

## 3 PROJECT DESCRIPTION

Squaw Valley Real Estate, LLC (project applicant) is requesting approval of various discretionary entitlements in support of the proposed Village at Squaw Valley Specific Plan (VSVSP) project (also referred to as the proposed project or project), located in Squaw Valley.

The Specific Plan envisions a world-class, recreation-based, all-season resort community. Development would be focused primarily on previously disturbed/developed areas around the existing Village, and would integrate with and support existing mountain ski operations. Building designs would draw from traditional mountain architecture with rustic treatments, ample use of wood and stone, visible timbers and rafters, and broad sheltering roofs. Natural resources in Olympic Valley would be protected and enhanced, including habitat restoration within Squaw Creek to enhance the creek's natural functions. The mixed-use development would include hotel, resort residential, commercial, and recreation uses. A wide range of destination resort services and amenities would be provided for guests and residents to create a resort experience on par with peer world class North American ski destinations.

The following project description is based, in part, on information included in the VSVSP which is available at: <http://www.placer.ca.gov/departments/communitydevelopment/planning/villageatsquawvalleyspecificplan>.

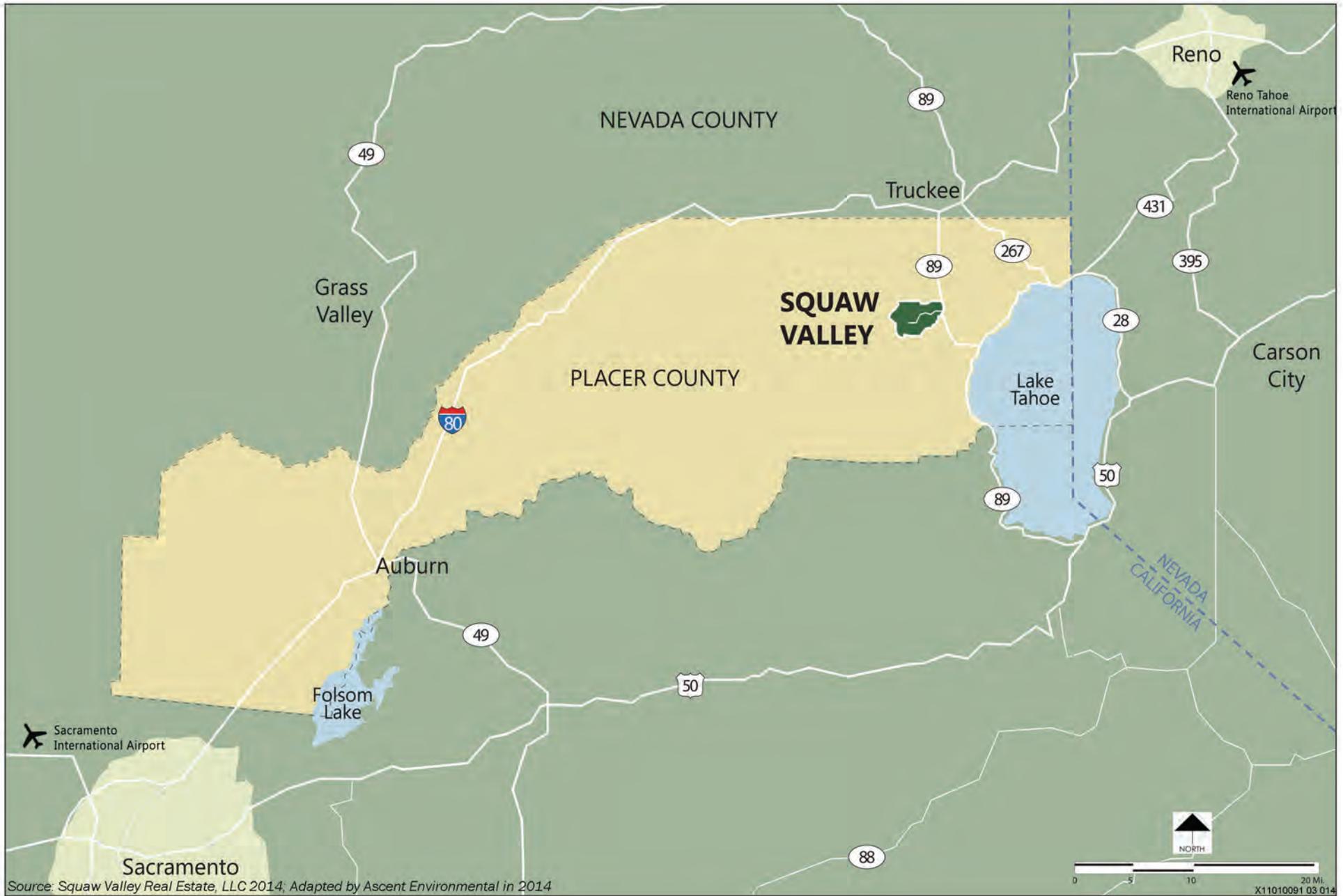
### 3.1 PROJECT LOCATION

The project site is located within the 4,700-acre Squaw Valley (also known as Olympic Valley) in northeastern Placer County (Exhibit 3-1) and within the Sierra Nevada. For purposes of this EIR, the project site includes (a) the Specific Plan area (plan area), described below (boundary of the plan area is shown in Exhibit 3-2), as well as (b) utility infrastructure, trails, and other activities outside the plan area boundary (Exhibit 3-3; however, the exhibit does not reflect trails improvements being considered upslope from the plan area. Trails are discussed below in Section 3.4.3, "Public Services and Utilities").

Portions of the plan area are located in both the west and east sides of Squaw Valley. The valley is located west of State Route (SR) 89, approximately nine miles south of the Town of Truckee, and seven miles northwest of Tahoe City and Lake Tahoe, but outside of the Lake Tahoe Basin. The plan area encompasses a total of approximately 94 acres, including approximately 85 acres in the main Village area on the west side of the valley and an approximately 8.8-acre area referred to as the East Parcel, located approximately 1.3 miles east of the main Village area and 0.3 mile west of the intersection of SR 89 and Squaw Valley Road, across the street from the Squaw Valley Public Service District (SVPSD) offices and fire station (Exhibit 3-2).

Most of the plan area has been previously developed or disturbed. The main Village area is located predominantly, but not entirely, in a paved parking lot that is generally bounded by Squaw Valley Road and residential development to the north; ski lifts and related ski operations to the south; lodging, single-family residences, and undisturbed areas to the west; and a meadow and golf course to the east. Additionally, the main Village area borders some existing developments on three sides, including the Squaw Valley Lodge and Olympic Village Inn. The East Parcel is bounded by Squaw Valley Road on the south, Squaw Creek and existing residences to the north, existing residences to the west, and the Olympic Estates Subdivision to the east, which has recently constructed project-serving improvements. No residences have been constructed.

Access to the plan area is provided by Squaw Valley Road. Other internal roadways serving the main Village area include Village East Road, Far East Road, Squaw Peak Road, Squaw Peak Way, and Chamonix Place. Three bridges connect Squaw Valley Road to internal private roads and parking areas within the main Village area. The East Parcel is located immediately adjacent to Squaw Valley Road.

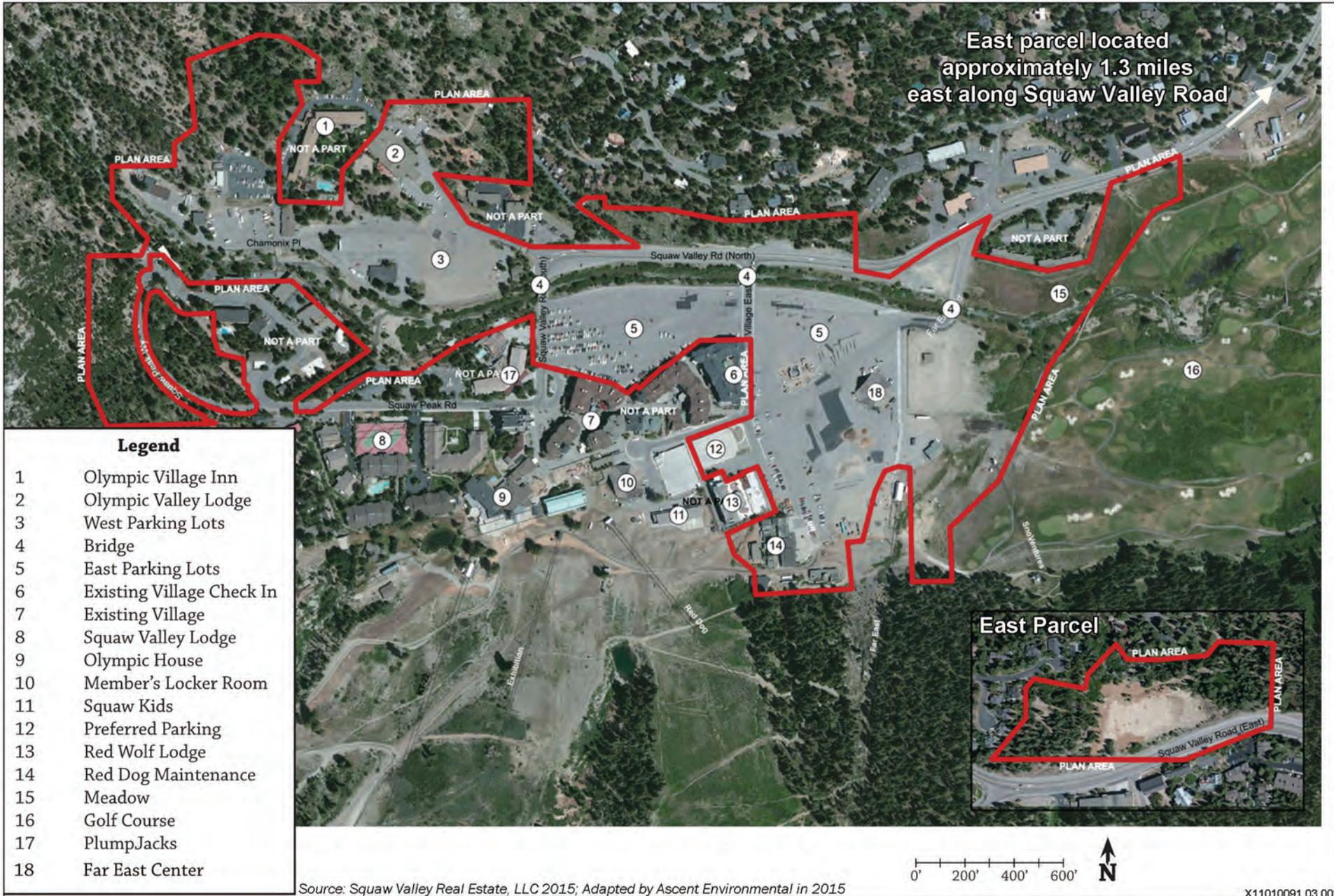


Source: Squaw Valley Real Estate, LLC 2014; Adapted by Ascent Environmental in 2014

**Exhibit 3-1**

**Regional Location**





**Exhibit 3-2**

**Plan Area Existing Conditions**



## 3.2 STUDY AREA CHARACTERISTICS

### 3.2.1 Property Ownership

The plan area consists of all or part of 22 parcels (i.e., Assessors Parcels), 20 of which are entirely owned or controlled by Squaw Valley Real Estate, LLC and Squaw Valley Resort, LLC. The two remaining parcels are owned by the Squaw Valley Mutual Water Company (0.03 acre within the main Village) and Poulsen Commercial Properties, LP (8.82 acres, the entire East Parcel). Utility infrastructure and other project elements outside the plan area boundary cross lands with a variety of both private and public ownership.

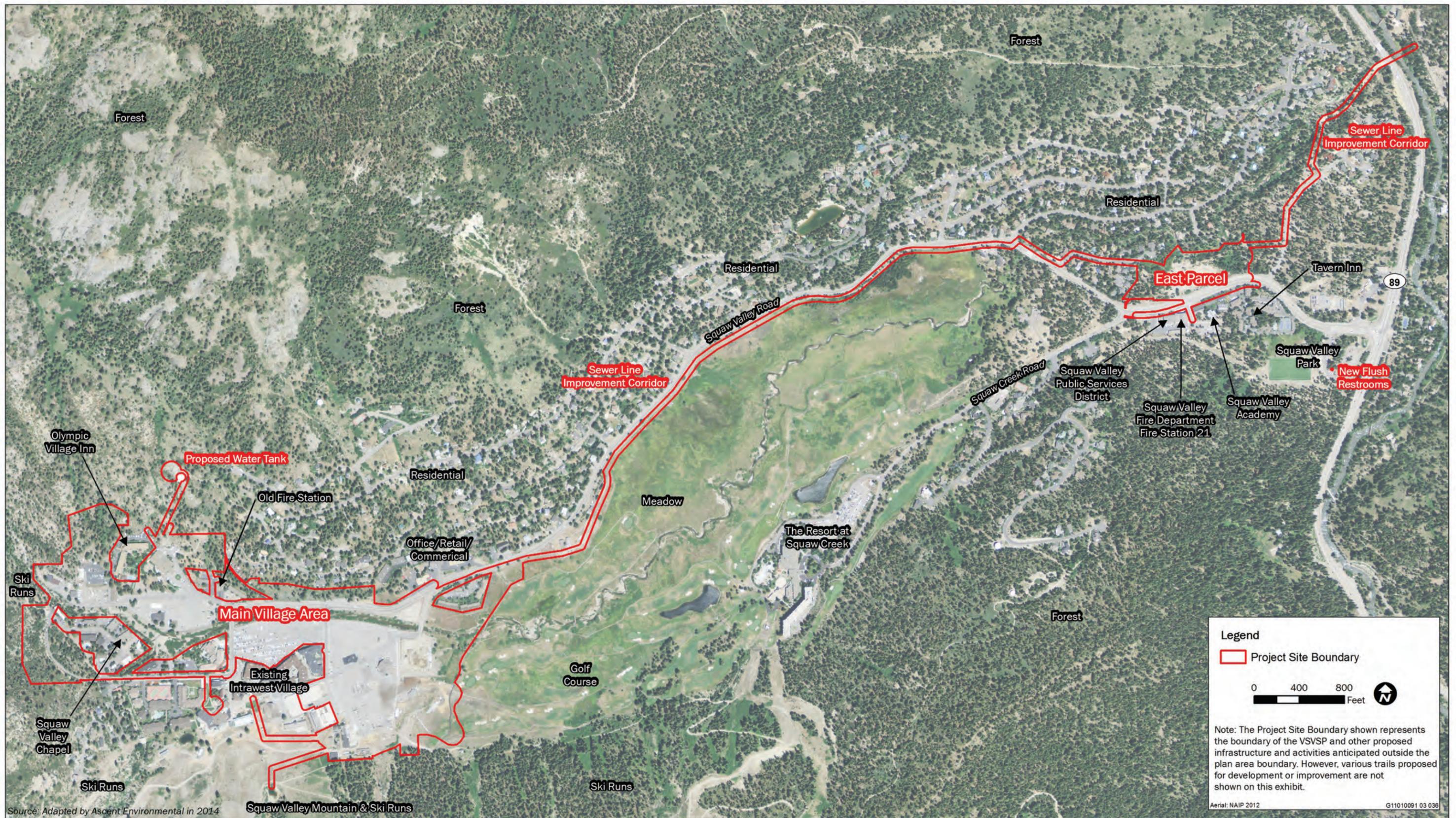
### 3.2.2 Existing Land Uses

The plan area has been historically used for winter sport and resident resort facilities ranging from development supporting the Winter Olympic Games in 1960 to current skier services, parking, lodging, and commercial uses. Most of the plan area has been previously developed or disturbed. Existing buildings and improvements within the main Village area include recreational facilities, ski lifts, lodging, skier services, residential, parking lots, and maintenance facilities. The East Parcel has historically been used for off-site winter snow storage and temporary equipment storage.

The topography of the main Village area is a west-to-east generally flat but sloping plain, with approximately 70 feet of elevation change from the highest to the lowest point on the site. The main Village area is generally surrounded by steep slopes that are part of the ski resort and that rise about 2,000 feet to the north and south and almost 3,000 feet to the west. The East Parcel is generally flat, with a slight slope towards Squaw Creek to the north.

The plan area drains into Squaw Creek. The Creek runs west to east through Squaw Valley, passing through the main Village area primarily in an engineered trapezoidal shaped channel before flowing into a meadow area/golf course (Resort at Squaw Creek Golf Course) to the east of the main Village area. Squaw Creek runs just to the north of the East Parcel, but is not within the parcel boundary. Most of the existing trees within the main Village area are located along the westernmost portion of Squaw Creek. The remaining trees are scattered throughout the main Village area and on the outward edges as the developed portions of the Village transition to surrounding forested areas. Trees on the East Parcel border the area previously graded for snow storage to the east, west, and north, with Squaw Valley Road bordering the southern end of the site (Exhibit 3-3).

Some infrastructure and utility improvements extend beyond the plan area boundary, typically encompassing the planned footprints for utility and infrastructure improvements identified to support plan area development (Exhibit 3-3). Many of these utility and infrastructure improvements do not extend far from the plan area boundary and are located in existing developed areas with the same land uses as the plan area itself. However, plan development may require improvement to an existing sewer line connecting the existing Village area and other development in Squaw Valley to a Tahoe Truckee Sanitation Agency (T-TSA) line along SR 89. The corridor for this potential line improvement generally parallels Squaw Valley Road, passing through the edge of the meadow area, then passing through residential and forested land where it veers north of the East Parcel (Exhibit 3-3). The project also includes construction of a new water storage tank and pipeline adjacent to an existing water storage tank in a forested area north of the main Village area, and the addition of facilities to the existing Squaw Valley Park at the intersection of Squaw Valley Road and SR 89. As part of the proposed project, the applicant proposes to fund and/or implement improvements to existing hiking trails and construction of new hiking trails in forested lands west and south of the plan area. These utility and recreation facilities are described further below in Section 3.4.3, "Public Services and Utilities."



Source: Adapted by Ascent Environmental in 2014

Squaw Valley Mountain & Ski Runs



### 3.2.3 Surrounding Land Uses

Exhibits 3-2 and 3-3 depict the existing land uses on and surrounding the project site. Existing land uses surrounding the main Village area include single-family residences, small offices, condominiums, and retail/commercial uses located across Squaw Valley Road to the northeast; the PlumpJack restaurant and hotel located to the south and west; the Intrawest Village to the south and west; forest to the northwest; single-family residences off Granite Chief Road to the southwest; Squaw Valley Mountain and ski runs and undisturbed areas to the west and south; and the meadow and golf course to the east. The Resort at Squaw Creek is located beyond the golf course to the east. In addition, the Olympic Village Inn is located immediately adjacent to the northwest portion of the plan area and Specific Plan development would abut it on three sides. The Squaw Valley Lodge is located near the project area at 201 Squaw Peak Road, and the Squaw Valley Chapel is located adjacent to the plan area at 444 Squaw Peak Road.

The East Parcel is bordered by trees to the north, east, and west; with the area beyond the trees to the west and north containing single-family residences and the trees to the east bordering a single-family residential subdivision (the Olympic Estate Subdivision), which has not yet built out. Squaw Valley Road provides the southern boundary for the East Parcel and on the other side of the road is the following: Squaw Valley Academy (a boarding and day school), the SVPSD offices and Fire Station 21, and the Tavern Inn (a condominium lodging complex). Project elements outside the plan area generally consist of small facilities or linear corridors where the surrounding land uses are the same as, or similar to the land uses in the facility footprint, described in Section 3.2.2, “Existing Land Uses.”

## 3.3 PROJECT OBJECTIVES

CEQA requires that an EIR include a statement of objectives for the project, and that the objectives include the underlying purpose of the project. These objectives help the lead agency determine the alternatives to evaluate in the EIR (see CEQA Guidelines Section 15124[a]). The fundamental underlying purpose of the VSVSP is to develop a year-round destination resort that is on par with peer world class North American ski destinations. The following is a list of objectives for the VSVSP that supports the fundamental underlying purpose:

1. Realize a year-round destination resort, consistent with the vision and objectives of the Squaw Valley General Plan Land Use Ordinance (SVGPLUO). As stated in the SVGPLUO, that vision is to “ensure that Squaw Valley is developed into a top quality, year-round, destination resort,” “without adversely impacting the unique aesthetic and environmental assets of Squaw Valley.” (Placer County 1983:4)
2. Create a resort facility that provides a wide range of destination resort services and amenities to guests and residents on site.
3. Focus resort related development in proximity to the existing Village and mountain ski area.
4. Provide resort facilities that integrate with and support mountain operations.
5. Focus project development primarily on previously disturbed/developed areas.
6. Protect and enhance natural resources in Olympic Valley, including habitat restoration in Squaw Creek within the plan area.
7. Provide a compact development that minimizes the overall resort footprint.
8. Provide a connected, walkable, tourist-serving mixed-use development.
9. Provide a level of development compatible with existing uses and development practices.

10. Provide a cohesive building design and circulation patterns that integrate project elements with each other, existing development, and the mountain/ski facilities.
11. Provide a comprehensive multi-modal circulation, transit, and parking plan that minimizes reliance on the automobile for movement in and out of the plan area and within the plan area.
12. Provide a specific plan that has sufficient flexibility to be responsive to future market conditions.
13. Provide a resort with sufficient size and services to be on par with peer world class North American ski destinations and that is economically sustainable.
14. Provide a resort that can fund infrastructure improvements, public services improvements, and other municipal costs.

## 3.4 DESCRIPTION OF THE PROPOSED PROJECT

### 3.4.1 Proposed Land Uses

The Specific Plan would allow for development of resort hotel, residential, commercial, retail, and recreational uses similar to uses currently allowed under the SVGPLUO, including lodging, skier services, retail shopping, restaurants and bars, entertainment, and public and private recreational facilities (see Chapter 4, “Land Use and Forest Resources,” for a discussion of the existing land use designations identified for the plan area in the SVGPLUO).

The plan area would consist of two main zones within the main Village area: the Village Core, consisting of a wide mix of uses and activities concentrated in close proximity to the ski slopes and the existing Village, with higher density lodging, the Mountain Adventure Camp (described below), and a variety of retail and restaurant spaces along with pedestrian-friendly paths and gathering spaces; and the Village Neighborhoods, consisting of medium-density resort residential neighborhoods and smaller-scale neighborhood-serving commercial uses. In addition, the plan area would include the approximately 8.8-acre East Parcel, which is planned for employee housing, off-site parking, a community market, and activities that are ancillary to the Village, such as shipping, receiving, and distribution.

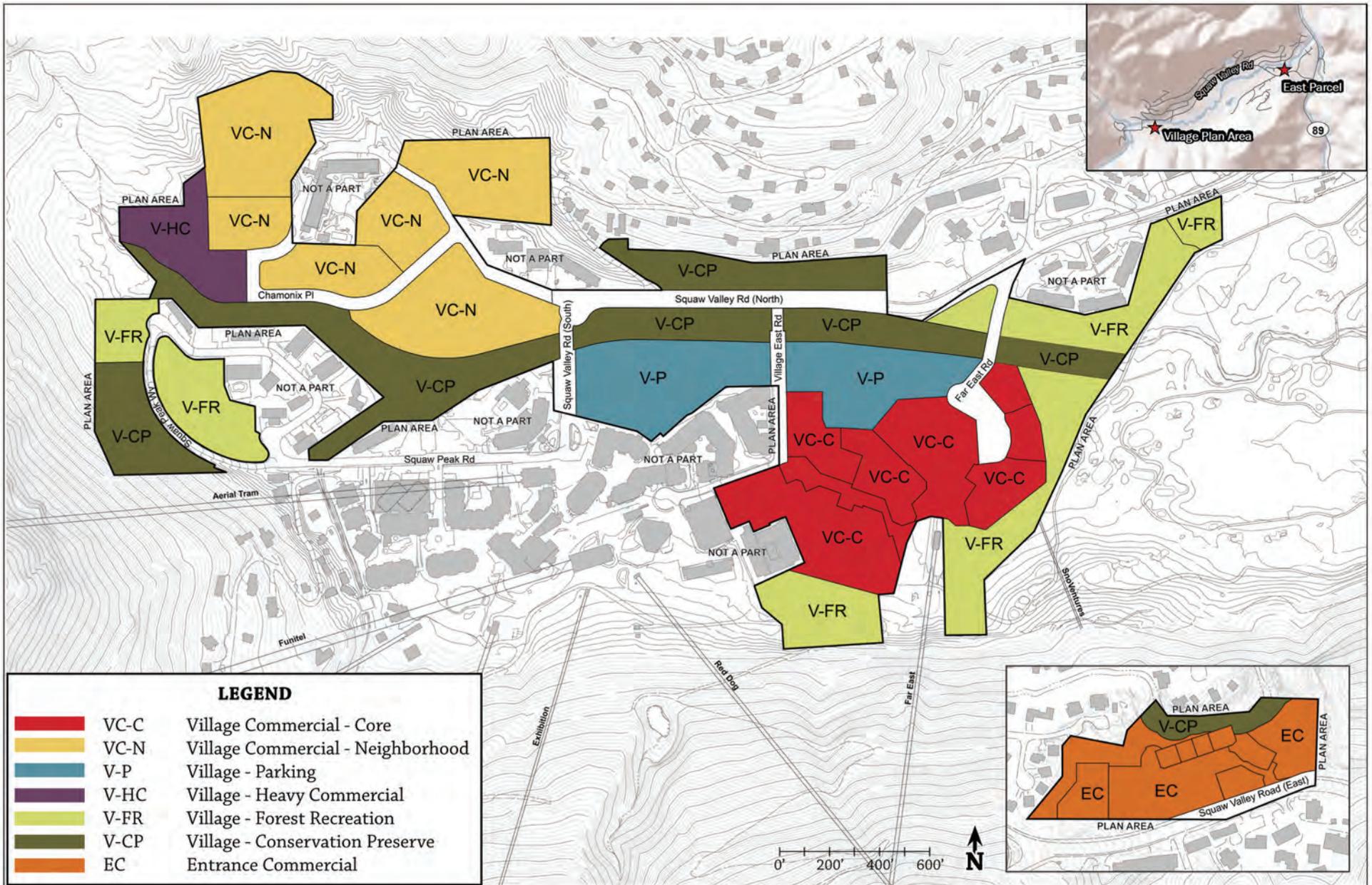
Exhibit 3-4 presents the proposed land use plan. Table 3-1 identifies the development types that would be permitted in the plan area by land use designation. As noted in Table 3-1, the Specific Plan allows for a maximum of 850 units (with a maximum of 1,493 bedrooms) in the main Village area and up to 50 units to accommodate a maximum of 300 employees on the East Parcel.

A complete list of the specific uses allowed within each zone is provided in Table 3-2 of the Specific Plan.

### DESIGN CONCEPT

The Specific Plan envisions an interconnected, pedestrian-friendly mountain village established through architecture and landscaping that celebrates and connects with the unique Sierra Nevada setting. The natural landscape would be extended into the Village, creating a strong sense of place. The development pattern and placement of buildings within the plan area would be designed with the intent to preserve principle views of surrounding mountain peaks from most areas within and adjacent to the project to the extent practical. In locations where unobstructed views of the mountains are not possible, the location of buildings in the Specific Plan would be designed with the intent to provide view corridors of the prominent mountain peaks from areas within the project and from areas adjacent to the project. The Village environment would be a coherent mix of building masses, heights (see more detail below), and materials that create a vibrant pedestrian experience.

The developed character of properties in the plan area would reflect design concepts and details of traditional North American mountain architecture and utilize locally-available building materials (see



Source: Squaw Valley Real Estate, LLC 2014; Adapted by Ascent Environmental in 2014

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<b>Table 3-1 Proposed Land Uses</b>								
Land Use	Area (acres)	Maximum Units	Maximum Bedrooms	Maximum Density (br/acre)	Average Density (br/acre)	Maximum Commercial (sf) <sup>a</sup>	Existing Commercial to be Removed (sf)	Percent of Plan Area
<b>Main Village Area</b>								
Village Commercial – Core (VC-C)	13.66	517	883	125	85	223,369	54,937	14.6%
Village Commercial – Neighborhood (VC-N)	18.47	333	610	71	39	40,364	36,585	19.8%
Village – Parking (V-P)	8.79	-	-	-	-	-	-	9.4%
Village – Heavy Commercial (V-HC)	2.85	-	-	-	-	10,000	-	3.1%
<b>Developed Area Subtotal</b>	<b>43.77</b>	<b>850</b>	<b>1,493</b>	<b>-</b>	<b>-</b>	<b>273,733</b>	<b>91,522</b>	<b>46.9%</b>
Village – Forest Recreation (V-FR)	15.40	-	-	-	-	-	-	16.5%
Village – Conservation Preserve (V-CP)	17.78	-	-	-	-	-	-	19.1%
<b>Undeveloped Area Subtotal</b>	<b>33.18</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>35.6%</b>
<b>Roads</b>	<b>7.58</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>8.1%</b>
<b>Total Main Village Area</b>	<b>84.53</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>273,733</b>	<b>91,522</b>	<b>90.5%</b>
<b>East Parcel</b>				<b>Max. Employees</b>				
Entrance Commercial (EC) <sup>b</sup>	7.01	50 <sup>b</sup>	150 <sup>b</sup>	300 <sup>b</sup>	-	20,000 <sup>c</sup>	-	7.5%
Village – Conservation Preserve (V-CP)	1.03	-	-	-	-	-	-	1.1%
<b>Roads</b>	<b>0.76</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.8%</b>
<b>Total East Parcel</b>	<b>8.8</b>	<b>50</b>	<b>150</b>	<b>-</b>	<b>-</b>	<b>20,000</b>	<b>-</b>	<b>9.4%</b>
<b>Total</b>	<b>93.33</b>	<b>900<sup>d</sup></b>	<b>1,643</b>	<b>-</b>	<b>-</b>	<b>297,733<sup>b</sup></b>	<b>91,522</b>	<b>100.0%</b>
Notes: br/acre = bedroom per acre; sf = square feet								
<sup>a</sup> Includes replacement of existing commercial uses and maintenance facilities. The square footage includes hotel common areas, conference rooms, and similar uses beyond the traditional retail, restaurant, and similar commercial uses.								
<sup>b</sup> Employee housing is included in the Entrance Commercial land use area in the East Parcel. The maximum number of employees that would be housed on the East Parcel would be 300. The actual number of bedrooms may be much smaller than 150, because the housing or “beds” could ultimately be provided in a variety of private room, shared room, and dormitory configurations. These beds could also be contained in a variety of different building or “unit” configurations. Given these conditions, it is not appropriate to convey employee housing capacity in the same unit and bedroom metrics used to describe other housing in the plan area.								
<sup>c</sup> Includes 15,000 sf of shipping/receiving and 5,000 sf of market.								
<sup>d</sup> Total development within the plan area shall not exceed the maximum units and commercial square footage shown.								
Source: Squaw Valley Real Estate, LLC 2015								

Appendix B of the VSVSP which includes the proposed development standards and design guidelines for the proposed project). The maximum height of buildings in the main Village area would range from 20 to 108 feet tall, including podium parking levels. (By comparison, the buildings at the adjacent existing Intrawest Village are about 65 to 83 feet tall and the tallest buildings at the Resort at Squaw Creek are approximately 108 feet above grade when viewing the east entrance and approximately 130 feet above grade when viewed from the west.) The maximum height of podium parking would be 14 feet above grade, providing for one level of parking. In the western portions of the plan area with a low water table, podiums may be completely sub-grade to a maximum depth of 16 feet. The tallest buildings, up to 108 feet tall, would include six stories of lodging and commercial over one level of podium parking or seven stories of lodging and commercial with no podium parking below.

The parking structures on Lots 11 and 12 and the East Parcel would consist of one level of structured parking over surface parking; the deck height of the structured parking would be approximately 14 feet, with railings and architectural elements extending to 20 feet and 30 feet, respectively.

On the East Parcel, the maximum height would be 35 feet for the housing structures, the shipping and receiving building, and the retail/market building. The parking structure would have a maximum height of 20 feet.

Exhibit 3-5 illustrates one scenario of how the Specific Plan could be implemented based on the zoning and design standards set forth in the Specific Plan. As noted on the exhibit's footnote, this is an illustrative concept plan intended to show a representative site plan. The Specific Plan provides flexibility regarding building design and layout so the project can respond to market demands. Ultimately, the proposed project could differ from the development shown in Exhibit 3-5; however, the maximum building heights as well as number of units, beds/bedrooms, densities, and commercial square footage to be constructed and removed, which are identified in Table 3-1, would not be exceeded. For purposes of this DEIR, the maximum development presented in Table 3-1 was assumed to identify potential environmental impacts. Exhibit 3-5 along with the proposed Development Standards and Design Guidelines (Appendix B of the VSVSP) was used to understand the maximum building heights and permitted land uses on each lot within the plan area. The visual simulations prepared for the project (see Chapter 8, "Visual Resources") were the primary tool used to identify the project's potential visual impacts.

## RESIDENTIAL AREAS

Within the main Village area, the Specific Plan allows for a maximum of up to 850 units (with up to 1,493 bedrooms), as shown in Table 3-1. The units would include a mixture of hotel, condo hotel, fractional ownership, and timeshare units. Up to 517 of these units would be in areas zoned as Village Commercial – Core (VC-C), encompassing approximately 14 acres with an average density of 85 bedrooms per acre. The remaining up to 333 units would be in areas zoned as Village Commercial – Neighborhood (VC-N), encompassing approximately 18 acres with an average density of 39 bedrooms per acre.

The overall lodging options in the plan area would range from more modest and "family-friendly" hotels, timeshares, and fractional ownership units to luxury accommodations. The Specific Plan provides for condominium-hotels where one or more rooms in a multi-room condominium unit could be "locked off"; allowing a room for the owners to remain private and the remainder of the condominium to be used as one or more hotel rooms (depending on the number of rooms in the overall condominium) rented to guests when the owners are not present.

## EMPLOYEE HOUSING (EAST PARCEL)

The project is expected to generate an additional 574 new full-time equivalent (FTE) employees annually. The *Placer County General Plan* requires that new development in the Sierra Nevada provide housing for a minimum of 50 percent of the FTE employees generated by a development project, through a variety of mechanisms including development of on-site or off-site housing, payment of in-lieu fees, or dedication of land needed for units. Therefore, the project would be required to ensure that housing is provided for 50 percent of its FTE employees, which could be up to 287 employees at plan area buildout. In addition, the



Note: The Concept Plan depicts a representative site plan to show the development that would occur based on the zoning and design standards set forth in the Specific Plan. The Specific Plan provides flexibility regarding the placement and design of individual buildings. For this reason, the Concept Plan is illustrative.

Source: Squaw Valley Real Estate, LLC 2015; Adapted by Ascent Environmental in 2015

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project includes removal of existing structures in the main Village area that currently provide seasonal employee housing for 99 staff (Courtside and Hostel). With the removal of these existing employee housing facilities, the project would need to provide housing for as many as 386 employees at plan area buildout.

Under the Specific Plan, 7.01 acres of the 8.8-acre East Parcel would be zoned Entrance Commercial (EC) and would be developed with employee housing, employee recreational facilities, employee parking facilities, and a shipping and receiving facility. Up to 50 employee housing units, accommodating a maximum of 300 employees, would be constructed on the East Parcel (Exhibit 3-6). These units would be developed on five proposed lots that range in size from 0.11 acre to 0.33 acre. Some outdoor amenities for employee use would be included around the Employee Housing complex such as barbeque areas, picnic tables, a passive park setting, and/or horseshoe pits.

In addition to providing employee housing on the East Parcel, the project would employ other methods to meet the County employee housing standards. Options include providing off-site employee housing (including outside of Olympic Valley), dedication of land for needed units, and/or payment of an in-lieu fee to the County.

## COMMERCIAL AREAS

Within the plan area, a total of approximately 297,733 square feet of tourist-serving commercial space is proposed. This square footage estimate includes hotel common areas, conference rooms, retail, restaurant, and similar commercial uses. Additionally, approximately 91,522 square feet of existing commercial space within the main Village area is proposed to be removed as a result of Plan development. Additional detail is provided below.

Within the Village Core, in areas zoned as VC-C, approximately 223,369 square feet of commercial space is proposed. The Village Core would include higher density lodging (described above), the Mountain Adventure Camp (described below), and a variety of retail and restaurant space. Approximately 54,937 square feet of existing commercial space would be removed in this area (see Table 3-2).

Within the Village Neighborhoods, approximately 40,364 square feet of commercial space is proposed. The Village Neighborhoods would include medium density resort residential neighborhoods (described above) and smaller-scale neighborhood-serving commercial uses, such as spas, health care services, skier services, and recreational and resort-based facilities. Approximately 36,585 square feet of existing commercial space would be removed in this area (see Table 3-2).

Approximately 10,000 square feet of commercial space is proposed in the main Village area, in an area zoned as Village – Heavy Commercial (V-HC). This area is intended for uses related to ski resort and related operations, and would provide space for heavy equipment maintenance, storage, and construction-related shop space. Additionally, this area could include offices, mountain maintenance facilities, and parking.

Approximately 20,000 square feet of commercial space is proposed on the East Parcel, in an area zoned as EC. Anticipated commercial uses include 15,000 square feet for shipping and receiving and a small market (5,000 square feet). The remainder of the parcel would be used for employee housing (described above) and parking.

## OTHER SPECIFIC PLAN COMPONENTS

### Snow Beach

The existing slopeside “beach” (snow beach) along the southeastern side of the existing Village at Squaw Valley (see Exhibit 3-5) would be enhanced and protected. The snow beach would be the main gathering spot where multiple recreational, entertainment, and cultural activities would occur. Grading would be conducted in much of the snow beach area to provide a more level surface and to improve drainage.

### Mountain Adventure Camp

The 90,000-square-foot Mountain Adventure Camp, proposed in the main Village area (see Exhibit 3-5), would offer an extensive indoor/outdoor pool system including water slides and other water based recreation. The facility would provide additional entertainment options that could include indoor rock



Note: Employee housing will be located immediately adjacent to or above parking. The Concept Plan depicts a representative site plan to show the development that would occur based on the zoning and design standards set forth in the Specific Plan. The Specific Plan provides flexibility regarding the placement and design of individual buildings. For this reason, the Concept Plan is illustrative.

Source: Squaw Valley Real Estate, LLC 2015; Adapted by Ascent Environmental in 2015

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climbing, a movie theater (maximum 300 seats), a bowling alley (maximum 30 lanes), and a multi-generational arcade. Additionally, the Mountain Adventure Camp could include up to a maximum of 15,000 square feet of food and beverage facilities and up to a maximum of 12,000 square feet of group meeting venues.

### Potential Relocation of Squaw Kids

As indicated in the legend for Exhibit 3-5, the Specific Plan includes the potential to relocate the existing Squaw Kids ski lesson program to the new Building 9. If this were to occur, the building currently housing Squaw Kids would be used for other skier services and mountain operations such as ski patrol.

### Outdoor Winter Ice Skating Rink/Summer Performance Area

An outdoor winter ice skating rink is proposed in the Village Core adjacent to the Funitel Plaza and surrounded by a pedestrian plaza/commercial level. In the summer, the area could be used as an outdoor concert/performance area.

### Removal of Existing Buildings

Although much of the plan area encompasses locations currently used for parking or locations without existing development, there are some portions of the plan area where existing structures would be removed to accommodate planned new development. Existing facilities proposed to be removed are presented in Table 3-2. Much of the material generated by the demolition of existing facilities will be reclaimed and incorporated into the development of the project. Material from demolition that is not suitable for reclamation would be hauled off-site to an appropriate disposal facility.

<b>Table 3-2 Existing Facilities to be Removed/Demolished</b>			
<b>Location</b>	<b>Building/Facility</b>	<b>Use(s)</b>	<b>Square Footage</b>
Village Commercial – Core (VC-C)	Medical Clinic	Clinic	1,519
	Far East Building	Shipping/Receiving, Dining, Ski Services	10,523
	Snow Ventures	Children’s activities	2,360
	Red Dog Maintenance	Building Services, Vehicle Maintenance, Groomers, Carpenter Shop, Uniforms, Ski Patrol, Storage Race Services, Terrain Park Locker rooms and offices, Dispatch, Race Team lockers and office, etc.	40,535
<b>VC-C Subtotal</b>			<b>54,937</b>
Village Commercial – Neighborhood (VC-N)	Clock Tower	Offices	2,593
	Olympic Valley Lodge	Offices, Conference/Events Room	20,120
	Courtside Employee Housing	Employee Housing	6,960
	Hostel Employee Housing	Employee Housing	6,912
<b>VC-N Subtotal</b>			<b>36,585</b>
<b>Total</b>			<b>91,522</b>

Source: Information provided by Squaw Valley Real Estate, LLC in 2014 and 2015

## 3.4.2 Circulation and Parking

The Specific Plan’s roadway hierarchy and parking system would be designed to be pedestrian oriented, allowing arriving resort visitors to park quickly and stay at the resort without the need for a car. The proposed circulation plan is presented in Exhibit 3-7.

### ROADWAY SYSTEM IMPROVEMENTS

Beginning at its intersection with Far East Road, Squaw Valley Road would be striped with two 12-foot travel lanes, a 12-foot two-way left-turn lane, and 10-foot shoulders on both sides (plus 3-foot curb and gutter

sections). The two-way left-turn lane would be utilized as a left turn lane at Village East Road and would provide an acceleration lane for westbound turn movements from Village East Road onto Squaw Valley Road. Squaw Valley Road would then continue southward from the intersection with Chamonix Place, going into the Village resort core as a two-lane road.

Far East Road, Village East Road, and Chamonix Place would be designated primary roads within the plan area. Each primary road would have two vehicle lanes and associated improvements. Far East Road would include curb and gutter, a bike shoulder, and pedestrian walkways. Village East Road would include a bike shoulder traveling in both directions, walkways, and curb and gutter. Chamonix Place would include bike lanes, curb and gutter, and walkways on both sides of the street.

Three existing bridges would continue to provide access across Squaw Creek to the Village Core area. The existing Squaw Valley Road bridge (the most westerly bridge) currently provides two 12-foot travel lanes, a 7-foot shoulder, and an 8-foot sidewalk in each direction. The bridge would be widened to provide a 10-foot sidewalk on the both sides of the road. The existing Village East Road bridge (center bridge) would be preserved in its current configuration. This bridge provides two 12-foot travel lanes, two 8-foot shoulders, a 7-foot sidewalk on the west side of the structure, and a 5-foot path on the east side. The third bridge, located near the northeasterly corner of the plan area, is the existing Far East Road crossing. This bridge would be kept in its current location and reconfigured into two 12-foot travel lanes, with 8-foot sidewalks in each direction. It will also have a 7-foot shoulder/bike path, and curb and gutter.

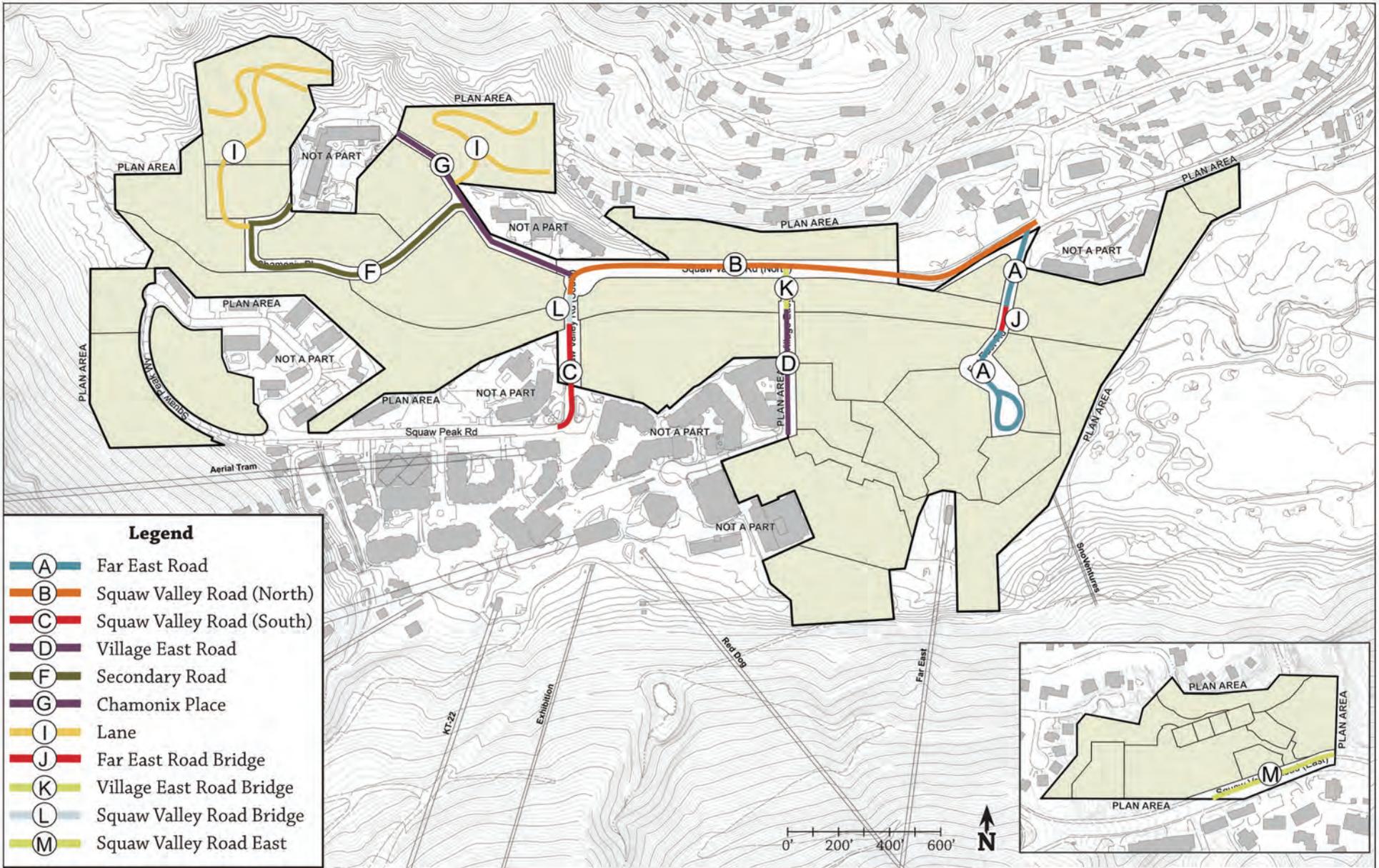
## PARKING

Parking would be provided as follows:

- ▲ **Below-grade and podium parking** would be constructed beneath the majority of lodging and resort-residential buildings primarily for guests/owners. Operational vehicles and employees could be accommodated under certain circumstances on a space-available basis.
- ▲ **Surface and structured parking lots** on the north side of the Village Core would provide parking for day skiers, visitors, and guests of nearby lodging/resort-residential properties. The surface parking lots (on Lots 11 and 12) would be converted to one level of structured parking over grade (14 feet maximum parking deck height with railings and architectural elements extending to 20 feet and 30 feet, respectively) at a later time, as parking needs increase.
- ▲ **Parking outside the main Village area** would be provided for employees and day skiers. The East Parcel would serve as the key parking location outside the main Village area, providing a parking structure with one level of structured parking over grade with a maximum parking deck height of 14 feet with railings and architectural elements extending to 20 feet and 30 feet, respectively. The East Parcel would serve as both employee parking and overflow day skier parking as the plan area builds out and would be flexibly managed to meet total project parking demand.

Additional off-site parking areas may be provided on an as-needed basis and would primarily be used for employees and day skiers. Temporary parking outside the Olympic Valley may be considered, but no specific sites have been identified.

Surface parking and structured parking facilities would be developed in phases as the plan area builds out. Each project phase would be required to demonstrate parking would be developed to serve all of the project-phase generated parking demand and that no fewer than 3,100 day skier parking spaces would be provided. 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. Parking facilities would be managed flexibly in response to changes in parking demands, and to accommodate project parking needs on-site on all but the busiest four days of the ski season. The overall parking supply is proposed to accommodate at least 10,663 daily skiers in any ski day, through all phases of development. In total, 3,297 parking spaces would be provided in separate parking structures at full project buildout (Exhibit 3-8). It is anticipated that up to approximately 1,800 additional spaces would be provided in podium parking under new buildings in the plan area.



Source: Squaw Valley Real Estate, LLC 2015; Adapted by Ascent Environmental in 2015

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<b>Parking Summary</b>	
<u>Parking Area</u>	<u>Spaces</u>
Lot 11	1,000
Lot 12	1,067
East Parcel	524
IntraWest P2	360
Preferred Parking	346
<b>Total</b>	<b>3,297</b>

Note: The Concept Plan depicts a representative site plan to show the development that would occur based on the zoning and design standards set forth in the Specific Plan. The Specific Plan provides flexibility regarding the placement and design of individual buildings. For this reason, the Concept Plan is illustrative.

Source: Squaw Valley Real Estate, LLC 2015; Adapted by Ascent Environmental in 2015

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The Specific Plan also indicates that parking areas outside of the Valley could be pursued, if needed, in the future with preference given to lots in a regional park-and-ride program or where parking can be shared with other facilities (such as schools and marinas) that have space available on peak ski days. No such parking areas are proposed at this time, and out-of-valley parking is not needed to satisfy County and/or Specific Plan requirements for parking based on the current conceptual plan. If and when out-of-valley parking areas are proposed to be used, they would be subject to the County or Town of Truckee (if located in Truckee) approval processes and CEQA review.

## EMERGENCY VEHICLE ACCESS

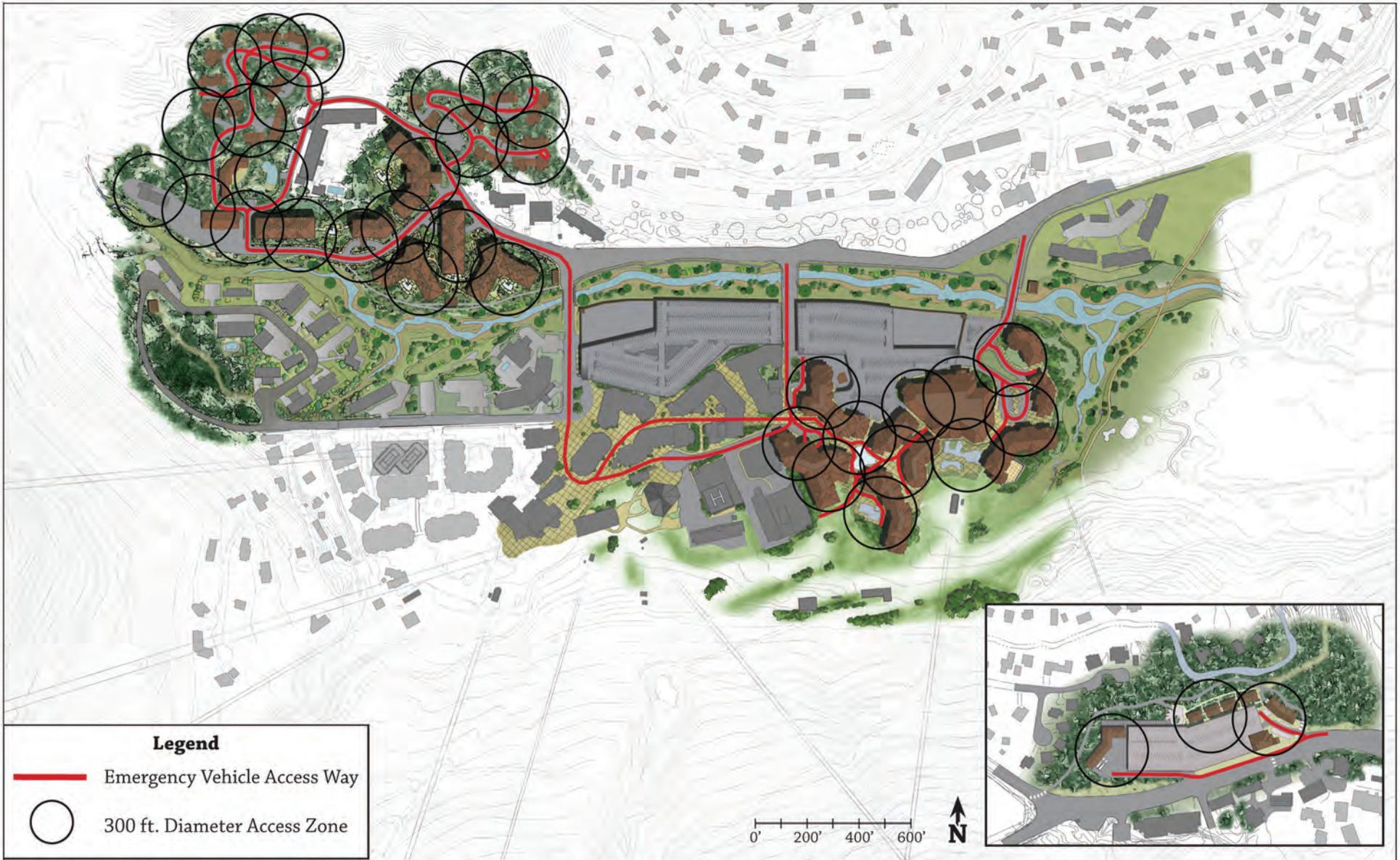
Emergency vehicle access routes to and within the plan area as shown in Exhibit 3-9 would provide secondary access when needed. Emergency vehicle access routes would be 24 feet wide with a minimum pavement width of 20 feet and 2-foot shoulders as shown on Exhibit 3-9. The project would not include widening of the existing main road. In addition to emergency vehicle access routes, Exhibit 3-9 shows that all buildings would be within 300 feet of an emergency vehicle all weather access route.

In support of advanced emergency medical services, a dedicated helipad for patient evacuation to regional emergency care providers would be established within the main Village area. Under current conditions, helicopters land at various locations when a medical evacuation is needed. The fire department and ski patrol coordinate to locate sufficient landing areas in the Squaw Valley Ski Resort parking lot (if sufficient area is available) or at different locations on the mountain. A dedicated helipad would not increase helicopter flights, but would provide a more predictable and secure landing location. The helipad would be a maximum of 120 feet by 120 feet. It would be conveniently located to assure timely access by ambulances and other emergency vehicles with the intent of minimizing the impact of noise and rotor wash to nearby buildings, residents, and guests. It is anticipated that the helipad would be a raised structure over the Preferred Parking lot adjacent to the Member's Locker Room and Squaw Kids' current building; however, it may be developed in another location that meets the minimum requirements of the State Aeronautics Act (California Public Utilities Code [PUC] Section 21002 et seq.). The helipad design and construction would incorporate a dedicated elevator that could accommodate a medical gurney, snow clearing operations, and proper aeronautical markings.

The helipad would be considered an emergency medical services (EMS) landing site pursuant to the California Code of Regulations (CCR), Title 21, Sections 3525 through 3560 (Airports and Heliports). Emergency medical services landing sites are designated and authorized by a public safety agency (i.e., any city, county, state agency, or special purpose district authorized to arrange for emergency medical services) for the landing and taking off of an emergency services helicopter (PUC Section 2166.1). By definition, these sites are used an average of six times per month or less over a 12-month period, are not marked as a permitted heliport, and are used only for emergency medical purposes. Emergency services landing sites are exempt from the permitting requirements of Title 21 of the CCR pursuant to PUC 21661.

## BICYCLE FACILITIES

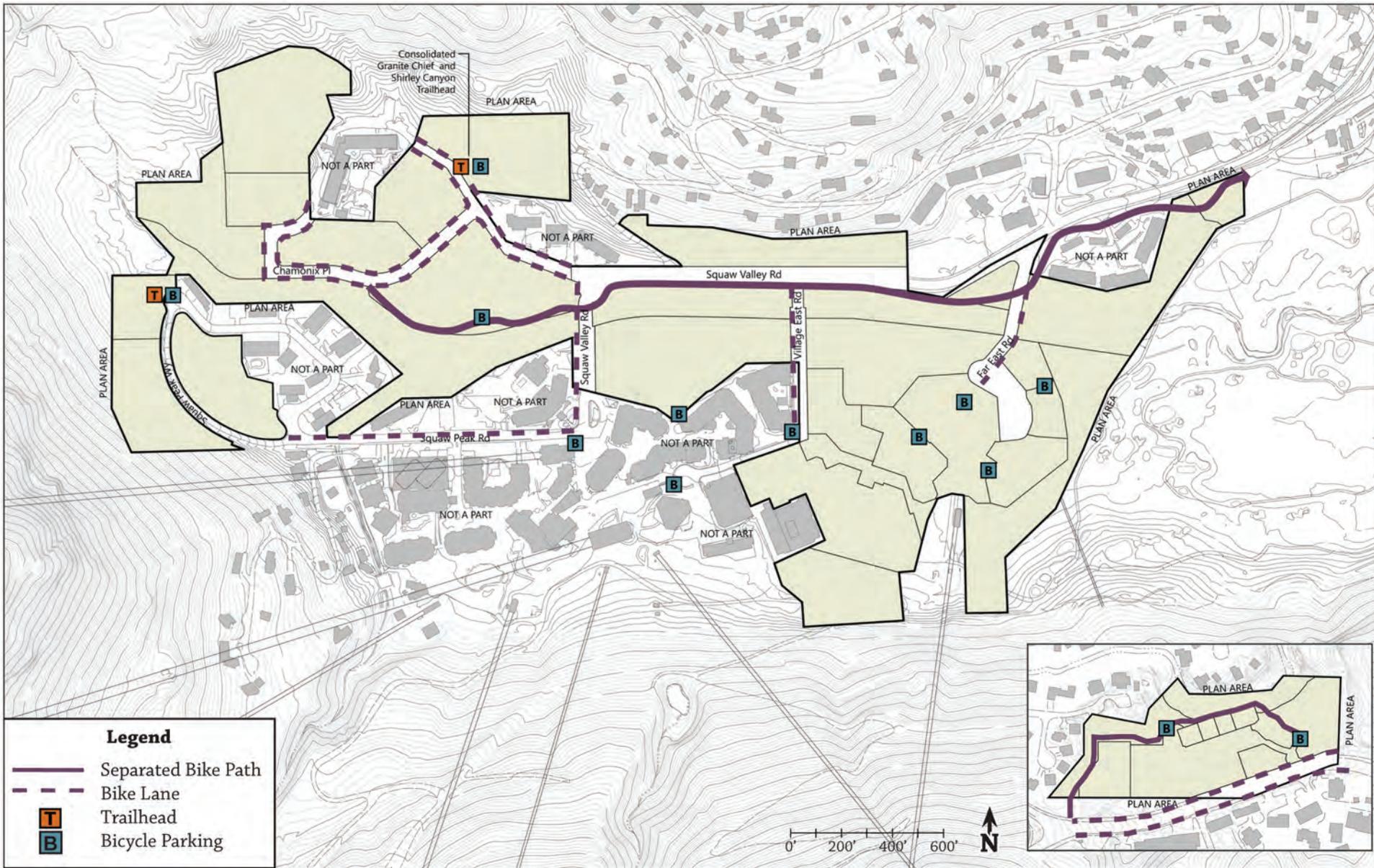
The proposed bicycle facilities are presented in Exhibit 3-10. The existing Class I bicycle path located on the southern side of Squaw Valley Road east of Far East Road would be extended westward through the Village along the north side of the restored Squaw Creek (Squaw Creek restoration is described in Section 3.4.5, "Squaw Creek Restoration," below). The extended Class I bicycle path would provide a non-vehicular route with gathering spots, interpretive signage, and informational graphics on restoration areas. Multiple pedestrian and bicycle connections would be provided into the Village Core and linked to the Granite Chief and Shirley Canyon trailheads. From the Village, a series of radiating pedestrian thoroughfares and Class II bicycle paths would link the easternmost snow beach with the westernmost Village Neighborhoods and the major valley-wide bike path. Bicycle lanes would be provided on all primary roads, and bicycle racks would be provided at locations throughout the Village, as well as at the Granite Chief and Shirley Canyon trailheads, and at all major lodging properties.



Note: This plan will comply with Squaw Valley Fire Department EVA Standards. The Concept Plan depicts a representative site plan to show the development that would occur based on the zoning and design standards set forth in the Specific Plan. The Specific Plan provides flexibility regarding the placement and design of individual buildings. For this reason, the Concept Plan is illustrative.

Source: Squaw Valley Real Estate, LLC 2015; Adapted by Ascent Environmental in 2015

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Source: Squaw Valley Real Estate, LLC 2015; Adapted by Ascent Environmental in 2015

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**Exhibit 3-10**

**Proposed Bicycle Network**



The material used for the bicycle and pedestrian trails/paths will be suitable for snow plowing, making them accessible during the winter. Snow removal service on the paths will be funded through a maintenance agreement, or as part of an agreement with the SVPSD. Trails and paths will use pervious pavement/concrete material, where feasible.

## TRANSIT CENTER

A new Transit Center, located within the main Village area along Squaw Valley Road (see Exhibit 3-5), would provide a convenient transit hub for both public and private transit services. It would be designed as a drop-off/pick-up facility with the capacity to accommodate up to two buses at a time.

### 3.4.3 Public Services and Utilities

The VSVSP would require the provision of public services and utilities to provide necessary services to the plan area. Law enforcement would continue to be provided by the Placer County Sheriff's Department and the California Highway Patrol in the same manner as under existing conditions. Solid waste removal would continue to be provided by the Tahoe Truckee Sierra Disposal employing the same systems and methods as currently used. For the following public services and utilities some element of the infrastructure or systems providing these services would be modified under the proposed project and each are discussed in more detail below: water supply, wastewater (collection, treatment, and disposal), storm drainage, electrical power, propane, fire protection, snow removal, and recreational facilities.

## WATER SUPPLY

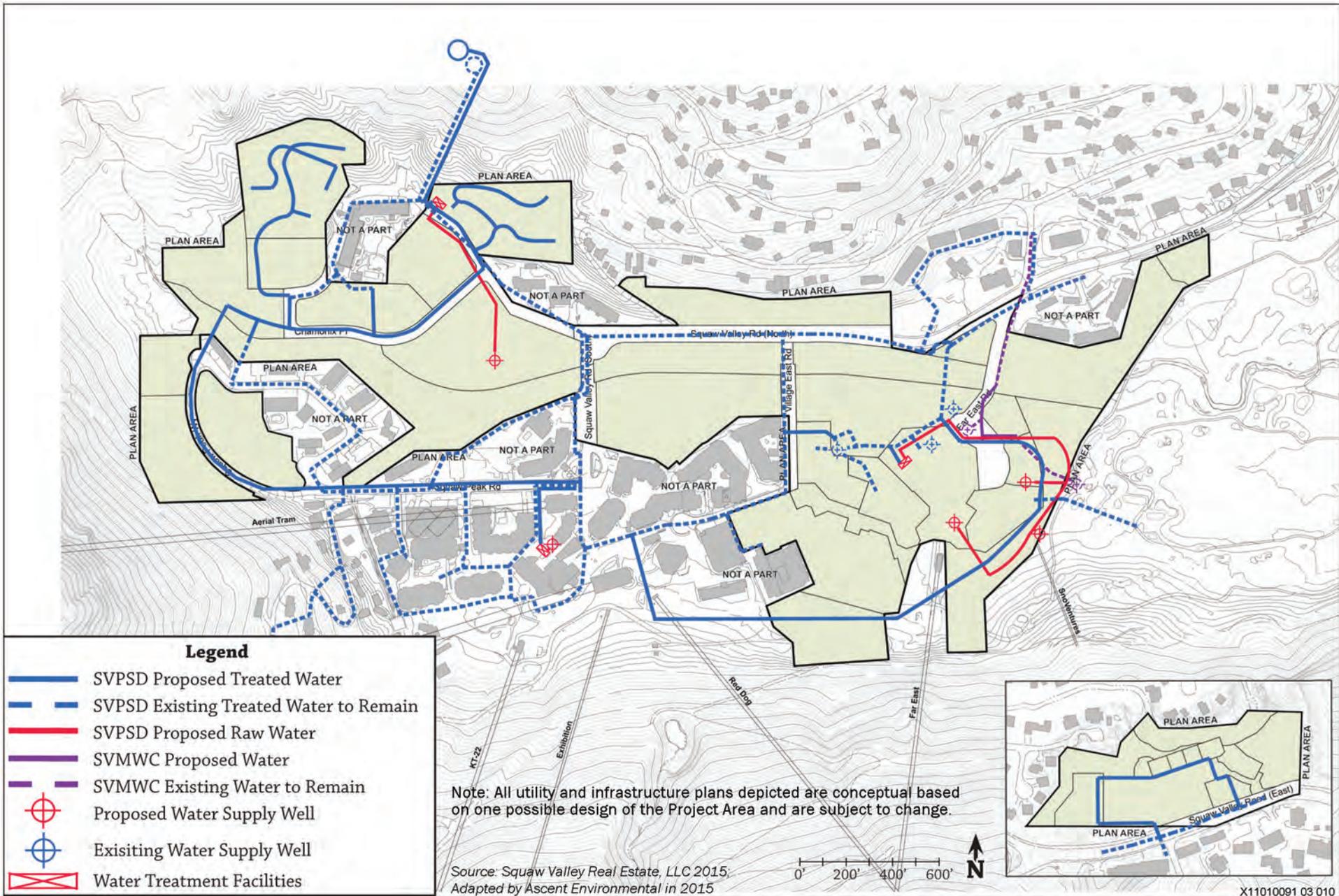
Potable and irrigation water is proposed to be provided either by the SVPSD or by a mutual water company that would be established as part of this project. A Water Supply Assessment was prepared to evaluate water demand from the project relative to available supply (see Appendix C).

Water would be provided from the local groundwater basin through a series of existing and new wells, with an overall well field designed to serve existing, project, and other planned uses. Water would be delivered to the plan area from strategically placed wells that would work in concert with existing wells in the Valley. Existing wells would be utilized where feasible. Existing wells that cannot be incorporated into the system would be abandoned per State and County standards. The number and location of new wells may be influenced by whether a mutual water company is established as part of the project (which could require more new wells). It is possible that treatment of some well water for minerals or other constituents may be required. Land is reserved in the project site for these facilities (Exhibit 3-11). Treatment is planned to be provided via centralized treatment facilities located in either new or existing buildings.

Water would be distributed within the main Village area via looped pipelines generally located within the roadway system and pedestrian network. The East Parcel would be served by a new water line that would be extended from an existing line along Squaw Valley Road. Existing pipelines would be relocated as needed, and if any existing lines are no longer necessary to support the water system, they would be removed or abandoned as needed per State and County standards. The project is also anticipated to include a new 0.7 million gallon water storage tank on approximately 0.5 acre located adjacent to an existing 1.0 million gallon tank just north of the Village Neighborhoods area (Exhibit 3-11). These two tanks are anticipated to provide sufficient pressure via gravity flow and capacity to store water for peak day demand plus fire flows for the plan area and existing development currently served by the 1.0 million gallon tank.

## WASTEWATER

The SVPSD owns and operates the wastewater collection system that serves Squaw Valley. New gravity wastewater lines would be installed within the roadway network to serve the plan area (Exhibit 3-12). These pipelines would generally flow from west to east, and would tie into the SVPSD main trunk sewer system, which extends from the plan area, crosses under SR 89 and the Truckee River, and discharges into the T-TSA Truckee River Interceptor located along the Truckee River. The T-TSA would provide wastewater

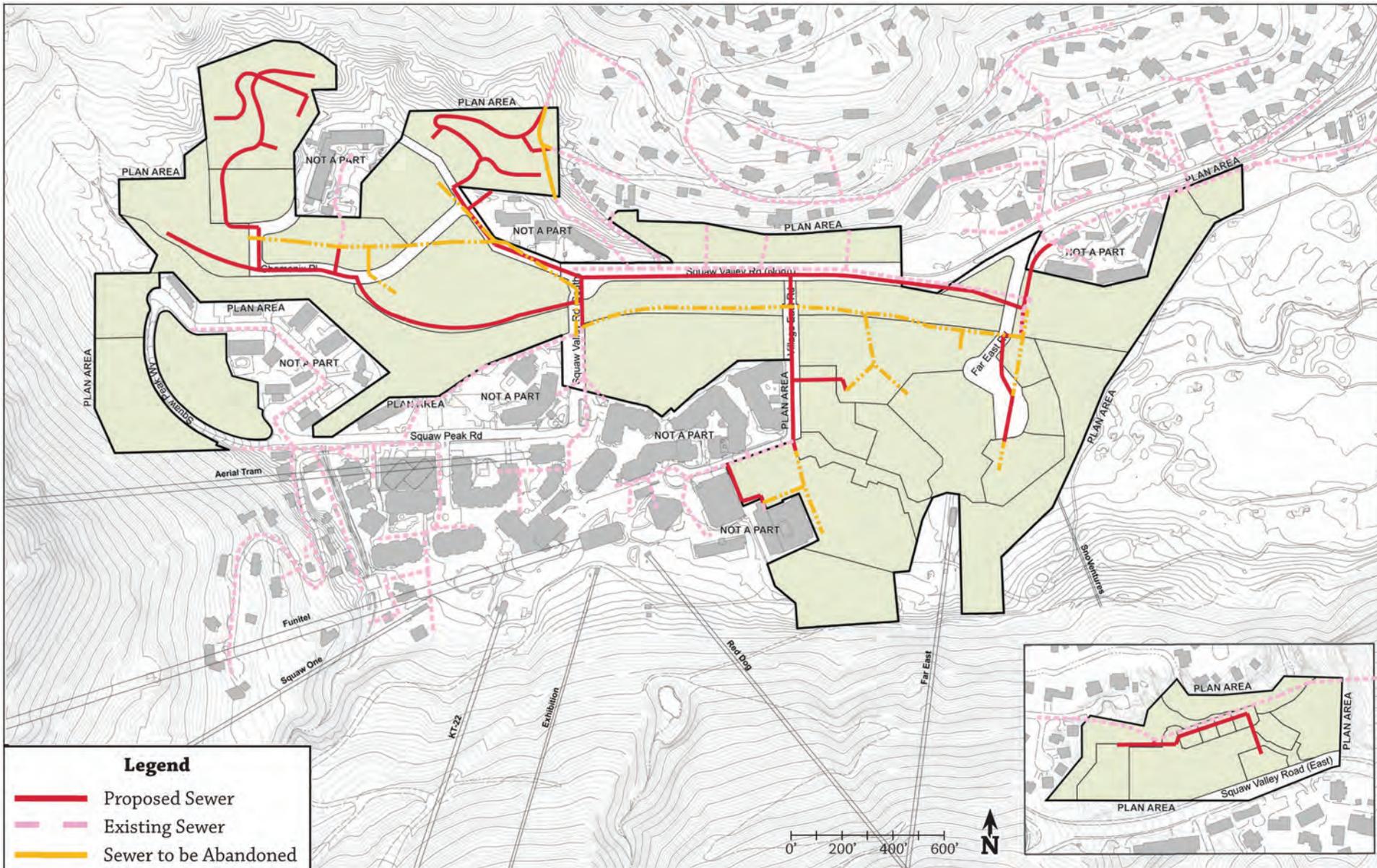


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Exhibit 3-11

Proposed Utilities Plan - Water





Note: All utility and infrastructure plans depicted are conceptual based on one possible design of the Project Area and are subject to change.

Source: Squaw Valley Real Estate, LLC 2015; Adapted by Ascent Environmental in 2015

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treatment at its existing water reclamation plant, located in Nevada County along the Truckee River. Existing wastewater lines in the plan area that cannot be incorporated into the system would be abandoned per State and County standards.

As part of development of the wastewater collection and transfer system, the 15-inch trunk line adjacent to the Far East Road Bridge would be replaced, and the 15-inch trunk line south of Squaw Creek would be relocated to the alignment of Squaw Valley Road (Exhibit 3-12). In addition, the existing off-site sewer trunk line (which runs between the eastern boundary of the Main Village Area on the north side of Squaw Creek and along the northern boundary of the East Parcel to the TTSA interceptor at SR 89) is anticipated to require upgrading along all, or a portion of, the alignment. This upgrade is included as part of the proposed project and the entirety of the sewer line corridor is included as part of the project site (Exhibit 3-3). A new sanitary sewer line would also be installed on the East Parcel, and would connect to an existing line that crosses through the northern portion of the parcel.

The T-TSA is currently studying the capacity of the Truckee River Interceptor to confirm whether it could accommodate peak flows from the VSVSP along with other development and flows. If the study concludes that the Interceptor cannot accommodate peak flows, wastewater detention facilities would be incorporated into the Specific Plan, such as enlarged pipes, vaults, or tanks. These facilities would be located in the plan area and will be underground or otherwise incorporated into project's development footprint (e.g., incorporated into a building podium). They would temporarily hold wastewater during peak generation periods (e.g., parts of the day during regional high occupancy weekends) and release the wastewater during lower flow, non-peak periods, when there is available capacity in the Truckee River Interceptor.

## **STORM DRAINAGE**

On-site drainage improvements would consist of a combination of conventional subsurface and surface drainage systems and construction of pipe and open channel conveyance systems. Stormwater from the main Village area would be discharged at or near existing outfalls into the Squaw Creek corridor. Stormwater from the East Parcel would also be discharged to Squaw Creek via new outfalls. Vegetated swales, soft armoring, mechanical storm filters, structural interceptors, and other best management practices and/or low impact development (LID) features would be utilized for water quality management and to minimize potential impacts. Anticipated locations for many of these facilities are shown in Exhibit 3-13.

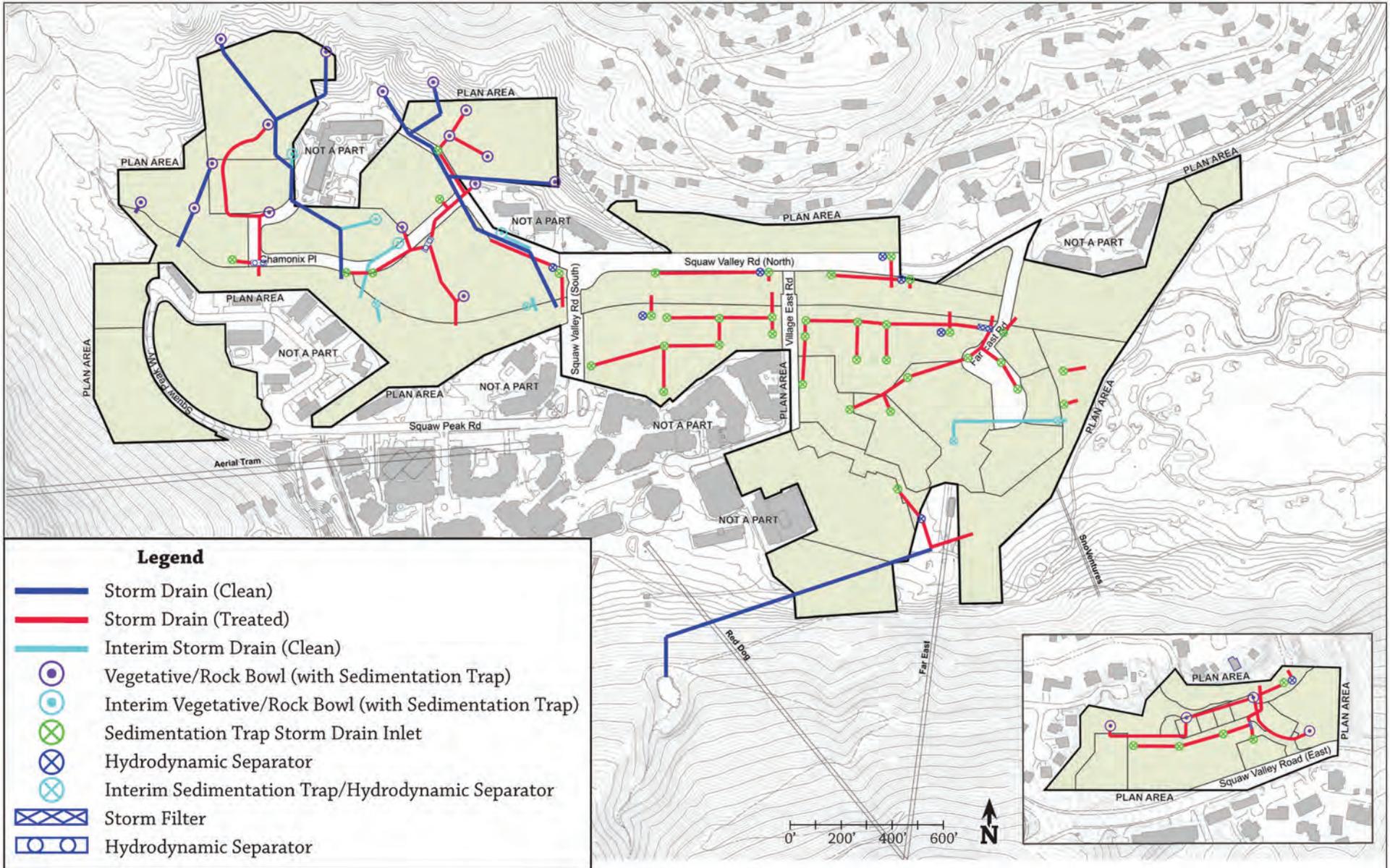
The LID features would be consistent with the Placer County Low Impact Development Guidebook. LID stormwater management designs typically use small-scale, natural drainage features that can slow, clean, infiltrate, and evapotranspire runoff, and can have a positive effect on stormwater quality and reduce stormwater runoff.

To avoid comingling of runoff from the ski mountain and stormwater flows from the main Village area, a separate, dual stormwater management system is proposed. Having separate systems for the mountain and Village generated stormwater will allow for each system to be designed and operated to address the different runoff sources and support water quality monitoring for runoff from each location. The mountain interception and conveyance system would primarily consist of a series of interceptor and conveyance swales that would capture and convey mountain runoff through and/or around the main Village area. These swales would cross under on-site developed areas in culverts that would convey the 100-year design flows.

## **ELECTRICAL POWER**

Electrical power would be delivered to the plan area from the existing Liberty Utilities Squaw Valley Substation, near the northwest corner of the Squaw Valley Road and SR 89 intersection. Liberty Utilities has existing plans to upgrade the substation as part of its overall system design (U.S. Forest Service et al. 2014) and has confirmed that with the independently planned upgrade there is sufficient transformer capacity at the substation to serve the plan area at full buildout (Capitol Utilities Specialists 2014).

Power would be delivered from the substation through a new powerline to be installed in an existing, empty underground conduit structure that runs from the Squaw Valley Substation to the existing resort parking lot. With the availability of this existing underground conduit, no open cuts (i.e., excavations for trenches, conduit, boxes,



or manholes) or additional poles are anticipated to be required for new electrical transmission lines between the substation and parking lot. Existing overhead power lines on Squaw Valley Road fronting the East Parcel and the main Village area would be undergrounded concurrent with construction of project improvements.

In the main Village area, new main line and local electrical circuits would tie into pad-mounted switches and extend underground to the proposed site improvements. Existing overhead lines northwest of the proposed Village development would be undergrounded or relocated. Portions of the existing underground lines that currently serve the Village area would also require relocation to allow for the proposed construction. In the East Parcel, electrical service would be provided by installing underground lines to connect to the existing aerial 14.4 kilovolt electrical line along Squaw Valley Road.

## **PROPANE/LIQUEFIED NATURAL GAS**

Propane is currently the main energy source used for area heating and hot water in the Village area. With implementation of the Specific Plan, two independent propane systems would serve the area: one would serve the Specific Plan development and the other would continue to serve existing development.

Propane to serve the main Village area would be stored at a “tank farm” in the Mountain Maintenance Yard planned at Lot 19 (see Exhibit 3-5). The storage tank(s) would be periodically filled by tanker truck and would be of sufficient size to support a week or more of propane usage without refilling. It is estimated that storage capacity would total approximately 30,000 gallons per tank, and there could be up to five tanks (four new for the project and one existing that would be relocated). The tanks would meet all applicable local, State, and federal safety standards, and if feasible (based on rock/soil conditions) would be buried. The East Parcel would be served by its own above ground propane storage tank(s) with a storage capacity of approximately 15,000 gallons.

Propane would be distributed through the plan area through underground pipelines. The overall distribution system would also include vaporizers, small storage tanks, and other equipment typical of such a system.

Liquefied natural gas (LNG) may also be available in Olympic Valley, and may be used as an alternative or supplemental energy source. LNG would be delivered, refueled, and distributed in the same manner as described above for propane.

Area heating is anticipated to be the primary use for propane/LNG in the plan area. All project units would also be provided air conditioning, which would be powered by the electrical system described above.

## **FIRE PROTECTION AND EMERGENCY SERVICES**

The Squaw Valley Fire Department (SVFD) currently provides fire protection in the Olympic Valley and would provide this service for the plan area. A recent study of fire protection services prepared for the SVPSD (Citygate 2014) indicates that an important component of providing fire protection to the main Village area would be establishment of a West Valley Fire Substation somewhere in or near the Village area. It is recommended that this facility be of sufficient size to house a 2-person crew on weekends and peak activity holidays and provide two apparatus bays. This facility and the staff located there would support more rapid responses in the Village area, particularly during periods of inclement weather or heavy traffic on Squaw Valley Road that could slow emergency vehicles travelling from the existing fire station on the east side of the Valley. It is estimated that this facility would be needed when approximately 50 percent of the lodging units have been constructed in the plan area (Citygate 2014).

The project would make a fair share contribution to the establishment of a West Valley Fire Substation somewhere in or near the Village area that is of sufficient size to house a 2-person crew and provide two apparatus bays. The location of this facility has not yet been determined. The project applicant could provide land within the main Village area to the SVFD for construction of the substation. The substation could also ultimately be constructed outside the VSVSP, or the “old” fire station on Chamonix Place could be renovated to serve as the substation. If the substation is constructed outside the VSVSP area, separate permitting and environmental review would be required (as applicable).

The existing surface parking lots within the main Village area are currently identified by the SVFD as a potential gathering point during emergency events (e.g., wildfire). The proposed parking lots in Lots 11 and 12 (Exhibit 3-8) would continue to be available for this purpose, whether as surface lots early in Specific Plan development, or later when converted to parking structures.

To continue to enhance the availability of emergency access by helicopters in the Village area and as discussed earlier, the Specific Plan includes provision of a dedicated emergency helipad within the main Village area. The helipad would only be used for emergency services. Currently, emergency helicopter landing areas are available on an as needed basis in parking lots and other open areas on the Valley floor and level areas on the mountain. The location and use of mountain landing areas would not be altered by the VSVSP.

The proposed helipad would be a maximum of 120 feet by 120 feet and at this time is anticipated to be located on a raised structure on the existing Preferred Parking lot (this parking lot is shown on Exhibit 3-8). The helipad design and construction would incorporate a dedicated elevator that could accommodate a medical gurney, proper aeronautical markings, and snow clearing operations. If ultimately the helipad is developed at another location within the main Village area, the new location would meet the criteria of being easily accessible by ambulances and other emergency vehicles while minimizing the impacts of noise and rotor wash.

## **SNOW MANAGEMENT**

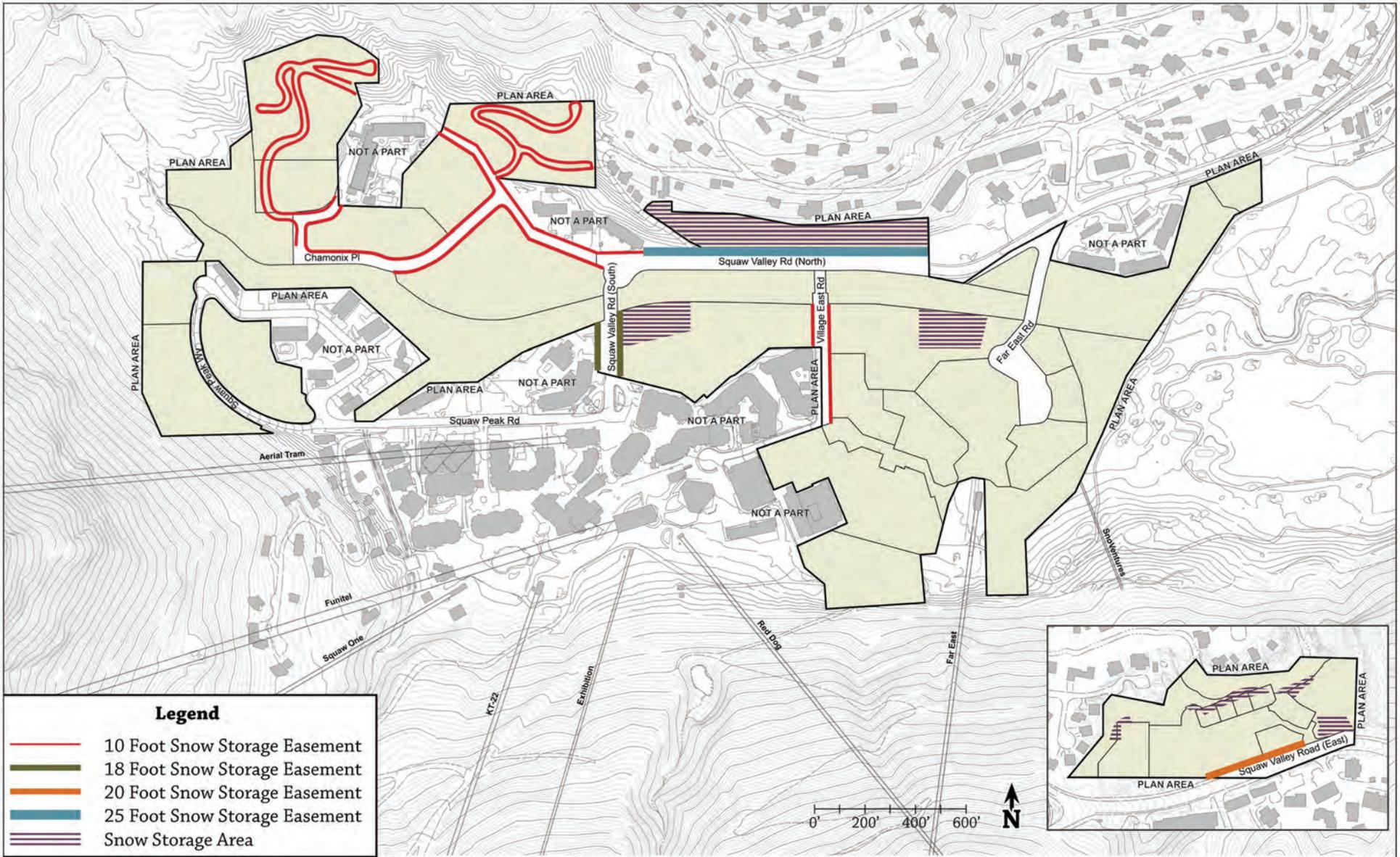
The VSVSP includes a program for snow storage and removal to maintain vehicular and pedestrian access within the plan area. The overall snow management program would implement a number of activities including on-site storage and relocation, natural snow melt, active snow melt, hauling off-site, and in situ snow retention. In situ snow retention refers to allowing snow to accumulate and melt without intervention on locations such as rooftops, between buildings, landscaped areas, natural areas, and open space.

Exhibit 3-14 shows areas planned for snow storage. Potential on-site storage locations include areas adjacent to roadways (e.g., snow is plowed or blown onto the side of the road), open spaces, between buildings, and bunkers incorporated into the Lot 11 and Lot 12 parking structures. These bunkers, one per lot, would replace existing snow storage areas that would no longer be available as a result of project development. The bunkers could accept snow transferred from anywhere within the plan area. They would be walled-in areas, with no roof, constructed concurrently with the Lot 11 and Lot 12 parking structures. Snow would be pushed and plowed into the bunkers from the ground and the top of the parking structures for storage and melting. Sunlight would be employed to melt the snow. Water quality and filtration systems would be used to capture and treat the snow melt runoff. Treated runoff would flow into the drainage network, and, once properly filtered, would recharge the aquifer or flow into Squaw Creek.

Active snow melt practices, such as heated walkways, may be used in areas that are determined to require high accessibility. The option of off-hauling of snow may be utilized when warranted and would be highly dependent upon the snow conditions within any given snow season. Due to the extra expense associated with off-hauling, it would typically only be used during exceptionally heavy snow conditions when on-site storage options have reached their maximum capacity. If off-hauling is used, snow would be transported by truck to various available off-site locations within 20 miles of the plan area that comply with Lahontan Regional Water Quality Control Board standards and properly impose appropriate Storm Water Pollution Prevention Plan (SWPPP) and water quality best management practices programs.

## **RECREATIONAL FACILITIES**

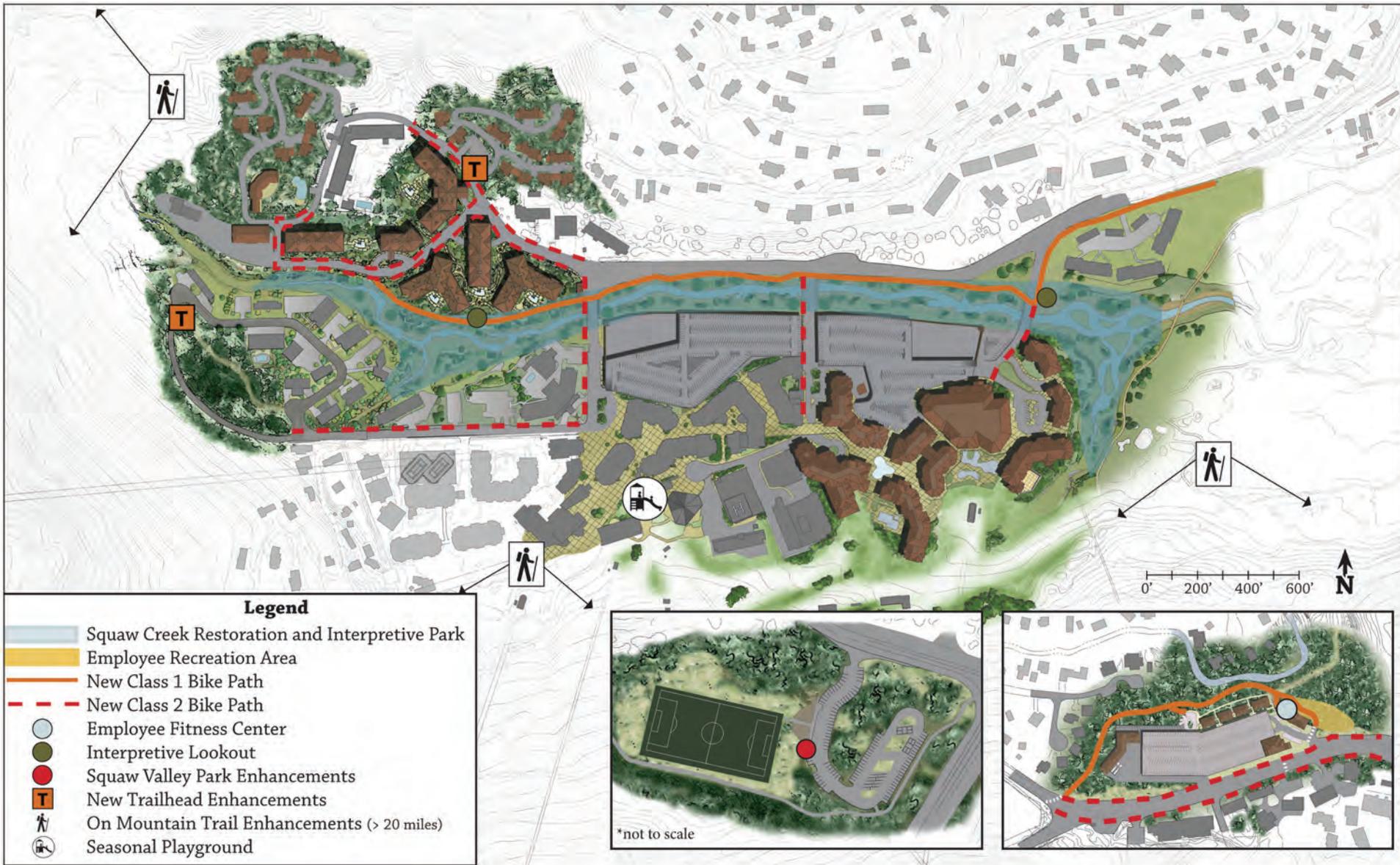
The Specific Plan includes a variety of new recreational facilities and amenities as well as improvements to existing facilities (Exhibit 3-15 and Table 3-3). Proposed bicycle facilities are described in Section 3.4.2, "Circulation and Parking," under "Bicycle Facilities," above, and proposed pedestrian and open spaces are described in Section 3.4.4, "Village Open Space Network," below.



Note: Where adequate space for snow storage is unattainable, an alternative storage location will be identified. The snow storage area north of Squaw Valley Road is only for Squaw Valley Road snow storage. All plans depicted are conceptual based on one possible design of the Project Area and are subject to change.

Source: Squaw Valley Real Estate, LLC 2015; Adapted by Ascent Environmental in 2015

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Note: The Illustrative Concept Plan depicts a representative site plan to show the development that could occur based on the zoning and design standards set forth in the Specific Plan. The Specific Plan provides flexibility regarding the placement and design of individual buildings. For this reason, the Illustrative Concept Plan is subject to change.

Source: Squaw Valley Real Estate, LLC 2015; Adapted by Ascent Environmental in 2015

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<b>Table 3-3 Proposed Parks and Recreation Improvements</b>	
<b>Park/Facility</b>	<b>Proposed Improvements</b>
Squaw Creek Linear Park and Trail	<ul style="list-style-type: none"> <li>▲ Complete trail connectivity from State Route 89 to Shirley Lake Trailhead</li> <li>▲ Add trail improvements to connect the East Parcel to the existing Squaw Valley Trail</li> <li>▲ Include interpretive signage and points of interest along the trail path</li> </ul>
Squaw Valley Trailheads	<ul style="list-style-type: none"> <li>▲ Through signage, informational materials, and site rehabilitation (e.g., establish bike parking, provide shaded picnic area) better identify the Granite Chief Trailhead location and parking</li> <li>▲ Provide off-street vehicle parking, bike parking, restrooms, and shaded picnic area (space permitting) at the Granite Chief and Shirley Lake Trailheads</li> </ul>
New Trail Development	<ul style="list-style-type: none"> <li>▲ Improve existing and develop new trail connections between Alpine Meadows and Squaw Valley (extent and location of trail improvement/development not yet confirmed)</li> </ul>
East Parcel Trails	<ul style="list-style-type: none"> <li>▲ Construct a hiking trail and Class I &amp; II bicycle path through the East Parcel to connect employee housing and an existing trail to the Class I bicycle path along Squaw Valley Road.</li> </ul>
Squaw Valley Community Park	<ul style="list-style-type: none"> <li>▲ Upgrade restroom facilities to include flush toilets and sewer lift station</li> </ul>
New Squaw Valley Seasonal Playspace	<ul style="list-style-type: none"> <li>▲ Tot to kinder 3-dimensional play structures</li> <li>▲ Relocateable and removable during ski season</li> <li>▲ Open to public use</li> </ul>
Source: Squaw Valley Real Estate, LLC 2015	

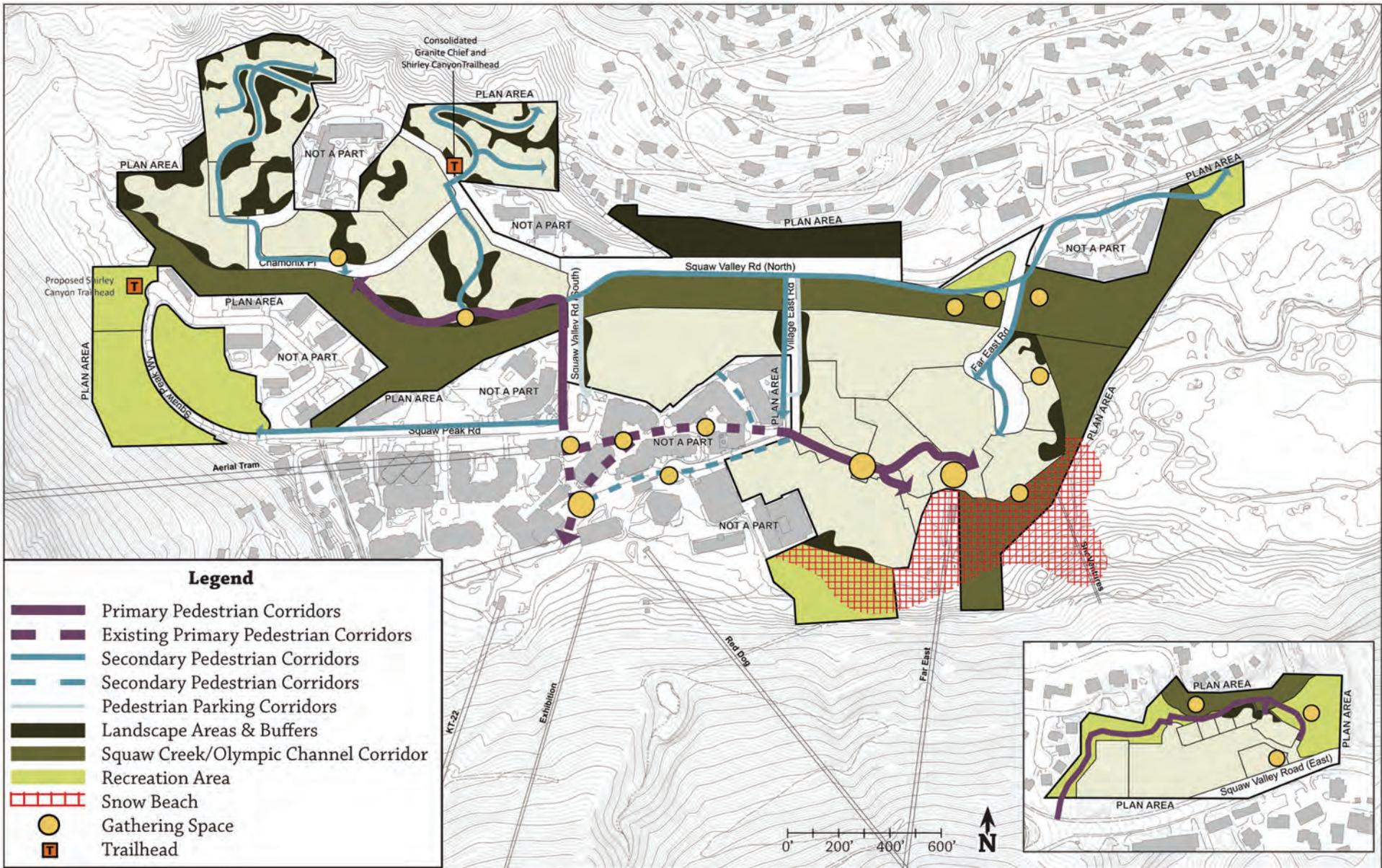
Additional commercial and non-commercial recreational amenities and attractions would be provided in the main Village area, including the Mountain Adventure Camp, ice skating on the central ice rink, playgrounds, public open space corridors, and gathering spaces and small entertainment areas in the pedestrian plazas and corridors.

### 3.4.4 Village Open Space Network

A network of natural and pedestrian oriented open space areas would weave through the main Village area. The basic components of this network include:

- ▲ Primary pedestrian corridors: The main pathways that interconnect all neighborhoods within the main Village area;
- ▲ Secondary pedestrian corridors: The smaller passageways, alleys, and lanes within each Village neighborhood;
- ▲ Pedestrian parking lot corridors: Pathways that provide safe pedestrian circulation between the surface parking lots and the Village;
- ▲ Gathering spaces: The snow beach (southern edge of plan area), plazas, courtyards, and event and entertainment areas along the pedestrian corridors;
- ▲ Landscape Corridors and Buffers: Landscaped open spaces within neighborhoods that provide visual buffers and links to the surrounding forested areas; and
- ▲ The Squaw Creek Preservation Corridor: An open space corridor set aside for future enhancement and restoration activities (see description in Section 3.4.5, “Squaw Creek Restoration,” below).

These components are illustrated in Exhibit 3-16.



### 3.4.5 Squaw Creek Restoration

A portion of Squaw Creek within the plan area was straightened and placed within a trapezoidal channel to provide efficient drainage at the time of the 1960 Winter Olympics (Exhibit 3-17). The Specific Plan designates this portion of Squaw Creek, as well as the remainder of the creek corridor in the plan area, as Village Conservation Preserve (V-CP) (see Exhibit 3-4).

A 150- to 200-foot-wide conservation corridor would be provided for the length of the creek through the plan area where a creek restoration program would be implemented. The creek restoration program would support improvement of terrestrial and aquatic habitat conditions, improved water quality and sediment management, and increased flood conveyance capacity. Additionally, a Class I bicycle and walking trail would be installed along the corridor, as well as interpretative signage and viewing areas.

A conceptual restoration design has been prepared and describes in detail the objectives, proposed methods, and planned outcomes for restoration activities (Balance Hydrologics, Inc. 2014) The following briefly summarizes the overall restoration plan. In the west side of the main Village area, at the confluence of the North and South Forks of Squaw Creek, the proposed design provides for a widened and expanded floodplain area on the north bank to allow for a more gradual transition to the downstream trapezoidal channel and Squaw Valley Road bridge (Exhibit 3-18). This is intended to allow for some level of natural channel migration and improve sediment management conditions. Occasional removal of accumulated sediment and woody debris may be necessary, but would be conducted in a manner to preserve areas of willow riparian habitat. Within the existing trapezoidal shaped channel that runs between the surface parking lots and Squaw Valley Road, the channel would be widened to allow for creation of a low flow meander

channel at the bottom larger channel, and to increase overall high flow capacity of the channel to improve flood protection (Exhibit 3-19). Riparian habitat plantings would be within the widened channel, along with vegetated bank stabilization measures and creation of deeper pools connected by shallow riffle segments. The pools, as well as created backwater channel segments would provide deeper water and cover for fish and other aquatic species. Partially buried logs with rootwads intact would be anchored in the channel to protect the banks during high flows and provide cover and habitat diversity for aquatic species during low to moderate flows. The widest portion of the creek restoration would be at the eastern end of the main Village area, at the confluence of Squaw Creek and the Olympic Channel (Exhibit 3-20). The proposed increase in width in both Squaw Creek and the Olympic Channel would allow for floodplain habitat restoration, sediment deposition, and active sediment management and removal. The design includes grade control structures and depressional features for water retention, groundwater recharge, and collection and management of sediment. The creek restoration will also include traditional hardened banks and boulder slope protection near bridges and other infrastructure to protect these features during high flows. The overall restoration plan would increase the extent and quality of wetlands in the plan area relative to existing conditions.

### 3.4.6 Project Construction

The Specific Plan would be developed over an estimated 25-year buildout period, with some construction proposed to begin as early as spring of 2016. The sequence and pace for constructing various land uses and facilities would be market driven; therefore, a specific construction schedule has not been developed. During some years there may be several Specific Plan elements under construction simultaneously and during other years there may be very little construction activity. However, as a mechanism to express potential maximum construction activity, it is anticipated that during the single most active possible construction year, no more than 20 percent of the total Specific Plan construction effort could occur. Due to typical market cycles, development of this intensity, if it reaches this level, would only happen once during the Specific Plan's estimated 25-year buildout period. The 20 percent total is a maximum-case estimate; it is the equivalent of

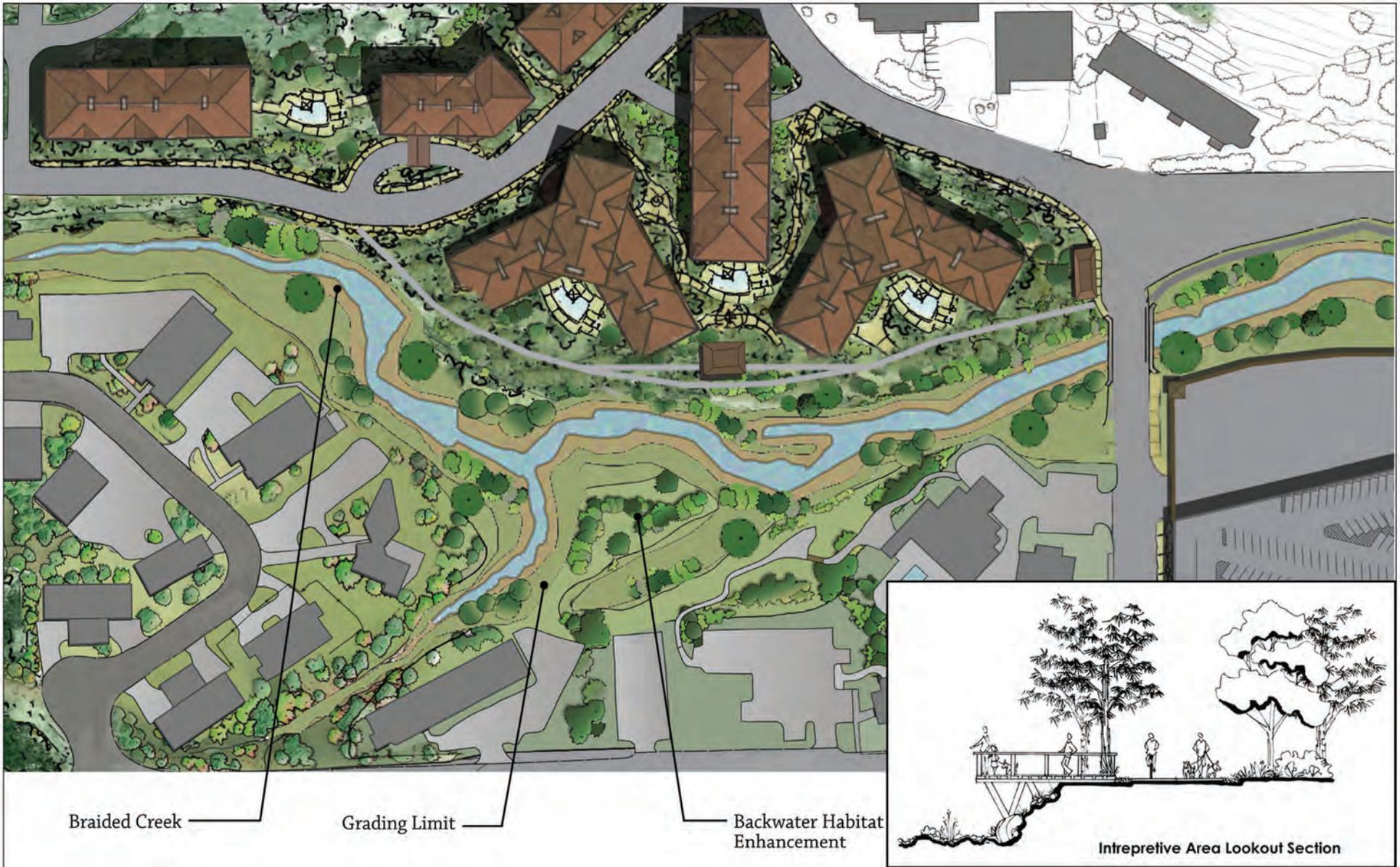


Source: Photos taken by Ascent Environmental in 2013

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**Exhibit 3-17 Photos of Squaw Creek's Trapezoidal Channel (from the Village East Bridge)**

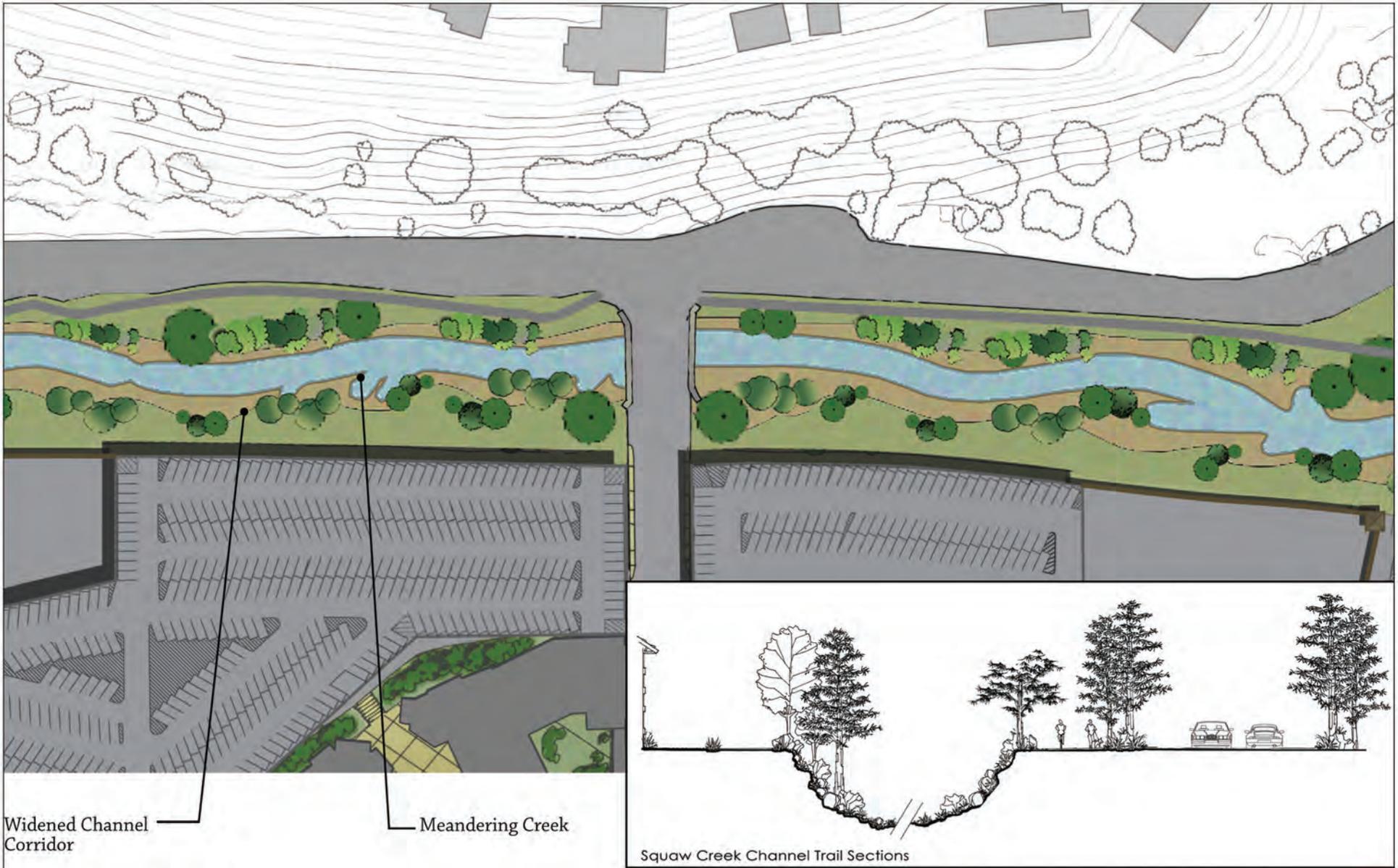




Note: The Concept Plan depicts a representative site plan to show the development that would occur based on the zoning and design standards set forth in the Specific Plan. The Specific Plan provides flexibility regarding the placement and design of individual buildings. For this reason, the Concept Plan is illustrative.

Source: Squaw Valley Real Estate, LLC 2015; Adapted by Ascent Environmental in 2015

X11010091 03 030



Note: The Concept Plan depicts a representative site plan to show the development that would occur based on the zoning and design standards set forth in the Specific Plan. The Specific Plan provides flexibility regarding the placement and design of individual buildings. For this reason, the Concept Plan is illustrative.

Source: Squaw Valley Real Estate, LLC 2015; Adapted by Ascent Environmental in 2015

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High Flow Channel

Olympic Channel Swale & Floodplain

Resort at Squaw Creek Golf Course

Trail and Basin Seating Section

Note: The Concept Plan depicts a representative site plan to show the development that would occur based on the zoning and design standards set forth in the Specific Plan. The Specific Plan provides flexibility regarding the placement and design of individual buildings. For this reason, the Concept Plan is illustrative.

Source: Squaw Valley Real Estate, LLC 2015; Adapted by Ascent Environmental in 2015

X11010091 03 032

300 bedrooms (could be a combination of bedrooms, the Mountain Adventure Camp, and other uses, but no more than 20 percent of the project total construction effort), which is more development than has occurred in any single year on record in Olympic Valley.

Creek restoration is proposed to be complete by the recordation with the County of the Final Map (a step in final development approval) that includes the 600<sup>th</sup> bedroom (i.e., about 40 percent of project development).

Demolition, site preparation, grading, and paving activities would typically occur only during months considered the “construction season” authorized by local and State agencies (approximately May 1 to October 15). However, interior work on buildings, including the indoor application of architectural coatings, could potentially occur during all months of the year.

Typical construction activities would include demolition of existing structures, grubbing/clearing of on-site areas, excavation and relocation of soil on the site, backfilling and compaction of soils, construction of utilities (i.e., potable water conveyance, wastewater conveyance, storm water drainage facilities, underground electrical, and propane facilities), and construction of proposed buildings.

Construction equipment would vary day-to-day depending on the project phase and the activities occurring, but would involve operation of all-terrain vehicles, fork lifts, cranes, pick-up and fuel trucks, compressors, loaders, backhoes, excavators, dozers, scrapers, pavement compactors, welders, concrete pumps and concrete trucks, and off-road haul trucks. Construction workers would access the site via Squaw Valley Road and SR 89.

Construction activities are anticipated to require up to an estimated 136 construction workers during the most intense year of construction (i.e., when up to 20 percent of the overall construction effort is completed in one season). Construction activities would take place from Monday through Friday during normal daytime working hours for the majority of the construction activities; however, it may be necessary to conduct some activities during weekend and night time hours. Examples of activities that may necessitate night time construction include: lengthy and intensive construction elements that cannot or should not be interrupted until complete or strategic milestones are met (e.g., large concrete pours [for foundations, parking structures, etc.], erecting structural steel, erecting structural panels, etc.), weather-related activities such as protecting buildings from incoming storms, and some roadway improvements to make use of lower night time traffic periods.

Any clean excess fill generated by project-related grading/excavation would be reused on (a) the snow beach area, to implement the project applicant’s drainage objectives in that area; and/or (b) the ski mountain, with proper best management practices and vegetation initiatives in place, as has historically been allowed by the Lahontan Regional Water Quality Control Board.

Excavation of existing parking lots and roadways at various times throughout construction would generate large quantities of asphalt, which would be repurposed by removing it, grinding it, and then transporting it to the ski mountain to be utilized as road base for the existing mountain maintenance road network. The use of this type of material—ground asphalt—is currently in practice today. It is expected that most if not all of the asphalt spoils over the course of construction would be repurposed in this way.

### **3.5 Intended Uses of the EIR**

Several agencies will be involved in the consideration of proposed project elements. As the lead agency under CEQA, Placer County is responsible for considering the adequacy of the EIR and determining if the overall project should be approved.

### 3.5.1 Planning Entitlements and Approvals from Placer County

The project applicant requests adoption of a Specific Plan. The proposed Specific Plan includes a land use illustrative concept plan, development standards, and design guidelines for development of the plan area. Specifically, the project applicant is requesting the following actions and planning entitlements from Placer County:

- ▲ Certification of a Final Environmental Impact Report;
- ▲ Amendment of the *Placer County General Plan (2013)*, as needed, to incorporate the Specific Plan;
- ▲ Amendment of the *Squaw Valley General Plan and Land Use Ordinance (1983)*, as needed, to incorporate the Specific Plan (see additional discussion below);
- ▲ Rezone of the plan area to include the Specific Plan zoning designations (see additional discussion below);
- ▲ Adoption of the proposed Specific Plan and Design Guidelines;
- ▲ Adoption of the Specific Plan Development Standards;
- ▲ Approval of a Development Agreement; and
- ▲ Approval of a Large-Lot Tentative Subdivision Map.

The VSVSP proposes redesignating the project site as “Specific Plan” in the SVGPLUO (the General Plan defers to community plans, such as the SVGPLUO, for land use designations and zoning). As stated in the *Placer County General Plan*, “Specific plans provide a bridge between the goals and policies in the General Plan and specific development proposals, and incorporate detailed land-use development standards and design criteria” (Placer County 2013:14). In the case of the VSVSP, a Specific Plan is proposed to create a single, coordinated plan for the plan area as a whole, providing for a well-integrated land use plan, necessary infrastructure and utilities, an integrated pedestrian/bicycle/skier circulation plan, protected open space and view corridors, and a visually cohesive village.

For the most part, the rezones are provided to better align the existing and proposed land uses with the appropriate zoning. For example, most of the Squaw Creek corridor is currently zoned Village Commercial and would be rezoned to Village – Conservation Preservation under the proposed project. Other rezones are necessary for the relocation of certain land uses. For example, Mountain Maintenance would be moved to Lot 19, which would therefore be rezoned to Village – Heavy Commercial (see Exhibits 3-4 and 3-5). Additional information regarding the location of proposed zoning districts, and uses permitted within each district, is available in the proposed VSVSP.

The VSVSP also includes proposed amendments to the text of the SVGPLUO to better reflect current avalanche risk data within the project boundary. These amendments are discussed further in Chapter 12, “Soils, Geology, and Seismicity.” In addition, the VSVSP proposes Policy CP-1 to allow temporary intermittent exceedance of County roadway level of service (LOS) standards in accordance with *Placer County General Plan Policy 3.A.7*. Analysis of this proposal can be found in Chapter 9, “Transportation and Circulation.” The proposed amendments to the SVGPLUO for avalanche risks and the proposed VSVSP Policy CP-1 pertaining to roadway LOS within and adjacent to the plan area are also addressed in Chapter 4, “Land Use and Forest Resources.”

After the Specific Plan and related actions described above are taken, there will be a subsequent approval process for the specific projects proposed within the plan area. In general, if it is determined that a subsequent project is consistent with the Specific Plan and is within the scope of the EIR, further environmental review may not be necessary. For example, Section 65457(a) of the California Government

Code and Section 15182(a) of the State CEQA Guidelines provide that no EIR or negative declaration is required for any residential project undertaken in conformity with an adopted Specific Plan for which an EIR has been certified. If it is determined that a development application is inconsistent with the Specific Plan and/or substantial evidence exists that supports the occurrence of any of the events set forth in Section 21166 of the Public Resources Code and Section 15183 of the State CEQA Guidelines, a determination will be made as to the appropriate subsequent environmental document. Examples of subsequent approvals include small lot tentative maps, Specific Plan amendments, Conditional Use Permits, Tree Permits and Design/Site Review applications. Chapter 8, "Implementation," of the Specific Plan lays out in detail the Subsequent Conformity Review process the County will follow to determine whether a proposed subsequent approval is consistent with the Specific Plan and EIR assumptions, and the extent to which amendments to the plan, and/or additional CEQA analysis are needed.

### 3.5.2 Other Agencies Using the EIR and Consultation Requirements

Permits and approvals may be required from the following federal, state, and local agencies:

#### FEDERAL

- ▲ **U.S. Army Corps of Engineers:** Compliance with Section 404 of the Clean Water Act for discharge of fill to Waters of the U.S. and/or fill of any wetlands that cannot be avoided by the project; including compliance with Section 106 of the National Historic Preservation Act, in coordination with the California State Office of Historic Preservation, for effects to eligible cultural or historic resources.
- ▲ **U.S. Environmental Protection Agency:** Concurrence with Clean Water Act Section 404 permit.
- ▲ **U.S. Fish and Wildlife Service:** Compliance with Section 7 of the federal Endangered Species Act for federal agency approvals if there is potential take of listed species.

#### STATE

- ▲ **California Department of Fish and Wildlife, Region 2:** Compliance with streambed alteration agreement requirements (California Fish and Game Code Section 1602) for any construction activities that occur within the bed or bank of a stream or creek, and Section 2081 of the Fish and Game Code if take of State listed species is likely to occur.
- ▲ **California Department of Forestry and Fire Protection:** Timber Harvest Plan and potentially a Timberland Conversion Permit for tree removal associated with project implementation.
- ▲ **California Department of Transportation, District 3:** Encroachment permit for any activities in the SR 89 right of way and approval of the emergency heliport.
- ▲ **California State Office of Historic Preservation:** Compliance with Section 106 of the National Historic Preservation Act (for any federal action, such as issuance of a Section 404 permit).
- ▲ **Lahontan Regional Water Quality Control Board:** National Pollutant Discharge Elimination System (NPDES) construction stormwater permit (Notice of Intent to proceed under General Construction Permit) for disturbance of more than one acre, discharge permit for stormwater, and Clean Water Act Section 401 water quality certification or waste discharge requirements.

## LOCAL

- ▲ **Placer County Air Pollution Control District:** Authority to construct (for devices that emit air pollutants); permit to operate; and Air Quality Management Plan consistency determination.
- ▲ **Placer County Department of Public Works:** Encroachment permit.
- ▲ **Squaw Valley Public Service District:** Utilities and Infrastructure Plans; Development Agreement.
- ▲ **Tahoe-Truckee Sanitation Agency:** Utilities and Infrastructure Plans.

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