

**Red Dog Lift Relocation Project  
Design Review Application  
Project Description  
February 2022**

**Overview**

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 Red Dog Chairlift will be relocated and upgraded to a high-speed, detachable chairlift. The location of the existing and relocated Red Dog lift alignments are shown in Figure 1.

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 relocated Red Dog chairlift will be a triple with a new detachable 6-person chairlift operating at an hourly capacity of 3,200 persons per hour (pph). The base terminal for the new lift will be relocated approximately 600 feet to the east of its original location which will alter the lift alignment. The top terminal of the new lift will be located in the same general area as the existing terminal, with minor adjustments to improve skier circulation and milling areas. The new lift will have 16 towers.

Approximately 1.6 acres will be disturbed during construction.

Approximately 13,375 square feet of built space will be removed to accommodate the Red Dog lower terminal. The operations to be relocated include race services, ski patrol, dispatch, grooming and lockers. These operations will be absorbed within existing space owned by the Palisades Tahoe. The buildings that will remain contain maintenance and grooming operations.

**Project Materials**

The terminal for the Red Dog lift will be the same model as the Siberia Express terminal. As shown in Figure 2, the terminal will be white with strip of dark window. The terminal structure will be elevated approximately 12 feet above the ground. The terminal will be approximately 25 feet tall, and approximately 50 feet long (exclusive of the chair maintenance rail extending beyond the main structure).

The operator's hut will be similar to the hut for the Siberian Express terminal. As shown in Figure 3, the hut will be one story on a raised platform, and will not connect to the terminal. The dimensions of the platform will be approximately 10 feet by 14 to 20 feet, approximately 140 to 200 square feet. It will be much smaller than the lift terminal---approximately 15 feet tall and less than one-third the length of the terminal. The hut will be fully enclosed and painted white.

The tallest lift tower for the relocated Red Dog lift will be 83 feet tall; the tallest tower for the existing lift is 58 feet. Consistent with Mitigation Measure 1.3, non-reflective paint on the terminals and towers will be used to ensure that no glare is created. Towers will be dark galvanized which is consistent with recent lifts built at Palisades Tahoe, such as Base to Base Gondola and Treeline Cirque (see Figure 4).

**Views of the Relocated Lift**

The Red Dog lift alignment will be located on and at the base of the mountainside that forms the lower portion of Palisades Tahoe ski facilities (see Figures 5 through 8). The relocation site is

located between the Far East lift to the east and the Red Dog lift to the west. At present, the lower terminal area is occupied by a collection of maintenance and operations buildings (see Figures 7 and 8). The Red Wolf Lodge is located to the north, and the Lower Lift Maintenance building is located to the north, across an unpaved road.

Under the relocation, several of the existing one- and two-story maintenance buildings will be replaced by a lift terminal. From a distance (e.g., Squaw Valley Road, the western ski runs), views of this area will not change substantially because the terminal will be close to the remaining 14,000 square foot maintenance building, and against the backdrop of the mountain, the village, and numerous ski-related facilities. The lift line will cut through the lower mountain at an angle, so the loss of trees will not be particularly evident except when looking directly up lift line. Figure 9 is a photosimulation showing the relocated Red Dog lift from the East Parking Lot.

### **Access**

Skiers will be able to access the loading platform for the relocated Red Dog terminal from several directions. The terminal will be closer to the Far East parking lot than the existing Red Dog terminal, so access from this lot will be easier. The most direct route for most skiers coming from the parking lot will be to take the stairs located just north of the maintenance buildings, and walk between the maintenance building and Red Wolf Lodge (see Figure 10). With the removal of the buildings from this area, there will be adequate space for people traveling to and from both the lodge and the lower terminal.

From the existing Village, there is a walking lane between the Kids Ski and Snowboarding School and the Red Wolf Lodge. A 10-foot-wide asphalt pavement sidewalk will be installed from the northeast corner of the existing Ski and Snowboard School building, and along its west side to provide an exterior connection between the front (north) entrance to the building and the snow/ski area at the south end of the building. This area has been previously disturbed with a compacted dirt surface.

Maintenance and staff from the remaining buildings will continue to be able to use the maintenance road.

At the beginning of the season, before the Red Dog opens, snowmaking operations will create full snow coverage in a +/-100 foot radius from the lift terminal all the way back to Red Wolf, and connecting in with snow coverage in front of the Ski and Snowboard School. There will also be a continuous snow surface from the new Red Dog terminal all the way to the Funitel. If needed, there could also be a snow path running east from the Red Dog terminal to the stairs, creating a continuous snow surface from the top of stairs to the new Red Dog terminal.

As with current operations, Palisades Tahoe will monitor access and circulation during the ski season, and make adjustments, such as additional signage and/or grading of snow, as needed to ensure safe and efficient movement of skiers and others.



# Red Dog Lift Replacement Project

Figure 1: Alignment



**Figure 2: Example of Lower Terminal**



**Figure 3: Siberian Express Operator's Hut**



**Figure 4: Typical Lift Tower**



**Figure 5: View of Project Site and Surrounding Area**



**Figure 6: View of Project Site from East Parking Lot**



**Figure 7: View of Project Site from the West**



**Figure 8: Terminal Location and Lift Alignment as Viewed from Immediately North of Project Site**



**Figure 9: Photosimulation of Relocated Red Dog Lift from East Parking Lot**



Figure 10