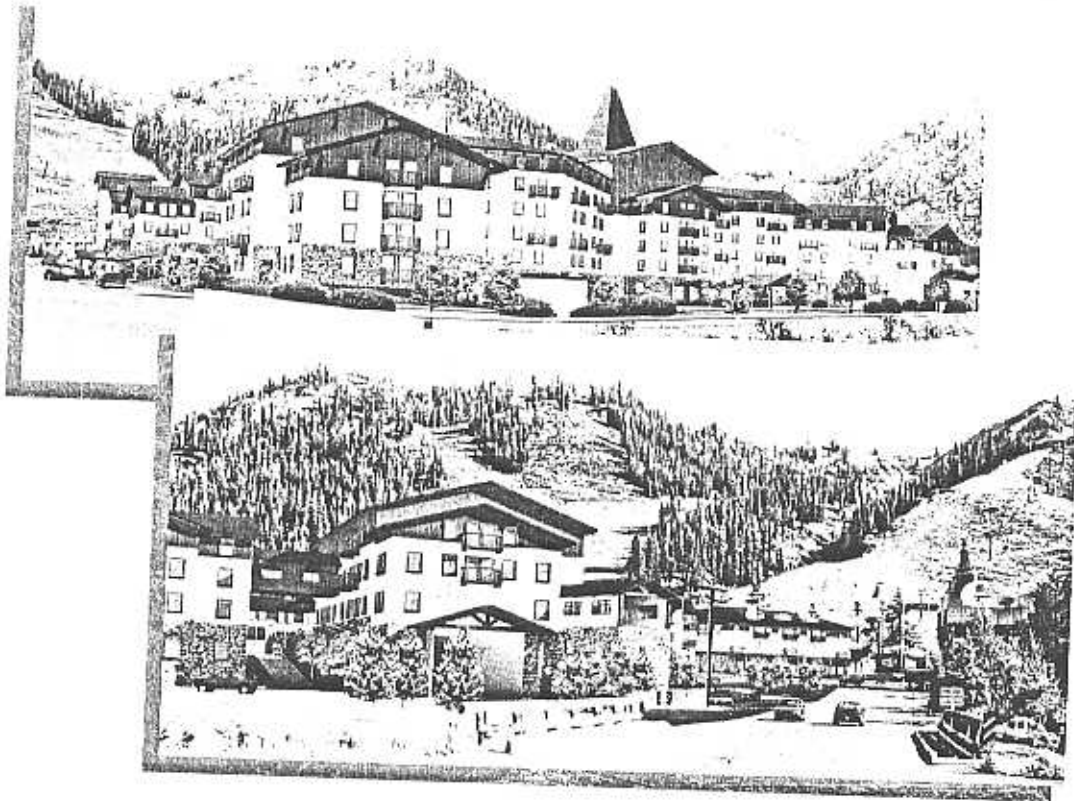


Final  
Environmental Impact Report  
Village at Squaw Valley USA

State Clearinghouse No. 98022083



Placer County Planning Department

EIP

ATTACHMENT

September 1999

PLACER COUNTY  
PLANNING DEPARTMENT

SEP 21 1999

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### 3. PROJECT DESCRIPTION

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#### Introduction

Intrawest Squaw Corporation (project applicant) proposes to develop a destination resort consisting of high-density residential and retail/commercial uses on the main parking lot at the base of the Squaw Valley USA ski resort located in Squaw Valley, California. The project also includes two parking structures and surface parking areas for day skiers and other visitors as well as other visitor amenities. This Draft EIR presents the environmental analysis for the proposed Village at Squaw Valley USA project (proposed project).

#### Project Location

The project site is located in Squaw Valley, approximately two miles west of State Highway 89, nine miles south of Interstate 80 (I-80) at Truckee, and seven miles northwest of Tahoe City (see Figure 3-1; Regional Location Map). The site lies entirely within the jurisdiction of Placer County. It is also within the service district boundaries of the Squaw Valley Public Service District, Tahoe-Truckee Sanitation District, and the Tahoe-Truckee Unified School District.

#### Project Site Characteristics

The project site encompasses an area that totals approximately 26 acres. To better describe the characteristics of the project, the project site is divided into three subareas: the Village/Preferred Parking, Far East Parking, and Ski Lifts. Each subarea is described below and shown on Figure 3-2, Proposed Project Site with Subareas.

#### Village/Preferred Parking      **Squaw 2**

The Village/Preferred Parking portion of the site includes approximately 15 acres (13 acres Village development and 2 acres Preferred Parking Structure). A majority of this portion of the project site is currently used as surface parking for the Squaw Valley USA ski resort. With the exception of three Jeffrey Pine trees and sparse patches of grasses and manzanita bushes along the edges, this portion of the project site is covered with asphalt or some other impervious surface material. No streams or drainage courses occur within the site. Squaw Creek is located immediately north of the project site's northern boundary. Access to the project site is currently via Squaw Valley Road and Squaw Loop Road which bisect the site.

Contact: Carm Lyman, Lyman Public Relations  
530-546-5488 or carm@lymanpr.com

FOR IMMEDIATE RELEASE

## **Intrawest Releases Last 52 Resort Homes in “22 Station,” Phase II at The Village at Squaw Valley USA – Sales Re-open on December 10**

***Past Demand and Sales for Intrawest’s Village Experience Have Surpassed Expectations; Balance of 22 Station Homes Expected to Sell Quickly***

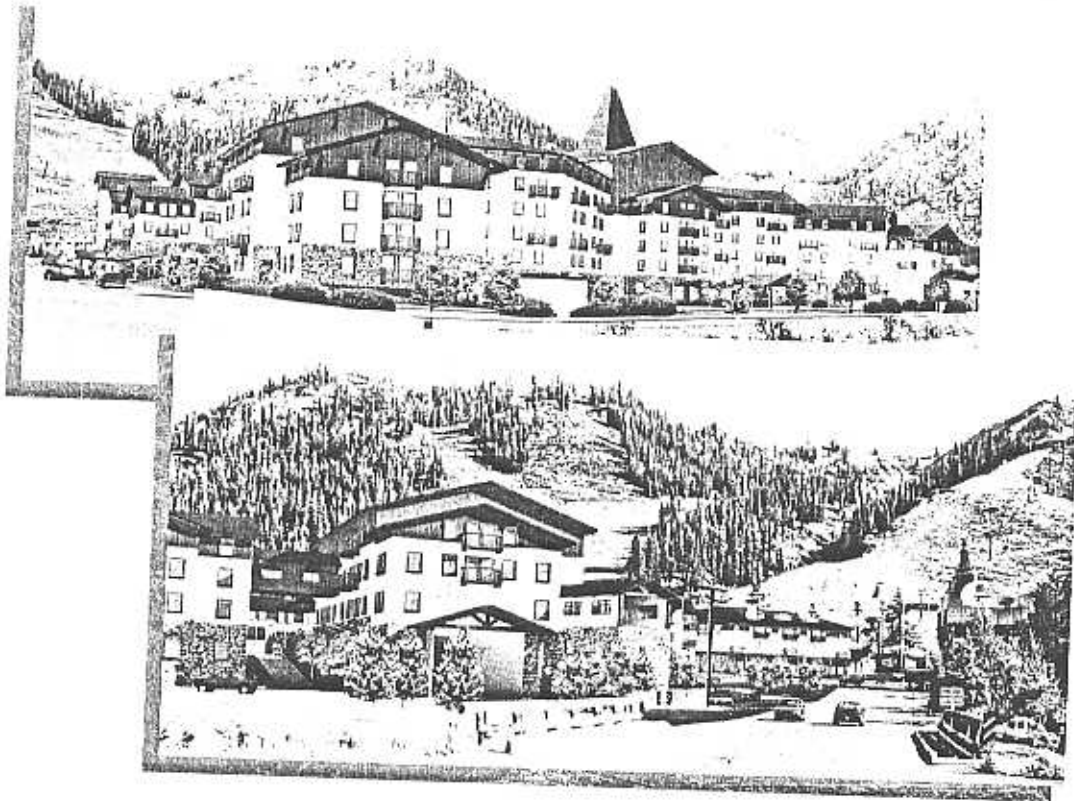
Olympic Valley, CA. (November XX, 2001) – On December 10, Northern Californians looking to purchase the slope-side home of their dreams will have the chance – but they will have to act quickly. Intrawest Corporation is releasing to the market the final 52 homes of *22 Station*, the second phase of The Village at Squaw Valley USA. With an estimated opening set for the 2002-2003 ski season, construction is already underway on *22 Station* which will include 147 resort homes combined with a world-class collection of amenities, services, après ski activities and entertainment, fine shops and restaurants.

*22 Station* includes one, two and three bedroom homes priced in the mid-\$300,000s to \$1 million+. Sales are expected to move quickly for the remainder of *22 Station*. The last home sold will mark the completion of sales efforts for two of the four proposed phases at The Village at Squaw Valley USA. *22 Station* is the second phase of the project following *First Ascent*, which is scheduled to open this winter. In all, plans consist of 600 homes and more than 70 retailers.

- more -

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#### Project Location

The project site is located in Squaw Valley, approximately two miles west of State Highway 89, nine miles south of Interstate 80 (I-80) at Truckee, and seven miles northwest of Tahoe City (see Figure 3-1; Regional Location Map). The site lies entirely within the jurisdiction of Placer County. It is also within the service district boundaries of the Squaw Valley Public Service District, Tahoe-Truckee Sanitation District, and the Tahoe-Truckee Unified School District.

#### Project Site Characteristics

The project site encompasses an area that totals approximately 26 acres. To better describe the characteristics of the project, the project site is divided into three subareas: the Village/Preferred Parking, Far East Parking, and Ski Lifts. Each subarea is described below and shown on Figure 3-2, Proposed Project Site with Subareas.

#### Village/Preferred Parking      **Squaw 2**

The Village/Preferred Parking portion of the site includes approximately 15 acres (13 acres Village development and 2 acres Preferred Parking Structure). A majority of this portion of the project site is currently used as surface parking for the Squaw Valley USA ski resort. With the exception of three Jeffrey Pine trees and sparse patches of grasses and manzanita bushes along the edges, this portion of the project site is covered with asphalt or some other impervious surface material. No streams or drainage courses occur within the site. Squaw Creek is located immediately north of the project site's northern boundary. Access to the project site is currently via Squaw Valley Road and Squaw Loop Road which bisect the site.

The project site slopes from the southwest to north at two to eight percent. Beginning at the southwest edge of the project site the elevation is approximately 6,220 feet above mean sea level (msl) and toward the north corner of the proposed Village area the elevation is approximately 6,200 feet above msl, for a total approximate change in elevation of 20 feet.

### Far East Parking

## **Squaw 2b**

The proposed Far East Parking Structure, Skier Services Building, and the surface parking lot encompasses approximately 11-acres of the project site, as shown on Figure 3-2. Similar to the Village/Preferred Parking Structure discussion, this portion of the project site is also used as day skier parking for Squaw Valley USA ski resort and a majority of the site is covered with pavement. Approximately 1.5 acres of the six-acre parcel (Hoffman Parcel) located to the south and east of the Opera House building is paved with an impervious surface; however, the remainder of the site is covered with a hard-packed dirt surface. No vegetation exists on this portion of the site with the exception of approximately 2.4 acres of small shrubs on the slope where the Far East Parking Structure would be located. As shown on Figure 3-2, there are two existing wood structures that have been removed to accommodate the surface parking lot. As shown on Figure 3-2, adjacent buildings include the Opera House, snowmaking building, the Red Dog Maintenance Complex, and the Resort at Squaw Creek golf course. The elevation of this area ranges from 6,200 to 6,220 feet at the southeast corner of the site in the area containing the proposed Far East Parking Structure. The Far East Parking Structure would cut into the base of the former Olympic ski jump hill.

### Ski Lifts

As shown on Figure 3-2, the proposed project includes the construction of two new lifts (North and South Pulse Lifts) and converting the existing Papoose lift to a gondola lift (Far East Transportation Lift). The proposed alignment for both the North and South Pulse Lifts is located within an existing surface parking lot where no vegetation exists. Therefore, construction of these lifts would not involve disturbance to any existing undisturbed areas. Construction of the proposed Far East Transportation Lift would include removing the existing papoose chairlift terminal at the base of the mountain and constructing a new terminal to accommodate a gondola lift along with replacing the existing chairlift terminal at the top of the slope. The existing Papoose lift poles and tower bases would be removed to allow construction of new tower lift poles and bases to accommodate the new gondola lift. A total of nine towers would be constructed on the mountain with three towers in the parking lot. The existing Papoose lift terminal at the top of the mountain would be replaced with a new terminal; however, the footprint of the new terminal would remain the same size as the Papoose terminal (approximately 2,250 sf) so no disruption of vegetation is anticipated to occur due to construction of this upper terminal. The existing Papoose lift traverses the slope behind the proposed Far East Parking Structure. The existing vegetation in this area includes mature conifer trees, grass and mountain brush. To accommodate the wider gondolas, a total of 35 Jeffery pine trees would need to be removed in one area along the lift alignment. It is anticipated that no trees would need to be removed to install the new tower bases.