1983 SQUAW VALLEY GENERAL PLAN AND LAND USE ORDINANCE

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The 1983 Squaw Valley General Plan was adopted by the Placer County Board of Supervisors on June 14, and August 30, 1983. The implementing Ordinance, the Squaw Valley Land Use Ordinance (Chapter 40, Placer County Code), was adopted on June 14; and August 30, 1983; and modified on September 13, 1983; February 11, 1986 (ZTA-278); April 16, 1985 (GPA-250, REA-714); January 29, 1991 (GPA-287, REA-815); July 14, 1994 (GPA-302, REA-843); August 14, 1986 (GPA-312, REA-857). The policies, objectives, recommendations and standards contained in the Plan Text and Land Use Ordinance will guide the future development of Squaw Valley during the life of the Plan.

SQUAW VALLEY GENERAL PLAN
AND LAND USE ORDINANCE - 1983

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I. INTRODUCTION

The 1983 Squaw Valley General Plan comprises the Plan Text, Land Use Ordinance, the Plan Map, and the Environmental Impact Report. The provisions of the Plan are implemented through the adoption of the Squaw Valley Land Use Ordinance.

This General Plan differs from others undertaken in Placer County by combining the General Plan and Implementing Ordinance into one document. The text of the Plan is organized into two principal sections. The first, Chapters I-VII, is the general discussion of the Plan, including a discussion of environmental and community resources. It summarizes the planning principles and objectives and lays the foundation for the very specific implementation sections which follow.

The second part of the text, Chapter VIII, is the Squaw Valley Land Use Ordinance which, when adopted by the Board of Supervisors, will implement the provisions of the plan. The Squaw Valley Land Use Ordinance, in turn, is divided into the following components:

Sections 100-160, entitled "Development Standards and Policies", set forth the implementation measures or standards which will apply to development projects. These sections also contain references to other ordinances and codes which regulate development activity and which may apply in Squaw Valley. Permit processing and procedures are covered in these sections as well.

Sections 200-400, are the discussions of the Land Use Districts. A statement of intent, list of permitted uses, and specific standards which relate to each land use district are contained in these sections

Reference is made in the Plan to other Placer County General Plan Elements which apply to the Squaw Valley area. Amendments to the Plan Map will require comparable amendments to the Plan text and Land Use Ordinance because they are inextricably related.

II. DESCRIPTION OF STUDY AREA

The Squaw Valley General Plan Area is a 4700+/- acre drainage basin located in the central Sierra Nevada Mountain range of California. Carved out by glaciers, a beautiful alpine meadow is bounded by steep slopes which rise about 2,000 feet above the valley floor to the north and south and almost 3,000 feet to the west. Squaw Creek and its tributaries run from west to east down the mountain canyons and along the valley floor. At the mouth of the valley, Squaw Creek flows into the Truckee River.

The unincorporated Squaw Valley area is part of one of Placer County's principal recreation resources, the Sierra ski belt. Squaw Valley USA is the largest of over a dozen ski resorts in the central Sierra. Development in Squaw Valley originally began in the 1940's, although development of the ski facilities and the residential community was greatly accelerated by the 1960 Winter Olympics in Squaw Valley. In addition to downhill skiing facilities, the valley contains other recreation opportunities such as ice skating, cross-country skiing, access to major hiking trails, a stable and horseback riding, swimming, etc. Squaw Valley Road, the only major roadway into the valley, connects the major ski lift-lodge complex and parking areas located at the west end of the valley, with State Highway 89 two miles to the east. From the entrance to Squaw Valley at Highway 89, Lake Tahoe and Tahoe City are six miles to the south. The town of Truckee, Interstate 80, and the Southern Pacific Railroad tracks are about nine miles to the north.

III. PURPOSES, PRINCIPLES, AND GOALS OF THE 1982 SQUAW VALLEY GENERAL PLAN

The process of planning is intended to help guide and direct current and future growth and development consistent with environmental, physical, social, and economic constraints. The interests of the local community and land owners, as well as potential visitors to Squaw Valley, have all been weighed in determining the long term planning objectives.

This 1983 Plan updates prior planning efforts, and sets forth a program and plan of action for at least the next ten years. The Plan will guide development and growth within the Squaw Valley area in a positive and progressive manner. This Plan also indicates the limits of optimum development which may occur as a result of full implementation of the Plan.

The Placer County General Plan provides some broad guidelines intended to promote appropriate development throughout the County; however, diverse conditions require that specific area plans be developed for uniquely identified regions of the County. Because increased development activity is being planned and is occurring in Squaw Valley, more precise development guidelines are required to update the 1972 and 1958 Squaw Valley General Plans. Consideration has been given to more recently developed and refined planning concepts such as the use of performance/development standards, planned unit developments, incentive zoning regulations, mass transit, environmental constraints, and capital improvements funding.

Previous land use policies and regulations have not resulted in any significant improvements to the Squaw Valley area. The economy, land ownership patterns, and other issues have been partially responsible for this inactivity. This Plan acknowledges that there is a need through the planning and regulatory structure to create new types of tools and incentives in order to guide and encourage the development of Squaw Valley as set forth in this document. This 1983 Squaw Valley General Plan, while introducing some new concepts and some new approaches to solving long standing problems, retains the basic value judgments and overall goals of previous planning for Squaw Valley and Placer County.

The Placer County General Plan provides the basic policy statement which has guided the development of this plan. "With the increasing importance of the recreation industry to Placer County, maximum use should be made of its potential consistent with good conservation and development practices."

It is the purpose of the 1983 Squaw Valley General Plan to establish a planning framework to ensure that Squaw Valley is developed into a top quality, year-round, destination resort. The Plan area shall have the capacity to serve and house the optimum number of tourists, visitors, and residents set forth in this Plan without adversely impacting the unique aesthetic and environmental assets of Squaw Valley.

Sound conservation and development practices as stated or implied in the Placer County General Plan and which this plan accepts as planning principles, require that the following guidelines be followed in the future development of Squaw Valley:

(1) Both the quality and quantity of development must be planned to conserve, protect, and enhance the aesthetic, ecological and environmental assets of Squaw Valley.

(2) Future development in Squaw Valley should occur only where public facilities and services, including transportation, can be efficiently provided.

(3) Intense utilization of already disturbed areas shall be promoted and preferred to fringe development or non-contiguous development of previously undisturbed areas.

(4) Decisions regarding future development should be based upon sound social, economic, and environmental practices.

(5) In planning for the future growth and development of Squaw Valley, an optimum balance of activities and facilities, which recognizes the strengths, weaknesses and inter-relationships of various segments of the Truckee-Squaw Valley and Tahoe area economies should be encouraged.

IV. PLAN SUMMARY

Squaw Valley's maximum potential consistent with these principles remains to be developed. Existing traffic and circulation problems, particularly during peak periods, have

created a troublesome and sometimes hazardous situation. The area is presently enjoyed mostly by weekend day-skiers, while its potential as a year round destination resort and recreation area is largely undeveloped. If Squaw Valley's present and future facilities are designed to attract more people during Spring, Summer and Fall, its economy will prosper; and the commercial and recreation-related industries will thrive. The Valley's potential to become an active, viable, year-round community instead of only a winter weekend resort depends upon solving existing problems and guiding the future development of the Valley. The necessary upgrading of existing facilities is not likely to occur without a change in the present seasonal patterns.

To develop this potential, this Plan proposes an integrated and balanced set of policies and standards for land development. The plan allows growth in Squaw Valley to reach a seasonal-peak, overnight residential population of about 11-12,000; maximum skier capacity would be 17,500 people per day.

All elements of the Plan are interrelated. Increased visitor accommodations (hotel rooms, timeshare condominium units, or condominiums within a rental program) are needed and encouraged in order to accommodate vacation skiers and boost mid-week income. Additional recreational facilities and commercial services are needed to serve permanent residents, to attract vacationers, and to accommodate visitors in Squaw Valley when they complete a day of skiing. The development of more summer recreation activities is necessary to attract visitors when skiing is not possible. Availability of year-round recreation activities will create a more desirable and viable recreation community. Housing for Squaw Valley's permanent residents must be provided. At the same time, the quality of the permanent residential community must not be adversely affected by the detrimental effects of a short term, high intensity use by a transient, seasonal population.

Central to the Plan is the development of a core area or village at the west end of the valley floor. This would create

an active resort atmosphere to help draw year-round visitors and enhance the economic base of the community. The development of an urban village at the logical center of activity in the Valley, will create a focal point of activity. It will reduce the need for day-skier parking in the core area by, in part, replacing the day-skiers with overnight or week long visitors.

These principles also allow for providing efficient public services, as well as increasing the feasibility of a transit system.

A mass transit system would make possible convenient access to and from residential areas and the village center. It would also provide transportation for non-resident day-skiers from the Tahoe Basin, Truckee, and proposed transportation centers and parking facilities in those areas. Although outside the Plan area, the establishment of transportation interface points and a transit system in both Tahoe City and Truckee would help to reduce the need for day-skier parking facilities and also aid in reducing traffic congestion. Such a transit system must be developed over the next several years through a combination of public and private actions.

Squaw Valley is located within easy driving distance of 7 million potential skiers in the Northern California and Reno metropolitan areas. It is located within a short distance of nearly a dozen other ski areas and only 6 miles from Lake Tahoe. With all of the other attractions so close, it is not reasonable to expect all visitors to use commercial and overnight accommodations exclusively within Squaw Valley. Because of this and the expected continuing large number of day-skiers, the demand for hotel-motel units, and other types of visitor accommodations is not easily determined. The units that are constructed in Squaw Valley will serve to meet only a portion of the demand for visitor accomodations created by the winter and summer attractions existing and proposed in Squaw Valley.

Land suitable for intensive development is limited in the valley; and the transportation needs of even present peak-day

users in the valley create public safety problems and inconvenient circumstances which should not be tolerated. Therefore, it is apparent that rational limits must be placed on the development of Squaw Valley.

In an ecologically sensitive area such as Squaw Valley, development beyond a certain capacity will damage the recreational and living experience of current and future users. A potential conflict exists between permanent residents, enjoying their community, and land owners profiting from a greater amount of tourist dollars flowing into the area. The construction of additional tourist related recreational development, though it may bring economic gains to many, can result in a diminished ability for the local residents and visitors to enjoy the area.

The 1983 Squaw Valley General Plan addresses each of these foregoing issues. Fortunately, the growth necessary to develop a viable year-round destination resort can at the same time serve the needs of permanent residents with few, if any real conflicts when the Plan is carefully implemented in the manner described.

V. ENVIRONMENTAL RESOURCES ELEMENT

Natural environmental constraints must be taken into account in planning new development to minimize adverse impacts on the unique resources of the area. The primary factors which must be addressed with respect to various types of development are: topography, soils, slope, and other geologic considerations; vegetation; precipitation and avalanche hazards; climatic conditions (including solar orientation); streams and waterways; visual impacts; and air quality.

The following discussion of these environmental conditions is intended to establish the basis for some of the development standards or design requirements set forth in this plan. The Land Use Designations on the Plan Map have been developed in accordance with the objectives and standards discussed throughout

this section. A more thorough discussion of the existing environment can be found in the Environmental Impact Report prepared in conjunction with this Plan.

A. Topography, Slopes, & Soils

The ground slope or natural topography is a major determinant for all aspects of this plan. It is because of the topography of the plan area that the potential for the creation of a major destination resort exists. The topography affords the opportunity for the magnificent views and, thus, aesthetic values which exist throughout the valley. Portions of the valley have been developed without sufficient regard to the natural topography, thus making road access difficult, increasing snow removal problems, and unnecessarily disturbing the land through excessive cuts and fills. Revegetation is made extremely difficult and unlikely in these areas.

Topography is the geological expression of the landscape where slope and soils are in balance with vegetation, underlying geology, and the amount of precipitation falling in the area. Maintaining this balance reduces the danger to public health and safety posed by unstable slopes.

Disturbance of hillsides can result in the loss of slope and soil stability, as well as increased erosion. Various soils exist in the Plan area which exhibit a high potential for erosion, possibly resulting in increased siltation of surface water. The removal of vegetation resulting from construction activity deprives the soil of the stabilizing function of roots, as well as the moderating effects that leaves and branches have on wind and water erosion. This loss of vegetation drastically increases the rate at which all soils, and especially highly erosive soils, erode and subsequently lowers downstream water quality as a result of siltation. Downstream wetlands are damaged in this way. Spring thaws or strong rains on unstable slopes can produce mass movements such as landslides and slumps, particularly in steeply sloping areas.

Highly erosive soils and their vegetative cover should not be disturbed by construction activity. Extensive disruption of soils through development activities in both the uplands and lowlands of the valley have caused the degradation of the quality of water in Squaw Creek in the past. Removal of vegetative cover decreases percolation of precipitation into the soil, thereby reducing the amount of groundwater recharge and adding water to runoff that would ordinarily be transpired by trees and shrubs. Construction of impervious surfaces, such as roads and buildings, decreases the amount of groundwater percolation, and thus increases the amount and rate of runoff. Increased runoff, in addition to producing intensified erosion, also creates downstream flood hazards.

Disturbance of hillsides can destroy a community's aesthetic resources. Degradation of slopes as a result of erosion, mass movement, loss of vegetation, and damage to downstream areas deprives a community of its attractive and distinctive setting and decreases real estate values.

Slopes that exceed 25% should be retained in their natural condition. In view of the potential impacts of development on steep slopes and areas prone to erosion, this Plan encourages all new developments to be placed on or near the valley floor, or in other areas having relatively moderate or gentle slopes. Areas with slopes of 25% or less can be satisfactorily developed if there are no other environmental constraints and reasonable care is taken during construction.

Most commercial development should be confined to areas of very moderate slope due to the need for good road access, extensive parking facilities, and proximity to public services and facilities. Cluster type development should be encouraged to reduce the land area disturbed by any given project. It is recognized that on the remaining previously-subdivided residential lots (approx. 53 have yet to be built upon), some single-family home construction may occur on slopes in excess of 25%.

In all cases of new development or construction in the Valley, particular care should be taken to ensure that both

interim and permanent erosion control measures are implemented and enforced. This is to ensure that all new construction results in the absolute minimum land disturbance and resultant erosion and drainage problems.

Accordingly, the Land Use Ordinance has a provision requiring the submission of a detailed Erosion Control, Drainage, and Vegetation Plan as part of the application for any new development or construction proposal (except relatively minor construction activities). This plan must detail exactly how the project will be developed without creating erosion, drainage problems, or other adverse water quality impacts.

B. Geology

The geologic composition of the general plan area, with the effects of time, climate, topography and vegetation, has resulted in overlying soils exhibiting a wide range of characteristics. Developments on upland slope areas including ski and related facilities have and may continue to result in accelerated erosion and siltation of surface waterways if proper preventive measures are not taken.

Cuts in steep, fractured rock or in unstable rock must be avoided or impacts mitigated through the construction of properly engineered slope protection structures. Seismic concerns are most severe in upland areas (especially under saturated conditions of rock and soil), but must also be considered in designing all new projects within the Plan area. Construction below steep talus slopes and thick colluvium covered slopes should be avoided. Two areas of potentially hazardous unstable slopes have been identified. One, a potential rock fall area located below unstable talus material exists on the north side of the valley above the terminus of Apache Court. The other area is the steep artificial fill below the debris dam on the south side of Squaw Valley between the Red Dog and Exhibition ski lifts. Development such as roads, ski lifts, and ski trails must be properly engineered using geologic criteria to avoid slope failures.

C. Vegetation

Natural vegetation, sometimes taking decades or even centuries to replace, is a valuable resource. Damage caused by insufficient consideration of influences on vegetation must be minimized in all development decisions. The value of vegetation falls into five basic categories: watershed value, aesthetic value, recreational value, wildlife value, and economic value. Vegetative cover can contribute to the control of slides, avalanches, erosion and flooding. Meadow grasses serve to filter runoff water before it enters the creeks and rivers. Vegetation within riparian areas of creeks (sometimes hundreds of feet to either side) affects and directly relates to the success of a creek sustaining a natural fishery.

Vegetation moderates runoff in four ways: 1) Grass, shrubs, and trees stabilize soils and moderate erosion; 2) These plants absorb large quantities of precipitation which is transpired by their leaves into the atmosphere; 3) Evergreens shade accumulated snowfall, allowing snow to melt gradually; 4) Vegetative litter and roots retain and slow the flow of runoff, as well as aid in the percolation of precipitation into groundwater reserves. Thus, loss of vegetation increases runoff by releasing precipitation that would either be used by plants or absorbed and retained by their roots and litter. The loss of vegetation can also lead to the loss of landscape diversity, decreased land value, decreased aesthetic value, and loss of wildlife habitat.

Accordingly, all development in the Plan area should be planned to minimize damage to existing vegetation, and to ensure that all disturbed areas outside of construction envelopes are promptly revegetated or planted in a manner to restore their natural functions. For that reason, a detailed Erosion Control, Drainage and Revegetation Plan will be required as a part of the plan submittal for any project. This plan will be carefully reviewed to ensure it adequately addresses the impacts of the proposed project on the vegetation resource.

Because protection of existing vegetation does not always serve to accomplish all of the beneficial purposes which vegetation can serve, the County finds that it is in the public interest for all developments to provide landscape improvements for the following purposes: complementing the natural landscape and regaining the sense of the mountain environment; improving the general appearance of the community and enhancing its aesthetic appeal; preserving the economic base; improving the quality of life; increasing the safety, efficiency, and aesthetics of use areas and open spaces; screening and enhancing privacy; mitigating the adverse effects of climate, aspect, and elevation; abating erosion; stabilizing slopes; and preserving the quality of the air and water.

The forest areas should be properly managed under Forest Management Plans coordinated with State and Federal forestry agencies. Locations which mainly support coniferous trees can produce good quality timber that is marketable. With special regulations on timber sales and logging practices, some of this timber can continue to be removed without destruction of valuable watershed areas or disruption of the natural beauty and environment of the Valley. In fact, logging and tree management practices on a carefully controlled and regular basis will help to improve the quality of the timber and forest resource.

Maintenance of the forest environment in a healthy and balanced state is also critical to the preservation of the character of Squaw Valley. Development should be encouraged to occur in either previously disturbed areas or areas of good tree cover. Meadows, stream environment zones, steep terrain, and transition zones where vegetation-types change, should all remain free of development.

D. Precipitation and Avalanche Analysis

Squaw Valley lies on the eastern face of the Sierra Nevada Mountains with Squaw Creek and its tributaries draining into the Truckee River to the east. This setting receives a noted variation in the amount of precipitation due in part to a

2,400 foot elevation difference from the ridge lines of the Squaw Valley Basin to the valley floor below, and the fact that prevailing storms are from west to east. Due to differences in temperature, wind and exposure to sun, snow buildup rarely amounts to more than six feet on the valley floor, while it can often get as deep as 25 feet with drifts up to 50 feet on the higher slopes.

The most serious hazard in areas of heavy snowfall, particularly in steep areas lacking sufficient forest cover, is the danger of avalanche. In looking at avalanche potential in the Plan area, two different zones have been identified which will affect development activities: 1) High hazard zones and 2) potential hazard zones. Each of these create constraints to development. In high hazard zones (terrain exposed to frequent and powerful avalanches), no buildings or winter parking facilities should be permitted. In potential avalanche hazard zones (a transition area), some structures may be designed to withstand the potential avalanche forces. Lodges, schools, residences, or any buildings which encourage a gathering of people should not be constructed in either of these areas. Summer-only recreation facilities could be considered.

The Geology and Avalanche Hazard Map contained in the EIR shows where avalanche risk has been mapped in the valley.

Tree removal within any of the avalanche zones must be carefully planned to avoid the creation of long continuous openings that could enhance avalanche movement. This must be considered prior to the issuance of tree cutting permits within any area of Squaw Valley. The construction of ski lifts and trails must carefully allow for avalanche control, where appropriate, and avoidance of some areas where control is not feasible.

Further, site-specific study and review is necessary for any developments on sites in potential avalanche hazard areas to determine the most appropriate type of development, if any, and the most effective protective systems for the site. (It is recognized that a number of single-family homes and vacant lots

are affected by the identification of Avalanche Hazard Zones in the previously-subdivided area of the valley. Construction on these lots can occur only after a site specific study, and building design have been approved). Other, less serious, considerations of the snow environment include: design of structures to withstand snow loads, placement of facilities to avoid snow drifting problems and icing conditions, and provision of convenient snow clearing services.

Rainfall combines with snow melt as a source of Squaw Valley's underground water supply. The only development constraint imposed by this ample water resource are a necessity to control erosion and flooding and to prevent pollution. Increasing turbidity, silting of streams, endangering aquatic life, and damaging the quality of the water must all be prevented.

Cluster development should be encouraged in order to minimize snow removal, and all residential development should occur below the 7,000 foot elevation. Major development areas should have good sun exposure during the day in order to minimize icing conditions on roads, walkways, etc.; therefore, developments with a southern exposure should be encouraged.

E. Squaw Valley Air Quality

The air quality in the Valley is characteristic of the Tahoe area: Generally good with some locations experiencing high pollutant concentrations during the peak-use period of the winter.

The mountainous nature of the Plan area contributes to the formation of stable meteorology on the Valley floor, particularly during the winter when temperatures are lower. Such conditions are not conducive to pollutant dispersal and, when combined with the high traffic volumes that occur frequently during the winter, create a situation where the human health based standard for carbon monoxide is being exceeded.

Of secondary importance is the impact to air quality and

visibility from wood combustion in the Plan area. Wood combustion contributes both carbon monoxide and visibility reducing particulates to the pollutant load in the Plan area's air.

It is the goal of this Plan to: (1) Insure that violations of the carbon monoxide air quality standard do not occur during the non-peak hours by encouraging the type of mitigation measures outlined in the traffic section (See Page 36); (2) Improve the current peak recreation period situations as much as possible through the implementation of the same measures; and (3) Attempt to reduce the impact of wood combustion on visibility and air quality by limiting wood combustion devices in future commercial residential developments.

F. Streams and Waterways

Past development practices in Squaw Valley have contributed to the degradation of the quality of water in Squaw Creek and the Truckee River. The goals of this Plan are to improve the quality of water in Squaw Creek, its tributaries, and the Truckee River; to attain current water quality standards; and to protect stream environment zones and the Squaw Creek watershed as a whole.

Natural drainage patterns have been disrupted in Squaw Valley by development of the ski hill, parking area, subdivisions, mass grading, and the road network. The most damaging disturbances have resulted from the channelization of Squaw Creek, clearing and grading for the ski mountain, and poorly designed and constructed drainage improvements for the main parking area. Apparent problems include: Slope and channel erosion, sedimentation, flooding, loss of vegetation, and loss of fisheries.

This plan establishes as goals both the restoration of disturbed drainage areas and the prevention of further disturbance to both the natural and man-made parts of the area's storm drainage and stream system. Natural drainage channels are recognized as a major constraint to development and shall not be altered by development.

Maintenance of the riparian area has a direct effect on the ecology of the stream (the stream environment zone) and is important to the suitability of a stream as a fish habitat. It is also important to the cleansing of spring runoff prior to its reaching the stream itself. The stream environment zone--identified as the 100-year flood plain of the particular stream, must be retained in its natural condition. All construction directly affecting streams must be strictly controlled so as not to cause siltation or in other ways adversely affect the quality of the water or the suitability of the stream as a fish habitat area. Where the 100-year flood plain has not been established, the area along any waterway within 100' of the centerline of the stream shall be left in its natural state

Where a stream environment zone and/or flood plain has previously been adversely affected by channelization, fill, or other human activity, restoration of the stream environment zone by landscaping, revegetation, or similar stabilization technique shall be required as a condition to the approval of projects on adjoining properties under the same ownership. In some areas along the channelized portion of Squaw Creek, it may be appropriate to allow the creation of a small lake or to allow a project to incorporate the stream into the project. Such actions should be allowed only if there is a net positive impact and improvement to the stream channel and quality of water in the stream.

Erosion control is necessary along portions of Squaw Creek and its tributaries and can be accomplished without further diversion of the stream bed or destruction of existing vegetation. Any crossings of the natural stream bed by roads, trails, or other transportation facilities must be accomplished so that the natural stream characteristics are not impaired. Underground utilities must be located and constructed at a safe distance from all streams or designed properly to prevent any contamination of soils or waterways. Equestrian trails should

also be maintained at a safe distance from the stream to prevent pollution and damage to the vegetational cover in the stream environment zone.

Snow storage areas must be designated for every existing and proposed project in areas which will not adversely affect water quality. Additionally, a snow storage/removal and drainage plan should be promptly developed by the owners and operators of the existing parking lot areas to ensure that refuse, debris, and other foreign materials and contaminants are contained and removed before they enter Squaw Creek.

In general, high density, compact development, which limits the removal of native vegetation and reduces the extent of impervious surfaces, should be encouraged over low density, sprawling types of projects. In areas where the density of development and extent of impervious surfaces is necessarily high, (such as the village commercial areas and parking lots), a system for the treatment of runoff should be developed and implemented as development takes place.

G. Visual Analysis

The visual characteristics of the Squaw Valley environment are one of its most important attributes. These visual characteristics can be divided into two categories of equal importance: natural features and man-made features.

Natural features--primarily the mountain slopes, the peaks, the meadow and adjoining area, and the watercourses--provide the key identifying characteristics of the valley. These features are easily discernible. The degree to which they may be altered by man without adversely affecting their aesthetic value must be considered in reviewing each proposed development project. Often the transition zone between two distinct landforms or visual features is as important to preserve as the landform itself. The mountain peaks and ridges, for example, are important to retain from a visual standpoint as they define the point at which the mountains meet the sky. The edge of the meadow, where the coniferous trees approach, provides an area

separating the mountain slopes from the valley floor. Watercourses, and their related stream environment zones, are a similar type of transition area that deserves protection. Ridges, peaks, meadows, and watercourses should be preserved in their natural state for aesthetic, as well as other environmental reasons.

The mountainous slopes, particularly those visible from the commercial village, Squaw Valley Road, and the single-family home subdivisions along the north side of Squaw Valley Road, must be carefully managed to preserve their general forested appearance. Areas previously disturbed by ski run construction should be revegetated, not only for aesthetic reasons, but also to control erosion and siltation. Development should not be visually dominant in any area outside the commercial core.

Tree removal for road construction, ski trails and ski lift lines should be carefully planned to maximize the use of existing clearings (while avoiding wet areas) and to minimize unnaturally straight lines. Lift towers, terminals, and related buildings, if any, should be placed in areas having a backdrop of large trees when located close to ridge tops.

Residential development on the southeasterly side of the meadow should be located far enough into the trees that individual buildings, roads or recreational facilities are minimally visible from across the meadow. In all cases the placement of buildings, roads, and recreational facilities shall be placed so as to minimize their visual impact.

The Squaw Valley meadow is defined in this General Plan on the basis of its visual and geographic characteristics. [See limits defined on the general plan map by the CP (Conservation Preserve) Area in the center of the east end of the Plan Area]. In the past, development has taken place in this area, or has been approved in a manner which should not be repeated. Generally, this area should be retained in a natural condition with activity and development limited to uses which presently exist in the area. The existing stables and equestrian center should be further upgraded and debris improperly dumped on the

site, removed. The old corrals and fences located to the south of Squaw Creek and east of the Ski Any Mountain parking lot should be upgraded and the site restored or improved in conjunction with the development of the adjoining commercial properties. Disturbed portions of Squaw Creek should be rehabilitated.

Although they have not yet been constructed, 36 condominium units have been approved on the south side of Squaw Valley Road near the bridge at the west end of the meadow. Due to its visual impact, this project has an affect on the boundary which has been established separating the Village Commercial area from the Conservation Preserve area. No further encroachments of buildings, impervious surfaces, or other development activity (other than that permitted in the Land Use Ordinance) should occur on the lands designated in the Plan as "Conservation Preserve."

The visual impact of buildings, parking lots, signs, roads and other man-made structures will play an important part in the success of converting Squaw Valley into an active, viable, destination resort community. Unfortunately, poor design, denuded areas, overhead utilities, junk cars, debris, and poorly designed signs all detract from the aesthetics of the area. These existing problems must be overcome and the visual/aesthetic quality of the Valley continually upgraded with new construction activities. A local Design Review Committee, similar to those which have been created in the other areas of the County has now been established. This Committee and the County should exercise design review authority over most new construction, remodeling, rehabilitation of structures, and other proposed improvements.

This Plan recognizes an urgent need to develop a coordinated signage program in the Valley consistent with the goal of upgrading the overall visual and aesthetic quality. Accordingly, a key element of the proposed Design Review process is the review of all proposed signs by the local Design Review Committee. This Plan has identified key sign criteria such as height, size, and number in order to establish basic guidelines.

The local Design Review Committee should expand upon these basic criteria and develop a comprehensive design guide which deals specifically with signs.

The Plan also contains a basic concept of developing a pedestrian-oriented village core which combines commercial and tourist-residential uses. This core should be oriented both internally and to the mountains surrounding the area. Design considerations must address this issue so that each project contributes to this basic concept, the overall goal of which, is to create a visually and socially attractive setting that increases the likelihood of establishing a successful year-round destination resort.

H. Scenic Highways

State Highway 89 and Squaw Valley Road were both designated as scenic roadways in the 1977 Placer County General Plan Scenic Highway Element. The recommendations contained in the Squaw Valley General Plan have incorporated protections recommended in the 1994 Placer County General Plan which is hereby incorporated by reference.

I. Seismic Safety and Safety Elements

The Placer County General Plan policies related to seismic safety and safety are hereby included as a part of the Squaw Valley General Plan by reference. The Squaw Valley General Plan contains far more specific information with respect to avalanche analysis and rock fall hazard. These two issues were determined to be the most locally relevant: the information concerning them shall supersede the County-wide General Plan.

VI. COMMUNITY DEVELOPMENT ELEMENT

In order to adequately guide the future development of Squaw Valley, the social and economic effects of alternate types of development must be considered. Such effects include the

inter-relationship of environmental factors, land use, recreational activities, transportation and the provision of utilities and public services.

A. Land Ownership

Large areas in Squaw Valley are held in a very few ownerships. The pattern of ownership does not bear a strong relationship to natural features such as streams, meadows, ridges, slopes, etc. For the reasons cited above, and because land ownership or control may change, planning efforts must consider factors other than ownership patterns.

The State and Federal governments own lands within the plan area. These lands are not governed by County land use regulations, although decisions regarding the use of these lands are affected by County policy. The United States Forest Service manages lands which have the potential to have substantial impacts on the valley. This Plan generally conforms to the USFS' land use plans and it is recognized that the Land Use Controls contained herein, do not apply to Federal lands.

B. Land Use

At present, lands within the Squaw Valley General Plan Area are generally used in five distinct ways. By acreage the existing land use is approximately distributed as follows:

Commercial	50 acres
Parking	35 acres
Residential	250 acres
Ski Mountain	1500 acres
Open Space	2900 acres

1. Commercial Land Use

Existing commercial development in the valley lies in three different areas: The entrance to the valley at Highway 89, the area east and west of Christy Lane (north of Squaw Valley Road), and the village core area. At present, only a small percentage of the commercial facilities in the valley are open

year-round; this clearly reflects the seasonality of the existing Squaw Valley economy. The state of repair of many of the buildings is such that their reconstruction or rehabilitation is likely in the near future and should be encouraged. In fact, a number of preliminary plans have been presented which propose exactly such upgrading.

Commercial activity and structures can be further broken down as shown in the following chart:

SUMMARY OF COMMERCIAL LAND USE BY SPECIFIC LOCATION
IN GROSS SQUARE FEET OF BUILDING AREA - 1982

Squaw Valley Olympic Village	17,000	(0.39 ac)
Ski Resort Central Core Area	56,850	(1.30 ac)
Ski Resort/Outside Core Area	12,900	(0.30 ac)
Community Commercial Area	16,960	(0.39 ac)
Squaw Valley Entrance	4,800	(0.11 ac)
Ski Resort Area - Upper Mountain	13,600	(0.31 ac)
Total	122,110	(2.8 ac)

Under this 1983 Plan, the proposed commercial areas will accommodate a significant amount of additional commercial development. The areas are divided between four Land Use Districts: Village Commercial (VC), Heavy Commercial (HC), Alpine Commercial (AC), and Entrance Commercial (EC).

Three of the commercial districts: VC, HC, and AC are intended to promote and encourage the creation of a destination resort by providing for all of the commercial activities which are necessarily a part of a year-round resort community. In general, these districts will permit (and, in some cases, actually encourage through the use of incentives) additional hotel accomodations, commercial recreation facilities, restaurants, nightclubs, ski-related commercial uses on the mountain, maintenance facilities, employee housing, and a full range of retail and commercial establishments. (For a further explanation of the intent of each Land Use District see Sections 220, 226, & 228).

The Entrance Commercial land Use District is intended to provide for commercial areas outside the village

core. In these areas commercial uses, designed to serve residents of the area, and provide some tourist-related uses can be developed (see Section 224 for a description of the intent of creating this district). This separation of different types of commercial activity between the core area and the area near the mouth of the valley will accomplish several objectives:

a) Services which cater to permanent residents will have an opportunity to locate outside the core area; this would avoid, to some extent, the congestion and level of activity which is expected in the core.

b) Commercial services, as described in the Entrance Commercial district, can be provided in close proximity, to the large number of dwelling units permitted near the mouth of the Valley; this would reduce traffic on Squaw Valley Road and increase convenience to the occupants of the units in the area.

c) The primary tourist-related facilities (i.e. hotels, restaurants, night clubs) will be concentrated in the core area and thus build the level of activity to the point of creating this very critical, active, viable center of activity at the earliest possible time.

d) The Entrance Commercial area can be very carefully designed to set the theme for the quality of development to take place throughout Squaw Valley in the future.

The primary objective of the Plan is to encourage the development of a successful destination resort. Because of this, the establishment of a village core or focal point of activity is necessary. This Plan encourages the concentration of commercial activity, including hotels, in the core area and discourages the development of tourist-oriented commercial uses outside the core area. If commercial uses which serve the destination resort population are located outside the core area, the

Plan will have done very little to guide the establishment of an active, viable village core. The concentration of destination resort oriented commercial uses in the core area will also discourage additional vehicular traffic on Squaw Valley Road, between the core area and the mouth of the valley by providing all the desired services within the core area. The need and desire for the visitor to leave the core area may be reduced in this way.

Blythe Arena, the former Olympic ice skating facility, once had the potential for becoming a key part of the commercial core of Squaw Valley as it was cited conspicuously within the Village Commercial area designated on the Plan. Blyth Arena had limited sporadic use since 1960. The U.S.F.S. has recently sold the facility to a private party and in the winter of 1982-83, it suffered severe structural damage when a large section of roof collapsed under a heavy snow load. Although much attention was given to the possible renovation of the area during the preparation of the 1983 General Plan, it now appears that the structure will be demolished and the site converted for parking lot development. The site has been designated as Village Commercial in the Plan.

2. Residential Land Use

Residential activity in Squaw Valley has been characterized by periods of rapid growth followed by periods of little or no activity. The most recent growth period was between 1977-1982, during which time 450 new condominium units were approved by Placer County. Approximately 130 of those units have been completed to date. Squaw Valley currently has approximately 400 single-family dwellings, 280 hotel rooms, and 300 apartments or condominiums. With the exception of three condominium projects totalling 67 existing and 57 proposed units, all of the apartments, condominiums, hotel and dormitory units are located within one-half mile of the tram building in the core area. Employee housing units exist in the area of the Olympic Dorms, and the Squaw Valley Ski Corp. presently has a valid Conditional

Use Permit to construct 32 employee housing units in the lower Red Dog area.

Since the 1972 Squaw Valley General Plan was prepared, the number of condominiums has increased considerably. However, the basic problems identified with the mix of residential units then still exists today. In 1972, housing accommodations provided space for approximately 2,800 residents, while the ski hill had a capacity of 7,500 skiers per day. If 60% of the people staying in the valley, in all of the different types of units were skiers, then only about 20% of the ski hill capacity would be used by these people. Thus, 80% of the ski hill capacity was used by day-skiers. Today the ski hill has a capacity of 15,000 skiers per day. Applying the same standards used in 1972, only about 15% of the ski hill capacity can now be accommodated in housing units within the Valley.

Again, using the reasoning contained in the 1972 Plan, ski-related operations require almost the same investment and capital outlay, whether used to capacity or not. Because day-skiers spend significantly less per day than overnight or vacation skiers, insufficient housing accommodations in Squaw Valley represent a substantial economic loss to the Valley.

In addition to the economic loss, the adverse impacts of day-skiers on the transportation network is also important. A change in the proportions of overnight to day-skiers, as proposed in this Plan, could have a significant, positive effect on traffic, circulation, and congestion problems.

A goal of this Plan is to provide a mix of housing types for all segments of the population which will contribute to the development of a dynamic year-round community. Housing must be provided to accommodate a permanent population, a transient destination resort-oriented population, and both full-time and seasonal employees. The quantity of housing units must be balanced between the ski hill capacity, year-round destination resort demand (including employees), and the permanent population. At the same time the number of housing units must not

exceed the ability of the environment and public facility infrastructure to accommodate the peak population.

For the reasons stated earlier, the Plan does not attempt to allow for 100% of the living units necessary to support the potential day-time population of the Valley. This Plan, in some cases, encourages specific types of housing. Additional single family dwellings are permitted in some areas, although not encouraged except to allow the "in-filling" of the existing single family subdivisions. Multiple-family structures and Planned Unit Developments are permitted and encouraged in many areas as a means of reducing the area over which development occurs. This type of housing reduces grading, road construction, energy consumption, construction costs, and the costs of extending public utilities and services.

Lands reserved for multiple-family structures exist in several areas. Densities vary because of access, proximity to the core area, available developable area, and other factors. In some cases, the existing land use pattern has affected the potential density.

Generally, the areas which permit multiple family structures are the same as those currently zoned for such use. A notable exception is the area on the southeasterly side of the Squaw Valley meadow; here the potentially developable area has been modified as shown on the Plan map to reduce the westerly extension of development along the south side of the meadow. Additional developable area has been identified to the south of and up the slope from, the existing residentially-zoned lands. Relatively level sites exist which could accommodate residential development in these areas. In all of the areas designated for multiple residential structures and uses, density transfers will be considered as a part of the Planned Unit Development process.

Existing land use regulations could permit 162 dwelling units in the area known as Juniper Ridge. This area, although it can be served from Alpine Meadows, is nevertheless considered part of the Squaw Valley Plan Area because of its potential impact on Squaw Valley. Due to potential conflicts

with the planning principles adopted as a part of the Plan (see pages 3-6), this development potential has been transferred to the north and down the slope to lands located closer to Squaw Ridge Road. Only in this way could public utilities and services be provided in an efficient manner, adequate access to the area be realistically maintained, and development avoid being non-contiguous and premature.

The residential land use designations contained in the Squaw Valley General Plan are divided into two general categories based on potential density, location, proximity to available public services, access, and natural charcteristics of the site. These two residential districts relate the type of development to the natural and man-made characteristics of a given site, provide areas for a range of densities and housing types, identify parcels appropriate for development at higher residential densities (in close proximity to community services and facilities) and, establish densities supporting proper land use intensity by relating open space to living space.

Much of the growth in total residential units within the plan area will occur within the village commercial area as shown on the Plan. Residential units constructed outside of this area, in one of the residential districts specified, will generally be designed for longer term occupancy with significantly lower densities. (See Sections 242 & 246 for additional discussions of residential districts.)

Within the existing residential subdivisions there are currently in excess of 100 illegal apartments. These second units and the ski leases which also exist in these single-family subdivisions, are recognized as causing a considerable problem relative to inadequate off-street parking, noise, snow removal, trash, building code violations, and public services. These units and the ski leases are also in violation of the CC&R's applicable to the area. While the Planning Staff, at one time, recommended legalizing these types of accessory apartments, subject to compliance with certain requirements which would have

minimized most of the problems caused by the use, this idea was soundly rejected after many local people voiced their objections.

It is recommended that the Squaw Valley MAC be requested to develop a method by which this considerable problem is addressed and, in the meantime, the County must see that the problem is not proliferated and expanded to other houses within the valley. In considering a solution to this problem, it may be helpful to review recent State legislation dealing with second unit ordinances (SB 1160, Chapter 887 of 1981 and SB 1534, Chapter 1440 of 1982) and to consult with the Placer County District Attorney regarding enforcement of existing ordinances.

3. Recreational Land Use

Squaw Valley is best known for its recreational amenities. At present, these are predominately ski lift facilities developed for the 1960 Winter Olympics and the expansion of the ski hill that has occurred since then. The Squaw Valley Ski Corp. indicates an existing daily ski capacity of 15,000 skiers and an uphill lift capacity of approximately 19,000 skiers per hour on 23 lifts. Two additional lifts have already been approved, but not constructed. These lifts (Broken Arrow and Squaw Creek) have an uphill rated capacity of 4,800 skiers per hour. (See the discussion on Page 34 of the Squaw Creek Ski Lift). While recognizing the validity of the Conditional Use Permit for the Squaw Creek Lift, this plan encourages and supports the transfer of the permit rights for the Squaw Creek Lift to the so-called Siphon Lift, shown on the Potential Future Ski Lifts Map. This lift could provide a future connection to the Alpine Meadows Ski Area and open the Sun Bowl area to additional skiing. The Siphon Lift would be preferable to the Squaw Creek Lift and any support which the County can give to the Ski Corp. to help them obtain approval for the Siphon Lift, in exchange for removal of the proposed Squaw Creek Lift, should be given. In addition, a small beginner ski area known as Ski Any Mountain has three surface lifts just east of the ski jump area.

The potential for still another ski area exists on the north facing slopes to the east of Papoose Peak. (This area was also shown on the 1972 Squaw Valley General Plan). This area appears to be best suited to some type of limited ski hill development. This area should only be developed under very strict guidelines due to the high potential for adverse impacts as a result of the construction of ski lifts, ski runs, trails, and appurtenant facilities. The primary issues to be addressed when this area is proposed for ski development are access, location of base facilities, necessary parking, location of ski lift trails and runs, visual impacts, avalanche potential, and erosion and water quality impacts. In this area the ski lift lines depicted on the Map are intended only to be schematic. Any interpretation made regarding conformance of proposed lift lines with those shown in this Plan should be liberally applied so long as the issues mentioned above have been adequately addressed. Due to the location of the area and the number of potential units on adjacent property, the feasibility of constructing a downhill ski area is uncertain. The lifts are shown in the Plan in order to recognize the possibility and retain the option of such a development taking place. The Alpine Commercial area designated in the vicinity of the lifts is shown for similar reasons. In no case should the Alpine Commercial area be developed before a ski lift complex is developed in this area.

During hearings for the 1983 General Plan, many potential ski lift locations were proposed by development interests. The decision was made by the Board of Supervisors to show on the General Plan map only those lifts which either exist or have existing use permit approvals. Other proposed lifts were to be shown on an exhibit map, which has been titled "Potential Future Ski Lifts", and is included in the Plan text; construction of lifts shown schematically on this text exhibit map would not require a General Plan Amendment. Constructing any lift not already approved or shown on the text exhibit map would require a General Plan Amendment. The main purpose of the text exhibit map is to give some indication of development interests' tentative

plans, while avoiding any implication of County sanction or vested rights to construct lifts shown on the map.

Although not as fully developed, other recreational opportunities exist in Squaw Valley for horseback riding, swimming, tennis, hiking, ice skating, and other recreational activities. Unfortunately, at the present time, there are no public tennis courts, and only one swimming pool open to the public.

This Plan recognizes that the creation of a broad range of recreation opportunities will be the key to a healthy and viable year-round community in Squaw Valley. The Plan allows for, and encourages the provision of commercial recreation facilities of many types and in many areas. Squaw Valley has the human, physical, and natural resources which make possible a wide range of recreational activities including the following: archery, art classes, backpacking, bicycling, climbing, cross-country skiing, dancing, field sports, fishing, hiking, horseback riding, ice hockey, ice skating, music festivals, paddle tennis, running, rodeo, skiing, sleigh riding, snow play areas, swimming, and tennis.

A broad range of such recreational opportunities is necessary to bring the vacation-oriented visitor to the Valley. Many of these facilities and opportunities can be provided by the private sector through athletic clubs, recreation businesses, or accessory uses to hotel or condominium projects. Projects which add recreational facilities for use primarily during non-winter months are to be encouraged.

To increase summer recreational opportunities in Squaw Valley, it may be desirable to develop a golf course within the Valley. The Plan recognizes the potential for construction of a golf course out of the wet meadow area and within the area where sagebrush and other dry area vegetation types exist.

The Plan also suggests the creation of a limited number of public recreation facilities to complement those provided by the private sector. In no case should the public facilities duplicate or compete with those facilities that can be

provided by private developers and are both accessible and available to the general public.

Funds (Park Dedication Fees) for the acquisition and development of public recreation facilities have and will continue to be collected by Placer County under the provisions of the Quimby Act. The fees are collected from developers of residential projects on the basis of the demand which the residential project creates for public recreation facilities. The fees are established and applied on a County-wide basis. The Quimby Act also permits the County to require the dedication of land in-lieu of fees in some instances.

Facilities most likely to be provided through a public entity include: Open play areas, baseball, softball, soccer, football, playgrounds, hiking trails, bicycle trails, and tennis courts.

The Squaw Valley Recreation Commission has met regularly for over four years and discussed a wide range of topics relative to recreation in Squaw Valley. The creation of a public park within the Valley has been an on-going topic of this Commission at all times. The search for an adequate site has been going on by both this group and the Placer County Parks Department for several years. Potential sites have been explored at the following locations; near the mouth of the valley, on USFS land, in conjunction with a previously-proposed school, in areas adjacent to the meadow, in the meadow, the Olympic Village area, and within the core area. All of this searching has resulted in the designation of four potential public park sites in this Plan. The first is adjacent to Squaw Creek, in the High Density Residential area, north of Squaw Valley Road, near the mouth of the valley. The site on Squaw Creek could be developed as a picnic and stream access area with very little alteration of the land or vegetation anticipated. It could be developed to serve the future high density residential development anticipated in the surrounding area and the costs shared by the public and private sector.

The second site is the area of the ski jump outrun. In terms of meeting the demand for a multi-purpose play field and open turf area and considering the constraints on other sites, this appears to be the best site available in the valley. In addition, the Squaw Valley Ski Corporation, and Carville-Sierra Corporation, both of whom have an interest in the property, have indicated that its development for recreation purposes is desirable. This is not to say that there are not problems with the acquisition and development of the site.

The design of improvements on this site must consider both summer and winter uses, drainage problems in the area, and on-going maintenance costs. The preservation of the possibility of using the ski jump should also be considered in any development of the site.

The third site is the area of the existing Fire Station. Recently, the Squaw Valley Recreation Committee has begun looking into the possibility of utilizing this site for recreational purposes. It appears that through a combined effort of the fire department, water district, and recreation committee, that the site could be more widely utilized and the costs associated with such a change, shared by several entities. The recreational uses of the site which have been discussed include tennis courts, a tot lot, and community meeting and activity rooms. Because the property has excellent access, is currently in public ownership, and clearly has the potential to accommodate public recreation facilities, it has been designated as a potential park site on the Plan and should be further explored.

The fourth site designated on the Plan is the Creative Arts Society Building (the Theater building). Due to the nature of the building and its current use, this site has the potential of providing indoor community and recreational space. An interest in the building could be acquired by the County or other recreation serving entity and the space utilized for recreation classes, art instruction, or other similar indoor

recreation uses. This site should also be considered based on its potential to provide recreational facilities to the community.

The fifth site is located on public property managed by the USFS. This site is located south of Squaw Valley Road, behind the Tavern Inn Condos project. Early contact with the USFS does not provide any encouragement for utilizing this site, however, if other sites are not available, this one should be considered. Further assessment of this site's potential to meet the needs of a public recreation area must be made. Of primary concern will be the use of the site in a manner which is consistent with the USFS policy of preserving an open space corridor along Hwy 89 and the Truckee River.

The Plan also provides for and anticipates the establishment of a series of trails for hiking, jogging, horseback riding, bicycling, and cross-country skiing. Such a trail network should tie into existing trails, be available for public use, and thereby greatly expand and insure the available outdoor recreation opportunities. To some extent such a series of trails will serve as an alternate transportation corridor in and around the valley. These trails, as shown on the Plan, are to be acquired and improved as development in the valley progresses.

Although dedications of easements for the trails are preferable, other forms of agreements which result in the public having a right to use the trails shall be considered. All of the trails depicted in the Plan are shown along schematic alignments. Where a specific development is proposed which affects a trail, the exact alignment can be negotiated and the best alignment selected at that time. Where conflicts exist with respect to the use of trails for any of the activities stated above, this issue should also be resolved at the development approval stage.

To see that recreational services and facilities are provided in a coordinated manner, the previous Squaw Valley County Water District Recreation Commission has been dissolved and a Recreation Committee of the Squaw Valley Municipal Advisory

Council appointed. This group should be encouraged to develop a priority list of projects to be completed as funds become available.

4. Forest and Open Space

The majority of the Plan area consists of relatively undisturbed or ski-related use areas--the high mountain country surrounding the valley on three sides and the remaining open meadow area on the valley floor.

The mountain areas to the north and south sides of the valley are mainly in private ownership, and have been the site of limited commercial timber harvesting operations. Such operations should be allowed to continue as long as the present and future vitality of this forest resource is ensured.

A good portion of the mountains on the southwesterly end of the Plan area are the location of the Squaw Valley Ski Corporation's winter recreation facilities; this area will continue to be operated as a major recreational ski facility pursuant to the provisions of this Plan. The area in the northwest quadrant of the Plan area, known as Shirley Canyon, (defined here as the watershed of the North Fork of Squaw Creek) has historically been considered a unique and important special feature of Squaw Valley. There is wide-spread agreement that it should be preserved in its existing natural, semi-primitive state. This Plan continues this special recognition of Shirley Canyon by including a defined area of the canyon, in the Conservation Preserve Land Use District where it is not to be disturbed by ski-related development.

At the same time, it is recognized that a current Conditional Use Permit (CUP-067) exists which authorizes the construction of a new ski lift in Shirley Canyon, known as the Squaw Creek lift. This lift is shown in the Squaw Valley General Plan although it is not consistent with the current goals of the Plan as they relate to Shirley Canyon. Certain conditions placed on the Conditional Use Permit for this lift will serve to

mitigate some of the adverse impacts resulting from its construction and operation. Placer County has an obligation to permit the construction of the Squaw Creek lift if the permit is exercised within the time period allowed and if the conditions of approval are met. Should the permit not be exercised and its approval lapse, the lift should not be approved again.

This Plan recognizes that most of the historical uses of the meadow are appropriate and should be continued. This undeveloped area is also included in the Conservation Preserve Land Use District.

This Plan does not envision any significant changes in the historical uses of the mountain terrain surrounding the Valley nor in the remaining undeveloped portion of the Squaw Valley meadow. The designation of Conservation Preserve further defines the northerly boundary of the Squaw Valley Ski area and thus ensures the continued protection of the Shirley Canyon area.

C. Traffic/Circulation

As in 1972 (when this Plan was last updated), private automobiles and transit buses provide the only vehicular transportation modes available in Squaw Valley. Squaw Valley Road runs almost the entire length of the valley from State Highway 89 to the valley's "core" area. This main road serves as the only "channel" for traffic flow in and out of the valley. One basic assumption of this Plan update is that no additional routes into the Valley will be constructed. This causes the traffic capacity of the intersection of State Highway 89 and Squaw Valley Road to be a limiting factor to development in the Valley.

Both Squaw Valley Road and State Highway 89 (SR89) are 2-lane highways with wider paved sections near their intersection. Operating conditions of both roads are significantly different on peak recreation traffic days (i.e., weekend or holiday skiing) as opposed to typical days year-round. Separate considerations of these two distinct types of traffic are sustained throughout this section.

On peak ski days high traffic flows inundate both major roads; occasional delays of several hours and several miles of congestion result. On these peak ski days traffic on State Highway 89 sometimes backs up from the Tahoe City "Y", past Alpine Meadows, to Squaw Valley. During such periods, traffic frequently backs up along Squaw Valley Road from the State Highway intersection for more than a mile toward the Valley core. On peak-ski Sundays, traffic is sometimes heavily congested from the Truckee area back for over a mile along State Highway 89. During Saturday's peak traffic hours (4-6 P.M.) traffic leaving the valley is distributed approximately 70% toward Tahoe City and 30% toward Truckee; on Sundays the distribution is approximately equal.

This external traffic congestion (both directions on the State Highway) directly affects traffic flow out of and within the Valley. The external congestion levels have worsened significantly during the past ten years and are expected to

deteriorate further. Reasons for such deterioration include: more traffic-generating development, higher peak traffic volumes, lack of adequate capital improvements, and lack of adequate transit development.

The sources of congestion external to Squaw Valley are part of a regional transportation problem resulting primarily from peak period use by recreationists. The problem throughout the Truckee/Tahoe area was formerly limited to a few peak skiing days and a few holidays (Memorial Day, Labor Day, etc.). In recent years traffic congestion has become a daily problem in a number of communities in the Tahoe area; the number of high-use skiing days has increased and more summer recreational opportunities have been developed. These traffic problems and their causes are generally understood; however, little truly regional effort is being directed toward solving them--in large part because of jurisdictional limits.

The Tahoe Regional Planning Agency (TRPA) is presently preparing a Regional Transportation Plan for the Tahoe Basin area. Squaw Valley lies outside the limits of the TRPA study, but Squaw Valley traffic has an impact on traffic within the TRPA area (and vise-versa). Therefore, Placer County will attempt to have TRPA give consideration to Squaw Valley traffic impacts, mitigations, etc.

It is unlikely, however, that TRPA will produce a truly "regional" study that fully considers I-80, the Tahoe-Truckee State Hwy 89 corridor, etc. Placer County supports the undertaking of such a study and is prepared to lend technical assistance to the effort. If such a study were to develop traffic problem solutions that would affect Squaw Valley in a significant way, portions of this Squaw Valley General Plan should be re-evaluated. Similarly, if such a study were to identify solutions to regional traffic problems that the Squaw Valley General Plan could help solve, portions of this General Plan should be reconsidered. For now, however, an adequate General Plan has been prepared without such a regional transportation study. Deferring adoption of this General Plan or the portions

dealing with transportation are not courses of action in the best interests of Squaw Valley or the County.

On "normal" days (i.e., most winter weekdays and all days in the non-ski season) no significant traffic problems are apparent. However, present build-out is only a small part of that allowed by the existing General Plan and zoning. Assuming that present types of development continue and that the Squaw Valley Road/State Highway intersection is signalized, the level of service during peak hours will fall below an acceptable "C" level before even half of presently allowable development has occurred. Build-out of either of the following would result in undesirable levels of service:

a) Approximately 1700 additional occupied residential units, or

b) Approximately 500,000 square feet of additional commercial gross floor area.

The 1972 General Plan assumed that traffic problems would be resolved by a combination of a large parking structure near the mouth of the valley and a mono-rail linking the commercial core with the parking structure. Because of these exotic "solutions" to traffic problems, more mundane improvement projects for the area's road network were generally not required of developers or otherwise undertaken. In 1980 the Board of Supervisors acknowledged the need for more conventional (but real) solutions and abandoned the mono-rail with parking structure concept. Instead, they adopted a Capital Improvement Program consisting of four major projects:

		Estimated Costs 1980
a)	A loop road south of Blyth Arena.	$200,000
b)	Signalization of the Squaw Valley Road/State Highway 89 intersection.	$150,000
c)	A transit lane along Squaw Valley Road separated from the existing roadway.	$350,000

d) Widening to four lanes the north-south section of Squaw Valley Road (including the bridge). $125,000

The Board of Supervisors also adopted a Financing Plan to fund these improvements according to the following fee schedule:

(1980)

a) Residential - $500 per newly created parcel or dwelling unit.

b) Commercial - $750 per 1000 square foot gross floor area.

c) Recreational (ski area) - $150 per additional skier capacity.

By Board policy, these fees are also collected from substantial remodeling/reconstruction projects. The fees have been uniformly required and collected since Board adoption of the program. Thus far, approximately $170,000 has been collected.

A modified version of the Capital Improvement Program is incorporated into this General Plan; the Financing Plan fee structure has also been changed. Further changes in either the CIP or the Financing Plan may be made by the Board of Supervisors as the need becomes apparent.

The revised list of capital improvement projects includes (in order of priority):

1. Left-turn storage pockets for County Road intersections along Squaw Valley Road;
2. A "loop road" through the commercial core and south of Blyth Arena;
3. A loop road from the end of Squaw Peak Road through the "Village" area;
4. A separated pedestrian/bicycle trail along the south side of Squaw Valley Road;
5*. A traffic signal for the Squaw Valley Road/State Hwy 89 intersection.

*Top priority is assigned to this project when the

"warrant" system and traffic conditions determine that the signal should be installed.

The Squaw Valley Road Network Capital Improvement Fund monies may be used for projects outside of Squaw Valley only if all the following conditions exist:

a) Traffic studies determine that capital improvement projects outside of Squaw Valley would be the most cost-effective method of improving average daily traffic circulation and/or peak traffic flows within Squaw Valley.

b) The Placer County Board of Supervisors formally concurs with the conclusions of such traffic studies.

c) The Placer County Board of Supervisors includes such "outside the Valley" projects in the prioritized Squaw Valley Road Network Capital Improvement Program at a legally noticed public hearing.

Alternate alignments for two sections of the "loop road" through the commercial core and south of Blythe Arena are shown in broken lines on the Plan map.

The more westerly alternative alignment would improve circulation through the commercial core area by eliminating a poor existing alignment with much pedestrian conflict and relocating the existing road to a location opposite Squaw Peak Road. Improved circulation for this area is clearly in the interests of the public. Because of present litigation, neither of the two major private interests in this area are willing to accomplish an exchange of rights-of-way to allow construction of the "loop road" along the preferred alignment. Construction of the "loop road" should be undertaken in accordance with the Capitol Improvement Program along whichever alignment is available at the time adequate funding has been accumulated.

The more easterly alternative alignment is shown on the Plan map at the request of development interests. These interests believe that such a realignment of this section of the "loop road" would make development of several sites (which are traversed by the existing road alignment) more feasible. Some minor public interest would be served by improving the existing road alignment. However, such interest is not sufficient to warrant spending public funds for construction of a new crossing of Squaw Creek. Capitol Improvement Program funds should be used for construction of the roadway along whichever alignment is available and at the time that legitimate funding has been accumulated. Construction of an improved road may be undertaken along the existing alignment with a partial realignment to a new stream crossing as part of a nearby development project.

The purposes of showing the alternative alignment on the General Plan map is to protect these desired corridors from encroachment by development and to allow Placer County to require dedications for these preferred alignments as development occurs in their immediate areas. The alignments shown on the General Plan map are schematic only; the precise alignments should be determined and established in accordance with the County's Plan Line Ordinance. Either existing or alternative alignments should be 60 feet wide.

Improved roadway connections shall not be allowed on the southwesterly side of the meadow between the Glenborough property and the "core" area. However, a horizontal lift or other transportation method which does not require road construction or other similar disturbance may be allowed but shall require a Conditional Use Permit. Any such "horizontal lift" shall not be constructed in the CP zoned area. All necessary rights-of-way to allow construction of such a "horizontal lift" must be obtained before a Conditional Use Permit may be issued. The "horizontal lift" concept at this location is described in the text but not shown on the General Plan map. This is to create the potential for such a lift to be constructed in the

manner specified above while avoiding any implication of a "vested right" to construct the lift.

The following fee schedule shall be a part of the Capital Improvement Program. These fees shall be uniformly collected from all new and reconstructed development in the future. The basis for the fees is anticipated peak-flow traffic generation from cumulative development in Squaw Valley. Because traffic problems are cumulatively caused, their solutions (including financing) should be cumulatively provided, also, rather than having each project construct piecemeal improvements to the off-site road network.

a) Residential Uses (including hotels) - $2,189 per Dwelling Unit Equivalent (DUE).

b) Commercial Use and Winter Sports/Recreation - As set forth in the DUE conversion table of the Traffic Fee Program. If the primary purpose of a proposed ski lift is the transportation of skiers between the base and upper mountain areas, no fee shall apply to that portion of riders who use the ski lift for such transportation purposes. Fees shall apply to that portion of uphill capacity which serves persons using the lift as a recreational ski lift (i.e., persons who ride to the top and ski back down as opposed to those who ride to the top and then transfer to other lifts).

Should any project be proposed which does not fall into one of the above categories, the Director of Public Works shall estimate peak-hour traffic generation and determine the appropriate fee on the basis of this estimate.

In addition to this Capital Improvement Program, road frontage improvements in accordance with the County's current Highway Deficiency Report shall be required. Off-site improvements may be required as conditions of project approval if they

are necessary to insure public safety. If a developer is required to construct a frontage improvement which is listed as part of the Capital Improvement Program, the developer shall receive credit for the actual cost of such improvement against that project's fee obligation to the Capital Improvement Fund; such credit shall not exceed 100% of that project's fee obligation. If a development is required to construct off-site highway improvements which provide surplus capacity that benefits other, future projects, the development which capitalizes the improvement shall be eligible for proportional reimbursement from these other, future projects. Placer County may enter into reimbursement agreements with developers who provide such surplus capacity in required improvements.

This Plan assumes that transit will not be greatly expanded to serve the area in seasons other than winter.

The major challenge for the 1983 General Plan is to find a type of development which will not aggravate present or future traffic problems. The destination resort concept, in theory, appears to meet this criterion. It must be acknowledged that much uncertainty exists regarding the traffic characteristics of destination resorts--particularly if located within driving distance of a metropolitan area. However, a combination of destination resort characteristics including the following could actually reduce present and projected peak traffic flows: "containment" commercial development, prolonged visitor stays within Squaw Valley, greatly expanded and improved transit, a reduced number of day-skiers, and management of traffic from both new and existing development (including employees). However, each of the above changes must occur in order to avoid major impacts on traffic from potential development. Assuming that:

a) Projections from the traffic section of the EIR and Technical Supplement are correct; and

b) The Capital Improvement Program is implemented; and

c) Build-out does not exceed 80% of the Plan capacity, acceptable levels of service can be maintained through critical points in the traffic system on average days.

Traffic projections assume management of new condominium and hotel units as a destination resort. The combined effect of such management practices is assumed to be a 50% reduction in peak hour traffic generation. If these units are not to be managed in this manner, the potential number of such units must be reduced by 50% to keep peak-hour traffic within acceptable service levels.

The major existing development is the ski hill, which causes most of the present peak-traffic problems. The following policies and requirements regarding additional winter sports/recreation development are necessary to keep existing traffic problems from becoming worse and to protect public safety, convenience, and general welfare:

a) Present peak-period congestion and delay shall not be worsened; levels of service on the area's road network shall not deteriorate within Squaw Valley, or at the Squaw Valley Road/State Hwy 89 intersection, or at the State Hwy 89/State Hwy 28 intersection.

b) The duration and number of occurrences of such traffic problems shall not increase within Squaw Valley, or at the Squaw Valley Road/State Hwy 89 intersection, or at the State Hwy 89/State Hwy 28 intersection.

Therefore, before any additional winter sport/recreation development is permitted by Placer County, consistency with these two principles must be demonstrated and findings of such consistency made by the decision-making body. Combinations of capital improvements, transit, and management approaches are encouraged in order to comply with these principles.

Additional information regarding traffic is available in the Environmental Impact Report.

D. Parking

Parking in Squaw Valley is generally adequate for more recent commercial and residential developments (of course, snow conditions and snow removal operations affect the availability of all types of parking). However, adequate parking area is generally not available for commercial and residential areas more than 10 years old (examples include: the post office commercial area and the residential areas along Lanny Lane and Sandy Way).

The greatest parking need and problem is related to the ski area. On peak ski days approximately 4,000 cars are parked in or near the "core" area; a large majority of these cars belong to day-skiers. Many of these cars are parked in a location or manner that causes problems (for example: within County road rights-of-way). Some of the resultant problems include: traffic congestion, pedestrian hazards, interference with snow removal operations, blocked driveways, and restricted emergency vehicle access.

In 1976 the Squaw Valley Ski Corporation submitted a parking plan (known as the "Clark Plan") which represented some 3,617 parking spaces as being available to the Squaw Valley Ski Corporation. This plan was accepted by Placer County as part of the settlement of litigation concerning the Solitude ski lift. Since that time, County staff has determined that the Clark Plan misrepresents the number of parking spaces available. The number of spaces shown on the Clark Plan is reduced by the following factors: snow storage, substandard parking space size, inadequate circulation areas, spaces shown on lands not controlled by Squaw Valley Ski Corporation, spaces committed to other projects, etc. Recently, the Squaw Valley Ski Corporation submitted a scaled map of parking areas in the core area. (This map is too detailed and large to allow a successful reduction in scale for inclusion here. The map is on file with the Planning Department in Auburn). This map shows parking arrangements which are much more feasible and accurate than the earlier "Clark Plan". This later version shall be referred to as the "Parking Map". The parking map has been tentatively accepted by County Staff--

pending adequate field verification of its context. This new parking map indicates that approximately 3,630 parking spaces are available to the Squaw Valley Ski Corporation in a manner which satisfies County requirements; an additional 190 spaces are available on a year-to-year basis on the lands of Poulsen. Approximately 461 of the 3,630 spaces are required to satisfy the parking requirements of other developments on lands controlled by the Squaw Valley Ski Corporation (e.g., Squaw Valley Lodge). The number of presently available parking spaces is not adequate for peak ski days (for reasons described above). Therefore, any increase in skier capacity or other winter sports development by the ski area operator must also provide the number of parking spaces required by County Ordinance.

In the past, a number of variances to County Ordinance requirements for parking have been granted; these variances have greatly exacerbated the parking problem. Only one ground should be allowed for any future variance to the required number of parking spaces: A showing by the project applicant of a quantified reduction in parking demand resulting from either transit or management of the transportation system. Any such variance shall be limited to the number of parking spaces shown by the applicant to be unnecessary because of transit or transportation systems management. Transit service shall be grounds for such a variance only if limitations on ticket sales to persons arriving by private automobiles are in effect. Without such limitations transit riders could be added to persons driving by private vehicle instead of replacing the automobile as the means of transportation for skiers. Consideration of such a variance should include the fact that an inadequate number of parking spaces already exists for peak-days.

Another major issue concerning ski area parking is the loss of presently available spaces as development of the parking areas into commercial uses occurs. Past assumptions have been that development of such areas into hotel or residential uses would create accommodations for "resident skiers" who would replace day-skiers; parking provided for the new development

would replace parking presently available for day-skiers. This balanced transition does not seem likely. It is more probable that even with the complete build-out of Squaw Valley as a destination resort, a significant number of day-skiers will still remain. The problem is that as build-out occurs, existing parking areas would be eliminated, and parking would not be available for day-skiers.

If the destination resort concept is realized, it seems reasonable that some of the present day-skiers would be replaced by resident skiers; therefore, some of the parking presently available for day-skiers need not be retained.

As a means of encouraging development in the commercial core of the valley and ensuring sufficient parking for day-skiers, the following schedule shall apply for the replacement of day-skier parking spaces by new development. For each two day-skier parking spaces eliminated by new development, the ski area operator should be required to replace one day-skier parking space. This "one-for-two" replacement formula should apply until only 3,000 day-skier parking spaces remain; from that point on, replacement of day-skier parking spaces should be on a "one-for-one" basis. New development must, of course, provide all parking required by this Ordinance for proposed uses. (This approach would allow the development of 2,000 hotel rooms--a substantial beginning for a "destination resort"--before the "one-for-one" replacement formula becomes effective).

As this new development occurs and displaces parking spaces, the ski hill operator shall be required to show how such spaces will be replaced or the need for the spaces eliminated by transit, management, etc. The tentatively accepted "Parking Map" shall be used to determine the number of spaces eliminated by new development and to be replaced.

At full development of this Plan, approximately 3,000 parking spaces for day-skiers are estimated to still be necessary. This estimate assumes that the ski hill capacity presently available to the ski area operator is retained and that limitations are placed on ticket sales to day-skiers. Given the

proposed land uses and locations of development in the commercial "core" area, the best long-term solution to the day-skier parking problem appears to be a multi-story parking structure, located as shown on the Plan, to the east of the Hofbrau Condominium project site. Besides providing day-skier parking when presently available areas have been developed, the parking structure would be close enough to the commercial "core" to serve the entire spectrum of seasons and destination resort uses.

Because the basic need for the parking structure originates in skiing activities, the structure should be funded by the ski area operator. The ski area operator should be able to charge a fee to day-skiers and others who use the parking structure. Other development in the core area should also have the opportunity to provide required parking within the structure instead of on-site. Since the need for such a structure evolves as new development consumes presently available parking spaces, the structure could be constructed one level at a time. Assuming an ultimate 5 levels to the structure, with 300 parking spaces per level, construction of the first level (i.e., above the existing parking spaces) would occur when 600 spaces as shown on the "Parking Map" have been eliminated by new development. In order to provide financing for construction of the parking structure at the time it becomes necessary, funds adequate to construct parking spaces in the structure should be placed in a trust fund as day-skier spaces are eliminated by new development. The trust fund would be managed by Placer County in a manner similar to the Road Network Capital Improvement Fund. Temporary parking variances should be a matter of right for any development that provides funding for the required number of spaces within the parking structure.

The concept of a parking structure near the State Highway--as provided by the 1972 General Plan--has been rejected in this Plan revision. A parking structure in this location could reduce traffic, congestion, and parking needs within the valley core; however, such a structure fails a number of feasibility tests. Locating a structure near the mouth of the valley

would result in substantial related development in the immediate area; this would detract from and compete with the concentration of development in the valley core area necessary for realizing the destination resort ideal. A source of funding for such a structure cannot be found if the structure is located in an area that poorly serves the needs of skiers. Locating a parking structure near the mouth of the valley creates a need for a massive transit system that would operate for only a fraction of a year; a funding source cannot be identified. A parking structure near the mouth of the valley would only duplicate parking which is already available at a more convenient location. In addition, this Plan provides for a parking structure in a manner that does meet feasibility requirements.

E. Public Services

1. Sewage Disposal

Sewage Treatment in Squaw Valley is primarily handled through the Squaw Valley County Water District's collection system which is connected to the Tahoe-Truckee Sanitation Agency export line along the Truckee River. The TTSA plant in Truckee is presently undergoing an expansion which will significantly increase its capacity and provide adequate capacity for most of the new development envisioned by this Plan. Additional connections will then be granted on a "first-come, first-served" basis. New development in Squaw Valley will be required to connect to the existing public system, except in rare instances.

Currently the commercial facilities at the High Camp Restaurant and Gold Coast areas are connected to an on-site sewage treatment and disposal system constructed several years ago. Due to the maintenance and operational costs of such a system, along with the potential for health hazards which may exist, these facilities and new ones like them should be connected to a public treatment system as soon as is feasible.

2. Water

The water supply for the Valley is obtained by means of three wells which tap the natural reservoir under Squaw Valley. Distribution of water is handled by the Squaw Valley Mutual Water Company and the Squaw Valley County Water District. On the ski mountain, 2 vertical wells and an infiltration well provide the source of water. There are at present studies going on to improve the water supply for the upper mountain for domestic and fire supply. In 1972, it was estimated that less than 4% of the water yield from the underground supply was used by the existing development. In 1982, the Squaw Valley County Water District is still convinced that the water supply for the Valley will not be a constraint.

The Squaw Valley County Water District has been in the process of upgrading its distribution system for several years. Recent construction in the eastern end of the Valley has resulted in new storage and distribution facilities being put in place. However, a need to upgrade water sources, storage and distribution facilities still exists. Recent efforts of the District include connecting the water systems at both ends of the Valley in order to have the ability to tie the entire valley into one system.

3. Fire Protection

The Squaw Valley Fire Department, financed through County Service Area #14, is responsible for fire protection throughout the plan area. Mutual aid agreements exist with the Tahoe City, Truckee, and Alpine Meadows Fire Departments so that each fire department can respond to emergencies throughout the area. Recently the Squaw Valley Fire Department ISO rating was upgraded to a 6 as a result of better available man power and improved water service.

In order to continue to improve the efficient delivering of fire protection services, this Plan encourages the continued organizational changes such as the Eastern Placer

County Joint Powers Agency and automatic response agreements with other fire districts.

In considering new development in Squaw Valley, the relative efficiency of providing fire protection services must be used as one of the criteria. Very early in the project design stage, developers should coordinate with fire department staff so that projects are designed to incorporate and accommodate fire protection features and services. It is also critical that adequate water for fire protection is available at all new development sites, or will be made available concurrent with new development.

The Squaw Valley Fire Department has identified the need for the following new facilities or equipment based on the potential development shown in the General Plan:

a) Purchase of an aerial fire truck with an Estimated Cost of $350,000.

b) An addition to or replacement of the existing engine room with an Estimated Cost of $230,000.

The need for an aerial truck in Squaw Valley is due to the existence of several structures having three or more stories, and the potential under the General Plan for substantial new development. Each and every project which is built to three stories or more will add significantly to this need. A fee schedule has been included which will result in new development supporting the cost of these new fire protection facilities. Such fees will be reserved exclusively to meet the needs of the fire department to provide an adequate level of fire protection.

The need for adequate fire protection is one of the basic requirements related to community development. Without the requirement for financial support from the development (which creates the need) to offset the increased risks to life and property, decision makers would likely be judged extremely negligent in their responsibility to protect the public welfare.

This General Plan identifies that the Squaw Valley General Plan area is in great need of fire protection equipment and new development in the Plan Area should be required to help

finance the purchase of this new equipment under a fee schedule. Any fees collected prior to approval of a project, which is required to fund the purchase of the new equipment, shall be applied to the purchase. Where the cost to the developer of this project, exceeds their fair share based on the fees proposed, the County shall enter into an agreement which provides for partial reimbursement from future fire protection fees to be collected. Under certain circumstances the capitalization of such facilities may be reduced or deferred (See Section 145).

4. Police Protection

Police protection is currently provided by the Placer County Sheriff's Department from the substation in Tahoe City and the California Highway Patrol out of Truckee. Through the Sheriff's office, Search and Rescue operations are also provided to the area. The past program of requiring private financing of Sheriff's patrols where the private benefit warrants such action, should be continued. Reducing the need for Sheriff's patrols by reducing the potential for violations and minimizing inefficiencies that result from non-contiguous development must be considered with each new project.

Additionally, there is some concern that as Squaw Valley grows, additional sheriff services will be required--particularly a "resident deputy" as in other similar areas. As growth occurs, the need for such additional services and the potential means of financing the extra services should be more closely examined.

Also, there is wide-spread concern with traffic safety along Squaw Valley Road, particularly due to the lack of effective speed control and enforcement.

5. Schools

Squaw Valley is part of the Tahoe-Truckee Unified School District which now transports students to schools outside the Valley. The school site shown on the 1972 Plan has been eliminated based on comments from the School District Board of

Trustees which now believes that a site will not be needed in Squaw Valley. In the review of projects, consideration must be given to the impacts of development on school space needs and transportation requirements.

6. Other Public Services

Solid waste disposal in Squaw Valley is provided by a private company operated under a franchise from the County. A public landfill exists on USFS land to the north of Squaw Valley off Highway 89. Electric service is provided by the Sierra Pacific Power Company and telephone by Pacific Telephone. All new utility lines should be installed underground in order to reduce the visual impact on the Valley and improve service reliability jeopardized by the area's climate. Renewed attention should be given to undergrounding the utility lines on Squaw Valley Road.

F. Noise Element

The Placer County General Plan Noise Element (August 16, 1994, Resolution #94-239) as it may relate to the effects of development in Squaw Valley, is hereby adopted by reference. This element contains noise standards which should be used in evaluating the impacts of roadways on adjoining residential uses, and any proposed uses which are likely to generate substantial noise (heliports, etc.).

VII. IMPLEMENTATION

Squaw Valley clearly has the unique physical resources and potential to be a viable year-round recreation area. However, despite a historical interest in such development, it has not occurred. Accordingly, this Plan recognizes the need for more creative and focused efforts to recognize the unique resources and potential of Squaw Valley. It sets forth the necessary planning framework which encourages the type of high-quality, new development envisioned.

The following discussion addresses several of the concepts and approaches that are incorporated into this Plan. These are intended to provide the necessary stimuli and incentives to create an atmosphere in which the goals and objectives of this Plan are most likely to be achieved.

A. Local Review Authority

During the planning process leading to this 1983 Plan, a clear consensus has been reached by all interested parties that visual and environmental quality control in Squaw Valley has not been given the attention that it deserves by both the private and public sector. As a consequence, there are many poorly designed buildings, a great deal of junk and debris, denuded and barren areas, poorly designed signage, and other visual and environmental problems that have given Squaw Valley a poor image.

If these problems are to be vigorously addressed, a sense of pride and involvement in maintaining and improving the visual and environmental quality of the Valley must be developed at the local level. During the time that this General Plan revision was developed a Squaw Valley Municipal Advisory Council (SVMAC) and a Squaw Valley Design Review Committee were formed which represent many interests within Squaw Valley. These groups have proposed the development of a long-term mechanism to ensure a high degree of "local home rule". The MAC will serve as an advisory council for Squaw Valley and will help to implement several goals of the Plan (developing of a design review

program, recreation planning, and environmental quality control) as well as provide input on many issues affecting the valley. The local DRC should be given every opportunity to guide and influence further efforts to improve the visual and environmental quality of the valley. The County commits itself to cooperating and working with the MAC and DRC to assure that no new developments within the valley are permitted without the opportunity for a full evaluation by and recommendation from the MAC and/or DRC.

B. Design and Performance Standards

One of the key concepts incorporated in this 1982 Plan is the development of a set of detailed design and performance standards to guide all future development in Squaw Valley.

Performance standards have been established in some detail in the accompanying Land Use Ordinance. These standards are not as complete or comprehensive as they could be. As examples: the standards require the rehabilitation of disturbed stream environment zones, but do not specify the methods or types of vegetation to be used to accomplish this; the standards require the extensive use of landscaping, but do not specify any uniform type of landscaping to be used; the development of pedestrian open space areas is required, but design criteria are not specified. In these and other instances, more complete standards can and should be developed by the County, the MAC, and the DRC as additional experience and information is gained.

The Plan specifically recommends the preparation of a set of "design guidelines". These would be used as a standard against which all projects will be evaluated during the design review process. Such a document, although advisory in nature, should address such issues as: signing, architecture, colors, building materials, landscaping, height, and other elements of design. The accompanying Land Use Ordinance establishes some basic requirements relative to several of these design standards. These criteria are intended to accomplish two things: 1) to guide development and provide direction while more detailed standards are adopted, and, 2) to provide the MAC and local

design review committee with a framework of standards upon which they can build.

C. Permit Processing

As a means of addressing the often repeated concern that the land use regulatory process is too lengthy, too cumbersome, and too filled with uncertainty, this Plan proposes a more simplified and more organized approach to the development process.

In the past, each project tended to be reviewed on a case-by-case basis, sometimes with different requirements being imposed as the need arose. By contrast, this Plan, through the Land Use Ordinance, sets forth with greater certainty the specific performance standards to be met. Where the Design Review Process was, in the past, based on various people's subjective judgment, the proposed Design Guidelines will provide a far greater degree of direction to the project proponents and at the same time allow for greater input from the local people through the local Design Review Committee. Areas which were previously within a Development Reserve Zone District, which required Specific Plans or Rezonings (even if the project was consistent with the 1972 General Plan), have now been placed in districts which will eliminate the Specific Plan Process.

The types of projects which require formal public hearings and discretionary approval have been clearly outlined in the Ordinance (See Sec. 102). The Land Use Ordinance clearly indicates what special plans (landscaping, erosion control, etc.) are required and under what circumstances.

The permit process is further modified by the establishment of a local Design Review Committee. In order that this additional level of review does not prolong the project review time, the local Design Review Committee review and County review should be conducted concurrently. Initial review of preliminary development plans would thus be submitted to the County, forwarded to the Design Review Committee, and the comments of both

returned to the applicant. Plans submitted for final approval would be similarly reviewed.

Mandatory time limits specified in existing County ordinances, and included in the Land Use Ordinance by reference, appear to establish reasonable deadlines; these should remain unchanged. These time periods are generally as follows: Design reviews - 30 days from submittal to approval or denial; Conditional Use Permits and Variances - 90 days from date of submittal to date of public hearing (Negative Declaration projects) or 6 months (EIR projects); Subdivision - 50 days from date of submittal to date of public hearing.

In all districts the intent of the Plan is to establish with greater certainty those uses that will be permitted and the conditions that will be placed upon the approval of various projects. A basic premise of the County's approach to future development in Squaw Valley is that projects which meet the design and performance standards set forth in the Land Use Ordinance, and conform with the objectives, intent, use designations, densities, and other zoning/land use district requirements shall be entitled to an expeditious review and determination by the County.

A principal component of this 1983 Plan is to recognize the need for a new approach to bring about the visual and environmental upgrading of the Valley, while at the same time promoting and encouraging new high quality developments in Squaw Valley that are consistent with the purposes of this Plan. Recognizing the uniqueness of Squaw Valley, and its potential for development into one of America's finest destination resorts, this plan commits the County of Placer to a cooperative program to upgrade the visual quality of existing developments, as well as to ensure that new development proposals are expeditiously reviewed and given the earliest possible go-ahead and encouragement by County Government if they meet the high quality standards mandated by this Plan.

CHAPTER 40 - PLACER COUNTY CODE

VIII. LAND USE ORDINANCE

Section 100 - Development Standards and Policies

Introduction

In order to implement the provisions of the 1983 Squaw Valley General Plan, this land use ordinance is being simultaneously adopted as a part of the General Plan. This Land Use Ordinance establishes special zoning and land use districts and restrictions applicable within the Squaw Valley General Plan area, and sets forth criteria and standards for development. The land use districts, criteria, and standards set forth in this ordinance supersede previous zoning district standards applicable to the Plan area. The basis for the adoption of the provisions of this Ordinance is found in the 1982 Squaw Valley General Plan text, Plan Map, and accompanying Environmental Impact Report.

A statement of intent is included for each of the Land Use Districts established herein. Issuance of development permits, where they are discretionary, shall be judged against the expressed intent of the district in which the project is proposed. In some cases, reference is made to sections of the Placer County Zoning Ordinance. This has been done in an effort to avoid repeating existing ordinances in this document. Similarly, references are made to other ordinances and codes where appropriate, and where it appears helpful to direct attention to these other applicable regulations.

Section 101 - Statement of Intent: The County hereby finds that it is necessary to control land use and the externalities related to development, not only to prevent nuisances, but further to reduce public hazards, protect adjoining property owners, maintain water and air quality, and reduce future government costs resulting from environmental degradation; and further to enhance the physical, social, and economic environment

of the Squaw Valley Community. The Land Use Ordinance and the policies contained herein are intended to preserve and promote the health, safety and general welfare of the community.

Section 102 - Permit Requirements: Issuance of Conditional Use Permits, Minor Use Permits and Variances where applicable in this Ordinance, shall be governed by the regulations contained in Section 20.120, 20.130 and 25.130, and Subchapters 20 and 25 of Chapter 30 of the Placer County Code. (Advisory Comment: The above-referenced sections contain technical information regarding applications, noticing requirements, appeals, and the authority of the Zoning Administrator and Planning Commission).

102.10 - Variances: Variances from the terms of this Zoning Ordinance shall be granted only if it is found that because of special circumstances applicable to the property, including size, shape, topography, location or surroundings, the strict application of the Zoning Ordinance deprives such property of privileges enjoyed by other property in the vicinity and under technical zoning classifications (Ref: Government Code, Section 65906).

102.12 - Conditional Use Permits/Minor Use Permits: Conditional Use Permits or Minor Use Permits may be issues for any of the uses or purposes for which such permits are required or permitted by the terms of this Chapter. Such permits may be granted only if it is found that the establishment, maintenance or operation of the use or building applied for 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 of such proposed use or be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the County. The issuance of a Conditional Use Permit or Minor Use Permit shall be required for the following projects:

a) Development of recreational facilities which disturb more than 2,500 sq. ft. of ground.
b) Any residential project containing 20 or more residential units.

c) Any use which includes outdoor sales which occupies an area greater than 1,500 sq. ft.

d) Commercial development containing in excess of 20,000 sq. ft. of gross floor area.

e) All hotel uses in the AC Land Use District.

f) Planned Unit Developments (condominium projects).

g) Ski-lift construction or modification.

h) Ski run and ski trail construction (not including cross-country ski trails).

i) Timeshare projects.

j) Helicopter skiing.

102.14 - Design Review: The Design Review process used in Squaw Valley shall include a review for compliance with all provisions of this Ordinance and further shall be regulated by the provisions of Section 5.550 of Chapter 30 of the Placer County Code. (Advisory Comment: Applicants should consult with the County's Development Review Committee and Local Design Review Committee at an early stage in a project's conceptual development and well before project submittal). Design Review approval shall be required for all projects in Squaw Valley except the following:

a) Residential projects of three units or less. Unless such a project is located on any lot having frontage on Squaw Valley Road, where single-family dwellings do require Design Review approval.

b) Projects determined by the County to be minor modifications to existing structures.

c) Interior modifications of structures.

d) Recreational projects which do not involve structures, fences, or landscaping.

Section 104 - Enforcement

104.10 - Permits, When Void: All departments, officials, and public employees of the County of Placer which are vested with the duty or authority to issue permits or licenses shall conform to the provisions of this chapter, and shall issue no such permits or licenses for uses, buildings, or purposes where

the same would be in conflict with the provisions of this chapter; and any such permits or licenses, if issued in conflict with the provisions of this chapter, shall be and the same is hereby declared to be null and void.

104.12 - Enforcement: It shall be the duty of the Building Inspector to enforce the provisions of this chapter pertaining to the erection, construction, reconstruction, moving, conversion, alteration, or addition to any building or structure. It shall be the duty of the officers of said county herein or otherwise charged by law with the enforcement of County ordinance to enforce this chapter and all the provisions of the same.

104.14 - Penalties: Any violation of Chapter 30 shall be punishable as provided in Subchapter 35 of Chapter 30 of the Placer County Code. Each day's violation shall be deemed a separate offense and shall be punishable in Subchapter 35 of this Code.

104.16 - Injunctions: Upon order of the Board of Supervisors, the County Counsel shall bring an action in the name of the County of Placer in the Superior Court under the provisions of the Code of Civil Procedure, Section 525, et seq., to enjoin violations of this ordinance.

104.18 - Remedies, Cumulative: The remedies provided for herein shall be cumulative and not exclusive.

Section 105 - Uses Permitted in Land Use Districts:

Except as hereinafter provided no building shall be constructed, altered, or enlarged, nor shall any land, building or premises be used for any purpose other than a use listed in this Ordinance, as permitted in the Land Use Districts in which such land, building, or use is located.

Section 106 - Non-Conforming Uses

106.10 - Projects shall not be approved which result in the creation of a non-conforming use or structure, or which make any existing use or structure non-conforming as to the development standards contained in this Ordinance.

106.12 - The non-conforming use of land or buildings may be continued, transferred or sold, provided that no such use shall be enlarged or increased, nor be extended to occupy a greater area than that which it lawfully occupied prior to becoming a non-conforming use. If any such use ceases for a period of at least one (1) year, subsequent use of such land shall be in conformity to the regulations specified by this Chapter for the district in which such land is located.

106.14 - The Planning Commission shall have the power to permit the reconstruction of a building damaged by fire or calamity which, at the time, was devoted to a non-conforming use with the restriction that said reconstruction shall be made within twelve (12) months after the date of the damage and that the building, as reconstructed, shall have no greater floor area than the one damaged.

106.16 - The non-conforming use of a building may be changed to a use of the same or more restricted nature.

106.18 - The non-conforming use of a portion of a building may be extended throughout the building provided that in each case a Conditional Use Permit is first secured.

106.20 - The enlargement, extension, reconstruction, or structural alteration of a building, non-conforming only as to height and/or setback regulations, may be permitted if said additions or improvements conform to all the regulations of the district in which they are located.

106.22 - Ordinary maintenance and repairs may be made to any non-conforming building provided no structural alterations are made except as provided in Section 106.20 above.

Section 108 - Amendments: This Land Use Ordinance may be amended by changing the boundaries of districts or by changing any other provisions thereof as provided for in Section 25.110 of the Placer County Zoning Ordinance. Due to the nature of this Ordinance, i.e., the extremely close relationship between the General Plan and the Land Use Ordinance, the following shall apply with respect to General Plan Amendments. General Plan

Amendments will be required where the amendment proposes a change which significantly alters the purpose and/or intent of the General Plan. Such changes may include, but are not limited to, the following:

a) The amendment would change property from one land use district to another.

b) The amendment proposed would increase the potential density within any district beyond the maximum permitted in that district at the time of adoption of the Plan and Ordinance.

c) The amendment proposes a new ski-lift which is not shown on the Plan map. (This is not intended to require a General Plan Amendment in order to construct a ski-lift along a different alignment than is currently shown on the Plan. See Pages 28 and 29 of the text.)

d) The amendment proposes to add new permitted uses to a Land Use District where the Planning Commission determines that such use is not similar in nature to an existing permitted use within that district.

Section 110 - Development Constraints

110.10 - Any area which presents one or more of the following limiting factors shall not be subjected to development except as provided in Section 110.12 or 110.14 below.

a) Natural slopes greater than 25%, calculated based on the following formula:

$$S=\frac{.0023 \times I \times L}{A}$$

S=Average slope

I=Contour interval measured in feet

L=Total length of contour lines measured in feet

A=Area of site to be occupied by buildings or parking lots and their associated cuts and fills. Calculations must be done independently for non-contiguous

portions of a development and for each individual structure proposed.

b) Soils identified as having a high erosion potential (refer to EIR for soils data map).

c) Potential or high avalanche hazard areas (refer to EIR for map of avalanche hazard areas).

d) The stream environment zone of any watercourse.

110.12 - If the applicant can demonstrate that the above-mentioned limitations can be overcome in such a manner as to prevent hazard to life, hazard to property, adverse effects on the safety, use, or stability of a public way or drainage channel and adverse impact on the environment, structures and uses permitted in the appropriate land use district may be constructed upon such lands.

110.14 - Exception: Single-family dwellings may be constructed on existing subdivision lots (those created prior to January 1, 1983) which exhibit any of the above-mentioned characteristics. However, where such characteristics or limiting factors are present, the decision-making body shall determine that the improvements, including construction techniques and materials, have been proposed and will be constructed in a manner which minimizes the potential for danger to life and property as well as environmental disturbance.

Section 112 - Intensity/Density

112.10 - The maximum allowed number of units in any given residential project shall be expressed in terms of the number of bedrooms (indicated on the Plan by the Density Factor [D.F.] expressed in bedrooms per acre). It has been found by the County that the total number of bedrooms in a project is a more accurate determinant of potential impacts on public services and resources than are dwelling units due to the wide variation in size of a single dwelling unit. For the purpose of calculating the number of bedrooms in a project, rooms which potentially serve as bedrooms shall be counted as such (including dens, studies, libraries, lofts, etc.). (Family rooms, living rooms, kitchens,

and dining rooms shall not be counted as bedrooms). A studio unit shall be counted as a one bedroom unit.

112.12 - The total floor area of the building, including accessory uses, shall be that allowed by the floor area ratio of the specific district. In mixed-use developments, the maximum permissible floor area for each use shall be calculated separately utilizing the floor area ratio established for each use.

Section 115 - Drainage/Water Quality

115.10 - A development's internal drainage system shall be so designed that the carrying and retention capacities of all downstream systems are preserved, or that the rate, flow, location, and size of the natural drainage systems downstream are unaffected. Any necessary downstream improvements are the responsibility of the applicant.

115.12 - Acquisition of any and all permits required by State and Federal authorities for work to be done within and/or around an established waterway or drainage system is the sole responsibility of the applicant.

115.14 - All internal drainage systems shall be designed so as not to increase turbidity, sediment yield, or the discharge of any harmful substances which will degrade the quality of water.

115.18 - The stream environment zone, here defined as the 100-year flood plain of any year-round watercourse, shall not be affected by development activities except as permitted by section 115.20 and 115.22 and 115.23 below.

115.20 - Where the stream environment zone has previously been modified by channelization, fill, or other human activity, such areas shall be restored by means of landscaping, revegetation, or similar stabilization techniques as a part of development activities on adjoining properties.

115.22 - Any crossings of a natural stream bed by road, trail or other transportation facility shall be accomplished so that the natural stream characteristics are not impaired. Such

crossings shall be considered development activities with respect to Section 115.20 above.

115.23 - Where development is proposed within a stream environment zone that has previously been disturbed, as described in 115.20, above, it may be approved only if the decision-making body finds that it will:

a) Not increase the obstruction of flood waters; and
b) Not increase the potential for flood damage to other properties either up or down stream;
c) Result in an overall improvement in water quality protection; and
d) An overall improvement to the stream environment zone.

(Advisory Note: The protection of water quality shall be further governed by the regulations administered by the Lahontan Regional Water Quality Control Board).

Section 118 - Erosion Control

118.10 - All developments shall be planned, designed, constructed and maintained so that existing healthy trees and native vegetation on the site are preserved to the maximum extent feasible and are protected by adequate means during construction.

118.12 - A sedimentation and erosion control plan is required when grading is proposed which disturbs:

a) An area greater than 1,000 sq. ft.;
b) Slopes steeper than 25%; or
c) A stream environment zone.

118.14 - Sedimentation and erosion control plans shall address both construction related and long-term erosion control measures and shall be submitted for review and approval to the Department of Public Works. These plans may be a part of grading, drainage, or improvement plans.

118.16 - The control of sedimentation and erosion may include any combination of mechanical or vegetative measures approved by the county, including but not limited to those identified in "Erosion and Sediment Control Guidelines for

Developing Areas of the Sierra Foothills and Mountains" prepared by the High Sierra RC&D Council, November, 1981.

118.18 - All surfaces disturbed by vegetation removal, grading, haul roads, or other construction activity that alters the natural vegetative cover, are to be revegetated to control erosion, unless covered with impervious surfaces authorized by approved plans. Such revegetation work must be complete prior to October 15th of each year.

Section 121 - Snow Storage: Adequate space shall be provided with each project for the storage of snow. A functional snow storage area shall be provided for all developments which is equal to 20% of the areas to be cleared of snow. Specific areas to be cleared shall include the full dimensions of roadways, walkways, and uncovered parking areas. Snow storage areas may not be located within the 100-year floodplain of any stream or other watercourse.

Section 122 - Storage: The intent of this section is to ensure that storage associated with any and all development is appropriate for the type of development and is managed in such a way that it is not detrimental to the welfare and appearance of the surrounding property. Types of storage shall include but not be limited to, storage space for recreation vehicles (i.e., boats and campers) firewood, refuse containers, equipment, and goods.

122.10 - Items stored in residential areas shall be limited to those which are clearly incidental to residential functions and uses, and specifically exclude junk, debris, and materials used for commercial purposes.

122.12 - All developments shall provide for an enclosed or screened location for the storage of refuse. Such locations shall be safe, secure, and sanitary. If the manner of storage or collection requires vehicular access, such access shall not impair vehicular movement along public roadways.

122.14 - All outdoor storage must be screened from public view and from the view of surrounding areas. The style and

materials used for screening shall be compatible with the architecture of the development. Fencing used for screening must be at least 90% opaque.

Section 125 - On-site Circulation/Parking: The intent of this section is that parking and circulation shall be adequate for intended uses and functions. Pedestrian orientation and minimizing impervious surface area shall be considered in project review.

125.10 - The Improvement plans for parking and circulation areas shall be prepared by a Registered Civil Engineer for all uses except single-family detached homes.

125.12 - Structural sections shall be a minimum 2" asphaltic-concrete (AC) over 4" aggregate base (AB - Class II) for parking areas; circulation areas shall be a minimum 2" AC over 6" AB.

125.14 - Parking spaces shall be a standard size of 9' x 20'. Up to 20% of the required parking parking spaces may be designed for compact cars with dimensions of 7-1/2' x 16'.

125.16 - Parking areas shall be designed to allow circulation to and from parking areas on adjacent properties.

125.18 - Parking areas shall be designed to allow efficient snow removal.

125.22 - Parking areas shall be designed so that movements onto public roadways are made in a forward direction.

125.24 - Transit vehicle stops and passenger shelters shall be provided at points designated in the Plan.

125.26 - Credit for on-site parking requirements shall be given for spaces provided in an off-site parking structure which is located within a reasonable service distance from the project.

125.28 - For large parking lots, physical barriers may be required to limit access onto major circulation routes.

125.30 - The number, design, and locations of encroachments onto roads shall be subject to the approval of the Public Works Department. Direct access from development on lands

located between Squaw Valley Road and Indian Trail Road shall not be allowed onto Indian Trial Road.

125.34 - Day Skier Parking: (Refer to Parking Section in text, Pages 45-49)

a) Providing day-skier parking spaces shall be the responsibility of the operator of the ski lift facilities.

b) Parking spaces presently used to satisfy County requirements for day-skier parking shall be replaced as such spaces are eliminated by new development. However, only one day-skier parking space need be replaced for every two spaces eliminated by new development.

c) At any time that the actual number of day-skier parking spaces which meet the requirements of the Ordinance are shown on the "Parking Map", (SV-37) is reduced to 3,000 spaces or less, the spaces shall be replaced on a "one for one" basis.

d) For purposes of administering this section, the "Parking Map" shall be used to determine the number of parking spaces eliminated and replaced.

e) The construction of replacement parking spaces may be deferred if surety, meeting the approval of the Development Review Committee is posted with Placer County to guarantee future construction of required parking spaces. No more than a total of 300 such replacement parking spaces shall be deferred at any time.

Section 126 - Road Network Capital Improvement Program and Fee Structure: The following schedule indicates the fees that shall be paid by each type of development activity in Squaw Valley: One-half (1/2) of such fees shall be paid prior to the issuance of building permits for any portion of the project, and one-half (1/2) shall be paid prior to the issuance of certificates of occupancy.

126.10 - Ski Facilities - Refer to Traffic Fee Program (Ordinance No. 4718-B available through Dept. of Public Works)

126.12 - Residential Uses (including hotels) - Refer to Traffic Fee Program (Ordinance No. 4718-B available through Dept. of Public Works)

126.14 - Commercial Uses - Refer to Traffic Fee Program (Ordinance No. 4718-B available through Dept. of Public Works)

Section 127 - Frontage Improvements: All development in Squaw Valley shall be required to construct on-site and frontage road improvements in accordance with the Placer County Land Development Manual and the County's current Highway Deficiency Report. If a development's frontage road improvements include portions of projects listed in the above capital improvement program (Section 126), that development shall receive credit for the value of such improvements for its contribution required by Section 126.

Section 130 - Employee Housing: In order to encourage the development of adequate employee housing in all new commercial or multi-residential developments in Squaw Valley, the provisions of this ordinance limiting intensity or density of developments shall not apply to any employee housing units proposed to be constructed in connection with a commercial or multi-residential development. Additionally, the payment of fees required by Section 126 (Road Network Capital Improvement Program) and Sections 19.107 and 19.343 of the Subdivision Ordinance (Park Dedication Fees) shall be waived for any employee housing unit. To be eligible for the incentives provided by this Section, an applicant shall demonstrate that the employee housing units proposed to be constructed are designed to be used solely as employee housing units, and that they are reasonably required by the nature of the development in order to help accommodate the housing needs of employees of the proposed project.