

## MEMORANDUM

DATE: January 3, 2022  
SUBJECT: Park City Mountain Resort functional capacity increase as a result of the upgrades to the Silverlode and Eagle chairlifts

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SE Group is currently working with Park City Mountain Resort on the planning and design for the Silverlode and Eagle Lift replacements. SE Group has also recently completed a parking analysis for the PCMR base Area MDP project. The parking analysis studied the parking demand at the base area based on the Comfortable Carrying Capacity (CCC) of the resort under both existing conditions and a future condition following completion of the Mountain Upgrade Plan. That analysis (which was widely shared with the planning commission and the public) documents the different modes with which guests access the resort, along with the corresponding numbers for each, to reach a conclusion on the needed number of day skier parking spaces at the base area. The conclusion of that analysis is that essentially the skiers from the new base area development would balance out with the increased on-mountain capacity of the resort, meaning that there is no need for additional day skier parking in the future condition. Retaining the existing number of 1200 day skier parking spaces will maintain the day skier population, with the expanded skier capacity coming from the new lodging (which has its own parking). The replacement of the Silverlode and Eagle chairs does not change the findings of this analysis - the 1200 day skier parking spaces will continue to be sufficient to serve the CCC of the resort.

This finding is based largely on the fact that these lifts are replacement lift projects. While the hourly capacity of the Silverlode lift will increase, that increase will result in shorter lift lines at that lift. In other words, the same number of people will be skiing that lift, but more of them will be on the lift and on the runs, with fewer people in the lift line. The Eagle lift replacement is directly replacing two existing lifts (Eagle and Eaglet), so it will replace all the capacity of those lifts and all the skiers who use them for repeat-skiing and to access King Con. In addition, the Eagle lift is being designed with a mid-station that will let skiers unload near the top of the existing Three Kings lift. For this reason, we believe that many of the skiers who currently ride Three Kings will choose to ride the lower section of the new Eagle instead, which will functionally replace some of the capacity of that lift as well. As a result of these factors, we feel that the overall capacity of the mountain will not significantly increase.

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Director of Mountain Planning