



COMMUNITY DEVELOPMENT RESOURCE AGENCY
PLANNING DIVISION

HEARING DATE: May 23, 2019
ITEM NO.: 1
TIME: 10:05 AM

TO: Placer County Planning Commission

FROM: Development Review Committee

DATE: April 29, 2019

SUBJECT: SQUAW VALLEY RED DOG CHAIRLIFT MODIFICATION
CONDITIONAL USE PERMIT MODIFICATION AND NOISE EXCEPTION TO PLACER
COUNTY CODE CHAPTER 9 (PLN 18-00280)
ADDENDUM TO PREVIOUSLY ADOPTED MITIGATED NEGATIVE DECLARATION
SUPERVISORIAL DISTRICT 5 (GUSTAFSON)

GENERAL PLAN: Squaw Valley General Plan

GENERAL PLAN DESIGNATION: Forest Recreation (FR), Village at Squaw Valley Specific Plan (VSVSP)

ZONING: FR (Forest Recreation), V-FR (Village-Forest Recreation)

ASSESSOR'S PARCEL NUMBER: 096-010-012-000, 096-221-019-000 and 096-221-038-000

STAFF PLANNER: Stacy Wydra, Senior Planner

LOCATION: The subject property is located at the Poulsen's Gully/Red Dog Face/Snow King Mountain area within the existing Squaw Valley USA Ski Resort located at the westerly terminus of Squaw Valley Road, west of State Route 89, in the Olympic Valley area.

APPLICANT: Casey Blann of Squaw Valley/Alpine Meadows on behalf of Squaw Valley Resort, LLC

PROPOSAL: The applicant is requesting approval of a modification to the previously approved Conditional Use Permit that allowed for the replacement of the existing Red Dog Chairlift (Chairlift) with a new high-speed, detachable, six-pack chairlift and for a Noise Exception in accordance with Section 9.36.080 of the Placer County Noise Ordinance to exceed the Noise Ordinance standard for the 1-hour period by 1.4 dBA for locations at the property line shared between the subject parcel and the Red Wolf Lodge and at several outdoor locations at the adjacent Red Wolf Lodge. The modification includes the relocation of the lower terminal of the Red Dog Chairlift approximately 600 feet to the east of the existing approved Chairlift location and increases the Chairlift capacity to a maximum of 3,200 persons per hour (pph) from the originally approved 2,400 pph with the installation of a larger drive motor.

CEQA COMPLIANCE: A Mitigated Negative Declaration was prepared for this project and adopted by the Planning Commission on March 28, 2012. Consistent with the requirements of CEQA Guidelines Section 15162, the County must determine whether the proposed changes to the Mitigated Negative Declaration and Mitigation Monitoring Reporting Program trigger the need for a modified Mitigated Negative Declaration. Under CEQA Section 15162, when a Mitigated Negative Declaration has been adopted for a project, no subsequent mitigated negative declaration shall be prepared for the project unless the lead

agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

1. Substantial changes are proposed in the project which will require major revisions of the previous negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous negative declaration was adopted, shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous negative declaration;
 - b. Significant effects previously examined will be substantially more severe than shown in the previous negative declaration;
 - c. Mitigation measures would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure; or
 - d. Mitigation measures which are considerably different from those analyzed in the previous negative declaration would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure.

If any of the triggers set forth above occurs, the County would be required to prepare a subsequent EIR unless “only minor additions or changes would be necessary to make the previously negative declaration adequately apply to the project in the changed situation,” in which case a subsequent negative declaration would suffice. If there are no grounds for a subsequent negative declaration, then the County would be required to prepare only an addendum pursuant to CEQA Guidelines Section 15164, explaining why “some changes or additions” to the adopted mitigated negative declaration “are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent negative declaration have occurred.”

The County, as lead agency, prepared an Addendum pursuant to CEQA Guidelines Section 15164 (Attachment B) to evaluate the environmental resource categories in terms of an “changed condition” (i.e., changed circumstances, project changes, or new information of substantial importance) that may result in environmental impact significance conclusions different from those found in the previously adopted mitigated negative declaration. The Addendum Checklist is a convenient vehicle for disclosing the County’s evidence and reasoning for determining the project’s consistency with the previously adopted mitigated negative declaration. Staff concluded through preparation of the Addendum that the proposed project is consistent with the Red Dog Chairlift Mitigated Negative Declaration and there are no new or substantially more severe project-specific significant effects which are peculiar to the project site and that the project meets the criteria in Public Resources Code Section 21166 and the CEQA Guidelines Section 15162 through 15164.

PUBLIC NOTICES AND REFERRAL FOR COMMENTS

Public notices were mailed to property owners of record within 300 feet of the project site. Other appropriate agencies, public interest groups, and citizens were sent copies of the public hearing notice. Community Development Resource Agency staff and the Engineering and Surveying Division, Department of Public Works, Building Services Division, Environmental Health Services, Air Pollution Control District and the Fire Department were transmitted copies of the project plans and application for review and comment.

SITE CHARACTERISTICS

The existing Red Dog Chairlift is located within the ski area of the Squaw Valley Ski Resort which currently maintains 177 formal ski trails and 33 lifts across six peaks on approximately 4,000 acres. The existing Red Dog chairlift is a fixed-grip triple chairlift that operates at an hourly capacity of 1,800 skiers per hour. The lift is approximately 3,700 feet long and there are 16 towers along the line. The project area is characterized by high altitude granitic bedrock ephemeral headwater drainages, primarily conveying seasonal snowmelt, tributary to the Truckee River via Squaw Creek. The ephemeral drainages that characterize the project area do not support extensive wetland habitats due to the steep slopes. Typical slopes along the project alignment are 30-75 degrees, with vertical rock buttresses along the ridgeline shoulder. Two gullies exist on either side of the rock buttress. Both drainages are ephemeral conveying snowmelt during spring runoff. The western drainage meets with a spring seep near the toe of the slope and flows along a roadside ditch to easternmost wetlands near the Far East Chairlift. Vegetation within the project area is upper montane coniferous forest more specifically Jeffrey pine-white fir forest is the dominant vegetation alliance from the base to approximately 6,850 feet, and Red fir is the dominant vegetation alliance from 6,850 feet to the top of the project at 7,550 feet. The rocky gullies within the Project area are dominated by Rocky Mountain maple, with Green Mountain ash and other shrub species. There is one open area that supports the huckleberry oak chaparral vegetation alliance. Disturbed areas within the project range from the old lift area where native volunteer and seeded vegetation is establishing and paved areas with buildings at the base location.

EXISTING LAND USE AND ZONING

Location	Zoning	Squaw Valley General Plan / Community Plan Designations	Existing Conditions and Improvements
Site	FR (Forest Recreation), VC (Village Commercial), and V-FR (Village – Forest Recreation)	Squaw Valley: FR VSVSP: V-FR	Ski Lifts / Ski Runs / Ski Trails, Ski-Related Buildings
North	VC (Village Commercial), VC-C (Village Commercial – Core)	Squaw Valley: VC VSVSP: VC-C	Village Center, Ski Lift/Ski Runs / Ski Trails/ Ski-Related Buildings/ Parking/ Part of Golf Course
South	FR (Forest Recreation), O (Open Space)	Squaw Valley: FR, O	Ski Lifts / Ski Runs / Ski Trails
East	FR (Forest Recreation), O (Open Space), V-FR (Village – Forest Recreation)	Squaw Valley: FR, O VSVSP: V-FR	Ski Lifts / Ski Runs / Ski Trails
West	FR (Forest Recreation), VC (Village Commercial), CP (Conservation Preserve)	Squaw Valley: FR, VC and CP	Ski Lifts / Ski Runs / Ski Trails

BACKGROUND

On March 28, 2012, the Planning Commission adopted the Mitigated Negative Declaration and approved the Conditional Use Permit for the Red Dog Chairlift Replacement Project (PCPA 20120215). The approval consisted of the replacement of the existing Red Dog triple chairlift with a new detachable six-pack chairlift operating at an hourly capacity of 2,400 skiers per hour. The new lift was approved to be constructed within the same alignment as the existing lift. The approval of the Red Dog Lift Replacement Project also allowed an increase in the operating capacity by 600 skiers per hour, to the maximum of 2,400 skiers per hour. The continued objective of the project is to improve the lift line profile and rider comfort by reducing the length and height of tower spans. The top and bottom terminals of the original approved chairlift were approved to be located in the same general area as the existing terminals, with potential for minor adjustments to improve skier circulation and milling areas.

The CUP originally had an expiration date of April 8, 2015. However, per Placer County Ordinance 5624-B, it is the policy of the County of Placer that every CUP that was approved with an expiration date of July 1, 2010 or thereafter be automatically extended for two (2) additional years from the expiration date of said permit. Therefore, the Red Dog Lift Replacement which was scheduled to expire on April 8, 2015 was extended for an automatic two additional years resulting in an expiration date of April 8, 2017. In May of 2017, the Planning Commission approved a three-year Extension of Time resulting in a new expiration date of April 8, 2020 in accordance with Placer County Zoning Ordinance Section 17.58.160 (Extensions of Time).

PROJECT DESCRIPTION

The applicant is requesting a modification to the approved Conditional Use Permit PCPA 20120215 in order to relocate the lower chairlift terminal approximately 600 feet to the east from its current approved location and alter the lift alignment from the original chairlift to accommodate the relocated lower terminal and increase the maximum chairlift capacity from the approved 2,400 persons per hour (pph) to 3,200 pph, an increase of 800 pph, and an overall increase of 1,400 pph from the original Red Dog Chairlift.

DISCUSSION OF ISSUES

General Plan / Community Plan / Specific Plan Consistency

The upper terminal and majority of the towers are governed by the Squaw Valley General Plan (SVGP). The project site is located on four different parcels which are governed by the Forest Recreation (FR) land use district. Section 102.12 – *Conditional Use Permits / Minor Use Permits* of the SVGP states that Conditional Use Permits or Minor Use Permits are required for the construction of new ski lifts and ski lift modifications. Such permits may be granted only if it is found that the establishment, maintenance or operation of the ski lift modification will not under the circumstances of the particular case, be detrimental to health, safety, peace, morals, comfort, and general welfare of persons residing or working in the neighborhood or such proposed use or be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the County. Furthermore, the issuance of a Conditional Use Permit shall be required for the development of recreational facilities which disturb more than 2,500 square feet of ground and ski-lift construction or modification.

The FR land use district is intended to retain the general character of the forest environment while at the same time permitting active recreational development. It is also the intent of the County in creating this district, to establish areas where public or private recreation facilities can be developed to meet the year round recreation needs of the residents and visitors in Squaw Valley. Ski lifts and ski trails are permitted principal uses within the FR land use district per Section 250.10 of the Squaw Valley General Plan. The continued use of this upgraded and relocated chairlift will not create an inconsistency with this zone district.

Based upon the analysis above, the project as proposed complies with the Squaw Valley General Plan and Land Use Ordinance. Additionally, the recommended Conditions of Approval for the Conditional Use Permit Modification will further ensure that the project will provide minimal disturbance to the existing natural resources to allow for necessary upgrades to continue the existing use.

Village at Squaw Valley Specific Plan

The Village at Squaw Valley Specific Plan (VSVSP) was adopted in April of 2016. The relocation of the lower terminal is situated within the Village – Forest Recreation (V-FR) zoning district of the VSVSP. The intent of the V-FR zoning and land use designation is to retain the general character of the forest environment while at the same time permitting active recreational development. Recreational facilities in these areas may be privately or publicly funded. The development of new ski lifts shall be coordinated with development of parking, circulation, and transit to adequately meet the needs of the

increased lift capacity. Structures within these areas shall not adversely affect the general character of any adjoining Village-Conservation Preserve areas. The use of a ski lift in this zone district and designated area was identified as a use compatible with the V-FR zone district. The relocation of the lower terminal into the V-FR zone district will not disrupt the future development of the VSVSP in that the relocated lower terminal is within an area outside of the designated parking areas and is proposed within an area designed for development such as chairlifts.

Design Review

The project is subject to Site/Design Review and review for compliance with all provisions of the Squaw Valley Design Guidelines per Section 102.14 *Design Review*, of the Squaw Valley General Plan. A recommended Condition of Approval (No. 55) has been included which addresses the need for Design Review. The V-FR zone district states that the setback distances from adjoining Village – Conservation Preserve areas will be determined through the Design Review process to ensure that the location of the new lower terminal will not affect the general character of the adjoining Village – Conservation Preserve areas.

Lift Capacity

Within Section IV, the *Plan Summary*, of the Squaw Valley General Plan (SVGP), the Plan proposed an integrated and balanced set of policies and standards for land development and allows for a maximum skier capacity of 17,500 people per day (ppd). The *Recreational Land Use* Section of the SVGP further describes a maximum skier capacity of 23,800 pph.

According to the applicant, the Squaw Valley 2012 Capital Project replaced eight (8) older chairlifts having an aggregate hourly capacity of 11,800 pph with three upgraded chairlifts having an aggregate hourly capacity of 7,200 pph, resulting in an overall decrease in capacity of 4,600 pph. In combination with the proposed Red Dog Chairlift modification, which would increase the operating capacity by 1,400 pph, the overall capacity at Squaw Valley would be reduced by 3,200 pph and would be consistent with the Squaw Valley General Plan, while enhancing the overall on-mountain experience with the upgraded chairlifts.

Noise Exception

The relocation of the lower terminal of the Red Dog Chairlift and the increased capacity would exceed the one-hour average or Leq at the property line and at several outdoor locations at the adjacent Red Wolf Lodge. The increased total capacity of 3,200 pph versus 2,400 pph would require a drive motor that is ten percent (10%) greater than the motor approved for 2,400 pph. Therefore, the Red Dog Chairlift would exceed the Noise Ordinance's standard for the 1-hour period by 1.4 dBA.

Chapter 9 of the Placer County Code is the 2004 adopted Noise Ordinance. Section 9.36.080 *Exceptions* of the Noise Ordinance allows for an exception to be requested. The Noise Ordinance allows exceptions to the Noise Ordinance to be considered if the applicant can demonstrate that immediate compliance with the requirements of Chapter 9 would be impractical or unreasonable, and that the noise would not result in a hazardous condition or nuisance. Then, a permit to allow exception from the provisions contained in all or a portion of Chapter 9 may be issued. The Planning Commission must consider, but is not limited to the following factors:

1. Conformance with the intent of Chapter 9 – Noise Ordinance and general plan policies;
2. Uses of the property and existence of sensitive receptors within the area affected by sound;
3. Factors related to initiating and completing all remedial work;
4. Age and useful life of the existing sound source;
5. Hardship to the applicant, or community of not granting the exception;

6. The time of the day or night the exception will occur;
7. The duration of the exception; and
8. The general public interest, welfare and safety.

As indicated in the Noise Study and in the Addendum, the noise levels would exceed the Noise Ordinance's standard for the 1-hour period. The level at the property line would be four (4) dBA over the standard, but there are no sensitive receptions at this location. The areas where there could be sensitive receptors are located at the Red Wolf Lodge's recreation area (on the roof) and several patios and balconies on the east and west side of the Lodge. The patios on the west side would be well below the noise standard (at 48 to 51 dBA Leq per Table 5 of the Noise Study and outlined below), as would the northernmost patios and balconies (at 55 to 56 dBA leq). With an increase of 1.4 dBA (rather than the 1 dBA increase reported in the Noise Study), the 1-hour standard at these locations would continue to be met. The only locations that would be over the standard are the roof top recreation area and the southernmost, east facing patios and balconies. The noise levels at these locations would be approximately 1.4 dBA over the standard. However, an increase of this magnitude is typically considered imperceptible (typically, a 3 dBA change is detectable to the human ear per the Noise Consultant). Further, the noise levels would occur only during the day in the ski season, with the exception of occasional maintenance periods in the summer.

The original noise study prepared by Saxelby Acoustics assumed that the Red Dog Chairlift would have an uphill capacity of approximately 2,400 pph, similar to the upgraded Siberia Express Chairlift which was used as the basis and comparison for the study. It was determined by the noise consultant that a 10% increase would be expected to be 0.4 dBA louder than that assumed in their previous study resulting in a 1.4 dBA over the standard. The noise consultant also concluded that the 0.4 increase is a slight difference and would not substantially change the conclusions of their previous study.

Table 1 Comparison of Predicted Noise Levels to County Standards			
Location	Standard	Predicted Noise Level (2,400 pph)	Difference (dBA)
General Plan Standards			
Red Wolf Interior Space	45 dBA Ldn	32 dBA Ldn	-13
SVAM/Red Wolf property line	65 dBA Ldn	57 dBA Ldn	-8
Red Wolf Recreation Area	65 dBA Ldn	54 dBA Ldn	-11
Red Wolf Patios and Balconies	65 dBA Ldn	43-54 dBA Ldn	-11 to -22
Noise Ordinance: Hourly Leq, Daytime (7am-10pm)¹			
SVAM/Red Wolf property line	58 dBA Leq	62 dBA	4
Red Wolf Recreation Area	58 dBA Leq	59 dBA	1
Red Wolf Patios and Balconies	58 dBA Leq	48-59 dBA	-10 to 1
Noise Ordinance: Lmax, Daytime (7am-10pm)¹			
SVAM/Red Wolf property line	70 DBA Leq	64 dBA	-6
Red Wolf Recreation Area	70 DBA Leq	61 dBA	-9
Red Wolf Patios and Balconies	70 DBA Leq	50-61 dBA	-9 to -20
Notes: 1. No lift operation would occur between 10pm and 7am, so the nighttime standard is not applicable. Source: Saxelby Acoustics, <i>Environmental Noise Assessment, Red Dog Relocation</i> , September 11, 2018, Table 5.			

The interior of the Red Wolf Lodge, the closest sensitive receptor, would comply with the interior standard of 45 Ldn, and the project would not operate during the night so the Chairlift would not affect night-time noise levels. Therefore, there would be no disruption of sleep or other interior activities.

Daytime chairlift noise would be consistent with noises found at a ski resort. Specifically, this area is currently used for ski patrol operations which on occasion has noise sources of snowmobiles and the like for the operations of the ski resort. Further, the chairlift typically operates from 9 AM to 4 PM during the winter ski season. The use of the exterior roof recreation area, patios and balconies are typically used primarily in the summer when the Chairlift is not in operation.

The applicants explored the construction of noise barriers between the lower chairlift terminal and the Red Wolf Lodge. It was determined that a barrier would not be feasible given the required circulation around the base of the lower terminal, the topography and the height of the terminal. Further, it would create an undesirable situation for the residents of Red Wolf Lodge relative to ski access to the new location of the lower terminal of the Red Dog Chairlift.

The exception request complies with the factors considered for granting an exception, including but not limited to, conformance with the intent of the Noise Ordinance, the property is a ski resort, the operations of the Chairlift is seasonal and will not negatively impact surrounding residential uses, and the location of the lower terminal is designed with the general public interest, welfare and safety in mind. Therefore, the increase of 1.4 dBA would not be disruptive or harmful, and would not result in a significant noise impact.

In summary, the outdoor use areas of the adjacent Red Wolf Lodge condominiums would be exposed to exterior noise levels exceeding the applicable Noise Ordinance standard by 1.4 dBA. It is the opinion of the noise consultant, Saxelby Acoustics that 1.4 dBA is generally considered to be an imperceptible difference. Reducing lift noise levels would require shielding by tall noise barriers and would likely not be effective at second and third floor elevations. Further, the construction of the tall noise barriers would preclude ski-in/ski-out access to the new location of the Red Dog Chairlift from the Red Wolf Lodge residential units. As previously stated, even if noise reduction measures could be employed, achieving a 1.4 dBA noise reduction would not be perceptible. Additionally, the operations and newer components of the proposed Chairlift are quieter than the older Red Dog Chairlift that it is replacing. For example, the lower terminal would be powered by a direct drive, which according to the manufacturer is 15 to 40 dB lower than conventional drives. Therefore, considering the magnitude of the noise exceedance, the fact that the proposed lift would only operate during daytime hours, and because the noise generated from the ski lift is typical of wintertime noise environment of an established ski resort, no noise reduction measures are recommended. The noise exception is further supported by the findings contained within this Staff Report.

Addendum to the Mitigated Negative Declaration

Staff has concluded that an Addendum to the previously adopted Mitigated Negative Declaration is the appropriate document under CEQA for the request for a modification to the project. This conclusion is supported by the discussions contained within this staff report and the attached Addendum.

Under Section 15162, the lead agency shall prepare a subsequent EIR or negative declaration if there are any new significant effects associated with the revised project. The project was approved in 2013 and only minor technical changes have occurred to the project. These minor changes include updating the noise discussion to address the noise associated within the lower terminal in its new location and the larger drive motor closer to a sensitive receptor of residences, and updating the biological resources discussion relative to an updated survey of the realignment identifying two plant species previously not identified in the original 2012 survey, an additional update to the biological resources

discussion relative to the potential impacts to a constructed wetland swale within close proximity of the proposed relocation of the lower terminal. These changes are considered “minor” because they do not result in a new significant environmental effect, the existing mitigation measures will continue to address these minor items, and none of the project’s Mitigation Measures are proposed for revision. Therefore, an addendum to the adopted Mitigated Negative Declaration is appropriate to satisfy CEQA requirements for the project.

The attached Addendum concludes that the implementation of the project would not result in impacts that were not identified in the previous Mitigated Negative Declaration relative to environmental impacts. None of the conditions described in Section 15162 of the CEQA Guidelines and as outlined in the “*CEQA Compliance*” section of this staff report call for preparation of a subsequent Negative Declaration have occurred, and thus an addendum to the Mitigated Negative Declaration is appropriate to satisfy CEQA requirements for this project.

SQUAW VALLEY MUNICIPAL ADVISORY COUNCIL

To receive feedback from the Squaw Valley Municipal Advisory Council (SVMAC) and neighbors, the applicant presented the project as an information item on October 4, 2018. Project-related issues discussed by the SVMAC and the public included: request to increase the skier capacity of the lift, removal of additional trees, skier safety, and the relationship to proposed development of the Village at Squaw Valley Specific Plan.

The SVMAC also considered the project at its December 6, 2018 meeting as an action item. County staff and the applicant presented the project and addressed the items previously raised at the October 4, 2018 meeting. The MAC voted 5-0-1, with one member abstaining, to recommend that the Planning Commission approve the project.

RECOMMENDATION

Based on the analysis described above, the Development Review Committee recommends that the Planning Commission approve the following items:

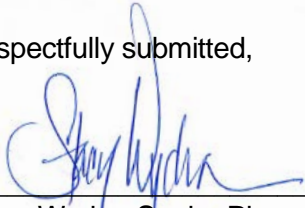
1. Adopt the Addendum to the Mitigated Negative Declaration prepared for the project as set forth in Attachment B and supported by the following finding:
 - A. On March 28, 2012, the Planning Commission adopted a Mitigated Negative Declaration for the Red Dog Chairlift Replacement Project (PCPA 20120215). Pursuant to CEQA Guidelines Section 15162, the Planning Commission finds that no changes have occurred in the project or to existing circumstances that would warrant additional environmental analysis for the Conditional Use Permit Modification request. An Addendum has been prepared and finds that with the proposed modification there are no significant impacts.
2. Approve the Conditional Use Permit Modification for the Red Dog Chairlift Project (PLN18-00280), subject to the Conditions of Approval as set forth in Attachment A and supported by the following findings:
 - A. The proposed modification to the Red Dog Chairlift Conditional Use Permit is consistent with all applicable provisions of Placer County Code, Chapter 17, and any applicable provisions of other chapters in this code in that the existing use permit allows for ski lifts and operations within a ski resort and the requested modification does not change the original use and/or operations of the ski resort and general vicinity.
 - B. The proposed modification is consistent with applicable policies and requirements of the Placer County General Plan, the Squaw Valley General Plan and Zoning Ordinance and the Village at

Squaw Valley Specific Plan in that the existing use permit allows for a chairlift and operations and the requested modification does not change the use or operations or existing conditions of a ski hill.

- C. The establishment, maintenance or operation of the proposed modification will not, under the circumstances of the particular case, be detrimental to the health, safety, peace, comfort and general welfare of people residing or working in the neighborhood of the proposed use, nor will it be detrimental or injurious to property or improvements in the neighborhood or to the general welfare of the County in that the operations of a chairlift is a common use and existing use within the established ski resort.
 - D. The proposed modification will be consistent with the character of the immediate neighborhood and will not be contrary to its orderly development in that the existing chairlift is in operation and established on the property and the proposed modification does not change the character of the existing use and operations of both the chairlift and the ski resort.
 - E. The proposed modification will not generate a volume of traffic beyond the design capacity of all roads providing access to the parcel and relocated Red Dog Chairlift.
 - F. The proposed modifications to the project will not have an adverse effect on adjacent or surrounding property owners because the modification to the Red Dog Chairlift will not generate significant amounts of noise, traffic, odor, dust, vibration, or other disruptions that will be incompatible with nearby residential and commercial uses nor that of a ski resort.
3. Approve the Exception to the Noise Ordinance for the Red Dog Chairlift Project supported by the following findings:
- A. The noise exception is in conformance with the intent of this article and general plan policies since the Squaw Valley General Plan and Village at Squaw Valley Specific Plan allows for ski lifts and operations within a ski resort and the requested modification does not change the original use and/or operations of the ski resort and general vicinity.
 - B. The uses of the property and the existence of sensitive receptors within the area affected by sound support the noise exception since the increase in noise levels of 1.4 dBA is considered imperceptible, the noise is consistent with other noise sources existing at the ski resort, the sound levels in the interior of the Red Wolf Lodge would comply with interior standards, the sensitive receptor areas outside would be used primarily in the summer when the Chairlift is not in operation, and the project would not operate during the night.
 - C. The factors related to initiating and complete all remedial work support the noise exception since noise barriers between the Red Dog Chairlift and the Red Wolf Lodge would not be feasible given the required circulation around the base of the terminal, the topography of the location of the terminal and surrounding area and the height of the terminal, and would inhibit lodge residents' access (ski-in/ski-out) to the Chairlift.
 - D. The age and useful life of the existing sound source support the noise exception since the existing Chairlift is 30 years old, and the proposed high speed, detachable six pack chairlift provides increased efficiency and enhances the visitor experience.
 - E. The hardship to the applicant and community of not granting the exception supports the noise exception because the existing lift is less efficient and slower, which detracts from the visitor experience and cumulatively could result in visitors choosing competitor resorts that have faster Chairlifts.
 - F. The time of the day and duration that the exception will occur support the noise exception since the chairlift typically operates from 9 AM to 4 PM during the winter season, when use of the sensitive receptor areas are less likely to be used, and would not disrupt night-time noise levels or inside activities.

- G. The general public interest, welfare and safety supports the noise exception because it improves the visitor experience while not changing the operations, and the sound increase is minor and likely imperceptible.

Respectfully submitted,



Stacy Wydra, Senior Planner

ATTACHMENTS

- Attachment A: Recommended Conditions of Approval
- Attachment B: Addendum to the Mitigated Negative Declaration and MMRP
- Attachment C: Project Plans
- Attachment D: Conceptual Site Plan
- Attachment E: Photo Simulations and Project Site photos
- Attachment F: Correspondence

cc: Steve Pedretti – CDRA Director
EJ Ivaldi – Planning Director
Karin Schwab – County Counsel
Clayton Cook – County Counsel
Rebecca Taber – Engineering and Surveying Division
Ed Staniforth – Engineering and Surveying Division
Joseph Scarbrough – Environmental Health
Squaw Valley Resort, LLC – Property Owner



**COMMUNITY DEVELOPMENT RESOURCE AGENCY
PLANNING DIVISION**

**RECOMMENDED CONDITIONS OF APPROVAL
SQUAW VALLEY RED DOG CHAIRLIFT REPLACEMENT
(PLN18-00280 AND PCPA 20120215)
CONDITIONAL USE PERMIT MODIFICATION**

ASSESSOR PARCEL NUMBER(S): 096-010-012-000, 096-221-019-000 and 096-221-038-000

THE FOLLOWING CONDITIONS SHALL BE SATISFIED BY THE APPLICANT, OR AN AUTHORIZED AGENT. THE SATISFACTORY COMPLETION OF THESE REQUIREMENTS SHALL BE DETERMINED BY THE DEVELOPMENT REVIEW COMMITTEE (DRC), COUNTY SURVEYOR, AND/OR THE PLANNING COMMISSION.

1. This Conditional Use Permit (~~PCPA 20120215~~ PLN18-00280) approves the removal, relocation and replacement of the existing Red Dog Chairlift approximately 600 feet to the east of the existing location of the PCPA 20120215 approved Chairlift and increase the Chairlift capacity to 3,200 persons per hour from the approved 2,400 persons per hour (pph) located at the Squaw Valley Ski Resort and as described within the Project Description portion of the Planning Commission Staff report on file at the Community Development Resource Agency, as approved by the Planning Commission on ~~March 28, 2013~~ May 23, 2019.

IMPROVEMENTS / IMPROVEMENT PLANS

2. To ensure there is no adverse effect on a scenic vista, the upper, the terminals and towers shall be painted to blend with the natural environment. The color of the terminals and towers shall be reviewed and approved by the Development Review Committee prior to the approval of the Improvement Plans. **(MM I.1) (PLN)**
3. The applicant shall prepare and submit Improvement Plans, specifications and cost estimates (per the requirements of Section II of the Land Development Manual [LDM] that are in effect at the time of submittal) to the Engineering and Surveying Division (ESD) for review and approval. The plans shall show all conditions for the project as well as pertinent topographical features both on and off site. All existing and proposed utilities and easements, on site and adjacent to the project, which may be affected by planned construction, shall be shown on the plans. The applicant shall pay plan check and inspection with the 1st Improvement Plan submittal. (NOTE: Prior to plan approval, all applicable recording and reproduction cost shall be paid). The cost of the above-noted landscape and irrigation facilities shall be included in the estimates used to determine these fees. It is the applicant's responsibility to obtain all required agency signatures on the plans and to secure department approvals. If the Design/Site Review process and/or Development Review Committee (DRC) review is required as a condition of approval for the project, said review process shall be completed prior to submittal of Improvement Plans. Record drawings shall be prepared and signed by a California Registered Civil Engineer at the applicant's expense and shall be submitted to the ESD in both hard copy and electronic versions in a format to be approved by the ESD prior to acceptance by the County of site improvements.
Prior to the County's final acceptance of the project's improvements, submit to the Engineering and Surveying Division two copies of the Record Drawings in digital format (on compact disc or other

MAY 2017 PC
MARCH 2013 PC
MAY 2017 PC
MAY 2019 PC

acceptable media) in accordance with the latest version of the Placer County Digital Plan and Map Standards along with two blackline hardcopies (black print on bond paper) and two PDF copies. The digital format is to allow integration with Placer County's Geographic Information System (GIS). The final approved blackline hardcopy Record Drawings will be the official document of record. **(MM VI.1) (ESD)**

4. The Improvement Plans shall show all proposed grading, drainage improvements, vegetation and tree removal and all work shall conform to provisions of the County Grading Ordinance (Ref. Article 15.48, Placer County Code) and Stormwater Quality Ordinance (Ref. Article 8.28, Placer County Code) that are in effect at the time of submittal. No grading, clearing, or tree disturbance shall occur until the Improvement Plans are approved and all temporary construction fencing has been installed and inspected by a member of the Development Review Committee (DRC). All cut/fill slopes shall be at a maximum of 2:1 (horizontal: vertical) unless a soils report supports a steeper slope and the Engineering and Surveying Division (ESD) concurs with said recommendation. Fill slopes shall not exceed 1.5:1 (horizontal: vertical)

The applicant shall revegetate all disturbed areas. Revegetation, undertaken from April 1 to October 1, shall include regular watering to ensure adequate growth. A winterization plan shall be provided with project Improvement Plans. It is the applicant's responsibility to ensure proper installation and maintenance of erosion control/winterization before, during, and after project construction. Soil stockpiling or borrow areas, shall have proper erosion control measures applied for the duration of the construction as specified in the Improvement Plans. Provide for erosion control where roadside drainage is off of the pavement, to the satisfaction of the Engineering and Surveying Division (ESD).

The applicant shall submit to the ESD a letter of credit or cash deposit in the amount of 110 percent of an approved engineer's estimate for winterization and permanent erosion control work prior to Improvement Plan approval to guarantee protection against erosion and improper grading practices. Upon the County's acceptance of improvements, and satisfactory completion of a one-year maintenance period, unused portions of said deposit shall be refunded to the project applicant or authorized agent.

If, at any time during construction, a field review by County personnel indicates a significant deviation from the proposed grading shown on the Improvement Plans, specifically with regard to slope heights, slope ratios, erosion control, winterization, tree disturbance, and/or pad elevations and configurations, the plans shall be reviewed by the DRC/ESD for a determination of substantial conformance to the project approvals prior to any further work proceeding. Failure of the DRC/ESD to make a determination of substantial conformance may serve as grounds for the revocation/modification of the project approval by the appropriate hearing body. **(MM VI.2) (ESD)**

5. The Improvement Plans shall show that water quality treatment facilities/Best Management Practices (BMPs) shall be designed according to the guidance of the California Stormwater Quality Association Stormwater Best Management Practice Handbooks for Construction, for New Development / Redevelopment, and for Industrial and Commercial (or other similar source as approved by the Engineering and Surveying Division (ESD) such as the RC&D Erosion and Sediment Control Guidelines for Developing Areas of the Sierra Foothills and Mountains.

Construction (temporary) BMPs for the project include, but are not limited to: silt fencing, straw wattles, diversion dikes, tree protection fencing, dust control and other miscellaneous provisions as shown on the BMP plan.

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Storm drainage from on- and off-site impervious surfaces (including roads) shall be collected and routed through specially designed catch basins, vegetated swales, vaults, infiltration basins, water quality basins, filters, etc. for entrapment of sediment, debris and oils/greases or other identified pollutants, as approved by the Engineering and Surveying Division (ESD). BMPs shall be designed at a minimum in accordance with the Placer County Guidance Document for Volume and Flow-Based Sizing of Permanent Post-Construction Best Management Practices for Stormwater Quality Protection. Post-development (permanent) BMPs for the project include, but are not limited to:

- A) Drip line trenches and infiltration trenches.
- B) Soil Stabilization and revegetation of disturbed areas.

No water quality facility construction shall be permitted within any identified wetlands area, floodplain, or right-of-way, except as authorized by project approvals.

All BMPs shall be maintained as required to insure effectiveness. The applicant shall provide for the establishment of vegetation, where specified, by means of proper irrigation. Proof of on-going maintenance, such as contractual evidence, shall be provided to ESD upon request. Maintenance of these facilities shall be provided by the project owners/permittees unless, and until, a County Service Area is created and said facilities are accepted by the County for maintenance. Prior to Improvement Plan approval, easements shall be created and offered for dedication to the County for maintenance and access to these facilities in anticipation of possible County maintenance. **(MM VI.3 & MM IX.1) (ESD)**

- 6. Prior to Improvement Plan approval, submit Proof of Contract with a State licensed contractor if blasting is required for the installation of site improvements. The developer shall comply with applicable County Ordinances that relate to blasting and use only State licensed contractors to conduct these operations. **(MM VI.9) (ESD)**
- 7. The Improvement Plan submittal shall include a geotechnical engineering report produced by a California Registered Civil Engineer or Geotechnical Engineer. The report shall address and make recommendations on the following:
 - A) Structural foundations
 - B) Grading practices;
 - C) Erosion/winterization;
 - D) Special problems discovered on-site, (i.e., groundwater, expansive/unstable soils, etc.)
 - E) Slope stability

Once approved by the Engineering and Surveying Division (ESD), two copies of the final report shall be provided to the ESD and one copy to the Building Services Division for its use. If the soils report indicates the presence of critically expansive or other soils problems that, if not corrected, could lead to structural defects, a certification of completion of the requirements of the soils report shall be required for subdivisions, prior to approval of the Improvement Plans. It is the responsibility of the developer to provide for engineering inspection and certification that earthwork has been performed in conformity with recommendations contained in the report. **(MM VI.10) (ESD)**

- 8. The following BMPs shall be listed in the Notes section on the Improvement Plans and constructed/installed as a part of the project: **(ESD)**
 - A) Protecting existing vegetation onsite to the extent feasible (e.g., installing tree protection fencing during construction).
 - B) Graveling construction entrances to minimize tracking of earthen material to adjoining streets.

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- C) Installing erosion control fencing and vegetation protection on the down slopes of terminal grading activities.
- D) Installing dikes to divert sheet flow from newly disturbed areas until revegetation can be completed and the ground stabilized.
- E) Covering bale sumps with straw to detain and filter runoff in channel sections during construction.
- F) Installing permanent water quality features, such as water breaks, a rock-lined swale, and revegetation of ski trails and disturbed areas to treat and convey runoff.
- G) Disposing of excess excavated materials at appropriate disposal sites. Solid debris resulting from activities associated with the construction of the proposed project shall be kept out of Shirley Lake tributary drainages. **(MM IX.2) (ESD)**

9. The following specific construction practices shall be listed in the Notes section on the Improvement Plans and implemented as follows: **(ESD)**

- A) Maintain all construction equipment to prevent oil or other fluid leaks.
- B) Keep stockpiled spill cleanup materials readily accessible.
- C) Regularly inspect on-site vehicles and equipment for leaks, and repair immediately.
- D) Check incoming vehicles and equipment (including delivery and employee and subcontractor vehicles) for leaking oil and fluids. Do not allow leaking vehicles or equipment on-site.
- E) Segregate and recycle wastes, such as greases, used oil or filters, antifreeze, cleaning solutions, automotive batteries, hydraulic, and transmission fluids.
- F) Always use containment, such as drip pan or drop cloth, to catch spills or leaks when removing or changing fluids.
- G) Use drip pans for any oil or fluid changes.
- H) Wet and dry building materials with the potential to pollute runoff shall be handled and delivered with care and stored under cover and/or surrounded by berms and sediment protection fencing when rain is forecast or during wet weather.
- I) Employees and subcontractors shall be trained in proper material delivery, handling, and storage practices.
- J) Purchase, transport to site, and use only the amount needed for the work on-site.
- K) When possible, purchase and use non-hazardous and environmentally friendly materials.
- L) Label and store all hazardous materials according to local, state and federal regulations.
- M) The contractor shall dispose of all construction waste at a legal disposal site in accordance with Placer County Specifications.
- N) Avoid mixing excess amounts of fresh concrete or cement mortar on-site.
- O) Filter fabric fencing or a combination of straw rolls/filter fabric fencing shall be used to contain concrete washout areas. Concrete washout areas should be located within a building or roadway footprint, if possible, to minimize disturbance to the project site.
- P) Store dry and wet materials away from waterways and storm drains; cover and contain to protect from rainfall and prevent runoff. **(MM IX.3) (ESD)**

10. Runoff from impervious areas shall be limited to roof runoff at the new lift terminals. This runoff shall be treated to Lahontan RWQCB standards by infiltration trenches. These trenches shall be sized in the final drainage report based on actual impervious areas. **(MM IX.4) (ESD)**

11. Prepare and submit with the project Improvement Plans, a drainage report in conformance with the requirements of Section 5 of the Land Development Manual and the Placer County Storm Water Management Manual that are in effect at the time of submittal, to the Engineering and Surveying Division for review and approval. The report shall be prepared by a Registered Civil Engineer and shall, at a minimum, include: A written text addressing existing conditions, the effects of the

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improvements, all appropriate calculations, a watershed map, increases in downstream flows, proposed on- and offsite improvements and drainage easements to accommodate flows from the project. The report shall identify water quality protection features and methods to be used both during construction and for long-term post-construction water quality protection. "Best Management Practice" measures shall be provided to reduce erosion, water quality degradation, and prevent the discharge of pollutants to stormwater to the maximum extent practicable. **(MM IX.5) (ESD)**

12. Staging Areas: The Improvement Plan(s) shall identify the stockpiling and/or vehicle staging areas with locations as far as practical from existing dwellings and protected resources in the area. **(ESD)**
13. Prior to Improvement Plan approval, provide the Engineering and Surveying Division with a copy of the Lahontan Regional Water Quality Control Board approval or permit. **(ESD)**
14. Prior to Improvement Plan approval, provide the Engineering and Surveying Division with a letter from the appropriate fire protection district describing conditions under which service will be provided to this project. A representative's signature from the appropriate fire protection district shall be provided on the Improvement Plans. **(ESD)**

GRADING

15. There shall be no grading or other disturbance of ground between October 15 of any year and May 1 of the following year, unless a Variance has been granted by the RWQCB and the Placer County ESD. **(MM VI.4) (ESD)**
16. All grading operations shall occur after snow has melted and when conditions are dry. **(MM VI.5) (ESD)**
17. Truck routes are to be located across existing logging roads. **(MM VI.6) (ESD)**
18. After completion of a construction project, all surplus or waste earthen materials shall be removed from the site and deposited in an approved disposal location or stabilized onsite. **(MM VI.7) (ESD)**
19. Dewatering, if necessary, shall be completed in a manner so as to eliminate the discharge of earthen materials from the site. **(MM VI.8) (ESD)**

VEGETATION & OTHER SENSITIVE NATURAL AREAS

20. The Improvement Plans shall include a note and show placement of Temporary Construction Fencing: The applicant shall install a four (4) foot tall, brightly colored (usually yellow or orange), synthetic mesh material fence (or an equivalent approved by the Development Review Committee (DRC) at the following locations prior to any construction equipment being moved on-site or any construction activities taking place:
 - A) Adjacent to any and all waters of the U.S. or wetland riparian habitats that are within 50 feet of any proposed construction activity;
 - B) Outside the critical root zone (typically defined as the "drip-line", or the area directly below the branches of the tree) of all trees to remain which are within 50 feet of any grading, road improvements, underground utilities, or other development activity.
 - C) Efforts should be made to save trees where feasible. Any encroachment within the critical root zones of trees to be saved must first be approved by the Development Review Committee

(DRC). Temporary fencing shall not be altered during construction without written approval of the DRC. No grading, clearing, storage of equipment or machinery, etc., may occur until a representative of the DRC has inspected and approved all temporary construction fencing. **(MM IV.1) (PLN)**

21. The Improvement Plans shall include a note that includes the wording of this mitigation/condition of approval:

Prior to any grading or tree removal activities, a focused survey for raptor nests shall be conducted by a qualified biologist during the raptor nesting season (March 1 – September 1). A report summarizing the survey shall be provided to Placer County and the California Department of Fish and Game (CDFG) within 30 days of the completed survey. If an active raptor nest is identified, appropriate mitigation measures shall be developed and implemented in consultation with CDFG. If construction is proposed to take place between March 1st and September 1st, no construction activity or tree removal shall occur within 500 feet of any active nest (or greater distance, as determined by the CDFG). Construction activities may only resume after a follow-up survey has been conducted and a report prepared by a qualified raptor biologist indicating that the nest(s) are no longer active, and that no new nests have been identified. A follow-up survey shall be conducted two (2) months following the initial survey, if the initial survey occurs between March 1st and July 1st. Additional follow-up surveys may be required by the Development Review Committee, based on the recommendations in the raptor study and/or as recommended by the CDFG. Temporary construction fencing and signage as described herein shall be installed at a minimum 500 foot radius around trees containing active nests. If all project construction occurs between September 1st and March 1st no raptor surveys will be required. Trees removed by the project in accordance with Mitigation Measure MM I.2, which contain stick nests, may only be removed between September 1st and March 1st. **(MM IV.2) (PLN)**

22. Prior to approval of improvement plans and the issuance of any grading and/or building permits for the Red Dog Chairlift, the applicant shall avoid and/or relocate the proposed towers outside of the designated wetland areas. If avoidance of the designated wetland areas is not feasible, the applicant shall provide a detailed description as to why avoidance is not attainable and calculate the total impacts to wetlands, based on a grading plan and a verified wetland delineation. Prior to Improvement Plan approval or issuance of a Building Permit, it will be necessary to implement one of the following mitigation measures to ensure no net loss in wetland habitat:

- A) Provide written evidence of payment that compensatory habitat has been established through the purchase of mitigation credits at a County-qualified wetland mitigation bank. Evidence of payment shall describe the amount and type of habitat purchased at the bank site. The amount of money required to purchase credits shall be equal to the amount necessary to replace wetland or riparian habitat acreage. Evidence of payment shall describe the amount and type of habitat purchased at the bank site and resource values including compensation for temporal loss. The total amount of habitat to be replaced shall be equal to the amount of wetland habitat which would result in degradation or loss of the habitat. Evidence of payment, which describes the amount and type of habitat purchased at the bank site, must be provided to the County prior to issuance of Improvement Plan; or
- B) Construct wetland and/or riparian habitat in an off-site location acceptable to Placer County and any State or Federal resource agency with jurisdiction over the habitat. A wetland/riparian mitigation plan shall be reviewed and approved by Placer County and any affected State or Federal resource agency prior to initiation of construction of any compensatory habitat; or

C) Provide a combination of mitigation bank credit purchase and off-site construction as outlined above. **(MM IV.3) (PLN)**

23. If project impacts to waters of the U.S. are unavoidable, the applicant will be required to obtain a Section 404 Permit through the United States Army Corps of Engineers, a Section 401 Water Quality Certification through the Regional Water Quality Control Board, and/or a 1602 Streambed Alteration Agreement through the California Department of Fish and Game. Prior to approval of Improvement Plans and the issuance of any grading and/or building permits for the Red Dog Chairlift, the applicant shall provide evidence that either the wetlands will be avoided, or shall provide the required permits from the various agencies. **(MM IV.4) (PLN)**
24. Prior to Improvement Plan approval, a Revegetation Plan, prepared by a licensed landscape architect or similar professional, shall be submitted and approved by the Development Review Committee (DRC) for the areas disturbed as a result of the Red Dog Chairlift Replacement Project. All areas that are disturbed within the project areas of the aforementioned project shall be re-established with hydro-seeding and planting. A vegetation monitoring program report, prepared by a licensed landscaping architect, shall be submitted annually to the Planning Services Division for a 3-year period. Said report shall define areas that have been disturbed/replanted with a description of the seeding and/or planting materials, and status of re-established vegetation, including survival rate. A letter of credit or cash deposit in the amount of 125 percent of the accepted proposal shall be deposited with the Placer County Planning Services Division to assure performance of the monitoring program. Evidence of this deposit shall be provided to the satisfaction of the DRC. Violation of any components of the approved Mitigation Monitoring Implementation Program (MMIP) may result in enforcement activity per Placer County Environmental Review Ordinance Article 18.28.080 of the Placer County Code. An agreement between the applicant and the County shall be prepared which meets DRC approval that allows the County use of the deposit to assure performance of the MMIP in the event the applicant fails to perform. **(PLN)**
25. Prior to Improvement Plan approval, the applicant shall provide to the Development Review Committee (DRC), a Vegetation Management Plan (VMP), prepared by a Registered Professional Forester, that evaluates tree/vegetation removal, and/or trees with disturbance to its critical root zone, addresses fuel load and fire hazard reduction, and identifies tree plantings designed to enhance wildlife habitat, aesthetic quality and forest health in the forest environment. The applicant shall provide to the DRC an implementation plan that demonstrates compliance with the recommendations of the VMP. **(PLN)**
26. Prior to Improvement Plan approval, the applicant shall furnish to the Development Review Committee (DRC), evidence that the California Department of Fish and Game, the U.S. Army Corps of Engineers, and the U.S. Fish and Wildlife Service (if applicable) have been notified by certified letter regarding the existence of wetlands or streams on the property or within the general vicinity of the project site area. Prior to Improvement Plan approval, if permits are required, they shall be obtained and copies submitted to DRC. Any clearing, grading, or excavation work shall not occur until the Improvement Plans have been approved. **(PLN)**
27. Prior to the approval of the Improvement Plans, the wetlands report (if any wetlands are determined) shall be field verified by the U.S. Army Corps of Engineers, the U.S. Fish and Wildlife Service, and the California Department of Fish and Game as deemed necessary by the Development Review Committee (DRC). If significant discrepancies arise between the report and

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the field investigation of these agencies, the DRC shall schedule a hearing before the Planning Commission to consider modification of the project's permit approvals. **(PLN)**

28. Prior to Improvement Plan approval, a Mitigation Monitoring Implementation Program (MMIP) (Erosion Control/Water Quality) shall be prepared by a civil engineer or other Development Review Committee (DRC) approved erosion control specialist for review and approval by the DRC. The MMIP's shall evaluate the success rate of applicable conditions contained herein, as determined appropriate by the Engineering and Surveying Division.

An annual monitoring report for a minimum period of three (3) years from the date of installation, prepared by the above-cited professional, shall be submitted to the DRC for review and approval.

Prior to Improvement Plan approval, a Letter of Credit, Certificate of Deposit, or cash deposit in the amount of 100 percent of the accepted proposal shall be deposited with the Placer County Planning Services Division to assure on-going performance of the monitoring program. Evidence of this deposit shall be provided to the satisfaction of the DRC prior to the approval of Improvement Plans. - For the purposes of administrative and program review by Placer County, an additional 25 percent of the estimated cost of the Monitoring Program shall be paid to the County, in cash, at the time that the 100percent deposit is made. With the exception of the 25 percent of the administrative fee, 100 percent of the estimated costs of implementing the monitoring program shall be returned to the applicant once the applicant has demonstrated that all three (3) years of monitoring have been completed to the satisfaction of the DRC. Refunds will only be available at the end of the entire review period.

It is the applicant's responsibility to ensure compliance with the MMIP. Violation of any components of the approved MMIP may result in enforcement activities per Placer County Environmental Review Ordinance, Section 18.28.080. If a monitoring report is not submitted for any one year, or combination of years, as outlined in these conditions, the County has the option of utilizing these funds and hiring a consultant to implement the MMIP. Failure to submit annual monitoring reports could also result in forfeiture of a portion of, or all of, the deposit. An agreement between the applicant and County shall be prepared which meets DRC approval that allows the County use of this deposit to assure performance of the MMIP in the event the Applicant and/or Contractor fails to perform. **(PLN)**

29. The project shall comply with the Placer County Tree Preservation Ordinance. **(MM I.2) (PLN)**

CULTURAL RESOURCES

30. The Grading Plans/Improvement Plans shall include a note stating that "If any archeological artifacts, exotic rock (non-native) or unusual amounts of shell or bone are uncovered during any on-site construction activities, all work must stop immediately in the area and a certified archeologist retained to evaluate the deposit in consultation with the Washoe Tribe. The Placer County Planning Division and Department of Museums must also be contacted for review of the archeological find(s).

If the discovery consists of human remains, the Placer County Corner, Native American Heritage Commission and the Washoe Tribe must also be contacted. Work in the area may only proceed after authorization is granted by the Placer County Planning Division. A note to this effect shall be provided on the Improvement Plans for the project.

Following a review of the new find and consultation with appropriate experts, if necessary, the authority to proceed may be accompanied by the addition of development requirements, which

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provide protection of the site, and/or additional mitigation measures necessary to address the unique or sensitive nature of the site.” **(MM V.1) (PLN)**

ENVIRONMENTAL HEALTH

31. If at any time during the course of executing the proposed project, evidence of soil and/or groundwater contamination with hazardous material is encountered; the applicant shall immediately stop the project and contact Environmental Health Services Hazardous Materials Section. The project shall remain stopped until there is resolution of the contamination problem to the satisfaction of Environmental Health Services and to the Lahontan Regional Water Quality Control Board. A note to this effect shall be added to the Improvement Plans where applicable. **(EH)**
32. The discharge of fuels, oils, or other petroleum products, chemicals, detergents, cleaners, or similar chemicals to the surface of the ground or to drainage ways on or adjacent to, the site is prohibited. **(EH)**
33. If Best Management Practices are required by the DPW for control of urban runoff pollutants, then any hazardous materials collected shall be disposed of in accordance with all applicable hazardous materials laws and regulations. **(EH)**
34. Prior to building permit final, the property owner shall submit: **(EH)**
 - a) An updated business plan to Environmental Health Services (EHS) Hazardous Materials Section, for review and approval. The actual fees paid will be those in effect at the time payment occurs. "Hazardous" materials, as defined in Health and Safety Code Division 20, Chapter 6.95, Articles 1 & 2, shall not be allowed on any premises in regulated quantities without notification to EHS. **(EH)**

NOISE

35. Construction noise emanating from any construction activities for which a Grading or Building Permit is required is prohibited on Sundays and Federal Holidays, and shall only occur:
 - A) Monday through Friday, 6:00 am to 8:00 pm (during daylight savings)
 - B) Monday through Friday, 7:00 am to 8:00 pm (during standard time)
 - C) Saturdays, 8:00 am to 6:00 pm

In addition, temporary signs 4 feet x 4 feet shall be located throughout the project, as determined by the Development Review Committee, at key intersections depicting the above construction hour limitations. Said signs shall include a toll free public information phone number where surrounding residents can report violations and the developer/builder will respond and resolve noise violations. This condition shall be included on the Improvement Plans.

Quiet activities, which do not involve heavy equipment or machinery, may occur at other times. Work occurring within an enclosed building may occur at other times as well. The Planning Director is authorized to waive the time frames based on special circumstances, such as adverse weather conditions. **(PLN)**

AIR QUALITY

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36. Stationary source equipment associated with this project shall obtain approval of an Authority to Construct (AC) permit from the Placer County Air Pollution Control District. Any engine greater than 50 brake horsepower, any boiler that produces heat in excess of 1,000,000 Btu per hour, or any equipment or process which discharges two pounds per day or more of pollutants is subject to the District's Rule 501 and also to the California Health & Safety Code, Section 39013. Existing equipment shall not be relocated or continued to be used without the consent of the District. **(MM III.1) (PLN-AQ)**
37. Prior to approval of Grading or Improvement Plans, (whichever occurs first), the applicant shall submit a Construction Emission / Dust Control Plan to the Placer County APCD. (To download the form go to www.placer.ca.gov/apcd and click on [Dust Control Requirements](#)). If APCD does not respond within twenty (20) days of the plan being accepted as complete, the plan shall be considered approved. The applicant shall provide written evidence, provided by APCD, to the local jurisdiction (city or county) that the plan has been submitted to APCD. It is the responsibility of the applicant to deliver the approved plan to the local jurisdiction. The applicant shall not break ground prior to receiving APCD approval, of the Construction Emission / Dust Control Plan, and delivering that approval to the local jurisdiction issuing the permit. **(MM III.2) (PLN-AQ)**
38. Include the following standard notes on the Improvement/Grading Plan:
- A) In order to control dust, operational watering trucks shall be on site during construction hours. In addition, dry, mechanical sweeping is prohibited. Watering of a construction site shall be carried out in compliance with all pertinent APCD rules (or as required by ordinance within each local jurisdiction).
 - B) The prime contractor shall be responsible for keeping adjacent public thoroughfares clean of silt, dirt, mud, and debris, and shall "wet broom" the streets (or use another method to control dust as approved by the individual jurisdiction) if silt, dirt, mud or debris is carried over to adjacent public thoroughfares.
 - C) The contractor shall apply water or use other method to control dust impacts offsite. Construction vehicles leaving the site shall be cleaned to prevent dust, silt, mud, and dirt from being released or tracked off-site. **(MM III.3) (PLN-AQ)**
39. Include the following standard note on the Improvement/Grading Plan: During construction, traffic speeds on all unpaved surfaces shall be limited to 15 miles per hour or less. **(MM III.4) (PLN-AQ)**
40. Include the following standard note on the Improvement/Grading Plan: The prime contractor shall suspend all grading operations when wind speeds (including instantaneous gusts) are excessive and dust is impacting adjacent properties. **(MM III.5) (PLN-AQ)**
41. Include the following standard note on the Improvement/Grading Plan: In order to minimize wind driven dust during construction, the prime contractor shall apply methods such as surface stabilization, establishment of a vegetative cover, paving, (or use another method to control dust as approved by the individual jurisdiction). **(MM III.6) (PLN-AQ)**
42. Include the following standard note on the Improvement/Grading Plan: The contractor shall suspend all grading operations when fugitive dust exceeds Placer County APCD Rule 228 (Fugitive Dust) limitations. The prime contractor shall be responsible for having an individual who is CARB-certified to perform Visible Emissions Evaluations (VEE). This individual shall evaluate compliance with Rule 228 on a weekly basis. It is to be noted that fugitive dust is not to exceed 40% opacity and not go beyond the property boundary at any time. Lime or other drying agents utilized to dry out wet grading

areas shall not exceed Placer County APCD Rule 228 Fugitive Dust limitations. Operators of vehicles and equipment found to exceed opacity limits will be notified by APCD and the equipment must be repaired within 72 hours. **(MM III.7) (PLN-AQ)**

43. Include the following standard note on the Improvement/Grading Plan: Construction equipment exhaust emissions shall not exceed Placer County APCD Rule 202 Visible Emission limitations. Operators of vehicles and equipment found to exceed opacity limits are to be immediately notified by APCD to cease operations and the equipment must be repaired within 72 hours. **(MM III.8) (PLN-AQ)**
44. Include the following standard note on the Improvement/Grading Plan: A person shall not discharge into the atmosphere volatile organic compounds (VOC's) caused by the use or manufacture of Cutback or Emulsified asphalts for paving, road construction or road maintenance, unless such manufacture or use complies with the provisions of Rule 217. **(MM III.9) (PLN-AQ)**
45. Include the following standard note on the Improvement/Grading Plan: During construction the contractor shall utilize existing power sources (e.g., power poles) or clean fuel (i.e. gasoline, biodiesel, natural gas) generators rather than temporary diesel power generators. **(MM III.10) (PLN-AQ)**
46. Include the following standard note on the Improvement/Grading Plan: During construction, the contractor shall minimize idling time to a maximum of 5 minutes for all diesel powered equipment. **(MM III.11) (PLN-AQ)**
47. Include the following standard note on the Improvement/Grading Plan: During construction, no open burning of removed vegetation shall be allowed unless permitted by the PCAPCD. All removed vegetative material shall be either chipped on site or taken to an appropriate recycling site, or if a site is not available, a licensed disposal site. **(MM III.12) (PLN-AQ)**

MISCELLANEOUS CONDITIONS

48. To ensure there is no glare created from the proposed project, the terminals and towers of the proposed Red Dog Chairlift shall be painted with non-reflective paint. **(MM I.3) (PLN)**
49. Prior to Grading/Improvement Plan approval, the applicant shall submit a public information plan for Development Review Committee review and approval. The applicant shall fund and operate a manned 24-hour, 7 days a week public information telephone hotline service (call center) to provide information on construction and offer a forum to receive and resolve complaints related to project development issues. Said telephone hotline shall remain operational until the County accepts all improvements for the project as complete. **(PLN)**
50. The applicant shall comply with any conditions imposed by the United States Forestry, the California Department of Forestry and Fire Protection and/or the serving fire district, North Tahoe Fire Department. **(PLN)**
51. The project shall comply with the requirements of Article 12.40 of the Placer County Code. Compliance with this condition shall be provided prior to the operation of the modified Red Dog Chairlift. **(PLN)**

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52. Prior to operation of the upgraded Red Dog Chairlift, the applicants shall provide documentation that the existing Squaw Valley Mountain Safety and Avalanche Control will apply to the areas to be accessed by the Red Dog Chairlift. **(PLN)**
53. The applicant shall, upon written request of the County, defend, indemnify, and hold harmless the County of Placer, the County Board of Supervisors, and its officers, agents, and employees, from any and all actions, lawsuits, claims, damages, or costs, including attorney's fees awarded by a certain development project known as the Squaw Valley Red Dog Chairlift Replacement Project PCPA 20120215 / PLN18-00280. The applicant shall, upon written request of the County, pay or, at the County's option, reimburse the County for all costs for preparation of an administrative record required for any such action, including the costs of transcription, County staff time, and duplication. The County shall retain the right to elect to appear in and defend any such action on its own behalf regardless of any tender under this provision. This indemnification obligation is intended to include, but not be limited to, actions brought by third parties to invalidate any determination made by the County under the California Environmental Quality Act (Public Resources Code Section 21000 et seq.) for the Project or any decisions made by the County relating to the approval of the Project. Upon request of the County, the applicant shall execute an agreement in a form approved by County Counsel incorporating the provision of this condition. **(CC)**
54. During project construction, staking shall be provided pursuant to Section 5-1.07 of the County General Specifications. **(ESD)**
55. Prior to Improvement Plan approval, the Project shall be reviewed and approved by the Squaw Valley Design Review Committee. **(PLN)**

EXERCISE OF PERMIT

56. The effective date of approval shall be April 8, 201~~9~~³. The applicant shall have twenty-four (24) months to exercise this Conditional Use Permit. Unless exercised, this approval shall expire on April 8, 202~~1~~⁹.



COMMUNITY DEVELOPMENT/RESOURCE AGENCY
Environmental Coordination Services
 County of Placer

ADDENDUM TO MITIGATED NEGATIVE DECLARATION

Project Name: **Red Dog Conditional Use Permit Modification (PLN18-00280)**

Project Location: **1960 Squaw Valley Road, Squaw Valley Ski Resort.** Approximately 600 feet east of the existing Red Dog Chairlift at the Snow King Mountain area within the Squaw Valley USA Ski Resort located at the westerly terminus of Squaw Valley Road, west of State Route 89 in Olympic Valley, Placer County.

This Addendum to the Red Dog Mitigated Negative Declaration has been prepared pursuant to CEQA Guidelines Section 15164 and Placer County Environmental Review Ordinance Section 18.16.090. Modifications to the original Mitigated Negative Declaration are demonstrated through ~~strike through~~ for removed text and **bold** for newly added text.

An Addendum to a Mitigated Negative Declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for preparation of a subsequent EIR or Negative Declaration have occurred. The addendum need not be circulated for public review but can be included in or attached to the previously prepared Negative Declaration. The decision-making body shall consider the addendum with the adopted mitigated negative declaration prior to making a decision on the project.

Project Description and History

This document is an Addendum to the December 18, 2012 Initial Study/Mitigated Negative Declaration (IS/MND) originally prepared for the Squaw Valley Red Dog Chairlift Replacement project (PCPA 20120215) as approved by Placer County in 2012 (herein "Approved Project"). The 2012 IS/MND was prepared and circulated pursuant to CEQA. The Approved Project, consisted of the replacement of the existing Red Dog Chairlift with a new high-speed, detachable, six-pack chairlift. The site is located within a 4000-acre parcel (096-221-012-000, 096-221-019-000, and 096-221-038-000). The area of the proposed relocated Red Dog Chairlift is currently developed and disturbed with existing structures utilized for maintenance operations and Ski Team operations.

The Approved Project and the 2012 IS/MND were considered by the Placer County Planning Commission in 2012 and were approved with the finding that, with implementation of all required mitigation measures, the Approved Project's environmental impacts would be less-than-significant. Neither the adoption of the 2012 IS/MND nor the approval of the Red Dog Chairlift project were appealed to the Board of Supervisors and/or challenged in court.

The entitlements approved by the Planning Commission on March 28, 2013 included:

- Conditional Use Permit (CUP) to allow for the removal of the existing Red Dog triple chairlift and replacement with a new high-speed, detachable, six-pack chairlift.

Subsequent to the Planning Commission's approval of the Red Dog Chairlift replacement project on March 28, 2013, the applicant received approval by the Planning Commission in May of 2017, for a three-year extension of time of the March 2013 CUP approvals to August of 2020. The CUP originally had an expiration date of April 8, 2015. However, per Placer County Ordinance 5624-B, it is the policy of the County of Placer that every CUP that was approved with an expiration date of July 1, 2010 or thereafter be automatically extended for two (2) additional years from the expiration date of said permit. Therefore, the Red Dog Lift Replacement which was scheduled to expire on April 8, 2015 was extended for an automatic two additional years resulting in an expiration date of April 8, 2017. The Extension of Time application was submitted on April 5, 2017 in advance of the expiration date and in

accordance with Placer County Zoning Ordinance Section 17.58.160 Extensions of Time and approved by the Planning Commission in May of 2017.

Modified Project

The applicant and property owner, Squaw Valley Resort, LLC c/o: Squaw Valley/Alpine Meadows (SVAM), is requesting a modification to the Approved Project in order to relocate the lower chairlift terminal approximately 600 feet to the east from its current location, shifting the lift alignment. There is one minor addition to the project, a small shelter, approximately 70 square feet in size, is proposed to be constructed for the lift operator and operations of the Chairlift. The shelter would be located near the lower terminal, and would be approximately 14 feet long and five feet wide. The shelter is proposed within an area being excavated for the terminal, and would not require any additional excavation, and would be made of the same materials as the terminal. In addition, the applicant is requesting to increase the maximum chairlift capacity from the approved 2,400 persons per hour (pph) to 3,200 pph. The applicant is also requesting a Noise Exception in accordance with Section 9.36.080 of the Placer County Noise Ordinance to exceed the Noise Ordinance standard for the 1-hour period by 1.4 dBA for locations at the property line shared between the subject parcel and the Red Wolf Lodge and at several outdoor locations at the adjacent Red Wolf Lodge. A Modification to the Conditional Use Permit is requested to address these modifications.

The Modified Project site consists of two General Plan/Community Plan designations and zoning classifications. The lower terminal, operator's hut, and lift is within the General Plan/Community Plan designation of the newly adopted Village at Squaw Valley Specific Plan and the zoning classification for the site is V-FR (Village – Forest Recreation). The remainder of the Chairlift and upper terminal is within the General Plan/Community Plan of the Squaw Valley General Plan and zoning classification of FR (Forest Recreation). The Modified Project is consistent with both the General Plan/Community Plan designations and the zoning classifications and construction of ski chairlifts are a conditional use requiring approval of a Conditional Use Permit.

Approvals Required

The proposal will require an addendum to the Initial Study/Mitigated Negative Declaration approved by the Planning Commission on March 28, 2013 for the Red Dog Chairlift Replacement project (PCPA 20120215). Necessary entitlements for the Modified Project:

1. A Conditional Use Permit Modification to allow for the relocation of the Red Dog Chairlift base terminal approximately 600 feet to the east of the existing location of the Red Dog Chairlift and to increase the chairlift capacity to 3,200 skiers per hour (pph). The upper drop-off terminal remains in the previously approved location and the modification consists of relocating the lower base terminal and a portion of the chairlift lift cable and towers to meet up with the existing approved alignment.
2. Approval of the Noise Exception in accordance with Chapter 9 of the Placer County Code, Noise Ordinance Section 9.36.080.

Section A. Background

Project Description

In order to improve the recreational experience for intermediate skiers and snowboarders, provide enhanced lift access to the weather-protected slopes on Snow King Mountain, and quicken access to the Resort at Squaw Creek, the applicant is proposing to upgrade the Red Dog Chairlift to a high-speed, detachable chairlift. Specifically, the applicant is requesting approval of a Conditional Use Permit for the removal and replacement of the Red Dog Lift.

The existing Red Dog chairlift is a fixed-grip triple chairlift that operates at an hourly capacity of 1,800 skiers per hour. The lift is approximately 3,700 feet long and there are 16 towers along the line. The existing tower placement results in a line profile that includes spans of significant length and height, which compromises rider comfort.

The applicant is proposing to replace the existing Red Dog triple chairlift with a new detachable 6-person ~~chairlift~~ chairlift operating at an hourly capacity of ~~3,200 2,400 skiers~~ **3,200 persons** per hour **(pph)**. **The base terminal for the new lift would be relocated approximately 600 feet to the east of its original location which would alter the lift alignment. However, there are no location or design changes proposed to the approved upper terminal.** As a detachable lift, the new Red Dog would be more appealing to all skiers and snowboarders and would improve utilization of Snow King Mountain terrain.

The tower placement for the new Red Dog lift would be different than the existing lift. As a result, none of the existing towers and footings would be reused for the new lift. The top terminal of the new lift would be located in the same general area as the existing terminal, with potential for minor adjustments to improve skier circulation and

milling areas. **The lower terminal would be located approximately 600 feet to the east of the existing Red Dog lower terminal.**

According to information supplied by the applicant, the total disturbance area of previously-disturbed ground will be 0.76 acre, and the amount of **total disturbance area** of previously undisturbed ground ~~which will be disturbed by the project~~ will be ~~4.19~~ **5** acres. A comprehensive revegetation and restoration plan will be developed for the project, and will be supplied in conjunction with the Improvement Plans. ~~Some~~ **Best Management Practices (BMP)** and revegetation notes and details, including the composition of the "Squaw Valley Seed Mix" to be used, were provided with the Initial Project Application.

Removal of Existing Lift

For removal of the existing Red Dog terminal structures, construction equipment would utilize existing work roads to access the top and bottom terminals of the lift. The top and bottom steel terminal structures would be removed from the site by truck. Concrete footings at both terminal stations would require demolition and removal to make way for the new terminal footings, which would be located **in the same approximate location**. The earthen unload ramp at the existing lift's top terminal location, as well as the remnants from the demolished existing concrete footing, would be stockpiled on site and reused for the unload ramp of the new lift.

None of the existing intermediate line towers would be re-used for the new lift; therefore all existing towers would be removed. If necessary, and where existing work roads do not exist, construction access for removal of intermediate line towers would be by foot or by ATV (i.e., for transporting cutting torches and tools). Line towers and tower cross arms would be removed from the site by crane and truck, by excavation equipment (e.g., track-hoe excavator) over undisturbed ground, or by helicopter. Abandoned concrete tower footings would be left in place. Intermediate tower footings extend just above the ground **with** little or no backfilling required.

Removal of the existing lift would disturb approximately 14,600 square feet. Excavated material would be stabilized in accordance with the BMP measures supplied by the applicant. Excess material would be utilized for new terminals to make for a balanced project (**i.e., no off-haul of spoils will be necessary**). Disturbed areas would be revegetated immediately following construction activities. Equipment storage would be in a previously disturbed area and stabilized after construction activities.

Installation of New Lift

As a ~~6-place~~ **person** chairlift, the new Red Dog lift would have a wider gauge than the existing triple chairlift. As a result, the cleared lift line corridor would need to be approximately 15 feet wider than the existing lift corridor. Under The Trees Forestry and Environmental Services conducted a tree survey for the **Modified Project in 2017**. The tree survey indicated that ~~437~~ **349** trees fall within the proposed lift corridor and 225 of ~~the 349 trees would require removal or pruning~~. Of these **349** trees, ~~76~~ **225** (~~55~~**65**%) should be removed to promote forest health and lift safety, ~~12 (8.7%) are standing dead, and 49 (36%) are healthy trees targeted for removal or pruning~~ **and 91 are in fair condition and 33 are in good condition**.

The new lower loading terminal of the proposed lift would be located at approximately 6,230 feet in elevation (in the current general area of the bottom terminal of the existing Red Dog lift), and excavation and grading would disturb an area estimated at about 0.5 acre. The new top terminal of the proposed lift would be located at approximately 7,520 feet in elevation (at the current site of the top terminal of the existing Red Dog lift), and excavation, grading and equipment storage would disturb an area estimated at ~~approximately 0.25 acre~~ **0.5 acre**. The amount of grading at each terminal would be minimized to the extent that is practical.

The 16 existing towers on Red Dog would be removed and replaced by ~~48~~ **16** new towers in new locations. Each new tower footing would require approximately 600 square feet of ground disturbance, for a total of ~~40,800~~ **9,600** square feet or less than ~~0.25 acre~~ **0.22 acre**. **Six of these towers would be located within the lower terminal disturbance area, so the net area to be disturbed due to towers would be 6,000 square feet.**

Total area to be disturbed by the Modified Project, including removal of the existing lift towers and terminals, would be 66,100 square feet, or approximately 1.5 acres.

Construction equipment for lift installation and removal would access the top and bottom terminals of the proposed lift via existing work roads. Excavation equipment (e.g., track-hoe excavator to dig foundation holes) would access each tower location over undisturbed ground, and care would be taken to minimize disturbance to the surface soil mantle and vegetation. Where excavation equipment access is not possible, tower footing holes would be dug by hand. Excavated material would be stored onsite and used for backfill, blended with surrounding ground contours

and/or utilized for terminal stations to make for a balanced project. Excavated material would be stabilized in accordance with the measures contained in the final Construction Documents and BMP plans.

Concrete for tower and terminal footings would be hauled in by truck, or flown in and poured by helicopter where road access does not exist. Towers and cross arms would be transported and set by helicopter or by excavation equipment traveling over undisturbed ground, and by crane and truck where road access is possible. Terminal components would be transported to the site by truck, although it may be preferable in certain cases to transport some components by helicopter.

For the stabilization of exposed soils following the completion of lift tower installation, terminal foundation work and construction, and utility line installation, an approved seed mix would be spread and covered with mulch. Detailed specifications for vegetation management guidelines are detailed in the BMP and Revegetation plan which was submitted by the applicant.

New Lift Drive Equipment

The new Red Dog lift would be driven by an electric motor for primary operations and a diesel auxiliary motor for operation in the event of a power failure. The lift would also be equipped with a diesel evacuation motor that would be used in the event of a mechanical failure. All proposed new diesel motors would meet California Air Resources Board standards and the lowest emissions standards set forth by EPA for diesel motors. The hours of operation for the diesel motors would not exceed 30 hours per year, including operation for maintenance and occasional interruptions of electrical power.

Project Components Common to all portions of the Construction Project

The following project components are common to all construction activities associated with this proposed project:

- BMPs will be installed and maintained prior to, during, and after construction activities.
- Disturbed areas will be revegetated immediately following construction activities.
- Final Construction Documents will be prepared that address all mitigations.
- Equipment storage will be in a previously disturbed area and stabilized after construction activities.
- All vehicles will be fueled in the Squaw Valley parking lot and/or maintenance building.
- Prior to grading, where practical, existing topsoil resources will be removed, either by machine or by hand, and stockpiled in an area where soils storage will not cause a long-term resource impact. Also piles will be covered or otherwise stabilized for wind erosion protection.
- Subsequent to approved grading activities, cleared topsoil will be re-spread on the disturbed site, mulched, and re-seeded.
- Where ground disturbance occurs, areas will be revegetated and mulch or matting will be applied.
- Temporary erosion control measures will be utilized on disturbed sites to minimize the potential for soil erosion during construction. Soil-disturbing activities will be avoided during periods of heavy rain or wet soils.
- Erosion control blankets (e.g., coir or jute netting) may be required to aid in vegetation establishment within the project areas on slopes greater than 10 percent, or heavy mulch comprised of organic materials will be used.
- Re-seeding efforts related to the Red Dog Lift Replacement Project will utilize a native or naturalized seed-mix favoring cold tolerant plants to improve establishment and survival in the alpine climate.

The Squaw Valley 2012 Capital Projects Project replaced eight chairlifts having an aggregate hourly capacity of 11,800 skiers per hour with three chairlifts having an aggregate hourly capacity of 7,200 skiers per hour, ~~resulting in~~ (an overall decrease in capacity of 4,600 skiers per hour). ~~In combination with~~ **With the proposed Red Dog Lift Replacement Project Modification, increasing the operating capacity by 800 skiers per hour for a total reduction of 3,800 skiers per hour below the maximum allowed per the Squaw Valley General Plan. which would increase the in-operating capacity by of 600-800 skiers per hour, the overall capacity at Squaw Valley would be reduced by 4,000-3,200-3,800 skiers per hour.**

To preserve the existing Conditional Use Permit and Mitigated Negative Declaration for the Red Dog Chairlift in its original location that would have expired on April 8, 2017, the applicant applied for an Extension of Time that was approved by the Planning Commission on May 25, 2017. The Planning Commission approved the Extension of Time and a new expiration date of April 8, 2020 was established.

Since the approval of the Extension of Time, the applicant has requested a modification to the Red Dog Chairlift Conditional Use Permit to relocate the lower terminal and adjust the alignment of the Chairlift and increase the capacity from 2,400 persons per hour to 3,200 persons per hour. (Modified Project).

Comparison with Approved Project

The Modified Project would relocate the chairlift's lower terminal approximately 600 feet to the east, modifying the Chairlift's alignment and resulting in additional tree removal, the demolition of five existing on-site buildings. In addition, the Modified Project would increase the capacity of the Chairlift from the approved 2,400 skiers per hour to 3,200 skiers per hour.

Disturbance areas would increase by 0.55 acre. The original area to be disturbed was approximately 0.95 acre, and with the new project approximately 1.5 acres is anticipated to be disturbed.

Project Entitlements

The Modified Project requires approval of a Modification to the approved Conditional Use Permit to allow the lower terminal of the Chairlift to be relocated approximately 600 feet to the east of its original approved location, increase the capacity of the Chairlift, remove additional trees, and require the demolition of five existing buildings.

Environmental Analysis

An Initial Study for the approved project was prepared in February 2013. As stated above, there are some areas where the proposed Modified Project would alter the analysis found in that Initial Study. The discussion and analysis of the modified project is contained within the appropriate sections of the previously approved Mitigated Negative Declaration. Within the discussions below, the discussion and associated mitigation measures have been adjusted to reflect the modified project. Modifications are demonstrated through ~~strike through~~ text for removed text and **bold** text for newly added text. No new or substantially more severe impacts are identified in this analysis that would necessitate a supplemental Mitigated Negative Declaration or EIR.

Revisions to Mitigated Negative Declaration

Minor revisions to the Negative Declaration are necessary in support of the revised proposal under consideration. The original Mitigated Negative Declaration has been incorporated into this Addendum and modified as shown below. Text added herein is shown in **bold** and text deleted has been ~~struck through~~.

I. Aesthetics

Discussion- Items I-1,3:

As noted in the Project Description, the applicant would be removing one existing chairlift and replacing it with a new lift ~~along the same alignment~~ lift relocated approximately 600 feet to the east of its original location; therefore it ~~can be determined that~~ the proposed Chairlift is consistent with existing operations and **its** visual impacts **would be substantially similar to the already-approved chairlift**. To further lessen any potential visual impacts, a mitigation measure is included below to ensure that the terminals and towers are painted to blend with the **surrounding** natural environment ~~they surround~~. The implementation of this mitigation measure will ensure that there are no significant visual impacts.

The general visual effects would be similar to the existing lift as well as the approved replacement lift. The proposed realignment is also located in an area with a number of older maintenance buildings, chairlifts and ski facilities, and would replace an existing lift, so there would not be an increase in the number of lifts. The lower terminal would replace several one- and two-story maintenance and operations buildings, so it would not alter an area with scenic resources. The terminal would be approximately 23 feet tall, similar to the two-story buildings in the area. The proposed realignment would remove trees to accommodate the towers, terminal and lift, but the mountainside in the vicinity would remain heavily treed. In addition, because the lift alignment would angle through the forested areas, from most viewpoints there would be trees blocking views of the lift, similar to the existing lift line.

No new ski trails would be cut. The total number of towers would be reduced to 16 towers, and the approved replacement lift planned to have 18 towers. The proposed realignment would implement the visual quality mitigation measures identified in the previously adopted Mitigated Negative Declaration and the design details of the proposed Red Dog Chairlift Replacement will be further vetted through during Design Review and recommendation by the Squaw Valley Design Review Committee. Additional and/or revised Mitigation Measures are not required.

Views from Red Wolf Lodge would change as a result of the realignment, but not substantially. There are only a small number of rooms/areas that would have a view of the terminal from the Lodge. The primary views of the outdoors are from balconies on the east and west sides of the building; the Red Dog terminal would not interfere with views from those balconies. There are several windows on the third and fourth floors of the south side of the Lodge (the first floor is parking and the second floor does not have windows from the Lodge rooms on the south side). The terminal would be located east of these windows, so it would

not block views to the west or south. Views to the east would change from the existing buildings to the terminal however, the views are of a Chairlift at the base of ski hill. These views would remain consistent with a ski resort and are not a substantial impact.

There are gathering areas (e.g., seating, hot tubs) on the roof of the Lodge parking structure. Views from these areas include the preferred parking structure to the north, the parking lot and meadow to the east, and the maintenance and operations buildings and mountainside to the south. The four-story portion of the lodge blocks views to the west.

The terminal would be visible from the southern side of this roof-top, as the maintenance and operations building are at present. However, the terminal would not block the primary views, which are easterly, toward the meadow area. Further, the Lodge is situated at the base of a ski hill and it is not uncommon for the Lodge to have views of ski facilities and operations. The relocation of the Red Dog Chairlift to its proposed location will not create additional significant impacts. The existing mitigation measures will continue to ensure there are no aesthetic impacts generated from the construction of the Red Dog Chairlift in the proposed location.

Mitigation Measures- Items I-1,3:

MM I.1 To ensure there is no adverse effect on a scenic vista, the terminals and towers shall be painted to blend with the natural environment. The color of the terminals and towers shall be reviewed and approved by the Development Review Committee prior to the approval of the Improvement Plans.

Discussion- Item I-2:

The proposed new Red Dog lift would have a wider gauge than the existing triple chairlift, **and would be in a slightly different alignment.** As a result, the cleared lift line corridor ~~would need to be widened by about 15 feet,~~ **would** resulting in the removal **or pruning** of approximately ~~137~~ 349 trees. According to the **updated** arborist's report, almost ~~64~~65% of these trees were determined to be either unhealthy or standing dead and need to be removed for the health of the forest. The other 35% (~~49-124~~ trees) are healthy trees targeted for removal or pruning.

In September of 2017 a Tree Survey of the proposed alignment was prepared by Under the Trees. The updated Tree Survey evaluated the proposed alignment and identified all trees within a 60-foot corridor for the proposed alignment, however the area of disturbance will be 50 feet resulting in a conservative survey area. The total number of trees to be affected will depend on the ultimate placement of towers and heights of trees along the lift alignment. There were 137 trees within the 2013 replacement chairlift alignment corridor, of which the Arborist Report recommended removing 76 (55%) to promote forest health and lift safety. Twelve (8.7%) were standing dead, and 49 (36%) were healthy trees targeted for removal or pruning. The impacts on trees to be removed or pruned with the new alignment would be addressed through compliance with the Placer County Tree Ordinance (Mitigation Measure I.2) and Mitigation Measure IV.1 (below) that requires efforts to save trees where feasible, and the use of temporary fencing to protect trees that are to remain and that are within 50 feet of the construction area.

According to the updated Tree Survey, the proposed alignment would require removal or pruning of approximately 290 trees. However, similar to the trees within the adopted alignment, most of the trees, 225 of the 349 trees or 65%, within the proposed relocation survey area are in poor condition or dead (about 65%) and therefore recommended to be removed to promote forest health. Of the remaining trees, 91 are reported to be in fair condition and 33 are in good condition. The total number of trees to be affected will depend on the ultimate placement of towers and heights of trees along the lift alignment. In some cases, the trees slated for removal may only need to be limbed. The increase in the number of trees to be removed relative to the replacement of the Red Dog Chairlift is the result of the need to clear a new path for the new lift alignment. Trees had been removed already for the existing Red Dog Chairlift; for example much of the existing Red Dog lift travels through ski trails that have been cleared in the past.

Although the overall nature of the existing ski resort environment incorporates areas void of trees, the removal or pruning ~~49-124~~ of the healthy trees, in conjunction with the removal of the dead and/or diseased trees, may cause substantial damage to the existing scenic resources. The following mitigation measure is included to mitigate this impact.

Mitigation Measures- Item I-2:

MM I.2 The project shall comply with the Placer County Tree Preservation Ordinance.

Discussion- Item I-4:

The Project does not propose any new sources of light. To ensure that there will be no glare from the proposed Chairlift, the terminals and towers will be required to be painted with non-reflective paint.

Mitigation Measures – Item I-4:

MM I.3 To ensure there is no glare created from the proposed project, the terminals and towers of the proposed Red Dog Chairlift shall be painted with non-reflective paint.

Addendum Conclusion:

The Modified Project would remove more trees than the approved project, but for the reasons discussed above, this would not be a substantial increase. Further, the impact would remain less than significant with the implementation of the applied Mitigation Measures, specifically Mitigation Measure I.2, which requires compliance with the Placer County Tree Ordinance and Mitigation Measure IV.1, which provides protection for trees to be preserved.

III. Air Quality**Discussion- Items III-1, 2,3:**

The project is located within the Mountain County Air Basin (MCAB) portion of Placer County within the jurisdiction of the Placer County Air Pollution Control District (District). The MCAB is designated as nonattainment for federal and state ozone (O₃) standards, and nonattainment for the state particulate matter standard (PM₁₀).

OPERATIONAL EMISSIONS:

Project improvements for the lift network include the replacement of stationary source equipment with new models which will be subject to the current U.S. Environmental Protection Agency (USEPA) engine standards. Hours of operation for the proposed equipment would not exceed 30 hours per year for maintenance and would be limited to occasional involuntary interruptions of electrical power.

Any engine greater than 50 brake horsepower, any boiler that produces heat in excess of 1,000,000 Btu per hour, or any equipment or process which discharges two pounds per day or more of pollutants is subject to the District's Rule 501 and is subject to the California Health & Safety Code, Section 39013. Stationary source equipment associated with this project shall obtain approval of an Authority to Construct (AC) permit from the Placer County Air Pollution Control District (District). The new equipment should result in lower emissions compared to the continued use of existing equipment. With the implementation of Mitigation Measure III.1, the project will not generate a significant impact to regional air quality, as the related operational emissions would be mitigated below the District's criteria pollutant threshold. Operation of the project will, therefore, not result in a significant obstruction to the Sacramento Ozone Attainment Plan.

Because existing stationary source equipment cannot be relocated without the consent of the District, the project will be required to obtain written consent to relocate any Chairlift engines or motors from the District, prior to construction.

CONSTRUCTION-RELATED EMISSIONS:

Construction of the project will include on-site improvements which may result in short-term diesel exhaust emissions from on-site heavy-duty equipment and would generate diesel PM emissions from the use of off-road diesel equipment required for site grading. In order to reduce construction related air emissions, associated grading plans shall list the District's Rules and State Regulations. A Dust Control Plan shall be submitted to the District for approval prior to the commencement of earth disturbing activities demonstrating all proposed measures to reduce air pollutant emissions. With the implementation of Mitigation Measures III.2 through III.12, including submittal of a dust control plan and notes on the grading/improvement plans, construction related emissions would not result in a cumulatively considerable net increase of any non-attainment criteria or violate air quality standards or substantially contribute to existing air quality violations.

The construction phases and improvements are essentially the same as those of the approved Red Dog Chairlift and the proposed relocation would implement the adopted Mitigation Measures. Project construction is anticipated to occur in 2019 or 2020. There would be three phases: 1) site preparation (tree removal, vegetation clearing, grading), 2) installation of the new lift; and, 3) removal of the old lift (it is anticipated that the lift removal would occur concurrently with site preparation and/or lift installation). Construction would begin as soon as snow melt and be completed in the fall of the same year.

The construction emissions would be similar to the adopted alignment. The area to be disturbed would be larger; approximately 1.5 acres disturbance is proposed compared to 0.95 acre for an increase of 0.55 acre. The increased grading amount is still relatively small and would not generate substantial air emissions. The duration of grading would be similar to the replacement project. Approximately two to four weeks are estimated to be required for grading activities. A total of 1,650 cubic yards would be cut and 450 cubic yards would be filled. The amount of cut and fill would be less than estimated for the approved replacement project: 1,700 cubic yard of cut and 725 cubic yards of fill was required therefore the Modified Project would reduce the impact of cuts and fills further reducing any potential impacts associated with construction.

The estimated amount of vegetation to be removed, based on the tree survey, would be approximately 1,066 cubic yards. Of these, approximately 640 cubic yards would be used to make lumber, and 426 cubic yards would be chipped on site or transported to an appropriate recycling site or, if such site is not available, a licensed site, as required by Mitigation Measure III.2.

Mitigation Measures- Items III-1,2,3:

MM III.1 Stationary source equipment associated with this project shall obtain approval of an Authority to Construct (AC) permit from the Placer County Air Pollution Control District. Any engine greater than 50 brake horsepower, any boiler that produces heat in excess of 1,000,000 Btu per hour, or any equipment or process which discharge 2 pounds per day or more of pollutants are subject to the District's Rule 501 and are subject to the California Health & Safety Code, Section 39013. Existing equipment shall not be relocated or continued to be used without the consent of the District.

MM III.2 Prior to approval of Grading or Improvement Plans, (whichever occurs first), the applicant shall submit a Construction Emission / Dust Control Plan to the Placer County APCD. (To download the form go to www.placer.ca.gov/apcd and click on [Dust Control Requirements](#)). If APCD does not respond within twenty (20) days of the plan being accepted as complete, the plan shall be considered approved. The applicant shall provide written evidence, provided by APCD, to the local jurisdiction (city or county) that the plan has been submitted to APCD. It is the responsibility of the applicant to deliver the approved plan to the local jurisdiction. The applicant shall not break ground prior to receiving APCD approval, of the Construction Emission / Dust Control Plan, and delivering that approval to the local jurisdiction issuing the permit.

MM III.3

1. In order to control dust, operational watering trucks shall be on site during construction hours. In addition, dry, mechanical sweeping is prohibited. Watering of a construction site shall be carried out in compliance with all pertinent APCD rules (or as required by ordinance within each local jurisdiction).
2. Include the following standard note on the Improvement/Grading Plan: The prime contractor shall be responsible for keeping adjacent public thoroughfares clean of silt, dirt, mud, and debris, and shall "wet broom" the streets (or use another method to control dust as approved by the individual jurisdiction) if silt, dirt, mud or debris is carried over to adjacent public thoroughfares.
3. Include the following standard note on the Improvement/Grading Plan: The contractor shall apply water or use other method to control dust impacts offsite. Construction vehicles leaving the site shall be cleaned to prevent dust, silt, mud, and dirt from being released or tracked off-site.

MM III.4 Include the following standard note on the Improvement/Grading Plan: During construction, traffic speeds on all unpaved surfaces shall be limited to 15 miles per hour or less.

MM III.5 Include the following standard note on the Improvement/Grading Plan: The prime contractor shall suspend all grading operations when wind speeds (including instantaneous gusts) are excessive and dust is impacting adjacent properties.

MM III.6 Include the following standard note on the Improvement/Grading Plan: In order to minimize wind driven dust during construction, the prime contractor shall apply methods such as surface stabilization, establishment of a vegetative cover, paving, (or use another method to control dust as approved by the individual jurisdiction).

MM III.7 Include the following standard note on the Improvement/Grading Plan: The contractor shall suspend all grading operations when fugitive dust exceeds Placer County APCD Rule 228 (Fugitive Dust) limitations. The prime contractor shall be responsible for having an individual who is CARB-certified to perform Visible Emissions Evaluations (VEE). This individual shall evaluate compliance with Rule 228 on a weekly basis. It is to be noted that fugitive dust is not to exceed 40% opacity and not go beyond the property boundary at any time. Lime or other drying agents utilized to dry out wet grading areas shall not exceed Placer County APCD Rule 228 Fugitive Dust

limitations. Operators of vehicles and equipment found to exceed opacity limits will be notified by APCD and the equipment must be repaired within 72 hours.

MM III.8 Include the following standard note on the Improvement/Grading Plan: Construction equipment exhaust emissions shall not exceed Placer County APCD Rule 202 Visible Emission limitations. Operators of vehicles and equipment found to exceed opacity limits are to be immediately notified by APCD to cease operations and the equipment must be repaired within 72 hours.

MM III.9 Include the following standard note on the Improvement/Grading Plan: A person shall not discharge into the atmosphere volatile organic compounds (VOC's) caused by the use or manufacture of Cutback or Emulsified asphalts for paving, road construction or road maintenance, unless such manufacture or use complies with the provisions of Rule 217.

MM III.10 Include the following standard note on the Improvement/Grading Plan: During construction the contractor shall utilize existing power sources (e.g., power poles) or clean fuel (i.e. gasoline, biodiesel, natural gas) generators rather than temporary diesel power generators.

MM III.11 Include the following standard note on the Improvement/Grading Plan: During construction, the contractor shall minimize idling time to a maximum of 5 minutes for all diesel powered equipment.

MM III.12 Include the following standard note on the Improvement/Grading Plan: During construction, no open burning of removed vegetation shall be allowed unless permitted by the PCAPCD. All removed vegetative material shall be either chipped on site or taken to an appropriate recycling site, or if a site is not available, a licensed disposal site.

Discussion- Items III-4,5:

The project includes minor grading operations which would result in short-term diesel exhaust emissions from on-site heavy-duty equipment and would generate diesel particulate matter (PM) emissions from the use of off-road diesel equipment required for site grading. Operational emissions resulting from the stationary source equipment would be located at a distance from public areas. Because of the dispersive properties of diesel PM and proposed distances from the stationary source equipment from public areas, TAC emissions would not expose sensitive receptors to substantial pollutant concentrations and therefore would have a less than significant effect. Since the back-up diesel generators would only be utilized during power outages, and during annual maintenance, the project would not emit odor emissions which would affect a substantial number of people.

Operational emissions sources would be identical to the approved Red Dog Chairlift replacement project. The direct drive will be powered by electricity. A back-up generator would be used only during power outages. An Authority to Construct permit would be obtained for the generator prior to installation.

No mitigation measures are required.

Addendum Conclusion:

The potential impacts to Air Quality are similar to the original approved project and the Mitigation Measures will continue to ensure there are no Air Quality significant impacts generated from the modified project.

IV. Biological Resources

Discussion- Items IV-1,2,7:

An arborist's report prepared in ~~July of 2012~~ **September of 2017** by Kevin Whitlock of Under the Trees, Forestry and Environmental Services, identified that approximately ~~6465% (88 225 trees)~~ of the ~~437 349~~ trees within the project area are unhealthy or are standing dead, and should be removed to promote forest health and lift safety. **Of the trees to be removed, 124 were rated fair or good. Another 35% (or 49 trees) may need to be trimmed and/or removed to allow for the implementation of the proposed project.** The species include white fir, red fir, mountain hemlock, western white pine, sierra juniper and Jeffery pine. As is currently required by the Placer County Code, any impacts to trees will need to be mitigated in accordance with Placer County Tree Preservation Ordinance requirements. Mitigation measures are noted below which address impacts to trees.

A Biological Resources Evaluation was conducted on the project site from ~~June 1 through July 11 of 2012~~ **in September of 2017** by Marcus H. Bole & Associates. Although several special status plant and wildlife species could potentially occur in the project area, none were observed within the 45-acre Biological Study Area. **The 2017 survey of the proposed realignment identified two California Native Plant Society (CNPS) plant species that**

were not identified in the 2012 survey of the replacement lift corridor: threetip sagebrush and parsnip flowered buckwheat. Neither of these plants have State or Federal listing status. Threetip sagebrush has a California Rare Plant Rank (CRPR) of 2B.3, indicating that it is rare, threatened or endangered in California. However, no towers or terminals would be placed where the threetip sagebrush plants are located, therefore there would be no significant impact with the construction of the Red Dog Chairlift construction in its proposed relocation. The parsnip flowered buckwheat has a CRPR rank of 4.3, indicating that it is of a limited distribution or infrequent throughout a broader area in California. These plants are not considered rare from a statewide perspective, although the CPRP recommends monitoring, per the Marcus Bole and Associates report prepared in January of 2017. With both the approved replacement project and the proposed modified project, approximately ten (10) parsnip flowered buckwheat plants were identified. However, because the parsnip flowered buckwheat has a low rank on the CPRP, and is not State- or Federally-listed species, the loss of ten (10) plants would not be considered a significant impact. Therefore, the existing mitigation measures are adequate to ensure there are no impacts to the biological resources identified.

Based on the survey results and the developed nature of the property, the likelihood of special status wildlife species occurring on the site is low because the site area is currently developed with ski runs. To preserve potential wildlife habitat, construction fencing will be utilized to protect certain areas.

As is typical with any project involving construction and disturbance, nesting raptors and migratory birds could potentially be affected, if present during tree removal. Therefore, to ensure there are no impacts to nesting raptors or migratory birds, mitigation measures are warranted.

Mitigation Measures- Items IV-1,2,7:

Refer to text in MM I.2

MM IV.1 The Improvement Plans shall include a note and show placement of Temporary Construction Fencing: The applicant shall install a four (4) foot tall, brightly colored (usually yellow or orange), synthetic mesh material fence (or an equivalent approved by the Development Review Committee (DRC) at the following locations prior to any construction equipment being moved on-site or any construction activities taking place:

1. Adjacent to any and all waters of the U.S. or wetland riparian habitats that are within 50 feet of any proposed construction activity;
2. Outside the critical root zone (typically defined as the “drip-line”, or the area directly below the branches of the tree) of all trees to remain which are within 50 feet of any grading, road improvements, underground utilities, or other development activity.
3. Efforts should be made to save trees where feasible. Any encroachment within the critical root zones of trees to be saved must first be approved by the Development Review Committee (DRC). Temporary fencing shall not be altered during construction without written approval of the DRC. No grading, clearing, storage of equipment or machinery, etc., may occur until a representative of the DRC has inspected and approved all temporary construction fencing.

MM IV.2 The Improvement Plans shall include a note that includes the wording of this mitigation/condition of approval:

Prior to any grading or tree removal activities, a focused survey for raptor nests shall be conducted by a qualified biologist during the raptor nesting season (March 1 – September 1). A report summarizing the survey shall be provided to Placer County and the California Department of Fish and ~~Wildlife Game~~ (CDFW) within 30 days of the completed survey. If an active raptor nest is identified, appropriate mitigation measures shall be developed and implemented in consultation with ~~CDFG~~ CDFW. If construction is proposed to take place between March 1st and September 1st, no construction activity or tree removal shall occur within 500 feet of any active nest (or greater distance, as determined by the ~~CDFG~~ CDFW. Construction activities may only resume after a follow-up survey has been conducted and a report prepared by a qualified raptor biologist indicating that the nest(s) are no longer active, and that no new nests have been identified. A follow-up survey shall be conducted two (2) months following the initial survey, if the initial survey occurs between March 1st and July 1st. Additional follow-up surveys may be required by the Development Review Committee, based on the recommendations in the raptor study and/or as recommended by the ~~CDFG~~ CDFW. Temporary construction fencing and signage as described herein shall be installed at a minimum 500 foot radius around trees containing active nests. If all project construction occurs between September 1st and March 1st no raptor surveys will be required. Trees removed by the project in accordance with Mitigation Measure MM I.2, which contain stick nests, may only be removed between September 1st and March 1st.

Discussion- Items IV-4,5:

Marcus H. Bole & Associates (MHBA) conducted biological and botanical surveys and a draft wetland delineation of the project site. Based upon on-site evaluations, wetlands are present. ~~Based on the draft wetland delineation (to be verified by the USCOE), approximately 0.08 acres of waters of the U.S., and 0.21 acres of wetland riparian habitat could be affected during tower/terminal replacement and upgrades.~~ **In January of 2017, a Biological Evaluation Report was prepared by Marcus Bole and Associates for the relocated Red Dog Chairlift. The report concluded that the ephemeral drainages that characterize the Red Dog Biological Study Area (BSA) do not support wetland habitats due to the steep slopes. Where the drainages flow through level areas there is a small amount of mountain alder and willow. The delineation survey found approximately 0.048 acre of Waters of the United States (WOUS) and approximately 0.09 acre of wetland riparian habitat. The placement of the new towers will be planned to avoid these seasonal wetland habitats to the extent possible. Although the placement of the new towers will be planned to avoid these areas, the Mitigation Measures IV.3 and IV.4 originally applied to the previously approved project, below, would apply in the event that the project tower locations change and avoidance is not possible.**

In addition to the Biological Evaluation Report prepared by Marcus Bole and Associates, a wetland delineation of the proposed new location for the lower terminal of the Red Dog Chairlift was conducted by Salix Consulting, Inc. in September of 2018. The evaluation concluded that a constructed wetland swale, fed by a nearby wetland seep, flows across the open area near the lower terminal, into a concrete lined channel, and into a storm drain under the large parking lot. It was determined that the swale supports wetland plant species (sedges, rushes and grasses, primarily) and a few willow that are continuously being pruned to ground level.

Currently the open area is used in both winter by skiers and employees, and in summer by kids' camps, general pedestrian use and vehicular traffic. Two steel plates are laid across the swale for vehicles and foot traffic. The swale is impacted on a continuous basis by everyday utilization of this area. Vegetation growing in the channel is mostly kept to a minimal height to allow passage. The proposed lower terminal will be constructed adjacent to the swale, not in it. Therefore, the project will not affect the swale as the placement of the aforementioned steel plates laid over the swale area will ensure the swale is protected during construction. After construction, there would be no change in existing conditions or operations associated with the proposed project. Standard Best Management Practices (BMPs) will be utilized during construction in order to protect the water quality of the swale. During the ski season, snow cover will protect the swale by acting as a barrier and capping it, thus preventing intrusion.

The most vulnerable time for the swale is in spring and early summer after snowmelt, and when flows are highest. During summer and fall, flows are lower to nonexistent and there is less potential for negative impact on water quality. The proposed project would not affect the swale during these periods. For the reasons discussed above, it was determined by Salix Consulting, Inc. that construction of the proposed lower terminal will have minimal effect on the already compromised wetland swale.

Mitigation Measures- Items IV-4,5:

MM IV.3 Prior to approval of improvement plans and the issuance of any grading and/or building permits for the Red Dog Chairlift, the applicant shall avoid and/or relocate the proposed towers outside of the designated wetland areas. If avoidance of the designated wetland areas is not feasible, the applicant shall provide a detailed description as to why avoidance is not attainable and calculate the total impacts to wetlands, based on a grading plan and a verified wetland delineation. Prior to Improvement Plan approval or issuance of a Building Permit, it will be necessary to implement one of the following mitigation measures to ensure no net loss in wetland habitat:

1. Provide written evidence of payment that compensatory habitat has been established through the purchase of mitigation credits at a County-qualified wetland mitigation bank. Evidence of payment shall describe the amount and type of habitat purchased at the bank site. The amount of money required to purchase credits shall be equal to the amount necessary to replace wetland or riparian habitat acreage. Evidence of payment shall describe the amount and type of habitat purchased at the bank site and resource values including compensation for temporal loss. The total amount of habitat to be replaced shall be equal to the amount of wetland habitat which would result in degradation or loss of the habitat. Evidence of payment, which describes the amount and type of habitat purchased at the bank site, must be provided to the County prior to issuance of Improvement Plan; or
2. Construct wetland and/or riparian habitat in an off-site location acceptable to Placer County and any State or Federal resource agency with jurisdiction over the habitat. A wetland/riparian mitigation plan shall be reviewed and approved by Placer County and any affected State or Federal resource agency prior to initiation of construction of any compensatory habitat; or

3. Provide a combination of mitigation bank credit purchase and off-site construction as outlined above.

MM IV.4 If project impacts to waters of the U.S. are unavoidable, the applicant will be required to obtain a Section 404 Permit through the United States Army Corps of Engineers, a Section 401 Water Quality Certification through the Regional Water Quality Control Board, and/or a 1602 Streambed Alteration Agreement through the California Department of Fish and Game. Prior to approval of Improvement Plans and the issuance of any grading and/or building permits for the Red Dog Chairlift, the applicant shall provide evidence that either the wetlands will be avoided, or shall provide the required permits from the various agencies. No mitigation measures are required.

Addendum Conclusion:

As concluded by the updated Biological Evaluation Report and Wetland Evaluation, the impacts on these resources would be the same under either the existing alignment or the proposed realignment location. Therefore, Mitigation Measures IV.1 – IV.4, which address potential project impacts to trees, wildlife, plant species, habitats, wetlands, etc. during project construction, would reduce the potential impact of the proposed realignment to a less-than-significant level.

Similar to the replacement along the existing alignment, the construction along the proposed realignment could disturb nesting birds, but this effect would be fully mitigated by requiring preconstruction nesting surveys, and restricting construction activities in the vicinity of active nests, if any are present as required by Mitigation Measure IV.2 of the original Mitigated Negative Declaration.

V. Cultural Resources

Discussion- All Items:

Neither a records search conducted by the North Central Information Center, consultation with tribal representatives, consultation with the Native American Heritage Commission, nor a pedestrian survey of the proposed project area in June of 2012 by Sean Michael Jensen, M.A., identified any prehistoric sites or artifacts, traditional use areas, sacred land listings, or historical cultural resources within, adjacent or close to the project area. No unique paleontological resource or geologic features have been identified on the site.

The proposed relocation of the Red Dog Chairlift would result in the removal of six existing buildings. These buildings, equating to approximately 13,375 square feet, are currently used for race services, ski patrol, dispatch, grooming and lockers, etc. These operations can and will be absorbed within existing space owned by the Squaw Valley Resort. Based on an inventory of skier service space prepared for the VSVSP, there are over 91,000 square feet of skier services, including the buildings that would be displaced by the relocated Red Dog Chairlift lower terminal. Much of this space is underutilized and/or can be made more efficient with minor interior remodeling. No new structures will be constructed to house the displaced operations. All of the buildings proposed for removal were constructed in the 1970's and therefore, have no relationship with the 1960 Olympics or other historic events in the Valley. Two of the buildings (currently housing dispatch and the ski team locker room and ski patrol) were constructed in 1970, two in 1975 and two in 1976. The VSVSP EIR analyzed the loss of these buildings and did not find that they were historic. At the time that historic analysis was prepared, all of the buildings were less than 45 years old. Because two buildings were constructed in 1970, the Placer County Department of Museums reviewed these buildings for their historic significance and further confirmed that these buildings do not have any historic significance. Specifically, per a November 8, 2018 Memorandum Ralph Gibson of Placer County confirmed that the buildings do not meet the criteria for the National Register of Historic Places and therefore, the project will not affect an historic property.

The existing Red Dog Chairlift was installed in 1989 and therefore, is less than 50 years old and it has been determined that it does not have any historic significance.

In June of 2012, an Archaeological Inventory Survey was performed by Sean Michael Jensen, M.A.. This survey was conducted as a larger and independent project which analyzed the forest health of the larger area. This survey did however, encompass the project area for the Red Dog Chairlift Replacement Project. That study encompassed the area that includes the realigned Red Dog Chairlift, and similar to the existing alignment, no archaeological resources were observed. The lower terminal area was also surveyed with the review and processing of the Environmental Impact Report for the Village at Squaw Valley Specific Plan

(VSPSP), and no archaeological resources were found (per the review and evaluation by Susan Lindstrom, Ph.D. in January 2012).

Although no known resources were identified in the vicinity of the project site, there may be undiscovered resources on the site that could be unearthed during development activities. The following mitigation measure would reduce this impact to a less-than-significant level by ensuring that any discovered resources are treated appropriately.

Mitigation Measures- All Items:

MM V.1 If any archaeological artifacts, exotic rock (non-native) or unusual amounts of shell or bone are uncovered during any on-site construction activities, all work must stop immediately in the area and a certified archaeologist retained to evaluate the deposit in consultation with the Washoe Tribe. The Placer County Planning Services Division and Department of Museums must also be contacted for review of the archaeological find(s).

If the discovery consists of human remains, the Placer County Corner, Native American Heritage Commission and the Washoe Tribe must also be contacted. Work in the area may only proceed after authorization is granted by the Placer County Planning Services Division. A note to this effect shall be provided on the Improvement Plans for the project.

Following a review of the new find and consultation with appropriate experts, if necessary, the authority to proceed may be accompanied by the addition of development requirements, which provide protection of the site, and/or additional mitigation measures necessary to address the unique or sensitive nature of the site.

With the inclusion of this standard **Mitigation Measure and** Condition of Approval, any potential cultural resources issues would be reduced to less than significant issues.

Addendum Conclusion:

The impacts on these resources would be the same under either the existing alignment or the proposed relocation. Therefore, Mitigation Measure V.1, which addresses discovery of unexpected cultural resources during project construction, would reduce the potential impact of the proposed realignment to a less-than-significant level.

VI. Geology & Soils

Discussion- Items VI-2, 5,6:

This project proposes to replace the existing triple chairlift with a high-speed detachable 6-place **pack** chairlift ~~in the same alignment and relocate the lower terminal approximately 600 feet to the east of its current existing location, and increase the capacity from the approved 2,400 skiers per hour to 3,200 skiers per hour.~~ The towers for the new Red Dog lift would be different than the existing towers. As a result, none of the existing towers and footings would be re-used for the new lift. **Abandoned concrete tower footings extend just above the ground and would be left in place.**

The top ~~and bottom~~ terminals of the new lift will be located in the same general area as the existing terminals, with potential minor adjustments **and additional grading. The location of the lower terminal is proposed within the vicinity of the maintenance yard, approximately 600 feet east of the current location. The new location is close to the existing Ski Team building and the site of the old base terminal for the prior Red Dog lift, used during the 1970's – 1980's (which was replaced by the existing Red Dog Chairlift in its current location).**

There is one minor addition to the project, a small shelter, approximately 70 square feet in size, is proposed to be constructed for the lift operator and operations of the Chairlift. The shelter would be located near the lower terminal, and would be approximately 14 feet long and five feet wide. The shelter is proposed within an area being excavated for the terminal, and would not require any additional excavation, and would be made of the same materials as the terminal.

To construct the improvements proposed, potentially significant disruption of soils on-site will occur, including excavation/compaction for the new top and bottom terminals and ~~18~~ **16** new towers. According to the site plan, the total area to be disturbed is approximately ~~42,788 sf or just under 1 acre~~ **66,100 square feet or approximately 1.5 acres.** The disruption of the soil increases the risk of erosion and creates a potential for contamination of storm runoff with disturbed sediment or other pollutants introduced through typical grading practices. In addition, this soil disruption has the potential to modify the existing on- and off- site drainage ways by transporting sediment from the disturbed area into local drainage ways. Discharge of concentrated runoff after construction could also contribute to these impacts in the long-term. Erosion potential and water quality impacts are always present and occur when soils are disturbed and protective vegetative cover is removed. It is primarily the shaping of tower and terminal pads that would be responsible for accelerating erosion and degrading water quality. The project would increase the potential for erosion impacts without appropriate mitigation measures.

The area to be disturbed under the proposed realignment would be relatively small, similar to the adopted replacement lift. Specifically, the proposed project is expected to disturb approximately 1.5 acres compared to the 0.95 acre of the original realignment resulting in a difference of approximately 0.55 acre more than the original realignment project. The soil and geologic conditions of the proposed relocation would be identical or similar to the adopted alignment, so the potential for soil displacement, compaction, erosion and related impacts would be the same, and would be reduced to a less-than-significant level by the continued incorporation of Mitigation Measures VI.1 through VI.10 and IX.1 through IX.5, which require standard measures to minimize erosion, protect water quality, and ensure that appropriate Best Management Practices are used during construction.

The project's impact due to disruptions, displacements, compaction or overcrowding of the soil as well as erosion of soils from the site can be mitigated to a less than significant level by implementing the following mitigation measures:

Mitigation Measures- Items VI-2, 5,6:

MM VI.1 The applicant shall prepare and submit Improvement Plans, specifications and cost estimates (per the requirements of Section II of the Land Development Manual [LDM] that are in effect at the time of submittal) to the Engineering and Surveying Department (ESD) for review and approval. The plans shall show all conditions for the project as well as pertinent topographical features both on and off site. All existing and proposed utilities and easements, on site and adjacent to the project, which may be affected by planned construction, shall be shown on the plans. The applicant shall pay plan check and inspection with the 1st Improvement Plan submittal. (NOTE: Prior to plan approval, all applicable recording and reproduction cost shall be paid). The cost of the above-noted facilities shall be included in the estimates used to determine these fees. It is the applicant's responsibility to obtain all required agency signatures on the plans and to secure department approvals. If the Design/Site Review process and/or Development Review Committee (DRC) review is required as a condition of approval for the project, said review process shall be completed prior to submittal of Improvement Plans. Record drawings shall be prepared and signed by a California Registered Civil Engineer at the applicant's expense and shall be submitted to the ESD in both hard copy and electronic versions in a format to be approved by the ESD prior to acceptance by the County of site improvements.

Prior to the County's final acceptance of the project's improvements, submit to the Engineering and Surveying Department two copies of the Record Drawings in digital format (on compact disc or other acceptable media) in accordance with the latest version of the Placer County Digital Plan and Map Standards along with two blackline hardcopies (black print on bond paper) and two PDF copies. The digital format is to allow integration with Placer County's Geographic Information System (GIS). The final approved blackline hardcopy Record Drawings will be the official document of record.

MM VI.2 The Improvement Plans shall show all proposed grading, drainage improvements, vegetation and tree removal and all work shall conform to provisions of the County Grading Ordinance (Ref. Article 15.48, Placer County Code) and Stormwater Quality Ordinance (Ref. Article 8.28, Placer County Code) that are in effect at the time of submittal. No grading, clearing, or tree disturbance shall occur until the Improvement Plans are approved and all temporary construction fencing has been installed and inspected by a member of the Development Review Committee (DRC). All cut/fill slopes shall be at a maximum of 2:1 (horizontal: vertical) unless a soils report supports a steeper slope and the Engineering and Surveying Department (ESD) concurs with said recommendation. Fill slopes shall not exceed 1.5:1 (horizontal: vertical)

The applicant shall revegetate all disturbed areas. Revegetation, undertaken from April 1 to October 1, shall include regular watering to ensure adequate growth. A winterization plan shall be provided with project Improvement Plans. It is the applicant's responsibility to ensure proper installation and maintenance of erosion control/winterization before, during, and after project construction. Soil stockpiling or borrow areas, shall have proper erosion control measures applied for the duration of the construction as specified in the Improvement Plans. Provide for erosion control where roadside drainage is off of the pavement, to the satisfaction of the Engineering and Surveying Department (ESD).

The applicant shall submit to the ESD a letter of credit or cash deposit in the amount of 110 percent of an approved engineer's estimate for winterization and permanent erosion control work prior to Improvement Plan approval to guarantee protection against erosion and improper grading practices. Upon the County's acceptance of improvements, and satisfactory completion of a one-year maintenance period, unused portions of said deposit shall be refunded to the project applicant or authorized agent.

If, at any time during construction, a field review by County personnel indicates a significant deviation from the proposed grading shown on the Improvement Plans, specifically with regard to slope heights, slope ratios, erosion control, winterization, tree disturbance, and/or pad elevations and configurations, the plans shall be reviewed by the DRC/ESD for a determination of substantial conformance to the project approvals prior to any further work proceeding. Failure of the DRC/ESD to make a determination of substantial conformance may serve as grounds for the revocation/modification of the project approval by the appropriate hearing body.

MM VI.3 Appropriate BMPs (Best Management Practices) for stormwater quality and erosion control shall be installed and maintained as necessary for the protection of the local watersheds. Water quality treatment facilities/Best Management Practices (BMPs) shall be designed according to the guidance of the California Stormwater Quality Association Stormwater Best Management Practice Handbooks for Construction, for New Development / Redevelopment, and for Industrial and Commercial (or other similar source as approved by the Engineering and Surveying Department (ESD)).

Construction (temporary) BMPs for the project include, but are not limited to: silt fencing, straw wattles, diversion dikes, tree protection fencing, dust control and other miscellaneous provisions as shown on the BMP plan.

MM VI.4 There shall be no grading or other disturbance of ground between October 15 of any year and May 1 of the following year, unless a Variance has been granted by the RWQCB and the Placer County ESD.

MM VI.5 All grading operations shall occur after snow has melted and when conditions are dry.

MM VI.6 Truck routes are to be located across existing logging roads.

MM VI.7 After completion of a construction project, all surplus or waste earthen materials shall be removed from the site and deposited in an approved disposal location or stabilized onsite.

MM VI.8 Dewatering, if necessary, shall be completed in a manner so as to eliminate the discharge of earthen materials from the site.

MM VI.9 Prior to Improvement Plan approval, submit Proof of Contract with a State licensed contractor if blasting is required for the installation of site improvements. The developer shall comply with applicable County Ordinances that relate to blasting and use only State licensed contractors to conduct these operations.

MM VI.10 The Improvement Plan submittal shall include a geotechnical engineering report produced by a California Registered Civil Engineer or Geotechnical Engineer. The report shall address and make recommendations on the following:

- A) Structural foundations
- B) Grading practices;
- C) Erosion/winterization;
- D) Special problems discovered on-site, (i.e., groundwater, expansive/unstable soils, etc.)
- E) Slope stability

Once approved by the Engineering and Surveying Department (ESD), two copies of the final report shall be provided to the ESD and one copy to the Building Services Division for its use. If the soils report indicates the presence of critically expansive or other soils problems that, if not corrected, could lead to structural defects, a certification of completion of the requirements of the soils report shall be required for subdivisions, prior to approval of the Improvement Plans. It is the responsibility of the developer to provide for engineering inspection and certification that earthwork has been performed in conformity with recommendations contained in the report.

Addendum Conclusion:

The area to be disturbed under the proposed realignment would be relatively small, similar to the approved replacement lift. The soil and geologic conditions of the proposed relocation would be identical or similar to the approved alignment, so the potential for soil displacement, compaction, erosion and related impacts would be the same, and would be reduced to a less-than-significant level by the continued incorporation of Mitigation Measures VI.1 through VI.10 and IX.1 through IX.5, which require standard measures to minimize erosion, protect water quality, and ensure that appropriate Best Management Practices are used during construction.

IX. Hydrology & Water Quality

Discussion- Item IX-1:

Potable water will not be required or used by this project, so this project will not rely on groundwater wells as a potable water source. Therefore, the project will not violate water quality standards with respect to potable water.

Discussion- Item IX-2:

This project will not utilize groundwater and will not create an impermeable surface. Therefore, the project will not substantially deplete groundwater supplies or interfere with groundwater recharge.

Discussion- Item IX-3:

The proposed project involves approximately ~~0.98~~ **1.5** acres of earth disturbance. The project site is located on generally north facing slopes within the ski area and slopes **within the watershed for the most part generally range from 25% to 75%**~~range from 10% to 30%~~. The affected areas are within already disturbed and natural terrain that is currently used for ski runs. The drainage courses within the site consist of intermittent drainage swales. A preliminary drainage report was prepared for the proposed project (Gary Davis Group, August 2012) **and updated in August 2018 by JK Architecture Engineering. According to the 2018 is report, there are four separate drainage areas each tributary to separate points of discharge downstream of the project area and each of which encompass a portion of the lift alignment delineated on the Drainage Area Map in Appendix B of the 2018 Preliminary Drainage Report by JK Architecture Engineering. The report further stated that the project is not proposing any improvements that would alter the existing drainage conditions and that the primary purpose of the report's evaluation was to identify any potential problems with the existing drainage conditions that could be addressed with the project. The report concluded that the proposed project does not alter drainages or shed areas. In addition, impacts due to vegetation removal for the lift terminals and towers are mitigated through revegetation as detailed in the Best Management Plans Practices (BMPs) developed for the project.** ~~the~~ The proposed improvements will restore the terrain to pre-project or better condition in terms of vegetative cover and infiltration capacity and drainage patterns will not be altered. **The area to be disturbed under the proposed realignment would be relatively small, similar to the adopted replacement lift. Specifically, the proposed project expects to disturb approximately 1.5 acres compared to the 0.95 acre of the original realignment resulting in a difference of approximately 0.55 acre more than the original lift replacement project.** Therefore, this impact is less than significant. No mitigation measures are required.

Discussion- Item IX-4:

The proposed project would replace the existing lift with a new lift ~~in the same alignment~~. The 16 existing towers would be removed. A preliminary drainage report was prepared for the proposed project (Gary Davis Group, August 2012) **and updated in 2018 by JK Architecture Engineering.** Because of the nature of the terrain, peak storm events have numerous overland release paths and flows discharge rapidly down the mountain. Runoff is conveyed by the intermittent mountainous swales. Infiltration trenches are proposed to be installed around the roof drip lines of the new terminals. The Preliminary Drainage Report shows that the proposed improvements do not increase flows under post-developed conditions. As a result, any potential impacts resulting from increases in the amount and rate of runoff are considered to be less than significant. No mitigation measures are required.

Discussion- Items IX-5,6:

The construction of the proposed improvements has the potential to degrade water quality. Stormwater runoff naturally contains numerous constituents; however, urbanization and urban activities including development and redevelopment typically increase constituent concentrations to levels that potentially impact water quality. Pollutants associated with stormwater include (but are not limited to) sediment, nutrients, oils/greases, etc. The proposed urban type development has the potential to result in the generation of new dry-weather runoff containing said pollutants and also has the potential to increase the concentration and/or total load of said pollutants in wet weather stormwater runoff. **The drainage conditions of the proposed relocation would be identical or similar to the adopted alignment, the proposed project does not alter drainages or shed areas and the impacts due to vegetation removal for the lift terminals and towers in the proposed location will continue to be mitigated and impacts would be reduced to a less-than-significant level by the continued incorporation of Mitigation Measures VI.1 through VI.10 and IX.1 through IX.5, which require standard measures to minimize erosion, protect water quality, and ensure that appropriate Best Management Practices are used during construction.** The proposed project's impacts associated with water quality can be mitigated to a less than significant level by implementing the following mitigation measures:

Mitigation Measures- Items IX-5,6:

Refer to text in MM VI.1, MM VI.2

MM IX.1 Water quality treatment facilities (BMPs) shall be designed according to the guidance of the California Stormwater Quality Association Stormwater Best Management Practice Handbooks for Construction, for New Development / Redevelopment, and for Industrial and Commercial (or other similar source as approved by the Engineering and Surveying Department (ESD)). BMPs shall be designed at a minimum in accordance with the Placer County Guidance Document for Volume and Flow-Based Sizing of Permanent Post-Construction Best Management Practices for Stormwater Quality Protection. Post-development (permanent) BMPs for the project include, but are not limited to:

- A) Drip line trenches and infiltration trenches.
- B) Soil Stabilization and revegetation of disturbed areas.

No water quality facility construction shall be permitted within any identified wetlands area, floodplain, or right-of-way, except as authorized by project approvals.

MM IX.2 The following BMPs shall be listed in the Notes section on the Improvement Plans and constructed/installed as a part of the project:

- Protecting existing vegetation onsite to the extent feasible (e.g., installing tree protection fencing during construction).
- Graveling construction entrances to minimize tracking of earthen material to adjoining streets.
- Installing erosion control fencing and vegetation protection on the down slopes of terminal grading activities.
- Installing dikes to divert sheet flow from newly disturbed areas until revegetation can be completed and the ground stabilized.
- Covering bale sumps with straw to detain and filter runoff in channel sections during construction.
- Installing permanent water quality features, such as water breaks, a rock-lined swale, and revegetation of ski trails and disturbed areas to treat and convey runoff.
- Disposing of excess excavated materials at appropriate disposal sites.

MM IX.3 The following specific construction practices shall be listed in the Notes section on the Improvement Plans and implemented as follows:

- Maintain all construction equipment to prevent oil or other fluid leaks.
- Keep stockpiled spill cleanup materials readily accessible.
- Regularly inspect on-site vehicles and equipment for leaks, and repair immediately.
- Check incoming vehicles and equipment (including delivery and employee and subcontractor vehicles) for leaking oil and fluids. Do not allow leaking vehicles or equipment on-site.
- Segregate and recycle wastes, such as greases, used oil or filters, antifreeze, cleaning solutions, automotive batteries, hydraulic, and transmission fluids.
- Always use containment, such as drip pan or drop cloth, to catch spills or leaks when removing or changing fluids.
- Use drip pans for any oil or fluid changes.
- Wet and dry building materials with the potential to pollute runoff shall be handled and delivered with care and stored under cover and/or surrounded by berms and sediment protection fencing when rain is forecast or during wet weather.
- Employees and subcontractors shall be trained in proper material delivery, handling, and storage practices.
- Purchase, transport to site, and use only the amount needed for the work on-site.
- When possible, purchase and use non-hazardous and environmentally friendly materials.
- Label and store all hazardous materials according to local, state and federal regulations.
- The contractor shall dispose of all construction waste at a legal disposal site in accordance with Placer County Specifications.
- Avoid mixing excess amounts of fresh concrete or cement mortar on-site.
- Filter fabric fencing or a combination of straw rolls/filter fabric fencing shall be used to contain concrete washout areas. Concrete washout areas should be located within a building or roadway footprint, if possible, to minimize disturbance to the project site.
- Store dry and wet materials away from waterways and storm drains; cover and contain to protect from rainfall and prevent runoff.

MM IX.4 Runoff from impervious areas shall be limited to roof runoff at the new lift terminals. This runoff shall be treated to Lahontan RWQCB standards by infiltration trenches. These trenches shall be sized in the final drainage report based on actual impervious areas.

MM IX.5 Prepare and submit with the project Improvement Plans, a drainage report in conformance with the requirements of Section 5 of the Land Development Manual and the Placer County Storm Water Management

Manual that are in effect at the time of submittal, to the Engineering and Surveying Division for review and approval. The report shall be prepared by a Registered Civil Engineer and shall, at a minimum, include: A written text addressing existing conditions, the effects of the improvements, all appropriate calculations, a watershed map, increases in downstream flows, proposed on- and offsite improvements and drainage easements to accommodate flows from the project. The report shall identify water quality protection features and methods to be used both during construction and for long-term post-construction water quality protection. "Best Management Practice" measures shall be provided to reduce erosion, water quality degradation, and prevent the discharge of pollutants to stormwater to the maximum extent practicable.

Discussion- Item IX-7:

The project will not utilize groundwater or otherwise interfere with groundwater supply. Therefore the project will not otherwise substantially degrade ground water quality.

Discussion- Items IX-8, 9, 10:

The project site is not within a 100-year flood hazard area as defined and mapped by the Federal Emergency Management Agency (FEMA). No improvements are proposed within a 100-year flood hazard area and no flood flows would be impeded or redirected. The project location is elevated well above areas that are subject to flooding, and therefore there are no impacts due to exposing people or structures to a significant risk or loss, injury, or death, including flooding as a result or failure of a levee or dam. Therefore, there is no impact.

Discussion- Item IX-11:

The project will not utilize groundwater. Therefore the project will not alter the direction or rate of flow of groundwater.

Discussion- Item IX-12:

The project area is located in Squaw Valley and drainage from the project area eventually flows into Squaw Creek. Soil disruption has the potential to increase siltation of Squaw Creek. Most project area drainage is by sheet flow, which is interrupted by downed timber, pine needle duff, and rock outcroppings. Therefore, existing drainage is primarily infiltrated into soil. The project's potential impacts to surface water quality can be mitigated to a less than significant level by implementing applicable Placer County General Plan and Squaw Valley General Plan Goals and Policies as well as the following mitigation measures:

Mitigation Measures- Item IX-12:

Refer to text in MM VI.1, MM VI.2, MM IX.1, MM IX.2, MM IX.3, MM IX.4, MM IX.5

Addendum Conclusion:

The drainage conditions of the proposed relocation would be identical or similar to the adopted alignment, the proposed project does not alter drainages or shed areas and the impacts due to vegetation removal for the lift terminals and towers in the proposed location will continue to be mitigated and impacts would be reduced to a less-than-significant level by the continued incorporation of Mitigation Measures VI.1 through VI.10 and IX.1 through IX.5, which require standard measures to minimize erosion, protect water quality, and ensure that appropriate Best Management Practices are used during construction.

XII. Noise

Discussion – Item X-1

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Exposure of persons to or generation of noise levels in excess of standards established in the local General Plan, Community Plan or noise ordinance, or applicable standards of other agencies? (PLN)			<u>X</u>	X
2. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? (PLN)				X

Discussion- Items XII-1,2,4,5:

The project site is situated within the existing Squaw Valley ski resort area, and the project area is already utilized

for skiing purposes. The existing sources of noise in this vicinity include the noise from chairlift operations and the noise from skiers and snowboarders. The daily operations of the project **would increase noise levels in the project vicinity; however, for the reasons discussed below, there would not be a** ~~will not exceed the existing noise thresholds and will not result in any~~ substantial permanent increase in ambient noise levels.

The Red Dog Chairlift is proposed to be relocated approximately 600 feet to the east from its original location and the drive motor size increased to allow for the increased capacity. This new placement would locate the bottom terminal within approximately 55 feet of the south edge of the Red Wolf Lodge condominiums. An Environmental Noise Assessment was prepared by Saxelby Acoustics in September of 2018 and a subsequent memorandum in March of 2019. Saxelby Acoustics determined that the relocation of the lower terminal and the increased motor size would exceed the one-hour average or Leq at the property line and at several locations at the adjacent Red Wolf Lodge. The increase capacity of 3,200 pph versus 2,400 pph would require a drive motor that is ten percent (10%) greater/more powerful than the motor approved for 2,400 pph. As a result, cumulatively with the relocation and the upgraded motor, the Red Dog Chairlift would exceed the Noise Ordinance's standard for the 1-hour period by 1.4 dBA.

The Saxelby Assessment concluded that the noise levels of the Chairlift are predicted to comply with the County General Plan Noise Element standards of 45 dBA Ldn (interior) and standards for 24-hour: 65 dBA Ldn (exterior). The Assessment also concluded that the County Noise Ordinance standard for maximum noise levels (70 dBA Lmax) during daytime (7:00 a.m. to 10:00 p.m.) would not be exceeded. However, the 1-hour (Leq) noise level would exceed the applicable standard of ambient noise + 5 dBA, or 58 dBA Leq by 4 dBA at the property line between the ski resort and the Red Wolf Lodge. The outdoor roof recreation area, and the third floor location of the southernmost set of east facing patio/balconies of the Red Wolf Lodge would be exposed to exterior noise levels that exceed the applicable Noise Ordinance standard by 1.4 dBA. However, only a small number of units would be affected by this noise level, and only at their exterior locations. The exterior of the building on the south end, closest to the proposed terminal, would be subject to noise levels of approximately 58 to 60 dBA Leq. On the west side, there are four units with windows facing this direction. None of these units have outdoor spaces on the southern side. Noise levels at the third floor balconies on the eastern side of the building would be approximately 59 dBA Leq, or one (1) dB over the standard. The outdoor recreation area on the south side of the lodge would also have noise levels of approximately 59 dBA Leq. Noise levels at the balconies and recreation areas on the north side would be approximately 56 dBA Leq or less, and therefore, within the applicable standards. Project noise would be generated only during lift operations, typically from 9 AM to 4 PM in the winter during ski season (except for occasional maintenance periods in the summer/fall), and the interior noise levels would be well below the applicable 45 dBA Ldn noise levels, so the noise would not disrupt sleep or other indoor activities. Per Saxelby Acoustics, 1.4 dBA is generally considered to be an imperceptible difference to the human ear. Furthermore, outdoor areas of the Red Wolf Lodge are generally used less in the winter time when the Red Dog Chairlift would be in operation.

The General Plan goal regarding noise is to protect County residents from the harmful or annoying effects of exposure to excessive noise. Similarly, the intent of the Noise Ordinance is to ensure that people have an "environment free from unnecessary, offensive and excessive sound and vibration that may jeopardize their health or welfare or safety or degrade the quality of life" and to "prohibit unnecessary, excessive and offensive sounds." Article 9.36.060 of the County Code allows for exceptions to the noise ordinance standards if the applicant can show to the county, or his or her designee that immediate compliance with the requirements of Article 9.36.060 would not result in a hazardous condition or nuisance, and strict compliance would be unreasonable due to the circumstances of the requested exception. Where this can be shown, a permit to allow exception from the provisions contained in all or a portion of this article may be issued.

In summary, the outdoor use areas of the adjacent Red Wolf Lodge condominiums would be exposed to exterior noise levels exceeding the applicable Noise Ordinance standard by 1.4 dBA. It is the opinion of the noise consultant, Saxelby Acoustics that a 1.4 dBA change is generally considered to be imperceptible to the human ear. Reducing lift noise levels would require shielding by tall noise barriers and would likely not be effective at second and third floor elevations. Further, the construction of the tall noise barriers would preclude ski-in/ski-out access to the new location of the Red Dog Chairlift from the Red Wolf Lodge residential units. Even if noise reduction measures could be employed, achieving a 1.4 dBA noise reduction would not be perceptible. Further, the components of new lifts are generally quieter than older lifts. For example, the lower terminal would be powered by a direct drive, which according to the manufacturer is 15 to 40 dB quieter than conventional drives. Therefore, considering the magnitude of the noise exceedance,

the fact that the proposed lift would only operate during daytime hours, and because the noise generated from the ski lift is typical of wintertime noise environment of an established ski resort, no noise reduction measures are recommended. Further, noise associated with lift operation would not create a substantial disturbance or nuisance and/or other substantial adverse effects on nearby sensitive receptors. Therefore, it would not result in a substantial increase in noise levels. Nevertheless, because the noise levels would exceed the Noise Ordinance standard for Leq, an exception is required from the County, as allowed in Article 9.36.060 of the County Code.

Discussion- Items 3:

Construction of the proposed project will temporarily increase ambient noise levels in the immediate area. However, this impact is considered to be temporary and less than significant. The following standard note will be required on Grading Plans and will reduce any potential impact from construction noise to less than significant:

Construction noise emanating from any construction activities for which a Grading Permit is required is prohibited on Sundays and Federal Holidays, and shall only occur:

- A) Monday through Friday, 6:00 am to 8:00 pm (during daylight savings)*
- B) Monday through Friday, 7:00 am to 8:00 pm (during standard time)*
- C) Saturdays, 8:00 am to 6:00 pm*

In addition, temporary signs 4 feet x 4 feet shall be located near the lower terminal construction area of the project, as determined by the Development Review Committee, depicting the above construction hour limitations. Said signs shall include a toll free public information phone number where surrounding residents can report violations and the owner/builder will respond and resolve noise violations.

No mitigation measures are required for construction noise.

Addendum Conclusion:

The relocation of the lower terminal of the Red Dog Chairlift and the larger drive necessary to accommodate the increased lift capacity will result in exceedance of the one-hour average or Leq at the property line and at several outdoor locations at the adjacent Red Wolf Lodge. The project would exceed the Placer County Noise Ordinance standards for the 1-hour period by 1.4 dBA. However, based on the expert opinion of the Noise Consultant, an increase of this magnitude is typically considered imperceptible and would not be disruptive or harmful, and would not result in a significant noise impact; therefore no mitigation is warranted. Nevertheless, because the noise levels would exceed the Noise Ordinance standard for Leq, the applicant will be required to file for an exception.

XIV. Public Services

Discussion- All Items:

The proposed project, when combined with the Squaw Valley 2012 Capital Projects, will actually result in a decrease in the overall capacity at Squaw Valley by ~~4,000~~ 3,200 skiers per hour. Therefore, the proposed project will not result in additional demand for any public services.

The increased capacity of the Red Dog Chairlift will not result in additional demand for public services in that the capacity will continue to be below the maximum allowed capacity of 17,500 people per day. The Squaw Valley General Plan Land Use Ordinance (SVGPLUO) state that "The plan allows growth in Squaw Valley to reach a seasonal peak, overnight residential population of 11-12,000; maximum skier capacity would be 17,500 people per day." Further, the proposed project is not proposing to add a new lift to the mountain, rather, an existing lift is proposed to be replaced, relocated with increased capacity. The increased capacity remains within the allowed capacity of the SVGPLUO and no significant impacts are identified to public services with this increased capacity resulting in no need for mitigation.

Addendum Conclusion:

The Modified Project would increase the capacity beyond the approved project, but for the reasons discussed above, this would not be a substantial increase and would not exceed the allowed capacity of skiers per hour contained within the Squaw Valley General Plan.

Cumulative Analysis - Mandatory Findings of Significance:

Section E of the 2015 IS/MND addressed mandatory findings of significance associated with the Approved Project. The Approved Project was found to have impacts on aesthetics, air quality, biological resources, cultural resources, geology and soils, and hydrology and water quality.

The Modified Project would develop a similar Chairlift 600 feet east of its current location within the existing ski resort on a similar footprint of its current site and would be subject to similar environmental conditions. No new resources would be subject to impacts and no increase in effects would occur. The issues addressed under the heading "Mandatory Findings of Significance" are discussed throughout the IS/MND. Mitigation measures will be implemented where appropriate, thereby reducing impacts resulting from the Modified Project to a less than significant level.

The 2012 IS/MND identified potentially cumulative impacts. As discussed throughout this Addendum, many of the impacts of the proposed relocation of the Red Dog Chairlift would be the same or very similar to the approved Red Dog Chairlift replacement. Where those impacts would vary, the difference would not be enough to result in a new considerable contribution to cumulative effects resulting from other projects in Squaw Valley, such as the VSVSP and the Base-to-Base Gondola Project. For example, the proposed relocation would disturb approximately one-half acre more land than the approved chairlift replacement project. The resulting impacts such as increased dust and erosion, would be temporary, and would result in little or no change in air or water quality due to the mitigation measures required for dust and erosion controls.

Under cumulative conditions, the area to the north of the proposed lower terminal location would be altered by the development of the VSVSP. The Timberline Twister is proposed to be located to the northeast of the lower terminal. Both of these projects may be visible from certain locations (e.g., the roof of Red Wolf Lodge), but they would be consistent with the visual context of a ski resort, and would not interfere with scenic views of the mountains to the west or the meadow to the east. To the extent that this area can be seen from surrounding roadways, under cumulative conditions new buildings of the VSVSP would obscure those views.

The proposed relocation would increase the number of trees that would be removed. Other projects within Squaw Valley would also remove trees. For example, the Base-to-Base Gondola is estimated to remove 28 to 104 trees, depending on the Alternative selected (some trees are located within Alpine Meadows rather than Squaw Valley). The Timberline Twister would remove approximately 284 trees (only 40 percent of which are healthy), and the Palisades project would remove approximately 600 trees. The Olympic Valley is composed of almost 5,000 acres, much of it forested. The cumulative projects would remove a portion of the trees in their immediate project areas, which represent a small portion of the total area. Even with cumulative development, most of the forest in the immediate vicinity of proposed lift realignment and within the Valley as a whole would be left intact and, in some case, would experience improved growth within the forest through removal of unhealthy trees. For these reasons, the cumulative loss of trees would not be significant.

Further, per applicant discussions with avalanche expert Larry Heywood, in June of 2018, the development of both the Red Dog Chairlift project and the Timberline Twister would both remove trees from an area in proximity to avalanche paths. However, even when considered together, the two projects would not alter or increase avalanche potential.

Potential impacts for air quality, biology, geology, and hydrology, were identified as less-than significant after implementation of Mitigation Measure III.1 that addressed potential cumulative impacts related to construction and operation emissions; and, Mitigation Measures VI.1, VI.2, VI.3 IX.1, IX.2, and IX.3 addressed potential cumulative impacts related to water quality. Other potential cumulative impacts were not identified and, therefore, were not found to combine with impacts from other projects.

The revised project would not cause any significant cumulative impacts to the following topical issues:

Air Quality. The Modified Project does not exceed Placer County Air Pollution Control District cumulative thresholds.

Biological Resources. The potential biological resource impacts discussed are site-specific, and will not make a cumulatively considerable contribution to cumulative impacts.

Geology and Soils. Seismic and soil conditions are site-specific, and will not contribute to cumulative impacts.

Greenhouse Gas Emissions. Emissions for greenhouse gases from both construction and operation of the Modified Project are below thresholds.

Hazards and Hazardous Materials. All hazards discussed are site specific, and will not contribute to cumulative impacts.

Hydrology and Water Quality. The Modified Project will provide low impact development features to infiltrate and reduce stormwater runoff in accordance with the California Stormwater Quality Association Stormwater Best Management Practice Handbooks for Construction, for New Development/Redevelopment, and for Industrial and Commercial and in conformance with the applicable requirements of the Land Development Manual and the Placer County Storm Water Management Manual. Stormwater will be treated before leaving the site so there are no significant cumulative impacts related to hydrology and water quality.

Land Use and Planning. The Modified Project in combination with any development activity in the vicinity would not induce growth, because the project alone would not induce growth.

Noise. The Modified Project would result in an increased noise impact. However, the noise increase of 1.4 dBA is inaudible and there are no mitigation measures required to address the increase nor any mitigation that would result in a noticeable difference.

Public Services. The Modified Project would not make any significant demands on public services, and would not make a cumulatively considerable contribution to cumulative impacts to public services.

Recreation. The Modified Project would result in an incremental increase in demand for public recreation facilities and there would be a similar contribution to cumulative impacts as the Approved Project.

Utilities and Service Systems. The Modified Project would have less than significant or no impacts to public utilities, it would have no cumulatively considerable contribution to a cumulative impact.

Transportation and Traffic. The cumulative traffic impacts associated with the identified land use and zoning on this property, of which both the Approved Project and the Modified Project are consistent, were identified with the Squaw Valley General Plan Land Use and Zoning Ordinance and Final EIR. The Modified Project would not make a cumulatively considerable contribution to cumulative impacts to transportation and traffic.

Summary of Additional and/or Revised Mitigation Measures

Implementation of mitigation measures discussed in the 2012 IS/MND as modified in this document would ensure that effects associated with the Modified Project would be less-than-significant. For those environmental effects of the project not subject to specific mitigations, standard County construction standards and practices will ensure no additional impacts will occur.

There are no new mitigation measures required for the Modified Project.

Environmental Conclusion

In accordance with CEQA Guidelines Section 15164, an addendum to a negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.

Under Section 15162, the lead agency shall prepare a subsequent EIR or negative declaration if there are any new significant environmental effects associated with the revised project. The adopted 2012 Initial Study/Mitigated Negative Declaration evaluated the environmental impacts that might reasonably be anticipated to result from the implementation of the project. This Addendum was prepared to evaluate the environmental impacts that may result from the revised project as described above and confirm whether any new significant impacts or a substantial increase in the severity of previously identified impacts would result from the revised project.

The Modified Project, as described and analyzed above, does not result in new or substantially more severe significant effects or the need for new mitigation measures as compared to those studied in the 2012 IS/MND. Mitigation Measures identified in the 2012 IS/MND that remain applicable to the Modified Project are included in this Addendum. In all cases these revised mitigation measures reflect measures that are equal to, or better than, the mitigation measures identified in the 2012 IS/MND.

Based on the proposed revised project description, the environmental review prepared for the 2012 Initial Study/Mitigated Negative Declaration, and the analysis provided in this addendum, the County has concluded that the proposed revised project would not result in any new significant impacts not previously disclosed in the Mitigated Negative Declaration nor would it result in a substantial increase in the magnitude of any significant environmental impact previously identified in the 2012 IS/MND.

The Addendum need not be circulated for public review; however, the addendum must be considered by the decision making body prior to making a decision on the project.

Prepared by:

Date:

Placer County Community Development/Resource Agency
Environmental Coordination Services
3091 County Center Drive
Auburn, California 95603
530.745.3132

email: cdraecs@placer.ca.gov

Attachments:

One: Initial Study Checklist
Two: Mitigation Monitoring Program
Three: Red Dog Conditional Use Permit 2012 IS/MND

All referenced documentation is available for Public Review at the Community Development/Resource Agency building, 3091 County Center Drive, Auburn.

RED DOG LIFT REPLACEMENT

ENVIRONMENTAL QUESTIONNAIRE - PRELIMINARY PLAN

STANDARD NOTES			
<div><div>HORIZONTAL DATUM</div><div>LOCAL GROUND COORDINATES WITH TIES TO NAD83.</div></div> <div><div>VERTICAL DATUM</div><div>NGVD29</div><div>EXISTING CONTOURS SHOWN BASED ON AERIAL MAPPING PROVIDED BY ANDREGG GEOMATICS (14080AER-Squaw.dwg). UNLESS NOTED OTHERWISE.</div></div> <div><div>RECORD DRAWINGS NOTE</div><div>ALL INFORMATION SHOWN ON THESE PLANS HAS BEEN PREPARED BY, OR UNDER DIRECTION OF, THE UNDERSIGNED ENGINEER. ADJUSTMENTS MADE IN THE FIELD DURING CONSTRUCTION ARE INCLUDED HEREIN AND ARE BASED UPON FIELD OBSERVATIONS MADE UNDER THE DIRECTIONS OF OR BY THE UNDERSIGNED AND/OR INFORMATION RECEIVED FROM THE PROJECT OWNER, PROJECT CONTRACTORS AND PUBLIC AGENCIES WHEN THE ENGINEER IS ADVISED IN WRITING OF SUCH CHANGE. THE ENGINEER PREPARING THESE PLANS WILL NOT BE RESPONSIBLE FOR, OR LIABLE FOR, CHANGES TO THESE PLANS NOT AUTHORIZED BY THE ENGINEER.</div></div>			
<div><div>INSTRUCTIONS TO CONTRACTORS</div><div>48 HOUR NOTICE REQUIRED PRIOR TO COMMENCING WORK</div><div>BEFORE COMMENCING WORK, ALL PLANS, SCHEDULES, AND PROGRAMS MUST BE SUBMITTED AND APPROVED IN CONFORMANCE WITH THE REQUIREMENTS OF SECTION 7-1.01E, 7-1.01G AND 8-1.04 OF THE PLACER COUNTY GENERAL SPECIFICATIONS DATED AUGUST 2005, AND THE STATE OF CALIFORNIA STANDARD SPECIFICATIONS DATED MAY 2010. BEFORE COMMENCING WORK, THE CONTRACTOR SHALL NOTIFY THE PLACER COUNTY DEPARTMENT OF ENGINEERING & SURVEYING, CONSTRUCTION DIVISION 48 HOURS IN ADVANCE OF THE TIME OF COMMENCEMENT. CALL AUBURN (530) 745-7588, LAKE TAHOE (530) 581-6227.</div></div>			
<div><div>GENERAL PERMIT FOR CONSTRUCTION ACTIVITIES (STATE W.Q.C.B)</div><div>AS REQUIRED BY STATE WATER QUALITY CONTROL BOARD, PROJECT WILL ESTABLISH COVERAGE UNDER THE "GENERAL PERMIT FOR CONSTRUCTION ACTIVITIES". IN ORDER TO OBTAIN COVERAGE, PROJECTS "LEGALLY RESPONSIBLE PERSON" (LRP) WILL FILE ALL "PERMIT REGISTRATION DOCUMENTS" (PRDs) REQUIRED VIA STATE WATER BOARDS "STORMWATER MULTI APPLICATION & REPORT TRACKING SYSTEM (SMARTS)" WEBSITE.</div><div>PER PERMIT, PERMIT REGISTRATION DOCUMENTS (PRDs) REQUIRED TO BE SUBMITTED <u>ANYTIME</u> PRIOR TO CONSTRUCTION. FEE SHALL BE MAILED <u>7 DAYS</u> BEFORE CONSTRUCTION.</div><div>PROJECT LRP = LANDOWNER</div><div>PRDs INCLUDE: 1) NOTICE OF INTENT (NOI) 2) RISK ASSESSMENT 3) SITE MAP 4) STORM WATER POLLUTION PREVENTION PLAN (SWPPP) - PREPARED BY STATE CERTIFIED QUALIFIED SWPPP DEVELOPER (QSD) 5) POST CONTRUCTION CALCULATIONS 6) SIGNED CERTIFICATION STATEMENT 7) FEE</div><div>NOTICE OF TERMINATION (N.O.T.): CONTRACTOR/OWNER/ETC. ARE MADE AWARE AN N.O.T. WILL ONLY BE APPROVED AND GRANTED BY THE REGIONAL WATER QUALITY CONTROL BOARD (I.E. LAHONTAN). N.O.T. WILL BE GRANTED ONCE ALL IMPROVEMENTS ARE IN PLACE. ALL EQUIPMENT/MATERIALS ARE REMOVED FROM SITE AND SITE OBTAINS FINAL STABILIZATION MEASURES. FINAL STABILIZATION MEASURES INCLUDES AT A MINIMUM 70% ESTABLISHED PERMANENT VEGETATIVE COVER WHEN COMPARED TO PRE-PROJECT VEGETATIVE COVER. RECOMMEND PHOTO AND/OR VIDEO DOCUMENTATION ON PRE-PROJECT CONDITIONS.</div></div>			
<div><div>SCOPE OF WORK</div><div>THIS PROJECT PROPOSES REMOVAL AND REPLACEMENT THE EXISTING RED DOG LIFT AT SQUAW VALLEY RESORT. THIS WILL INCLUDE CONSTRUCTING A NEW LOWER TERMINAL, UPPER TERMINAL, NEW LIFT TOWERS, ASSOCIATED GRADING, TREE REMOVAL, BUILDING DEMOLITION, AND BMP MEASURES.</div></div>			

PROJECT DIRECTORY		LOCATION MAP (SCALE: 1"=1000')		VACINITY MAP (NOT TO SCALE)																																																																		
<div><div>DEVELOPER/OWNER</div><div>SQUAW VALLEY RESORT LLC 1960 SQUAW VALLEY ROAD OLYMPIC VALLEY, CA 96146 530.452.7150 CONTACT: CASEY BLANN</div><div>ENVIRONMENTAL CONSULTANT</div><div>ADRIENNE GRAHAM 4453 OXFORD DRIVE SUITE 200 AUBURN, CA 95604 916.206.0135</div><div>SKI AREA PLANNER</div><div>SEAN SOUTH SALT LAKE CITY, UT 84117 801.944.2594 CONTACT: CHRIS CUSHING</div><div>CIVIL</div><div>JK ARCHITECTURE & ENGINEERING 166 RIVER ROAD TAHOE CITY, CA 96145 530.583.9222 CONTACT: JASON DHUY</div><div>SURVEY</div><div>ANDREGG GEOMATICS 12313 SOARING WAY, STE 1D TRUCKEE, CA 96161 530.550.2255 CONTACT: MIKE FARRAUTO</div><div>LIFT MANUFACTURER</div><div>LEITNER-POMA 2746 SEEBER DRIVE GRAND JUNCTION, CO 81506 970.241.4442 CONTACT: JON MAUCH</div></div>																																																																						
<div><div>PROJECT STATISTICS</div><table><tr><th>Towers (ea)</th><th>Disturbance Area (s/lea)</th><th>Total Disturbance (sf)</th><th>Cut (ea)</th><th>Total Cut</th><th>Total Fill</th><th>Tree Removal</th></tr><tr><td>LOWER TERMINAL (REMOVE)</td><td>-</td><td>-</td><td>13,000</td><td></td><td></td><td></td></tr><tr><td>LOWER TERMINAL (NEW)</td><td>-</td><td>-</td><td>23,500</td><td>700</td><td></td><td></td></tr><tr><td>UPPER TERMINAL (REMOVE/REPLACE)</td><td>-</td><td>-</td><td>22,000</td><td>450</td><td>450</td><td></td></tr><tr><td>REMOVE EXISTING TOWERS</td><td>16</td><td>100</td><td>1,600</td><td></td><td></td><td></td></tr><tr><td>NEW TOWERS (WITHIN TERMINAL SITE AREA)</td><td>6</td><td>0</td><td>0</td><td>0</td><td></td><td></td></tr><tr><td>NEW TOWERS</td><td>10</td><td>600</td><td>6,000</td><td>50</td><td>500</td><td></td></tr><tr><td>TREE REMOVAL</td><td></td><td></td><td></td><td></td><td></td><td>290</td></tr><tr><td colspan="2">PROJECTED TOTAL</td><td>66,100</td><td></td><td>1,650</td><td>450</td><td>290</td></tr></table></div>				Towers (ea)	Disturbance Area (s/lea)	Total Disturbance (sf)	Cut (ea)	Total Cut	Total Fill	Tree Removal	LOWER TERMINAL (REMOVE)	-	-	13,000				LOWER TERMINAL (NEW)	-	-	23,500	700			UPPER TERMINAL (REMOVE/REPLACE)	-	-	22,000	450	450		REMOVE EXISTING TOWERS	16	100	1,600				NEW TOWERS (WITHIN TERMINAL SITE AREA)	6	0	0	0			NEW TOWERS	10	600	6,000	50	500		TREE REMOVAL						290	PROJECTED TOTAL		66,100		1,650	450	290	<div><div>SHEET INDEX</div><div>CIVIL</div><div>C1.0</div><div>C2.0</div><div>C2.1</div><div>C3.0</div><div>C4.0</div><div>C4.1</div><div>TITLE SHEET</div><div>PLAN & PROFILE STA. 0+00 TO 20+00</div><div>PLAN & PROFILE STA. 20+00 TO 32+12</div><div>TERMINAL AREA GRADING</div><div>CONSTRUCTION DETAILS</div><div>EROSION CONTROL DETAILS</div></div>		<div><div>DFF - 1528</div><div>PCPA - 20120215</div><div>SEAL</div></div>	
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NEW TOWERS	10	600	6,000	50	500																																																																	
TREE REMOVAL						290																																																																
PROJECTED TOTAL		66,100		1,650	450	290																																																																
<div><div>PRELIMINARY NOT FOR CONSTRUCTION REVIEW</div><div>PROJECT SQUAW VALLEY RESORT LLC RED DOG LIFT REPLACEMENT</div><div>DRAWING TITLE DRAWN BY CHECKED BY PROJECT NO. DATE DRAWING NO.</div><div>CMS 17-250 @DATE DEC 2015</div><div>CMS</div><div>C1.0</div></div>																																																																						

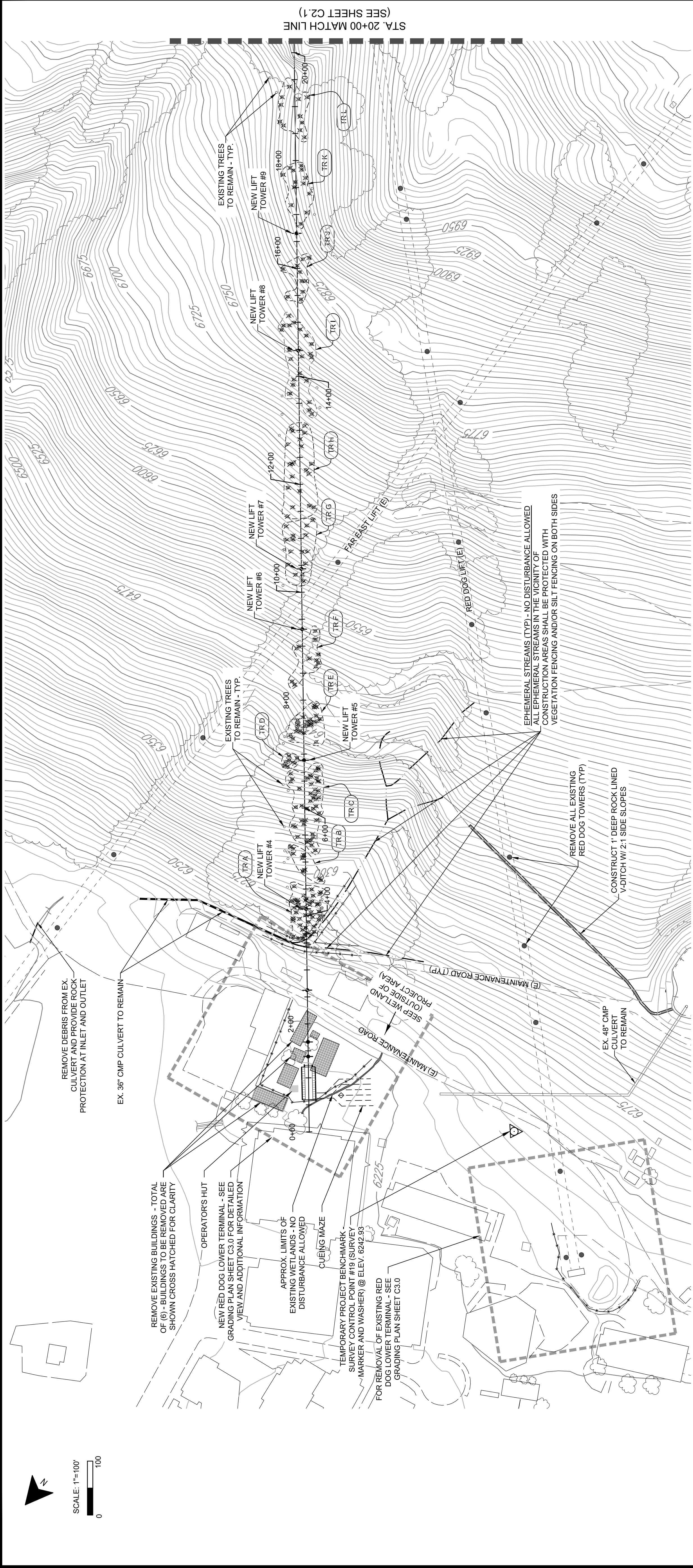
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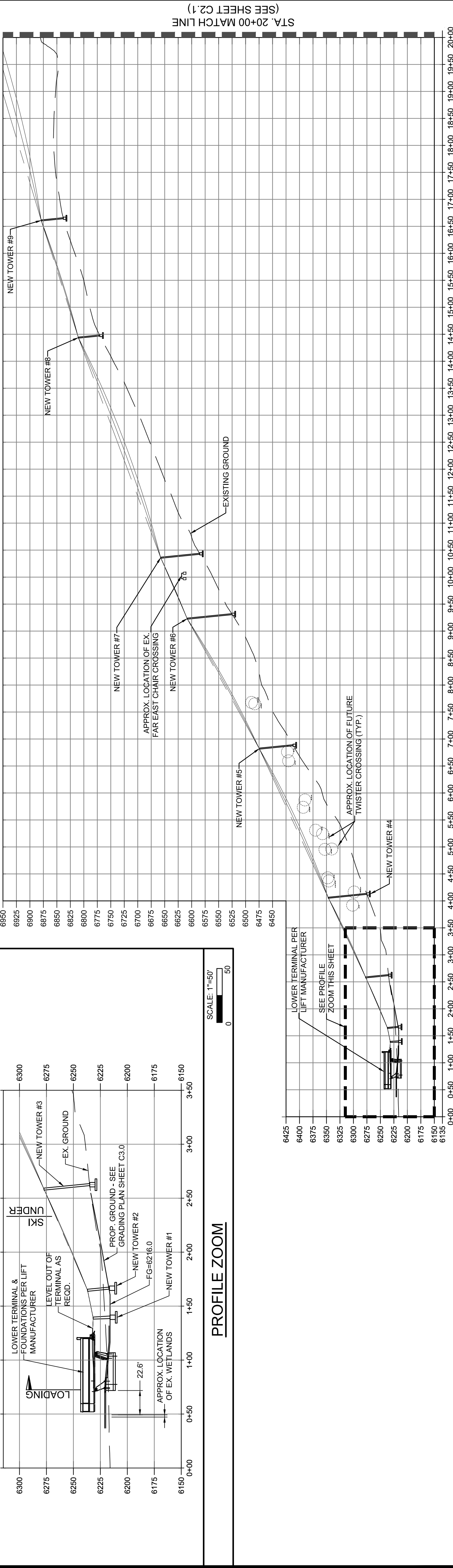
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- X

CLUSTERS OF TREES TO BE REMOVED - SEE TABLE BELOW

TREE REMOVAL TABLE - WITHIN 50' WIDE CHAIRLIFT PATH			
TREE CLUSTER AREA	TREE NUMBERS PER TREE SURVEY REPORT	TOTAL TREES	
TR A	585-586, 592-594, 603-612, 624-630, 634-636, 638-645, 649-659	44	
TR B	36-40, 42, 583-584, 587-588	10	
TR C	44-48, 442-448, 479-480, 493-495, 497-513, 522, 551-555, 558-560	43	
TR D	433-441, 514	10	
TR E	399-416, 418-424, 427	26	
TR F	323-324, 354, 2601-2610	13	
TR G	2612-2618, 2620-2622, 2628, 2630	16	
TR H	2629, 2631-2644, 2646-2650	20	
TR I	2652, 2654-2655, 2657-2661, 2663-2676	22	
TR J	2677-2686	10	
TR K	2687-2693, 2691-2695, 2698-2700, 2729-2730	13	
TR L	2731-2734, 2736-2739, 2741-2744	12	
TR L	TOTAL	239	



PLAN



PROFILE

SCALE: 1"=100'

SEAL

PRELIMINARY
NOT FOR
CONSTRUCTION

REVIEW

PROJECT

SQUAW VALLEY RESORT LLC

RED DOG
LIFT REPLACEMENT

DRAWING TITLE

PLAN & PROFILE
STA. 0+00 TO 20+00

NO. DATE ISSUE

DRAWN BY

CMS

CHECKED BY

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PROJECT NO.

17-250

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DEC 2018

DRAWING NO.

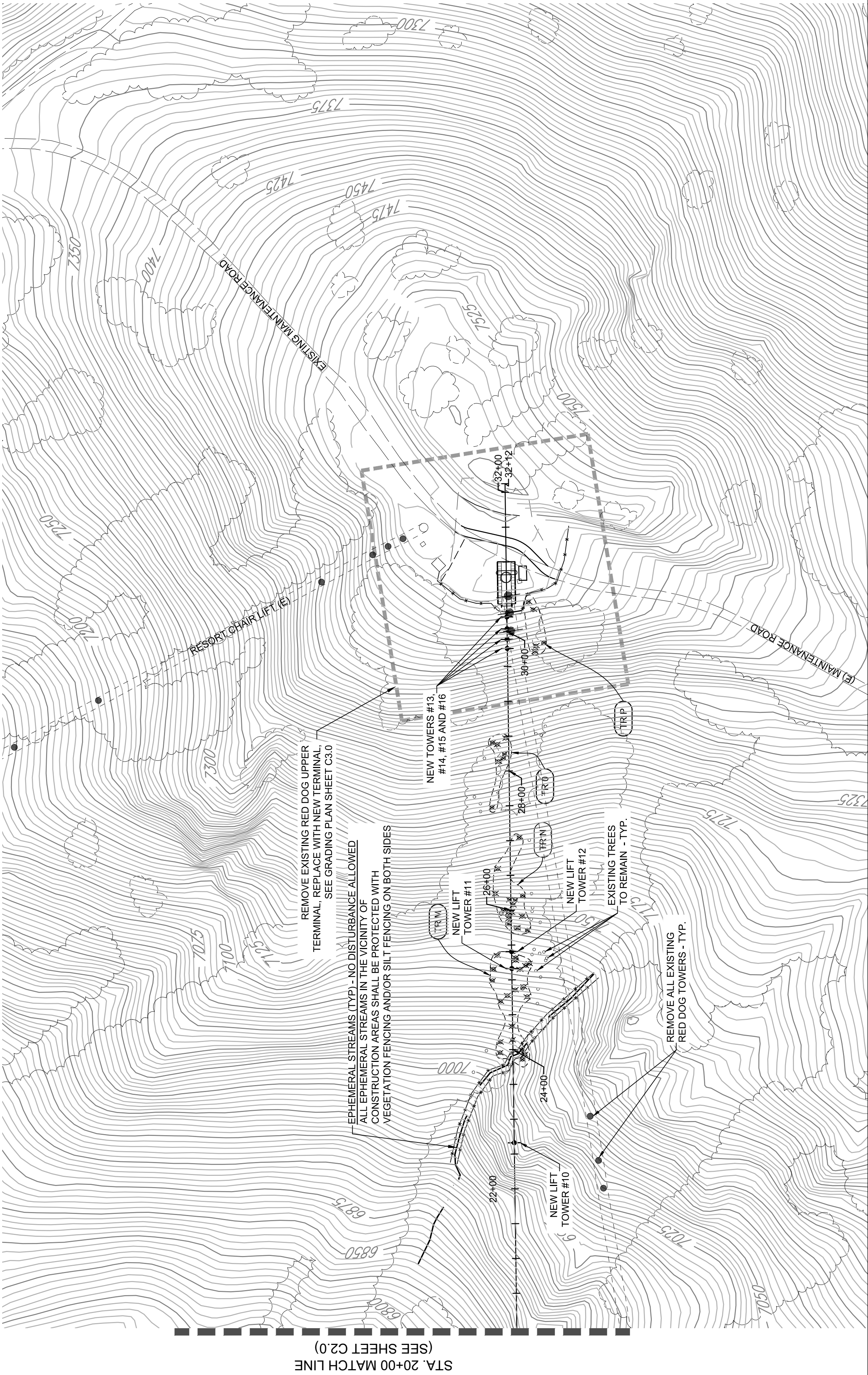
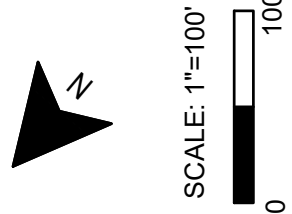
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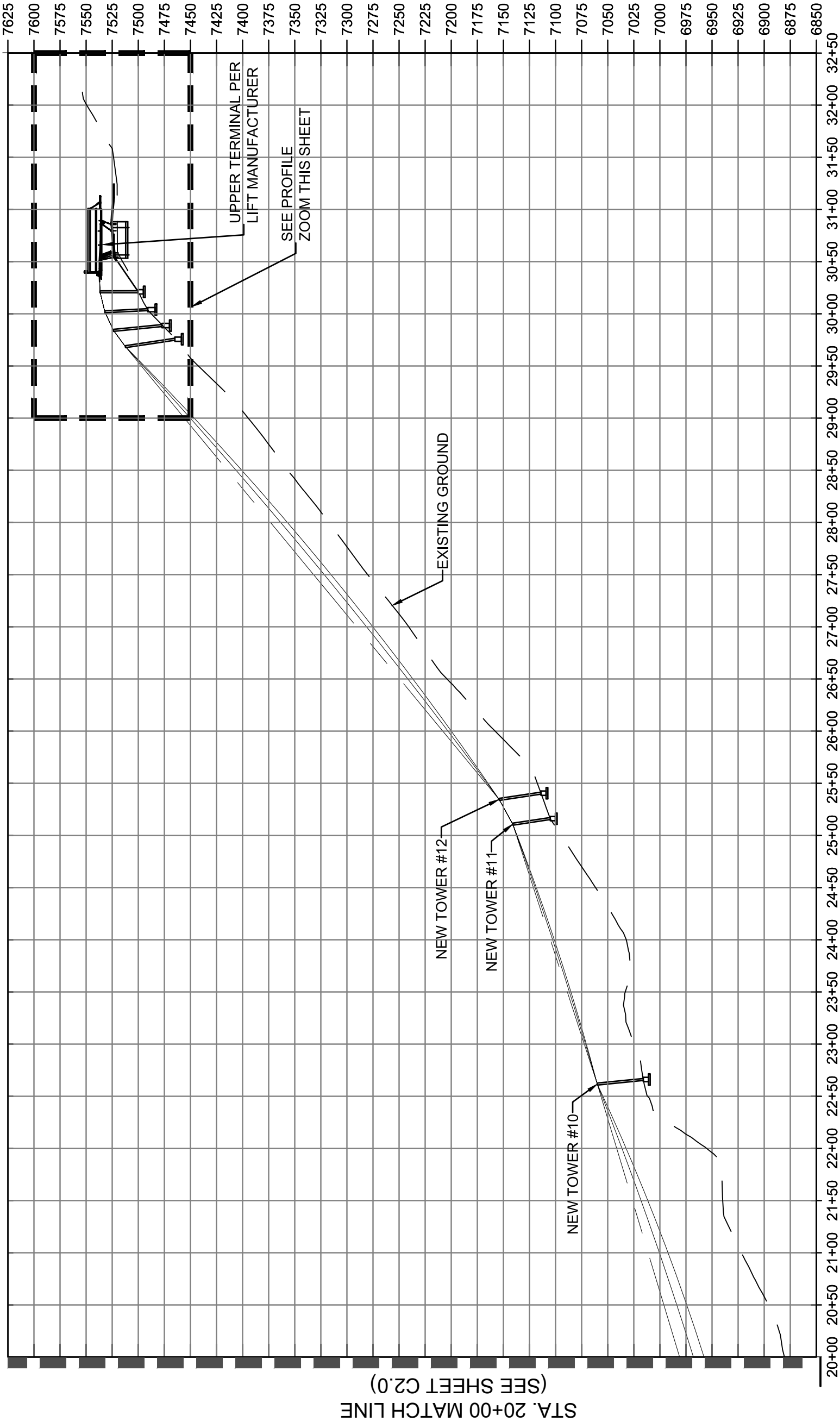
EXISTING TREES TO BE REMOVED IN THE LIFT PATH
- TR #

CLUSTERS OF TREES TO BE REMOVED - SEE TABLE BELOW

TREE REMOVAL TABLE - WITHIN 50' WIDE CHAIRLIFT PATH			
TREE CLUSTER AREA	TREE NUMBERS PER TREE SURVEY REPORT		TOTAL TREES
TR M	2776-2780, 2785, 2786-2794, 2796-2800, 2802-2803, 2805-2807		21
TR N	2756-2767, 2769-2773, 2777		18
TR O	685, 2746-2750, 2754		7
TR P	675, 676, 678, 680, 681	TOTAL	51



PLAN



PROFILE

SEAL

PRELIMINARY
NOT FOR
CONSTRUCTION

REVIEW

PROJECT
SQUAW VALLEY RESORT LLC

RED DOG
LIFT REPLACEMENT

DRAWING TITLE
PLAN & PROFILE
STA. 20+00 TO 32+12

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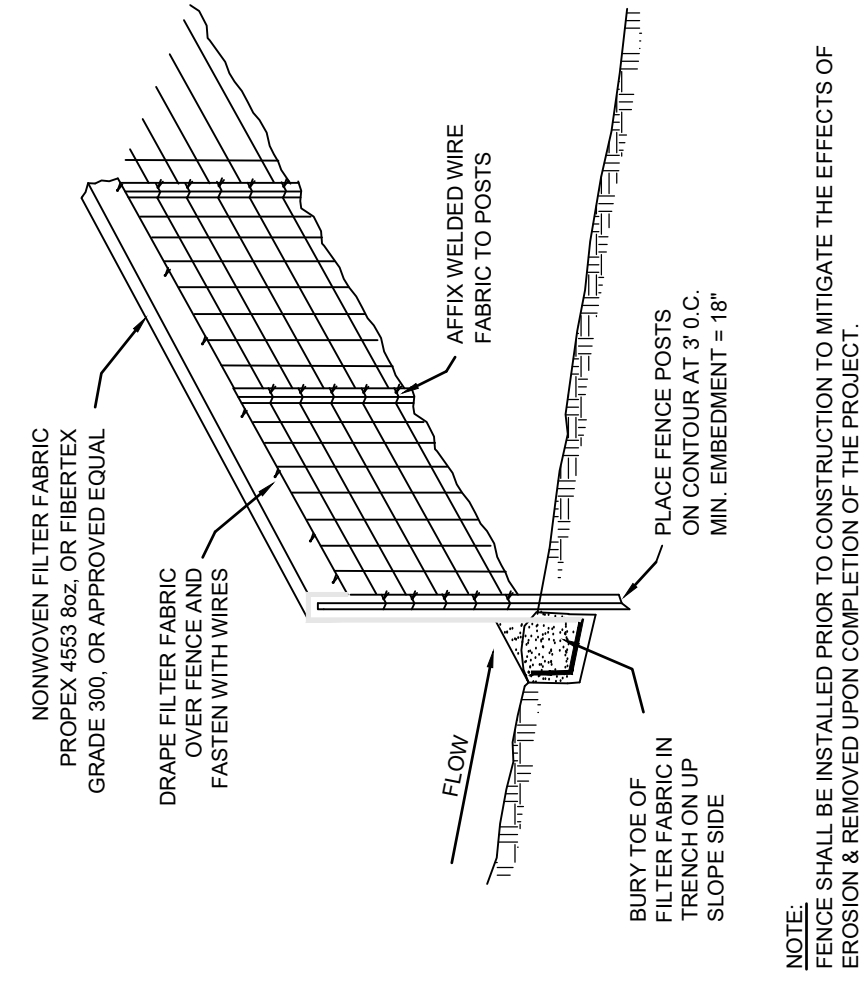
<div><div><div><div>TERMINAL CANOPY</div><div>FINISHED GRADE PER PLAN</div><div>PULL CABLE (REQUIRED TO BE LEVEL OUT OF TERMINAL AREA). SEE PLAN/PROFILE FOR CONTINUATION</div><div>EXISTING GRADE. SEE PLAN/PROFILE</div><div>2'-1" (MAX)</div><div>FOUNDATION PER LIFT MANUFACTURER</div><div>LAST TOWER INTO OF TERMINAL AREA</div><div>FINISH GRADE (TYPICALLY CUT TO CLEAR SKI TIPS). SEE PLAN/PROFILE FOR ADDITIONAL DETAIL</div><div>PULL CABLE (REQUIRED TO BE LEVEL OUT OF TERMINAL AREA). SEE PLAN/PROFILE FOR CONTINUATION</div><div>TERMINAL CANOPY</div></div><div>PROFILE VIEW</div><div><div><div>TERMINAL CANOPY (DETACHABLE CHAIR SHOWN)</div><div>EXISTING GRADE. SEE PLAN/PROFILE</div><div>2'-1" (MAX)</div><div>FOUNDATION PER LIFT MANUFACTURER</div><div>FINISH GRADE PER PLAN</div></div><div>FRONT/REAR VIEW</div></div></div></div>		<div><div><div><div>TERMINAL CANOPY</div><div>FINISHED GRADE PER PLAN</div><div>PULL CABLE (REQUIRED TO BE LEVEL OUT OF TERMINAL AREA). SEE PLAN/PROFILE FOR CONTINUATION</div><div>EXISTING GRADE. SEE PLAN/PROFILE</div><div>3'-1" (MAX)</div><div>FOUNDATION PER LIFT MANUFACTURER</div><div>FIRST TOWER OUT OF TERMINAL AREA</div><div>FINISH GRADE (TYPICALLY CUT TO CLEAR SKI TIPS). SEE PLAN/PROFILE</div><div>PULL CABLE (REQUIRED TO BE LEVEL OUT OF TERMINAL AREA). SEE PLAN/PROFILE FOR CONTINUATION</div><div>TERMINAL CANOPY</div></div><div>PROFILE VIEW</div><div><div><div>TERMINAL CANOPY (DETACHABLE CHAIR SHOWN)</div><div>EXISTING GRADE. SEE PLAN/PROFILE</div><div>3'-1" (MAX)</div><div>FOUNDATION PER LIFT MANUFACTURER</div><div>FINISH GRADE PER PLAN</div></div><div>FRONT/REAR VIEW</div></div></div></div>		1		TYPICAL TOP TERMINAL ELEVATION		N.T.S.	2		TYPICAL BOTTOM TERMINAL ELEVATION		N.T.S.
<div><div><div><div>IF MORE THAN ONE DUCT 1-1/2 INCH SEPARATION IS REQUIRED</div><div>FINISH OR EXISTING GRADE PER PLAN</div><div>42" MIN</div><div>SCH. 40-120 PVC</div><div>12" MIN</div><div>6" MIN</div><div>6" MIN</div><div>6" MIN</div><div>PRIMARY</div><div>TYPICAL TRENCH DETAIL</div><div>MCT</div></div><div>SECTION</div><div><div>EXISTING GROUND</div><div>EXISTING TOWER FOUNDATION</div><div>EXISTING STEEL TOWER TO BE CUT OFF AS FLUSH AS PRACTICAL</div></div></div></div>		<div><div><div><div>TERMINAL CANOPY OR OPERATORS HUT AS APPROPRIATE</div><div>DRIPLINE</div><div>12"</div><div>12"</div><div>3'-1 1/2" DRAIN ROCK</div><div>8" MIN</div><div>FINISHED GRADE</div></div><div>TYPICAL DRIPLINE PROTECTION</div></div></div>		3		UTILITY TRENCH		N.T.S.	4		TYPICAL REMOVAL OF EXISTING TOWER		N.T.S.
<div><div><div><div>TERMINAL CANOPY</div><div>FINISHED GRADE PER PLAN</div><div>PULL CABLE (REQUIRED TO BE LEVEL OUT OF TERMINAL AREA). SEE PLAN/PROFILE FOR CONTINUATION</div><div>EXISTING GRADE. SEE PLAN/PROFILE</div><div>3'-1" (MAX)</div><div>FOUNDATION PER LIFT MANUFACTURER</div><div>FIRST TOWER OUT OF TERMINAL AREA</div><div>FINISH GRADE (TYPICALLY CUT TO CLEAR SKI TIPS). SEE PLAN/PROFILE</div><div>PULL CABLE (REQUIRED TO BE LEVEL OUT OF TERMINAL AREA). SEE PLAN/PROFILE FOR CONTINUATION</div><div>TERMINAL CANOPY</div></div><div>PROFILE VIEW</div><div><div><div>TERMINAL CANOPY (DETACHABLE CHAIR SHOWN)</div><div>EXISTING GRADE. SEE PLAN/PROFILE</div><div>3'-1" (MAX)</div><div>FOUNDATION PER LIFT MANUFACTURER</div><div>FINISH GRADE PER PLAN</div></div><div>FRONT/REAR VIEW</div></div></div></div>		<div><div><div><div>TERMINAL CANOPY OR OPERATORS HUT AS APPROPRIATE</div><div>DRIPLINE</div><div>12"</div><div>12"</div><div>3'-1 1/2" DRAIN ROCK</div><div>8" MIN</div><div>FINISHED GRADE</div></div><div>TYPICAL DRIPLINE PROTECTION</div></div></div>		6		TYPICAL DRIPLINE PROTECTION		N.T.S.	7		ROCK LINED DITCH		N.T.S.

EROSION CONTROL NOTES

1. REVEGETATION UNDERTAKEN FROM APRIL 1 TO OCTOBER 1 SHALL INCLUDE REGULAR WATERING TO ENSURE ADEQUATE GROWTH.
2. REMOVAL OF NATIVE VEGETATION SHALL BE MINIMIZED.
3. NO ON-SITE EARTHWORK SHALL OCCUR BETWEEN OCTOBER 15 AND MAY 1 WITHOUT WRITTEN APPROVAL OF LAHONTAN-RWOCB AND PLACER COUNTY.
4. TEMPORARY EROSION CONTROL MEASURES AND DETAILS AS SHOWN ON THIS PLAN ARE INTENDED AS A GUIDE AND ARE SUGGESTED MINIMUM METHODS OF CONTROLLING EROSION. THE CONTRACTOR SHALL CONSULT WITH THE ENGINEER AND THE PLACER COUNTY ENGINEER TO DETERMINE THE BEST METHODS TO CONTROL EROSION AND SEDIMENTATION. ADDITIONAL EROSION CONTROL MEASURES MAY BE REQUIRED AS DETERMINED IN THE FIELD AND/OR AS DIRECTED BY THE ENGINEER OR INSPECTOR.
5. IF INCLEMENT WEATHER IS FORECAST, CONTRACTOR SHALL TAKE NECESSARY STEPS TO PROTECT AREAS DISTURBED BY CONSTRUCTION FROM EROSION AND/OR SUBSEQUENT DISCHARGE OF EARTHEN MATERIALS FROM THE SITE.
6. STOCKPILES SHALL BE PROTECTED FROM EROSION. THIS MAY CONSIST OF PLACING STRAW BALE OR FILTER FABRIC DIKES AROUND STOCKPILES AND/OR COVERING WITH PLASTIC SHEETING.
7. ALL TEMPORARY EROSION CONTROL FEATURES SHALL BE INSPECTED WEEKLY AND PRIOR TO INCLEMENT WEATHER AND CORRECTIVE ACTION TAKEN AS NECESSARY TO INSURE PROPER FUNCTION.

EROSION CONTROL FENCING

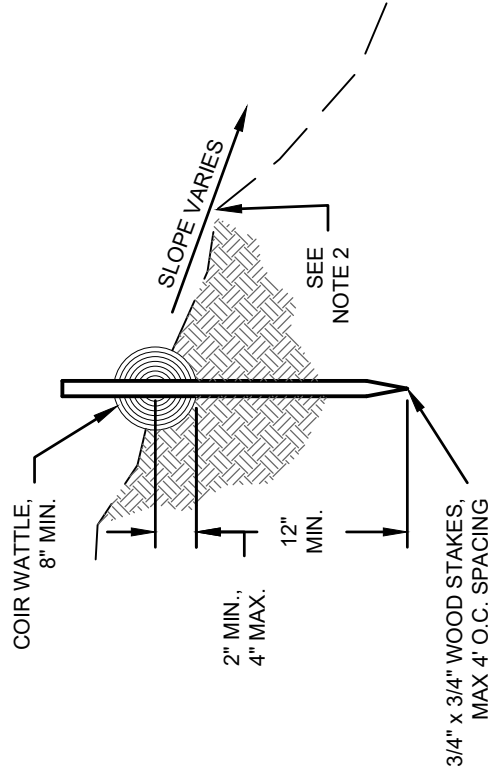
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NOTE:
FENCE SHALL BE INSTALLED PRIOR TO CONSTRUCTION TO MITIGATE THE EFFECTS OF EROSION & REMOVED UPON COMPLETION OF THE PROJECT.

COIR WATTLE

N.T.S.



- NOTES:**
1. INSTALL COIR WATTLE ALONG A LEVEL CONTOUR.
 2. INSTALL A COIR WATTLE NEAR SLOPE WHERE IT TRANSITIONS INTO A STEEPER SLOPE.

GRADING & REVEGETATION NOTES

REVEGETATION SPECIFICATIONS OUTLINED ON THIS SHEET WERE DEVELOPED BY RESOURCES CONCEPTS, INC., 2000. SPECIFICALLY DESIGNED FOR SQUAW VALLEY PROJECTS:

SEEDBED PREPARATION

1. THE SITE SHALL BE GRADED IN ACCORDANCE WITH THE GRADES DESIGNATED ON THE PLANS.
2. FILL AREAS: ALL FILL AREAS SHALL BE DISKED TO A DEPTH OF 6 INCHES AND HAND RAKED TO PROVIDE A SUITABLE SEEDBED. ANY LITTER OR DEBRIS SHALL BE REMOVED PRIOR TO SEEDING.
3. CUT AREAS: ALL CUT AREAS TO BE RESEDED SHALL RECEIVE A UNIFORM APPLICATION OF SUITABLE PLANT GROWTH MEDIUM. GROWTH MEDIUM SHALL BE APPLIED AT A RATE OF ONE POUND PER SQUARE YARD. CUT AREAS SHALL BE SCARIFIED TO A DEPTH OF 4 TO 6 INCHES IMMEDIATELY PRIOR TO SEEDING. SEEDING SHALL BE COMPLETED WITHIN 7 DAYS OF THE DATE OF APPROVAL OF THE ENGINEER'S VEGETATION SPECIALIST. CUT AREAS SHALL BE SCARIFIED TO A DEPTH OF 4 TO 6 INCHES IMMEDIATELY PRIOR TO GROWTH MEDIUM APPLICATION TO A DEPTH OF 0 TO 8 INCHES.

SEEDING

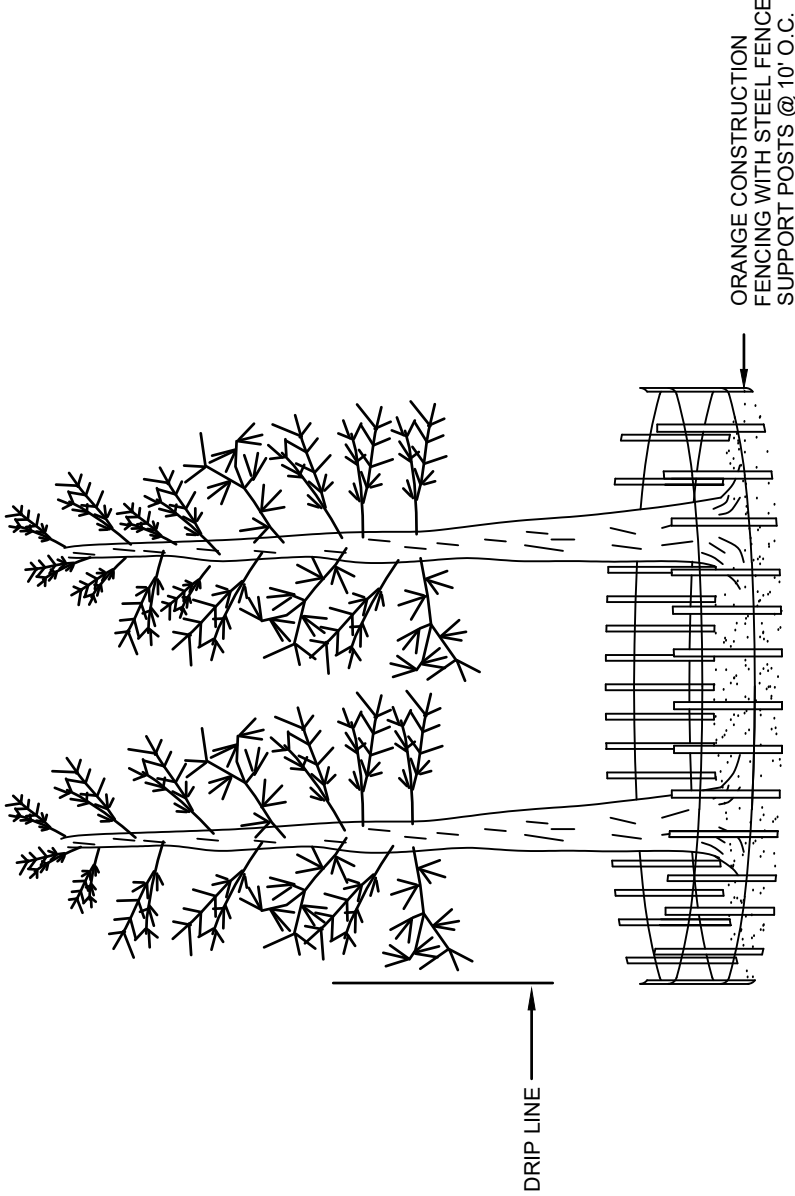
4. ALL AREAS TO BE REVEGETATED SHALL BE BROADCAST SEEDING WITH HAND-OPERATED SEEDERS. UNDER NO CIRCUMSTANCES SHALL SEED BE INCORPORATED AND APPLIED WITH THE HYDROMULCH TREATMENT.
5. THE SEED MIXES AND RATES FOR BROADCAST APPLICATION ARE DETAILED THE TABLE BELOW. ALL SEED RATES ARE ON A PURE LIVE SEED (PLS) BASIS.
6. LARGE AND SMALL SIZE SEED SHALL BE ORDERED AND APPLIED SEPARATELY AND PREMIXED AS INDICATED.
7. NO MORE AREAS SHALL BE SEEDING THAN CAN BE MULCHED IN THE SAME DAY. SEEDING SHALL NOT OCCUR UNDER CONDITIONS THAT WOULD ALLOW THE SEED TO BECOME WIND-BORNE.
8. IMMEDIATELY FOLLOWING SEED APPLICATION, THE SEEDING AREAS SHALL BE LIGHTLY HAND RAKED TO ASSURE SEED PLACEMENT AT A DEPTH OF 1/4 TO 1/2 INCH.

HYDROMULCH APPLICATION SHALL NOT OCCUR WHEN TEMPERATURES ARE UNDER 40 DEGREES FAHRENHEIT. ALL SURFACES TO BE TREATED SHALL BE LIGHTLY SPRAYED WITH WATER IMMEDIATELY PRIOR TO HYDROMULCH APPLICATION. THE EMULSION SHALL BE DILUTED WITH WATER AS PER MANUFACTURER'S RECOMMENDATION, AND ON DRYING, FORM A NET-LIKE FILM. THE DRIED FILM PERMEABILITY SHALL ALLOW EXCHANGE OF AIR AND MOISTURE. HAVE AN EFFECTIVE LIFE OF AT LEAST ONE YEAR, AND SHALL NOT RE-EMULSIFY WHEN CURED.

SQUAW VALLEY SEED MIX

COMMON NAME	SCIENTIFIC NAME	PLS POUNDS PER ACRE
	LARGE SIZE SEED MIX	
Slender Wheatgrass	<i>Elymus trachycaulis</i> ssp. <i>trachycaulis</i> [<i>Agropyron trachycaulum</i>]	3
Mountain Brome	<i>Bromus marginatus</i>	8
Pubescent Wheatgrass	<i>Elytrigia intermedia</i> ssp. <i>tichophorum</i> [<i>Agropyron trichophorum</i>]	6
White Sweetclover	<i>Medicago alba</i>	1
Wallflower	<i>Cheiranthus allanii</i>	0.2
California Poppy	<i>Eschscholtzia californica</i>	0.1
Blue Flax	<i>Linum lewisii</i>	0.1
Sulfur Flower	<i>Eragrostis umbellatum</i>	0.3
Mules Ear	<i>Wyethia mollis</i>	no recommendation
	TOTAL PLS POUNDS PER ACRES	18.7
	SMALL SIZE SEED MIX	
Orchardgrass	<i>Dactylis glomeratus</i>	1
Sheep fescue 'dura'	<i>Festuca ovina</i>	0.75
Big Bluegrass 'Sherman'	<i>Poa ampla</i>	0.25
White yarrow	<i>Achillea millefolium</i>	0.01
Black-eyed Susan	<i>Rudbeckia hirta</i>	0.03
Oxeye Daisy	<i>Chrysanthemum leucanthemum</i>	0.1
Mtn Big Sagebrush	<i>Artemisia tridentata vaseyana</i>	0.01
Rubber Rabbitbrush	<i>Cercocarpus nauseosus</i>	0.05
	TOTAL PLS POUNDS PER ACRE	2.2

Note: Seed mixtures provided by Pacific Coast Seed.



CONSTRUCTION FENCING

N.T.S.

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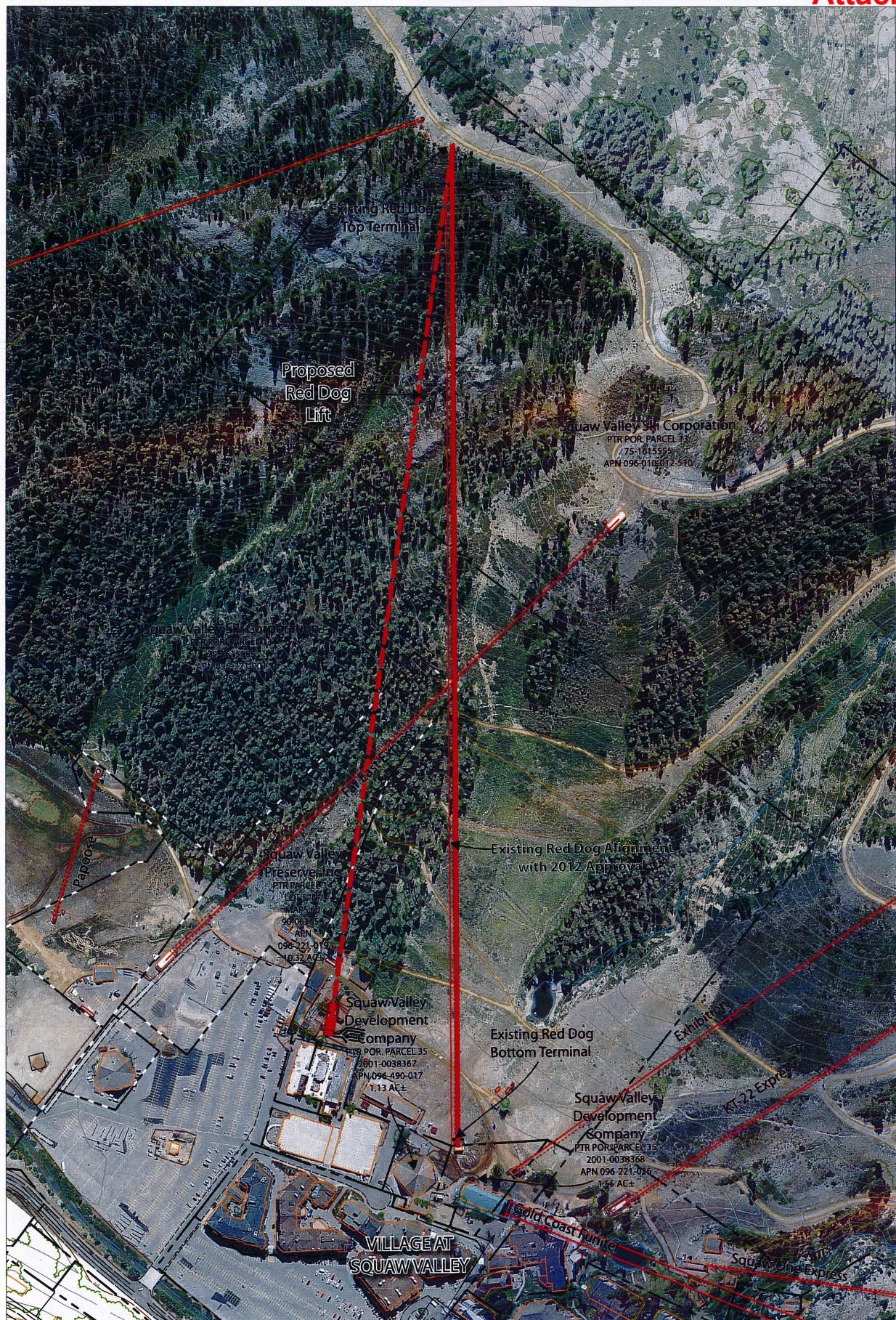


Figure 1
Red Dog Replacement Project
Conceptual Site Plan

Photos



Figure 1: Siberian Express Operator's Hut



Figure 2: View of Project Site and Surrounding Area



Figure 3: View of Project Site from East Parking Lot



Figure 4: View of Project Site from the West



Figure 5: Photosimulation of Relocated Red Dog Lift from East Parking Lot



Figure 6: View of Relocation Site from Red Wolf Lodge Deck



Figure 7: Terminal Location and Lift Alignment as Viewed from Immediately North of Project Site



Figure 8: View of Relocation Site and Existing Red Dog Lift Lines With Lift Alignment Superimposed



Figure 9: Photosimulation Relocated Red Dog Lift with Timberline Twister



Figure 10: Example of Lower Terminal

From: [Stacy Wydra](#)
To: [Sue Colbert](#)
Subject: FW: New Red Dog Chair Lift
Date: Thursday, October 04, 2018 11:56:01 AM
Attachments: [image003.png](#)

Hi Sue –

Comments received for the Red Dog Chairlift CUP Modification PLN 18-00280.

Thanks!

S.

Stacy Wydra

Stacy Wydra
Senior Planner
County of Placer
CDRA | Planning Services Division | Tahoe
775 North Lake Boulevard
P.O. Box 1909
Tahoe City, CA 96145
(530) 581-6288 - direct

Please consider the environment before printing this e-mail.



From: Jim De Lacy [mailto:jim.delacy@gmail.com]
Sent: Thursday, October 04, 2018 9:41 AM
To: Stacy Wydra <SWydra@placer.ca.gov>
Subject: Re: New Red Dog Chair Lift

Hi Stacy,

This is the email that I composed earlier that was kicked back because I didn't have your correct email address. Thanks for getting back to me and for listening to my concerns. Hope the meeting goes well this evening.

Cheers,

Jim

On Sun, Sep 30, 2018 at 10:12 AM Jim De Lacy <jim.delacy@gmail.com> wrote:

Hi Stacy,

I received notification of a meeting discussing the proposed upgrade of the Red Dog Chair Lift at Squaw Valley. I may be premature in my comments, but I have no other outlet to send them to.

Consequently I am sending them to you. **I am all for upgrading the Red Dog Chair Lift**

at Squaw, with some reservations. Those reservations are:

1. Moving the Lift base to the east 600' isolates the lift from the rest of the ski lifts. If one wants to get to the proposed new lift from other locations, it appears that a lot of walking would have to take place (approx. 200 yards or 600'. There is no other trail at the moment that would connect it to the other lifts with the exception of Squaw Creek and a new trail would have to be cut to allow that. New trails would also have to be cut to access the base from the top. As I do not know the details, this is the way it appears.
2. This seems to be an effort to make a lift for the new proposed village rather than an upgrade to the current lift.
3. Keeping the current footprint would be much more economical and less invasive.

Thanks for your consideration.

Cheers,

Jim DeLacy

Property owner in Squaw Valley