



COUNTY OF PLACER
Community Development Resource Agency

**ENVIRONMENTAL
COORDINATION
SERVICES**

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Agency Director

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DATE: June 5, 2015

TO: Interested Parties

SUBJECT: **Notice of Preparation of an Environmental Impact Report for the Proposed PlumpJack Squaw Valley Inn Project**

REVIEW PERIOD: **June 5, 2015 to July 6, 2015**

Placer County is the lead agency for the preparation of an Environmental Impact Report (EIR) for the proposed PlumpJack Squaw Valley Inn Project (proposed project) in accordance with the California Environmental Quality Act (CEQA), Section 15082. The purpose of the Notice of Preparation (NOP) is to provide responsible agencies and interested persons with sufficient information in order to enable them to make meaningful responses as to the scope and content of the EIR.

Project Location: The project site is located at 1920 Squaw Valley Road, north of Squaw Peak Road, at the western end of Olympic Valley in Olympic Village, Placer County, California. The site is identified as Assessor's Parcel Number 096-020-023.

Project Description: The project consists of the demolition of the existing 61-room PlumpJack Squaw Valley Inn, constructed in 1959, located adjacent to the Squaw Valley Ski and Recreation Area, and the construction of the following primary components: 1) a two- and five-story hotel, containing 60 hotel key rooms and 6 residential units; 2) a three-story residential condominium building, containing 12 units; 3) a four-story residential condominium building, containing 16 units; and 4) an underground parking structure, containing 135 parking spaces.

Contact Information: For more information regarding the project, please refer to the following detailed project description or contact Steve Buelna, project planner, (530) 581-6285 or email sbuelna@placer.ca.gov.

A copy of the NOP is available for review at the Tahoe City Library and Truckee Library, Placer County Community Development Resource Agency, and at the following link on the County's website:
<http://www.placer.ca.gov/departments/communitydevelopment/envcoordsvcs/eir/plumpjack>

NOP Comment Period: Written comments should be submitted at the earliest possible date, but not later than 5:00 pm on July 6, 2015 to Maywan Krach, Environmental Coordination Services, Community Development Resource Agency, 3091 County Center Drive, Suite 190, Auburn, CA 95603, (530) 745-3132, fax (530) 745-3080, or cdraecs@placer.ca.gov.

NOP Scoping Meeting: An NOP scoping meeting will be held to give State agencies and the public an opportunity to provide comments on the scope of the EIR. The NOP scoping meeting will be held at the Squaw Valley Public Service District Community Room, 305 Squaw Valley Road, Olympic Valley, CA 96146, on June 24, 2015, starting at 10am.

1.0 PROJECT DESCRIPTION

1.1 Project Location

The project site is located at 1920 Squaw Valley Road, north of Squaw Peak Road, at the western end of Olympic Valley in Olympic Village, Placer County, California (see Figure 1, Regional Location, and Figure 2, Project Location). The site is identified as Assessor's Parcel Number 096-020-023.

1.2 Project Setting

Site Characteristics

The project site consists of approximately 3.2 acres, designated as Village Commercial in the Squaw Valley General Plan and Land Use Ordinance. The existing PlumpJack Squaw Valley Inn was originally built in 1959 for the 1960 Olympics and has undergone several remodels to include the current 61-room hotel, multi-purpose building, swimming pool, restaurant, ski shop, and associated surface parking lots. The hotel is a two-story facility, with the exception of two third-floor suites.

Surrounding Land Uses

Surrounding land uses include Squaw Creek, lodging, private condos, and Olympic Village Inn to the north; Squaw Valley Lodge and the High Camp Tram Building to the south; Village at Squaw Valley to the northeast and east; and Squaw Valley Tram Condominiums and Squaw Valley Chapel to the west.

1.3 Project Elements

Proposed Uses

The applicant is proposing to demolish the existing on-site structures to construct a multi-level hotel, two residential condominium buildings, and an underground parking garage (see Figure 3). Each building will be connected by an enclosed, elevated walkway. Pedestrian paths would also interconnect the proposed buildings and on-site recreational amenities. Amenities include hot tubs, cabanas, patio areas, outdoor fireplaces, a swimming pool, and a lawn events area. Landscaping will be provided on the street frontages and the interior courtyard. To facilitate safe circulation within the Village area, the project includes installation of a separated Class I bike path along its Squaw Valley Road and Squaw Peak Road frontages.

The hotel will consist of a single building articulated in two heights – a five-story component fronting Squaw Valley Road, which totals approximately 72,902 square feet, and a two-story component, totaling approximately 6,209 square feet. Overall, the hotel building will contain 60 hotel key rooms, six residential units, and ground floor restaurant, bar, retail, and spa. The main entry to the hotel will consist of a semi-circle, located off of Squaw Valley Road.

The two residential condominium buildings will be located directly north of Squaw Peak Road and consist of one three-story, 33,908-square foot building (referred to as "Residential East"), which will contain 12 residential units; and one four-story, 41,363-square foot building ("Residential West"), which will contain 16 residential units.

The proposed subterranean parking garage will consist of approximately 53,000 square feet and a maximum of 135 parking spaces. The majority of the parking structure will be located below the proposed hotel, with additional underground parking below the three- and four-story residential buildings. Vehicular access to the underground parking garage will be provided from Squaw Peak Road, at the southwest corner of the hotel building.

Figure 1
Regional Location

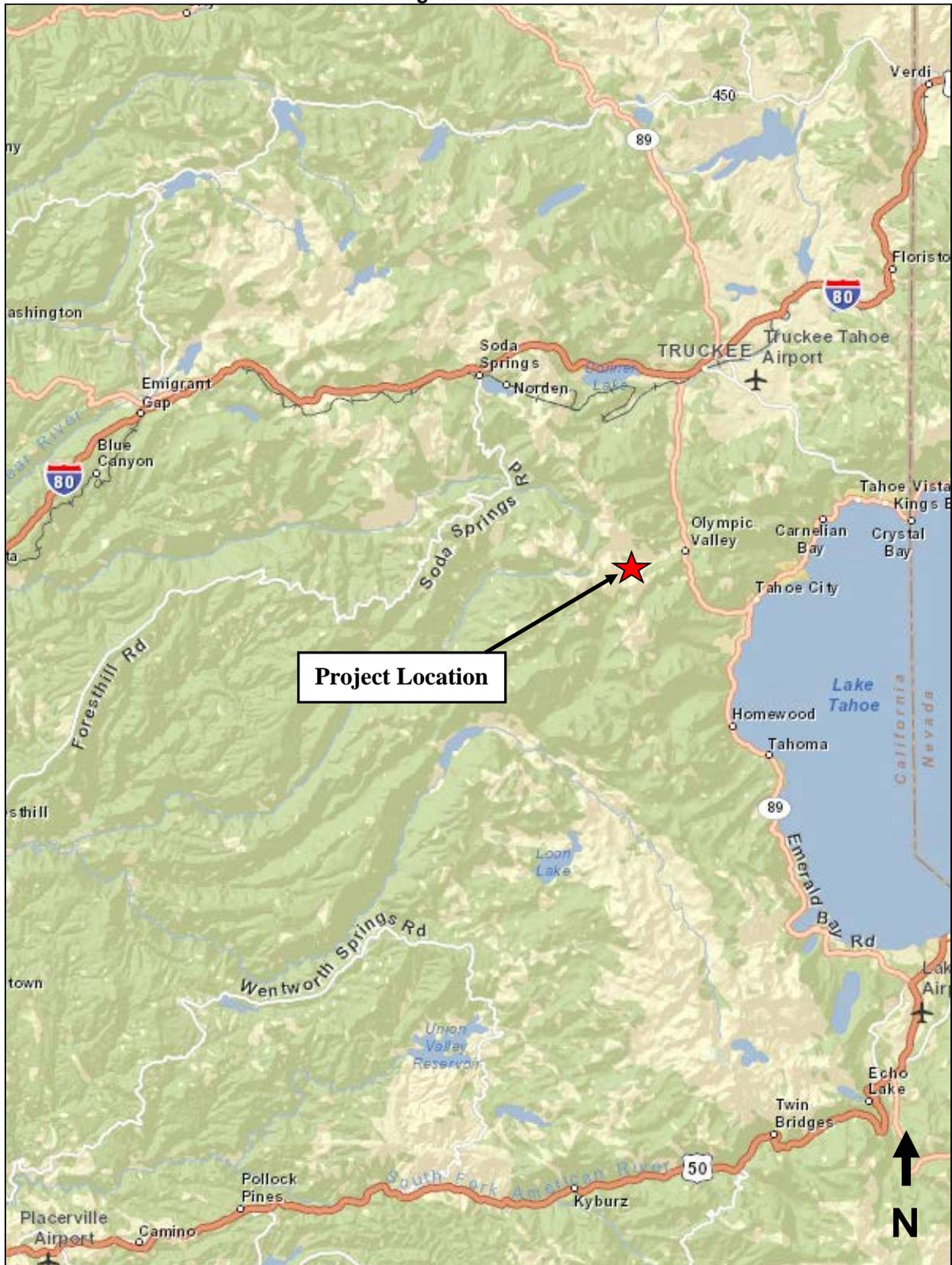


Figure 2
Location Map



Figure 3
PlumpJack Squaw Valley Inn Site Plan



The following list outlines the detailed description of the proposed PlumpJack Squaw Valley Inn project:

Hotel Building and Amenities

Building

- Five and two stories
- Max height = 68'-3"
- Area = 81,885 square feet
- 60 hotel rooms
 - 48 Standard Rooms
 - 6 Family Suites
 - 5 Poulsen Suites and
 - 1 Penthouse Suite
- 6 Residential Units (16 bedrooms)
 - (2) four bedroom units
 - (4) two bedroom units
- Ground Floor Foot Print = 25,819 square feet (excluding hardscape)

Amenities

- Bar = 1,393 square feet
- Restaurant = 1,690 square feet
- Patio = 1,243 square feet
- Exercise = 1,000 square feet
- Spa = 1,680 square feet
- Retail = 500 square feet
- Rental = 1,220 square feet
- Gear Room = 870 square feet
- Conference = 2,530 square feet
- Total Hotel Amenities = 12,126 square feet

Residential East

- Three stories
- Max height = 44'-0"
- Area = 33,908 square feet
- 12 Residential Units (36 bedrooms)
 - (3) four bedroom units
 - (6) three bedroom units
 - (3) two bedroom units
- Ground Floor Foot Print = 11,259 square feet (excluding hardscape)

Residential West

- Four stories
- Max height = 56'-6"
- Area = 41,363 square feet
- 16 Residential Units (48 bedrooms)
 - (16) three bedroom units
- Ground Floor Foot Print = 11,264 square feet (excluding hardscape)

Parking

- Subgrade structure
- Area = 53,000 square feet
- Max number of space provided = 135

Total

- Area = 212,687 square feet
- 60 Hotel Keys
- 34 Residential Units (100 bedrooms)
 - (5) five bedroom units (include 4+den penthouse units)
 - (22) three bedroom units (this includes 3 bedroom plus den units)
 - (7) two bedroom units (this includes 2 bedroom plus den units)

Utilities

The existing PlumpJack Squaw Valley Inn is currently served by the Squaw Valley Public Service District (SVPSD), which would continue to serve the new hotel and residential condominiums.

Water System

An existing SVPSD 6-inch water line traverses the northern and western boundaries of the project site. This 6-inch line connects the water line in Squaw Peak Road to Squaw Valley Road. The existing line would be abandoned in-place and re-routed east along Squaw Peak Road right-of-way to connect to the existing 12-inch water main already located within the Squaw Valley Road right-of-way, near the Village turnaround area. The new water main would be a 10-inch PVC, approximately 660 feet in length, containing two fire hydrant connections (one existing extension of a hydrant that services the Squaw Valley Lodge, and one new hydrant that would service the proposed project). In addition, approximately 375 feet of existing water main that runs north up Squaw Valley Road and crosses the existing bridge over Squaw Creek would be replaced. The new main would be a 12-inch PVC that would complete the loop of a previous waterline replacement that occurred as part of a different project. The new length of water main would contain one new fire hydrant connection to service the proposed project. The new on-site domestic and fire water service laterals would connect to these new water mains located in Squaw Peak Road and Squaw Valley Road.

The proposed project includes the construction of a new on-site water well to help supply the community's long term needs. In coordination with SVPSD, the new on-site well would be located along Squaw Peak Road, between the proposed four-story residential building and the existing off-site parking lot for the Squaw Valley Tram Condos. The construction of this well is dependent upon the proper testing and drilling to determine if there is adequate capacity in this location. It is assumed, from prior testing and the existing on-site irrigation well flow tests, that this location could provide 150 to 200 gallons per minute (GMP). The intended location of the well would require approval from the Placer County Health Department for setback variances to allow the well to be closer than 50 feet to a building and property line.

The project site contains an existing private well, located in the lawn area, between the two existing parking lots, which is currently used solely by the PlumpJack facility for irrigation purposes only. This well will be removed as part of the proposed project in accordance with Placer County Health Department and SVPSD code and regulations.

Off-Site Improvements

The existing water service lateral that serves the Squaw Valley Tram Condo building currently connects to the existing 6-inch water line on the PlumpJack property. The lateral would be re-routed through the

Tram Condos' existing parking lot in order to connect to the existing water main within Squaw Peak Road right-of-way.

Sewer System

An existing 10-inch sewer line traverses the northern and western boundaries of the project site. This 10-inch line, located within an existing easement, connects the existing sewer main from Squaw Peak Road to Squaw Valley Road. The existing sewer line will be abandoned in place and re-routed east along Squaw Peak Road right-of-way towards the Village turnaround area. Additionally, there is an existing sewer line that runs north up Squaw Valley Road right-of-way, which services part of the existing Squaw Valley Resort Village. SVPSD is requiring that this line be replaced as part of the PlumpJack project. The new sewer mains will be approximately 1,100 feet in total length and would be 10-inch PVC. A number of existing sewer lateral connections will need to be modified to work with the new sewer mains. The new sewer laterals to serve the proposed PlumpJack development would connect to these new sewer mains located in Squaw Peak Road and Squaw Valley Road.

Off-Site Improvements

The abandonment of the existing 10-inch sewer line along the northern property line would require additional off-site improvements. The existing sanitary lateral that serves the Squaw Valley Tram Condo building currently connects to the existing 10-inch sewer line on the project site. As part of the proposed project, and in order to continue service to the Tram Condos, the 10-inch lateral would need to be re-routed through the Tram Condos' existing parking lot in order to connect to the existing sewer main within Squaw Peak Road right-of-way.

Drainage

The proposed drainage system has been conceptually designed to internally collect the roof runoff from both of the residential buildings, as well as the hotel, and convey it to an underground cistern for irrigation re-use purposes. For calculation purposes, the cistern will be sized for at least half of the roof runoff with the overflow going into Rainstore infiltration system #2.¹ Therefore, Rainstore system #2 has been sized to accommodate half of the roof runoff. To provide further treatment, the overflow pipe in the Rainstore system will enter into a gravel drywell, which will ultimately flow into a relatively flat vegetated area before leaving the site and entering into Squaw Creek. This series of BMP facilities will treat the majority of the proposed impervious area. The remaining impervious area, located in front of the hotel building, will be collected by a proposed storm pipe system and conveyed to Rainstore infiltration system #1, located near the hotel entrance off of Squaw Valley Road. This Rainstore system has been sized to adequately provide the necessary storage and infiltration qualities to treat the impervious runoff prior to entering into Squaw Creek.

Infiltration trenches will be installed around the residential patios, the rear hotel pool/patio area, as well as the onsite paved pedestrian walkways. The trenches are designed to collect the runoff from these impervious areas before it drains offsite and the overflow will be directed away from the structures.

The 36" corrugated metal pipe (CMP) storm pipe that traverses the site will be relocated around the proposed buildings to continue to convey off-site runoff through the project site and into Squaw Creek. Additionally, there is an abandoned 36" storm pipe that also traverses the site from south to north, which will be removed with this project.

Due to the required storm pipe system improvements related to the proposed project, an existing 18" cmp culvert that outfalls offsite into Squaw Creek will be replaced during the dry season (between approximately May 1 and October 15). The existing culvert will be replaced by a 36" cmp culvert. In order

¹ Rainstore units are proprietary prefabricated subsurface infiltration systems containing underground holding areas that receive and store stormwater from impervious areas such as roofs, driveways, and parking lots. Detained stormwater slowly infiltrates through the bottom and sides of the system into the surrounding sub-soil.

to limit the amount of off-site disturbance, the proposed culvert will have the same alignment and invert as the existing culvert. Furthermore, the proposed culvert will have the same off-site encroachment as the existing culvert.

Requested/Required Entitlements

The project applicant is requesting Placer County approval of the following entitlements:

- Tentative Map for 34 airspace condominium units;
- Conditional Use Permit for a residential project with more than 20 residential units; and
- Design Review.

According to Placer County Code Section 17.54.080(B), planned residential developments (PD) are permitted on sites for which the zoning district allows condominiums or townhouses. The PlumpJack site's Village Commercial zone allows condominium uses, and the proposed project includes 34 condominium units, in addition to a 60-room hotel facility. As such, the applicant is proposing a PD for the project.

Other Agency Approvals

The proposed on-site domestic well will require approval as a public water source by the State Water Resources Control Board, Division of Drinking Water. In addition, the proposed location for the well may require administrative approval of a setback variance by the Placer County Environmental Health Division.

The proposed project may also require permits from the California Department of Fish and Wildlife and/or Army Corps of Engineers for the proposed storm water outfall improvements.

2.0 PROBABLE ENVIRONMENTAL EFFECTS AND SCOPE OF THE EIR

Based upon the Initial Study analysis conducted for the proposed PlumpJack Squaw Valley Inn Project (see Appendix A to this NOP), the County anticipates that the EIR will contain the following chapters. The proposed EIR will incorporate by reference the Placer County General Plan, the Placer County General Plan EIR, and the Squaw Valley General Plan and Land Use Ordinance. In addition to these County documents, project-specific technical studies are being prepared by various technical sub-consultants. The following paragraphs discuss the anticipated analyses that will be included in the EIR.

It is important to note that the quantitative analyses within the EIR will account for the operation of the current 61-room hotel in recognition that the vehicle trips, noise levels, and air emissions, which will be generated by the proposed project, are not all net new.

Aesthetics. The Aesthetics chapter of the EIR will summarize existing regional and project area aesthetics and visual setting. The chapter will rely on pre- and post-project visual simulations, showing how the proposed project design will change the visual character and quality of the currently developed site. In addition, the potential for the project to increase light and glare within the vicinity will be evaluated, including protection of the night sky. The Aesthetics chapter of the EIR will include an analysis of the existing setting, identification of the thresholds of significance, identification of impacts, and the development of mitigation measures and monitoring strategies, as required.

Air Quality. The air quality analysis for the proposed project will be performed utilizing the California Emissions Estimator Model (CalEEMOD) software program. Vehicle trip generation data from the forthcoming Traffic Study will be utilized as model input data. The air quality impact analysis will include a quantitative assessment of short-term (i.e., construction and demolition) and long-term (i.e., operational) increases of criteria air pollutant emissions of primary concern (i.e., ROG, NO_x, and PM₁₀).

The significance of air quality impacts will be determined in comparison to Placer County Air Pollution Control District (PCAPCD)-recommended significance thresholds. PCAPCD-recommended mitigation measures will be incorporated to reduce any significant air quality impacts, and anticipated reductions in emissions associated with proposed mitigation measures will be quantified. *For the Greenhouse Gas Emissions Analysis, see the Cumulative Impacts and Other Statutorily Required Sections chapter below.*

Geology and Soils. This chapter will summarize the setting and describe the potential effects from earthquakes, liquefaction, expansive soils, soil erosion, as well as identify any unique geological features within the project area. In particular this chapter will address site-specific concerns related to soil stability and potential soil displacement and erosion into Squaw Creek. This chapter of the EIR will include identification of the thresholds of significance, identification of impacts, and the development of mitigation measures and monitoring strategies. The chapter will primarily be based upon a Geotechnical Engineering Report prepared for the project site.

Hazards and Hazardous Materials. This chapter of the EIR will summarize the setting and describe any potential of existing or possible hazardous materials on-site, or as a result of the proposed project. In particular, the chapter will address former and existing fuel underground storage tanks, and potential residual petroleum hydrocarbon contamination from on-site or off-site sources. The chapter will include any measures identified in the Phase I ESA, as necessary, to minimize potential impacts to a less-than-significant level. This chapter of the EIR will include identification of the thresholds of significance, identification of impacts, and the development of mitigation measures and monitoring strategies.

Hydrology and Water Quality. This chapter will summarize setting information and identify potential impacts on storm water drainage, flooding, groundwater, seepage, and water quality. Groundwater elevation is of particular concern as it relates to construction of the subterranean parking garage and the potential for groundwater displacement. In addition, the hydrologic connectivity of Squaw Creek and the groundwater underlying the project site will be evaluated to determine if subgrade excavation associated with the parking garage could affect the hydrology of Squaw Creek.

The Hydrology and Water Quality chapter will also address any changes in stormwater runoff from the site as a result of the project. The chapter will be based upon the drainage analysis prepared for the project, which will evaluate the appropriate design-storm and demonstrate that the proposed drainage system design is sufficient to detain post-project peak flows to pre-project levels. The Hydrology and Water Quality chapter will include an analysis of the existing setting, identification of the thresholds of significance, identification of impacts, and the development of mitigation measures and monitoring strategies.

Noise. The Noise chapter will be based on a project-specific technical noise report. The noise report will identify all significant noise impacts due to the proposed hotel and residential condominiums on any identified noise-sensitive land uses in the immediate project vicinity. Significant noise impacts will be identified if the project-generated traffic or on-site activities results in a significant increase in traffic noise levels at existing noise-sensitive land uses in the project vicinity, or exceedance of the applicable noise standards. The identification of noise mitigation measures will focus on appropriate and practical recommendations for noise control aimed at reducing any identified potential noise impacts to a level of insignificance. This chapter of the EIR will include an analysis of the existing setting, identification of the thresholds of significance, identification of impacts, and the development of mitigation measures and monitoring strategies.

Traffic and Circulation. The Traffic and Circulation chapter will be based on a Traffic Impact Study (TIS) prepared specifically for the proposed project. The TIS will quantify the existing vehicular, pedestrian and transit-related impacts. The TIS will address four major traffic scenarios, including Existing Conditions, Existing Plus Project Conditions, Cumulative Conditions, and Cumulative Plus Project Conditions. The TIS will rely on existing traffic counts that were previously conducted for the Village at Squaw Valley Specific Plan (VSVSP) traffic study to establish existing conditions. Peak Winter and Summer hour trip scenarios for the following intersections and roadway segments will be evaluated:

Intersections

1. SR 89 / Squaw Valley Road;
2. Squaw Valley Road / Squaw Creek Road;
3. Squaw Valley Road / Village East Road; and
4. Squaw Valley Road / Charmonix Place.

Roadway Segments

1. SR 89 between Mousehole and Squaw Valley Road;
2. SR 89 between Squaw Valley Road and Alpine Meadows Road;
3. Squaw Valley Road west of SR 89; and
4. Squaw Valley Road west of Squaw Creek Road.

Project trip generation and travel characteristics, including internal and external vehicle trips on the surrounding roadway network, will be estimated using similar methodology to that used in the VSVSP EIR and in coordination with Placer County and the project team. For the Existing Plus Project scenario, the number of new trips that would be added to existing volumes for the above study intersections and roadway segments, as a result of the proposed project, will be determined. Demand for bicycle, pedestrian, and transit systems will also be evaluated. The TIS will recommend mitigation measures for any impacts identified as significant. The Traffic and Circulation chapter of the EIR will include an analysis of the existing setting, identification of the thresholds of significance, identification of impacts, and the development of mitigation measures and monitoring strategies.

Utilities. The Utilities chapter will evaluate the existing water conveyance and sewer collection systems within the site vicinity in order to determine whether improvements to these existing systems may be necessary to accommodate the proposed project's water and sewer demands. Sufficiency of water supply will be assessed for the proposed project and other long-term development. The Utilities chapter will include evaluation of the proposed on-site domestic water well, including conformance with the State Division of Drinking Water setback requirements. In addition, the capacity of the wastewater treatment plant to accommodate the project will be evaluated. The Utilities chapter of the EIR will include an analysis of the existing setting, identification of the thresholds of significance, identification of impacts, and the development of mitigation measures and monitoring strategies.

Alternatives. In accordance with Section 15126.6(a) of the CEQA Guidelines, the EIR will include an analysis of a range of alternatives, including the No Project Alternative. The Alternatives will be selected when more information related to project impacts is available, so the alternatives can be designed to reduce significant project impacts. The Alternatives chapter will describe the alternatives and identify the environmentally superior alternative. The alternatives will be analyzed at a level of detail less than that of the proposed project; however, the analyses will include sufficient detail to allow a meaningful comparison of the impacts. The Alternatives chapter will also include a section of alternatives considered but dismissed. A matrix comparing the impacts of the proposed project to the three alternatives will also be included.

Cumulative Impacts and Other Statutorily Required Sections. In accordance with Section 15130 of the CEQA Guidelines, the EIR will include an analysis of the cumulative impacts for each CEQA topic evaluated at a project-level in the EIR. In addition, pursuant to CEQA Guidelines Section 21100(B)(5), the analysis will address the potential for growth-inducing impacts of the proposed project, focusing on whether removal of any impediments to growth would occur with the project. Included in the cumulative impacts analysis for the proposed project will be a discussion of global climate change/greenhouse gas emissions (GHG). The analysis will include a quantitative estimate of operational carbon dioxide emissions from both stationary and mobile sources attributable to the project. Mobile source emissions from passenger cars and light trucks will be based on estimated vehicle miles traveled, as derived from the project TIS, and as quantified through the CalEEMOD computer program. Construction emissions from the proposed project will also be quantified via CalEEMOD. The thresholds for the GHG analysis will

be determined in consultation with Placer County Planning staff and the PCAPCD. The EIR will analyze the proposed project for conformity with applicable GHG reduction measures.

Appendix

PlumpJack Squaw Valley Inn Initial Study Checklist