting Packet, Item 6.D.; Meeting Recording).

The Applicant now requests Planning Commission review of the CUP for the partially subterranean car lift to store up to two vehicles on site.

Staff will also review the Applicant's proposal for compliance with the Historic District regulations outlined in the Land Management Code following the Planning Commission's review of the CUP.

Analysis

(I) The proposal complies, as conditioned, with Land Management Code Chapter 15-2.2 *Historic Residential – 1 (HR-1) District*.

Pursuant to Land Management Code (LMC) § 15-2.2-3(H)(6), detached Accessory Buildings may not occupy more than 50% of the Rear Setback area. The Applicant's proposed detached, partially subterranean car lift would cover more than 50% of the Rear Setback area. Pursuant to LMC § 15-2.2-4(A), the Planning Commission may grant an exception to Building Setback and driveway location standards for additions to Historic Structures, including detached Garages to achieve new construction consistent with the Design Regulations for Historic Districts and Historic Sites.

The proposed partially subterranean car lift complies with the maximum Building Footprint.
Pursuant to LMC § 15-2.2-3(E), maximum Building Footprint = (A/2) x $0.9^{A/1875}$ where A = Lot Area. The maximum allowable Building Footprint for the 3,242-square-foot Lot for both the SFD and detached, partially subterranean car lift is 1,351 square feet. The Applicant proposes a maximum Building Footprint of approximately 1,349 square feet, including the detached subterranean car lift.

The proposed partially subterranean car lift complies with Setback exceptions.
844 Empire Avenue is an unusual Lot subject to the requirements of LMC § 15-4-17 *Setback Requirements For Unusual Lot Configurations* because it fronts the platted, un-built 9th Street, Empire Avenue, and Crescent Tram Road. In 2015, the Planning Director determined the following Setbacks for the Site, outlined in Ordinance 2016-26 *An Ordinance Approving the 844 Empire Avenue Plat Amendment Located at 844 Empire Avenue, Park City, Utah*:

- From 9th Street, platted un-built ROW, front yard, ten feet (10') minimum. This is the historic front of the structure.
- From Empire Avenue, front yard, ten feet (10') minimum.
- From Crescent Tram, front yard, ten feet (10') minimum.
- From the south neighbor, rear yard, ten feet (10') minimum. This side is opposite the historic front of the house.
- From the east neighboring property, side yard, five feet (5') minimum.

Figure 6 below illustrates the Setbacks for the Site:

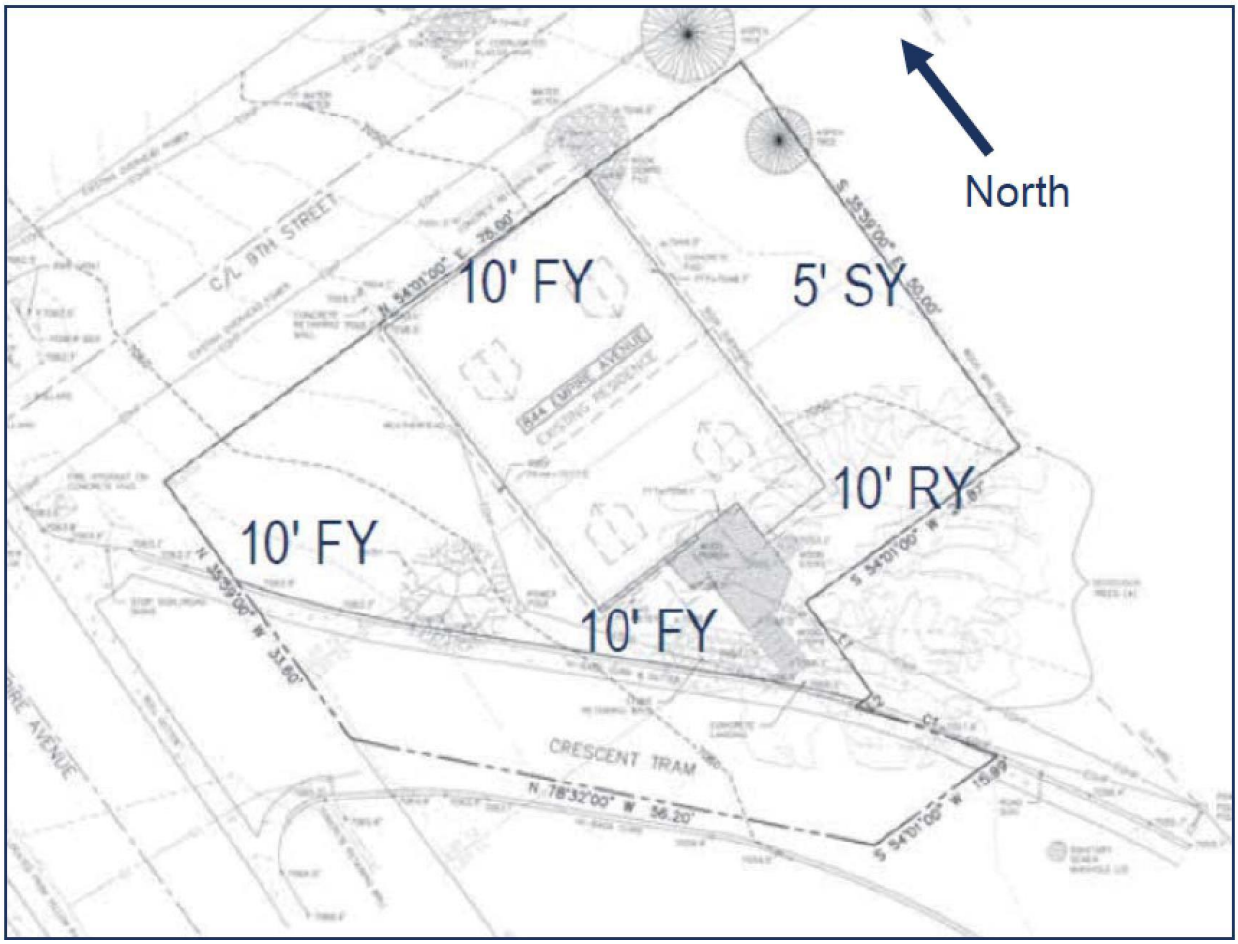


Figure 6: Image from 2015 Planning Director Determination illustrating Setbacks for 844 Empire Avenue.

Rear Setback
Pursuant to LMC § 15-2.2-3(H), detached Accessory Buildings within the Rear Setback shall not exceed 18 feet in height, shall be located at least five feet behind the front facade of the Main Building, and shall maintain a minimum Rear Setback of one foot.

The Applicant proposes a detached subterranean car lift that is a maximum of approximately 7 feet above Final Grade, is set back approximately 28 feet behind the front façade of the Historic Structure, and maintains a minimum Rear Setback of one foot.

LMC § 15-2.2-3(H) also prohibits a detached Accessory Structure from covering more than 50% of the Rear Setback area. However, the Applicant seeks Planning Commission approval of an exception to this Rear Setback requirement. Please see Analysis Section II for further details.

Side Setback
Pursuant to LMC § 15-2.2-3(J)(10), detached Accessory Buildings within Side Setbacks may not exceed 18 feet in height, must be set back at least five feet behind the front

façade of the main building, and must maintain a minimum setback of three feet.

The proposed detached subterranean car lift is a maximum of 18 feet in height, is set back approximately 28 feet behind the front façade of the Historic Structure, and maintains a minimum Side Setback of three feet.

(II) Pursuant to Land Management Code Section 15-2.2-4(A), the Planning Commission may grant an exception to Building Setback and driveway location standards for additions to Historic Structures, including detached Garages, to achieve new construction consistent with the Design Regulations for Historic Districts and Historic Sites.

LMC § 15-2.2-4(A) allows the Planning Commission to grant an exception to Rear Setback standards for additions to Historic Structures to achieve new construction consistent with the Design Regulations for Historic Districts and Historic Sites, provided that five criteria are met. These criteria are outlined below with staff analysis:

1. **The Applicant must obtain an approved CUP.**

The Applicant seeks CUP approval for the detached subterranean car lift. See Analysis Section IV for analysis regarding the CUP criteria outlined in LMC § 15-1-10.

2. **The scale of the addition and/or driveway is Compatible[2] with the Historic Building and/or Structure.**

Pursuant to LMC § 15-13-2(B)(1)(g)(6), new driveways shall not exceed ten feet in width. The Applicant proposes a driveway that is approximately ten feet wide immediately in front of the detached, partially subterranean car lift and widens to approximately 21 feet.

Staff recommends Condition of Approval 5, requiring the Applicant to reduce the width of the driveway to a maximum of ten feet prior to Building Permit submittal.

As noted above, the proposed detached, partially subterranean car lift is a maximum of 7 feet above Final Grade. The mass and bulk of the building is primarily subterranean, with the roof of the detached subterranean car lift structure appearing as part of the driveway at the site, retracting as the car-lift system is in use (see Figure 4).

Condition of Approval 1 requires the Applicant to obtain HDDR approval for the proposed modifications. Pursuant to LMC § 15-11-12, the Planning Director takes administrative Final Action regarding HDDRs.

[2] LMC § 15-15-1 defines Compatible as "[c]haracteristics of different Uses or designs that integrate with and relate to one another to maintain and/or enhance the context of a surrounding Area or neighborhood. Elements affecting Compatibility include, but are not limited to, Height, scale, mass and bulk of Building, pedestrian and vehicular circulation, parking, landscaping and architecture, topography, environmentally sensitive Areas, and Building patterns."

3. **The addition complies with all other provisions of this Chapter.**

See Analysis Section I for analysis regarding the HR-1 District requirements.

4. **The addition complies with the adopted Building and Fire Codes.**

Condition of Approval 2 requires the Applicant to obtain a Building Permit for the proposed modifications. Compliance with Building and Fire codes is evaluated through the Building Permit review process.

Additionally, the Development Review Committee (DRC) evaluated the Applicant's proposal on May 5, 2026, and requires Conditions of Approval. Please see Analysis Section V for further details.

5. **The addition complies with the Design Regulations for Historic Districts and Historic Sites.**

LMC § 15-13-2 outlines Regulations for Historic Residential Sites and those applicable to the Applicant's proposed detached, partially subterranean car lift and driveway are outlined below with staff analysis:

LMC § 15-13-2 Requirement	**Analysis of Proposal**
LMC § 15-13-2(B)(1)(d)(6): New retaining walls should be consistent with historic retaining walls in design, material, scale of materials, as well as size and mass of the wall. Simple board-formed concrete, stone, and other historic materials are recommended over concrete block, asphalt, or other modern concrete treatments.	**Complies:** The Applicant proposes board-formed concrete for retaining walls at the Site.
LMC § 15-13-2(B)(1)(g)(1): Minimize the visual impacts of on-site parking by incorporating landscape treatments for driveways, walkways, paths, building(s) and accessory structures in a comprehensive, complementary and integrated	**Complies:** The proposed detached, partially subterranean car lift is in the rear of the Historic Structure and will primarily be subterranean and subordinate to the Historic Structure on the Site. The Applicant proposes landscaping treatments throughout the Site, including on the north side of the driveway adjacent to Crescent Tram Road, which will partially screen the driveway and

design.	subterranean car lift structure.
LMC § 15-13-2(B)(1)(g)(2): Provide landscaped separations between parking areas, drives, service areas, and public use areas including walkways, plazas, and vehicular access points.	**Complies:** The Applicant proposes landscaping throughout the Site, including on the north side of the driveway adjacent to Crescent Tram Road.
LMC § 15-13-2(B)(1)(g)(3): When locating new off-street parking areas, the existing topography of the site and integral site features should be minimally impacted.	**Condition of Approval Recommended:** The Applicant does not propose changing the Final Grade more than four feet from Existing Grade, required pursuant to LMC § 15-2.2-5. The Applicant proposes removing landscaping to implement the new driveway. Condition of Approval 3 requires the Applicant to replace any Significant Vegetation proposed to be removed.
LMC § 15-13-2(B)(1)(g)(4): Off-street parking areas should be located within the rear yard and beyond the rear wall plane of the primary structure.	**Complies:** The Applicant proposes Off-Street parking in the detached, partially subterranean car lift in the rear yard and behind the rear wall plane of the Historic Structure.
LMC § 15-13-2(B)(1)(g)(6): New driveways shall not exceed ten (10) feet in width.	**Condition of Approval recommended:** The Applicant proposes a driveway that is ten feet wide immediately in front of the detached subterranean car lift and widens to approximately 21 feet. Staff recommends Condition of Approval 5, requiring the Applicant to reduce the width of the driveway to a maximum of ten feet.
LMC § 15-13-2(B)(1)(g)(8): Consider using textured and pour paving materials other than smooth concrete for driveways viewable from the adjacent public rights-of-way. Permeable paving should be used on a historic site, where appropriate, to manage storm water.	**Complies:** The Applicant proposes using permeable pavers for the driveway surface.
LMC § 15-13-2(B)(1)(g)(9): Consider avoiding paving up to	**Complies:** The Applicant does not propose paving up to the building foundation.

the building foundation to reduce heat island effect, building temperature, damage to the foundation, and storm-water runoff problems.	
LMC § 15-13-2(B)(1)(g)(10): Snow storage from driveways should be provided on site.	**Condition of Approval recommended:** The Applicant proposes a heated driveway. Staff recommends Condition of Approval 4, requiring the Applicant to provide snow storage on-Site and obtain an Encroachment Agreement with the Engineering Department for the heated driveway.
LMC § 15-13-2(B)(2)(d)(4): Maintain the historic ratio of window openings to solid wall.	**Condition of Approval recommended:** Staff recommends Condition of Approval 11 requiring the Applicant to revise the plans to propose windows that reflect a 2:1 height-to-width ratio and reflect a ratio of solid-to-void that is compatible with the Historic District.
LMC § 15-13-2(B)(2)(d)(8): New window openings may be considered on secondary facades but only when placed beyond the midpoint. New window openings shall be similar in location, size, scale, type, and glazing pattern to those seen on the historic structure.	**Condition of Approval recommended:** Staff recommends Condition of Approval 11 requiring the Applicant to revise the plans to propose windows that reflect a 2:1 height-to-width ratio and reflect a ratio of solid-to-void that is compatible with the Historic District.
LMC § 15-13-2(B)(9)(a): New accessory buildings on flat or downhill sites with a historic building shall generally be located to the rear of the site, unless dictated by the Streetscape or character area are to be located in the front yard.	**Complies:** The Applicant proposes the detached, partially subterranean car lift in the rear of the Historic Structure.
LMC § 15-13-2(B)(9)(c): New detached garages built on sites with historic structures should	**Complies:** The Applicant proposes a detached subterranean car lift with a maximum interior width of 10 feet, 8 inches.

have a maximum interior dimension of twelve (12) feet in width.	
LMC § 15-13-2(B)(9)(d): Single car wide tandem garages are recommended.	**Complies:** The Applicant proposes a detached subterranean car lift that is single-car width.
LMC § 15-13-2(B)(9)(g): Accessory structures (such as sheds and garages) shall be subordinate in scale to the primary historic structure. The footprint of the new accessory structure shall not exceed 50% of the footprint of the historic structure.	**Complies:** The Applicant proposes a detached subterranean car lift that is approximately 27% of the footprint of the Historic Structure.

(III) The proposal complies, as conditioned, with Land Management Code Chapter 15-3, *Off-Street Parking*.

The Applicant proposes two stacked Off-Street Parking spaces within the detached, partially subterranean car lift. The parking spaces are approximately 9 feet wide and 17 feet deep.

Pursuant to LMC § 15-2.2-4, existing Significant Historic Sites are exempt from Off-Street Parking requirements, so no Off-Street Parking is required. However, property owners of Historic Sites choosing to provide Off-Street Parking must ensure parking spaces comply with LMC Chapter 15-3, *Off-Street Parking*. Pursuant to LMC § 15-3-3(F)(3), compact parking spaces with dimensions of 9 feet wide and 16 feet long may be provided, but do not count toward LMC-required spaces.

Since no parking spaces are required for the Site, the Applicant's proposed compact parking spaces within the detached subterranean car lift comply with Off-Street Parking standards.

(IV) The proposal, as conditioned, complies with the Conditional Use Permit criteria outlined in Land Management Code Section 15-1-10(E).

LMC § 15-2.2-4(A) allows the Planning Commission to grant an exception to Building Setback standards for additions to Historic Structures to achieve new construction consistent with the Design Regulations for Historic Districts and Historic Sites provided, in part, that the Applicant obtains CUP approval for the proposed detached subterranean car lift.

There are certain Uses that, because of unique characteristics or potential impacts on

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

The Planning Commission shall approve a Conditional Use if reasonable conditions are proposed, or can be imposed, to mitigate the reasonably anticipated detrimental effects of the proposed Use in accordance with applicable standards. The Planning Commission may deny the Conditional Use if the proposed Use cannot be substantially mitigated by the proposal or imposition of reasonable conditions to achieve compliance with applicable standards.

The Planning Commission evaluates CUPs based on the criteria outlined in LMC § 15-1-10(E). These criteria are outlined in the table below with staff analysis.

CUP Review Criteria	**Analysis of Proposal**
Size and location of the Site	**No unmitigated impacts**: Pursuant to LMC § 15-2.2-3(E), the maximum allowable Building Footprint for the SFD and detached subterranean car lift is 1,351 square feet. The Applicant proposes a maximum Building Footprint of approximately 1,349 square feet, including the detached subterranean car lift.
Traffic considerations including capacity of the existing Streets in the Area	**No unmitigated impacts**: The Applicant proposes maintaining the property as an SFD, which is not expected to generate significant additional traffic. The Applicant proposes two Off-Street Parking spaces within the detached subterranean car lift. Access to the Site is permitted from Crescent Tram Road per the 844 Empire Avenue Plat Amendment Lot 1.
Utility capacity, including Storm Water run-off	**No unmitigated impacts:** The Development Review Committee evaluated the Applicant's proposal on May 5, 2026, and did not require any Conditions of Approval regarding utility capacity or Storm Water run-off.
Emergency vehicle Access	**No unmitigated impacts:** The Applicant proposes Access to the Site from Crescent Tram Road.
Location and amount of off-	**No unmitigated impacts**: The Applicant proposes

Street parking	two Off-Street Parking spaces within the detached, partially subterranean car lift. The proposed parking will be on the rear, southeast portion of the Site, behind and subordinate to the Significant Historic Structure.
Internal vehicular and pedestrian circulation system	**No unmitigated impacts**: The Applicant proposes a driveway to access the Site from Crescent Tram Road, which is allowed pursuant to the 844 Empire Avenue Plat Amendment Lot 1 plat. The Applicant proposes stairs and walkways to provide pedestrian circulation throughout the Site, including stairs and a walkway that will provide access to the SFD from the unbuilt 9th Street ROW, which includes public stairs.
Fencing, Screening, and landscaping to separate the Use from adjoining Uses	**No unmitigated impacts**: The Applicant proposes landscaping, Fencing, and retaining walls to separate and screen the detached, partially subterranean car lift from adjoining Uses.
Building mass, bulk, and orientation, and the location of Buildings on the Site; including orientation to Buildings on adjoining Lots	**No unmitigated impacts:** As noted above, the proposed detached car lift is a maximum of 7 feet above Final Grade. The mass and bulk of the building is primarily subterranean, with the top of the car lift structure appearing as part of the driveway at the site. The proposed detached subterranean car lift is set back approximately 28 feet behind the front façade of the Historic Structure in the rear of the Historic Structure and would be subordinate to the Historic Structure on the Site.
Usable Open Space	**No unmitigated impacts**: The Applicant proposes landscaping within all yards, as well as decks and patios on the west and east sides of the SFD.
Signs and lighting	**Condition of Approval recommended**: Condition of Approval 6 requires that pursuant to LMC § 15-5-5(J), any outdoor lighting is down-directed, fully shielded, and 3,000 degrees Kelvin or less. The Applicant does not propose any Signs.
Physical design and	**No unmitigated impacts:** As noted above, the

Compatibility with surrounding Structures in mass, scale, style, design, and architectural detailing	proposed detached subterranean car lift is a maximum of 7 feet above Final Grade. The mass and bulk of the building is primarily subterranean, with the top of the subterranean car lift structure appearing as part of the driveway at the site. The proposed detached subterranean car lift would be set back approximately 28 feet behind the front façade of the Historic Structure in the rear of the Historic Structure and would be subordinate to the Historic Structure on the Site.
Noise, vibration, odors, steam, or other mechanical factors that might affect people and Property Off-Site	**Condition of Approval recommended**: Staff recommends Condition of Approval 7, requiring the Applicant to comply with Municipal Code of Park City (MCPC) Chapter 6-3 *Noise*.
Control of delivery and service vehicles, loading and unloading zones, and Screening of trash and recycling pickup Areas	**No unmitigated impacts**: The Applicant proposes a 4-foot wood Fence to screen trash and recycling receptacles, which are proposed to be in an enclosure immediately north of the proposed detached subterranean car lift structure.
Expected Ownership and management of the project as primary residences, Condominiums, time interval Ownership, Nightly Rental, or commercial tenancies, how the form of Ownership affects taxing entities	**No unmitigated impacts**: The Applicant proposes maintaining the SFD as a primary residence.
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; and	**No unmitigated impacts**: The Site is not within the Sensitive Land Overlay (SLO) or within the Park City Soil Ordinance Boundary. There are no known Physical Mine Hazards or waste at the Site. The slopes on the Site are a maximum of 29% and development at the Site does not require a Steep Slope Conditional Use Permit (SSCUP) pursuant to LMC § 15-2.2-6(A).
Reviewed for consistency with the goals and objectives of the Park City General Plan; however such review for consistency shall not alone be	**No unmitigated impacts**: The 2025 General Plan outlines goals for the Old Town neighborhood, including preserving Historic neighborhood character and improving connectivity.

binding	The proposed detached, partially subterranean car lift is part of the Applicant's proposal to remodel and rehabilitate a Significant Historic Structure. The General Plan also outlines the goal of managing on-street parking limitations in Old Town. The Applicant proposes the detached, partially subterranean car lift to provide two off-Street Parking Spaces for the Site.
Radon mitigation; the Planning Director or Planning Commission shall require residential Conditional Uses to include the installation of a basic radon remediation system that allows for the installation of a radon remediation air handler if or when radon mitigation is required for the space in accordance with residential building codes	**No unmitigated impacts**: The proposed detached subterranean car lift is not a residential Use.

(V) The Development Review Committee reviewed the proposal on May 5, 2026, and requires Conditions of Approval.[3]

The Building Department requires Condition of Approval 8, requiring the Applicant to obtain Access and Snow Shed Agreements with applicable neighboring properties prior to Building Permit issuance.

The Engineering Department requires Condition of Approval 9, prohibiting retaining wall footings from encroaching on neighboring properties.

The Water Department requires Condition of Approval 10, prohibiting any impacts to the existing water infrastructure within the unbuilt 9th Street ROW immediately north of the Site.

Department Review

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

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

this report.

Notice

Staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on May 27, 2026. Staff mailed courtesy notice to property owners within 300 feet on May 27, 2026. The *Park Record* published courtesy notice on May 28, 2026.[4]

Public Input

Staff did not receive any public input at the time this report was published.

Alternatives

The Planning Commission may:

- Approve the Conditional Use Permit.
- Deny the Conditional Use Permit and direct staff to make Findings for the denial.
- Request additional information and continue the discussion to a date certain.

Exhibits

A: Draft Final Action Letter
    Attachment 1: Applicant's Plans
B: 844 Empire Avenue Plat Amendment – Lot 1 Amended Plat
C: 844 Empire Appeal Final Action Letter

[4] LMC § 15-1-21

Planning Department

June 10, 2026

Julie Wright

CC: Gibby Dunleavy, Robin Dunleavy

NOTICE OF PLANNING COMMISSION ACTION

Description

Address:	844 Empire Avenue
Zoning District:	Historic Residential – 1
Application:	Conditional Use Permit
Project Number:	PL-26-06909
Action:	APPROVED WITH CONDITIONS (See Below)
Date of Final Action:	June 10, 2026
Project Summary:	In order to achieve new construction consistent with Land Management Code (LMC) § 15-13-2 Regulations for Historic Residential Sites, the Planning Commission may grant an exception to Setbacks for additions to Historic Buildings, including detached Garages, based on five criteria outlined in LMC § 15-2.2-4(A) Existing Historic Buildings and/or Structures.

Action Taken

On June 10, 2026, the Planning Commission conducted a public hearing and approved the Conditional Use Permit according to the following findings of fact, conclusions of law, and conditions of approval.

Procedural History

1. The Planning Director approved the previous owner's Historic District Design Review (HDDR) to rehabilitate and remodel the Significant Historic Structure and construct an addition on May 1, 2025.
2. The previous owner entered into an Encumbrance and Agreement for Historic Preservation on July 2, 2025 (Summit County Recorder Entry No. 1238470).

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3. The property changed ownership in September 2025, and the Applicant recorded an assignment of encumbrance on September 22, 2025 (Summit County Recorder Entry No. 1241341). The Applicant obtained the previously approved HDDR plans and the architect provided authorization for the Applicant to use the plans on November 12, 2025.
4. The Applicant intends to pursue the previous owner's remodel, rehabilitation, and addition project at the Site with modifications

Findings of Fact

1. Pursuant to Land Management Code (LMC) § 15-2.2-3(E), The maximum allowable Building Footprint for the 3,242-square-foot Lot for both the Single Family Dwelling (SFD) and detached, partially subterranean car lift is 1,351 square feet, and the Applicant proposes a maximum Building Footprint of approximately 1,349 square feet, including the detached subterranean car lift.
2. Pursuant to LMC § 15-2.2-3(H), detached Accessory Buildings within the Rear Setback shall not exceed 18 feet in height, shall be located at least five feet behind the front facade of the Main Building, and shall maintain a minimum Rear Setback of one foot.
    a. The Applicant proposes a detached subterranean car lift that is a maximum of 18 feet in height, with approximately 7 feet visible above Final Grade.
    b. The proposed detached subterranean car lift is set back approximately 28 feet behind the front façade of the Historic Structure and maintains a minimum Rear Setback of one foot.
3. Pursuant to LMC § 15-2.2-3(J)(10), detached Accessory Buildings within Side Setbacks may not exceed 18 feet in height, must be set back at least five feet behind the front façade of the main building, and must maintain a minimum setback of three feet.
    a. The proposed detached subterranean car lift is a maximum of 18 feet in height, is set back approximately 28 feet behind the front façade of the Historic Structure, and maintains a minimum Side Setback of three feet.
4. Pursuant to Land Management Code § 15-2.2-4(A), the Planning Commission may grant an exception to Building Setback and driveway location standards for additions to Historic Structures, including detached Garages, to achieve new construction consistent with the Design Regulations for Historic Districts and Historic Sites if:
    a. *The Applicant obtains an approved Conditional Use Permit (CUP).*

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i. The Applicant's proposal complies, as conditioned, with the CUP criteria outlined in LMC § 15-1-10.

b. *The scale of the addition and/or driveway is Compatible with the Historic Building and/or Structure.*
   i. The proposed detached subterranean car lift is a maximum of 18 feet in height, with approximately 7 feet visible above Final Grade.
   ii. The mass and bulk of the building is primarily subterranean, with the top of the subterranean car lift structure appearing as part of the driveway at the site.
   iii. The proposed detached subterranean car lift would be set back approximately 28 feet behind the front façade of the Historic Structure in the rear of the Historic Structure and would be subordinate to the Historic Structure on the Site.
   iv. Condition of Approval 5 requires the Applicant to reduce the width of the proposed 21-foot-wide driveway to a maximum of ten feet prior to Building Permit submittal, required pursuant to LMC § 15-13-2(B)(1)(g)(6).

c. *The addition complies with all other provisions of this Chapter*
   i. The detached subterranean car lift does not exceed 18 feet in height within the Rear Setback and is set back 28 feet behind the front façade of the Historic Structure and maintains a minimum Rear Setback of one foot.
   ii. The proposed detached subterranean car lift is a maximum of 18 feet in height, is set back approximately 28 feet behind the front façade of the Historic Structure, and maintains a minimum Side Setback of three feet.

d. *The addition complies with the adopted Building and Fire Codes.*
   i. Condition of Approval 2 requires the Applicant to obtain a Building Permit for the proposed modifications. Compliance with Building and Fire codes is evaluated during the Building Permit review process.

e. *The addition complies with the Design Regulations for Historic Districts and Historic Sites:*
   i. The Applicant proposes board-formed concrete for retaining walls at the Site, required pursuant to LMC § 15-13-2(B)(1)(d)(6).

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ii. The proposed subterranean car lift is in the rear of the Historic Structure and will primarily be subterranean and subordinate to the Historic Structure on the Site. The Applicant proposes landscaping treatments throughout the Site, including on the north side of the driveway adjacent to Crescent Tram Road, required pursuant to LMC § 15-13-2(B)(1)(g)(1).
iii. The Applicant does not propose changing the Final Grade more than four feet from Existing Grade, required pursuant to LMC § 15-2.2-5. The Applicant proposes removing landscaping to implement the new driveway and Condition of Approval 3 requires the Applicant to replace any Significant Vegetation proposed to be removed, required pursuant to LMC § 15-13-2(B)(1)(g)(3).
iv. The Applicant proposes Off-Street parking in the subterranean car lift in the rear yard and behind the rear wall plane of the Historic Structure, required pursuant to LMC § 15-13-2(B)(1)(g)(4).
v. The Applicant proposes a driveway that is ten feet wide immediately in front of the detached subterranean car lift and widens to approximately 21 feet and Condition of Approval 5 requires requiring the Applicant to reduce the width of the driveway to a maximum of ten feet, required pursuant to LMC § 15-13-2(B)(1)(g)(6).
vi. The Applicant proposes using permeable pavers for the driveway surface, required pursuant to LMC § 15-13-2(B)(1)(g)(8).
vii. The Applicant does not propose paving up to the building foundation, required pursuant to LMC § 15-13-2(B)(1)(g)(9).
viii. Staff recommends Condition of Approval 4 requiring the Applicant to provide snow storage on-Site, required pursuant to LMC § 15-13-2(B)(1)(g)(10).
ix. Condition of Approval 11 requires the Applicant to revise the plans to propose windows that reflect a 2:1 height-to-width ratio and reflect a ratio of solid-to-void that is compatible with the Historic District, required pursuant to LMC § 15-13-2(B)(2)(d)(4) and § 15-13-2(B)(2)(d)(8).
x. The Applicant proposes the detached subterranean car lift in the rear of the Historic Structure, required pursuant to LMC § 15-13-2(B)(9)(a).

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xi. The Applicant proposes a detached subterranean car lift with a maximum interior width of 10 feet, 8 inches, required pursuant to LMC § 15-13-2(B)(9)(c).
xii. The Applicant proposes a detached subterranean car lift that is single-car width, required pursuant to LMC § 15-13-2(B)(9)(d).
xiii. The Applicant proposes a detached subterranean car lift that will primarily be subterranean and is approximately 27% of the footprint of the Historic Structure, required pursuant to LMC § 15-13-2(B)(9)(g).

5. Significant Historic Sites are exempt from Off-Street Parking requirements pursuant to LMC § 15-2.2-4, and the Applicant proposes two parking spaces that are approximately 9 feet wide and 17 feet deep, which are compact spaces that do not count toward LMC-required spaces pursuant to LMC § 15-3-3(F)(3).
6. The Planning Commission evaluates CUPs based on the criteria outlined in LMC § 15-1-10(E). These criteria are outlined below:

CUP Review Criteria	**Analysis of Proposal**
Size and location of the Site	Pursuant to LMC § 15-2.2-3(E), the maximum allowable Building Footprint for the SFD and detached subterranean car lift is 1,351 square feet, and the Applicant proposes a maximum Building Footprint of approximately 1,349 square feet, including the detached subterranean car lift.
Traffic considerations including capacity of the existing Streets in the Area	**No unmitigated impacts**: The Applicant proposes maintaining the property as an SFD, which is not expected to generate significant additional traffic. The Applicant proposes two Off-Street Parking spaces within the detached subterranean car lift. Access to the Site is permitted from Crescent Tram Road per the 844 Empire Avenue Plat Amendment Lot 1.
Utility capacity, including Storm Water run-off	**No unmitigated impacts:** The Development Review Committee evaluated the Applicant's

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	proposal on May 5, 2026, and did not require any Conditions of Approval regarding utility capacity or Storm Water run-off.
Emergency vehicle Access	**No unmitigated impacts:** The Applicant proposes Access to the Site from Crescent Tram Road.
Location and amount of off-Street parking	**No unmitigated impacts**: The Applicant proposes two Off-Street Parking spaces within the detached, partially subterranean car lift. The proposed parking will be on the rear, southeast portion of the Site, behind and subordinate to the Significant Historic Structure.
Internal vehicular and pedestrian circulation system	**No unmitigated impacts**: The Applicant proposes a driveway to access the Site from Crescent Tram Road, which is allowed pursuant to the 844 Empire Avenue Plat Amendment Lot 1 plat. The Applicant proposes stairs and walkways to provide pedestrian circulation throughout the Site, including stairs and a walkway that will provide access to the SFD from the 9th Street ROW, which includes a public access stairway.
Fencing, Screening, and landscaping to separate the Use from adjoining Uses	**No unmitigated impacts**: The Applicant proposes landscaping, Fencing, and retaining walls to separate the detached subterranean car lift from adjoining Uses.
Building mass, bulk, and orientation, and the location of Buildings on the Site; including orientation to Buildings on adjoining Lots	**No unmitigated impacts:** As noted above, the proposed detached car lift is a maximum of 7 feet above Final Grade. The mass and bulk of the building is primarily subterranean, with the top of the car lift structure appearing as part of the

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	driveway at the site. The proposed detached subterranean car lift is set back approximately 28 feet behind the front façade of the Historic Structure in the rear of the Historic Structure and would be subordinate to the Historic Structure on the Site.
Usable Open Space	**No unmitigated impacts**: The Applicant proposes Open Space on the Site including landscaping along all yards, as well as decks and patios on the west and east sides of the SFD.
Signs and lighting	Condition of Approval 6 requires that pursuant to LMC § 15-5-5(J), any outdoor lighting is down-directed and fully shielded, and 3,000 degrees Kelvin or less. The Applicant does not propose any Signs.
Physical design and Compatibility with surrounding Structures in mass, scale, style, design, and architectural detailing	**No unmitigated impacts:** As noted above, the proposed detached subterranean car lift is a maximum of 7 feet above Final Grade. The mass and bulk of the building is primarily subterranean, with the top of the subterranean car lift structure appearing as part of the driveway at the site. The proposed detached subterranean car lift would be set back approximately 28 feet behind the front façade of the Historic Structure in the rear of the Historic Structure and would be subordinate to the Historic Structure on the Site.
Noise, vibration, odors, steam, or other mechanical factors that might affect people and Property Off-Site	Condition of Approval 7 requires the Applicant to comply with Municipal Code of Park City (MCPC) Chapter 6-3 *Noise*.

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Control of delivery and service vehicles, loading and unloading zones, and Screening of trash and recycling pickup Areas	**No unmitigated impacts**: The Applicant proposes a 4-foot wood Fence to screen trash and recycling receptacles, which are proposed to be in an enclosure immediately north of the proposed detached subterranean car lift structure.
Expected Ownership and management of the project as primary residences, Condominiums, time interval Ownership, Nightly Rental, or commercial tenancies, how the form of Ownership affects taxing entities	**No unmitigated impacts**: The Applicant proposes maintaining the SFD as a primary residence.
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; and	The Site is not within the Sensitive Land Overlay (SLO) or within the Park City Soil Ordinance Boundary. There are no known Physical Mine Hazards or waste at the Site. The slopes on the Site are a maximum of 29% and development at the Site does not require a Steep Slope Conditional Use Permit (SSCUP) pursuant to LMC § 15-2.2-6(A).
Reviewed for consistency with the goals and objectives of the Park City General Plan; however such review for consistency shall not alone be binding	**No unmitigated impacts**: The 2025 General Plan outlines goals for the Old Town neighborhood, including preserving Historic neighborhood character and improving connectivity. The proposed detached subterranean car lift is part of the Applicant's proposal to remodel and rehabilitate a Significant Historic Structure.

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	The General Plan also outlines the goal of managing on-street parking limitations in Old Town. The Applicant proposes the detached subterranean car lift to provide two off-Street Parking Spaces for the Site.
Radon mitigation; the Planning Director or Planning Commission shall require residential Conditional Uses to include the installation of a basic radon remediation system that allows for the installation of a radon remediation air handler if or when radon mitigation is required for the space in accordance with residential building codes	**No unmitigated impacts:** The proposed detached subterranean car lift is not a residential Use.

Conclusions of Law

1. The proposal complies, as conditioned, with LMC Chapter 15-2.2 *Historic Residential (HR-1) District*.
2. The proposal complies, as conditioned, with LMC Section 15-2.2-4(A) *Existing Historic Buildings And/or Structures*.
3. The proposal complies, as conditioned, with LMC Chapter 15-3 *Off-Street Parking*.
4. The proposal complies, as conditioned, with LMC Section 15-1-10(E) *Conditional Use Review Process*.

Conditions of Approval

1. The Applicant shall obtain Historic District Design Review approval for the proposed modifications.
2. The Applicant shall obtain a Building Permit for the proposed modifications.
3. Any Significant Vegetation removed at the site shall be replaced on-site.

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4. The Applicant shall provide snow storage on-site and shall obtain an Encroachment Agreement with the Engineering Department for the heated driveway.
5. The Applicant shall reduce the width of the driveway to a maximum of ten feet prior to Building Permit submittal.
6. Pursuant to LMC § 15-5-5(J), any outdoor lighting shall be down-directed and fully shielded.
7. The Applicant shall comply with Municipal Code of Park City (MCPC) Chapter 6-3, *Noise.*
8. The Applicant shall obtain Access and Snow Shed Agreements with applicable neighboring properties prior to Building Permit issuance.
9. Retaining wall footings shall not encroach on neighboring properties.
10. Construction shall not impact the existing water infrastructure within the 9th Street Right-of-Way immediately north of the Site.
11. The Applicant shall revise the plans to propose windows that reflect a 2:1 height-to-width ratio and reflect a ratio of solid-to-void that is compatible with the Historic District.
12. All previous Conditions of Approval related to this project remain in effect.

This Final Action may be appealed pursuant to LMC § 15-1-18. If you have questions or concerns regarding this Final Action Letter, please call 385-481-2037 or email jacob.klopfenstein@parkcity.gov.

Sincerely,

Christin Van Dine, Chair
Planning Commission

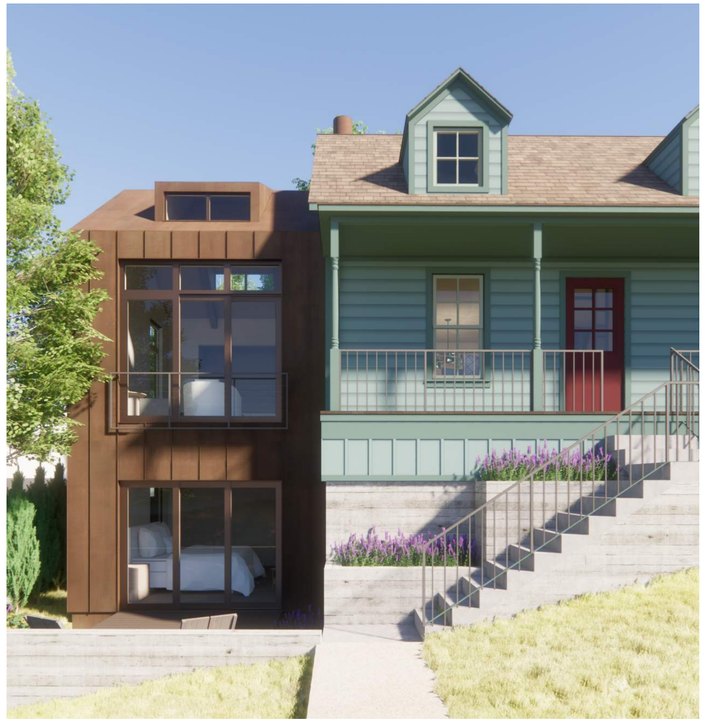
CC: Jacob Klopfenstein

Attachment 1: Applicant's Plans

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EMPIRE RESIDENCE
RENOVATION & ADDITION

844 Empire Ave
Park City, UT
84060

Block 12, Snyder's Addition

Project #2507

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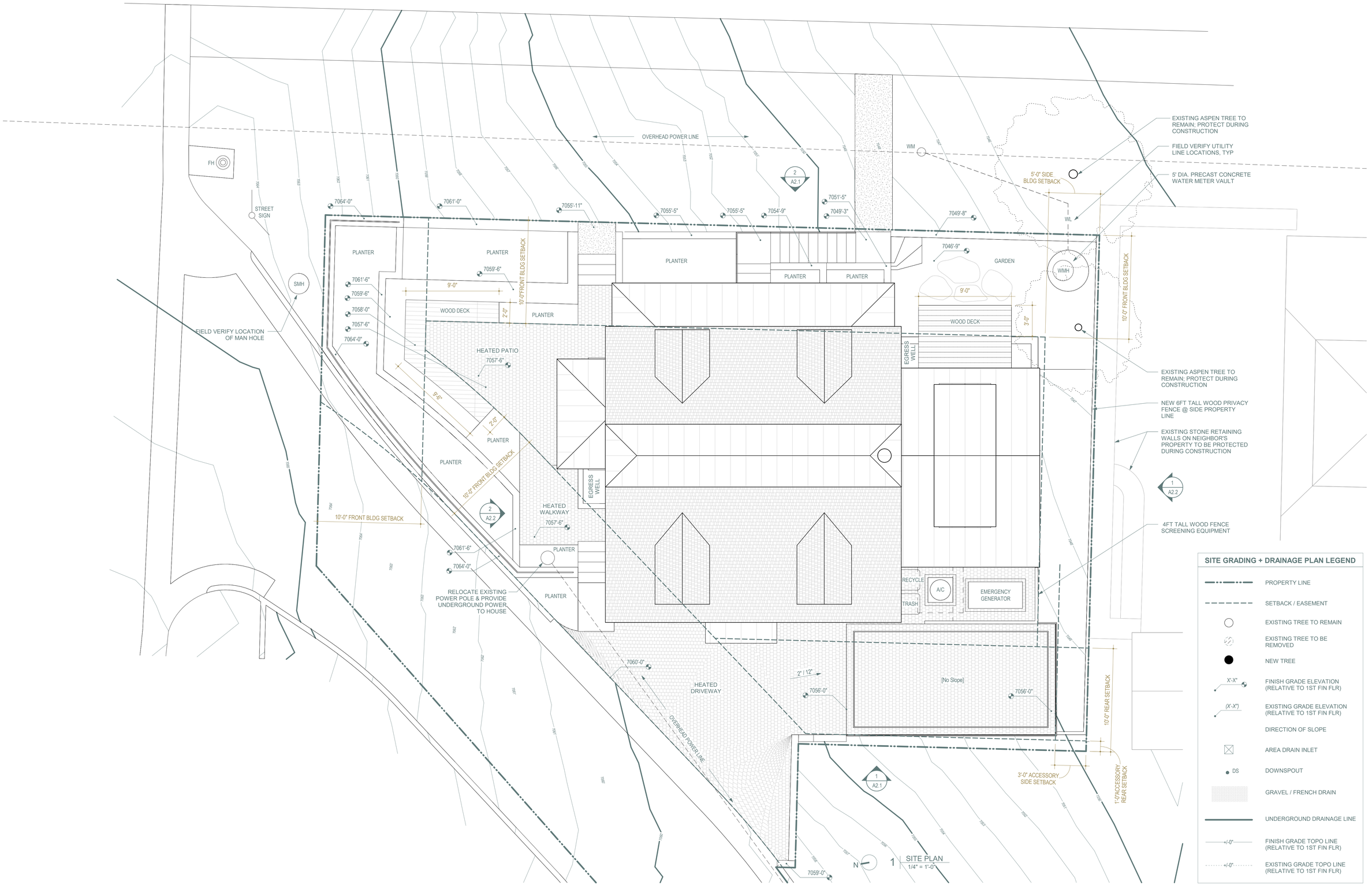
ISSUED

HDDR Modification Request 04/01/2026

RENDERINGS

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SITE GRADING + DRAINAGE PLAN LEGEND

- PROPERTY LINE
- SETBACK / EASEMENT
- EXISTING TREE TO REMAIN
- EXISTING TREE TO BE REMOVED
- NEW TREE
- X'-X" — FINISH GRADE ELEVATION (RELATIVE TO 1ST FIN FLR)
- (X'-X") — EXISTING GRADE ELEVATION (RELATIVE TO 1ST FIN FLR)
- DIRECTION OF SLOPE
- AREA DRAIN INLET
- DS — DOWNSPOUT
- GRAVEL / FRENCH DRAIN
- UNDERGROUND DRAINAGE LINE
- +/-0" — FINISH GRADE TOPO LINE (RELATIVE TO 1ST FIN FLR)
- +/-0" — EXISTING GRADE TOPO LINE (RELATIVE TO 1ST FIN FLR)

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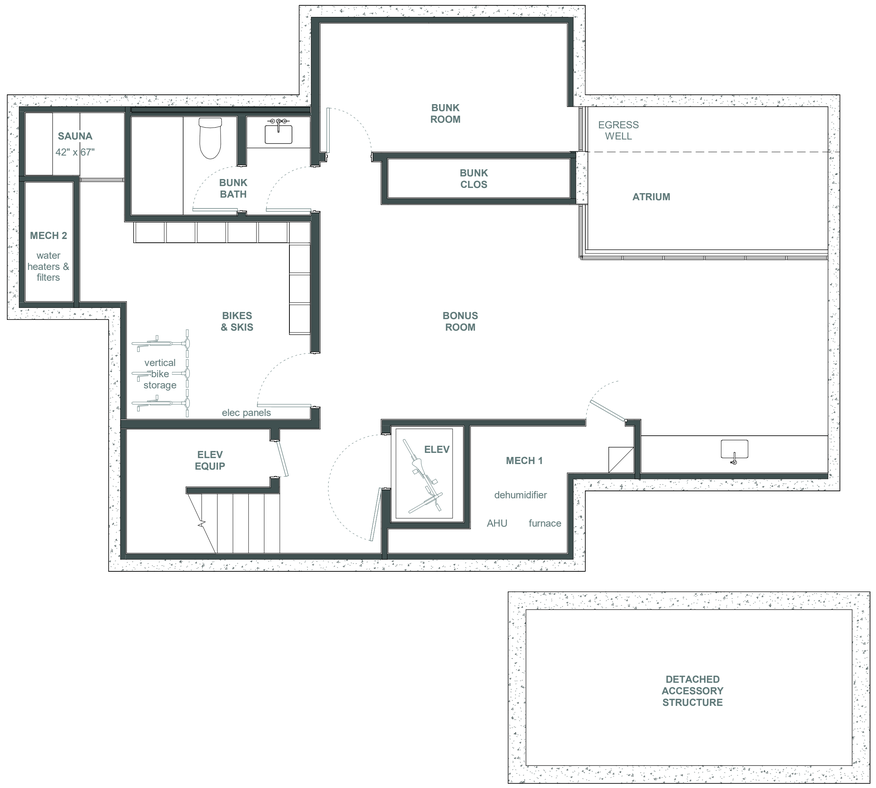
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HDDR Modification Request 04/01/2026

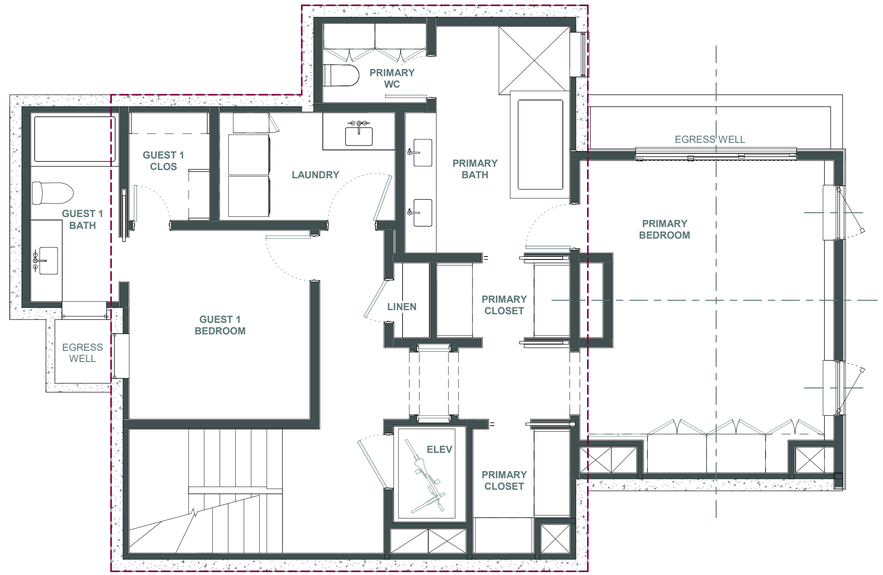
SITE PLAN

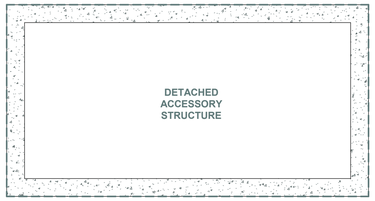
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N 1 BASEMENT PLAN
1/4" = 1'-0"





N 2 LOWER LEVEL PLAN
1/4" = 1'-0"

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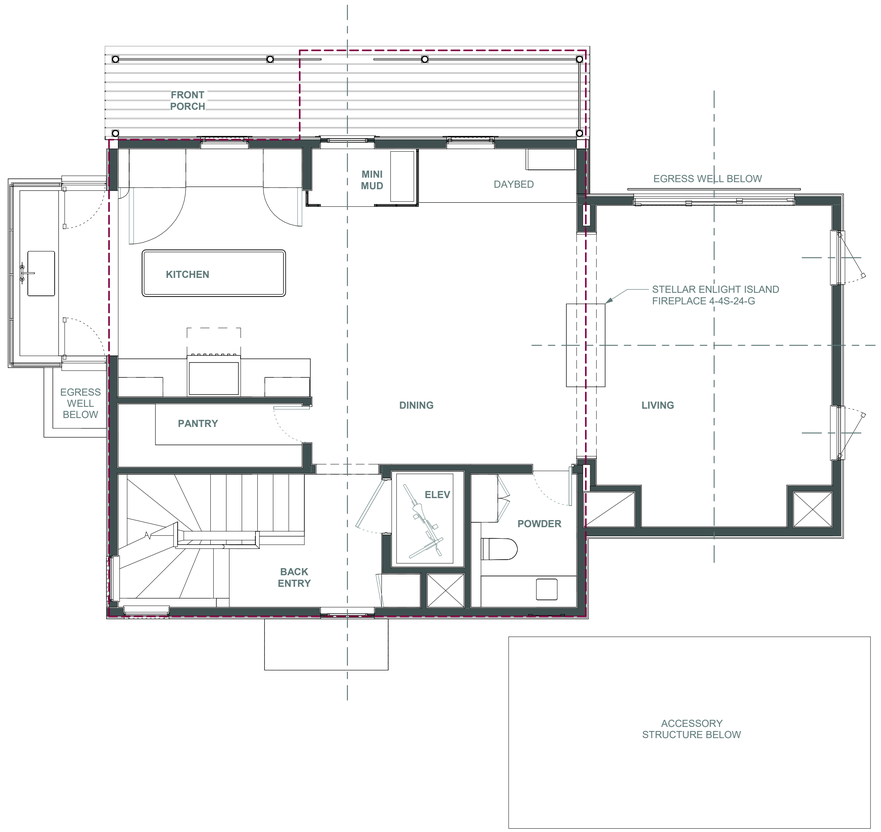
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HDDR Modification Request 04/01/2026

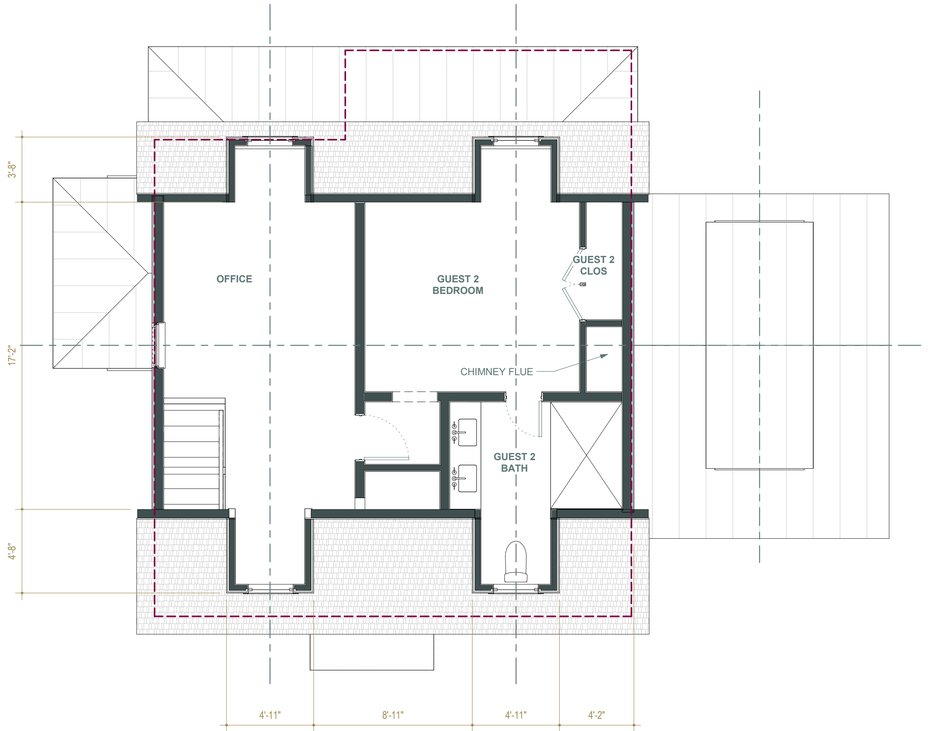
BASEMENT & LOWER LEVEL FLOOR PLANS

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N 1 MAIN LEVEL PLAN
1/4" = 1'-0"



N 2 UPPER LEVEL PLAN
1/4" = 1'-0"

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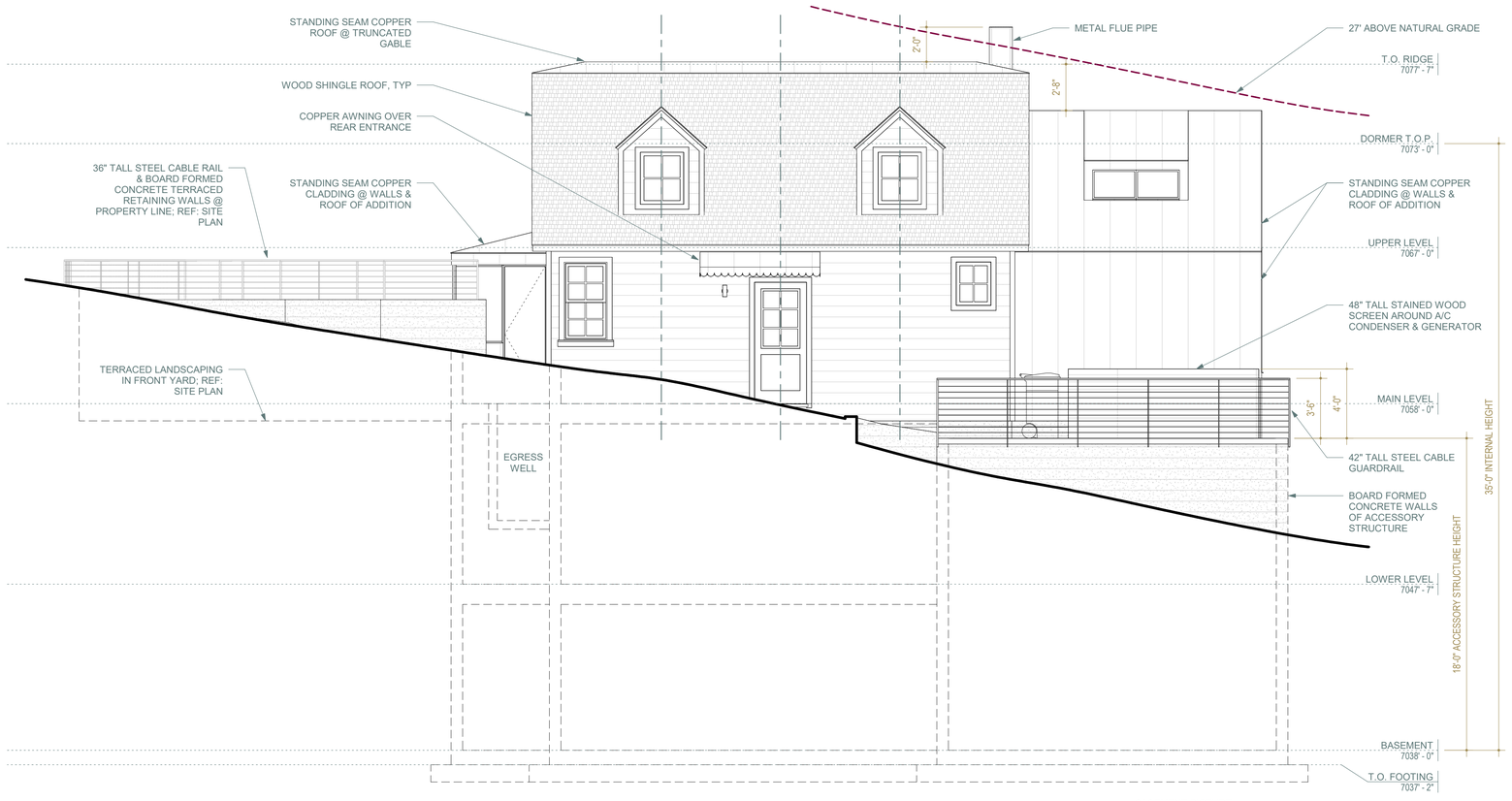
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HDDR Modification Request 04/01/2026

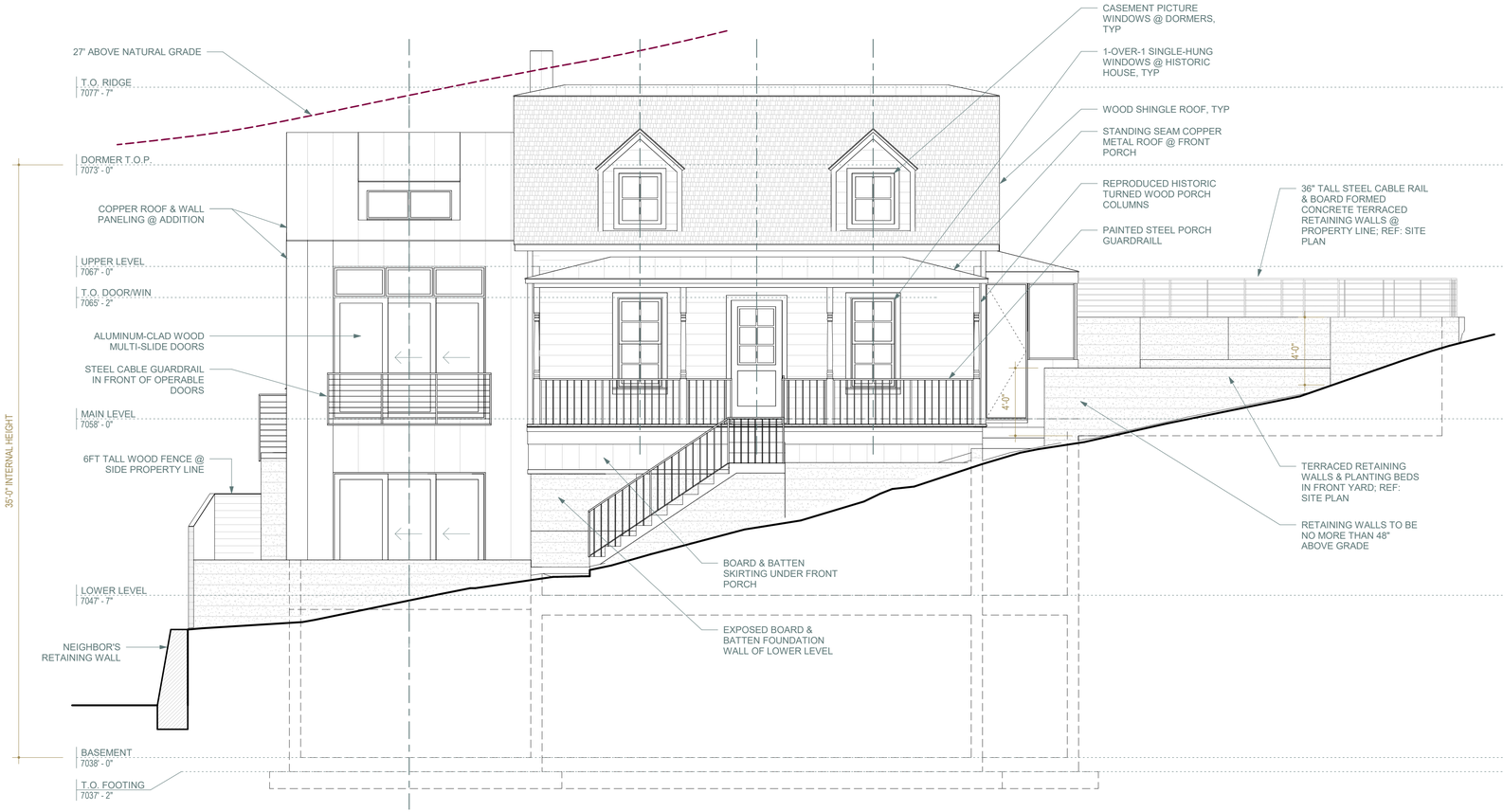
MAIN & UPPER LEVEL FLOOR PLANS

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1 SOUTH ELEVATION
1/4" = 1'-0"



2 NORTH ELEVATION
1/4" = 1'-0"

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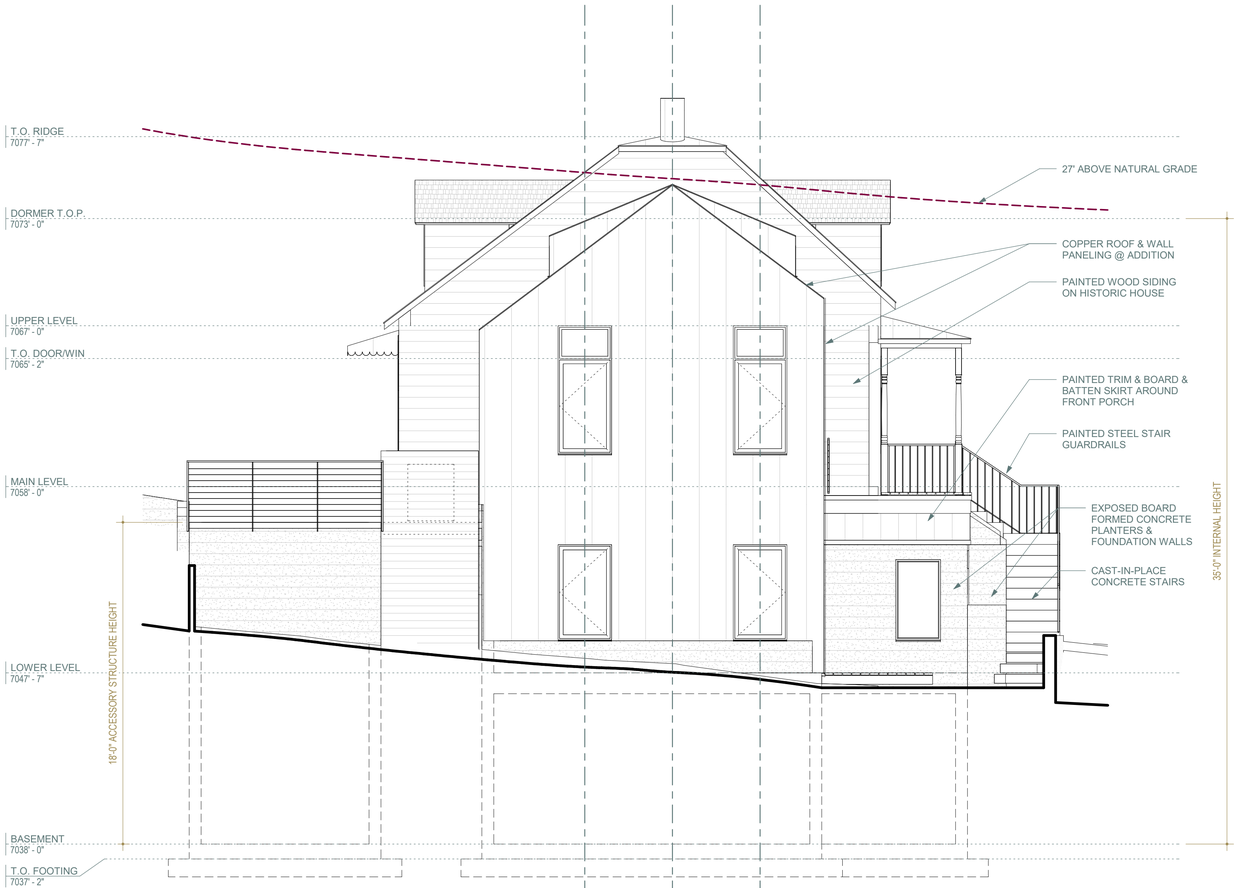
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HDDR Modification Request 04/01/2026

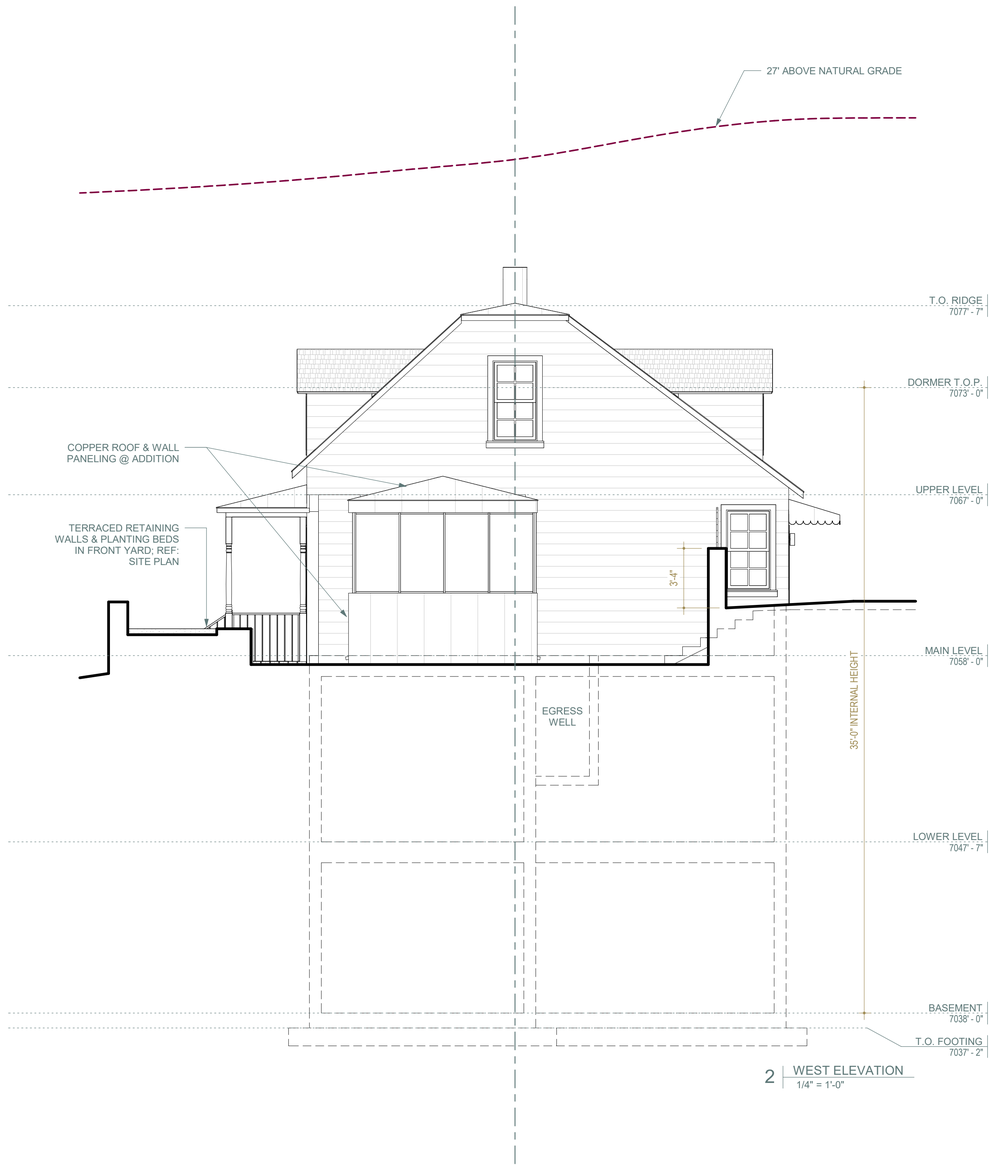
ELEVATIONS

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1 EAST ELEVATION
1/4" = 1'-0"



2 WEST ELEVATION
1/4" = 1'-0"

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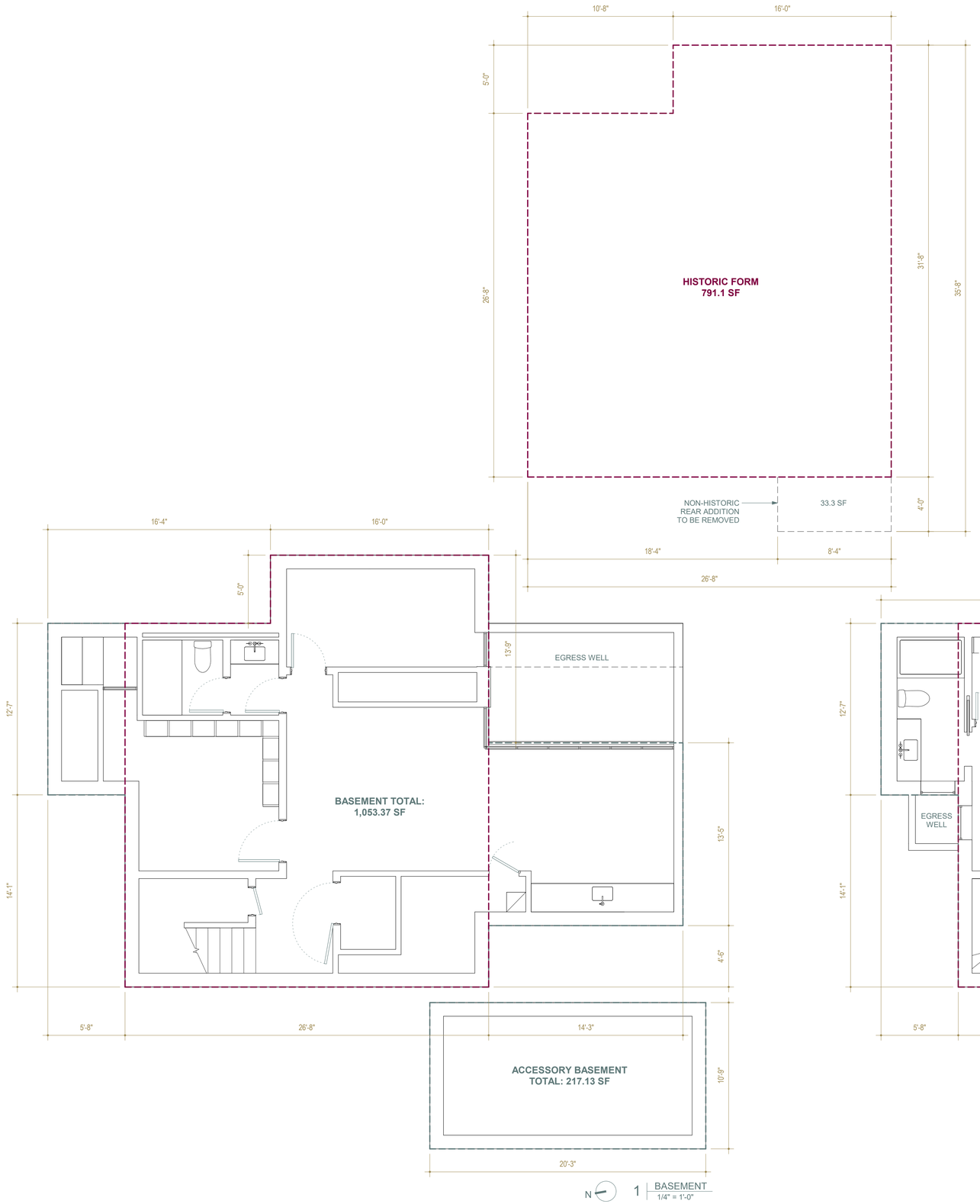
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HDDR Modification Request 04/01/2026

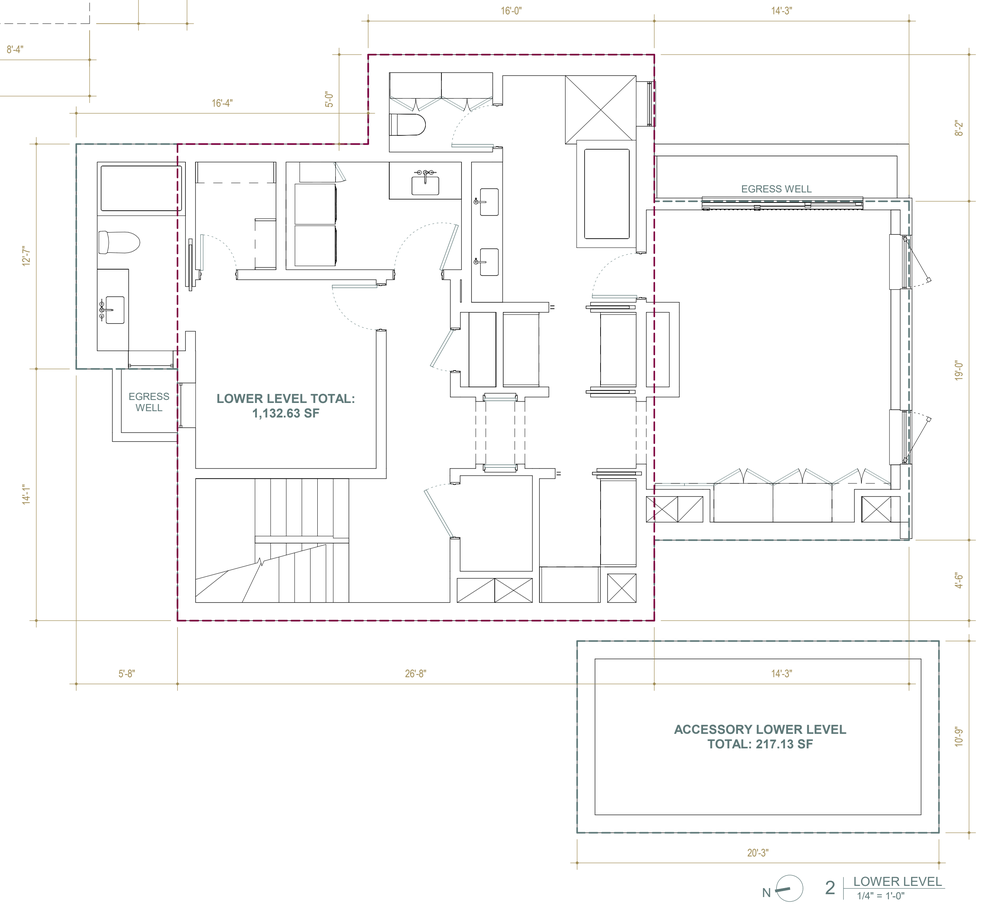
ELEVATIONS

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AREA CALCULATIONS			
	HISTORIC FORM	ADDITION	TOTAL
BASEMENT	0	1,053.37	1,053.37
LOWER LEVEL	791.1	341.53*	1,132.63
MAIN LEVEL	711.11	327.98*	1,039.09
UPPER LEVEL	555.44	0	555.44
TOTAL	2,057.65 SF	1,722.88 SF	**3,780.53 SF**
NOTE: 50% OF HISTORIC FORM FOOTPRINT = 395.55 SF * ADDITION FOOTPRINT IS LESS THAN 50% OF HISTORIC FORM FOOTPRINT			
BASEMENT ACCESSORY		217.13	
LOWER LEVEL ACCESSORY		217.13	
LOD/DISTURBED AREA			XXX
LOT AREA			3,242 SF
PROPOSED FOOTPRINT			**1,349.76 SF**
ALLOWED FOOTPRINT			1,351 SF



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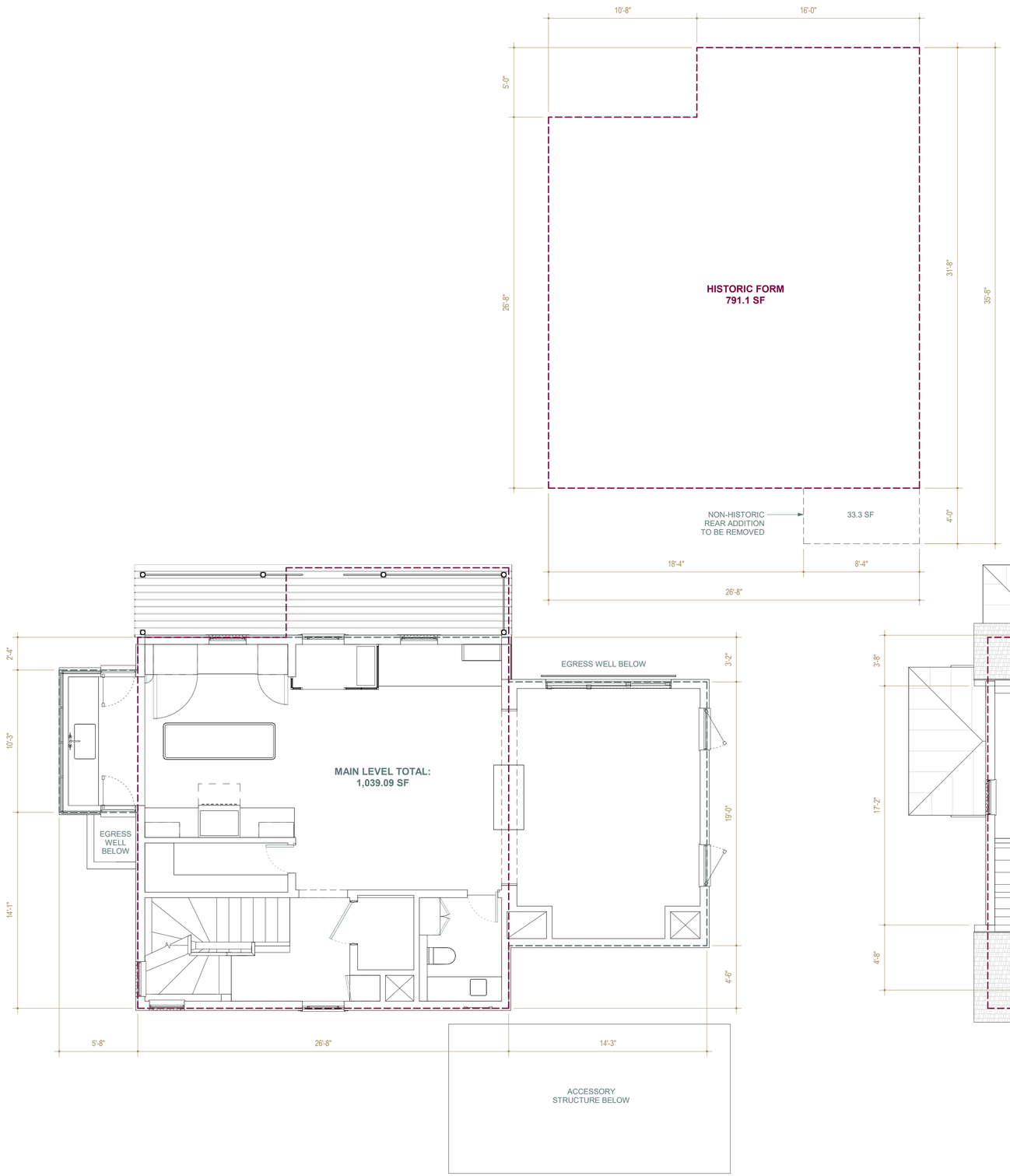
ISSUED

HDDR Modification Request 04/01/2026

EXHIBIT - SQUARE FOOTAGE

EX.1

4/1/2026 2:57:57 PM



AREA CALCULATIONS			
	HISTORIC FORM	ADDITION	TOTAL
BASEMENT	0	1,053.37	1,053.37
LOWER LEVEL	791.1	341.53*	1,132.63
MAIN LEVEL	711.11	327.98*	1,039.09
UPPER LEVEL	555.44	0	555.44
TOTAL	2,057.65 SF	1,722.88 SF	**3,780.53 SF**
NOTE: 50% OF HISTORIC FORM FOOTPRINT = 395.55 SF * ADDITION FOOTPRINT IS LESS THAN 50% OF HISTORIC FORM FOOTPRINT			
BASEMENT ACCESSORY		217.13	
LOWER LEVEL ACCESSORY		217.13	
LOD/DISTURBED AREA			XXX
LOT AREA			3,242 SF
PROPOSED FOOTPRINT			**1,349.76 SF**
ALLOWED FOOTPRINT			1,351 SF

N 1 MAIN LEVEL
1/4" = 1'-0"

N 2 UPPER LEVEL
1/4" = 1'-0"

BRIGHT
ARCHITECTS & CO.

EMPIRE RESIDENCE
RENOVATION & ADDITION

844 Empire Ave
Park City, UT
84060

Block 12, Snyder's Addition

Project #2507

BRIGHT | Architects & Co.

THESE DRAWINGS ARE FOR REVIEW ONLY.

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ISSUED

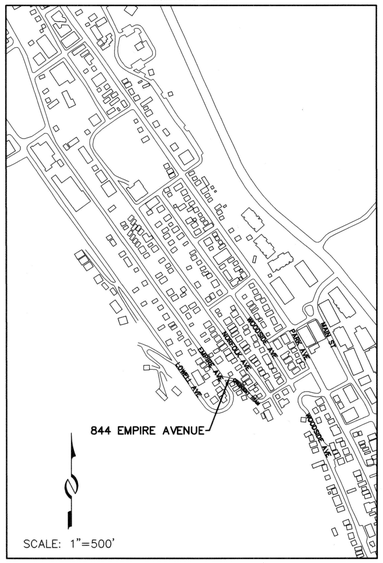
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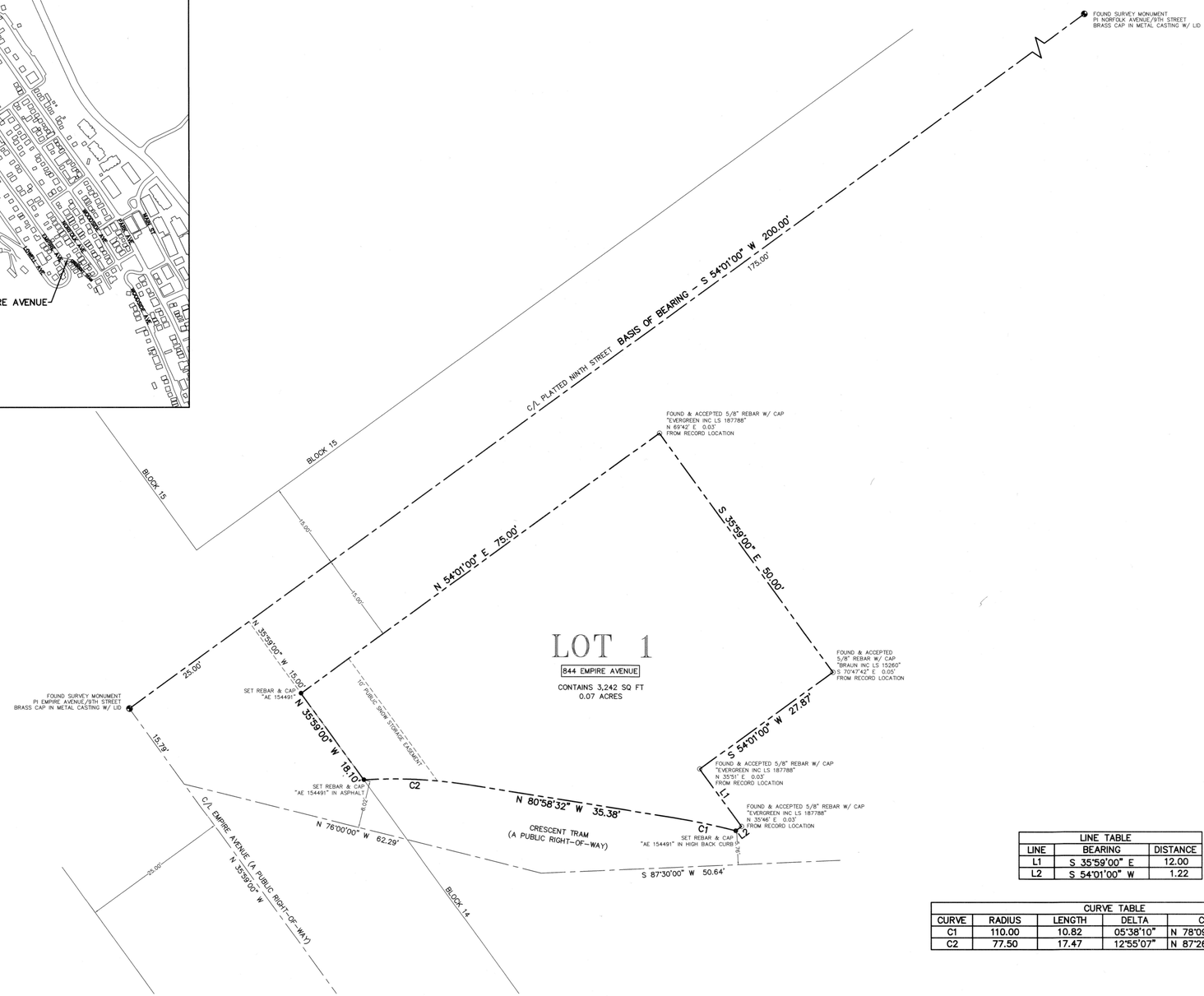
EXHIBIT - SQUARE FOOTAGE

EX.2

4/1/2026 2:57:57 PM

VICINITY MAP





LINE TABLE		
LINE	BEARING	DISTANCE
L1	S 35°59'00" E	12.00
L2	S 54°01'00" W	1.22

CURVE TABLE					
CURVE	RADIUS	LENGTH	DELTA	CB	CL
C1	110.00	10.82	05°38'10"	N 78°09'27" W	10.82'
C2	77.50	17.47	12°55'07"	N 87°26'06" W	17.44'

SURVEYOR'S CERTIFICATE

I, Michael Demkowicz, do hereby certify that I am a Professional Land Surveyor in the State of Utah and that I hold License No. 4857264 in accordance with Title 58, Chapter 22, Professional Engineers and Professional Land Surveyors Licensing Act. I further certify that I have completed a survey and have referenced a record of survey map of the existing property boundaries in accordance with Section 17-23-17 and have verified the boundary locations and have placed monuments as represented on the plat. I do further certify that by authority of the owners, I have prepared this plat amendment of the property described hereon, hereafter to be known as 844 EMPIRE AVENUE PLAT AMENDMENT – LOT 1 AMENDED.

PROFESSIONAL LAND SURVEYOR
No. 4857264
MICHAEL DEMKOWICZ
10/24/24
STATE OF UTAH

LEGAL DESCRIPTION

Lot 1, 844 Empire Avenue Plat Amendment, according to the official plat thereof, recorded June 1, 2017, as Entry No. 1070614 of the Official Records of the Summit County Recorder.

OWNER'S DEDICATION AND CONSENT TO RECORD

KNOW ALL BY THESE PRESENTS that Crescent Tram LLC, a Utah limited liability company, the undersigned owner of the herein described tract of land, to be known hereafter as 844 EMPIRE AVENUE PLAT AMENDMENT – LOT 1 AMENDED, does hereby certify that it has caused this Plat Amendment to be prepared, and does hereby consent to the recordation of this Plat.

ALSO, the owner hereby irrevocably offers for dedication to the City of Park City land for local government uses, easements and required utilities shown on this plat in accordance with an irrevocable offer of dedication.

In witness whereof, the undersigned set his hand this 25 day of October, 2024.

Crescent Tram LLC, a Utah limited liability company

By: _____
Todd Gilbert, Manager

ACKNOWLEDGMENT

State of Utah
: ss.
County of Summit

On this 25 day of October, 2024, Todd Gilbert personally appeared before me, whose identity is personally known to me or proven on the basis of satisfactory evidence, and who by me duly sworn/affirmed, did say that he is the Manager of Crescent Tram LLC, a Utah limited liability company, and that said document was signed by him on behalf of said limited liability company by authority of its Operating Agreement or Resolution of its Members, and he acknowledged to me that he executed 844 EMPIRE AVENUE PLAT AMENDMENT – LOT 1 AMENDED.

_____
A Notary Public/commissioned in Summit County, Utah
Bridgette Powell
Printed Name
Residing in: Summit County, Utah
My commission expires: 9/30/2028

BRIDGETTE N POWELL
Notary Public, State of Utah
Commission # 739433
My Commission Expires On
September 30, 2028

NOTES

1. This plat amendment is subject to the Conditions of Approval in Ordinance 2016-26, with the exception of Note 3 from the Original Plat, which has been deleted. See the Final Action Letter dated the 7th day of June, 2024, on file with the Planning Department (PL-24-06100). See also, Park City Planning PL-24-06049 for setback determination.
2. Fire Sprinklers shall be required for all new construction or substantial renovations, as determined by the Park City Building Department during building permit review.
3. See Record of Survey S-11718, filed in Summit County, Utah on October 24, 2024.

THIS FIRST AMENDED PLAT SUPERSEDES
844 EMPIRE AVENUE PLAT AMENDMENT,
RECORDED JUNE 1, 2017, AS ENTRY NO. 1070614
IN THE SUMMIT COUNTY RECORDER'S OFFICE.

844 EMPIRE AVENUE PLAT AMENDMENT – LOT 1 AMENDED

SNYDER'S ADDITION TO PARK CITY SURVEY, LOCATED IN THE NORTHEAST QUARTER OF SECTION 16,
TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN
PARK CITY, SUMMIT COUNTY, UTAH

10' 0 10' 20'
1" = 10'

SHEET 1 OF 1

10/24/2024 JOB NO.: 17-8-15 FILE: X:\SnydersAddition\dwg\srv\plat2015\170815-amended.dwg

435-649-9467
ALLIANCE ENGINEERING
CONSULTING ENGINEERS | LAND PLANNERS | SURVEYORS
P.O. Box 2664 | 2700 West Homestead Road
Suite 50, 60 | Park City, Utah 84098

SNYDERVILLE BASIN WATER RECLAMATION DISTRICT
REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN WATER RECLAMATION DISTRICT STANDARDS ON THIS 28 DAY OF October, 2024
BY _____

LAND USE AUTHORITY
APPROVED BY THE PARK CITY BOARD OF APPEALS THE 7TH DAY OF JUNE, 2024
BY _____ CHAIR

ENGINEER'S CERTIFICATE
I FIND THIS PLAT TO BE IN ACCORDANCE WITH INFORMATION ON FILE IN MY OFFICE THIS 12 DAY OF November, 2024
BY _____ PARK CITY ENGINEER

APPROVAL AS TO FORM
APPROVED AS TO FORM THIS 19 DAY OF November, 2024
BY _____ PARK CITY ATTORNEY

PUBLIC SAFETY ANSWERING POINT APPROVAL
APPROVED THIS 13th DAY OF January, 2025
BY _____ SUMMIT COUNTY GIS COORDINATOR

RECORDED
STATE OF UTAH, COUNTY OF SUMMIT, AND FILED AT THE REQUEST OF METRO NATIONAL TITLE
$52.00 FEE
Stacey Rees DEPUTY RECORDER
TIME 4:00 PM DATE 1/13/25 ENTRY NO. 1230098

DocuSign Envelope ID: 181C3299-F649-44B6-BBE9-1484B7F141C5

June 7, 2024

Todd Gilbert, Appellant
CC: Charles Pearlman, Hoggan Lee Hutchinson

NOTICE OF APPEAL PANEL ACTION

Description

Address:	844 Empire Avenue
Zoning District:	Historic Residential – 1
Application:	Appeal of Plat Amendment Denial
Project Number:	PL-24-06049 – Plat Amendment PL-24-06100 – Appeal
Action:	GRANTED – Planning Commission denial reversed
Date of Final Action:	June 7, 2024
Project Summary:	The Applicant appealed the Planning Commission's denial of a Plat Amendment to remove Plat Note 3 of the 844 Empire Avenue Plat, which restricts access to the site from Empire Avenue.

Action Taken

On June 3, 2024, the Appeal Panel conducted a public hearing, granted the appeal and reversed the Planning Commission's April 10, 2024 denial of the 844 Empire Avenue Plat based on the following Findings of Fact and Conclusions of Law:

Findings of Fact

The Appeal Panel hereby finds:

1. 844 Empire Avenue is 3,242 square feet and is in the Historic Residential – 1 Zoning District.
2. 844 Empire Avenue is a Significant Historic Site on Park City's Historic Sites Inventory, built circa 1895. The Significant Historic Structure is unoccupied due to damage caused by a 2014 fire.

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3. 844 Empire Avenue is an unusual configuration because it fronts Empire Avenue, Crescent Tram Road, and the platted but unbuilt 9th Street right-of-way. As a result, a 2015 Planning Director Determination established three front setbacks for the property – one along each right-of-way.
4. In 2016, the City Council adopted Ordinance No. 2016-26, approving the 844 Empire Avenue Plat Amendment to combine all of Lot 12, most of Lot 13, and a portion of Lot 14, Block 14, Snyders Addition to the Park City Survey to create one 3,242-square-foot Lot for the Significant Historic Site.
5. The City Engineer at the time recommended access to the site be restricted to Empire Avenue. Ordinance No. 2016-26 required Plat Note 3: *Drive access to the site shall be from Empire Avenue or through platted un-built 9th Street in a location approved by the City Engineer*.
6. In 2022, the Applicant submitted a Historic District Design Review application to rehabilitate the Significant Historic Structure and build an addition. The Development Review Committee—a committee consisting of internal City Department, Districts, and Utilities—evaluated the proposal and noted issues regarding access from Empire Avenue due to conditions which had changed since the City Engineer's 2016 evaluation:
    a. The Water Department raised concerns due to the existing waterline and utility infrastructure in the 9th Street platted but unbuilt right-of-way and stated the waterline could not sustain the weight of a vehicle passing over it.
    b. The City completed construction of staircase improvements within the 9th Street platted but unbuilt right-of-way, presenting limitations to where a potential access to the property could be situated.
    c. The Engineering Department identified problems with Clear View requirements and distances between driveways and street intersections if access to the property was from Empire Avenue.
    d. The Engineering Department also noted that since the 2016 Plat Note was established, the City Council reduced the speed limit for Crescent Tram Road from 25 to 20 miles per hour.
7. The Development Review Committee recommended the Applicant modify the proposed plans with access from Crescent Tram Road and apply for a plat amendment to remove Plat Note 3, which limited access to the property from Empire Avenue.
8. On March 13, 2024, the Planning Commission reviewed the proposed plat amendment, conducted a public hearing, and denied the plat amendment in a 4-2 decision, finding there was not Good Cause pursuant to Land Management Code Section 15-7.1-3(B) *Plat Amendment*:
    a. No relevant facts have changed since the 2016 Findings of Fact were adopted by the Planning Commission and no changes have been made to the Crescent Tram Road to justify different conclusions.
    b. The proposal does not preserve the present Land Use because there is no off-street parking on the property and the historic structure is exempt from off-street parking in accordance with Land Management Code Section 15-2.2-4 and on-street parking has historically been used.

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c. The proposal does not contribute to the character or scale of the Historic District by adding a driveway where previously prohibited.
d. The proposal is not consistent with the General Plan's policy of reducing parking and encouraging walkability.
e. The proposal does create actual Clear View sight lines or safe turning distances between driveways and intersections, despite meeting Chapter 15-3 *Off-Street Parking* of the Land Management Code.
f. The proposal does not comply with Land Management Code Chapter 15-7 *Subdivision General Provisions.*
g. The proposal directly adversely affects the health, safety, and welfare of the citizens of Park City.

9. On April 10, 2024, the Planning Commission ratified the Final Action denial.
10. On April 22, 2024, the Applicant appealed the Planning Commission's denial for a hearing before the Appeal Panel in accordance with Land Management Code Section 15-1-18.
11. On June 3, 2024, the Appeal Panel heard the appeal, heard from the City Engineer regarding recommended access to the property, conducted a public hearing, and voted 2-1 to grant the appeal and reverse the Planning Commission's denial, finding the Planning Commission erred in its determination of facts and erred in finding that there was not Good Cause for the plat amendment pursuant to Land Management Code Section 15-7.1-3(B) *Plat Amendment.*

12. *The Planning Commission Erred in the following finding of facts:*

a. There had been a change of facts since the 2016 Findings of Fact were adopted by the Planning Commission and there were changes made to the Crescent Tram Road.
    i. The current City Engineer has concluded that there are no site line issues on Cresent Tram Road, as defined in the LMC, and it is a safe driveway location.
    ii. The speed limit on Crescent Tram Road has been reduced since 2016, from 25 mph to 20 mph.
    iii. The installation of stairs at 9th avenue, and the utility works at Empire avenue, have occurred since 2016 and have made the previous platted driveway location impossible.
b. The present Land Use has not changed. It remains a single-family home. That does not change whether the location has a driveway or otherwise.
c. The Planning Commission erred in arguing that because there is no off-street parking on the property, and the historic structure is exempt from off-street parking in accordance with Land Management Code Section 15-2.2-4, there can be no finding of good cause. Being exempt from something is not the same as being prohibited from it. Historic houses have been allowed to add driveways all over town, and this provision has never prohibited it. Further, because a historic house is not required to have off-street parking, does not mean it is not preferable and good cause

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for it to be permitted to have it – particularly when no provision in the LMC precludes it. Allowing on-site parking improves safety for the homeowner and the community, reduces traffic, and allows for others to access on-street parking, reducing the need for others without on-site parking from circulating the neighborhood to find on-street parking spaces.

d. Planning Commission erred in arguing the proposal does not create actual Clear View sight lines or safe turning distances between driveways and intersections. The proposal does meet the requirements of Chapter 15-3 *Off-Street Parking* of the Land Management Code, and the proposal was supported by the current City Engineer.
e. Planning Commission erred in arguing the proposal does not comply with Land Management Code Chapter 15-7 *Subdivision General Provisions.* This provision is not relevant to the situation in this appeal.
f. Planning Commission erred in arguing the proposal adversely affects the health, safety, and welfare of the citizens of Park City, in that Planning Commission not refer to any provision of the LMC as basis for this statement.

Having regard to, but not limited to, the errors surrounding the findings of facts above, and the arguments regarding the finding of Good Cause by the Applicant, the Planning Commission erred in finding there was not Good Cause to allow the plat amendment. Good Cause ought to have been found for the following reasons:

a. Allowing access from Crescent Tram Road allows the Applicant off-street parking in an area where on-street parking is limited and congested.
b. Allowing access from Crescent Tram Road remedies the fact that Park City directed changes at Empire Drive and 9th Street, made the platted driveway options memorialized on the applicant's plat impossible, through no fault of the applicant.
c. Allowing on-site parking improves safety for the homeowner and the community, reduces traffic, and allows for others to access on-street parking, reducing the need for others without on-site parking from circulating the neighborhood to find on-street parking spaces.
d. The Proposed driveway satisfies Clear View requirements of the Land Management Code Chapter 15-3 *Off-Street Parking*.
e. The plat amendment otherwise complied with applicable zone standards.

Conclusions of Law

1. The appellant met their burden of proving the Planning Commission erred in denying the plat amendment.
2. The Planning Commission erred in interpreting and applying the plain meaning of Land Management Code Chapter 15-7 and the Good Cause standard.

Order: The Appeal Panel hereby grants the appeal and reverses the Planning Commission's denial of the 844 Empire Avenue Plat Amendment in

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accordance with the applicable standards, Utah Code, and Land Management Code Chapter 15-7.1 and Section 15-7.1-3(B).

If you have questions or concerns regarding this Final Action Letter, please call 435-615-5060 or email planning@parkcity.org.

Sincerely,

DocuSigned by:
Adam Strachan
05AF9877D05E400...

6/18/2024

Adam Strachan
Appeal Panel Chair

Planning Commission
Staff Report

Subject: **1238, 1242, 1246, 1250, and 1256 Empire Avenue (currently addressed as 1247 Empire Avenue)**
Empire Ridge Plat Amendment
Application: **PL-26-06911**
Author: **Alec Barton, Senior Planner**
Date: **June 10, 2026**
Type of Item: **Plat Amendment**

Recommendation

(I) Review the Applicant's proposal to remove the property from the Condominium Ownership Act, vacate the Top Sider Condominiums Plat, and re-subdivide the property to align with the historic Lot configuration resulting in the five-Lot Empire Ridge Plat Amendment, (II) conduct a public hearing, and (III) consider approving the Empire Ridge Plat Amendment based on the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in the draft Final Action Letter (Exhibit A).

Description

Applicant:	Kimball Thomas Represented by Megan Blosser, Alliance Engineering
Location:	1238, 1242, 1246, 1250, and 1256 Empire Avenue
Zoning District:	Recreation Commercial
Adjacent Land Uses:	Multi-Unit Dwellings, Single-Family Dwellings
Reason for Review:	The Planning Commission reviews, conducts a public hearing, and takes Final Action on Subdivision Plat Amendments.[1]

LMC	Land Management Code
RC	Recreation Commercial
SFD	Single-Family Dwelling

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

Summary

1247 Empire Avenue is a 9,375-square-foot Lot in the Recreation Commercial (RC) Zoning District developed with four octagonal Structures that were part of the Top Sider Condominiums that operated as timeshare units, each about 785 square feet. The Structures are now vacant.

[1] LMC § 15-1-8(K)

The Applicant proposes vacating the condominium plat and reestablishing the historic Old Town Lot configuration of the property with five 25-foot x 75-foot Lots, each 1,875 square feet. The proposed Empire Ridge Plat Amendment is supported by the unanimous resolution of the timeshare project's unit owners (Exhibit E).

Background

1247 Empire Avenue is within Block 18 of Snyder's Addition to Park City. Block 18 is bounded by Empire Avenue on the west, the 13th Street Stairs on the north, Norfolk Avenue on the east, and the 12th Street Stairs on the south. The original Block 18 consisted of 44 Lots that were 25 feet wide by 75 feet deep, the standard for a 1,875-square-foot Old Town Lot. 1247 Empire Avenue includes Lots 30-34 from the original Block 18 of Snyder's Addition.

On January 19, 1978, the City Council approved the Top Sider Condominiums for four existing octagonal Structures at 1247 Empire Avenue (Exhibit D, January 19, 1978 City Council Minutes). The Top Sider Condominiums Plat and Declaration were recorded with Summit County on February 28, 1978 (Recorder Entry Nos. 144771 and 144772). The Top Sider Condominiums are also known as Sweetwater Park City Condoshare Project VII.

On April 30, 2026, the Applicant applied to vacate the existing condominium plat and reestablish the historic Lot configuration of the property with the five-Lot Empire Ridge Plat Amendment.

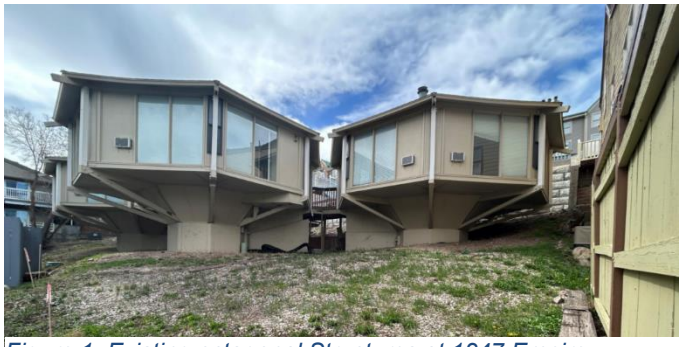


Figure 1. Existing octagonal Structures at 1247 Empire Avenue.

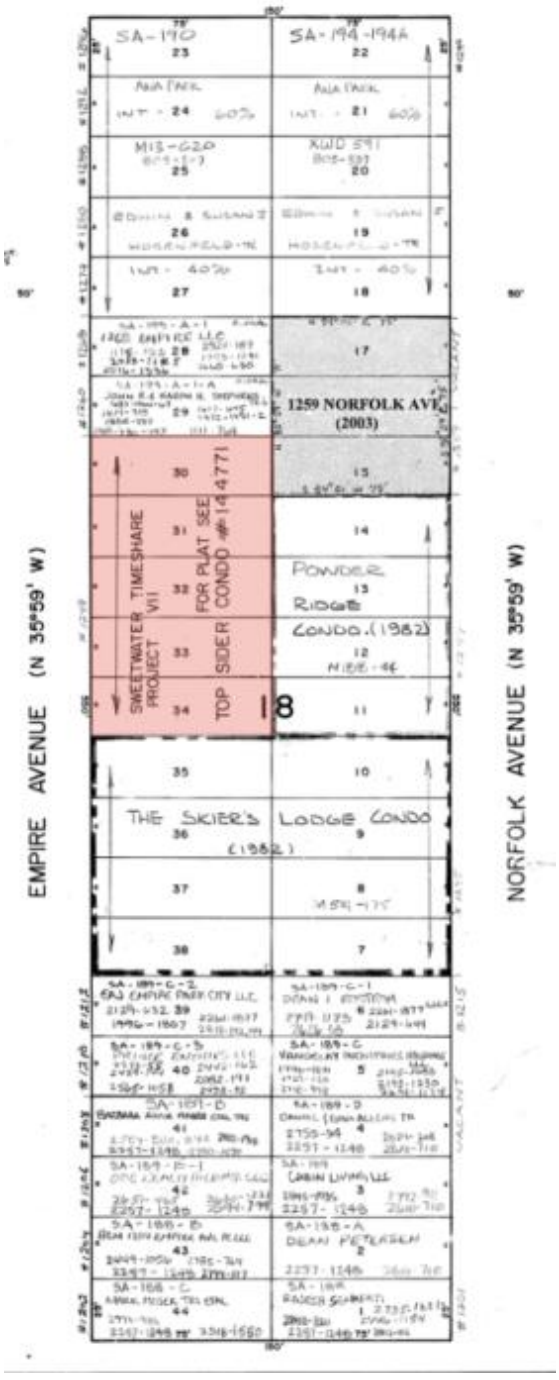


Figure 2. Block 18 of Snyder's Addition. Lots 30-34 (1247 Empire Avenue) are highlighted in red.



Figure 3. Aerial view of 1247 Empire Avenue. The site is accessed via a central staircase connecting a parking area on Empire Avenue to an elevated walkway.

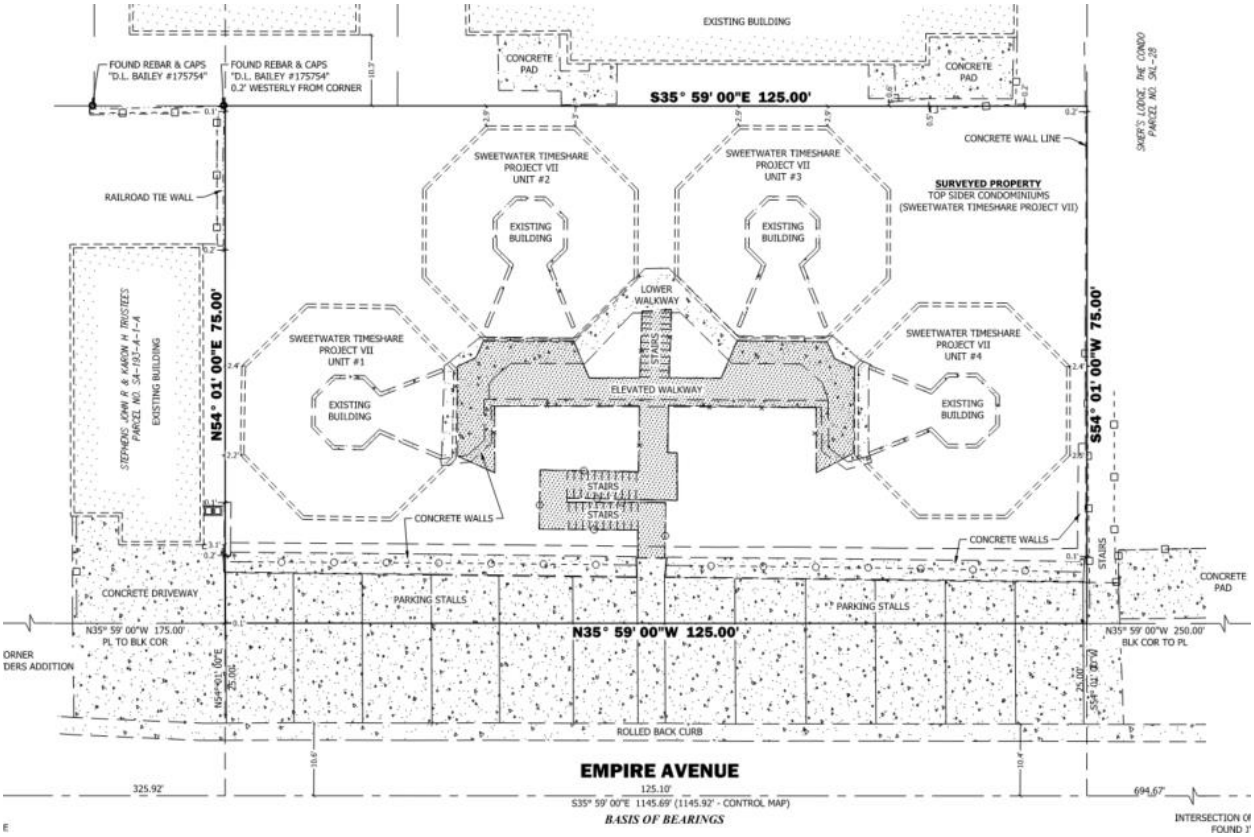


Figure 4. Record of survey for 1247 Empire Avenue.

Analysis

(I) The proposed Empire Ridge Plat Amendment complies with the Lot and Site Requirements of the Recreation Commercial Zoning District.

The purposes of the RC Zoning District include:

- Allowing for the Development of hotel and convention accommodations in close proximity to major recreation facilities,
- Allowing for resort-related transient housing with appropriate supporting commercial and service activities,
- Encouraging the clustering of Development to preserve Open Space, minimize Site disturbance and impacts of Development, and minimize the cost of construction and municipal services,
- Limiting new Development on visible hillsides and sensitive view Areas,
- Providing opportunities for variation in architectural design and housing types,
- Promoting pedestrian connections within Developments and to adjacent Areas,
- Minimizing architectural impacts of the automobile,
- Promoting the Development of Buildings with designs that reflect traditional Park City architectural patterns, character, and Site designs,
- Promoting Park City's mountain and Historic character by designing projects that relate to the mining and Historic architectural heritage of the City, and
- Promoting the preservation and rehabilitation of Historic Buildings.[2]

The table below includes the Lot and Site Requirements for the RC Zoning District in LMC § 15-2.16-3:

Requirement	Analysis of Proposal
Lot Size: Minimum 1,875 square feet.	**Complies.** The Applicant proposes five Lots that are each 1,875 square feet.
Lot Width: Minimum 25 feet.	**Complies.** Each proposed Lot is 25 feet in width.

(II) The Planning Commission must make a finding of Good Cause to approve the proposed Empire Ridge Plat Amendment.

Plat Amendments are reviewed according to the requirements of LMC § 15-7.1-6 *Final Subdivision Plat* and require findings of Good Cause and that no Public Street, Right-of-Way, or easement has been vacated or amended.[3]

LMC § 15-15-1 defines Good Cause as "Providing positive benefits and mitigating negative impacts, determined on a case by case basis to include such things as:

[2] LMC § 15-2.16-1
[3] LMC § 15-7.1-3(B)

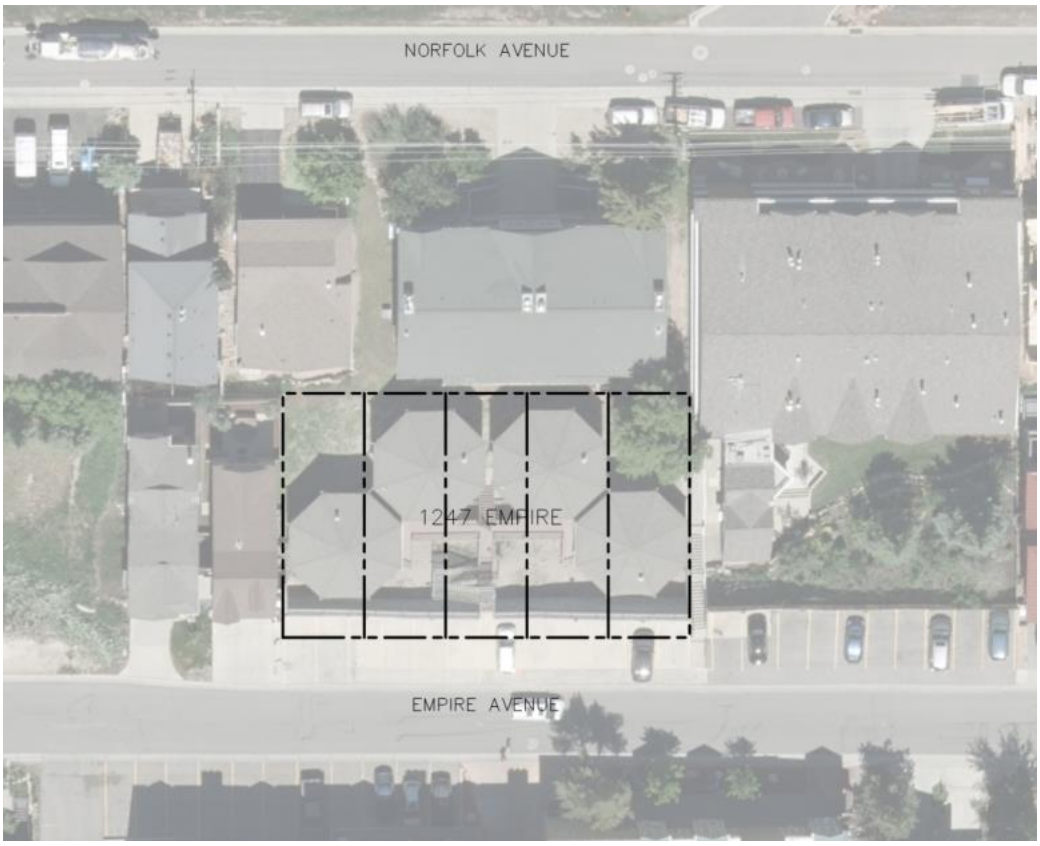


Figure 3. Aerial view showing existing condominium Structures superimposed with proposed Lot Lines.

providing public amenities and benefits, resolving existing issues and non-conformities, addressing issues related to density, promoting excellent and sustainable design, utilizing best planning and design practices, preserving the character of the neighborhood and of Park City and furthering the health, safety, and welfare of the Park City community."

Staff finds Good Cause for the Empire Ridge Plat Amendment because it reestablishes the historic Lot configuration of Snyder's Addition, thereby protecting the character of Old Town and the character of the neighborhood (see Figure 6).



Figure 6. Empire Avenue streetscape with approximate location of proposed Lot Lines in yellow. The Plat Amendment reestablishes the historic Lot configuration seen in Lots 28- 29 and 39-42.

General Plan Community Character Strategy 2A calls for development to "Protect Park City's character and unique sense of place."

One of the actions for this strategy is to "[e]ncourage the design of new development that is compatible with the scale, aesthetics and materiality of historic structures for Old Town and the character of each individual neighborhood."

The proposed Empire Ridge Plat Amendment supports these goals because it reestablishes the historic Lot configuration for Block 18 of Snyder's Addition and allows for the construction of Single-Family Dwellings (SFDs) that are compatible with the scale, aesthetics, and materiality of historic structures in Old Town.

SFDs in the RC Zoning District are subject to special requirements for compatible development on Old Town Lots.[4] The Building Pad, Building Footprint and height restrictions define the maximum Building Envelope within which all Development must occur, except for a limited range of Structures like porches, decks, Bay Windows, chimneys, and sidewalks. The Building Pad is the Lot Area minus required Front, Rear, and Side Setbacks.

LMC § 15-2.16-5(J) states "Site plans and Building designs must resolve snow release issues to the satisfaction of the Chief Building Official." The proposed Plat Amendment includes a 10-foot snow storage easement along the Empire Avenue frontage for each Lot (see Figure 7).

Plat Note 5 notes that title to the property was quieted in the name of Topsider Holdco, LLC, by Order of the Fifth District Court.[5] Title was subsequently conveyed to 1247 Empire, LLC, the owner and Applicant for this Plat Amendment.

(III) The Development Review Committee reviewed the proposal on May 19, 2026, and requires Conditions of Approval.[6]

The draft Final Action Letter includes Conditions of Approval 3 and 4 requiring separate water and sewer connections for each Lot.

- The Park City Public Utilities Department and Snyderville Basin Water Reclamation District (SBWRD) require each Lot to have a separate lateral connection for water and sewer (Conditions of Approval 3 and 4).
- The Plat must include a required snow storage easement (Condition of Approval 5; see Figure 7).

[4] LMC § 15-2.16-5
[5] Summit Country Recorder Entry No. 1230752
[6] The Development Review Committee meets the first and third Tuesday of each month to review and provide comments on Planning Applications, including review by the Building Department, Engineering Department, Sustainability Department, Transportation Planning Department, Code Enforcement, the City Attorney's Office, Local Utilities including Rocky Mountain Power and Enbridge Gas, the Park City Fire District, Public Works, Public Utilities, and the Snyderville Basin Water Reclamation District (SBWRD).

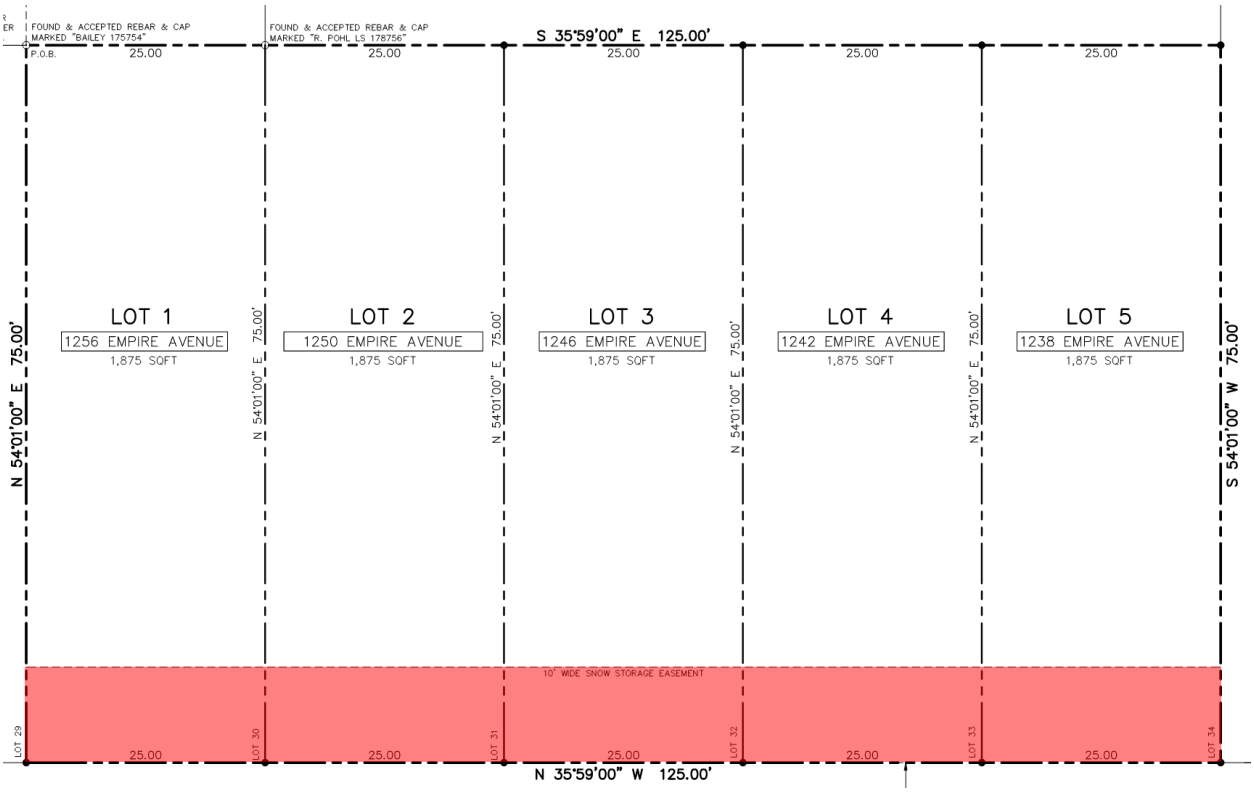


Figure 7. Required snow storage easement highlighted in red.

Department Review

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

Notice

Staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on May 26, 2026. Staff mailed courtesy notice to property owners within 300 feet on May 27, 2026. The *Park Record* published courtesy notice on May 27, 2026.[7]

Public Input

Staff did not receive any public input at the time this report was published.

Alternatives

The Planning Commission may:

- Approve the Empire Ridge Plat Amendment.
- Deny the Empire Ridge Plat Amendment and direct staff to make Findings for the denial.
- Request additional information and continue the discussion to a date certain.

Exhibits

A: Draft Final Action Letter

[7] LMC § 15-1-21

Attachment 1: Proposed Plat
B: Applicant's Narrative
C: Applicant's Photo Exhibit
D: January 19, 1978 City Council Minutes
E: Unanimous Resolution – Unit Owners, Sweetwater Park City Condoshare Project VII

Planning Department

June 10, 2026

Megan Blosser

CC: Kimball Thomas

NOTICE OF PLANNING COMMISSION ACTION

Description

Address:	1238, 1242, 1246, 1250, and 1256 Empire Avenue (currently addressed as 1247 Empire Avenue)
Zoning District:	Recreation Commercial
Application:	Plat Amendment
Project Number:	PL-26-06911
Action:	APPROVED WITH CONDITIONS (See Below)
Date of Final Action:	June 10, 2026
Project Summary:	The Applicant Proposes Removing the Property from the Condominium Ownership Act, Vacating the Top Sider Condominiums Plat, and Re-Subdividing the Property to Align with the Historic Lot Configuration of the Property Resulting in the Five-Lot Empire Ridge Plat Amendment.

Action Taken

On June 10, 2026, the Planning Commission conducted a public hearing and approved the Empire Ridge Plat Amendment and vacated the Top Sider Condominium Plat according to the following findings of fact, conclusions of law, and conditions of approval.

Background

1. 1247 Empire Avenue is a 9,375-square-foot Lot in the Recreation Commercial (RC) Zoning District developed with four octagonal Structures that operated as timeshare units, each about 785 square feet.
2. The Structures are now vacant.
3. 1247 Empire Avenue is within Block 18 of Snyder's Addition to Park City.

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4. On January 19, 1978, the City Council approved the Top Sider Condominiums for four existing octagonal Structures at 1247 Empire Avenue.
5. The Top Sider Condominiums Plat (Sweetwater Park City Condoshare Project VII) was recorded with Summit County on February 28, 1978.

Findings of Fact

1. The proposed Empire Ridge Plat Amendment complies with the Lot and Site Requirements of the Recreation Commercial Zoning District.
    a. The minimum Lot size is 1,875 square feet.
        i. **Complies.** The Applicant proposes five Lots that are each 1,875 square feet.
    b. The minimum Lot width is 25 feet.
        i. **Complies.** Each proposed Lot is 25 feet in width.
2. The Planning Commission finds there is Good Cause to approve the proposed Empire Ridge Plat Amendment.
    a. The Planning Commission finds Good Cause for the Empire Ridge Plat Amendment because it reestablishes the historic Lot configuration of Snyder's Addition, thereby protecting the character of Old Town and the character of the neighborhood.
    b. General Plan Community Character Strategy 2A calls for development to "Protect Park City's character and unique sense of place."
    c. One of the actions for this strategy is to "Encourage the design of new development that is compatible with the scale, aesthetics and materiality of historic structures for Old Town and the character of each individual neighborhood."
    d. The proposed Empire Ridge Plat Amendment supports these goals because it reestablishes the historic Lot configuration for Block 18 of Snyder's Addition and allows for the construction of Single-Family Dwellings (SFDs) that are compatible with the scale, aesthetics, and materiality of historic structures in Old Town.

Conclusions of Law

1. There is Good Cause for approval of the Empire Ridge Plat Amendment.
2. The Empire Ridge Plat Amendment complies with the requirements of the Land Management Code, including Chapter 15-2.16 *Recreation Commercial (RC) District* and Chapter 15-7.1 *Subdivision Procedures*.

Conditions of Approval

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1. The City Planner, City Attorney, and City Engineer will review and approve the final form and content of the plat for compliance with State law, the LMC, and Conditions of Approval, prior to recordation of the plat.
2. The Applicant shall record the plat and an instrument pursuant to Utah Code § 57-8-22 at the County within one year from the date of Planning Commission approval. If recordation is not complete within one year, this approval will be void, unless a request for an extension is made in writing prior to the expiration date and an extension is granted by the Planning Director.
3. The Applicant shall include a plat note stating, “Each Lot shall require a separate lateral connection for sewer.”
4. The Applicant shall include a plat note stating, “Existing water connections to Norfolk Avenue shall be abandoned and each Lot shall require a separate water connection with hookups to Empire Avenue to be installed by 1247 Empire, LLC, the owner hereof.”
5. The proposed plat shall include a 10-foot snow storage easement in the front portion of each Lot along Empire Avenue.
6. Demolition of the existing Structures shall occur prior to recordation of the Plat Amendment.

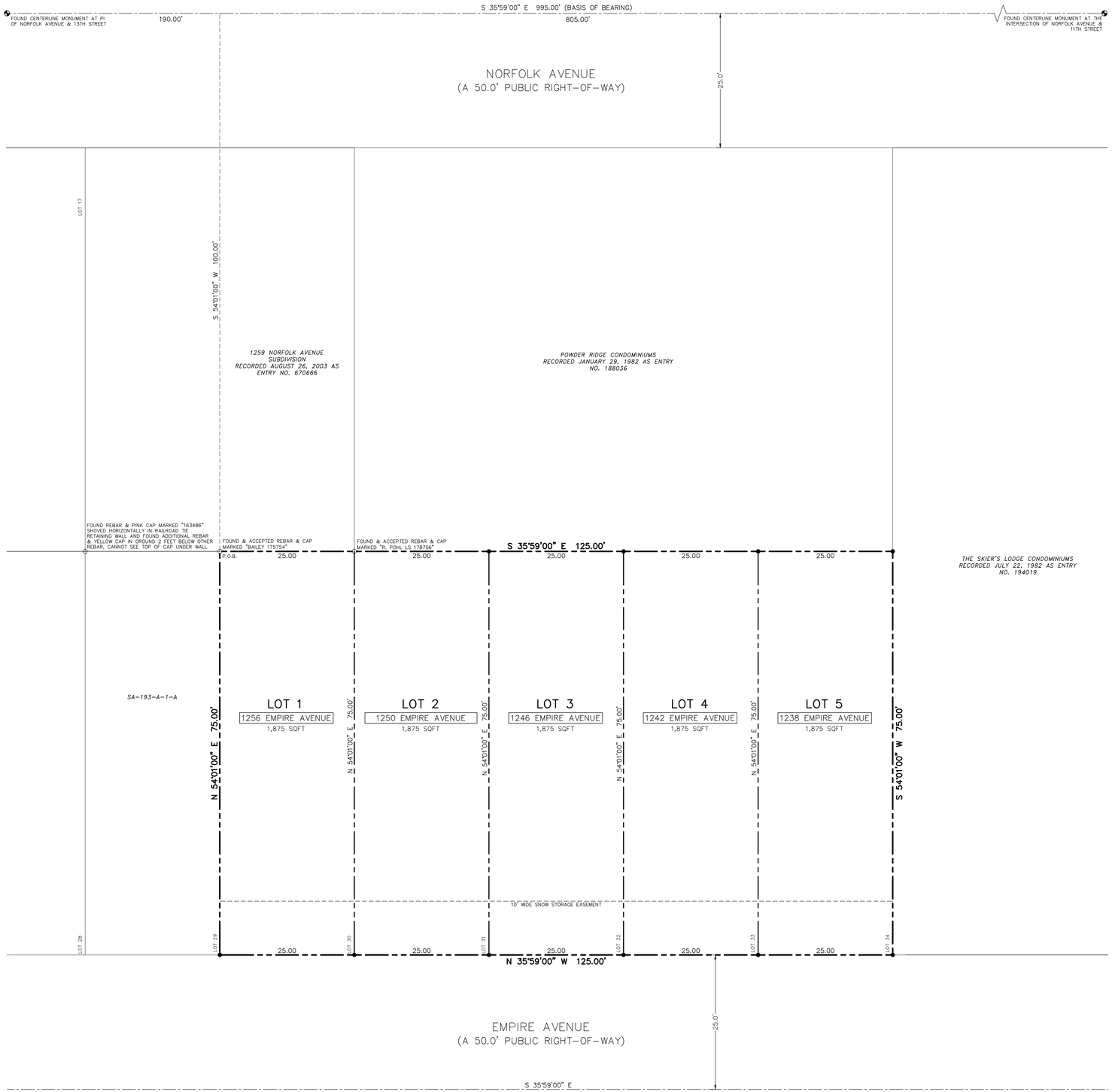
This Final Action may be appealed pursuant to LMC § 15-1-18. If you have questions or concerns regarding this Final Action Letter, please call (435) 731-6088 or email alexander.barton@parkcity.gov.

Sincerely,

Christin Van Dine
Planning Commission Chair

CC: Alec Barton

DRAFT



SURVEYOR'S CERTIFICATE

REGISTERED PROFESSIONAL ENGINEER AND LAND SURVEYOR — No. 4857264 — MICHAEL DEMKOWICZ — STATE OF UTAH

I, Michael Demkowicz, do hereby certify that I am a Professional Land Surveyor in the State of Utah and that I hold License No. 4857264 in accordance with Title 58, Chapter 22, Professional Engineers and Professional Land Surveyors Licensing Act. I further certify that I have completed a survey and have referenced a record of survey map of the existing property boundaries in accordance with Section 17-73-504 and have verified the boundary locations and have found monuments as represented on the plat. I do further certify that by authority of the owners, I have prepared this plat amendment of the property described hereon, hereafter to be known as EMPIRE RIDGE PLAT AMENDMENT.

LEGAL DESCRIPTION

Lots 30, 31, 32, 33 and 34, Block 18, Snyders Addition, according to the official plat thereof on file and of record in the office of the Summit County Recorder, being more particularly described as follows:

Beginning at a point being located South 35°59'00" East 190.00 feet and South 54°01'00" West 100.00 feet from the centerline monument at the point of intersection for 13th Street and Norfolk Avenue, said point being on the westerly boundary of 1259 Norfolk Avenue Subdivision, recorded August 26, 2003 as Entry No. 670666 and running thence coincident with the westerly boundary of said 1259 Norfolk Avenue Subdivision South 35°59'00" East 25.00 feet to the southwest corner of said 1259 Norfolk Avenue Subdivision and the northwest corner of Powder Ridge Condominiums, recorded January 29, 1982 as Entry No. 188036; thence coincident with the westerly boundary of said Powder Ridge Condominiums South 35°59'00" East 100.00 feet to the northerly boundary of Skier's Lodge Condominiums, recorded July 22, 1982 as Entry No. 194019; thence coincident with the northerly boundary of said Skier's Lodge Condominiums South 54°01'00" West 75.00 feet to the easterly right-of-way of Empire Avenue; thence coincident with said right-of-way North 35°59'00" West 125.00 feet; thence North 54°01'00" East 75.00 feet to the point of beginning.

OWNER'S DEDICATION & CONSENT TO RECORD

KNOW ALL BY THESE PRESENTS that, Kimball Thomas, Manager, of 1247 Empire, LLC, a Utah limited liability company, the undersigned owner of the herein described tract of land, to be known hereafter as EMPIRE RIDGE PLAT AMENDMENT, do hereby certify that I have caused this plat to be prepared, and do hereby dedicate all easements shown hereon and consent to the recordation of this plat.

In witness whereof, the undersigned set his hand this _____ day of _____, 2026.

By:_____
Kimball Thomas

ACKNOWLEDGMENT

State of _____)

: ss.

County of _____)

On this _____ day of _____, 2026, Kimball Thomas, personally appeared before me, whose identity is personally known to me or proven on the basis of satisfactory evidence, and who by me duly sworn/affirmed, that he acknowledged to me that he executed the EMPIRE RIDGE PLAT AMENDMENT.

_____
A Notary Public commissioned in _____

_____
Printed Name

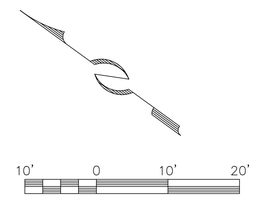
Residing in: _____

My commission expires: _____

Commission No: _____

NOTES

1. This plat is subject to the Conditions of Approval in the Final Action Letter dated _____, 2026, and on file with the Planning Department (PL-26-_____).
2. The intent of this project is to re-establish the historical lot configuration of the property located at 1247 Empire Avenue in Park City, Utah, pursuant to the Unanimous Resolution of Unit Owners of Sweetwater Park City Condoshare Project VII, recorded _____ as Entry No. _____ the Summit County Recorder's Office.
3. See Sweetwater Timeshare Project VII, formerly known as Top Sider Condominiums, recorded February 28, 1978 as Entry No. 1454771.
4. See Record of Survey S-11381 in Summit County.
5. Title to the property described herein was quieted in the name of Topsider Holdco, LLC by Order of the Third District Court, Summit County, Utah, Case No. 240500335, recorded January 29, 2025, as Entry No. 1230752, Book 2847, Page 1476, Summit County Recorder's Office. Title was subsequently conveyed to 1247 Empire, LLC, the owner hereof.
6. Each lot shall require a separate lateral connection for sewer.
7. Existing water connections to Norfolk Avenue shall be abandoned and each lot shall require a separate water connection with hookups to be installed by 1247 Empire, LLC, the owner hereof.



LEGEND

- ● Set 5/8" rebar w/cap "ALLIANCE ENGINEERING" (Unless noted otherwise)
- ⊙ Found Monument (As-Noted)
- ⚽ Found Street Monument (As-Noted)

EMPIRE RIDGE PLAT AMENDMENT

LOCATED IN BLOCK 18 SNYDER'S ADDITION TO PARK CITY
IN THE NORTHWEST QUARTER SECTION 16,
TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN,
PARK CITY, SUMMIT COUNTY, UTAH

SHEET 1 OF 1

5/21/2026 JOB NO.: 8-3-26 FILE: X:\SnydersAddition\dwg\srv\plat2026\040426 - 1247 Empire Avenue.dw

435-649-9467
ALLIANCE ENGINEERING
CONSULTING ENGINEERS | LAND PLANNERS | SURVEYORS
P.O. Box 2664 | 2700 West Homestead Road
Suite 50, 60 | Park City, Utah 84098

SNYDERVILLE BASIN WATER RECLAMATION DISTRICT	PLANNING COMMISSION	ENGINEER'S CERTIFICATE	APPROVAL AS TO FORM	PUBLIC SAFETY ANSWERING POINT APPROVAL	RECORDED
REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN WATER RECLAMATION DISTRICT STANDARDS ON THIS _____ DAY OF _____, 2026 BY _____	APPROVED BY THE PARK CITY PLANNING COMMISSION THIS _____ DAY OF _____, 2026. BY _____ CHAIR	I FIND THIS PLAT TO BE IN ACCORDANCE WITH INFORMATION ON FILE IN MY OFFICE THIS _____ DAY OF _____, 2026 BY _____ PARK CITY ENGINEER	APPROVED AS TO FORM THIS _____ DAY OF _____, 2026 BY _____ PARK CITY ATTORNEY	APPROVED THIS _____ DAY OF _____, 2026 BY _____ SUMMIT COUNTY GIS COORDINATOR	STATE OF UTAH, COUNTY OF SUMMIT, AND FILED AT THE REQUEST OF _____ _____ FEE _____ RECORDER TIME _____ DATE _____ ENTRY NO. _____

Subdivision Plat Amendment Project Intent
1247 Empire Avenue – Empire Ridge Subdivision
April 29, 2026

The intent of this project is to re-establish the historical lot configuration of the property located at 1247 Empire Avenue in Park City, Utah. The parcel is currently platted as Sweetwater Timeshare Project VII, formerly known as Top Sider Condominiums, recorded February 28, 1978 as Entry No. 1454771; This property was originally subdivided as five (5) standard Old Town lots consistent with the traditional subdivision pattern of the surrounding neighborhood.

This application proposes to dissolve the existing condominium plat, remove the existing yurt structures from the property and replat the property back into its prior configuration of five individual 25'x75' lots. The purpose of the replat is to re-establish a lot configuration consistent with the Old Town subdivision pattern, which is characterized by smaller, regularly sized lots that support pedestrian-oriented residential development.



1247 Empire Avenue looking south



1247 Empire Avenue looking southwest



1247 Empire Avenue looking west



1247 Empire Avenue looking north



1247 Empire Avenue looking southwest



1247 Empire Avenue looking northwest



1247 Empire Avenue looking north

A discussion was then held concerning the Memorial Building. Mayor Green said that he understood that the County had turned down the City's request to share in the operating and maintenance costs of the building and that the County was only willing to pay a monthly rental for the space that they were occupying in the building. City Manager Matthews stated that he and former Mayor Uriarte had met with the Commission and that their discussion had been useless. He said that he felt the Council must decide whether the City is going to keep the building and maintain it or give it back to the County. After discussion, the Council felt that it was imperative that the citizens of Park City be furnished the facts regarding the costs of operating the Memorial Building and that the citizens be allowed to have some input as to the City's course of action. City Attorney, McCoy, indicated that a citizen could institute an initiative action whereby the people could bote and voice their opinion in that manner. Mayor Green indicated that he would like to make an attempt to talk one more time with the County Commissioners before any action was taken. The Council endorsed this idea and felt that if nothing was gained by his action that the people should be consulted as to their wishes in the matter of the Memorial Building.

City Planner, David J. Preece, told the Council that the Planning Department was in the process of applying for a Livable Cities Grant from the National Endowment for the Arts which would provide matching funds for some planning and design work for rehabilitation and restoration in the historical and redevelopment districts. Councilman Dering moved that the Council write a letter to the National Endowment for the Arts endorsing the projects and requesting favorable consideration of the grant. Councilman Bennett seconded the motion and the motion carried.

City Attorney, Michael T. McCoy, having just been appointed, stated that he had no report at this time.

Councilman Martinez moved that the meeting adjourn at 8:25 p.m.

MAYOR

CITY RECORDER

CITY COUNCIL MINUTES
JANUARY 19, 1978

Mayor Green called the meeting or order at 7:00 p.m. Councilmen present at roll call were Eleanor Bennett, Richard Martinez, Steve Dering, A Richard Shoff and Bob Wells. Also present were City Manager, Wayne Matthews; City Attorney, Michael LcCoy, City Treasurer, Bruce Decker; Planning Direcotr, David Preece; and Secretary, Eleanor Speckman. Mayor Green welcomed new Councilman, A Richard Shoff, as a member of the Council.

The minutes of the January 5, 1978 meeting were reviewed and Mayor Green asked that they be amended to reflect an error that was made in the report of the discussion regarding garbage abatement. Councilman Dering moved that the minutes be approved as amended and Councilman Bennett seconded the motion. The motion carried.

Bills in the amount of $3,681.52 for the period ending January 31, 1978 were presented for

approval. Councilman Bennett moved that the bills as presented be approved and paid. The motion was seconded by Councilman Dering and carried.

Upon motion made by Councilman Martinez and seconded by Councilman Bennett and carried, Business Licenses were approved for the follwoing businesses: Park Valley Associates, Inc., 345 Claimjumper; Park Pets, 357 Main Street; and Century 21, Brent C. Hill Realty, North Park Avenue. Councilman Shoff abstained from the voting on this motion becuase of his involement with Century 21, Brent C. Hill Realty.

Councilman Martinez moved that Councilman Eleanor Bennett be appointed as Mayor Pro-tem. This motion was seconded by Councilman Dering and carried.

Mayor Green then announced that the next item of business would be the appointment of members to fill the vacancies on the Planning Commission. Mayor Green read a letter from Burnis Watts, Chairman of the Planning Commission, in which the Planning Commission recommended to the Council that Kurt Nelson be re-appointed to the Commission for a five year term and that Rusty Davidson be appointed to fill the unexpired term of Bob Wells. The Commission also recommended that Mike Vance be considered as an alternate if either of the above persons were not approved by the Council. Councilman Bennett moved that the Council concur with the recommendation of the Planning Commission and that Kurt Nelson be reappointed for a five year term and that Rusty Davidson be appointed to fill the unexpired term of Bob Wells. After discussion, Councilman Martinez seconded the motion and the motion carried.

Mayor Green expressed his regret over the closing of the mine that had been announced recently and told the Council that he wished to discuss whether or not they wished the City to make some effort to obtain some light industry of some nature to locate in Park City. The concensus of the Council was that there was definitely a need for such an industry and City Manager, Wayne Matthews was directed by the Council to investigate the possibilities of obtaining light industry for location in Park City. Mr. Matthews explained to the Council the need for confidentiality in any overtures that he might make to prospective customers and the Council expressed a desire that they be kept informed of what prospects he was working on and what success he was having with the project.

Planning Commission Chairman, Burnis Watts, appeared before the Council and expressed the Commission's concern over the enforcement of Conditional Use Permits. Mr. Watts explained to the Council that in many instances conditions were not being complied with as stipulated by the Planning Commission and explained that he felt the Planning Commission should not have to be a policing agency in this regard but that there should be a better system within the City administration for the enforcement of these conditions. A discussion followed regarding the issuance of building permits and the procedure that is presently being followed. Chairman Watts felt that the Building Inspector, or the persons responsible for the issuance of the Building Permits, should be monitoring the stipulation imposed by the conditional use permits more closely. He also expressed concern over the violations of the sign ordinance and felt that it was not up to the Planning Commission to have to see that the sign ordinance was complied with. City Manager

Matthews explained to the Council the procedure that was presently being used and pointed out that the Planning Director and the Building Inspector were in the process of devising a procedure whereby the two offices would work more closely together in this respect. It was pointed out that both the building inspector and the Planning Director are required to sign the Building Permits. Mayor Green, after discussion, asked that the City Manager work on this problem and see that a better system of enforcement is worked out in this matter.

City Planner, David John Preece, presented to the Council a plat for the approval of the Council for the Shaft Condominiums which are located between Norfolk and Empire Avenues. After discussion, a motion was made for approval of the project by Councilman Dering and was seconded by Councilman Wells. The motion carried.

Van Martin asked for the direction of the Council in the matter of approval of condominimizing presently existing buildings. He explained that the State law requires that these condominium plats be signed off by the Mayor with Council approval and asked whether the Council can approve the the projects without the necessity of the project being presented to the Planning Commission. The Council discussed the matter at length and it was pointed out that there was no change in the use of the buildings - only a change in the ownership - and that therefore there would be no reason for them to appear before the Planning Commission. Planning Director Preece stated that even the change in ownership could result in a change in the parking impact for particular projects and that he felt the parking requirements should be reviewed by the Planning Commission. Councilman Dering did not feel that buildings already existing that had complied with the zoning requirements at the time they were built could later be subject to further requirements of this nature. City Attorney, Michael McCoy, told the Council that if the projects met the zoning requirements of the zone in which they were located that was all that was necessary. Following the discussion, Councilman Dering moved that the Council approve the condominiumizing of the Topsider Condominiums. Councilman Wells seconded the motion and it carried.

Mayor Green reported to the Council the results of his meeting with County Commissioner Dearden regarding the Memorial Building. He stated that he had me with him for over two hours but that there were no substaintial gians from the meeting. He stated that the County would pay approximately $9,000 per year for rental of the space that the County is occupying in the building and that these funds could be used to help defray operating and maintenance costs. The Council then discussed the possibility of operating the building for a year to see how it would work out. The possibility of locating City offices in the building was discussed and it was decided that it might be a good idea to locate the Police Department in the building which would free the space they are now using in the City Hall for expansion of other City offices. The Council decided to continue with the operation of the building on a trial basis for a period of one year - until January 1979. Mayor Green asked City Treasurer, Bruce Decker, to work with City Attorney, Mike McCoy, in the meantime and to determine by what means the City could take title to the building in the event the city decides to do so. The City Treasurer was also instructed to bill the County in advance for the rental space that they will occupy.

Mayor Green asked the Council for their opinions regarding his proposal for garbage fee abatement for the elderly made at the last meeting. City Attorney, Mike McCoy, indicated that there was no legal problem with this process and that he would prepare the necessary written documents to effectuate the proposal. The Council expressed the concensus of opinion that they were in favor of the proposal.

Mayor Green asked that a letter of congratulations be sent to Roxanne Toly, a Park City resident who has just been named to the U. S. Ski Development Team.

Councilman Wells reported that he had been working on the problems in the transportation system and hoped to come up with some solutions although most of the problems related to the need for additional funds.

Councilman Martinez reported that the closing of the mines would not affect the Park City water drift in any material way. He said that the water will still flow and it will still be checked by whomever is left on duty at the mine. He said that it will be necessary that when work is required that the City send a crew to take care of the problems.

City Manager, Wayne Matthews, reported to the Council that the City had been unsuccessful in its bid for a 10-wheeler last October when the Council had approved the purchase and that bids were opening again in the near future. He asked that the Council re-affirm their approval of bidding for a 10-wheeler. The Council told Mr. Matthews that their earlier action would still stand and that the City could bid on the 10-wheeler.

Mr. Matthews also asked the Council for permission to replace the sander which would cost approximately $4,800.00. Councilman Martinez moved that the sander be replaced; Councilman Bennett seconded the motion and the motion carried.

Police Chief, Garth Wilkinson, reported to the Council that Mark Whitaker ahd resigned from the Police force and that they were looking for a replacement. He also reported that the Police Department had applied for a grant for a Community Telations Officer. He was hopeful that he would know about the grant in a couple of weeks. Cheif Wilkinson told the Council that Lynn Lund, Executive Director of the Utah Peace Officers Association, would be conducting a class at Park City sometime in February and he invited all Council members and interested parties to attend this class. The subject of the class will be Civil Liabilities. Mayor Green pointed out to the Council that when people like this are in Park City they have to be entertained with lunches, etc. and he felt the City should pick up this expense for Chief Wilkinson. City Manager Matthews indicated there were funds that could be used for such a purpose.

City Treasurer, Bruce Decker, presented the financial reports through December to the Council and asked that they drop by City Hall to discuss them at length.

City Planner, David John Preece, said that he had spoken with John Newland and that he would like to be reappointed to the Board of Adjustment. Councilman Dering moved that John Newland be reappointed to the Board of Adjustment. Councilman Bennett seconded the motion and the motion carried. Mr. Preece also told the Council that the Planning Commission is now instigating a procedure whereby they will get letters of recommendation from the fire, school and sewer

districts regarding proposed projects before approval is given by the Planning Commission.

The meeting adjourned at 9:10 p.m.

John C. Green
MAYOR

CITY RECORDER

CITY COUNCIL MINUTES

FEBRUARY 2, 1978

Mayor Green called the meeting to order at 7:10 p.m. Councilmen present at roll call were Bob Wells, Eleanor Bennett, Richard Shoff, Richard Martinez and Steve Dering. Also present were City Manager Wayne Matthews, City Attorney Michael McCoy, City Treasurer Bruce Decker, Planning Director David Preece, Police Chief Garth Wilkinson and Secretary Carol Wurth.

The minutes of the January 19, 1978 meeting were approved as submitted upon a motion by Councilman Wells; seconded by Councilman Bennett. The motion carried.

Councilman Wells moved that the bills as presented be approved and paid in the amount of $17,421.10. The motion was seconded by Councilman Bennett and carried.

Business Licenses for the following proposed businesses were reviewed and approved upon a motion by Councilman Dering; seconded by Councilman Bennett.

Interior World - 2445 Lucky John Drive
Norman Nelson Public Accountant - 1700 Park Avenue
Skyline Snow Rally - Deer Valley
Skyline Jeep Snack Shack - Deer Valley
Ski the Other Side Guide Service - 1284 Empire Avenue (resort)

Councilman Dering moved that the approval for the business license for Prospector Lodging and Convention Center at Prospector Square be tabled until the Council can determine what their intentions are concerning exterior finishing. He noted that they can operate under a temporary business license until final approval is given. The motion was seconded by Councilman Bennett and carried.

City Attorney McCoy notified the Council there were no legal problems associated with the proposed garbage fee abatement for citizens aged 62 and older. Councilman Dering moved that upon application to City Hall, the garbage fee be abated for any citizen 62 years and older. The motion was seconded by Councilman Bennett and carried.

Mayor Green enquired concerning the status of conditional use permit enforcement. David Preece advised the Council that a new system was in effect and seemed to be working well.

Mayor Green reported that a Mountainlands police grant was available. He recommended the grant application be submitted to the state for approval.

Police Chief Wilkinson added that at a February 7th meeting in Salt Lake City with the Utah Council of Criminal Justice an application for a grant dealing with crime prevention was on the agenda. He told the City Council that there was a possibility of receiving the grant thus enabling the police department to emply another officer.

Councilman Wells requested a meeting between the City Council, the attorney and the Planning Commission for a discussion of legal implications of the zoning ordinance and annexation.

UNANIMOUS RESOLUTION OF UNIT OWNERS
OF
SWEETWATER PARK CITY CONDOSHARE PROJECT VII

This UNANIMOUS RESOLUTION OF UNIT OWNERS (this "Resolution") is made and entered into effective as of the 29 day of April 2026, by 1247 EMPIRE, LLC, a Utah limited liability company ("Owner"), as the owner of one hundred percent (100%) of the condominium units comprising Sweetwater Park City Condoshare Project VII (the "Project").

RECITALS

A. WHEREAS, the Project is located at approximately 1247 Empire Avenue, Park City, Utah 84060, and consists of four (4) condominium units (the "Units") situated on the real property legally described as follows:

> Lots 30, 31, 32, 33 and 34, Block 18, SNYDERS ADDITION, according to the official plat thereof, recorded in the office of the County Recorder of Summit County, Utah (the "Parcel").
>
> Also known as Unit Nos. 1, 2, 3, and 4 and the Common Area of the SWEETWATER PARK CITY CONDOSHARE PROJECT VII, formerly known as Top Sider Condominiums, as identified in the Record of Survey Map recorded in Summit County, Utah, as Entry No. 144771, recorded February 28, 1978, and in the Declaration of Covenants, Conditions and Restrictions and Bylaws of the Sweetwater Park City Condoshare Project VII, recorded in Summit County, Utah, on December 12, 1980, as Entry No. 173952, in Book M 174, at Page 457 (the "Original Declaration"), and all amendments thereto.
>
> Parcel ID Nos.: SW-VII-1; SW-VII-2; SW-VII-3; and SW-VII-4;

B. WHEREAS, the Project was created and governed by the Original Declaration and as amended by the Second Amended Declaration of Condominium for Sweetwater Park City Condoshare Project VII, recorded in Summit County, Utah, on March 21, 1986, as Entry No. 248325, in Book 378, at Page 61, and further amended by the Amendment to Second Amended Declaration of Condominium for Sweetwater Park City Condoshare Project VII, recorded in Summit County, Utah, on December 27, 2023, as Entry No. 01213976, in Book 2805, at Page 0099 (collectively, as amended, the "Declaration");

C. WHEREAS, pursuant to the Findings of Fact, Conclusions of Law, and Order on Motion for Default Judgment and Stipulated Motion for Summary Judgment Granting Order Quieting Title, dated January 28, 2025, and recorded in Summit County, Utah, on January 29, 2025, as Entry No. 01230752, in Book 2847, at Page 1476 (the "Quiet Title Order"), the Third District Court for Summit County, Utah, in Case No. 240500335, confirmed and quieted title to the Project in the name of Topsider Holdco, LLC, a Utah limited liability company, as successor-in-interest to the individual condominium and time share interval unit owners who previously held interests in the Project;

D. WHEREAS, on April 29, 2026, Owner acquired one hundred percent (100%) of the membership interests in Topsider Holdco, LLC, and subsequently caused title to the Parcel and

all Units comprising the Project to be conveyed to Owner, such that Owner now holds fee simple title to the entire Project, including all four (4) Units and all Common Areas, free of any remaining separate ownership interest by any other party;

E. WHEREAS, Owner desires to vacate and terminate the condominium regime established by the Declaration, cancel and extinguish the Declaration of record, and cause the Project to be de-platted as a condominium project, in order to facilitate demolition of the existing structures and redevelopment of the Parcel as fee simple single-family residential lots, all in accordance with the requirements of the Utah Condominium Ownership Act, Utah Code Annotated § 57-8-1 et seq. (the "Act"); and

F. WHEREAS, as the sole owner of one hundred percent (100%) of the Units and all Common Areas comprising the Project, Owner is authorized under the Declaration and the Act to take all actions necessary or appropriate to vacate and terminate the condominium regime, without the consent or joinder of any other party.

RESOLUTION

NOW, THEREFORE, Owner, as the unanimous owner of all Units and all Common Areas of the Project, hereby adopts the following resolutions:

1. **Recitals**. The foregoing recitals are hereby incorporated into and made a part of this Resolution.

2. **Termination of Condominium Regime**. Owner hereby unanimously votes to terminate, vacate, and extinguish in its entirety the condominium regime created by the Declaration and governing the Project. Effective upon the recording of this Resolution (or such other instrument(s) as may be required by the Act, the Summit County Recorder, or Park City Municipal Code), the Project shall no longer constitute a condominium project under the Act or otherwise, and the individual Unit designations, Common Area allocations, and all other condominium regime provisions established by the Declaration shall be deemed null, void, and of no further force or effect.

3. **Cancellation of Declaration**. Owner hereby authorizes and directs the Manager of Owner to execute, acknowledge, and cause to be recorded in the official records of Summit County, Utah, a Notice of Termination of Condominium, a Cancellation of Declaration, and/or such other instruments as may be required or appropriate under the Act or applicable law to formally extinguish the Declaration of record, including any and all amendments thereto. Upon recordation of such instruments, the Parcel shall revert to and be held as a single parcel of real property under fee simple ownership, subject only to such encumbrances, easements, and restrictions of record as are unrelated to the condominium regime.

4. **Vacation of Condominium Plat and Survey Map**. Owner hereby authorizes and directs the Manager of Owner to take all steps necessary or appropriate to vacate and cancel the Record of Survey Map recorded in Summit County, Utah, as Entry No. 144771, recorded February 28, 1978, and any related condominium plat, in accordance with the Act and applicable state and local law, including without limitation any replat or lot consolidation proceedings required by Park City Municipal Code.

5. **Demolition and Redevelopment**. Owner hereby authorizes and directs the Manager of Owner to proceed with, or to contract for, the demolition of the four (4) existing

structures on the Parcel (the former "yurt" style condominium units) and to take all steps necessary or appropriate to obtain all required municipal permits and approvals for demolition and for the subsequent re-platting and redevelopment of the Parcel for single-family residential use, including without limitation the subdivision of the Parcel into up to five (5) single-family residential lots.

6. **Authorization of Manager**. Owner hereby authorizes and directs the Manager of Owner, Kimball Thomas, to execute, deliver, acknowledge, and record on behalf of Owner any and all instruments, applications, consents, agreements, deeds, plats, notices, affidavits, and other documents reasonably necessary or appropriate to carry out the purposes and intent of this Resolution, including without limitation:

(a) a Notice of Termination of Condominium or equivalent instrument required under the Act;

(b) a Cancellation or Revocation of Declaration, and any and all amendments thereto;

(c) a Vacation of the Record of Survey Map and any related plat instruments;

(d) applications for demolition permits and site clearance approvals;

(e) applications and petitions for re-platting, lot consolidation, and subdivision of the Parcel; and

(f) any other instruments required by the Summit County Recorder, Park City Municipal Code, or applicable state or local authority in connection with the foregoing.

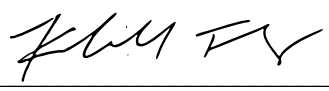
7. **Ratification of Prior Actions**. Owner hereby ratifies and approves all actions taken by the Manager of Owner prior to the date of this Resolution that are consistent with the purposes and intent hereof.

8. **Governing Law; Recordation**. This Resolution is made and entered into in accordance with the Act and the laws of the State of Utah. Owner acknowledges that this Resolution, or a certified copy thereof, may be recorded in the official real property records of Summit County, Utah, for the purpose of providing notice of the termination of the condominium regime and the cancellation of the Declaration.

IN WITNESS WHEREOF, the undersigned, being the sole Owner of one hundred percent (100%) of the Units and Common Areas comprising Sweetwater Park City Condoshare Project VII, has executed this Resolution effective as of the date first written above.

OWNER:

1247 EMPIRE, LLC, a Utah limited liability company



Kimball Thomas, Manager

Planning Commission
Staff Report

Subject: **2863 American Saddler Drive**
Application: **PL-26-06885**
Author: **Alec Barton, Senior Planner**
Date: **June 10, 2026**
Type of Item: **Plat Amendment**

Recommendation

(I) Review the proposal to amend Lot 55 of the Fairway Meadows Subdivision to allow for construction of a deed-restricted affordable Accessory Apartment, (II) conduct a public hearing, and (III) consider approving the proposed Plat Amendment based on the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in the draft Final Action Letter (Exhibit A).

Description

Applicant:	Indochine 2017, LLC Managing Member Cassie Raazi Represented by Derek Stephens, Rogue Design
Location:	2863 American Saddler Drive
Zoning District:	Residential Development
Adjacent Land Uses:	Single-Family Dwellings
Reason for Review:	The Planning Commission conducts a public hearing and takes Final Action on Plat Amendments.[1]

LMC	Land Management Code
RD	Residential Development
SFD	Single-Family Dwelling

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

Summary

2863 American Saddler Drive is Lot 55 of the 60-Lot Fairway Meadows Subdivision in the Residential Development (RD) Zoning District. The Fairway Meadows Subdivision Plat limits the Maximum House Size for each Lot based on Lot size. The Maximum House Size for Lot 55 is 5,500 square feet.

The Applicant proposes amending Lot 55 to allow for the construction of an 867-square-foot deed-restricted affordable Accessory Apartment attached to the Single-Family Dwelling (SFD).

[1] LMC § 15-1-8(K)

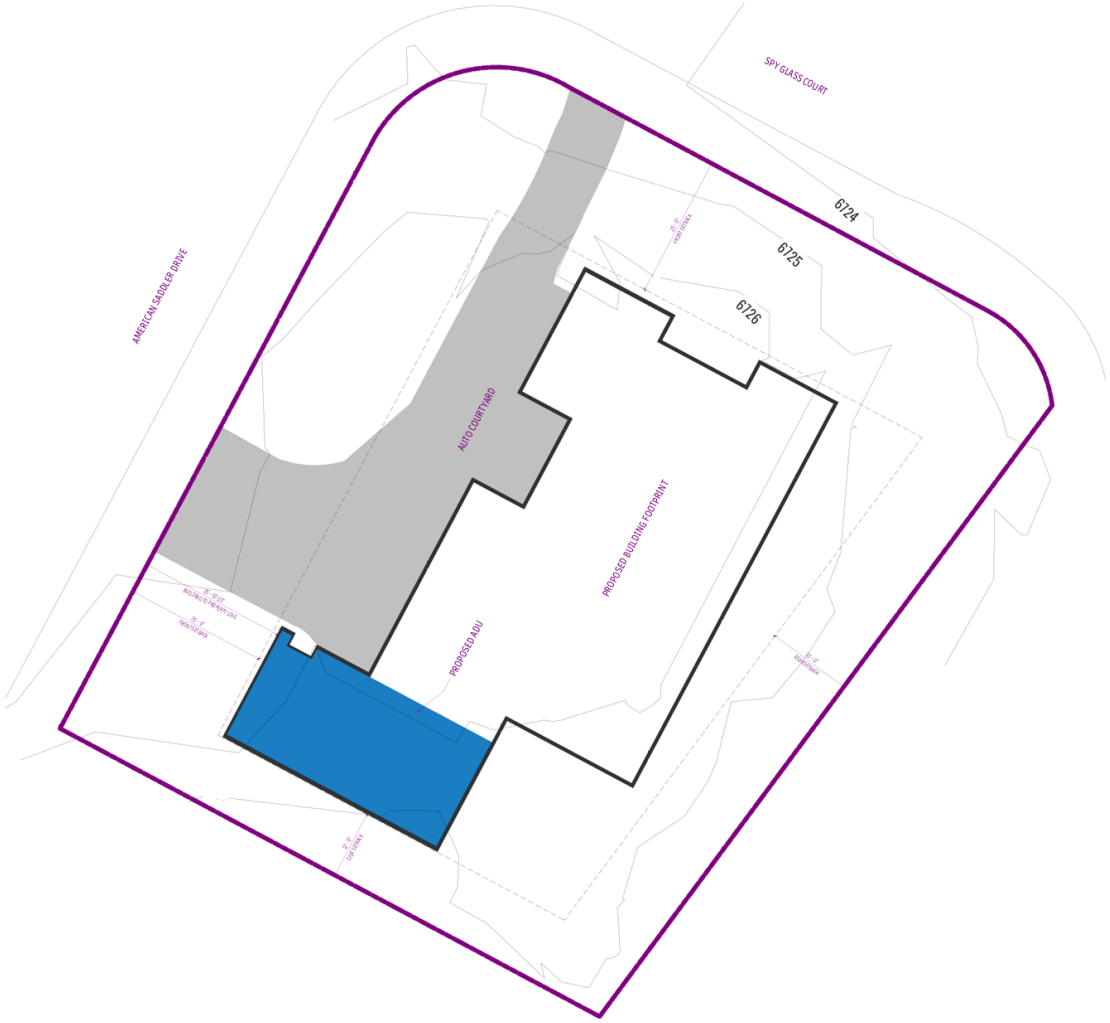


Figure 1. Lot 55 with proposed building footprint. The proposed attached Accessory Apartment is shaded in blue.

Background

On September 11, 1991, the Planning Commission approved the Preliminary Plat for the Meadows Estates 1C Subdivision, also known as Fairway Meadows (Minutes, Exhibit D). The Preliminary Plat established 80 Lots with Maximum House Sizes not to exceed 3,500 square feet.

On December 12, 1991, the City Council remanded the Preliminary Plat to the Planning Commission with considerations for compatibility, including increasing Lot sizes and frontages, conforming with minimum Setbacks for the Zoning District, and limiting Maximum House Size to 5,500 square feet with smaller house sizes for smaller Lots (Minutes, Exhibit E).

On January 8, 1992, the Planning Commission approved the revised Preliminary Plat and Final Plat for Meadows Estates 1C (Minutes, Exhibit F). The Final Plat established 61 Lots with Maximum House Sizes noted on the plat and not to exceed 5,500 square feet.

On January 23, 1992, the City Council approved the Final Plat for Meadows Estates 1C, also known as Fairway Meadows (Minutes, Exhibit G). The Fairway Meadows Subdivision Plat was recorded with Summit County on March 26, 1992 (Recorder Entry No. 356214).

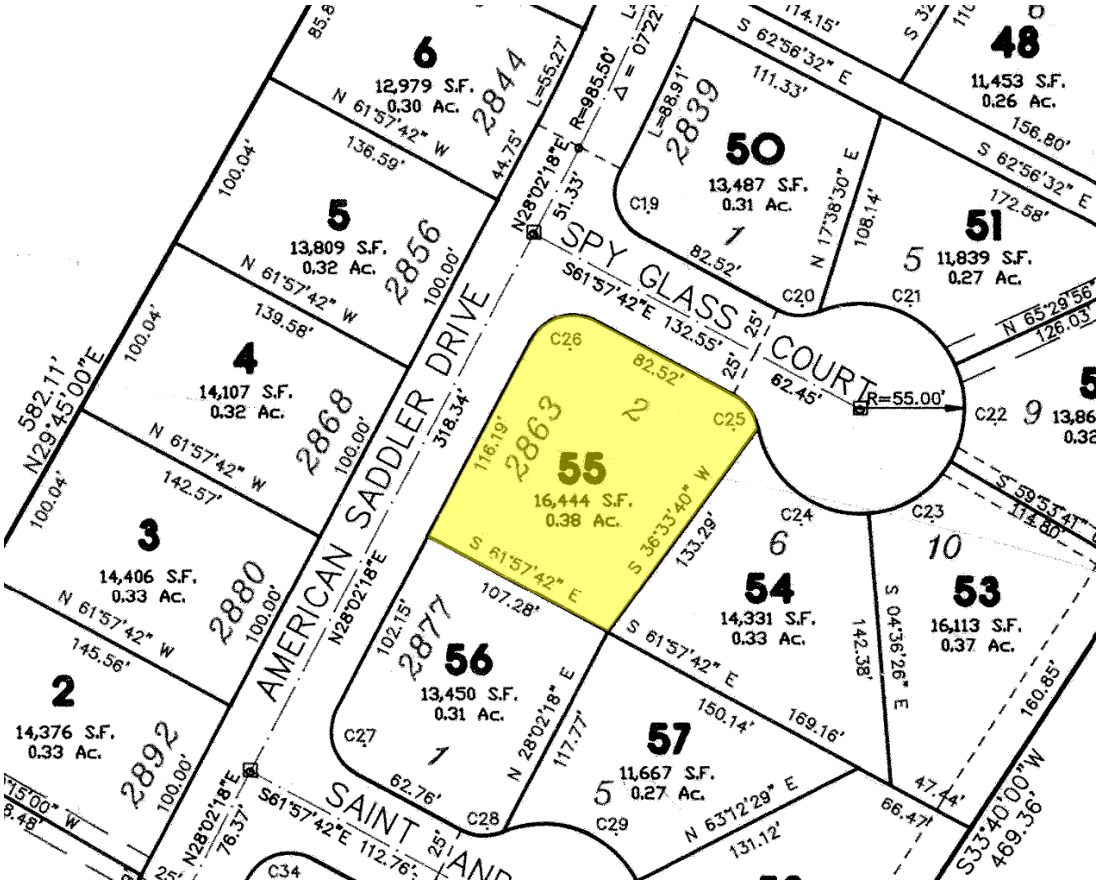


Figure 2. Fairway Meadows Subdivision Lot 55.

On January 16, 2020, the City Council adopted Ordinance No. 2020-05 approving the Fairway Meadows Subdivision Lot 11 Amended Plat. The Plat combined Lots 11 and 12 into a single 0.755-acre Lot with a Maximum House Size of 8,250 square feet. The Plat was recorded with Summit County on May 12, 2020 (Recorder Entry No. 1132005). No other Plat Amendments have been processed for the Subdivision.

Analysis

(I) The proposed Plat Amendment, as conditioned, complies with the Lot and Site Requirements of the Residential Development Zoning District and Fairway Meadows Subdivision Plat.

The purposes of the RD Zoning District include:

- Allowing a variety of Residential Uses that are Compatible with the City's Development objectives, design standards, and growth capabilities,
- Encouraging the clustering of residential units to preserve natural Open Space,

minimize Site disturbance and impacts of Development, and minimize the cost of municipal services,
- Allowing commercial and recreational activities that are in harmony with residential neighborhoods,
- Minimizing impacts of the automobile on architectural design,
- Promoting pedestrian connections within Developments and between adjacent Areas, and
- Providing opportunities for variation in architectural design and housing types.[2]

SFDs are an allowed Use in the RD Zoning District, pursuant to LMC § 15-2.13-2(A). No minimum or Maximum House Size is designated in the RD Zoning District.



Figure 3. Lot 55 (2863 American Saddler Drive) highlighted in yellow.

Any additions to the existing SFD must meet required Setbacks and Building Height in LMC § 15-2.13-3 and § 15-2.13-4.

The table below includes the Lot and Site Requirements for the RD Zoning District in LMC § 15-2.13-3:

[2] LMC § 15-2.13-1

Requirement	Analysis of Proposal
Density: Maximum three units per acre	**Complies.** Lot 55 is a 0.38-acre Lot with an existing SFD. Density is established by the Fairway Meadows Subdivision Plat. An Accessory Apartment is an allowed Use in the RD Zoning District, subject to the requirements of LMC § 15-4-7.
Front Setback: The Plat requires greater Front Setbacks than the LMC – 25 feet	**Complies.** Lot 55 is a double frontage Lot with Front Setbacks along American Saddler Drive and Spyglass Court. The Applicant proposes minimum Setbacks of 25 feet, 10 inches on American Saddler Drive and more than 26 feet on Spyglass Court.
Rear Setback: 15 feet	**Complies:** The proposed Structure is greater than 25 feet from the Rear Lot Line.
Side Setback: 12 feet	**Complies:** The proposed Structure is 12 feet from the Side Lot Line.

The Applicant proposes additions to the existing SFD:

	Existing	Proposed	Change
Main Level	2373 square feet	2645 square feet	+272 square feet
Upper Level	1239 square feet	2546 square feet	+1307 square feet
Total Livable Area	3612 square feet	5191 square feet	+1579 square feet
Garage	721 square feet	909 square feet	+188 square feet
Total SFD	4333 square feet	6100 square feet	+1767 square feet

The proposed additions to the existing SFD comply with the Maximum House Size and garage size established in the Fairway Meadows Subdivision Plat.

7. MAXIMUM HOUSE SIZE IN FAIRWAY MEADOWS SHALL BE AS SHOWN IN TABLE AT UPPER LEFT. MAXIMUM UNPENALIZED GARAGE SIZE IS 600 SQUARE FEET; GARAGE SQUARE FOOTAGE OVER 600 SQUARE FEET SHALL BE DEDUCTED FROM THE MAXIMUM HOUSE SQUARE FOOTAGE TO DETERMINE THE MAXIMUM HOUSE SIZE FOR THAT HOUSE.

LMC § 15-15-1 defines Maximum House Size: “A measurement of Gross Floor Area.”

LMC § 15-15-1 defines Gross Residential Floor Area: “The Area of a Building, including all enclosed Areas, consisting of the Area of all floor located under a ceiling that is above Final Grade, measure in square feet. Unenclosed porches, Balconies, patios and decks, vent shafts and courts are not calculated in Gross Residential Floor Area. Garages, up to a maximum of 600 square feet, are not considered Floor Area. Basement and Crawl Space Areas below Final Grade are not considered Floor Area. Floor Area is measured from the finished surface of the interior of the exterior boundary walls.”

The Maximum House Size is 5,500 square feet and the maximum unpenalized garage size is 600 square feet; for garages over 600 square feet, additional square footage is deducted from the maximum house square footage.

The Applicant proposes a 909-square-foot garage, meaning the Maximum House Size is reduced by 309 square feet to 5,191 square feet. The proposed livable area, 5,191 square feet, complies.

The proposed SFD (6,100 square feet) complies with the platted maximum SFD (6,100 square feet), including the garage. The Applicant proposes an 867-square-foot deed-restricted Accessory Apartment. Staff recommends Condition of Approval 4 allowing the Applicant 867 additional square feet for construction of a deed-restricted Accessory Apartment only and preventing future additions to the SFD that increase Maximum House Size.

(II) The proposed Plat Amendment, as conditioned, complies with Land Management Code Section 15-4-7 *Accessory Apartments*.

Accessory Apartments are subject to the following criteria:[3]

Criteria	Analysis of Proposal
Size: No more than one third of the dwelling size, no less than 280 square feet, and no more than 1,000 square feet.	**Complies.** The proposed Accessory Apartment is 867 square feet, about 17% the size of the primary dwelling including proposed additions.
Bedrooms: No more than two.	**Complies.** The proposed Accessory Apartment includes one bedroom.
Floor Area: May not increase the floor Area of a Structure over the maximum floor Area as specified in the LMC or Subdivision approval.	**Condition of Approval recommended.** Condition of Approval 4 requires the amended plat to include a plat note limiting Lot 55 to 867 additional square feet for a deed-restricted affordable Accessory Apartment only.
Parking: One space per bedroom.	**Complies.** One space required. See Analysis Section III below.
Prohibition on Nightly Rentals.	**Condition of Approval recommended.** Condition of Approval 6 requires the Applicant to record a deed restriction in a form approved by the City Attorney requiring the rental term for the Accessory Apartment to be no less than 90 days and prohibiting Nightly Rentals.

(III) The proposed Plat Amendment complies with Land Management Code Chapter 15-3 *Off-Street Parking*.

[3] LMC § 15-4-7

LMC § 15-3-6 includes residential parking ratio requirements:

- **SFD**: 2 spaces per unit
- **Accessory Apartment**: 1 space per bedroom

The Applicant proposes a one-bedroom Accessory Apartment. Three Off-Street parking spaces are required. The proposed garage can accommodate four cars, with additional space for Off-Street parking on the existing driveway.

(IV) The General Plan encourages context-appropriate residential infill development.

General Plan Community Character Strategy 3A states: "Protect open space, discourage sprawl, and direct growth inward."

One of the actions supporting this strategy is to "[a]llow context appropriate infill in existing neighborhoods to discourage sprawl and utilize existing infrastructure."

Community Character Strategy 3D states: "Encourage infill development and enable a variety of housing typologies that provide a diverse mix and respond to the needs of various demographic and socioeconomic groups."

One of the actions supporting this strategy is to "[a]llow the creation of Accessory Apartments in residential neighborhoods when compatible with existing character and located in near proximity to transit, amenities, and services."

The proposed Accessory Apartment is an appropriate form of infill development because it is an allowed Use in the RD Zoning District, utilizes existing infrastructure, and is located near transit and other amenities and services. The City's 20 Tan transit route runs on American Saddler Drive directly in front of the property, and riders in Fairway Meadows and other upper Park Meadows subdivisions can wave the bus down anywhere along its route instead of traveling to a bus stop.

(V) Staff finds Good Cause to amend the Plat to allow construction of a deed-restricted affordable Accessory Apartment.

Plat Amendments are reviewed according to the requirements of LMC § 15-7.1-6 *Final Subdivision Plat* and require findings of Good Cause and that no Public Street, Right-of-Way, or easement has been vacated or amended.[4]

LMC § 15-15-1 defines Good Cause as "Providing positive benefits and mitigating negative impacts, determined on a case by case basis to include such things as: providing public amenities and benefits, resolving existing issues and non-conformities, addressing issues related to density, promoting excellent and sustainable design, utilizing best planning and design practices, preserving the character of the neighborhood and of Park City and furthering the health, safety, and welfare of the Park

[4] LMC § 15-7.1-3(B)

City community."

Staff finds Good Cause to amend the Plat to allow the construction of a deed-restricted affordable Accessory Apartment. The creation of a deed-restricted affordable unit addresses the City's critical housing shortage, furthering the health and welfare of Park City and utilizing best planning practices. No Public Street, Right-of-Way, or easement is vacated or amended with the proposed Plat Amendment. The proposed 867-square-foot Accessory Apartment is about 17% the size of the primary dwelling including proposed additions.

Staff recommends Conditions of Approval:

- The existing limitations on maximum house and garage size for Fairway Meadows shall remain in effect for the existing SFD on Lot 55.
- Lot 55 shall be permitted up to 867 additional square feet for a deed-restricted affordable Accessory Apartment.
- A deed restriction, in a form approved by the City Attorney's Office, shall be recorded concurrently with the proposed Fairway Meadows Subdivision Amending Lot 55 Plat restricting the maximum rent for the Accessory Apartment to 50 percent of the area median income in perpetuity.
- A deed restriction, in a form approved by the City Attorney's Office, shall be recorded concurrently with the proposed Fairway Meadows Subdivision Amending Lot 55 Plat restricting the rental term for the Accessory Apartment to 90 days or more and prohibiting Nightly Rentals.

(VI) The Development Review Committee reviewed the proposal on May 19, 2026, and confirmed the proposal conforms with their requirements.[5]

Department Review

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

Notice

Staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on May 26, 2026. Staff mailed courtesy notice to property owners within 300 feet on May 27, 2026. The *Park Record* published courtesy notice on May 27, 2026.[6]

Public Input

Staff did not receive any public input at the time this report was published.

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

Alternatives

The Planning Commission may:

- Approve the proposed Fairway Meadows Amended Amending Lot 55 Plat.
- Deny the proposed Plat Amendment and direct staff to make findings for the denial.
- Request additional information and continue the discussion to a date certain.

Exhibits

A: Draft Final Action Letter
B: Applicant's Narrative
C: Applicant's Photo Exhibit
D: September 11, 1991, Planning Commission Minutes
E: December 12, 1991, City Council Minutes
F: January 8, 1992, Planning Commission Minutes
G: January 23, 1992, City Council Minutes

Planning Department

June 10, 2026

Derek Stephens

CC: Cassie Raazi

NOTICE OF PLANNING COMMISSION ACTION

Description

Address:	2863 American Saddler Drive
Zoning District:	Residential Development
Application:	Subdivision Plat Amendment
Project Number:	PL-26-06885
Action:	APPROVED WITH CONDITIONS (See Below)
Date of Final Action:	June 10, 2026
Project Summary:	The Applicant proposes to amend Lot 55 of the Fairway Meadows Subdivision to allow for construction of a deed-restricted affordable Accessory Apartment.

Action Taken

On June 10, 2026, the Planning Commission conducted a public hearing and approved the Fairway Meadows Subdivision Amended Amending Lot 55 Plat according to the following findings of fact, conclusions of law, and conditions of approval.

Findings of Fact

1. The City Council approved the Fairway Meadows Subdivision Plat on January 23, 1992.
2. The Fairway Meadows Subdivision Plat was recorded with Summit County on March 26, 1992 (Recorder Entry No. 356214).
3. The Fairway Meadows Subdivision is in the Residential Development (RD) Zoning District.
4. The Fairway Meadows Subdivision Plat includes a Maximum House Size for each Lot based on Lot size.
5. The Maximum House Size for Lot 55 is 5,500 square feet.

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6. The maximum unpenalized garage size is 600 square feet, with garage square footage over 600 square feet deducted from the maximum house square footage.
7. The Applicant proposes amending Lot 55 of the Fairway Meadows Subdivision to allow for the construction of a deed-restricted affordable Accessory Apartment attached to the Single-Family Dwelling (SFD).
8. The proposed Plat Amendment, as conditioned, complies with the Lot and Site Requirements of the Residential Development Zoning District and Fairway Meadows Subdivision Plat.
    a. SFDs are an allowed Use in the RD Zoning District.
    b. **Density**: Maximum three units per acre.
        i. **Complies**. Lot 55 is a 0.38-acre Lot with an existing SFD. Density is established by the Fairway Meadows Subdivision Plat. An Accessory Apartment is an allowed Use in the RD Zoning District, subject to the requirements of LMC § 15-4-7.
    c. **Front Setback**: 25 feet.
        i. **Complies**. Lot 55 is a double frontage Lot with Front Setbacks along American Saddler Drive and Spyglass Court. The proposed project meets minimum Setbacks of 25 feet, 10 inches on American Saddler Drive and more than 26 feet on Spyglass Court.
    d. **Rear Setback**: 15 feet.
        i. **Complies**. The proposed Structure is greater than 25 feet from the Rear Lot Line.
    e. **Side Setback**: 12 feet.
        i. **Complies**. The proposed Structure is 12 feet from the Side Lot Line.
    f. **Maximum House and Garage Size**: 5,500 square feet and 600 square feet, with garage square footage over 600 square feet deducted from the maximum house square footage.
        i. **Complies**. The proposed 6,100-square-foot Structure includes 5,191 square feet of livable area and a 909-square-foot garage, equivalent to the platted maximum allowance of 6,100 square feet for an SFD on Lot 55.
9. The proposed Plat Amendment, as conditioned, complies with LMC § 15-4-7 *Accessory Apartments*.
    a. **Size**: No more than one third of the dwelling size, no less than 280 square feet, and no more than 1,000 square feet.

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i. **Complies**. 867 square feet.

b. **Bedrooms**: No more than two.
   i. **Complies**. The proposed Accessory Apartment includes one bedroom.

c. **Floor Area**: May not increase the floor Area of a Structure over the maximum floor Area as specified in the LMC or Subdivision approval.
   i. Condition of Approval 4 requires the amended plat to include a plat note limiting Lot 55 to 867 additional square feet for a deed-restricted affordable Accessory Apartment only.

d. **Parking**: One space per bedroom.
   i. See Finding of Fact 10.

e. **Prohibition on Nightly Rentals**.
   i. Condition of Approval 6 requires the Applicant to record a deed restriction in a form approved by the City Attorney requiring the rental term for the Accessory Apartment to be no less than 90 days.

10. The proposed Plat Amendment complies with Land Management Code Chapter 15-3 *Off-Street Parking*.
    a. Residential parking ratio requirements:
       i. **SFD**: 2 spaces per units
       ii. **Accessory Apartment**: 1 space per bedroom
          1. **Complies**. Three spaces are required. The proposed garage can accommodate four cars, with additional space for Off-Street parking on the existing driveway.

11. The General Plan encourages context-appropriate residential infill development.
    a. **Community Character Strategy 3A**: “Protect open space, discourage sprawl, and direct growth inward.
       i. **Action**: “Allow context appropriate infill in existing neighborhoods to discourage sprawl and utilize existing infrastructure.”
    b. **Community Character Strategy 3D**: “Encourage infill development and enable a variety of housing typologies that provide a diverse mix and respond to the needs of various demographic and socioeconomic groups.”
       i. **Action**: “Allow the creation of Accessory Apartments in residential neighborhoods when compatible with existing character and located in near proximity to transit, amenities, and services.”

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c. The proposed Accessory Apartment is an allowed Use in the RD Zoning District, utilizes existing infrastructure, and is located near transit and other amenities and services.

12. The Planning Commission finds Good Cause to amend the Fairway Meadows Subdivision Plat to allow construction of a deed-restricted affordable Accessory Apartment on Lot 55.
    a. Plat Amendments are reviewed according to the requirements of LMC § 15-7.1-6 Final Subdivision Plat and require findings of Good Cause and that no Public Street, Right-of-Way, or easement has been vacated or amended.
    b. LMC § 15-15-1 defines Good Cause as "Providing positive benefits and mitigating negative impacts, determined on a case by case basis to include such things as: providing public amenities and benefits, resolving existing issues and non-conformities, addressing issues related to density, promoting excellent and sustainable design, utilizing best planning and design practices, preserving the character of the neighborhood and of Park City and furthering the health, safety, and welfare of the Park City community."
    c. The Planning Commission finds Good Cause to amend the Plat to allow the construction of a deed-restricted affordable Accessory Apartment. The creation of a deed-restricted affordable unit addresses the City's critical housing shortage, furthering the health and welfare of Park City and utilizing best planning practices.
    d. No Public Street, Right-of-Way, or easement is vacated or amended with the proposed Plat Amendment.
    e. The proposed 867-square-foot Accessory Apartment is about 17% the size of the primary dwelling including proposed additions.

Conclusions of Law

1. The proposed Plat Amendment, as conditioned, complies with LMC Chapter 15-2.13 *Residential Development (RD) District*.
2. The proposed Plat Amendment, as conditioned, complies with LMC § 15-4-7 *Accessory Apartments*.
3. The proposed Plat Amendment complies with LMC Chapter 15-3 *Off-Street Parking*.
4. The proposed Plat Amendment complies with LMC Chapter 15-7.1 *Subdivision Procedures*.

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5. There is Good Cause for the proposed Plat Amendment.

Conditions of Approval

1. The City Planner, City Attorney, and City Engineer will review and approve the final form and content of the plat for compliance with State law, the Land Management Code, and the Conditions of Approval prior to recordation of the plat.
2. The Applicant shall record the plat at the County within one year from the date of Planning Commission approval. If recordation is not complete within one year, this approval will be void, unless a request for an extension is made in writing prior to the expiration date and an extension is granted by the Planning Director.
3. The existing limitations on maximum house and garage size for Fairway Meadows shall remain in effect for the existing Single-Family Dwelling on Lot 55.
4. Lot 55 shall be permitted up to 867 additional square feet for a deed-restricted affordable Accessory Apartment only. No other Use is permitted within the additional square footage.
5. A deed restriction, in a form approved by the City Attorney's Office, shall be recorded concurrently with the proposed Fairway Meadows Subdivision Amending Lot 55 Plat restricting the maximum rent for the Accessory Apartment to 50 percent of the area median income in perpetuity.
6. A deed restriction, in a form approved by the City Attorney's Office, shall be recorded concurrently with the proposed Fairway Meadows Subdivision Amending Lot 55 Plat restricting the rental term for the Accessory Apartment to 90 days or more.

This Final Action may be appealed pursuant to LMC § 15-1-18. If you have questions or concerns regarding this Final Action Letter, please call (435) 731-6088 or email alexander.barton@parkcity.gov.

Sincerely,

Christin Van Dine
Planning Commission Chair

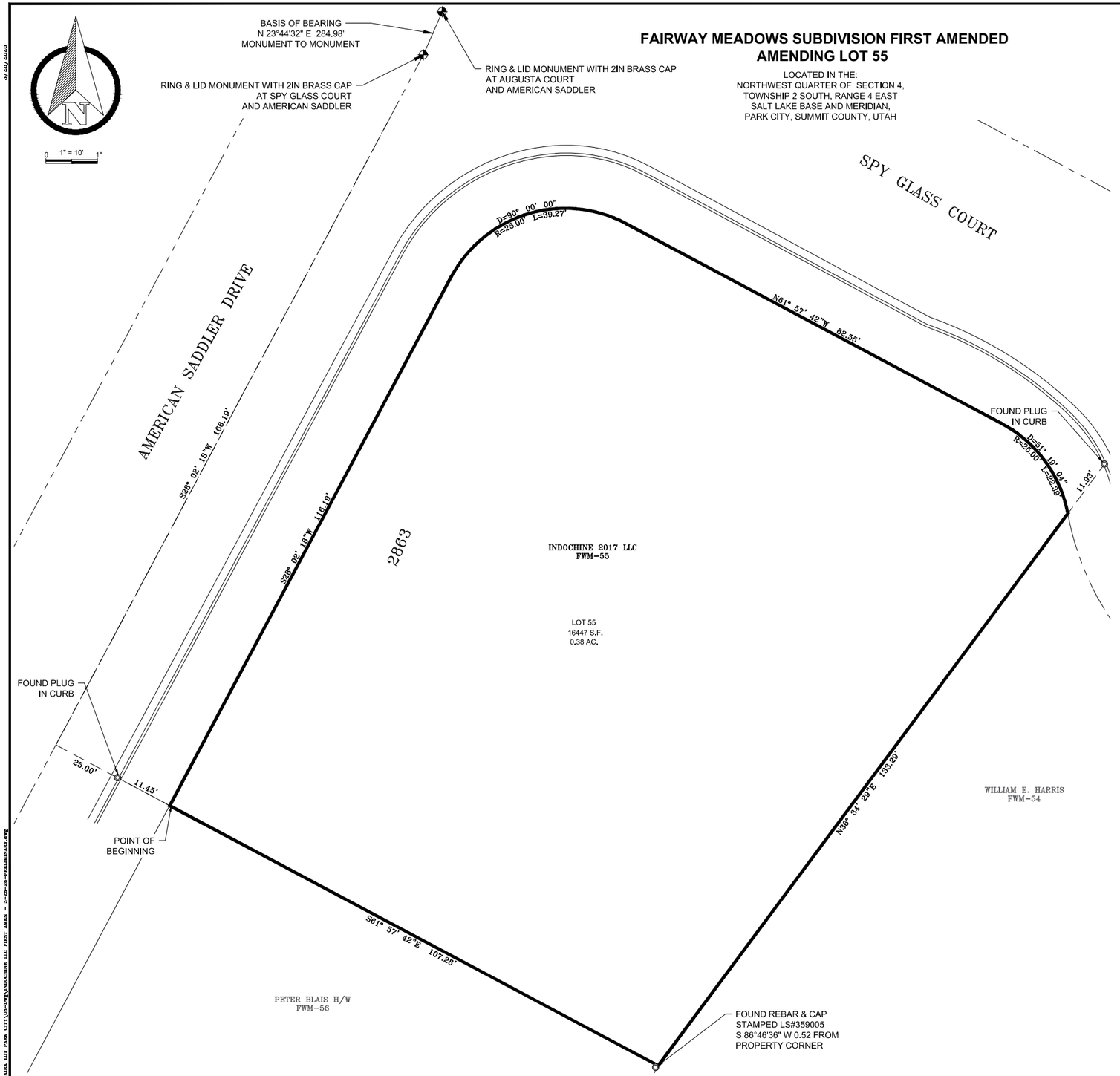
CC: Alec Barton, Project Planner

Attachment 1 – Proposed Plat

DRAFT

FAIRWAY MEADOWS SUBDIVISION FIRST AMENDED AMENDING LOT 55

LOCATED IN THE:
NORTHWEST QUARTER OF SECTION 4,
TOWNSHIP 2 SOUTH, RANGE 4 EAST
SALT LAKE BASE AND MERIDIAN,
PARK CITY, SUMMIT COUNTY, UTAH



CONSENT TO RECORD

THE UNDERSIGNED LIEN HOLDER CONSENTS TO THE RECORDATION OF THIS PLAT AMENDMENT _____

_____ _____
COMPANY AUTHORIZED REPRESENTATIVE

THIS _____ DAY OF _____, 2026

STATE OF _____)
: SS.
COUNTY OF _____)

ON THE ____ DAY OF _____, A.D. 2026, PERSONALLY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC, THE SIGNATURE(S) OF THE ABOVE OWNERS DEDICATION _____ WHO ACKNOWLEDGED TO ME THAT (S)HE EXECUTED THE ABOVE OWNERS DEDICATION AND CONSENT TO RECORD.

_____
NOTARY PUBLIC

MY COMMISSION EXPIRES: _____

PLAT NOTES

THE PURPOSE OF THIS PLAT AMENDMENT IS TO REMOVE PLAT NOTES 7 AND 8 OF FAIRWAY MEADOWS SUBDIVISION FOR LOT 55. THESE PLAT NOTES LIMITED THE SIZE OF THE HOME THAT COULD BE BUILT ON THE LOT. THIS AMENDMENT WILL REMOVE THE BUILDING SIZE RESTRICTION ON LOT 55, IN ORDER TO ALLOW FOR AN ADDITION TO THE CURRENT BUILDING OCCUPYING THAT LOT. NOTES ARE ACCORDING TO THE OFFICIAL PLAT THEREOF ON FILE AND RECORDED IN THE SUMMIT COUNTY RECORDERS OFFICE, ENTRY #356214, ORIGINAL NOTES 1 THROUGH 6 ARE STILL APPLICABLE AND SHOWN HEREON.

1. A NON- EXCLUSIVE 5 FOOT UTILITY, SLOPE, AND DRAINAGE EASEMENT IS HEREBY DEDICATED ALONG ALL LOT LINES, UNLESS OTHERWISE NOTED.
2. DUE TO HIGH WATER TABLE AND SANITARY SEWER LOCATIONS, HOUSES WITH BASEMENTS ARE NOT ALLOWED IN FAIRWAY MEADOWS SUBDIVISION.
3. PARK CITY WILL ONLY ASSUME RESPONSIBILITY FOR SNOW PLOWING UPON COMPLETION OF LEGAL OCCUPATION OF STRUCTURES ON AT LEAST 50% OF THE LOTS. SUBSTANTIAL INTERIM SNOW REMOVAL COST WILL OCCUR TO LOT OWNERS.
4. A MODIFIED 13D-TYPE INTERIOR FIRE SPRINKLING SYSTEM IS REQUIRED IN ALL RESIDENCE CONSTRUCTED IN FAIRWAY MEADOWS SUBDIVISION.
5. A NON-EXCLUSIVE SANITARY SEWER, STORM DRAINAGE, PUBLIC UTILITY AND TRAIL EASEMENT EXISTS OVER ALL OPEN SPACE SHOWN.
6. A MINIMUM BUILDING SETBACK OF 25 FOOT FRONT YARD, 15 FOOT REAR YARD, AND 12 FOOT SIDE YARD EXISTS FOR ALL LOTS, SEE TYPICAL.

THE ORIGINAL PLAT CONTAINED A MATHEMATICAL ERROR. THIS LOT DID NOT CLOSE BY 0.03 HUNDREDTHS OF A FOOT SEE RECORD OF SURVEY S-12168

OWNER'S DEDICATION AND CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENTS THAT INDOCHINE 2017 LLC. DO HEREBY CONSENT TO THE RECORDING OF THIS AMENDED PLAT, TO BE HEREAFTER KNOWN AS FAIRWAY MEADOWS SUBDIVISION FIRST AMENDED, AMENDING LOT 55 AND DO HEREBY IRREVOCABLY OFFER FOR DEDICATION ALL NON-EXCLUSIVE PUBLIC UTILITY AND DRAINAGE EASEMENTS FOR THE INSTALLATION, MAINTENANCE AND EVENTUAL REPLACEMENT TO PARK CITY MUNICIPAL CORPORATION AND ALL PUBLIC UTILITY SERVICE PROVIDERS, AS SHOWN ON THIS PLAT.

BY: _____ _____
CASSIE RAAZI, MANAGING MEMBER DATE
INDOCHINE 2017 LLC, A WYOMING
LIMITED LIABILITY COMPANY

ACKNOWLEDGEMENT

STATE OF _____)
: SS.
COUNTY OF _____)

ON THE ____ DAY OF _____, A.D. 2026, PERSONALLY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC, THE SIGNATURE(S) OF THE ABOVE OWNERS DEDICATION _____, WHO ACKNOWLEDGED TO ME THAT (S)HE EXECUTED THE ABOVE OWNERS DEDICATION AND CONSENT TO RECORD.

_____
NOTARY PUBLIC

MY COMMISSION EXPIRES: _____

RECORD DESCRIPTIONS

ALL OF LOT 55 FAIRWAY MEADOWS SUBDIVISION RECORDED IN THE SUMMIT COUNTY RECORDERS OFFICE. ENTRY #356214

MORE PARTICULARLY DESCRIBED AS FOLLOWS

A PARCEL OF LAND CONTAINED WITHIN A PORTION OF THE NORTH HALF OF SECTION 4, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN. PARK CITY, SUMMIT COUNTY, UTAH.

BEGINNING AT A POINT 25.00 FEET SOUTH 61°57'42" EAST AND 166.19 FEET SOUTH 28°02'18" WEST FROM THE INTERSECTION MONUMENT LOCATED AT SPYGLASS COURT AND AMERICAN SADDLER DRIVE; CONTINUING THENCE SOUTH 61°57'42" EAST 107.28 FEET; THENCE NORTH 36°34'29" EAST 133.29 FEET TO A POINT ON A 25.00 FOOT RADIUS CURVE TO THE LEFT; THENCE 22.39 FEET ALONG SAID CURVE (DELTA= 51°19'04" CHORD BEARS NORTH 36°18'10" WEST 21.65 FEET); THENCE NORTH 61°57'42" WEST 82.55 FEET TO THE BEGINNING OF A 25.00 FOOT RADIUS CURVE TO THE LEFT; THENCE 39.27 FEET ALONG SAID CURVE (DELTA=90°00'00" CHORD BEARS SOUTH 73°02'18" WEST 35.36 FEET); THENCE SOUTH 28°02'18" WEST 116.19 FEET TO THE POINT OF BEGINNING.

CONTAINING 16,447 S.F. OR 0.38 A.C.

THE BASIS OF BEARING FOR THIS PLAT AMENDMENT IS TWO FOUND 2 INCH BRASS CAP MONUMENTS IN RING AND LID AT THE INTERSECTIONS OF SPY GLASS COURT AND AUGUSTA COURT ON AMERICAN SADDLER DRIVE. NORTH 23°44'32" EAST 284.98 FEET.

SURVEYOR'S CERTIFICATE

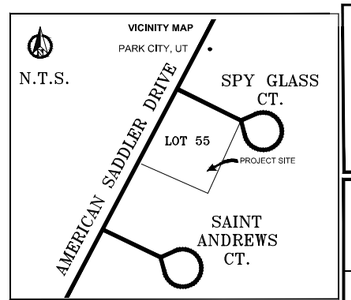
I, TRAVIS R. GOWER, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR IN THE STATE OF UTAH, AND THAT I HOLD LICENSE NUMBER 6439364 IN ACCORDANCE WITH TITLE 58, CHAPTER 22, PROFESSIONAL ENGINEERS AND PROFESSIONAL LAND SURVEYORS LICENSING ACT. I FURTHER CERTIFY THAT I HAVE COMPLETED A SURVEY AND HAVE REFERENCED A RECORD OF SURVEY MAP OF THE EXISTING PROPERTY BOUNDARIES IN ACCORDANCE WITH SECTION 17-73-504 AND HAVE VERIFIED THE BOUNDARY LOCATIONS AND HAVE PLACED MONUMENTS AS REPRESENTED ON THAT PLAT. I DO FURTHER CERTIFY THAT BY THE AUTHORITY OF THE OWNERS, I HAVE PREPARED THIS PLAT AND AMENDMENT OF THE PROPERTY DESCRIBED HEREON, HEREAFTER TO BE KNOWN AS FAIRWAY MEADOWS FIRST AMENDED.

PRELIMINARY
Travis R. Gower
TRAVIS R. GOWER
P.L.S. 6439364

PROFESSIONAL LAND SURVEYOR — No. 6439364 — TRAVIS R. GOWER — 03-26-26 — STATE OF UTAH

March 26, 2026
DATE

VICINITY MAP



LEGEND

EDGE OF ASPHALT	SECTION CORNER (FOUND)
CURB AND GUTTER	SECTION LINE
	BOUNDARY LINE
	PARCEL LINE
	SET MONUMENT (AS NOTED)
	FOUND MONUMENT RIMROCK E&D UNLESS OTHEWISE NOTED

APPROVAL AS TO FORM
APPROVED AS TO FORM THIS _____ DAY OF _____ 2026.
BY _____
PARK CITY ATTORNEY

ENGINEER'S CERTIFICATE
I FIND THIS PLAT TO BE IN ACCORDANCE WITH THE INFORMATION ON FILE MY THIS OFFICE.
THIS _____DAY OF _____ 2026.
BY _____
PARK CITY ENGINEER

SNYDERVILLE BASIN WATER RECLAMATION DISTRICT
REVIEWED FOR CONFORMANCE TO THE SNYDERVILLE BASIN WATER RECLAMATION DISTRICT STANDARDS ON THIS_____ DAY OF _____, 2026.
BY _____

PARK CITY PLANNING COMMISSION
APPROVED BY THE PARK CITY PLANNING COMMISSION THIS 11TH DAY OF JUNE, 2026.
BY _____
CHAIR

PUBLIC SAFETY ANSWERING POINT APPROVAL
APPROVED THIS_____ DAY OF _____, 2026.
BY _____
SUMMIT COUNTY GIS COORDINATOR

RECORDED ENTRY NUMBER _____
STATE OF UTAH, COUNTY OF SUMMIT, RECORDED AND FILED AT THE REQUEST OF: _____
DATE: _____ TIME: _____ BOOK: _____ PAGE: _____
_____ _____
FEE $ SUMMIT COUNTY RECORDER

FAIRWAY MEADOWS SUBDIVISION
FIRST AMENDED
AMENDING LOT 55
NW1/4 OF SEC. 4, T.2S., R.4E., SLB&M.,
PARK CITY, SUMMIT COUNTY, UTAH

tgower@re-n-d.com
801-837-0633
5513 W 11000 N
#435
HIGHLAND, UTAH
84003
RIMROCK
ENGINEERING &
DEVELOPMENT

PROJECT NAME	
INDOCHINE 2017 LLC. FAIRWAY MEADOWS SUBDIVISION FIRST AMENDED, AMENDING LOT 55	
1" = 10'	PROJECT # RGC2544-04-03
DRAWN: TG	DATE: 03/26/2026
CHECKED: AP/JC	SHEET NO: 1 OF 1

Alec Barton

From: Cassie Raazi [redacted]
Sent: Tuesday, April 28, 2026 12:09 PM
To: Alec Barton
Cc: Derek Stephens; Cactus Raazi
Subject: Re: [External] Fwd: 2863 American Saddler plat amendment

Hi Alec,

We would like to share with you some additional information relevant to our requested plat amendment.

Our understanding of 'good cause' and how it is related to our request focuses on providing public benefits, 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 welfare of the Park City community.

We are requesting a plat amendment to achieve our primary objective: building an affordable housing unit immediately adjacent to, and attached to, our existing structure. Our intention is to build a ~900 SF Accessory Dwelling Unit on our property and add space for an additional vehicle in our (expanded ~950 SF) garage. As part of our plat amendment documentation, we propose to restrict the maximum rent on our ADU to 50% of AMI for a period not less than 10 years.

Our intention to add an affordable ADU (at <=50% of AMI) is consistent with the stated goals of Park City, Summit County, and the State of Utah. All entities have made it clear that the lack of affordable housing is a primary issue for the continued growth, prosperity, and quality of life in their respective jurisdictions. Our ADU, and the accompanying garage spot, are consistent with the stated goals of all three entities. Indeed, we believe Summit County has a stated goal of 1,500 affordable ADUs in the coming decade. Our proposed plat amendment and creation of an affordable ADU is also consistent with this goal.

Concurrent with the creation of a 1,000’ ADU and accompanying garage parking, we intend to make cosmetic and minor structural improvements to our home. Importantly, we intend to retain substantially all of the existing structural footprint, with only minimal changes to accommodate a larger kitchen. All additional square footage, aside from the kitchen, are created through changes in our roofline, not our building’s footprint. Our proposed additions respect all setback requirements and are consistent with all Park City, Summit County, and Fairway Meadows HOA rules and guidelines.

As such, we believe we have Good Cause to request such a plat amendment, with Good Cause being clearly defined in Park City Section 15-15-1. We look forward to working with you and the excellent Planning team at Park City Municipal Corporation in the weeks ahead.

We hope this helps facilitate a constructive review process, and are happy to provide any additional information.

Thanks again for your attention to this matter,

Cassie



FRONT ELEVATION



REAR ELEVATION



SIDE ELEVATION



SIDE ELEVATION

Note: Due to surrounding vegetation, 90 degree shots were taken at separate angles.

PARK CITY MUNICIPAL CORPORATION
PLANNING COMMISSION MEETING MINUTES
COUNCIL CHAMBERS
MARSAC MUNICIPAL BUILDING
SEPTEMBER 11, 1991

COMMISSIONERS IN ATTENDANCE:

Chairman Dean Berrett, Alison Child, Bruce Erickson, Chris Erickson, Chuck Klingenstein, Ron Whaley and Diane Zimney.

EX OFFICIO:

Nora Seltenrich, Planning Director; Suzanne McIntyre, Senior Planner; Rick Lewis, Community Development Director; Susan Traylor, Planner I; Sharon Bauman, Administrative Secretary.

Prior to the Regular Meeting, the Commissioners and the Staff met in Work Session for an update on Sensitive Lands and Growth Management and to review the regular agenda.

REGULAR MEETING

I. ROLL CALL

Chairman Berrett called the meeting to order at approximately 7:10 P.M. and noted that all Commissioners were present.

II. PUBLIC INPUT

III. COMMUNICATIONS FROM STAFF

IV. REPORTS FROM COMMISSIONERS

Chairman Berrett encouraged the Commissioners to support the Utah Association APA Conference which would be held in Park City on September 27-28, 1991.

Chairman Berrett asked Community Development Director Rick Lewis when the results of the transportation study would be presented. Mr. Lewis stated a neighborhood input meeting had been scheduled at 7:00 P.M., September 23, 1991 at the Treasure Mountain Middle School. He stated the final report would be presented to the City Council by the end of September.

Chuck Klingenstein, liaison to the Snyderville Basin Advisory Committee, reported that the Committee would host a series of community meetings at Parleys Park Elementary School the week of September 16-20 to discuss the proposed preliminary draft master plan revisions that would be presented to the County in the coming months.

V. PUBLIC HEARING

1. Meadows Estates 1C (Park Meadows Interior Parcel 6/2 North) - Request for Preliminary and Final Plat Approval - Jack Johnson Company.

Senior Planner Suzanne McIntyre stated that the request before the Planning Commission was for preliminary and final plat approval of Meadows Estates 1C (Park Meadows Interior 6/2 North Subdivision), an 80-lot single family subdivision. She explained that the area was originally planned as two separate developments in the Park Meadows MPD: Interior 6, 78-81 single family and/or multifamily units; 2 North, 4-54 single and/or multifamily units (a portion of which had recently been developed as Meadows Estates 1B, an 18 single family lot subdivision).

Senior Planner McIntyre pointed out that the applicants had stated their desire to develop the subdivision to complement existing Park Meadows subdivisions while providing smaller, more affordable lots. She stated the lots were designed with minimum 70 foot frontages in most areas and those along the 10th, 11th and 18th fairways would have minimum 75 foot frontages. She stated there were several interior lots which would have 65 foot frontages, measured at the 25 foot front setback line. She pointed out that the interior lots were organized around four cul-de-sacs which were separated by open space and trails which connected to a larger open space parcel at the end of the 17th fairway.

Senior Planner McIntyre stated that lot sizes ranged from approximately 7,600 to 19,000 sq.ft. and averaged 10,181 square feet. She stated the maximum house sizes approved at the Sketch Plat phase ranged from 2,800 sq. ft. to 3,500 sq. ft.; however, based upon direction from the Planning Commission, the plans had been revised and house sizes now ranged from 2,600 sq. ft. to 3,800 sq. ft., and the majority would be 3,200 sq. ft. or less.

Ms. McIntyre stated that the applicant had indicated in the CC&Rs that maximum garage sizes should be 700 sq. ft., although the Staff felt that homes of 2,800 sq. ft. and less should be restricted to 500 sq. ft. of garage area. In addition, she noted that the applicant had increased the largest maximum house size from 3,500 sq. ft. to 3,600 and 3,800 sq. ft. although the Staff recommended that the maximum house size should be 3,500 sq. ft.

Ms. McIntyre explained that to reduce the "looming" feeling of houses along the street a requirement to accommodate the reduced/varying setbacks had been added, and would be included on the plat, that all structures between 15 and 25 feet of the property lot line shall be limited to one story. She stated proposed building pads, as well as varying setbacks and maximum

house sizes, were shown on the supplemental sheet which would be recorded with the plat.

Mc. McIntyre stated the Staff believed the smaller maximum sizes, coupled with reduced heights at the 15-25 foot line, and the fact that the subdivision is on a flat parcel and not spread across a large hillside, will offset the density and the smaller house sizes. She added that the applicant had added language to the CC&Rs requiring a minimum of eight trees to be planted in the front yards to help reduce the impacts of the density.

Senior Planner McIntyre stated that the property had been posted and legal notice sent and two letters had been received: (1) the Greater Park Meadows Association outlined concerns over density, lot to house ratios, and traffic concerns; and (2) the Fairway Village Homeowners opposed the subdivision and requested larger lots, larger frontages, reduced density, and larger side setbacks. She reported that both letters were presented to the Planning Commission at their August 28, 1991 Work Session.

Senior Planner McIntyre stated that the Staff would be recommending approval of the request subject to the conditions listed in the Staff Report which she reviewed. She presented additional conditions regarding the sidewalk, bench and trail locations and the requirement to deed the Quarry Mountain North Parcel to Park City Municipal Corporation.

Clay Stuard, on behalf on Greater Park Meadows Association, commented that references were frequently made as to what was previously approved on the various parcels of the Park Meadows PUD. He stated that the Meadows 1A, Meadows 1B and Glen Eagles subdivisions had all been developed at lower densities than originally approved and stated that the proposed Meadows 1C subdivision had not gone nearly as far in terms of reducing the density.

Mr. Stuard stated that Meadows Estates 1C would be a visual extension of Meadows Estates 1B and the narrower lot frontages would highlight the substantial amount of density proposed by the subdivision. He presented a comparison of lot/house sizes on various lots in the immediate area in order to demonstrate the significant visual impacts of the small lots sizes. He stated the Association did not feel the subdivision would result in more affordable housing stock because out of state buyers were accustomed to smaller lots and would pay a premium to be on the golf course. He stated the integrity of every other single family detached subdivision around the golf course would be compromised by the small lots and requested that the frontages of all lots along American Saddler Drive be increased to match frontages of Meadows Estates 1A and 1B, and that the lot sizes within the cul-de-sacs be

increased to the average size of Meadows Estates 1A and 1B, which was 15,000 sq. ft.

Mr. Stuard went on to say that if the subdivision were approved strict CC&R's were essential because the project would receive a lot of visual inspection from the golf course. In particular, he felt predetermined design standards for lot fencing were very important and should be addressed in the CC&Rs.

Mr. Stuard reported that the Park Meadows Transportation Steering Committee had recently seen the results of the existing traffic volume count and with the buildout projections of the original Park Meadows Master Plan area, except for the Kearns Tribune parcel, many streets within Park Meadows would exceed environmentally acceptable levels identified by the Steering Committee. He urged the Commission to increase the lot sizes and reduce the total number of units in the project in order to protect the integrity of the surrounding subdivisions and minimize further traffic congestion projected for Park Meadows.

Barry Steiner, American Saddler Drive, Risner Ridge II, expressed concern that the Commission was considering this type of density in a subdivision surrounded by developments with lot sizes at least twice as large. He stated it would be aesthetically unappealing and very injurious to property values in the adjoining subdivisions. He stated he would not have invested his life savings in his property had he envisioned this type of project being developed adjacent to his property. He urged the Commission to reconsider the development and to require a minimum lot size of 15,000 to 20,000 sq. ft.

Peter Hamlin, Risner Ridge II, commented that he, too, had invested everything in his property and felt the lot sizes would injure the atmosphere of the golf course as well as the value of the existing lots.

Patty Brooks, Ashley Avenue, Risner Ridge II, stated they had also invested all their savings to build their home on their 3/4 acre lot adjoining the property that was being considered for 80 single dwelling homes. She stated that three homes in that subdivision would be located in front of her property. She felt lot sizes should be equivalent to the adjoining subdivisions because the small lots would be totally out of proportion with the surrounding area and very displeasing as far as property values and aesthetic appearance.

2. **Ordinance Regulating Processing of Applications for Removal of Historic Structures.**

Senior Planner Suzanne McIntyre stated that the Staff had been

working with the Historic District Commission for the past year to revise the portion of the Land Management Code that regulates processing of applications for demolition of historic structures in the historic district. She stated the Historic District Commission with the assistance of the City Attorney and his law clerk, and the Planning Commission, had created a reasonable and thorough approach to reviewing applications for demolition. She pointed out that the primary differences this ordinance would provide for were: the separation of structures from residential and commercial, with different requirements for each; and the request that a property owner provide an adequate statement to the Historic District Commission demonstrating the economic infeasibility of maintaining the structure.

Bill Coleman referred to Section 4.17.e (1) which would prohibit an owner from reapplying for demolition for a period of three years from the date of the HDC's final decision. He did not feel there should be a time limit because conditions were constantly in flux and he felt the Historic District Commission should willing to review any of those changes throughout the lifetime of a property, rather than having a gap during which the owners are prevented from being able to look into alternatives or to negotiate with the City.

Mr. Coleman felt that the language in Section 4.17 CAD Hearing for a Commercial Building or Site, subsections (b) Irrelevant Criteria, (c) Conduct of Owner Excluded, and (d) Written Findings should be softened. He felt that requiring the finding to show that denial of the application would diminish the value of the property so as to leave substantially no value was too stringent and would be an impossible argument for any landowner to make. He also felt the unknown costs involved in the Historic American Building Survey, floor plans, relocation of the structure, etc. posed unique financial problems for owners. He felt that the intent of the ordinance was good but requested that action not be taken until some of these items had been studied and perhaps modified.

Senior Planner McIntyre responded that the Staff would feel comfortable having the Planning Commission take action on the Ordinance with a condition that the Staff conduct further research and discuss options on revising those areas Mr. Coleman pointed out. She felt the changes would not alter the substance of the Ordinance.

City Attorney Jim Carter concurred with Ms. McIntyre's recommendation that the Planning Commission make a positive recommendation on the Ordinance if they were comfortable with the concept. He stated he would examine the areas which Mr. Coleman had discussed and would suggest changes if they seem to be appropriate.

Jim Steinmetz, Lower Norfolk, stated he liked the concept but felt some words were ambiguous and didn't know if they could be used for or against him. He requested clarification of the terms Significant or Contributory as they applied to historic buildings.

Senior Planner McIntyre explained that in 1982 when Park City was placed on the National Register of Historic Places every structure in the district was surveyed. She stated that researchers evaluated each structure in the historic district and if it was determined to be in good condition it was listed as either Contributory, or Significant, to Park City's listing on the National Register. She explained that the determination of a structure's status was based on those surveys which were on file in the Planning Department.

VI. MINUTES OF JULY 31, 1991

MOTION: Bruce Erickson moved to APPROVE the minutes of July 31, 1991 as submitted. Chuck Klingenstein seconded the motion which was unanimously approved.

VI. CONSENT AGENDA

VII. OLD BUSINESS

VIII. NEW BUSINESS

1. **Meadows Estates 1C (Park Meadows Interior Parcel 6/2 North) - Request for Preliminary and Final Plat Approval - Jack Johnson Company.**

Senior Planner Suzanne McIntyre stated the Staff recommended that the Planning Commission approve the preliminary and final plat with the conditions as reviewed during the Public Hearing, and added condition 8 that required the CC&R's to include language to be approved by the Planning Staff dealing with fencing.

Bill Coleman stated that the applicant had made a significant reduction in house sizes and 55% of the house sizes were now less than 3,200 sq. ft., and house sizes on only 12 lots were now larger than the 3,500 sq. ft. maximum proposed by the Staff.

Mr. Coleman stated the applicants were committed to mitigate the impacts of this subdivision and believed that their plan was consistent with the Park Meadows Master Plan which was designed with different densities throughout, and they were trying to maintain that variation, rather that create a "sameness". He stated they felt that 700 sq. ft. (three car) garages were a marketing necessity and proposed that for homes of 2,800 sq. ft. or less, garages should be a maximum of 700 sq. ft. and anything

larger would have to be deducted from the square footage of the house. He went on to say that the impacts of the project would also be minimized by the landscaping requirements which required that eight (8) sizeable trees (either 2" caliper aspens, or 6' conifers, or a mix) be planted on each lot.

Mr. Coleman stated that in light of the landscaping requirements and the sizeable reductions in house sizes, they would like to allowed to have up to 3,800 sq. ft. houses on the larger lots, and maximum garage sizes of 700 sq. ft. He stated they concurred with the rest of the Staff Conditions.

Commissioner Chuck Klingenstein stated that he was opposed to Meadows Estates 1C in its basic configuration. He felt if the developer wanted quantity, the Planning Commission must examine the project to create more quality and good planning. He presented a comparison of FARs in other Park Meadows subdivisions and stated that house sizes should be reduced to 2,500-2,600 sq. ft. in order to achieve a Floor Area Ratio of 24.31% to 25.29%, which would be more in harmony with Park Meadows. He expressed reservations about the garage sizes and CC&Rs and felt that varying the setbacks was essential. As an alternative, he suggested that the applicant go back to the drawing boards and create larger lots sizes that would provide room for larger houses and garages.

Commissioner Klingenstein felt it was time to ask the Staff to review Floor Area Ratios, lot sizes, house sizes, and prepare a comparative analysis so that the review of future applications could be based on better planning decisions. He felt the legal staff should review the master plan to determine whether the City was required to have 80 lots maximum on that parcel.

Commissioner Alison Child stated she was not happy with the house sizes in relation to lot sizes. She felt they were not aesthetically pleasing and were not consistent with the standard lot size of 12,500 sq. ft.

Commissioner Chris Erickson felt if the developer was seeking more density there might be positive aspects to sticking with the original master plan approval for multi-family units, i.e., less traffic impacts and less impact to the schools.

Commissioner Bruce Erickson stated the number of lots was not an issue; however, he felt that some of the larger homes were too big for the lots in this configuration and would prefer 3,500 sq. ft. maximum house sizes on 12,000 to 17,000 sq. ft. lots. He also felt that lots with house sizes of 3,000 - 3,200 sq. ft. should be limited to two car garages. He stated he would consider alternatives which allowed three car garages, with a commensurate reduction in house sizes, if the garage faces were not parallel to

the street. He felt that smaller lots should have more intensive landscaping and suggested that the CC&Rs reflect that.

Commissioner Bruce Erickson commented that there was a need for internal fencing and felt that a standard, separate from the perimeter fencing which was governed by the master association, should be established.

Commissioner Bruce Erickson commented on the traffic impacts of this project and stated that his understanding was that traffic study results suggested that with this subdivision and the other buildouts, Park Meadows would remain within the standards of local streets and subcollectors.

Planning Director Nora Seltenrich responded the general indication seemed to be that at complete buildout there would be twice as much traffic as there is currently, but that was still within what the consultant felt were acceptable levels of service. She stated that the final results of the traffic study would be presented to the City Council at a later date.

Commissioner Diane Zimney stated that different densities were needed in different neighborhoods. She felt the effects of house sizes were mitigated by the open space and the entire golf course surrounding them. She felt that house sizes should be limited to 3,500 sq. ft. and the smaller garages on smaller houses were appropriate. She felt the CC&R's should state that footage for larger garages must be reduced from the footage of the house.

Commissioner Ron Whaley stated he would abstain from voting due to his business relationship with Mr. Coleman; however, he wished to point out his observations regarding the process. He commented that the American Flag Subdivision had the best floor area ratio in town and was the worst example of a ratio of building to lot frontage. He stated they were large lots with vary narrow frontages and from the street were viewed as very small lots with huge houses situated on them. He added that, by nature, master plans were conceptual and should be dynamic and he felt that applying a cookie cutter standard time and time again was not necessarily good planning.

Bill Coleman commented that they were willing to reduce the maximum house size to 3,500 sq. ft.; however, they felt they must retain the minimum house sizes and the three car garages.

MOTION: Chuck Klingenstein moved to CONTINUE and requested that the developer and the Staff review the project in order to address concerns voiced during the Public Hearing. He requested that the Staff conduct a comparative analysis of house/lot sizes in the greater Park Meadows Area. He also requested that the City

Attorney review the 1983 Park Meadows Master Plan. He also felt the CC&R's should be reviewed more closely. The motion died for lack of a second.

Commissioner Alison Child stated she would be willing to compromise and could approve the subdivision if house sizes were reduced 200 sq. ft. across the board with a maximum house size of 3,500 sq. ft. She also felt that garages for the smallest house sizes should be restricted to 500 sq. ft.

Commissioner Bruce Erickson suggested that a preliminary plat be approved and the final home size recommendations could be dealt with at the final plat stage. He proposed a maximum house size of 3,500 sq. ft.; a maximum garage size of 500 sq. ft. on homes less than 3,400 sq. ft.; and a maximum garage size of 700 sq. ft. on any lot if the size of the house were commensurately reduced.

Bill Coleman expressed concern about their expenditures to get to this point and stated they couldn't easily change the concept at this stage. He stated that preliminary plat approval would be acceptable if all that remained to be negotiated was the garage "tweak". He noted they had already yielded to the 3,500 sq. ft. maximum house size and felt it would be difficult to reduce the minimum size without changing the whole concept.

MOTION: Bruce Erickson moved to APPROVE the Preliminary Plat for Meadows Estates 1C (also known as Park Meadows Interior 6/2 North) for 80 single family lots, with lot sizes as shown in the staff recommendations and staff conditions 1-5 as shown in staff report and conditions 6, 7, and 8 as stated in public hearing, with the addition of condition 9, that the maximum home size not exceed 3500 sq. ft. and that all home sizes between 3500 sq. ft. and 3200 sq. ft. be reduced by 200 sq. ft.; maximum home sizes shall be 2600, 2800, 3000, 3,000, 3200, 3500 sq. ft. Maximum garage size shall be 500 sq. ft. for all those homes of 3200 sq. ft. and smaller, with proviso that garages can be expanded to 700 sq. ft. with commensurate reductions in total home size. Maximum garage size for homes of 3500 sq. ft. shall be 700 sq. ft.

Diane Zimney seconded the motion.

VOTE: Chris Erickson, Bruce Erickson and Diane Zimney voted in favor of the motion. Alison Child and Chuck Klingenstein opposed the motion. Ron Whaley abstained from the vote. The motion carried.

Conditions of Approval:

1. The applicant shall comply with the Standard City Conditions of Approval;

2. Prior to Final Plat recordation, all fees shall have been paid;

3. The Final Plat shall include information on the following items:
   13-D Fire Sprinklers
   Max. house sizes, as noted above and not to exceed 3,500 sq. ft.
   Max. garage sizes of 500 sq.ft. on houses <3500 sq.ft. and 700 sq. ft. on all others
   Snow Plowing
   Trails, sidewalks, and open space (including bench locations)
   Increased rear setbacks and reduced front setbacks on those lots backing up to the Golf Course, including but not limited to 6-13,19-25,31-38. Varying side setbacks totalling a minimum of 24 feet.

4. Prior to Final Plat recordation, CC&Rs containing information on the Architectural Design Guidelines and landscaping and open space maintenance shall be reviewed and approved by the Planning Staff;

5. Prior to Final Plat approval, the plans shall have been approved by the City Engineer, Chief Building Official, SBSID, Park City Fire District, and utility companies.

6. Prior to Final Plat recordation, an open space plan shall be provided showing sidewalk, bench and trail locations throughout the subdivision. Sidewalks shall be provided along the north side of American Saddler Drive and along the west side of Estates Drive. Eight foot wide soft trails shall be provided through the open space connecting Estates Drive with American Saddler Drive in two locations.

7. Prior to Final Plat recordation, the parcel designated Quarry Mountain North Parcel shall be deeded to Park City Municipal Corporation and shall be zoned Recreation Open Space (ROS).

8. The CC&R's shall include language to be approved by the Planning Staff dealing with fencing. (perimeter fencing match the adjacent subdivisions of 1A and 1B)

9. The maximum home size not exceed 3500 sq. ft. and all home sizes between 3500 sq. ft. and 3200 sq. ft. be reduced by 200 sq. ft.; maximum home sizes shall be 2600, 2800, 3000, 3,000, 3200, 3500 sq. ft. Maximum garage size shall be 500 sq. ft. for all those homes of 3200 sq. ft. and smaller, with proviso that garages can be expanded to 700 sq. ft. with commensurate reductions in total home size. Maximum garage size for home

of 3500 sq. ft. shall be 700 sq. ft.

Lot Size	Maximum House Size	Number of Lots
7730-8739	2600 + 500 sq.ft max. garage	21
8996-12,885	2800 "	13
9351-10,169	3000 "	10
10,267-10,977	3000 "	19
10,704-11,948	3200 "	5
11,884-12,548	3500 + 700 sq.ft.max. garage	5
12,366-17,869	3500 + 700 sq.ft.max. garage	7

Ron Whaley was excused from the meeting.

2. **Ordinance Regulating Processing of Applications for Removal of Historic Structures - Recommendation to City Council.**

Senior Planner McIntyre requested that Planning Commission forward a positive recommendation on the Ordinance to the City Council.

City Attorney Jim Carter stated that in response to comments during the Public Hearing he would review the ordinance to ensure that the intent, which was to require a showing of hardship prior to being entitle to a demolition permit or CAD, was consistent throughout the ordinance.

MOTION: Chris Erickson moved to FORWARD A POSITIVE RECOMMENDATION to the City Council on the Ordinance Regulating Processing of Applications for Removal of Historic Structures, with provision for those revisions discussed. Alison Child seconded the motion. Chuck Klingenstein, Diane Zimney, Bruce Erickson, Alison Child and Chris Erickson voted in favor of the motion. (Ron Whaley had been excused from the meeting at this point.) The motion carried.

At 9:50 P.M. Bruce Erickson moved to ADJOURN the meeting. Diane Zimney seconded the motion, which was unanimously approved. The Commissioners continued in Work Session where they received updates on the Town Lift Project and the Telemark Park Project.

Approved by Planning Commission: _____

PARK CITY COUNCIL MEETING
SUMMIT COUNTY, UTAH
DECEMBER 12, 1991

I ROLL CALL

Mayor Brad Olch called the regular meeting of the City Council to order at approximately 6 p.m. at the Marsac Municipal Building on Thursday, December 12, 1991. Members in attendance were Sally Elliott, Ruth Gezelius, Ray Johnson, Bob Richer, Jim Santy, and Brad Olch. Staff present were Toby Ross, City Manager, Suzanne McIntyre, Senior Planner; Nora Seltenrich, Planning Director; and Jim Carter, City Attorney.

II PUBLIC INPUT

Customer Service Award - The Mayor explained that this award is given quarterly for excellence in customer service. He explained that several months ago, Officers Cliff Koker and Terry Juhlin saved a man's life who attempted suicide because of their quick response time. The Mayor presented them both with awards.

Award to Sheila Haloff - The Mayor presented Ms. Haloff with an award for her contributions over the many years as President of the Historic Main Street Merchants.

The Mayor invited the public to comment on any City business not scheduled on the agenda. Hearing none, the public input session was closed.

III MINUTES OF MEETING OF DECEMBER 5, 1991

Ruth Gezelius, "I move approval as presented". Ray Johnson seconded. Motion unanimously carried.

IV CONSENT AGENDA

Ruth Gezelius, "I move we remove Item 2, the approval of the resolution granting amnesty to owners of buildings built before 1982 which are not currently in compliance with codes and continue that item in order to have further discussion with the Building Inspector, Ron Ivie". Sally Elliott seconded. Motion unanimously carried.

Ruth Gezelius, "I move approval of Consent Agenda Items 1, 3 and 4, with the changes so noted during the work session on Item 1". Sally Elliott seconded. Motion unanimously carried.

1. Approval of Resolution establishing policies to support and encourage affordable housing in Park City, Utah - In accordance with Council's direction from its work session of November 21, a resolution establishing policies for affordable housing in the community is recommended for adoption. Some rewording occurred during Council's review of the resolution during work session

emphasizing that affordable housing is a concern for individuals employed within the City limits and clarifying that the City will explore the possibility of guaranteeing the leasing of affordable housing units, but is not interested in the management of affordable housing units.

2. Approval of Resolution granting amnesty to owners of buildings built before 1982 and which are not currently in compliance with codes - This matter was continued.

3. Approval of master festival license for the U. S. Film Festival - The Sundance Film Festival will again occur this winter, January 16 - 26. As in years past, the festival requires use of public resources in the form of police officers, traffic and parking control, and additional transportation services. This is a long-time event in Park City and is run much the same each year. The license application does not depart from previous events and the festival pays for all services used. The Chief of Police recommends approval on the Consent Agenda.

4. Approval of Resolution accepting public improvements for The Oaks Subdivision - The Community Development Director recommends City Council acceptance of the public improvements at The Oaks, subject to a release by the developer of his protest over payment of $37,908 in engineering inspection fees. All one-year guarantee provisions contained in City Ordinances will still be met.

The public improvements are in accordance with city specifications, with the minor exception of some areas of revegetation, which are adequately guaranteed by an outstanding Letter of Credit in the amount of $342,200. This amount will remain in place for one year following Council action accepting the public improvements, and will also serve to guarantee against any failures in the street paving or any other public improvements.

The public improvements consist of public street improvements, storm drainage facilities, and water facilities. There are also footpaths connecting The Oaks to surrounding dirt roads. Those trails are heavily used by hikers and cross-country skiers.

The subdivision does not meet the 50% build-out requirement and the developer will need to arrange for snowplowing.

V REPORTS FROM COMMISSIONS AND BOARDS

Planning Commission Meeting of December 11, 1991 - Nora Seltenrich reported on the meeting during work session; minutes of which are available in the Planning Department.

VI COMMUNICATIONS FROM COUNCIL AND STAFF

1. Park Avenue speed limit - Bob Richer announced that Council will be discussing this issue next week.

2. Cable TV franchise agreement - Bob Richer requested that legal staff look into this agreement as he understands that rates are proposed to be raised.

VII NEW BUSINESS

Land Trade Agreement with McIntosh Mill, Ltd. and the Redevelopment Agency of Park City, Utah (Depot Area property exchange) - Jim Carter through illustration of a map described the property owned by the RDA and by McIntosh Mill, Ltd. The RDA acquired the property as a result of a lawsuit. This agreement proposes that the RDA and McIntosh Mill will exchange a series of deeds which are identified as A through G in the document. The RDA would end up having a developable and larger parcel compared to its current holding. Additionally, the current access to the RDA parcel is the bike path and part of the agreement is that when McIntosh Mill plats the Town Lift Project, the RDA would be provided with a standard size street access to its parcel.

Don Hutchison, adjacent property owner, emphasized his concern that the access provided by McIntosh be clearly stipulated. He felt that the notice of the land exchange was inadequate and requested that he be notified on any matter dealing with the Depot Area. Mr. Hutchison also stated that he has no objections to the agreement. For the benefit of Bob Richer, Jim Carter discussed the City providing access to the Avise Property and described that access as a street that the City is managing as a bike path. Mr. Carter believes that Avise is concerned with the City's agreement to vacate that public right-of-way and leaving Avise landlocked. The City Attorney clarified that there are two things that would prevent landlocking Avise: (1) even if the City vacates its interest, there may be private rights of access in that same street that the City would have no effect on and (2) the agreement provides that in the event of relocation of the bike path, the City would require McIntosh Mill to provide standard vehicular access to the Avise parcel. The City is required to obey its subdivision ordinance which prohibits landlocking of property. The City Attorney noted that this land trade would only enhance the potential for access to the Avise Property and certainly would not diminish access. There is an easement for access to the RDA parcel which will be dedicated to the City, which is planned as a cul-de-sac. It is not addressed in the agreement, because there is not yet a plat for the Town Lift Project. In the event that the area

is not subdivided, the historical access will be retained. Bob Richer asked if legal counsel felt comfortable with the language in 4(b); Mr. Carter responded that the easement provision could be added but the City certainly would not approve a subdivision which would landlock the City or anyone for that matter, but could reword the paragraph.

For the benefit of Leslie Miller, Jim Carter explained that if the bike path were vacated, the fee title to the property would revert to the adjacent property owners as their property simply becomes unencumbered. Mr. Carter assured Mr. Hutchison that although the City would have legal access on Deer Valley Drive, it would not be a practical option.

Robert Felton, counsel for Avise, felt that the exchange makes sense but that Paragraph 4(b) is unnecessary. It states that the City and McIntosh will cooperate in the future to try and relocate or redefine the public easement and as of this date, no one has been able to define the public road, i.e., width, location. He added that one of the motivating factors for the exchange is preservation of open space but pointed out the highway protection zone and a public road of 24 to 42 feet wide. He emphasized that the Council must hold a public hearing when abandoning public property is proposed. Mr. Felton stated that at no time has any legal abandonment proceedings ever occurred. He questioned the easement agreement signed in 1985 as it was signed by only three people and that was not lawful because there was no public hearing. He felt that this is a continuation of the problems that started in 1982; that is, agreements of cooperation and giving away public property.

Jim Carter responded that the reason Paragraph 4(b) is in the agreement is to protect the interests of Avise. It was felt that it was important to articulate the City's position that no one would be landlocked and the City wanted specific acknowledgement from McIntosh Mill that it understood that, and that access to the Avise Property is required. With regard to the public, Mr. Carter clarified that the public does not own the access property, but rather has a right of access. Utah law provides that right-of-ways gained by either adverse use or by public use doesn't vest title in the adverse user, it only vests a right of use. It is not as though the City has a piece of property that it could develop or sell, but rather a right to cross over the property at the point of the historical access. Mr. Felton agreed, but insisted that there is a statutory process by which the City must abandon that right and that has never occurred. Mr. Carter agreed that in the 1982 Agreement, there is a reference to vacating the road, and in his opinion that is not an enforceable promise, and the City can only vacate property after notice and hearing procedures pursuant to the statutory process. The language in 4(b) provides that the City

will cooperate in the relocation. On behalf of his client, Mr. Felton stated that they do not want the City or McIntosh to make a decision as to what is adequate access to the property and would ask that the historical access be preserved. He felt that the paragraph is not necessary. For the benefit of Mr. Hutchison, the City Manager stated that the City has not placed a dollar value of the property exchange. There was a comparison of useable land, and the City will obtain more.

Harry Reed, representing McIntosh, noted that he doesn't have a problem eliminating paragraph 4(b). Ray Johnson felt that perhaps it should be articulated in the event McIntosh would sell. Jim Santy, "I would like to continue to next week". Ruth Gezelius seconded. Motion unanimously carried.

VIII OLD BUSINESS

Call-up of Meadows Estates 1C (Park Meadows Interior Parcel 6/2 North) - September 11, 1991 Planning Commission approval of preliminary ~~and final~~ plat - The Mayor noted that this call up is for the preliminary plat only and not the final plat. Suzanne McIntyre explained the three options of the Council: uphold the Planning Commission approval of the preliminary plat, completely deny the preliminary plat, or remand the preliminary plat back to the Planning Commission with direction. Staff felt that the comments from the Council meeting focused on the need for neighborhood compatibility and it may be possible to work with the developer to come up with a plan that is more compatible with the Park Meadows area. Staff's preferred alternative is a remand to the Commission. Some of the parameters included lot size, lot frontage, maximum house sizes, overall project density, setbacks, and architectural standards. Staff has prepared findings either for denial or for a remand for Council review that touched upon a number of those issues and items which would make a new project more compatible. This list includes a minimum lot size of 14,000 square feet, lot frontages of 100 feet with exception of those lots on a cul-de-sac where an 80 foot frontage at the setback line is recommended. Staff felt the project should maintain minimum standard setbacks which are 25 front, 12 side, and 15 rear, but it was also felt that it might be valuable to consider some variation in setbacks. Ms. McIntyre continued that the maximum house size could be limited to 5,500 square feet with an allowance for a 600 square foot garage. There should be strict architectural landscaping standards and a limitation on a maximum house size in the case of a lot combination situation; that limitation would be 1.5 times the average of the lot combination house sizes.

Clay Stuard, 2417 Fairway Village Drive, felt that staff has addressed many concerns except for the traffic impacts of the

project. He encouraged Council to remand the matter. Mike Dawson, President of the Fairway Homeowners Association, agreed that the project should go back to the Planning Commission. Bill Cunningham, President of Meadows Estates A and B also felt that a remand was appropriate.

Ruth Gezelius, "I move that we remand the preliminary plat of Meadows 1C back to the Planning Commission upholding the staff findings and for review of the considerations of compatibility as outlined in No. 1, 2 and 3 with Item No. 4 being revised that the maximum house size should be reviewed with the remainder of the paragraph language, No. 5 in tact, and No. 6 to be revised to read the ratio of the maximum house size to lot size or the combination of any lot should be reviewed and determined by the Planning Commission". Bob Richer seconded. Ray Johnson asked if Ms. Gezelius meant any time lots are combined in the future. She stated that she would like the Planning Commission to look at this ratio and this formula and to come up with language that addresses the issue of lot combinations specifically for this project. Motion unanimously carried.

For reference purposes the findings and considerations are as follows:

FINDINGS FOR DENIAL OR REMAND OF THE PRELIMINARY PLAT FOR MEADOWS ESTATES 1C:

1. The City has received an application for Preliminary Plat approval of an 80-lot single-family subdivision and revision to the Park Meadows MPD which indicates a reduction in density from 117 mixed single-family and multi-family units. The Council has, in the past, considered requests for projects which were consistent with the Park Meadows PUD, and requests for revisions to the Park Meadows PUD which resulted in reductions in density and changes in unit configuration from mixed-unit projects to large-lot single-family subdivisions. Typically, the large-lot single-family subdivisions have been approved because the proposals resulted in significant reductions in density.

2. This application is for a subdivision with a density and configuration which are not consistent with either the approved Park Meadows PUD or any other project within the PUD which the City Council has approved.

3. The subdivision as proposed shows areas with reduced setbacks which would not meet the standard setback requirements of the RD Zone of 25'-front, 12'-side and 15'-rear.

4. The subdivision as proposed would be incompatible with the area because the lot sizes are smaller than the typical single-family lots in the Park Meadows PUD, the lot frontages are narrower, the project has greater house-to-lot ratios than the surrounding areas, and the setbacks are less stringent.

5. The subdivision as proposed could result in greater traffic impacts than would occur with either a less-dense large-lot single-family subdivision or the mixed single-family and multi-family configuration of the original PUD.

6. The subdivision as proposed could result in greater visual impact than design alternatives because of the high number of homes with varying architecture and design. A PUD would have uniform architecture. A large-lot subdivision would have fewer homes with greater separation to off-set architectural inconsistencies.

7. A revised proposal could be reviewed by the Planning Commission and City Council, without prejudice, which could result in greater compatibility with the surrounding Park Meadows area by incorporating certain considerations for compatibility.

CONSIDERATIONS FOR COMPATIBILITY:

1. Lot sizes within Meadows Estates 1C could be increased so that the average could be in the area of 14,000 square feet.

2. Lot frontages could be increased so that the average lot frontage could be 100 feet with the exception of lots fronting on cul-de-sac bulbs which could average 80 feet.

3. All lots could conform to the minimum standard setbacks for the Single Family (SF) zone: 25-front', 12-sides', 15-rear'. A request for variation could be considered at the time of Final Plat review if that variation addresses driveways and on-site parking and includes an equal and off-setting adjustment in the opposite setback and on other lots along the street frontage. This would provide a desirable variation in the streetscape.

4. The maximum house size should be reviewed and could be 5500 square feet, with smaller lots having smaller maximums, exclusive of porches, decks, and patios. All structures could receive an additional allowance for a 600 square foot garage, with garages requiring more than 600 square feet taking their additional square footage from the allowable house square footage.

5. Architectural standards could be adopted by the Planning Commission and City Council and referred to on the Final Plat which require strict enforcement of form, building materials, roof pitches, ornamentation, colors, and landscaping. Compliance with these restrictions could be required at the time of the Building Permit.

6. ~~As an informational note for the benefit of future purchasers, an approval could include language on lot combinations restricting the maximum house size. For example: "The maximum house size on any combination of two lots cannot exceed an area greater than 150% of the average of the two lots' house maximums." For example: 4000 sf max. house + 6000 sf max house does not allow a 10,000 sf house. The maximum would be the average of the two (5000 sf) x 150% = 7500 sf.~~ The ratio of the maximum house size to lot size or the combination of any lot should be reviewed and determined by the Planning Commission.

IX ORDINANCES

An Ordinance rezoning the Snow Park Subdivision (Rossi Hill Drive and Coalition View Court) from Residential Development (RD) to Residential Medium Density - Master Planned Development (RM-MPD) to allow a duplex on Lot 1 and fourplexes on Lots 2 through 5 - Nora Seltenrich explained that this is a follow-up to the public hearing and the Planning Commission action on the master plan development approval for the Snow Park Subdivision. The staff recommended approval to the Planning Commission and the Commission has forwarded a positive recommendation to the City Council. Jim Santy, "I move to approve the ordinance". Sally Elliott seconded. Motion unanimously carried.

X ADJOURNMENT

With no further business, the regular meeting of the City Council was adjourned and a Redevelopment Agency Meeting convened.

MEMORANDUM OF CLOSED SESSION

The City Council met in closed session at approximately 2:45 p.m. (the time was changed from 2:15 p.m.). Members in attendance were Mayor Brad Olch, Sally Elliott, Ruth Gezelius, Ray Johnson, Bob Richer, Jim Santy, and Council-elect Leslie Miller. Staff present were Toby Ross, City Manager; Shauna Kerr, Deputy City Attorney; and Jim Carter, City Attorney. Ruth Gezelius, "I move to close the meeting to discuss litigation". Sally Elliott seconded. Motion unanimously carried.

The meeting opened at approximately 4:10 p.m.

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The meeting for which these minutes were prepared was noticed by posting 24 hours in advance and by delivery to the news media two days prior to the meeting.

Prepared by Janet M. Scott

Janet M Scott
Deputy City Recorder

PARK CITY SUMMIT COUNTY UTAH
CORPORATE
Seal
MARCH 1,
1884

PARK CITY MUNICIPAL CORPORATION
PLANNING COMMISSION MEETING MINUTES
COUNCIL CHAMBERS
MARSAC MUNICIPAL BUILDING
JANUARY 8, 1992

COMMISSIONERS IN ATTENDANCE:

Chairman Dean Berrett, Alison Child, Bruce Erickson, Chris Erickson, Fred Jones, Chuck Klingenstein, Ron Whaley and Diane Zimney.

EX OFFICIO:

Rick Lewis, Community Development Director; Nora Seltenrich, Planning Director; Suzanne McIntyre, Senior Planner; Susan Traylor Lykes, Planner I; Shauna Kerr, Deputy City Attorney; Janice Lew, Planning Intern; Sharon Bauman, Administrative Secretary.

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The Commissioners and the Staff met in Work Session from 6:00 P.M. to 7:30 P.M. to review items on the agenda. They briefly reviewed the proposed Land Management Code and Sign Ordinance Amendments and the Town Lift MPD.

REGULAR MEETING

I. ROLL CALL

At approximately 7:40 P.M. Chairman Dean Berrett called the meeting to order and noted that all Commissioners were present.

II. PUBLIC INPUT

There was no input on any items not on the agenda.

III. COMMUNICATIONS FROM STAFF

Planning Director Seltenrich announced that the Planning Commission Workshop would be held on February 3, 1992.

IV. REPORTS FROM COMMISSIONERS

Commissioner Chuck Klingenstein noted that the Goldener Hirsch sales office was located at the L'Empire Suisse. The Staff reported that the Building Department had ordered it removed within 48 hours, after which time the City would proceed with enforcement action.

Chairman Dean Berrett stated that the agenda had not been published in the newspaper, although all required public notification had been done. He apologized to those relied solely upon the newspaper.

V. PUBLIC HEARING

1. Land Management Code Amendment to prohibit temporary sales offices in all zones in Park City, affecting Section 7.19 of the Land Management Code, Land Use Tables.

Planning Director Nora Seltenrich presented a draft amendment to the Land Management Code which would modify Land Use Tables to prohibit Temporary Sales Offices in all Zones in Park City. She stated that the amendment had been drafted at the direction of the City Council and was not intended to apply to models in permanent structures. She explained that temporary sales offices were currently considered a conditional use in all zones, although currently there were no criteria set forth for their review. She stated the City Council would hold a public hearing on January 16, 1992.

Ms. Seltenrich stated that if the Planning Commission forwarded a positive recommendation to the City Council, she recommended that the ordinance be amended to add "WHEREAS, the intent is not to preclude sales activities in permanent structures, such as models."

Ms. Seltenrich explained that the Planning Commission had three options: forward a positive recommendation to the City Council; forward a negative recommendation; or, forward a negative recommendation with a request that Staff be directed to draft specific criteria under which temporary sales offices may be permitted.

Bill Coleman felt there were situations when temporary sales offices were acceptable and asked the Commission to reconsider a total prohibition. He stated that in the current market presales were vital and he pointed out that there was a real need for developers to have the ability to sell their project with their own staff. He suggested that temporary sales offices be considered only as part of the overall permit of a project. He felt that far more restrictive criteria regarding ingress and egress could be established and expiration dates could be tied to construction inspection dates. He also suggested that criteria be established that allowed for the combination of project construction offices and sales offices. He concluded that the ordinance was an overreaction to problems that had occurred in the past and felt that guidelines should be established rather than eliminating the whole use.

Hank Rothwell expressed concern about the loss of temporary sales offices as a marketing alternative for the developer, especially in remote projects during the construction phase. He supported the development of restrictive criteria which would allow temporary

sales offices and would also provide for their satisfactory removal.

There was no additional input.

2. **IronHorse (PayLess) Subdivision, East of Park Avenue between Homestake and Iron Horse, Request for Preliminary and Final Plat Approval - PayLess Drug Stores.**

Senior Planner Suzanne McIntyre explained that the request was for Preliminary and Final Plat approval of the IronHorse (PayLess) Subdivision which was located east of Park Avenue between Homestake and Iron Horse Drive. She stated that the property had been posted and legal notice sent and there had been no public input. She stated that the Planning Staff recommended approval based on the three findings and subject to the six conditions listed in the Staff Report, with minor amendments to 2 and 3.

There was no public input.

3. **Silver Lake Inn, 7720 Royal Street East, Request for Revised MPD and Final Plat Approval - Silver Lake Development.**

Senior Planner Suzanne McIntyre explained that the request was for a revision to the Silver Lake Inn Master Planned Development and for Final Plat Approval. She stated that the project was south of the Sterlingwood I Subdivision and included Parcel A of the Silver Lake East Subdivision. The original master plan included three units which were to be located on the northeast corner of the parcel, but due to a title report error an existing pedestrian easement in favor of the Sterlingwood I property owners was overlooked. She stated that the plan had been revised to relocate those units out of the easement and the revised plan contained 30 condominiums and one managers unit.

Ms. McIntyre stated that the request was to review the revised master plan which deleted the three units and approve the final plat which would be consistent with the revised master plan.

Ms. McIntyre stated that the property had been posted and legal notice sent. As noted in the Staff Report, a meeting with Brent Gold, Clint McGee and Frank Sciacca of the Sterlingwood I Homeowners Association had been held in December. She stated that it had been brought to her attention that the Sterlingwood I Homeowners Association was not satisfied with the revised master plan and they would be requesting that the item be continued. She also stated that Jim Swartz, Sterlingwood I Homeowners Association, had phoned to indicate that there were additional issues to be resolved with the developer of the Silver Lake Inn.

Senior Planner McIntyre stated that the comments from the Sterlingwood I Homeowners Association requesting a continuance had been presented to the Staff just prior to the meeting; and, based upon that the Staff would remove their recommendation for approval and would present the item for discussion under New Business.

Chairman Dean Berrett stated that the public hearing had been noticed and the Commission would take public input as scheduled.

Brent Gold, attorney for Sterlingwood I Homeowners Association and Management Committee, stated that at issue was the skier access easement which contained a stairway that served the runs from Deer Valley back into the Sterlingwood I project. He stated that the easement accommodating the stairway was not shown on the revised plat. He referred to a letter from City Attorney Jim Carter to Clint McGee dated September 11, 1991, which indicated that the issues related to non-impairment of the easement and the non-impairment of structural access should be resolved prior to final approval of the project. He also stated there was a 25 foot vertical excavation within four feet of the stairway easement which was eroding away with the weather and there was degradation of a culdesac within their project that was deteriorating. He stated they were hopeful all the issues could be resolved prior to the next meeting and requested time to continue their negotiations with the developers of Silver Lake Village.

Ken Sheppard, attorney for Silver Lake Development Corporation, stated that the easement was shown on the plat and there was nothing in the plan that inhibited the use of that easement by the Sterlingwood Homeowners. He stated that the excavation had been shored up for the winter and the parking garage would be constructed in that location, which was within 10 feet of the stairway. He stated that the culdesac actually encroached on the Silver Lake Inn property and they had agreed to give the Sterlingwood I Homeowners Association a deed to that encroachment. He stated that the Sterlingwood I Homeowners Association was using the easement issue to get additional concessions from the developer, even though they had complied with all of the Planning Commission's conditions.

Clint McGee, Manager for Sterlingwood and representative of the Homeowners Association, expressed concern about the integrity of the retaining wall. He also stated that the issue of landscaping between the two projects had been raised by a Sterlingwood owner. He stated that the major issue was the acknowledgement of the easement and the use of that easement.

Jim Dalton, developer, publicly acknowledged that the easement existed and that they would not encroach upon the stairway which

existed in the easement.

4. **Twin Pines at Silver Lake (The Hill), 7455 Sterling Drive, Request for Final Plat Approval - The Sear Brown Group.**

Planner Susan Lykes explained that the request was for final plat approval of Twin Pines at Silver lake, an eight unit planned unit development. She stated that the property had been posted and notice had been sent and no public input had been received. She reviewed the three conditions which the Staff attached to its recommendation for approval.

There was no public input.

5. **Meadows Estates 1C (Park Meadows Interior 6/2North), Request for Revised Preliminary and Final Plat Approval - Jack Johnson Company.**

Senior Planner Suzanne McIntyre explained that the preliminary plat for an 80 lot subdivision for the Meadows Estates 1C parcel was approved by the Planning Commission on September 11, 1991; however, the project was subsequently called up by the City Council for review for neighborhood compatibility and issues surrounding lot size and house size. She stated the Council had worked with the Staff to determine conditions which would make the subdivision more compatible with the existing neighborhood and had set those forth as six conditions for compatibility.

Ms. McIntyre stated that the developer had submitted a revised plan for 61 single family lots, with average lot sizes of 14,000 sq. ft., and average frontages of 100 feet, except of cul-de-sacs which average 80 feet. She stated the proposed maximum house size was 5,500 sq. ft., with garages being limited to 600 sq. ft., but each individual lot had a maximum size assigned to it and house sizes ranged from 3,800 sq. ft. to 5,500 sq. ft., depending upon the lot size. She stated that architectural standards were being included in CC&R's. She stated that the house-to-lot ratio proposed was .28. She stated that the calculation of maximum house sizes on lot combinations would be addressed by a notation on the plat stating that maximum house sizes would be limited to 150% of the average of the maximums for the lots being combined.

Ms. McIntyre stated that the property had been posted and legal notice sent and comments had been received from Bill Cunningham, President of Meadows Estates 1A and 1B Homeowners Associations, who stated that the plan appeared to be consistent with the City Council's direction and that he was satisfied with the revisions. She reported that Clay Stuard, Greater Park Meadows Association had expressed concern over maximum house sizes which were being allowed

on some corner lots because the required 25 ft. front setback on each corner would create small building areas which would result in unattractive, boxy houses. He requested that the maximum house sizes on corner lots be reduced.

Ms. McIntyre reported that the Staff had reviewed the request for the revised Preliminary Plat and the new Final Plat for Meadows Estates 1C (also known as Interior 6/2 North), now being called Fairway Meadows, for 61 single family lots and recommended that the Planning Commission approve the request based upon the finding that the revised plan is consistent with the considerations for compatibility which were set forth by the City Council. She reviewed the conditions which the Staff recommended be attached to the approval.

Clay Stuard, Greater Park Meadows Association, stated that based upon information provided by the applicant's engineer at Work Session, he was no longer concerned about corner lots, with the exception of Lots 20 and 21. He concurred with the Staff recommendation and Conditions of Approval but felt that the house to lot ratio of .28 was misleading and suggested that the end result would be closer to .3 or .35. He stated the plan was a vast improvement over the previous application and thanked the Council and Commission for reconsidering it.

There was no additional public input.

VI. MINUTES OF DECEMBER 11, 1991

MOTION: Ron Whaley moved to APPROVE the minutes as submitted. Chuck Klingenstein seconded the motion which was unanimously approved.

VII. CONSENT AGENDA

1. **Twin Pines at Silver Lake (The Hill), 7455 Sterling Drive, Request for Final Plat Approval - The Sear Brown Group.**

Conditions of Approval:

1. All standard conditions of approval apply.

2. The applicant must post a security prior to plat recordation to cover the cost of public improvements and landscaping.

3. The common area must be conveyed to the ownership association concurrently with plat recordation, with a notation on the plat indicating that the "common area" is

actually a separate lot owned by the ownership association.

2. Silver Lake Inn, 7720 Royal Street East, Request for Revised MPD and Final Plat Approval - Silver Lake Development.

MOTION: Diane Zimney moved to REMOVE Consent Agenda Item 2, Silver Lake Inn, to Old Business Item 3 for purposes of discussion. Chris Erickson seconded the motion which was unanimously approved.

MOTION: Ron Whaley moved to APPROVE Consent Agenda Item 1, Twin Pines at Silver Lake, subject to conditions of approval presented in the Staff Report. Diane Zimney and Bruce Erickson abstained from the vote due to potential conflicts of interest. Chuck Klingenstein, Ron Whaley, Alison Child, Chris Erickson and Fred Jones voted in favor of the motion. The motion carried.

VIII. OLD BUSINESS

1. Carl Winters MPD, Request for Approval of Master Planned Development - Northwest Investment.

Planning Director Nora Seltenrich stated the Commission had before it a request for Master Planned Development approval of the Carl Winters School, for which the City was co-applicant with Northwest Investment. She explained that the normal review process for applications on file with the City included one or two work sessions, public input and action. She stated that the property had been posted and notices mailed for the discussion of the request (under New Business) on December 11 and action had been continued until January 8, 1992.

Planning Director Nora Seltenrich explained that was the Planning Commission had first discussed the proposal and proposed uses, and had identified and discussed some of the significant impacts at Work Session. She stated they had concluded that through conditions of approval many of those impacts could be addressed, although the one issue they were extremely uncomfortable with was the proposed theater use and the parking impacts it would create on the neighborhood. She reported that the last Work Session had primarily been spent reviewing and drafting conditions of approval to address the issues that the Planning Commission had previously discussed. She stated that the Staff had been directed to explore different parking alternatives at the last Planning Commission meeting.

Ms. Seltenrich did not review the full Staff Report, noting that the Planning Commission had discussed the application on three previous occasions and were very familiar with the project and had

narrowed the issues. At the request of the Planning Commission, the Staff had proposed a number of alternatives to provide adequate parking. Those alternatives included: widening of streets to provide diagonal parking; creation of 53 spaces at the south end of City Park and 73 permanent spaces on-site; construction of a parking structure on site; or 105 permanent spaces and 38 overflow parking spaces on-site. She explained that any combination of the alternatives could be proposed to the City Council.

Ms. Seltenrich stated that during Work Session the Planning Commission had discussed the ramifications of the various alternatives and had developed guidelines for providing parking for the facility. They felt that 105 spaces should be provided on-site and at least 51 spaces should be improved in the south end of City Park. Prior to occupancy of the theater by more than 400 people, steps should be taken to provide additional parking by widening Norfolk and 13th, providing overflow parking on-site, and considering acquisition of other parcels in the vicinity. Finally, after the facility was renovated and operating, the City should review the parking demand to assess whether additional measures were necessary. They stressed the importance of preserving as much of the fields as possible and using the 38 overflow spaces as a last resort.

Ms. Seltenrich stated that the Staff felt it was very important to meet the average daily demand and to provide adequate parking for daily uses (the library and leasable space) so the neighborhood would not be impacted, from a parking standpoint, on a daily basis. The Chief of Police felt there were methods of accommodating the theater use at capacity and a number of conditions had been written to address that.

Ms. Seltenrich distributed to the Commissioners revisions to the conditions of approval which had been suggested during Work Session. Those revisions deleted and replaced Conditions 3, 10 and 12 with a new condition 3, and amended conditions 4, 5 and 6, as follows:

3. In order to provide adequate parking, the following parking shall be provided:

a. 105 permanent spaces shall be provided on site. The primary access to this parking will be from Park Ave with secondary access from 12th Street.

b. The South end of City Park shall be improved to accommodate at least 51 parking spaces. Pedestrian connections to the Carl Winters site shall be improved.

c. Additional parking (of 30-50) spaces is necessary to be provided prior to occupancy of the theater by more than 400 people. That parking could be provided by:

i. Widening Norfolk and 13th to accommodate parallel parking and 2 way traffic or diagonal parking and one way traffic for an additional 35 to 40 spaces.

ii. Providing overflow parking on the site with the understanding that open space and recreational uses are the priority. This would only be acceptable if the overflow parking would not permanently adversely impact the use of the area for recreational purposes.

iii. Other parcels may be available for purchase in the vicinity which may be suitable and cost effective for use as overflow parking.

d. As the facility is renovated and operating, the City shall review the parking demand to assess whether additional measures are necessary, such as the improvement of the existing pedestrian connection to the Park City Ski Area.

4. **Prior to theater occupancy (by more than 400 people), the South end of City Park shall be improved to accommodate at least 51 parking spaces. The City Council shall consider the permanent improvement of the South end of City Park when RDA increment or impact fees become available.**

5. Prior to any event or performance expected to attract more that 400 people, the developer shall **receive approval by** the Community Development Director **and Police Chief.**

It is anticipated that during the U.S. Film Festival, and for other events 6 times per year, the theater will be at capacity. During those times, signage shall be installed to direct overflow parking to the appropriate areas.

Any additional capacity use of the theater will require extraordinary measures to mitigate potential parking demand. A parking plan will be required to be submitted. The parking plan shall be approved by the Community Development Director and the Chief of Police prior to the event. Parking options may include:

a. agreements for off-site parking;
b. additional temporary parking on the site;
c. remote parking with provisions for transit service;
d. special parking arrangements, such as valet parking or limousine service.

If other events are occurring which may also impact this neighborhood, the request may be denied by the Police Chief.

6. A final site and landscape plan shall be submitted and approved by the Community Development Staff which shall emphasize screening of the proposed parking **with special attention to buffering the parking and uses from the adjacent residential uses.**

Chairman Berrett opened the meeting to public input.

Jim Steinmetz, ten year resident on Lower Norfolk, asked what the request was really about: was the space going to be a library, a theater, or commercial space, or was it a parking lot around an old building? He did not understand who would pay for it and why someone would give the City a restored building in the middle of a recession. He pointed out a sentence that stated the building would be condominiumized at some time in the future and asked if they were going back to a past concept of having student apartments that would be converted to condos. He felt that none of it made any sense.

Roger Harland, presently a member Library Board, and chairman of Urban Design Task Force in 1990, stated that the MPD request was consistent with what the Task Force submitted by way of future planning for the structure; therefore, there was historic interest and continuity with the building as it was being presented now and what the Urban Design Task Force recommended after several months of study. He stated that the library was integral to the plan because the current library would become less effective as the town continued to grow and services at the Miners Hospital library would be radically diminished. He stated that the square footage assigned to the library in Carl Winters anticipated future growth and it would allow the library to offer services that it could not presently offer. He recommended that the Planning Commission approve the application as outlined by the Staff.

Jim Totora, resident, stated that the library was fine, but not a 520 seat theater and commercial space. He asked if a parking lot could be built on ROS property.

Planning Director Seltenrich responded that a parking lot could be

constructed if it was in support of the ROS (Recreation Open Space). She clarified that there was parking proposed which was in an area which was proposed to be rezoned to ROS that would also serve to support the ROS use. She stated that a small portion of the ROS which was proposed to accommodate parking would be consistent with the way recreational uses worked.

Mr. Totora questioned the widening of 13th and Norfolk for parking and felt that the back end of the open space would be lost to parking within a year, as well as in the location of the overflow spaces. He suggested that the developer provide funding for construction of an underground garage so that no open space would be lost. He stated that the library was the only part of the proposal that worked and asked the Commission to consider the impact of this project on the neighborhood.

Mr. Totora, on behalf of the Community Coalition, presented a letter which had been distributed to Commission members prior to the meeting. The letter is one file in the Planning Department.

Russ Veenema, Park City Chamber Bureau, stated that the theater would give the community the ability to attract meetings and conventions groups that it doesn't currently have space for and that would, in turn, distribute a lot of revenue throughout the community. He stated it would also provide the ability to attract cultural events, dance theater companies, and limited symphony performances. He felt it was premature to limit the number of days the theater could be used and recommended that it be up to the Chief of Police to determine if there were negative impacts. He stated that it was difficult to accept something that would have a negative impact on some people, but the overall benefits that the theater, and the whole facility, would bring to the community far outweighed the negative impacts.

Marlene Ligare, Library Board of Trustee member for 6 years, and owner of the Innsbruck for 15 years, urged approval of the project. She stated that if the theater was disallowed, the library was also disallowed. She pointed out that the Library Board had been studying library expansion needs for two years and seriously considering Carl Winters for the past year, and it was the most economically feasible and viable alternative they had to provide library service to the community for the next twenty years. She stated there was strong public support for moving the library from the Miners Hospital and, as a property owner who would potentially be impacted, she was not concerned about occasional parking impacts on Norfolk, 12th and 13th. She wanted to see the open space preserved and stated that the loss of a little of the open space did not concern her. She expressed excitement about seeing the building renovated and stated she would hate to see it torn down.

Todd Mories stated there was outside interest in the theater in the Carl Winters building. He stated that one of the men he represented was David Agler, who for the past three years had conducted the Sydney Opera and was currently conducting the Munich Opera in Germany. He stated that if the space was made available to lease out there were groups interested in housing a full-time professional theater there.

Vicki Moon, Lower Norfolk resident, stated she was in favor of library but she was not in favor of bringing additional parking impacts to her neighborhood. She expressed concern about vacating the Miners Hospital without having a plan for the vacant building and felt it was not being put together in an orderly manner.

Todd Gabler, resident of Park City, stated that in his travels around the world many people know where Park City is. He felt that Park City would not be such a popular, nice place to see if they followed the line of what he felt was an incremental approach to parking lots. He stated that a number of alternatives for the Carl Winters School had been discussed, although it was not clear what had been solved by this proposal. He felt that it had been dressed with the niceties, but it hadn't solved the problem. He stated that previous speakers had addressed the scarcity of parking and commented that parking would not take just a little around the edges of the open space, because there were no edges. He went on to say that parking on the ROS zone must be justified for the purpose of the zone, not because there would be commercial space and other needs to utilize it.

Mr. Gabler responded "no way" to the argument "we have to have a library, so we have to have a theater". He stated there was not a necessary connection, and the library alternative should not be held hostage by a potentially good development. He felt it was nothing more than an incremental approach to address the expansion of the City's library services. He stated he found issues about meeting and convention space interesting because there was always a need for more meeting space, but it was not a net beneficial reason to adopt the MPD.

Mr. Gabler did not feel the alternatives proposed to address the parking issues had solved the major public infirmities of the project and had not addressed the central issue of the uses of the property. He stated that the public had, for years, been talking about creating a community project for the community to enjoy.

Mr. Gabler did not feel it was wise to adopt the MPD at this point because there needed to be more discussions about what this meant, what would be solved, and what the alternatives would provide that we didn't have before. He felt the answer was "nothing".

Rosemary Kelly, speaking as theater-goer, stated that she attended almost every production of the Egyptian theater. She stated that she parked on the roof of China Bridge, walked down the stairs, across Swede Alley, and up the stairs to get to the theater. She stated she would be willing to do that from the Resort Parking lot for this theater. She felt it made sense and would be perfectly convenient for anybody.

Cindy Lee, Chairman of Library Board of Trustees, stated they were creating a committee to be comprised of the Library Board, the Parks & Rec Board, the Historic Society, and members of the public, to explore proposed uses for the Miners Hospital. She stated they had many ideas which would allow the public to continue to enjoy the building. She felt that the day-to-day use and the benefits of the building would offset the inconvenience of parking, and urged the Commission to approve the Carl Winters MPD.

Wallace Cooper, architect, wished to address some misinformation which he felt had been interjected into the discussion. He stated that the widening of Norfolk would only extend to the right-of-way. He stated that a retaining wall would be constructed on the property line, with footings below grade, and there was no reason on-street parking would take any green space. He stated the Commission also had the option of approving 105 parking stalls and losing 10% of the playing field, or approving 73 stalls and losing no playing field. He stated that the parking issue in Park City would always be part of the process, and would always be incremental. He felt the City had done an admirable job of approaching the problem, and the extension of City Park was one of the approaches that the City had looked at for helping to solve that problem. He noted that the Master Plan created several years ago had shown 53 stalls, and the 51 stalls proposed in conjunction with the Carl Winters project could be easily provided. He felt that without severely impacting the neighborhood, 250 stalls could be generated directly around the Carl Winters site. He also noted that the City was experienced in handling major events with a minimum of disruption.

Mr. Cooper referred to the condominium issue and explained that one of the interested parties had expressed a desire to purchase their space; therefore, the idea of selling a large piece of leasable space to an organization for its use had been reviewed.

Mr. Cooper added that he had spent the past few months meeting with a major university and a major college in the State of Utah who were very interested in coming into the community and the library was key to them utilizing space in Carl Winters. He went on to say that a major university and major college conducting classes in the building, combined with the library, would create an incredibly

fine community and educational facility. He stated that after reviewing the various options for the building, the benefits of an educational facility far outweighed the inconvenience that the community may face on a short term basis. He felt that steps should be taken to ensure the future of the building as a major asset for the community. He expressed confidence that the City would not walk away from the parking issues and felt that it was an ongoing process that a task force could review over a long period of time.

Craig Hansen, Park City resident since 1982, asked how the City would obtain the building back if individual sales were allowed. He stressed that the residents wanted to maintain as much useful open space as possible. He warned of damage to the grass and sprinkler heads if overflow parking were allowed on the field. He suggested that the plan include a turn-around or drop-off spot. He felt that utilizing the south end of City Park was a great idea. He suggested that in order to make the open space more useful, the City exercise its right of eminent domain to obtain the Richards' property.

Hearing no additional public input, Chairman Berrett requested comments and questions from Commissioners.

Commissioner Chuck Klingenstein thanked those who had made an effort to attend and he thanked the Staff for their additional work. He stated they were looking at a major project which would have significant impacts, but the time had come to either tear it down or do something with the Carl Winters building. He felt they had a viable alternative for saving the building and expressed confidence that the City Council would ensure that the Commission had addressed the neighborhood and city related concerns such as parking, signage, lighting, and mitigating impacts on the neighborhood. He hoped that in ongoing negotiations they could avoid condominiumization so that at the end of the leasing period the City could obtain the building back intact if they chose to buy it back. He felt it was a good package.

Commissioner Alison Child commented that it was important to bear in mind that the Planning Commission was responsible for making decisions about whether uses were appropriate for certain areas of town. Based on the current zoning, she felt that the project was a reasonable plan that would benefit the entire community as well as the residents in that area of town.

Commissioner Fred Jones indicated that it would be helpful to provide guidance in Condition 3.C. as to how many additional spaces the City would require when theater occupancy reached the 400 threshold, and suggested 30 to 50 spaces as had been discussed in

Work Session. Planning Director Seltenrich concurred.

Commissioner Chris Erickson felt that widening of Norfolk and 13th would give area residents extra places to park when events were not occurring. He also felt that improvement to the south end of City Park would kick off a good effort. He felt that the trade-offs were good and that the percentage of open space that would be lost was worth the major portion that would be preserved.

Commissioner Bruce Erickson expressed appreciation to the Staff for working diligently on parking alternatives. He felt that additional parking spaces in City Park were well worth the effort. He suggested that the parking condition of approval be modified to suggest that uses of the theater facility during the daytime would be subject to review by the Community Development Department and the Police Chief. He also suggested that if uses were changed that would affect parking, the use should become a small scale conditional use and be reviewed by the Planning Commission. He felt it would be interesting to consider a turnoff or drop-off or mass transit operation on the site, but did not feel it was necessary to include it as a condition of approval. With those conditions, he was willing to take action on the project.

Chairman Berrett asked Bruce Erickson if he were suggesting that any use that goes in be a conditional use. Commissioner Bruce Erickson responded that uses that specifically would suggest a change in parking demand be subject to conditional use review. Ms. Seltenrich suggested, "If uses are changed which would result in a significant increase in the anticipated parking demand, the use would be a Conditional Use and would require review by the Planning Commission."

MOTION: Ron Whaley moved to APPROVE and Carl Winters MPD subject to conditions as modified. Alison Child seconded the motion. Diane Zimney opposed the motion. Chuck Klingenstein, Ron Whaley, Bruce Erickson, Alison Child, Chris Erickson and Fred Jones voted in favor of the motion which carried.

CONDITIONS OF APPROVAL

1. The Carl Winters School will be restored according to the Secretary of Interior's Standards for Rehabilitation and the structure will be listed on the National Register of Historic Places.

2. The uses shall include the Park City Library, leasable space and a of theater with a maximum seating capacity of 520 seats.

3. In order to provide adequate parking, the following parking shall be provided:

a. 105 permanent spaces shall be provided on site. The primary access to this parking will be from Park Ave with secondary access from 12th Street.

b. The South end of City Park shall be improved to accommodate at least 51 parking spaces. Pedestrian connections to the Carl Winters site shall be improved.

c. Additional parking (of 30-50) spaces is necessary to be provided prior to occupancy of the theater by more than 400 people. That parking could be provided by:

i. Widening Norfolk and 13th to accommodate parallel parking and 2 way traffic or diagonal parking and one way traffic for an additional 35 to 40 spaces.

ii. Providing overflow parking on the site with the understanding that open space and recreational uses are the priority. This would only be acceptable if the overflow parking would not permanently adversely impact the use of the area for recreational purposes.

iii. Other parcels may be available for purchase in the vicinity which may be suitable and cost effective for use as overflow parking.

d. As the facility is renovated and operating, the City shall review the parking demand to assess whether additional measures are necessary, such as the improvement of the existing pedestrian connection to the Park City Ski Area.

4. Prior to theater occupancy (by more than 400 people), the South end of City Park shall be improved to accommodate at least 51 parking spaces. The City Council shall consider the permanent improvement of the South end of City Park when RDA increment or impact fees become available.

5. Prior to any event or performance expected to attract more that 400 people, the developer shall receive approval by the Community Development Director and Police Chief.

It is anticipated that during the U.S. Film Festival, and for other events 6 times per year, the theater will be at capacity. During those times, signage shall be installed to direct overflow parking to the appropriate areas.

Any additional capacity use of the theater will require extraordinary measures to mitigate potential parking demand. A parking plan will be required to be submitted. The parking plan shall be approved by the Community Development Director and the Chief of Police prior to the event. Parking options may include:

a. agreements for off-site parking;
b. additional temporary parking on the site;
c. remote parking with provisions for transit service;
d. special parking arrangements, such as valet parking or limousine service.

If other events are occurring which may also impact this neighborhood, the request may be denied by the Police Chief.

6. A final site and landscape plan shall be submitted and approved by the Community Development Staff which shall emphasize screening of the proposed parking with special attention to buffering the parking and uses from the adjacent residential uses.

7. During the course of restoration, construction staging and construction parking shall be confined to the site. Access for construction traffic to the site shall be directly from Park Ave.

8. The permitted uses for the "leasable space" shall include public, quasi-public and educational uses. Offices uses may be considered and approved by the Community Development Director if it is determined that those uses will not generate frequent visitor traffic. Prohibited uses shall include retail and service commercial uses, property management and check-in facilities, travel agencies and real estate offices.

9. Provisions shall be made on site for truck access and loading facilities. Those facilities shall be designed so that large trucks and large commercial vehicles are not required or encouraged to arrive or leave the site on Norfolk or Woodside south of 12th Street.

10. A pedestrian circulation plan shall be approved and

installed which includes pedestrian connections through the site from Norfolk to Park Avenues.

11. Existing overhead utilities on and adjacent to the site shall be placed underground.

12. Sewer reconstruction will be necessary and approval received from the Snyderville Basin Sewer Improvement District.

13. The reconstruction must commence within 6 months of this approval and must be completed within 18 months.

14. A sign plan shall be reviewed and approved by the Community Development Staff. It is not anticipated that every use in the building will be identified through building signage.

15. The theater shall not be run for commercial purposes on a daily basis, for uses such as a movie theater.

16. Extension of the Historic District Parking Regulations for off-street parking shall be extended to include this neighborhood.

17. The City shall give a high priority to street improvements along Woodside and Norfolk Avenues in this neighborhood in the annual CIP budget review and in formulation of a plan to spend RDA funds which may become available in the future.

18. Uses of theater during the daytime will be subject to approval of the Community Development Director and Police Chief.

19. If uses are changed which would result in a significant increase in the anticipated parking demand, the use would be a Conditional Use and would require review by the Planning Commission.

2. **Meadows Estates 1C (Park Meadows Interior 6/2North), Request for Revised Preliminary and Final Plat Approval - Jack Johnson Company.**

Senior Planner Suzanne McIntyre stated that the Staff recommended approval with conditions and findings as outlined during public hearing.

Commissioner Ron Whaley stated he would abstain due to potential conflict of interest.

MOTION: Alison Child moved to APPROVE the Request for Revised Preliminary Plat and Final Plat for Meadows Estates 1C (Fairway Meadows). Chris Erickson seconded the motion. Ron Whaley abstained due to potential conflict of interest. Chuck Klingenstein, Diane Zimney, Bruce Erickson, Alison Child, Chris Erickson and Fred Jones voted in favor of the motion which carried.

Conditions of Approval:

1. The applicant shall comply with the Standard City Conditions of Approval;

2. Prior to Final Plat recordation, all fees shall have been paid;

3. The Final Plat shall include information on the following items:
   13-D Fire Sprinklers
   Max. house sizes, as noted on the plat, not to exceed 5,500 sq. ft.
   Max. garage sizes of 600 sq.ft. with larger garages reducing the amount of living area
   Max. house sizes on combined lots
   Snow Plowing
   Trails, sidewalks, and open space (including bench locations)
   Architectural standards

4. Prior to Final Plat recordation, CC&Rs containing information on the architectural standards and landscaping and open space maintenance shall be reviewed and approved by the Planning Staff;

5. Prior to Final Plat approval, the plans shall have been approved by the City Engineer, Chief Building Official, SBSID, Park City Fire District, and utility companies.

6. Prior to Final Plat recordation, an open space plan shall be provided showing sidewalk, bench and trail locations throughout the subdivision. Sidewalks shall be provided along the north side of American Saddler Drive and along the west side of Estates Drive. Eight foot wide soft trails shall be provided through the open space connecting Estates Drive with American Saddler Drive in two locations.

7. Prior to Final Plat recordation, the parcel designated Quarry Mountain North shall be deeded to Park City Municipal Corporation and shall be zoned Recreation Open Space (ROS).

3. **Silver Lake Inn, 7720 Royal Street East, Request for Revised MPD and Final Plat Approval - Silver Lake Development.**

Senior Planner Suzanne McIntyre stated that the Staff requested that the Commission continue the item in anticipation of it appearing on the next agenda. Commissioner Bruce Erickson asked if the Staff would consider tabling the issue. The Staff noted that tabling the issue would require renoticing.

Chairman Dean Berrett stated it would be his recommendation to table the request. He stated that all issues should be resolved before it was presented to the Commission for reconsideration so that it could be acted upon accurately and appropriately.

MOTION: Ron Whaley moved to TABLE the Silver Lake Inn request for Revised MPD and Final Plat Approval. Chuck Klingenstein seconded the motion which was unanimously approved.

IX. NEW BUSINESS

1. **Land Management Code Amendment to prohibit temporary sales offices in all zones in Park City, affecting Section 7.19 of the Land Management Code, Land Use Tables, Recommendation to City Council.**

Planning Director Nora Seltenrich stated that the Planning Commission had several alternatives which were outlined in the public hearing.

Commissioner Alison Child stated she would like to explore the possibility of creating an ordinance that would set very specific conditions under which temporary sales offices could be allowed. She stated it should include under what circumstances, length of approval, removal criteria, appearance, where and in what types of development they would be allowed. She felt there was not an overproliferation of temporary sales offices, but there was a removal and enforcement problem.

Commissioner Chris Erickson stated that when talking about use and compatibility, temporary sales offices were incompatible by their very nature. He felt that in most cases, a tiny spot of retail sales was being dropped into a residential neighborhood.

Commissioner Diane Zimney stated that in the past the Commission

had been unable to make findings for denial on requests for temporary sales offices. She suggested that criteria include areas where they may be acceptable; however, the Commission could still deny requests that couldn't meet that criteria.

Commissioner Bruce Erickson clarified that the ordinance had been drafted at the direction of the City Council. In the past he had not been in favor of temporary sales offices; however, he stated he appreciated Mr. Coleman's comments and could see where it was reasonable to consider a temporary sales office. He tended towards not having temporary sales offices in general, although he suggested that recommendations be provided by the industry, keeping in mind that his vote for approval would be based upon very specific restrictions.

Commissioner Chuck Klingenstein stated that he had not been fond of temporary sales offices, although based upon comments presented during the Public Hearing he felt there may be a reason to allow them outside of a periphery area where there were no real estates offices if there were a "bullet proof" ordinance to regulate them.

MOTION: Bruce Erickson moved to TABLE action on this item subject to conditions of Commissioner Child's request.

Planning Director Seltenrich strongly recommended that if the Commission did not want to prohibit temporary sales offices outright that they recommend denial of the amendment with direction to the City Council as to why they recommended the denial.

Commissioner Bruce Erickson withdrew the motion.

Commissioner Child asked if the consensus of the Commissioners was to ban the ordinance or to try to develop an ordinance with specific criteria.

Commissioner Bruce Erickson commented that he did not believe there were sufficient votes to prohibit temporary sales trailers outright and he wanted the Planning Commission to continue its discussion rather than putting a motion forward.

Commissioner Fred Jones concurred with Commissioner Bruce Erickson's comments that the ordinance should be written to deny such a use in most cases, although it would allow cases to meet specific needs provided they met certain narrow criteria. He felt they should look to the development community to identify those needs and he hoped they could then define what the exceptions were that would allow them.

Chairman Dean Berrett stated that some Commissioners felt that

under very controlled and defined circumstances it may be acceptable to have temporary sales offices and, as the planning advisory arm, they should evaluate those uses and determine what those conditions would be. He felt they should provide clear direction to the Staff and noted that Commissioner Alison Child had outlined several conditions and Bill Coleman had suggested the review of temporary sales offices at the time of MPD review. He felt they should not abdicate and forward a recommendation simply because the City Council had requested the ordinance.

MOTION: Ron Whaley moved to forward to City Council a NEGATIVE RECOMMENDATION on the proposed ordinance, with the recommendation that the Planning Commission perform discovery to determine if a workable alternative was available. Diane Zimney seconded the motion. Chris Erickson opposed the motion. Chuck Klingenstein, Ron Whaley, Diane Zimney, Bruce Erickson, Alison Child, and Fred Jones voted in favor of the motion which carried.

Commissioner Ron Whaley was excused from the meeting at this point.

Silver Lake Inn

Following action on New Business No. 1, the applicants requested that the Silver Lake Inn request be Continued rather than Tabled so that the item would appear on the next regular agenda and asked the Commission to recall its action.

MOTION: Bruce Erickson moved to RECALL Silver Lake Inn. Fred Jones seconded the motion which was unanimously approved.

MOTION: Fred Jones moved to CONTINUE the Silver Lake Inn request. Chuck Klingenstein seconded the motion. Chuck Klingenstein, Alison Child and Fred Jones voted in favor of the motion. Diane Zimney, Bruce Erickson and Chris Erickson opposed the motion. Chairman Berrett opposed the issue and the motion did not carry.

MOTION: Chris Erickson moved to TABLE the Silver Lake Inn request. Bruce Erickson seconded the motion. Chuck Klingenstein, Alison Child, Fred Jones, Diane Zimney, Bruce Erickson and Chris Erickson voted in favor of the motion, which carried.

2. **IronHorse (PayLess) Subdivision, East of Park Avenue between Homestake and Iron Horse, Request for Preliminary and Final Plat Approval - PayLess Drug Stores.**

Senior Planner Suzanne McIntyre stated that the Staff recommended approval of the Iron Horse Subdivision with conditions as outlined during the Public Hearing.

Commissioner Chris Erickson entered a statement into the record:

"I will vote yes on this subdivision in that the applicant has satisfactorily met the requirements of the subdivision ordinance. I do, however, have some editorial comments regarding this piece of property and its contemplated uses. I would like to remind the property owners that they have a large parcel which is very prominently located in a commercial area and they will have a major influence on our town when they choose to develop this piece or sell this piece. The property owners will have an impact on the business climate of town and they will help to decide whether or not that business climate is dominated by outside interests in the form of chains and franchises or whether the business environment has room for the smaller, independent, local operators who, in my opinion, really embody the "American dream". I am concerned that chains and franchises who rely on regional and national advertising have conformity between locations as a top priority thereby forcing conformity upon the communities in which they locate. The proliferation of these businesses leads to the Anytown, USA syndrome.

I really wish Park City could do something to encourage the small, independent business person. Sometimes I think that tourists come to Park City not only to see the natural beauty of our surroundings, but also to remember what their own communities were like before the chains and franchises and malls changed the character of their hometown.

I would be very discouraged to think of Park City becoming an Anytown USA."

MOTION: Chuck Klingenstein moved to APPROVE the Request for Preliminary and Final Plat Approval for the IronHorse (PayLess) Subdivision subject to conditions of approval as presented in the staff report. Alison Child seconded the motion. Chuck Klingenstein, Diane Zimney, Bruce Erickson, Alison Child, Chris Erickson and Fred Jones voted in favor of the motion. The motion carried.

CONDITIONS:

1. The subdivision shall comply with the City's Standard Conditions of Approval; and

2. The development on Parcel 3 shall be consistent with the Park City Design Guidelines and a note shall be included in the CC&Rs or on the final plat referencing the Design Guidelines; and

3. A final landscape and pedestrian circulation plan shall be included with the exhibits for the Final Plat approval; and

4. The City Engineer shall review all construction plans to ensure adequate storm runoff detention, sanitary sewer, and other utility and infrastructure needs.

5. Prior to Final Plat recordation the Plat shall have been reviewed and approved by the City Engineer, City Attorney, and City Council.

6. Security will be required to be posted for all public improvements and landscaping at the time of Final Plat recordation.

At 10:00 P.M. Bruce Erickson moved to ADJOURN. Diane Zimney seconded the motion which was unanimously approved.

Approved by the Planning Commission: _____

PARK CITY COUNCIL MEETING
SUMMIT COUNTY, UTAH
JANUARY 23, 1992

I ROLL CALL

Mayor Brad Olch called the regular meeting of the City Council to order at approximately 6:00 p.m. at the Marsac Municipal Building on Thursday, January 23, 1992. Members in attendance were Sally Elliott, Ruth Gezelius, Leslie Miller, Bob Richer, Jim Santy, and Brad Olch. Staff present were Toby Ross, City Manager; Suzanne McIntrye, Senior Planner; and Jim Carter, City Attorney.

II PUBLIC INPUT

The Mayor invited the public to comment on any matter of City business. Hearing none, the public input session was closed.

III MINUTES OF MEETING OF JANUARY 16, 1992

Ruth Gezelius, "I move approval of the minutes as presented". Jim Santy seconded. Motion unanimously carried.

IV CONSENT AGENDA

Ruth Gezelius, "I move approval of the Consent Agenda Item 1 subject to the verbal suggestions in the work session and that the material be reviewed in one year and that Item 2 stand as is". Bob Richer clarified that the number of days for conventions at the Racquet Club be reviewed after Labor Day. Sally Elliott seconded. Motion unanimously carried.

1. Approval of resolution adopting revenue strategy for the Leisure Services Division - Initially, the intent of the revenue strategy was to eliminate any subsidy from the General Fund for the Racquet Club and recreation programs by July 1, 1996. To achieve an objective of 100% cost recovery would require a generation of $587,000 in new revenue through the following five components: (1) projecting a 5% per year growth in participation; (2) increase all fees by 10% per year over the next four years; (3) implement new fitness program (weight machines, cardiovascular equipment, etc.); (4) increase special event days from 10 to 25, primarily during summer months; and (5) increase rental income by making space available for massage therapy. It is the recommendation of the Leisure Services Division after input from the Parks, Recreation and Beautification Advisory Board, Youth Sports Board, and Racquet Club Tennis Committee, to develop a cost recovery rate of 80%. This would require $223,000 from the General Fund to offset operational expenditures and $364,000 in new revenue to be generated in fiscal year 1996. To accomplish this, the following strategy is recommended: (1) growth in current programs will be considered and estimated to generate an additional $105,500 per year in new revenue by July 1, 1996; (2) a three tiered pricing structure will be developed and implemented; (3) facility user fees

and adult recreation program fees will be generally increased on average by 10% per year; (4) new programs and services will be developed and implemented when a need or desire exists and when, after analysis it is felt the new program has the potential of generating positive revenue; and special event days will be increased from 10 days per year to 25 days per year.

In work session Council expressed concern that the convention days be scheduled in the summer to minimize unavailability of the Racquet Club to the public. Leslie Miller suggested that booking from May to November be considered and that Council review this matter again after Labor Day. With regard to the new fitness programs, it was emphasized that RFP's will be solicited which mitigate concerns regarding competition and liability.

2. Approval of Agreement between Park City Municipal Corporation and United Park City Mines Company consenting to a sale of surplus Salt Lake City water - This is an agreement between UPCM and Park City concerning Salt Lake City's share of the waters of the Spiro Tunnel. The agreement essentially provides that Park City will accept the relinquishment by UPCM of its right of first refusal claim against Salt Lake City's Spiro Tunnel water in lieu of the actual dedication of water rights to the City at the time UPCM annexes property into the City.

This agreement would not preclude the dedication of water rights at the time of annexation in exchange for a credit against water development fees, but would allow annexation of UPCM land without dedication of water rights. The agreement expressly provides that, in the event no water rights are dedicated, Park City shall be entitled to collect its water connection and water development fees in full pursuant to then current ordinance provisions.

This agreement will lift questions concerning UPCM's claim to its right of first refusal as it pertains to the City's existing surplus sales agreement with Salt Lake City. It also provides Park City with a right of first refusal to acquire any water rights which UPCM is successful in obtaining from Salt Lake City.

V REPORTS FROM COMMISSIONS AND BOARDS

Planning Commission Meeting of January 22, 1992 - Suzanne McIntyre reported on this meeting; minutes of which are available in the Planning Department.

VI COMMUNICATIONS FROM COUNCIL AND STAFF

None.

VII OLD BUSINESS

1. Approval of final plat for Royal Oaks Subdivision Phase 2 - Sally Elliott stated for the record that she will vote to approve this project because she feels bound by legal advice regarding the Deer Valley Special Exception Permit and preliminary plat approval. The subdivision is not the quality she would like to see as it intrudes on the ridge line. She added that the owners are open to other options for the property. Bob Richer, "I move that we approve the final plat for Royal Oaks Subdivision Phase 2 with an addition to the staff recommendation Condition No. 9 that shall read as follows, 'The final plat shall not be recorded, sold, transferred, or conveyed until 90 days after the date of City Council approval'." Ruth Gezelius seconded. Motion unanimously carried.

I. **UPDATED INFORMATION:**
At the last meeting the Council expressed concern over the high visibility of this subdivision. The concerns included maximum building heights and house to lot ratios. The developer has reviewed the project and is willing to reduce the maximum house sizes and heights on those lots where the reductions will result in a difference. The applicants have also agreed to install temporary irrigation and revegetate areas where the cuts and fills will be most significant. The attached pages (Exhibit "A") outline the revisions to the plans.

The Staff is satisfied that the revisions will provide some visual relief but acknowledges the fact that the impending development of this sensitive ridgeline area will cause concern on the part of the citizenry. The sensitive lands ordinances will help reduce the likelihood of similar developments in the future.

II. **PUBLIC INPUT STATEMENT:** The property has been posted and legal notice sent and as of January 13, 1992 no public input has been received.

III. **STAFF RECOMMENDATION:**

The Planning Staff has reviewed the Final Plat and has found it to be consistent with the Solamere 5 sketch and preliminary plats and the current Park City Land Management Code and Comprehensive Plan. Efforts have been made to reduce the potential impacts of the development through the use of architectural guidelines, site disturbance regulations, reduced heights, facade shifts, setbacks, and building heights.

The Planning Staff therefore recommends the City Council **APPROVE** the Final Plat for The Royal Oaks Subdivision - Phase 2 with the following conditions:

1. The project shall comply with the City's Standard Conditions of Approval.

2. The Second Phase of Royal Oaks shall comply with the Conditions of Approval set forth on the preliminary plat.

3. Notes shall be placed on the plat addressing the following:
   a. snow plowing responsibilities
   b. site disturbance and maximum irrigated area
   c. maximum house size and architectural guidelines
   d. fire sprinklers and compartmentalization
   e. sewer system construction and reveg. requirements
   f. trail maintenance responsibility
   g. general construction revegetation requirements

4. The maximum house sizes shall be as shown on Exhibit "A".

5. Certain lots shall have reduced front setbacks of 15' as shown on the separate "Building Envelopes Exhibit". This exhibit shall be filed with the plat which indicates the setbacks, heights and building envelopes of all lots. A definition of "building envelope" shall be included on the exhibit.

6. Trails shall be constructed during Phase 2 improvements and security shall be required to be posted to ensure their development. A note shall be included on the plat indicating maintenance responsibility of the trails.

7. Prior to plat recordation the City Council, City Attorney, City Engineer, and SBSID shall have reviewed and approved the plat.

8. A small directional/identification sign, as approved by the Planning Staff shall be placed at the driveway shared between Lots 28-31 indicating the addresses of the houses on those lots and noting the location of a public trail. The CC&Rs shall have addressed maintenance and responsibility of this area.

9. The final plat shall not be recorded, sold, transferred, or conveyed until 90 days after the date of City Council approval.

2. Approval of final plat for Meadows Estates 1C - Ruth Gezelius, "I move approval of the final plat for Meadows Estates 1C

with the staff conditions 1 - 6". Sally Elliott seconded. Motion unanimously carried.

I. PROJECT STATISTICS:

Applicant:	Jack Johnson Co.
Project Owner:	Arnold Resorts, Inc.
Project Address:	Park Meadows Int.6/2North
Request:	Revised Prelim. & New Final Plat
Zoning:	RD-MPD
Parcel Size:	26.6 acres
Number of Lots:	61
Adjacent Land Uses:	SF and MF Res., Golf Course
Date of Application:	July 26, 1991
Date of Staff Report:	January 2, 1992
Date of Planning Commission Approval:	September 11, 1991
Staff Planner:	Suzanne McIntyre
Staff Recommendation:	APPROVE with conditions

II. BACKGROUND INFORMATION:

The preliminary plat for an 80 lot subdivision of this parcel was approved by the Planning Commission on September 11, 1991. The project was subsequently called up for review by the City Council due to significant concerns raised by the neighboring property owners about the incompatibility of the lot sizes with the existing subdivisions in the area.

The Council worked with the Staff to determine conditions which would make the subdivision more compatible with the existing neighborhoods. At their meeting of December 12, 1991 the Council remanded the preliminary plat back to the Planning Commission with six "considerations for compatibility". The applicant has made revisions to the plan and is now requesting both preliminary and final plat approval. The considerations are as follows:

CONSIDERATIONS FOR COMPATIBILITY:

1. Lot sizes within Meadows Estates 1C could be increased so that the average could be in the area of 14,000 square feet.

2. Lot frontages could be increased so that the average lot frontage could be 100 feet with the exception of lots fronting the cul-de-sac bulbs which could average 80 feet.

3. All lots could conform to the minimum standard setbacks for the Single Family (SF) zone: 25'-front, 12'-sides, 15'-rear. A request for variation could be considered at the time of

Final Plat review if that variation addresses driveways and on-site parking and includes an equal and off-setting adjustment in the opposite setback and on other lots along the street frontage. This would provide a desirable variation in the setback.

4. The maximum size should be reviewed and could be 5500 square feet, with smaller lots having smaller maximums, exclusive of porches, decks, and patios. All structures could receive an additional allowance for a 600 square foot garage, with garages requiring more than 600 square feet taking their additional square footage from the allowable house square footage.

5. Architectural standards could be adopted by the Planning Commission and City Council and be referred to on the Final Plat which require strict enforcement of form, building materials, roof pitches, ornamentation, colors, and landscaping. Compliance with these restrictions could be required at the time of Building Permit issuance.

6. The ratio of the maximum house size to lot size or the combination of any lot should be reviewed and determined by the Planning Commission.

COMPLIANCE WITH THE CONSIDERATIONS FOR COMPATIBILITY:
The revised plan is for 61 single family lots in the same configuration as approved in the preliminary plat. The average lot size is in the area of 14,000 square feet (13,957). The lot frontages average 100 feet except on the cul-de-sacs where they average 80 feet.

The maximum house size is 5500 square feet and garages are limited to 600 square feet. Garages larger than 600 square feet will be permitted but the additional square footage must be taken out of the maximum allowable square footage for the house. There are no requests for setback variations.

Architectural standards are being included in the CC&Rs and are attached for the Planning Commission and Council review, and will be referenced on the plat. The house to lot ratio proposed is .28.

Regarding the procedure for maximum house sizes on combined lots, the Staff recommends the Planning Commission require the attachment of a note on the plat stating that the maximum house size shall be limited to a number which is 150% of the average of the maximums for the lots being combined.

III. PUBLIC INPUT STATEMENT: The property was posted and legal notice sent and as of January 3, 1992 public input was received

from Bill Cunningham, president of Meadows Estates 1A and 1B, who stated the plan appeared to be consistent with the City Council's direction and that he was satisfied with the revisions.

IV. STAFF RECOMMENDATION: The Planning Department has reviewed the request for the revised Preliminary Plat and new Final Plat for Fairway Meadows aka Meadows Estates 1C aka Interior 6/2 North for 61 single family lots and recommends the Planning Commission **APPROVE** the request based upon the finding that:

FINDING:

1. the revised plan is consistent with the considerations for compatibility set forth by the City Council on December 12, 1991, and with the conditions that:

CONDITIONS:

1. the applicant shall comply with the Standard City Conditions of Approval;

2. Prior to Final Plat recordation, all fees shall have been paid;

3. The Final Plat shall include information on the following items:
   13-D Fire Sprinklers
   Max. house sizes, as noted **on the plat**, not to exceed 5,500 sq. ft.
   Max. garage sizes of 600 sq.ft. with larger garages reducing the amount of living area
   Max. house sizes on combined lots
   Snow Plowing
   Trails, sidewalks, and open space (including bench locations)
   Architectural standards

4. Prior to Final Plat recordation, CC&Rs containing information on the architectural standards and landscaping and open space maintenance shall be reviewed and approved by the Planning Staff;

5. Prior to Final Plat approval, the plans shall have been approved by the City Engineer, Chief Building Official, SBSID, Park City Fire District, and utility companies.

6. Prior to Final Plat recordation, an open space plan shall be provided showing sidewalk, bench and trail locations throughout the subdivision. Sidewalks shall be provided along the north side of American Saddler Drive and along the west side of Estates Drive. Eight foot wide soft trails shall be provided through the open space

connecting Estates Drive with American Saddler Drive in two locations.

PLANNING COMMISSION ACTION - JANUARY 8, 1992

MOTION: Alison Child moved to APPROVE the Request for Revised Preliminary and Final Plat for Meadows Estates 1C. Chris Erickson seconded the motion. Ron Whaley abstained due to potential conflict of interest. Chuck Klingenstein, Diane Zimney, Bruce Erickson, Alison Child, Chris Erickson and Fred Jones voted in favor of the motion which carried.

VIII ADJOURNMENT

With no further business, the regular meeting of the City Council was adjourned.

MEMORANDUM OF CLOSED SESSION

The City Council met in closed session at approximately 3:30 p.m. Members in attendance were Mayor Brad Olch, Sally Elliott, Ruth Gezelius, Leslie Miller, Bob Richer, and Jim Santy. Staff present were Toby Ross, City Manager; and Jim Carter, City Attorney. Ruth Gezelius, "I move to close the meeting to discuss litigation". Jim Santy seconded. Motion unanimously carried.

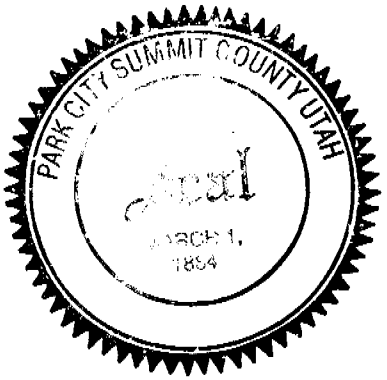
The meeting opened at approximately 4:30 p.m.

* * * * * *

The meeting for which these minutes were prepared was noticed by posting 24 hours in advance and by delivery to the news media two days prior to the meeting.

Prepared by Janet M. Scott

Janet M. Scott
Deputy City Recorder



Planning Commission
Staff Report

Subject: **2100 Deer Valley Drive Unit 10**
Application: **PL-26-06921**
Author: **Virgil Lund, Planner II**
Date: **June 10, 2026**
Type of Item: **Plat Amendment**

Recommendation

(I) Review the proposed plat amendment for the Pine Inn Condominiums Unit 10, (II) conduct a public hearing, and (III) determine whether there is Good Cause for a plat amendment based on the draft Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in the draft Final Action Letter (Exhibit A).

Description

Applicant:	Moonquake Lodge LLC Represented by Megan Blosser from Alliance Engineering
Location:	2100 Deer Valley Unit 10
Zoning District:	Residential Development
Adjacent Land Uses:	Resort Open Space
Reason for Review:	The Planning Commission reviews and takes Final Action on Condominium Plat Amendments.[1]

LMC	Land Management Code
RD	Residential Development

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

Summary

The Pine Inn Condominiums Plat (Summit County Recorder Entry No. 243913) shows a total square footage for Unit 10 of 1,120 square feet. According to the Applicant, the as-built square footage for Unit 10 is 1,348 square feet. The Applicant submitted an acknowledgment letter (dated April 13, 2026) from the Trails End Lodge at Deer Valley Owners' Association. In the letter, the Association confirmed that the unit was originally constructed in 1986 in excess of the platted 1,120 square feet and stated that the Board does not oppose a plat amendment (Exhibit E).

In 2025, the Applicant completed work on the interior 1,348-square-foot unit and added 179 square feet for a new loft without an approved building permit. The loft area is in the

[1] LMC § 15-7.1-2

existing Structure and is platted private space (see Figure 3 below), so no conversion of ownership type is required.

Background

On December 19, 1985, the City Council approved the Pine Inn Condominiums Plat for a 10-Unit Condominium development in the Snow Park area of Deer Valley (Minutes, Exhibit B).

On December 24, 1985, the Pine Inn Condominiums Plat was recorded with Summit County (Recorder Entry No. 243913).

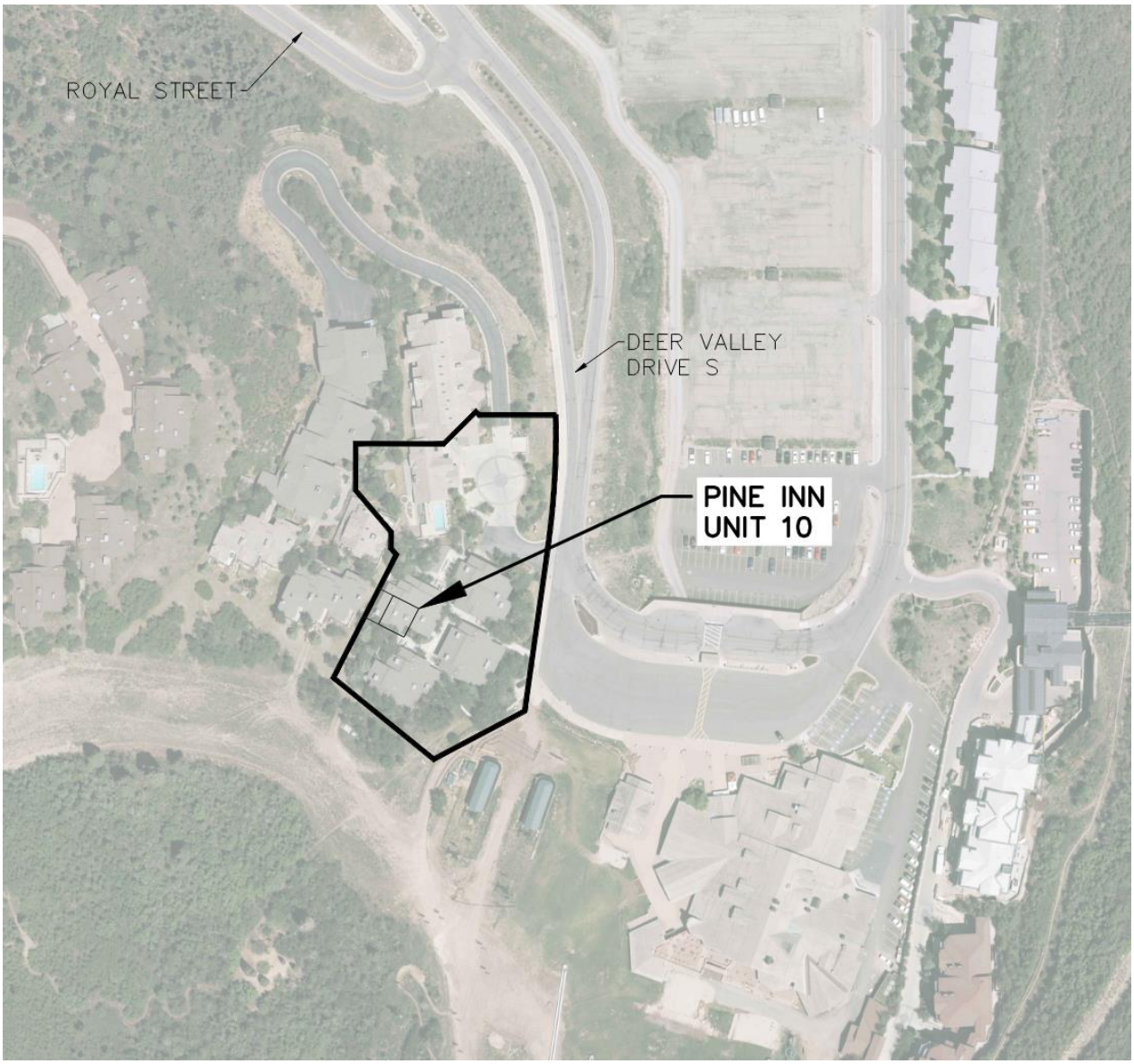


Figure 1: Aerial View of Pine Inn Unit 10



Figure 2: Exterior of Unit 10 Highlighted in Yellow

On July 23, 2025, Building Permit 25-1488 was submitted to complete interior renovations and to construct a 179-square-foot loft. On July 28, 2025, Planning staff provided comments to the building permit Applicant informing them that the proposed work exceeded the platted allowances. On November 5, 2025, Planning once again provided comments to the building permit Applicant stating that the July 28 comments had not been addressed. On November 13, 2025, Planning staff noted that they spoke with the contractor, and the contractor was going to apply for a plat amendment to accurately reflect the proposed square footage. Building Permit 25-1488 was never approved by the City. Yet, the work was completed. The Applicant now requests a plat amendment to match the work completed without proper permits.

If approved, the Applicant will be required to complete the building permit process for the loft once the plat amendment is recorded. The proposed modification is strictly limited to the interior of a single, privately owned Unit, and no common area is changed.

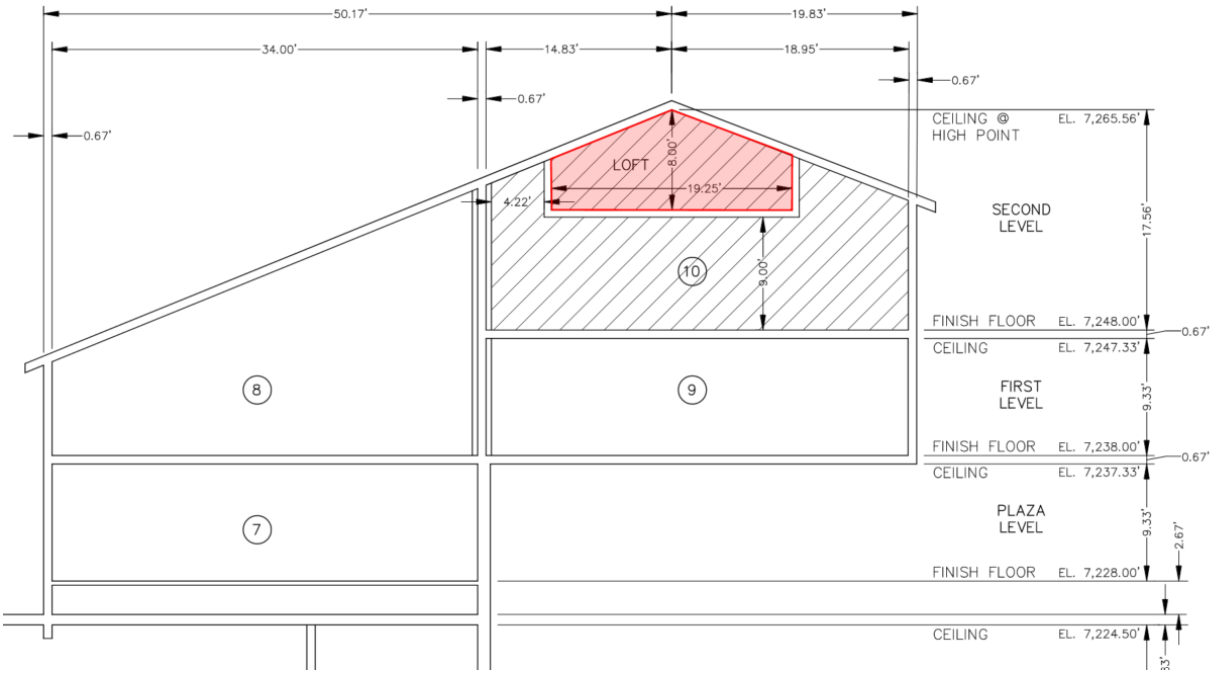


Figure 3: Proposed loft area for Unit 10, highlighted in red.

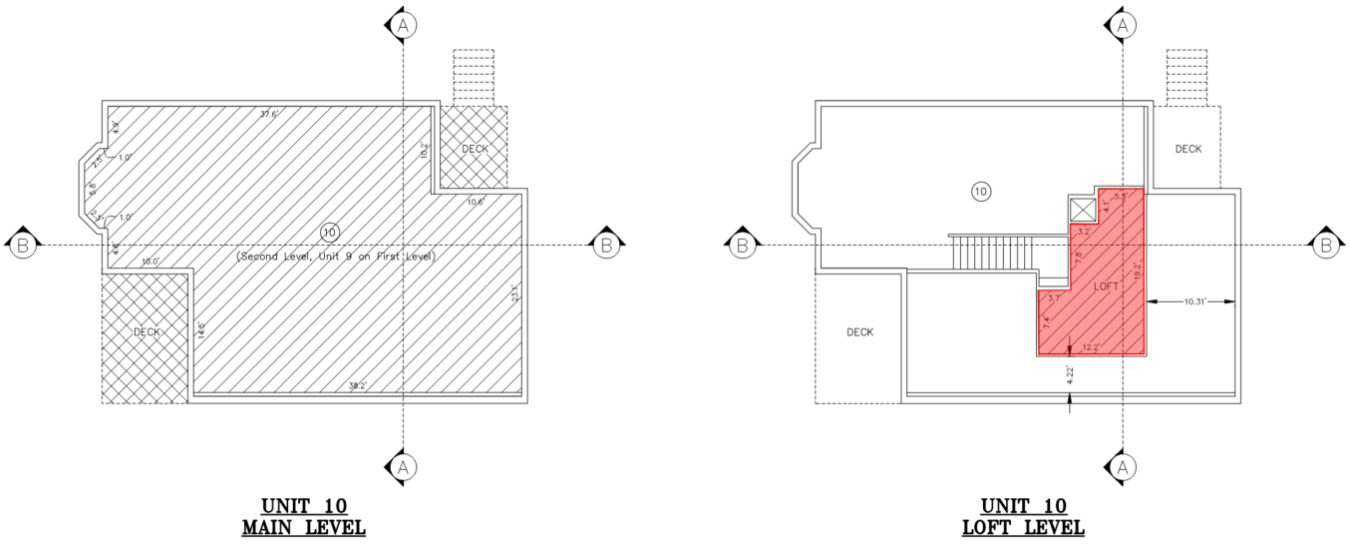


Figure 4: Proposed floor plan for Unit 10, loft level highlighted in red.

Analysis

(I) The proposed plat amendment complies with the Residential Development Zoning District requirements.

Development within the Residential Development (RD) Zoning District must meet the following Lot and Site requirements:[2]

Requirement	Analysis of Proposal
Setbacks: Front - 20 Feet Rear - 15 Feet Side - 12 Feet	**Complies** The existing Structure maintains Setbacks greater than 80 feet from all Lot Lines. No exterior alterations or additions are proposed.
Maximum Building Height: 28 feet from Existing Grade	**Complies:** The proposed plat amendment will not increase the Building Height of the Structure. The existing Structure is approximately 27 feet from Existing Grade**.**

(II) The proposal complies with LMC Chapter 15-3, Off-Street Parking.

Condominiums between 1,000 square feet and 2,000 square feet require 1.5 Parking Spaces per Dwelling Unit.[3] With the proposed plat amendment, Unit 10 will increase from 1,120 square feet to 1,527 square feet and requires 1.5 Parking Spaces. The table below includes the number of required Off-Street Parking Spaces for Pine Inn Condominiums.

Unit Size	Number of Units in Pine Inn	Parking Spaces Required
Between 1,000 and 2,000 square feet ***(including the proposed increase to Unit 10)***	4 units	6
Greater than 2,000 Square Feet	6 units	12
Total	10 units	**18**

With the proposed plat amendment, the total required number of Parking Spaces for the Development is 18. The proposed plat amendment complies with Off-Street parking requirements; there are 22 existing Parking Spaces in an underground garage.

(III) The proposal complies with the 12th Amended Deer Valley Large Scale Master Planned Development (MPD).

[2] LMC § 15-2.13-3
[3] LMC § 15-3-6

The Deer Valley Large Scale MPD allocates 45 units for the Trail's End and Pine Inn Condominiums. Thirty-five units were constructed at Trail's End and 10 units were constructed at Pine Inn. No additional units are proposed with the plat amendment.

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

Changes to platted elements including square footage tables detailing total square footages for each Unit requires a plat amendment. The Planning Commission reviews plat amendments according to the requirements of LMC § 15-7-1.6 and approval requires a finding of Good Cause.

LMC § 15-15-1 defines Good Cause as "[p]roviding positive benefits and mitigating negative impacts, determined on a case by case basis to include such things as: providing public amenities and benefits, resolving existing issues and non-conformities, addressing issues related to density, promoting excellent and sustainable design, utilizing best planning and design practices, preserving the character of the neighborhood and of Park City and furthering the health, safety, and welfare of the Park City community."

The Planning Commission should determine whether there is Good Cause for this plat amendment. There is no external unit boundary expansion and no negative impacts on adjacent units since the loft area is constructed within previously platted private area. The proposed plat amendment does not create an additional Unit and complies with the original Condominium approval, Off-Street Parking requirements, and the Deer Valley Large Scale MPD. No Public Street, Right-of-Way, or easement will be vacated or amended.

(V) The Development Review Committee reviewed the proposal on May 19, 2026, and confirmed the proposal conforms with their required standards.[4]

Department Review

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

Notice

Staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on May 27, 2026. Staff mailed courtesy notice to property owners within 300 feet on May 27, 2026. The *Park Record* published courtesy notice on May 27. 2026.[5]

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

Public Input

Staff did not receive any public input at the time this report was published.

Alternatives

The Planning Commission may:

- Approve the plat amendment.
- Deny the plat amendment and direct staff to make Findings for the denial.
- Request additional information and continue the discussion to a date certain.

Exhibits

A: Draft Final Action Letter
    Attachment 1: Proposed Plat
B: Pine Inn City Council Approval
C: Applicant's Narrative
D: Applicant's Photo Exhibit
E: Trails End Lodge at Deer Valley Acknowledgement

Planning Department

June 10, 2026

Alliance Engineering

CC: Moonquake Lodge LLC

NOTICE OF PLANNING COMMISSION ACTION

Description

Address:	2100 Deer Valley Drive Unit 10
Zoning District:	Residential Development
Application:	Plat Amendment
Project Number:	PL-26-06921
Action:	APPROVED WITH CONDITIONS (See Below)
Date of Final Action:	June 10, 2026
Project Summary:	The Applicant proposes a plat amendment to reflect the Unit's as-built square footage and for an additional 179 square feet for a loft that has already been constructed.

Action Taken

On June 10, 2026, the Planning Commission conducted a public hearing and approved the Pine Inn Unit 10 Plat Amendment according to the following findings of fact, conclusions of law, and conditions of approval.

Findings of Fact

1. The proposed plat amendment complies with the Residential Development Zoning District requirements.
    a. Setbacks: 20 feet Front, 15 feet Rear, and 12 Feet Side.
        i. The existing Structure maintains Setbacks greater than 80 feet from all Lot Lines. No exterior alterations or additions are proposed.
    b. Building Height: 28 feet.
        i. The proposed plat amendment will not increase the Building Height of the Structure. The existing Structure is approximately 27 feet from Existing Grade.

DRAFT

2. The proposal complies with LMC Chapter 15-3, Off-Street Parking.
    a. Condominiums between 1,000 square feet and 2,000 square feet require 1.5 Parking Spaces per Dwelling Unit.
    b. With the proposed plat amendment, Unit 10 will increase from 1,120 square feet to 1,527 square feet and requires 1.5 Parking Spaces.
    c. With the proposed plat amendment, the total required number of Parking Spaces for the Development is 18.
    d. The proposed plat amendment complies with Off-Street parking requirements; there are 22 existing Parking Spaces in an underground garage.
3. The proposal complies with the 12th Amended Deer Valley Large Scale Master Planned Development.
    a. The Deer Valley Large Scale MPD allocates 45 units for the Trail's End and Pine Inn Condominiums. Thirty-five units were constructed at Trail's End and 10 units were constructed at Pine Inn. No additional units are proposed with the plat amendment.
4. The proposal complies with the requirements in the Land Management Code for plat amendments. There is Good Cause for the plat amendment.
    a. There is no external unit boundary expansion and no negative impacts on adjacent units since the loft area is constructed within previously platted private area. The proposed plat amendment does not create an additional Unit and complies with the original Condominium approval, Off-Street Parking requirements, and the Deer Valley Large Scale MPD. No Public Street, Right-of-Way, or easement will be vacated or amended.

Conclusions of Law

1. There is Good Cause for this Plat Amendment
2. The Plat Amendment is consistent with condominium plat regulations outlined in LMC § 15-7.1-3(B), § 15-7.1-6, and Chapters 15-3 *Off-Street Parking* and 15-2.13 *Residential Development District*.
3. Neither the public nor any person will be materially injured by the proposed Plat Amendment.
4. Approval of the Plat Amendment, subject to the conditions below, does not adversely affect the health, safety, and welfare of the citizens of Park City.

Conditions of Approval

DRAFT

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. All Conditions of Approval from the Deer Valley Large Scale Master Planned Development shall continue to apply.
4. The Applicant is required to complete the building permit process for the loft area once the plat amendment is recorded.

This Final Action may be appealed pursuant to LMC § 15-1-18. If you have questions or concerns regarding this Final Action Letter, please call 385-481-2036 or email virgil.lund@parkcity.gov.

Sincerely,

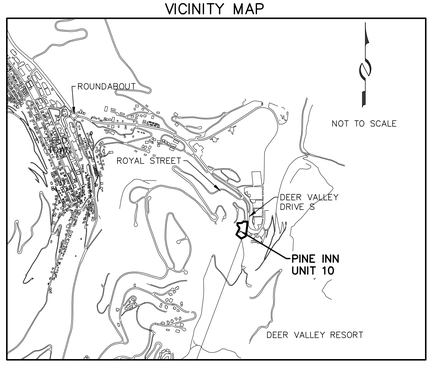
Christin Van Dine
Planning Commission Chair

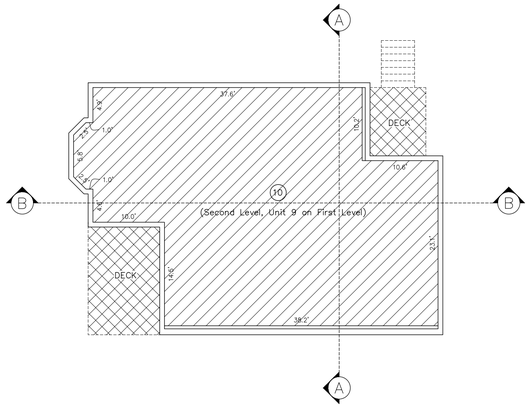
CC: Virgil Lund

Attachment 1: Proposed Plat

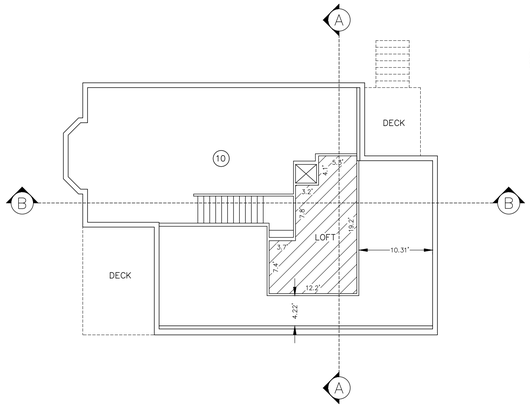
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VICINITY MAP





UNIT 10
MAIN LEVEL



UNIT 10
LOFT LEVEL

SURVEYOR'S CERTIFICATE

PROFESSIONAL LAND SURVEYOR
No. 4857264
MICHAEL DEMKOWICZ
STATE OF UTAH

I, Michael Demkowicz, do hereby certify that I am a Professional Land Surveyor in the State of Utah and that I hold License No. 4857264 in accordance with Title 58, Chapter 22, Professional Engineers and Professional Land Surveyors Licensing Act. I further certify that I have verified all measurements. I do further certify that by authority of the owners, I have prepared this condominium plat amendment of the property described hereon, hereafter to be known as PINE INN UNIT 10 AMENDED.

LEGAL DESCRIPTION

The Land referred to herein below is situated in the County of Summit, State of Utah, and is described as follows:

Unit 10, contained within THE PINE INN, a Utah Expandable Condominium Project as the same is identified in the record of Survey Map recorded on December 24, 1985 in Summit County, as Entry No. 243913, (as said record of Survey Map may have heretofore been amended or supplemented) and in the declaration recorded on December 24, 1985 in Summit County, as Entry No. 243914 in Book 367 at Page 491 in Summit County, (as said declaration may have heretofore been amended or supplemented.)

Together with the appurtenant undivided interest in said project's common areas as established in said declaration and allowing for periodic alteration both in the magnitude of said undivided interest and in the composition of the common areas and facilities to which said interest relates.

OWNER'S CONSENT TO RECORD

KNOW ALL BY THESE PRESENTS that the undersigned, _____, having complied with the requirements of both Statutes and the Recorded Declaration, hereby consents to the recording of this condominium plat amendment hereafter known as PINE INN UNIT 10 AMENDED.

In witness whereof, the undersigned set his hand this _____ day of _____, 2026.

Moonquake Lodge, LLC

By: _____
Its Manager

ACKNOWLEDGMENT

State of Utah)
: ss.
County of Summit)

On this _____ day of _____, 2026, _____ personally appeared before me, whose identity is personally known to me or proven on the basis of satisfactory evidence, and who by me duly sworn/affirmed, did say that they are the manager of Moonquake Lodge, LLC, and that said document was signed by them, and they acknowledged to me that they executed PINE INN UNIT 10 AMENDED.

_____
A Notary Public commissioned in _____

_____
Printed Name

Residing in: _____

My commission expires: _____

Commission No: _____

ASSOCIATION CONSENT TO RECORD

KNOW ALL BY THESE PRESENTS that the undersigned, on behalf of Trails End Lodge at Deer Valley Owners Association, a Utah not for profit corporation, having complied with the requirements of both Statutes and the Recorded Declaration, hereby consents to the recording of this Condominium Plat Amendment.

Trails End Lodge at Deer Valley Owners Association, a Utah not for profit corporation

By: _____

Printed Name: _____

Its HOA President

ACKNOWLEDGMENT

State of _____)
:ss
County of _____)

On this _____ day of _____, 2026, personally appeared before me, the undersigned Notary Public, in and for said County and State, _____, being duly sworn, acknowledged to me that they are the president of Trails End Lodge at Deer Valley Owners Association, a Utah not for profit corporation, and that he signed the above Consent to Record for, on, and in behalf of all of the unit owners of Trails End Lodge at Deer Valley Owners Association acting as a group (under the name Trails End Lodge at Deer Valley Owners Association, a Utah not for profit corporation) in accordance with the Utah Condominium Ownership Act, U.C.A., Sections 57-1-1 et seq. (1963) as amended and supplemented, and the Declarations of Covenants, Conditions, and Restrictions for the Trails End Lodge at Deer Valley Owners Association.

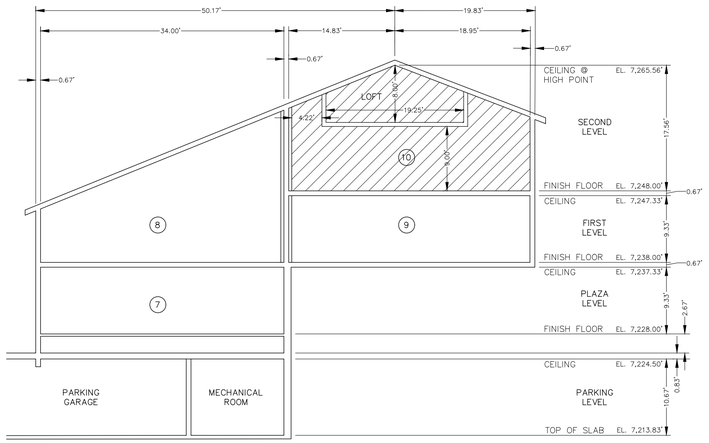
_____
A Notary Public Commissioned in _____

_____
Printed Name

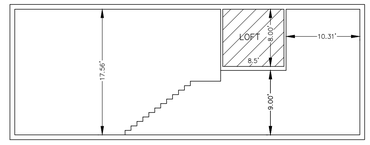
Residing in: _____

My commission expires: _____

Commission No.: _____



SECTION A-A



SECTION B-B

DRAFT FOR REVIEW

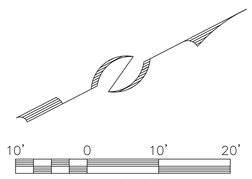
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UNIT 10	SQUARE FOOTAGE
MAIN FLOOR	1,348
LOFT	179
TOTAL	1,527

OWNERSHIP LEGEND

- COMMON OWNERSHIP
- LIMITED COMMON OWNERSHIP
- PRIVATE OWNERSHIP



PINE INN UNIT 10 AMENDED

LOCATED IN THE SOUTHEAST QUARTER OF SECTION 15
AND THE NORTHEAST QUARTER OF SECTION 22,
TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN
PARK CITY, SUMMIT COUNTY, UTAH

SHEET 1 OF 1

5/5/2026 JOB NO.: 2-2-26 FILE: X:\SnowParkVillage\dwg\srv\plat2026\020226-PI Unit 10.dwg

435-649-9467
ALLIANCE ENGINEERING
CONSULTING ENGINEERS | LAND PLANNERS | SURVEYORS
P.O. Box 2664 | 2700 West Homestead Road
Suite 50, 60 | Park City, Utah 84098

SNYDERVILLE BASIN WATER RECLAMATION DISTRICT
REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN WATER RECLAMATION DISTRICT STANDARDS ON THIS _____
DAY OF _____, 2026
BY _____

PLANNING COMMISSION
APPROVED BY THE PARK CITY PLANNING COMMISSION THIS ___
DAY OF _____, 2026
BY _____
CHAIR

ENGINEER'S CERTIFICATE
I FIND THIS PLAT TO BE IN ACCORDANCE WITH INFORMATION ON FILE IN MY OFFICE THIS _____
DAY OF _____, 2026
BY _____
PARK CITY ENGINEER

APPROVAL AS TO FORM
APPROVED AS TO FORM THIS _____
DAY OF _____, 2026
BY _____
PARK CITY ATTORNEY

PUBLIC SAFETY ANSWERING POINT APPROVAL
APPROVED THIS _____ DAY
OF _____, 2026
BY _____
SUMMIT COUNTY GIS COORDINATOR

RECORDED
ENTRY NUMBER:_____
STATE OF UTAH, COUNTY OF SUMMIT
DATE:_____ TIME:_____
FEE PAID:_____
RECORDED AND FILED AT THE REQUEST OF:_____
_____
COUNTY RECORDER:

process (with the Court hearing in Ogden) is about the same for a tract of 40 acres as for a half acre. This accommodation of the Chamber has turned out to be quite expensive in terms of staff time in proportion to the result obtained. The land will be zoned RD, which is the same as adjoining land in the City.

Bob Wells, "I move approval". Jim Doilney seconded. Motion carried.

VI CONSENT AGENDA

Tom Shellenberger, "I move approval". Jim Doilney seconded. Motion carried.

1. Approval of Local Consent for Single Event Permit for Great Ideas for the Winter Carnival Coronation Ball, February 7, 1986 at Ramada Hotel from 7 p.m. to 12 Midnight - The petitioner for this license is Great Ideas, since the Utah State Liquor Commission requires that a license holder be in business for at least one year, and Terry Hogan of Great Ideas is on the organizing committee for the Winter Carnival. The Council has granted several of these new single event type licenses since their introduction last summer, and staff recommends approval.

2. Approval of Encroachment Permit for The Grub Steak Restaurant Roof Overhang - This is generally a routine item. The proposal is to build a canopy over an entrance on to Sidewinder where the slope of the roof now drops snow on the entryway. In the past, these permits have been allowed only in the HCB zone, and for existing or new encroachments in the HR-1 and HRL areas, where site and right-of-way problems make it difficult for people to gain access to their property without building retaining walls, stairs, and so on in the public right-of-way. This is a little unusual because it is in the GC zone, and the roof drainage problem is a result of the design of a relatively new building. Because of concern of some Council members over the density of development in the Prospector area, and the GC zone generally, this item may require some discussion, although we have left it on the Consent Agenda as routine business.

3. Plat Approval for Ridge at Silver Lake - The Ridge at Silver Lake is a 24 unit condominium project on Sterling Drive north of Silverbird. Only a few of the units are built, although foundations exist for several more. The developer, Keith Christensen, has given the City a letter of credit for landscaping over the entire site and for a guarantee of public improvements, including the regrading of the dirt piles opposite Edgar Stern's Silver Knoll Cottage. The City Engineer is satisfied with the amount of the letter of credit; the Building Department is checking into some minor irregularities as to form.

4. Plat Approval for Pine Inn Condominiums - Pine Inn Associates (Rob Morris and Clifford A. Miller) have built ten of their units, which are platted as an expandable condominium project. The entire site, other than the commons building and the first ten units is shown as "possible expandable area". The site is on Deer Valley Drive South, just south of Royal Street.

5. Plat Approval for Chamber/Bureau Kiosk - This is the annexation plat for the half acre site of the Chamber/Bureau kiosk on Highway 224. Staff recommends Council approve the annexation (with an RD zone density) because we have an agreement with Summit County that we will proceed with the annexation so that the Chamber doesn't need to go through the County permit process. The current kiosk is a three-sided shed (a "manger") with a map mounted on the inside center wall. The City is still holding $5,000 back from the site contractor pending completion of some drainage items, some reflector posts, and pavement markings. UDOT

Pine Inn Unit 10 Condominium Plat Amendment

2100 Deer Valley Dr. S #10
Written Description
May 4, 2026

The Property Owner has applied to amend the Pine Inn Unit 10 Condominium Plat to accurately reflect the Unit's area/square footage (SF)and shape. The current Pine Inn Record of Survey was recorded in 1985 and shows Unit 10 consisting of 1120 SF and correspondingly, a smaller, less comprehensive, shape. Prior to initial construction of the Pine Inn Condominiums, the Pine Inn Declaration of Condominium was amended to update Unit 10 to 1348 SF, which reflects its current shape. At the same time, the original developer applied for and received a building permit from Park City which shows that Unit 10 was originally constructed as a 1348 SF unit (not a 1120 SF unit). Contrary to the 1985 Record of Survey (which was probably completed before the unit was constructed), and for the last 40 years, Unit 10 has always included 1348 SF.

In July 2025, the Property Owner, through its Contractor, applied for a building permit from Park City for an interior remodel of the original 1348 SF area of Unit 10 as well as for an addition of a 179 SF loft. Prior to applying for the building permit, the Property Owner also properly applied for and received permission from the Trails End Lodge HOA (the governing HOA for the Pine Inn Condominiums) for the same interior remodel and loft addition. Roughly four months after the Contractor began work on the Unit, the Contractor received noticed on the City's permit portal, that the Planning Department had flagged the building permit for Unit 10. Staff noted a discrepancy between the Unit 10 dimension on the 1985 Record of Survey and the 2025 building permit application for the Unit 10 remodel and addition. By the time the Contractor discovered the Planning Department flag on the permit, the Unit 10 remodel was already substantially complete.

The Property Owner has been directed by City Staff to apply for a Condominium Plat Amendment to accurately reflect the actual size and dimension of Unit 10 before the final inspection can occur and the building permit may be closed out. There is good cause for this Plat Amendment because it is at the City staff's request, and it is in the Property Owner's interest to update the plat to accurately reflect the size and shape of the existing Unit.



Unit 10, Pine Inn - looking northeasterly



Unit 10, Pine Inn - looking southwesterly



Unit 10, Pine Inn - looking northerly



Unit 10, Pine Inn - looking southeasterly



Unit 10, Pine Inn - looking southeasterly



Lot 10, Pine Inn - looking southerly

TO: Moonquake Lodge LLC DATE: 4-13-26
FROM: Trails End Lodge at Deer Valley Owners' Association
RE: Authorization – Pine Inn Unit 10 Plat Amendment

This letter is confirmation that Trails End Lodge at Deer Valley Owners' Association (the "HOA") acknowledges that the size of Pine Inn Unit 10 has been 1,348 SF since at least 1986, as reflected in the 1986 Condominium Declaration, and has been treated as such by the HOA since that time.

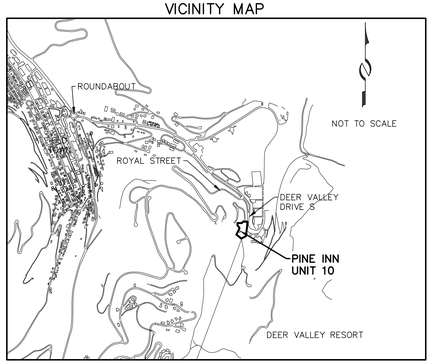
Additionally, the HOA Board approved building plans for the interior remodel of Pine Inn Unit 10. In addition, the HOA Board does not oppose a condo plat amendment in the form attached as Exhibit A. In making this representation, the HOA Board makes no representation or warranty that it has authority to approve this amendment on behalf of the HOA or its members, or that its statement of non-opposition carries any legal effect or meaning. The HOA Board did not obtain a membership vote regarding the plat amendment. A copy of the approved plans is attached.

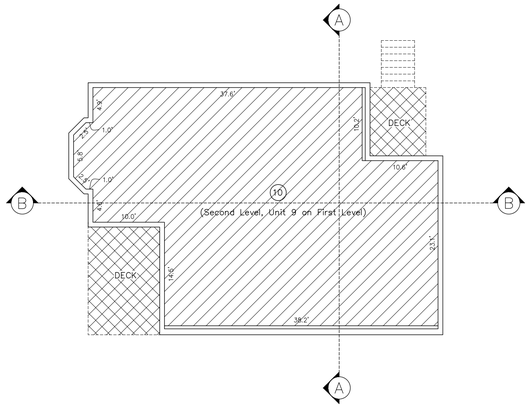
Please direct any questions or concerns to the Park City Municipal Corporation.

Signed 

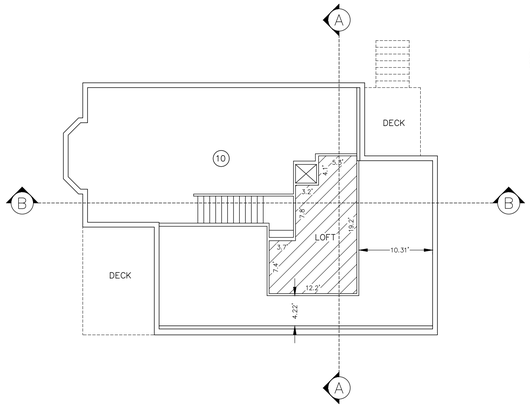
Dr. Ken Lindemann, President of the Board
Trails End Lodge at Deer Valley Owners' Association

VICINITY MAP





UNIT 10
MAIN LEVEL



UNIT 10
LOFT LEVEL

SURVEYOR'S CERTIFICATE

I, Michael Demkowicz, do hereby certify that I am a Professional Land Surveyor in the State of Utah and that I hold License No. 4857264 in accordance with Title 58, Chapter 22, Professional Engineers and Professional Land Surveyors Licensing Act. I further certify that I have verified all measurements. I do further certify that by authority of the owners, I have prepared this condominium plat amendment of the property described hereon, hereafter to be known as PINE INN UNIT 10 AMENDED.

PROFESSIONAL LAND SURVEYOR — No. 4857264 MICHAEL DEMKOWICZ — STATE OF UTAH

LEGAL DESCRIPTION

The Land referred to herein below is situated in the County of Summit, State of Utah, and is described as follows:

Unit 10, contained within THE PINE INN, a Utah Expandable Condominium Project as the same is identified in the record of Survey Map recorded on December 24, 1985 in Summit County, as Entry No. 243913, (as said record of Survey Map may have heretofore been amended or supplemented) and in the declaration recorded on December 24, 1985 in Summit County, as Entry No. 243914 in Book 367 at Page 491 in Summit County, (as said declaration may have heretofore been amended or supplemented.)

Together with the appurtenant undivided interest in said project's common areas as established in said declaration and allowing for periodic alteration both in the magnitude of said undivided interest and in the composition of the common areas and facilities to which said interest relates.

OWNER'S CONSENT TO RECORD

KNOW ALL BY THESE PRESENTS that the undersigned, _____, having complied with the requirements of both Statutes and the Recorded Declaration, hereby consents to the recording of this condominium plat amendment hereafter known as PINE INN UNIT 10 AMENDED.

In witness whereof, the undersigned set his hand this _____ day of _____, 2026.

Moonquake Lodge, LLC

By: _____
Its Manager

ACKNOWLEDGMENT

State of Utah)
: ss.
County of Summit)

On this _____ day of _____, 2026, _____ personally appeared before me, whose identity is personally known to me or proven on the basis of satisfactory evidence, and who by me duly sworn/affirmed, did say that they are the manager of Moonquake Lodge, LLC, and that said document was signed by them, and they acknowledged to me that they executed PINE INN UNIT 10 AMENDED.

_____
A Notary Public commissioned in _____

_____
Printed Name

Residing in: _____

My commission expires: _____

Commission No: _____

EXHIBIT A

ASSOCIATION CONSENT TO RECORD

KNOW ALL BY THESE PRESENTS that the undersigned, on behalf of Trails End Lodge at Deer Valley Owners Association, a Utah not for profit corporation, having complied with the requirements of both Statutes and the Recorded Declaration, hereby consents to the recording of this Condominium Plat Amendment.

Trails End Lodge at Deer Valley Owners Association, a Utah not for profit corporation

By: _____

Printed Name: _____

Its HOA President

ACKNOWLEDGMENT

State of _____)
:ss
County of _____)

On this _____ day of _____, 2026, personally appeared before me, the undersigned Notary Public, in and for said County and State, _____, being duly sworn, acknowledged to me that they are the president of Trails End Lodge at Deer Valley Owners Association, a Utah not for profit corporation, and that he signed the above Consent to Record for, on, and in behalf of all of the unit owners of Trails End Lodge at Deer Valley Owners Association acting as a group (under the name Trails End Lodge at Deer Valley Owners Association, a Utah not for profit corporation) in accordance with the Utah Condominium Ownership Act, U.C.A., Sections 57-1-1 et seq. (1963) as amended and supplemented, and the Declarations of Covenants, Conditions, and Restrictions for the Trails End Lodge at Deer Valley Owners Association.

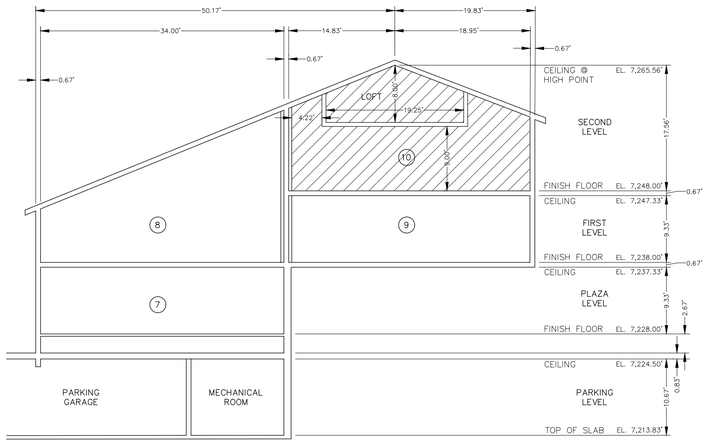
_____
A Notary Public Commissioned in _____

_____
Printed Name

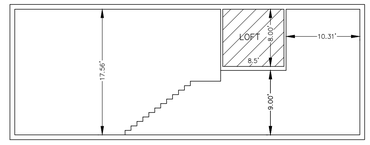
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SECTION A-A



SECTION B-B

DRAFT FOR REVIEW

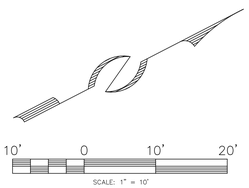
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LOFT	179
TOTAL	1,527

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- LIMITED COMMON OWNERSHIP
- PRIVATE OWNERSHIP



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AND THE NORTHEAST QUARTER OF SECTION 22,
TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN
PARK CITY, SUMMIT COUNTY, UTAH

SHEET 1 OF 1

5/5/2026 JOB NO.: 2-2-26 FILE: X:\SnowParkVillage\dwg\srv\plat2026\020226-PI Unit 10.dwg

435-649-9467
ALLIANCE ENGINEERING
CONSULTING ENGINEERS | LAND PLANNERS | SURVEYORS
P.O. Box 2664 | 2700 West Homestead Road
Suite 50, 60 | Park City, Utah 84098

SNYDERVILLE BASIN WATER RECLAMATION DISTRICT
REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN WATER RECLAMATION DISTRICT STANDARDS ON THIS _____
DAY OF _____, 2026
BY _____

PLANNING COMMISSION
APPROVED BY THE PARK CITY PLANNING COMMISSION THIS ___
DAY OF _____, 2026
BY _____
CHAIR

ENGINEER'S CERTIFICATE
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DAY OF _____, 2026
BY _____
PARK CITY ENGINEER

APPROVAL AS TO FORM
APPROVED AS TO FORM THIS _____
DAY OF _____, 2026
BY _____
PARK CITY ATTORNEY

PUBLIC SAFETY ANSWERING POINT APPROVAL
APPROVED THIS _____ DAY
OF _____, 2026
BY _____
SUMMIT COUNTY GIS COORDINATOR

RECORDED
ENTRY NUMBER:_____
STATE OF UTAH, COUNTY OF SUMMIT
DATE:_____ TIME:_____
FEE PAID:_____
RECORDED AND FILED AT THE REQUEST OF:_____
_____
COUNTY RECORDER: