

### 3.4 Zoning Districts

This Specific Plan establishes zoning districts which implement the desired densities and character of the Plan Area. Regulations or components not described within this Specific Plan shall default to the SVGPLUO and/or the Placer County Zoning Ordinance for applicable provisions. Refer to Table B-1 for the Specific Plan Zoning Designations.

### 3.5 Employee Housing

Squaw Valley provides a range of residential types, but as a mountain resort oriented community, much of the housing is not affordable to many resort employees, particularly seasonal employees. This creates not only a hardship for those working at the resort facilities, but may have adverse environmental consequences, if employees have to drive long distances between work and home.

The County General Plan requires that new development in the Sierra Nevada provide employee housing equal to at least 50 percent of the housing demand generated by the project. The Specific Plan would add employees as new resort residential, transient and related development occurs.

Goal HS- 1: To provide affordable opportunities for employees to live in proximity to their place of work, consistent with the County Housing Element.

Policy HS- 1: Provide affordable housing for a portion of its employees as specified in the County General Plan through one or a combination of the following measures:

- Construction of on-site employee housing;
- Construction of off-site employee housing;

- Dedication of land for needed units; and/or
- Payment of an in-lieu fee.

Policy HS- 2: The calculation of the number of required employee housing units shall be based on the full time equivalent number of new employees associated with new development under this Specific Plan. In addition, any existing units that are currently used for employee housing and are removed to accommodate new development shall be added to the calculation of units required to be provided within the phase during which the units are removed. Employee housing units within the Plan Area shall not be counted toward the calculation of maximum density.

Policy HS- 3: Provide employee housing for 50 percent of incremental full time employees for each phase by end of phase development with a minimum of 50 percent of employee housing in-valley.

Policy HS- 4: Where feasible, employee housing shall be located in close proximity to transit and to goods and services needed by the employee population (e.g., grocery stores, restaurants) in order to minimize the distances traveled by automobile.

Policy HS- 5: Prior to recordation of each small lot tentative map, the applicant shall prepare and the County shall approve, an Employee Housing Plan that describes how the employee housing requirement for that map will be met.

Policy HS- 6: Efforts shall be made to identify affordable housing sites within Olympic Valley that are obtainable and economically feasible for the developer and convenient for employees. Employee housing may also be located outside of Olympic Valley.

## 4. Village Open Space Network

The Village open space network seeks to heighten the experience of being in the spectacular mountain setting by establishing a network of natural and pedestrian oriented open spaces that weave through Village areas while maximizing views to the surrounding mountainsides, forest and meadow. The Plan sets aside approximately 60 acres for this open space network including 43 acres of open space comprised of the Squaw Creek corridor (V-CP) and forest recreation lands(V-FR). The remaining 17 acres of open space within the Plan area include a vibrant pedestrian network and generous landscape buffers and corridors that bring the forest “into” the Village. This network is the portal to the over 6,000 acres of adjacent recreational lands that surround the Village areas.

### 4.1 Village Open Space Concept

The Plan is organized around a Village pedestrian and open space network that provides links to all neighborhood areas and adjacent recreational areas. It provides a pattern of landscaped buffers and corridors that seek to bring the forest into the Village. This network enhances and renews the Village areas so they are connected, safe and walkable. Refer to Figure 4.1- The Village Open Space Network. This network is made up of five basic components:

- » *Primary pedestrian corridors* – The main pathways that interconnect all neighborhoods within the Village;
- » *Secondary pedestrian corridors* – The smaller passageways, alleys and lanes within each Village neighborhood;
- » *Gathering spaces* – The snow beach (southern edge of Plan Area), plazas, courtyards and event venue spaces along the pedestrian corridors;

- » *Landscape Corridors and Buffers* – Generously landscaped open spaces within neighborhoods that provide visual buffers and links to the surrounding forested areas, and;
- » *The Squaw Creek Preservation Corridor* – A generous open space corridor set aside for future enhancement and restoration activities.

### 4.2 Open Space Goals and Policies

- Goal OS- 1: Emphasize an all-season pedestrian environment within the Village.
- Goal OS- 2: Employ open space areas as opportunities for environmental enhancement and protection.
- Goal OS- 3: Connect open space areas within the Village to the larger natural context of Squaw Valley.
- Policy OS- 1: Provide a system of landscaped pedestrian pathways and corridors (streets, plazas, courtyards, recreation and event venues, outdoor dining areas, etc.) as all-season functional passages and community gathering spots throughout the Village.
- Policy OS- 2: Provide a system of pedestrian streets as the unifying system that provides strong links to all Village areas, activity nodes, adjacent recreational areas and to the existing Granite Chief and Shirley Lake trailhead.
- Policy OS- 3: Extend the natural mountain landscape into the Village by requiring the use of native or naturalized vegetation along pedestrian corridors, within gathering areas and for landscape buffers and green spaces.

- Policy OS- 4: Protect and improve water quality with site-specific stormwater BMPs that slow the delivery of water to receiving channels and offer treatment through filtration, nutrient uptake, and sediment sequestration. This will include incorporation of stormwater drainage into landscaped and open space areas, using vegetated bio-swales and naturalized channel and floodplain systems, in addition to traditional stormwater treatment structures.
- Policy OS- 5: Take advantage of the mountain frontage for primary gathering spaces and organize the pedestrian network to converge at these areas.
- Policy OS- 6: Protect Squaw Creek by providing an appropriate open space corridor and limiting activities to those that do not degrade water quality or the stream and riparian habitat within the corridor. Appropriate activities within the Squaw Creek open space corridor may include sediment collection and/or removal facilities, minor streambed alterations to improve flood control, habitat and/or water quality, trails, signage, and other interpretive elements.
- Policy OS- 7: Integrate landscape corridors throughout each neighborhood to preserve mountain views, provide transition zones to surrounding natural areas and to create visual buffers.

### 4.3 The Village Open Space Network– The Components

The open space network provides a multi-layered system that creates a high quality pedestrian mountain environment that encourages walking,

recreating and socializing. All plantings throughout the Plan Area utilize natural or naturalized plantings from the Approved Plant List (see Appendix C). This list takes its cue from the surrounding mountain planting palette. The components of the system are:

#### 4.3a Primary Pedestrian Corridors

These corridors are the main passageways that interconnect the Village neighborhoods with the “Snow Beach” along the southern edge of the Plan Area. These corridors are primarily pedestrian environments and can include corridors utilizing road rights-of-ways combined with a bike trail. These corridors also act as Emergency Vehicle Accessways (EVA’s) where needed. These pedestrian streets vary in width to create variety and are generally 20 to 30 feet wide and are sized to provide emergency access. These corridors are articulated by a variety of building frontage uses such as retail, resort residential, lodging and recreation. Landscape treatments along pedestrian streets bring the surrounding forest plant palette into the Village to further reinforce these corridors by highlighting entries and main gathering spots and to help give buildings scale and context.

#### 4.3b Secondary Pedestrian Corridors

These are the smaller passageways that provide the connections within neighborhoods, such as residential walkways, paths or pedestrian bridges. These corridors are pedestrian dominant environments with the exception of where they overlap with a bike trail access. These pedestrian streets would vary in width, but are generally 12 to 20 feet wide and would be articulated by a variety of building frontage uses such as retail, residential and recreational opportunities. EVA access, when needed shall be a minimum of 16 feet wide. Landscape treatments are provided along these

- Legend**
- Primary Pedestrian Corridors
  - Existing Primary Pedestrian Corridors
  - Secondary Pedestrian Corridors
  - Potential Secondary Pedestrian Corridors
  - Landscape Corridors and Buffers
  - Squaw Creek Corridor
  - Developed Areas
  - Recreation Areas
  - Snow Beach
  - \* Gathering Spaces
  - T Trailhead

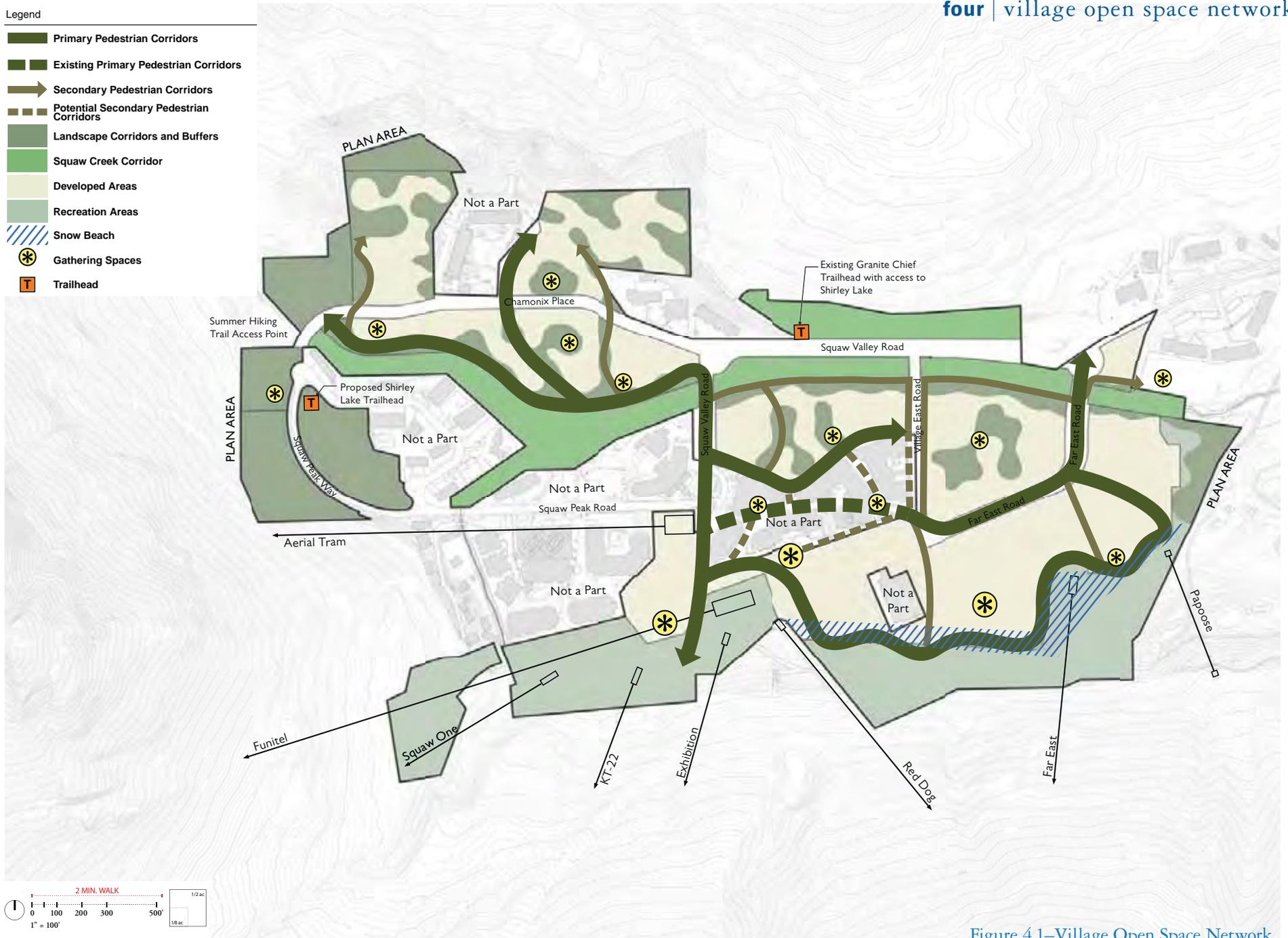


Figure 4.1–Village Open Space Network

passageways to define secondary gathering spots, bring the forest “into” the Village, and help to screen service and utility structures as they occur.

#### 4.3c Primary and Secondary Gathering Spots

These are the series of spaces along the pedestrian corridor system that provide the main gathering spaces for seasonal and cultural events, recreational opportunities, water features, art and sculptures, outdoor dining or mini-parks. The main gathering spot is the “Snow Beach” at the southern edge of the Plan Area where multiple recreational, entertainment and cultural activities occur. Secondary spaces such as plazas, courts and mini-parks occur along the pedestrian corridors to animate the Village areas.

#### 4.3d Landscape Corridors and Buffers

Landscape corridors and buffers are used as a transition to the Plan Area and connect to the surrounding forested landscape and/or recreational lands while bringing the forest “into” Village areas. All landscaped corridors utilize the Approved Plant List (Appendix C), which emphasizes native or naturalized plantings. The Development Standards and Design Guidelines (Appendix B) set aside generous buffers and open space areas for each neighborhood to ensure that adequate landscape buffers are established.

#### 4.3e Squaw Creek Corridor

The Squaw Creek stream environment has been set aside in lands designated as “Village - Conservation Preserve.” This corridor ranges from 150 to 200 feet and will allow for maintenance and/or improvement of riparian functions and values, which includes groundwater recharge, sediment

deposition, terrestrial, avian, and aquatic habitat, and flood protection. Allowable uses within this corridor include multi-purpose trails, passive recreational uses and/or picnicking. Refer to Section 7.3 for Squaw Creek improvements.

#### 4.4 Landscaping and Plant Materials

The Village open space network relies on the use of a native dominant plant palette to renew, enhance and extend the forested mountain environment throughout Village areas. In general, the planting design for the landscape corridors and pedestrian network takes its cue from the surrounding forested areas. An Approved Plant List is provided in Appendix C. The main objectives of the establishment of a healthy, mountain landscape are:

- » Revegetate disturbed areas with native or naturalized plant materials so that the demarcation between new and existing landscaped areas is obscured.
- » Use plant materials and tree groupings to anchor buildings to the site, define gathering places, screen service areas, and animate pedestrian corridors.
- » Utilize native or naturalized plant materials to decrease the reliance on intensive irrigation.
- » Establish landscape buffers and open space plantings that provide a gradual transition to the adjacent forested environment and recreation areas.

## 5. Circulation and Parking

Consistent with SVGPLUO goals for the area, this Specific Plan seeks to adequately serve the proposed land uses while improving the circulation system for the existing users in the Valley.

A comprehensive and appropriate circulation network that provides safe and efficient access to parking, recreational pursuits and lodging and that reduces vehicle trips is based on the destination resort concept of “parking once” and leaving the car behind to enter into a pedestrian dominant environment. Proposed improvements would enhance safety and include circulation patterns that accommodate motorized vehicles while expanding opportunities for public transit, walking, and cycling.

### 5.1 Circulation and Parking Concept

The creation of a diversity of transportation options is a central tenet of the Specific Plan for the Village at Squaw Valley. The Specific Plan encourages the development of an all-season destination resort that reduces reliance on the use of private vehicles. The roadway hierarchy and structured parking system is designed to allow arriving resort visitors to park quickly and enjoy a complete vacation experience without the need for a car, through an environment that prioritizes walking, transit use, and (when weather allows) cycling. The Specific Plan Area is interlinked with a network of pedestrian and bicycle corridors, and is supported by a local and regional shuttle system. The Specific Plan will also include participation in regional transit enhancements. The project includes a Transit Center, which allows Squaw Village to become a hub in the North Tahoe/Truckee regional transportation system to further encourage the use of public transportation options.

Squaw Valley Road is improved on the eastern boundary of the site with the addition of an entry roundabout at the intersection of Far East Road. From this entry roundabout, arriving residents and visitors are directed to one of two mountain portals, to their specific Village lodging property, or to the western village neighborhoods.

At the most easterly portal, the Far East Road entry serves the new mountain teaching and skier services facility, as well as the primary access to public day visitor parking beneath the development. Village East Road provides direct additional access to parking and to the primary Snow Beach (the southern edge of the Plan Area) locations in the Village, including the Funitel and the main recreation amenities at the Red Dog site. Squaw Valley Road continues south from the Chamonix roundabout leading to the Transit Center and the Funitel Plaza mountain portal. This is the closest arrival point to the core of the Village, and provides a prioritized drop-off point for public transportation. Chamonix Drive provides access to lodging, commercial and other uses, along with access to additional day skier parking.

A hierarchy of primary and secondary neighborhood roads and lanes leads visitors and residents to the western Village neighborhoods. Each neighborhood accommodates residential and lodging guest parking needs without the need for on-street parking.

The Village Core is comprised of a network of pedestrian streets and landscaped corridors, which also accommodates emergency vehicle access as needed. These pedestrian thoroughfares converge at the snow beach and are populated with gathering spaces, passive and active recreational nodes and points of interest. From the Village, a series of radiating pedestrian thoroughfares and Class II bicycle paths link the easternmost Snow Beach with the westernmost Village neighborhoods and the major valley-wide bike path.

As a whole, podium parking provides direct access to day skier/visitor parking immediately upon entering the Village areas. As a result, the traffic volumes on internal streets are minimized, thereby enhancing the pedestrian/bicycling environment and providing a true “village” feel while also accommodating day visitor traffic. This parking plan, combined with the enhanced pedestrian, bicycle and transit networks, implements a “park once” strategy by which travelers arriving by car will not use their vehicle during the course of their stay.

## 5.2 Circulation and Parking Goals and Policies

The following circulation goals and policies define a safe and efficient system that supports various modes of travel to, from and within the Village:

- Goal CP-1: Provide for safe and efficient access to and circulation through the Plan Area that meets the mobility and parking needs of guests, employees, day skiers, visitors, goods and services.
- Goal CP-2: Create and maintain a complete “multi-modal” transportation system (i.e., addressing mobility through public transit, private shuttles, walking, bicycling, personal vehicles, etc.) in order to reduce dependency on automobiles and to minimize emissions of air pollutants and greenhouse gasses.
- Goal CP-3: Provide roadway improvements and adequate parking to minimize disruptions to existing residents.

- Policy CP-1: Design and construct roadways and associated facilities that meet applicable County standards and roadway service levels within the Plan Area.
- Policy CP-2: Enhance public transit systems and alternative means of transportation within the Village and Squaw Valley to reduce vehicle trips and emissions.
- Policy CP-3: Accommodate regional transit access at a transit center that encourages transit use by providing convenient and efficient transit routing, minimizing congestion between buses and other traffic, provides convenient walking access to ski portals, enhancing the environment for passengers waiting for transit vehicles.
- Policy CP-4: Encourage use of regional transit services (including services from commercial airports) and participate as appropriate in expansion of regional transit services through financial support, such as subsidies and/or funding programs.
- Policy CP-5: Encourage alternative fuel transportation in order to enhance air quality. A minimum of 25 percent of new shuttle services within Squaw Valley will use alternative fuels.
- Policy CP-6: Provide a Class 1 multipurpose biking/walking trail that connects the existing Class 1 trail along Squaw Valley Road and recreational areas north and west of the Plan Area by the end of Phase I and then adjusted to accommodate future phases.

- Policy CP-7: Provide a robust pedestrian network that connects to multiple destinations within the Plan Area and to the regional trail network.
- Policy CP-8: In order to reinforce the pedestrian environment, vehicular travel lanes shall be the minimum width necessary to provide for safe pedestrian, bicycle and vehicular travel.
- Policy CP-9: Provide ample landscape corridors that create a safe and attractive pedestrian environment, while providing snow storage and incorporating drainage features.
- Policy CP-10: Provide adequate parking to accommodate day skiers within Squaw Valley on all but the four busiest ski days.
- Policy CP-11: Prepare a Peak Day Parking and Transportation Management Plan that addresses parking and circulation for day skiers and others on peak use days.
- Policy CP-12: Design the circulation system so that emergency vehicles can gain access quickly and safely, and in compliance with Squaw Valley Fire Department standards.
- Policy CP-13: Provide ample landscape corridors that create a safe and attractive pedestrian environment, while providing snow storage and incorporating drainage features.

### 5.3 The Circulation and Parking Setting

This Specific Plan intends to build on the existing circulation/parking facilities serving the Plan Area including:

- » Key regional roadway access is provided by Interstate 80, connecting the Bay Area and Central Valley (and Sacramento International Airport) to the west and Reno (and the Reno/Tahoe International Airport) to the east. State Route 89 (SR 89) connects with I-80 in Truckee, and provides access south through the Truckee River Canyon to Lake Tahoe at Tahoe City. (See Figure 1.2- Site Context). Squaw Valley Road (a Placer County roadway) provides access west from SR 89 into the project site.
- » The large majority of existing parking at Squaw Valley consists of surface lots, along with underground parking beneath the existing Village at Squaw Valley and a Preferred Parking structure.
- » Transit services consist of the following:
  - » The Tahoe Area Regional Transit (TART) program operated by Placer County connects Squaw Valley with Truckee to the North, along with the North Shore and West Shore of Lake Tahoe to the south, year-round. TART also operates a route in winter that connects Truckee with Northstar and Kings Beach.
  - » The Truckee North Tahoe Transportation Management Association (TNT-TMA), provides evening service connecting Squaw Valley with the North Shore of Lake Tahoe in both summer (the Tahoe Trolley) and winter (the Night Rider).

- » Squaw Valley provides skier shuttle services to the North Shore and West Shore of Lake Tahoe, as well as the Alpine Squaw Express connecting the Squaw Valley and Alpine Meadows base areas.
- » The North Lake Tahoe Express provides airport shuttle service eight times per day to/from the Reno-Tahoe International Airport. (See Figure 5.1- Transit Plan).
- » The existing key bicycle/pedestrian facility consists of the Squaw Valley Trail, which is a separated paved multipurpose path along Squaw Valley Road between the Village area and SR 89. It connects with the Truckee River Trail, which provides a separated paved multipurpose path south to Tahoe City and beyond. Currently, there are pedestrian plaza areas and limited sidewalks in the Squaw Valley base area. (See Figure 5.2- Regional Open Space and Trail Plan).

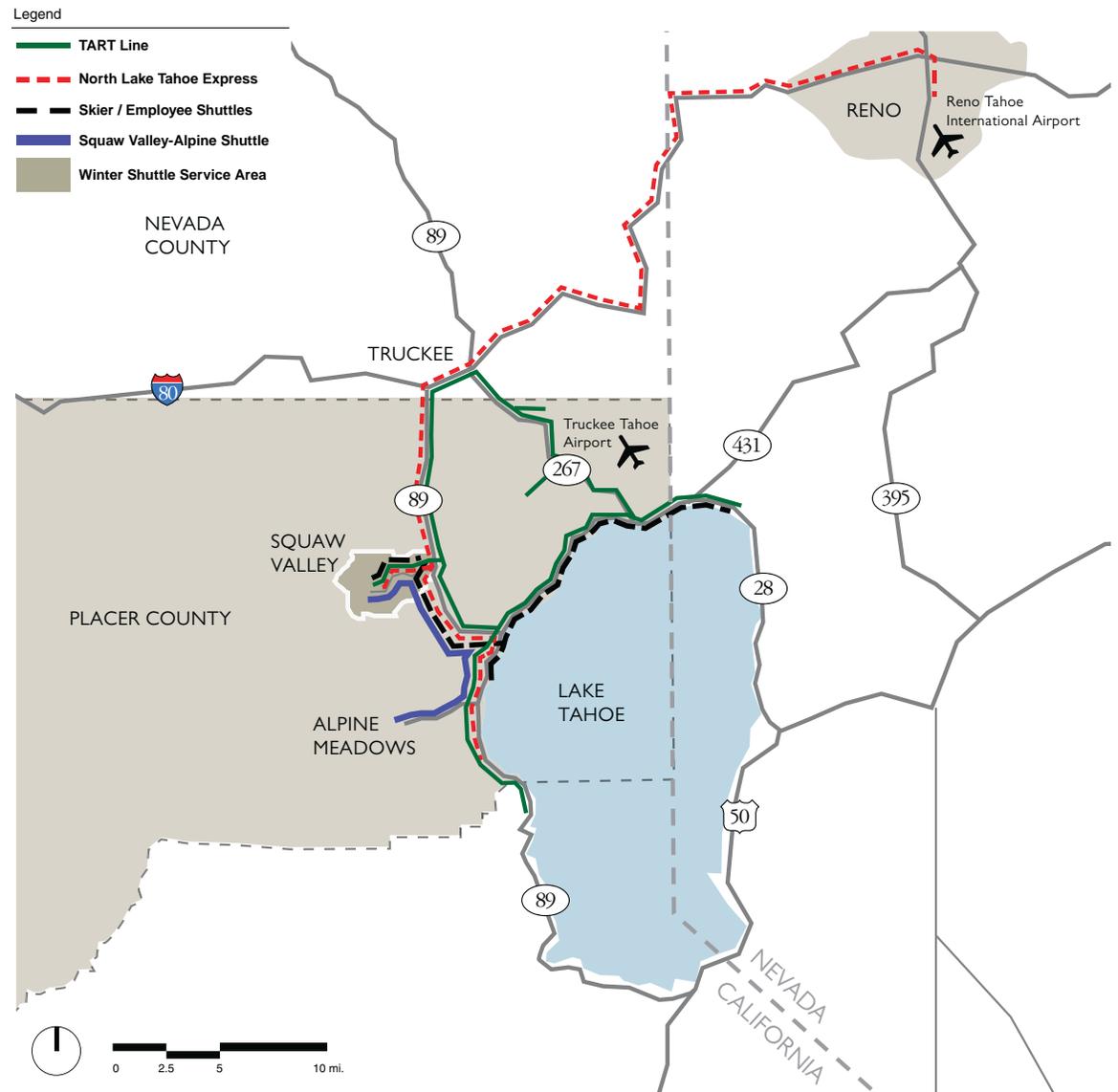
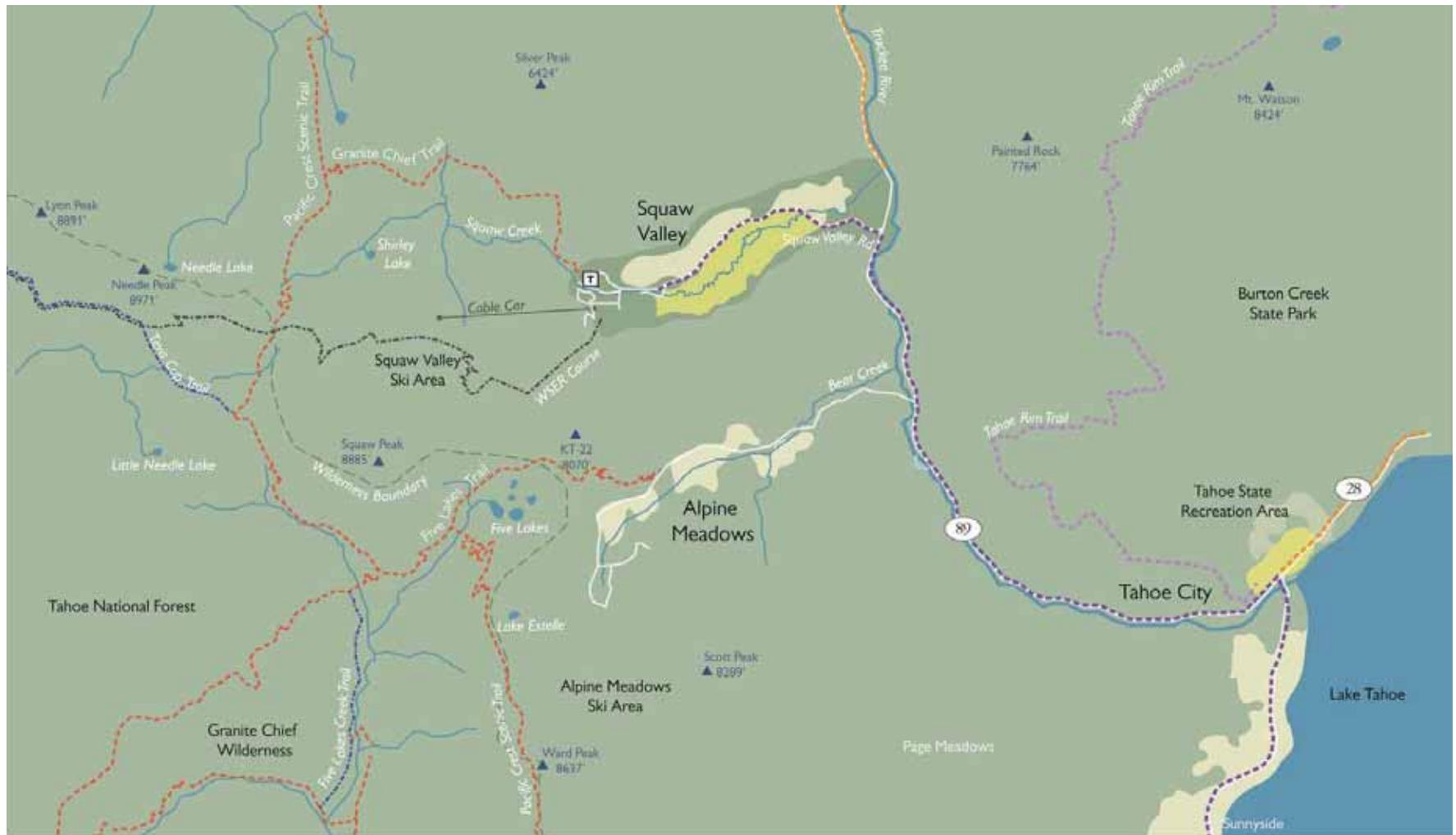


Figure 5.1–Transit Plan



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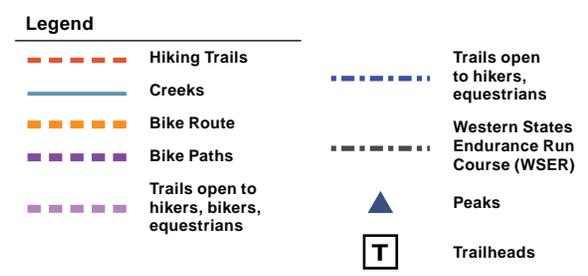


Figure 5.2—Regional Open Space and Trail Network

## 5.4 Roadway Classifications

### Squaw Valley Road

As the primary arterial into the project from State Route 89, which connects to Interstate 80 at the north, Tahoe City, and Route 50 at the south end of Lake Tahoe, Squaw Valley Road is the final access link for arriving visitors. While it is striped as a two-lane roadway with wide paved shoulders, on peak skier days it is managed to provide two lanes of traffic in the peak period direction and one lane in the off-peak direction. Squaw Valley Road enters the northeastern area of the Plan Area at the Far East roundabout. From this point, the roadway will be striped with two 12-foot travel lanes, a 12-foot two way left turn lane (TWLTL), and 7-foot shoulders (plus 3-foot curb and gutter sections). The TWLTL will be utilized as a left turn lane at the intersection of Squaw Valley Road and Village East Road. Beyond the intersection the TWLTL will provide an acceleration lane for westbound turn movements from Village East Road onto Squaw Valley Road. A Class I bicycle path is located along its southern edge. The Chamonix roundabout is located at the intersection with Chamonix Place, from which Squaw Valley Road continues southward into the resort core. The Transit Center is located along this segment of Squaw Valley Road. (See Figure 5.3 and Figures 5.3.b - 5.3.c).

### Primary Roads

Far East Road, Village East Road, and Chamonix Place are designated primary roads within the Plan Area. Far East Road is four lanes in width to accommodate parking garage traffic from the Far East roundabout on Squaw Valley Road. South of Squaw Valley Creek, two lanes provide direct access to the day visitor parking level, while the remaining two lanes provide access to lodging parking and the surface street. It crosses over Village East Road to a western terminus near the Funitel. Village East Road passes below Far East Road providing access to lodging parking and Red Wolf. Chamonix Place is the main road accessing the western Village neighborhoods, and leads to secondary roads and lanes serving these areas. (See Figure 5.3.a and Figures 5.3.d -5.3.f).

### Secondary Streets

Secondary streets provide access off of the primary roads into development areas. Typically these will have sidewalks where traffic volumes suggest pedestrian separation. (See Figure 5.3.g).

### Lanes

Lanes are provided where vehicular traffic is minimal due to low-density development, and pedestrians may safely share the paved travel lane. (See Figure 5.3.i).

Note: Lanes may utilize roadside ditches as an alternative to curb and gutter in order to maximize water treatment opportunities.

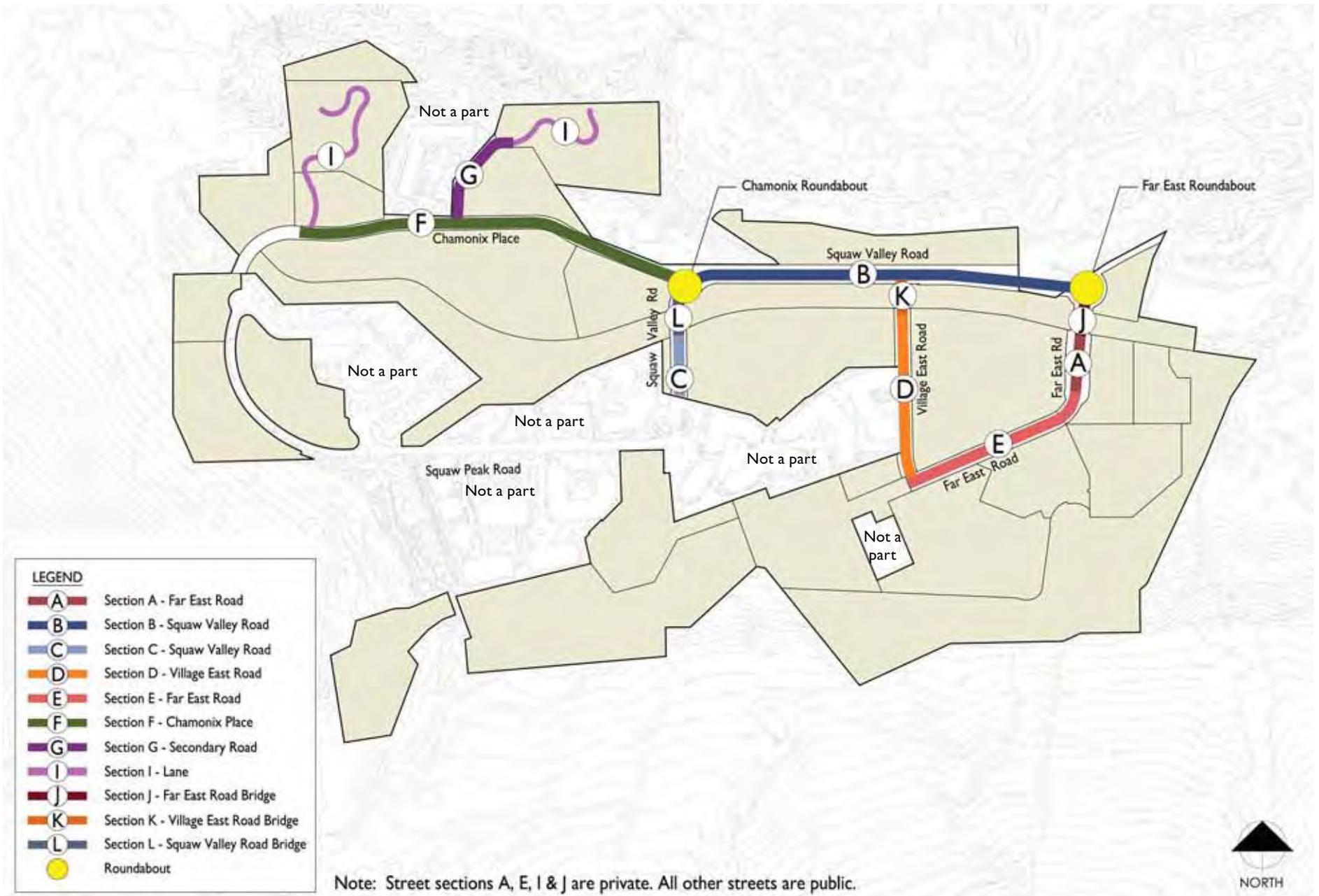


Figure 5.3–Vehicular Circulation

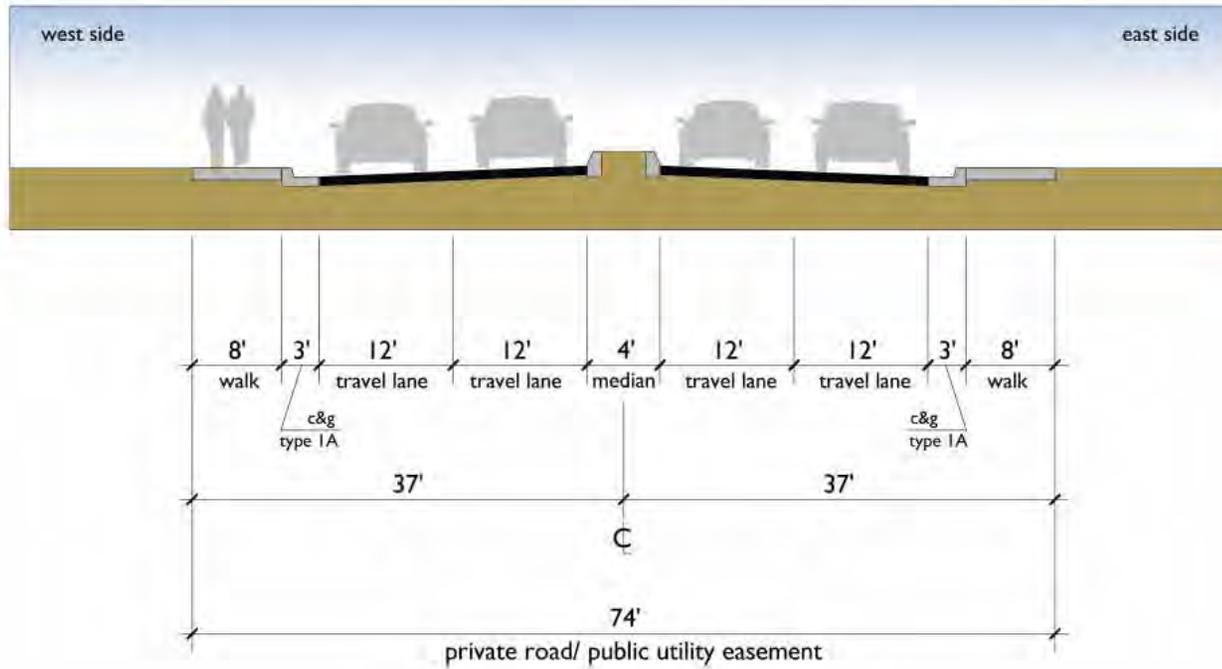


Figure 5.3a– Section A: Far East Road

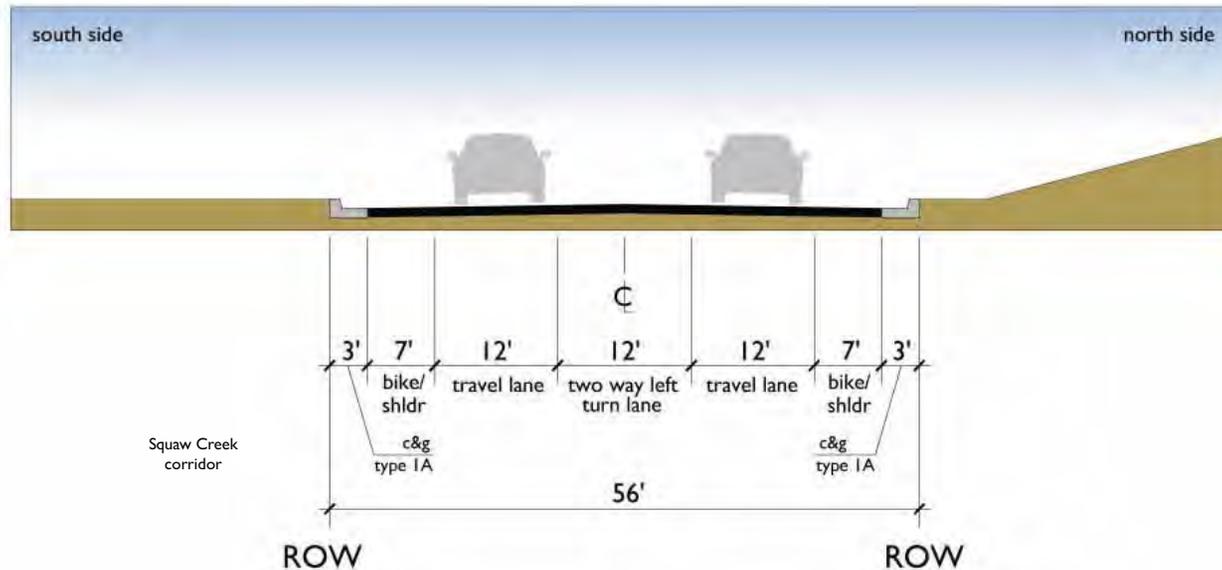


Figure 5.3b– Section B: Squaw Valley Road

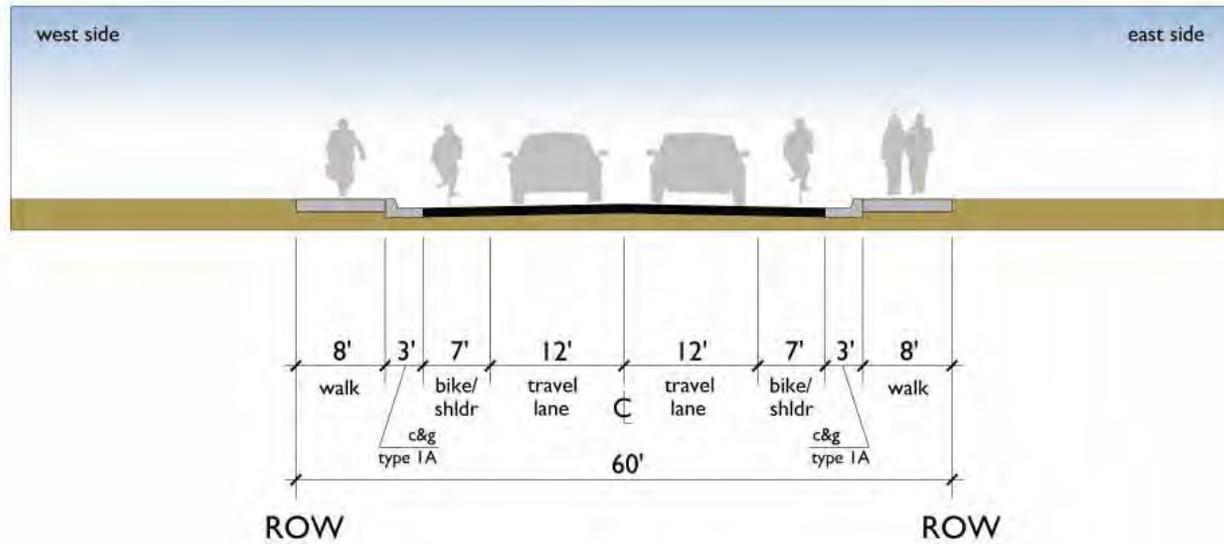


Figure 5.3c– Section C: Squaw Valley Road

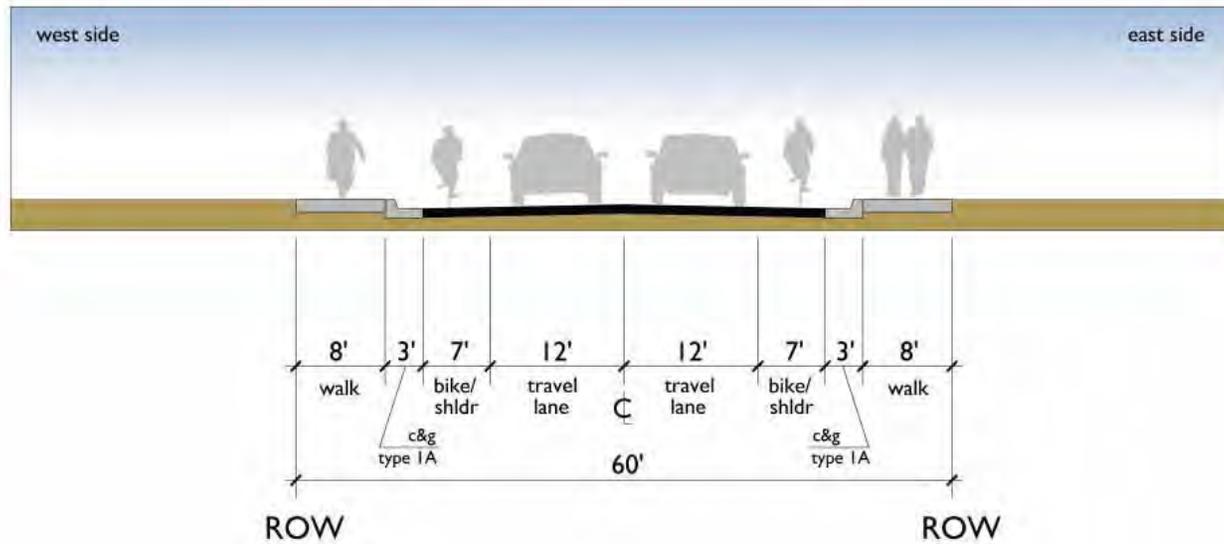


Figure 5.3d– Section D: Village East Road

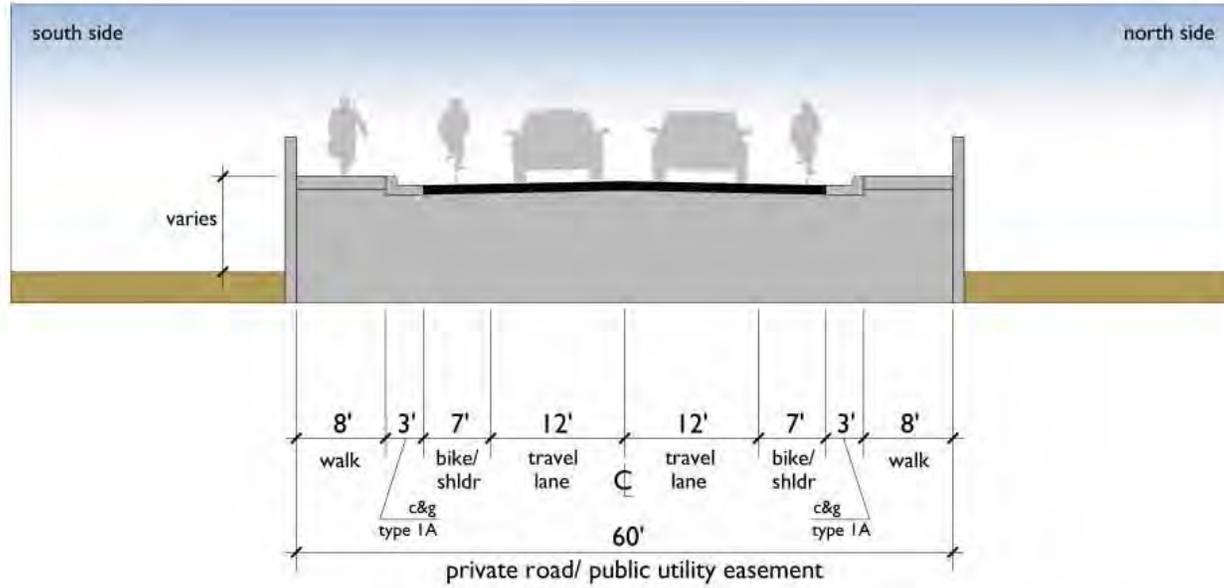


Figure 5.3e– Section E: Far East Road

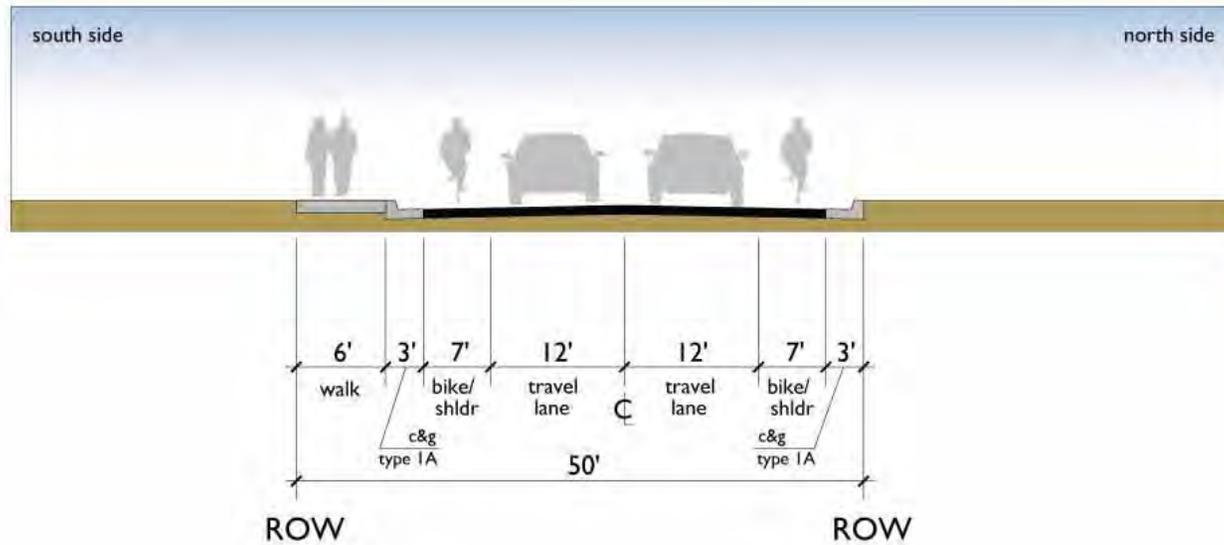


Figure 5.3f– Section F: Chamonix Place

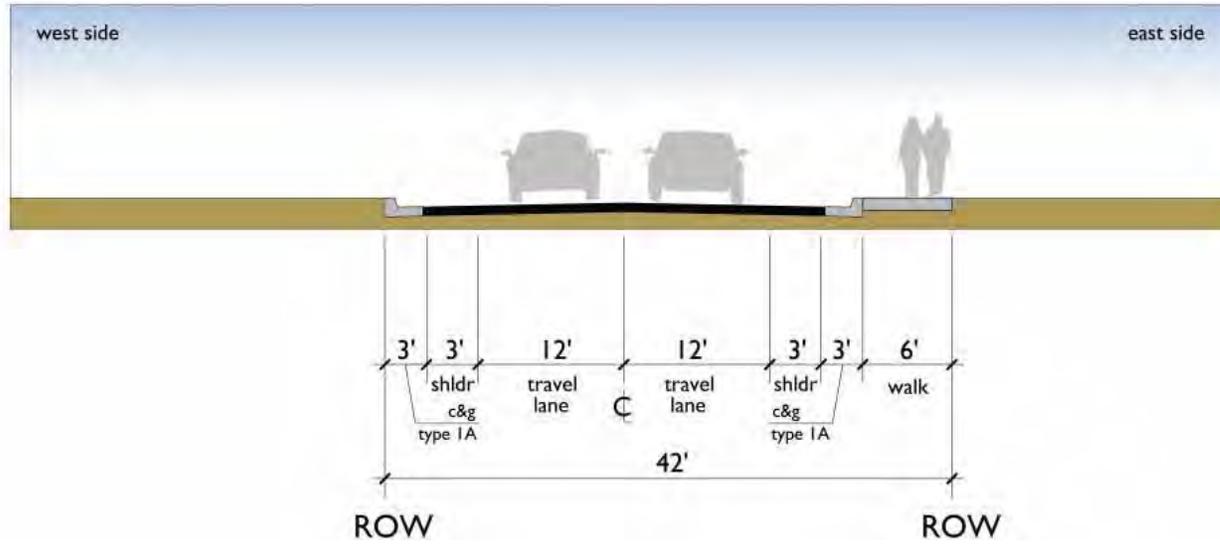
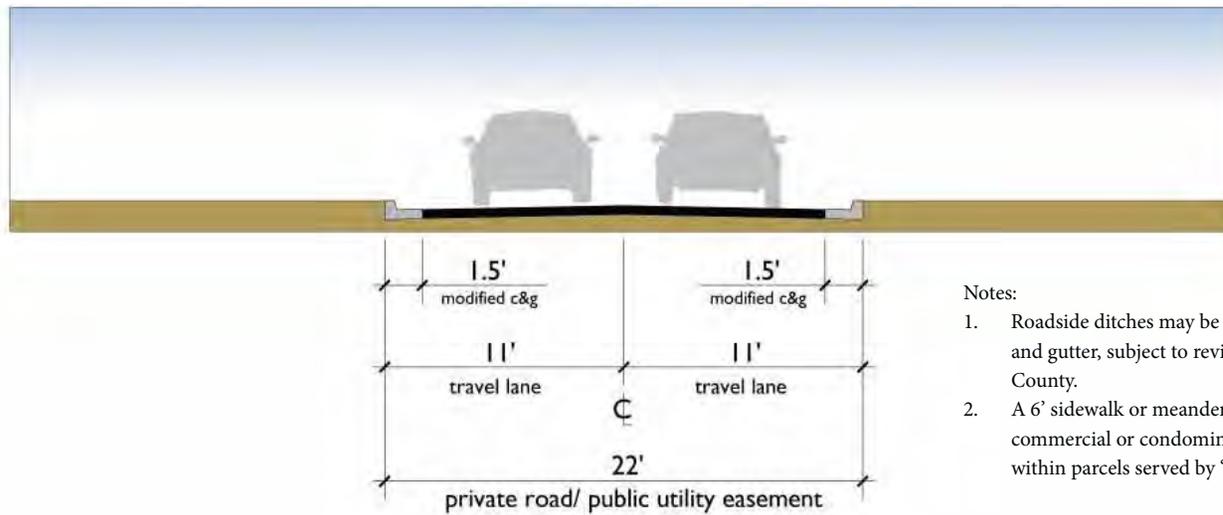


Figure 5.3g– Section G: Secondary Road



Notes:

1. Roadside ditches may be used in lieu of modified curb and gutter, subject to review and approval by Placer County.
2. A 6' sidewalk or meandering path will be required for commercial or condominium hotel projects developed within parcels served by "Lane" roads.

Figure 5.3i– Section I: Lane

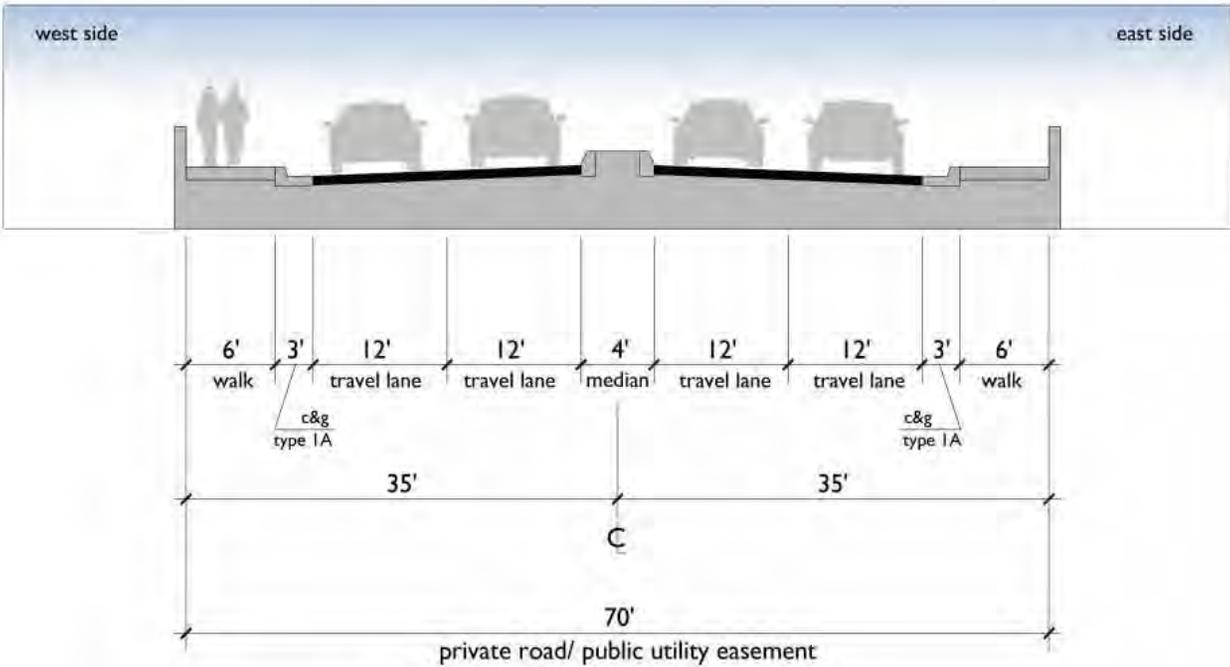


Figure 5.3j– Section J: Far East Road Bridge

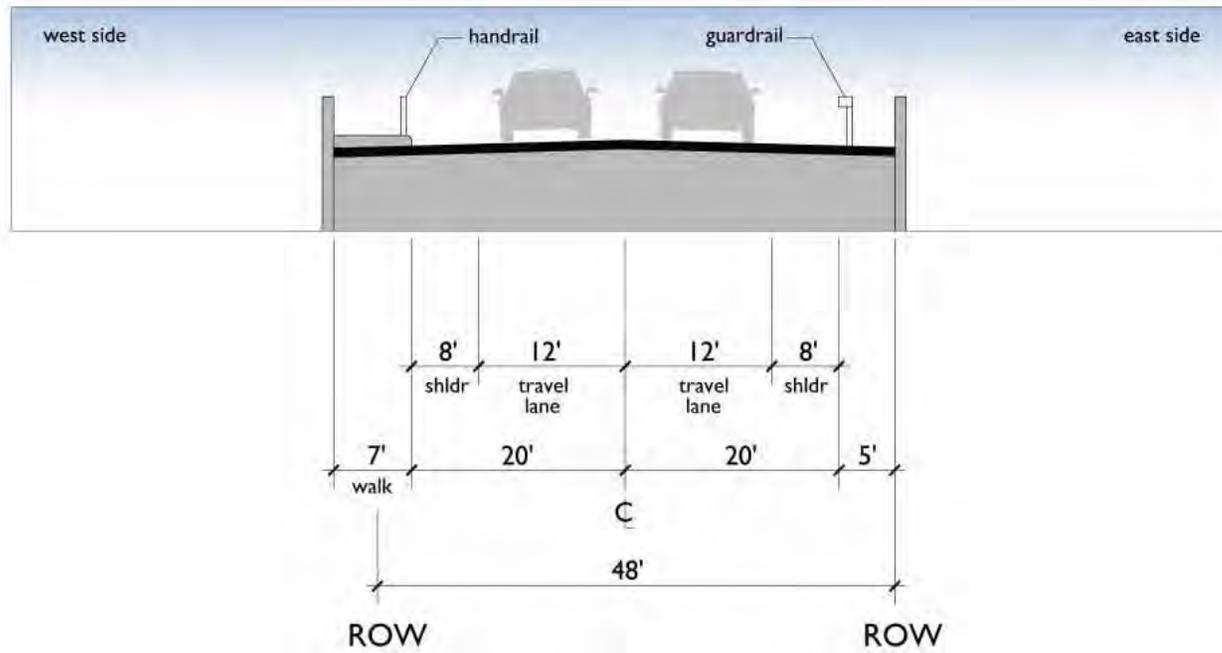


Figure 5.3k– Section K: Village East Road Bridge

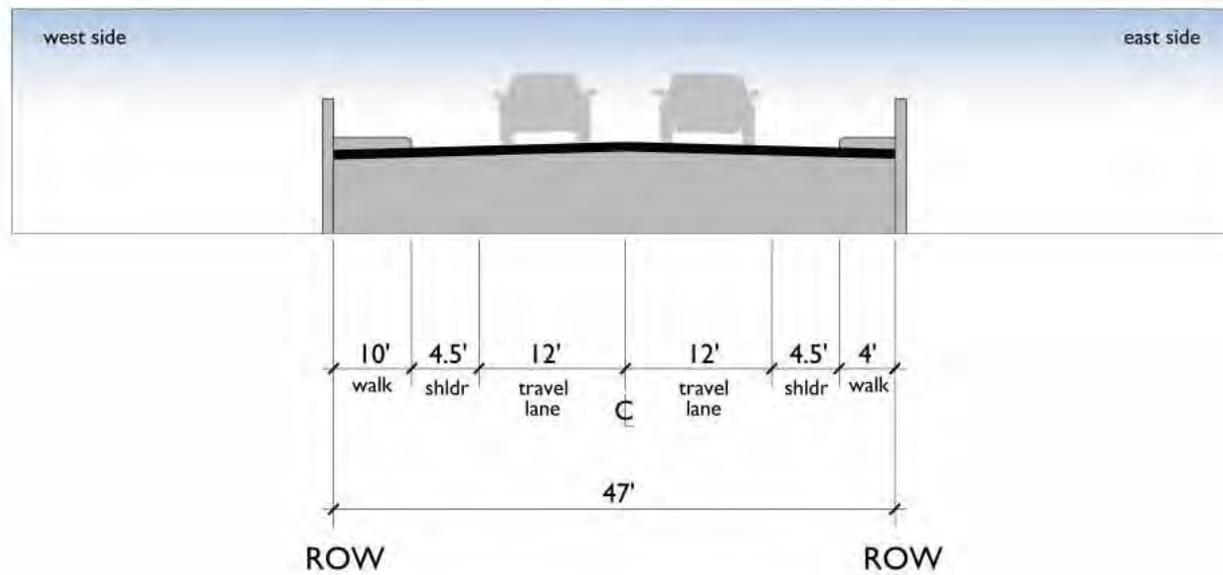


Figure 5.3l– Section L: Squaw Valley Road Bridge



Figure 5.4a– Far East Roundabout



Figure 5.4b– Chamonix Place Roundabout

### Roundabouts

Roundabouts are located at strategic locations within the Plan Area to enhance traffic flow by eliminating the need for stop signs and creating opportunities for community enhancement. The roundabouts will allow for higher left and right turning movements and allow for flexibility in directional traffic movements which result from changeable traffic patterns and volumes. (See Figures 5.4.a and 5.4.b - Far East Roundabout and Chamonix Place Roundabout). Roundabout details may be modified to fit within site constraints such as right-of-way, open space and pavement geometry upon review and approval by the Dept. of Public Works.

### Bridges

Three existing bridges will provide access across Squaw Creek to the Village Core area. The existing Squaw Valley Road bridge provides a 12-foot travel lane, 4.5-foot shoulder, and 4-foot sidewalk in each direction. The bridge will be widened to provide a 10-foot sidewalk on the west side of the road. The resultant Squaw Valley Road bridge section is shown on Figure 5.3l. The existing Village East bridge, as shown on Figure 5.3k, will be preserved in its current configuration. The bridge provides two 12-foot travel lanes, 8-foot shoulders, and a 7-foot sidewalk on the west side of the structure. The third bridge, located near the northeasterly corner of the core area, crosses the creek at the existing Squaw Loop Road crossing. This bridge will be utilized for the Phase 1 portion of the project but will be removed and replaced with a new bridge at the Far East Road crossing during construction of a subsequent phase. The future Far East Road bridge is shown on Figure 5.3j and consists of two 12-foot travel lanes, a 7-foot shoulder, curb and gutter, and a 6-foot sidewalk in each direction, separated by a 4-foot center median.

## 5.5 Bicycle and Pedestrian Circulation Amenities

The Village is a walkable environment organized by a pedestrian network that converges at the Village Core and Snow Beach. This system also is linked to the valley-wide multipurpose path and Granite Chief and Shirley Lake trailheads.

The existing bike path, currently located on the southern side of Squaw Valley Road east of Far East Road, is extended westward through the Village along the south side of Squaw Creek. There are multiple pedestrian and bicycle connections into the Village core and linked to the Granite Chief and Shirley Lake trailheads.

Bike racks are provided at main locations throughout the Village as well as at the Granite Chief Trailhead and at all major lodging properties. (See Figure 5.5- Bicycle Network).

## 5.6 Parking

Parking is provided in a variety of facilities:

- » Parking beneath the majority of lodging and residential buildings - Parking on individual parcels is primarily provided for guests/residents. Operational vehicles and employees will be accommodated on a space available basis.
- » Podium parking structures - Over much of the site, podium parking will be provided for day skiers/visitors, guests of nearby lodging/residential properties, and operational vehicles. In addition, employees will be accommodated on a space available basis.

Legend

- Bike Path
- Bike Lane
- Trailhead
- Bike Parking

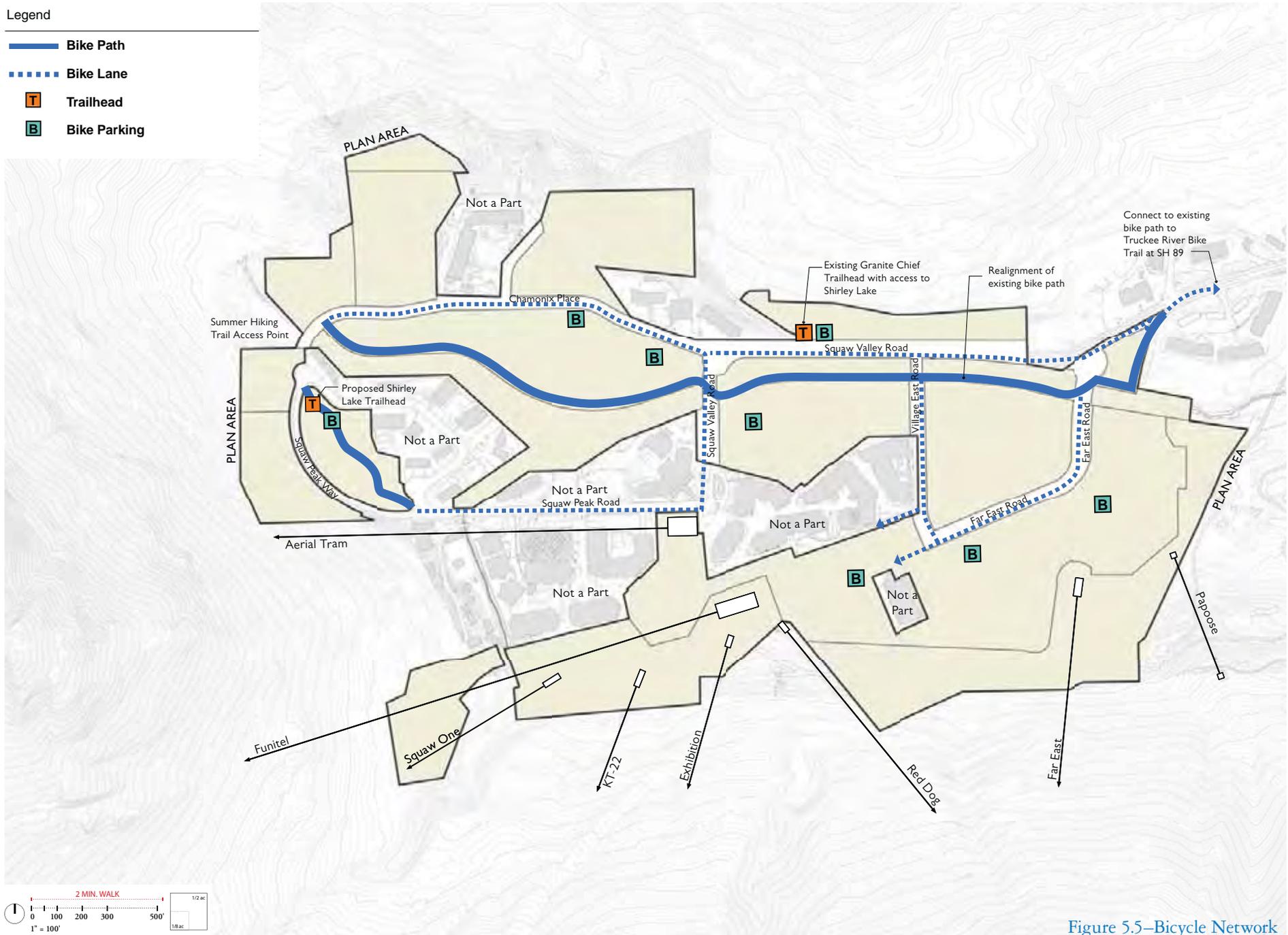


Figure 5.5—Bicycle Network

- » Off-site parking - These parking areas are provided on an as needed basis to serve day skier and employee parking needs on busy days and are served by a shuttle bus program. The Lot 4 parking facility near the entrance to Squaw Valley will provide the key off-site parking area for use on peak days by employees and (as needed) by day skiers. In establishing other off-site parking areas, preference will be provided to lots in a regional park-and-ride program or where parking can be shared with other uses (such as schools and marinas) that have space available on peak ski days. As needed to accommodate overall project demand, Squaw Valley will provide new parking facilities.

Parking demand rates have been developed based on existing code, observed parking needs in similar resort areas, and detailed surveys of parking patterns in Squaw Valley as detailed in the Village at Squaw Valley Parking Demand Analysis. Facilities are managed flexibly in response to changes in parking demands, and in order to accommodate all project parking needs on all but the busiest four days of the ski season.

On-site day skier parking supply is provided to accommodate all but four of the busiest ski days per year. A review of skier counts for the most recent four years indicates an average (on the 5th busiest day of each year) of 10,678 day skiers. The overall parking supply will be developed to accommodate at least this level of day skiers in any ski season, through all phases of development. It is expected that on the busiest days most or all employees will be required to park at the remote lots, or commute by non-auto modes.

## 5.7 Emergency Vehicle Access

Emergency Vehicle Access (EVA) routes within the Plan Area provide

secondary access to structures or land uses when needed. EVA's are sixteen feet (16') wide with a minimum pavement width of twelve feet (12') with two foot (2') shoulders.

## 5.8 Transportation Management

A key element in the overall plan is to minimize reliance on the private automobile. Along with providing a mix of land uses within the site, the Specific Plan implements an alternative transportation plan, in order to:

- » Meet the Circulation Goals and Policies, as discussed in Section 5.2.
- » Provide a high quality resort experience for guests and customers, without the need for a private automobile.
- » Reduce commuting costs for resort employees.
- » Minimize overall auto use in the Tahoe-Truckee Region, with associated reductions in traffic delays and air emissions.
- » Participate in community solutions to regional programs to enhance non-auto access both to and within the Tahoe-Truckee Region.

The following elements are implemented as part of the Transportation Management Plan:

- » *On-going Traffic Management* – Traffic management programs on busy ski days at the SR 89 / Alpine Meadows Road intersection, SR 89 / Squaw Valley Road intersection and along Squaw Valley Road between SR 89 and Squaw Valley Village will be continued and modified over time as warranted to respond to changes in transportation patterns.

- » **Provide Preferred Parking for Carpoolers** – Convenient parking spaces will be designated for vehicles arriving with four or more occupants. This is intended to encourage higher occupancy rates in arriving vehicles.
- » **Transit Services and Facilities within the Village** – Low-emission shuttle service will be provided within the Village, as warranted to provide mobility for residents, guests and employees. All new vehicles used to operate services internal to the Plan Area shall use alternative fuels. An efficient and attractive transit center is a key element in implementing this program with adequate capacity for local services, regional services, charter buses, and public transit.
- » **Transit Services Connecting the Village with the Remainder of Squaw Valley/Alpine Meadows** – A transit service will be operated between the Village and the other lodging/residential areas throughout Squaw Valley. The goal of this service is to provide a viable alternative to the private automobile for residents and guests in all portions of Squaw Valley traveling to and from the Village. All new vehicles used to operate services internal to the Plan Area shall use alternative fuels. This program may include a mix of on-call and scheduled services. In addition, Squaw Valley will operate a transit shuttle service between the Squaw Valley and Alpine Meadows base areas when lifts are in operation at the Alpine Meadows base area. Services will be coordinated with other transit programs, including the Tahoe Area Regional Transit (TART) program and lodging shuttles.

- » **Transit Services Connecting the Village with the Tahoe/Truckee Region** – As demand dictates during the busy ski season, transit service will be provided along the following routes:

- » Squaw Valley – Tahoe City – North Shore – Incline Village Route
- » Squaw Valley – Tahoe City – Sunnyside Route
- » Squaw Valley – Truckee Route

Adequate service will be provided to serve visitor demand as needed, as well as to provide capacity to serve ridership generated by off-site employee parking areas. These routes will serve park-and-ride lots as warranted, focusing on parking facilities that can be shared with other uses in (such as schools and summer recreation sites). Service will be coordinated with other regional services, including the TART program. In addition, Squaw Valley will continue to subsidize transit fares on TART services for employees not conveniently served by the shuttles. Squaw Valley will also continue to be an active member in the Truckee North Tahoe Transportation Management Association, as it provides a forum for solving regional transportation problems through public-private cooperation.

- » **Enhanced Alternatives to the Private Auto for Regional Access** – To encourage guests to visit the region without a car, Squaw Valley will:
  - » Promote use of the North Lake Tahoe Express service to the Reno-Tahoe International Airport through its inclusion in marketing materials and websites.

- » Promote charter bus services through marketing materials. On-site charter bus parking will be provided. Other strategies will be considered, such as discounts on lodging packages for groups traveling by charter bus.
- » Partner with and promote the use of a social-media-based ridesharing program for visitor access to the Truckee-Tahoe region, as well as for employee commute ridesharing.
- » ***Provide a Year-Round Bicycle and Pedestrian Trails Network*** – A comprehensive network of multiuse paths and sidewalks will be provided throughout Squaw Valley Village and maintained year-round (including snow removal). Connections will be made with other non-motorized facilities in Squaw Valley.
- » ***Establish a Transportation Coordinator*** – A Squaw Valley employee will be designated as Transportation Coordinator, with responsibility to provide employees (in particular newly-hired employees) with information on the various commute options. The Transportation Coordinator will also coordinate with TART and the Truckee/North Tahoe Transportation Management Association.
- » ***Provide Bicycle Parking Facilities*** – These facilities will be provided at all major lodging/residential facilities, as well as at other major activity centers.
- » ***Other Strategies to Encourage Alternative Transportation Options*** – Squaw Valley will consider and implement where feasible other strategies to reduce auto use and expand mobility options, including but not limited to:
  - » ***Provide Access to a Fleet of Low-Emission Carsharing Vehicles for Local Trips*** – Providing guests with a zero- or low-emission short-term rental car for trips within the Tahoe – Truckee region would support non-auto regional access to the resort, as it would provide flexibility for those arriving without a car to make trips not conveniently served by public transit (such as a visit to Emerald Bay).
  - » ***Provide Access to Bicycles for Guests*** – This could encourage cycling within Squaw Valley and beyond, and could be operated through a local bicycle shop.
  - » ***Offer Activities to Extend Day Skier Stays*** – Activities such as night skiing and ice skating could be promoted to reduce the proportion of day skiers exiting during the peak afternoon traffic period. On days forecast to have particularly high levels of skier activity, events (such as small concerts) will be held to encourage day skiers to linger in the Village area until after the peak period of exiting traffic.
  - » ***Electric Charging Stations*** – Charging stations in Squaw Valley parking facilities may be provided, as changes in the vehicle fleet warrants.
  - » ***Real time Traffic Communication Systems*** – Subject to support and cooperation from Caltrans, Squaw Valley will install and operate real time traffic communication systems within the Village to advise guests of existing travel conditions and approximate travel times.

## 6. Public Service and Utilities

The Public Services and Utilities component of the Specific Plan includes a variety of public and private services and utilities to support the needs of the Plan Area. Services include law enforcement, fire protection, solid waste collection and disposal, public schools, libraries and County services. The utilities include water, wastewater, drainage and dry utilities for electrical service, telephone, cable tv and propane gas.

The Specific Plan defines how and where services are to be provided within the Plan Area. The proposed improvements shown are conceptual, based on the land use plan. These conceptual improvements are reflective of the extent of services and utilities needed to serve the Specific Plan at full development. The exact sizing and location of proposed utilities will be determined during each phase of the project. However, final infrastructure improvements shall closely follow designs illustrated in the water, wastewater and drainage plans provided in this section. These services have been planned so that they can be phased to adequately support the development as it occurs.

There are existing utilities in the Plan Area that, to the extent practical and feasible, are utilized in conjunction with the proposed infrastructure.

Table 6.1– Service Providers

| Service                 | Agency/Provider   |
|-------------------------|---|
| <b>Public Utilities</b> |   |
| Water                   | Squaw Valley Public Service District  |
| Wastewater              | Squaw Valley Public Service District / Tahoe Truckee Sanitation Agency                          |
| Drainage                | Placer County for public roads; otherwise, drainage facilities are provided by private entities |
| <b>Public Services</b>  |   |
| Public Schools (K-12)   | Tahoe Truckee Unified School District   |
| Law Enforcement         | Placer County Sheriff's Department (PCSD)   |
|                         | California Highway Patrol   |
| Fire Protection         | Squaw Valley Fire Department  |
| Solid Waste Collection  | Tahoe Truckee Sierra Disposal Company, Inc.   |
| Libraries               | Placer County   |
| County Services         | Placer County   |
| <b>Dry Utilities</b>    |   |
| Propane                 | AmeriGas  |
| Electrical Service      | Liberty Energy  |
| Telephone               | AT&T  |
| Television & Broadband  | Suddenlink, DirecTV   |

### 6.1 Public Services and Utilities Goals and Policies

- Goal PU-1: Create a comprehensive system of public services and utilities that accommodates the development within the Plan Area.
- Goal PU-2: Conserve and protect resources through the use and implementation of efficient utility system designs and technologies.
- Goal PU-3: Minimize the risk of loss of life, injury, and damage to property and resources resulting from unwanted fires.

#### Utilities Policies:

- Policy PU-1: Build the necessary water, wastewater, drainage infrastructure and dry utilities to serve the Plan Area with each phase of development.
- Policy PU-2: Encourage the use of water in an efficient manner, reduce wastewater flows through the use of water efficient fixtures consistent with the Uniform Plumbing Code, and incorporate storm water best management practices (BMPs) and low impact development (LID) through cost effective design and feasible construction techniques.
- Policy PU-3: Work with the Squaw Valley Public Services District to develop a well field and operational approach that minimizes drawdown on municipal and private wells and does not substantial diminish flows in Squaw Creek.
- Policy PU-4: Promote and encourage recycling of consumer and business waste in order to reduce landfill requirements and lengthen service of existing landfills by incorporating

recycling programs and informing guests about conservation opportunities and programs.

- Policy PU-5: Provide for fire, police and other community services adequate to serve the needs of the Plan Area.
- Policy PU-6: Implement Best Management Practices (BMPs) and Low Impact Development (LID) measures that will protect surface water quality and contribute to the TMDL goals for Squaw Creek and the Lower Truckee River.
- Policy PU-7: Implement erosion control and water quality measures identified in the Placer County Storm Water management manual, Grading Ordinance and Low Impact Development Guidebook, including the Guidebook section for LID Site Design and Runoff management Measures for Placer County in the High Sierra Areas.
- Policy PU-8: All new dry utilities shall be underground and coordinated with utility providers regarding location and size of new facilities to serve Plan Area.
- Policy PU-9: Coordinate with utility providers to ensure existing service is uninterrupted.

### 6.2 Water Supply and Distribution Facilities

The Plan Area is located within the Squaw Valley Public Service District (SVPSD) boundaries. The District was organized under the provisions of Division 12 of the Water Code, and incorporated in the State of California on March 30, 1964. Once a water supply assessment and development agreement with the PSD have been completed, the project will secure water services from the PSD.

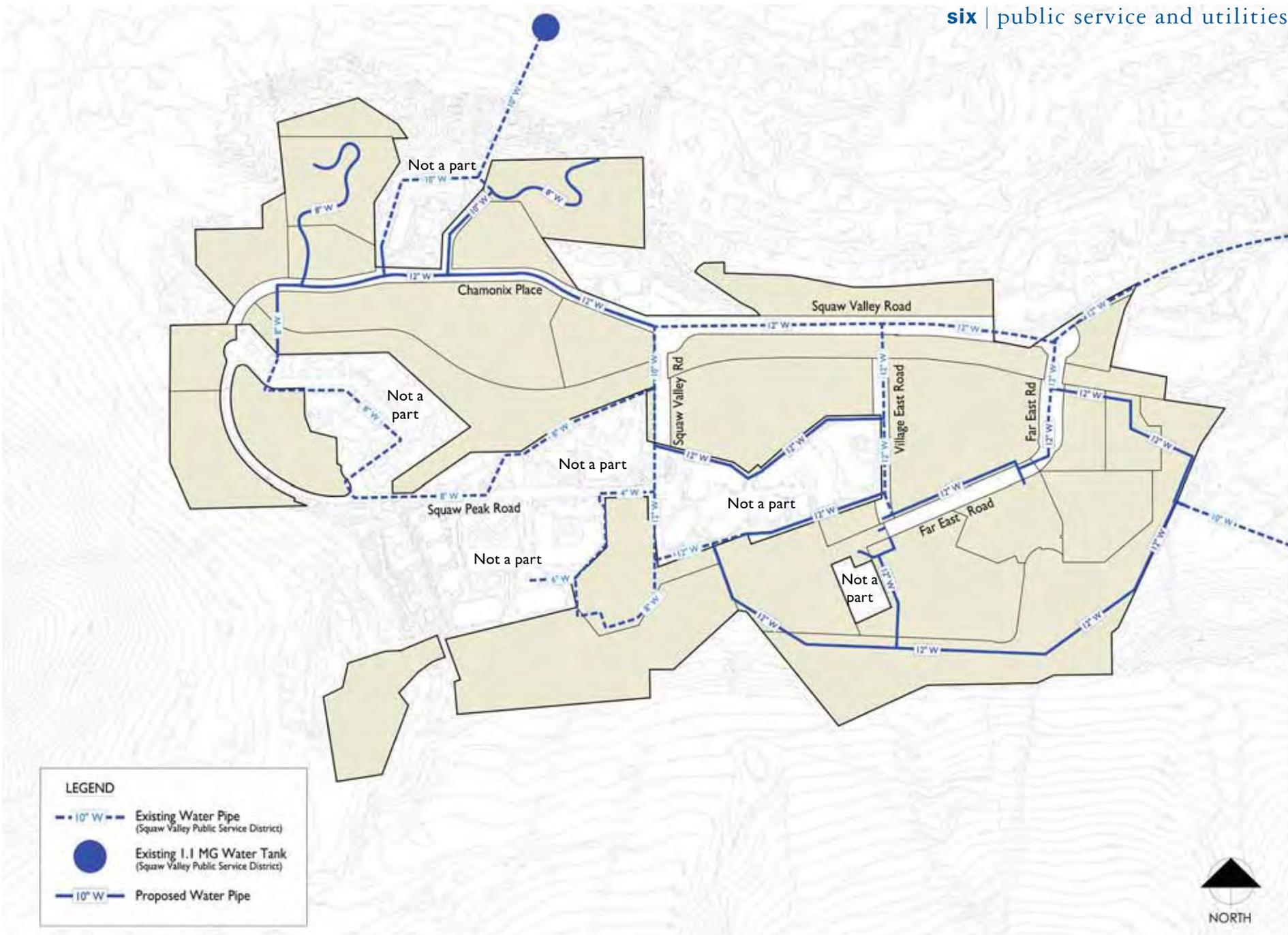


Figure 6.1–Conceptual Utilities Plan - Water