

17 ALTERNATIVES

The California Code of Regulations (CCR) Section 15126.6(a) (State CEQA Guidelines) requires EIRs to describe "... a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather, it must consider a range of potentially feasible alternatives that will avoid or substantially lessen the significant adverse impacts of a project, and foster informed decision making and public participation. An EIR is not required to consider alternatives that are infeasible. The lead agency is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the "rule of reason." This section of the State CEQA Guidelines also provides guidance regarding what the alternatives analysis should consider. Subsection (b) further states the purpose of the alternatives analysis is as follows:

Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment (Public Resources Code [PRC] Section 21002.1), the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.

The State CEQA Guidelines require that the EIR include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project. If an alternative would cause one or more significant effects in addition to those that would be caused by the project as proposed, the significant effects of the alternative must be discussed, but in less detail than the significant effects of the project as proposed (CCR Section 15126.6[d]).

The State CEQA Guidelines further require that the "no project" alternative be considered (CCR Section 15126.6[e]). The purpose of describing and analyzing a no project alternative is to allow decision makers to compare the impacts of approving a proposed project with the impacts of not approving the proposed project. If the no project alternative is the environmentally superior alternative, CEQA requires that the EIR "...shall also identify an environmentally superior alternative among the other alternatives." (CCR Section 15126[e][2]).

In defining "feasibility" (e.g., "... feasibly attain most of the basic objectives of the project ..."), CCR Section 15126.6(f) (1) states, in part:

Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should consider the regional context), and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent). No one of these factors establishes a fixed limit on the scope of reasonable alternatives.

In determining what alternatives should be considered in the EIR, it is important to consider the objectives of the project, the project's significant effects, and unique project considerations. These factors are crucial to the development of alternatives that meet the criteria specified in Section 15126.6(a). Although, as noted above, EIRs must contain a discussion of "potentially feasible" alternatives, the ultimate determination as to whether an alternative is feasible or infeasible is made by the lead agency's decision-making body, here the Placer County Board of Supervisors (Board). (See PRC Sections 21081.5, 21081[a] [3].)

17.1 CONSIDERATIONS FOR SELECTION OF ALTERNATIVES

17.1.1 Attainment of Project Objectives

As described above, one factor that must be considered in selection of alternatives is the ability of a specific alternative to attain most of the basic objectives of the project (CCR Section 15126.6[a]). Chapter 3, "Project Description," articulated the project objectives, including the fundamental underlying purpose of the VSVSP, which 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 support the fundamental underlying purpose (repeated from Chapter 3, "Project Description"):

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.

Related to objective #13, above, Appendix K contains a Competitive Marketing Analysis that was prepared for Squaw Valley/Alpine Meadows to compare the types of facilities/experiences available at other world class North American ski destinations.

17.1.2 Environmental Impacts of the Village at Squaw Valley Specific Plan

Chapters 4 through 16 of this DEIR address the project-specific environmental impacts of the project. Potentially feasible alternatives were developed with consideration of avoiding or lessening the significant adverse impacts of the project, as identified in Chapters 4 through 16. In summary, the significant impacts of the project are:

- ▲ **Population, Employment, and Housing:** The project would generate an additional 574 full-time equivalent (FTE) employees annually. Although the project would provide employee housing for a maximum of 300 FTE employees, it would also remove facilities in the plan area that currently provide housing for up to 99 employees. As such, the project would not be consistent with *Placer County General Plan* policies that require new projects to provide housing for 50 percent of the project's FTE employees. Mitigation has been recommended to reduce this impact to a **less-than-significant** level.
- ▲ **Biological Resources:** Construction activities have the potential to result in the removal or degradation of sensitive habitats, including jurisdictional wetlands, wet meadows, and riparian vegetation. In addition, there could be significant impacts to special-status species, including Sierra Nevada yellow-legged frog; nesting raptors and special-status birds; Sierra Nevada mountain beaver; Sierra Nevada snowshoe hare; and pallid, western red, and Townsend big-eared bats, due to construction activities. The project could also result in disturbance or loss of animal movement and migratory corridors, and special-status plants during construction. Additionally, the project would result in the removal of trees; could result in the potential loss or degradation of riparian and mixed conifer, alder, and willow habitats; and could result in additional effects on biological resources due to trail construction and improvements. Mitigation has been recommended to reduce these impacts to a **less-than-significant** level.

Construction activities, including excavations and well construction, could result in water quality impacts on fish and aquatic resources. Additionally, if sewer line segments are not properly abandoned or removed, or if appropriate measures are not taken to protect surface waters during open trenching or borings of stream crossings, temporary degradation of aquatic habitat and/or direct hazards to aquatic life could result. In the long-term, the increase in groundwater extraction, along with continued and increased pumping in existing and new wells, particularly near the stream corridor, could result in long-term impacts to fish and fish habitat downstream in the meadow reach of Squaw Creek. Mitigation has been recommended to reduce these impacts to a **less-than-significant** level.

- ▲ **Cultural Resources:** Construction could extend into undisturbed soil, potentially disturbing subsurface archaeological, historical, or Native American resources and/or human remains that were not observable during surveys. Mitigation has been recommended to reduce these impacts to a **less-than-significant** level. The proposed project would result in the demolition of seven buildings on the project site, two of which are 1960s Olympics-related buildings that have been determined eligible for the National Register of Historic Places and California Register of Historic Resources: the Nevada Spectators' Center (now the Far East Center) and the Athletes' Center (now the Olympic Valley Lodge). Even with mitigation (recordation, etc.), the loss of these two buildings would result in a **significant and unavoidable** impact because the historic resources would no longer exist. (Note: the Preservation of Historical and Wetlands Resources Alternative, described in Section 17.3, "Alternatives Selected for Detailed Analysis," is intended to reduce/avoid this significant and unavoidable impact.)
- ▲ **Visual Resources:** Construction activity including ground disturbance, construction material staging areas, partially constructed buildings, and construction equipment would alter the visual character of the project site and would detract from foreground views from Squaw Valley Road, a designated Placer County scenic route, of the scenic vistas of the west end of the valley. The project would add new lighting, especially at night, which could adversely affect nearby residents. Mitigation has been recommended, but would not fully reduce these impacts; therefore, they would remain **significant and unavoidable**. Proposed design guidelines would be expected to result in a visually appealing development, and the project would not result in view blockage of mountain peaks and slopes, which

would result in a **less-than-significant** impact to visitors; however, long-term part-time and permanent residents may consider the additional development as a continuation of the development trend of a scenic Valley, and in some instances, individual view blockages will result. While a subjective issue, this impact is considered a **significant and unavoidable** impact on scenic vistas to long-term residents. (Note: the Reduced Density Alternative, described in Section 17.3, “Alternatives Selected for Detailed Analysis,” is intended to reduce/avoid this significant and unavoidable impact.)

- ▲ **Transportation and Circulation:** The project would result in the following significant transportation and circulation impacts:
 - Vehicle trips generated by the project would worsen traffic conditions along the segment of Squaw Valley Road between Squaw Creek Road and the Village Area from LOS D to F during the Saturday winter daily condition. Mitigation, including traffic management, has been recommended to reduce this impact to a **less-than-significant** level.
 - The project would worsen operations to unacceptable levels or exacerbate already unacceptable operations at the Squaw Valley Road/Village East Road, Squaw Valley Road/Far East Road/Christy Hill Road, Squaw Valley Road/Wayne Road, and Squaw Valley Road/Squaw Creek Road intersections during one or more analysis peak hours. Mitigation, including traffic management, has been recommended, and would reduce this impact to a **less-than-significant** level for all intersections within the plan area, except the Squaw Valley Road/Village East Road intersection. Therefore, even with mitigation, this impact would remain **significant and unavoidable** for the Squaw Valley Road/Village East Road intersection unless and until Policy CP-1 in the VSVSP is adopted. (Note: the No Project–SVGPLUO Development Alternative, the Reduced Density Alternative, and the Widened Squaw Valley Road Alternative described in Section 17.3, “Alternatives Selected for Detailed Analysis,” are intended to reduce/avoid this significant and unavoidable impact.)
 - The project would exacerbate unacceptable operations at the SR 89/Alpine Meadows Road intersection. Mitigation, including the construction of a planned traffic signal at this intersection, has been recommended to reduce this impact to a **less-than-significant** level; however, the impact would be **significant and unavoidable** in the short-term if the planned traffic signal is not constructed prior to the project generating sufficient vehicle trips to generate an increase in intersection delay of more than 2.5 seconds. (Note: the No Project–SVGPLUO Development Alternative and the Reduced Density Alternative described in Section 17.3, “Alternatives Selected for Detailed Analysis,” are intended to reduce/avoid this significant and unavoidable impact.)
 - The project would cause an adverse vehicular queuing condition at the SR 89/Squaw Valley Road intersection during the winter Saturday a.m. peak hour. Mitigation, including lengthening the northbound left-turn lane and modifying the traffic signal timing at the SR 89/Squaw Valley Road intersection, has been recommended to reduce this impact, but it would remain **significant and unavoidable** because the mitigation may be unacceptable to Caltrans, infeasible due to right-of-way constraints and environmental impacts, and/or may not be implemented in a reasonable period. (Note: the No Project–SVGPLUO Development Alternative and the Reduced Density Alternative described in Section 17.3, “Alternatives Selected for Detailed Analysis,” are intended to reduce/avoid this significant and unavoidable impact.)
 - The project would exacerbate already unacceptable operations on the segments of SR 89 between Deerfield Drive and West River Street, and SR 28 east of SR 89 in Tahoe City during the summer Friday p.m. peak hour. Because there are no available mechanisms to provide an acceptable LOS on the SR 28 and SR 89 segments, this impact would be **significant and unavoidable**. (Note: the No Project–SVGPLUO Development Alternative and the Reduced Density Alternative described in Section 17.3, “Alternatives Selected for Detailed Analysis,” are intended to reduce/avoid this significant and unavoidable impact.)

- The project may not provide an adequate supply of public transit service to meet the anticipated demand. Mitigation, including the creation of a community service area (CSA) or a community facilities district (CFD) to provide additional funding for increased transit service, has been recommended to reduce this impact to a **less-than-significant** level.
- Project construction would generate employee and truck trips, which would use segments of SR 89 and Squaw Valley Road. These activities could cause lane closures, damage to roadways, and increased conflicts with bicyclists and pedestrians. Mitigation, including the development of a construction traffic management plan, has been recommended to reduce this impact to a **less-than-significant** level.
- ▲ **Air Quality:** Project operation would result in long-term emissions of air pollutants primarily due to mobile sources (i.e., vehicle traffic), as well as area sources (e.g., fire places) and stationary sources (e.g., backup emergency generators) that would exceed applicable air district thresholds. However, mitigation has been recommended that would reduce long-term operational impacts to air quality to a **less-than-significant** level.
- ▲ **Noise:** The project would result in the following significant noise impacts:
 - Project construction would require night time construction work that would exceed applicable Placer County noise standards. In addition, construction activities would be located in close proximity to existing and future planned receptors. Therefore, construction noise could result in a substantial increase in noise in the project area. Mitigation has been recommended to reduce construction noise, but night time construction work would still exceed night time noise standards at sensitive receptors. Thus, this impact would remain **significant and unavoidable**. (Note: the No Project–SVGPLUO Development Alternative and the Reduced Density Alternative, described in Section 17.3, “Alternatives Selected for Detailed Analysis,” are intended to reduce/avoid this significant and unavoidable impact.)
 - Construction could require pile driving that could result in ground vibration and noise impacts. Mitigation has been recommended that would ensure that proper construction techniques and distances to buildings and sensitive receptors are adhered to, and would thus reduce this impact to a **less-than-significant** level.
 - The project would result in long-term stationary noise from delivery loading docks, emergency generators, HVAC units, parking structures, and outdoor activity areas such as ice skating rinks. These sources could potentially expose sensitive receptors to excessive noise levels depending on final building footprint locations with respect to these receptors. The project would also add new noise-sensitive receptors that could potentially be exposed to existing noise sources in the project area. Mitigation has been recommended to reduce the exposure of sensitive receptors to stationary noise sources to a **less-than-significant** level.
 - The project would result in long-term traffic-noise increases, and would add traffic noise to road segments that are currently in exceedance of applicable Placer County noise standards. In addition, Squaw Valley Road, during the summer season, is currently in compliance with Placer County noise standards, but, as a result of the project, would experience a noticeable increase in noise (i.e., more than 3 dB) and would exceed the Placer County noise standards. Mitigation has been recommended to reduce the exposure of traffic-generated noise to a **less-than-significant** level at new sensitive receptors; however, no feasible mitigation is available to reduce the project’s traffic noise below the Placer County noise standards for existing sensitive receptors. This impact would therefore remain **significant and unavoidable** for existing sensitive receptors. (Note: the No Project–SVGPLUO Development Alternative and the Reduced Density Alternative, described in Section 17.3, “Alternatives Selected for Detailed Analysis,” are intended to reduce/avoid this significant and unavoidable impact.)

- ▲ **Soils, Geology, and Seismicity:** Project implementation could expose structures and persons to effects of ground rupture and shaking, risks of liquefaction and lateral spreading due to seismic shaking, and effects of snow avalanche. Mitigation, including preparation of a Final Fault Evaluation Report, a Geotechnical Engineering Report, and amendments to the Specific Plan's Avalanche Hazard Mitigation Plan, as well as implementation of the recommendations contained therein, has been recommended to reduce these impacts to a **less-than-significant** level.
- ▲ **Hydrology and Water Quality:** Construction activities could result in temporary construction-related contaminant discharges that could cause water quality degradation. Mitigation has been recommended to reduce this impact to a **less-than-significant** level. Groundwater pumping, if not conducted appropriately, could lead to adverse changes to groundwater levels, groundwater and surface water interactions, and water quality downstream of the plan area. Mitigation has been recommended to reduce this impact to a **less-than-significant** level. Reconfiguration of Squaw Creek and the Olympic Channel could result in a beneficial impact if implemented and managed appropriately, helping to correct and compensate for past direct disturbances to these channels and restoring more natural geomorphic conditions and channel and floodplain functions. In the long-term, runoff water quality from the East Parcel could be degraded without proper long-term management of snow storage; mitigation has been recommended to reduce this impact to a **less-than-significant** level. Finally, impacts related to flood hazards would be reduced to a **less-than-significant** level with mitigation that requires the proper sizing of conveyance facilities and posting of informational flood hazard warning signs.
- ▲ **Public Services and Utilities:** The project would result in additional water demand on the Olympic Valley alluvial aquifer. Water supply would be sufficient, although increased pumping of the basin's groundwater could result in secondary effects to Squaw Creek, as explained under Biological Resources and Hydrology and Water Quality, above. Mitigation, including designing the well field such that drawdown effects are managed to avoid well interference and sufficient groundwater levels, has been recommended to reduce this impact to a **less-than-significant** level. The project would be served by existing and upgraded (as part of the project) sewer facilities that have sufficient capacity to collect, and convey wastewater through the project area; however, there may not be sufficient capacity in the Truckee River Interceptor during peak flow periods to serve existing plus project flows. Mitigation has been recommended to reduce this impact to a **less-than-significant** level. The project includes new resort residential units and new commercial space, which would increase the demand for fire protection and emergency services. As part of the project, new fire substation would be constructed to serve the west end of Squaw Valley. Additionally, mitigation, including providing additional staffing, facilities, and equipment, has been recommended to reduce this impact to a **less-than-significant** level.
- ▲ **Hazardous Materials and Hazards:** The project could expose construction workers and the environment to potentially hazardous materials, including asbestos, lead, heavy metals, and radon gas. During project construction and peak operational days, increased traffic congestion along Squaw Valley Road and SR 89 could interfere with the use of these main roadways for emergency evacuation routes. Project implementation would expose people and structures to an area with a high risk of wildfire. Finally, project construction and operation could result in additional mosquito breeding habitat, which could contribute to an existing health hazard associated with vector control. Mitigation has been recommended to reduce these impacts to a **less-than-significant** level.
- ▲ **Greenhouse Gases and Climate Change:** Project operation would result in substantial GHG emissions that may be less efficient than needed to achieve GHG reduction targets that could be in place after 2020, when the project is completed. Therefore, the project has the potential to result in a substantial contribution to GHG emissions. Mitigation has been recommended to reduce this impact; however, because of several unknowns (e.g., the GHG emissions target in effect after 2020, the effectiveness of adopted regulatory actions, and the potential for new regulations) this impact would remain **potentially significant and unavoidable**. (Note: the No Project–SVGPLUO Development Alternative and the Reduced Density Alternative, described in Section 17.3, "Alternatives Selected for Detailed Analysis," are intended to reduce/avoid this significant and unavoidable impact.)

17.2 ALTERNATIVES CONSIDERED AND NOT EVALUATED FURTHER

State CEQA Guidelines Section 15126.6(c) provides the following guidance in selecting a range of reasonable alternatives for the project. The range of potential alternatives for the project shall include those that could feasibly accomplish most of the basic objectives of the project, and could avoid or substantially lessen one or more of the significant effects. The EIR should also identify any alternatives that were considered by the lead agency, but were rejected during the planning or scoping process and briefly explain the reasons underlying the lead agency's determination.

The following describes alternatives considered by Placer County and the project applicant but not evaluated further in this DEIR, and a brief description of the reasons for the County's determination.

17.2.1 Project Described in the October 2012 Notice of Preparation

This alternative would be the project as it was described in the original, October 2012 notice of preparation (NOP)—before project development was substantially reduced (the room count alone was reduced by more than one-half) and employee housing was added on the East Parcel. Table 17-1 provides a comparison between development under the October 2012 NOP and the proposed project.

Table 17-1 Summary Comparison of Development Under the October 2012 NOP and the Proposed Project			
Land Use	Development Under the October 2012 NOP¹	Proposed Project²	Difference
Condo-Hotel/Resort Residential³			
Units	1,295	850	-445
Rooms	3,238	1,493	-1,745
Commercial Square Footage			
Village Commercial - Core (VC-C)	356,000	223,369	-132,631
Village Commercial - Neighborhood (VC-N)	41,000	40,364	-636
Village - Heavy Commercial (V-HC)	57,000	10,000	-47,000
Entrance Commercial (EC)	0	20,000	20,000
Total Commercial Square Feet	454,000	297,733	-156,267
Notes: NOP = notice of preparation			
¹ From Table 1-1 of the <i>Village at Squaw Valley Specific Plan and Phase 1 Project Initial Study</i> , October 2012.			
² From Table 3.1 of the <i>Village at Squaw Valley Specific Plan</i> , October 2014.			
³ Does not include employee housing on the East Parcel.			
Source: Compiled by Ascent Environmental in 2014			

As shown, development under the October 2012 NOP would be greater than the proposed project. This alternative would include up to 1,295 resort residential units (with a maximum of 3,238 bedrooms) and up to 454,000 square feet of commercial space. The project site for this alternative would encompass approximately 101 acres, and would not include the East Parcel. A number of comments were provided on the NOP for this development proposal; in response to these comments and to market conditions, the project proposal was subsequently reduced.

Given the larger project footprint (approximately 15 acres larger than the project) and greater development potential under this alternative, albeit with similar types of development, this alternative would result in greater impacts than the project. Specifically, visual impacts would be greater under this alternative due to increased building heights (up to 46 feet taller than the proposed project) and would likely result in overall significant and unavoidable effects. Additionally, traffic and air quality impacts would be incrementally greater as a result of up to 445 additional resort residential units containing up to 1,745 additional bedrooms and additional commercial square footage. All other impacts would be similar or greater than the

proposed project given the level of development. This alternative would not reduce or avoid any of the significant impacts of the project. Further, this alternative would not provide employee housing—an important feature of the proposed project. Finally, it is not known whether water supply would be sufficient to supply this alternative and other growth in the Valley.

Although this alternative might be feasible and would meet overall project objectives, there would be no environmental advantages; this alternative would likely result in greater impacts than the project, as described above. Therefore, this alternative is not evaluated further in this DEIR.

17.2.2 Maximum Development Allowed per the SVGPLUO

Under this alternative, the project site would be developed to reflect the maximum development allowed by the existing SVGPLUO, which is the approved land use plan for the 4,700-acre Squaw Valley. No amendments to the SVGPLUO would be required. Table 17-2 provides a comparison between the maximum development potential of the SVGPLUO and the proposed project.

Land Use	SVGPLUO	Proposed Project ¹	Difference
Condo-Hotel/Resort Residential²			
Units	1,877	850	-1,027
Rooms	3,754	1,493	-2,261
Commercial Square Footage			
Commercial	595,466	297,733	-297,733
Notes: SVGPLUO = Squaw Valley General Plan and Land Use Ordinance			
¹ From Table 3.1 of the <i>Village at Squaw Valley Specific Plan</i> , October 2014.			
² Does not include employee housing on the East Parcel.			
Source: Compiled by Ascent Environmental in 2014			

As shown, the maximum development potential of the SVGPLUO is more than twice that of the proposed project. At maximum buildout density, the SVGPLUO would include over 1,000 more units and approximately twice the commercial square footage than the proposed project.¹ While creek restoration would likely be required in some form of any project abutting the creek due to SVGPLUO policy and to address potential habitat, water quality, and groundwater impacts, restoration efforts would likely be more fragmented and less extensive than under the proposed project if there were multiple applicants.

Given the greater development potential under this alternative, albeit with similar types of development, this alternative would result in greater impacts than the proposed project. Specifically, traffic and air quality impacts would be incrementally greater as a result of over 1,000 additional resort residential units. Additionally, visual impacts could be greater under this alternative; the SVGPLUO does not prescribe height restrictions, and given the greater development yield on relatively the same site, development under this alternative would likely be taller than the proposed project. The ability to supply water to an alternative of this size, as well as other expected development, is not known. All other impacts would be similar or greater than the proposed project given the greater level of development. This alternative would not reduce or avoid any of the significant impacts of the project.

Whether or not this alternative is feasible is unknown. It is likely too large to be supported by market conditions. Further, there may not be sufficient water supply to serve this level of development. There would be no environmental advantages of implementing this alternative; it would likely result in greater impacts than the proposed project, as described above. Furthermore, this alternative would not meet project

¹ The SVGPLUO does not identify a maximum allowable square footage for commercial space; rather, the allowable commercial space is based on floor area ratios. For purposes of this DEIR, it is assumed that this alternative would include approximately twice the commercial square footage proposed as part of the project because the project includes approximately half of the allowable residential units per the SVGPLUO.

objective related to providing a compact development that minimizes the overall resort footprint (#7). Therefore, this alternative is not evaluated further in this DEIR.

17.2.3 Off-site Alternatives

Off-site alternatives are generally considered in EIRs when one of the means to avoid or eliminate the significant impacts of a project is to develop it in a different available location. Such alternatives are especially appropriate where a proposed project would put a site to uses different than those contemplated in the governing general plan, which presumably reflects land use policies reached after much deliberation and public involvement, and also in instances where there is an ample supply of similarly situated land that could be developed for a project. The SVGPLUO (Community Plan) identifies the project site as an area that would be ultimately developed with a mix of uses, and the *Placer County General Plan* shows the site as within a community plan area, also indicating the intent that it would ultimately be developed. Thus, both of the adopted plans pertinent to the project site envision it as an area that will be developed. Further, the project is geographically tied to a world class ski resort.

To attain the basic objectives of the project, the project would need to be in Squaw Valley (realize a year-round destination resort, consistent with the vision and objectives of the SVGPLUO [#1]; and protect and enhance natural resources in Olympic Valley [#6]). These basic objectives would be difficult to attain at a location outside of Squaw Valley. Because of the nature of the project (predominantly expansion of existing Village and addition/enhancement of related resort amenities), off-site alternatives that place the “core” facilities away from the existing Village would not attain some of the basic project objectives: focus resort related development in proximity to the existing Village and mountain ski area (#3) and provide resort facilities that integrate with and support mountain operations (#4). The project needs to be sited near an existing resort-type amenity (i.e., the existing ski resort) to be economically sustainable (#13). The Squaw Valley Village is already situated on its site, with extensive facilities and infrastructure already in place.

There are no known sites within the Valley that are sufficient in size to accommodate the project (or a project of similar size) that would not result in most, if not more, of the significant impacts that would occur with the project. Most undeveloped land in the Valley is mountainous, forested, and thus could provide habitat for sensitive species. Development of this land with urban uses would not be appropriate or likely to be approved. In addition, any alternative sites would likely be more distant from main thoroughfares (Squaw Valley Road) and highways (SR 89), requiring construction of additional utility and transportation infrastructure to serve the alternative site, which would, in turn, be likely to have additional impacts, including growth-inducing impacts. Other locations, such as Alpine Meadows (which is also owned by the project applicant), were not explored in this analysis, because, in effect, the same relative impacts would be transferred to another location, rather than avoided or substantially lessened. Additionally, most of the other land at Alpine Meadows is leased by the project applicant. There is not sufficient land owned in fee to develop the proposed project. In addition, the feasibility of alternative sites is not known.

The project site represents the only available major land area in Squaw Valley that is capable of providing the mix of uses that would attain the basic project objectives. Therefore, alternative locations for the proposed project within Squaw Valley are not considered feasible and, thus, this alternative is not evaluated further in this DEIR.

17.2.4 Residential (No Resort) Development

Under this alternative, the project site would be developed with single-family residential land uses. It is likely that these residences would be used as primary residences, second (vacation) homes, and/or vacation rentals. No resort uses (e.g., condo/hotel, Mountain Adventure Camp, tourist-serving commercial, and parking, etc.) would be developed. This alternative would be developed around and adjacent to the existing

day skier parking lots, which would serve to restrict the number of single-family residences that would be developed under this alternative.

This alternative would result in different, but not necessarily reduced impacts compared with the project, given the different development type (residential vs. resort). The types of impacts that would be generated would vary depending on the actual mix of primary residences vs. second homes. For example, greater demands on public services and utilities would be associated with a permanent population as well as more daily vehicle trips to/from Olympic Valley. A more transient population, however, would result in similar travel patterns to the proposed project (with long vehicle trips originating from outside of Olympic Valley). Because the area would be developed with residential uses, forest and biological resources would be affected in a manner similar to what is anticipated under the project. Also, development of residential uses that are not resort-oriented would not be compatible with existing land uses, specifically the operation of a ski resort. Therefore, an opportunity for conflict between the competing land uses would be introduced.

While this alternative could reduce some of the impacts of the project, it would not attain the project's basic objectives, including the fundamental underlying purpose of developing a year-round destination resort (#1) that is on par with peer world class North American ski destinations (#13). This alternative would not be consistent with the goals and objectives of the SVGPLUO or *Placer County General Plan*, which contemplate resort development on the site. This alternative would not provide a wide range of destination resort services and amenities to guests and residents on site (#2). It would not integrate with and support mountain operations (#4) and it would not provide a connected, walkable, tourist-serving mixed-use development (#8).

Because this alternative would not attain the project's basic objectives, including the fundamental underlying purpose of developing a year-round destination resort that is on par with peer world class North American ski destinations, and because it would be inconsistent with existing land use policy, it is not evaluated further in this DEIR.

17.2.5 On-mountain Development

This alternative would involve placing development on the mountain rather than in the Village. This alternative has been considered in the past by prior applicants and included a High Camp Hotel. This alternative would face difficult access issues, as well as other constraints. An existing mountain road does not have a drivable grade. The proposed High Camp Hotel would require an unreliable transportation option—the tram—which, under existing conditions, shuts down when winds reach 25 miles per hour.

Existing land use designations and zoning on the mountain include approximately four acres of Alpine Commercial, with the rest zoned Forest Recreation, which does not allow commercial or residential development. Thus, the existing *Placer County General Plan* land use policy framework does not support on-mountain development; rather, it supports redevelopment and new development at the Village.

Given the relatively undeveloped and undisturbed (except for ski uses) nature of the mountain, this alternative would result in substantially greater impacts than the proposed project (and potentially new significant and unavoidable impacts) in almost all issue areas, especially with respect to forest, biological, and visual resources.

In addition to generating greater environmental impacts, this alternative would not meet project objectives, especially those related to being consistent with the vision and objectives of the SVGPLUO (#1), focusing resort related development in proximity to the existing Village and mountain ski area (#3), focusing project development primarily on previously disturbed/developed areas (#5), protecting natural resources in Olympic Valley (#6), and providing a level of development compatible with existing uses and development practices (#9). Therefore, this alternative is not evaluated further in this DEIR.

17.2.6 Project Adjustments from NOP Comments

Based on the public and agency comments received in response to the original October 2012 NOP and revised February 2014 NOP as well as numerous public meetings and other outreach, various ideas have been introduced to adjust/change proposed project elements. These include the following:

- ▲ relocation of the Village – Heavy Commercial (V-HC) zoning to the eastern portion of the plan area as shown in the June 2013 Specific Plan,
- ▲ reduced density or ground-level coverage for Lots 16 and 18 because this area above the Valley floor may be one of the most active aquifer recharge areas,
- ▲ reduced employee housing density at the East Parcel, and
- ▲ reduced parking density at the East Parcel with greater structural setback between Squaw Valley Road and the parking structure.

The suggestion of relocating the heavy commercial zoning, as provided in the first bullet, attempts to relocate the air quality, noise, and traffic-related impacts associated with heavy commercial land uses to an area that is farther away from existing, residential land uses in western Olympic Valley. Reducing the density or ground-level coverage for Lots 16 and 18, as provided in the second bullet, attempts to reduce the project's impacts related to groundwater recharge; however, this is not a significant impact of the project (and thus would not necessitate a project alternative to reduce/avoid the impact). The suggestions provided in the third and fourth bullets attempt to reduce/avoid the project's significant traffic impacts by reducing density and establishing setbacks between land uses. Reducing employee housing on the East Parcel would require locating employee housing elsewhere, likely in the Valley, which would relocate rather than eliminate impacts, and could exacerbate some impacts depending on the location (e.g., location could result in additional biological resources impacts). While these project adjustments may meet most project objectives, they are not evaluated further in this DEIR because they would not reduce the project's impacts, and because they are not different enough from the proposed project or other alternatives to meaningfully inform decision-making.

17.2.7 Elimination of the Mountain Adventure Camp

This alternative would be the same as the proposed project, except that under this alternative, the Mountain Adventure Camp would be eliminated in favor of a more passive, summer recreational use (e.g., expansion of the existing golf course, creation of a mountain bike area, etc.). This alternative was considered as a way to reduce/avoid the traffic and energy use generated by the proposed project, specifically the Mountain Adventure Camp, during the summer. However, the Mountain Adventure Camp would not generate substantial traffic by itself (it would primarily be an on-site amenity for visitors to enjoy while staying in the area, but would not be expected to generate substantial sole purpose visits); an alternative that eliminates this facility would not necessarily reduce the project's traffic impacts. Therefore, there would likely be little to no environmental advantages of implementing this alternative. Further, this alternative would not meet the project objectives related to providing a year-round destination resort (#1) with sufficient size and services to be on par with peer world class North American ski destinations (#13). For these reasons, this alternative is not evaluated further in this DEIR.

(Note: the Mountain Adventure Camp would be eliminated as a by-product of the Reduced Building Heights Alternative, described below.)

17.2.8 Reduced Building Heights

This alternative would have a similar, though slightly smaller, density as the project, with building heights conforming to the existing Intrawest Village (i.e., 75 feet). Table 17-3 provides a comparison between this alternative and the proposed project. The intent of this alternative would be reduction of visual impacts.

Table 17-3 Summary Comparison of Development Under the Reduced Building Heights Alternative and the Proposed Project			
Land Use	Reduced Building Heights Alternative	Proposed Project	Difference
Condo-Hotel/Resort Residential ¹			
Units	792	850	58
Rooms	1,377	1,493	116
Other Components			
Commercial Square Footage	207,733	297,733	90,000
FTE Employees	522	574	-52
Notes: FTE = full-time equivalent			
¹ Does not include employee housing on the East Parcel.			
Source: Compiled by Ascent Environmental in 2014 with data provided by Squaw Valley Real Estate, LLC in 2014 and 2015			

Development under this alternative would be of a similar density compared to the proposed project; the main difference is the height of new buildings, which would be 75 feet under this alternative instead of up to 108 feet under the project. More buildings would be needed on the site to support the overall development, meaning more roof surface. Snow storage under this alternative would be minimized because most snow would be stored on rooftops; thus, allowing for the elimination of the proposed snow storage bunkers on Lots 11 and 12. Another important difference is that the Mountain Adventure Camp would not be constructed under this alternative because the height restriction would render this facility infeasible. Almost all parking would be provided in podium parking structures beneath project buildings.

If building heights are lowered, as shown, the overall footprint of buildings on the project site would need to be enlarged, as inferred above, to facilitate the development of a comparable number of units and bedrooms, both of which would be slightly reduced under this alternative. Thus, visual impacts may be greater because the development footprint would be larger, and view blockage would not be avoided. Further, more properties would be adversely affected by the viewshed impacts (whereas the proposed project better limits viewshed impacts to a smaller area). Residents north of the project site that are “uphill” would see shorter buildings than under the proposed project; however, those who are less than 75 feet above the project site would see a more uniform and massive/unvaried set of buildings than the project, and view corridors through the project site. Moreover, the proposed height of buildings with the project is not the overarching visual impact concern expressed in the analysis; rather, the visual impacts are linked to the overall long-term development of the Valley as seen by long-term residents, as well as view blockages to existing part-time residents. This alternative would not reduce or avoid any of those significant impacts of the project, including visual impacts for which this alternative was specifically developed to reduce.

Further, this alternative would negatively affect parking supply and traffic because (1) more structured parking would be required to serve the expanded building footprint, (2) the ability to increase parking supply on peak days would be lost (i.e., no open-air, top-deck parking on Lots 11 and 12), and (3) the East Parcel would require a third level (whereas only two levels would be required under the proposed project).

This alternative would not meet the project objectives related to providing a compact development that minimizes the overall resort footprint (#7) that minimizes reliance on the automobile for movement in and out of the plan area and within the plan area (#11). Further, due to the loss of the Mountain Adventure Camp, this alternative would not provide a year-round destination resort (#1) with sufficient size and services to be on par with peer world class North American ski destinations, and that is economically sustainable (#13). For these reasons, this alternative is not evaluated further in this DEIR.

17.2.9 Off-site Parking Facilities

This alternative was developed to address the project's significant transportation and circulation impacts primarily with respect to increased traffic from resort guests and resort employees. The project would require approximately 5,100 parking spaces. Under this alternative, dedicated off-site parking facilities would be identified or constructed in Truckee and/or Tahoe City (approximately 2,000 spaces) and shuttle service provided to/from Squaw Valley. Additionally, employee housing could be constructed in Truckee and/or Tahoe City and employees would use the same shuttle service. Parking would still be provided within the plan area, but this would primarily be for overnight guests (approximately 3,100 spaces). While this alternative would reduce traffic along Squaw Valley Road and SR 89 compared to the project, it is unknown if it would avoid the project's significant and unavoidable impacts along these corridors without knowing the details of the size and location of each off-site parking facility and the specific peak hour trip reductions they would generate on the roadway network. Off-site parking could also create localized traffic congestion in proximity to the parking entrances and exits. There could be additional environmental effects as well. The proposed parking structures would be built in an area that has been disturbed for decades. For example, if off-site parking were constructed on undisturbed land, it could result in the loss of biological and/or cultural resources. Further, if constructed in Tahoe City, the parking facility would be within the environmentally sensitive Lake Tahoe Basin, likely resulting in the need to consider impacts to water quality among other issues.

This alternative may be infeasible for financial reasons; restricting parking within the plan area would likely reduce overall use of the ski facilities as they become more inconvenient compared to other, less restricted resorts. In addition, the cost of acquiring land for off-site parking sites (if they are even available) is unknown, and could be prohibitive. Further, numerous NOP and public scoping comments expressed concern over whether day skiers would be adversely affected by the project, and this type of parking scheme would directly affect this group. While not an environmental issue, this is an important social issue and was one factor behind redesign of the project after release of the NOP in October 2012.

This alternative would reduce impacts on traffic congestion on Squaw Valley Road, but may create new impacts. It would not meet the project objectives related to providing a resort that integrates with and supports mountain operations (#4) and that is economically sustainable (#13). Therefore, this alternative is not evaluated further in this DEIR.

17.2.10 Redevelopment of Prime Real Estate

This alternative would focus development on the redevelopment of key base areas that are not fully developed, including:

- ▲ redevelopment of the Olympic House to a mid-rise, five-star landmark hotel/condo hotel;
- ▲ demolition of Members Locker Room and Squaw Kids, and redevelopment of this area into a mid-rise, five-star signature hotel/condo hotel;
- ▲ demolition and relocation of Red Dog maintenance area and redevelopment of this area into two four-star family hotels that are attached to the 90,000-square-foot Mountain Adventure Camp;
- ▲ conversion of all large surface parking lots to multi-level structured parking with quality lodging and condos above;
- ▲ demolition of Olympic Valley Lodge and redevelopment of this area into a mid-rise, four-star hotel/condo hotel; and
- ▲ development of high-end, fractional cabins on the moderate sloped areas in the northwest corner of the plan area.

Table 17-4 provides a comparison between this alternative and the proposed project.

Table 17-4 Summary Comparison of Development Under the Redevelopment of Prime Real Estate Alternative and the Proposed Project			
Land Use	Redevelopment of Prime Real Estate Alternative	Proposed Project	Difference
Condo-Hotel/Resort Residential ¹			
Units	1,275	850	-425
Rooms	3,097	1,493	-1,604
Other Components			
Commercial Square Footage	454,000	297,733	-156,267
FTE Employees	1,177	574	-603
Notes: FTE = full-time equivalent			
¹ Does not include employee housing on the East Parcel.			
Source: Compiled by Ascent Environmental in 2014 with data provided by Squaw Valley Real Estate, LLC in 2014 and 2015			

This alternative would result in increased impacts on views from existing neighborhoods and from Squaw Valley Road due to taller buildings. Neighboring properties would sustain increased construction impacts under this impact. More severe traffic impacts as well as air pollutant emissions and noise impacts would be sustained due to increased development. Shadow impacts to some real estate could occur in some areas depending on how buildings are laid out relative to adjacent uses. Potential over-supply of commercial space under this alternative may create deleterious economic impacts. This alternative would result in the loss of the Members Locker Room—an impact that would not occur under the proposed project and an important resource for existing long-term users of the ski resort. Finally, the ability to supply water to this alternative is unknown.

In addition to generating greater environmental impacts, this alternative would not meet project objectives, especially those related to providing a level of development compatible with existing uses and development practices (#9). For these reasons, this alternative is not evaluated further in this DEIR.

17.3 ALTERNATIVES SELECTED FOR DETAILED ANALYSIS

Alternatives evaluated in this DEIR are:

- ▲ **No Project—No Development Alternative**, which assumes no new development occurs on the project site;
- ▲ **No Project—SVGPLUO Development Alternative**, which would include some level of development, consistent with the SVGPLUO (which amounts to slightly less than 50 percent of the project when comparing bedroom counts and commercial square footage). This alternative reflects a continuation of non-master-planned development at similar density and site utilization as development over the last 25 years;
- ▲ **Reduced Density Alternative**, which would reduce the amount of development by approximately 50 percent, but in a master-planned development;
- ▲ **Widened Squaw Valley Road Alternative**, which would widen Squaw Valley Road from two to four lanes to accommodate the increased traffic that would be generated by the project;
- ▲ **Preservation of Historical and Wetlands Resources Alternative**, which would change the proposed footprint to preserve historical and wetlands resources; and
- ▲ **Alternative Water Tank Location**, which would move the proposed 0.7 million gallon water storage tank to an alternative location south of the plan area.

Each of these alternatives is described in more detail and analyzed below.

17.3.1 Requirements for No Project Alternatives Analysis

CCR Section 15126.6(e) (1) requires that the no project alternative be described and analyzed “to allow decision makers to compare the impacts of approving the project with the impacts of not approving the project.” The no project analysis is required to discuss “the existing conditions at the time the notice of preparation is published...as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services” (Section 15126.6[e][2]). “If the project is... a development project on identifiable property, the ‘no project’ alternative is the circumstance under which the project does not proceed. Here the discussion would compare the environmental effects of the property remaining in its existing state against environmental effects which would occur if the project is approved. If disapproval of the project under consideration would result in predictable actions by others, such as the proposal of some other project, this ‘no project’ consequence should be discussed. In certain instances, the no project alternative means ‘no build’ wherein the existing environmental setting is maintained. However, where failure to proceed with the project will not result in preservation of existing environmental conditions, the analysis should identify the practical result of the project’s non-approval and not create and analyze a set of artificial assumptions that would be required to preserve the existing physical environment.” (Section 15126[e][3][B].)

17.3.2 No Project—No Development Alternative

Under the No Project—No Development Alternative, no actions would be taken and the project site would remain unchanged from its current condition; development outside of the plan area would continue as planned. Although both the SVGPLUO and *Placer County General Plan* foresee development in this area, this analysis uses existing conditions as the “no project” scenario to allow consideration of a full range of alternatives. No development of the project site would occur and existing uses on the site would continue. Although this alternative is evaluated herein, it is an unlikely long-term alternative for the project site. This is because the SVGPLUO (Community Plan) identifies the project site as an area that would be ultimately developed with a mix of uses, and the *Placer County General Plan* (County General Plan) shows the site as within a community plan area, also indicating the intent that it would ultimately be developed. Further, the general area has been the subject of numerous development proposals, including approved but unbuilt phases of the existing Intrawest Village development.

Given the SVGPLUO and *Placer County General Plan* designations for resort development and the large interest in continued development of Squaw Valley, future development interest in the project site is extremely likely. The regional economic base will continue to expand as a result of this and other development projects in the region, and the associated growth in resort and lodging demand will increase the development pressure on the project site. Therefore, it is unreasonable to assume that the site would remain in its current condition on a long-term basis.

Consistent with CEQA, the No Project—No Development Alternative is nevertheless evaluated in this DEIR. The No Project—No Development Alternative would not meet any of the project objectives. This alternative also would not be consistent with the goals and objectives of the SVGPLUO or the *Placer County General Plan*, which calls for resort development at the project site.

LAND USE AND FOREST RESOURCES

This alternative would not divide an established community, nor would it conflict with plans adopted for the purpose of avoiding or mitigating a significant effect (including the *Placer County General Plan*, SVGPLUO, or *Placer County Zoning Ordinance*). Compatibility with adjacent land uses would not change and this alternative would not alter the present or planned land use of an area. The No-Project Alternative would not result in conversion of forest land or loss of trees, as would occur with the proposed project, although the project

transfers more land (through rezoning) to forest uses than it would develop, and the impact is not significant. Overall, impacts under this alternative would be less than those that would occur with the project. *(Less)*

POPULATION, EMPLOYMENT, AND HOUSING

The No Project—No Development Alternative would not generate any new residents, jobs, or homes in Squaw Valley. Overall, impacts under this alternative would be less than those that would occur with the project, which would create a substantial demand for employee housing. *(Less)*

BIOLOGICAL RESOURCES

The No Project—No Development Alternative would not result in any new ground disturbance on the project site. Therefore, existing biological communities on the project site would be preserved in their current condition and/or removal of special-status plant and animal species and sensitive biological communities would not occur. Overall, impacts under this alternative would be less than those that would occur with the project. However, restoration of Squaw Creek, a beneficial project effect, would not occur. *(Less)*

CULTURAL RESOURCES

Under the No Project—No Development Alternative, no earthwork or ground-disturbing activities would occur. There would be no potential for disturbance to undiscovered human remains or archaeological resources; this alternative would avoid the project's potentially significant impacts to these resources, although, mitigation is available to reduce these impacts to less-than-significant levels. This alternative would not involve building demolition, including two 1960s Olympics-related buildings that have been determined eligible for the National Register of Historic Places and the California Register of Historical Resources—the Olympic Valley Lodge (formerly Athlete's Center) and the Far East Center (formerly Nevada Spectator's Center)—thus avoiding a significant and unavoidable impact. Overall, impacts under this alternative would be less than those that would occur with the project. *(Less, would avoid a significant and unavoidable impact)*

VISUAL RESOURCES

Under this alternative, there would be no alteration of the visual character of the project site. Views of the project site from surrounding vantage points would not change, and no new sources of light and glare would be created, as would occur with the proposed project, so the significant and unavoidable visual impacts to long-term residents related to overall development within the Valley would not occur. Under this alternative, the existing resort would remain visually unchanged. The site would remain predominantly a parking lot, with scattered buildings of various styles. Overall, impacts under this alternative would be less than those that would occur with the project. However, aesthetic impacts are subjective, and while this alternative would avoid a significant impact, the overall architectural character of the proposed project is more in keeping with the surrounding mountain and village character than the existing parking lots, and would provide the site with a more unified visual appearance. Given these factors, some would consider the aesthetics of the project an improvement over the current appearance of the site. Overall, impacts under the No Project—No Development Alternative would be less than those that would occur with the project. *(Less, would avoid significant and unavoidable impacts)*

TRANSPORTATION AND CIRCULATION

Traffic would not increase above existing levels. Significant and potentially unavoidable construction and operational impacts from the proposed project, particularly during peak ski days, would be avoided. *(Less, would avoid significant and unavoidable impacts)*

AIR QUALITY

Under the No Project—No Development Alternative, construction- and operational emissions of criteria air pollutants—significant, but mitigable under the project—would not increase. *(Less)*

NOISE

Under this alternative, no construction activities would take place and there would be no increases in short-term construction-related noise at nearby sensitive receptors. No increase in project traffic noise would occur, including significant and unavoidable impacts to residents in outdoor areas along Squaw Valley Road during summer months. Overall, the No Project—No Development Alternative would result in less noise impacts compared to the project. *(Less, would avoid significant and unavoidable impacts)*

SOILS, GEOLOGY, AND SEISMICITY

Under this alternative, no new development would be constructed, and existing on-site resort operations would not change. Therefore, the No Project—No Development Alternative would have no impact associated with geological hazards or soil erosion. All of the seismic hazards described in Section 12.1, “Environmental Setting,” would remain as under existing conditions. Project impacts could all be reduced to less-than-significant levels. This alternative would not create any conditions to increase those existing hazards or reduce the risks to people, structures, or the environment. Overall, the No Project Alternative would result in less soils, geology, and seismicity impacts compared to the project. *(Less, but no significant difference)*

HYDROLOGY AND WATER QUALITY

Under the No Project—No Development Alternative, no construction or soil disturbance would occur and, therefore, there would be no change in runoff conditions and soil erosion from the project site and, thus, no impacts on storm drainage systems. By comparison, development of the project would add new development at the main Village area and the East Parcel, which could potentially increase surface runoff, potentially resulting in exceeding the capacity of on-site stormwater systems and increasing the potential for on-site flooding. Therefore, this impact under the project would be potentially significant. However, recommended mitigation would reduce this impact to a less-than-significant level. The proposed project would provide adequate on-site storm drainage facilities to ensure that all runoff from the project site will not exceed system capacity, and incorporate appropriate BMPs into project design to prevent long-term water quality degradation. This, along with creek restoration, would serve to improve existing conditions, including an overall reduction in sediment flow (a current problem for which the Regional Board has imposed a “total maximum daily load” [TMDL]) into Squaw Creek. Therefore, even though the No Project—No Development would not result in any changes to discharges from the project site over time the impacts on the creek, particularly downstream of the project site, could be greater under this alternative. *(Greater with respect to conditions in Squaw Creek because of the absence of creek restoration, but less with respect to runoff)*

PUBLIC SERVICES AND UTILITIES

Under this alternative, no new development would be constructed, and existing on-site resort operations would not change. Therefore, this alternative would have no impact associated with demand for public services and utilities. Overall, the No Project—No Development Alternative would result in less impacts compared to the project. *(Less)*

HAZARDOUS MATERIALS AND HAZARDS

Under this alternative, no new development would be constructed, and existing on-site resort operations would not change. The use of hazardous materials on-site would not change from existing conditions. Further, this alternative would continue to follow all existing hazardous material and emergency response plans currently in place. Therefore, the No Project—No Development Alternative would not result in any

increased impacts to public health and safety related to hazardous materials or hazards compared to the project. (Less)

GREENHOUSE GASES AND CLIMATE CHANGE

Under the No Project—No Development Alternative, the project site would not be further developed. Construction emissions of GHGs would not be generated by the project and would remain at existing levels. Thus, the No Project—No Development Alternative would generate less GHG emissions in comparison to the project. (Less)

17.3.3 No Project—SVGPLUO Development Alternative

This alternative includes a likely development scenario, consistent with the SVGPLUO, representing another version of the CEQA No Project Alternative (i.e., what would happen with the project site if built out under the current SVGPLUO rather than the proposed Specific Plan). This alternative would differ from “Maximum Development Allowed per the SVGPLUO,” described previously as a considered but not evaluated further alternative, in that it would include a likely development scenario (but not the maximum development allowed) if the project were not implemented. This alternative assumes development with similar densities as historically developed on similarly zoned properties in the project vicinity, considering such recent developments as the Intrawest Village, Resort at Squaw Creek, Squaw Valley Lodge, and Olympic Village Inn.

Exhibit 17-1 shows a concept plan for this alternative. Table 17-5 presents a comparison between this alternative and the proposed project at buildout.

The total projected level of development for this alternative mirrors the previous 25 years in terms of site utilization and therefore assumes demand and absorption of new development would continue at the historic pace in Olympic Valley. As shown in Table 17-5, this alternative would be slightly more than 50 percent smaller than the proposed project (when comparing bedroom counts and commercial square footage).

Development under this alternative is also assumed to occur somewhat disjointedly (as in the past; e.g., Intrawest Village, Squaw Valley Lodge, and Resort at Squaw Creek) rather than as a master planned development. (Note: an alternative reflecting reduced development but within a master plan is also considered). The developments would be adjacent to one another, but not integrated, reducing the potential for creation of a compact, walkable development. As a result, view corridors may not be preserved and there would be fewer coordinated facilities. A smaller water tank would be constructed under this alternative. This alternative would not include many of the components included in the proposed project because smaller developments would not be able to fund such improvements. In particular, there would be no construction of the Mountain Adventure Camp or the Village open space network. Additionally, fewer recreational amenities would be provided under this alternative because there would be less of these amenities needed to meet County standards; recreational amenities would be completed individually for each project, and would likely not be coordinated.

The SVGPLUO includes a goal to restore disturbed drainage areas; thus, some restoration of Squaw Creek would be required. However, with multiple projects/applicants implementing restoration independently in order to mitigate impacts generated by the individual projects, creek restoration would be more modest, and less cohesive than under the proposed project. It is anticipated that no earth-moving (e.g., widening the trapezoidal channel, earthwork at Olympic Channel) would be conducted, and restoration would likely be limited to vegetation plantings and a similar scale of measures by individual projects, rather than comprehensive restoration.

The East Parcel would not be developed with active resort uses or employee housing, but rather would likely be developed for overflow/intercept surface parking and off-site snow storage.



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

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Exhibit 17-1

No Project – SVGPLUO Development Alternative



Table 17-5 Summary Comparison of No-Project—SVGPLUO Development Alternative and the Proposed Project			
Land Use	No-Project—SVGPLUO Development Alternative	Proposed Project¹	Difference
Single-Family Residential²			
Units	4	0	-4
Rooms	16	0	-16
Condo-Hotel/Resort Residential			
Units	508 ³	850	342
Rooms	779 ³	1,493	714
Other Components			
Retail and Restaurant Square Footage	68,760 ^{3,4}	57,230	-11,530
FTE Employees	314	574	262
Notes: FTE = full-time equivalent			
¹ From Table 3.1 of the <i>Village at Squaw Valley Specific Plan</i> , October 2014.			
² Based on existing 1.76 acres of HDR-10 zoning in the northwestern portion of the plan area.			
³ This is the plan area's contribution to the total level of resort development forecast to occur if the Specific Plan is not approved. The development levels estimated for the Plan Area take into account development demand satisfied by other contemporaneous resort projects, namely Resort at Squaw Creek Phase II, and smaller boutique projects adjacent to the plan area. Ninety square feet of resort-serving commercial development per room was assumed.			
⁴ Resort serving commercial square footage was evenly divided between Food & Beverage and Retail uses to determine new FTE's.			
Source: Compiled by Ascent Environmental in 2014 with data provided by Placer County in 2014			

The No Project—SVGPLUO Development Alternative would further some of the project objectives, but not to the extent that the proposed project would. For example, this alternative would place development in proximity to the existing Village and mountain ski area (#3), and would focus development primarily on previously disturbed/developed areas (#5). The Specific Plan, however, provides for more Forest Recreation and Conservation Preserve zoning than the current SVGPLUO. Nonetheless, consistent with CEQA requirements, this No Project—SVGPLUO Development Alternative is evaluated in this DEIR because it is a more likely development scenario (compared with the No Project—No Development Alternative) if the proposed project were not implemented.

LAND USE AND FOREST RESOURCES

Like the project, this alternative would not physically divide the existing community because the existing ski resort is already an established use in the project area. This alternative would not require a General Plan amendment and would therefore be consistent with the currently adopted General Plan, the SVGPLUO, and Placer County Zoning. Under this alternative, future development would be required to comply with the Placer County Tree Ordinance and Timber Harvest Plan requirements. (*Similar*)

POPULATION, EMPLOYMENT, AND HOUSING

Similar to the project, this alternative would generate a temporary increase in employment related to construction activities. Development under this alternative includes the same types of tourist-based land uses (e.g., hotels, condos) as the project, which would not contribute substantially to population growth of year-round residents, but would result in population growth of new resort-residential guests, although at a lesser rate than the project. This alternative would result in demand for additional employee housing, but to a lesser extent than the project. (*Less*)

BIOLOGICAL RESOURCES

Construction and operation of this alternative would disrupt the same general, or potentially slightly less, land area, vegetation, species, and habitat types as the project and therefore impacts to biological resources would be similar, or possibly slightly less. There would be less land designated as “undevelopable” (e.g., Conservation Preserve and Forest Recreation) than under the project. As with the project, the majority of

development would be within areas already paved. It is anticipated that creek restoration would be more modest, focusing on the minimum necessary to address specific direct development impacts, and no significant earth-moving e.g., widening the trapezoidal channel, earthwork at Olympic Channel) would be conducted. In addition, as this alternative would potentially develop less land and there would then be less potential to disturb plant and animal species as well as habitat during construction and operations, and less groundwater pumping would be required thereby resulting in less of a potential to adversely affect the meadow reach of Squaw Creek. Construction of new resort-residential uses, such as condo-hotels and condominiums or single-family homes would be likely to occur in the northwest portions of the project site where the fractional cabins are proposed (Lots 16 and 18) and would have similar impacts to biological resources compared to the project. Overall, impacts of this alternative would be similar but may be slightly less than the proposed project, although with less beneficial impact associated with channel restoration. *(Potentially less, could avoid significant impacts depending on location; less benefit associated with channel restoration)*

CULTURAL RESOURCES

Implementation of this alternative would include land use development similar to the proposed project but overall development would be less intense (e.g., fewer condo units and retail/commercial space, no Mountain Adventure Camp). Nonetheless, this alternative would require demolition of the Olympic Valley Lodge (formerly Athlete's Center) and the Far East Center (formerly Nevada Spectator's Center), as would also occur under the proposed project. Although unlikely, construction and excavation activities associated with this alternative could unearth previously undiscovered or unrecorded human remains or archaeological resources, if they are present. Mitigation is available to reduce this impact. *(Similar)*

VISUAL RESOURCES

Construction activities under this alternative would be similar to the project and would alter the visual character of the project site and would detract from foreground views from Squaw Valley Road, a designated Placer County scenic route, of the scenic vistas of the west end of the valley. Like the project, this alternative would add new lighting, especially at night, which could adversely affect nearby residents. While less development would occur, it would likely be spread over a similar amount of area as the project and is not likely to be unified by a common architectural theme. It is not known if a high-quality unified architectural style would be implemented. Architectural styles of individual projects would vary and would be similar to existing developments adjacent to the project creating an assemblage of mountain architectural styles. Overall development patterns would be similar to the project, though some buildings would be less intensive than project buildings in the Village Core and portions of the Village Neighborhood. Under this alternative development would be more spread out, resulting in similar overall visual resource impacts as the project. Views of the project area from adjacent properties and the surrounding area would be significantly altered, including some view blockages, and scenic views from Squaw Valley Road would be negatively affected. Further, because there are no building height limits in the existing Village Commercial zone, new buildings could be taller and more likely to block views. The overall visual effect would be additional development within a similar footprint as the project. Although it would occur at a less intensive scale, because it would be visually disjointed, the impact would likely be greater than the project to both visitors (seeing disjointed development) and long-term residents (who would still experience the long term trend of Valley development). *(Similar, although overall visual impacts may be greater)*

TRANSPORTATION AND CIRCULATION

Under this alternative, land use development would be similar to the proposed project but overall development would be less intense (e.g., fewer condo units and retail/commercial space, no Mountain Adventure Camp). This alternative would result in increased traffic on local and regional roads, highways, and intersections, but due to the reduced size of development of this alternative, substantially less traffic would result, as described below.

Table 17-6 displays the number of new vehicle trips that would be generated by this alternative during the winter Saturday daily and a.m. peak hour, and Sunday p.m. peak hour conditions. At buildout, this alternative would generate about 1,766 new daily vehicle trips that would enter or exit the Olympic Valley (i.e., pass through the SR 89/Squaw Valley Road intersection) during a winter Saturday, which is 37 percent less than the proposed project (which would generate 2,820 trips during a winter Saturday [see Table 9-18]). During the Saturday a.m. peak hour, about 100 new trips would be generated (which is one third less than the proposed project’s 150 trips [see Table 9-18]). During the Sunday p.m. peak hour, about 140 new trips would be generated (which is 30 percent less than the proposed project’s 200 trips [see Table 9-18]).

Table 17-6 No-Project—SVGPLUO Development Alternative Trip Generation (Peak Winter Conditions)

Land Use	Maximum Amount	Saturday Daily			Saturday a.m. Peak Hour			Sunday p.m. Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
Condo Hotel (Guests)	779 hotel/condo rooms	496	470	966	21	18	39	13	40	53
Single Family	& 4 single family units &	7	7	14	0	0	0	0	1	1
Condo Hotel (Employees) ¹	231 employees	124	124	248	12	5	17	0	32	32
Restaurants & Retail (Employees) ¹	35.48 ksf Rest., 33.28	144	144	288	22	0	22	2	22	24
Restaurants & Retail (Guests) ²	ksf Retail & 293 employees	100	100	200	8	2	10	10	10	20
Miscellaneous ³	-	25	25	50	5	5	10	3	7	10
Total External Vehicle Trips⁴		896	870	1,766	68	30	98	28	112	140
Employee Vehicle Trips on Squaw Valley Road ⁵		27	27	54	3	0	3	0	5	5
Shuttle trips on Squaw Valley Road ⁶		35	35	70	3	3	6	6	6	12
Total Vehicle Trips on Squaw Valley Road⁷		690	664	1,354	40	28	68	32	69	101

Notes: ksf = thousand square feet

¹ To be conservative, all employees assumed to reside outside of Olympic Valley. 90% of employee trips start/end at East Parcel, where they are shuttled to base area. Remaining 10% of employee vehicle trips are assumed to need a vehicle for work, and therefore drive to project site. Note that employee counts differ from full time equivalents (FTEs), which is a unit of employment activity used elsewhere in this chapter.

² These are trips made by guests not staying overnight or not otherwise already at the resort to ski/board.

³ Includes delivery trucks, emergency/utility service vehicles, transit, taxi, and other (e.g., pick-up/drop-offs) trips.

⁴ This number of trips is added to SR 89 and passes through the SR 89/Squaw Valley Road intersection.

⁵ 10 percent of employee vehicle trips expected to begin/end at project site due to need for car during work.

⁶ Shuttle buses transport employees between Specific Plan area and East Parcel.

⁷ This number of trips is added to Squaw Valley Road between Village Area and East Parcel. It consists of: hotel/condo/fractional guests, restaurant/retail customers, miscellaneous trips, and shuttle trips.

Source: Appendix G

This alternative would likely not result in a year-round resort, so summer traffic would be substantially less. Table 17-7 displays the number of new vehicle trips that would be generated by this alternative during the summer Friday p.m. peak hour. As shown, this alternative would generate approximately 344 trips to/from the main Village area during this peak hour, which is 42 percent less than the proposed project (which would generate 590 trips during this peak hour [see Table 9-19]).

Table 17-7 No-Project—SVGPLUO Development Alternative Trip Generation (Peak Summer Friday p.m. Peak Hour Conditions)

Land Use	Maximum Quantity	Trip Rate ¹			Trips		
		In	Out	Total	In	Out	Total
Village Area Land Uses							
Hotel/Condo/SF Units (Guests/Deliveries)	763 units after	0.187	0.183	0.37	143	140	283
Hotel/Condo/ SF Units (Employees)	maximum lock-offs	0.02	0.06	0.08	15	46	61
Total External Vehicle Trips					158	186	344

Notes: ksf= thousand square feet; N/A = Not Applicable

¹ Trip rate for hotel/condo units based on Resort Hotel (LU Category 330) from the *Trip Generation Manual* (Institute of Transportation Engineers 2012) with adjustments made as described above. Trip rate accounts for trips made by guests, employees, and deliveries. Since Resort Hotel category also considers on-site amenities (shopping, recreation, etc.), external trips associated with proposed retail and restaurant uses are included in this rate.

Table 17-7 No-Project—SVGPLUO Development Alternative Trip Generation (Peak Summer Friday p.m. Peak Hour Conditions)							
Land Use	Maximum Quantity	Trip Rate ¹			Trips		
		In	Out	Total	In	Out	Total
Source: Appendix G							

Overall, traffic impacts would be less under this alternative; however, impacts would remain great enough that most, if not all of the mitigation measures required for the proposed project would also be required for this alternative, In addition, significant and unavoidable impacts identified for the proposed project (Impacts 9-2, 9-3, 9-4, and 9-5) would remain significant and unavoidable under this alternative. *(Less)*

AIR QUALITY

Implementation of this alternative would result in short-term construction emissions of air pollutants similar to, but to a lesser degree (because less development would occur) than the project. Operation of this alternative, like the project, would result in long-term emissions of air pollutants primarily due to mobile sources (i.e., vehicle traffic), as well as area sources and stationary sources (e.g., backup emergency generators). Operation of this alternative would generate less traffic and develop less land and therefore would result in less long-term operational air emissions. *(Less, may avoid a significant impact)*

NOISE

Similar to the proposed project, construction timing, schedule, and intensity would vary depending on market demand. In addition, this alternative includes similar land uses (e.g., parking structures, retail, commercial, condos) as the proposed project and therefore would result in similar construction activities during the day, and could potentially include some limited night time construction as with the project. However, less construction would occur over the same time period, and therefore noise from construction activities would be less frequent than those with the project. *(Less, would reduce but not avoid a significant and unavoidable impact)*

With regards to long-term operational noise, this alternative would include the same type of stationary noise sources (e.g., HVAC units, loading docks, outdoor activity areas, and emergency generators) as the project and would also add traffic to local roadways, however less traffic in comparison to the project. Because this would not be a year-round resort, summer traffic-related noise would be substantially less. More specifically, the 65 A-weighted decibels (dBA) day-night average noise level (L_{dn}) noise contour of Squaw Valley Road would be reduced from 80 feet under the proposed project to 64 feet under this alternative. No new development would occur within this distance to Squaw Valley Road and therefore no new sensitive receptor would be exposed to excessive traffic-noise levels (see Appendix I for modeling results). However, with respect to existing sensitive receptors, the 60 dBA L_{dn} noise contour of Squaw Valley Road would be reduced from 170 feet under the proposed project to 138 feet under this alternative. Multiple sensitive receptors exist along Squaw Valley Road within this distance and, as described in Chapter 11, “Noise,” no feasible mitigation is available. As such, impacts to existing sensitive receptors between 138 and 170 feet from Squaw Valley Road would be avoided as compared to the proposed project. However, sensitive receptors within 138 feet from Squaw Valley Road would still be affected. *(Less)*

SOILS, GEOLOGY, AND SEISMICITY

Like the project, implementation of this alternative would include construction of structures in the vicinity of earthquake fault traces, in areas with subsurface materials subject to liquefaction and lateral spreading, and could result in the placement of new structures and low-hazard avalanche zones and adjacent to high-hazard avalanche zones. *(Similar)*

HYDROLOGY AND WATER QUALITY

Under this alternative less land would be developed and therefore during construction less soil disturbance would occur and there would be less of a change in runoff conditions and soil erosion. However, development would still occur under this alternative at the main Village area and the East Parcel, which could potentially increase surface runoff, potentially resulting in exceeding the capacity of on-site stormwater systems and increasing the potential for on-site flooding. Further, the reduction in size of this alternative would result in less water demand and less potential for adverse effects to Squaw Creek associated with the meadow reach, which is mitigable. However, restoration of Squaw Creek, would likely be more modest than the project, and therefore may not result in the same benefit in terms of sediment reduction and improvements in TMDL-imposed conditions. *(Less, may avoid potentially significant impacts but may also not include offsetting Squaw Creek restoration benefits)*

PUBLIC SERVICES AND UTILITIES

Like the project, this alternative would result in increased demand for public services such as fire, police, and emergency medical services, and would result in increased demand for utilities such as potable water, wastewater collection/treatment, and solid waste collection. Due to the reduced size of development, less demand for public services would result. However, a new fire substation in or near the Village area would be required under this alternative, similar to the project, to serve the anticipated population growth. As described in Mitigation Measure 14-7b, the new fire substation would be required when approximately 50 percent of the project's lodging units (or 425 units) have been constructed in the plan area. Under this alternative, it is assumed that this same requirement would be triggered once approximately 425 units (of the estimated 512 units; see Table 17-5) are constructed in the west end of Olympic Valley. It is likely that under this alternative, fewer recreational land uses would be developed because recreational amenities would be completed individually for each project under this alternative rather than in a cohesive and coordinated fashion as with the proposed project. In addition, if projects were developed by individual land owners it is less likely that trail improvements on resort controlled property would be constructed. Less water demand would occur, but this is not a significant impact of the project. Under this alternative, there is a potential that fewer wells than proposed for the project would need to be constructed. In addition, upgrades to off-site sewer lines are less likely under this alternative. *(Less)*

HAZARDOUS MATERIALS AND HAZARDS

Under this alternative, the use and handling of hazardous materials would be consistent with federal, state, and local regulations that would minimize the potential for upset or accident conditions or exposure to nearby receptors. Similar construction activities would occur under this alternative and therefore the same impacts related to exposure of people or the environment to hazards would occur. Traffic congestion as a result of construction may also occur but to a lesser extent. Impacts regarding hazardous material sites, wildfire risk, and health hazards would be the same. *(Similar)*

GREENHOUSE GASES AND CLIMATE CHANGE

Similar to the proposed project, this alternative would generate greenhouse gas emissions during construction activities, primarily associated with the use of heavy-duty construction equipment, and during operations, primarily associated with mobile sources (i.e., vehicular traffic) and energy consumption. Given that this alternative is 50 percent smaller than the project, it would generate fewer emissions than the project. *(Less)*

17.3.4 Reduced Density Alternative

As described in Section 17.1, "Considerations for Selection of Alternatives," the project would result in significant and unavoidable impacts related to cultural resources, visual resources, transportation and

circulation, noise, and greenhouse gases emissions; the purpose of the Reduced Density Alternative would be to avoid or substantially reduce these impacts.

Under this alternative, the overall size of the project (e.g., unit count, commercial square footage, employee housing, parking, etc.) would be reduced by approximately 50 percent, as shown in Table 17-8. The 50 percent reduction was based on a rough conceptual estimate of the minimum amount of development reduction required to reduce traffic volumes sufficiently to have no significant traffic impacts. Exhibit 17-2 shows a concept plan for this alternative.

Table 17-8 Summary Comparison of Reduced Density Alternative and the Proposed Project			
Land Use	Reduced Density Alternative¹	Proposed Project²	Difference
Condo-Hotel/Resort Residential			
Units	425	850	425
Rooms	747	1,493	746
Other Components			
Retail and Restaurant Square Footage	28,615	57,230	28,615
FTE Employees	354	574	220
Notes: FTE = full-time equivalent			
¹ The Reduced Density Alternative includes approximately 50% of the development proposed as part of the project.			
² From Table 3.1 of the <i>Village at Squaw Valley Specific Plan</i> , October 2014.			
Source: Compiled by Ascent Environmental in 2014			

This alternative differs from the No Project-SVGLUO Alternative, which also addresses a 50 percent reduction in development, in that this alternative employs a master plan component, such that development would be unified and compact. The master planned development would include similar development standards and design guidelines as the project. Buildings would be sited and sized to minimize viewshed blockage. The Mountain Adventure Camp would be constructed. Fewer recreational amenities would be provided under this alternative as compared to the project because there would be less of these amenities needed to meet County standards and fewer financial resources. A smaller water tank (smaller volume and likely smaller diameter and footprint) would be constructed under this alternative.

Restoration of Squaw Creek would be more modest than under the proposed project, primarily because lesser financial resources would be available. It is anticipated that no earth-moving (e.g., widening the trapezoidal channel, earthwork at Olympic Channel) would be conducted, and restoration would likely be limited to vegetation plantings and a similar scale of measures as occurs by individual projects under existing conditions.

Similar to the project, the East Parcel would be developed with employee housing, parking, and shipping and receiving. Under this alternative, capacity to house 177 employees would be included in the East Parcel to serve 50 percent of the estimated 354 FTEs (per Table 17-8). This would meet County employee housing standards for new FTEs, but would not address existing employee housing removed under this alternative (see evaluation of Population, Employment, and Housing below).

It is likely that the buildout timeframe would be less than the 25-year buildout associated with the project; because the buildout timeframe is market-driven, it follows that buildout of a project half the size of the project would occur over approximately half the time. It is assumed that this alternative would be constructed over a roughly 15-year timeframe.

This alternative would further some of the project objectives, but not to the extent that the proposed project would. This alternative would not meet the project objectives related to providing a specific plan that has sufficient flexibility to be responsive to future market conditions (#12) with sufficient size and services to be on par with peer world class North American ski destinations and that is economically sustainable (#13), and

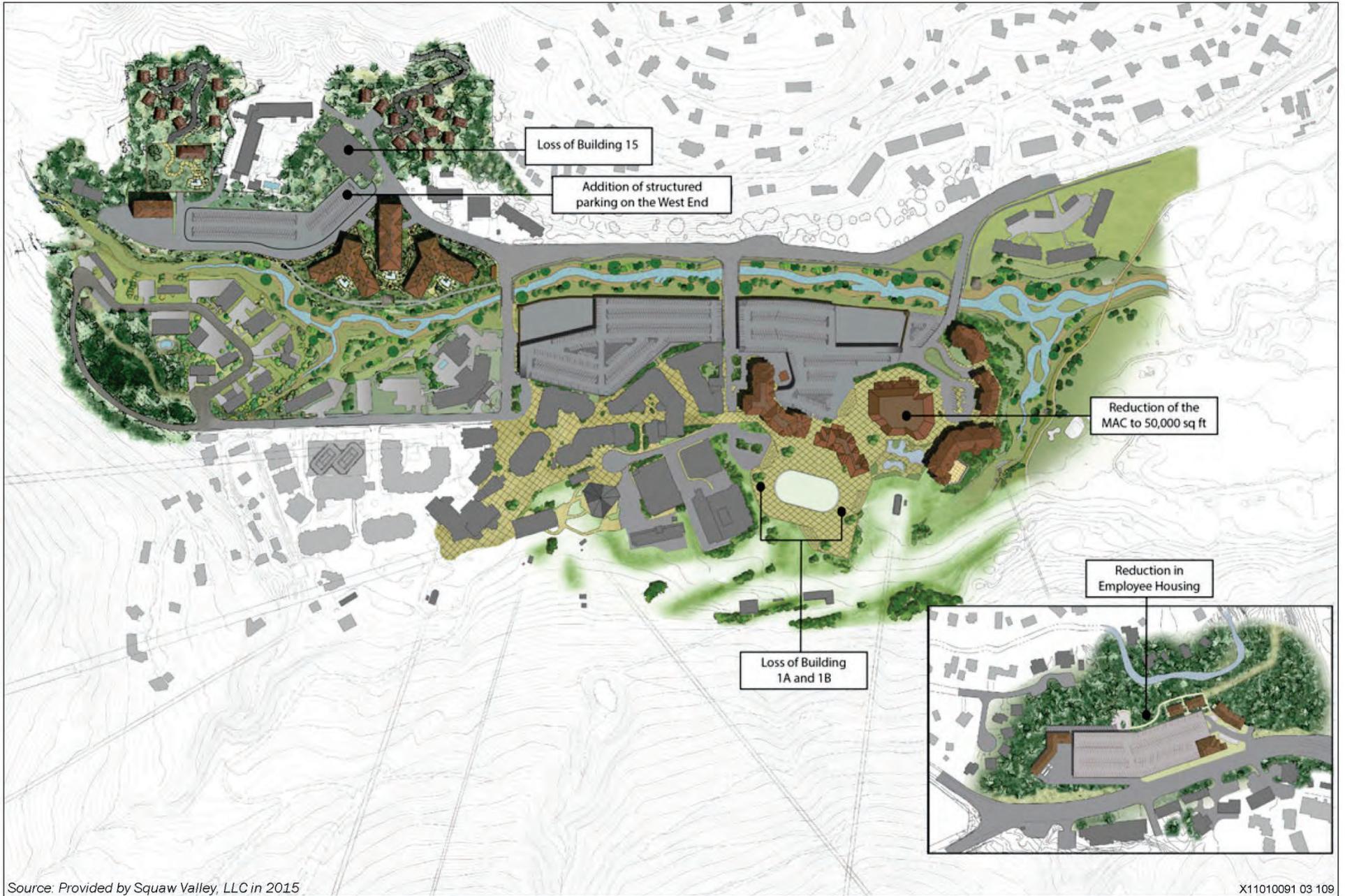


Exhibit 17-2

Reduced Density Alternative



potentially, may not meet objectives to sufficiently fund infrastructure improvements, public services improvements, and other municipal costs (#14). However, this alternative would avoid and substantially lessen some of the project's significant and unavoidable impacts.

LAND USE AND FOREST RESOURCES

Like the project, this alternative would not physically divide the existing community because the existing ski resort is already an established use in the project area. This alternative would still require a General Plan amendment, like the project, to ensure consistency with the currently adopted General Plan and Placer County Zoning, and the SVGPLUO. This alternative would not alter the present or planned land use of an area and any future development would be required to comply with the Placer County Tree Ordinance and Timber Harvest Plan requirements. Similar construction activities, but lesser in scale and, perhaps, a shorter buildout timeframe, would occur under this alternative. *(Similar)*

POPULATION, EMPLOYMENT, AND HOUSING

Similar to the project, this alternative would generate a temporary increase in employment related to construction activities, although over a shorter time span. Development under this alternative includes the same types of tourist-based land uses (e.g., hotels, condos) as the project, which would not contribute substantially to population growth of year-round residents, but would result in population growth of new resort-residential guests and demand for additional employee housing, though at a lesser rate than the project. This alternative would displace people because of demolition of existing employee housing, similar to the project. *(Less)*

BIOLOGICAL RESOURCES

Construction and operation of this alternative would disrupt similar land, vegetation, species, and habitat types as the project. Although the overall acreage of impacts to biological resources would be somewhat less than the project, this must be considered in context. It is anticipated that little to no earth-moving would be conducted in the trapezoidal channel and Olympic Channel for habitat restoration; creek restoration would be more modest. With the project, the combination of earthwork and creek restoration in the Olympic Channel is, on balance, a beneficial environmental impact because creek functions would be restored. Further, because less groundwater pumping would be required to provide water to the project, there would be less of a potential to adversely affect Squaw Creek. *(Potentially less, could avoid significant impacts depending on location; less benefit associated with channel restoration)*

CULTURAL RESOURCES

Because less development would occur, it is assumed that demolition of one existing historic resource could be avoided (Olympic Valley Lodge), depending on the footprint of new development. Because this alternative would still require development of structured parking on Lots 11 and 12 to serve day skiers, the Far East Center would be demolished. Although unlikely, construction and excavation activities associated with this alternative could unearth previously undiscovered or unrecorded human remains or archaeological resources, if they are present. Mitigation is available to reduce this impact. *(Less, could lessen a significant and unavoidable impact associated with removal of historic structures)*

VISUAL RESOURCES

Construction activities under this alternative would be similar to the project and would alter the visual character of the project site and detract from foreground views from Squaw Valley Road, a designated Placer County scenic route, of the scenic vistas of the west end of the valley. Like the project, this alternative would add new lighting, especially at night, which could adversely affect nearby residents. However, this alternative would provide additional flexibility in building location and size. This additional flexibility may provide the

ability to reduce view blockage of the lower areas of key viewsheds, such as from the meadow area or from existing properties immediately adjacent to the project. A unified architectural theme would be implemented, and therefore the architectural character would be the same as the project. Views of the project area from adjacent properties and the surrounding area would still be significantly altered, especially as seen from long term residents, though to a lesser degree than the project. The overall visual effect would be similar to the project, though at a less intensive scale, which would result in reduced visual resource impacts. *(Less, potential to reduce significant impact to scenic vistas)*

TRANSPORTATION AND CIRCULATION

Under this alternative, land use development would be similar to the project, but overall development would be less intense (i.e., fewer condo units and retail/commercial space). This alternative would result in increased traffic on local and regional roads, highways, and intersections, but due to the reduced size of development under this alternative, less traffic would result. Because traffic generation would be directly affected by project size (e.g., unit size, square footage), this alternative would result in approximately half of the project’s traffic, as described below.

Table 17-9 displays the number of new vehicle trips that would be generated by this alternative during the winter Saturday daily and a.m. peak hour, and Sunday p.m. peak hour conditions. At buildout, this alternative would generate about 1,370 new daily vehicle trips that would enter or exit the Olympic Valley (i.e., pass through the SR 89/Squaw Valley Road intersection) during a winter Saturday, which is 51 percent less than the proposed project (which would generate 2,820 trips during a winter Saturday [see Table 9-18]). During the Saturday a.m. peak hour, about 72 new trips would be generated (which is 52 percent less than the proposed project’s 150 trips [see Table 9-18]). During the Sunday p.m. peak hour, about 97 new trips would be generated (which is 51 percent less than the proposed project’s 200 trips [see Table 9-18]).

Land Use	Maximum Amount	Saturday Daily			Saturday a.m. Peak Hour			Sunday p.m. Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
Condo Hotel (Guests)	628 units after lock-off &	479	455	934	20	18	38	12	38	50
Fractional Cabin (Guests)	16 fractional cabins &	23	22	45	1	1	2	1	2	3
Condo Hotel & Fractional Cabin (Employees) ¹	231 employees	83	83	166	8	3	11	0	20	20
Restaurants & Retail (Employees) ¹	14.77 ksf Rest., 13.85 ksf	44	44	88	7	0	7	1	7	8
Restaurants & Retail (Guests) ²	Retail & 123 employees	42	42	84	3	1	4	4	4	8
Miscellaneous ³	-	25	25	50	5	5	10	3	5	8
Total External Vehicle Trips⁴		696	671	1367	44	28	72	21	76	97
Employee Vehicle Trips on Squaw Valley Road ⁵		15	15	30	2	0	2	0	4	4
Shuttle trips on Squaw Valley Road ⁶		25	25	50	2	2	4	3	3	6
Total Vehicle Trips on Squaw Valley Road⁷		609	584	1193	33	27	60	23	56	79

Notes: ksf = thousand square feet

¹ Vast majority (i.e., 90%) of employee vehicle trips begin/end at East Parcel west of SR 89/Squaw Valley Road intersection. Employees are then shuttled into Village Area. However, 10% of hospitality employees are assumed to need a vehicle for work, and therefore drive to project site.

² These are trips made by guests not staying overnight or not otherwise already at the resort to ski/board.

³ Includes delivery trucks, emergency/utility service vehicles, transit, taxi, and other (e.g., pick-up/drop-offs) trips.

⁴ This number of trips is added to SR 89 and passes through the SR 89/Squaw Valley Road intersection.

⁵ 10 percent of employee vehicle trips expected to begin/end at project site due to need for car during work.

⁶ Shuttle buses transport employees between Specific Plan area and East Parcel.

⁷ This number of trips is added to Squaw Valley Road between Village Area and East Parcel. It consists of: hotel/condo/fractional guests, restaurant/retail customers, miscellaneous trips, and shuttle trips.

Source: Appendix G

Table 17-10 displays the number of new vehicle trips that would be generated by this alternative during the summer Friday p.m. peak hour. As shown, this alternative would generate approximately 290 trips to/from the main Village area during this peak hour, which is 51 percent less than the proposed project (which would

generate 590 trips during this peak hour [see Table 9-19]). About 19 trips to/from the East Parcel would be generated by this alternative during this peak hour, which is roughly four fewer trips than would occur under the proposed project.

Table 17-10 Reduced Density Alternative Trip Generation (Peak Summer Friday p.m. Peak Hour Conditions)							
Land Use	Maximum Quantity	Trip Rate ^{1,2,3}			Trips		
		In	Out	Total	In	Out	Total
Village Area Land Uses							
Hotel/Condo/Fractional Cabin Units (Guests/Deliveries)	643 units after maximum lock-offs	0.187	0.183	0.37	120	118	238
Hotel/Condo/Fractional Cabin Units (Employees)		0.02	0.06	0.08	13	38	51
Total External Vehicle Trips ⁴					133	156	289
East Parcel Land Uses							
Retail	5 ksf	1.78	1.93	3.71	9	10	19
Dormitory Style Housing	Up to 177 employees	N/A			3	3	6
Pass-By/Diverted Link Trips ⁵					-3	-3	-6
Total External Vehicle Trips					9	10	19
Notes: ksf= thousand square feet; N/A = Not Applicable							
¹ Trip rate for hotel/condo units based on Resort Hotel (LU Category 330) from the <i>Trip Generation Manual</i> (Institute of Transportation Engineers 2012) with adjustments made as described above. Trip rate accounts for trips made by guests, employees, and deliveries. Since Resort Hotel category also considers on-site amenities (shopping, recreation, etc.), external trips associated with proposed retail and restaurant uses are included in this rate.							
² Trip rate for retail use based on Shopping Center (LU Category 820) from the <i>Trip Generation Manual</i> (Institute of Transportation Engineers 2012).							
³ Trips generated by dormitory style housing employees not working the day or afternoon/evening shift. Trips based on 5% of the 177 employees residing on East Parcel working overnight shift with 33 percent of those conservatively making an external trip during the summer Friday p.m. peak hour.							
⁴ The vast majority of external vehicle trips travel between locations outside of Olympic Valley and the project site. The only exception is a portion (27 percent) of employee trips that begin/end at employee housing on the East Parcel.							
⁵ 34% of retail trips are assumed to be pass-by (i.e., from Squaw Valley Road) or diverted-link (i.e., from SR 89) based on the <i>Trip Generation Handbook</i> (Institute of Transportation Engineers 2004).							
Source: Appendix G							

Overall, traffic impacts would be less under this alternative; however, impacts would remain great enough that most, if not all of the mitigation measures required for the proposed project would likely also be required for this alternative. In addition, significant and unavoidable impacts identified for the proposed project (Impacts 9-2, 9-3, 9-4, and 9-5) would remain significant and unavoidable under this alternative. (Less)

AIR QUALITY

Implementation of this alternative would result in short-term construction emissions of air pollutants, but this is not a significant project impact. Like the project, this alternative would result in long-term emissions of air pollutants primarily due to mobile sources (i.e., vehicle traffic), as well as area sources (e.g., fire places) and stationary sources (e.g., backup emergency generators). Operation of this alternative would generate approximately half of the project’s traffic (see Tables 17-9 and 17-10) and develop less land and, therefore, would result in less long-term operational air emissions as compared with the project. At 50 percent of the project, it is possible that significant, but mitigable, air emissions (reactive organic compounds) would be less than significant without mitigation. (Less, may avoid a significant impact)

NOISE

Similar to the project, construction timing, schedule, and intensity would vary depending on market demand. However, because the overall construction timeframe would be substantially less than the project, construction noise impacts would be reduced. However, construction activities would take place in close proximity to existing and future sensitive users. This alternative would also add construction traffic to local roadways, however less traffic in comparison to the project. (Less, would reduce but not avoid a significant and unavoidable impact)

With regards to long-term operational noise, this alternative would include the same types of stationary noise sources (e.g., HVAC units, loading docks, outdoor activity areas, and emergency generators) as the project and would also add traffic to local roadways, however less traffic in comparison to the project. Traffic generation would be directly affected by project size (e.g., unit size, square footage) and, therefore, under this alternative it would be anticipated that traffic-noise would be reduced such that long-term significant impacts from traffic noise would be reduced. More specifically, the 65 dBA L_{dn} noise contour of Squaw Valley Road would be reduced from 80 feet under the proposed project to 60 feet under this alternative. No new development would occur within this distance to Squaw Valley Road and therefore no new sensitive receptor would be exposed to excessive traffic-noise levels (see Appendix I for modeling results). However, with respect to existing sensitive receptors, the 60 dBA L_{dn} noise contour of Squaw Valley Road would be reduced from 170 feet under the proposed project to 130 feet under this alternative. Multiple sensitive receptors exist along Squaw Valley Road within this distance and, as described in Chapter 11, “Noise,” no feasible mitigation is available for these receptors. As such, impacts to existing sensitive receptors between 130 and 170 feet from Squaw Valley Road would be reduced as compared to the proposed project. However, some sensitive receptors within 130 feet from Squaw Valley Road would still be affected. *(Less)*

SOILS, GEOLOGY, AND SEISMICITY

Like the project, this alternative would include construction of structures in the vicinity of earthquake fault traces, in areas with subsurface materials subject to liquefaction and lateral spreading, and would result in the placement of new structures and people in snow avalanche hazard zones. Mitigation measures are available to reduce these impacts. *(Similar)*

HYDROLOGY AND WATER QUALITY

Under this alternative, less land would be developed and, therefore, during construction less soil disturbance would occur and there would be less of a change in runoff conditions and soil erosion. However, development would still occur under this alternative at the main Village area and the East Parcel, which could potentially increase surface runoff, potentially resulting in exceeding the capacity of on-site stormwater systems and increasing the potential for on-site flooding. This alternative contemplates a lesser Squaw Creek restoration component (fewer financial resources for this feature); consequently, some of the benefits of this feature, primarily sediment reduction, would likely be reduced. Further, the reduction in size of this alternative would result in less water demand and less potential for adverse effects to Squaw Creek (meadow reach potential fish impacts, which are mitigable). *(Less, may avoid potentially significant impacts but may also not include offsetting Squaw Creek restoration benefits)*

PUBLIC SERVICES AND UTILITIES

Like the project, this alternative would result in increased demand for public services such as fire, police, and emergency medical services, and would increase demand for utilities such as potable water, wastewater collection/treatment, and solid waste collection. Due to the reduced size of development, less demand for public services would result. However, a new fire substation in or near the Village area would be required under this alternative, similar to the project, to serve the anticipated population growth. As described in Mitigation Measure 14-7b, the new fire substation would be required when approximately 50 percent of the project’s lodging units (or 425 units) have been constructed in the plan area. Under this alternative, it is assumed that this same requirement would be triggered once this alternative is built out (with 425 proposed units) (see Table 17-8). It is likely that under this alternative, fewer recreational land uses would be developed because less would be required to serve a smaller project, and fewer financial resources would be available. Less water demand would occur, but this is not a significant impact of the project. Under this alternative, there is a potential that fewer wells than proposed for the project would need to be constructed. In addition, upgrades to off-site sewer lines are not likely under this alternative. *(Less)*

HAZARDOUS MATERIALS AND HAZARDS

Under this alternative, the use and handling hazardous materials would be consistent with federal, state, and local regulations that would minimize the potential for upset or accident conditions or exposure to nearby receptors. Similar construction activities would occur under this alternative and, therefore, the same impacts related to exposure of people or the environment to hazards would occur. Traffic congestion as a result of construction may also occur, but to a lesser extent. Impacts regarding hazardous material sites, wildfire risk, and health hazards would be the same. (*Similar*)

GREENHOUSE GASES AND CLIMATE CHANGE

Similar to the project, this alternative would generate greenhouse gas emissions during construction activities, primarily associated with the use of heavy-duty construction equipment, and during operations, primarily associated with mobile sources (i.e., vehicular traffic) and energy consumption. Given that this alternative is 50 percent smaller than the project, it would generate fewer emissions than the project. Given the uncertainty surrounding future emissions reduction targets, it is not known whether this alternative would eliminate a significant and unavoidable impact. (*Less*)

17.3.5 Widened Squaw Valley Road Alternative

This alternative would be the same as the proposed project except that Squaw Valley Road would be widened from two to four lanes to accommodate the increased traffic that would be generated by the project. The same amount of resort residential, commercial space, employee housing, and parking would be developed under this alternative. Additionally, this alternative would include the same recreational amenities, including the Mountain Adventure Camp, and Squaw Creek restoration as the project.

Squaw Valley Road is not entirely within the existing available County right-of-way, which is typically 70 feet wide. The road was constructed quickly for the 1960 Olympics. Since that time, many improvements have been constructed, including buildings, driveways, etc., that encroach into the right-of-way along much of the road's length. Thus, under existing conditions, there is not a smooth, reserved right-of-way. This alternative would include the development of a 70- to 80-foot-wide corridor, which would include lanes, shoulders, and curb and gutters where needed, along Squaw Valley Road. Additional turn lanes could also be accommodated, where needed, in this corridor (when closer to 80 feet wide). Exhibit 17-3 shows an example of the types of constraints that would be encountered to widen Squaw Valley Road to four lanes. As demonstrated by this exhibit, this alternative may require removal of buildings, may encroach close to residences, would require widening of a bridge over the creek, and would remove potential habitat.

Because the development components of this alternative would be the same as the proposed project, it would meet the project objectives, but not to the extent that the proposed project would. Due to the additional impact area along Squaw Valley Road, this alternative would not meet the project objectives related to focusing project development primarily on previously disturbed/developed areas (#5), protecting and enhancing natural resources in Olympic Valley (#6), and minimizing the overall resort footprint (#7); however, it is being carried forward for analysis in this DEIR because it would reduce the project's significant and unavoidable traffic impacts.

LAND USE AND FOREST RESOURCES

Under this alternative, Squaw Valley Road would be expanded to include two additional lanes, shoulders, and curbs and gutters where needed, while all other aspects would be the same as the proposed project. While this alternative would not physically divide a community, it may result in the encroachment on existing land uses. There is the potential that this alternative could result in the removal of some residences. (*Greater, potentially additional impacts*)



Source: Adapted by Ascent Environmental in 2014

Exhibit 17-3

Example Segment of Widened Squaw Valley Road Alternative



POPULATION, EMPLOYMENT, AND HOUSING

Similar to the project, this alternative would generate a temporary increase in employment related to construction activities. Development under this alternative includes the same types of tourist-based land uses (e.g., hotels, condos) as the project, which would not contribute substantially to population growth of year-round residents, but would result in population growth of new resort-residential guests. Additionally, while it may be argued that a widened Squaw Valley Road could induce additional population growth beyond that of the project because it would remove an obstacle to growth, there is no evidence that roadway capacity is hindering growth. Residents and visitors alike have lived for years with occasional traffic congestion on Squaw Valley Road, and it is doubtful that simply widening the road to allow freer flowing traffic would notably change the level of future development. This alternative would not alter the demand for employment related housing; however, it has the potential to remove a few residences along Squaw Valley Road to accommodate the widened road (see, for example, Exhibit 17-3). (*Greater*)

BIOLOGICAL RESOURCES

Construction and operation of this alternative would disrupt the same land, vegetation, species, and habitat types as the project and therefore impacts to biological resources would be similar to the project at the main Village area and the East Parcel. However, as this alternative would widen Squaw Valley Road, including a bridge over Squaw Creek, there would be greater potential to disturb plant and animal species, as well as wetlands resources and habitat during construction in this area. Mitigation is available to reduce these impacts. (*Greater, potentially significant difference*)

CULTURAL RESOURCES

Additional land would be disturbed under this alternative for the widening of Squaw Valley Road. Therefore, this alternative would increase the likelihood that construction and excavation activities could unearth previously undiscovered or unrecorded human remains or archaeological resources. (*Greater*)

VISUAL RESOURCES

In addition to the impacts associated with development in the main Village area and the East Parcel, the widening of Squaw Valley Road would not substantially alter the visual character of the Valley as it would only involve the widening of an existing road. No new roads would be constructed. (*Similar*)

TRANSPORTATION AND CIRCULATION

Under this alternative, Squaw Valley Road would be widened to improve traffic flow conditions. All other roadways, highways, and intersections affected by this alternative would experience the same traffic increases and impacts as the proposed project. However, this alternative would reduce traffic-related impacts on Squaw Valley Road. Specifically, the project's significant direct and cumulative impacts would become less than significant under this alternative (although, under the project, both would be reduced to less-than-significant levels with mitigation). As identified in Chapter 9, "Transportation and Circulation," the affected segment of Squaw Valley Road has a "per lane" capacity of 7,500 vehicles per day (see Table 9-7). A four-lane Squaw Valley Road would provide a 15,000 vehicle ADT capacity in both directions at all times.

During the peak winter Saturday condition, ADT on Squaw Valley Road is estimated to be approximately 15,400 (see Table 9-20). This could be accommodated on a four-lane Squaw Valley Road while maintaining an acceptable level of service. Although, during peak travel hours, access to parking, side street access to Squaw Valley Road, and entry to SR 89 would still provide "bottlenecks" and could result in congestion on Squaw Valley Road. There would not be any appreciable changes with regard to queuing impacts on SR 89 under this alternative. This is because this alternative would not add a dual left-turn lane on northbound SR 89. While it would eliminate the lane drop, slowing, and merging that occurs in the westbound Squaw Valley

Road direction west of SR 89, it would not solve the southbound SR 89 through vehicle queuing that blocks access to the southbound right-turn lane. *(Less)*

AIR QUALITY

This alternative would include additional construction work for the widening of Squaw Valley Road that would result in higher emissions of odors, criteria air pollutants, and toxic air contaminants during construction. During project operations, mass emissions levels of criteria air pollutants and exposure levels of toxic air contaminants and odors would be approximately the same, while resultant concentrations of carbon monoxide (CO) at intersections may be lower due to improvements to traffic flow associated with the roadway widening. However, CO is not a significant concern with the project. *(Greater for construction, same or less for operations, but no significant difference)*

NOISE

This alternative would include additional construction work for the widening of Squaw Valley Road that may involve additional heavy-duty construction equipment. Additionally, more sensitive receptors would be exposed to construction noise along Squaw Valley Road during road widening with construction activities closer to homes. However, due to the properties of combining noise sources, these construction activities would not result in a substantial increase in noise during construction. All other construction activities would be the same as the project. With regards to long-term operational noise, the same types and amount of stationary noise sources would result from this alternative. Widening of Squaw Valley Road may potentially result in vehicular traffic traveling at higher speeds, which would result in slightly higher noise levels from project-generated traffic. Further, widening this road has the potential to move traffic closer to residential structures along Squaw Valley Road. *(Greater, potentially significant difference)*

SOILS, GEOLOGY, AND SEISMICITY

Like the project, implementation of this alternative would include construction of structures in the vicinity of earthquake fault traces, in areas with subsurface materials subject to liquefaction and lateral spreading, and would result in the placement of new structures and people in snow avalanche hazard zones. In addition, more land would be disturbed to accommodate the widening of Squaw Valley Road. Thus, additional land development could be exposed to these potential impacts. *(Greater, but no significant difference)*

HYDROLOGY AND WATER QUALITY

Development at the main Village area and East Parcel would be the same and, therefore, impacts related to erosion, surface runoff, stormwater systems, and flooding would be the same for these portions of the project site. However, under this alternative, additional land would be disturbed to accommodate the widening of Squaw Valley Road, thus potentially resulting in further changes to runoff conditions. However, like the project, this alternative would provide adequate on-site storm drainage facilities to ensure that runoff from the project site would not exceed pre-project flow rates, and this alternative would incorporate appropriate BMPs into design to prevent long-term water quality degradation. *(Greater, but no significant difference)*

PUBLIC SERVICES AND UTILITIES

Like the project, this alternative contemplates only widening of Squaw Valley Road, which would not avoid or lessen the otherwise increased demand for public services such as fire, police, and emergency medical services, related to the project, and would still increase demand for utilities such as potable water, wastewater collection/treatment, and solid waste collection. The widening of Squaw Creek Road may provide some benefits to fire, police, and emergency service personnel due to improved traffic flow during emergency response. *(Less)*

HAZARDOUS MATERIALS AND HAZARDS

Like the project, under this alternative, the use and handling hazardous materials would be consistent with federal, state, and local regulations that would minimize the potential for upset or accident conditions or exposure to nearby receptors. Similar construction activities would occur under this alternative and, therefore, the same impacts related to exposure of people or the environment to hazards would occur. Impacts regarding hazardous material sites, wildfire risk, and health hazards would be the same. (*Similar*)

GREENHOUSE GASES AND CLIMATE CHANGE

This alternative would include additional construction work for the widening of Squaw Valley Road that would result in slightly higher emissions of greenhouse gasses during construction. Operational impacts would be virtually the same as the project. While vehicles would spend less time idling, this would result in an inconsequential decrease in GHG generation. (*Greater, but no significant difference*)

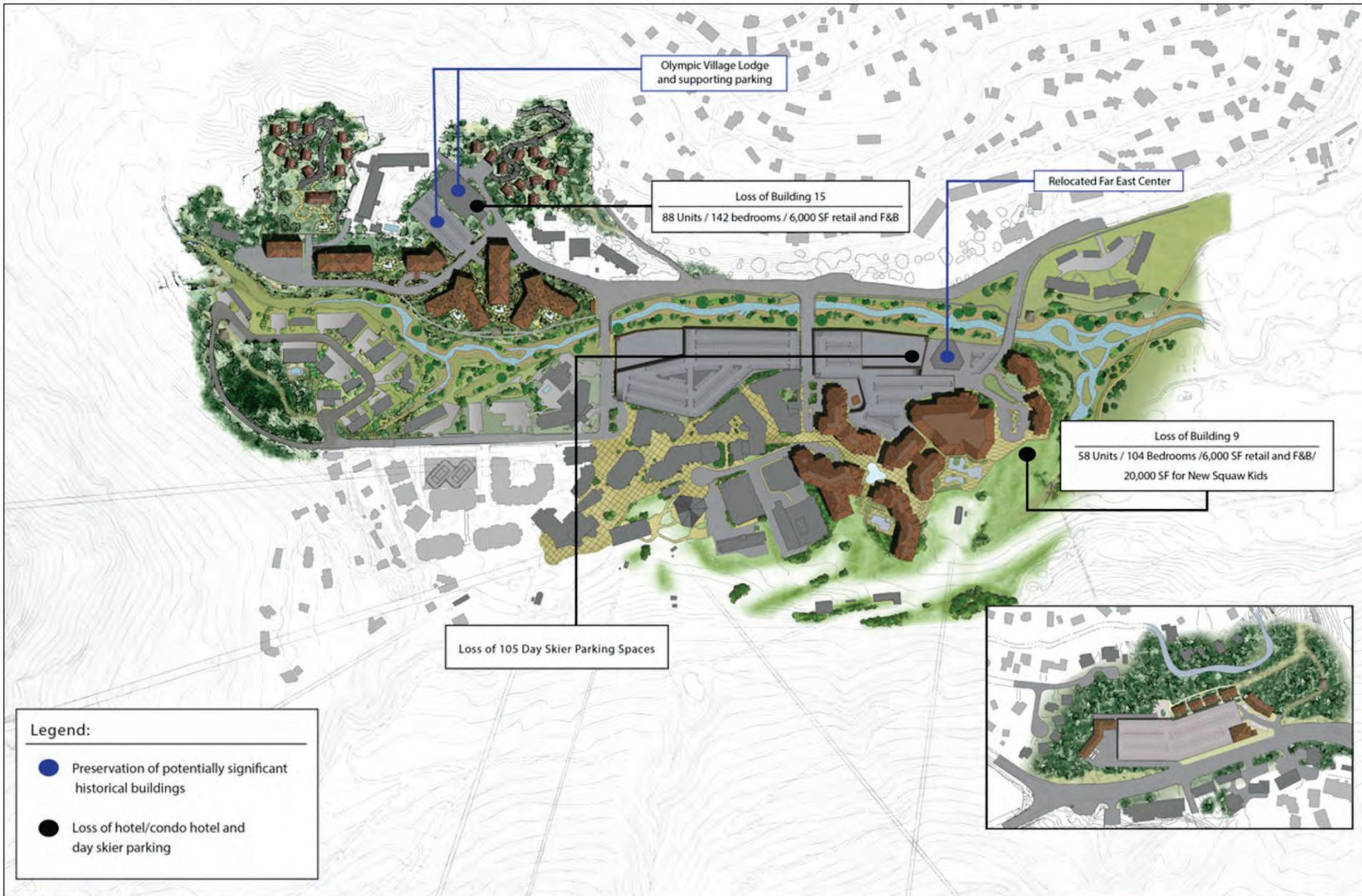
17.3.6 Preservation of Historical and Wetlands Resources Alternative

This alternative would preserve the Olympic Valley Lodge (formerly Athlete's Center) and the Far East Center (formerly Nevada Spectator's Center), both of which are potentially significant historical buildings that would be demolished under the proposed project. Additionally, this alternative would preserve the wetland areas on the east side of the plan area, thus reducing the need for wetland mitigation. Exhibit 17-4 shows a concept plan for this alternative. Table 17-11 provides a comparison between this alternative and the proposed project.

Table 17-11 Summary Comparison of Development Under the Preservation of Historical and Wetlands Resources Alternative and the Proposed Project			
Land Use	Preservation of Historical and Wetlands Resources Alternative	Proposed Project	Difference
Condo-Hotel/Resort Residential¹			
Units	704	850	146
Rooms	1,247	1,493	246
Other Components			
Retail and Restaurant Square Footage	57,230	57,230	0
FTE Employees	477	574	97
Notes: FTE = full-time equivalent			
¹ Does not include employee housing on the East Parcel.			
Source: Compiled by Ascent Environmental in 2014 with data provided by Squaw Valley Real Estate, LLC in 2014 and 2015			

Under this alternative, Buildings 9 and 15, which are proposed for hotel/condo hotel uses under the proposed project, would not be built, thus reducing the number of resort residential units by 146 units compared with the proposed project. The Mountain Adventure Camp would be built; however, the expanded 20,000-square-foot Squaw Kids Ski School would not be built. This may render the resort less competitive among other ski schools in the industry. Under this alternative, the East Parcel would contain the same facilities as described for the proposed project.

This alternative would attain many of the project objectives, but not to the extent that the proposed project would. This alternative might not meet the project objective related to providing a resort with sufficient size and services to be on par with peer world class North American ski destinations and that is economically sustainable (#13). However, this alternative would avoid and substantially lessen some of the project's significant and unavoidable impacts.



Source: Provided by Squaw Valley, LLC in 2015

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LAND USE AND FOREST RESOURCES

Like the project, this alternative would not physically divide the existing community because the existing ski resort is already an established use in the project area. This alternative would still require a General Plan amendment, like the project, to ensure consistency with the currently adopted General Plan and Placer County Zoning, and the SVGPLUO. This alternative would not alter the present or planned land use of an area and any future development would be required to comply with the Placer County Tree Ordinance and Timber Harvest Plan requirements. Similar construction activities, but slightly lesser in scale and, perhaps, a slightly shorter buildout timeframe, would occur under this alternative. *(Similar)*

POPULATION, EMPLOYMENT, AND HOUSING

Similar to the project, this alternative would generate a temporary increase in employment related to construction activities. Development under this alternative includes the same types of tourist-based land uses (e.g., hotels, condos) as the project, which would not contribute substantially to population growth of year-round residents, but would result in population growth of new resort-residential guests, although at a lesser rate than the project. This alternative would result in demand for additional employee housing, but to a lesser extent than the project. *(Less)*

BIOLOGICAL RESOURCES

Construction and operation of this alternative would disrupt the same general area of land, vegetation, species, and habitat types as the project and therefore impacts to biological resources would be similar. However, the alternative would preserve the wetland areas on the east side of the plan area, thus reducing the need for wetland mitigation. As with the project, the majority of development would be within areas already paved. It is anticipated that creek restoration would be more modest, focusing on the minimum necessary to address specific direct development impacts. In addition, this alternative would develop slightly less land and there would similarly be less potential to disturb plant and animal species as well as habitat during construction and operations, and less groundwater pumping would be required thereby resulting in less of a potential to adversely affect Squaw Creek. However, not all wetland impacts would be avoided under this alternative because the bridges over Squaw Creek would be widened and/or reconfigured, similar to the proposed project. Overall, impacts of this alternative would be less than compared to the proposed project. *(Less, minimizes the extent of some significant wetland impacts, although these impacts are mitigable)*

CULTURAL RESOURCES

This alternative would preserve the Olympic Valley Lodge (formerly Athlete's Center) and the Far East Center (formerly Nevada Spectator's Center), both of which are potentially significant historical buildings that would be demolished under the proposed project. Implementation of this alternative would include land use development similar to the proposed project but overall development would be less intense (e.g., fewer condo units). Although unlikely, construction and excavation activities associated with this alternative could unearth previously undiscovered or unrecorded human remains or archaeological resources, if they are present. Mitigation is available to reduce this impact. *(Less, would avoid significant and unavoidable impacts related to historic structures)*

VISUAL RESOURCES

Construction activities under this alternative would be similar to the project and would alter the visual character of the project site and detract from foreground views from Squaw Valley Road, a designated Placer County scenic route, of the scenic vistas of the west end of the valley. Like the project, this alternative would add new lighting, especially at night, which could adversely affect nearby residents. While they are significant

historical buildings, Olympic Valley Lodge and the Far East Center are not particularly scenic and would not be architecturally consistent with the proposed Specific Plan architecture, and may create a disjointed appearance. Preservation of these historical buildings would reduce the ability to create a visually unified development with a distinctive, inviting entrance. The overall visual effect would be additional residential and resort development within a similar (but slightly reduced) footprint as the project, which would result in similar visual resource impacts as the project. *(Similar)*

TRANSPORTATION AND CIRCULATION

Under this alternative, land use development would be similar to the proposed project but overall development would be less intense (e.g., fewer condo units). This alternative would result in increased traffic on local and regional roads, highways, and intersections, but due to the reduced size of development of this alternative, substantially less traffic would result, as described below.

Table 17-12 displays the number of new vehicle trips that would be generated by this alternative during the winter Saturday daily and a.m. peak hour, and Sunday p.m. peak hour conditions. At buildout, this alternative would generate about 2,440 new daily vehicle trips that would enter or exit the Olympic Valley (i.e., pass through the SR 89/Squaw Valley Road intersection) during a winter Saturday, which is 13 percent less than the proposed project (which would generate 2,820 trips during a winter Saturday [see Table 9-18]). During the Saturday a.m. peak hour, about 133 new trips would be generated (which is 11 percent less than the proposed project’s 150 trips [see Table 9-18]). During the Sunday p.m. peak hour, about 180 new trips would be generated (which is 10 percent less than the proposed project’s 200 trips [see Table 9-18]).

Land Use	Maximum Amount	Saturday Daily			Saturday a.m. Peak Hour			Sunday p.m. Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
Condo Hotel (Guests)	1,060 units after lock-off & 462 employees	808	767	1,576	34	30	64	20	64	84
Condo Hotel(Employees) ¹		165	165	330	16	5	21	0	41	41
Restaurants & Retail (Employees) ¹	29.53 ksf Rest., 27.7 ksf Retail & 245 employees	87	87	174	13	0	13	2	13	15
Restaurants & Retail (Guests) ²		83	83	166	6	2	8	8	8	16
Mountain Adventure Camp (Guests)	1,200 guests & 44 employees	29	29	58	3	1	4	2	4	6
Mountain Adventure Camp (Employees) ¹		19	19	38	2	1	3	1	3	4
Miscellaneous ³	-	50	50	100	10	10	20	5	10	15
Total External Vehicle Trips⁴		1,241	1,200	2,442	84	49	133	38	143	181
Employee Vehicle Trips on Squaw Valley Road ⁵		29	29	58	3	0	3	0	7	7
Shuttle trips on Squaw Valley Road ⁶		50	50	100	3	3	6	6	6	12
Total Vehicle Trips on Squaw Valley Road⁷		1,049	1,008	2,058	59	46	105	41	99	140

Notes: ksf = thousand square feet

¹ Vast majority (i.e., 90%) of employee vehicle trips begin/end at East Parcel west of SR 89/Squaw Valley Road intersection. Employees are then shuttled into Village Area. However, 10% of hospitality employees are assumed to need a vehicle for work, and therefore drive to project site.

² These are trips made by guests not staying overnight or not otherwise already at the resort to ski/board.

³ Includes delivery trucks, emergency/utility service vehicles, transit, taxi, and other (e.g., pick-up/drop-offs) trips.

⁴ This number of trips is added to SR 89 and passes through the SR 89/Squaw Valley Road intersection.

⁵ 10 percent of employee vehicle trips expected to begin/end at project site due to need for car during work.

⁶ Shuttle buses transport employees between Specific Plan area and East Parcel.

⁷ This number of trips is added to Squaw Valley Road between Village Area and East Parcel. It consists of: hotel/condo guests, restaurant/retail customers, MAC guests, miscellaneous trips, and shuttle trips.

Source: Appendix G

Table 17-13 displays the number of new vehicle trips that would be generated by this alternative during the summer Friday p.m. peak hour. As shown, this alternative would generate approximately 490 trips to/from the main Village area during this peak hour, which is 17 percent less than the proposed project (which would generate 590 trips during this peak hour [see Table 9-19]). About 23 trips to/from the East Parcel would be

generated by this alternative during this peak hour, which is the same trip generation that would occur under the proposed project.

Table 17-13 Preservation of Historical and Wetland Resources Alternative Trip Generation (Peak Summer Friday p.m. Peak Hour Conditions)							
Land Use	Maximum Quantity	Trip Rate ^{1,2,3}			Trips		
		In	Out	Total	In	Out	Total
Village Area Land Uses							
Hotel/Condo Units (Guests/Deliveries)	1,060 units after lock-off	0.187	0.183	0.37	198	194	392
Hotel/Condo Units (Employees)		0.02	0.06	0.08	21	64	85
Mountain Adventure Camp (Guests) ⁴	1,200 guests & 44 employees	N/A			2	4	6
Mountain Adventure Camp (Employees) ⁴		N/A			1	3	4
Total External Vehicle Trips ⁵					222	265	487
East Parcel Land Uses							
Retail	5 ksf	1.78	1.93	3.71	9	10	19
Dormitory Style Housing	Up to 300 employees	N/A			5	5	10
Pass-By/Diverted Link Trips ⁶					-3	-3	-6
Total External Vehicle Trips					11	12	23
Notes: ksf= thousand square feet; N/A = Not Applicable							
¹ Trip rate for hotel/condo units based on Resort Hotel (LU Category 330) from the <i>Trip Generation Manual</i> (Institute of Transportation Engineers 2012) with adjustments made as described above. Trip rate accounts for trips made by guests, employees, and deliveries. Since Resort Hotel category also considers on-site amenities (shopping, recreation, etc.), external trips associated with proposed retail and restaurant uses are included in this rate.							
² Trip rate for retail use based on Shopping Center (LU Category 820) from the <i>Trip Generation Manual</i> (Institute of Transportation Engineers 2012).							
³ Trips generated by dormitory style housing employees not working the day or afternoon/evening shift. Trips based on 5% of the 300 employees residing on East Parcel working overnight shift with 33 percent of those conservatively making an external trip during the summer Friday p.m. peak hour.							
⁴ Size and uniqueness of Mountain Adventure Camp warrants that its trips be considered separately from other on-site amenities, which are covered by Resort Hotel trip rate. External trips generated by this use are expected to be similar to the winter Sunday p.m. peak hour trip estimates.							
⁵ The vast majority of external vehicle trips travel between locations outside of Olympic Valley and the project site. The only exception is a portion (27 percent) of employee trips that begin/end at employee housing on the East Parcel.							
⁶ 34% of retail trips are assumed to be pass-by (i.e., from Squaw Valley Road) or diverted-link (i.e., from SR 89) based on the <i>Trip Generation Handbook</i> (Institute of Transportation Engineers 2004).							
Source: Appendix G							

Overall, traffic impacts would be slightly less under this alternative, but similar overall. All of the mitigation measures required for the proposed project would likely also be required for this alternative and significant and unavoidable impacts identified for the proposed project (Impacts 9-2, 9-3, 9-4, and 9-5) would remain significant and unavoidable under this alternative. *(Less, but similar overall)*

AIR QUALITY

Implementation of this alternative would result in short-term construction emissions of air pollutants similar to, but to a lesser degree than, the project. Operation of this alternative, like the project, would result in long-term emissions of air pollutants primarily due to mobile sources (i.e., vehicle traffic), as well as area sources and stationary sources (e.g., backup emergency generators). Operation of this alternative would generate approximately 15 percent less traffic than the project (see Tables 17-12 and 17-13) and develop slightly less land, and, therefore, would result in slightly less long-term operational air emissions, but similar overall. *(Less, but similar overall)*

NOISE

Similar to the proposed project, construction timing, schedule, and intensity would vary depending on market demand. In addition, this alternative includes similar land uses (e.g., parking structures, retail, commercial, condos) as the proposed project and therefore would result in similar construction activities during the day,

and could potentially include some limited night time construction as with the project. However, less construction would occur over the same time period, and therefore noise from construction activities would be less frequent than those with the project. *(Similar, although less overall)*

With regards to long-term operational noise, this alternative would include the same type of stationary noise sources (e.g., HVAC units, loading docks, outdoor activity areas, and emergency generators) as the project and would also add traffic to local roadways, however less traffic in comparison to the project. More specifically, the 65 dBA L_{dn} noise contour of Squaw Valley Road would be reduced from 80 feet under the proposed project to 73 feet under this alternative. No new development would occur within this distance to Squaw Valley Road and therefore no new sensitive receptor would be exposed to excessive traffic-noise levels (see Appendix I for modeling results). However, with respect to existing sensitive receptors, the 60 dBA L_{dn} noise contour of Squaw Valley Road would be reduced from 157 feet under the proposed project to 130 feet under this alternative. Multiple sensitive receptors exist along Squaw Valley Road within this distance and, as described in Chapter 11, "Noise," no feasible mitigation is available for these receptors. As such, impacts to existing sensitive receptors between 157 and 170 feet from Squaw Valley Road would be reduced as compared to the proposed project. However, some sensitive receptors within 157 feet from Squaw Valley Road would still be affected. *(Similar, although less overall)* Soils, Geology, and Seismicity

Like the project, implementation of this alternative would include construction of structures in the vicinity of earthquake fault traces, in areas with subsurface materials subject to liquefaction and lateral spreading, and could result in the placement of new structures and low-hazard avalanche zones and adjacent to high-hazard avalanche zones. *(Similar)*

HYDROLOGY AND WATER QUALITY

Under this alternative less land would be developed and therefore during construction less soil disturbance would occur and there would be less of a change in runoff conditions and soil erosion. However, development would still occur under this alternative at the main Village area and the East Parcel, which could potentially increase surface runoff, potentially resulting in exceeding the capacity of on-site stormwater systems and increasing the potential for on- and off-site flooding. This alternative contemplates a more modest Squaw Creek restoration component; consequently, some of the benefits of this feature, primarily sediment reduction, would likely be reduced. Further, the reduction in size of this alternative would result in less water demand and less potential for adverse effects to Squaw Creek (meadow reach potential fish impacts, which are mitigable). *(Less, may avoid potentially significant impacts but may also not include offsetting Squaw Creek restoration benefits)*

PUBLIC SERVICES AND UTILITIES

Like the project, this alternative would result in increased demand for public services such as fire, police, and emergency medical services, and would result in increased demand for utilities such as potable water, wastewater collection/treatment, and solid waste collection. Due to the reduced size of development, less demand for public services would result. However, a new fire substation in or near the Village area would be required under this alternative, similar to the project, to serve the anticipated population growth. As described in Mitigation Measure 14-7b, the new fire substation would be required when approximately 50 percent of the project's lodging units (or 425 units) have been constructed in the plan area. Under this alternative, it is assumed that this same requirement would be triggered once approximately 425 units (of the estimated 704 units; see Table 17-11) are constructed in Olympic Valley. Less water demand would occur, but this is not a significant impact of the project. Under this alternative, there is a potential that fewer wells than proposed for the project would need to be constructed. *(Less, but similar overall)*

HAZARDOUS MATERIALS AND HAZARDS

Under this alternative, the use and handling of hazardous materials would be consistent with federal, state, and local regulations that would minimize the potential for upset or accident conditions or exposure to

nearby receptors. Similar construction activities would occur under this alternative and therefore the same impacts related to exposure of people or the environment to hazards would occur. Traffic congestion as a result of construction may also occur but to a lesser extent. Impacts regarding hazardous material sites, wildfire risk, and health hazards would be the same. (*Similar*)

GREENHOUSE GASES AND CLIMATE CHANGE

Similar to the proposed project, this alternative would generate greenhouse gas emissions during construction activities, primarily associated with the use of heavy-duty construction equipment, and during operations, primarily associated with mobile sources (i.e., vehicular traffic) and energy consumption. Given that this alternative is slightly smaller than the project, it would generate slightly fewer emissions than the project. (*Less, but similar overall*)

17.3.7 Alternative Water Tank Location

This alternative is being considered as a result of uncertainty regarding the ability of the project applicant to reach agreement on purchasing the land encompassing the proposed tank site. This alternative would be the same as the proposed project except that the water tank would be located to the south of the project site on lands owned by Squaw Valley Resorts, LLC (SVR) instead of to the north, off of SVR-owned property (see Exhibit 17-5 for the alternative location as well as the pad dimensions; Exhibits 3-3 and 3-11 in Chapter 3, "Project Description," show the proposed water tank location). The alternative water tank location would be within an existing treed area between two existing ski slopes; Red Dog and Far East Express. The tank would be painted to match its surroundings. It would have the same capacity as the proposed tank, 0.7 million gallons, and would be 65 feet in diameter and 25-30 feet tall. The pad would be surrounded by a fence to restrict access with landscaping within the fenceline for screening. Under this alternative, the project applicant would use an existing access road to construct and maintain the water tank. Approximately 3,300 feet of additional water pipeline would be constructed to connect the tank with the Village water system. This is similar to what would be needed for the proposed water tank site. The same amount of resort residential, commercial space, employee housing, and parking would be developed under this alternative. Additionally, this alternative would include the same recreational amenities, including the Mountain Adventure Camp, and Squaw Creek restoration as the project.

Because this alternative would be substantially the same as the proposed project, it would meet the project objectives. Due to the additional impact area within the forest, this alternative would not be entirely consistent with the project objectives related to focusing project development primarily on previously disturbed/developed areas (#5) and protecting and enhancing natural resources in Olympic Valley (#6); however, it is proposed in an area of the resort with relatively high activity, especially during the ski season.

LAND USE AND FOREST RESOURCES

Under this alternative, approximately one-third acre of forest land/timber land (approximately 20 trees) would be converted and harvested. Other aspects would be the same as the proposed project. (*Greater, potentially additional impacts although the additional impacts are not substantial*)

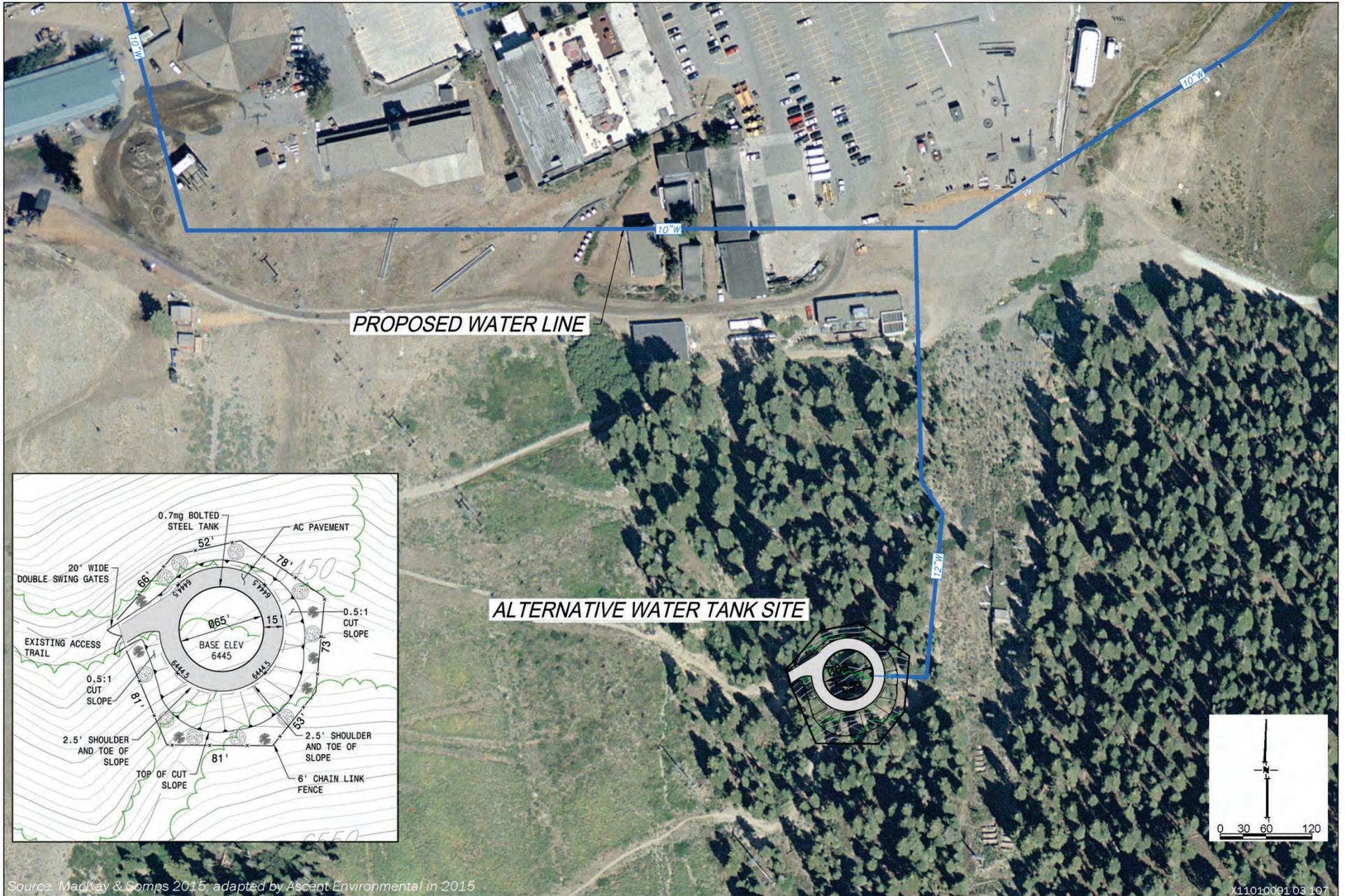


Exhibit 17-5

Alternative Water Tank Location



POPULATION, EMPLOYMENT, AND HOUSING

Similar to the project, this alternative would generate a temporary increase in employment related to construction activities. Development under this alternative includes the same types of tourist-based land uses (e.g., hotels, condos) as the project, which would not contribute substantially to population growth of year-round residents, but would result in population growth of new resort-residential guests. A different location for the water tank would not induce additional population growth beyond that of the project because it would provide the same amount of water storage as the plan, just in a different location. This alternative would not alter the demand for employment related housing. *(Similar)*

BIOLOGICAL RESOURCES

This alternative would include clearing a small portion of the forest between two ski slopes and about 0.13 acre of cut and fill to create a flat space for the tank. The proposed tank site encompasses an area that was previously graded to install the existing tank on the north side of the valley. This previously disturbed site contains less habitat value and would require less grading to install the proposed tank. At the alternative tank site there would be slightly greater potential to disturb plant and animal species, as well as wetlands resources and habitat during construction in this area. According to a wetland delineation done in 2012 (Hydro Restoration 2012), construction of the water tank at this alternative location could minimally affect wetlands or waters of the U.S. through maintenance and updates to the access road and construction of the water pipeline. Mitigation is available to reduce these impacts. Other impacts to biological resources associated with development in the main Village area and the East Parcel would be the same as for the proposed project. *(Greater, but not to a significant degree)*

CULTURAL RESOURCES

An archaeological inventory survey was conducted in the area that includes the alternative water tank site (Jensen 2012) and no prehistoric sites or artifacts, traditional use areas, or sacred land listings were found within or close to the alternative tank site. One historic-era site, the Squaw Valley Ski Jump, was identified within the nearby area. While there are no known prehistoric sites and the historic-era site would not be directly affected, the greater area of excavation in an area that has not been disturbed in the past would increase the likelihood that construction and excavation activities could unearth previously undiscovered or unrecorded human remains or archaeological resources. *(Greater)*

VISUAL RESOURCES

In addition to the impacts associated with development in the main Village area and the East Parcel, the alternative tank location would result in additional tree removal for the water tank while the tank proposed as part of the project would be constructed in a previously disturbed area adjacent to an existing tank. The alternative tank location would be in a heavily forested area that would provide some screening and vegetation would be included within the tank's fenced area. While the tank would be painted to match the surroundings, this alternative could have a greater impact on visual resources than the northern tank location because of impacts to views of the mountain and the placement of a relatively large structure where none currently exists. *(Greater, potentially significant difference)*

TRANSPORTATION AND CIRCULATION

Under this alternative, the existing access road would be used to construct and maintain the water tank. While the flow of traffic might be slightly different during construction, the amount of additional trips would not be significant. During operation, there would be no change to the amount of trips. *(Similar)*

AIR QUALITY

This alternative would include a similar amount of construction and operations as the project, although more grading may be required to create the alternative tank pad. The only other appreciable difference is the location of the two water tank options. Due to potential increases in grading activity, there could be a slight increase in the potential for emissions of odors, criteria air pollutants, or toxic air contaminants during construction, but the difference would not be significant. During project operations, mass emissions levels of criteria air pollutants and exposure levels of toxic air contaminants and odors would be the same. *(Greater, but not a significant difference)*

NOISE

This alternative would include additional construction work for clearing trees and constructing the water tank, resulting in additional noise generated to the south of the main Village area. The closest sensitive receptor to this site is Red Wolf Lodge, about 800 feet downhill from the alternate tank location. The closest sensitive receptors to the proposed water tank site, the Olympic Village Inn and homes along Apache Court, are also approximately 800 feet away. Construction noise generated by the alternative water tank would not be appreciably different from noise generated during construction of the proposed water tank or other facilities in the main Village area. No nighttime construction is proposed for installation of the water tank; therefore, construction of the tank under both alternatives would be subject to the Placer County Noise Ordinance construction noise exemption. All other construction activities (i.e., main Village area and East Parcel) would be the same as the project. With regards to long-term operational noise, the same types and amount of stationary noise sources would result from this alternative. *(Similar)*

SOILS, GEOLOGY, AND SEISMICITY

Like the project, implementation of this alternative would include construction of structures in the vicinity of earthquake fault traces, in areas with subsurface materials potentially subject to liquefaction and lateral spreading, and would result in the placement of new structures and people in snow avalanche hazard zones. According to a geotechnical report done for the area (Holdrege & Kull 2012), the alternative water tank location does not include highly compressible or potentially expansive soil conditions and would be located on soil with negligible potential for liquefaction and lateral spreading. Tree removal could result in slightly higher landslide risk, but the potential is low. Avalanche risk would be similar to existing conditions because the proposed tank site is not within a potential avalanche hazard area, based on updated maps, and there would still be substantial tree cover upslope of the alternative tank site. *(Greater, but no significant difference)*

HYDROLOGY AND WATER QUALITY

Development at the main Village area and East Parcel would be the same and, therefore, impacts related to erosion, surface runoff, stormwater systems, and flooding would be the same for these portions of the project site. However, under this alternative, a minor amount of additional land would be graded and disturbed to accommodate the water tank, thus potentially resulting in further changes to runoff conditions. However, like the project, this alternative would provide adequate on-site storm drainage facilities to ensure that runoff from the project site would not exceed pre-project flow rates, and this alternative would incorporate appropriate BMPs into design to prevent long-term water quality degradation. *(Similar)*

PUBLIC SERVICES AND UTILITIES

Like the project, this alternative would not avoid or lessen the otherwise increased demand for public services such as fire, police, and emergency medical services, related to the project, and would still increase demand for utilities such as potable water, wastewater collection/treatment, and solid waste collection. *(Similar)*

HAZARDOUS MATERIALS AND HAZARDS

Like the project, under this alternative, the use and handling hazardous materials would be consistent with federal, state, and local regulations that would minimize the potential for upset or accident conditions or exposure to nearby receptors. Similar construction activities would occur under this alternative and, therefore, the same impacts related to exposure of people or the environment to hazards would occur. Impacts regarding hazardous material sites, wildfire risk, and health hazards would be the same. (*Similar*)

GREENHOUSE GASES AND CLIMATE CHANGE

This alternative would include a slightly greater level of construction work for grading at the alternative water tank location, resulting in a small increase in emissions of greenhouse gases during construction. Operational impacts would be the same as the project. (*Greater, but no significant difference*)

17.3.8 Environmentally Superior Alternative

CCR Section 15126.6 suggests that an EIR should identify the “environmentally superior” alternative. “If the environmentally superior alternative is the ‘no project’ alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.”

The No Project—No Development Alternative is the environmentally superior alternative, as all of the significant impacts of the project would be avoided. Biological and hydrologic benefits from the restoration of Squaw Creek would not occur.

The Reduced Density Alternative is the environmentally superior alternative of the other alternatives considered. With this alternative, significant impacts to housing, biological resources, cultural resources, visual resources, traffic, air quality (operations), noise, and greenhouse gases would be reduced or avoided, when compared to the project. However, this alternative would not meet several project objectives, and its financial feasibility is not known.

17.3.9 Summary of Alternatives Analysis

COMPARISON OF ALTERNATIVES

Table 17-14 Comparison of the Environmental Impacts of the Alternatives in Relation to the Proposed Project

Resource Area	Proposed Project	No Project—No Development Alternative	No Project—SVGPLUO Development Alternative	Reduced Density Alternative	Widened Squaw Valley Road Alternative	Preservation of Historical and Wetlands Resources Alternative	Alternative Water Tank Location
Land Use and Forest Resources	Less than significant	Less	Similar	Similar	Greater, potentially additional impacts	Similar	Greater, potentially additional impacts although the additional impacts are not substantial
Population, Employment, and Housing	Less than significant (with mitigation)	Less	Less	Less	Greater	Less	Similar
Biological Resources	Less than significant (with mitigation)	Less	Potentially less, could avoid significant impacts depending on location; less benefit associated with channel restoration	Potentially less, could avoid significant impacts depending on location; less benefit associated with channel restoration	Greater, potentially significant difference	Less, minimizes the extent of some significant wetland impacts, although these impacts are mitigable	Greater, but not to a significant degree
Cultural Resources	Significant and unavoidable	Less, would avoid a significant and unavoidable impact	Similar	Less, could lessen a significant and unavoidable impact associated with removal of historic structures	Greater	Less, would avoid significant and unavoidable impacts related to historic structures	Greater
Visual Resources	Significant and unavoidable	Less, would avoid significant and unavoidable impacts	Similar, although overall visual impacts may be greater	Less, potential to reduce significant impact to scenic vistas	Similar	Similar	Greater, potentially significant difference
Transportation and Circulation	Significant and unavoidable	Less, would avoid significant and unavoidable impacts	Less	Less	Less	Less, but similar overall	Similar
Air Quality	Less than significant (with mitigation)	Less	Less, may avoid a significant impact	Less, may avoid a significant impact	Greater for construction, same or less for operations, but no significant difference	Less, but similar overall	Greater, but not a significant difference

Table 17-14 Comparison of the Environmental Impacts of the Alternatives in Relation to the Proposed Project

Resource Area	Proposed Project	No Project—No Development Alternative	No Project—SVGPLUO Development Alternative	Reduced Density Alternative	Widened Squaw Valley Road Alternative	Preservation of Historical and Wetlands Resources Alternative	Alternative Water Tank Location
Noise (construction)	Significant and unavoidable	Less, would avoid significant and unavoidable impacts	Less, would reduce but not avoid a significant and unavoidable impact	Less, would reduce but not avoid a significant and unavoidable impact	Greater, potentially significant difference	Similar, although less overall	Similar
Noise (operation)	Significant and unavoidable	Less, would avoid significant and unavoidable impacts	Less	Less	Greater, potentially significant difference	Similar, although less overall	Similar
Soils, Geology, and Seismicity	Less than significant (with mitigation)	Less, but no significant difference	Similar	Similar	Greater, but no significant difference	Similar	Greater, but no significant difference
Hydrology and Water Quality	Less than significant (with mitigation)	Greater with respect to conditions in Squaw Creek because of the absence of creek restoration, but less with respect to runoff	Less, may avoid potentially significant impacts but may also not include offsetting Squaw Creek restoration benefits	Less, may avoid potentially significant impacts but may also not include offsetting Squaw Creek restoration benefits	Greater, but no significant difference	Less, may avoid potentially significant impacts; but may also result in less benefit from reduced sedimentation	Similar
Public Services and Utilities	Less than significant (with mitigation)	Less	Less	Less	Less	Less, but similar overall	Similar
Hazardous Materials and Hazards	Less than significant (with mitigation)	Less	Similar	Similar	Similar	Similar	Similar
Greenhouse Gases and Climate Change	Significant and unavoidable	Less	Less	Less	Greater, but no significant difference	Less, but similar overall	Greater, but no significant difference

Source: Compiled by Ascent Environmental in 2015

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