Condo Hotel and Commercial

Low Impact Development that reduces the amount of impervious surface within the development, and which is directly connected to the storm drainage system shall be encouraged. These types of facilities may include, but are not limited to: discharge of roof drainage system to planted areas, separated sidewalks, tree plantings, vegetated swales and bioswales, trench drains, sheet flowing parking areas to landscaping and vegetated swales, and sand/oil separators.

A pre-treatment screening device which will separate trash and other debris shall be required upstream of discharge into the trunk storm drain systems.

High Density Lodging and Commercial site runoff shall also be treated by outlet control measures as previously described.

Note: For more detailed information regarding the proposed Storm Drainage System, refer to the Squaw Valley Specific Plan Stormwater Master Plan (MacKay & Somps 2012 - in progress) and the Water Quality Plan (Balance Hydraulics 2012).

6.5 Solid Waste Disposal

The Tahoe-Truckee Sierra Disposal Company (TTSD) provides solid waste collection services to Squaw Valley. TTSD transports collected waste to the Materials Recovery Facility (MRF) located between Truckee and Squaw Valley. The MRF receives, sorts, processes and markets recyclable materials. The remaining non-recyclable materials are then sent to the Lockwood Regional Landfill located in Nevada. Development would be served by TTSD, and a substantial amount of waste would be recycled through the MRF. The Specific Plan would further minimize the need for disposal of solid waste in a land fill by promoting recycling of construction waste (see Section 7.7- Climate Change Initiatives).

6.6 Dry Utilities

Electric Service

Liberty Energy provides electric service to the Plan Area from its substation located near the northwest corner of Squaw Valley Road and State Route 89. Primary voltage is 14.4 kV. Commercial service is typically provided at 120/208 or 277/480 volt (three phase, four wire).

Existing electric mainline systems (partially overhead and partially underground) extend from the substation near State Route 89 to the Plan Area. Underground electric distribution facilities will be installed throughout the project in conjunction with new improvements.

Propane Gas

The Plan Area contains two private propane distribution systems. One operates off a 20,000 gallon propane tank and serves the Vintage Village (Red Wolf Lodge, lower lift maintenance, The Lodge, the ski school locker rooms, the swimming pool and facilities up at High Camp, etc.) The second system is fed from an underground

30,000 gallon tank that serves The Village at Squaw. A number of smaller propane tanks are located around the resort and serve the outbuildings (e.g. Papoose, Far East Center, Clock Tower, Courtside, carpenter's shop). Propane is currently being supplied by AmeriGas. Additional tanks and vaporizers will be designed and strategically placed to serve the new project. Underground propane distribution facilities will be installed throughout the project in conjunction with new improvements.

Alternative Energy Sources

The Village at Squaw Valley will implement a sustainability strategy developing mitigation opportunities to reduce development impacts to energy resources and to promote reduction in GHG emissions. Implementation is focused on maximizing renewable energy, energy efficiency, electric grid load management, and other GHG emission reduction options. The evaluation of feasible technology focuses on the use of water produced energy and could include low impact, small hydroelectric generation systems; storing water as energy.

Other potential strategies include:

- Integrating water supplies for fire suppression, and snow making operations.
- Using geothermal resources for snow clearing and possible heat pump applications.

Communications

Both AT&T and Suddenlink provide telecommunications services (dial tone, internet and video) within the Plan Area. Either or both providers will distribute telecommunications services to the Plan Area by connecting to the existing distribution systems. AT&T and Suddenlink facilities will be installed throughout the Plan Area in conjunction with new improvements.

6.7 Public Services

Policy PS-1: Comply with existing law and fire safety measures and protocols and work with law and fire on implementing a comprehensive security and emergency system that is calibrated to current and future protocols/emergency response systems.

Policy PS-2: Incorporate design features that comply with applicable safety regulations to minimize injury risk within the improved areas of the Plan Area.

Policy PS-3: Design and site all new structures in a manner that minimizes the risk from fire hazards and meets all applicable state, County, and Squaw Valley Fire District fire safety standards.

Policy PS-4: Provide adequate fire protection services by working with fire department staff to determine if and when

existing fire services or equipment need to be expanded to serve new phases of development.

Law Enforcement

Law enforcement for the Plan Area is provided by the Placer County Sheriff's Department and the California Highway Patrol (CHP). The Sheriff's Department provides general law enforcement services and traffic-related enforcement services are provided by the CHP. The Tahoe Substation in Tahoe City is the closest Sheriff's substation located approximately 9 miles from the Plan Area.

Fire Protection

The Specific Plan recognizes the potential of increased fire hazards as a result of the Plan Area's setting. Therefore, the Specific Plan seeks to protect against the potential for wildfires that originate as structure fires.

Fire protection is currently provided by the Squaw Valley Fire Department (SVFD) and the U.S. Forest Service. The SVFD serves approximately 1,500 full time residents within a 14 square mile area with a full-time staff of 13 people and maintains a minimum staffing of 3 people, 24 hours per day, 7 days a week. In addition, there are part-time paid firefighters employed during busy periods. The closest SVFD station is Station 21 located approximately 1.5 miles from the Plan Area.

Planned Fire Protection

The Specific Plan includes the following measures to address the risk of fire:

- Pedestrian streets and trails designated as EVA's shall be sixteen feet (16') wide with a minimum pavement width of twelve feet (12') with a two foot (2') shoulder on each side.

- Fire resistant building materials: In January 2008, California officially switched from the Uniform Building Code to the International Building Code (IBC). With the assistance of fire safety experts, a new section has been added to the IBC that specifies construction standards to be used in urban interface and wildlands areas where there is an elevated threat of fire. In conformance with these new construction standards, fire resistant building materials will be used to construct homes and other structures in the Plan Area.

6.8 Parks & Recreation

The intent of the Specific Plan is to create a village environment as a public portal to the ski mountain and the vast surrounding natural mountain open space areas and the multitude of activities available there. A network of village pedestrian spaces, trails, and bike paths provide enhanced access to these public amenities. Access to backcountry trails such as the Granite Chief and Shirley Canyon trailheads will include trailhead parking, signage and bike parking. Bike lanes are provided on all primary roads and a Class 1 bike path is provided along Squaw Creek to provide a non-vehicular route with gathering spots, interpretive signage, and informational graphics on restoration areas.

In addition, multiple recreation amenities and attractions would be built into the Village environment including playgrounds, public open space corridors, ice skating on the central ice rink and ice trails, and gathering spaces in the pedestrian street spaces. An array of recreation facilities in the Village would also be open to the public including the swim and fitness center, outdoor climbing walls and bungee apparatus, etc.

Policy PR-1: Provide a variety of indoor and outdoor facilities for year round recreational activities.

Policy PR-2: Improve access and facilities at existing recreational amenities (e.g., trailheads, parking, signage, trail and path extensions).

Policy PR-3: Comply with County parks and recreation policies and ordinances through dedication of parkland, construction of park and recreational facilities and/or payment of in lieu fees. A plan for complying with park standards shall be submitted with each small lot map and approved concurrent with recordation of a final small lot map.

Policy PR-4: Enhance recreational opportunities available to Olympic Valley residents by providing access to facilities within the Plan Area and/or providing park and/or recreational improvements outside of the Plan Area.

Policy PR-5: Integrate environmentally-sensitive educational and recreational opportunities into Squaw Creek restoration plans in a manner that enhances understanding of the creek.

Refer to Figures 6.5 to 6.8 for trail and park plans.

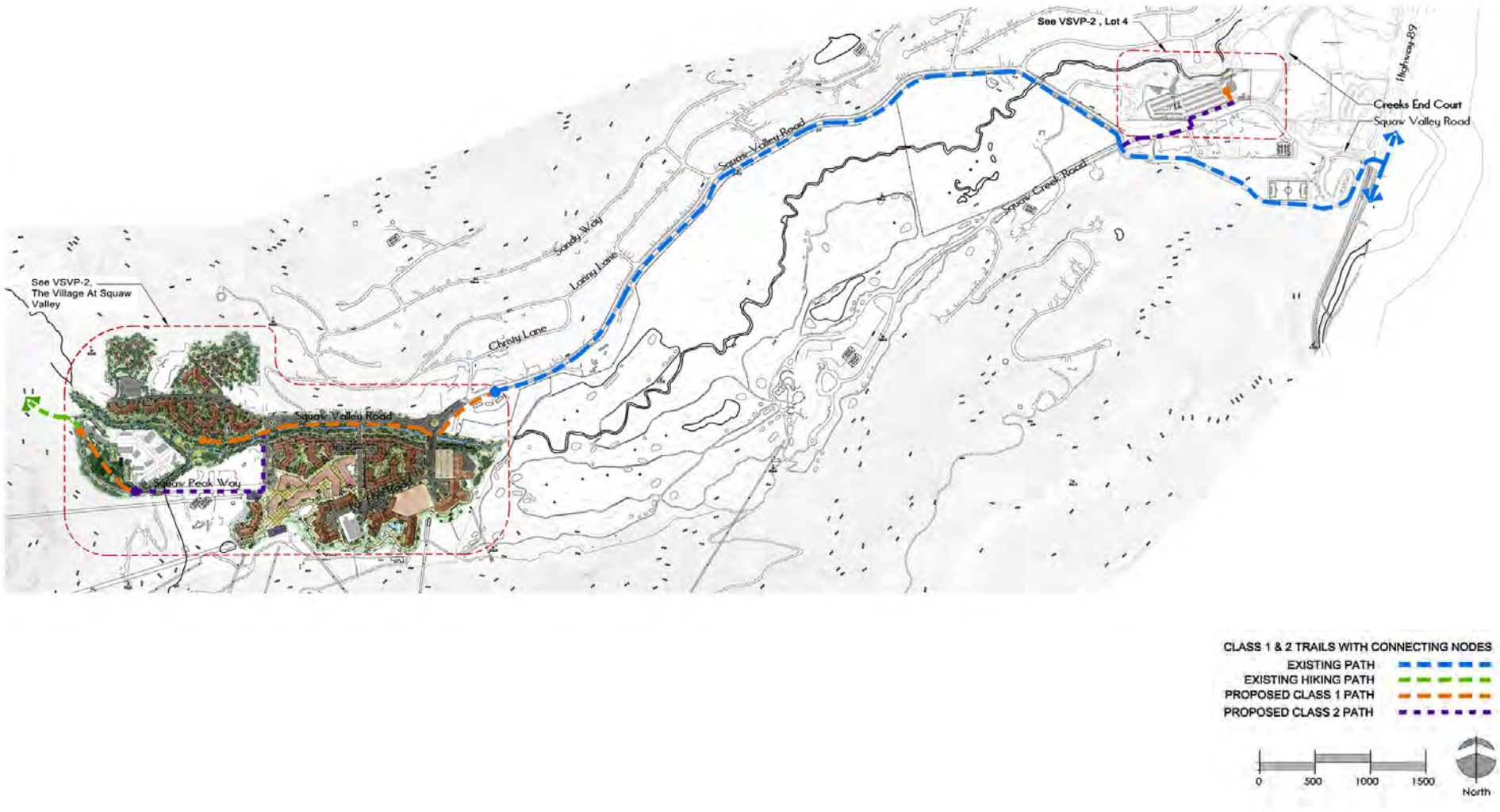

Figure 6.5– Parks and Recreation Plan

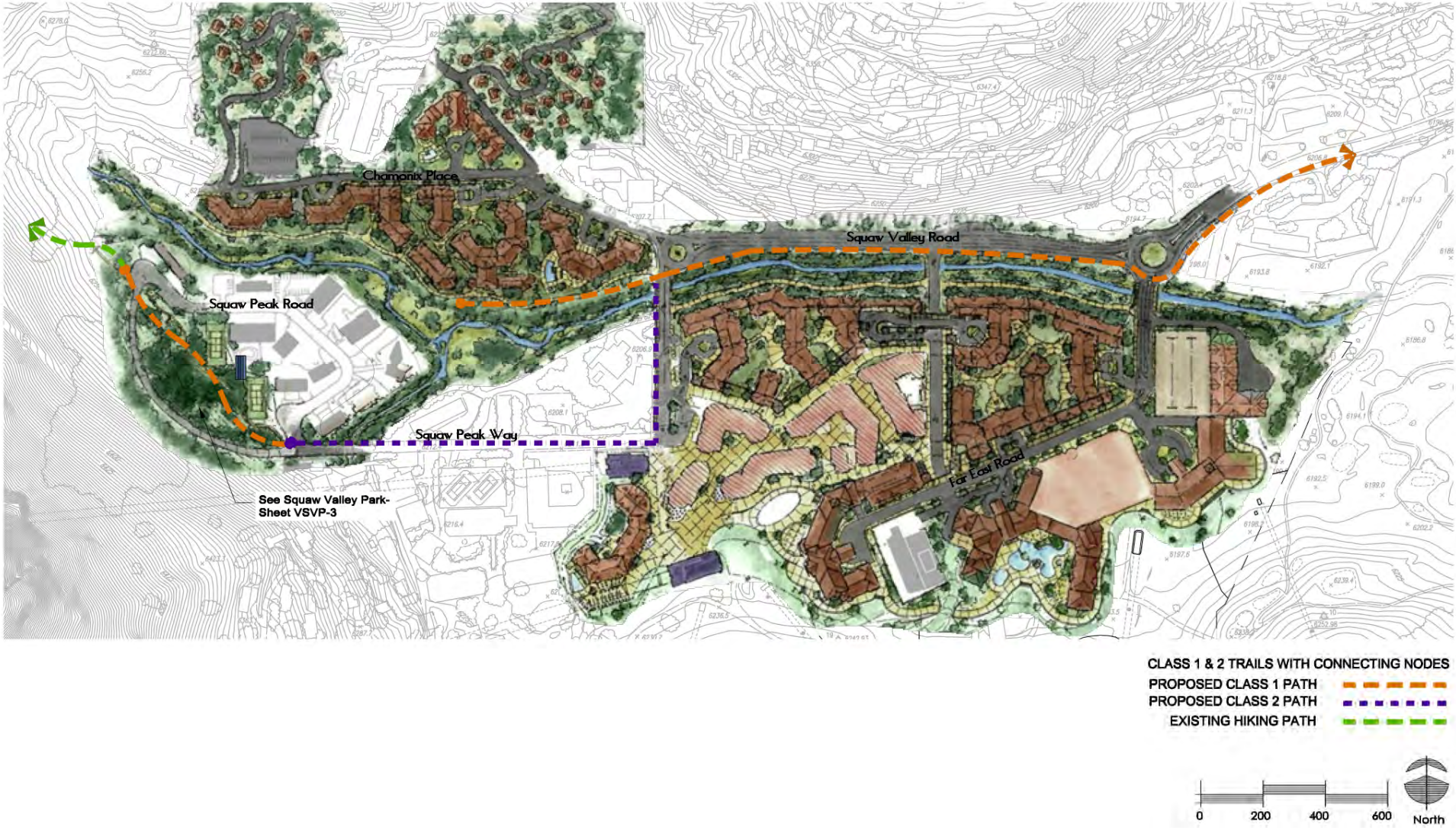

Figure 6.6– Village Trail Map

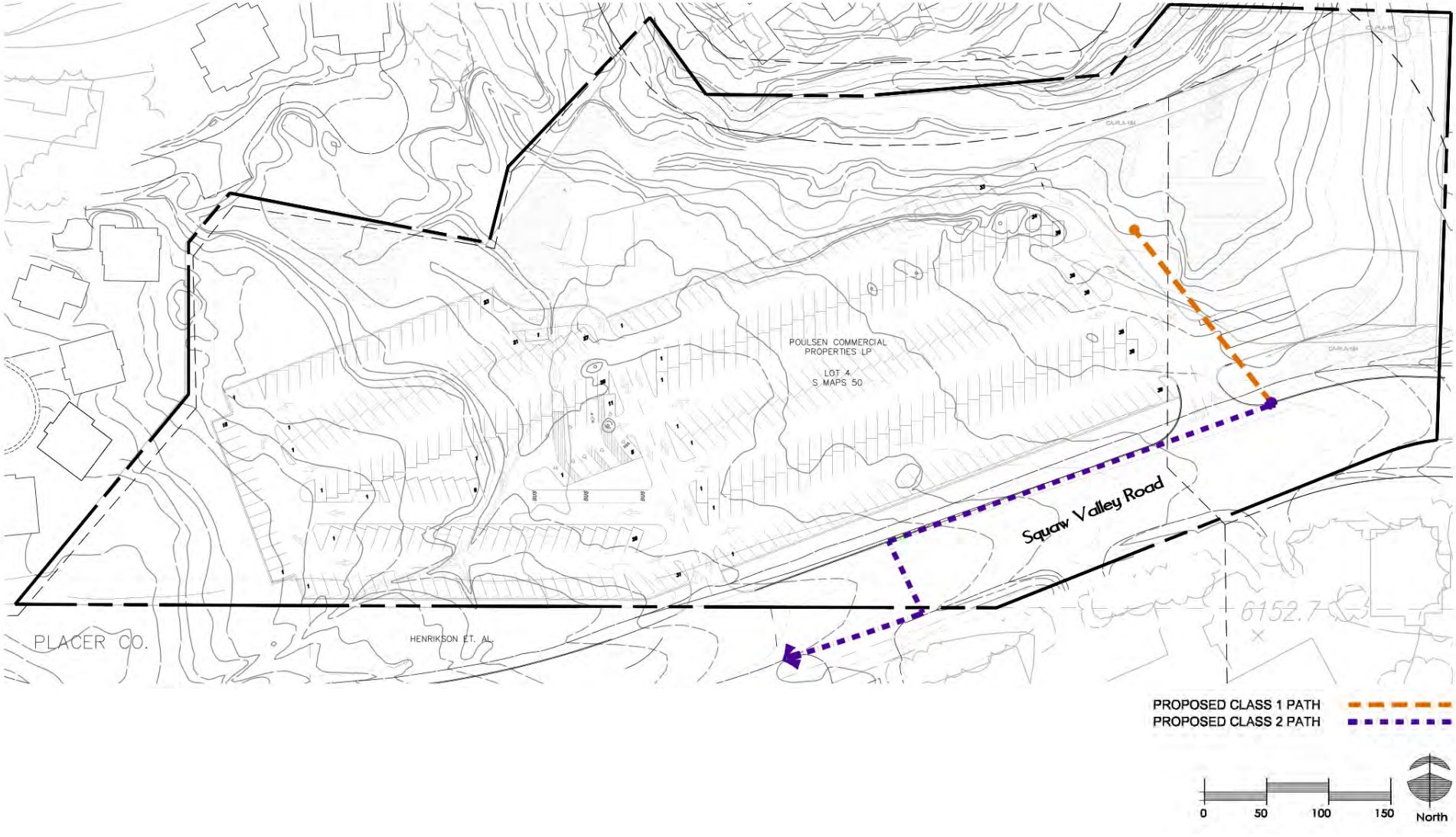

Figure 6.7– Lot 4 and Washoe Native American Park

Figure 6.8– Squaw Peak Park

6.9 Schools

Policy SC-1: Residential, including employment housing, projects associated with the Specific Plan shall pay applicable school facilities fees.

The Tahoe-Truckee Unified School District (TTUSD) provides public school services to Squaw Valley. Students living in Squaw Valley attend Tahoe Lake Elementary School (K-4), North Tahoe School (5-8) and North Tahoe High School (9-12), all of which are located in Tahoe City.

The Specific Plan is not expected to substantially increase the number of students in the TTUSD. As a resort community, there will be few, if any, year-round residents within the Plan Area. Employees may live in the region year-round, and have school-aged children, so there would be some increase in demand for school facilities resulting from the increased employment base. However, the schools those children would attend would depend on where they live. Employees who live outside of the Plan Area (except those in Squaw Valley employee housing) would occupy housing that had been subject to development fees for school facilities and property taxes that fund school services.

6.10 Offsite Improvements

Squaw Valley will work with other regional partners to ensure provision of adequate park-and-ride facilities in the Truckee and North Tahoe areas. First preference will be the joint use of existing parking lots with space available during peak ski days (schools, beach facilities, etc.). As needed to provide adequate offsite parking (depending on detailed planning for on-site parking, shuttle services, and available existing off-site parking), Squaw Valley will construct necessary off-site parking facilities as discussed in Section 5.6. Offsite utilities may consist of water wells and a water storage facility as identified in Sections 6.2b and 6.2c, replacement or parallel sanitary sewer pipelines where additional capacity may be necessary and electrical line placed within existing conduits and boxes from the existing substation near SR 89 to the Plan Area.

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resource management

7.1 Resource Management Concept

The Specific Plan seeks to protect and enhance the natural resources of the Valley through careful site design and management of the built environment. The Specific Plan concentrates development in areas that have been developed and/or disturbed in the past, thereby minimizing the conversion of natural areas to urban uses. Landscaping and open space corridors are integrated with the surrounding natural environment, with an emphasis on the relationship between the Village and the mountain. The Squaw Creek corridor would be widened and rezoned Conservation Preservation to protect the creek from encroaching development and to provide the width necessary to allow enhancement of the creek's natural function. Further, the Specific Plan protects and manages surface and groundwater quality through aggressive use of low impact development (LID) measures and best management practices (BMPs). The mix of land uses within the Village would minimize the need for residents and visitors to travel outside of the Valley during their stays. By reducing reliance on vehicles, the Specific Plan would minimize air pollutants and greenhouse gasses. Further, the Specific Plan encourages a variety of "Green" building measures, which are intended to minimize water demand and energy use.

7.2 Resource Management Goals

Goal RM-1: Preserve and enhance important natural resources within and near the Plan Area through conservation, enhancement, and, where removal or degradation of such resources cannot be avoided, mitigation.

Goal RM-2: Reduce reliance on non-renewable energy and the emission of air pollutants and greenhouse gasses.

Goal RM-3: Strive to meet and/or exceed the standards set for energy efficiency and reduction of greenhouse gasses by programs like LEED certification.

Goal RM-4: Design and construct building and outdoor areas in a manner that protects people from avalanche hazards.

7.3 Squaw Valley Creek Corridor

Squaw Creek is a perennial stream that originates in the rocky slopes north of the Plan Area, and flows through the Plan Area then east to the Truckee River. Most of the reach of Squaw Creek within the Plan Area is confined within a trapezoidal channel built by the Army Corps of Engineers in the 1950s in preparation for the 1960 Olympic Winter Games. Although the Creek continues to provide some support for fisheries, birds and other animal species, channelization of the Creek has degraded its value as habitat. The channel has also altered the downstream portion of Squaw Creek as a result of sediment deposition and increased velocities. East

of the Plan Area, the Creek meanders through the meadow and golf course.

The Specific Plan would improve conditions in Squaw Creek by providing a 150' to 200' foot wide corridor for the length of the creek. This corridor 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. Principals of 'eco-revelatory' design will be incorporated into Conservation Preserve areas, and will include a Class 1 bike and walking trail along the corridor, as well as interpretive signage and viewing areas.

Prior to development of infrastructure associated with the ski resort and 1960 Olympics, historical channel functions in this area likely consisted of sediment deposition, active channel migration, and alluvial fan formation. Flood control channels are now in place to control these processes and protect property and infrastructure. As a result, sediment which was once deposited near the confluence at the western portion of the Specific Plan Area is now transported downstream, with active deposition and associated channel migration at the mouth of constructed flood control channels. Additionally, the 'Olympic Channel' receives water and sediment from portions of the existing parking lot and from steeper areas to the south of the Specific Plan area, and transmits relatively high sediment loads directly to Squaw Creek.

To offset impacts associated with sediment deposition at the downstream end of flood control channels, as well as incoming sediment from the Olympic Channel, the Conservation Preserve will be widest at the downstream (east) end of the Specific Plan Area. The proposed width will allow for floodplain restoration, sediment deposition and active sediment management/removal at the confluence of the Olympic Channel and Squaw Creek. The proposed Conservation Preserve and restored floodplain width are consistent with restoration alternatives identified and developed by the Friends of Squaw Creek and Placer County, and will be designed to include grade control structures and oxbow depression features water retention, groundwater recharge, and for collection and management of coarse sediment. Channel capacity will be increased in these areas, offsetting potential impacts to the 100-year floodplain. Floodplain wetlands will be created, enhancing functionality and acreage of wetlands in this portion of the site, helping to mitigate for potential impacts to wetlands and waters of the United States and State of California associated with implementation of the Specific Plan.

Policy SC-1: Squaw Creek and the adjacent riparian area shall be designated Village-Conservation Preserve, and activities within the corridor shall be limited to those that improve the creek. In addition to measures designed to protect and enhance the creek and riparian corridor, minor improvements that have minimal impact, such as trails, shall be allowed within the corridor.

Policy SC-2: No buildings or structures over 200 sf shall be constructed within the Squaw Creek riparian corridor.

Policy SC-3: Roads, bridges, paths and other facilities located within the riparian corridor shall not encroach on the creek channel, and shall be designed to minimize impacts on the creek habitat and stormwater capacity.

Refer to Figures 7.1 to 7.4 for interpretive park plans.

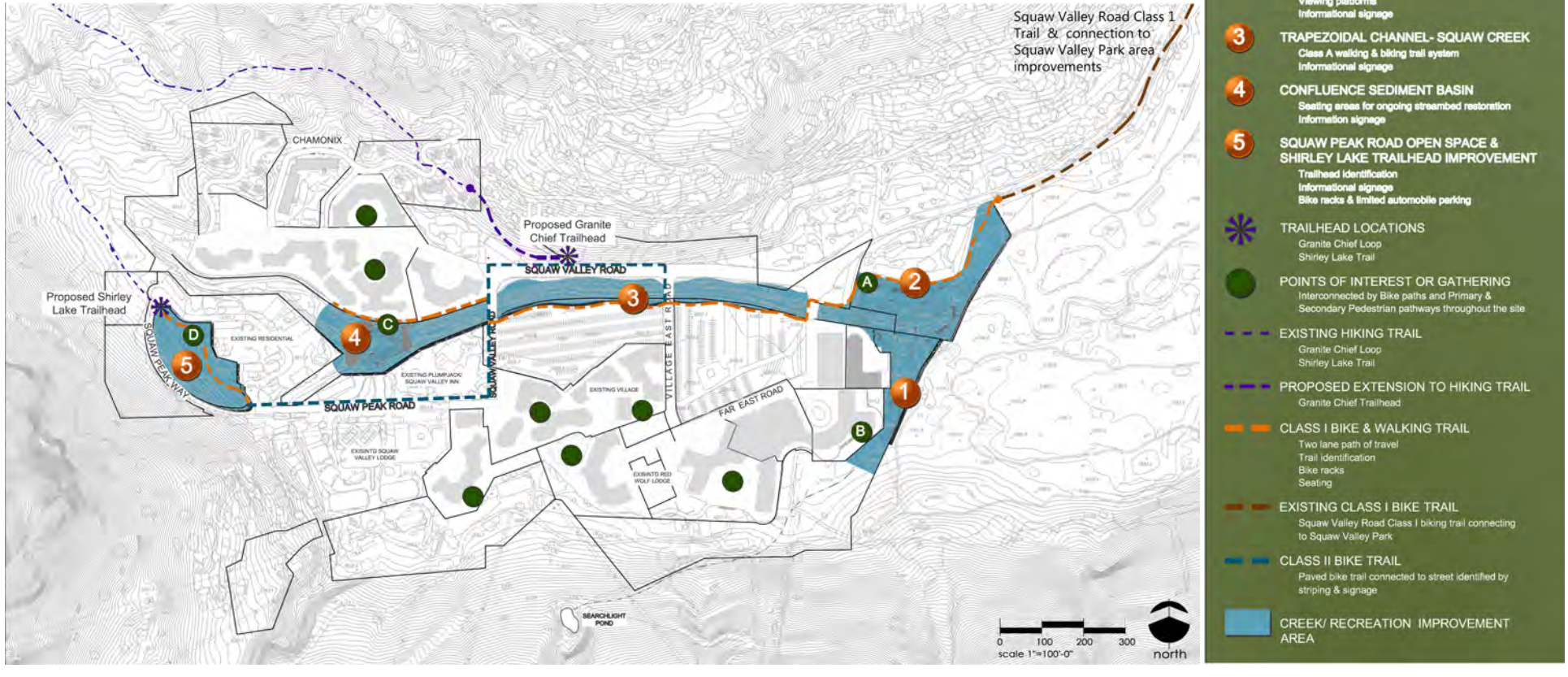


Figure 7.1– Creek Restoration and Recreation Area Plan

Footnotes: Figures 7.1 to 7.4 depict conceptual plans for an interactive trail system along the restored Squaw Creek.

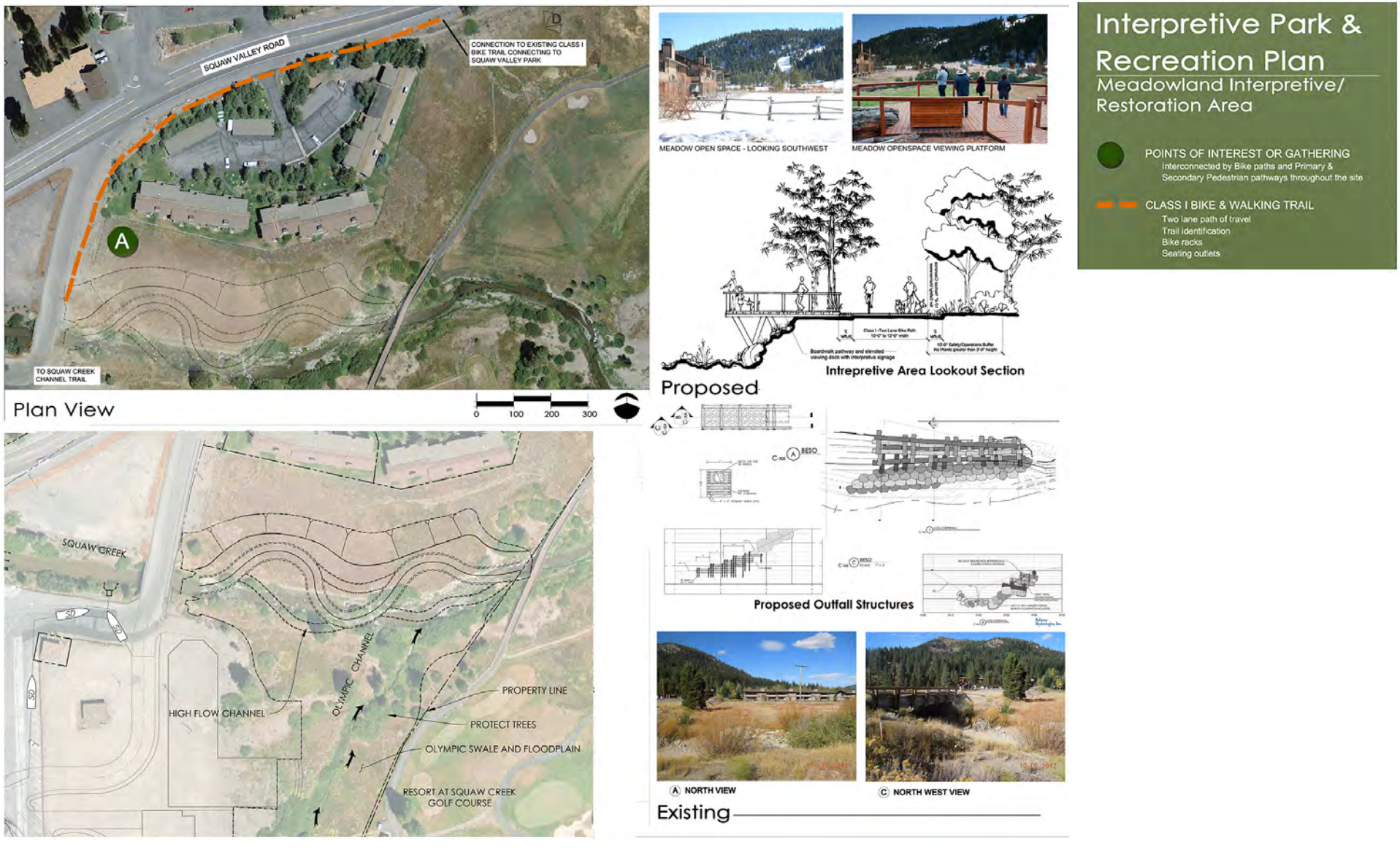


Figure 7.2– Creek Restoration and Recreation Area Plan

Footnotes: Figures 7.1 to 7.4 depict conceptual plans for an interactive trail system along the restored Squaw Creek.

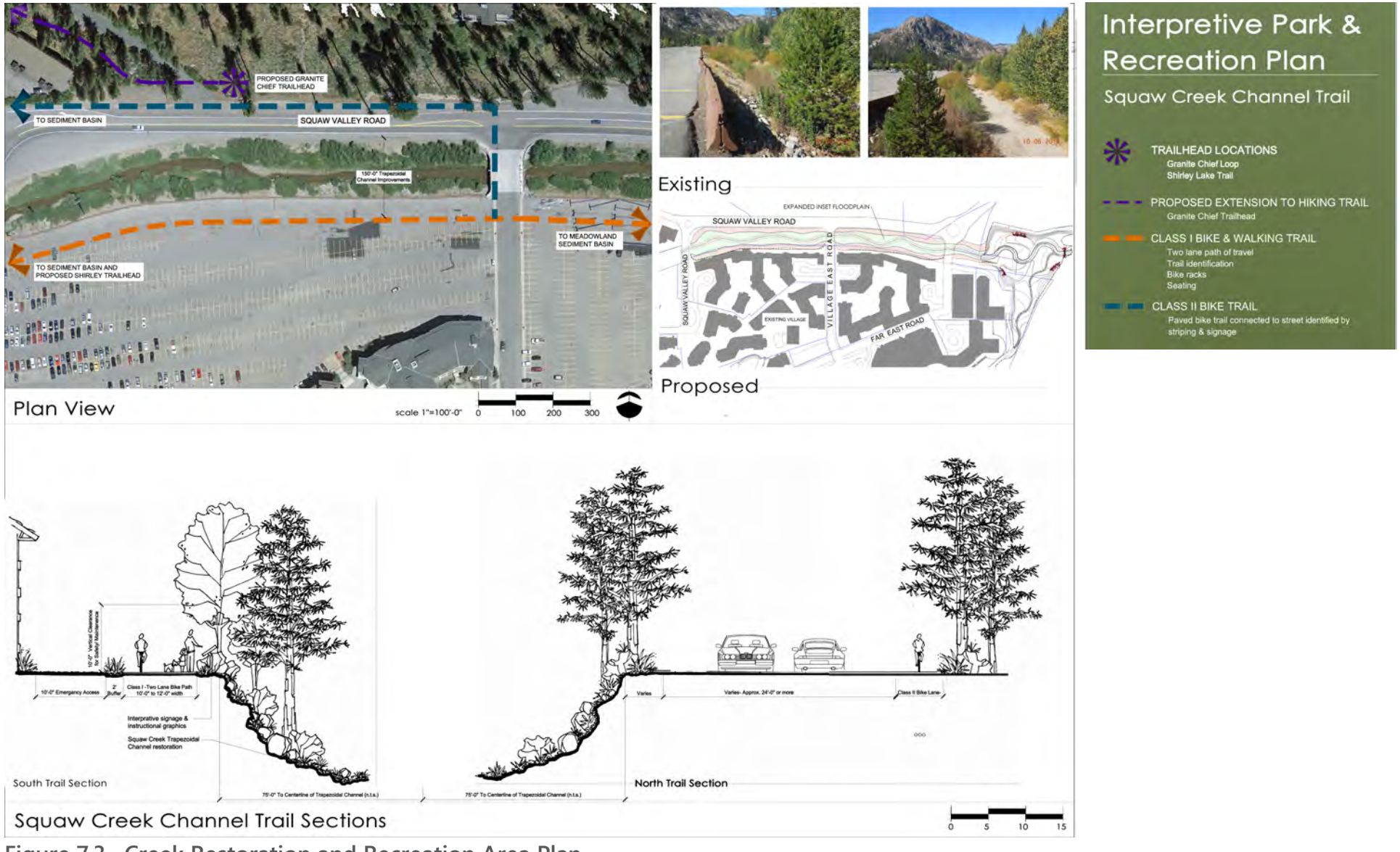


Figure 7.3– Creek Restoration and Recreation Area Plan

Footnotes: Figures 7.1 to 7.4 depict conceptual plans for an interactive trail system along the restored Squaw Creek.

Figure 7.4– Creek Restoration and Recreation Area Plan

Footnotes: Figures 7.1 to 7.4 depict conceptual plans for an interactive trail system along the restored Squaw Creek.

7.4 Biological Resources

The Specific Plan seeks to protect and enhance the natural resources of the Valley by concentrating development in areas that have been developed and/or disturbed in the past, integrating landscaping and open space with the surrounding natural environment, aggressively protecting and managing water quality, minimizing the use of vehicles, and preserving and enhancing Squaw Creek and the surrounding riparian area.

The majority of the Plan Area has been disturbed in the past. The developed and disturbed areas, representing about 71 percent of the Plan Area, provide limited habitat value. As shown in Figure 7.5 – Biological Resources, there are portions of the Plan Area that support biological habitat, primarily along the edges and in the northwest and western portions. Biological communities in the Plan Area are composed of mixed conifer forest, creek/riparian and meadow. Approximately 18 acres are mixed conifer forest, located primarily in the western, northwestern, northern and southeastern portions of the Plan Area.

7.4.1 Wetlands

There are several types of wetlands that occur in the undeveloped portions of the Plan Area, including Squaw Creek, perennial, intermittent and ephemeral drainages, seeps, a swale and wet meadow. In some cases, these wetlands are located in disturbed areas with minimal habitat value. See Figure 7.6 – Wetlands.

Policy WE-1: Development shall avoid wetlands located within the 100-year floodplain to the extent feasible.

Policy WE-2: To the extent feasible, wetlands shall be avoided, unless relocation and/or modification of the wetland would increase the functional value of the wetland and/or receiving waters.

Policy WE-3: When wetlands cannot be avoided, a mitigation plan shall be developed before site disturbance.

Policy WE-4: Relocation, reconstruction and other changes in wetlands shall be designed in consultation with the Lahontan Regional Water Quality Control Board and the Army Corps of Engineers, and shall meet all applicable state and federal regulations.

Policy WE-5: The drainage system shall be designed to enhance the habitat value and water quality along the southern and eastern edges of the Plan Area.

Policy WE-6: BMPs, LIDs and other measures shall be employed to ensure that water quality is not degraded in Squaw Creek or preserved wetlands.

Please also see Section 7.6 which describes in detail strategies for protecting water quality within the Plan Area.

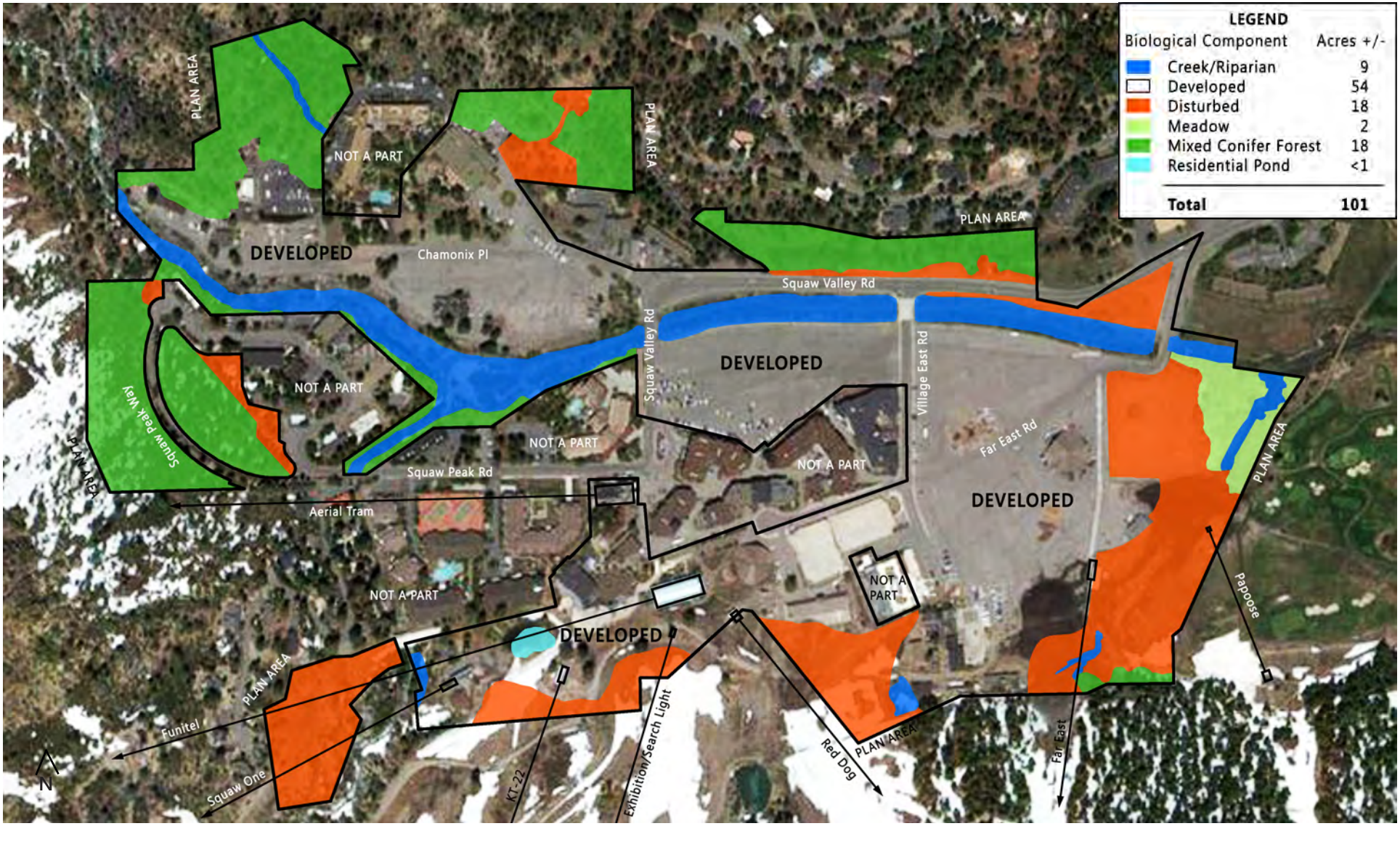


Figure 7.5– Biological Resources

Figure 7.6– Wetlands

7.4.2 Plants and Wildlife

The biological communities in the Plan Area provide habitat for several special-status species. There are several listed plant species that could occur in the conifer forest or riparian areas, including two federally-listed species—starved daisy and Donner Pass buckwheat. Squaw Creek provides habitat for several species, including brown, brook and rainbow trout. The creek also has habitat that could support the Lahontan cutthroat trout, a federally-listed species recently reintroduced into Lake Tahoe. Squaw Creek and an unnamed tributary also could support Sierra Nevada yellow-legged frog. Birds that might breed and/or forage in the Plan Area include yellow warbler, willow flycatcher, and northern goshawk. Two state-listed mammals, Sierra Nevada Beaver and Sierra Nevada snowshoe hare, may also occur within the Plan Area. At the time the Specific Plan was prepared, protocol surveys for these species had not been conducted. For the most part, such surveys are most appropriate shortly before construction commences, as these species are mobile, and may change their nesting sites year to year.

The Specific Plan minimizes impacts on special-status species by concentrating the highest-impact activities, including dense development and public pathways and gathering spots, in areas that are already developed and therefore not attractive to animal and plant species that are not urban tolerant. Further, a riparian corridor would be developed for the length of Squaw Creek would provide native vegetation that would serve as nesting and foraging habitat for yellow warbler and willow flycatcher. Over time, creek restoration and enhancement would improve habitat for fisheries.

Policy PW-1: Protocol surveys for special-status species shall be conducted prior to any disturbance of habitat areas (shown in Figure 7.1 – Biological Resources) and prior to removal of any tree during the active nesting season (February – September).

Policy PW-2: If special-status species are identified during pre-construction surveys, appropriate buffers and other protective measures shall be developed in consultation with the USFWS, DFG and Placer County.

Policy PW-3: Protocol level surveys for protected birds shall be conducted prior to removal of any tree during the active nesting season (February through September). Construction and other activities shall be avoided in the vicinity of active nests and nursery sites, unless it can be determined, in consultation with the appropriate agency (USFWS or DFG) that the activities would not disrupt the nesting species.

Policy PW-4: Impacts to sensitive and special status species shall be mitigated in accordance with State and Federal trustee agency requirements.

7.4.3 Trees

As indicated above, there are approximately 18 acres of conifer

forest within the Plan Area, which represents the densest concentration of native trees. There are also small stands of trees scattered throughout the developed portions of the Plan Area. An arborist report identifies a total of 2,275 trees over 6 inches at breast height (dbh), of which approximately 550, or 25 percent, were found to be unhealthy enough to warrant removal.

Policy TR-1: To the extent feasible, healthy trees shall be avoided.

Policy TR-2: Where healthy trees must be removed, each project shall compensate for the loss of trees through compliance with the County Tree Ordinance.

Policy TR-3: Each project that removes commercial-grade trees shall be responsible for preparation of a Timber Harvest Plan or THP exemption, if applicable, and/or compliance with a master THP, if one is in force. Preparation of a THP does not exempt tree removal from the County Tree Ordinance.

7.5 Cultural Resources

7.5.1 Prehistory

The Plan Area falls within the center of Washoe territory, and once provided fishing and hunting grounds for this tribe. Pre-historic sites have been identified in Squaw Valley. However, no such sites appear to exist within the Plan Area. A field survey of all undeveloped parcels within the Plan Area identified one prehistoric artifact, but it was not considered significant. As with any area that had been subject to pre-historic habitation and activity, there is always the possibility that subsurface resources are present, and could be disturbed during construction activities.

Policy CR-1: If cultural resources (pre-historic or historic) are revealed during project construction, work will stop in the immediate vicinity and a qualified archaeologist and/or Native American consultant (if the find is prehistoric) shall be contacted to assess the nature and significance of the find. In addition, the Planning Services Division and Department of Museums will be notified concurrent with the retention of a qualified archeologist. If human remains are discovered, all work shall stop immediately and the County coroner shall be notified, consistent with State law. If the remains are found to be Native American, both the Native American Heritage Commission and members of the Washoe Tribe (or other identified descendants) must be notified to insure that proper treatment is given to the burial site.

7.5.2 History

Squaw Valley was first settled by Europeans during the 1840s, and served as a short cut from Carson City to the mining camps in the Sierra foothills. In the 1860s, silver ore was discovered near the mouth of Squaw Creek, which resulted in the rapid but brief development of two towns within the Valley. Following the collapse of mining, dairy farming and ranching became

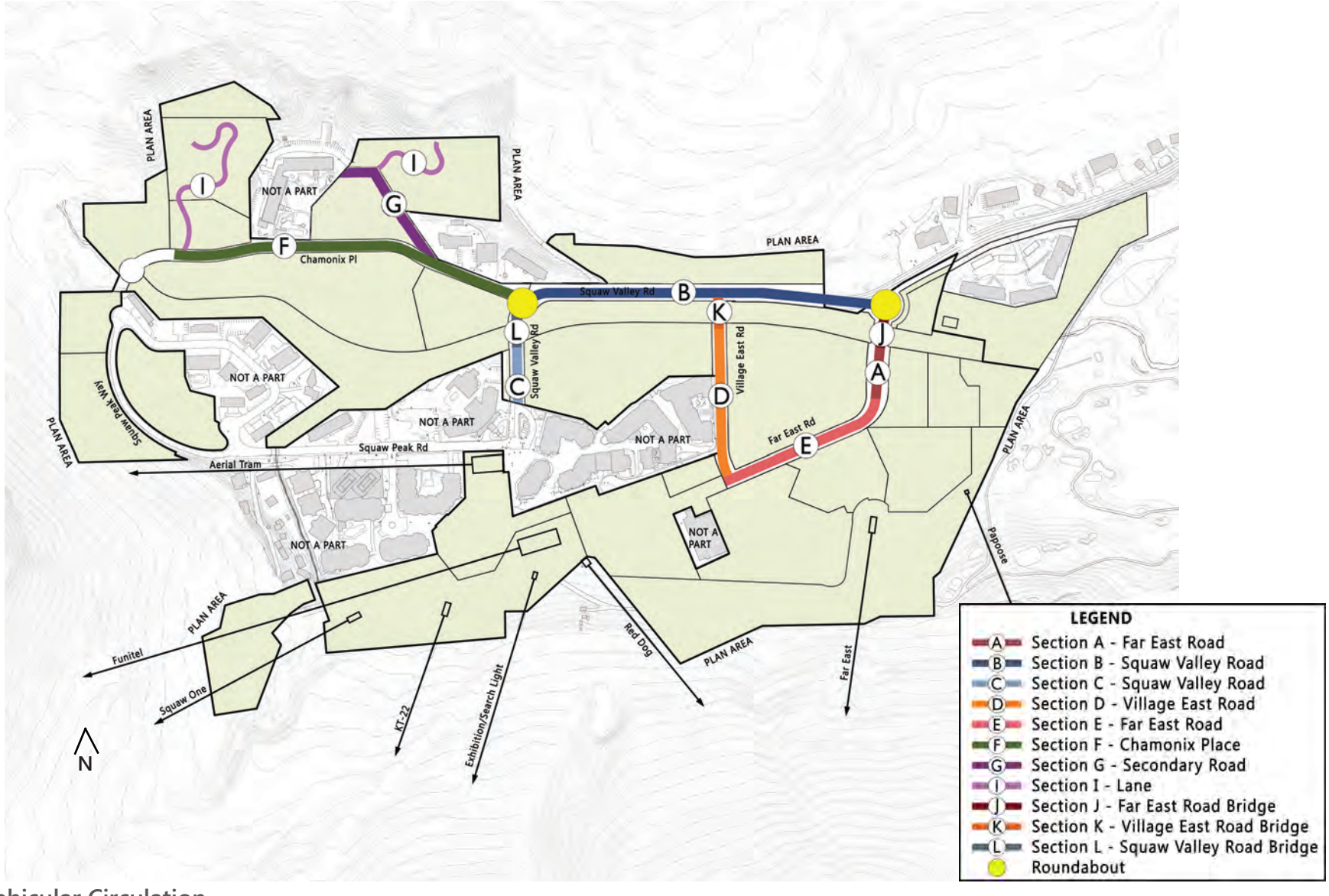


Figure 5.3–Vehicular Circulation

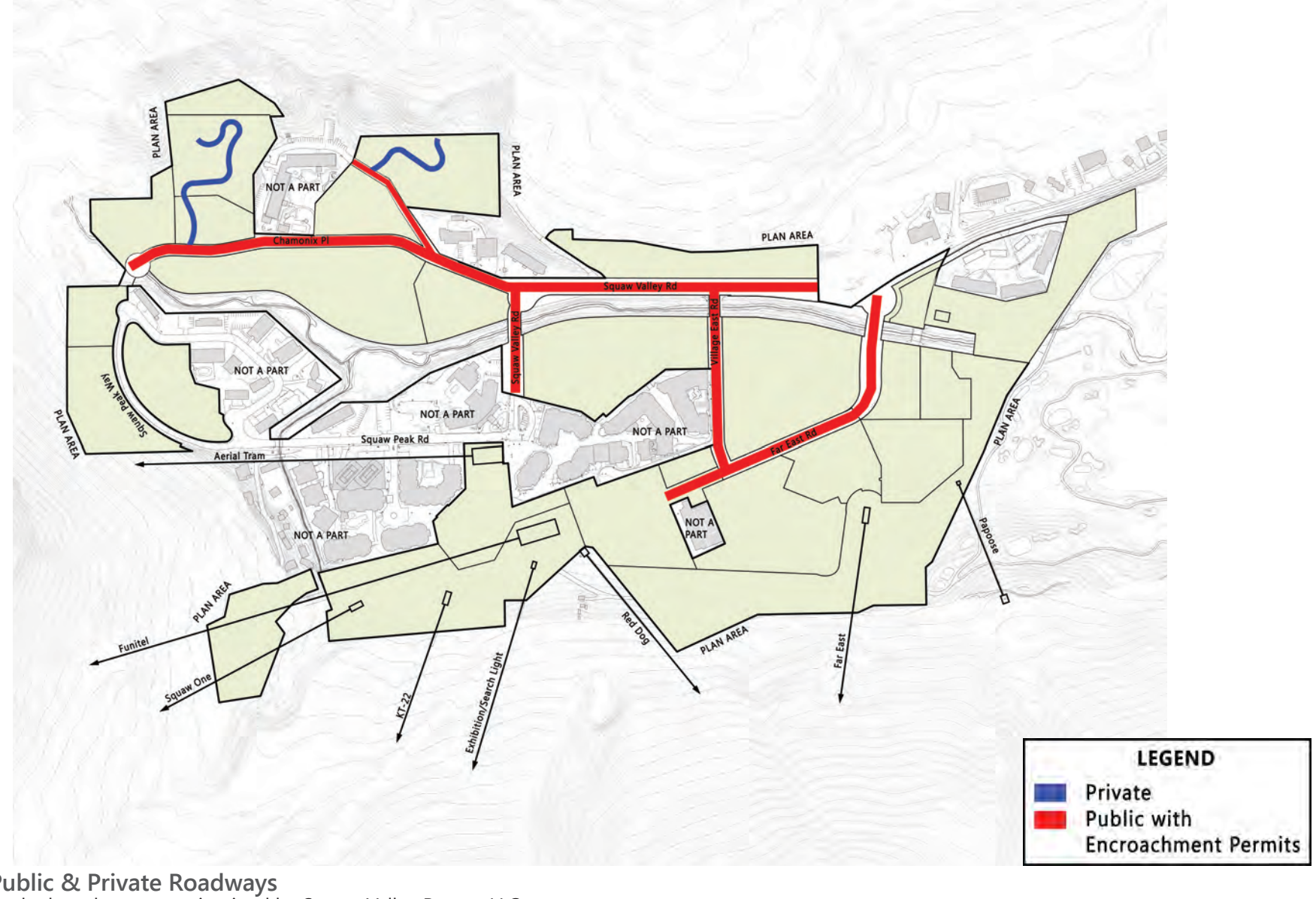


Figure 5.4–Public & Private Roadways
Footnote: All marked roadways to maintained by Squaw Valley Resort, LLC.

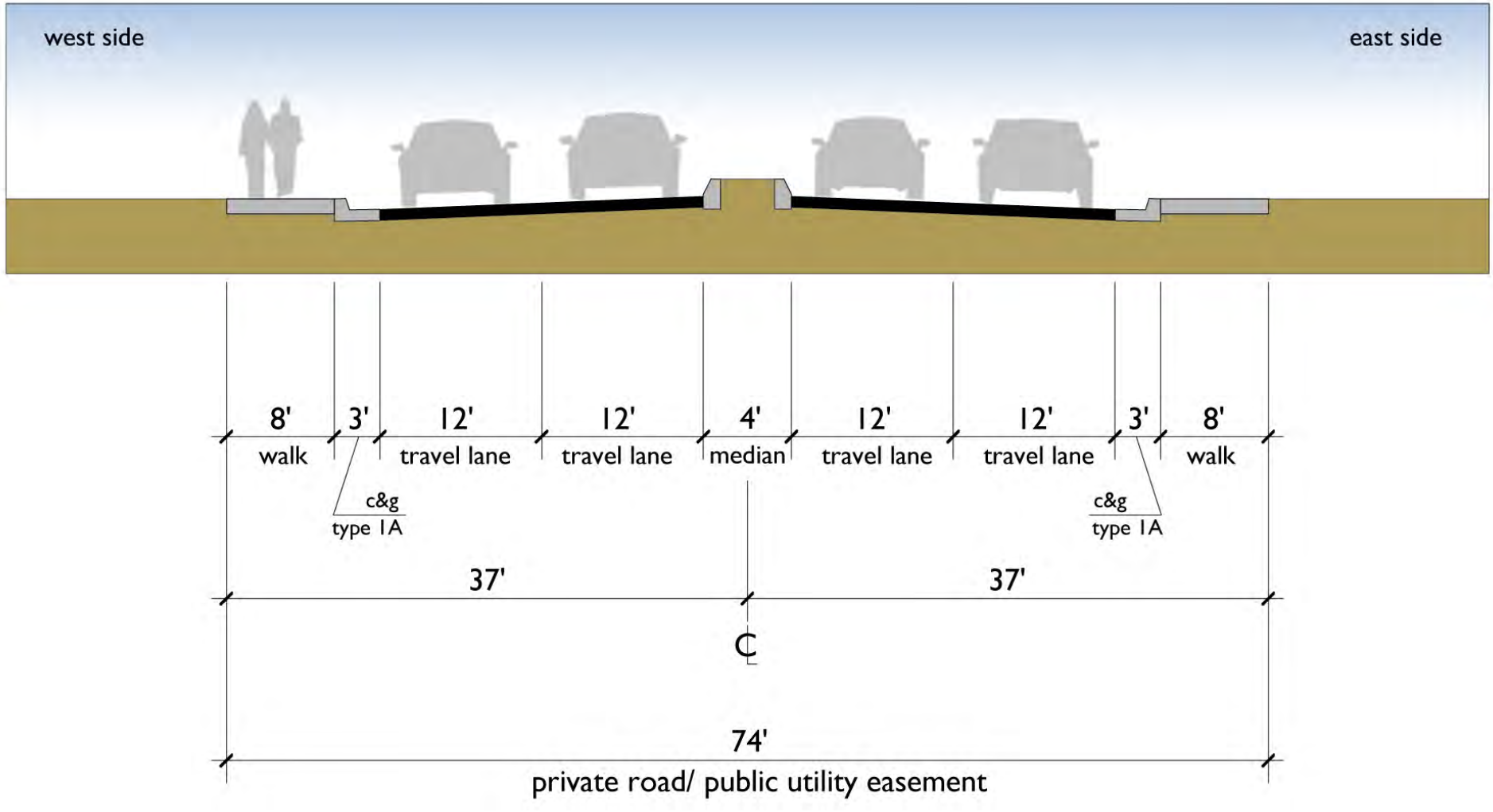


Figure 5.5– Section A: Far East Road
Footnote: Where adequate space for for snow storage is unattainable, an alternative storage location will be identified.

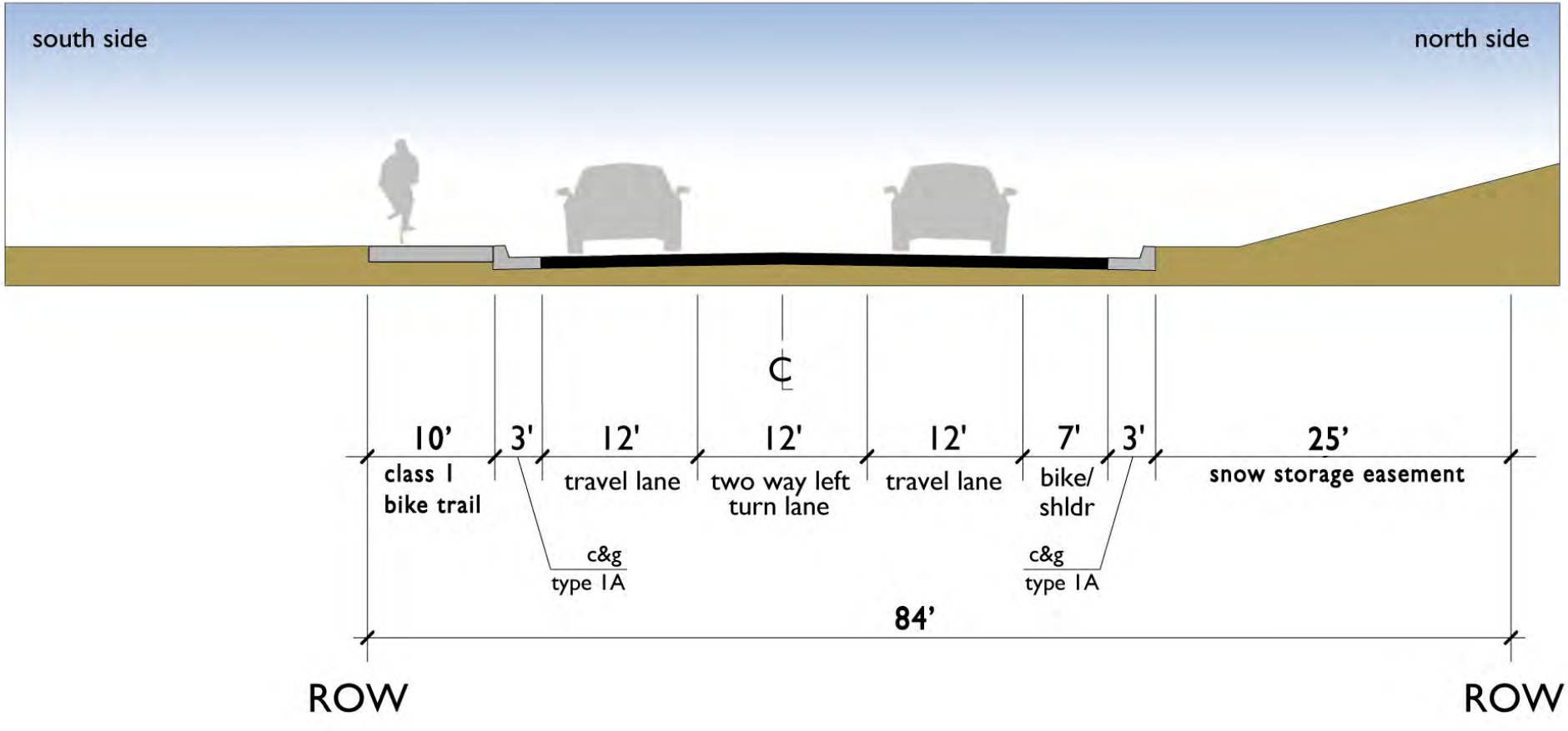


Figure 5.6– Section B: Squaw Valley Road
Footnote: Where adequate space for for snow storage is unattainable, an alternative storage location will be identified.

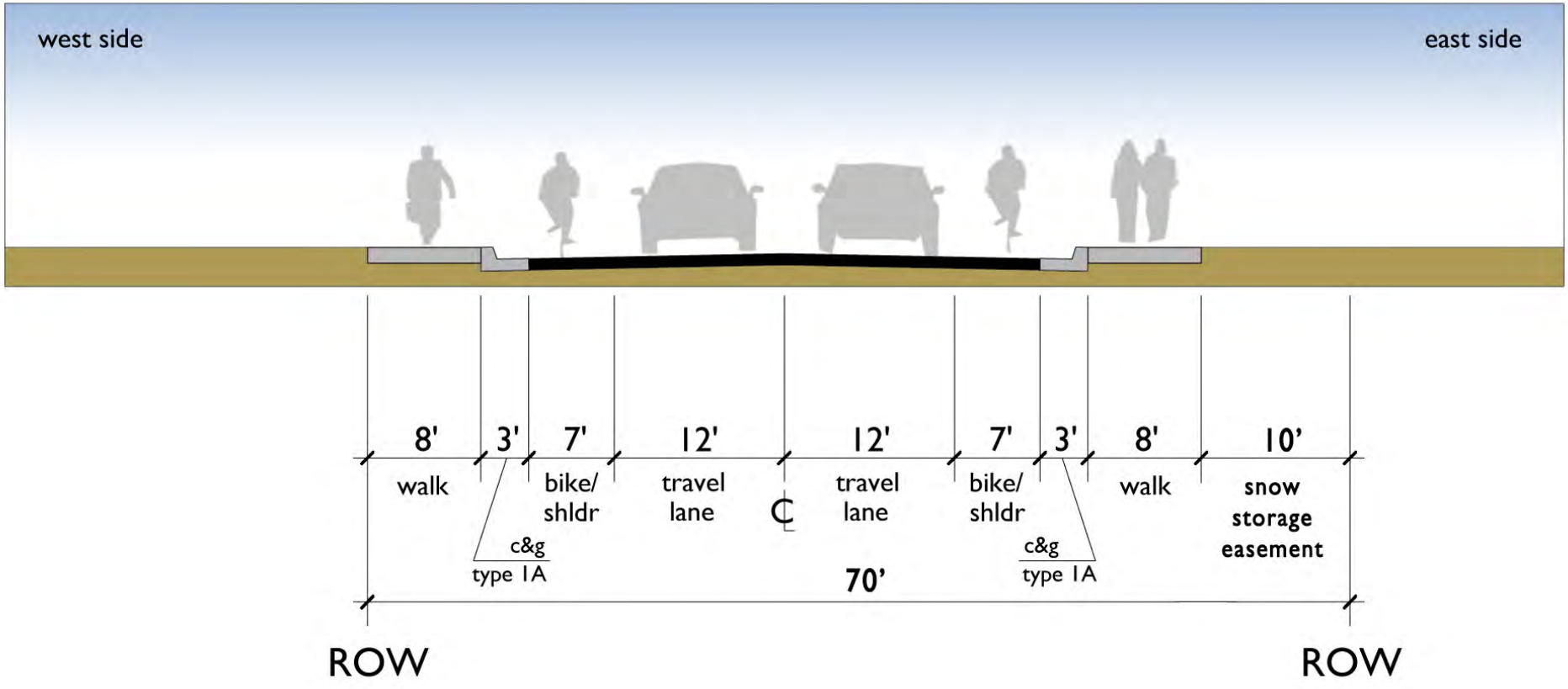


Figure 5.7– Section C: Squaw Valley Road
Footnote: Where adequate space for for snow storage is unattainable, an alternative storage location will be identified.

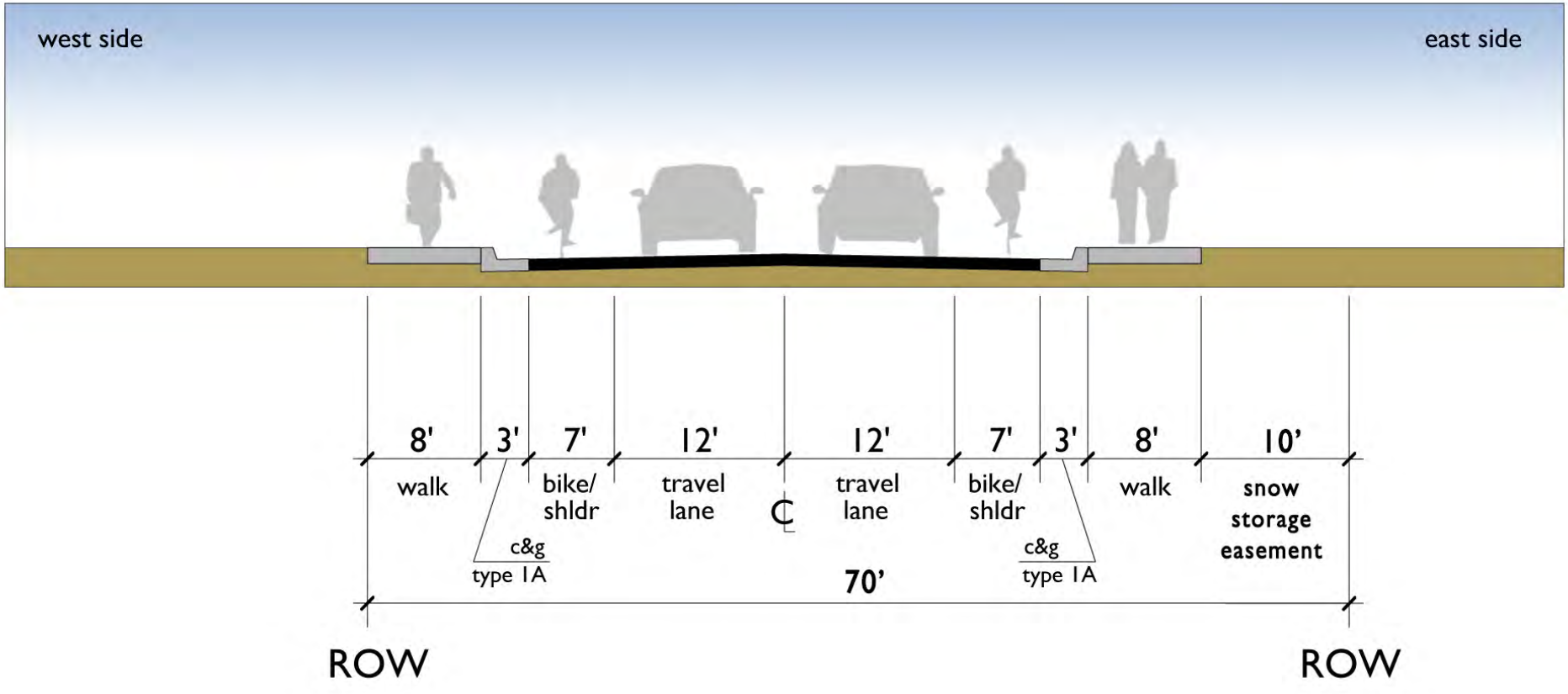


Figure 5.8– Section D: Village East Road
Footnote: Where adequate space for for snow storage is unattainable, an alternative storage location will be identified.

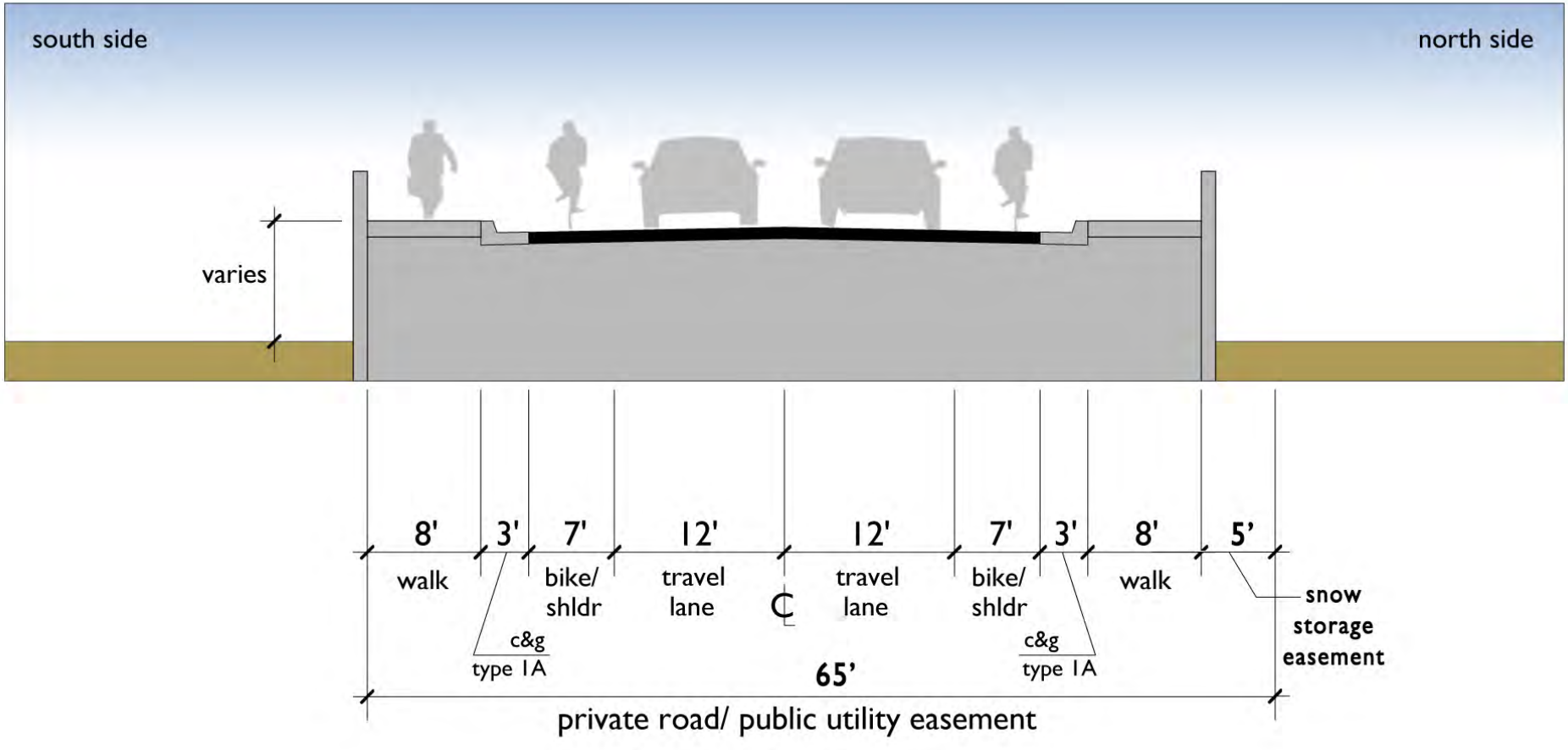


Figure 5.9– Section E: Far East Road
Footnote: Where adequate space for for snow storage is unattainable, an alternative storage location will be identified.

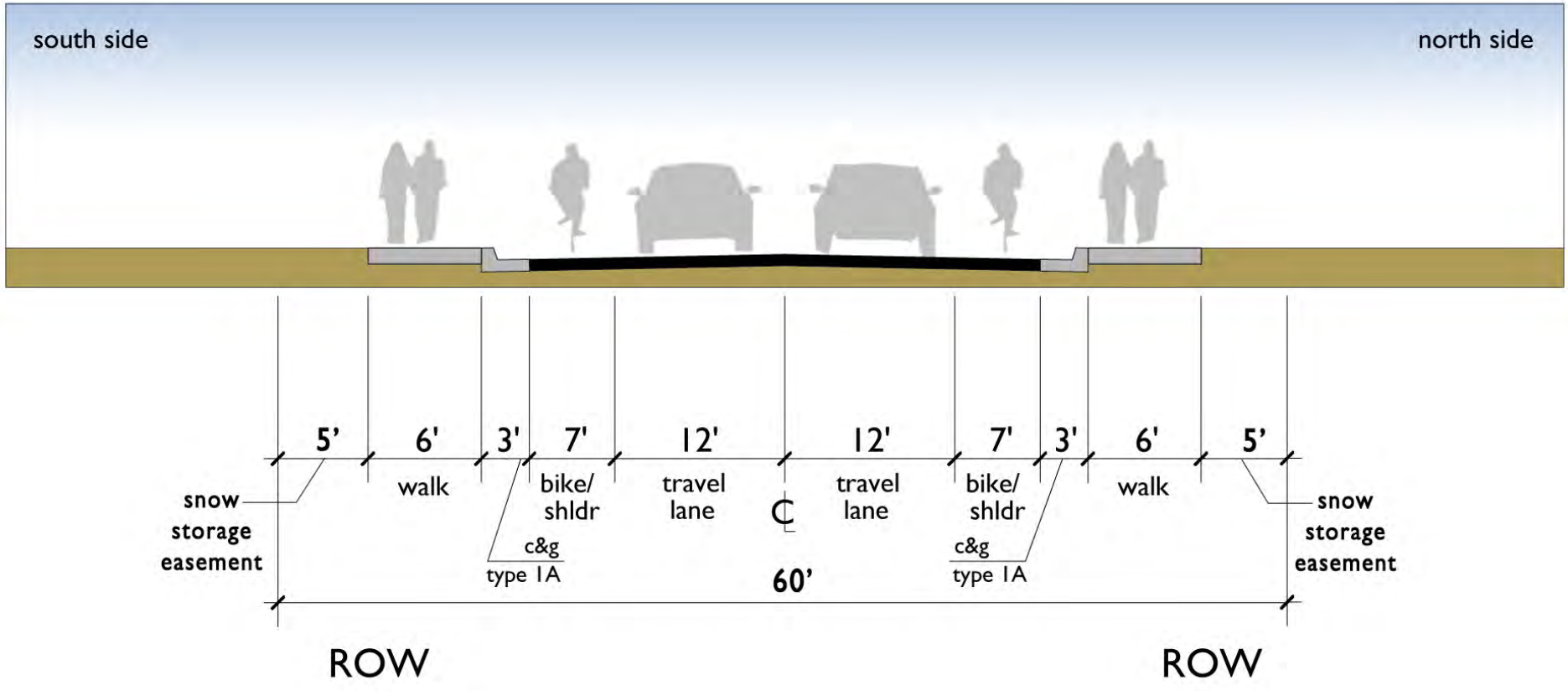


Figure 5.10– Section F: Chamonix Place

Footnotes: (1) The pedestrian walking path can be on either the right or left side of the road; (2) Where adequate space for for snow storage is unattainable, an alternative storage location will be identified.

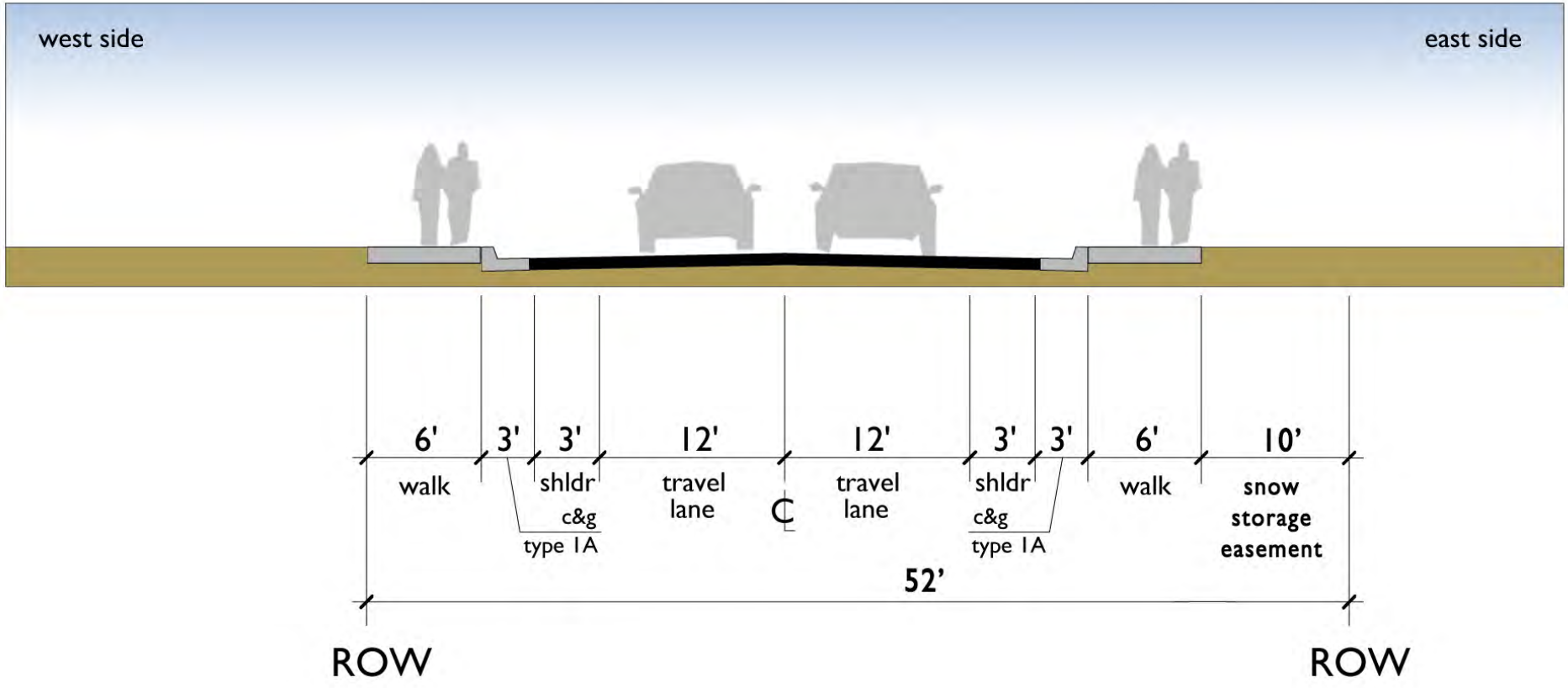


Figure 5.11– Section G: Secondary Road

Footnotes: (1) The pedestrian walking path can be on either the right or left side of the road; (2) Where adequate space for for snow storage is unattainable, an alternative storage location will be identified.

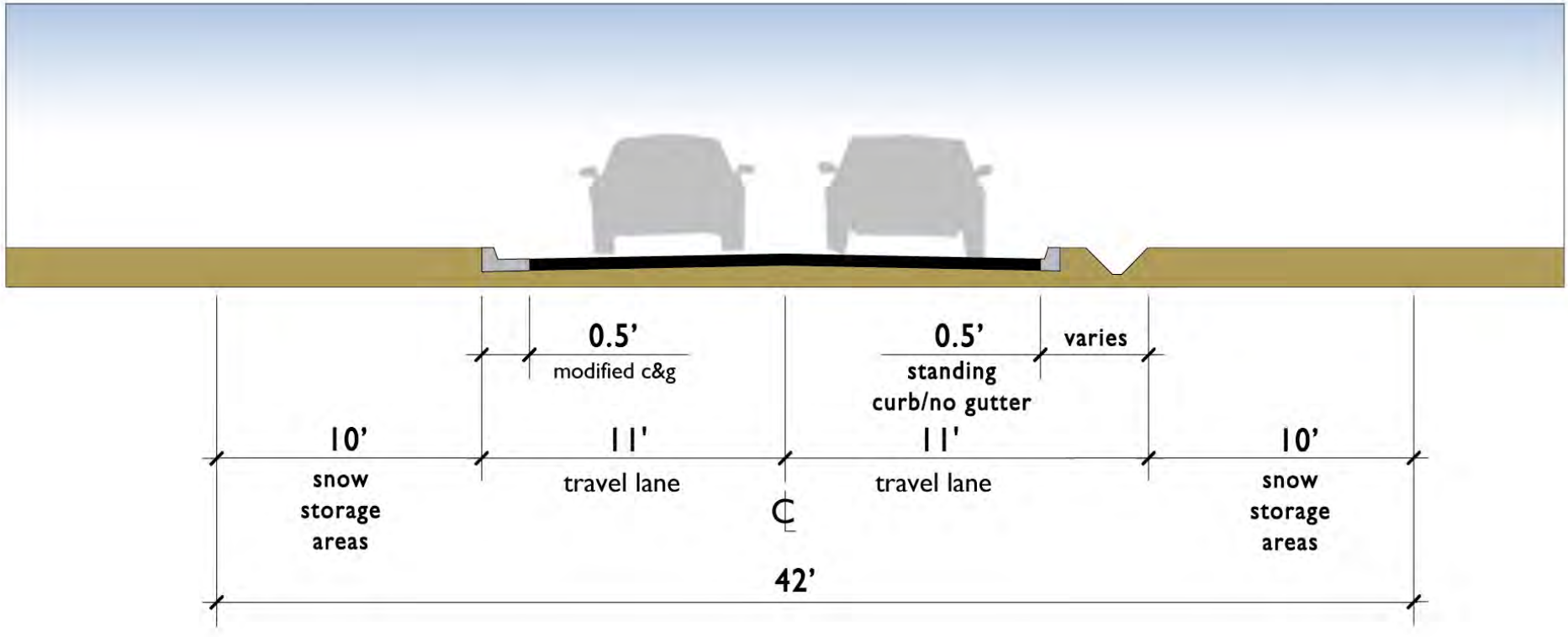


Figure 5.12– Section I: Lane
Footnotes: (1) Roadside ditches may be used in lieu of modified curb and gutter, subject to review and approval by Placer County. (2) A 6' sidewalk or meandering path will be required for commercial or condominium hotel projects developed within parcels served by "Lane" roads; (3) Where adequate space for for snow

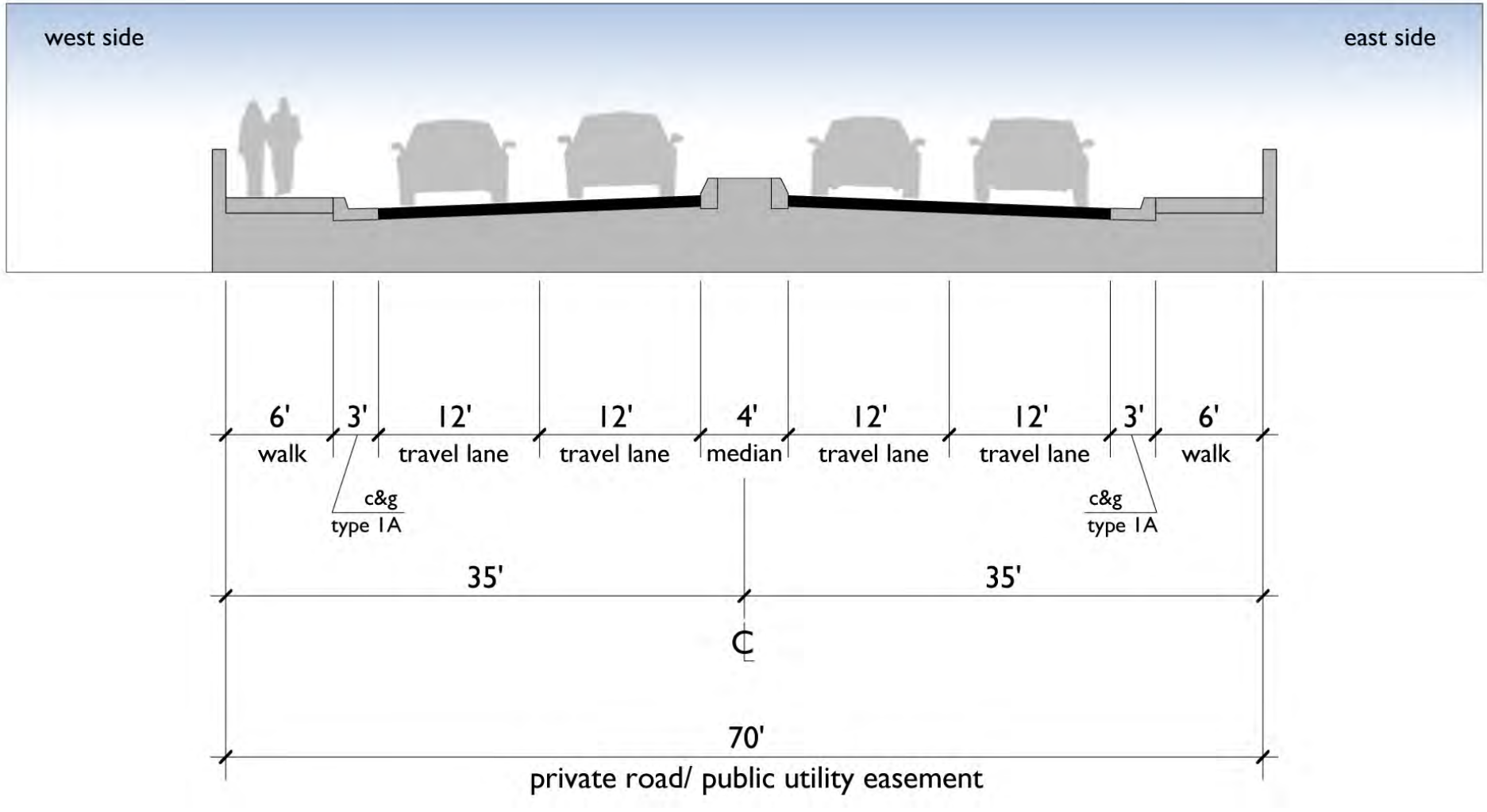


Figure 5.13– Section J: Far East Road Bridge
Footnote: Where adequate space for for snow storage is unattainable, an alternative storage location will be identified.

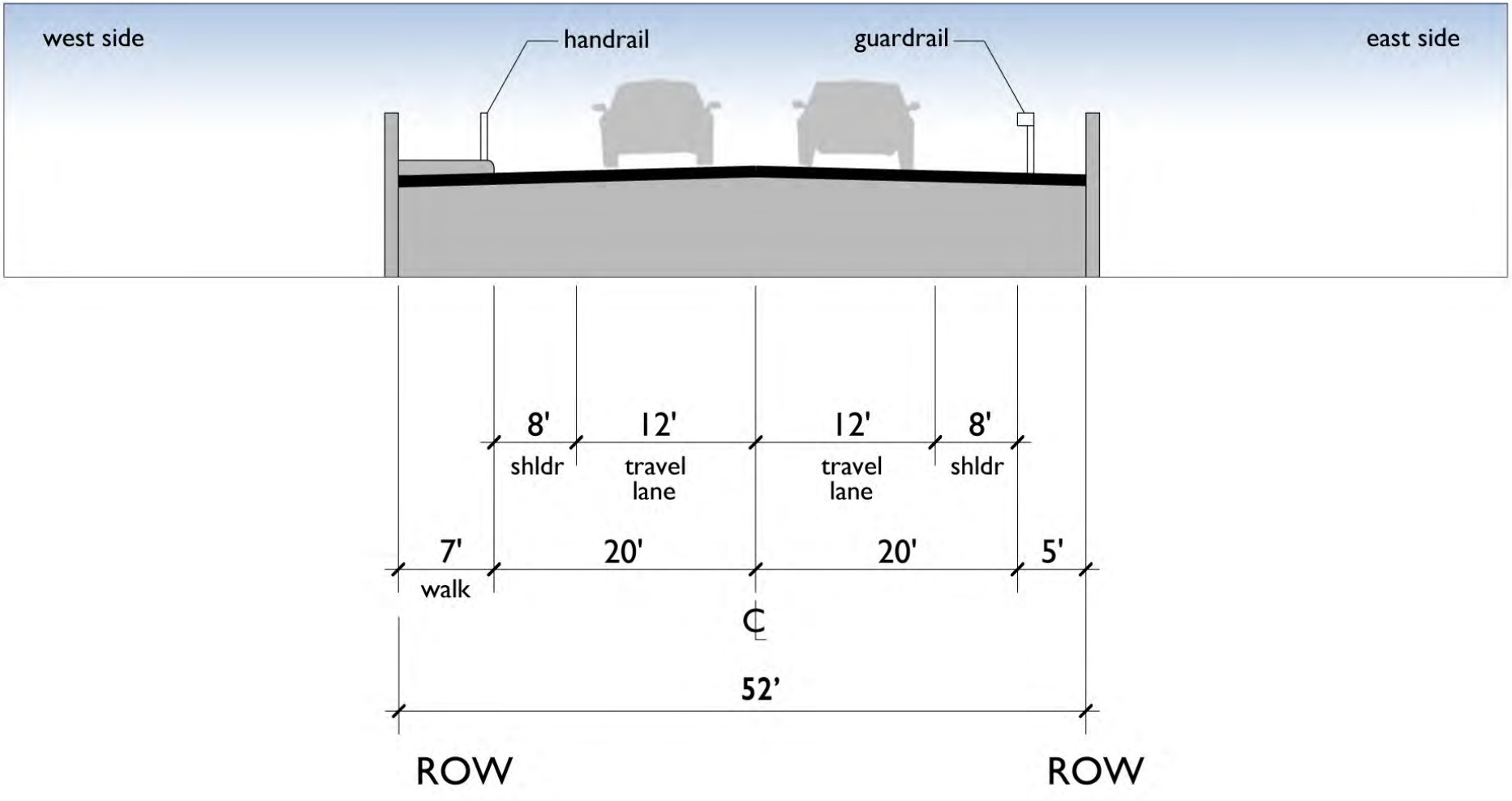


Figure 5.14– Section K: Village East Road Bridge
Footnote: Where adequate space for for snow storage is unattainable, an alternative storage location will be identified.

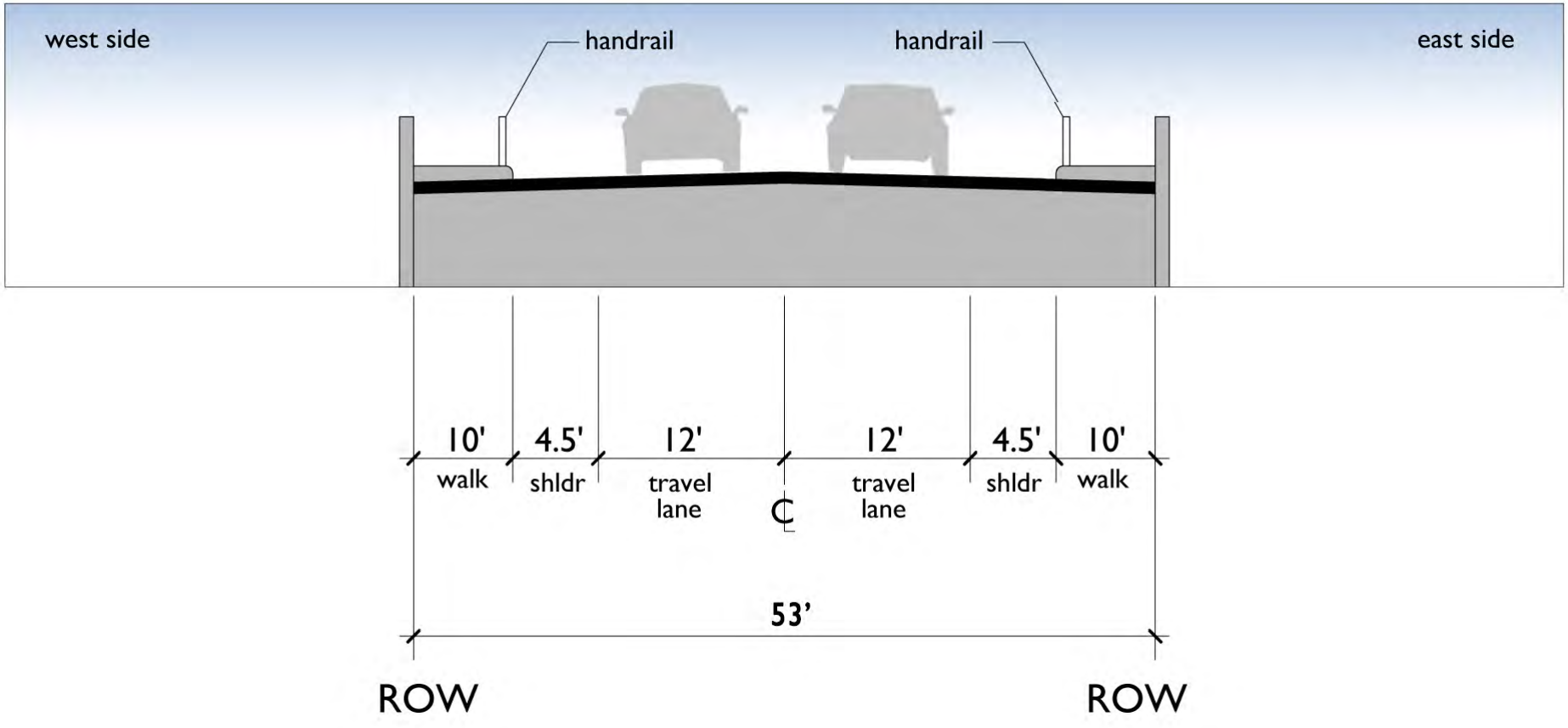


Figure 5.15– Section L: Squaw Valley Road Bridge
Footnote: Where adequate space for for snow storage is unattainable, an alternative storage location will be identified.

Figure 5.16– Far East Roundabout
Footnote: Where adequate space for for snow storage is unattainable, an alternative storage location will be identified.

Figure 5.17– Chamonix Place Roundabout
Footnote: Where adequate space for for snow storage is unattainable, an alternative storage location will be identified.

5.5 Bicycle & 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 Canyon 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 Canyon trailheads.

Bike racks are provided at main locations throughout the Village as well as at the Shirley Canyon and Granite Chief trailheads and at all major lodging properties. (See Figure 5.18- Bicycle Network).

The material used for the bicycle and pedestrian paths will be plowable, so the paths will be accessible during the winter. Snow removal service on the paths will be funded through a CSA or as part of a direct agreement with the SVPSD.

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.

- 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,

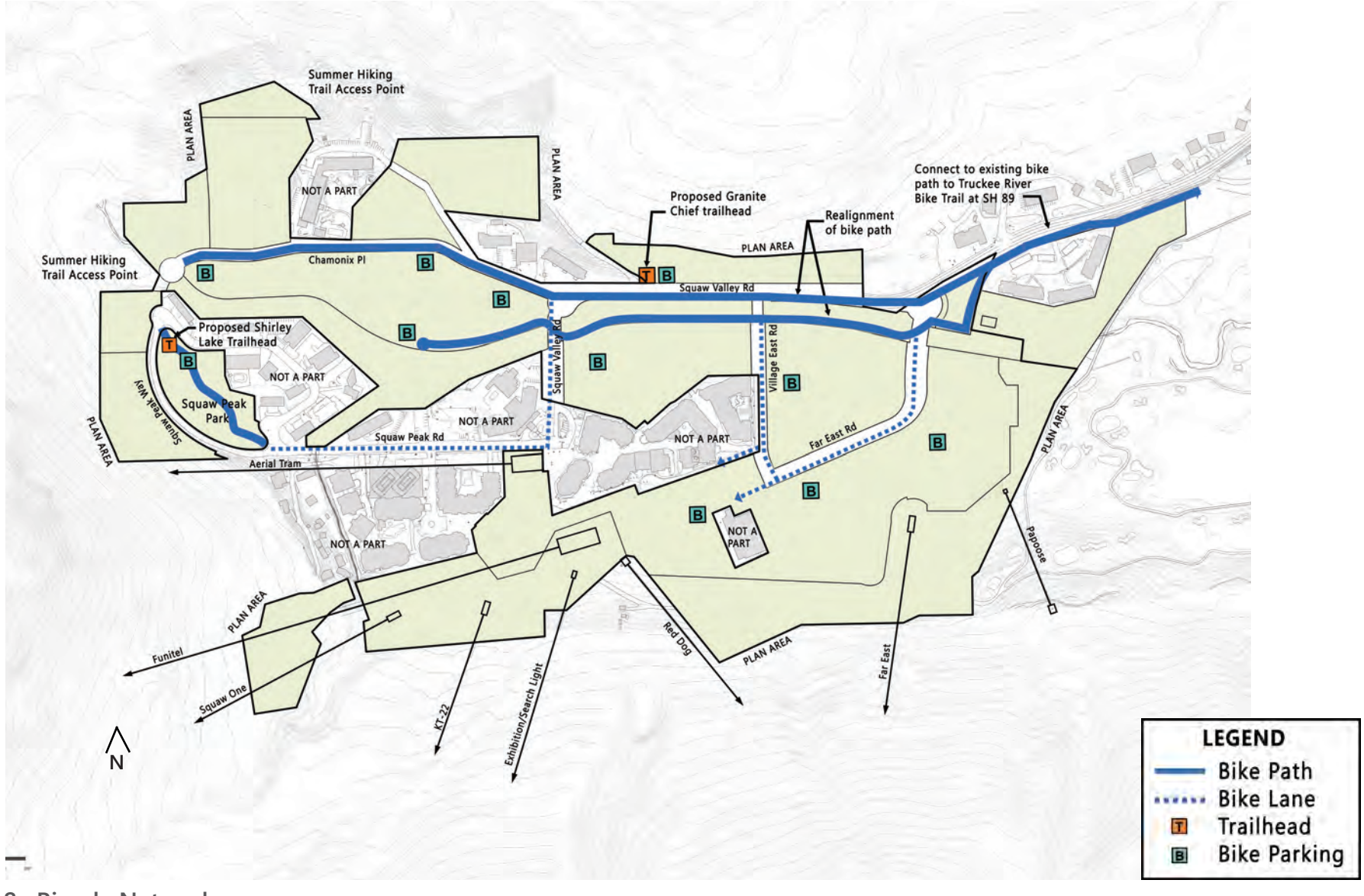
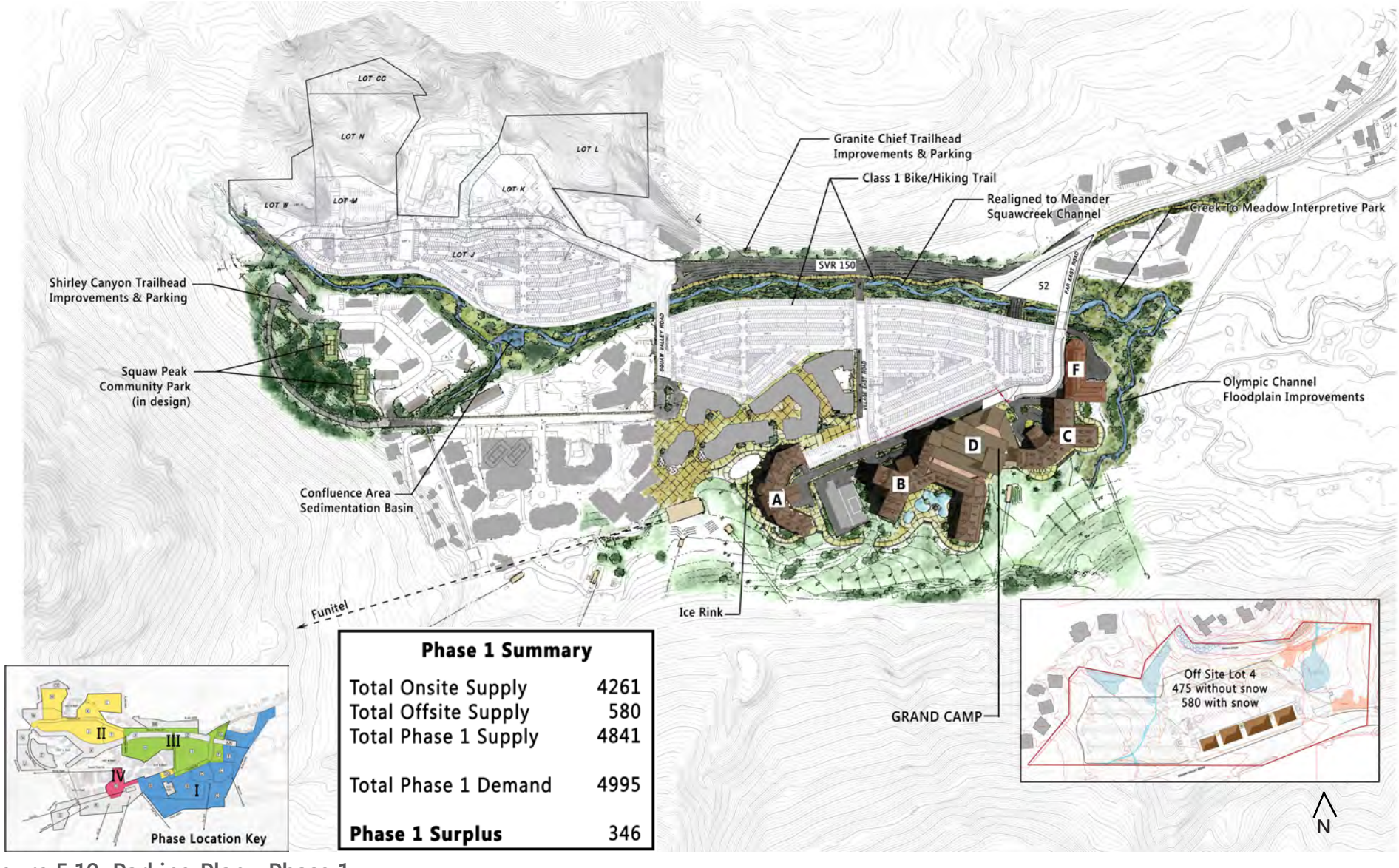


Figure 5.18– Bicycle Network

and in order to accommodate all project parking needs on all but the busiest four days of the ski season.

Parking sufficiency will be met in a progression of phase-by-phase supply to meet the demands created by various land uses. Each of the four phases of the project exhibit a parking surplus as delineated in the four phased parking plans shown on pages 5-27 through 5-30. Sufficiency is met by using built structures in each phase accompanied by existing parking lots in later phases until the development in that later phase changes its configuration to a structured parking environment. Additionally, the provision of surface parking on Lot 4 adjacent to Squaw Valley Road will supplement the onsite supply and will be connected to the Village via shuttle.

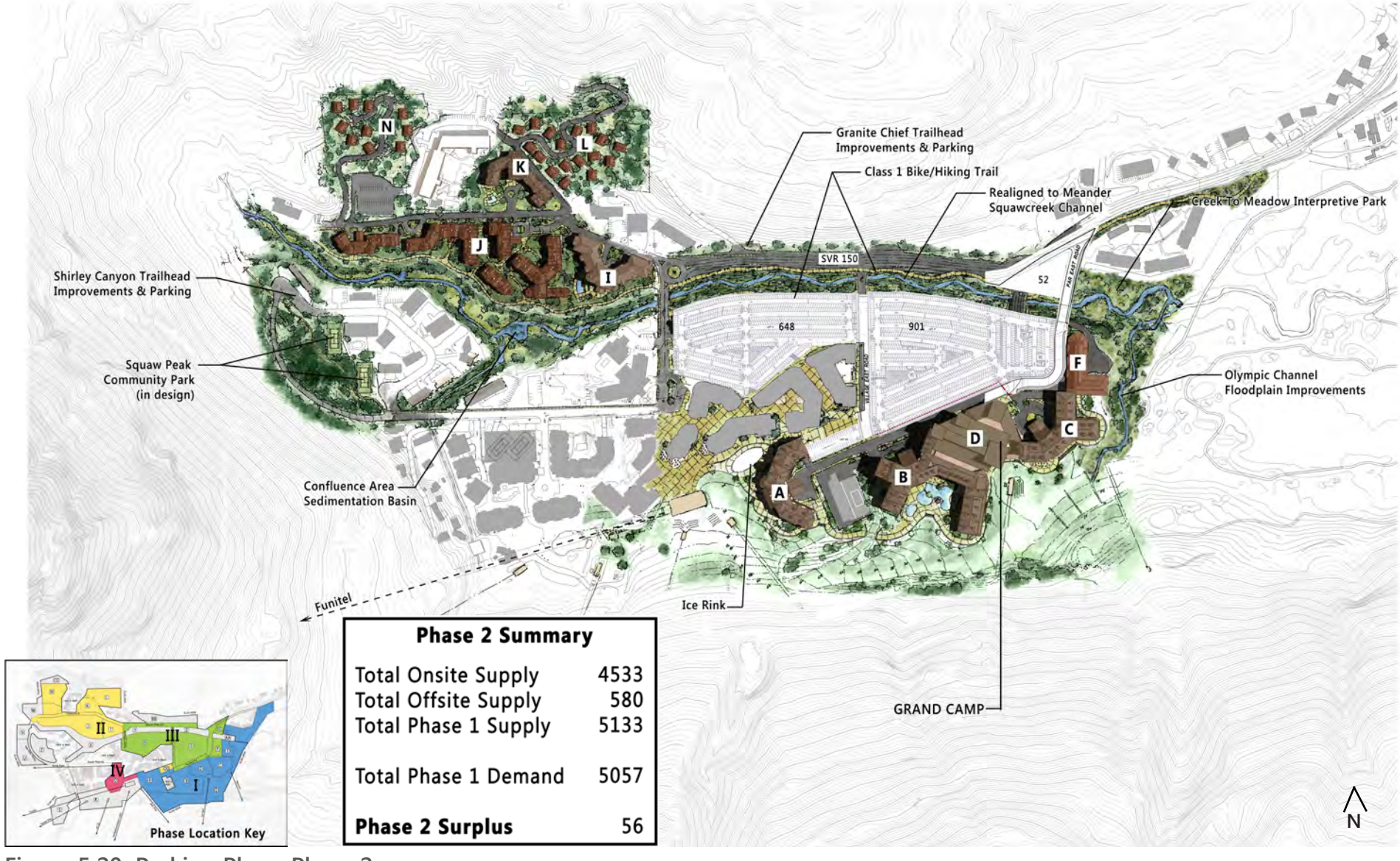
On-site day skier parking supply is provided to accommodate all but four of the busiest ski days per year. A review of skier counts for the most recent four years indicates an average (on the 5th busiest day of each year) of 10,678 day skiers. The overall parking supply will be developed to accommodate 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.



Phase 1 Summary

Total Onsite Supply	4261
Total Offsite Supply	580
Total Phase 1 Supply	4841
Total Phase 1 Demand	4995
Phase 1 Surplus	346

Figure 5.19–Parking Plan - Phase 1



Phase 2 Summary

Total Onsite Supply	4533
Total Offsite Supply	580
Total Phase 1 Supply	5133
Total Phase 1 Demand	5057
Phase 2 Surplus	56

Figure 5.20–Parking Plan - Phase 2
Footnote: Requisite employee housing will be provided over parking on Lot 4.

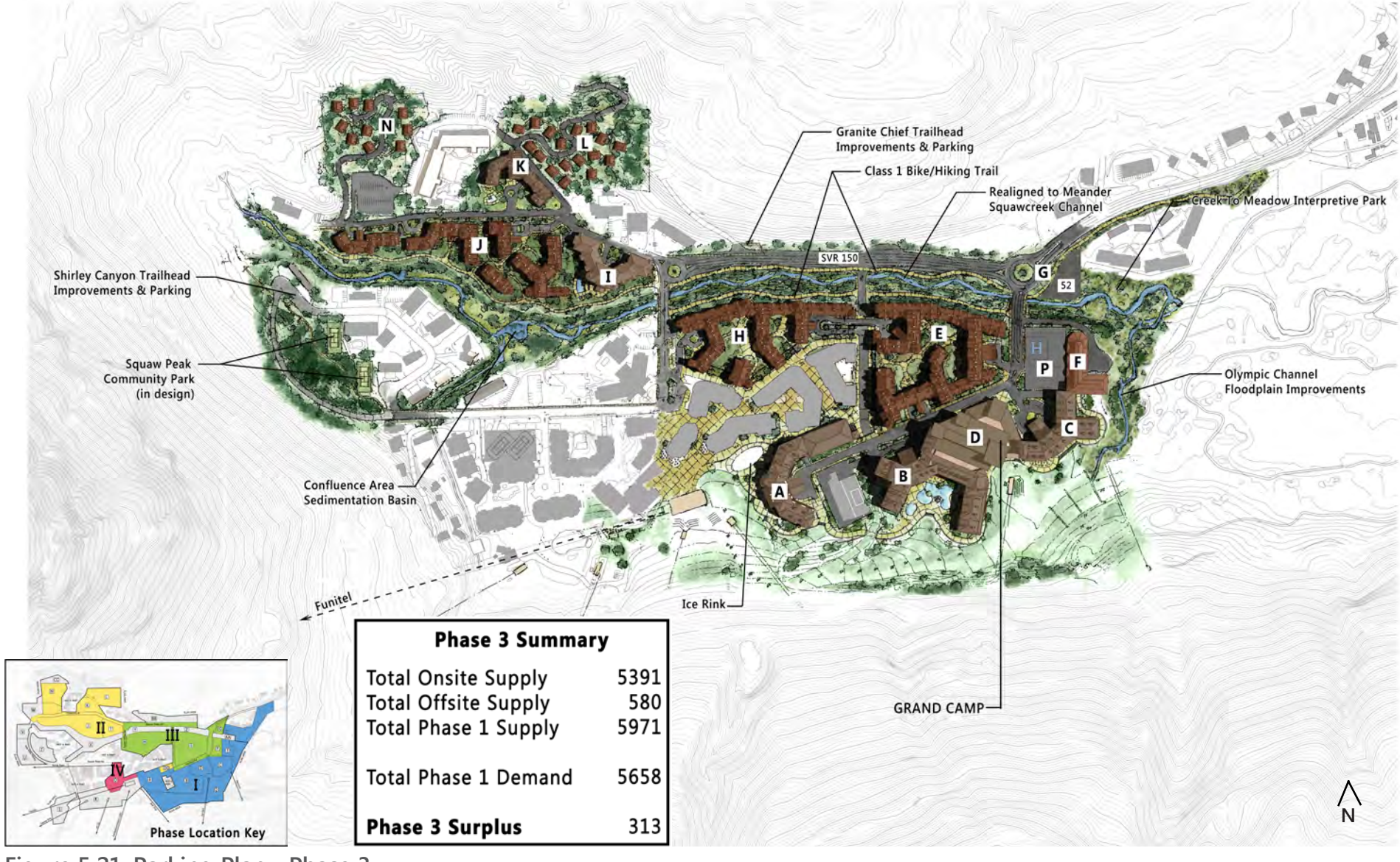


Figure 5.21–Parking Plan - Phase 3
Footnote: Requisite employee housing will be provided over parking on Lot 4.