THE VILLAGE AT SQUAW VALLEY

SPECIFIC PLAN

APRIL ~~2015~~ 2016
DRAFT

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1.4 PROJECT LOCATION AND CONTEXT

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1.6 SPECIFIC PLAN ORGANIZATION

1 INTRODUCTION

1.1 PURPOSE AND INTENT

The Village at Squaw Valley Specific Plan (Specific Plan) establishes the guiding approach and land use goals for the comprehensive development and enhancement of approximately 94 acres of the previously developed Squaw Valley Village located at the western end of the Olympic Valley. The Specific Plan is designed to preserve the legacy of Squaw Valley, respond to community concerns, and to create a strong, sustainable future for the valley. An important aspect of the Specific Plan is to comprehensively address environmental quality, sustainability and appropriate development approaches to creating a world-class, recreation-based, all-season mountain resort community.

Iterations of draft Specific Plans (bold font)

The Specific Plan was first submitted to Placer County in May 2012 and revised in June 2013. That initial submittal and first revision covered a larger Village area (Main approximately 101. 5 acres) and did not include the East Parcel. The Specific Plan was revised again in January 2014 to include a smaller Village area (approximately 85 acres) and to include the East Parcel. ~~In addition~~ (approx. 8.8 acres), and exhibits were revised to address public and County comments and concerns.

, a reduced unit and bedroom count...

~~In October 2014, another interim draft Specific Plan was released. The October plan remained consistent to the project boundaries as described in the January 2014 version, but included revisions and refinements to exhibits, policies and programs. This April 2015 draft Specific Plan now includes approximately 94 acres and has been further vetted and refined to better represent the proposed project. This Specific Plan is also consistent with that which has been studied in the Draft Environmental Impact Report for the project.~~

The next two revisions came in October 2014 and April 2015. Both plans remained consistent to the project boundaries as described in the January 2014 version, but included revisions and refinements to exhibits, policies and programs based on further internal vetting and community input.

The April 2015 draft Specific Plan was the Specific Plan for which the Draft Environmental Impact Report was based upon as well as the final recommendations of the Squaw Valley Design Review Committee.

This April 2016 Specific Plan was developed in response to the Squaw Valley Design Review process and based on the recommendations of the Design Review Committee.

The Plan Area lies within the Squaw Valley General Plan and Land Use Ordinance (SVGPLUO) area. This Specific Plan builds upon the goals and policies set out in the SVGPLUO as well as the 1994 Placer County General Plan (General Plan) to provide a road map and an implementation strategy to direct within the Plan Area consistent with environmental, social, and economic constraints. The purpose of the SVGPLUO to "ensure that Squaw Valley is developed into a top quality, year round, destination resort." The SVGPLUO is intended to ensure that the area has "the capacity to serve and house the optimum number of tourists, visitors, and residents ~~...~~without adversely impacting the unique aesthetic and environmental assets of Squaw Valley" (SVGPLUO, page 4). The Specific Plan is intended to implement these General Plan goals by providing for a wide range of accommodations and amenities to serve the visitor and resident populations year round.

This selection should be moved to the 2nd and 3rd paragraphs under 1.1 Purpose and Intent

Additionally, the Specific Plan is designed to provide a stable and significant source of tax revenue for the County, including transient occupancy tax, sales tax, and property tax.

The Specific Plan amends the SVGPLUO and designates the Plan Area as a Specific Plan Area subject to detailed Standards and Guidelines contained in Appendix B.

This selection should be the 4th paragraph under 1.1 Purpose and Intent

1.2 PLAN AUTHORITY

Placer County is authorized to adopt this Specific Plan following the provisions of Article 8 (Sections 65450 through 65457) of the Title 7 Planning and Land Use Law, California Government Code and Section 17.58.200 of the Placer County Zoning Ordinance. These provisions require that a Specific Plan be consistent with the adopted general plan of the jurisdiction in which the Specific Plan is located. All subsequent projects within the Plan Area, including subdivisions and public works projects, shall be consistent with this Specific Plan, the SVGPLUO, and the Placer County General Plan.

1.3 RELATIONSHIP TO OTHER DOCUMENTS

This Specific Plan is implemented by Placer County with the supporting documents listed below. These documents are to be used in conjunction with the Specific Plan to ensure full implementation of the intent of the SVGPLUO.

Development in the Olympic Valley is governed by three Placer County documents. The Placer County General Plan serves as the "blueprint" for development in the County, and includes land use designations, policies and implementation measures for a wide variety of topics. The Squaw Valley General Plan and Land Use Ordinance serves as the Community Plan for the Olympic Valley, providing additional details on land use designations and the desired direction of development in the Valley. The Placer County Zoning Ordinance (PCZO) prescribes development standards and other requirements for each land use zone in the County. Items that are not specifically addressed in the ordinance portion of the SVGPLUO would be governed by the PCZO.

Squaw Valley General Plan and Land Use Ordinance (SVGPLUO)

The SVGPLUO is comprised of the Plan Text, Land Use Ordinance, Plan Map, and Environmental Impact Report, and was adopted in 1983 to direct growth within the 4,700 acre valley consistent with environmental, physical and economic constraints. The SVGPLUO is the underlying land use regulatory authority for the Specific Plan.

The land use designations, zoning, development standards, and design guidelines in this Specific Plan supersede the land use designations, public works standards, and other applicable regulations of the SVGPLUO and other applicable County regulations. To the extent that Standards or regulations are not specified in this Specific Plan and do not conflict with the implementation of the Specific Plan, the SVGPLUO or Placer County Zoning Ordinance shall continue to apply. This Specific Plan includes definitions in Appendix A that are intended to supersede the definitions in the SVGPLUO and Placer County Zoning Ordinance. To the extent this Specific Plan uses terms that are not defined in Appendix A, any applicable definitions in the SVGPLUO or Place County Zoning Ordinance shall apply.

Ultimately, the SVGPLUO allows for growth that reaches a seasonal peak of an overnight population of 11,000 to 12,000 people, and a maximum skier capacity of 17,500 persons per day within the Olympic Valley. The ultimate build-out of this Specific Plan is consistent with the future growth level anticipated in the SVGPLUO.

As outlined in the SVGPLUO, the following guidelines are to be followed in development of areas within the Olympic Valley:

- Both the quality and quantity of development must be planned to conserve, protect, and enhance the aesthetic, ecological and environmental assets of Squaw Valley.
- Future development in Squaw Valley should occur only where public facilities and services, including transportation, can be efficiently provided.
- Intense utilization of already disturbed areas shall be promoted and preferred to fringe development or non-contiguous development of previously undisturbed areas.
- Decisions regarding future development should be based upon sound social, economic, and environmental practices.
- In planning for the future growth and development of Squaw Valley, an optimum balance of activities and facilities, which recognizes the strengths, weaknesses, and inter-relationships of various segments of the Truckee, Olympic Valley, and Tahoe area economies should be encouraged (Page 4, SVGPLUO).

Placer County General Plan

The Placer County General Plan (General Plan) provides the broader guidelines and policies that guided the development of the SVGPLUO:

FIGURE 1.1–REGIONAL CONTEXT

FIGURE 1.2–SITE CONTEXT

"with the increasing importance of the recreation industry to Placer County, maximum use should be made of its potential consistent with good conservation and development practices" (page 3, SVGPLUO).

With this in mind, the Specific Plan also looks to the General Plan for related goal and policy guidance to provide a plan that meets the overall guidelines of the SVGPLUO.

Environmental Impact Report

The Specific Plan Environmental Impact Report (EIR) was certified on **INSERT DATE** and the Specific Plan was adopted on **INSERT DATE**. The EIR provides a programmatic assessment of the environmental impacts that would result from development under the Specific Plan.

Section 65457(a) of the Government Code and Section 15182(a) of the State of California Environmental Quality Act Guidelines provide that no EIR nor negative declaration is required for any residential project undertaken in conformity with an adopted Specific Plan for which an EIR has been certified. Additional CEQA review may be required for subsequent phases of the Specific Plan that are non-residential projects and/or that are not consistent with the Specific Plan as described and analyzed in the Program EIR.

Main Village

1.4 PROJECT LOCATION AND CONTEXT

The ~~Plan~~ Area is an approximately 85 acre site located at the west end of Squaw Valley (see Figure 1.1 – Regional Context, Figure 1.2 – Site Context and Figure 1.3 – North Tahoe Context). The area is generally bounded by Squaw Valley Road on the north, ski lifts and related ski operations on the south, lodging, single family homes, and undisturbed areas to the west, and the meadow and golf course to the east. Access to the Plan Area is provided by Squaw Valley Road. Three bridges connect Squaw Valley Road to internal private roads and parking areas. (See Figure 1.4 – Existing Conditions).

In addition, the Specific Plan includes the approximately 8.8 acre East Parcel, located northwest of the intersection of Squaw Valley Road and Tavern Circle (across from the Squaw Valley Public Services District building and Fire Station 21). It is planned for employee housing, off-site parking, community market, and activities that are ancillary to the Village, such as shipping, receiving, and distribution.

1.5 PROJECT BACKGROUND

1.5.1 HISTORY

Development in Squaw Valley originally began in the 1940's when Wayne Poulsen, a former ski racer, acquired approximately 2,000 acres in the Olympic Valley from the Southern Pacific Railroad. He then partnered with Alex Cushing to create a ski resort fashioned after European ski resorts. After a disagreement over the future of the resort, Alex Cushing ended up controlling the resort and successfully brought the 1960 Winter Olympics to Squaw Valley. The Olympics greatly accelerated the development of Squaw Valley. They were the first to be televised live and attracted millions of viewers, which provided a significant boost to the visibility of American skiing and the California Sierra Nevada snow belt.

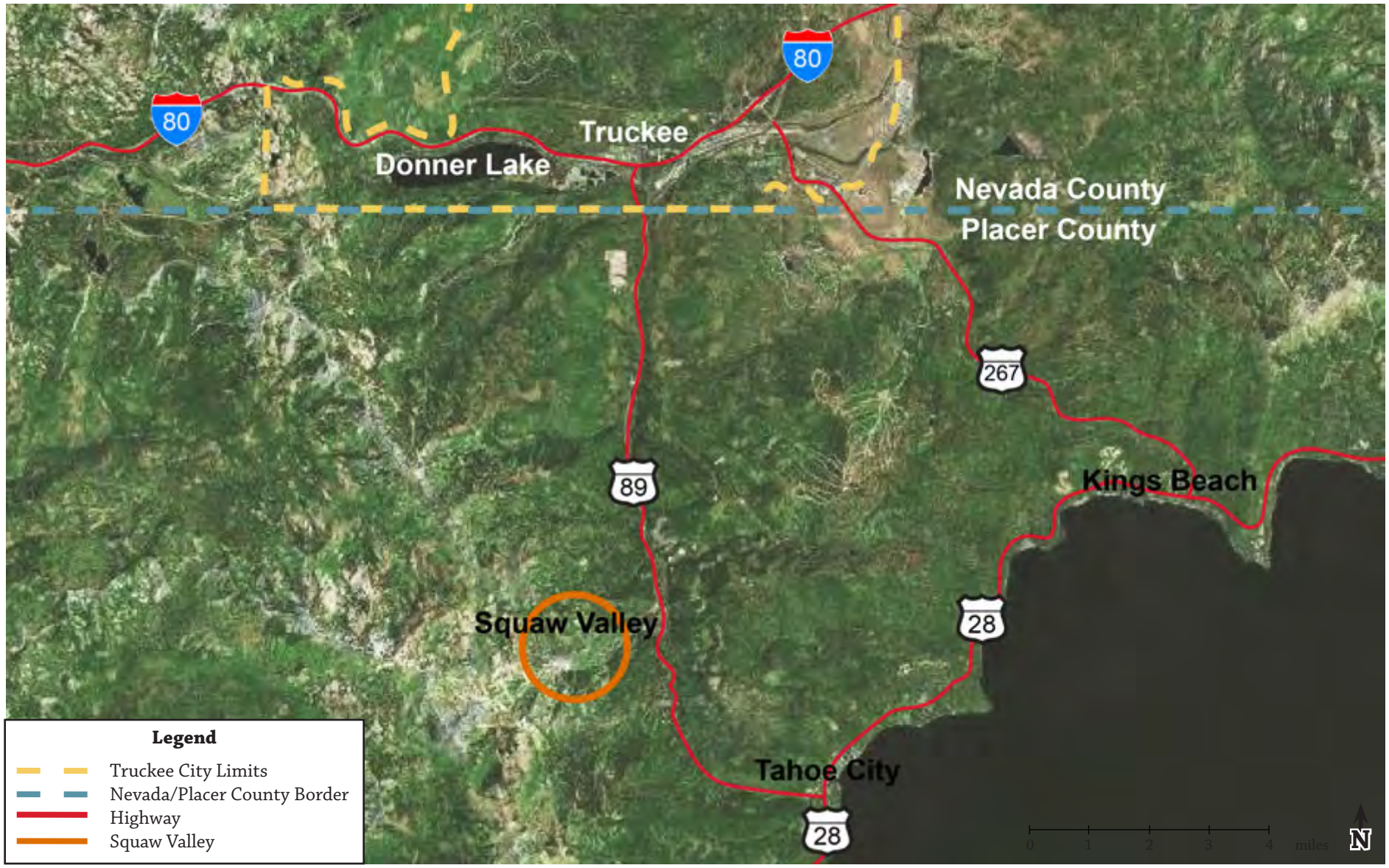


FIGURE 1.3–NORTH TAHOE CONTEXT

Interest in all forms of winter sports continued to grow in northern California after the Olympics. Over the years, Squaw Valley has developed a variety of on-mountain winter and summer recreational facilities as well as conference, residential, and commercial uses.

1.5.2 EXISTING CONDITIONS

The Plan Area encompasses land historically used for resort facilities including skier services, parking, lodging and commercial uses. The Plan Area is located primarily on lands that have previously been either developed or disturbed. The area is served by Squaw Valley Road, the main road into the Valley, which connects to State Route 89 approximately 2 miles to the east. The Specific Plan locates new development primarily in areas that have been previously developed. Existing buildings and facilities within the Plan Area include recreational facilities, ski lifts, lodging, skier services, resort-residential, parking lots and maintenance facilities (See Figure 1.4 – Existing Conditions).

Squaw Creek runs west to east through the Plan Area in an engineered channel before flowing into the meadow area to the east of the Plan Area. Most of the existing trees within the Plan Area are located along the westernmost portion of Squaw Creek. The remaining trees are scattered throughout the Plan Area and on the outward edges as the developed portions of the site transition to surrounding forested areas.

The topography of the Plan Area is a gently sloping plain that generally tilts from west to east while also draining into Squaw Creek. There is approximately 70 feet of elevation change from the highest to the lowest point on the site. The Plan Area is generally bounded by steep slopes which rise about 2,000 feet to the north and south and almost 3,000 feet to the west. (See Figure 1.5– Slope Analysis).

1.5.3 CURRENT OWNERSHIP

The Plan Area consists of all or part of 22 parcels, 20 of which are entirely owned or controlled by Squaw Valley Real Estate, LLC and Squaw Valley Resort, LLC. (See Figure 1.6– Ownership Plan and Appendix D for existing Assessor Parcel information).

1.5.4 EXISTING LAND USE / ZONING

The zoning for these parcels currently includes Village Commercial, Heavy Commercial, High Density Residential, Forest Recreation, Conservation Preservation, Low Density Residential, and Entrance Commercial as shown on Table 1.1- Existing Land Use/Zoning and Figure 1.7– Existing Land Use/Zoning.

Legend

1	Olympic Village Inn
2	Olympic Valley Lodge
3	West Parking Lots
4	Bridge
5	East Parking Lots
6	Existing Village Check In
7	Existing Village
8	Squaw Valley Lodge
9	Olympic House
10	Member's Locker Room
11	Squaw Kids
12	Preferred Parking
13	Red Wolf Lodge
14	Red Dog Maintenance
15	Meadow
16	Golf Course
17	PlumpJacks
18	Far East Center

FIGURE 1.4–EXISTING CONDITIONS

FIGURE 1.5–SLOPE ANALYSIS

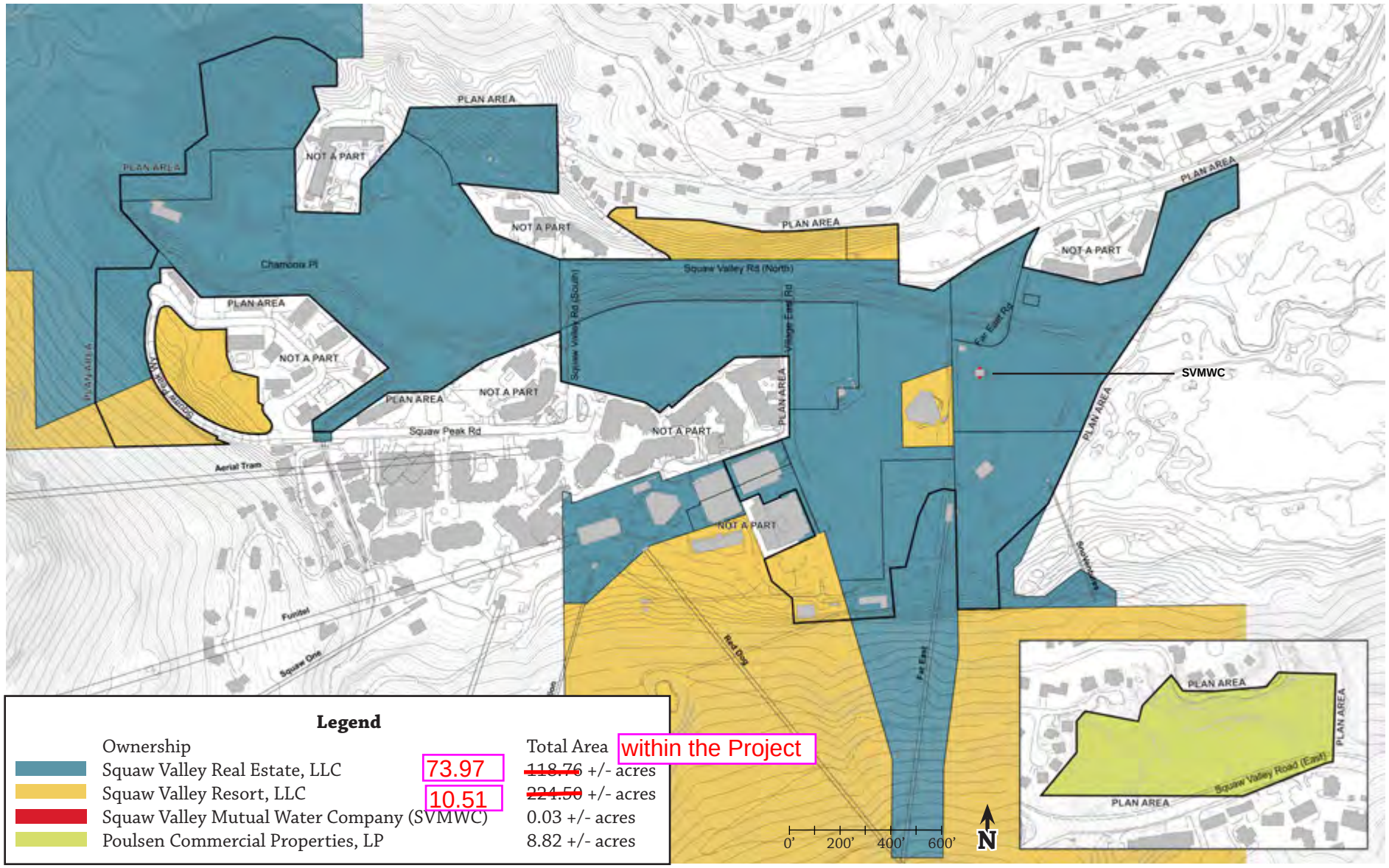


FIGURE 1.6– OWNERSHIP PLAN

Update with new lot lines.

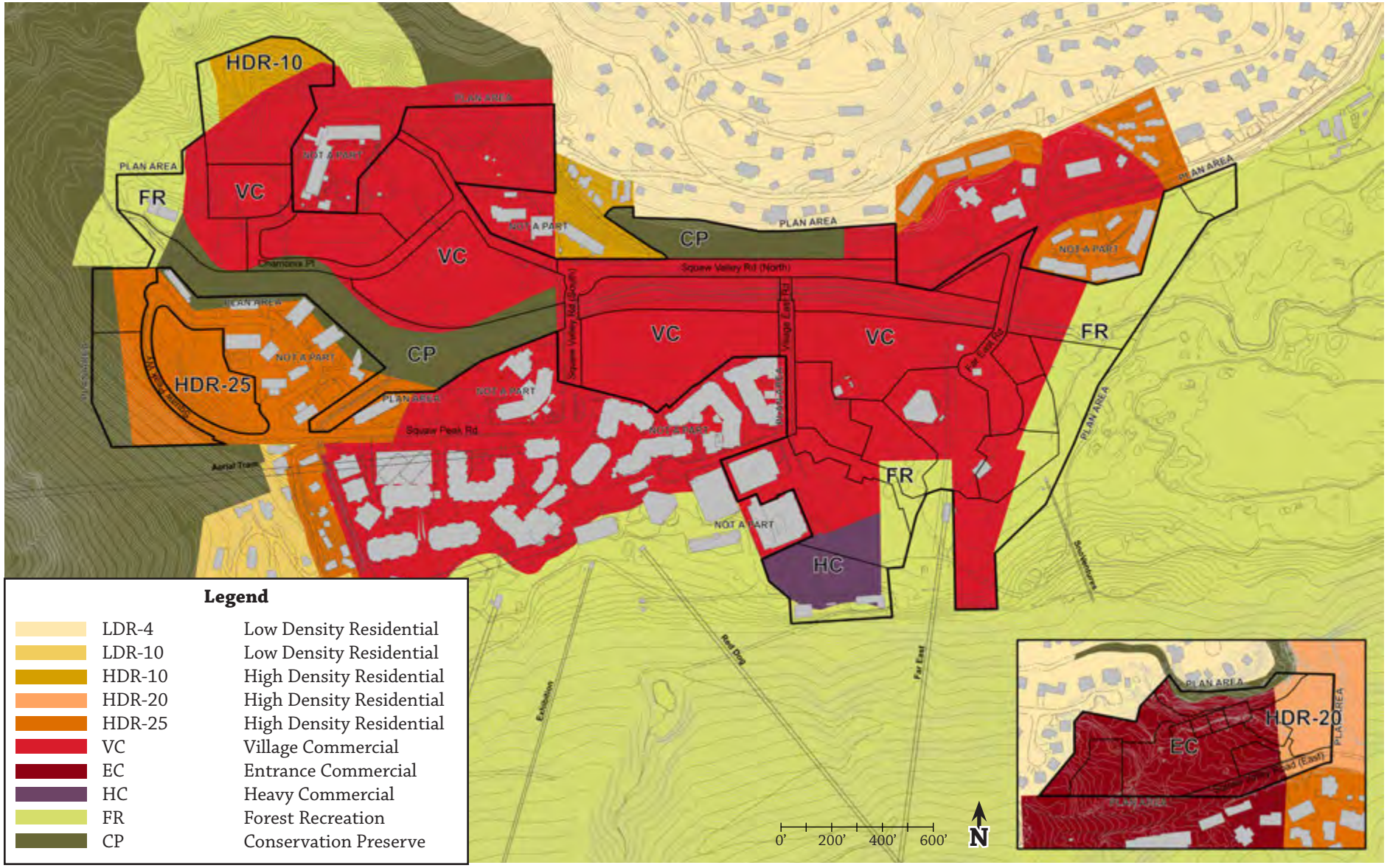


FIGURE 1.7–EXISTING LAND USE/ZONING

Land Use / Zoning Designation			Area (ac)	Allowed Units[1]	Allowed Units + Density bonus[2]	Allowed Bedrooms	Allowed Bedrooms + Density bonus[2]
	HDR-10	High Density Residential	1.76	9	9	18	18
	HDR-25	High Density Residential	7.72	97	97	193	193
	HC	Heavy Commercial	2.69	--	--	--	--
	VC	Village Commercial	53.17	1,337	1,671	2,674	3,343
		Subtotal	**65.34**	**1,442**	**1,777**	**2,885**	**3,554**
	FR	Forest Recreation	11.12	--	--	--	--
	CP	Conservation Preserve	8.05	--	--	--	--
		Subtotal	19.17	--	--	--	--
		Total Village	**84.51**	**1,442 units[1]**	**1,777 units[1]**	**2,885 bedrooms**	**3,554 bedrooms**
East Parcel							
	EC	Entrance Commercial	6.54	82	82	164	164
	CP	Conservation Preserve	0.47	0			0
	HDR-20	High Density Residential	1.81	18	18	36	36
		Total East Parcel	8.82	100	100	200	200
		Specific Plan Total	**93.33**	**1,542 units[1]**	**1,877 units[1]**	**3,085 bedrooms**	**3,754 bedrooms**

TABLE 1.1–EXISTING LAND USE/ZONING

Note: The assumed conversion rate from bedrooms to units is 2.0 bedrooms/units, consistent with the average rate yielded from the mix of products shown in Figure 2.1-Illustrative Concept Plan. Density bonus reflects a 25% credit applied to Village Commercial for additional structured parking.

1.6 SPECIFIC PLAN ORGANIZATION

1.6.1 CHAPTER STRUCTURE AND FORMAT

Generally, each of the Specific Plan chapters begins with a chapter overview or land use concept discussion, followed by project background information and references to other related documents pertinent to the chapter. Each chapter includes the Goals and Policies intended to meet the Specific Plan's overall goals described in Section 2.2. The following definitions describe the nature of the statements of Goals, Policies, and Development Standards and the format in which these are used in this Specific Plan.

Goals - Are overarching statements describing the objectives of the Specific Plan written in a way that is general in nature and not measurable. Goals are provided at the beginning of each chapter.

Policies - Are specific statements that provide guidance and/or make a commitment to an action intended to further achievement of the applicable goal(s). Policies are identified by two letters and a number, such as "LU-1."

Development Standards - Are specific and sometimes quantified regulations used to guide development under the Specific Plan to achieve the goals and policies of the plan. Development standards will supersede or supplement the SVGPLUO and Placer County Zoning Ordinance as noted herein. Development Standards are provided in Appendix B.

1.6.2 SPECIFIC PLAN CONTENTS

The Specific Plan ultimately guides growth and development within the Plan Area. Detailed goals, policies, standards, and concepts are provided to ensure that all projects within the Plan Area are consistent with the unifying vision of the Specific Plan. This Specific Plan is organized into eight chapters and related appendices as listed below:

- Chapter 1 - Introduction - Presents the purpose and intent of the Specific Plan, lists the necessary entitlements and approvals, summarizes the regulatory framework, and summarizes the context, history, and physical characteristics of the area.

- Chapter 2 - Vision and Plan - Presents the overall structure of the Specific Plan, the vision, project objectives, and the concepts and policies related to land use, open space, resource protection, circulation, and public services.

- Chapter 3 - Land Use - Presents the land use framework, concepts, and policies for development and conservation.

- Chapter 4 - Open Space - Presents the open space framework, concepts, and policies for the pedestrian network, landscape corridors, and the Squaw Creek corridor.

- Chapter 5 - Circulation and Parking - Presents the circulation network, concepts, and policies related to vehicular circulation, parking, public transit, and pedestrian and bicycle circulation.

- Chapter 6 - Public Services and Utilities - Presents the services and utilities needed to support development of the Plan Area.

- Chapter 7 - Resource Management - This section identifies the environmental resources in the Plan Area and outlines sustainable strategies for their conservation, protection and management.

- Chapter 8 - Implementation - This section outlines the implementation measures, details the amendment and modification process, explains the project phasing, and lists the financing methods and applicable fees.

- Appendices - The Appendices contain documentation to support and supplement the information contained in this document. The following Appendices have been included:

A. *Definitions* – Capitalized terms used throughout the document that supplement or replace the definitions in the SVGPLUO and/or Placer County Zoning Ordinance.

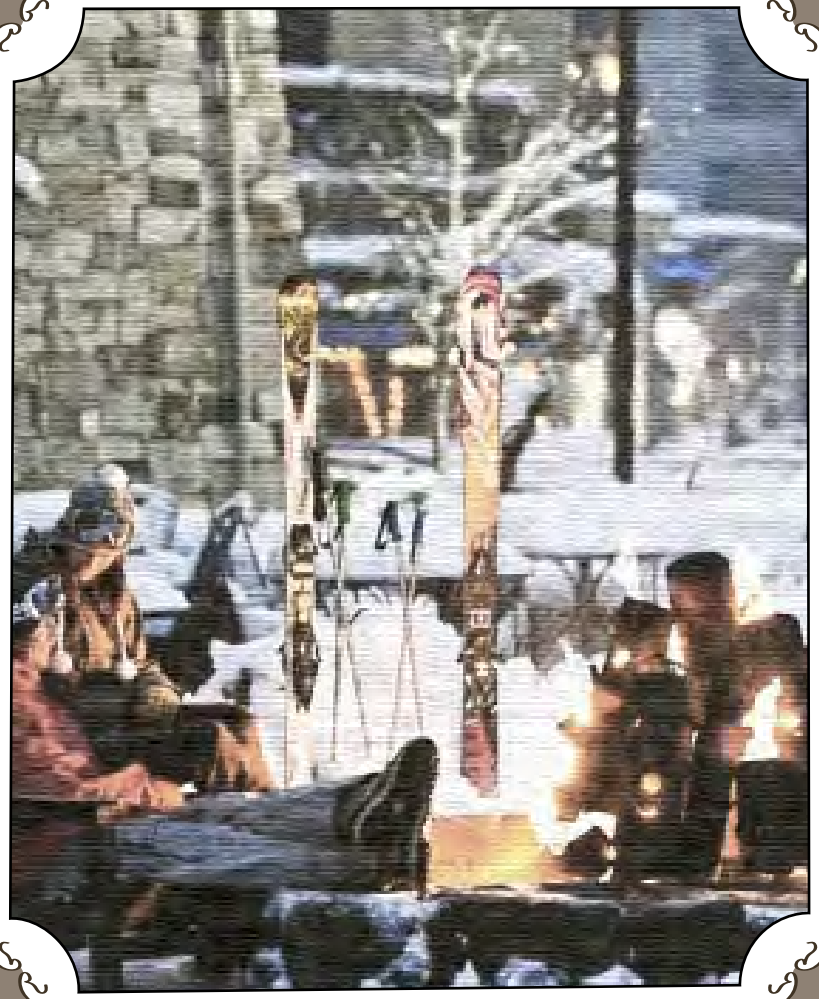
B. *Development Standards and Design Guidelines* – The Development Standards and Design Guidelines (Standards and Guidelines) is the companion document to the Specific Plan to implement the regulatory framework and planning concepts. This document includes the development regulations, guidelines, and design review process for all development projects within the Plan Area, including site, infrastructure, landscape, architectural, and sign design.

C. *Approved Plant List* - A list of plants suited to the Plan Area, including trees, shrubs, ground covers, and grasses.

D. *Existing Assessor Parcels* – A detailed list of existing Assessor Parcel Numbers and owners within the Plan Area.

E. *Sustainability Index* – This index compiles all of the sustainable measures required or recommended for all improvements within the Specific Plan, and notes the specific sections as to where detailed information can be found.

2 VISION AND PLAN



2.1 THE VISION

2.2 GUIDING GOALS

2 VISION AND PLAN

2.1 THE VISION

The Specific Plan envisions the evolution of a sustainable mountain resort that preserves the Olympic legacy and day skier experience while expanding opportunities for families and other visitors. The Specific Plan offers a diversity of resort-residential (such as condos used for short to extended stay lodging or timeshares), visitor accommodation, retail, health and well-being, and recreational opportunities while protecting and strengthening view corridors and ski operations, and restoring Squaw Creek.

Development within the Plan Area would be focused on a pedestrian-oriented mixed-use core at the heart of the Village, where cultural events, and commercial and recreational opportunities create an active, healthy, and vibrant resort atmosphere.

The Specific Plan consists of two main zones within the Village, organized on lands that have been largely developed or disturbed in the past:

- The Village Core – This zone is the core of the Village at Squaw Valley, with a wide mix of uses and activities concentrated in close proximity to the ski slopes and the existing Village. The Village Core includes higher density lodging, the Mountain Adventure Camp, and a variety of retail and restaurant spaces along with pedestrian-friendly paths and gathering spaces.

and high

- The Village Neighborhoods – This zone consists of medium density resort-residential neighborhoods and smaller-scale neighborhood serving commercial uses.

In addition, the Specific Plan includes the approximately 8.8 acre East Parcel, located northwest of the intersection of Squaw Valley Road and Tavern Circle (across from the Squaw Valley Public Services District building and Fire Station 21),which is planned for employee housing, off-site parking, a community market, and activities that are ancillary to the Village, such as shipping, receiving and distribution.

The intent of the Specific Plan is to provide a logical guideline for growth, enhancement, and renewal in the Village area while proposing high standards of resort design that advance smart growth principles. Figure 2.1- Illustrative Concept Plan provides one conceptual example of the development that could result from implementing the Specific Plan. The Illustrative Concept Plan is consistent with the policies, land use designations, zoning and development standards and design guidelines of the Specific Plan. The actual development that occurs in the plan area could differ in one or more aspects from Figure 2.1, but any and all development must be consistent with the policies, land use designations and other requirements of the Specific Plan.

2.2 GUIDING GOALS

This Specific Plan provides a blueprint for development of the plan area for the foreseeable future. The principles set forth in the Specific Plan build on the goals and policies set out in the Squaw Valley General Plan and Land Use Ordinance (SVGPLUO). The following Goals establish the framework for the Specific Plan:

1. Implement the guidelines contained in the SVGPLUO to realize a balanced, vital, year-round destination resort center that is consistent with the community envisioned in the Specific Plan, and reposition the resort to compete effectively with it's international word-class peers and competitors.

2. Preserve the legacy and undisturbed lands of the Olympic Valley by focusing resort-related development in proximity to the existing Village and mountain activities and in areas that have been disturbed in the past.

3. Respect and honor the cultural and environmental setting by establishing a sustainable level of development consistent with the Olympic Valley's history and current resource management and development practices.

4. Revitalize, enhance, and renew the Village areas to create a series of compact, tourist-related mixed-use neighborhoods that are connected, safe, and walkable.

5. Value flexibility and anticipate change while providing an innovative, dynamic development framework.

6. Reinforce community character and create a sense of place by anchoring the Village to the mountain environment through the use of a diversity of architectural expression; cohesive integration of lodging and new amenities with the mountain, and the establishment of a robust pedestrian open space network.

7. Create a resort with significant sustainable interests and a self-contained resort core that provides all necessary destination resort services and amenities to guests and residents on site.

8. Provide a comprehensive circulation, transit, and parking plan that reinforces the creation of a convenient, sustainable, and vibrant resort.

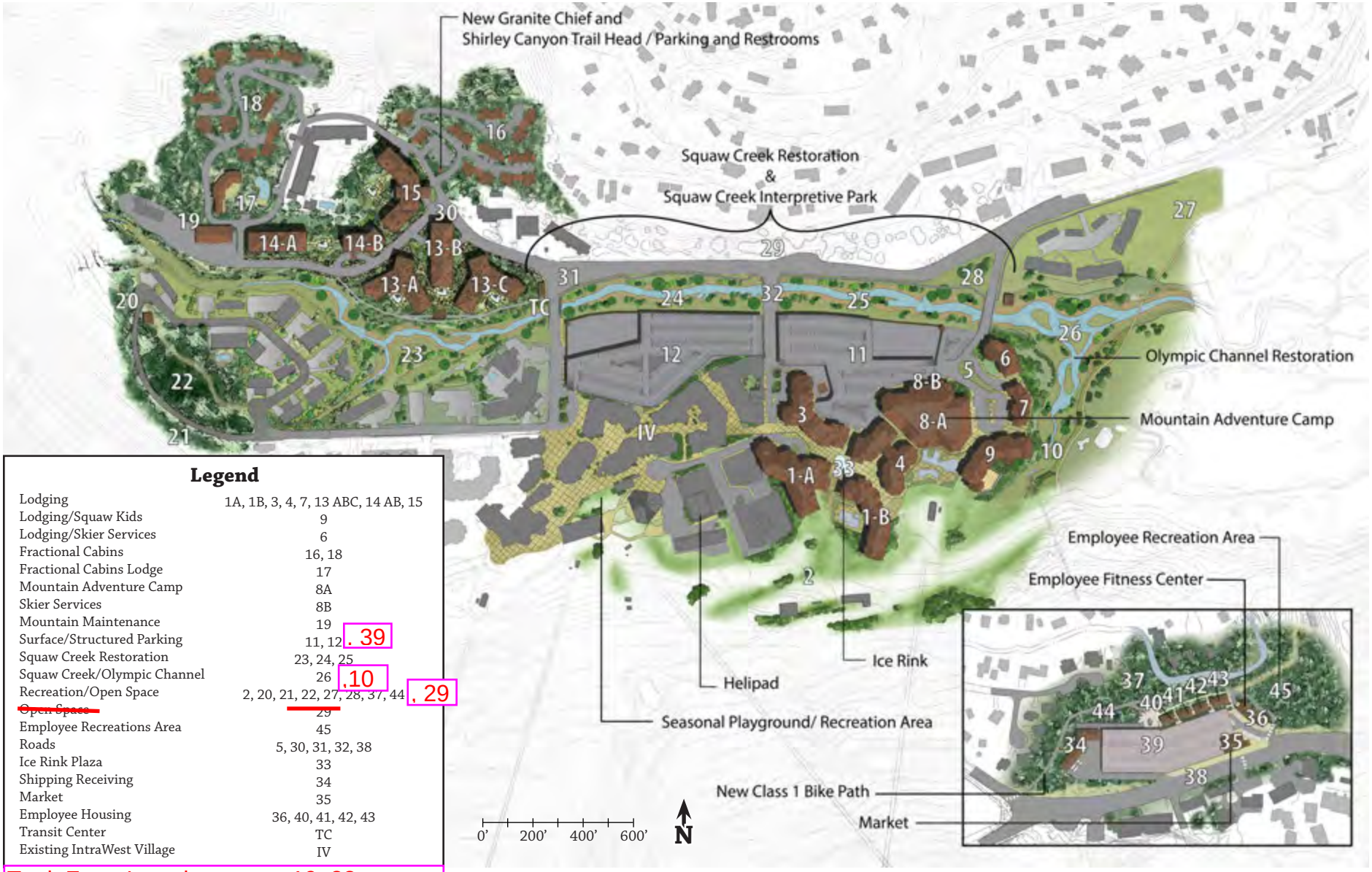
The Specific Plan achieves the above goals in a myriad of ways. New development is concentrated primarily in areas that have been disturbed in the past, such as the extensive existing parking lots within the Plan Area. The high-intensity uses and largest buildings are concentrated in the Village Core, near the existing Village and the ski area (see Chapter 3). The inclusion of retail, food service, and recreational uses will promote a largely self-contained resort, minimizing the need for additional vehicle trips.

Extensive trails and pedestrian paths are provided throughout the plan area to connect lodging and other uses, and to provide safe and efficient bicycle and pedestrian circulation (see Chapters 4 and 5). Adequate parking is provided for both day skiers and resort guests, and transit facilities and operations will be enhanced (see Chapter 5). The Development Standards and Design Guidelines (Appendix B)

reflect the community character and mountain environment, while providing flexibility for innovative design and responses to future needs. Appendix E summarizes the many measures included in the Specific Plan that promote sustainable development and operation of the Resort.

Throughout this document, Policies are described that support achieving these Goals.

UPDATE WITH NEW Illustrative.



Legend

Lodging	1A, 1B, 3, 4, 7, 13 ABC, 14 AB, 15
Lodging/Squaw Kids	9
Lodging/Skier Services	6
Fractional Cabins	16, 18
Fractional Cabins Lodge	17
Mountain Adventure Camp	8A
Skier Services	8B
Mountain Maintenance	19
Surface/Structured Parking	11, 12, 39
Squaw Creek Restoration	23, 24, 25
Squaw Creek/Olympic Channel	26, 10
Recreation/Open Space	2, 20, 21, 22, 27, 28, 37, 44, 29
~~Open Space~~	~~29~~
Employee Recreations Area	45
Roads	5, 30, 31, 32, 38
Ice Rink Plaza	33
Shipping Receiving	34
Market	35
Employee Housing	36, 40, 41, 42, 43
Transit Center	TC
Existing IntraWest Village	IV
Tank Farm Locations	19, 28

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

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3 LAND USE

3.1 LAND USE CONCEPT

3.2 LAND USE AND GOALS

3.3 LAND USE DESIGNATIONS

3.4 ZONING DESIGNATIONS

3.5 EMPLOYEE HOUSING

3 LAND USE

This chapter sets forth the overall land use planning framework for both development and conservation within the Plan Area and on the East Parcel. In tandem with the Development Standards and Design Guidelines (Appendix B) this section establishes the overall policies and development standards applicable to the land use activities within the Plan Area. It includes the types and intensities of uses for land and buildings in proposed development areas. Figure 3.1-Site Land Use and Zoning illustrates the pattern of development permitted within the Plan Area.

The Land Use Plan implements the SVGPLUO goals by designating land for tourist-related resort-residential, visitor accommodations, commercial services, recreation facility development, and employee housing. Development permitted under this Plan stays within the carrying capacity of the Plan Area as well as the development levels described in the SVGPLUO (see Appendix B for additional information).

Under SVGPLUO zoning, up to approximately ~~3,550~~ 3.754 bedrooms could be constructed within the Plan Area, equating to approximately ~~1,775~~ 1,877 dwelling units (not including employee housing) using standard rates of 2.0 bedrooms per unit. The Specific Plan allows for a maximum of 1,493 bedrooms and 850 units, a substantial reduction. The East Parcel zoning would allow for ~~up to 264 bedrooms~~ housing of 300 employees.

The Land Use Plan designates land uses; however, refinements to the boundaries between land uses, in substantial compliance with this Plan, may be required to accommodate technical issues that arise during subdivision design.

This chapter is to be used in conjunction with the other chapters of the Specific Plan. The Standards and Guidelines presented in Appendix B establish the specific regulations for the various land use designations in the Plan Area. These standards amend and supersede the applicable sections of the SVGPLUO as it applies to the Plan Area. However, standards or regulations that are not specified in the Specific Plan shall default to the SVGPLUO for applicable provisions.

3.1 LAND USE CONCEPT

Squaw Valley has long been identified by Placer County as an important recreation resource where "maximum use should be made of its potential consistent with good conservation and development practices" (page 3, SVGPLUO). In addition to downhill skiing, the Village contains recreation opportunities such as ice skating, cross-country skiing, biking, access to hiking trails, horseback riding, and swimming. As described in Chapter 1, the intent of the Specific Plan is to guide the growth and development of the Village area as a recreation-based, all-season mountain resort.

The Land Use Plan envisions tourist-related neighborhoods that include a range of year-round transient lodging, resort-residential, commercial, and recreational uses clustered around a distinct Village Core. The development pattern has been compactly organized to fit into the existing developed areas while simultaneously preserving important scenic vistas, providing convenient access to the mountain, and creating a vibrant mixed-use environment. The Specific Plan is generally organized into two main environments from the most intensely developed areas in the Village Core, to the less intensively developed areas in the Village Neighborhoods. See Figure 3.2 for the locations of the two neighborhoods, and individual descriptions below:

- The Village Core – The heart of the Village with a wide mix of uses and activities concentrated near the ski slopes and the existing Village. The highest intensity of land use including lodging, the Mountain Adventure Camp, and commercial establishments will be focused here around a network of pedestrian paths and gathering spaces.

- The Village Neighborhoods – Primarily high-density mixed-use/resort-residential areas, including condo hotels, fractional, and timeshare uses. In the northern areas, medium density fractional properties provide a transition from resort residences to the surrounding forested areas.

3.2 LAND USE AND GOALS

The following land use goals and policies emphasize creating a distinct Village Core, from which the surrounding tourist-related neighborhoods and recreational facilities are connected to create a recreation-based mountain resort:

Goal LU- 1: Create an active, integrated resort atmosphere centered on a pedestrian-oriented Village Core. Promote vertical development to reduce sprawl and create a walkable village.

Goal LU- 2: Promote development that is sensitive to the natural environment and the Olympic Valley community, particularly principal views of the mountain peaks and hillsides to reinforce connections to the mountain environment.

Goal LU- 3: Develop a resort community that is vibrant throughout the year.

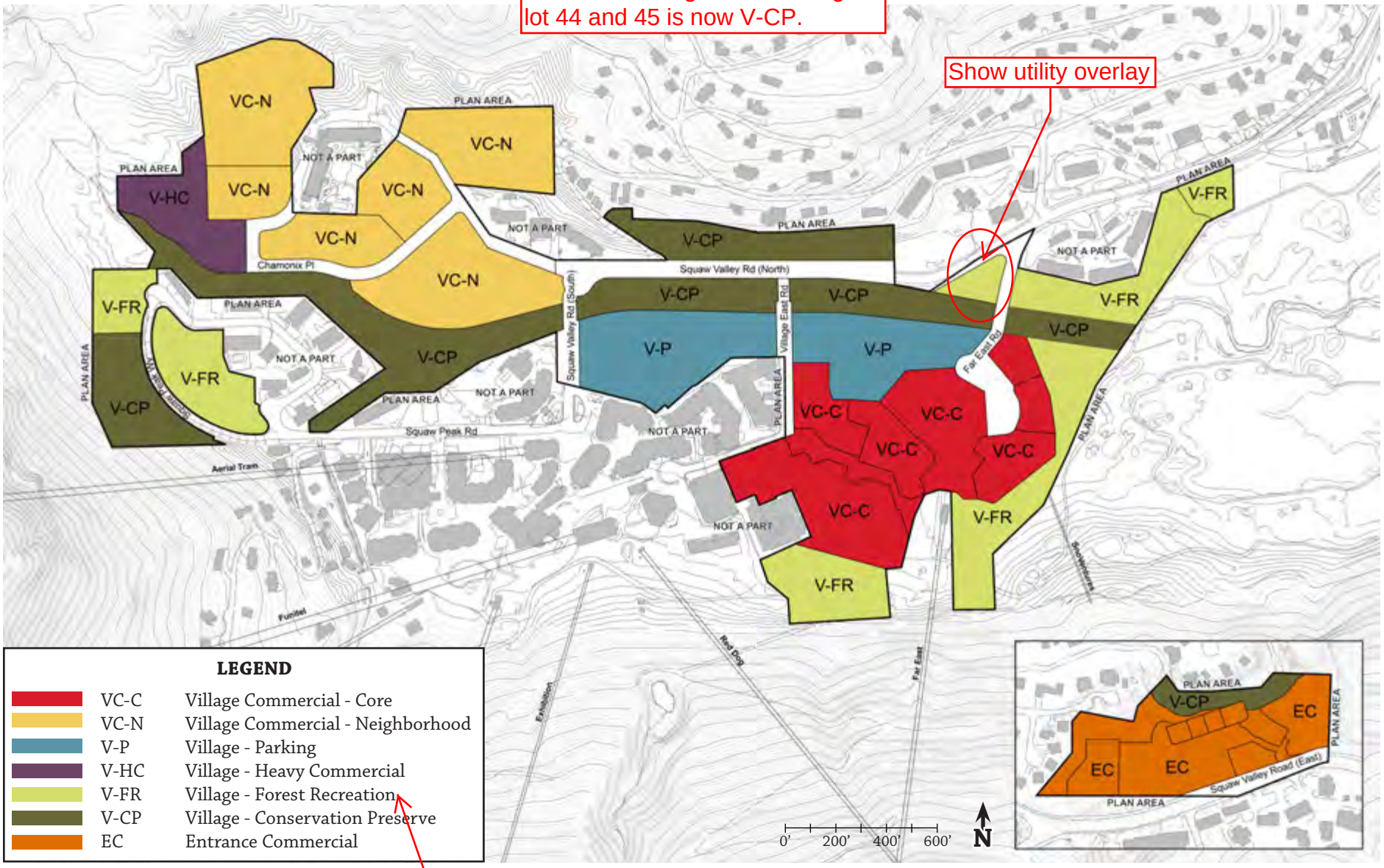
Goal LU- 4: Draw visitors year-round and enhance the economic base of the community by offering a diversity of recreational, resort-residential, commercial and lodging options beyond those specifically geared toward the winter season.

Policy LU- 1: Establish a conservation corridor for Squaw Creek to allow for a comprehensive, coordinated approach to future enhancement and restoration.

Policy LU- 2: Provide for educational and recreational opportunities that promote conservation and a healthy, active lifestyle (e.g. recreation facilities, interpretive signage at restoration areas, multi-purpose trails).

UPDATE WITH NEW LOTLINES.
Lots have changed and zoning for lot 44 and 45 is now V-CP.

Show utility overlay



LEGEND

	VC-C	Village Commercial - Core
	VC-N	Village Commercial - Neighborhood
	V-P	Village - Parking
	V-HC	Village - Heavy Commercial
	V-FR	Village - Forest Recreation
	V-CP	Village - Conservation Preserve
	EC	Entrance Commercial

FIGURE 3.1– SITE LAND USE AND ZONING

add note for V-FR to identify lot with overlay

UPDATE WITH NEW Illustrative.

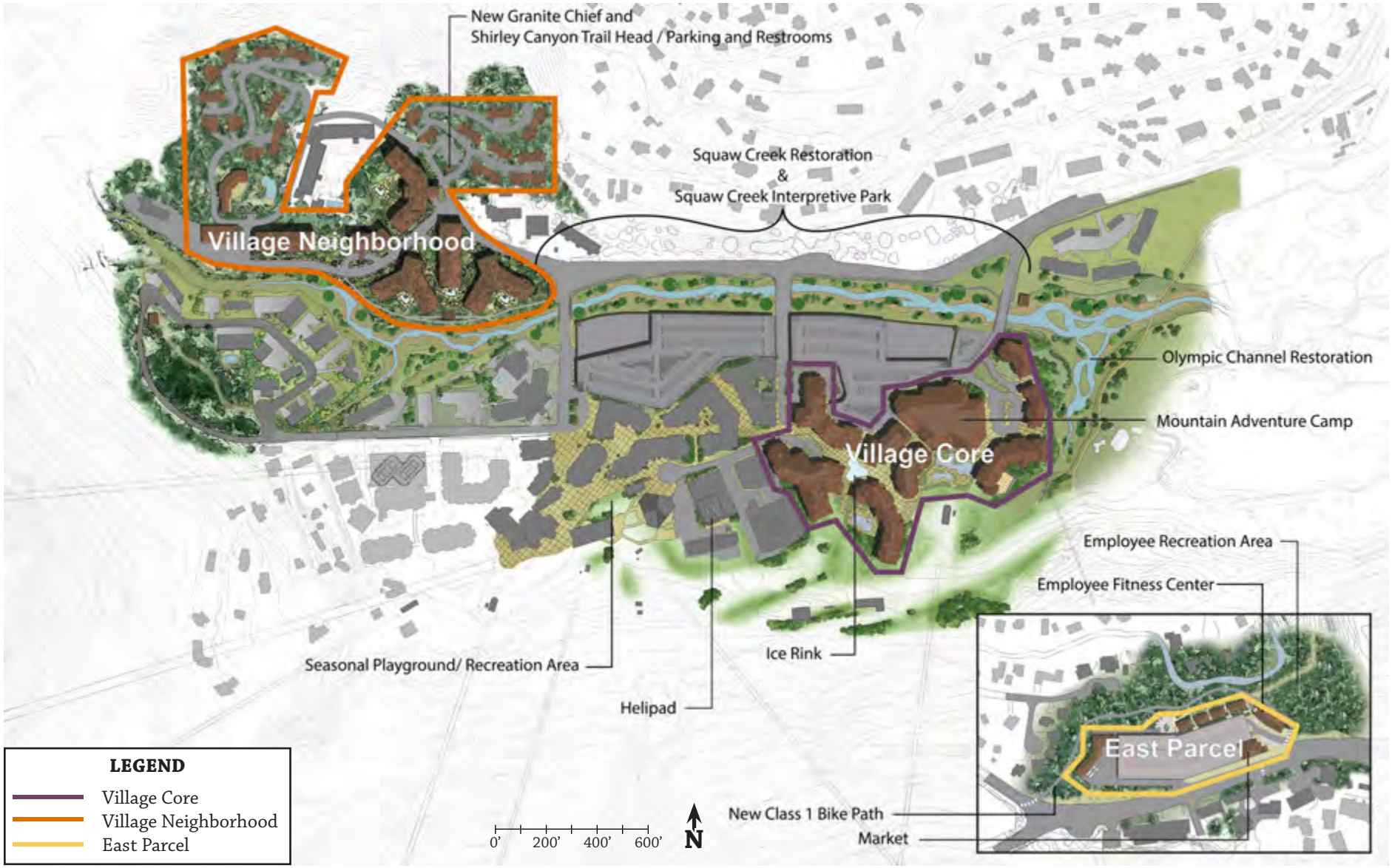


FIGURE 3.2– PROJECT NEIGHBORHOODS

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

Policy LU- 3: Concentrate development in already disturbed or developed areas.

Policy LU- 4: Provide a diversity and critical mass of visitor accommodations and resort-residential units (e.g. hotel rooms, rental or ownership condominium units, timeshare condominiums, single family units, multi-family units).

Policy LU- 5: Provide access to passive and active recreational activities that can be enjoyed by the entire Olympic Valley community.

Policy LU- 6: Provide an array of services and amenities within the Plan Area in order to minimize the reliance on vehicles and provide adequate pedestrian and circulation improvements with each phase of development.

3.3 LAND USE DESIGNATIONS

The following section describes the intent of each of the Specific Plan land use designations and the types of land uses that are allowed in each category. Refer to Figure 3.1– Site and Land Use Zoning, Table 3.1– Land Use Summary, and Table 3.2– Allowed Uses. The land use designations and the accompanying figure and table provide the framework for future land use decisions within the Plan Area. The Development Standards and Design Guidelines in Appendix B are crafted to ensure that commercial and resort-residential development is of high quality, and consistent with the land use policies identified above. Additionally, a Design Review application will be submitted to the County for each project or every parcel to ensure compliance.

Section 8.3.4 in Chapter 8, Implementation, describes the mechanism to be used to ensure that the densities shown in Table 3.1 and the total bedroom count for the Plan Area are not exceeded.

The Specific Plan includes the following land use designations:

VILLAGE COMMERCIAL - CORE (VC-C)

The intent of the Village Commercial - Core land use designation is to guide the development of a pedestrian-oriented, mixed-use central area. As the focal point of social and economic vitality within the Plan Area, this area provides an environment that is interesting to pedestrians, contains opportunities for events and gatherings, and removes conflicts between pedestrian and vehicular circulation. Pedestrian circulation shall be safe and convenient, and well connected to all facilities by a network of walks, sidewalks, plazas, and courtyards. Facilities in this area shall provide ample cultural and recreational opportunities within walking distances of each other.

Despite the higher density nature of a pedestrian retail core, principal views of the surrounding mountain peaks and hillsides guide the development pattern to ensure the connection to the mountain environment. Uses include resort-residential and tourist commercial (multi-family, single-family, timeshare, fractional, vacation clubs, hotels, condo hotels), recreation, skier services, parking facilities, and other recreation and resort based amenities.

utilities,

Land Use Designations		Area (acres)	Maximum Total Units	Maximum Total Bedrooms	Maximum Bedroom Density per Lot	Average Bedroom Density per Lot	Maximum Commercial Space	Existing Commercial Space to be Removed	Percentage of Plan Area
Main Village Area									
VC-C	Village Commercial	12.79 ~~13.66~~	517	883	183 ~~125~~ bed/ac	91 ~~85~~ bed/ac	223,369	54,937	13.7%
VC-N	Village Commercial - Neighborhood	18.47	333	610	79 ~~71~~ bed/ac	40 ~~39~~ bed/ac	40,364	36,585	19.8%
V-P	Village - Parking	10.57 ~~8.79~~							11.3%
V-HC	Village - Heavy Commercial	2.85					10,000		3.1%
		44.68 ~~43.77~~	**850**	**1493**			**273,733**	**91,522**	47.9%
V-FR	Village - Forest R	15.53 ~~15.40~~							16.6%
V-CP	Village - Conserv Preserve	16.72 ~~17.78~~							18.0%
		32.25 ~~33.18~~					**0**	**0**	34.6%
	Total Main Vill	76.93 ~~76.95~~					**273,733**	**91,522**	**82.5%**
East Parcel					**Max. Employees**				
EC	Entrance Comme	3.96 ~~7.01~~	50[1]	150	300		20,000		5.6%
V-CP	Village - Conserva Preserve	4.10 ~~1.03~~							3.0%
	Total Ea	8.06 ~~8.04~~	**50**	**150**			**20,000**	**0**	**8.6%**
Other									
Roads		8.34							8.9%
	Total	**93.33**	**900**	**1643**			**297,733**	**91,522**	**100.0%**

TABLE 3.1– LAND USE SUMMARY

Note: This Commercial square footage includes replacement of existing commercial uses and maintenance facilities. Development within the Plan Area shall not exceed the maximum units and commercial square footage shown.

[1] Employee units may include a mixture of dormitory housing, studios, condominiums, and apartment units

The Mountain Adventure Camp, the primary activity center of the Plan Area, is in Village Commercial-Core (allowable uses outlines in Table 3.2). These uses are intended to include amenities that attract guests in both all year round. Many of the services and amenities will be available both to resort guests, day visitors, and members of the broader community.

VILLAGE COMMERCIAL - NEIGHBORHOOD (VC-N)

The intent of the Village Commercial - Neighborhood land use designation is to guide the development of mixed-used neighborhoods that have a village hospitality emphasis and are complementary to the Village Core. These areas are well connected to the Village Core via a network of walks, sidewalks, plazas, and courtyards. Uses include resort-residential and tourist commercial (multi-family, timeshare, fractional, vacation clubs, hotels, condo hotels). In addition, spas and health care services, skier services, recreational and resort based facilities, and related ancillary uses would be allowed.

VILLAGE- HEAVY COMMERCIAL (V-HC)

The intent of the Village – Heavy Commercial land use is to establish an area for uses related to ski resort and related operations. This land use provides space for heavy equipment maintenance, storage, and construction-related shop space. Uses in this area include offices, mountain maintenance facilities, service stations, and parking.

VILLAGE – FOREST RECREATION (V-FR)

The intent of the Village - Forest Recreation land use designation is to retain the general character of the forest environment while at the same time permitting active recreational development. Recreational facilities in these areas may be privately or publicly funded. The development of new ski lifts shall be coordinated wit of parking, circulation, and transit to adequately m of the increased lift capacity. Structures within th not adversely affect the general character of any ad - Conservation Preserve areas. Setback distances f Village - Conservation Preserve areas shall be deter the Design Review process. Uses in these areas inclu trails, mountain amenities, snow storage, tennis court parks, surface parking, and other mountain related a

[new para] A propane utility overlay has been added to the V-FR zoning designation for Lot 28 to allow for certain utility exceptions which shall explicitly apply to Lot 28. The utility allowances include propane storage, propane filling station and necessary screen walls and landscaping to help shield these uses from public view.

VILLAGE - CONSERVATION PRESERVE (V-CP)

The intent of the Village - Conservation Preserve land u is to preserve the natural beauty and ecological re Olympic Valley by identifying land to be preserved c natural or near-natural state. The Squaw Creek stream covered by this land use designation allow for importar recharge functions, natural filtration, storm drainag wildlife habitats. Within these areas recreational facil with adopted standards shall be allowed. These shall be limited to those which are compatible with the natural open space characteristics of the areas and which generally do not require significant grading, large impervious surfaces, or significant alteration of land. Uses within these areas include public serving accessory buildings under 400 gross square feet, passive recreational uses that do not require structures or impervious surfaces greater than 400 square feet, multi-purpose trails, and picnic areas.

VILLAGE – PARKING (V-P)

Two large parcels located between Squaw Valley Road and the Village are dedicated to meeting the day skier, day visitor, and related

parking needs of the project. Allowable uses include surface parking, parking structures and temporary uses such as farmer's markets and civic and community or commercial events.

ENTRANCE COMMERCIAL (EC)

This zone applies to the East Parcel and allows for employee housing, parking, and resort-supporting services such as warehousing and distribution, as well as limited commercial and retail uses.

3.4 ZONING DESIGNATIONS

The Specific Plan establishes zoning districts which implement the desired densities and character of the Plan Area. The zoning districts are the same as the land use designations in this plan. Regulations or components not described within the Specific Plan shall default to the SVGPLUO and/or the Placer County Zoning Ordinance for applicable provisions.

[new para] An "overlay" may be applied to a particular lot in order to identify special provisions unique to that area that are in addition to provisions applicable to the underlying base zone.

add Propane Tanks Lots 19 and 28 for V-HC and V-FR. Symbols should be 19 = A and 28 = A++

A. Residential

Land Use Designations	VC-C	VC-N	V-HC	V-CP	V-FR	V-P	EC
Single-family Dwellings	--	C	--	--	--	--	--
Community Care Homes	--	C	--	--	--	--	--
Fractional Ownership Residential Properties	CUP	CUP	--	--	--	--	--
Multi-family Residential	CUP	CUP	--	--	--	--	--
Planned Unit Developments	CUP	CUP	--	--	--	--	--
Timeshare Condominiums	CUP	CUP	--	--	--	--	--
Condominiums	CUP	CUP	--	--	--	--	--
Rooming and Boarding (not to exceed 4 persons)	A	A	--	--	--	--	--
Employee Housing	MUP	MUP	--	--	--	--	MUP
Accessory Buildings	A	A	--	--	--	--	A

B. Public Serving

Land Use Designations	VC-C	VC-N	V-HC	V-CP	V-FR	V-P	EC
Library	MUP	MUP	--	--	--	--	
Structures/Corporation Yards/ Uses for the Operation of a Public Utility	MUP	MUP	MUP	--	--	--	MUP
Structures/Uses for the Performance of a Governmental Function	MUP	MUP	MUP	--	--	--	MUP
Public Water Supply Wells	A	A	A	A	A	A	A
Accessory Buildings (not to exceed 200 sf gross floor area)	A	A	A	A	A	A	A
Public Restroom	A	A	A		A	A	A

Key to Permit Requirements (as defined Placer County Zoning Ordinance):

A	*Allowed uses*
MUP	*Minor Use Permit*
CUP	*Conditional Use Permit*
TOE	*Temporary Outdoor Event*
C	*Zoning Clearance Required*
--	*Not Allowed*
*	*Projects under 20,000 gsf allowed; over 20,000 gsf require MUP*
+	*Projects that disturb less than 2,500 sf allowed; more than 2,500 sf of disturbance requires MUP*
°	*These events are allowed if attendance is less than 750 people. Events with more than 751 people shall require a TOE*
◊	*Restricted to trailhead parking with a maximum of 20 spaces in any one location*
++	Only applicable to Lots with Propane Utility Overlay

TABLE 3.2– ALLOWED USES

Note: Refer to Appendix A- Definitions for land use definitions. Existing uses are allowed to remain until they are no longer in use and/or are replaced.

C. Recreation, Education, and Public Assembly

Land Use Designations	VC-C	VC-N	V-HC	V-CP	V-FR	V-P	EC
Amusement and Recreational Enterprises	+	+	--	--	--	--	+
Child Day Care Centers	C	C	--	--	--	--	--
Houses of Worship	*	*	--	--	--	--	--
Helicopter Skiing	--	--	--	--	--	--	MUP
Linear Parks and Trails	A	A	A	A	A	A	A
Private Recreation Facilities	+	+	--	--	--	--	--
Public Recreation Facilities	+	+	--	--	--	--	+
Riding, Hiking, and Cross-country Ski Trails	--	A	--	A	A	--	A
Picnic Areas	A	A	--	A	A	--	A
Outdoor Amphitheater	MUP	MUP	--	--	MUP	--	
Public and Private Playgrounds and Parks	MUP	MUP	--	--	MUP	--	MUP
Stables and Corrals	--	--	--	--	MUP	--	--
Ski Lifts, Ski Trails and Mountain Amenities	--	--	--	--	CUP	--	--
Tennis Courts	C	C	--	--	C	MUP	C
Schools (public or private)	--	C	--	--	--	--	C
Arcades	A	A	--	--	--	--	A

Key to Permit Requirements (as defined Placer County Zoning Ordinance):

A	*Allowed uses*
MUP	*Minor Use Permit*
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°	*These events are allowed if attendance is less than 750 people. Events with more than 751 people shall require a TOE*
◊	*Restricted to trailhead parking with a maximum of 20 spaces in any one location*

Note: Refer to Appendix A- Definitions for land use definitions. Existing uses are allowed to remain until they are no longer in use and/or are replaced.

D. Tourist Commercial

Land Use Designations	VC-C	VC-N	V-HC	V-CP	V-FR	V-P	EC
Clubs and Lodges	C	C	--	--	--	--	C
Hotels and Condo Hotels	CUP	CUP	--	--	--	--	--
Condominiums	CUP	CUP	--	--	--	--	--
Restaurants without drive-up windows	C	C	--	--	--	--	C[1]
Nightclubs and Taverns	C	C	--	--	--	--	--
Spa	C	C	--	--	--	--	--

E. Neighborhood Commercial

Land Use Designations	VC-C	VC-N	V-HC	V-CP	V-FR	V-P	EC
Retail Establishments	C	C	--	--	--	--	C
Financial Institutions without drive-up windows	C	C	--	--	--	--	C
Grocery and Liquor Stores	MUP	MUP	--	--	--	--	MUP
Services Establishments	C	C	--	--	--	--	C
Home Occupations	--	C	--	--	--	--	--

F. Office / Business Services

Land Use Designations	VC-C	VC-N	V-HC	V-CP	V-FR	V-P	EC
Offices	C	C	C	--	--	--	C
Real Estate Sales Office	C	C	--	--	--	--	--

Key to Permit Requirements (as defined Placer County Zoning Ordinance):

A	*Allowed uses*
MUP	*Minor Use Permit*
CUP	*Conditional Use Permit*
TOE	*Temporary Outdoor Event*
C	*Zoning Clearance Required*
--	*Not Allowed*
*	*Projects under 20,000 gsf allowed; over 20,000 gsf require MUP*
+	*Projects that disturb less than 2,500 sf allowed; more than 2,500 sf of disturbance requires MUP*
°	*These events are allowed if attendance is less than 750 people. Events with more than 751 people shall require a TOE*
◊	*Restricted to trailhead parking with a maximum of 20 spaces in any one location*

Note: Refer to Appendix A- Definitions for land use definitions. Existing uses are allowed to remain until they are no longer in use and/or are replaced. Clubs and Lodges, Restaurants without drive-up windows, nightclubs and taverns, and spas need MUP if over 20,000 sf.

G. Miscellaneous

Land Use Designations	VC-C	VC-N	V-HC	V-CP	V-FR	V-P	EC
Stand Alone Parking Garages	MUP	MUP	--	--	--	MUP	MUP
Service Stations	MUP	--	MUP	--	--	--	--
Ski Maintenance Facilities	MUP	MUP	MUP	--	--	--	MUP
Surface Parking Lots	A	A	A	--	CUP◊	A	A

H. Temporary Uses

Land Use Designations	VC-C	VC-N	V-HC	V-CP	V-FR	V-P	EC
Civic/Community Events	A	A°	--	--	--	A°	TOE
Festivals	A°	A°	--	--	--	A°	TOE
Live Entertainment Events	A°	A°	--	--	--	A°	TOE
Seasonal Camp Facilities	TOE	TOE	--	--	--	TOE	TOE
Seasonal Parking	TOE	TOE	--	--	--	A	TOE
Schools (Public or Private)	MUP	MUP	--	--	--	--	A°
Construction Facilities	A°	A°	A	--	--	A°	A°
Interim Ski Services	A°	A°	A	--	--	A°	A°

Key to Permit Requirements (as defined Placer County Zoning Ordinance):

A	*Allowed uses*
MUP	*Minor Use Permit*
CUP	*Conditional Use Permit*
TOE	*Temporary Outdoor Event*
C	*Zoning Clearance Required*
--	*Not Allowed*
*	*Projects under 20,000 gsf allowed; over 20,000 gsf require MUP*
+	*Projects that disturb less than 2,500 sf allowed; more than 2,500 sf of disturbance requires MUP*
°	*These events are allowed if attendance is less than 750 people. Events with more than 751 people shall require a TOE*
◊	*Restricted to trailhead parking with a maximum of 20 spaces in any one location*

Note: Refer to Appendix A- Definitions for land use definitions. Existing uses are allowed to remain until they are no longer in use and/or are replaced.

USE	TYPE	PARAMETERS
Mechanical Rooms	General	
Parking	General	
Restrooms	General	
Service Area	General	
Storage	General	
Arcades	Dry	
Arts and Crafts	Dry	
Bowling	Dry	Maximum 30 Lanes
Fitness Facilities	Dry	
Food and Beverage Facilities	Dry	Maximum 15,000 square feet
Group Meeting Venues	Dry	Maximum 12,000 square feet
Locker Rooms	Dry	
Member's Lounge	Dry	
Miniature Golf	Dry/WET	
Performing Arts	Dry	
Retail	Dry	
Simulated Sky Diving	Dry	
Theatre	Dry	Maximum 300 seats
Skate Park	Dry	
BMX Park and Course	Dry	

USE	TYPE	PARAMETERS
Trampoline/Jump Centers	Dry	
Rock/Boulder Climbing	Dry/Wet	
Ropes Course	Dry/Wet	
Zip Lines	Dry/Wet	
Action River	Wet	
Aerial Training Facilities	Wet	
Jacuzzis/Hot Tubs	Wet	
Kids Pools	Wet	
Lazy River	Wet	
Rafting	Wet	
Rope Swings	Wet	
Saunas	Wet	
Showers	Wet	
Steam Rooms	Wet	
Stand Up Paddle Board	Wet	
Swimming Pools	Wet	
Therapeutic Pools	Wet	
Wading Pools	Wet	
Wake Boarding	Wet	
Water Games	Wet	
Water Skiing	Wet	
Water Slides	Wet	
Waterfalls	Wet	
Wave Pool	Wet	
Wave Rider	Wet	

TABLE 3.3–ALLOWABLE ACTIVITIES, AMENITIES AND USES IN MOUNTAIN ADVENTURE CAMP

3.5 EMPLOYEE HOUSING

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

The Placer County General Plan requires that new development in the Sierra Nevada and Lake Tahoe areas provide for housing for 50 percent of the full-time equivalent (FTE) employees generated by a development project. Figure 3.3- Squaw Valley East Parcel shows one potential solution. Squaw Valley would add more employees as new resort-residential, transient, and related development occurs.

Goal HS- 1: To provide affordable opportunities for employees to live in proximity to their place of work, consistent with Section 2-C of the Placer County General Plan.

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

- Construction of on-site employee housing;
- Construction of off-site employee housing;
- Dedication of land for needed units; and/or
- Payment of an in-lieu fee.

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

Policy HS- 3: Provide incremental employee housing for 50% of full time equivalent employees (FTE) generated by the project by the end of the phase during which the job was created. A minimum of 50% of the requisite housing will be located within the Olympic Valley.

Policy HS- 4: Where feasible, employee housing shall be located in close proximity to transit and to goods and services needed by the employee population (e.g., grocery stores, restaurants) . This will minimize the distances employees must travel by car and alleviate long travel times for employees without vehicles.

Policy HS- 5: Provide enhanced common areas, appropriate kitchen facilities, centralized laundry, fitness center, outdoor recreation areas, and other comparable services.

Policy HS- 6: Prior to recordation of each small lot tentative map, the applicant shall prepare and the County shall approve, an Employee Housing Plan that describes how the employee housing requirement for that map will be met.

Policy HS- 7: Efforts shall be made to identify affordable housing sites within the Olympic Valley that are obtainable and economically feasible for the developer and convenient for employees. Employee housing may also be located outside of the Olympic Valley.

UPDATE WITH NEW ILLUSTRATIVE.

FIGURE 3.3– SQUAW VALLEY EAST PARCEL

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

Update to show 3 level parking structure

VISUAL RENDERING OF CONCEPTUAL PLAN FOR THE EAST PARCEL

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

4 VILLAGE OPEN SPACE NETWORK

4.1 VILLAGE OPEN SPACE CONCEPT

4.2 OPEN SPACE GOALS AND POLICIES

4.3 THE COMPONENTS

4.4 LANDSCAPING AND PLANT MATERIALS

4 VILLAGE OPEN SPACE NETWORK

The Village open space network highlights Squaw Valley's spectacular mountain setting by establishing a network of natural and pedestrian-oriented open spaces that weave through the Plan Area, providing views to the surrounding mountainsides, forests, and meadow. There is additional open space acreage provided; approximately ~~35~~ 45 acres (V-CP and V-FR) within the Village, including approximately 10 acres for the Squaw Creek corridor (V-CP). Further, additional approximately 4 acres of open space is provided on the East Parcel. Additional open space acreage is provided throughout the Village Commercial area, which includes a vibrant pedestrian network and generous landscape buffers and corridors that bring the natural setting "into" the Village. This network is the portal to the over ~~6,000~~ 2,700 acres of adjacent recreational lands that surround the Village areas.

4.1 VILLAGE OPEN SPACE CONCEPT

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

- Primary Pedestrian Corridors – The main ~~pathways~~ corridors that interconnect all neighborhoods within the Village;
- Secondary Pedestrian corridors – The smaller ~~passageways~~ corridors, alleys and lanes within each Village neighborhood;
- Pedestrian Parking Lot Corridors – ~~Pathways~~ corridors that provide safe pedestrian circulation between the surface parking lots and the Village;
- Gathering Spaces – The Snow Beach (southern edge of the Plan Area), plazas, courtyards and event venue spaces along the pedestrian corridors;
- Landscape Corridors and Buffers – Generously landscaped open spaces within neighborhoods that provide visual buffers and links to the surrounding forested areas; and
- The Squaw Creek Preservation Corridor – A generous open space corridor set aside for future enhancement and restoration activities.

4.2 OPEN SPACE GOALS AND POLICIES

Goal OS- 1: Emphasize an all-season pedestrian environment within the Village.

Goal OS- 2: Employ open space areas as opportunities for environmental enhancement and protection.

Goal OS- 3: Connect open space areas within the Village to the larger natural context of the Olympic Valley.

Policy OS- 1: Provide a system of landscaped pedestrian ~~pathways and~~ corridors (streets, plazas, courtyards, recreation and event venues, outdoor dining areas, etc.) for all-season safe and functional passages and community gathering spots throughout the Village.

Policy OS- 2: Provide a system of pedestrian corridors as the unifying network that provides strong links to all Village areas, activity nodes, adjacent recreational areas, and to the existing Granite Chief and Shirley Canyon trailheads.

Policy OS- 3: Extend the natural mountain landscape into the Village by requiring the use of native or naturalized vegetation along pedestrian corridors, within gathering areas and for landscape buffers and green spaces.

Policy OS- 4: Protect and improve water quality with site-specific stormwater Best Management Practices (BMPs) that slow the delivery of water to receiving channels and offer treatment through filtration, nutrient uptake, and sediment sequestration. This will include incorporation of stormwater drainage into landscaped and open space areas, using measures such as vegetated bioswales, rain gardens, naturalized channels, and floodplain systems, in addition to traditional stormwater treatment structures.

Policy OS- 5: Take advantage of the mountain frontage for primary gathering spaces and organize the pedestrian network to converge at these areas.

Policy OS- 6: Protect Squaw Creek by providing an appropriate open space corridor, and limiting activities to those that do not degrade water quality or the stream and riparian habitat within the corridor. Appropriate activities within the Squaw Creek corridor may include sediment collection and/or sediment removal facilities and equipment, minor streambed alterations to improve flood control, and habitat or water quality, trail construction, fishing, and signage and other interpretive elements.

Policy OS- 7: Integrate landscape corridors throughout each neighborhood to preserve mountain views, provide transition zones to surrounding natural areas, and to create visual buffers.

4.3 THE COMPONENTS

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

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

4.3.1 PRIMARY PEDESTRIAN CORRIDORS

These corridors are the main passageways that interconnect the Village neighborhoods with the "Snow Beach" along the southern edge of the Plan Area. These are primarily pedestrian environments and can include corridors utilizing road right-of-ways combined with bik th to create variety, a dors also act as Emer e at least 20 feet wide with minimum 2 foot wide shoulders. These corridors are articulated by a variety of building frontage uses such as retail, resort-residential, lodging, and recreation. Landscape treatments along pedestrian corridors bring the surrounding natural plant palette into the Village to further reinforce these corridors by highlighting entries and main gathering spots, and to help give buildings scale and context.

See new text.

4.3.2 SECONDARY PEDESTRIAN CORRIDORS

These are the smaller passageways that provide the connections within neighb paths, or pedestrian bri ominant environments with bike trails. These pe generally 12 to 20 feet w building frontage uses such as retail, resort-residential, lodging, and

See new text.

recreational opportunities. EVAs, when needed shall be a minimum of 20 feet wide with 2 foot wide shoulders. Landscape treatments are provided along these passageways to define secondary gathering spots, bring the forest "into" the Village, and help to screen service and utility structures as they occur.

4.3.3 PEDESTRIAN PARKING LOT CORRIDORS

These are pedestrian connections that safely move people across the parking lots. They have landscape and curb buffers to physically separate and protect pedestrians from vehicles and vehicular traffic in the parking lots. These paths connect the pedestrian paths along Squaw Valley Road and the Village neighborhoods to the Village core. They can include bike trails. They also provide safe routes for pedestrians moving from their parked cars to the Village. They are landscaped to reinforce the integration of the forest plant palette "into" the Village and will be lit with low spill lighting. These pedestrian corridors are generally 8 to 12 feet wide and are articulated by landscaping and curbs. Primary and Secondary Gathering Spots may not be located on these passageways.

4.3.4 PRIMARY AND SECONDARY GATHERING SPOTS

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

UPDATE with new illustrative layout and to comply with DRC recommendation to relocate East Parcel trail to south side of parcel. Also Lots 44 on the East Parcel is now "Landscape Areas and Buffers". Also defines where in this illustrative plan passageways and pathways are located.

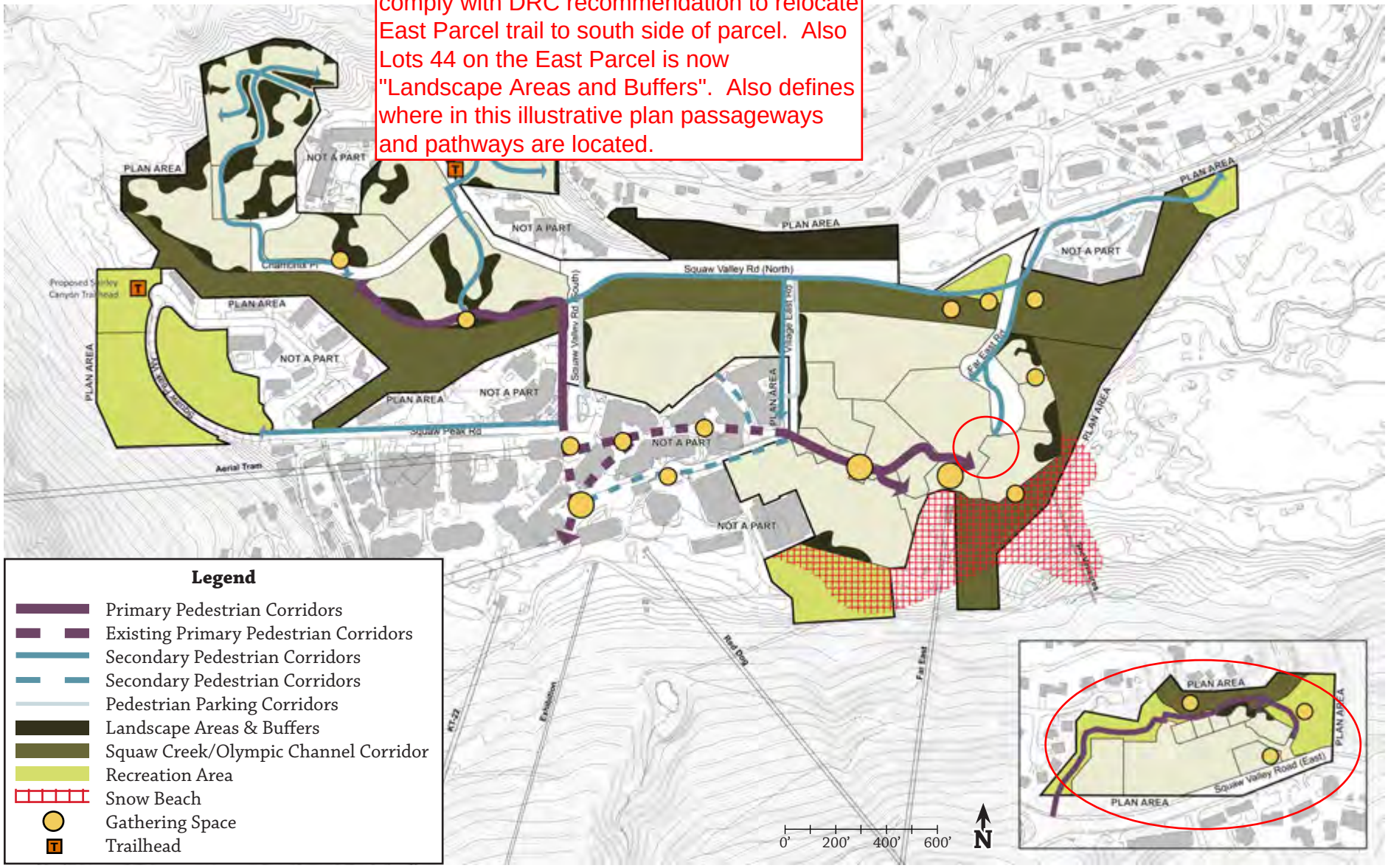

FIGURE 4.1–VILLAGE OPEN SPACE NETWORK

4.3.5 LANDSCAPE CORRIDORS AND BUFFERS

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

wide

4.3.6 SQUAW CREEK CORRIDOR

The Squaw Creek stream environment has been set aside in lands designated as "Village - Conservation Preserve." This corridor ranges from 150 to 200 feet and will accommodate maintenance and/or improvement of riparian functions, and values which includes groundwater recharge, sediment deposition, terrestrial, avian, and aquatic habitat, and flood protection. Allowable uses within this corridor include multi-purpose trails, passive recreational uses, and picnicking. Refer to Section 7.3 for Squaw Creek improvements.

4.4 LANDSCAPING AND PLANT MATERIALS

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

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

5 CIRCULATION AND PARKING

5.1 CIRCULATION AND PARKING CONCEPTS

5.2 CIRCULATION AND PARKING GOALS AND POLICIES

5.3 CIRCULATION AND PARKING SETTING

5.4 ROADWAY CLASSIFICATIONS

5.5 BICYCLE AND PEDESTRIAN CIRCULATION AMENITIES

5.6 PARKING

5.7 EMERGENCY VEHICLE ACCESS

5.8 TRANSPORTATION MANAGEMENT

5 CIRCULATION AND PARKING

Consistent with the Squaw Valley General Plan and Land Use Ordinance goals for the Olympic Valley area, the creation of a diversity of transportation options is a central tenet of the Specific Plan for the Village at Squaw Valley. This Specific Plan section provides a circulation and parking framework to adequately serve the proposed land uses, while also improving the current circulation and parking system throughout the Valley.

A comprehensive and appropriate circulation and parking network is necessary to provide safe and efficient access to recreation and lodging opportunities at the Village. The strategy for reducing vehicle trips, is based on the destination resort concept of the visitor "parking once", and leaving the vehicle behind, or arriving by transit or other means, to enter into a pedestrian dominant environment. Proposed improvements would enhance safety and include circulation patterns that accommodate privately-owned vehicles, while expanding opportunities for regional and local transit use, walking, and biking.

5.1 CIRCULATION AND PARKING CONCEPTS

The Specific Plan encourages the development of an all-season destination resort that reduces reliance on the use of private vehicles. The roadway hierarchy and Village visitor parking system is designed to allow arriving resort visitors to park quickly and efficiently, and enjoy a complete vacation experience (or daytime visit) in an environment that prioritizes walking, bicycling, and transit use. The Plan Area is interlinked with a network of pedestrian and bicycle corridors, and provides a framework that supports a local and regional transit system.

The Specific Plan includes components of transit enhancements in cooperation with regional and out-of-area partners that have an interest in providing alternative modes of transportation. The Specific Plan also includes a Transit Center, enabling the Village at Squaw to become a key transit hub in the North Tahoe/Truckee regional transportation system, thus further encouraging the use of both private and public transit options.

Several physical and functional aspects of Squaw Valley Road will be improved to help accommodate general and peak traffic flows, including entry into the Village.

Plan Area Circulation System

Improvements will be made to all three primary Village entryways, including vehicular and/or pedestrian oriented enhancements to the three corresponding bridges over Squaw Creek and connections to the Village. The eastern boundary of the Specific Plan area, at the intersection of Squaw Valley Road and Far East Road, represents the first of the three primary Village entryways. This entryway serves the Mountain Adventure Camp, new mountain teaching and skier services facilities, and provides the primary access to resort day visitor parking. This entryway also provides the most convenient

access to the new Snow Beach located south of the expanded Village.

The second entryway, at the intersection of Squaw Valley Road and Village East Road, provides direct access to additional resort day visitor parking, and more specifically, to the existing Village lodging and reservations office, Members Locker Room, preferred parking, Red Wolf Lodge, and the main access point to the main arrival and parking for new lodging facilities.

The third entryway, at the intersection of Squaw Valley Road and Chamonix Place, represents the closest arrival point to the main area of the existing Village. This entryway also provides direct access to additional resort day visitor parking, a central visitor drop-off point for incoming vehicles, and includes the entrance to the new Transit Center. It also provides closest access to the Tram building, the Funitel and Red Dog chairlifts, and the main plaza area located south of the existing village. Chamonix Place provides access to additional Village and private lodging, as well as various commercial uses. This third entryway also provides access to residential neighborhoods west of the Tram building, accessible at the intersection of the southbound leg of Squaw Valley Road, and Squaw Peak Road.

A hierarchy of primary and secondary neighborhood roads and lanes leads visitors and residents west of the Village to several neighborhoods. Each neighborhood accommodates lodging guests and resort-residential parking needs without the need for on-street parking. The Village Core is comprised of a network of pedestrian streets and landscaped corridors, which also accommodates emergency vehicle access (EVA) as needed. These pedestrian thoroughfares converge at the Snow Beach and are populated with gathering spaces, passive and active recreational nodes, and other points of interest. A series of radiating pedestrian thoroughfares and Class II bicycle paths link the easternmost areas of the Village Core with the westernmost Village Neighborhoods and the major valley-wide biking and walking trail adjacent to Squaw Valley Road.

As a whole, conveniently located surface and structured parking provides direct access to day skier/visitor parking immediately upon entering the Village from Squaw Valley Road's several access points. As a result, the traffic volumes on internal streets are minimized, thereby enhancing the pedestrian/bicycling environment and providing a true "village" feel while also accommodating day visitor traffic. This parking plan, combined with the enhanced pedestrian, bicycle and mass transit networks, implements a "park once" strategy by which travelers arriving by automobile (or other means) will have multiple non-automobile options for mobility during the course of their stay.

5.2 CIRCULATION AND PARKING GOALS AND POLICIES

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

Goal CP-1: Provide for safe and efficient access to, and circulation through, the Plan Area that meets the mobility and parking needs of lodge visitors, day skiers/visitors, guests, employees, and delivery services.

Goal CP-2: Create and maintain a complete "multi-modal" transportation system (e.g., addressing mobility through public transit, private (dedicated) transit, walking, bicycling, personal vehicles) in order to

reduce dependency on automobiles, and to minimize emissions of air pollutants and greenhouse gasses.

Goal CP-3: Provide physical and functional roadway improvements and adequate parking to minimize disruptions to existing residents.

Policy CP-1: Design and construct roadways and associated facilities that generally meet applicable County standards and roadway levels of service (LOS). During peak periods, LOS F is acceptable within the Plan Area for the following reasons:

- Resort areas have atypical traffic conditions, with moderate traffic levels during most of the year, and more congestion during high peak periods;
- Peak periods at Squaw Valley occur for limited periods of time and during a relatively small number of days per year;
- The primary improvement that would result in acceptable LOS during peak periods is the widening of Squaw Valley Road to four lanes, which is not feasible for economic and environmental reasons;
- Other measures are available to manage the peak traffic flows, such as three-lane operation with cones, signage, and traffic personnel; and
- Improvements necessary to achieve the adopted LOS would create capacity that was unneeded during the majority of the year.

Policy CP-2: Enhance and supplement public transit systems and alternative means of mass transportation within the Village and Olympic Valley to reduce vehicle trips and emissions.

Policy CP-3: Accommodate regional transit access at a Village Transit Center that encourages mass transit use by providing convenient and efficient transit routing, minimizes congestion between mass transit vehicles and other traffic, provides convenient walking access to ski portals, and enhances the environment for passengers waiting at the Transit Center.

Policy CP-4: Encourage use of regional transit services (including services from commercial airports) and participate as appropriate in expansion of regional transit services through financial support, such as subsidies and/or funding programs.

Policy CP-5 Encourage alternative fuel transportation in order to enhance air quality. A minimum of 25 percent of new shuttle services within the Olympic Valley will use alternative fuels.

Policy CP-6: Extend the existing Class 1 multi-purpose biking/

walking trail along Squaw Valley Road to the west (it currently terminates northeast of the Village at the Squaw Valley Meadows condos). ~~Construct new trails and recreational areas north and west of the Plan Area by the end of Phase I, with flexibility to augment them to accommodate Phase II development.~~

Policy CP-7: Provide a robust pedestrian network that connects to multiple destinations within the Plan Area and to the regional trail network.

Policy CP-8: In order to reinforce the pedestrian environment, vehicular travel lanes shall be the minimum width necessary to provide for safe pedestrian, bicycle and vehicular travel.

Policy CP-9: Provide ample landscape corridors that create a safe and attractive pedestrian environment, while accommodating snow storage and incorporating drainage features.

Policy CP-10: Provide adequate parking to accommodate day skiers within Squaw Valley on all but the four busiest ski days.

Policy CP-11: Prepare a Peak Day Parking and Transportation Management Plan that addresses parking and circulation for day skiers and others on peak use days.

Policy CP-12: Design the circulation system so that emergency vehicles can gain access quickly and safely, and in compliance with Squaw Valley Fire Department standards.

Policy CP-13: All phases of development shall provide day skier/visitor parking for 10,663 day skiers, 3,100 spaces in valley, in addition to the parking supply required to serve ~~each phase of~~ development

the

5.3 THE CIRCULATION AND PARKING SETTING

The Specific Plan intends to build on the existing circulation infrastructure and parking facilities serving the Plan Area, including:

- Key regional access is provided by Interstate 80, connecting the Bay Area and Central Valley to the west and Reno to the east. State Route 89 (SR 89) connects with I-80 in Truckee to the north and provides access south through the Truckee River corridor to Lake Tahoe at Tahoe City. The regional road network provides convenient access to Sacramento International Airport, Reno Tahoe International Airport, and Truckee Tahoe Airport. (See Figure 1.2- Site Context). Squaw Valley Road (a Placer County roadway) provides access west from SR 89 into the Plan Area.

- The large majority of existing (and post-project) parking at Squaw Valley consists of surface and structured parking lots, along with underground parking beneath the existing

Village. A preferred parking structure, where frequent resort visitors can purchase seasonal parking passes, also exists.

- Current regional transit services consist of the following (see Figure 5.1- Transit System):

  - The Tahoe Area Regional Transit (TART) program, operated by Placer County, connects the Olympic Valley (including the Village) with Truckee to the north, along the North and West Shores of Lake Tahoe to the south year-round. TART also operates a route in winter and summer that connects Squaw Valley directly to Crystal Bay at night.

  - The Truckee/North Tahoe Transportation Management Association (TNT-TMA), in partnership with the Tahoe Transportation District (TTD), the North Lake Tahoe Resort Association (NLRTA), Squaw Valley Resort and several other regional partners, provides evening services connecting the Olympic Valley, including the Village, with North and West Shores of Lake Tahoe in both the summer and winter.

  - Squaw Valley provides skier shuttle services between Squaw Valley and Alpine Meadows ski resorts.

  - The North Lake Tahoe Express, which is sponsored by the TNT-TMA in partnership with the TTD and the NLTRA, provides airport shuttle service to and from the Reno-Tahoe International Airport.

- Squaw Valley is located within an extensive sierra trail network, which includes pedestrian, bike and equestrian trails (see Figure 5.2- Regional Trail Network.)

- The existing primary bicycle/pedestrian trail is the Squaw Valley Trail, which is a Class 1, paved multi-purpose path along (and separated from) Squaw Valley Road between the Village area and SR 89. It connects with the Truckee River Trail, which is a Class 1, paved multi-purpose path along (and separated from) SR 89 south to Tahoe City and beyond. Currently, there are pedestrian plazas and sidewalks in the Squaw Valley base area, but insufficient sidewalks in the surrounding communities. In addition, further reaches of the Plan Area lack connectivity to the regional bike and pedestrian network.

- The project will add additional paved multi-purpose trails beginning at the present termination of the Squaw Valley Trail at the northeastern corner of Squaw Valley Meadows condos adjacent to Squaw valley Road. The trail will be a year-round facility. This bicycle/pedestrian trail will continue along the north property boundary of the Squaw Valley Meadows Condos (along the Squaw Valley Road right-of-way) proceeding westward. At the intersection of Squaw Valley Road and Chamonix Place, the bike path will branch off into multiple directions allowing guests to safely continue toward their chosen destination. This trail will have, along its route, paved nodes and/or overlook platforms along the Squaw Creek corridor to enjoy scenic vistas and present interpretive or educational displays. A connection to the proposed Granite Chief/Shirley Canyon Trailhead will be provided along this trail extension as well, and will include bike racks and parking along with other proposed trail improvements.

FIGURE 5.1–TRANSIT SYSTEM

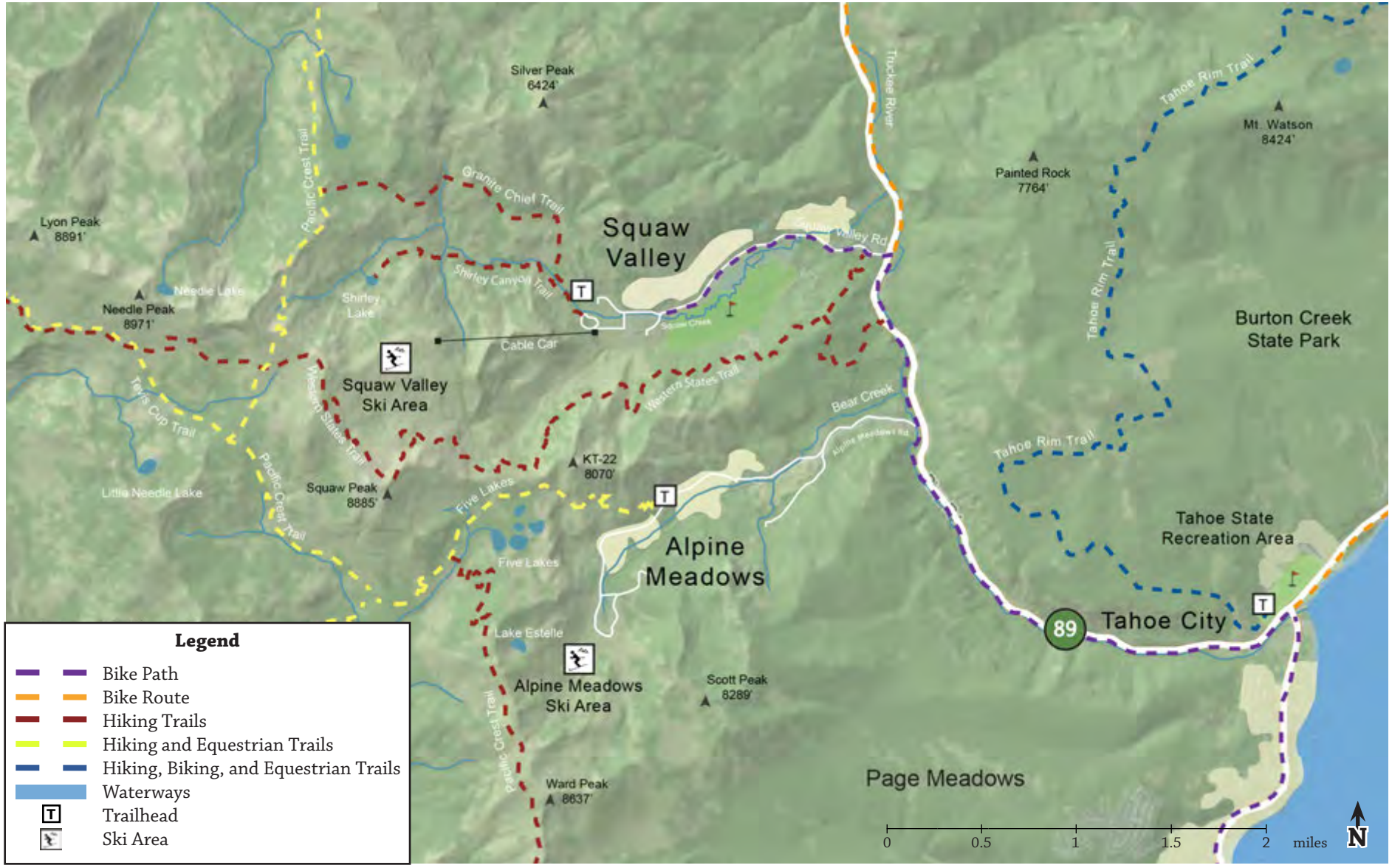

FIGURE 5.2–REGIONAL TRAIL NETWORK

5.4 ROADWAY CLASSIFICATIONS

The following classifications reflect the ultimate improvements to roads and bridges within the Plan Area. Figure 5.3- Vehicular Circulation, shows the roadway network. Figure 5.4 shows whether roads are public or private.

SQUAW VALLEY ROAD

Squaw Valley Road is the primary arterial connecting the project area to State Route 89, which connects to Interstate 80 to the north, and Tahoe City to the south. While Squaw Valley Road is predominantly striped as a two-lane roadway with wide paved shoulders, on peak skier days it is sometimes reconfigured by Squaw traffic and parking staff (with temporary cones) to provide a three-lane configuration- two lanes of traffic in the peak flow direction, and one lane in the off-peak direction. Squaw Valley Road enters the northeastern corner of the Plan Area at the intersection of Far East Road. According to the Specific Plan, from this point westward, the roadway will be striped with two 12 foot travel lanes, a 12 foot two way left turn lane (TWLTL), and 10 foot shoulders on both sides (plus 3 foot curb and gutter sections, as shown in Figure 5.6).

The TWLTL will be utilized as a left turn lane at the intersection of Squaw Valley Road and Village East Road. Beyond the intersection, the TWLTL will provide an acceleration lane for westbound turn movements from Village East Road onto Squaw Valley Road. A Class I bicycle/pedestrian path is located along its southern edge. Squaw Valley Road then continues southward from the intersection with Chamonix Place, going into the Village resort core as a two-lane road (see Figure 5.7).

PRIMARY ROADS

Far East Road, Village East Road, and Chamonix Place are designated primary roads within the Plan Area. Each primary road will have two vehicle lanes and associated improvements. Far East Road improvements include curb and gutter snow storage and pedestrian walkways (see Figure 5.5). Village East Road improvements include on-street bike lanes, landscaped walkways, and curbs and gutters (see Figure 5.8). Chamonix Place includes on-street bike lanes and walkways on both sides of the street (See Figure 5.9).

SECONDARY STREETS

Secondary streets provide access off of the primary roads into development areas. Typically these will have sidewalks where traffic volumes suggest a need for pedestrian separation. (See Figure 5.10).

LANES

Lanes are provided where vehicular traffic is minimal due to low-density development, and pedestrians may safely share the paved travel lane. (See Figure 5.11).

Note: Lanes may utilize roadside ditches as an alternative to curbs and gutters, in order to maximize water treatment opportunities.

BRIDGES

Three existing bridges will provide access across Squaw Creek to the Village Core area. The existing Squaw Valley Road bridge (the most westerly bridge) provides two 12 foot travel lanes, a 7 foot shoulder, and 8 foot sidewalk in each direction. The bridge will be

widened to provide a 10 foot sidewalk on the west side of the road. The resultant Squaw Valley Road bridge section is shown on Figure 5.14. The existing Village East Road bridge (center bridge), as shown on Figure 5.13, will be preserved in its current configuration. The bridge provides two 12 foot travel lanes, two 8 foot shoulders, and a 7 foot sidewalk on the west side of the structure and a 5 foot path on the east side. The third bridge, located near the northeasterly corner of the Plan Area, is the existing Far East Road crossing. The bridge will be kept in its current location and reconfigured into two 12 foot travel lanes, and 10 foot sidewalks going in each direction. It will also have 4.5 foot shoulder/bike path, curb, and gutter. (See Figure 5.12)

update to comply with new illustrative layout.

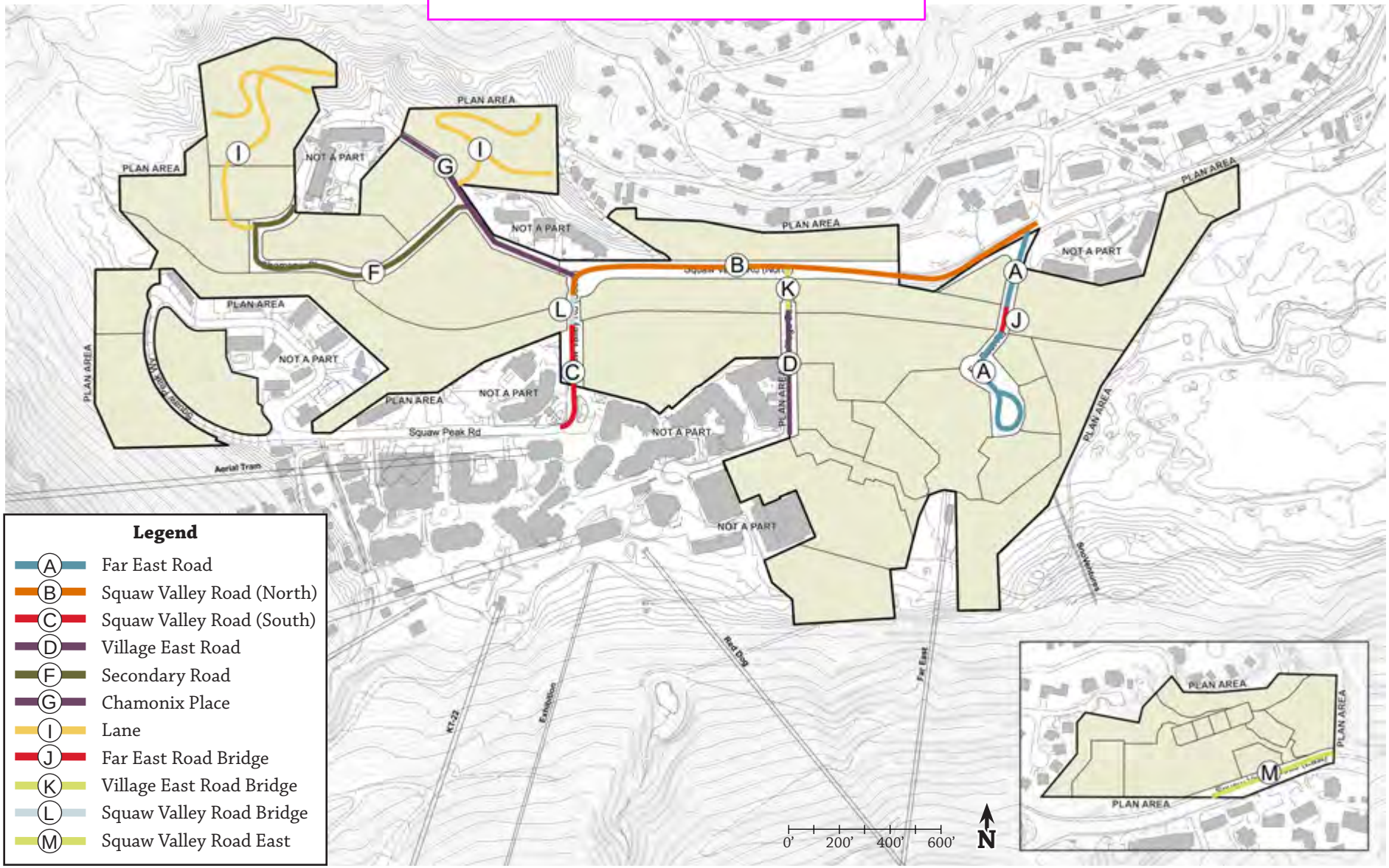

FIGURE 5.3–VEHICULAR CIRCULATION

update to comply with new illustrative layout.

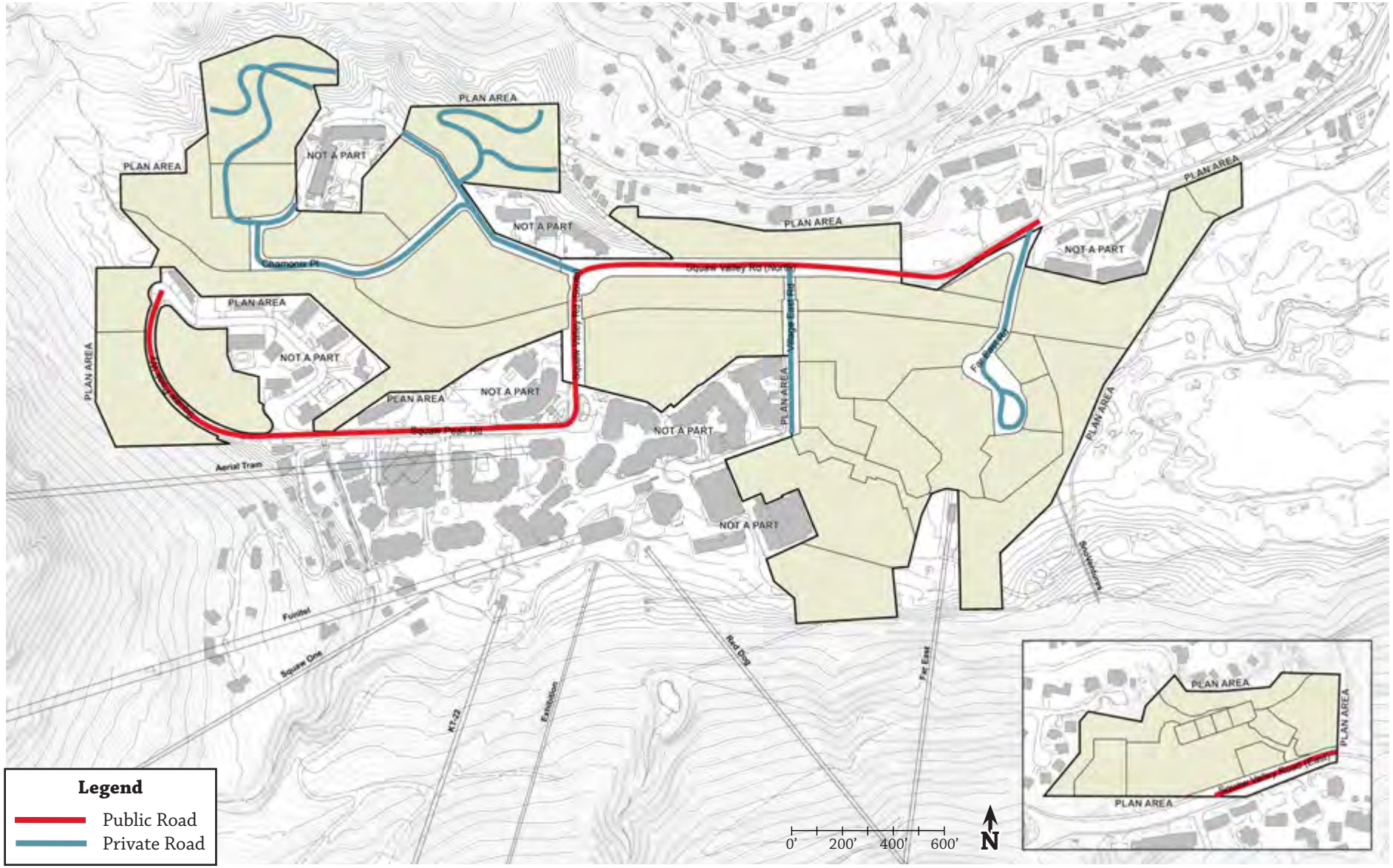

FIGURE 5.4–PUBLIC AND PRIVATE ROADWAYS

Note: All marked roadways to be maintained by Squaw Valley Resort, LLC.

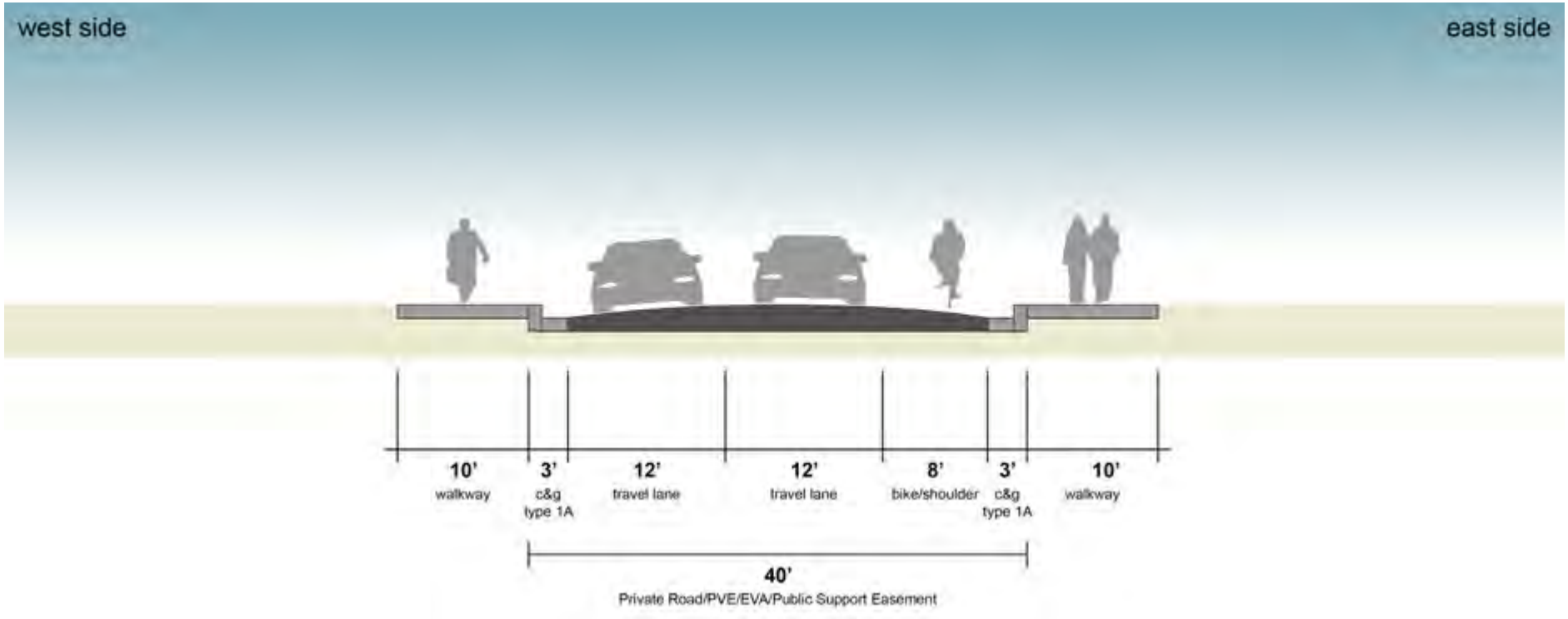

FIGURE 5.5– SECTION A: FAR EAST ROAD

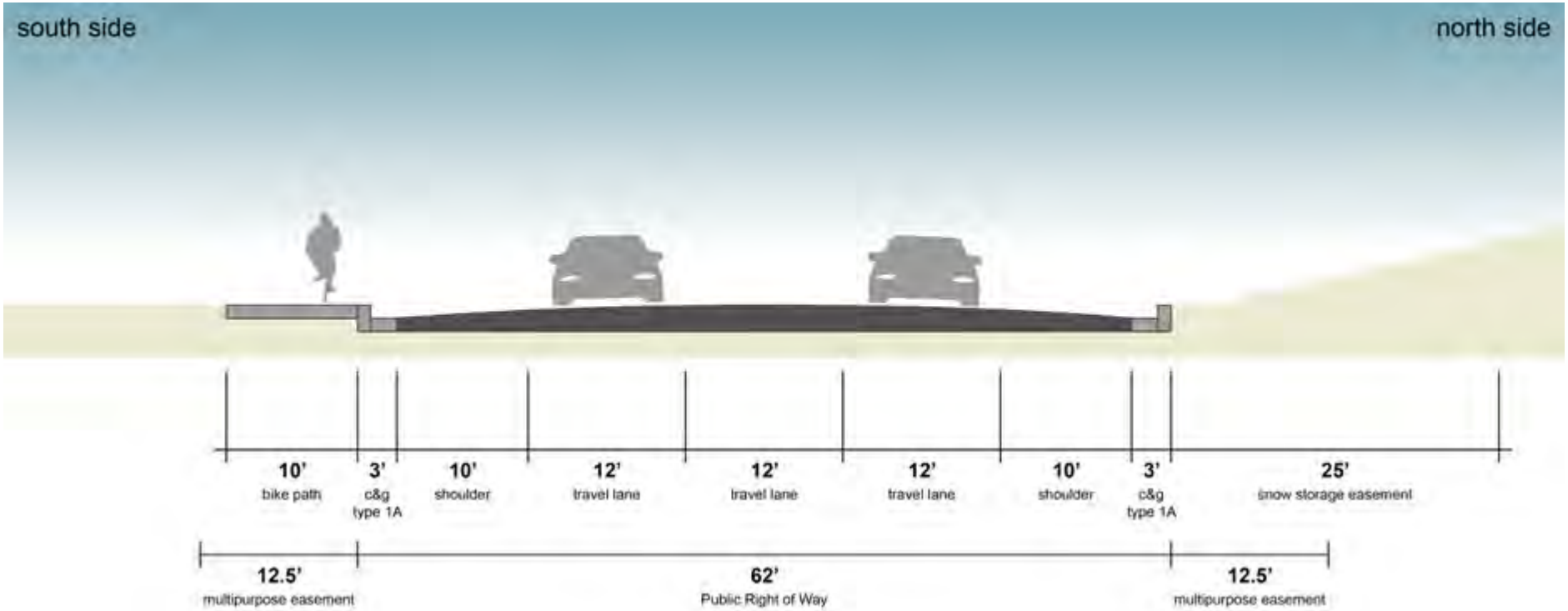

FIGURE 5.6– SECTION B: SQUAW VALLEY ROAD (NORTH)

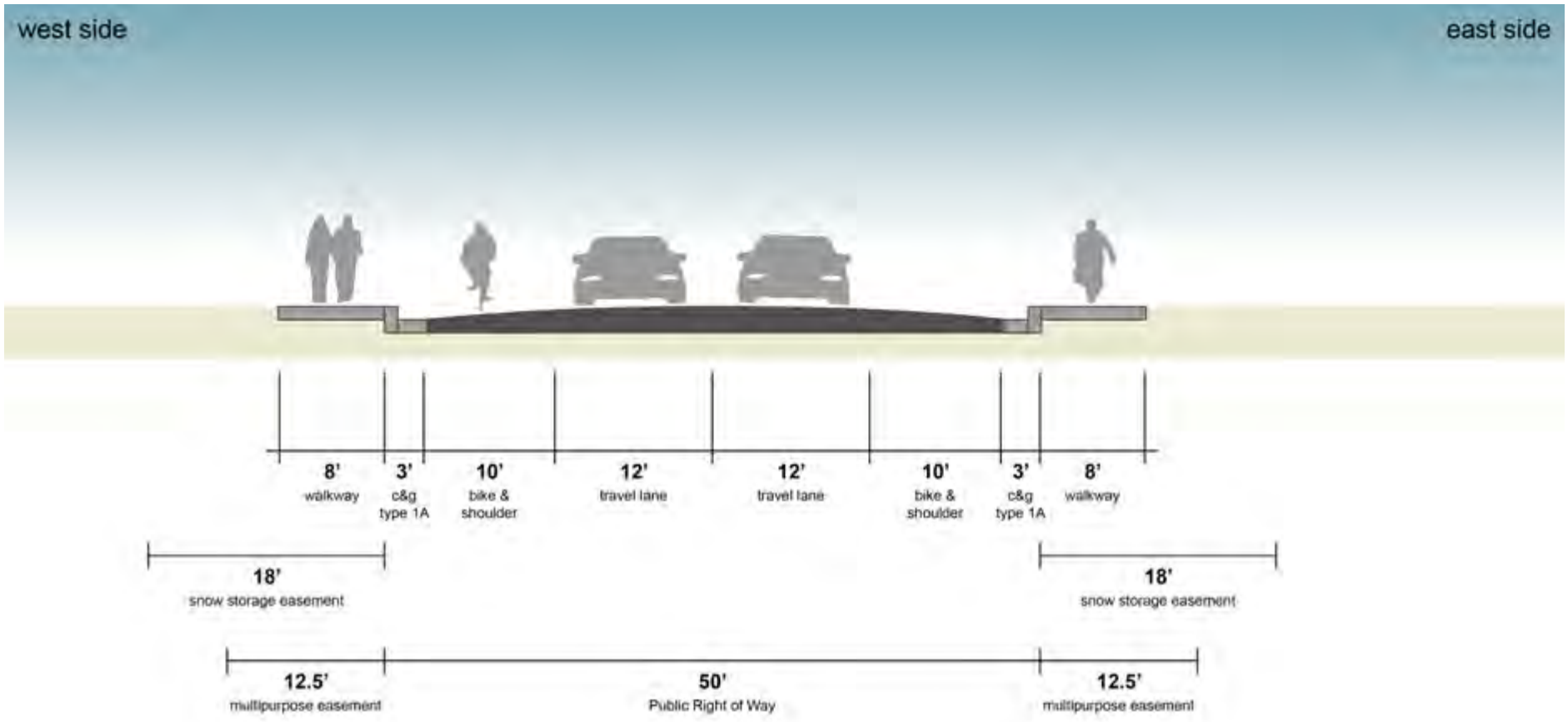

FIGURE 5.7– SECTION C: SQUAW VALLEY ROAD (SOUTH)

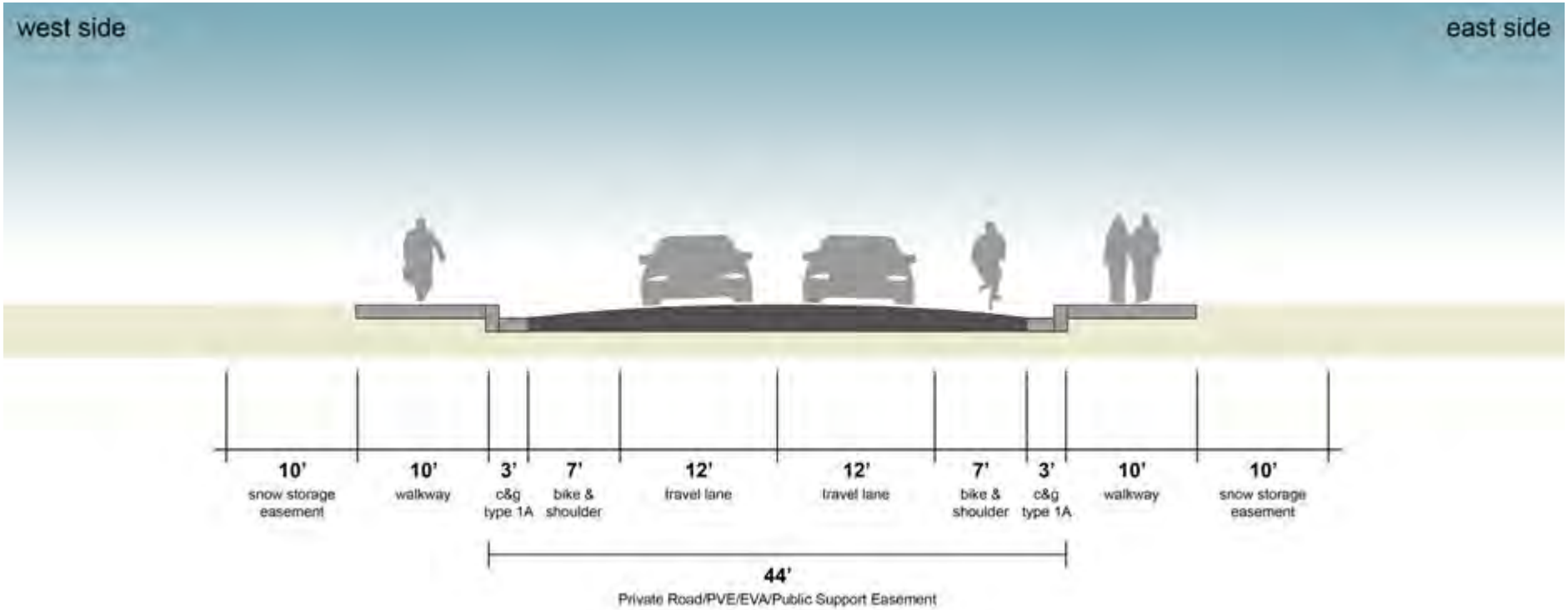

FIGURE 5.8– SECTION D: VILLAGE EAST ROAD

Note: Where adequate space for snow storage is unattainable, an alternative storage location will be identified.

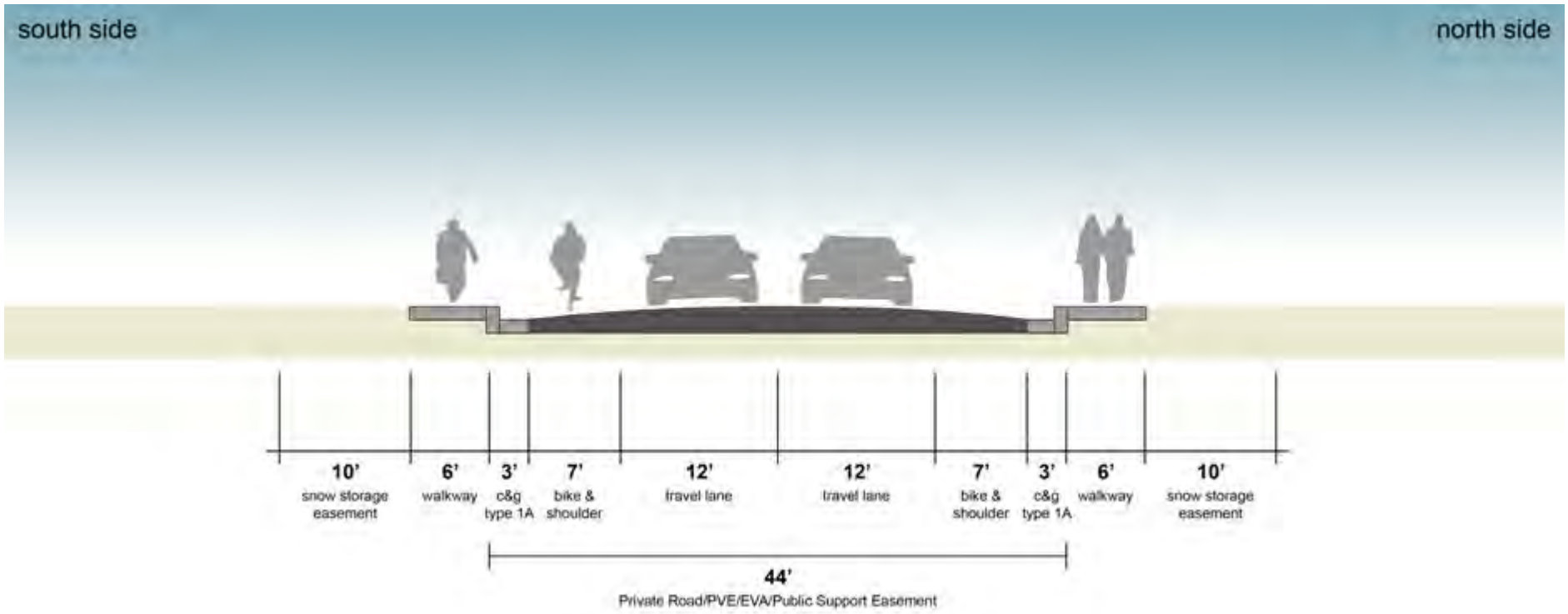

FIGURE 5.9– SECTION F: SECONDARY ROAD

Note: Where adequate space for snow storage is unattainable, an alternative storage location will be identified. The pedestrian walking path can be on either side of the road

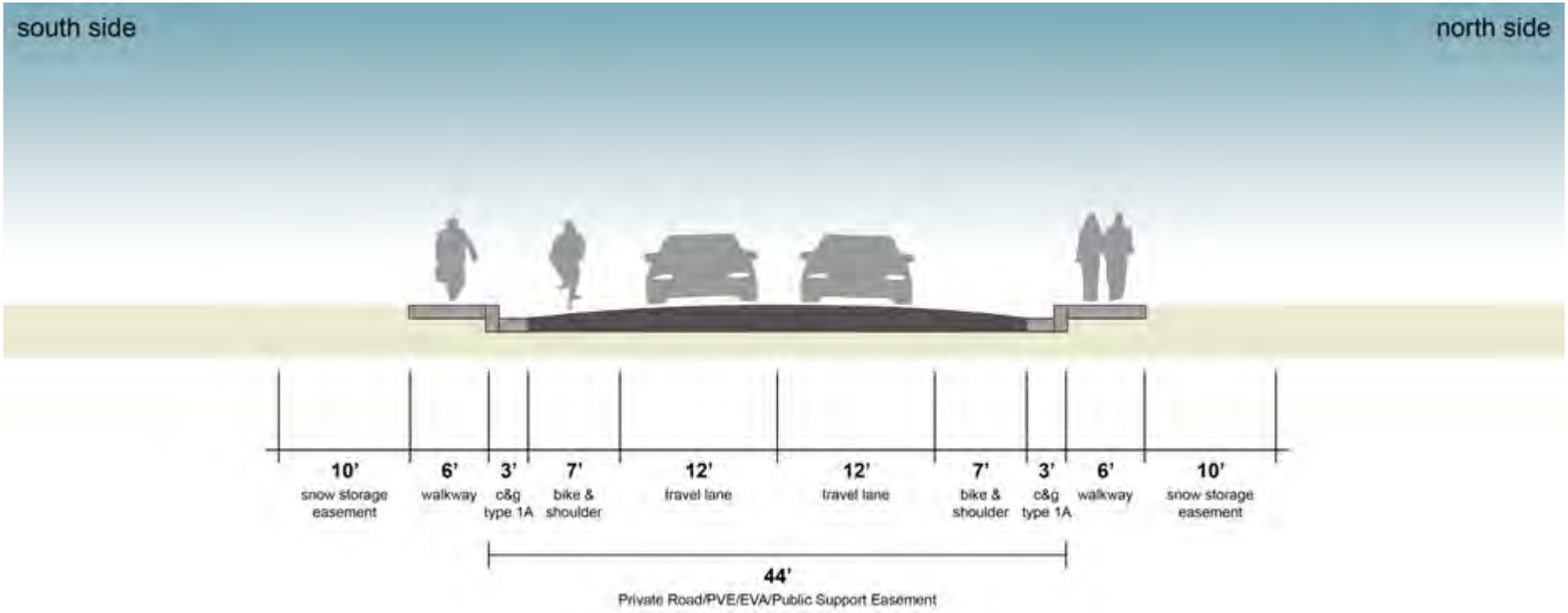

FIGURE 5.10– SECTION G: CHAMONIX PLACE

Note: Where adequate space for snow storage is unattainable, an alternative storage location will be identified. The pedestrian walking path can be on either side of the road.

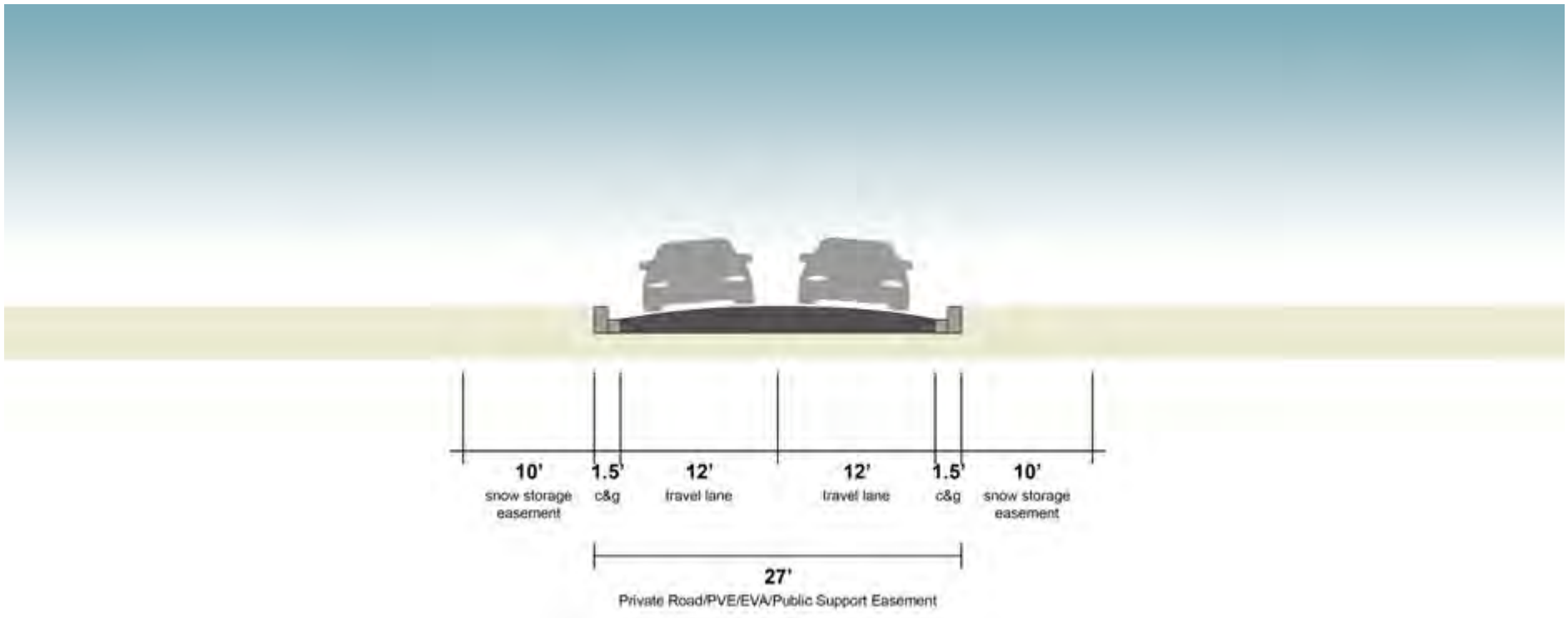

FIGURE 5.11– SECTION I: LANE

Note: Where adequate space for snow storage is unattainable, an alternative storage location will be identified. Roadside ditches may be used in lieu of modified curb and gutter. A 6' sidewalk or meandering path will be required for commercial or condominium hotel projects developed within parcels served by "Lane" roads.

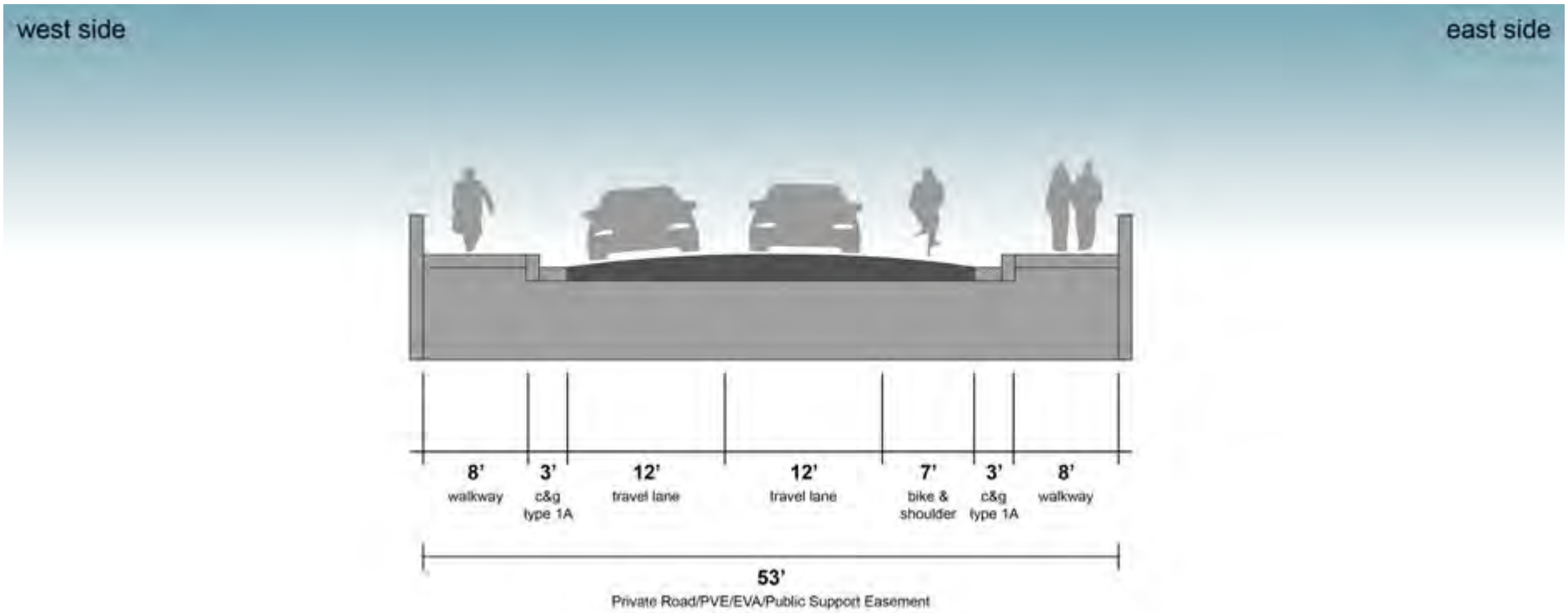

FIGURE 5.12– SECTION J: FAR EAST ROAD BRIDGE

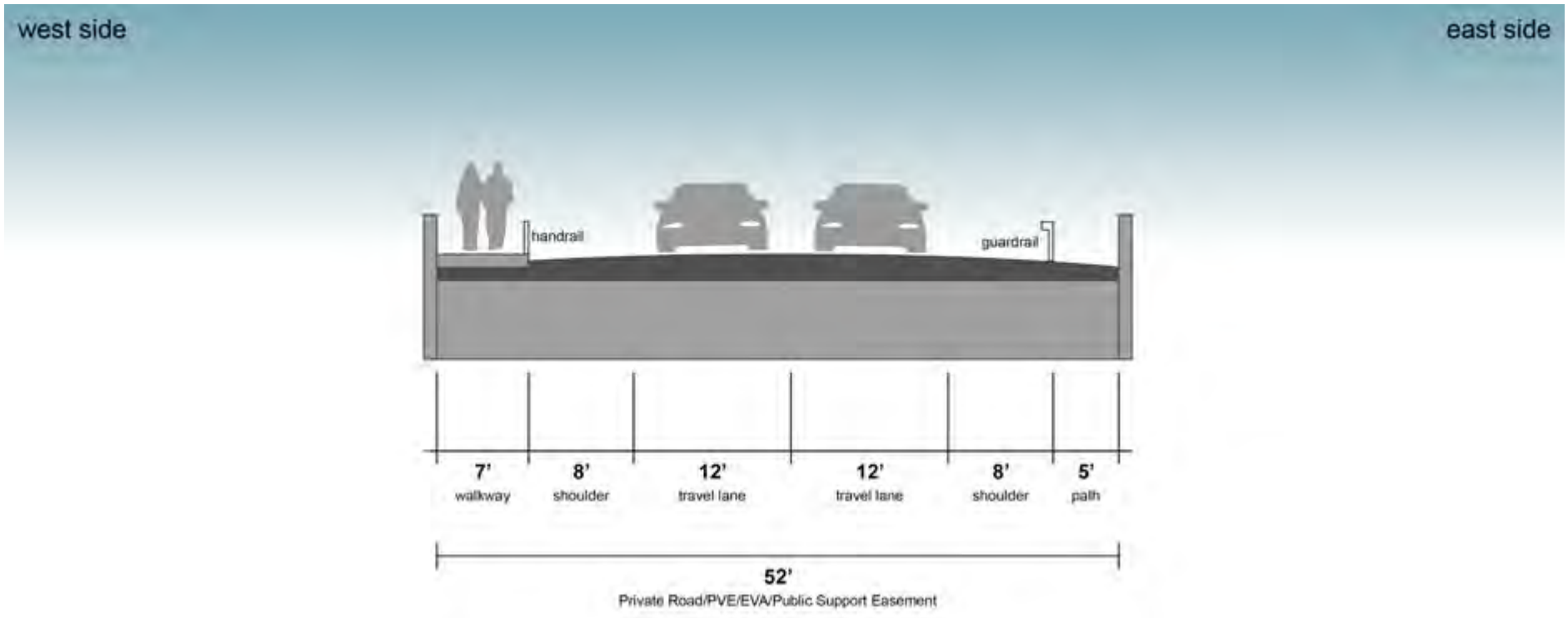

FIGURE 5.13– SECTION K: VILLAGE EAST ROAD BRIDGE

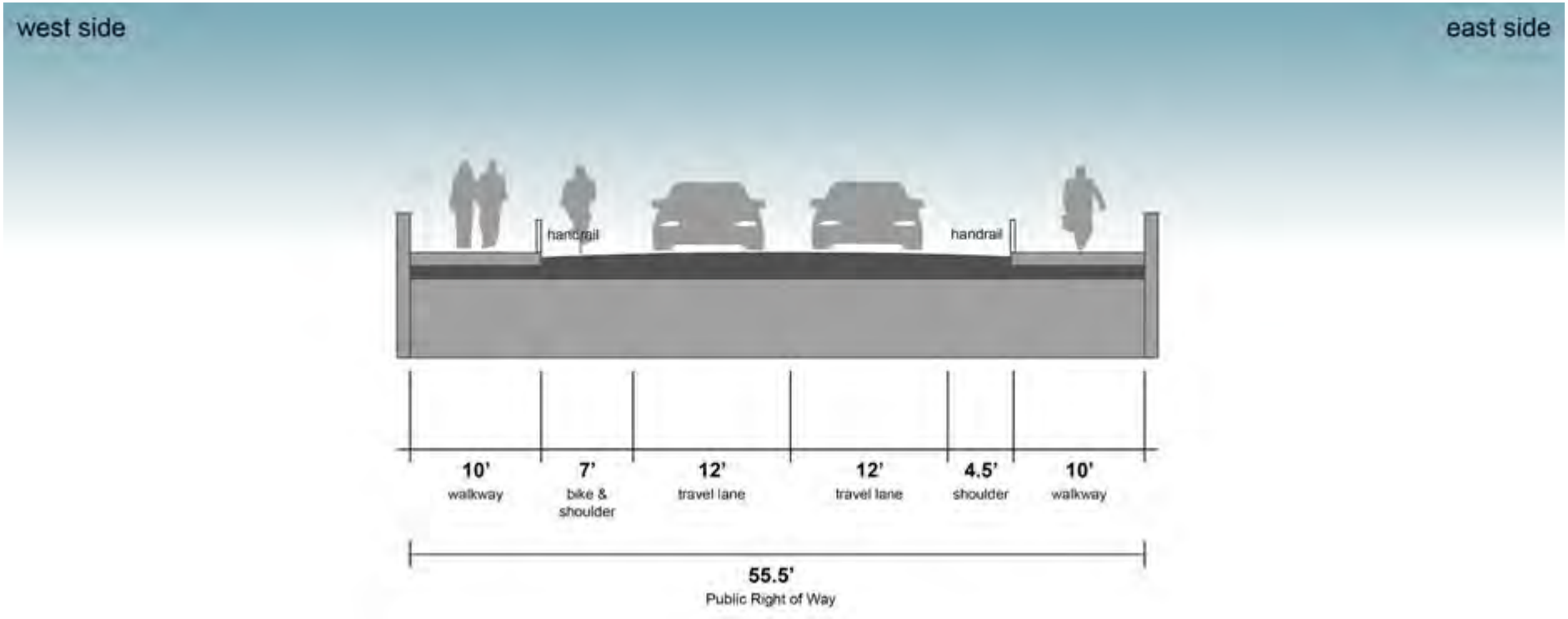

FIGURE 5.14– SECTION L: SQUAW VALLEY ROAD BRIDGE

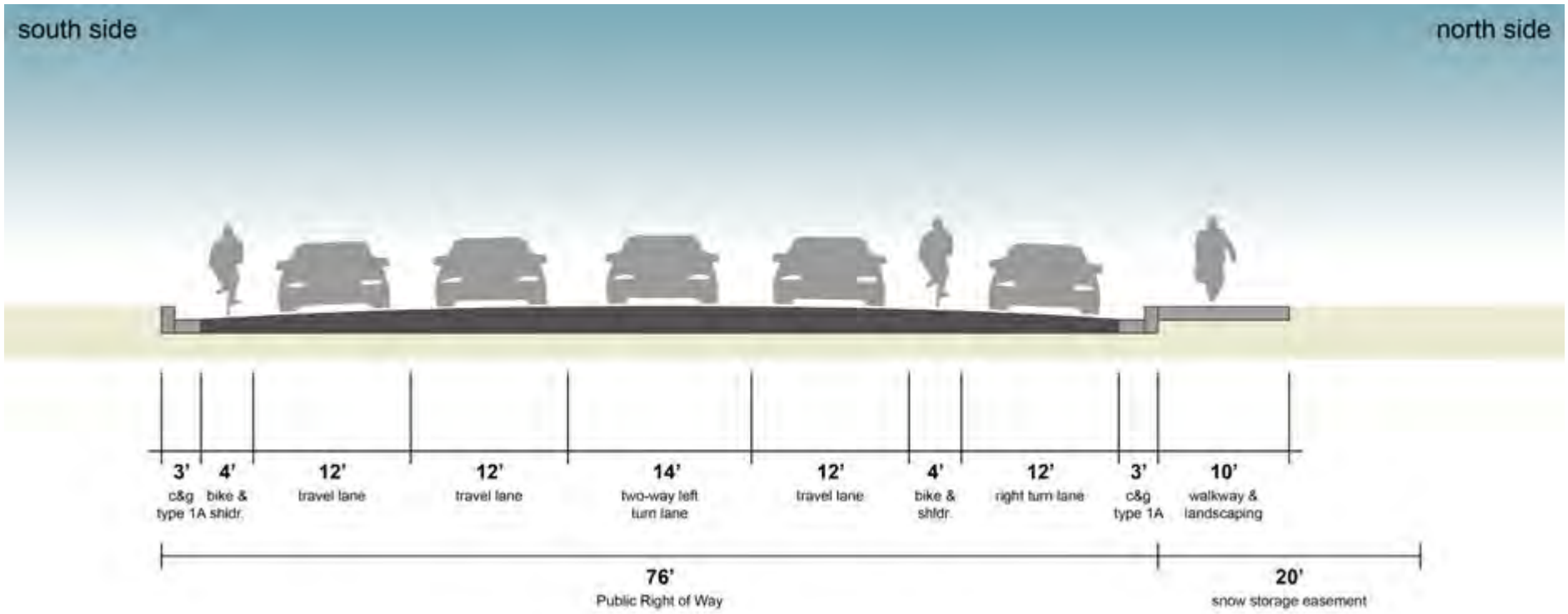

FIGURE 5.15– SECTION M: SQUAW VALLEY ROAD (EAST)

5.5 BICYCLE AND PEDESTRIAN CIRCULATION AMENITIES

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

Sidewalks and/or separated pedestrian paths will be located along vehicular roadways and in parking lots. Crosswalks will be installed along vehicular roadways and accessways at intervals to ensure pedestrians can safely traverse across the entire Plan Area. Appropriate lighting and safety signage, such as yield signs, stop signs, and pedestrian crossing signs, will be installed in conjunction with the crosswalks. ~~Designated avenues for pedestrian crossings should be every 200 to 300 feet.~~ Traffic calming measures and traffic management mechanisms shall be employed to maintain a safe environment for pedestrians and vehicles.

Designated avenues for pedestrian crossings should be provided at frequencies and locations to assure efficient and safe pedestrian flows.

The existing Class 1 bike/pedestrian trail, currently located on the south side of Squaw Valley Road (east of Far East Road), is extended westward through the Project Area along the north side of the restored Squaw Creek corridor. There are multiple pedestrian and bicycle connections into the Village, and links to the Granite Chief and Shirley Canyon trailheads.

Bike racks are provided at main locations throughout the Village, as well as at the Shirley Canyon and Granite Chief Trailheads, and at all major lodging properties. (See Figure 5.16- Bicycle Network).

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

Update with new Illustrative layout and to comply with DRC recommendation to relocate East Parcel trail to the south side of the parcel.

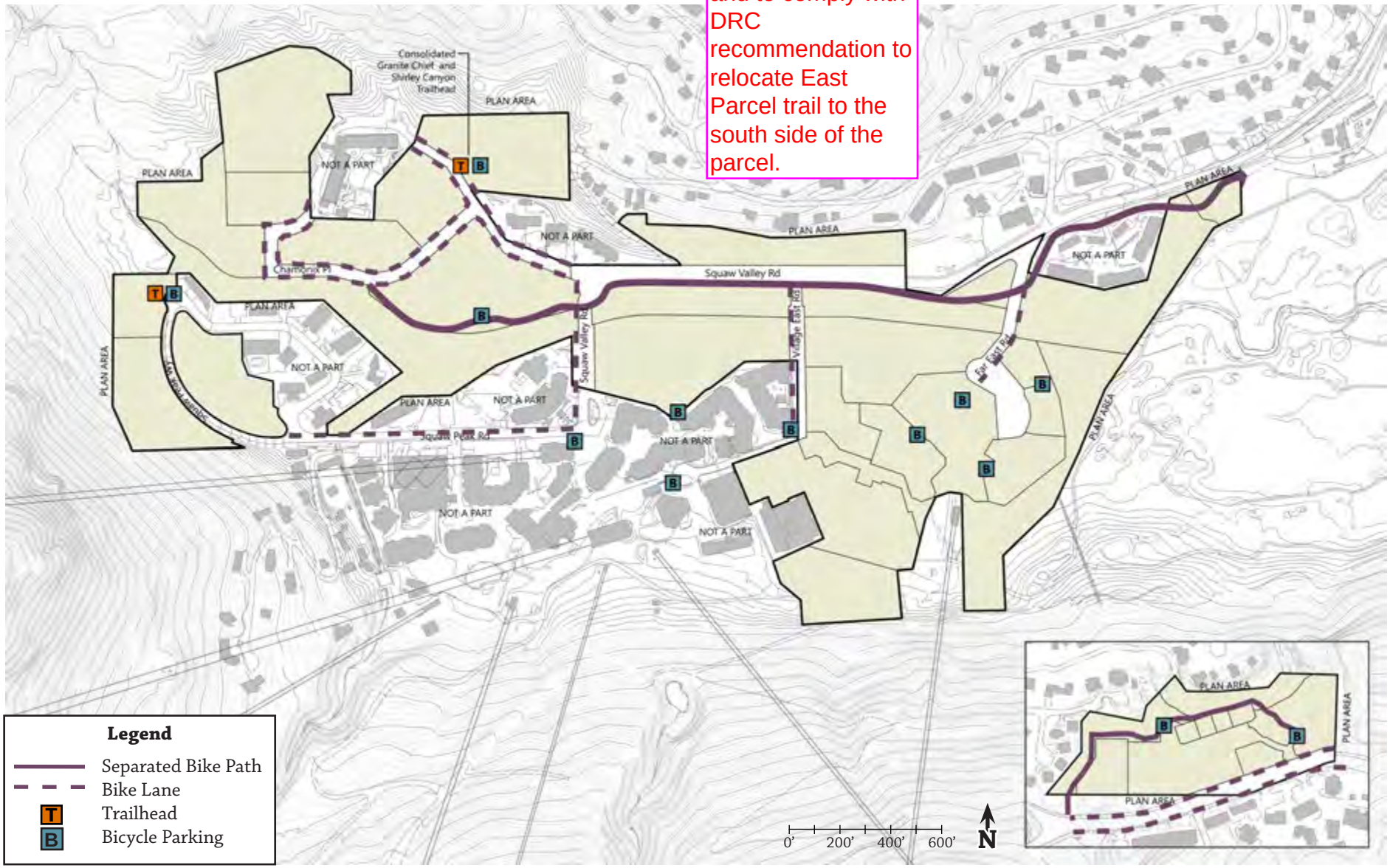

FIGURE 5.16– BICYCLE NETWORK

5.6 PARKING

Parking is provided in a variety of facilities:

- Parking Structures Beneath the Majority of Lodging and Resort Residential Buildings (podium parking)- Parking on individual parcels associated with lodging is primarily provided for guests/ residents. Operational vehicles and employees will be accomodated on a space-available basis.

- Surface and Structured Parking Lots– Most parking for day skiers, visitors, and guests of nearby lodging/resort-residential properties will still be provided by surface and structured parking lots on the north side of the Village core.

- Off-Site Parking - These parking areas are provided on an as-needed basis for day-skiers, employees, and interim day-skier parking during build-out of the Plan Area. The East Parcel parking facility on Squaw Valley Road near the entrance to the Olympic Valley (across the street from the Public Service District building) will provide the key off-site parking area for employees and (as needed) by day skiers on peak ski days or for special events. If out-of-valley off-site parking areas are ever pursued, preference will be provided to lots in a regional park-and-ride program or where parking can be shared with other uses (such as schools and marinas) that have space available on peak ski days. Squaw Valley will provide additional new parking facilities on an as-needed basis to accommodate overall Specific Plan demand.

Parking demand rates have been developed based on existing code, observed parking needs in similar resort areas, and detailed surveys of parking patterns in Squaw Valley as explained in the Village at Squaw Valley Parking Demand Analysis. Facilities are managed flexibly in response to changes in parking demands, and in order to accommodate all project parking needs on all but the busiest four days of the ski season. Additional parking demand and traffic on the four busiest days will be managed pursuant to the circulation plan. Tandem parking is allowed in areas designated for and operated by valet parking. A standard parking space is 9 feet by 18 feet and a compact space is 7 feet by 16 feet. The SVGPLUO shall be referenced for any parking design guidelines not addressed here.

On-site day skier parking supply is provided to accommodate all but the four busiest ski days per year. A review of skier counts for the most recent five years indicates an average (on the 5th busiest day of each year) of 10,663 day skiers. The overall parking supply will be developed to accommodate at least this level of day skiers in any ski season through all stages of development. Resort parking attendants will direct parking on peak days to help accommodate the large number of vehicles and ensure adequate clearance, emergency vehicle access, and pedestrian and vehicular safety standards are maintained. It is anticipated that at full build-out on peak days, most or all employees will be required to park at the remote lots, or commute by means other than personal vehicles.

Parking sufficiency will be met progressively as parcels are developed. The fungible nature of development timing negates a set phasing for parking provisions; facilities will be provided as the demand for parking occurs. Each individual lot has a specific parking allotment to meet, and there are benchmarks of total resort-residential units constructed that also trigger parking requirements. Surface parking will serve the project during the initial stages of development before parking structures need to be built. Parking structures will ultimately be developed on Lots 11, 12, and 39 (See Figure 5.17).

Update with new Illustrative.

Parking Summary

Parking Area	Spaces
Lot 11	1,000
Lot 12	1,067
East Parcel	524
IntraWest P2	360
Preferred Parking	346
Total	3,297

FIGURE 5.17–PARKING PLAN

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

5.7 EMERGENCY VEHICLE ACCESS

Emergency Vehicle Access (EVA) routes within the Plan Area provide secondary access to structures or land uses when needed. EVAs are 24 feet wide with a minimum pavement width of 20 feet with 2 foot shoulders. Refer to Figure 5.18 for individual building emergency vehicle accessibility.

- Curves in EVA lanes shall have as a minimum, 50 foot outside and 30 foot inside radius curves to address fire apparatus turning movement.
- Pavement section for EVA shall be a minimum of 3 inches of asphaltic concrete on a minimum base of 8 inches of compacted base rock.
- Subgrade material shall be compacted to 95% relative compaction.

100 feet by 100 feet.

In support of advanced emergency medical services related to resort activities and the village expansion, a dedicated helipad for patient evacuation to regional emergency care providers shall be established. The helipad will be a minimum of ~~120 feet by 120 feet~~. It shall be conveniently located to assure timely access by ambulances and other emergency vehicles while mitigating the impact of noise and rotor wash to nearby buildings, residents, and guests. It is anticipated the helipad will be a raised structure over the Preferred Parking lot adjacent to the Member's Locker Room and Squaw Kids' current building; however it may be developed in another location that meets the minimum requirements as noted. The helipad design and construction will incorporate a dedicated elevator that will accommodate a medical gurney, snow clearing operations, and proper aeronautical markings. The timing of development of the helipad shall be in accordance with the approved Master Phasing Plan.

5.8 TRANSPORTATION MANAGEMENT

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

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

Update with new illustrative.

FIGURE 5.18–EMERGENCY VEHICLE ACCESS

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

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

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

- Provide Preferred Parking for Carpoolers – Convenient parking spaces will be designated for vehicles arriving with four or more occupants. This is intended to encourage higher occupancy rates in arriving vehicles.

- Transit Center – The Transit Center will provide a convenient transit hub for both public and private transit services traveling within, to, and from the Village. It will be designed as a drop-off/pick-up facility with the capacity to accommodate two buses at a time.

- Transit Services and Facilities within the Village – Low-emission vehicle shuttle service will be provided within the Village, as warranted, to provide mobility for visitors, guests, and employees. Most new vehicles used to operate services internal to the Plan Area shall use alternative fuels. An efficient and attractive Transit Center, with adequate capacity for local and regional services, charter buses, and public transit, is a key element in implementing this program.

- Transit Services within the Olympic Valley – Squaw Valley will provide low-emission shuttle service within the Olympic Valley with three general programs. The first program will consist of fixed-route shuttles that circulate between The Village at Squaw Valley and the Resort at Squaw Creek. The second program will circulate in the hillside neighborhoods north of Squaw Valley Road with fixed-route shuttles during peak-hour ski days, and the third program will consist of on-demand (dial-a-ride) shuttles that circulate in the above-mentioned hillside neighborhoods during non-peak-hour ski days. Local shuttle services operated by Squaw Valley will coordinate with the Placer County Department of Public Works to provide timed transfers with TART where feasible.

- Transit Services Connecting the Village with the Remainder of Squaw Valley/Alpine Meadows – A transit service will be operated between the Village and the other key lodging and residential areas within the Olympic Valley. The goal of this service is to provide a viable alternative to the private automobile for residents and guests in the Olympic Valley traveling to and from the Village. Most new vehicles used to operate services internal to the Plan Area shall use alternative fuels. This program may include a mix of scheduled and on-call services. In addition, Squaw Valley Resort will operate a transit shuttle service between the Squaw Valley and Alpine Meadows Resort base areas when lifts are in operation at Alpine Meadows. Services will be coordinated with other transit programs, including the Tahoe Area Regional Transit (TART) program and other entities, including other lodging shuttles.

- Transit Services Connecting the Village with the North Tahoe/Truckee Region – As demand dictates during the peak ski season, transit service will be provided (or supported) along the following routes:

  - Squaw Valley – Tahoe City – North Shore – Incline Village Route

  - Squaw Valley – Tahoe City – Sunnyside Route

  - Squaw Valley – Truckee Route

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

- Enhanced Alternatives to the Private Automobile for Regional Access – To encourage guests to visit the region without private automobiles, Squaw Valley Resort will:

  - Promote use of the North Lake Tahoe Express service to the Reno-Tahoe International Airport through its inclusion in marketing materials and websites.

  - Promote charter bus services through marketing materials. On-site charter bus parking will be provided. Other strategies will be considered, such as discounts on lodging packages for groups traveling by charter bus.

  - Partner with and promote the use of a social-media-based ridesharing program for visitor access to the Truckee-Tahoe region, as well as for employee commute ridesharing.

- Provide a Year-Round Bicycle and Pedestrian Trail Network - A comprehensive network of multiuse paths and sidewalks will be provided throughout The Village at Squaw Valley and maintained year-round (including snow removal). The project owner will also make a fair share contribution towards the maintenance and snow removal of the existing Class 1 trail along Squaw Valley Road for employees commuting from the East Parcel. Connections will be made with other non-motorized-related networks and facilities in the Olympic Valley.

- Establish a Transportation Coordinator Position – A Squaw Valley Resort employee will be designated as Transportation

Coordinator, with responsibility to provide employees (in particular newly-hired employees) with information on the various commute options. The Transportation Coordinator will also cooperate/coordinate with TART and the Truckee/North Tahoe Transportation Management Association.

- Provide Bicycle Parking Facilities – These facilities will be provided at all major lodging/resort-residential facilities, as well as at other major activity centers.

- Other Strategies to Encourage Alterative Transportation Options – Squaw Valley will consider and implement, where feasible, other strategies to reduce private automobile use and expand mobility options, including, but not limited to:

  - *Provide Access to a Fleet of Low-Emission Car-Sharing Vehicles for Local Trips* – Providing guests with access to a zero or low-emission short-term rental car for trips within the Tahoe-Truckee region would support alternative regional transit access to the resort, as it would provide flexibility for those arriving without a private automobile to make trips not conveniently served by mass transit (such as a visit to North Lake Tahoe or Truckee).

  - *Provide Access to Bicycles for Visitors and Guests* – This could encourage cycling within Olympic Valley and beyond, and could be operated through a local bicycle shop.

  - *Offer Activities to Extend Day Skier Stays* – Activities such as night skiing, the Mountain Adventure Camp, and ice skating could be promoted to reduce the proportion of day skiers exiting during the peak afternoon traffic period. On days forecast to have particularly high levels of skier activity, events (concerts, live performances, etc.) will be held to encourage day skiers to linger in the Village area until after exiting traffic volumes recede.

  - *Electric Charging Stations* – Charging stations in Squaw Valley Resort parking facilities may be provided, as changes in the vehicle fleet warrant.

  - *Real-time Traffic Communication Systems* – Subject to support and cooperation from Caltrans, Squaw Valley Resort will install and operate real-time traffic communication systems within the Village to advise guests of existing travel conditions and approximate travel times out of the area.

6 PUBLIC SERVICES AND UTILITIES

6.1 PUBLIC SERVICE AND UTILITIES GOALS AND POLICIES

6.2 WATER SUPPLY AND DISTRIBUTION FACILITIES

6.3 WASTEWATER COLLECTION AND TREATMENT

6.4 DRAINAGE AND FLOOD CONTROL

6.5 SOLID WASTE DISPOSAL

6.6 DRY UTILITIES

6.7 PUBLIC SERVICES

6.8 PARKS AND RECREATION

6.9 SCHOOLS

6.10 OFFSITE IMPROVEMENTS

6 PUBLIC SERVICES & UTILITIES

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

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

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

6.1 PUBLIC SERVICE AND UTILITIES GOALS AND POLICIES

Goal PU-1: Create a comprehensive system of public services and utilities that accommodates the development within the Plan Area.

Goal PU-2: Conserve and protect resources through the use and implementation of efficient utility system designs and technologies.

Goal PU-3: Minimize the risk of loss of life, injury, and damage to property and resources resulting from unwanted fires.

UTILITIES POLICIES:

Policy PU-1: Build the necessary water, wastewater, and drainage infrastructure and dry utilities to serve the Plan Area with each phase of development.

Policy PU-2: Encourage the use of water in an efficient manner, reduce wastewater flows through the use of water efficient fixtures consistent with the Uniform Plumbing Code, and incorporate storm water Best

Management Practices (BMPs) and low impact development (LID) through cost effective design and feasible construction techniques.

Policy PU-3: Work with the Squaw Valley Public Services District and/or new mutual water company to develop a well field and operational approach that minimizes drawdown on municipal and private wells, and does not substantially diminish flows in Squaw Creek.

Policy PU-4: Promote and encourage recycling of consumer and business waste in order to reduce landfill requirements and lengthen service of existing landfills. Incorporate recycling programs and inform guests about conservation opportunities and programs.

Policy PU-5: Provide for fire, police, and other community services adequate to serve the needs of the Plan Area.

Policy PU-6: Implement Best Management Practices (BMPs) and Low Impact Development (LID) measures that will protect surface water quality and contribute to the Total Maximum Daily Load (TMDL) goals for Squaw Creek and the Lower Truckee River.

Policy PU-7: Implement erosion control and water quality measures identified in the Placer County Storm Water Management Manual and Grading Ordinance and Low Impact Development Guidebook, including the

SERVICE	AGENCY/PROVIDER
PUBLIC UTILITIES	
Water	Squaw Valley Public Service District or new mutual water company
Wastewater	Squaw Valley Public Service District / Tahoe Truckee Sanitation Agency
Drainage	Placer County for public roads; otherwise drainage facilities are provided by private entities
PUBLIC SERVICES	
Public Schools (K-12)	Tahoe Truckee Unified School District
Law Enforcement	Placer County Sheriff's Department (PCSD)
	California Highway Patrol
Fire Protection	Squaw Valley Fire Department
Solid Waste Collection	Tahoe Truckee Sierra Disposal Company, Inc.
Libraries	Placer County
County Services	Placer County
DRY UTILITIES	
Propane	AmeriGas
Electrical Service	Liberty Energy
Telephone	AT&T, Verizon, T-Mobile
Television & Broadband	Suddenlink, DirecTV

TABLE 6.1– SERVICE PROVIDERS

Guidebook section for LID Site Design and Run-Off Management Measures for Placer County in the High Sierra Areas.

Policy PU-8: All new dry utilities shall be underground and coordinated with utility providers regarding location and size of new facilities to serve the Plan Area.

Policy PU-9: Coordinate with utility providers to ensure existing service is uninterrupted.

Policy PU-10: To the extent feasible, the project will explore the use of alternative energy initiatives which could include Micro-Hydro Electric, Wind, and Solar technologies as they become an economically viable resource.

6.2 WATER SUPPLY AND DISTRIBUTION FACILITIES

6.2.1 WATER SUPPLY PLANNING

The aquifer beneath the valley floor provides domestic and irrigation water supply for four primary users: Squaw Valley Resort, Squaw Valley Public Service District, the Squaw Valley Mutual Water Company, and the Resort at Squaw Creek. There are also several minimal use wells in the Valley that draw from the aquifer.

The Plan Area is located within the Squaw Valley Public Service District (SVPSD) boundaries. The District was organized under the provisions of Division 12 of the Water Code, and incorporated in the State of California on March 30, 1964.

The groundwater basin technical analysis prepared indicates that there is sufficient water within the aquifer to meet the project demands, along with the water demands of existing and other future users. Therefore, the Specific Plan development will be served by groundwater, obtained from the SVPSD or an alternative water company.

6.2.2 WATER SUPPLY AND DISTRIBUTION

Water supply will be delivered to the project from strategically placed wells that will optimize the draw from the aquifer, and work in concert with existing wells in the Valley. Existing wells will be utilized and incorporated into the project where the land use plan can accommodate the current location. The existing wells that are not incorporated into the system will be abandoned per State and County standards.

Water will be distributed within the Plan Area via looping pipelines generally located within the roadway system and pedestrian network. The distribution system consists of six inch to twelve inch diameter mains as illustrated in Figure 6.1- Conceptual Utilities Plan - Water. All water improvements will be constructed to State Water System Standards using a phased approach.

Update as applicable with new illustrative layout.

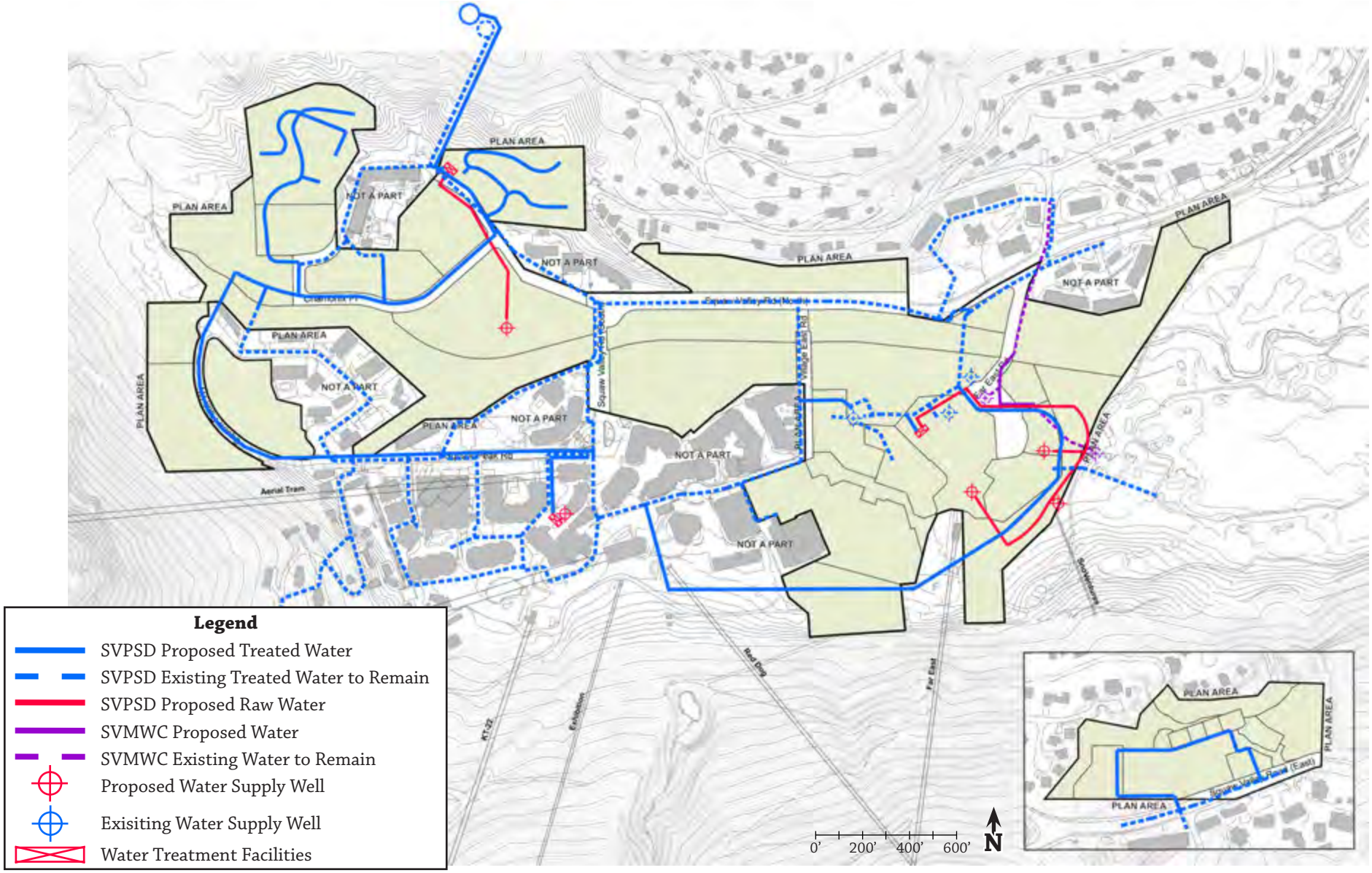

FIGURE 6.1– CONCEPTUAL UTILITIES PLAN - WATER

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

6.2.3 WATER STORAGE

The project will include adequate water storage facilities to store water for peak day plus fire flows for the Plan Area. The facilities will be located to provide gravity flow with sufficient pressure to serve the project and work in conjunction with the existing one million gallon tank just north of the Plan Area.

6.2.4 WATER CONSERVATION MEASURES

The project includes water savings measures with the goal of reducing the project's overall water demands to the extent feasible and practical consistent with California state law and regulations. The following water conservation measures will be implemented, where feasible, in an effort to meet conservation goals.

Greywater System – The project will incorporate greywater applications, where feasible, as an additional water supply for the project. Greywater supply can provide a moderate reduction in potable water use. Water collected and treated from baths, showers, hand basins, and washing machines will be used to the extent practical and feasible for irrigation and flushing toilets.

Minimizing Water Intensive Landscapes within the Plan Area – This involves limiting the amount of water intensive landscaping, such as turf areas, throughout the Village. An Approved Plant List is included in Appendix C that is made up of native and naturalized plants suited for the area. These plants are used for landscape areas, vegetated swales, landscape buffers, and habitat enhancement. The use of these plants supports the preservation of the forest landscape, as well as the minimization of water use in the Plan Area.

Irrigation Water – The primary source for irrigation water will be the aquifer. Alternatively the project may use non-potable water supplied from existing proven upper mountain water wells as the source for irrigation water. Water Quality testing for these water sources shall be included in the normal course of operation of the irrigation system to assure minimal treatment requirements for these non-potable water resources.

Use of Water Sources outside of the Olympic Valley Floor – To the extent available and feasible, the project will access and utilize water sources other than the primary potable water aquifer under the Olympic Valley floor. These sources may include on-mountain facilities and bedrock wells. Irrigation demand may be met by using one or more upper mountain wells.

Smart/Centrally Controlled Irrigation Controllers – Smart and centrally controlled irrigation controllers restrict irrigation to only the times and water application rates that are necessary to maintain landscaping. They account for changes in the demand for water, which varies with weather patterns and seasonal influences. Smart irrigation controllers are required for landscape irrigation within the Plan Area.

Recirculating Hot Water Systems – This involves using a recirculating pump on the hot water line system, reducing the time necessary to receive hot water at any hot water faucet. This type of system, where feasible, may be included to conserve additional water within the Plan Area.

Indoor Water Use – Utilize high-efficiency fixtures and fittings to decrease water demand and wastewater flows.

Note: Refer to the Squaw Valley Specific Plan Potable Water Master Plan (MacKay & Somps 2015) and the Groundwater Supply Technical Study (Todd Engineering 2012) for more detailed information regarding the proposed water system.

6.3 WASTEWATER COLLECTION AND TREATMENT

The Plan Area lies within the sewer service area of the Squaw Valley Public Service District (SVPSD), which owns and operates the wastewater collection system that serves the Olympic Valley Area.

The Tahoe Truckee Sanitation Agency (TTSA) operates the water reclamation plant which serves the SVPSD and other entities. The plant is located in Nevada County, along the Truckee River.

The SVPSD collection system is comprised of gravity sewer lines and two siphons. The main trunk system consists of twelve and fifteen inch pipelines that run from the Plan Area and cross under Highway 89 and the Truckee River, and discharge into the TTSA Truckee River Interceptor (TRI) that runs along the Truckee River to the reclamation plant.

Proposed gravity sewer lines within the roadway network will serve the Plan Area, including the East Parcel. These pipelines will generally flow from west to east, and will tie into the SVPSD main trunk sewer system. See Figure 6.2 - Conceptual Utilities Plan- Wastewater.

Note: Refer to the Squaw Valley Sanitary Sewer Master Plan (MacKay & Somps 2015) for more detailed information regarding the proposed wastewater system.

6.4 DRAINAGE AND FLOOD CONTROL

The Plan Area is wholly contained within the Squaw Creek watershed, part of the middle Truckee River watershed. The Squaw Creek watershed drains from Squaw Creek to the Truckee River. The Truckee River initial source is the outlet of Lake Tahoe and terminates at Pyramid Lake in Nevada.

Squaw Creek traverses across the northern portion of the Plan Area as a small seasonal stream, flowing from a north and south tributary which converges on the western portion of the Plan Area. It exits the Plan Area on the east, approximately 2,700 feet downstream of the confluence of the two tributaries. The existing floodplain for Squaw Creek varies in width from 50 feet to 250 feet within the Plan Area and is generally contained within the stream corridor. For reference, a floodplain is any area adjacent to a river, creek, lake, or other water source that is subject to being inundated by water during significant run-off events.

Hydrologic modeling indicates that on-site detention of run-off is not necessary as peak flows and velocities go relatively unchanged from existing to proposed conditions, mostly due to timing effects of the watershed developments. As a result, the pre-project and post-project 100-year floodplains are, for all intents and purposes, the same. Therefore, traditional permanent detention basins for peak stormwater flow attenuation are not planned.

Update as applicable with new illustrative layout.

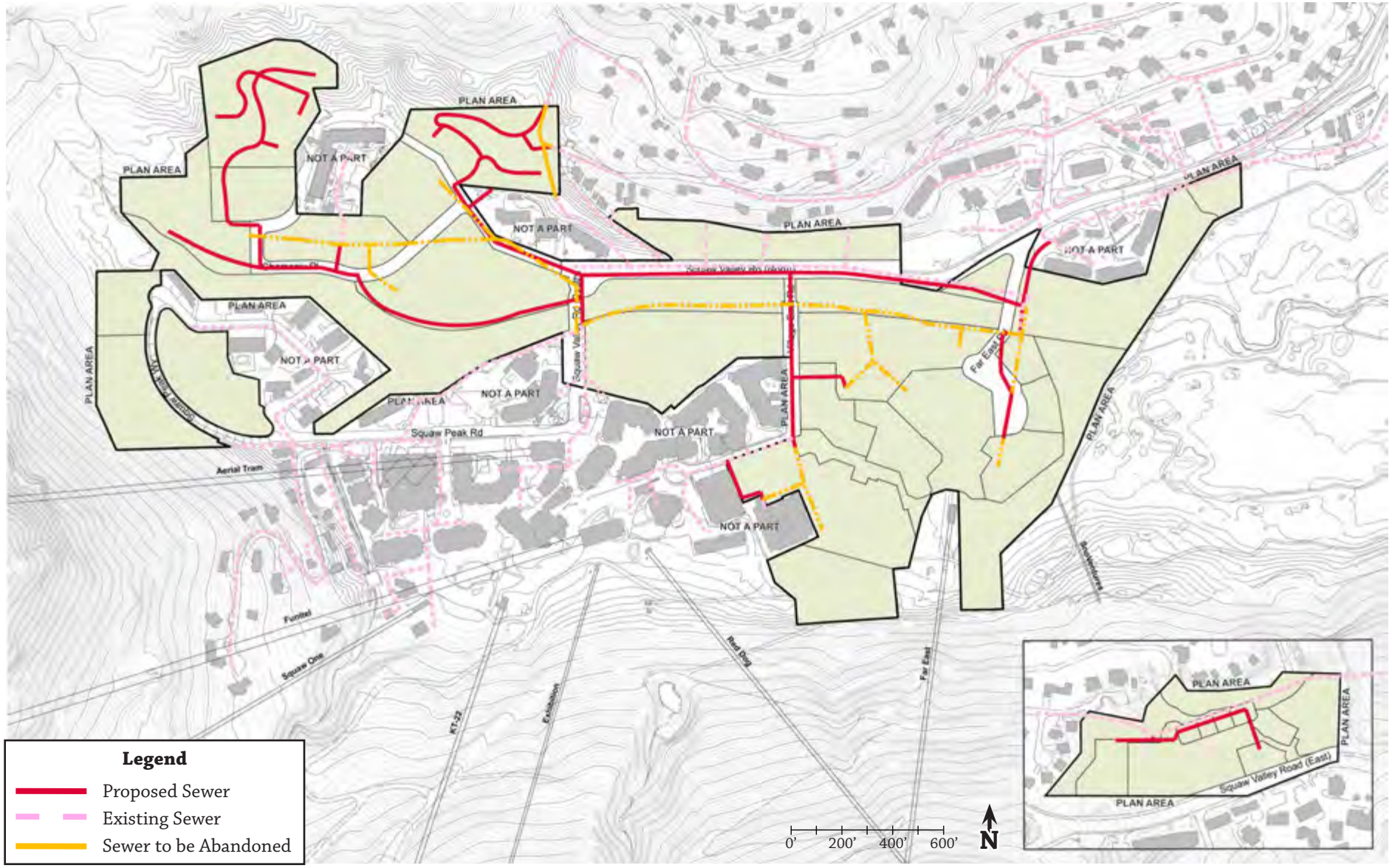

FIGURE 6.2– CONCEPTUAL UTILITIES PLAN - WASTEWATER

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

Update as applicable with new illustrative layout.

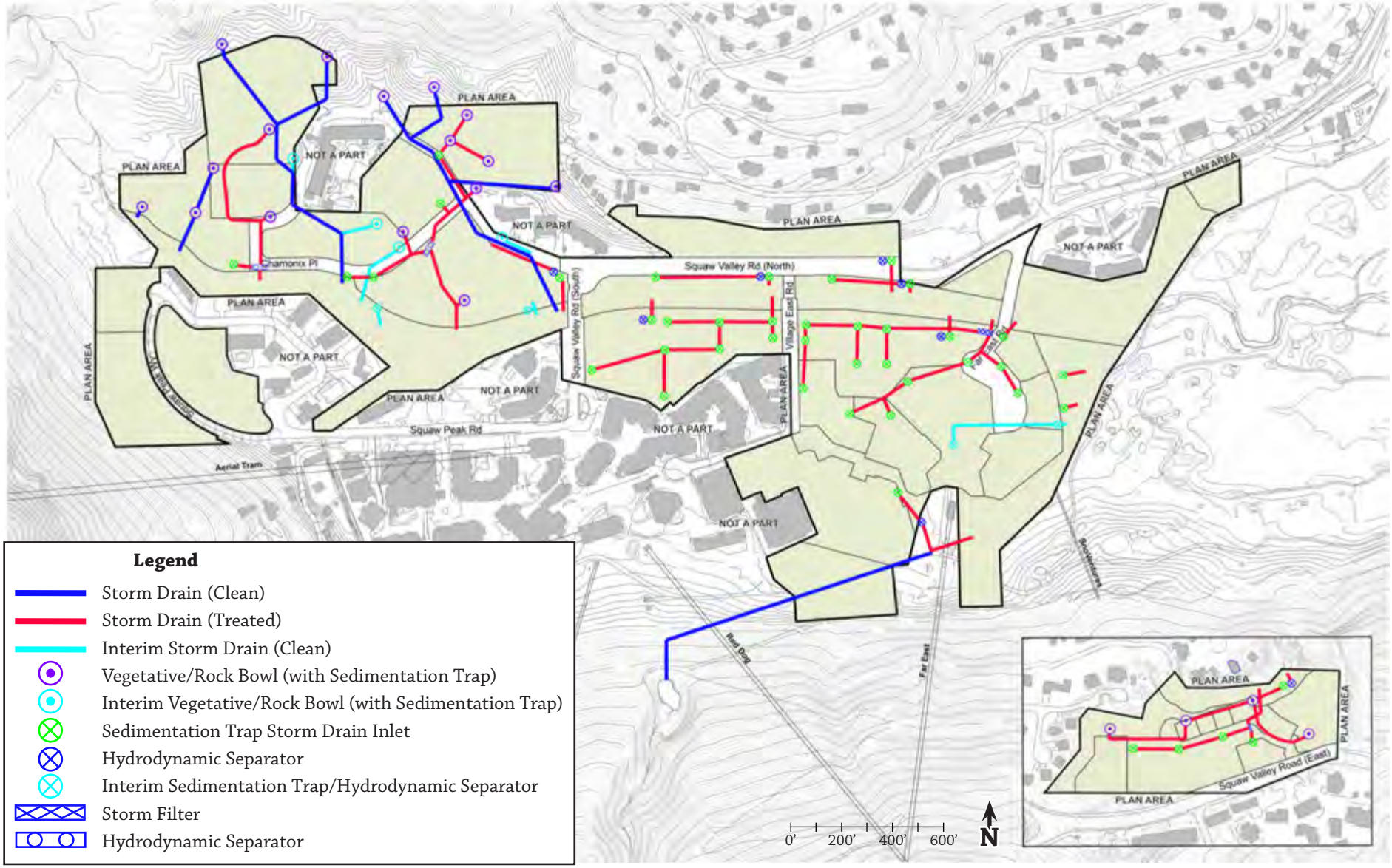

FIGURE 6.3– CONCEPTUAL UTILITIES PLAN - DRAINAGE

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

On-site drainage improvements in the Plan Area and the East Parcel shall consist of a combination of conventional subsurface and surface drainage systems, and construction of pipe and open channel conveyance systems, as shown on Figure 6.3- Conceptual Utilities Plan - Drainage. Stormwater will be discharged at or near existing outfalls into the creek corridor. Vegetated swales, soft armoring, mechanical storm filters, structural interceptors, and other Best Management Practices will be utilized at pipe outfalls or other appropriate locations for water quality management, and to convey stormwater run-off to receiving waters while minimizing impacts to open space resources.

To the extent practical and feasible, project outfalls will be located at existing outfall locations. Existing locations are based on the best available topographic information and improvement plans, and are subject to refinement during the improvement plan approvals, as well as state and/or federal permitting. Drainage facilities will be designed and constructed in conformance with the Placer County Flood Control District's Stormwater Management Manual and Land Development Manual, and will comply with the Placer County MS4 Permit Phase II National Pollutant Discharge Elimination System (NPDES) requirements.

Improvements within the Plan Area will require development in the 100-year floodplain. These improvements will be subject to specific approval by Placer County and Lahontan Regional Water Quality Control Board. All buildings as proposed will avoid the post-development 100-year floodplain. The hydraulic data and post-project flood plain mapping will be coordinated closely with the Placer County Flood Control District and FEMA representatives. The fully developed unmitigated 100-year floodplain is shown in Figure 6.4.

6.4.1 STORMWATER QUALITY

The Village at Squaw Valley project intends to install improvements in compliance with a range of requirements related to stormwater drainage and water quality, primarily related to:

- The Squaw Creek Total Maximum Daily Load (TMDL) for sediment and the Middle Truckee River TMDL for suspended sediment concentration, including measures to reduce erosion and sediment delivery and maintain channel stability.

- The National Pollutant Discharge Elimination System (NPDES) Municipal Stormwater Permit (MS4, Phase 2) covering the Placer County portion of the Truckee River watershed.

The completed TMDL for sediment recognizes ski-runs and dirt roads as primary sediment sources, with urban run-off, dirt roads, and winter-season road sanding as secondary sources. Implementation of the TMDL focuses on tracking compliance with regulatory actions intended to reduce erosion and sediment deliveries, and monitoring channel bed conditions in lower Squaw Creek. Target instream conditions include a relative decrease in fines and sand, increased size of bed material, and higher scores on periodic bioassessments.

Strategies proposed for compliance with the NPDES Phase II MS4 permit for Placer County are consistent with Best Management Practices (BMPs) listed in the County's Stormwater Management Program (SWMP) for the Truckee River Basin. The SWMP describes measures to be used to control excess run-off volumes and reduce pollutant concentrations, with a focus on oil and grease, trace metals

Update as applicable with new illustrative layout.

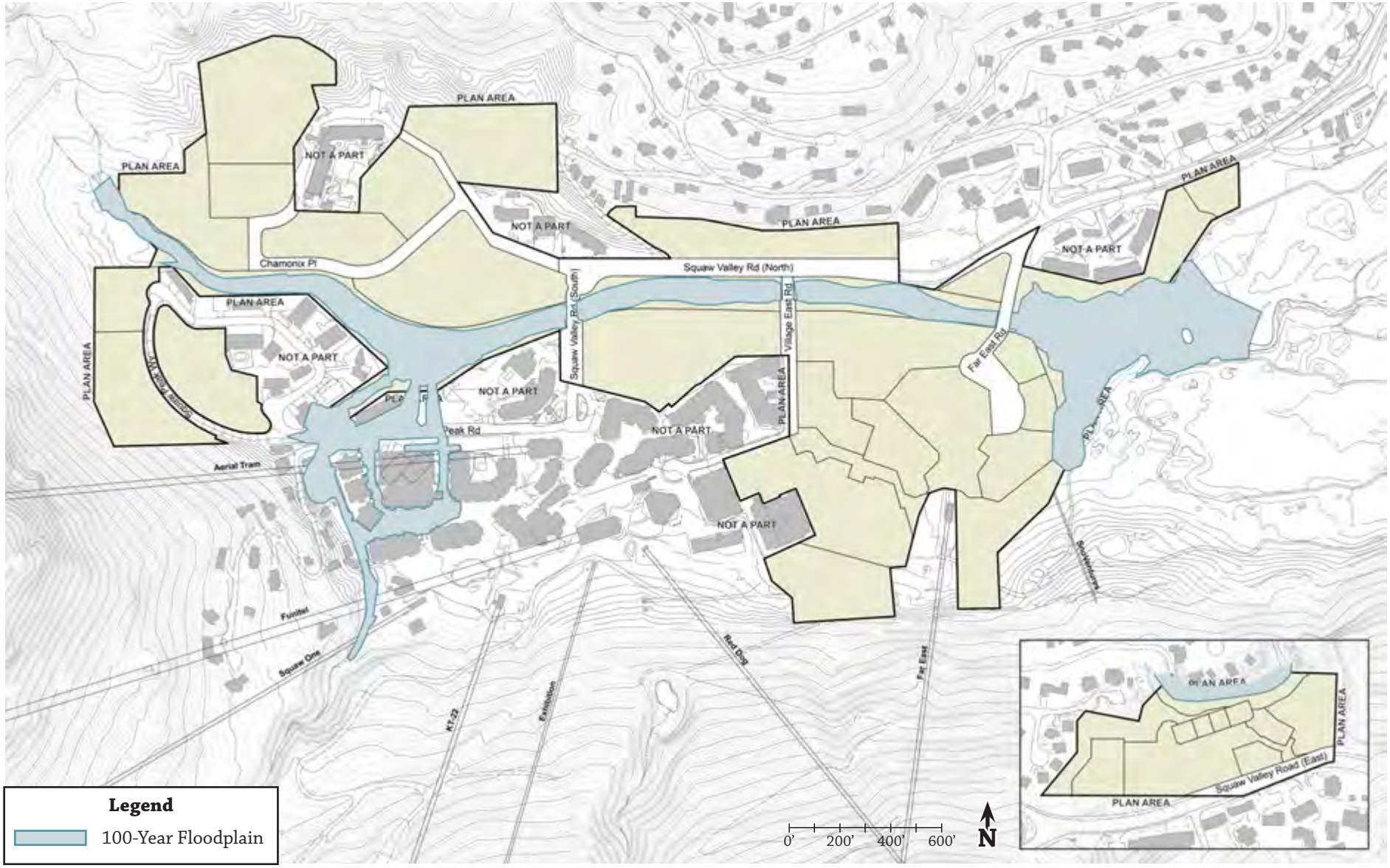

FIGURE 6.4– FULLY DEVELOPED UNMITIGATED 100-YEAR FLOODPLAIN

and nutrients in urban run-off, and fine sediment, sand, and salts from road maintenance activities. In addition, the SWMP also recognizes the increased risk of groundwater contamination from run-off infiltration where an unconfined sole-source drinking water aquifer lies less than 10 feet below the ground surface, as is the case in the Olympic Valley. The guidance states that the potential risk may be reduced through appropriate run-off pre-treatment, and that "site-specific conditions should be evaluated when determining the most appropriate BMPs".

The SWMP provides guidance for site specific conditions. Squaw Valley will comply with County development standards, the flood damage prevention ordinance, the grading ordinance, the stormwater management manual, and the stormwater quality ordinance. Squaw Valley will get appropriate permits for work related to planning, design, and construction.

This section provides the framework for stormwater treatment during two distinct components of the development process; first, during the construction phase while infrastructure is being built to support the development, and then the post-construction phase, which will be part of the improvements that make up the development and continue to protect the natural resources in perpetuity.

STORMWATER MANAGEMENT DURING CONSTRUCTION ACTIVITIES

During construction activities, on-site stormwater run-off is regulated by the State General Construction Permit issued by the Regional Water Quality Control Board for construction sites greater than one acre. The General Construction Permit requires that a Storm Water Pollution Prevention Plan (SWPPP) be prepared to address how the storm water from the construction site will be managed and treated prior to being discharged from the site. The SWPPP is an evolving document that changes with site development dynamics. Placer County also regulates water quality.

The use of Best Management Practices (BMPs) during the construction process will generally incorporate erosion controls and sediment controls. Squaw Valley will abide by Placer County regulations for BMPs. Erosion and sediment control BMPs include such things as applying straw mulch to disturbed areas, the use of fiber rolls and silt fences, sedimentation basins, drain inlet protection, stabilized construction accesses, and material management.

POST-CONSTRUCTION STORMWATER MANAGEMENT

Post-construction stormwater management is intended to treat the project run-off generated on-site in perpetuity. The BMPs techniques within the Plan Area will, to the extent practical, reduce and/or eliminate the pollutants from the stormwater run-off and prevent the contamination of receiving waters to pre-development levels.

Post-construction stormwater treatment is composed of three general elements: source control, run-off reduction, and treatment of run-off. The basic practice of source control is to minimize the potential for constituents to enter run-off at the source. To the extent practical and feasible, the project will use Low Impact Development (LID) measures towards the goal of reducing or maintaining run-off at pre-development quantities.

Implementation of LID includes the construction of decentralized small scale improvements that provide for local rain and snowmelt infiltration, and treatment opportunities that reduce the quantity of run-off which enters the storm drain systems during a rainfall event. Additional treatment control BMPs may be located at the end of the pipe and provide further treatment of the stormwater before it enters into the natural creek system.

6.4.2 LOW IMPACT DEVELOPMENT

Low Impact Development (LID) is a stormwater quality approach that emphasizes the use of small-scale, natural, constructed, and proprietary drainage features integrated throughout the Plan Area to capture run-off and precipitation. LID measures can slow, clean, infiltrate, and evapotranspire run-off, which reduce the quantity of run-off entering the project storm drain systems. Existing area flows will not be commingled with post-project flows. This means post-project flows will be conveyed in pipelines which will be separated from pre-project (existing) conveyance systems. The opportunities for naturally treated infiltration through the use of LID can add water to the aquifers, increasing water reuse. It is a sustainable practice that benefits water quality protection and stream stability, and can contribute to the water supply. The intent is to weave the textures of natural processes into the fabric of development.

In addition to traditional storm water management, which collects and conveys storm water run-off through storm drain pipes or other conveyances to a centralized storm water facility, LID within Squaw Valley will take a different approach by using site design elements, LID, and stormwater management to reduce or maintain the site's pre-development run-off rates and volumes. The Placer County Low Impact Development Guidebook will be referenced during the design and construction phases of the project when specific LID details are being incorporated into the project.

For the project, LID measures are proposed in the treatment system. These types of measures can substantially reduce the amount of treatment run-off needs, or treat the run-off prior to entering the storm drainage system. Ultimately, LID measures can reduce the size of system treatment facilities. At the time actual measures are identified for specific projects, a list of proposed LID measures to be used, along with descriptions for their effectiveness, will be provided with the improvement plan submittal to support the sizing of the system and discharge components.

The LID options may include, but are not limited to, the following:

- Disconnected roof drains;
- Disconnected and separated pavement;
- Pervious pavement;
- Bioretention facilities, vegetation, and bioswales;
- Tree planting;
- Grass swales and channels;

- Curb cuts and vegetated filter strips;
- Landscape buffer areas;
- Creek buffers;
- Soil amendments;
- Green roofs, rain gardens, and cisterns; and
- Pollution prevention and good housekeeping practices.

6.4.3 BEST MANAGEMENT PRACTICES

The Village at Squaw Valley project intends to install improvements which comply with the Placer County MS4 Permit Phase II NPDES requirements by constructing a treatment train of BMPs consisting of:

- Source control to reduce quantities of run-off;
- Directing flows onto grassy areas or open space where feasible;
- Additional tree plantings;
- Installation of trash screen vaults;
- Use of rock-lined ditches below pipe outlets;
- Installation of structural BMPs (such as vortex and/or media filtration devices);
- Use of disconnected roof drains;
- Installation of water quality interceptor devices; and
- Use of grassy treatment swales/bioswales.

Other Best Management Practices involve prompt revegetation of disturbed areas and proper erosion protection per NPDES permits during construction. Additional LID and SWPPP measures from the State Water Quality Control Board may also be implemented in the treatment train.

Adequate source control will be determined prior to the start of grading; Squaw Valley is committed to successfully implementing LID applications and standards. Based on the Specific Plan, a treatment train consisting of structural BMPs and a section of grassy swale in the proposed newly constructed outfall swales would be able to provide adequate treatment. The final sizing of these facilities will be dependent on the final configuration of the storm drain system. To the extent practical, all graded areas must drain so that no standing water could accumulate for more than 72 hours.

The applicability of BMPs to various areas of the development shall be as follows:

LODGE FACILITIES/FRACTIONAL CABINS AND EXTENDED STAY CONDO HOTEL

Low Impact Development that reduces the amount of impervious surface within the development, and which is directly connected to the storm drainage system, shall be encouraged. These types of facilities may include, but are not limited to: discharge of roof drainage system to planted areas; pervious driveways; porous pavement areas; permeable pavement, pavers, or other discontinuous hard surfaces the allow for filtration; and tree plantings.

If necessary, additional treatment requirements for site run-off from these areas shall be treated by outlet control measures as previously described.

CONDO HOTEL AND COMMERCIAL

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

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

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

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

6.5 SOLID WASTE DISPOSAL

The Tahoe-Truckee Sierra Disposal Company (TTSD) provides solid waste collection services to Squaw Valley. TTSD transports collected waste to the Materials Recovery Facility (MRF) located between Truckee and the Olympic Valley. The MRF receives, sorts, processes, and markets recyclable materials. The remaining non-recyclable materials are then sent to the Lockwood Regional Landfill located in Nevada. Development would be served by TTSD, and a substantial amount of waste would be recycled through the MRF. The Specific Plan further minimizes the need for disposal of solid waste into land fills by promoting recycling of construction waste (see Section 7.6-Climate Change Initiatives).

On site dumpsters and trash cans and bins shall have appropriate wild life proofing measures, such as bear boxes and locks. Dumpsters and large trash receptacles may not be located in front of any building or along central pedestrian circulation areas; they must be discretely placed out of sight. Small trash cans and recycling bins shall be located periodically throughout the Plan Area.

6.6 DRY UTILITIES

ELECTRIC SERVICE

Liberty Energy provides electric service to the Plan Area from its

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

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

PROPANE GAS

The Plan Area contains two private propane distribution systems. One operates off a 20,000 gallon propane tank and serves the older developments (Red Wolf Lodge, lower lift maintenance, The Lodge, the ski school locker rooms, facilities at High Camp, etc.) The second system is fed from an underground 30,000 gallon tank that serves the existing Village at Squaw Valley. A number of smaller propane tanks are located around the resort and serve the outbuildings (e.g. Papoose, Far East Center, Clock Tower, Courtside, carpenter's shop). Propane is currently being supplied by AmeriGas. Additional tanks and vaporizers will be designed and strategically placed to serve the new project. Underground propane distribution facilities will be installed throughout the project in conjunction with new improvements.

ALTERNATIVE ENERGY SOURCES

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

Subject to feasibility, renewable energy sources could include:

~~Other potential strategies include:~~

[bullets] wind,
solar,
water,
others.

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

COMMUNICATIONS

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

6.7 PUBLIC SERVICES

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

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

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

Policy PS-4: Provide adequate fire protection services by working with fire department staff to determine if and when existing fire services or equipment need to be expanded to serve new phases of development.

LAW ENFORCEMENT

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

FIRE PROTECTION

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

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

PLANNED FIRE PROTECTION

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

- Pedestrian streets and trails designated as EVAs shall be 20 feet wide with a 2 foot shoulder on each side.

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

6.8 PARKS AND RECREATION

The intent of the Specific Plan is to create a village environment as a public portal to the ski area, vast surrounding natural mountain open space, and multitude of activities available. A network of

pedestrian spaces, trails, an along the south perimeter hanced access to these public amenities. Access to backcountry trails such as Granite Chief and Shirley Canyon will include trailhead car and bike parking, signage, flush restrooms, and other enhancements to establish a comfortable and easily identifiable starting point. A ~~hiking trail and~~ Class 1 path will be constructed ~~through~~ the East Parcel ~~to connect an existing pedestrian trail that enters the parcel from the northeast corner to the Class 1 path that currently runs along Squaw Valley Road~~. Additional improvements to other existing trails may include new signage and trail upgrades to further enhance the experience for visitors. Bike lanes are provided on all primary roads and a Class 1 bike path is located along Squaw Creek to provide a non-vehicular route with gathering spots, interpretive signage, and informational graphics on restoration areas.

Multiple recreation amenities and attractions will be built into the Village environment including playgrounds, ice skating on the central ice rink, and public open space corridors and pedestrian plazas. An array of recreational facilities in the Village will be open to resort guests and the public including the Mountain Adventure Camp, outdoor climbing walls, and bungee apparatus. Recreational facilities within the Village and Plan Area may charge a fee for use or admission; however amenities and facilities associated with the Parks and Recreation Plan, like the miles of improved hiking, biking, and equestrian trails, and the linear interpretive park, will be free.

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

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

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

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

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

Policy PR-6: Coordinate with other local trail stakeholders and foundations to develop plans for improvements and maintenance that benefit the long-term longevity and sustainability of the trails and overall visitor experience.

Refer to Figures 6.5 for trail and associated facilities plans.

Update with new Illustrative and to comply with DRC recommendation to relocate East Parcel trail to the south side of the parcel.

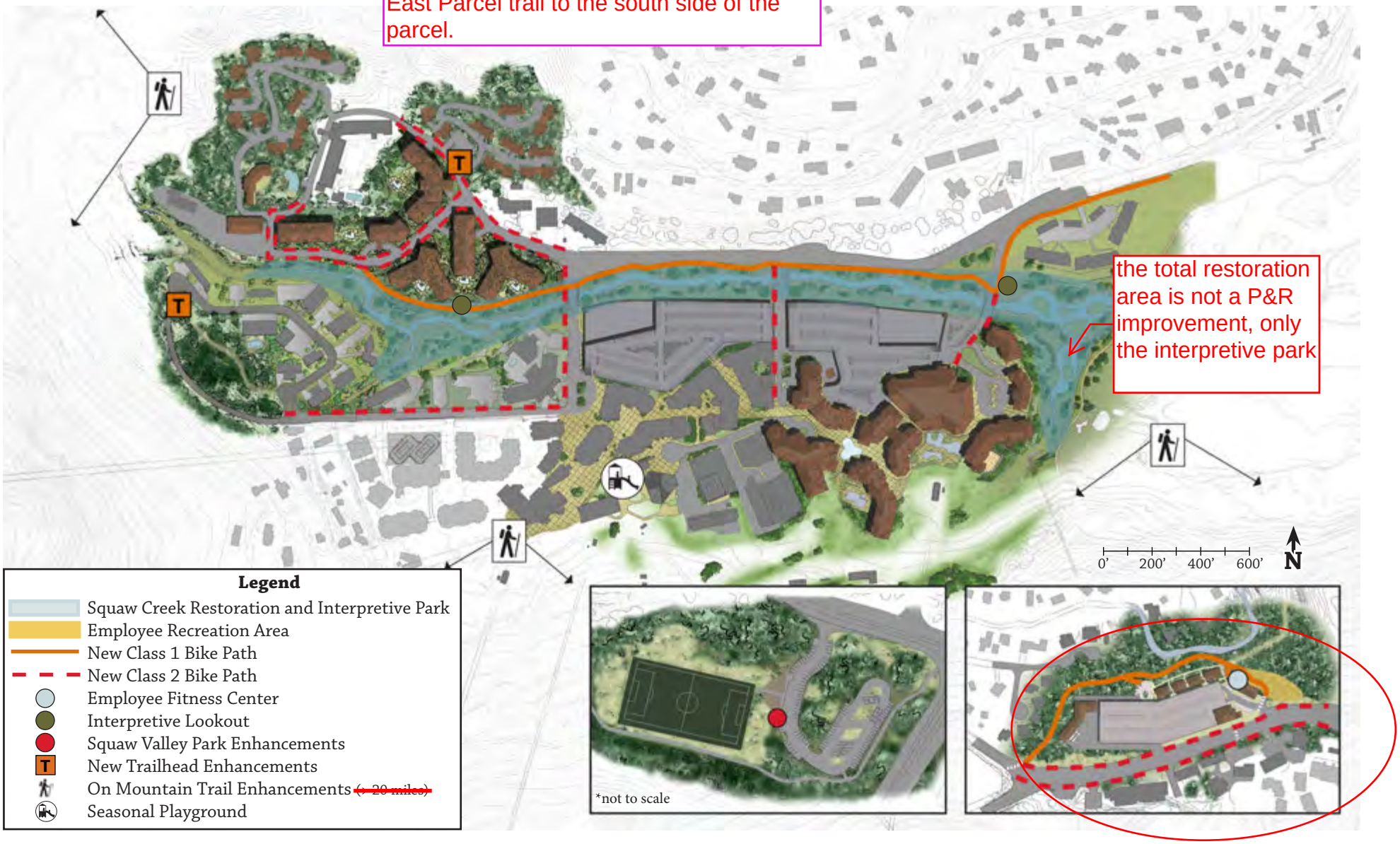

FIGURE 6.5–PARKS AND RECREATION PLAN

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

6.9 SCHOOLS

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

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

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

6.10 OFFSITE IMPROVEMENTS

Squaw Valley will work with other regional partners to ensure provision of adequate park-and-ride facilities in the Truckee and North Lake Tahoe areas. First preference will be the joint use of existing parking lots with space available during peak ski days (schools, beach facilities, etc.). Squaw Valley will construct necessary off-site parking facilities, as discussed in Section 5.6~~)~~, as needed to provide adequate off-site parking (depending on detailed planning for on-site parking, shuttle services, and available existing off-site parking).

Offsite utilities may consist of water wells and a water storage facility as identified in Sections 6.2.2 and 6.2.3, replacement or parallel sanitary sewer pipelines where additional capacity may be necessary, and propane gas lines and/or electrical lines placed within existing conduits and boxes from the existing substation near SR 89 to the Plan Area.

7 RESOURCE MANAGEMENT

7.1 RESOURCE MANAGEMENT CONCEPT AND GOALS

7.2 AESTHETICS AND SCENIC RESOURCES

7.3 CULTURAL RESOURCES

7.4 SQUAW CREEK CORRIDOR

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7.7 AIR QUALITY

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7.9 AVALANCHE HAZARDS

7 RESOURCE MANAGEMENT

7.1 RESOURCE MANAGEMENT CONCEPT AND GOALS

The Specific Plan seeks to protect and enhance the natural resources of the Olympic Valley through careful site design and management of the built environment. The Specific Plan concentrates development in areas that have been developed and/or disturbed in the past, thereby minimizing the conversion of natural areas to developed uses. Landscaping and open space corridors are integrated with the surrounding natural environment, with an emphasis on the relationship between the Village and the mountain. The Squaw Creek corridor will be widened and rezoned Conservation Preserve to protect the creek from encroaching development and to provide the width necessary to allow enhancement of the creek's natural function.

Further, the Specific Plan protects and manages surface and groundwater quality through aggressive use of Low Impact Development (LID) measures and Best Management Practice (BMPs). The mix of land uses within the Village would minimize the need for residents and visitors to travel outside of the Olympic Valley during their stays. By reducing reliance on vehicles, the Specific Plan would minimize air pollutants and greenhouse gases. Further, the Specific Plan encourages a variety of "green" building measures, which are intended to minimize water demand and energy use.

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

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

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

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

7.2 AESTHETICS AND SCENIC RESOURCES

Designated as a scenic roadway, Squaw Valley Road offers spectacular views of a high Sierra landscape. As Squaw Valley Road approaches the Plan Area from the east, it offers a dramatic vista into the open alpine meadow environment of the Olympic Valley and the surrounding peaks beyond. The summits of Snow King, KT-22, Squaw Peak and the rocky cliff topped by the Squaw Valley aerial

tram (Cable Car) frame the western end of the Valley, with the Village and the adjacent Specific Plan areas situated at the base of this mountain panorama. East of the Village, Squaw Creek meanders through the Valley floor en route to the Truckee River.

Development on the Olympic Valley floor is currently concentrated in the existing Village and parking areas to the west, with the open meadow area to the east, and the Resort at Squaw Creek at the southeastern edge. Outside of the immediate Village vicinity, residential and lodging development has been kept to the forested hillsides at the edges of the Valley, preserving the open east-west viewshed along the Valley floor. The Specific Plan sustains this development pattern in its zoning and land use plans, assigning almost all development to areas that have been previously developed or disturbed. The Specific Plan outlines a phased expansion of the Village resort core to infill portions of the current parking areas in order to create a pedestrian-oriented alpine village. This Specific Plan sets development against the thousands of feet of mountain scenery rising behind it, with the taller accent buildings and its massing designed to orient views from the eastern end of the Valley and from within the resort area itself.

The Plan Area is immediately adjacent to the mountain-themed residential lodging buildings, functionally-designed lift buildings, and wood frame alpine-styled skier services buildings. The Design Guidelines component of the Specific Plan describes an architectural style rooted in western mountain building traditions and materials. This style is compatible with the wood-frame buildings of the original ski resort and integrates the mountain village style of the Intrawest buildings, fostering a more consistent Village design vocabulary.

Goal SR-1: Design and implement development of distinctive architectural character and quality that respects the history of the Olympic Valley, the legacy of the 1960 Winter Olympics and the natural and cultural setting.

Goal SR-2: Protect views of the mountains and other scenic resources from public roads, recreational areas and surrounding residences.

Policy SR-1: Provide visual access to the principal views of the mountain peaks and hillsides to reinforce the connection of the Village to the mountain environment.

Policy SR-2: Protect and enhance scenic corridors through such means as sign control, undergrounding utilities, scenic setbacks, and open space easements.

Policy SR-3: Provide for landscaping and/or landscaped mounding where desirable to maintain scenic qualities and screen unsightly views.

Policy SR-4: Encourage the development of trails and bike paths along scenic routes.

Policy SR-5: New lighting shall be designed to limit glare and light pollution.

7.3 CULTURAL RESOURCES

7.3.1 PREHISTORY

The Plan Area falls within the center of the Washoe people territory, and once provided fishing and hunting grounds for this Native American tribe. Prehistoric sites have been identified in the Olympic Valley, however no such sites appear to exist within the Plan Area. A field survey of all undeveloped parcels within the Plan Area identified one prehistoric artifact, however it did not meet the criteria of significance as defined by the National Register of Historic Places. As with any area that had been subject to prehistoric habitation and activity, there is always the possibility that subsurface resources are present, and could be disturbed during construction activities.

Policy CR-1: If cultural resources (prehistoric or historic) are revealed during project construction, work will stop in the immediate vicinity and a qualified archaeologist and/or Native American consultant (if the find is prehistoric) shall be contacted to assess the nature and significance of the find. In addition, the Planning Services Division and Department of Museums will be notified concurrent with the retention of a qualified archeologist.

Policy CR-2 If human remains are discovered, all work shall stop immediately and the County coroner shall be notified, consistent with State law. If the remains are found to be Native American, both the Native American Heritage Commission and members of the Washoe Tribe (or other identified descendants) must be notified to insure that proper treatment is given to the burial site.

7.3.2 HISTORY

The Olympic Valley was first settled by Europeans during the 1840s, and served as a short cut from Carson City to the mining camps in the Sierra foothills. In the 1860s, silver ore was discovered near the mouth of Squaw Creek, which resulted in the rapid but brief development of two towns within the Olympic Valley. Following the collapse of mining, dairy farming and ranching became the primary economic activities, as well as logging and winter recreation. Today, the Olympic Valley is best known as the site of the 1960 Winter Olympics.

Within the Plan Area, little remains of the Olympic Valley's history. Most of the buildings and facilities that were constructed for the 1960 Winter Olympics have been removed or altered. Two buildings retain enough integrity to be considered historically significant - the Nevada Spectators' Center and the Athletes' Center (now the Olympic Village Lodge). These buildings are located in key areas proposed for development, so they may need to be removed.

The Specific Plan celebrates the legacy and the spirit of the 1960 Winter Olympics by orienting viewsheds toward the mountains that were the key component of various Olympic sports, and by creating a resort that is respectful of that history in its design and implementation. In addition, the following policies will contribute toward an understanding of the history of the Olympic Valley.

Policy CR-3: If and/or when the Nevada Spectators' Center and/or Athletes' Center are demolished, significant architectural features and historic artifacts shall be salvaged and prominently displayed within the Village

as part of an interpretive exhibit, or made available to the appropriate historical society or museum dedicated to preservation and interpretation of data and information from the 1960 Winter Olympics.

Policy CR-4: Artifacts from the 1960 Winter Olympics that are discovered during project development shall be made available to the appropriate historical society or museum dedicated to preservation and interpretation of data and information from the 1960 Winter Olympics.

Policy CR-5: Activities that support the research and interpretation of the history of the Olympic Valley, particularly the 1960 Winter Olympics, shall be supported. Examples of such activities include:

- Support of interpretive programs developed by a local non-profit group, historical society, and/or museum with funding and/or relevant historical materials and/or artifacts; or

- Support of an Olympic Museum through dedication of physical space within the village, staff support and/or funding.

7.4 SQUAW CREEK CORRIDOR

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

The Specific Plan will improve conditions in Squaw Creek by providing a 150 to 200 foot wide corridor. No vertical structures shall be developed within the 100-year floodplain. Outside of the 100-year floodplain, facilities such as warming huts, restrooms, and/or structures that support the improvement of riparian functions, are permitted. Such functions could include groundwater recharge, sediment deposition, terrestrial, avian, and/or aquatic habitat, and flood protection. Principals of landscape architecture that reveals and interprets ecological phenomena (eco-revelatory design) will be incorporated into Conservation Preserve areas, and will include a Class 1 bike and walking trail along the corridor, as well as interpretive signage and viewing areas.

Prior to development of infrastructure associated with the ski resort and the 1960 Winter Olympics, historical channel functions in this area likely consisted of sediment deposition, active channel migration, and alluvial fan formation. Flood control channels are now in place to control these processes and protect property and infrastructure. As a result, sediment which was once deposited near the confluence at the western portion of the Plan Area is now transported downstream, with active deposition and associated channel migration at the mouth of constructed flood control

channels. Additionally, the Olympic Channel receives water and sediment from portions of the existing parking lot and from steeper areas to the south of the Plan Area, and transmits relatively high sediment loads directly into Squaw Creek.

To offset impacts associated with sediment deposition at the downstream end of flood control channels, as well as incoming sediment from the Olympic Channel, the protected area will be widest at the downstream (east) end of the Plan Area. The proposed width will allow for floodplain restoration, sediment deposition, and active sediment management/removal at the confluence of the Olympic Channel and Squaw Creek. The proposed Conservation Preserve and restored floodplain width are consistent with restoration alternatives identified and developed by the Friends of Squaw Creek and Placer County, and will be designed to include grade control structures and oxbow depression features for water retention, groundwater recharge, and the collection and management of coarse sediment.

Channel capacity will be increased in these areas, offsetting potential impacts to the 100-year floodplain. Floodplain wetlands will be created, enhancing functionality and acreage of wetlands in this portion of the site. They will help mitigate potential impacts to the wetlands and waters of the United States and State of California associated with implementation of the Specific Plan. The anticipated improvements to Squaw Creek are shown in Figures 7.1 through 7.4.

Policy SC-1: Squaw Creek and the adjacent riparian area shall be designated Village-Conservation Preserve. Activities within the corridor shall be limited to those that improve the creek and/or recreational amenities for celebration and public enjoyment of the restoration effort. In addition to measures designed to protect and enhance the creek and riparian corridor, minor improvements that have minimal impact, such as trails, shall be allowed within the corridor.

Policy SC-2: No buildings or structures over 400 square feet shall be constructed within the Squaw Creek riparian corridor, other than linear park and trail related facilities such as interpretive panels or kiosks, observation decks, restrooms, and picnic areas.

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

update with new illustrative

FIGURE 7.1– CREEK RESTORATION PLAN AREA

Note: Figures 7.1 to 7.4 depict plans for Squaw Creek corridor enhancements and an interactive trail system. The Illustrative Concept Plan depicts the most recent Squaw Creek Restoration design but is subject to change as the design progresses.

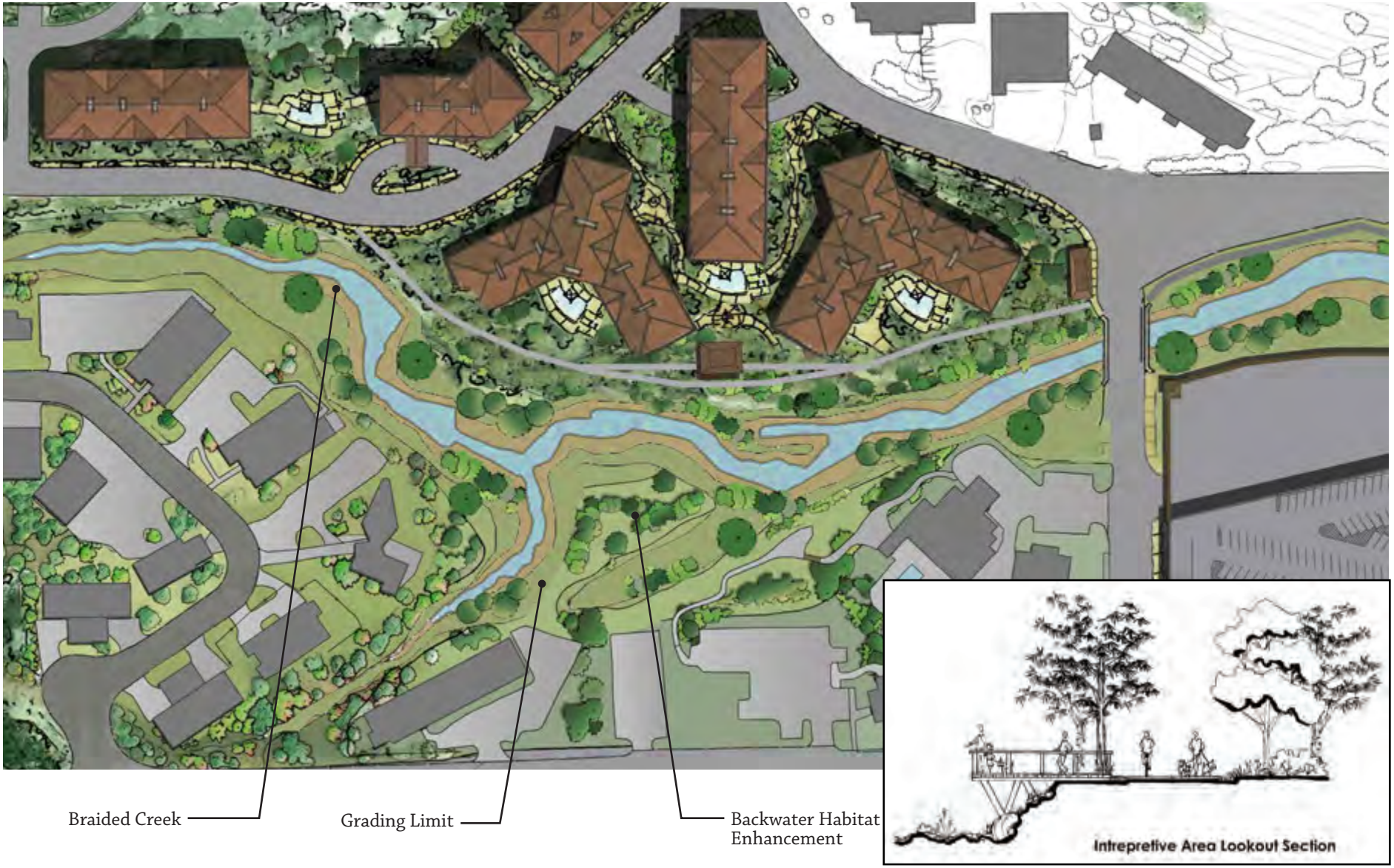

FIGURE 7.2– WESTERN CONFLUENCE RESTORATION AREA

Note: Figures 7.1 to 7.4 depict plans for Squaw Creek corridor enhancements and an interactive trail system. The Illustrative Concept Plan depicts the most recent Squaw Creek Restoration design but is subject to change as the design progresses.

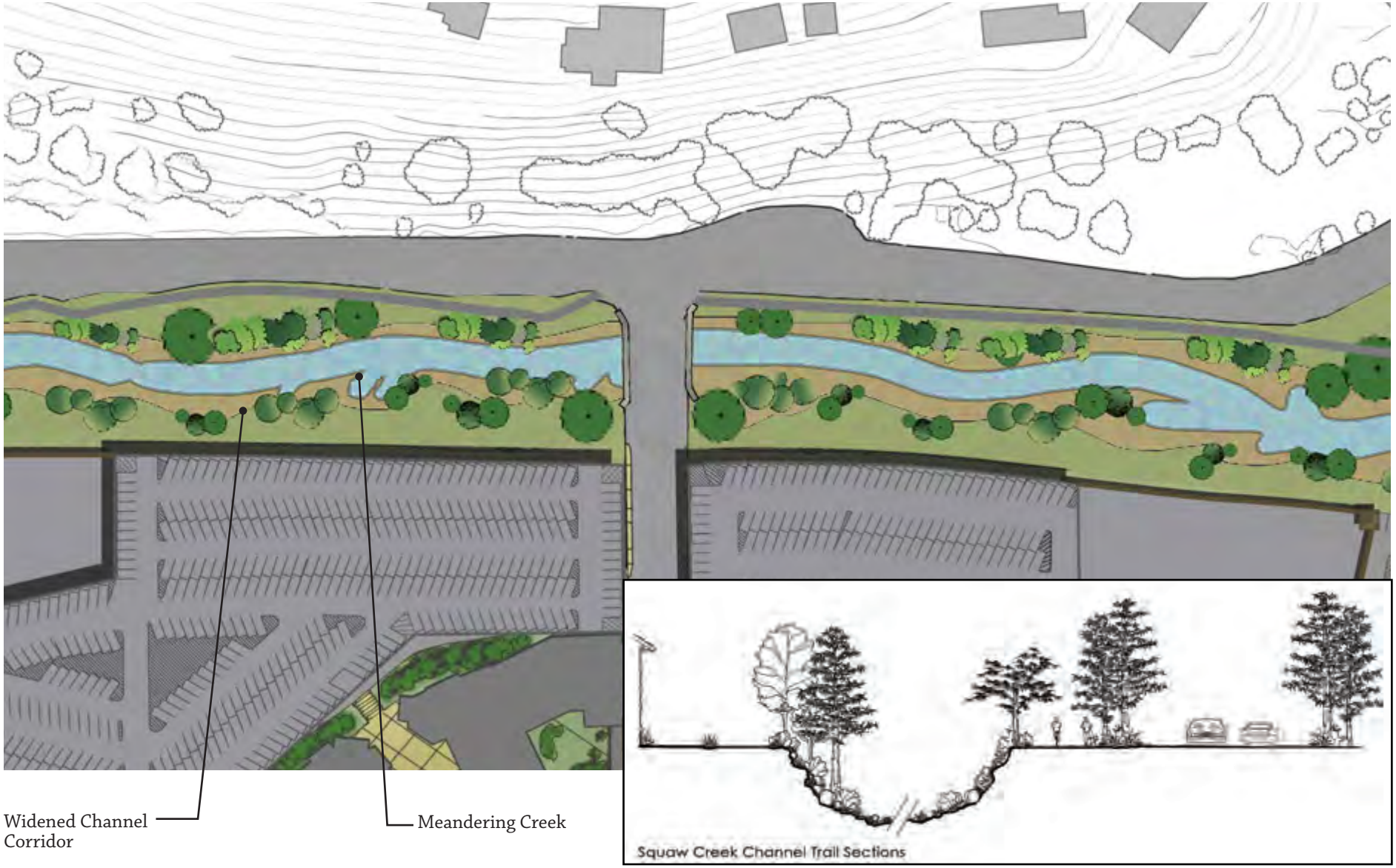

FIGURE 7.3– TRAPEZOIDAL CHANNEL RESTORATION AREA

Note: Figures 7.1 to 7.4 depict plans for Squaw Creek corridor enhancements and an interactive trail system. The Illustrative Concept Plan depicts the most recent Squaw Creek Restoration design but is subject to change as the design progresses.

update with new illustrative

FIGURE 7.4– EASTERN CONFLUENCE RESTORATION AREA

Note: Figures 7.1 to 7.4 depict plans for Squaw Creek corridor enhancements and an interactive trail system. The Illustrative Concept Plan depicts the most recent Squaw Creek Restoration design but is subject to change as the design progresses.

7.5 BIOLOGICAL RESOURCES

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

Most of the Village area and the East Parcel has been disturbed in the past. The developed and disturbed areas provide limited habitat value. As shown in Figure 7.5– Biological Resources in the Plan Area, there are portions of the Plan Area that support biological habitat, primarily along the edges and in the northwest and western portions. Biological communities in the Plan Area are composed of mixed conifer forest, creek/riparian, and meadow. Approximately 10 acres are mixed conifer forest, located primarily in the western, northwestern, northern and southeastern edges of the Plan Area.

The East Parcel is also largely disturbed (approximately 3.8 acres of the 8.8 acre site), as shown in Figure 7.5. Habitat within the East Parcel includes creek/riparian, mixed conifer forest, willow scrub, and willow/alder-leaved coffeeberry.

7.5.1 WETLANDS

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

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

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

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

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

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

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

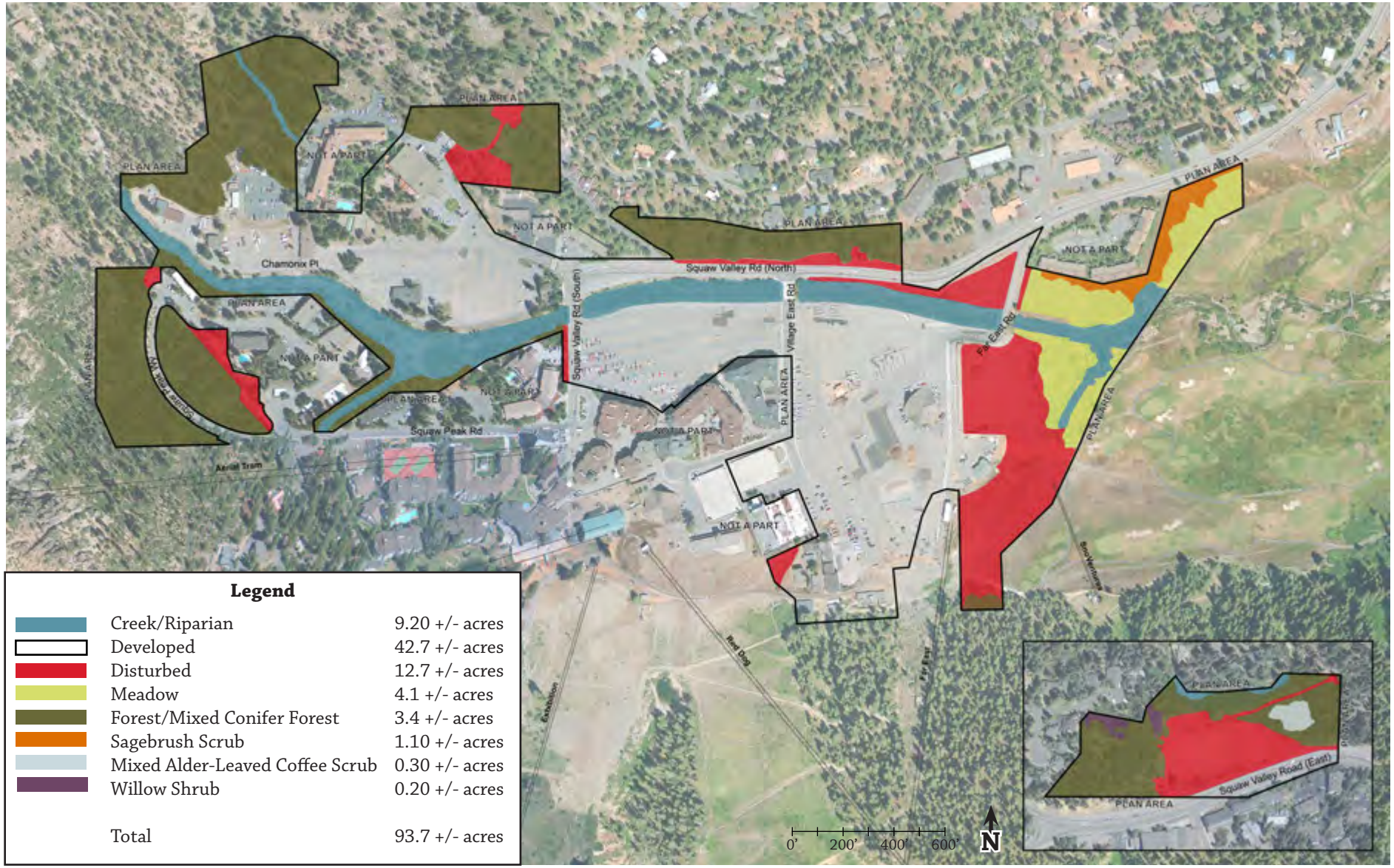

FIGURE 7.5– BIOLOGICAL RESOURCES IN THE PLAN AREA

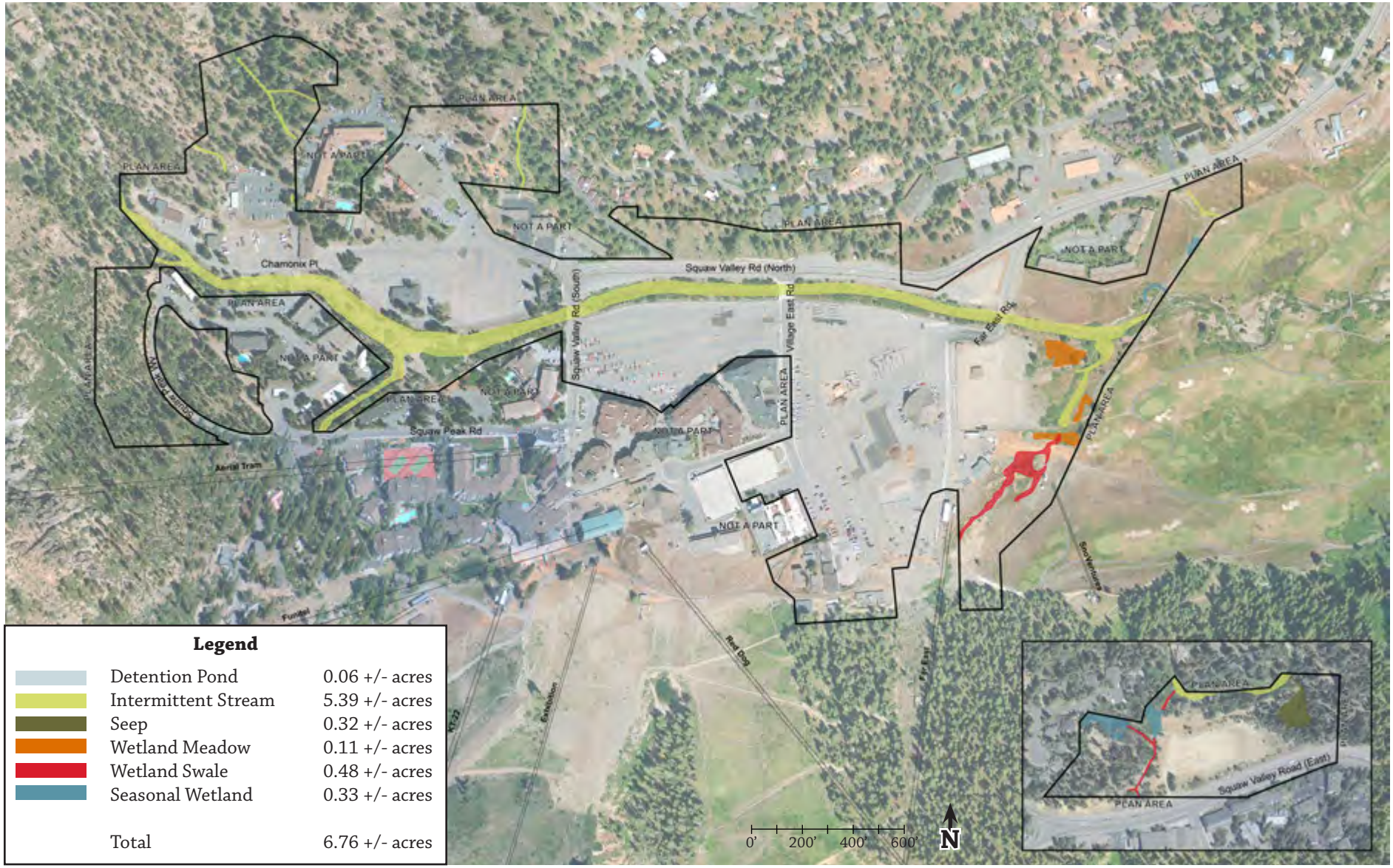

FIGURE 7.6– WETLANDS IN PLAN AREA

Footnotes: Tentative pending verification by the U.S. Army Corps of Engineers.

Please also see Section 6.4 which describes in detail strategies for protecting water quality within the Plan Area.

7.5.2 PLANTS AND WILDLIFE

The biological communities in the Plan Area provide habitat for several special-status species. There are several listed plant species that could occur in the conifer forest or riparian areas, including two federally-listed species—starved daisy and Donner Pass buckwheat. Squaw Creek provides habitat for several species, including three kinds of trout: brown, brook, and rainbow. The creek also has habitat that could support the Lahontan cutthroat trout, a federally-listed species recently reintroduced into Lake Tahoe, but it was not observed in Squaw Creek during aquatic surveys. Squaw Creek and an unnamed tributary also could support the Sierra Nevada yellow-legged frog.

Birds that might breed and/or forage in the Plan Area include yellow warbler, willow flycatcher, and northern goshawk. Two state-listed mammals, Sierra Nevada Beaver and Sierra Nevada snowshoe hare, may also occur within the Plan Area. At the time the Specific Plan was prepared, protocol surveys for these species had not been conducted. For the most part, such surveys are most appropriate shortly before construction commences, as these species are mobile, and may change their nesting sites year to year.

Protocol surveys were conducted for rare plants in 2013. No rare plants were identified in the Plan Area. One listed plant alder-leaved coffeeberry (Rhamnus alnifolia) was found within the eastern portion of the East Parcel.

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

Policy PW-1: Protocol surveys for special-status species shall be conducted prior to any disturbance of habitat areas (shown in Figure 7.5– Biological Resources in the Plan Area), and prior to removal of any trees during the active nesting season (February – September).

Policy PW-2: If special-status species are identified during pre-construction surveys, appropriate buffers and other protective measures shall be developed in consultation with the United States Fish and Wildlife Service (USFWS), the California Department of Fish and Wildlife (DFW) and Placer County.

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

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

7.5.3 TREES

As indicated above there are approximately 10 acres of conifer forest within the Plan Area, which represent the densest concentration of native trees. There are also small stands of trees scattered throughout the developed portions of the Plan Area. An arborist report identified approximately 800 trees over 6 inches at breast height (dbh) within the Village areas planned for development. In addition, approximately 350 trees over 6 inches dbh were identified within the development portions of the East Parcel.

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

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

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

7.6 CLIMATE CHANGE INITIATIVES

As part of the vision for the Village at Squaw Valley, buildings are to be designed with a strong commitment to sustainable development. Building designs are encouraged, and sometimes required, to follow specific sustainable design initiatives as described below in an effort to reduce impacts on global climate change and increase the quality of life for visitors and guests of Squaw Valley. Refer to transportation policies detailed in Chapter 5 for efforts to reduce transportation-related greenhouse gas emissions.

corridors

delete comas

The VSVSP is committed to achieving a high level of sustainability through design, construction techniques, selection of building materials and fixtures and smart landscaping design. The VSVSP uses "smart growth" principles in its design, particularly by creating an active,pedestrian environment, with ~~pathways~~ providing interior circulation and connections to the existing Village and surrounding mountain areas. The VSVSP requires use of Energy Star appliances, water-efficient fixtures and landscaping and other measures that will reduce water and energy use. Individual buildings will be designed and constructed to a level equivalent to LEED Silver and/or other comparable ratings. Where financially feasible, buildings will be designed and constructed at LEED Gold and Platinum levels (or other comparable designations), demonstrating the highest levels of sustainability.

ENERGY EFFICIENCY

Policy CC-1: All new and remodeled resort-residential, commercial, institutional, and civic construction is encouraged to exceed current Title 24 State energy-efficiency requirements by at least 15 percent.

Policy CC-2: All new resort-residential buildings and major renovations are encouraged to meet or exceed the guidelines for the California Energy Star Certified Homes Program or other equivalent programs.

- The Energy Star Certified Homes Program is a joint program of the United States Environmental Protection Agency and the Department of Energy. The program establishes criteria for energy efficiency for household products and labels energy efficient products with the Energy Star seal. Homes can be qualified as Energy Star homes as well if they meet efficiency standards.

- In California, Energy Star homes must use at least 15 percent less energy than Title 24 regulations, pass the California Energy Star Homes Quality Insulation Installation Thermal Bypass Checklist Procedures, have Energy Star windows, and have minimal duct leakage.

Policy CC-3: Resort-residential development of more than 6 units is encouraged to participate in the California Energy Commission's New Solar Homes Partnership (NSHP).

Policy CC-4: New construction of commercial buildings over 10,000 square feet in size is encouraged to incorporate renewable energy generation to provide at least 25% of the project's needs.

Policy CC-5: Incorporating on-site renewable energy production, including installation of photovoltaic cells or other solar options installed in appropriate sunlit locations, is encouraged. Small single-cell applications typical for use in landscape, pathway and plaza lighting are acceptable.

Policy CC-6: A building's orientation, massing, and fenestration shall be designed to reduce building energy requirements, by maximizing daylighting and/or controlling heat produced by sunlight, to the extent feasible given the building's location, including its relationship to courtyards and paths, other buildings and natural features. Daylighting shall not be maximized to the extent that it causes glare and/or electric lighting loads needed to offset glare. The selection and extent of window glazing should vary depending on the criteria required by the window's location, including solar heat gain, energy performance, daylighting, views, and glare factors. Exterior sun controls (including porches, overhangs, trellises, balconies, and shutters) may be integrated into the building's fenestration design to effectively admit and block sun penetration as required.

The incorporation of the following sustainable design and construction principles is either required or strongly encouraged (as noted):

MECHANICAL SYSTEMS

Designing buildings to reduce the reliance on mechanical intervention for the maintenance of physical comfort levels is required. Utilizing an energy consultant and/or architect to establish the minimum level of energy efficiency that the building and its systems will attain is encouraged to lower long-term energy consumption and costs.

Policy CC-7: A high level of individual occupant control for thermal, ventilation, and lighting systems shall be incorporated. Occupancy sensors and time clock controls shall be incorporated into the building's mechanical design to reduce energy usage.

Policy CC-8: The need for air conditioning may be reduced through effective ventilation design and the use of trees and architectural devices for shading. Such designs can reduce heat absorption and maximize exposure to summer breezes by facilitating internal air circulation and effective shading.

Policy CC-9: Using chloroflourocarbon-free heating, ventilation, air conditioning, and refrigeration base building systems is required. Intakes shall be located and designed to assure maximum levels of indoor air quality. The use of carbon monoxide monitoring sensors is required.

Policy CC-10: Separating ventilation and plumbing systems for those rooms containing contaminants, such as artist studios, from those in the rest of the building is required.

Policy CC-11: Retaining a commissioning agent (a professional qualified to evaluate and certify that a building is designed, constructed, and functions in accordance with the building's specified operational requirements) is required. Owners may choose to have the commissioning agent produce a recommissioning manual for the building to assure it continues to meet established standards such as energy conservation and indoor air quality.

BUILDING ENVELOPE

Policy CC-12: The building envelope (which defines the conditioned and unconditioned spaces) shall form a continuous insulated barrier and a continuous air barrier. Holes between materials will be sealed with durable caulks, gaskets, and foam sealants.

Policy CC-13: The use of Energy Star or equivalent rated windows is required within standard residential units, and other areas where feasible.

WASTE MINIMIZATION

Policy CC-14: Efforts to reduce construction waste are encouraged. All building projects within the Plan Area shall recycle or reuse a minimum of 15 percent of unused or leftover building materials.

INDOOR LIGHTING AND APPLIANCES

Policy CC-15: It is required that all units utilize Energy Star or equivalent rated appliances. This shall include, but is not limited to dishwashers, refrigerators, ceiling fans, washing machines, water heaters, and air conditioning sysyems.

Policy CC-16: It is intended that all buildings utilize natural gas ~~or LNG~~ should it become available within the Plan Area. Propane may also be used where feasible, for clothes dryers, cooking stoves, heating, central air furnaces, water heaters, and/or boilers.

Policy CC-17: Using Energy Star or equivalent light fixtures is required. A broad range of choices and styles are available through many lighting manufactures, which can be found at www.energystar.gov.

Policy CC-18: Use of high efficiency bulbs, such as compact fluorescent bulbs or LEDs in recessed can lights, is required.

WATER EFFICIENT APPLIANCES

Policy CC-19: Utilize water-conserving appliances and plumbing fixtures. The following average flow rates shall be met by installing high-efficiency fixtures and/or fittings:

- Lavatory faucets must be </= 2.0 gpm
- Showers must be </= 2.0 gpm
- Toilets must be </= 1.3 gpf

Policy CC-20: Utilize flow restrictors and/or reduced flow aerators on lavatory, sink, and shower fixtures.

Policy CC-21: Commercial buildings are required to utilize automatic fixture sensors and low-consumption fixtures.

7.7 AIR QUALITY

The Plan Area is located within the Mountain Counties Air Basin, which is designated non-attainment for federal 8-hour ozone standards and PM2.5, and State ozone and PM10. The Plan Area is under the jurisdiction of the Placer County Air Pollution Control District, which is responsible for monitoring and regulating air pollutant emissions from mobile, stationary, and indirect sources within the County. The Plan Area shall comply with the regulations of the Placer County Air Pollution Control District.

The Specific Plan includes several features that would minimize project emissions. Vehicle emissions are a primary source of air pollutants. As discussed in Chapter 5, the Specific Plan would reduce reliance on vehicles and the resulting vehicle emissions in several ways. First, the Specific Plan emphasizes pedestrian circulation by providing ample sidewalks and paths between key destinations, particularly between parking and ski operations. The Village is designed to be compact and to provide lodging and related amenities, restaurants, ski facilities,

and other recreational facilities in close proximity to one another so that visitors can park once and access everything they need on foot. In addition, the Specific Plan provides easy access to ski facilities and other amenities by transit, through provision of new transit services as well as a new transit center. These factors will reduce the number of vehicle trips generated by project visitors.

As discussed in more detail in Section 7.6 Climate Change Initiatives, the Specific Plan includes a number of measures that would reduce energy consumption in order to minimize the emissions of greenhouse gases. Most of these measures would also benefit air quality by reducing air pollutants generated by stationary sources (e.g., boilers, HVAC systems) and appliances.

The following policies would further minimize air pollutant emissions:

Policy AQ-1: No wood-burning stoves or fireplaces shall be installed in resort-residential or lodging units.

Policy AQ-2: Outdoor backyard and patio area cooking appliances and grills shall use natural gas or propane.

Policy AQ-3: All plan construction and development shall comply with the Placer County Air Pollution Control District rules and regulations.

Please also see Section 5.2 Circulation and Parking Goals and Policies.

7.8 SNOW STORAGE

corridors

The project includes provisions for snow storage to maintain vehicular and pedestrian accessibility within the Plan Area. Areas designated for accessibility include streets, uncovered parking, commercial and resort-residential areas, pedestrian ~~pathways,~~ bikeways, and emergency vehicle access routes. The snow storage plan includes a number of solutions including in situ locations, on-site storage and relocation, natural snow melt, engineered snow melt, and off-hauling (See Figure 7.8).

In situ locations refer to natural areas/open space, rooftops, landscape areas, and areas between buildings/structures that do not require access. Snow melt practices will be used in areas that are determined to require high accessibility per each individual project. Potential on-site storage locations include areas adjacent to roadways, open spaces, between buildings, and other specific designated snow storage areas. Off hauling of snow may be utilized when warranted and is highly dependent upon the snow conditions within any given snow season. Snow may be hauled off to various off-site locations within 20 miles of the project, that properly impose appropriate SWPPP and BMP programs. Snow storage areas will comply with LRWQCB standards such as waddles and silt fences, as necessary.

When the requisite development milestone is reached, snow storage bunkers shall be constructed in conjunction with the parking structures on Lots 11 and 12. The two bunkers, one per lot, will replace existing snow storage areas that will be lost as a result of project development. These two snow storage bunkers shall also be used for snow storage from areas throughout the Plan Area that need to be plowed and cleared. They shall be walled in areas constructed when enough parcels are developed to require the creation of new

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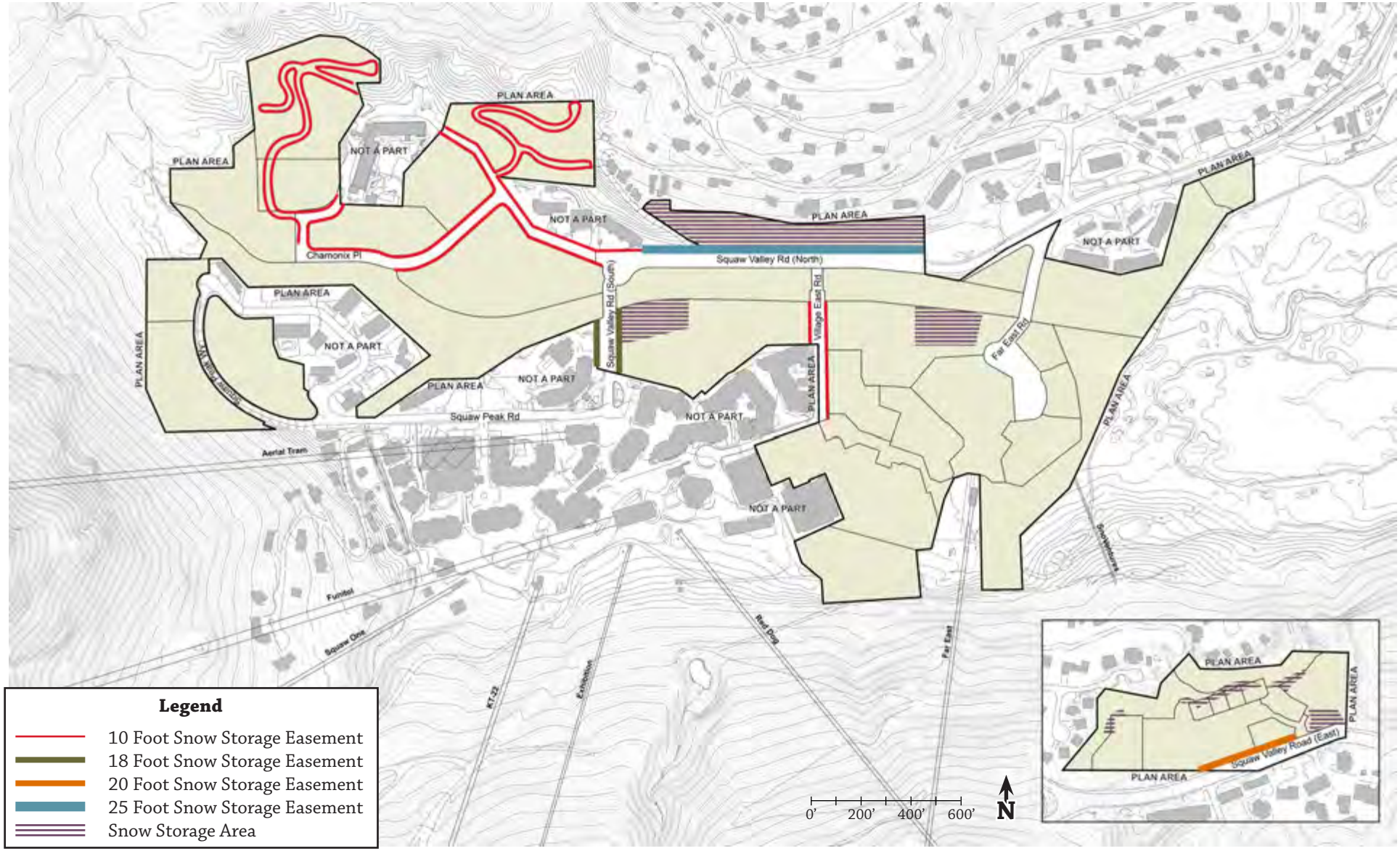

FIGURE 7.7– SNOW STORAGE EASEMENTS

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

snow storage areas. Snow will be pushed and plowed into the bunkers from the ground and the top of the parking structures for storage and melting. Sunlight and engineered heating systems will be employed to melt the snow. Water quality and filtration systems shall be used to capture and treat the snow melt runoff. Treated runoff will flow into the drainage network, and once properly filtered will recharge the aquifer or flow into Squaw Creek.

Policy SS-1: Conduct snow storage and removal operations to maintain public safety for vehicular and pedestrian accessibility.

Policy SS-2: Prior to recordation of a final map, a snow storage plan shall be approved, demonstrating that snow storage areas provided are consistent with the requirements outlined in the SVGPLUO.

Policy SS-3: Incorporate elements that ensure snow melt does not degrade water quality in Squaw Creek in compliance with the Lahontan Regional Water Quality Control Board standards and the Basin Plan.

7.9 AVALANCHE HAZARDS

The Plan Area is surrounded by steep mountains, and some areas are prone to snow instability and avalanches, particularly during or immediately after heavy precipitation. The General Plan prohibits the placement of buildings or winter parking in high hazard zones and restricts development within potential hazard zones. The County Code requires that new buildings in potential hazard zones (defined as having an occurrence probability of greater than one chance in 100 per year) be constructed to prevent damage from avalanches.

An avalanche path and runout delineation was prepared for the Village and surrounding area, based on analyses of recent and historic aerial photographs, terrain and forest cover, vegetation cover, and weather and climatic conditions; review of large historic avalanche events; and empirical analysis of runout distances. Several potential avalanche paths were identified and are shown in Figures 7.9 and 7.10. Two hazard zones are identified:

- Red (High Hazard): Areas where avalanches that could damage standard wood-frame structures and/or bury automobiles are expected to occur with a probability of one chance in 20 per year or greater.

- Blue (Moderate Hazard): Areas where avalanches that could damage standard wood-frame structures and/or bury automobiles are expected to occur with a probability of less than one chance in 20 per year, but more than one chance in 100 per year.

Within the Plan Area, the High Hazard zone is confined to areas that are proposed to be designated Village-Conservation Preserve or Village-Forest Recreation. No structures would be placed in these areas. The Moderate Hazard zone does extend into or near areas that could be developed in several locations - the Red Dog path in the south, and the Poulsen Gully and Tram Face paths in the east. Any structures in these areas shall be designed and constructed to withstand the 1 in 100 chance avalanche.

The Squaw Valley Ski Patrol regularly monitors avalanche hazards and implements avalanche forecasting and prevention measures on an ongoing basis, such as triggering small slides to reduce excessive buildup of snow. In addition, access to high risk areas can be limited when needed.

The following policies would ensure that people and structures within the Plan Area are not subjected to substantial risk of injury or damage from avalanches:

Policy AH-1: No structures or winter parking areas shall be permitted in High Hazard avalanche areas.

Policy AH-2: All structures constructed in areas identified as subject to a Moderate Hazard shall be designed to withstand avalanches, consistent with the Placer County Code.

Policy AH-3: Outdoor gathering spaces, paths, and trails within the Moderate Hazard zone shall be designed so that access to those areas can be quickly and easily prohibited when there is a high risk of avalanche.

Policy AH-4: Development shall cooperate with the Squaw Valley Ski Patrol as needed to disseminate information about avalanche risks and to limit access to areas that are considered to be of heightened risk of avalanche due to weather conditions.

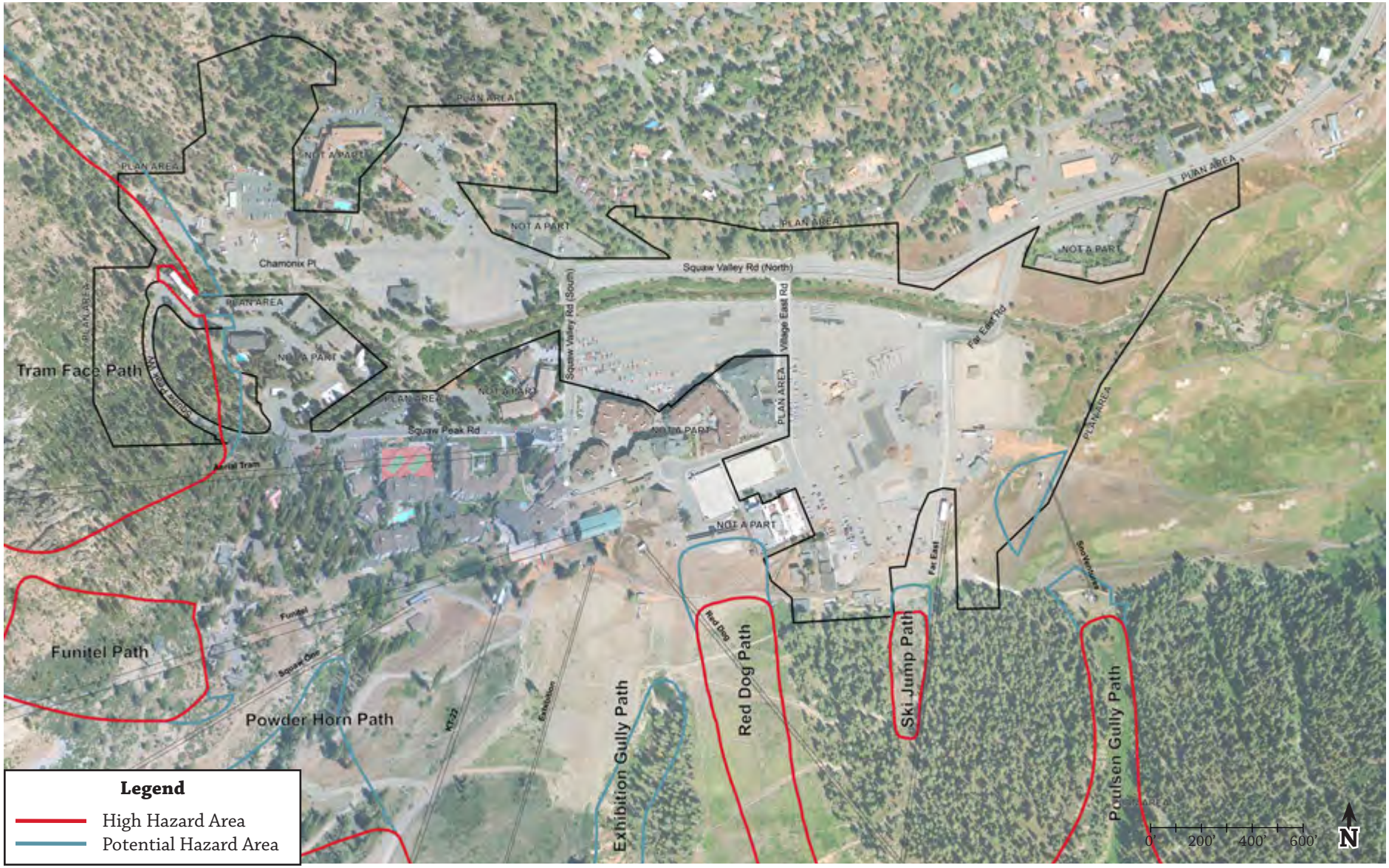

FIGURE 7.8– HIGH AND POTENTIAL AVALANCHE PATHS

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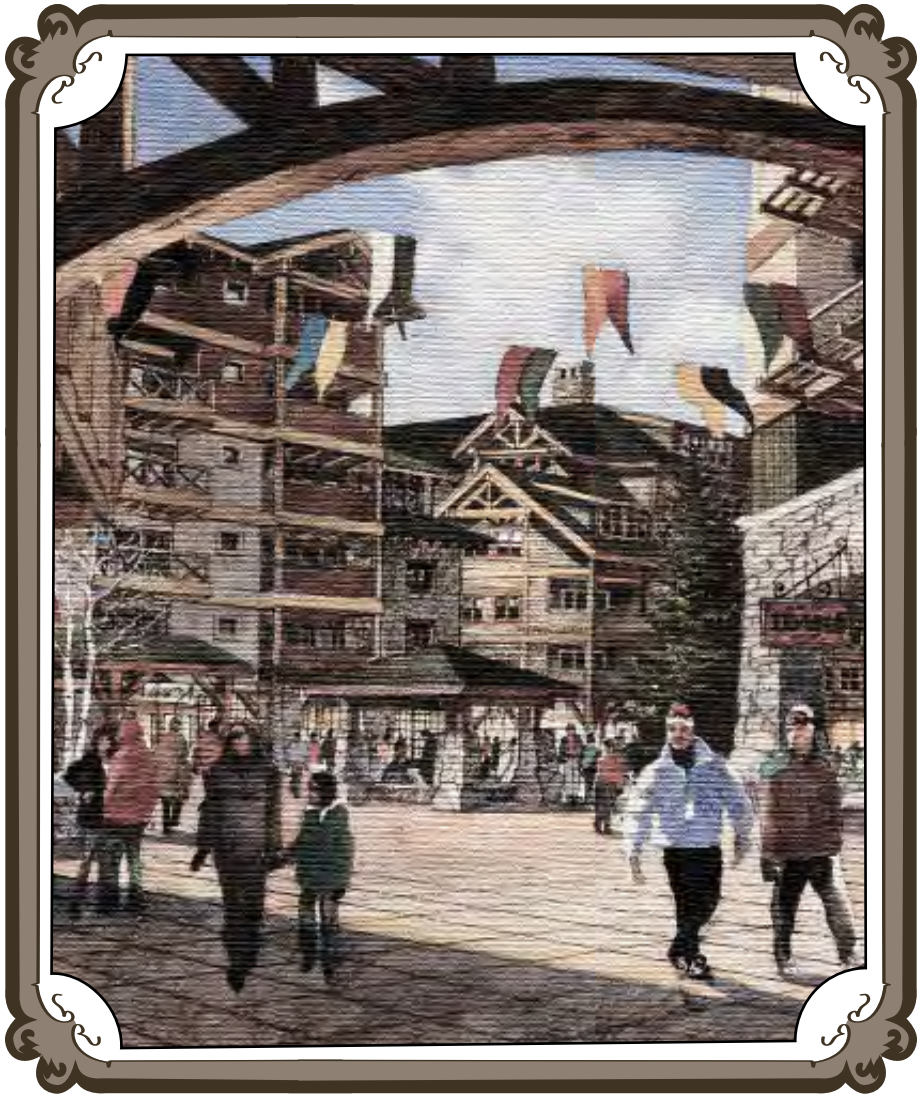
FIGURE 7.9– AVALANCHE PATHS—CONCEPTUAL PLAN

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

8 IMPLEMENTATION



8.1 IMPLEMENTATION CONCEPT

8.2 IMPLEMENTATION GOALS AND POLICIES

8.3 ADMINISTRATION PROCEDURES

8.4 TIMING OF DEVELOPMENT INFRASTRUCTURE

8.5 DEVELOPMENT SEQUENCING

8.6 SPECIFIC PLAN FINANCING STRATEGY