



HEARING DATE: August 11, 2016
ITEM NO.: 3
TIME: 10:30 AM

TO: Placer County Planning Commission

FROM: Development Review Committee

DATE: August 11, 2016

**SUBJECT: VILLAGE AT SQUAW VALLEY SPECIFIC PLAN
SPECIFIC PLAN, DEVELOPMENT STANDARDS AND DESIGN GUIDELINES,
/ GENERAL PLAN AMENDMENT / REZONE / LARGE LOT VESTING
TENTATIVE MAP / DEVELOPMENT AGREEMENT / WATER SUPPLY
ASSESSMENT (PSPA 20110385)
FINAL ENVIRONMENTAL IMPACT REPORT
SUPERVISORIAL DISTRICT 5 (MONTGOMERY)**

COMMUNITY PLAN: Squaw Valley General Plan and Land Use Ordinance

COMMUNITY PLAN DESIGNATION / EXISTING ZONING: High Density Residential - 10 bedrooms per acre (HDR-10), High Density Residential - 20 bedrooms per acre (HDR-20), High Density Residential - 25 bedrooms per acre (HDR-25), Village Commercial (VC), Entrance Commercial (EC), Heavy Commercial (HC), Forest Recreation (FR), Conservation Preserve (CP).

PROPOSED ZONING: SPL-VSVSP (Specific Plan – Village at Squaw Valley Specific Plan)

ASSESSOR'S PARCEL NUMBERS:

096-020-015, 096-020-021, 096-060-065, 096-060-066, 096-104-001, 096-221-012, 096-221-013, 096-221-014, 096-221-016, 096-221-017, 096-221-018, 096-221-019, 096-221-021, 096-221-029, 096-221-038, 096-230-035, 096-340-030, 096-340-023, 096-490-015, 096-490-019, 096-540-009, 096-540-015, 096-540-016.

STAFF PLANNER: Alex Fisch, Supervising Planner

PROJECT LOCATION:

The Village at Squaw Valley Specific Plan is located within the 4,700-acre Squaw Valley General Plan area in northeastern Placer County, also known as Olympic Valley. The Valley is located west

of State Route 89 (SR 89), approximately nine miles south of the Town of Truckee, and seven miles northwest of Tahoe City and Lake Tahoe. The plan area encompasses a total of approximately 93.33 acres consisting primarily of the 85-acre resort village area at the west end of the Valley at the existing ski resort base. In addition, an approximately 8.8-acre area referred to as the East Parcel, is located approximately 1.3 miles east of the main village area and 0.3 mile west of the intersection of SR 89 and Squaw Valley Road, across the street from the Squaw Valley Public Services District (SVPSD) offices and fire station.

The main Village area would be located predominantly within existing ski resort parking lots bounded by Squaw Valley Road and residential development to the north, ski lifts and related ski operations to the south, lodging, single-family residences, and undisturbed areas to the west, and a meadow and golf course to the east. Additionally, the main Village area borders or is adjacent to other existing developments including the Intrawest Village, the Squaw Valley Lodge, the PlumpJack Squaw Valley Inn, the Olympic Village Inn, and the Red Wolf Lodge. The East Parcel is bounded by Squaw Valley Road on the south, Squaw Creek and existing residences to the north, existing residences to the west, and forest land and the Olympic Estates Subdivision to the east.

APPLICANT: Chevis Hosea, Vice President of Development, Squaw Valley Real Estate, LLC

PROPERTY OWNERS: Squaw Valley Real Estate, LLC, Squaw Valley Resort, LLC. and Poulsen Commercial Properties, LP

PROPOSAL: The applicant, Squaw Valley Real Estate LLC, is proposing to 1) Amend the Squaw Valley General Plan and Land Use Ordinance in order to adopt the Village at Squaw Valley Specific Plan, Development Standards and Design Guidelines, and Emergency Preparedness and Evacuation Plan; 2) Rezone 93.33 acres from High Density Residential 10 bedrooms per acre (HDR-10), High Density Residential 20 bedrooms per acre (HDR-20), High Density Residential 25 bedrooms per acre (HDR-25), Village Commercial (VC), Entrance Commercial (EC), Heavy Commercial (HC), Forest Recreation (FR), Conservation Preserve (CP) to SPL-VSVSP (Specific Plan – Village at Squaw Valley); 3) approve a Large Lot Vesting Tentative Map; 4) approve a Development Agreement; and, 5) adopt the 2015 Water Supply Assessment.

PUBLIC NOTICES AND REFERRAL FOR COMMENTS:

Public notices were mailed to property owners of record within 300 feet of the project site and all those individuals, civic organizations and entities that requested notice of this proposed Project including all persons and parties that commented on the Notice of Preparation, the Draft EIR, the Final EIR and the project. The legal notice was published in the *Sierra Sun* newspaper. In addition, notice was provided to the Squaw Valley Municipal Advisory Council (SVMAC),

responsible agencies, including but not limited to the Squaw Valley Public Services District (SVPSD), and trustee agencies to which copies of the Notice of Availability of the FEIR were transmitted for review and comment. The DEIR was filed with the State Clearinghouse on May 18, 2015 (State Clearinghouse Number 2012102023) and the FEIR was filed with the State Clearinghouse on April 7, 2016.

Copies of the project plans and application were transmitted to the Community Development Resource Agency Staff, the Department of Public Works and Facilities, Environmental Health Services, and the Air Pollution Control District for their review and comment. Comments from County staff have been addressed in this report and the attached documents. Correspondence received subsequent to the circulation of the Final EIR were delivered under separate cover with this report, including correspondence with the Squaw Valley Public Service District, with whom County staff and the project applicant have worked to address issues raised in those letters.

SITE CHARACTERISTICS:

The project site is located primarily in and around the vicinity of the base of the Squaw Valley Ski Resort within the 4,700-acre Olympic Valley with portions of the plan area located in both the west end and the east end of Olympic Valley. The valley is located west of State Route 89, approximately nine miles south of the Town of Truckee, and seven miles northwest of Tahoe City and Lake Tahoe outside of the Lake Tahoe Basin. The plan area encompasses a total of approximately 93.33 acres, including approximately 84.5 acres in the main Village area on the west side of the valley and an approximately 8.8-acre area referred to as the East Parcel, located approximately 1.3 miles east of the main Village area and 0.3 mile west of the intersection of SR 89 and Squaw Valley Road, across from the Squaw Valley Public Service District offices and fire station.

Most of the plan area has been disturbed by previous land development. The main Village area is located predominantly in paved parking lots that are generally bounded by Squaw Valley Road and residential development to the north, ski lifts and related ski operations to the south, lodging, single-family residences and undisturbed areas to the west, and a meadow and golf course to the east. In addition, the main Village area borders existing developments on three sides including the Intrawest Village, Squaw Valley Lodge, Red Wolf Lodge, PlumpJack Squaw Valley Inn and the Olympic Village Inn. The East Parcel is bounded by Squaw Valley Road on the south, Squaw Creek and existing residences to the north and west, and the Olympic Estates Subdivision to the east, a recently constructed residential subdivision.

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

parking areas within the main Village area. The East Parcel is located immediately adjacent to Squaw Valley Road.

Most of the plan area has been previously developed or disturbed and has historically been used for winter sports and resort facilities ranging from past development features supporting the 1960 Winter Olympic Games to current skier services, mountain maintenance facilities, day skier parking, lodging and commercial uses. Existing buildings and improvements within the main Village area include offices and meeting facilities, skier services, employee housing, parking lots, and maintenance facilities. The East Parcel consists of a reclaimed gravel quarry, forested area and Squaw Creek, and has more recently been used for off-site winter snow storage and temporary equipment storage.

The predominant topography of the main Village area is a gently sloping plain running from west to east and averages approximately 6,200 feet of elevation. The northwestern-most portion of the plan area is the highest portion of the site at approximately 6,275 feet. The main Village area is generally surrounded by steep slopes that are part of the ski resort and that rise about 2,000 feet to the north and south and almost 3,000 feet to the west. The East Parcel is mostly level with a slight slope towards Squaw Creek to the north.

Both the main Village area and the East Parcel drain to Squaw Creek. The Creek runs west to east through Squaw Valley, passing through the main Village area in an engineered stream channel before flowing into a meadow area where it continues through the Resort at Squaw Creek golf course to the east of the main Village. Squaw Creek runs along the north side of the East Parcel, forming a portion of the parcel boundary. Most of the existing trees within the main Village area are located along the westernmost portion of Squaw Creek and portions of the plan area planned for Forest Recreation and Conservation Preserve land uses. The remaining trees are scattered throughout the main Village area and on the outward edges as the developed portions of the Village transition to surrounding forested areas. Trees on the East Parcel border the reclaimed gravel quarry and area previously graded for snow storage to the east, west, and north.

EXISTING LAND USES AND ZONING – MAIN VILLAGE:

Location	Zoning/Community Plan Land Use Designation	Existing Conditions and Improvements
Site	High Density Residential - 10 bedrooms per acre (HDR-10), High Density Residential - 20 bedrooms per acre (HDR-20), High Density Residential - 25 bedrooms per acre (HDR-25), Village Commercial (VC), Heavy Commercial	Parking lots, structured parking, roadways, skier services, mountain maintenance, recreation, open space

	(HC), Forest Recreation (FR), Conservation Preserve (CP)	
North	Low Density Residential - 4 bedrooms per acre (LDR-4), Low Density Residential - 10 bedrooms per acre (LDR-10), High Density Residential - 25 bedrooms per acre (HDR-25), Village Commercial (VC), Forest Recreation (FR), Conservation Preserve (CP)	Developed low density residential, condominiums, undeveloped commercial land uses, and open space
South and West	Village Commercial (VC), Low Density Residential - 10 bedrooms per acre (LDR-10), High Density Residential - 25 bedrooms per acre (HDR-25), Forest Recreation (FR)	Developed hotel, condominium hotel, condominiums, low density residential, ski resort lifts and runs, open space
East	Forest Recreation (FR)	Golf course

EXISTING LAND USES AND ZONING – EAST PARCEL:

Location	Zoning/Community Plan Land Use Designation	Existing Conditions and Improvements
Site	Entrance Commercial (EC), High Density Residential 20 bedrooms per acre (HDR-20), Conservation Preserve (CP)	Disturbed and undisturbed open space, offsite snow storage, temporary equipment storage, Squaw Creek
North	Low Density Residential 10 bedrooms per acre (LDR-10)	Developed low density residential
South	Entrance Commercial (EC), High Density Residential 20 bedrooms per acre (HDR-20), Forest Recreation (FR)	Squaw Valley Road, Squaw Valley Public Service District, fire station, boarding school, condominiums, open space, Class 1 trail
East	High Density Residential 20 bedrooms per acre (HDR-20)	Developed low density residential

West	Low Density Residential 10 bedrooms per acre (LDR-10)	Developed low density residential
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Surrounding Land Uses

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

The East Parcel is bordered by trees to the north, east, and west and Squaw Creek forming a portion of its border on the north with the area beyond the trees and stream containing single-family residences. Squaw Valley Road provides the southern boundary for the East Parcel and on the other side of the road is the SVPSD offices and Fire Station 21, the Tavern Inn condominiums, and the Squaw Valley Academy, a boarding and day school.

BACKGROUND

In December 2011, Squaw Valley Real Estate, LLC submitted an application for approval of a Specific Plan for the development of a 106-acre portion of the existing Squaw Valley Village area located near the base area of the Squaw Valley Ski Resort. The first complete draft of the Specific Plan was submitted to the County in May 2012. The Project initially proposed to develop up to 3,187 hotel-condominium and resort-residential bedrooms in 1,275 units, plus commercial and recreational land uses. Subsequent to the submittal of the first draft Specific Plan, the proposal has undergone several revisions in response to comments from County staff, responsible and trustee agencies, property owners adjacent to the project boundary, civic and community organizations, and the general public. In January 2014 the applicant submitted “The Village at Squaw Valley Specific Plan - January 2014 Draft”, which included a scaled-back proposal for development of up to 850 hotel-condominium and resort-residential units with up to 1,493 bedrooms. The revised Project proposed that it would also develop up to 297,733 gross square feet of new commercial uses and replacement commercial land uses, onsite and offsite

private and public recreational amenities, and employee housing for up to 300 total employees including 201 new project-generated employees. The January 2014 Draft plan was subsequently updated by submittal of the October 2014 Draft, the April 2015 Draft and the April 2016 Draft, each of which included minor adjustments to policy language, technical corrections, and minor refinements to the project proposal and project development standards. The April 2016 draft Specific Plan is the version being considered by the Planning Commission and will be referred to as “the Project”.

PROJECT DESCRIPTION:

The Project proposes to amend the Squaw Valley General Plan and Land Use Ordinance (SVGPLUO) in order to comprehensively plan development of a recreation-based, all-season mountain resort community located on 93.33 acres of land in the Olympic Valley. The Project proposes to develop up to 850 hotel, condominium-hotel, and fractional ownership residential units with a maximum of 1,493 bedrooms of project development. The Project would also allow for development of new commercial, retail, and recreational land uses similar to uses currently allowed under the SVGPLUO. Some of these land uses include skier services, retail shopping, restaurants and bars, entertainment, and public and private recreation facilities. New and replacement commercial uses in the plan area would total up to 297,733 gross square feet.

The 84.5-acre main village area would be comprised of two neighborhoods consisting of the Village Commercial – Core (VC-C) planning area located immediately east of the existing Intrawest Village, and the Village Commercial - Neighborhood (VC-N) planning area located in the northwest portion of the plan area adjacent to the existing Olympic Village Inn. The VC-C planning area is proposed to include a maximum of up to 517 units and 883 bedrooms of development, and the VC-N planning area is proposed to include a maximum of up to 333 units and 610 bedrooms of development. The Specific Plan would include provisions for transfer of density between parcels located within the VC-C and VC-N planning areas, and density transfers would be restricted to 25 percent of assigned density for sending or receiving parcels. Density could not be transferred to or from properties located outside of the Specific Plan.

A proposed Mountain Adventure Camp is proposed as the Project’s main non-ski amenity. The Mountain Adventure Camp consists of an indoor recreation center totaling 90,000 square feet of wet-and dry-recreation amenities. The Mountain Adventure Camp would be connected to the outdoor village area through a series of interconnected indoor and outdoor pools. Proposed indoor amenities include a variety of family-oriented passive and active recreation uses such as multi-generational arcades, bowling, a small movie theatre, saunas, pools, action rivers, rock climbing walls, simulated sky diving, and other recreation and entertainment uses. A new skier services facility would be constructed on the same site as the Mountain Adventure Camp and would be integrated into the building design.

Development of the 8.8-acre East Parcel would include surface parking and structured parking facilities with up to 524 total parking spaces, employee housing for up to 201 new resort employees plus replacement housing for 99 employees (with a maximum of up to 300 employees), and 20,000 square feet of commercial uses including a 15,000 square-foot resort shipping and receiving facility and a 5,000 square-foot convenience store.

Development of the Main Village would primarily occur through redevelopment of already disturbed areas that primarily include surface parking lots, buildings, snow storage areas and maintenance facilities. Plan area land use designations would be arranged to concentrate development primarily into already disturbed areas. A portion of the Main Village totaling approximately six acres and located in the far northwest portion of the plan area would include development on previously undisturbed lands while the vast majority of plan area development would occur on lands that have been previously developed or disturbed. Similar to the Main Village, a significant portion of the East Parcel has been disturbed by past development activities. The portion of the East Parcel that would be developed with this project, and is currently utilized for offsite snow storage and temporary equipment storage, is a reclaimed mine once used to supply construction aggregates for construction of State Route 89.

Commercial Land Uses

Up to 297,733 gross square feet of new and replacement commercial land uses would be built within the plan area, including hotel common areas, conference rooms, retail uses, restaurants and bars, and similar commercial uses. Within the Village Commercial Core, approximately 54,937 square feet of existing commercial uses would be removed and replaced with a total of 223,369 square feet of new commercial uses in an active village environment. Those uses would include the 90,000 square-foot Mountain Adventure Camp, a 20,000 square-foot skier services building, retail and restaurant space, and other commercial uses such as conference facilities and hotel operations.

Within the Village Neighborhoods, approximately 36,585 square feet of existing commercial uses would be removed and replaced with a total of approximately 40,364 square feet of new commercial uses. The Village Neighborhoods would include less intensive neighborhood-serving commercial uses such as spas, health care services, skier services, and recreation and resort-based facilities.

The existing Red Dog mountain maintenance and operations facility located at the base of the ski area just west of the Far East lift would be demolished and replaced with an approximately 10,000 square-foot maintenance shop in the far western portion of the plan area. This area would be used for ski resort maintenance and related operations, and would provide space for

heavy equipment maintenance, storage, and construction related shop space. Additionally, this area could include offices, mountain maintenance facilities, and parking.



VSVSP Figure 3.2 – Project Neighborhoods

Parking Facilities

Development of the Village Commercial Core and Village Commercial Neighborhood portions of the Specific Plan would primarily be accomplished through redevelopment of existing ski resort surface parking lots. To address loss of existing ski resort surface parking and demonstrate how the Project would meet its parking demand, a Parking Master Plan has been prepared. The Parking Master Plan anticipates that Project buildout would require development of 5,110 total parking spaces to serve resort guests, employees, and the fifth highest day skier parking demand of 3,100 spaces, which is representative of the typical day-skier peak parking demand. Of those 5,110 parking spaces, the Project would result in an estimated demand for approximately 2,010 parking spaces to serve resort guests, new commercial and retail land uses, and new project generated employees. 3,100 improved day skier parking spaces would be maintained throughout all phases of the Project. To provide additional flexibility and parking capacity, surface parking and structured parking spaces are proposed to be managed flexibly

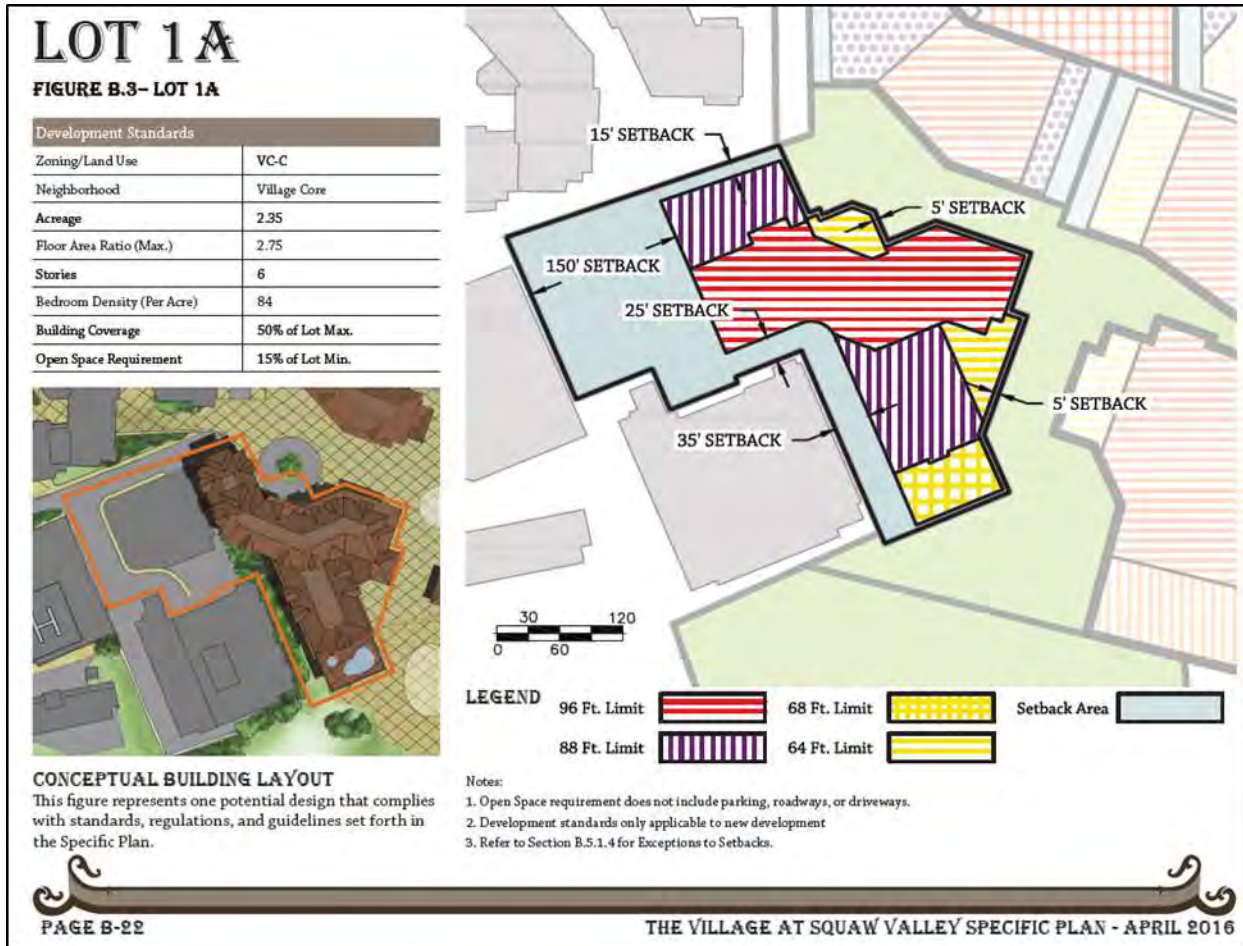
through implementation of attendant assisted parking on peak ski days to increase the actual number of vehicles parked.

Proposed parking for resort guest lodging would be provided primarily in podium and underground parking facilities located beneath newly constructed resort buildings, outdoor pedestrian plazas, and other common areas. Proposed day skier parking would continue to be provided in the existing Preferred Parking structure located south of the Intrawest Village adjacent to the ski resort base, and in the level 2 underground parking beneath the existing Intrawest Village. These two parking facilities currently provide 706 day skier parking spaces. In addition, day skier surface parking and structured parking facilities would be provided on Lot 11 and Lot 12 of the Specific Plan, which would be zoned Village Commercial Parking (VC-P) and would be developed specifically to serve day skier parking demand.

The Project estimates that 166 of the 524 parking spaces constructed on the East Parcel would be needed to serve employees living onsite at plan area buildout. The remainder of the parking would serve project employees living offsite, but driving to work. Employees living at the East Parcel or driving to work and parking at the East Parcel would be transported to and from the Resort by a Resort-operated shuttle.

Building Heights, Coverage, Setbacks, Pedestrian Open Space and other Design Requirements

Project buildings would be designed in accordance with the Specific Plan Development Standards and Design Guidelines (Appendix B of the Specific Plan), which would establish specific development criteria for each lot within the specific plan including maximum building heights, lot coverage, setbacks, landscaping and pedestrian open space requirements. An example page is shown below for Lot 1A. In addition to these requirements, the Development Standards and Design Guidelines include detailed requirements for building “stepbacks” for portions of buildings that exceed 50 feet in height above the pedestrian plaza level, minimum separation ratios between buildings, maximum bedroom density, and detailed design standards for building massing, roof design, materials usage, window and door treatments, colors, minimum pedestrian plaza widths, landscaping requirements and all other aspects of exterior building design and treatment of public spaces.



Sample Page from Appendix B Showing Lot Development Standards

The tallest buildings within the plan area would be located within the Village Core and would include portions of building wings that would be up to 96 feet tall (Buildings 1A, 1B, 3, 4 and 8A – the Mountain Adventure Camp building). All plan area buildings would be stepped down at the sides to reduce building massing, increase architectural interest through the creation of subordinate building wings, and to achieve architectural compatibility with non-project buildings on adjacent properties. Buildings within the Village Core would be slightly larger and taller overall than buildings in the Village Neighborhood, which would be located in a less active resort setting. Buildings in the Village Neighborhood would be a maximum of 84 feet tall and would include subordinate building wings to reduce massing, increase architectural interest and to improve compatibility with neighboring developments. Overall, buildings within the Village Core and Village Neighborhoods would average approximately 60 feet tall, which is the average overall height of buildings within the existing Intrawest Village. Buildings on the East Parcel

would be a maximum of 35 feet tall, which is consistent with the current height allowance for this parcel under the SVGPLUO.

Additional site design is described later in this report under the section titled, “Squaw Valley Citizen’s Design Review Committee Review”.

Squaw Creek Restoration

A portion of Squaw Creek, historically referred to as the Trapezoidal Channel and generally located between the Squaw Valley Road Bridge on the west and the Far East Bridge on the east, was channelized in preparation for the 1960 Winter Olympic Games. Channelization of this portion of the stream has resulted in several localized impacts within the Trapezoidal Channel including increased stream velocities, bed and bank erosion, poor water quality and flood impacts. Downstream stream reaches of Squaw Creek have been further negatively impacted as a consequence of degraded water quality, increased stream turbidity and stream bank erosion. Policies of the Squaw Valley General Plan require restoration of the Trapezoidal Channel when development of the properties adjacent to the Trapezoidal Channel occurs.

A second historic stream channel known as the Olympic Channel, which was previously placed in an underground culvert pipe, would be restored as a surface feature. The Olympic Channel would be located adjacent to the east portion of the main Village between the Village and the golf course. It would include restored and newly created wetlands to improve stormwater quality and substantially reduce fine sediments entering Squaw Creek from the mountain, which is a primary contributor to its degraded water quality and fisheries impacts.

Comprehensive restoration of the Trapezoidal Channel and the Olympic Channel would be completed in up to seven phases beginning with the Final Map that creates the 150th resort guest bedroom. All stream restoration activities and wetlands creation would be completed prior to recordation of the Final Map that creates the 600th resort guest bedroom.



Stream Restoration Phasing

Park and Recreation Improvements

The Project proposes a mix of active and passive onsite and offsite recreation improvements. The proposed improvements include the Squaw Creek Interpretive Park, a passive park consisting of a Class 1 trail along the north side of Squaw Creek through the plan area, stream and wetlands area observation decks, interpretive panels to describe the restored stream habitat, and picnic areas. New public trailhead staging areas with public parking and flush restrooms would be constructed at both the Granite Chief Trailhead and the Shirley Canyon Trailhead staging areas. Flush restrooms, a sewer connection and sewer lift station would also be constructed at Squaw Valley Park. Seasonal children’s playground facilities would be placed throughout the Village during the summer and fall to provide families with outdoor recreation spaces for children, and a dog park would be implemented on a seasonal basis. The Project also proposes to construct significant improvements to the existing network of hiking, biking and horseback trails on ski resort and U.S. Forest Service property located above the Valley floor including a new footbridge over the north fork of Squaw Creek to connect the Granite Chief Trail and the Shirley Canyon Trail.

The East Parcel would include construction of a Class 1 trail across the East Parcel project frontage with a connection to the existing Class 1 trail to enhance employee options for multimodal transportation to and from work and to other areas within and outside of Olympic Valley. An onsite recreation and fitness center would also be constructed on the East Parcel as well as outdoor employee barbeque and picnic area.

Village Open Space Network

The Village open space network is a network of natural and pedestrian-oriented open spaces that weave through the plan area, providing views and access to the surrounding mountainsides, forests and meadow. It consists of a landscaped pedestrian network of improved pathways and public gathering spaces and would provide pedestrian and bicycle circulation throughout the main Village and adjacent neighborhoods such as the existing Intrawest Village, and adjacent recreational and open space areas. The network would also provide alternative modes of transportation by direct linkage with the East Parcel by Class 1 trail.



VSVSP Figure 2.1 – Illustrative Concept Plan

East Parcel Improvements

East Parcel improvements consist of new and replacement housing for up to 300 total employees, a 5,000 square-foot neighborhood serving retail market, a 15,000 square-foot shipping and receiving facility, and 524 surface and structured parking spaces. The structured parking facility would include two levels of structured parking over surface parking. Development of the East Parcel would proceed in phases concurrent with development of the Specific Plan. New and replacement employee housing is programmed to be constructed concurrent with each phase of development, and construction of other facilities such as the market and the shipping and receiving facility, would be constructed prior to or concurrent with the Final Map that creates the 300th guest lodging bedroom.

Employee Housing

The East Parcel would be developed with employee housing for up to 201 new resort employees plus replacement housing for 99 employees (with a maximum of up to 300 employees including some replacement employee housing). Employee housing units are proposed to consist predominantly of dormitory-style housing units and studio units. Each dormitory unit would conceptually include four bedrooms per unit, four employees per bedroom, two double occupancy restrooms, a kitchen, and a living room. Studio housing would be equipped with a full kitchen, a bathroom, and a combination living room/bedroom with a double bed. Studio units would be targeted to serve employees living as couples or individuals who desired more private living space. An indoor employee recreation and fitness center and outdoor employee barbeque area would be developed to ensure employees have onsite recreation options. Onsite laundry facilities would also be provided for all units.

An estimated 166 parking spaces would be needed to meet the parking demand of employees living on-site, though a majority of these employees are not expected to have their own vehicle. For this reason and due to the seasonal nature of the employees these units are targeted to serve, the resort would provide employee shuttle-bus transportation to and from the ski area as well as weekly shuttle services to and from shopping areas in Truckee and Tahoe City. Weekly grocery delivery services would also be provided or the Resort would provide discount grocery prices to employees through the onsite market. East Parcel parking not utilized by employees living onsite would be utilized for other resort employees on a space available basis who would be shuttled to and from the ski area by resort operated shuttle service. East Parcel parking and shuttle services would be part of an overall parking management plan operated by the resort, and all parking facilities and shuttle services would be managed on a daily basis in anticipation of projected levels of resort business and staffing levels.

Public Utilities and Services

Sanitary sewer

Sewer service to Olympic Valley is provided by the Squaw Valley Public Service District, who owns and operates the wastewater collection system. The District contracts with the Tahoe-

Truckee Sanitation Agency to convey wastewater flows to the T-TSA wastewater treatment plant located in Truckee.

Development of the Specific Plan would require improvement to an existing sewer trunk line running from the existing Village area along Squaw Valley Road, the northerly portion of the East Parcel, and then northward to a Tahoe-Truckee Sanitation Agency interceptor line along the Truckee River. The corridor for this sewer line improvement, which includes existing sewer lines that would be upsized, generally runs parallel to Squaw Valley Road passing through the edge of the meadow area, then passing through residential and forested land where it veers north after passing through the East Parcel. In order to ensure that there is sufficient wastewater capacity to receive project generated wastewater flows, the Project may have to increase onsite wastewater storage through construction of enlarged pipes, underground vaults or tanks to provide temporary onsite storage in order to time wastewater flows to off-peak periods. The Project would be required to work with the PSD and the T-TSA on the terms of service and to provide a will-serve letter detailing this information prior to implementation of each phase of the Project.

Potable Water

Potable water service is proposed to be supplied by the Squaw Valley Public Service District (PSD). The Project would construct and dedicate four new wells and one existing well would be replaced. All new and replacement wells would be constructed within the project boundary and in accordance with State Department of Public Health standards under permit from Placer County Environmental Health Services, and dedicated to the PSD upon the PSD's agreement that the wells are constructed to District specifications. The Project would also construct a new 0.7 million gallon water storage tank and pipeline adjacent to an existing water storage tank in a forested area north of the main Village area, which would also be dedicated to the PSD. New water service lines would be constructed as project phases are completed.

Dry Utilities

Improvements to existing dry utilities including electrical, communications, and propane storage and distribution would be constructed concurrent with plan area buildout. Existing propane facilities, which include an existing 20,000-gallon tank, a 30,000-gallon tank and several smaller tanks, would be relocated to Lot 19 in the far western portion of the Main Village area where up to five 30,000-gallon tanks would be constructed in an underground vault. New propane distribution pipelines would be constructed to serve the plan area and new pipeline connections would be constructed to serve existing users from new and relocated tanks. A single underground tank would be constructed at the East Parcel to serve uses on that site.

Fire, Emergency Services and Law Enforcement

The Squaw Valley Fire Department currently provides fire protection and emergency medical services to all of Olympic Valley and would provide these services to the Project. The SVFD currently has a fire station located at 305 Squaw Valley Road directly across from the East Parcel. A fire station was previously located at 1810 Squaw Valley Road near the Village Neighborhood and that facility is still in use for storage of fire apparatus and other Squaw Valley Public Service District uses.

Project development would result in increased fire and emergency service demands to the fire department. The service demands of the Project and cumulative build-out of the Squaw Valley General Plan would require development of a new fire station at the west end of Olympic Valley, including increased staffing and equipment. The west end fire station, which would be located within the Project on Lot 11 or Lot 12 adjacent to the structured parking facilities, would be needed when approximately 50 percent of the plan area is built out. The Fire Department and the Public Service District are currently negotiating with the applicant for terms of service. The applicant and the District have reached tentative agreement for draft terms of service that would require the developer to convey a fire station parcel to the District no later than recordation of the map that creates the 300th bedroom or 20 percent of the combined lodging and commercial development, whichever occurs first. The draft terms of service would also require the developer to design, permit, construct, fund and dedicate to the District a fire station constructed on the fire station parcel prior to the recordation of the map that creates the 750th lodging bedroom or attains 50 percent of the total project development.

The station would be approximately 7,200 square feet or larger in size and would include a public reception area, office space for a minimum of four fire personnel plus accessory office space for Sheriff use or another agency use, sleeping quarters for four including kitchen and lounge area, and a minimum of two double-deep equipment bays. When constructed, the station would operate on a 24-hour per day basis. The Resort is also working with the PSD on a separate agreement to locate a staffed fire engine at the west end of the Valley on peak days in order to improve emergency response capabilities at the Resort base and the west end of the Valley.

The Placer County Sheriff's Office currently provides law enforcement services to Olympic Valley and would serve the Project. No new Sheriff's facilities are required to serve the Project.

Snow storage, drainage and storm water treatment and conveyance

The Project would utilize a combination of existing and proposed snow storage locations. All public and private roads within the plan area would include snow storage easements for roadside snow storage. In addition, an existing snow storage area on the north side of Squaw Valley Road would continue to be utilized as an interim snow storage location during plan area

build out and for excess snow storage when the Specific Plan is completed. Other smaller snow storage locations identified within the main Village area and the East Parcel would also be utilized. Two volumetric snow storage facilities would be constructed concurrent with construction of day-skier replacement parking structured parking facilities located north of the Main Village area and south of Squaw Creek. These volumetric facilities would be designed to store the majority of snow removed from project parking lots and common areas, and would include built in storm water treatment to ensure clean discharge of melt water prior to leaving the project site or entering Squaw Creek.

Transportation and Transit

The primary access to the VSVSP would be served from three private roadway connections to Squaw Valley Road; Far East Road and Village East Road would serve the Village Core, and Chamonix Place would serve the Village Neighborhood. In addition, two publicly maintained roadways, Squaw Valley Road and Squaw Peak Road, would also provide access to portions of the plan area. The Project would construct improvements to existing public and private roadways including widening of existing bridges serving the Village Core to add bike lanes and sidewalks. In addition, private roadways within the Village Core and the Village Neighborhood would be improved with sidewalks to provide pedestrian access and circulation throughout the Project, the existing village, and day skier parking areas. Sidewalks would interconnect with off-street pathways that would circulate pedestrians and bicyclists throughout the Village Neighborhoods. Squaw Valley Road and Squaw Peak Road would remain County maintained roadways and all of the internal roads that would serve the Project are proposed to be privately owned and maintained. Off-site roadway improvements would be constructed to lengthen the northbound left turn lane at Squaw Valley Road and State Route 89 subject to Caltrans approval.

A Transit Center would be developed, which would enable the Village to become a transit hub in the North Tahoe/Truckee regional transportation system, thus further encouraging the use of both private and public transit options. In addition, the Project would operate an in-valley shuttle service to circulate guests and residents throughout destinations in the valley, and a separate shuttle system would be operated to transport employees to and from the Resort and the East Parcel. To ensure ongoing availability of air-ambulance support and other emergency services an emergency helipad would be constructed on top of the existing preferred parking structure. Further discussion of transit service to the Project and planned service expansion to serve project employees and guests is described later in the analysis section of this report.

REQUESTED ENTITLEMENTS AND ACTIONS

The Project requests certification of a Final Environmental Impact Report, adoption of the Mitigation Monitoring and Reporting Program; approval of amendments to the Squaw Valley

General Plan and Land Use Ordinance (a community plan and zoning code document); adoption of the Specific Plan, Development Standards, and Design Guidelines; approval of a Rezone to the Specific Plan zoning designation of Specific Plan – Village at Squaw Valley (SPL-VSVSP); approval of a Development Agreement; approval of the 2015 Water Supply Assessment; and approval of a Large Lot Vesting Tentative Map.

Approval of the Specific Plan and the related entitlements and actions would implement zoning, policies and procedures for approval of future project-level entitlements to implement build out of the plan area over an anticipated 20 to 25 year period. Adoption of the Specific Plan would entail approval of the following entitlements and actions:

- Certification of a Final Environmental Impact Report
- Amendment of the *Squaw Valley General Plan and Land Use Ordinance* (1983) to incorporate the Specific Plan
- Amendment of the *Squaw Valley General Plan and Land Use Ordinance* (1983) Potential Avalanche Hazard (PAHA) Map
- Amendment of the *Squaw Valley General Plan and Land Use Ordinance* (1983) to add Goal VI.E.7 and Policies VI.E.7.1 and VI.E.7.2 to establish protocols for emergency events, add a requirement for all new projects to prepare and implement an emergency preparedness and evacuation plan and incorporate by reference the Placer Operational Area Eastside Emergency Evacuation Plan
- Adoption of the Specific Plan, including:
 - Approval of the Development Standards and Design Guidelines
 - Approval of the draft Master Phasing Plan including the Parks and Recreation Master Plan and Squaw Creek Restoration Plan Design Basis Report
 - Approval of the Conceptual Employee Housing Plan as described in the Specific Plan and Development Agreement
 - Approval of the Village at Squaw Valley Emergency Preparedness and Evacuation Plan
- Rezone of the plan area to include the Specific Plan zoning designation
- Approval of a Development Agreement
- Approval of the 2015 Water Supply Assessment, and;
- Approval of the Large Lot Vesting Tentative Map

No project level entitlements are requested as part of this Specific Plan approval request. Project level entitlements would be requested separately following adoption of the Specific Plan. The Large Lot Vesting Tentative Map would carry no development rights and would be a financing tool only. Entitlement requests are described in further detail below.

Final Environmental Impact Report Certification

The Final EIR is included with (under separate cover) this staff report and must be found adequate to satisfy the requirements of CEQA prior to action on the proposed Project.

Recommended findings are included at the conclusion of this report for this purpose. CEQA recognizes and authorizes the approval of projects where not all adverse impacts can be fully lessened or avoided. Where all impacts cannot be fully mitigated or avoided a Statement of Overriding Consideration must be prepared and adopted. The Planning Commission will recommend to the Board if the Final EIR should be certified.

Amendments to the Squaw Valley General Plan and Land Use Ordinance

Amendment to Incorporate the Specific Plan

Approval of this Project would require amendment of the *Squaw Valley General Plan and Land Use Ordinance* (1983) to incorporate the Specific Plan project boundary into the Squaw Valley General Plan Land Use Diagram. If approved, designated land uses within the in the specific plan area would be in accordance with those land uses shown on Figure 3.1 of the Specific Plan (Site Land Use and Zoning).

Amendments Related to Emergency Protocols and Evacuation

Amendments of the *Squaw Valley General Plan and Land Use Ordinance* (1983) would add Goal VI.E.7 and associated policy VI.E.7.1 related to emergency preparedness and policy VI.E.7.2 to incorporate, by reference, the Placer Operational Area East Side Emergency Evacuation Plan.

The Squaw Valley General Plan would be amended to include the following Goal and Policies:

Goal VI.E.7: To establish protocols for emergency events, such as fire, avalanche, seismic and flood protection measures.

Policy VI.E.7.1: The County shall require all new development projects to prepare and implement an emergency preparedness and evacuation plan consistent with Government Code Section 65302(g) (protection from unreasonable risks associated with the effects of seismic, geologic or flooding events or wildland fires, etc.) and in furtherance the Placer Operational Area Eastside Side Emergency Access Evacuation Plan (Update 2015).

Policy VI.E.7.2: The Placer Operational Area Eastside Emergency Evacuation Plan, as updated by the Board of Supervisors in 2015, is hereby incorporated by reference.

Amendment to the Potential Avalanche Hazard Area Map

Approval of this Project would require approval of an amendment to the Potential Avalanche Hazard Area (PAHA) Map to incorporate minor revisions to PAHA mapping for the Specific Plan area. Portions of the project site are located within Potential Avalanche Hazard Areas. PAHA's are described as high-hazard, meaning that the terrain may be subject to frequent and powerful avalanches with a likelihood of occurrence equal to one in 20 in any given year, and low-hazard, meaning that the likelihood of avalanche affecting the area is equal to one in 100 in any given year. No buildings or winter parking areas are permitted in high-hazard PAHA's while low-

hazard PAHA's may include buildings constructed in accordance with engineering specifications and County Code.

Specific Plan

The Village at Squaw Valley Specific Plan, together with its implementing Development Standards and Design Guidelines, would control the planning and development of land uses in the plan area. The Specific Plan provides goals and policy guidance for development of the plan area through establishment of allowable land uses, land use patterns including an open space and pedestrian network, master planning of parking, circulation, drainage, snow storage, public services and utilities, and resource protection. The Specific Plan implementation chapter (Chapter 8), master plans and master phasing plans in conjunction with the Development Standards and Design Guidelines establish specific requirements and development standards to ensure that the plan area would be developed in a manner that would ensure logical and orderly growth, public safety, protection of resources, and provisions for public services.

Development Standards and Design Guidelines

The purpose of the Development Standards and Design Guidelines (Appendix B of the Specific Plan) is to ensure that development within the project area is consistent with Specific Plan goals and policies, as well as to serve as the regulatory mechanism for all development in the Plan area. Development standards are provided for all plan area land uses, and specific development standards for all development lots are prescribed on a lot by lot basis thereby providing a high degree of specificity as to the allowable land uses and the completed appearance of the Project. The Development Standards and Design Guidelines document would be adopted by ordinance and would supersede the provisions of the Placer County Zoning Ordinance, except where stated in the document.

Development Agreement

Development Agreements are approved by the County in accordance with applicable State and local codes, and as such, function as legal and binding contracts between Placer County, the property owners, and their successors-in-interest. The applicant requested and staff has negotiated a Development Agreement for this Project that outlines development rights, establishes obligations for infrastructure improvements and land dedications, secures the timing and methods for construction of improvements, and specifies other performance obligations for development of the VSVSP area. Pursuant to Section 17.58.220 of the Placer County Zoning Ordinance, the applicant/property owner for the VSVSP is requesting approval of a development agreement with Placer County to provide a 20-year project vestment period with the possibility of two five-year extensions to run concurrent with anticipated buildout of the Specific Plan. The negotiated Development Agreement is included with this report as Attachment I. A detailed

summary of proposed public benefits of the Development Agreement is included later in this report.

General Plan Amendment, Community Plan Amendment and Rezone

The Village at Squaw Valley Specific Plan area, which encompasses 93.33 acres, is proposed to be rezoned from High Density Residential - 10 bedrooms per acre (HDR-10), High Density Residential - 20 bedrooms per acre (HDR-20), High Density Residential - 25 bedrooms per acre (HDR-25), Village Commercial (VC), Entrance Commercial (EC), Heavy Commercial (HC), Forest Recreation (FR), and Conservation Preserve (CP) to SPL-VSVSP (Specific Plan – Village at Squaw Valley). Proposed Specific Plan land uses would complement existing land use designations within and adjacent to the plan area and would permit new development at densities comparable to existing land uses at a less intensive rate than what could be allowed under the Squaw Valley General Plan and Land Use Ordinance. A comparison of existing and proposed land uses and a summary of changes are shown graphically below:

Land Use Changes				
Existing SVGPLUO Land Use Designation	Existing Acres	Closest Corresponding VSVSP Land Use Designation	VSVSP Proposed Acres	Change (acres)
Main Village Area				
HDR-10/Residential	1.76	<i>VSVSP has no residential land use designation</i>	0	-9.48
HDR-25/Residential	7.72			
Village Commercial	53.17	Village Commercial – Neighborhood (VC-N) ¹	18.47	-21.04
		Village Commercial – Core (VC-C)	13.66	
<i>SVGPLUO has no parking land use designation</i>	0	Village – Parking (V-P)	8.79	+8.79
Heavy Commercial	2.69	Village – Heavy Commercial (V-HC)	2.85	+0.16
Forest Recreation	11.12	Village – Forest Recreation (V-FR)	15.40	+4.28
Conservation Preserve	8.05	Village – Conservation Preserve (V-CP)	17.78	+9.73
<i>SVGPLUO has no roads land use designation</i>	0	Roads	7.58	+7.58
Total Main Village Area	84.51		84.53	
East Parcel				
Entrance Commercial	6.54	Entrance Commercial (EC)	7.01	+0.47
Conservation Preserve	0.47	Village – Conservation Preserve (V-CP)	1.03	+0.56
HDR-20/Residential	1.81	-	0	-1.81

Land Use Changes				
Existing SVGPLUO Land Use Designation	Existing Acres	Closest Corresponding VSVSP Land Use Designation	VSVSP Proposed Acres	Change (acres)
<i>SVGPLUO has no roads land use designation</i>	0	Roads	0.76	+0.76
Total East Parcel	8.82		8.80	
Total	93.33		93.33	

Notes: SVGPLUO = Squaw Valley General Plan and Land Use Ordinance; VSVSP = Village at Squaw Valley Specific Plan

¹ Village Commercial – Neighborhood (VC-N) in the VSVSP corresponds most closely to Village Commercial (VC) in the SVGPLUO; however, VC-N includes aspects of HDR-10 and HDR-25 (i.e., Lots 16 and 18).

Source: Compiled by Ascent Environmental in 2015 based on Squaw Valley Real Estate, LLC 2015

In summary, lands zoned to support development would be reduced from 73.69 acres under the SVGPLUO to 56.98 acres under the Specific Plan. Lands zoned for Forest Recreation and Conservation Preserve land uses would be increased from 19.64 acres under the SVGPLUO to 36.35 acres under the Specific Plan, an increase of 16.71 acres. The proposed Specific Plan area holding capacity of 1,493 bedrooms plus East Parcel employee housing would be reduced from the holding capacity under the Squaw Valley General Plan, which is 3,085 bedrooms not including allowances for density bonuses when constructing structured parking facilities.

Large Lot Vesting Tentative Map

The Project requests approval of a Large Lot Vesting Tentative Subdivision Map (Attachment D) to create a total of 46 lots. The lots created by the Large Lot Vesting Tentative Subdivision Map would carry no development rights and is strictly for financing purposes. To obtain development rights, all subsequent development phases would be subject to subsequent environmental review, approval of Small Lot Tentative Maps and approval of Conditional Use Permits in accordance with implementation policies of the Specific Plan.

Master Phasing Plan

The Specific Plan is anticipated to build out over a 20 to 25 year period depending on a number of factors including shifts in economic conditions and market demand for resort-residential lodging units and fractional ownership units. Because the Project consists predominantly of redevelopment of an existing ski resort base area, no specific phasing schedule is proposed. Rather, phasing for new resort lodging and redevelopment of existing resort uses such as skier services, mountain maintenance facilities and new structured parking facilities would be implemented by development of the lot or unit that triggers the improvement or the physical

displacement of existing improvements that must be replaced, such as parking and mountain maintenance, allowing resort development to adapt to changing market conditions and to generate the capital necessary to relocate existing resort facilities already located within the plan area to planned new locations within the plan area. The Master Phasing Plan includes detailed schedules of utility, roadway and drainage improvements necessary to serve each parcel. Other improvements include triggers based on bedroom counts or displacement of existing facilities to ensure that improvements such as in-valley shuttle services, employee housing, stream restoration, and park and recreation facilities would be in place when demand for new services is created.

The infrastructure requirements for each phase of development include all backbone infrastructure and off-site facilities necessary for the build out of each phase as described in the draft Master Phasing Plan. Project phasing is structured to ensure that the improvements for each phase can support its respective development in compliance with the VSVSP, County policies and standards, and that development in each phase can support the costs of the required improvements, which will be privately financed. In addition to specific pieces of infrastructure that must be constructed to serve particular parcels as phases are proposed, project phasing includes secondary triggers based on number of bedrooms constructed to ensure that non-utility phase requirements, such as restoration of Squaw Creek, park and recreation improvements, and construction of employee housing are completed concurrent with the creation of new resort demand.

Subsequent Master Plan Approvals

If the Specific Plan and supporting documents are approved, Board approval of the following master plans would be required prior to application for the first small lot tentative map or subsequent large lot tentative map:

- Landscape Master Plan: This plan would address the design of the streetscape, landscape corridors adjacent to streets, landscaped buffer areas, other open space areas, community entries, street lights, and other image features that help establish the landscape and streetscape character of the community.
- Water Master Plan: The Water Master Plan would include information on existing water infrastructure such as wells, pipelines, and water storage. The Water Master Plan would also include information related to project water demands, transmission, distribution and storage.
- Sewer Master Plan: The Sewer Master Plan would be an update to a similar plan prepared in support of the Specific Plan. The Sewer Master Plan includes information on the sizing of facilities, the mapping of sewer systems, and updated cost estimates. The

Sewer Master Plan establishes the means and methods by which the Project will finance the cost of sewer facilities.

- Drainage Master Plan: The Drainage Master Plan would be an update to a similar plan prepared in support of the Specific Plan. The Drainage Master Plan includes information on the size and location of drainage facilities, the mapping of drainage systems, and updated cost estimates. The Drainage Master Plan would be used to establish the means and methods by which the Project will finance the cost of drainage facilities.
- Parking Master Plan: This Parking Master Plan would identify the parking requirements of the various Specific Plan land uses, as well as the project's responsibilities to accommodate parking for ski area and other recreation visitors as well as other nearby land uses. It identifies the on-site parking supply, management strategies for the on-site parking supply, and any requirement for off-site parking supply.
- Implementation Policies and Procedures Manual: This manual would provide County staff and subsequent project applicants with a comprehensive approach for processing approvals and issuing permits for development within the Plan Area.

DISCUSSION OF ISSUES:

Consistency with the Placer County General Plan and the Squaw Valley General Plan Destination Resort Concept

The Squaw Valley General Plan and Land Use Ordinance (SVGPLUO) was last comprehensively updated in 1983. Primary among the plan objectives is "to establish a planning framework to ensure that Squaw Valley is developed into a top quality, year-round, destination resort...without adversely impacting the unique aesthetic and environmental assets of Squaw Valley" (SVGPLUO, page 4). Policies further describe a development vision for the Resort base that balances the quality and quantity of development in order to protect, conserve and enhance the environmental assets of the Valley based on sound social, economic, and environmental practices while facilitating further development of the resort base and surrounding community. The SVGPLUO encourages intensive development to occur within already disturbed areas near the resort base, and for development of undisturbed areas to be implemented in a manner that balances development of new resort lodging and commercial uses with conservation of resources. The SVGPLUO further recognizes the existence of traffic problems resulting from winter season traffic peaks associated with weekend day-skier visitation coupled with the limited off-season resort usage, which results in periods of heavy resort attendance during peak usage periods followed by limited attendance during other times of the year. Plan policies and land use designations establish a framework to attract more people during spring, summer, and fall in order to enhance commercial lodging and recreation-related industries.

In order to achieve these objectives, the SVGPLUO established a core village area at the west end of the Valley to promote development of an urban resort village that would serve as the focal point of lodging and resort activity in the Valley helping to “draw year-round visitors and enhance the economic base of the community” and “reduce the need for day-skier parking in the core area by, in part, replacing the day-skiers with overnight or week long visitors” (SVGPLUO, page 6). The primary land use in this portion of the SVGPLUO plan area is the Village Commercial land use district. The intent of the Village Commercial land use district is to encourage new cultural and recreational facilities as well as hotel, restaurant, commercial, and office uses. The Village Commercial land use district comprises the majority of this portion of the Specific Plan including portions of the plan area proposed for development. The SVGPLUO further recognizes that development of this area would not be possible without development of structured parking facilities. Accordingly, projects that develop structured parking are permitted a corresponding density increase in recognition of this critical aspect of resort base redevelopment.

The SVGPLUO states that adding to the resort base would increase the feasibility of establishment of a transit center to act as a transportation hub for non-resident day-skiers and resort guests travelling from other regional locations within the Tahoe Basin, Truckee and surrounding areas thereby helping to reduce day-skier parking demand and aiding in the reduction of local and regional traffic congestion. If the specific plan is approved it would construct up to 1,493 bedrooms of development plus employee housing, or slightly more than 50 percent of the 3,085 bedrooms of development that could potentially be allowed within the plan area under the SVGPLUO. This substantial reduction in the plan area holding capacity would ensure that SVGPLUO policies pertaining to balancing the quality and quantity of development to protect, conserve and enhance the environmental assets of the Valley while facilitating further development of the resort base and surrounding community would be met. Furthermore, this reduction in holding capacity along with the substantial detail contained within the plan to determine where and how development would occur is intended to ensure that plan area development would be compatible with and complimentary to existing land uses surrounding the Project, which consist predominantly of other commercial, guest lodging and multi-family residential uses near the Main Village, and commercial and residential uses adjacent to the East Parcel.

Squaw Creek Restoration

A portion of Squaw Creek, historically referred to as the Trapezoidal Channel and generally located between the Squaw Valley Road Bridge on the west and the Far East Bridge on the east, was channelized in preparation for the 1960 Winter Olympic Games. Channelization of this portion of the stream has resulted in several localized impacts within the Trapezoidal Channel including increased stream velocities, bed and bank erosion, poor water quality and flood impacts. Downstream stream reaches have been further negatively impacted as a consequence of degraded water quality, increased stream turbidity and stream bank erosion, which has resulted in broader impacts to water quality and fisheries. Policies of the Squaw Valley General Plan require the Trapezoidal Channel to

be restored when development of the properties adjacent to the Trapezoidal Channel occurs. The Project would also restore the Olympic Channel, a smaller tributary which historically received runoff flows from just above the resort base and conveyed the flows northeasterly along the south flank of the mountain to Squaw Creek. This portion of the stream was placed in an underground culvert to accommodate past development activities.

The Specific Plan would rezone the Trapezoidal Channel from Village Commercial to Conservation Preserve, and portions of the Olympic Channel that are currently zoned Village Commercial would be rezoned to Forest Recreation, consistent with General Plan Policy 6.A.4 which requires projects to designate stream zones for open space land uses in order to protect floodplains and water quality. In addition, consistent with General Plan Policy 6.A.11 and policies of Section I.F of the SVGPLUO, the Project would complete comprehensive restoration of the Trapezoidal Channel and the Olympic Channel prior to recordation of the Final Map that creates the 600th resort guest bedroom. Restoration would include channel widening to increase stream meanders, construction of in-channel velocity control features and stormwater outfall control features, and restoration of riparian vegetation. Also included would be creation of a widened floodplain and wetlands recharge area at the downstream confluence of Squaw Creek and the Olympic Channel.

The Olympic Channel would be improved with floodplains, wetlands and riparian habitat, which would help to restore natural stream morphology, hydrology and sediment control functions within Squaw Creek, which became a federally listed impaired waterway in 2001 due to excessive suspended fine sediment loads that degrade water quality, interfere with fisheries reproduction, and cause other impacts to stream water quality and natural stream functions. Proposed improvements to both the Trapezoidal Channel and to the Olympic Channel would help to counteract the negative effects caused by stream channelization and are designed to reduce fine sediment loading in the stream. These improvements are consistent with Placer County General Plan Policy 6.A.11 (and associated policies enumerated in Chapter 6, Natural Resources) pertaining to protection of waterways and their associated habitat features, and complimentary policies of Section I.F of the SVGPLUO pertaining to restoration of the Squaw Creek Trapezoidal Channel.

Park and Recreation Improvements

The Project proposes a mix of active and passive onsite and offsite recreation improvements. The proposed improvements include the Squaw Creek Interpretive Park, a passive park consisting of a Class 1 trail along the north side of Squaw Creek through the plan area, stream and wetlands area observation decks, interpretive panels to describe the restored stream habitat, and picnic areas. New public trailhead staging areas with parking and flush restrooms would be constructed at both the Granite Chief Trail and the Shirley Canyon Trail. Flush restrooms, a sewer connection and sewer lift station would also be constructed at Squaw Valley Park. These improvements are included as a fee component of the park and recreation plan as several projects within the Valley are moving forward

concurrently and any one of those projects could trigger improvement of flush restrooms at Squaw Valley Park. Seasonal children's playground facilities would be placed throughout the Village during the summer and fall to provide families with outdoor recreation spaces for children.

The Project also proposes to construct significant enhancements to the existing network of hiking, biking and horseback trails on ski resort and U.S. Forest Service property located above the valley floor, and would also construct and establish improve Class 2 trails bike lanes on project area roadways. The East Parcel would include a Class 1 trail connection to enhance employee options for multimodal transportation to and from work and to other areas within and outside of Olympic Valley. An onsite employee recreation and fitness center would be constructed on the East Parcel as well as an outdoor employee barbeque and picnic area.

In addition to these improvements, the Project would pay \$2.7 million in park and recreation fees, or \$3,176 per unit, regardless of unit type. These fees would be used to construct new park facilities in and around the Olympic Valley area and would ensure that the Project is consistent with General Plan policies 5.A.1 and 5.A.3 to provide five acres of improved active parklands and five acres of improved passive recreation for each 1,000 residents served. These public recreation improvements and funding would exceed the amount of public park and recreation improvements required for this type of project, which is discussed in more detail in the Development Agreement section of this report.

Employee Housing

Development of the Project would generate an additional 574 new full-time equivalent (FTE) employees. Placer County General Plan Policy C-2 requires that new development in the Sierra Nevada provide housing for a minimum of 50 percent of the FTE employees generated by a development project. Therefore, this Project would be required to provide housing for 287 employees. In addition, the Project would remove existing employee housing units located in the main Village area that currently provide housing for 99 staff. With the removal of these existing employee housing facilities, the Project would need to provide housing for 386 employees to replace all lost capacity and to meet the Placer County policy.

The Project would develop employee housing for up to 201 new resort employees plus replacement housing for 99 employees (with a maximum of up to 300 employees including some replacement employee housing). The remainder of employee housing would be fulfilled by construction of off-site employee housing, dedication of land needed for units, payment of an in-lieu fee, or any combination thereof in accordance with General Plan Policy C-2 and employee housing policies contained in Specific Plan Section 3.5 (Employee Housing). In addition to these commitments, the Project would also contribute \$500,000 dollars to the County for development of workforce housing in the greater Lake Tahoe region, which is discussed in more detail in the Development Agreement section of this report.

Structured Parking

Development of the Village Commercial Core and Village Commercial Neighborhood portions of the Specific Plan would primarily be accomplished through redevelopment of existing ski resort surface parking lots located at the ski resort base with a relatively small amount of development occurring on lands that have not been previously disturbed. Parking for resort guest lodging would be provided primarily in podium and underground parking facilities located beneath newly constructed resort buildings and outdoor pedestrian plazas. Day skier parking spaces would continue to be provided for in the existing Preferred Parking structure south of the Intrawest Village adjacent to the ski resort base and the level 2 underground parking within the existing Intrawest Village, which currently provide a combined total of 706 day skier parking spaces. In addition, surface and structured parking facilities would be provided on Lot 11 and Lot 12 of the Specific Plan to serve day skier parking demand.

The SVGPLUO determined that upon buildout of the resort base area, 3,000 parking spaces would be required to serve day skier parking in addition to new parking required to serve lodging projects. As an incentive to encourage development of structured parking facilities for resort guests and day skiers, the SVGPLUO allows for a five percent increase in allowable density for each structured parking space constructed over 50 percent of the required project parking, thus allowing for as much as a 25 percent increase in density if 100 percent of parking is provided in structured facilities. Accordingly, a parcel with a base density of 100 bedrooms under the SVGPLUO could be approved to develop up to 125 bedrooms if all required parking were proposed to be developed as structured parking.

The Parking Master Plan anticipates that project buildout would require development of 2,010 parking spaces to serve resort guests, new commercial and retail land uses, and new project generated employees plus the fifth highest day skier parking demand of 3,100 spaces, resulting in a total parking demand of 5,110 spaces. A minimum of 3,100 improved day skier parking spaces would be maintained throughout all phases of the Project. This amount of proposed parking would be consistent with policies of the SVGPLUO pertaining to provision of no fewer than 3,000 dedicated day skier parking spaces and would ensure that adequate parking exists to serve new project guests and employees.

Not included in these figures are parking spaces required to serve other lodging and retail developments in and around the resort base, which already provide parking facilities for their guests and users. Similarly, new uses or existing uses that are expanded are required to develop new parking facilities to serve new parking demand.

Compatibility with Adjacent Land Uses

Land use designations of the specific plan mirror land uses established in the SVGPPLUO in terms of land use allowances, restrictions, density, intensity and character. Overall, the specific plan

would result in greater restrictions on where and how development would occur, and less of the plan area would be available to support future development because more Conservation Preserve and Forest Recreation land uses would be established, and less land would be available for development of guest lodging and commercial uses. In addition, the plan area holding capacity would be reduced by approximately 50 percent when compared to current land use designations.

The most intensive development would occur in the village core located in the southeastern portion of the plan area adjacent to the existing Intrawest Village and ski resort base area. Existing land uses in this area include surface parking, snow storage, mountain maintenance operations, ski patrol, snow making and related uses. Those uses would be replaced with guest lodging and commercial uses in an active village setting that would function as an extension to the existing Intrawest Village to the west, and would be immediately adjacent to the Red Wolf Lodge timeshares. The Mountain Adventure Camp would be located in the village core as would the majority of other plan area commercial uses such as restaurants and retail land uses. Both the Intrawest Village and the Red Wolf Lodge, located to the immediate west of the village core, include multifamily and commercial guest lodging uses at densities that are similar to and compatible with the proposed Project.

To the immediate south of the village core the Project would interact directly with the ski hill that it serves, and to the east is the Resort at Squaw Creek Golf Course, which would be buffered from the village core by an open space area where the Olympic Channel of Squaw Creek would be restored. Day skier structured parking facilities would be located to the north and west in the same location where day skier parking is currently located. Further to the north would be the restored Squaw Creek Trapezoidal Channel and wetlands recharge area, Class 1 trail and the Squaw Creek interpretive park, which would function as a buffer between the Resort and existing residential development to the north.

Similar to the village core, but developed at a less intensive rate, is the village neighborhood located in the northwestern portion of the plan area. Existing land uses in this portion of the plan area include surface parking, employee housing, offices and the Squaw Valley Lodge. Those uses would be replaced with resort guest lodging and low intensity commercial uses, such as restaurants, membership facilities and health spas, in a more passive village setting. Resort guest lodging facilities would be located to the south and east of the existing Olympic Village Inn, while fractional ownership residential units would be located to the west and northeast. Properties immediately adjacent to the fractional ownership residences are either undeveloped or developed with low to medium density residential uses or commercial lodging uses. The southern portion of the Village Neighborhood is buffered by Squaw Creek. Remaining portions of the plan area to the southwest of the Village Neighborhood would be rezoned from High-Density Residential to Conservation Preserve and Forest Recreation land uses.

The existing rubber tire maintenance shop, which is currently located in the southeast portion of the plan area in the approximate location of the Main Village, would be relocated to the far western portion of the plan area to the west of the Village Neighborhood. The site would also include propane storage and distribution facilities to serve the existing village and other nearby properties as well as the specific plan. This location would place maintenance uses and propane storage in an area where those uses would interact the least with the plan area and adjacent land uses.

The East Parcel, which is located 1.3 miles northeast of the Main Village, would be located on lands currently designated primarily for Entrance Commercial and High Density Residential land uses with a small amount of Conservation Preserve land use located along Squaw Creek. Under the specific plan the primary land use designation for the East Parcel would continue to be Entrance Commercial, and the undeveloped portions of the site would be designated Conservation Preserve increasing the amount of Conservation Preserve designated lands on the 8.8-acre site from 0.47-acres to 4.10-acres and forming buffer around the perimeter around the site that would separate it from existing residential uses to the north, east and west. To the south is Squaw Valley Road, the Squaw Valley Public Service District offices, the Squaw Valley Academy (a boarding school) and the Tavern Inn condominiums. Portions of the East Parcel to the north, east and west would be buffered from adjacent land uses by a minimum 100-foot wide buffer that would include landscaping and an eight foot tall privacy wall. The shipping and receiving facility would be designed to include dead walls with no windows or openings along the north and west elevations to provide greater privacy and reduce noise transmittance to nearby residences. Onsite circulation for this facility has been designed so that delivery vehicles will not have to back up, further reducing noise and improving the compatibility of the onsite uses with adjacent residential uses.

Expansion of Transit and Transportation Management

Transit services in the region are provided by several entities. The Tahoe Area Regional Transit (TART) is operated by Placer County and connects Squaw Valley with Truckee and Tahoe City allowing transfers to other regional routes. The SR 89 route operates year-round on a daily basis from approximately 6:00 a.m. to 6:00 p.m. Specific to the Squaw Valley area, bus stops with shelters are located along the TART route at the SR 89/Squaw Valley Road intersection, Resort at Squaw Creek, Village at Squaw Valley (East), and the Squaw Valley Clock Tower. Several other stops are also located along Squaw Valley Road, though they do not include shelters. During busy winter days, an additional bus is typically operated during the peak morning commute to expand rider capacity. TART also provides free evening service connecting Squaw Valley with the North Shore of Lake Tahoe in both summer and winter. This service operates daily from 7:00 p.m. to 2:00 a.m., connecting Squaw Valley, Tahoe City, Homewood, Kings Beach, Northstar and Crystal Bay along SR 89, SR 28 and SR 267. The Squaw Valley/Alpine Meadows Ski Resort, Village at Squaw Valley, and the Resort at Squaw Creek purchase TART bus passes for their employees. In Fiscal Year 2015/16 this amounted

to \$51,183 in fare revenue for TART. In addition to TART, the following public and private transit services currently serve the project area:

- The North Tahoe-Truckee Free Ski Shuttle, which has operated for the past three years (2013 – 2016), operates on weekends and holidays, serving the majority of ski resorts on the north shore of the Tahoe Basin including Squaw Valley/Alpine Meadows. The service consists of pre-scheduled pick-up (at major lodging areas and key attractions) and resort drop-off locations. This service is planned to be replaced by more frequent TART Service beginning in Winter 2016/17.
- The Squaw Valley-Alpine Meadows Express Shuttle operates daily between the Squaw Valley and Alpine Meadows ski resorts. A lift ticket purchased at one resort is also valid at the other resort and includes use of the shuttle.
- The Squaw Creek Resort Shuttle operates a complimentary shuttle service between the Resort at Squaw Creek and the Squaw Valley Ski Resort to guests of both resorts.

The Project would develop a Transit Center, which would enable the Village to become a transit hub in the North Tahoe/Truckee regional transportation system. The Project would also operate an in-valley shuttle service to circulate guests and residents throughout destinations in the valley, and a separate shuttle system would be operated to transport employees to and from the Resort and the East Parcel.

To mitigate impacts to transit services identified in the Draft EIR, the Project would be required to provide fair share funding to offset increases in transit demand. The Project would be required to form or annex into an existing CSA/CFD in order to provide a mechanism to leverage fees on new units, and the level of funding would be based on the project's proportionate impact to transit services as determined by an Engineers Report detailing the incremental costs associated with expansion of the service. In addition to payment of fees to fund the expansion of services created by new project demand, the project proponent has agreed to payment of a one-time lump sum contribution toward regional transit services, which would be used to support increased capital expenses related to regional transit initiatives. The annual funding is designated for the ongoing operational and maintenance costs for transit services outlined in the Tahoe Truckee Area Regional Transit Systems Plan and to pay the TART fares for Specific Plan employees. More detail on "over and above" contributions that this project would make to public transit services are detailed in the portion of this report titled Development Agreement, which describes several project commitments to fund services and improvements that would benefit the general public.

In addition to the physical roadway improvements, the Project will be required to develop a traffic management plan. Some key components that will be included in the plan are:

- A predictive model identifying when the traffic management plan requires deployment;

- Continued operation and enhancement to the three lane coning program deployed during peak traffic days on Squaw Valley between State Route 89 and the Village area;
- Mechanisms to distribute real time resort base area parking conditions and travel speeds on Squaw Valley Road.
- Preferred parking for carpoolers
- Transit center and services
- Year-round bicycle and pedestrian trail network
- Establishment of a transportation coordinator position
- Provide bicycle parking facilities

Vehicles Miles Traveled (VMT) in the Lake Tahoe Basin

The Tahoe Regional Planning Agency (TRPA) is the Metropolitan Planning Organization (TMPO) and California Regional Transportation Planning Agency (RTPA) for the Lake Tahoe Basin and shares jurisdictional authority over land use decisions and mass transit operations with local agencies, including Placer County. In its role as TMPO and RTPA, the TRPA works with agency partners to establish and enhance an integrated transportation system that reduces reliance on the private automobile and expands options for alternative modes of transportation, primarily through improvements to mass transit. TRPA is responsible for achieving and maintaining specific environmental standards known as environmental threshold carrying capacities, or “thresholds” within the Basin, some of which are based on vehicle miles travelled (VMT). This Project is not located within the Lake Tahoe Basin and is not under the jurisdiction of the Tahoe Regional Planning Agency (TRPA), so the TRPA thresholds are not used as standards of significance for evaluation of impacts in the EIR (although physical effects on the Basin were analyzed, where applicable).

In its recently adopted Regional Plan update, the TRPA adopted an environmental threshold carrying capacity that requires the TRPA to reduce VMT in the Tahoe Basin to at least 10 percent below the 1981 base year values, considered to be the peak VMT period within the Basin, to a maximum of 2,067,600 VMT, generally represented by a peak summer Friday. While the Project is not located within the Basin, it nonetheless would result in an incremental contribution to VMT in the Basin. Accordingly, in response to comments received from TRPA on the Draft EIR, Placer County prepared an analysis of the project’s contribution to VMT in the Tahoe Basin for the Final EIR.

On a peak travel day, the Project would generate approximately 23,842 VMT within the Tahoe Basin. Total VMT in the TRPA boundary was estimated in the Regional Transportation Plan of TRPA to be 1,984,600 for summer 2010 conditions. Based on this benchmark, which is considered the best available data, the Project would result in an estimated 1.2 percent increase in VMT within the TRPA boundary. The addition of the project’s VMT to the 2010 summer value would result in 2,008,442 VMT, which remain below the VMT threshold of 2,067,600. Therefore, the resulting VMT generated by the Project would not exceed the TRPA VMT threshold. Furthermore, Mitigation Measure 9-7 to contribute fair share funding for increased transit service demands resulting from the Project would

generate permanent ongoing funding to expand transit services, which would reduce VMT impacts into the Basin. The funding would be provided through establishment of a Community Service Area or Community Facilities District to which all project phases would be required to annex into. Following annexation, fees would be levied against project units and collected through annual property tax assessments to fund the increased services. The payment of fees to support increased transit services parallels the payment of the fee required under Chapter 65 of the TRPA Code of Ordinances which are used for a variety of strategies to reduce air emissions associated with vehicular travel, including funding of transit services and transit marketing. In addition to these fees, the Project would 100 percent fund employee TART fares (bus passes) for all project generated employees and would also make additional annual funding contributions to regional transit operations. These funding commitments are described further in the Development Agreement section of this staff report.

Emergency Preparedness

Background

In accordance with California Government Code Section 66474.02, prior to approval of a tentative map for an area located in a State Responsibility Area (SRA) or a very high fire hazard severity zone, such as the proposed VSVSP, the approving authority must find that: the design and location of each lot in the subdivision, and the subdivision as a whole, are consistent with applicable regulations adopted by CALFIRE pursuant to PRC Sections 4290 and 4291 pertaining to maximum dead end road lengths; structural fire protection and suppression services are developed; and ingress and egress meets the road standards for fire equipment access adopted pursuant to PRC Section 4290 and any applicable local ordinance. The Project would include at a minimum:

- Compliance with SVFD fire prevention code, which incorporates the most recent California Fire Code, the most recent National Fire Protection Association National Fire Codes and Standards, and PRC Section 4291;
- Compliance with SVFD fire flow requirements (maximum day water demand plus fire flow);
- Fire resistant buildings with automated fire alarms and fire suppression systems;
- Identification of emergency evacuation routes and emergency access road standards;
- Shelter in place locations;
- Defensible space measures;
- Provisions for Fuel Reduction Zones;
- Vegetation placement, maintenance, removal and disposal;
- A program for disseminating public safety information to project residents and guests; and
- Annual staff training on emergency preparedness and evacuation procedures.

Emergency Preparedness Evacuation Plan

To implement Senate Bill 1241 (Govt. Code section 65302(g)(3)), the Squaw Valley General Plan Goals and Policies would be modified to ensure that this Project and all future development projects under the jurisdiction of the Squaw Valley General Plan would comply with the provision of Government Code Section 65302(g). Compliance includes preparation and implementation of an emergency preparedness and evacuation plan for each individual project and also demonstrating consistency with the 2015 Update to the Placer Operational Area Eastside Emergency Evacuation Plan.

Staff has found that the Project, with the proposed Plan amendments, is consistent with the Placer County General Plan and the accompanying standards and requirements for amendments to the General Plan. The text amendment would further ensure that future development under the jurisdiction of the Squaw Valley General Plan would comply with the requirements of Senate Bill 1241 in that projects would be required to prepare and implement an emergency preparedness and evacuation plan demonstrating further consistency with the East Side Emergency Evacuation Plan.

An Evacuation Emergency Preparedness Plan (EPEP) was prepared for this Project and is attached to this report. The draft EPEP was peer reviewed by a professional emergency management consultant, and changes to the plan were incorporated to address issues raised by the peer reviewer. The EPEP outlines the regulatory requirements of, including but not limited to, the California Public Resources Code, Government Code, Placer County General Plan, Placer County Fire Code, Squaw Valley General Plan, the Squaw Valley Fire Department Ordinances, California Building Code, National Flood Insurance Act for the implementation of the VSVSP. Implementation and operation of the EPEP concurrent with each phase of project development would ensure that adequate provisions would be in place to mitigate risks.

2015 Water Supply Assessment

Background

A Water Supply Assessment (“WSA”) was prepared for this Project in accordance with CEQA Guidelines Section 15155, which requires preparation of a WSA for any project that includes 500 or more dwelling units or that generates a water demand equivalent to 500 or more dwelling units. The WSA is required to be prepared by the public water system that will serve the project, defined as a system for the provision of piped water to the public for human consumption that has 3,000 or more service connections. If no public water system is identified to serve the project, the WSA is prepared by the CEQA lead agency.

The Olympic Valley community includes two suppliers of treated water supply; the Squaw Valley Mutual Water Company and the Squaw Valley Public Services District (PSD). The PSD is the largest purveyor of treated water in Olympic Valley, and the PSD was identified by the Project as a potential

water supplier to the Project. However, the PSD does not satisfy the Water Code definition of a Public Water System. Because the PSD does not meet the Water Code definition of a Public Water System, Placer County, as CEQA Lead Agency, is required to prepare the WSA and to consider the adequacy of the water supply for the Project.

Due to the District's role as the primary treated water supplier in the Valley and its lead role in the management of the Olympic Valley Groundwater Basin, Placer County contracted with the District for preparation of the WSA. The County and the District assembled a WSA team that was led by Farr West Engineering, the PSD District engineer, and also included HydroMetrics Water Resources Inc., Todd Groundwater, and civil engineering support from MacKay & Soms Civil Engineers.

Purpose and Need

The WSA evaluates the water demands of the Project and other development in Olympic Valley over the same period as project build out in order to assess available water supplies and to determine if sufficient water would be available to meet existing and planned future demand during normal, dry, and multiple dry water years. The State Water Code requires that a WSA consider project and non-project demands on a water supply source over a period of at least 20 years in five year increments. The WSA quantifies reasonably foreseeable project and non-project water demands in Olympic Valley, documents water supply sources, assesses sufficiency of supply to meet demand, evaluates drought impacts, and provides a comparison of water supply and demand in normal, dry, and multiple dry years through the 25-year period ending in 2040. County staff concluded that analysis of this additional five years of water demand is appropriate because it encompasses the entirety of the project buildout period, and thus is a more conservative approach to evaluating the potential for the project and other development to be served at the time of project completion.

Existing and Future Water Use and Demand

Olympic Valley is developed with a mixture of permanent residences, seasonal residences and vacation homes, commercial development, the ski resort, golf course and resort-guest lodging land uses. Existing average annual water demand, compiled from all available records of groundwater use during 2000 through 2014, is 871 acre-feet per year (AFY). Nearly half of the existing average annual total is used by the SVPSD (403 AFY) and over a quarter is used by the Resort at Squaw Creek (257 AFY). The SVMWC and the Squaw Valley Ski Resort use smaller amounts of groundwater at 130 AFY and 81 AFY, respectively. Total annual water demand over this time period has generally been above 800 AFY with modest variation among average demand over the same period.

Project and non-project growth over the next 25 years, as presented in the completed WSA (July 2015), represents an increase in water demand within Olympic Valley of 383 acre-feet per year (AFY) for a total demand of 1,254 AFY at 2040. The Project would require 240 AFY of this increase and the non-project development would require an additional 143 AFY.

Water Sources

The Olympic Valley Groundwater Basin provides the primary source of potable water supply to the Olympic Valley community, and all of the community's water supply is derived from sources within the Valley including bedrock wells located above the valley floor. The PSD supplies the majority of the total treated water supply, including supplies to properties located within the project boundary. There are a small number of private parties that use groundwater from the Basin to serve non-potable needs, including golf course irrigation for the Resort at Squaw Creek, snowmaking for the Resort at Squaw Creek and the Squaw Valley Resort, irrigation for the PlumpJack Hotel, and domestic water use for a residential property in the eastern portion of the Valley. The WSA assumes that the SVPSD would provide all water supply services to the Project and that the Basin would be the source of supply for those services.

Nearly all potable and non-potable water used in the Olympic Valley is derived from the Olympic Valley alluvial aquifer with a small amount being produced from fractured bedrock wells. The western portion of the aquifer has a larger capacity for water supply production than the eastern portion due to basin geology and stratigraphy. For this reason all existing municipal water supply wells are located in the western portion of the aquifer in and around the Specific Plan area and the ski resort base. Some groundwater is present in fractured bedrock sources in the mountains above the valley floor, a water source that is distinct from the alluvial aquifer and accounts for a relatively small amount of the annual water production within Olympic Valley when compared to aquifer production.

Water Providers

Two primary municipal water suppliers operate within the Olympic Valley; the SVPSD and the Squaw Valley Mutual Water Company (SVMWC). The SVPSD currently serves 1,569 residential connections and 39 commercial entities within a 5,350-acre service area that extends through most of Olympic Valley and along portions of the Truckee River corridor outside the Valley. Water is supplied from four active wells in the Olympic Valley aquifer and two horizontal bedrock wells located above the valley floor. The SVMWC provides water to 325 residential connections within a 115-acre service area. Water is supplied from two active wells in the Olympic Valley aquifer and two horizontal bedrock wells located above the valley floor. Other major water pumpers that use groundwater to serve non-potable needs include the Resort at Squaw Creek golf course irrigation and snowmaking and snowmaking at the Squaw Valley Ski Resort.

Groundwater Basin Status and Description

Neither the Department of Water Resources nor any previous studies of the local system have found the Olympic Valley Groundwater Basin to be in overdraft. Several studies have attempted to quantify the volume of groundwater that can be produced from the Basin over specific periods of time without causing impairment, sometimes referred to as the theoretical maximum sustainable yield. However, the PSD has determined that due to the highly dynamic condition of

the Olympic Valley Aquifer, a determination of maximum sustainable yield may not be determined or could be misleading due to seasonal fluctuations in the temporal availability of water. In general terms, the Basin experiences surplus conditions in winter and spring when more runoff is available than can be stored in the aquifer and groundwater pumping has minimal effect on groundwater supply. Following spring snowmelt, groundwater production begins to draw down the aquifer, generally beginning in late June or July as return flows to the aquifer from snowmelt runoff dissipate. Studies and well pumping and recovery test data have shown that the aquifer is highly permeable and that aquifer levels improve within days of rainfall and runoff events. Historically, the aquifer recovers to full capacity following the first several large storm events in fall and winter.

Historical records of groundwater elevations in monitoring and production wells show that water levels peak near the same elevations every year just a few feet below ground surface. Above this level, recharge is rejected because the aquifer is completely or locally full and no additional storage capacity exists. Rejected recharge flows overland to Squaw Creek or is quickly drained from the shallow portion of the Basin by Squaw Creek, which intercepts portions of the Basin. Even in years with below average precipitation, water levels in monitored wells rose to near the maximum elevations, indicating that the Basin was still filled to near total capacity in relatively dry conditions.

During most years there is ample runoff from precipitation and snowmelt to completely fill the Basin every winter. It is possible that during periods of extreme drought in the future there might not be available runoff to fill the Basin to maximum capacity. These events, like the recent drought period included in the water supply sufficiency model period, are expected to be of limited duration and the Basin would easily recover to maximum capacity after a year of normal precipitation because normal runoff substantially exceeds Basin capacity. For more information on this issue, please refer to the 2015 Water Supply Assessment included with this report (under separate cover).

Conservation

The Project would implement several water conserving development standards including installation of high-efficiency fixtures and fittings, use of recirculating hot water systems, implementation of graywater system applications, minimization of water intensive landscape, and use of smart irrigation controllers. These water conserving measures are consistent with Placer County and State standards and building codes, and are more stringent than current requirements of the PSD.

Future reductions in per unit water demands as a result of the water conservation measures discussed above were not modelled in the WSA. Instead, the demand factors used to estimate

future project demand and non-project demand are based on recent historical water use for the period of 2000 through 2012, which results in a conservatively high total water demand for future project and non-project water demands. In addition, the project occupancy figures used for the WSA were inflated by five percent over expected average occupancy to ensure adequate conservation in the water demand model.

Water Supply Sufficiency Overview

The proposed Project and non-project growth over the 25 year project build out period represent an increase in the water demand within Olympic Valley of 383 AFY for a total demand of 1,254 AFY. The Project would require 240 AFY of this increase, and non-project development projected to occur over the same period represents an additional 143 AFY of demand. This total projected water demand represents a 44 percent increase over the average annual volume of 871 AFY currently used in the Olympic Valley.

The volume of groundwater that can be produced from the Basin in any year is dependent on four factors:

1. Volume and timing of recharge to the Basin (i.e. precipitation and snowmelt)
2. Timing of demand
3. Location of pumping wells
4. Acceptable Basin response to pumping for long-term sustainability

Historically, pumping has been limited to a few wells in the western portion of the Basin. The existing wells are capable of producing more water than is currently used in the Olympic Valley, but not enough to meet the projected demands at 2040. Therefore, an expanded wellfield with new wells would be required to meet these projected demands.

Four new wells would be required to meet the demands of the Project and two additional wells would be required to meet other cumulative non-project demands at 2040. Potential new well sites were identified by evaluating geology, geometry, hydrostratigraphy, aquifer production capacity, and development plans for the western portion of the Basin. Nine potential new well sites were identified. In addition, one existing SVPSD well may need to be replaced to accommodate the Project and a replacement location for this well has been identified. All of the potential new wells and the replacement well were modelled in conjunction with the existing wells to assess the sufficiency of supply. Pumping of these wells were included in the model to perform simulations of pumping to meet total water demands at 2040 and compared against criteria developed to determine if the aquifer would produce sufficient and sustainable source of water (including other existing bedrock water sources).

Sufficiency of Supply

The 2040 water demand was simulated over a model period that includes wet, average, single dry, and multiple dry year conditions as represented by climate data for Olympic Valley including years 2012-2014 of the recent statewide historic drought. The model determined that the 2040 project demand can be met with an adequate margin of safety, even during single and multiple

dry year periods. The model further determined there is sufficient water supply availability from the Olympic Valley Basin and existing bedrock wells to meet the expected demand from the Project and other reasonably foreseeable non-project development through 2040. The Basin is not currently in overdraft and is not projected to be in overdraft with the addition of the future project and non-project 2040 demands.

The Water Supply Assessment is attached to this report for the Planning Commission's consideration in making its recommendations to the Board of Supervisors whether the WSA should be approved.

Squaw Valley Citizen's Design Review Committee Review

The SVGPLUO establishes a Squaw Valley Citizen's Design Review Committee (DRC). The DRC was established to ensure a high degree of citizen input on overall community design. Primary among the objectives for establishment of the DRC is to maintain and improve the visual quality of the built environment in Olympic Valley and to combat prior problems resulting from poor building designs, accumulation of junk and debris, poor quality signage, denuded and barren areas, and other issues that had contributed to a negative image of Olympic Valley.

The DRC directly advises the Planning Director on all projects in Olympic Valley that require approval of a Design Review Agreement. The review authority of the DRC applies to all commercial projects and to residences that have direct frontage on Squaw Valley Road. The DRC review authority includes issues such as site planning, circulation, landscaping, architectural design, colors and materials usage.

The Specific Plan Development Standards and Design Guidelines document (Appendix B of the Specific Plan) was presented to the DRC a total of 13 times during publicly noticed and held DRC meetings. During the initial phases of review, presentations were prepared by County staff. Following several presentations by County staff the DRC developed a schedule of specific design issues that it wished to consider and elected the DRC Chair to prepare subsequent presentation materials for the Committee. The DRC reviewed items including, but not limited to, project layout, pedestrian circulation and open space, view corridor protection, building scale, mass and height, building materials, roof design, building shading of outdoor use areas, sense of enclosure at the pedestrian plaza level, landscaping and landscape buffers, and other project design issues. Motions were made on each of the topic areas considered by the DRC and record of its actions was made.

On August 17, 2015 the applicant made a presentation to the DRC to address each of the motions and recommendations the DRC had taken on project design issues. During that meeting and presentation the applicant agreed to incorporate all of the DRC recommendations, which are detailed in the DRC's final report, with the exception of one recommendation pertaining to the Mountain Adventure Camp building. The DRC recommended that the overall

height of the Mountain Adventure Camp building be reduced from 108 feet at its tallest portion to an overall height not to exceed 84 feet in order to reduce the visual mass of the building and to reduce view blockage. Notably, a substantial portion of the building was reduced to 84 feet, but a portion of the building remained at 108 feet in order to accommodate planned indoor water park improvements. Following conclusion of the DRC review the applicant continued to work with their consultants to determine if design modifications could be made to planned indoor water park improvements in order to reduce building height. The applicant and their consultants ultimately determined that feasible design modifications could be implemented without sacrificing planned improvements, and accordingly the applicant has reduced the overall height of the building to 96 feet tall with a substantial portion of the building complying with the DRC's recommended maximum height of 84 feet. Furthermore, building 8-A, which would house skier services and would be attached to the north side of the Mountain Adventure Camp building, would be no more than 72 feet tall, thereby complying with the DRC recommendation.

Subsequent to the applicant's presentation to the DRC, the DRC Chair prepared a final report of the DRC's recommendations on the Appendix B Development Standards and Design Guidelines which was presented to the DRC. Following discussion of several key items, the report was unanimously adopted by the DRC on September 3, 2015. The complete report and an executive summary are included with this report.

CALIFORNIA ENVIRONMENTAL QUALITY ACT COMPLIANCE (CEQA):

As the lead agency under the California Environmental Quality Act (CEQA), Placer County has determined that this Project required preparation of a Program EIR in accordance with Section 15168 of the State CEQA Guidelines because the Project contains a series of actions that are characterized as one large project. The Final EIR is included with this staff report (under separate cover), and must be found adequate to satisfy the requirements of CEQA by the Planning Commission. Recommended findings are included at the conclusion of this report for this purpose. CEQA recognizes and authorizes the approval of projects where not all adverse impacts can be fully lessened or avoided. For the hearing body to approve the Project and certify the Final EIR, a Statement of Overriding Consideration must be prepared and adopted as part of the project approval. A Statement of Overriding Consideration (Attachment H) has been prepared for this Project and is included for the Planning Commission review and consideration in making its recommendations to the Board of Supervisors. Description of the Significant Unavoidable Impacts is included below under the report section titled "Significant Unavoidable Impacts".

The Environmental Impact Report prepared for this Project has been finalized consistent with the requirements of the California Environmental Quality Act (CEQA). The Draft EIR was circulated for a 60-day public comment period that began on May 18, 2015 and ended on July

17, 2015. Copies of the Draft EIR were made available for public review at the Planning Services Division (Community Development/Resource Agency) in Auburn, the County Clerk's Office, the Tahoe Customs House in Tahoe City, the Truckee Library, the Tahoe City Library, the Squaw Valley Public Service District, and on the County's website. Notices were also published in the Sacramento Bee and in the Sierra Sun.

Additionally, the Planning Commission conducted a public hearing to receive comments on the Draft EIR on June 25, 2015. A total of 355 comment letters were provided by Federal, State and local agencies, public interest groups, organizations and private citizens. In addition, 19 individuals provided verbal comments on the Draft EIR at the June 2015 Planning Commission hearing. All comments were responded to in the Final EIR, which was made available for public review on April 7, 2016 at the Planning Services Division (Community Development/Resource Agency) in Auburn, the County Clerk's Office, the Tahoe Customs House in Tahoe City, the Truckee Library, the Tahoe City Library, the Squaw Valley Public Service District, and on the County's website. Notices were also published in the Sacramento Bee and in the Sierra Sun.

Draft EIR Analysis

The Draft EIR found that project impacts to the following environmental resource area would be less than significant without mitigation:

- Land Use and Forest Resources (Chapter 4)
- Greenhouse Gas and Climate Change (Chapter 16) – Through 2020 regulatory period – This conclusion was revised in the Final EIR to “significant and unavoidable” for the 2020 regulatory period due to the outcome of a recent Supreme Court case known as the Newhall Ranch case. More on this issue is described later in the “Revisions to the Draft EIR” section of this report.

The Draft EIR identified “potentially significant” project impacts to the environmental resource areas listed below. These project impacts would be less than significant with implementation of mitigation measures identified in the Draft EIR. A summary of the impacts and mitigation measures can be found in Chapter 2, Executive Summary, of the Draft EIR. Amendments and revisions to clarify and improve some of the previously identified mitigation measures for these resource areas are described in Section 2.3 of the Final EIR, “Revisions to the Draft EIR”. More on this issue is described below in the “Revisions to the Draft EIR” section of this report.

- Population, Employment, and Housing (Chapter 5)
- Biological Resources (Chapter 6)
- Cultural Resources (Chapter 7)
- Visual Resources (Chapter 8)
- Traffic and Circulation (Chapter 9)

- Air Quality (Chapter 10)
- Noise (Chapter 11)
- Geology, Soils, and Seismicity (Chapter 12)
- Hydrology and Water Quality (Chapter 13)
- Public Services (Chapter 14)
- Hazardous Materials and Hazards (Chapter 15)
- Other CEQA Sections – Cumulative Impacts (Chapter 18)

The Final EIR found that implementation of the mitigation measures described in the Draft EIR would reduce most of the identified impacts to less than significant levels. Amendments and revisions to clarify and improve some of the previously identified mitigation measures for these resource areas are described in Section 2.3 of the Final EIR, “Revisions to the Draft EIR”. In addition, during preparation of the Final EIR additional mitigation measures were identified to reduce project impacts and cumulative impacts resulting from increased transportation noise on Squaw Valley Road to “Less Than Significant”. In addition, due to a changed and improved condition since publication of the Draft EIR, one transportation impact was changed from Significant and Unavoidable to Less Than Significant because a planned Caltrans signalization project was constructed, which improved conditions and eliminated this impact. More on this issue is described in the “Revisions to the Draft EIR” section of this report.

The Final EIR found that after the implementation of mitigation some impacts in the following resource areas would remain significant and unavoidable even with implementation of recommended mitigation measures:

- Cultural Resources (Chapter 7)
- Visual Resources (Chapter 8)
- Traffic and Circulation (Chapter 9)
- Noise (Chapter 11)
- Greenhouse Gas and Climate Change (Chapter 16) – Post 2020 regulatory period
- Other CEQA Sections (Chapter 18) – Cumulative Impacts

Changes to the Draft EIR Included in the Final EIR

Following publication of the Draft EIR the County and the SVPSD prepared an update to the Water Supply Assessment, dated July 2015, in order to include analysis of the recent statewide historic drought period through December 2014. The updated WSA, which included additional conservation by modelling higher than expected water demands, did not result in substantive changes to the WSA. Notably, the 2015 WSA, which is included with this report, concluded that there would be a sufficient supply of water to serve the Project and other reasonably foreseeable and forecast development during normal water years and single and multi-year drought years without resulting in adverse impacts to the Olympic Valley Groundwater Basin.

Minor modifications to the Village at Squaw Valley Specific Plan have occurred since publication of the Draft EIR. Those modifications are the result of ongoing planning and design refinements to the Project and do not result in substantive modifications that affect the scope of the environmental analysis or the significance of project impacts. In addition to these changes, the Final EIR also includes minor corrections, clarifications and additions to the Draft EIR text in response to comments on the Draft EIR, or to clarify or improve mitigation measures. None of the information added to the Draft EIR constitutes significant new information that would require recirculation of the Draft EIR.

Changes to the Project Description

Since publication of the Draft EIR, the applicant has made several modifications to the Project, some of which were made in response to comments on the Draft EIR while many others were made in order to achieve consistency with recommendations made by the Squaw Valley Citizen's Design Review Committee. The majority of the modifications involve changes to project buildings to reduce building heights and building mass, and increases in the distance between buildings in order to create larger public outdoor gathering spaces and improve retention of key views. Key changes include:

Main Village

- Throughout the Main Village, maximum allowed heights of buildings are reduced from 108 feet to a maximum of 96 feet with most buildings and building wings being lower. Building heights for each development lot are specified by polygon location, beginning on page B-19 of the Appendix B Development Standards and Design Guidelines document. Building heights and locations are specifically defined to ensure protection of key views and compatibility with adjacent land uses. Portions of project buildings located within 50 feet of existing buildings on non-project properties would be no more than 20 feet higher excluding portions of Property 1A that are adjacent to the Red Wolf Lodge. A large portion of the Mountain Adventure Camp (building 8-A) was reduced from 96 feet to 84 feet. Since publication of the Final EIR the Mountain Adventure Camp building has been further reduced from a maximum overall height of 108 feet to 96 feet. The purpose of this change is to break up a potential monolithic appearance of the Mountain Adventure Camp building, while still maintaining its function, and to create a stepped appearance more consistent with project design objectives.
- Building separation ratios throughout the Main Village have been increased to a minimum 0.8 building separation ratio (eight feet of separation between buildings for every ten feet of adjacent building height) along all passageways, the major corridors throughout the Village, and a 0.6 along all paths, the minor corridors. This modification was made in accordance with Squaw Valley DRC recommendations in order to give a more open feel to the Village, increase sunlight reaching the ground, decrease shadows and shading, and to improve compatibility with existing development.
- The plaza areas and courtyard of buildings 1-A and 1-B have been redesigned and expanded. This is intended to improve pedestrian circulation within the Village, create an

enhanced plaza area capable of supporting large public gatherings in accordance with Squaw Valley DRC recommendations, and to preserve scenic mountain views by increasing building separation.

- The plaza width and building separation between buildings 3 and 4 have been increased. These buildings have been redesigned to increase the plaza width so as to improve pedestrian circulation around these lodging units.
- The maximum allowable building height for building 6 has been reduced from 72 feet to 56 feet.

Village Neighborhood

- Throughout the Village Neighborhood, maximum allowed heights of buildings would be reduced from 96 feet to a maximum of 84 feet with most buildings and building wings being substantially lower.
- The maximum allowable heights for buildings 13-A, 13-B, and 13-C would be reduced from 96 feet to 84 feet. The portion of building 13-C that is closest to Squaw Valley Road would be reduced to a maximum height of 56 feet to minimize visual impacts to scenic mountain views.
- The maximum allowable building height for building 15 has been reduced from 96 feet to 84 feet, and a portion of the southwest wing has been reduced to a maximum height of 66 feet to increase compatibility with the adjacent Olympic Village Inn property.
- Building separation ratios throughout the Village Neighborhood have been increased to a minimum 0.8 building separation ratio (eight feet of separation between buildings for every ten feet of adjacent building height) along all passageways, the major corridors throughout the Village, and a 0.6 along all paths, the minor corridors. This modification was made in accordance with Squaw Valley DRC recommendations in order to give a more open feel to the Village, increase sunlight reaching the ground, decrease shadows and shading, and to improve compatibility with existing development. This modification was made in accordance with Squaw Valley DRC recommendations in order to give a more open feel to the Village, increase sunlight reaching the ground, decrease shadows and shading, and to improve compatibility with existing development. This standard excludes the fractional cabins on Lots 16 and 18 due to their relatively low overall height.

East Parcel

- The Class I bike path originally located in the back of the employee housing structures and near Squaw Creek, has been moved to the front of the parcel along Squaw Valley Road. This would relocate the bike path from close proximity to the nearby residences due to concerns for privacy.
- The setback from the west property line to building 34, the shipping and receiving structure, has been increased from 75 feet to 100 feet, creating additional separation between the activities at shipping and receiving and nearby residences. Vehicular circulation at the shipping and receiving structure has also been improved, creating a drive-through passage to reduce noise impacts associated with vehicles otherwise needing to backup and triggering backup “beepers”.

- The structured parking facility located on Lot 39 would be taller as a result of the project modifications. To accommodate the changes to other building locations and configurations on the East Parcel, and to reduce effects to surrounding land uses, the footprint of the parking structure was reduced. However, to maintain the same parking capacity, the structure has been changed from having one parking level above the ground surface to having two parking levels above the ground. To minimize the height increase associated with adding an additional level, the ground level would be placed below the existing ground surface (i.e. the foundation would be excavated to below existing grade) so that the structure, including any top floor barricades and architectural features, does not extend beyond 35 feet above the ground surface.
- The setback of the structured parking has been increased from 25 feet from Squaw Valley Road to 35 feet. This would allow for the relocation of the Class I bike path to the space between the parking structure and Squaw Valley Road.
- The employee housing structures located on Lots 40-43 have been reconfigured on the parcel to move them further from nearby residences. An eight-foot-high privacy perimeter wall has also been added along the north side of the East Parcel to reduce noise and visual impacts to nearby residences and address potential trespass issues.
- Lots 44 and 45, originally proposed to be zoned as Entrance Commercial, have been rezoned as Village-Conservation Preservation, an open space designation.

Other Project Modifications

In addition to the design changes described above the following changes are also incorporated into the Project:

- In Specific Plan Section 3.4.3, "Public Services and Utilities," the description under Propane/Liquefied Natural Gas proposed to locate all of the new propane tanks that would be required for this Project on Lot 19, where propane tanks that serve the existing Village development are currently located. This was modified to split the location of the new propane tanks between two locations. The Project was modified such that approximately half of the new capacity would remain on Lot 19 at the west side of the Village, while the remainder of the new propane storage capacity was proposed to be located on Lot 28 thereby reducing the number of storage tanks and associated facilities on Lot 19. However, in response to concerns with this location raised by the Squaw Valley Fire Department Fire Chief Lot 28 is no longer proposed to include any propane storage facilities, and all propane storage facilities would be located on Lot 19, as analyzed in the Draft EIR. This modification to the Final EIR is reflected in the errata included as Attachment F to this report.
- The Five Lakes Connection, a trail proposed to connect the Western States Trail out of Squaw Valley to the Five Lakes Trail from Alpine Meadows Road, has been removed from the Comprehensive Park and Recreation Plan at the request of the U.S. Forest Service and is not considered a proposed new trail improvement.
- New information has been added to the Master Phasing Plan to describe enhanced crosswalk facilities that would be constructed on Squaw Valley Road outside of the Specific Plan area. Two crosswalks would be added to Squaw Valley Road: a west end

crosswalk and an east end crosswalk. Standard crosswalk striping and crosswalk signage will be installed at both locations. In addition, the crosswalks would include pedestrian activated warning beacons to warn approaching automobiles of pedestrians crossing and would further enhance non-auto circulation options in Olympic Valley. The beacons are solar powered and equipped with wi-fi technology so that no power or cabling is needed.

The Final EIR includes an analysis of these project modifications and has determined that none of these modifications would result in new impacts that were not previously analyzed nor would any of the project modifications result in a substantial increase in the severity of the project impacts described in the Draft EIR. Because the Final EIR did not result in the identification of any new significant environmental impacts or a substantial increase in the severity of an environmental impact, this Final EIR does not contain “significant new information,” and recirculation of the Draft EIR is not required.

Updated Water Supply Assessment and Groundwater Data

Several sections of the Draft EIR relied upon the WSA that was completed in July 2014. Sections of the biological resource impact analysis (Draft EIR Chapter 6), hydrology impact analysis (Draft EIR Chapter 13), and the water supply impact analysis (Draft EIR Chapter 14) relied on the results of the WSA. Extensive modeling based on years of groundwater data and calibrations was conducted by the SVPSD in preparing the WSA. Groundwater data spanned the period of May 1992 through December 2011. Although completed in 2014, data from the 2012 through 2014 period was not available at the time the analysis used to prepare the WSA was conducted.

Subsequent to release of the 2014 WSA and the Draft EIR, Olympic Valley groundwater data for the years 2012 through December 2014 became available. This timeframe covers a significant drought period. A number of comments on the Draft EIR focused on this period of drought, and raised the issue of whether the Olympic Valley Groundwater Basin had sufficient supply under these drought conditions to serve the Project and cumulative development over the 25 year project implementation period. This combination of factors resulted in an update to the 2014 WSA, which was completed and made publicly available in July 2015 (“2015 WSA Update”).

The 2015 WSA Update added the drought data from 2012 through December 2014 into the groundwater model and to add additional demand data including the potential for supplemental irrigation water to support Squaw Creek vegetation restoration. Demand data also assumed a slightly higher occupancy rate, resulting in slightly higher demand. The 2015 WSA Update concluded that the Olympic Valley Groundwater Basin met the criteria for sufficient supply under the project build-out plus 25 years of cumulative development scenario.

An analysis was prepared subsequent to the 2015 WSA to evaluate the effects of two well field scenarios: one that included six new municipal wells to serve the Project and cumulative

development, and one that included nine new municipal wells. The reasoning for this additional analysis, which is described in detail in the Master Response regarding water supply (see Section 3.1, Master Responses, of the Final EIR), was to evaluate if fewer pumping wells would exert a greater impact on the aquifer or result in different or more severe impacts than described in the Draft EIR. The added data and water demand scenarios were also used to support further detailed groundwater modelling to assess potential impact mechanisms such as whether any declines in groundwater elevations could adversely affect surface water conditions and vegetation in Squaw Creek.

Changes to Mitigation Measures

Several project Mitigation Measures contained in the Draft EIR were augmented to clarify text and to include additional information pertaining to minimum performance criteria. All modifications to Mitigation Measures are designed to improve or clarify minimum performance criteria and no changes were implemented that would reduce the efficacy of mitigations. For more detailed information, see Section 2.3.2 of the Final EIR (Revisions to Chapter 2, “Executive Summary”).

Changes to Significant and Unavoidable Environmental Impacts

The Draft EIR determined that the Project would result in significant and unavoidable impacts in resource areas pertaining to Cultural Resources, Visual Resources, Transportation and Circulation, Noise and Greenhouse Gases including cumulative impacts to some of these same resource areas. In total, the Draft EIR identified 23 significant and unavoidable impacts to these resource areas, including cumulative impacts.

Impact 9-3, Impacts to Caltrans Intersections

Due to a changed and improved condition since publication of the Draft EIR, the significance conclusion of Impact 9-3 pertaining to impacts to Caltrans intersections has been changed from significant and unavoidable to less than significant. Impact 9-3 had previously concluded that the existing plus project traffic would increase intersection delay and worsen Level of Service at one Caltrans intersection (SR 89 at Alpine Meadows Road) to LOS F during the winter Saturday a.m., winter Sunday p.m., and summer Friday p.m. peak hour analysis periods. However, since publication of the Draft EIR, the County and Caltrans completed construction of planned intersection improvements at SR 89 and Alpine Meadows Road including intersection signalization and replacement of the Alpine Meadows Road Bridge. Construction of these improvements has improved intersection operation and the intersection would operate at an acceptable LOS D or better during all analysis periods. Therefore this previously identified significant and unavoidable impact has been revised to less than significant in the Final EIR and no mitigation measures are required.

Impact 11-5, Reduce Roadway Noise Levels on Squaw Valley Road

Following publication of the Draft EIR, a new mitigation measure has been identified for Impact 11-5 pertaining to traffic noise impacts to existing residents located along Squaw Valley Road. The mitigation measure would require construction of an overlay of rubberized hot-mix asphalt (RHMA) on Squaw Valley Road beginning at the intersection of SR 89 and extending to the intersection of Squaw Valley Road and Christy Hill Road. The acoustic analysis determined that implementation of the rubberized asphalt overlay would reduce traffic noise along Squaw Valley Road by 4 to 6 decibels resulting in maximum projected increases from project generated traffic noise to less than 1 decibel, which is not perceptible to the human ear. Due to identification of this new and effective mitigation measure this previously identified significant and unavoidable impact has been revised to less than significant in the Final EIR.

Impact 18-32, Cumulative Long-Term Ambient Noise Levels

The Draft EIR determined that increases in ambient noise levels resulting from cumulative development in Olympic Valley and the surrounding region could result in additional traffic-related noise on surrounding roadways that would contribute to an already existing cumulative traffic-noise condition (i.e., existing traffic-noise levels exceed applicable noise standards throughout the Tahoe Basin). Thus, project-generated traffic under the cumulative condition would further increase traffic noise. In addition, because the Project would cause traffic-related noise increases on certain roadways during certain circumstances (i.e., Squaw Valley Road during certain peak days in the summer) to exceed applicable standards where they currently do not, the Project would contribute to the cumulative impact related to traffic-noise in the Olympic Valley (i.e., traffic noise levels on Squaw Valley Road could result in noise increases of up to 4.3 A-weighted decibels [dBA] as shown in Table 18-7). However, Mitigation Measure 11-5 would require the installation of a rubberized hot mix asphalt overlay (RHMA) on portions of Squaw Valley Road that would experience the greatest noise increases. Implementation of this mitigation measure would reduce traffic-related noise on Squaw Valley Road (the road experiencing the highest traffic-noise increase and thus responsible for the significant impact) by at least 4 dB. As such, Mitigation Measure 11-5 would reduce the project-generated traffic-noise level increase to below 1 db, a level that is imperceptible to the human ear. Traffic noise level increases on other affected roadways would range from 0.5 to 1.6 dB (Table 18-7). A 1-2 dB increase is generally not perceptible. Further, per Placer County Municipal Code, a 5 dB increase in noise would be considered substantial. Therefore, as project-generated traffic noise levels on Squaw Valley Road would be reduced to below 1 dB and all other affected roadways would not experience a traffic-noise increase of more than 2 dB, the Project would not contribute substantially to the existing cumulative traffic-noise levels. The project's traffic noise impact would be reduced to a less-than-significant level.

With regards to stationary noise increases, the proposed Project would result in land use development that typically includes stationary noise sources such as noise from HVAC units, electrical generators, parking lots, commercial loading docks, and outdoor recreational activities. However, these noise sources would be isolated to the project area and therefore would not combine with other stationary noise sources in the geographic scope of cumulative impacts. Impacts from stationary noise sources would be considered less than significant.

Due to the addition of Mitigation Measure 11-5 to implement RHMA, Impact 18-32 pertaining to cumulative long-term ambient noise levels is removed from the list of impacts determined to result in a cumulative significant impact because increases in existing plus project plus cumulative traffic noise would be less than significant.

Impact 16-2, Operational Greenhouse Gas Emissions

The Draft EIR determined that operation of the Project would result in exceedance of the Tier I mass emission threshold of 1,100 metric tons of CO₂e/year, but that the Project would achieve compliance with Tier II thresholds for GHG reductions established in the California Air Resources Board Scoping Plan within the 2020 timeframe. Therefore, the DEIR determined that the Project would be consistent with AB 32, also known as the California Global Warming Solutions Act of 2006 because, even though the Project would exceed the Tier I threshold, it would be relatively GHG efficient achieving a 25.3 percent reduction in GHG emissions when compared to the No Action Taken (NAT) scenario, whereas the Scoping Plan had determined that a project would need to demonstrate a minimum 21.7 percent reduction to achieve consistency with AB 32 GHG reduction targets of reducing GHG's to 1990 levels by 2020. Accordingly, the Project was determined to have no impact to operational GHG emissions in the 2020 timeframe.

Around the time that the Draft EIR was circulated for public review the California Supreme Court published its decision in *Center for Biological Diversity v. California Department of Fish and Wildlife (CBD v CDFW)*, which concluded, in part, that the Tier II threshold (21.7 percent below NAT) could continue to be used if a direct correlation could be made to demonstrate that project generated GHG reductions would result in successful implementation of the Scoping Plan. Currently there are no current mechanisms available to determine the level of GHG-efficiency needed on a single project in order to determine if it fits within the State's Scoping Plan targets. Because no direct connection has been established the impact analysis for the 2020 timeframe was modified to reflect this information. However, no changes were made to the Draft EIR finding that, overall, this impact would be potentially significant and unavoidable because the County cannot guarantee that project Mitigation Measures to reduce GHG emissions will be adequate to meet statewide requirements post 2020 because that regulatory structure is not yet in place.

Errata

Following circulation of the Final EIR minor revisions were made to further clarify the application of Mitigation Measure 6-1c, to clarify notes in Table 3-1 of the Final EIR, and to amend the Final EIR project description to remove the description of Lot 28 for propane storage and distribution, as shown in Attachment F to this report. These changes do not result in identification of any new significant impacts or substantial increase in the severity of any environmental impacts, nor do they result in any new mitigation measures that would have a potentially significant impact. Therefore, these minor revisions do not trigger the need to recirculate the EIR for further review and comment as provided for under CEQA Guidelines Section 15088.5.

Significant Unavoidable Impacts

Below is a summary of environmental impacts contained in the Final EIR that cannot be mitigated to a less-than-significant level, even with application of feasible mitigation:

Impact 7-1: Demolition of historically significant buildings (Chapter 7, Cultural Resources)

The Project would result in the demolition of two 1960's Olympics era buildings that are eligible for listing in the National Register of Historic Places and the California Register of Historic Resources; the Olympic Valley Lodge and Far East Center. Demolition of these historic resources would result in a significant impact because the historic resources would no longer exist.

Mitigation Measure 7-1a (Document historic buildings before removal) would require an architectural historian to assemble or prepare archival materials, including history, related literature, plans, drawings and photographs to document both buildings prior to their removal. In addition, Mitigation Measure 7-1b (Create an interpretive display or program) would require the project to create interpretive displays to document the history of each building (historic and current photographs, interpretive text, drawings, video, interactive media, and oral histories, etc.) to be developed in consultation with Placer County, local historical organizations, and those with an interest in the history of the 1960 Winter Olympics. However, even with implementation of these mitigation measures this impact would only be partially mitigated and therefore would remain significant and unavoidable because the buildings would be demolished and a limited resource would be lost.

Impact 8-1: Adverse effect on a scenic vista - construction and operations as experienced by long-term residents (Chapter 8, Visual Resources)

The major scenic attribute of the west end of Olympic Valley is the resort setting with the backdrop of mountain slopes and peaks. On-going construction activities, partially constructed buildings, and equipment would detract from the scenic vistas of the west end of the Valley. This would be a significant impact during construction.

The Project would add structures with mountain-village type architecture to an area that is largely paved and developed, and is adjacent to other resort buildings in the main Village area. The increase in number and size of structures would increase the visibility of the built environment and would obscure the lower slopes on the mountain. However, the mountain peaks surrounding the resort would remain the primary point of visual interest and would continue to dominate the west end of the Valley. The increased prominence of structures would be partially mitigated by the implementation of the VSVSP design guidelines, which would result in a unified architectural style and landscaping that would screen the lower portions of the new structures. Therefore, the Project would not substantially detract from or degrade scenic vistas as experienced by Resort guests and occasional visitors to the Valley, who would experience pleasing views of a built environment in a scenic setting. However, long-term residents have experienced a more gradual change in visual conditions, from more natural conditions to more built up, with modifications such as the Resort at Squaw Creek and the IntraWest development altering the viewshed. Below are sample photographic simulation from the DEIR to illustrate the long-term changes that would occur at project build out.



DEIR Exhibit 8-12: Springtime Mid-Morning View of Main Village looking south from Squaw Valley Road



DEIR Exhibit 8-13: Winter Mid-Morning View of Main Village looking west from Golf Course

Mitigation Measure 8-1 (Install screening to reduce the visual effects of construction) would require implementation of opaque or semi-opaque mesh screening to reduce the visual effects of construction on adjacent residential and resort areas. It would also require implementation of a screening plan for construction equipment, staging areas, and materials storage areas in order to reduce the short-term visual impacts associated with project construction. While the Project would be constructed in an area that is currently disturbed and would employ design guidelines that would result in a unified design consistent with a mountain setting for a resort project and the overall appearance would be an attractive built environment, it would result in some partially blocked views that would detract from scenic vistas. No mitigation is available to reduce this impact to less than significant and therefore it would remain significant and unavoidable.

Impact 8-2: Substantially degrade the existing visual character or quality of the site and its surroundings (Chapter 8, Visual Resources)

Construction activity including ground disturbance, construction material staging areas, partially constructed buildings, and construction equipment would alter the existing visual character of portions of the resort base area and East Parcel during active construction periods. Construction would also lower the visual quality of views of the site and surrounding area. This

impact would be significant for both the main Village and the East Parcel during project construction due to the period of time over which construction would occur, which would be a 25-year period that would include periods of construction followed by periods where little or no construction would occur.

The visual character of the Project site is generally defined by existing resort development, paved parking lots, and smaller ancillary structures. The Project would increase the number and size of structures in the main Village and the built environment would become a more dominant aspect of the visual character of the site. Without design review and adherence to guidelines, additional development in the main Village could result in incongruous development with the potential to degrade the visual character of the project site or its surroundings. This impact would be significant for both the main Village and the East Parcel during project operation.

To reduce these impacts, the Project would implement Mitigation Measure 8-2a (implement Mitigation Measure 8-1) to install temporary screening to reduce the visual effects during construction, and Mitigation Measure 8-2b to comply with the VSVSP Design Guidelines and obtain Design Review approval. Implementation of Mitigation Measure 8-2a would reduce the impacts of construction on visual resources, but not to a less-than-significant level. Therefore, this impact would remain significant and unavoidable during construction, but would be less than significant during project operation because a unified architectural design theme would be implemented that would integrate with other existing resort development.

Impact 8-3: Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a scenic highway (Chapter 8, Visual Resources)

Squaw Valley Road is designated as a Placer County scenic route and is considered a scenic highway. Construction activity and equipment would detract from foreground views from Squaw Valley Road of the scenic vistas. These changes would result in a substantial adverse effect on the scenic vistas from Squaw Valley Road during construction and would be significant for the main Village area during project buildout. The visual character of the East Parcel, which includes a reclaimed gravel quarry in the location where most of the improvements would be constructed, is modified from natural conditions and construction activity on the East Parcel would not alter important scenic resources visible from Squaw Valley Road. Therefore, this impact would be less than significant for the East Parcel during construction.

To reduce these impacts the Project would implement Mitigation Measure 8-3 (implement Mitigation Measures 8-1 and 8-2b), to require the installation of screening to reduce the visual effects of project construction and adherence to the VSVSP Design Guidelines, which would ensure that the Project is developed with a unified architectural theme. Implementation of Mitigation Measure 8-3 would reduce the impact to visual resources as viewed from Squaw

Valley Road due to construction, but not to a less-than-significant level because construction processes are inherently inconsistent with a natural, scenic environment. Therefore, this impact would remain significant and unavoidable during construction of the main Village. However, with implementation of architectural and landscape design guidelines that result in unified architectural style, and landscape screening of the new structures, this impact would be less than significant during project operation.

Impact 8-5: Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area (Chapter 8, Visual Resources)

The addition of construction lighting would detract from views of the night sky and surrounding resort area for residents and visitors. Residents do not have open views of the project site for the most part because their views are typically screened or blocked by vegetation. However, night lighting is more visible and would detract from nighttime views. This impact would be potentially significant for both the main Village area and the East Parcel.

Permanent lighting to serve the Project would create a new source of substantial nighttime lighting in the area and would potentially increase skyglow conditions in the area. This impact would be potentially significant for both the main Village area and the East Parcel. To reduce these impacts, the Project would implement Mitigation Measures 8-5a through 8-5c to install landscaping on the north and west sides of the East Parcel to screen night lighting for adjacent residential areas; implement Mitigation Measure 8-2b to comply with the VSVSP Design Guidelines Master Lighting Plan to ensure that the effects of night lighting on the project area would be minimized and would not spill offsite; and, to design parking structures to ensure that they are designed to avoid direct illumination of adjacent buildings from headlights.

Implementation of Mitigation Measure 8-5a would reduce the effects of night lighting from the East Parcel on adjacent residential areas by screening with vegetation. With this mitigation measure, lighting or glare generated by the Project would have a less-than-significant impact on the day and nighttime views of the East Parcel. However, there are no mitigation measures available that would reduce the effects of night lighting on residential areas in the vicinity of the main Village area to a less-than-significant level. Therefore, this impact would remain significant and unavoidable for the main Village area.

Impact 9-2: Impacts to Placer County intersections (Chapter 9, Transportation and Circulation)

The Project would worsen operations to unacceptable levels or exacerbate already unacceptable operations at the Squaw Valley Road/Village East Road, Squaw Valley Road/Far East Road/Christy Hill Road, Squaw Valley Road/Wayne Road, and Squaw Valley Road/Squaw Creek Road intersections during one or more analysis peak hours. However, implementation of Mitigation Measures 9-2a through 9-2d, which require implementation of a series of traffic

management programs during peak resort operations, would reduce impacts to these intersections to a less than significant level *with the exception of the Squaw Valley Road/Village East Road intersection.*

Even with the application of Mitigation Measures 9-2a through 9-2d, the Squaw Valley Road/Village East Road intersection would continue to experience increased delays that would exceed acceptable service levels during some peak usage periods. Placer County General Plan Policy 3.A.7 allows for temporary slippage in Level of Service upon determining that all feasible mitigation has been explored and that there are other benefits to outweigh the impact of the temporary slippage in Level of Service. The Project proposes adoption of Specific Plan Policy CP-1, which would allow for an LOS F standard for the Squaw Valley Road/Village East Road intersection during peak ski/occupancy days and would therefore make peak hour, peak day traffic conditions at the Squaw Valley Road/Village East Road intersection acceptable. However, this impact would be significant and unavoidable for the Squaw Valley Road/Village East Road intersection until/unless Policy CP-1 of the specific plan is adopted.

Impact 9-4: Impacts caused by vehicular queuing at Caltrans intersections (Chapter 9, Transportation and Circulation)

The Project would cause an adverse vehicular queuing condition at the SR 89/Squaw Valley Road intersection during the winter Saturday a.m. peak hour that would not meet applicable design standards, which would result in a significant impact. The northbound left-turn lane from SR 89 to westbound Squaw Valley Road would need to provide 525 feet of vehicle storage and 235 feet of deceleration for a combined length turn lane and taper of 760 feet. Because the existing turn lane and taper is 565 feet, the applicable design standard would not be met. Therefore, this would be a significant impact for the northbound left-turn lane.

To reduce project impacts to Caltrans facilities, the Project would implement Mitigation Measure 9-4 to lengthen the northbound left-turn lane of SR 89 and to modify the traffic signal timing at the SR 89/Squaw Valley Road intersection from 45 seconds to 55 seconds. The design standard for the northbound left turn lane would be met by lengthening the turn lane to from 565 feet to 610 feet.

The concept of using signal timing adjustments as a mitigation strategy was discussed with Caltrans Traffic Operations staff who indicated they support the idea of modifying traffic signal timings in response to changes in travel demand. It is possible that lengthening the turn pocket by 50 feet may be infeasible due to environmental constraints And Placer County cannot guarantee that these improvements would be implemented in a reasonable period since they are subject to approval from Caltrans. For these reasons, even with implementation of Mitigation Measure 9-4, this impact is considered significant and unavoidable because the timing and

feasibility of this mitigation is not certain. Notably, if the mitigation is able to be implemented *then the impact would be reduced to less than significant.*

Impact 9-5: Impacts to Caltrans highways (Chapter 9, Transportation and Circulation)

The Project would add 161 vehicles in the critical northbound direction of SR 89 between West River Street and Deerfield Drive in Truckee during the summer Friday p.m. peak hour, which currently operates at an unacceptable LOS E. The Project would cause the volume to capacity (v/c) ratio to increase by 0.11. Because this increase is greater than the 0.05 v/c ratio increase threshold, this degradation would be significant.

The Project would add 160 vehicles (both directions combined) during the summer Friday p.m. peak hour to the segment of SR 28 east of SR 89 in Tahoe City, which currently operates at an unacceptable LOS E. The Project would cause the v/c ratio to increase by 0.09. Because this increase is greater than the 0.05 v/c ratio increase threshold, this degradation would be significant.

To reduce project impacts to Caltrans facilities, the Project would implement Mitigation Measure 9-5 to improve operations on select segments of SR 89 and SR 28. The State Route 89 Transportation Corridor Concept Report (Caltrans 2012b) identifies the segment of SR 89 between Deerfield Drive and West River Street in Truckee as a concept four-lane conventional highway. The document lists a conceptual widening from two to four lanes. However, such a widening project is not currently included in any adopted planning documents or fee programs. No capacity-increasing improvements are proposed for the segment of SR 28 east of SR 89 according to the State Route 28 Transportation Corridor Concept Report (Caltrans 2012c). Because there are no available mechanisms to provide an acceptable LOS on the SR 28 and SR 89 segments in question, this impact would be significant and unavoidable.

Impact 11-1: Construction noise impacts (Chapter 11, Noise)

The Specific Plan would be developed over an estimated 25-year build out period. It is anticipated that during the single most active possible construction year, up to 20 percent of the total Specific Plan construction could occur.

To reduce project impacts the Project would implement Mitigation Measures 11-1a and 11b to implement construction-noise reduction measures, such as locating construction equipment and equipment staging areas as far as possible from nearby noise-sensitive land uses; requiring that all construction equipment be equipped with noise-reduction intake and exhaust mufflers and engine shrouds; requiring that all construction equipment with back-up alarms be equipped with either audible self-adjusting backup alarms or alarms that only sound when an object is detected; use of temporary noise curtains or sound walls, or soil piles shall be located between

noise sources and the receptor to shield sensitive receptors from construction noise. For all construction periods where compliance with the 6:00 a.m. and 8:00 p.m., Monday through Friday, and 8:00 a.m. and 8:00 p.m. Saturday and Sunday construction periods is not possible, the Project would comply with Section 9.36.080 of the Placer County Code, to obtain an exception to the Noise Ordinance in order to permit nighttime construction. It is anticipated that grant of any such exception would be extremely rare and reserved only for those construction activities that absolutely necessitate such an exception; for instance a large continuous concrete pour required to be completed as a single effort.

Although implementation of Mitigation Measures 11-1a and 11-1b would provide substantial reductions in day and nighttime construction noise levels, reductions of up to 34 dB would be required during some of the more intensive night time construction activities to comply with Placer County's nighttime standard of 45 dB. Reductions of this magnitude are not expected to be achieved under all circumstances with implementation of Mitigation Measures 11-1a and 11-1b. Therefore, this impact would remain significant and unavoidable.

Impact 16-2: Operational greenhouse gas emissions (Chapter 16, Greenhouse Gases and Climate Change)

Operational GHG emissions of the Project would be substantial and may be less efficient than needed to achieve GHG reduction targets. Therefore, operation of the Specific Plan has the potential to result in a substantial contribution to GHG emissions.

While project design and Specific Plan policies would require implementation of programs, construction methods and improvements to operational efficiencies as the Project is built out and operated in order to reduce potential GHG emissions from the Project, achievement of unknown future GHG efficiency standards is largely dependent on regulatory controls applied to all sectors of the California economy. Thus, the ability of this Project to achieve any goals beyond 2020, the horizon for complete implementation of AB 32 also known as the California Global Warming Solutions Act of 2006, is partially out of the control of the Project because a specific goal has not been established beyond the 2020 timeframe.

Implementation of Mitigation Measure 10-2, which requires construction and operation of land uses and facilities developed under the Specific Plan to not generate emission of ozone precursors that exceed the Placer County Air Pollution Control District mass emission thresholds would likely have the co-benefit of also reducing project-related GHG emissions. Also, the Specific Plan contains numerous policies that would result in additional GHG reductions including a requirement that a minimum of 25 percent of new shuttle services within the Olympic Valley would use alternative fuels (Policy CP-5), that individual buildings would be designed to a level equivalent to at least the Silver rating of the U.S. Green Building Council's

Leadership in Energy & Environmental Design (LEED) certification program, and other actions are taken to reduce GHG emissions pertaining to use of Energy Star rated building materials, fixtures and appliances. Implementation of specific plan policies and Mitigation Measure 10-2 would result in additional GHG efficiency beyond what was modelled for this Project. However, at this time it cannot be determined if the Project would meet future thresholds that have not been established. Because the Project would generate substantial GHG emissions, and because it is not known if the Project would be consistent with future GHG reduction targets, the impact is potentially significant.

In addition to the above described programs, policies and mitigation the Project would implement Mitigation Measure 16-2 to require implementation of an ongoing operational greenhouse gas review and reduction program. The program would require that any projects processed by the County would be required to reduce, to the extent needed and feasible, GHG emissions such that the Project operates within the statewide targets established at the time the Project is submitted for approval. Because it is not known whether the proposed Project would achieve threshold targets identified for the years after 2020, it would be speculative to determine that GHG impacts, if they were to occur, would be feasibly mitigated to adopted GHG target levels beyond 2020. For this reason, and because the Project would emit a substantial level of GHG emissions, this impact is significant and unavoidable.

Chapter 18 – Cumulative Impacts

The Cumulative Impacts analysis describes whether the incremental effects of the Project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects. After implementation of the recommended mitigation measures for the Project, most of the impacts associated with development and operation of the Project would be reduced to a less-than-significant level, including in the cumulative setting. However, even with the implementation of feasible mitigation measures some impacts would be cumulatively considerable. Because no additional feasible mitigation measures beyond those described for the Project exist that would reduce these impacts to a less than significant level, these cumulative impacts would be potentially significant and unavoidable.

- Impact 18-12: Cumulative effect on historical resources. Because the Project would contribute to the cumulative loss of historical resources, this impact would be cumulatively considerable.
- Impact 18-14: Substantial adverse cumulative effect on a scenic vista (corollary to Impact 8-1). This Project would contribute to cumulative effects on a scenic vista that would be altered by increased development that would occur over the same period as the Project and in the same vicinity. Therefore this impact would be cumulatively considerable.

- Impact 18-15: Substantial contribution to the cumulative degradation of the existing visual character or quality of the site and its surroundings (corollary to Impact 8-2). This Project would contribute to cumulative degradation of the existing visual character and quality of the site and its surroundings resulting from increased development that would occur over the same period as the Project and in the same vicinity. Therefore this impact would be cumulatively considerable.
- Impact 18-16: Substantial cumulative contribution to damage to scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a scenic highway (corollary to Impact 8-3). This Project would contribute to cumulative damage to scenic resources, including historic buildings, within a scenic highway resulting from increased development that would occur over the same period as the Project and in the same vicinity. Therefore this impact would be cumulatively considerable.
- Impact 18-18: Contribute to cumulative light and glare or skyglow effects in the region (corollary to Impact 8-5). This Project would contribute to cumulative light and glare effects, including from night time lighting, resulting from increased development that would occur over the same period as the Project and in the same vicinity or region. Therefore this impact would be cumulatively considerable.
- Impact 18-21: Cumulative impacts to Caltrans intersections (corollary to Impact 9-3). When combined with the effects of other future projects, the Project would result in significant degradation to operations at the following intersections along SR 89, which are under the jurisdiction of Caltrans:
 - SR 89/I-80 WB Ramps – operations would worsen from LOS D to E during the summer Friday p.m. peak hour.
 - SR 89/I-80 EB Ramps – LOS F operations exacerbated (16 seconds increase in delay) during the winter Sunday p.m. peak hour.
 - SR 89/Donner Pass Road – LOS E operations exacerbated (4 seconds increase in delay) during the summer Friday p.m. peak hour.
 There are no known plans to improve the I-80/SR 89 interchange nor existing funding mechanisms to which the Project could contribute. Therefore this impact would be cumulatively considerable.
- Impact 18-22: Cumulative impacts caused by vehicular queuing at Caltrans intersections (corollary to Impact 9-4). *Mitigation Measure 18-22, lengthen northbound SR 89 left-turn lane and modify the traffic signal timing at the SR 89/Squaw Valley Road intersection, would reduce this impact to less than significant. However, because it is not certain that Caltrans would agree to implementation of these improvements to the state highway system this impact was determined to be significant and unavoidable.*
- Impact 18-23: Cumulative impacts to Caltrans highways SR 28 and SR 89 (corollary to Impact 9-5). When combined with the effects of other future projects, the Project would

result in significant degradation to operations at the following segments along SR 89, which are under the jurisdiction of Caltrans:

- SR 89 between Deerfield Drive and West River Street – operations would worsen as follows:
 - winter Sunday p.m. peak hour: LOS E to F operations (0.07 v/c ratio increase).
 - summer Friday p.m. peak hour: LOS E operations exacerbated (0.10 v/c ratio increase).
- SR 89 between West River Street and Squaw Valley Road – operations would worsen as follows:
 - winter Sunday p.m. peak hour: LOS F operations exacerbated (0.07 v/c ratio increase).
- SR 28 east of SR 89 – operations would worsen as follows:
 - summer Friday p.m. peak hour: LOS E to F operations exacerbated (0.09 v/c ratio increase).

For each of the above segments, the Project would either worsen projected operations to an unacceptable level, or increase the volume to capacity ratio by 0.05 or more at a facility projected to operate unacceptably. There are no known plans to improve these Caltrans roadway segments nor existing funding mechanisms to which the Project could contribute. Therefore this impact would be cumulatively considerable.

- Impact 18-31: Cumulative short-term construction-generated noise (corollary to Impact 11-1). This Project would contribute to cumulative effects of construction noise occurring from development activities that would occur over the same period as the project and in the same vicinity. Therefore this impact would be cumulatively considerable.
- Impact 18-43: Cumulative greenhouse gas emissions (corollary to Impact 16-2). This Project would contribute to cumulative effects of increased greenhouse gas emissions occurring from development activities that would occur over the same period as the Project. This impact is inherently cumulative in nature because the effects of increased GHG emissions are global in nature. Therefore this impact would be cumulatively considerable.

CEQA ALTERNATIVES:

This section presents a summary of the alternatives considered for the proposed Project and their ability to achieve or partially achieve the fundamental project objectives. In determining what alternatives should be considered in the EIR, it is important to consider the objectives of the Project, the project's significant effects, unique project considerations, and the feasibility of proposed alternatives. The alternatives evaluated for this project include the following, which are described below:

- No Project - No Development Alternative;
- No Project - SVGPLUO Development Alternative;
- Reduced Density Alternative;

- Widened Squaw Valley Road Alternative;
- Preservation of Historical and Wetlands Resources Alternative; and
- Alternative Water Tank Location

No Project – No Development Alternative

CEQA requires evaluation of the comparative impacts of the “No Project” alternative. Because the existing SVGPLUO land use designations allow for and encourage additional resort development within and adjacent to the project area and due to the large interest in continued development of Squaw Valley, future development interest in the project site is likely. The regional economic base will continue to expand as a result of this and other development projects in the region, and the associated growth in resort and lodging demand will increase the development pressure on the project site. For these reasons, it is not unlikely that the site would remain in its current condition on a long-term basis.

Consistent with CEQA, the No Project - No Development Alternative was nevertheless evaluated in the DEIR. The No Project - No Development Alternative would not result in any of the impacts that would occur if the project were constructed and operated because, under this scenario, the Project would not be built. Overall, this alternative would not result in any of the project impacts and the beneficial impacts of stream restoration would not occur. The No Project - No Development Alternative would not meet any of the project objectives. This alternative also would not be consistent with the goals and objectives of the SVGPLUO or the *Placer County General Plan*, which calls for resort development at the project site and restoration of streams and waterways that have been adversely altered by past development activities.

No Project - SVGPLUO Development Alternative

This alternative represents another version of the CEQA No Project Alternative. It evaluates what would happen with the project site if the Specific Plan were not approved and the project site was instead built out under the current Squaw Valley General Plan and Land Use Ordinance (SVGPLUO). This alternative assumes development would occur at similar densities as historically developed on similarly zoned properties in the project vicinity. The total projected level of development for this alternative mirrors the previous 25 years in terms of site utilization and therefore assumes demand and absorption of new development would continue at the historic pace in Olympic Valley. This alternative would be slightly more than 50 percent smaller than the proposed Project when comparing bedroom counts and commercial square footage.

Development under this alternative is assumed to occur somewhat disjointedly, similar to past development that has occurred, rather than as a master planned development. Developed projects would be adjacent to one another, but not integrated, reducing the potential for creation of a compact, walkable development. As a result, view corridors may not be preserved and there would be fewer coordinated facilities. This alternative would not include many of the components of the proposed Project because smaller developments would not be able to fund as many public

serving improvements such as the open space network, and fewer public recreational amenities would be provided because fewer amenities would be needed to meet County standards and would not be master planned. Some restoration of Squaw Creek would be required by individual projects that would have frontage on the Trapezoidal Channel. However, with potentially multiple project applicants implementing restoration independently, creek restoration would be more modest and less cohesive than under the proposed Project. The East Parcel would not be developed with active resort uses or employee housing, but rather would likely be developed for overflow/intercept surface parking and off-site snow storage.

This alternative would result in fewer impacts than the Project, though many impacts would be similar to the Project. Significant and unavoidable impacts to cultural resources, visual resources, transportation and traffic, and noise would remain significant and unavoidable under this alternative, though the impacts would be less than with the Project.

Reduced Density Alternative

Under the Reduced Density Alternative the overall size of the project would be reduced by approximately 50 percent. The purpose of this reduction would be to avoid or substantially reduce the significant impacts of the Project to cultural resources, visual resources, transportation and circulation, noise, and greenhouse gases emissions. This alternative differs from the No Project-SVGPLUO Alternative, which also would reduce project development by 50 percent, in that this alternative would be developed as a master planned specific plan and therefore would be unified and compact. The master planned development would include similar development standards and design guidelines as the Project. Buildings would be sited and sized to minimize viewshed blockage. The Mountain Adventure Camp would be constructed, but at approximately 50 percent the size of the Project. Fewer recreational amenities would be provided under this alternative as compared to the Project because fewer recreational improvements would be required to meet County standards.

Restoration of Squaw Creek would be more modest than under the proposed Project. Similar to the Project, the East Parcel would be developed with employee housing, parking, and shipping and receiving. Under this alternative, capacity to house 177 employees would be included on the East Parcel to serve 50 percent of the estimated 354 full-time equivalent employees (FTE's) generated by this alternative. This alternative would be constructed over a roughly 15-year timeframe, or slightly more than half as long as the 25-year buildout associated with the Project.

This alternative would lessen most all of the project impacts because the reduced scale of the Project would result in a corresponding decrease to project impacts. Significant and unavoidable impacts to cultural resources and scenic vistas would be reduced to a potentially less than significant level through application of many of the same mitigation measures as the Project. Significant and unavoidable impacts to transportation and traffic and noise would still occur under this alternative, though the impacts would be less than with the Project. This alternative would generate fewer emissions than the Project, but it is not known if this alternative would eliminate

a significant and unavoidable GHG impact. Overall, this alternative would avoid and substantially lessen the project's significant and unavoidable impacts, but not all impacts would be reduced or mitigated to less than significant.

Widened Squaw Valley Road Alternative

This alternative would be the same as the proposed Project except that Squaw Valley Road would be widened from two to four lanes to accommodate the increased traffic that would be generated by the Project. This alternative would include the development of a 70- to 80-foot-wide corridor, which would include lanes, shoulders, and curb and gutters where needed, along Squaw Valley Road.

This alternative would result in significantly greater impacts in the areas of Land Use and Forest Resources, Population, Employment and Housing, Biological Resources, Cultural Resources and Noise, though impacts to Visual Resources, Air Quality, Soils, Geology and Seismicity, Hydrology and Water Quality, and Greenhouse Gases and Climate Change would be somewhat greater in magnitude. While this would reduce the project's significant and unavoidable traffic impacts, it would exacerbate impacts in other resource areas.

Preservation of Historical and Wetland Resources Alternative

This alternative would preserve the Olympic Village Lodge (formerly Athlete's Center) and the Far East Center (formerly Nevada Spectator's Center), both of which are potentially significant historical buildings that would be demolished under the proposed Project. Additionally, this alternative would preserve existing wetlands on the east side of the plan area. Under this alternative, buildings on Lot 9 and Lot 15 would not be built which would reduce the project size by 146 units. The Mountain Adventure Camp would be built, but the expanded 20,000-square-foot Squaw Kids Ski School would not be built and the school would remain in its current location to the east of the Red Dog Lift. Under this alternative, the East Parcel would contain the same facilities as described for the proposed Project.

This alternative would lessen most of the project impacts as the reduced scale of the Project would result in a corresponding decrease to project impacts and would avoid significant unavoidable impacts to Cultural Resources. Impacts to Biological Resources and to Hydrology and Water Quality would be reduced because fewer wetlands resources would be impacted and less soil would be disturbed. Benefits resulting from restoration of the Olympic Channel would occur, but would be less than under the proposed Project because the restoration effort would be more modest in order to preserve existing wetlands.

Alternative Water Tank Location

This alternative would be the same as the proposed Project except that the water tank would be located to the south of the project site on lands owned by Squaw Valley Resort, LLC. The alternative water tank location would be within an existing treed area between two existing ski slopes; Red Dog and Far East Express. The tank would be painted to match its surroundings. It

would have the same capacity as the proposed tank, 0.7 million gallons, and would be 65 feet in diameter and 25-30 feet tall.

This alternative would have similar impacts as the Project, though several impact areas including, but not limited to, Land Use and Forest Resources, Biological Resources and Visual Resources could be slightly greater under this alternative due to the increased level of disturbance associated with the alternative water tank location.

Environmentally Superior Alternative

All alternatives were evaluated with respect to their ability to avoid or substantially lessen the significant environmental effects of the proposed Project. CEQA Guidelines Section 15126.6(e)(2) indicates that an environmentally superior alternative shall be identified in an EIR and that if the environmentally superior alternative is the No Project Alternative, then the EIR shall also identify an environmentally superior alternative from among the other alternatives.

Based on the analysis contained in the DEIR, the environmentally superior alternative to the proposed Project is the No Project – No Development Alternative, which assumes that no development would occur within the project area and consequently none of the project impacts would occur. Because no development would occur, the stream would not be restored and the beneficial impacts from stream restoration would not occur. After the No Project – No Development Alternative, the Reduced Density Alternative would be the environmentally superior alternative, which assumes that approximately half as much development would occur in comparison to the Project and that development would be master planned in the same fashion as the Project (i.e. through implementation of a Specific Plan). Under this alternative, significant impacts to housing, biological resources, cultural resources, visual resources, traffic, air quality (operations), noise, and greenhouse gases would be reduced or avoided when compared to the Project. This alternative would meet some of the project objectives, but not to the same extent as the Project.

DEVELOPMENT AGREEMENT:

Development Agreements are authorized by California Government Code Section 65864 et seq., Placer County Code Section 15.20 and Section 17.58.210 of the Placer County Zoning Ordinance. A Development Agreement sets forth specific obligations relating to: infrastructure construction, financing, and timing; financial contributions for infrastructure maintenance and public services; and other obligations that may be imposed by the County as conditions of approval. A Development Agreement also provides the property owner with certain vested development rights. Development Agreements are recorded documents that obligate future property owners to the terms of the agreement.

The Development Agreement addresses issues relating to the development of the project area, the obligations of the property owners and the County (i.e., dedications, improvements, financing), as well as the general provisions of the Agreements (i.e., term, annual review, default). A draft Development Agreement has been prepared for this Project. The following provides an overview of key terms and includes a discussion regarding public benefits proposed that are in excess of conditions of approval or mitigation measures that warrant consideration of the Development Agreement and vesting of development rights for the term of the Agreement.

Term and Term Extensions (Section 1.3.1 and 1.3.3)

Term and Term Extensions proposed in the Development Agreement are consistent with prior Board approvals on recent specific plan amendments for Placer Vineyards and Bickford Ranch. The initial term is for twenty (20) years, with options for two, five year extensions.

Development Impact Fees, New Development Impact Fees, and Mitigation Monitoring and Reporting Fees (Section 2.5.2, 2.5.3, and 2.5.6)

The County shall have the right to impose certain fees on the development which includes:

- Countywide Traffic Impact Fees - Tahoe Region
- Countywide Capital Facilities Impact Fee
- New Development Impact fees that may be adopted later on a county-wide basis or within the Lake Tahoe Area
- Mitigation fees as may be required in the mitigation and monitoring reporting program.

Parks and Recreation Improvements (Section 3.3)

The Project would construct public park and recreation facilities including, but not limited to, new Class I trails, a linear interpretive park along Squaw Creek, on-mountain improvements to hiking trails including new trailhead staging areas with public parking, flush restrooms and trailhead signage, and flush restrooms and sewer connection at Squaw Valley Community Park. The value of these improvements would be approximately \$3.6 million dollars. In addition to the public recreation facilities that the Project will construct and dedicate for public use, the Project will contribute an additional \$2.7 million, or \$3,176 per unit, to the County Park and Recreation Fund. These funds would be collected with all lodging and hotel units, in effect providing the same level of park and recreation improvements and funding for a commercial lodging project as would be required of a multi-family residential project. Park and recreation fees collected for this Project would be used to construct capital park and recreation facilities within park dedication fee area #2, which includes the communities of Olympic Valley and Alpine Meadows as well as residences along the Truckee River corridor extending from Town of Truckee city limit to the north and Tahoe City to the south. Construction and dedication of these new and enhanced public recreation facilities and supplemental capital funding contributions to the County Park and Recreation Fund would provide substantial public benefits.

State Route 89/Squaw Valley Road (Section 3.4)

The northbound left – turn lane from State Route 89 onto Squaw Valley Road shall be lengthened by 350 feet and the traffic signal timing shall be modified to provide for adequate deceleration and traffic storage. Developer shall fund the design for County and Caltrans review and approval and construct left turn lane improvements at its sole cost and expense. Designs shall be submitted prior to the recordation of the first small lot final map or any subsequent large lot final map or issuance of a building permit for non-residential use, whichever occurs first. Construction shall be completed prior to the occupancy of the first building of the first small lot final map. The timing for these improvements may be modified by the Public Works and Facilities Director.

Transit (Section 3.7)

Several sections in the Development Agreement focus on transit obligations including:

- Regional Transit Contributions (Section 3.7.1): This contribution is above and beyond requirements contained in the conditions of approval and mitigation monitoring and reporting program and is considered a public benefit. Beginning in 2016 the Project would contribute a lump sum annual fee of \$97,500. Over the 30-year term of the Development Agreement, including extensions, the Project would contribute over \$2.9 million to the Placer County Transit Fund to support the Tahoe Truckee Area Regional Transit Systems Plan recently adopted by the Placer County Board of Supervisors on April 19, 2016. These fees would be in addition to the TART transit fees that would be assessed through project annexation into a CSA or CFD and are also in addition to the Project requirement to construct a transit center within the Specific Plan area and requirements to expand Resort operated shuttle services within Olympic Valley.
- Regional Capital Contribution (Section 3.7.2): Developer shall provide the County a onetime lump sum payment in the amount of \$85,000 payable no later than prior to approval of the first small lot tentative subdivision map or any subsequent large lot final map or construction of a hotel / condo complex or any of the commercial facilities, whichever is first, to support increased capital expenses related to regional transit initiatives. This is a considered a public benefit not otherwise required in conditions of approval or within the mitigation monitoring and reporting program.
- TART Fares (Section 3.7.3): Developer shall contribute annually no less than \$75,000 to ensure provision of free TART fares for Specific Plan employees. This obligation shall commence in the 2016-2017 Winter Ski Season and continue for each subsequent year.

Regional Initiative Fund (Section 3.8)

Through the development agreement the VSVSP would commit to fund \$800,000 for projects within the Olympic Valley area that would improve the environment and/or public safety. These funds would enable Placer County to fund improvements to qualifying environmental

enhancement projects, public safety improvements and open space / trail initiatives benefitting Olympic Valley and nearby communities. These additional funding contributions would result in a substantial public benefit. No specific improvements have been identified and prior to commitment of funding, the County will conduct separate environmental review.

Squaw Creek Restoration (Section 3.9)

Policies of the Placer County General Plan require restoration of altered and impaired waterways that cross through project sites as a condition of project development. The Squaw Valley General Plan specifically requires restoration of the Trapezoidal Channel of Squaw Creek, which was channelized by the Army Corps of Engineers in preparation for the 1960 Winter Olympic Games. Subsequent to this alteration, stream habitat and stream water quality has been severely degraded due to the turbidity and velocity of waters flowing through this channelized section of stream, leading to significant erosional problems within the channel, and sedimentation and erosion problems downstream.

The Project would construct substantial improvements to this EPA listed “impaired waterway” by widening the Trapezoidal Channel to improve stream meanders, to construct velocity control structures to dissipate stream energy, remove harmful in-stream grade control features, and to implement stream habitat vegetative restoration within the channel. Downstream of the Trapezoidal Channel, new stream meanders would be created to further slow stream velocities and to allow for natural stream hydrologic processes including sediment transport and deposition. Off-channel wetlands would also be created to improve floodplain functions during periods of high stream flows, which may have the co-benefit of improving aquifer recharge. In addition, the Project would restore the Olympic Channel of Squaw Creek, an historic intermittent drainage channel that traversed the bottom of the ski hill at the resort base and was placed in an underground culvert several decades ago. The Olympic Channel is not required to be restored to comply general plan or community plan policies, but through study of the degraded stream conditions and development of the stream restoration plan was determined to substantially contribute to a comprehensive stream restoration program. Restoration of this historic stream channel would include creation of new wetlands and wetlands habitat areas to trap fine volcanic sediments that are carried to the creek by mountain runoff and are a substantial contributor to the impaired stream water quality.

In summation, this stream restoration proposal is substantially beyond the broadly defined scope of restoration activities listed in the Placer County General Plan or the Squaw Valley General Plan and would result in substantial public benefit. In addition, Placer County is working with property owners and stakeholders to restore downstream portions of Squaw Creek located on non-project properties that, without prior or concurrent restoration of the Trapezoidal Channel and the added benefits of restoration of the Olympic Channel, would be substantially less successful because restoration of these two stream reaches are critical to the successful restoration of downstream sections of the stream. These stream restoration activities would

result in substantial public benefits that are not likely to occur in absence of the Project. Due to the substantial scope and cost of the stream restoration program and because a substantial amount of existing surface parking area and snow storage would have to be relocated and reconstructed to enable construction of this stream restoration program, no financial incentive would exist to bear these costs without the Project.

Employee Housing (Section 3.10)

The Project would generate 574 full time equivalent employees. In accordance with Placer County General Plan Policy C-2 pertaining to provision of employee housing in the eastern portion of Placer County, this Project would be required to provide housing for 287 employees. The Project proposes, and the Development Agreement would ensure, that housing for a minimum of 250 and up to 300 employees (99 replacement and 201 new) would be constructed on the East Parcel. The remainder of the employee housing would be provided in accordance with Policy C-2 to construct additional employee housing in another onsite or offsite location, to dedicate land for needed units, or pay an in-lieu fee. Provision of these employee housing units within Olympic Valley would result in a substantial contribution to the County's limited stock of employee housing in Eastern Placer County and would locate workers in close proximity to their place of work.

Regional Housing Contribution (Section 3.10.4)

Developer would pay the County two payments of \$250,000 each for a total payment of \$500,000 to support regional housing initiatives for the Tahoe Sierra region. This is considered a public benefit above and beyond condition of approval requirements and requirements contained in the mitigation monitoring and reporting program.

West Valley Fire Station (Section 3.11)

The project applicant and the Squaw Valley Public Service District have reached tentative agreement to require the Project to dedicate land within the project boundary to the District, at no cost to the District, for development of a west valley fire station. This would occur no later than recordation of the map that creates the 300th bedroom or 20 percent of the combined lodging and commercial development, whichever occurs first. The tentative agreement further specifies that prior to the recordation of the map that creates the 750th lodging bedroom or attains 50 percent of the total project development, the developer would be required to design, permit, construct, fund and convey to the District a fire station constructed on the fire station parcel. The fire station would be 7,200 square feet or larger in size and would include a public reception area, office space for a minimum of four fire personnel plus accessory office space for Sheriff use or another agency use, sleeping quarters for four including kitchen and lounge area, and a minimum of two double-deep equipment bays. When constructed, the station would operate on a 24-hour per day basis.

In coordination with the District, County staff has incorporated general provisions for this facility in the Development Agreement between the Project and the County. This facility, which would be 100 percent funded by the Project but would also serve non-project properties and populations, would result in substantial improvement fire and EMS capabilities of the District.

Project commitment to dedicate land for the west valley fire station and to permit, construct, staff and equip this facility would result in a substantial public benefit. The development agreement requires a copy of the fully executed agreement with the PSD prior to approval of the first small lot tentative map.

Development Agreement Findings

Placer County Code Section 15.20.070.C indicates that after the hearing by the Planning Commission, the Planning Commission shall make its recommendation in writing to the Board of Supervisors. The recommendation shall include the Planning Commission's findings as to whether or not the development agreement proposed:

1. Is consistent with the objectives, policies, general land uses and program specific in the general plan and applicable plan;
2. Is compatible with the uses authorized in, and the regulations prescribed for, the land use district in which the real property is located;
3. Is in conformity with public convenience, general welfare and good land use practice;
4. Will be detrimental to the health, safety and general welfare of persons residing in the County; and whether or not
5. Will adversely affect the orderly development of property or the preservation of property valued.

As discussed above, and taken together these public serving improvements and supplemental funds, a substantial portion of which would result in above and beyond commitments not tied to conditions of approval or mitigation measures; represent a general public benefit to the County. These commitments augment and reinforce goals and policies of the Specific Plan as they relate to improving the ski resort base area to enhance lodging and recreation uses in a manner that provides environmental restoration, improves public recreation opportunities, improves multi-modal transportation opportunities, increases public transit and decreases reliance on the automobile, and complimentary policies of the Placer County General Plan and the Squaw Valley General Plan that the policy structure of the specific plan would reinforce.

SQUAW VALLEY MUNICIPAL ADVISORY COUNCIL:

This Project was presented to the Squaw Valley Municipal Advisory Council (MAC) as an information item on several occasions over the course of the project review.

On May 14, 2016, the Project was presented as an "action" item at the Squaw Valley MAC. After hearing information presented by County staff and the applicant, and after listening to public comment, the MAC discussed the proposal which included concerns about traffic, visual impacts, noise, land use compatibility and impacts to the natural environment. After discussion, the MAC voted to recommend denial of the Village at Squaw Valley Specific Plan as proposed (3:1, Ed Heneveld and David Stepner recused, Andrew Lange absent). In addition, the MAC further recommended that serious consideration be given to a project at a level of approximately 50 percent of the proposed Project, subject to further research to support the conclusions

previously reached in the Draft EIR pertaining to the findings for the Reduced Density Alternative.

RECOMMENDATION:

Based on the analysis described above, the Development Review Committee recommends that the Planning Commission recommend approval of the following items to the Board of Supervisors:

1. Certify the Village at Squaw Valley Specific Plan Final Environmental Impact Report (SCH# 2012102023) and Errata prepared pursuant to the California Environmental Quality Act, and adopt the Mitigation Monitoring Reporting Program supported by and incorporating by reference in its entirety the Findings of Fact and Statement of Overriding Considerations (Attachment H) and the following statements;
 - a. The 2016 Village at Squaw Valley Final Environmental Impact Report has been prepared as required by law and in accordance with all requirements of CEQA and the CEQA Guidelines and the document as adopted reflects the independent judgment and analysis of Placer County, which has exercised overall control and direction of the preparation of the Environmental Impact Report.
 - b. The custodian of records for the Village at Squaw Valley Specific Plan Project is the Placer County Planning Director, 3091 County Center Drive, Suite 140, Auburn, CA 95603.
2. Adopt a resolution to approve the Village at Squaw Valley Specific Plan (VSVSP) and the Errata supported by the following findings;
 - a. The Village at Squaw Valley Specific Plan is consistent with the Placer County General Plan and the Squaw Valley General Plan and Land Use Ordinance.
 - b. The proposed Village at Squaw Valley Parcel Specific Plan is in compliance with Government Code Section 65451.
3. Adopt an ordinance to approve the Village at Squaw Valley Specific Plan Development Standards and Design Guidelines and the Errata incorporating the findings set forth in Section 2;
4. Adopt a resolution to amend the Squaw Valley General Plan and Land Use Ordinance (SVGPLUO) as follows and supported by the finding set forth in subsection (c):
 - a. Amend the Land Use Diagram to incorporate the VSVSP land use designation
 - b. Amend the Squaw Valley General Plan to add the following Goal and Policies:

Goal VI.E.7: To establish protocols for emergency events, such as fire, avalanche, seismic and flood protection measures.

Policy VI.E.7.1: The County shall require all new development projects to prepare and implement an emergency preparedness and evacuation plan consistent with Government Code Section 65302(g) (protection from unreasonable risks associated with the effects of seismic, geologic or flooding events or wildland fires, etc.) and in furtherance the Placer Operational Area Eastside Side Emergency Access Evacuation Plan (Update 2015).

Policy VI.E.7.2: The Placer Operational Area Eastside Emergency Evacuation Plan, as updated by the Board of Supervisors in 2015, is hereby incorporated by reference.

- c. The above amendments are consistent with the objectives, policies, general land uses and programs otherwise specified in the Placer County General Plan and Squaw Valley General Plan and State law and support and enhance the general health, safety and welfare of the residents of the County.
5. Adopt an ordinance to rezone the Squaw Valley Specific Plan area from High Density Residential 10 bedrooms per acre (HDR-10), High Density Residential 20 bedrooms per acre (HDR-20), High Density Residential 25 bedrooms per acre (HDR-25), Village Commercial (VC), Entrance Commercial (EC), Heavy Commercial (HC), Forest Recreation (FR), Conservation Preserve (CP) to SPL-VSVSP (Specific Plan – Village at Squaw Valley);
 6. Approve the VSVSP Large-Lot Vesting Tentative Subdivision Map supported by the following findings:
 - a. The proposed Large-Lot Vesting Tentative Map, together with the provisions of its design for the purposes of sale, lease, and/or finance, is consistent with the Placer County General Plan, the Squaw Valley General Plan, the proposed Village at Squaw Valley Specific Plan, and with applicable provisions of County Code.
 - b. The site of the proposed Large-Lot Vesting Tentative Map is physically suitable for the type and proposed density of development.
 - c. The proposed Village at Squaw Valley Specific Plan, with the recommended conditions, is compatible with the neighborhood and adequate provisions have been made for necessary public services and mitigation of potential environmental impacts.
 - d. The design of the proposed Large-Lot Vesting Tentative Map is not likely to cause substantial environmental damage or public health problems.
 - e. The proposed Large-Lot Vesting Tentative Map is in compliance with Senate Bill 1242, as it relates to projects located in State Responsibility Areas (SRA), as follows:
 1. The design, location, and associated improvements of each proposed lot resulting from approval of the proposed Large-Lot Vesting Tentative Map as a

- whole are consistent with regulations adopted by the State of California pursuant to PRC 4290 & 4291 (clearance requirements).
2. Structural fire protection and suppression services will be available to the proposed lots.
 3. To the extent practicable, ingress and egress onto the proposed lots meet the regulations for road standards for fire equipment access adopted per PRC 4290 and any local ordinance.
 4. Approval of the proposed Large-Lot Vesting Tentative Map as a whole is consistent with regulations adopted by the State of California pursuant to PRC 4290 & 4291 (clearance requirements).
7. Adopt an Ordinance approving the “Development Agreement by and between the County of Placer and Squaw Valley Real Estate, LLC and Poulsen Commercial Properties, LP, relative to the Village at Squaw Valley Specific Plan”, supported by the following findings:
- a. The Development Agreement relative to the Village at Squaw Valley Specific Plan is consistent with the objectives, policies, general land uses and programs specified in the Placer County General Plan, the Squaw Valley General Plan, and the Village at Squaw Valley Specific Plan, as approved herein;
 - b. The Development Agreement relative to the Village at Squaw Valley Specific Plan is compatible with the uses authorized in and the regulations prescribed for the Village at Squaw Valley Specific Plan, in which the real property is located;
 - c. The Development Agreement is in conformity with public convenience, general welfare and good land use practice;
 - d. The Development Agreement will not be detrimental to the health, safety, and general welfare for persons residing in the County and is in good land use practice;
 - e. The Development Agreement will not adversely affect the orderly development of property or the preservation of property valued in the Village at Squaw Valley Specific Plan area.

Respectfully submitted,



Alex Fisch
Supervising Planner

ATTACHMENTS:

- Attachment A – Regional Vicinity Map
- Attachment B – Project Area Map
- Attachment C - Existing Land Use Designations and Proposed Land Use Diagram
- Attachment D – Large Lot Vesting Tentative Map

Attachment E – Large Lot Vesting Tentative Map Conditions of Approval
Attachment F – Errata to Final EIR for Village at Squaw Valley Specific Plan
Attachment G – Mitigation Monitoring and Reporting Program for Village at Squaw Valley Specific Plan (April 2016)
Attachment H – CEQA Findings of Fact and Statement of Findings and Overriding Considerations
Attachment I – Development Agreement

Provided Under Separate Cover:

1. Village at Squaw Valley Specific Plan Final Environmental Impact Report (<http://www.placer.ca.gov/departments/communitydevelopment/envcoordsvcs/eir/villageatsquawvalley> or at the Auburn or Tahoe Office front counter)
2. Village at Squaw Valley Specific Plan & Appendix B Development Standards and Design Guidelines and errata (on-line)
3. Emergency Preparedness and Evacuation Plan (on-line)
4. July 2015 Water Supply Assessment (on-line)
5. July 2016 Master Phasing Plan (on-line)
6. Squaw Valley Citizen's Design Review Committee Report and Recommendations (on-line)
7. Public Comments on Project (on-line)

cc: Paul Thompson, Assistant Agency Director
EJ Ivaldi, Deputy Planning Director
Richard Eiri, Deputy Director of Engineering & Surveying
Gerald Cardin, County Counsel
Karin Schwab, County Counsel
Andy Heath, CEO Office
Huey Nham, Facility Services, Environmental Engineering
Crystal Jacobsen, Environmental Coordinator
Sarah Gillmore, Engineering and Surveying
Richard Moorehead, Public Works
Justin Hansen, Environmental Health Division
Andy Fisher, Parks Department
Christina Hanson, Facilities Services
Chevis Hosea, Squaw Valley Real Estate LLC
Andrea Parisi, Squaw Valley Real Estate LLC
Squaw Valley Municipal Advisory Council
Subject/chrono files