



THE VILLAGE AT SQUAW VALLEY



SPECIFIC PLAN

APRIL 2016

DRAFT



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INTRODUCTION



1.1 PURPOSE AND INTENT

1.2 PLAN AUTHORITY

1.3 RELATIONSHIP TO OTHER DOCUMENTS

1.4 PROJECT LOCATION AND CONTEXT

1.5 PROJECT BACKGROUND

1.6 SPECIFIC PLAN ORGANIZATION





INTRODUCTION

1.1 PURPOSE AND INTENT

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

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

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

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

Iterations of the Draft Specific Plans

The Village at Squaw Valley Specific Plan was first submitted to Placer County in May 2012 and revised in June 2013. That initial submittal and first revision covered a larger Village area (approximately 101.5 acres) and did not include the East Parcel. The Specific Plan was revised again in January 2014 to include a smaller Main Village area, a reduced unit and bedroom count, and East Parcel (approximately 8.8 acres). In addition, policies, text and exhibits were revised to address public and County comments and concerns.

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

The April 2015 Draft Specific Plan was the Specific Plan for which the Draft Environmental Impact Report was based upon.

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

1.2 PLAN AUTHORITY

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

1.3 RELATIONSHIP TO OTHER DOCUMENTS

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

Development in the Olympic Valley is governed by three Placer County documents. The Placer County General Plan serves as the “blueprint” for development in the County, and includes land use designations, policies and implementation measures for a wide

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

Squaw Valley General Plan and Land Use Ordinance (SVGPLUO)

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

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

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

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

- ✦ Both the quality and quantity of development must be planned to conserve, protect, and enhance the aesthetic, ecological and environmental assets of Squaw Valley.
- ✦ Future development in Squaw Valley should occur only where public facilities and services, including transportation, can be efficiently provided.

- ✦ Intense utilization of already disturbed areas shall be promoted and preferred to fringe development or non-contiguous development of previously undisturbed areas.
- ✦ Decisions regarding future development should be based upon sound social, economic, and environmental practices.
- ✦ In planning for the future growth and development of Squaw Valley, an optimum balance of activities and facilities, which recognizes the strengths, weaknesses, and inter-relationships of various segments of the Truckee, Olympic Valley, and Tahoe area economies should be encouraged (Page 4, SVGPLUO).



FIGURE 1.1—REGIONAL CONTEXT

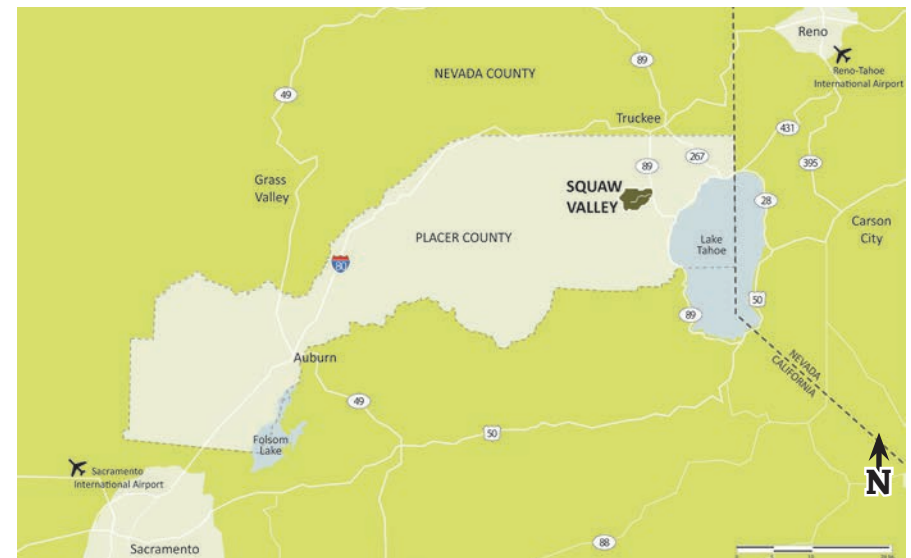


FIGURE 1.2—SITE CONTEXT

Placer County General Plan

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

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

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

Environmental Impact Report

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

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

1.4 PROJECT LOCATION AND CONTEXT

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

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

1.5 PROJECT BACKGROUND

1.5.1 HISTORY

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



FIGURE 1.3-NORTH TAHOE CONTEXT

which provided a significant boost to the visibility of American skiing and the California Sierra Nevada snow belt.

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

1.5.2 EXISTING CONDITIONS

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

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

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

1.5.3 CURRENT OWNERSHIP

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

1.5.4 EXISTING LAND USE / ZONING

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



FIGURE 1.4-EXISTING CONDITIONS

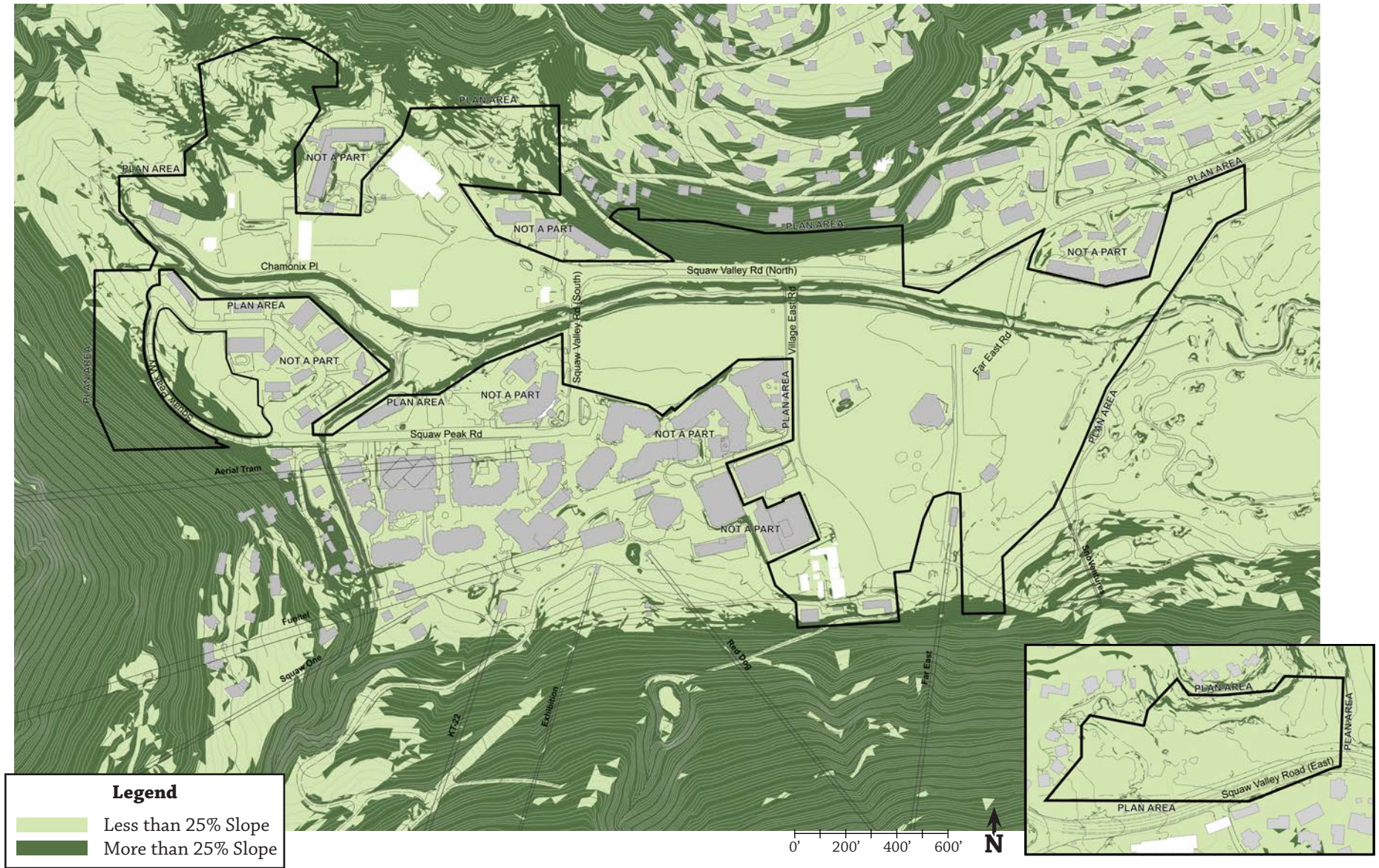


FIGURE 1.5-SLOPE ANALYSIS

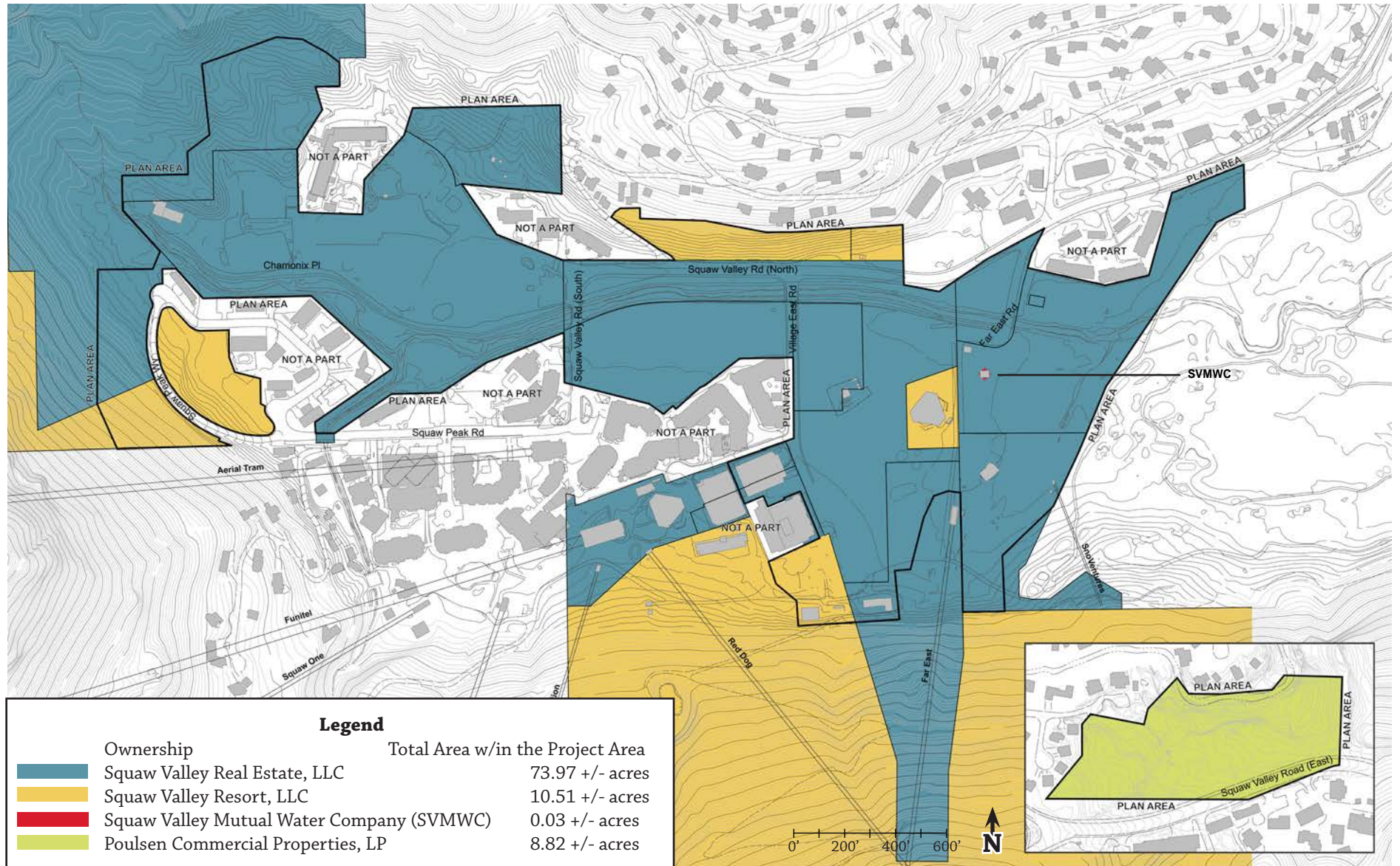


FIGURE 1.6- OWNERSHIP PLAN

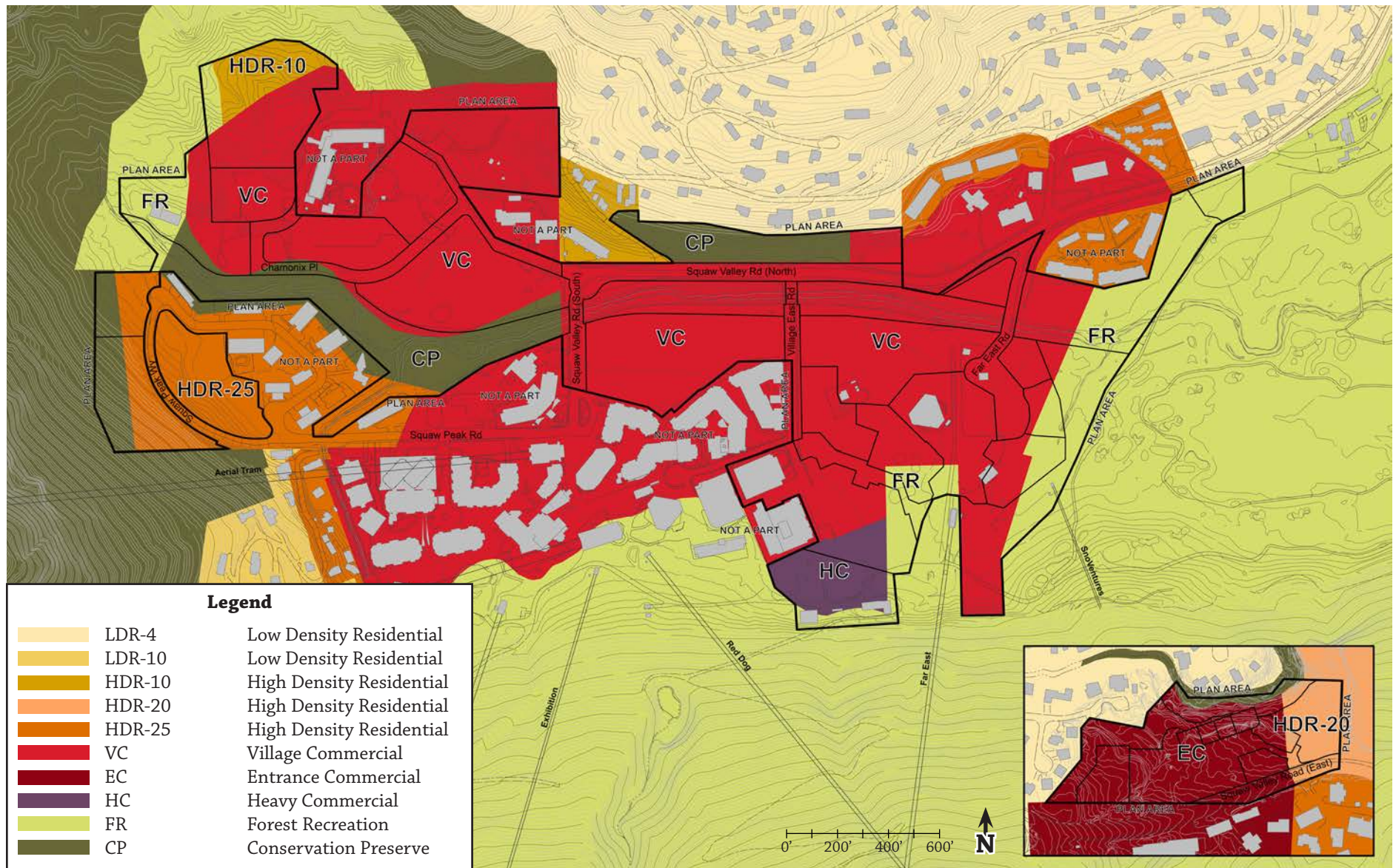


FIGURE 1.7-EXISTING LAND USE/ZONING

ONE - INTRODUCTION










Land Use / Zoning Designation			Area (ac)	Allowed Units ¹	Allowed Units + Density bonus ²	Allowed Bedrooms	Allowed Bedrooms + Density bonus ²
	HDR-10	High Density Residential	1.76	9	9	18	18
	HDR-25	High Density Residential	7.72	97	97	193	193
	HC	Heavy Commercial	2.69	--	--	--	--
	VC	Village Commercial	53.17	1,337	1,671	2,674	3,343
Subtotal			65.34	1,442	1,777	2,885	3,554
	FR	Forest Recreation	11.12	--	--	--	--
	CP	Conservation Preserve	8.05	--	--	--	--
Subtotal			19.17	--	--	--	--
Total Village			84.51	1,442 units¹	1,777 units¹	2,885 bedrooms	3,554 bedrooms
East Parcel							
	EC	Entrance Commercial	6.54	82	82	164	164
	CP	Conservation Preserve	0.47	0			0
	HDR-20	High Density Residential	1.81	18	18	36	36
Total East Parcel			8.82	100	100	200	200
Specific Plan Total			93.33	1,542 units¹	1,877 units¹	3,085 bedrooms	3,754 bedrooms

TABLE 1.1—EXISTING LAND USE/ZONING

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

1.6 SPECIFIC PLAN ORGANIZATION

1.6.1 CHAPTER STRUCTURE AND FORMAT

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

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

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

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

1.6.2 SPECIFIC PLAN CONTENTS

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

- ✦ Chapter 1 - Introduction - Presents the purpose and intent of the Specific Plan, lists the necessary entitlements and approvals, summarizes the regulatory framework, and summarizes the context, history, and physical characteristics of the area.
- ✦ Chapter 2 - Vision and Plan - Presents the overall structure of the Specific Plan, the vision, project objectives, and the concepts and policies related to land use, open space, resource protection, circulation, and public services.
- ✦ Chapter 3 - Land Use - Presents the land use framework, concepts, and policies for development and conservation.
- ✦ Chapter 4 - Open Space - Presents the open space framework, concepts, and policies for the pedestrian network, landscape corridors, and the Squaw Creek corridor.
- ✦ Chapter 5 - Circulation and Parking - Presents the circulation network, concepts, and policies related to vehicular circulation, parking, public transit, and pedestrian and bicycle circulation.

ONE - INTRODUCTION

- ✦ Chapter 6 - Public Services and Utilities - Presents the services and utilities needed to support development of the Plan Area.
- ✦ Chapter 7 - Resource Management - This section identifies the environmental resources in the Plan Area and outlines sustainable strategies for their conservation, protection and management.
- ✦ Chapter 8 - Implementation - This section outlines the implementation measures, details the amendment and modification process, explains the project phasing, and lists the financing methods and applicable fees.
- ✦ Appendices - The Appendices contain documentation to support and supplement the information contained in this document. The following Appendices have been included:

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

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

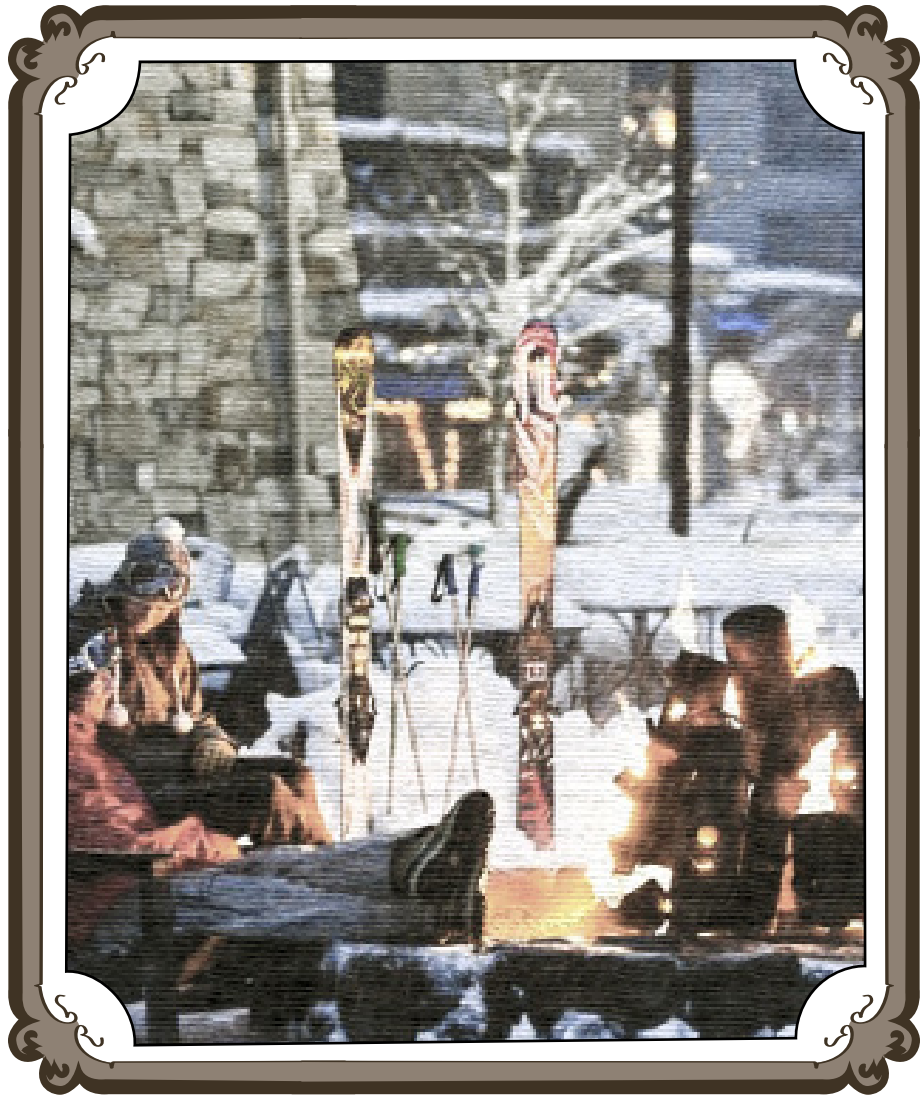
C. *Approved Plant List* - A list of plants suited to the Plan Area, including trees, shrubs, ground covers, and grasses.

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

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

2

VISION AND PLAN



2.1 THE VISION

2.2 GUIDING GOALS





VISION AND PLAN

2.1 THE VISION

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

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

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

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

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

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

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

2.2 GUIDING GOALS

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

1. Implement the guidelines contained in the SVGPLUO to realize a balanced, vital, year-round destination resort center that is consistent with the community envisioned in the Specific Plan, and reposition the resort to compete effectively with it’s international word-class peers and competitors.
2. Preserve the legacy and undisturbed lands of the Olympic Valley by focusing resort-related development in proximity to the existing Village and mountain activities and in areas that have been disturbed in the past.
3. Respect and honor the cultural and environmental setting by establishing a sustainable level of development consistent with the Olympic Valley’s history and current resource management and development practices.
4. Revitalize, enhance, and renew the Village areas to create a series of compact, tourist-related mixed-use neighborhoods that are connected, safe, and walkable.
5. Value flexibility and anticipate change while providing an innovative, dynamic development framework.

6. Reinforce community character and create a sense of place by anchoring the Village to the mountain environment through the use of a diversity of architectural expression; cohesive integration of lodging and new amenities with the mountain, and the establishment of a robust pedestrian open space network.
7. Create a resort with significant sustainable interests and a self-contained resort core that provides all necessary destination resort services and amenities to guests and residents on site.
8. Provide a comprehensive circulation, transit, and parking plan that reinforces the creation of a convenient, sustainable, and vibrant resort.

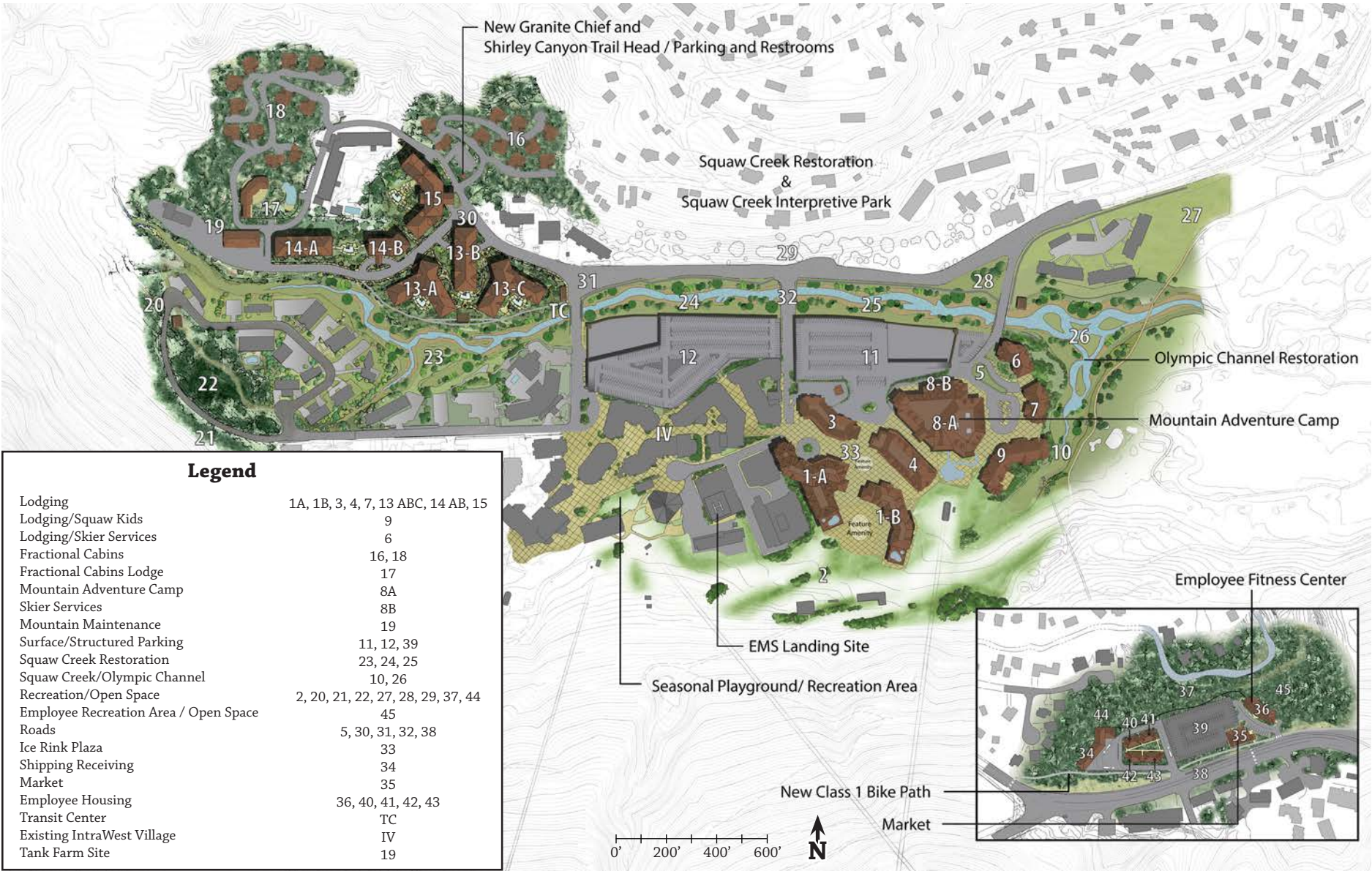
The Specific Plan achieves the above goals in a myriad of ways. New development is concentrated primarily in areas that have been disturbed in the past, such as the extensive existing parking lots within the Plan Area. The high-intensity uses and largest buildings are concentrated in the Village Core,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

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

TWO - VISION & PLAN

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

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



Legend

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

FIGURE 2.1-ILLUSTRATIVE CONCEPT PLAN

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

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3

LAND USE



- 3.1 LAND USE CONCEPT
- 3.2 LAND USE AND GOALS
- 3.3 LAND USE DESIGNATIONS
- 3.4 ZONING DESIGNATIONS
- 3.5 EMPLOYEE HOUSING



3

LAND USE

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

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

Under SVGPLUO zoning, up to approximately 3,754 bedrooms could be constructed within the Plan Area, equating to approximately 1,877 dwelling units (not including employee housing) using standard rates of 2.0 bedrooms per unit. The Specific Plan allows for a maximum of 1,493 bedrooms and 850 units, a substantial reduction. The East Parcel zoning would allow for housing of 300 employees.

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

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

3.1 LAND USE CONCEPT

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

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

- ✦ The Village Core – The heart of the Village with a wide mix of uses and activities concentrated near the ski slopes and the existing Village. The highest intensity of land use including lodging, the Mountain Adventure Camp, and commercial establishments will be focused here around a network of pedestrian paths and gathering spaces.
- ✦ The Village Neighborhoods – Primarily high-density mixed-use/resort-residential areas, including condo hotels, fractional, and timeshare uses. In the northern areas, medium density fractional properties provide a transition from resort residences to the surrounding forested areas.

3.2 LAND USE AND GOALS

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

- Goal LU- 1: Create an active, integrated resort atmosphere centered on a pedestrian-oriented Village Core. Promote vertical development to reduce sprawl and create a walkable village.
- Goal LU- 2: Promote development that is sensitive to the natural environment and the Olympic Valley community, particularly principal views of the mountain peaks and hillsides to reinforce connections to the mountain environment.
- Goal LU- 3: Develop a resort community that is vibrant throughout the year.
- Goal LU- 4: Draw visitors year-round and enhance the economic base of the community by offering a diversity of recreational, resort-residential, commercial and lodging options beyond those specifically geared toward the winter season.
- Policy LU- 1: Establish a conservation corridor for Squaw Creek to allow for a comprehensive, coordinated approach to future enhancement and restoration.
- Policy LU- 2: Provide for educational and recreational opportunities that promote conservation and a healthy, active lifestyle (e.g. recreation facilities, interpretive signage at restoration areas, multi-purpose trails).



THREE - LAND USE

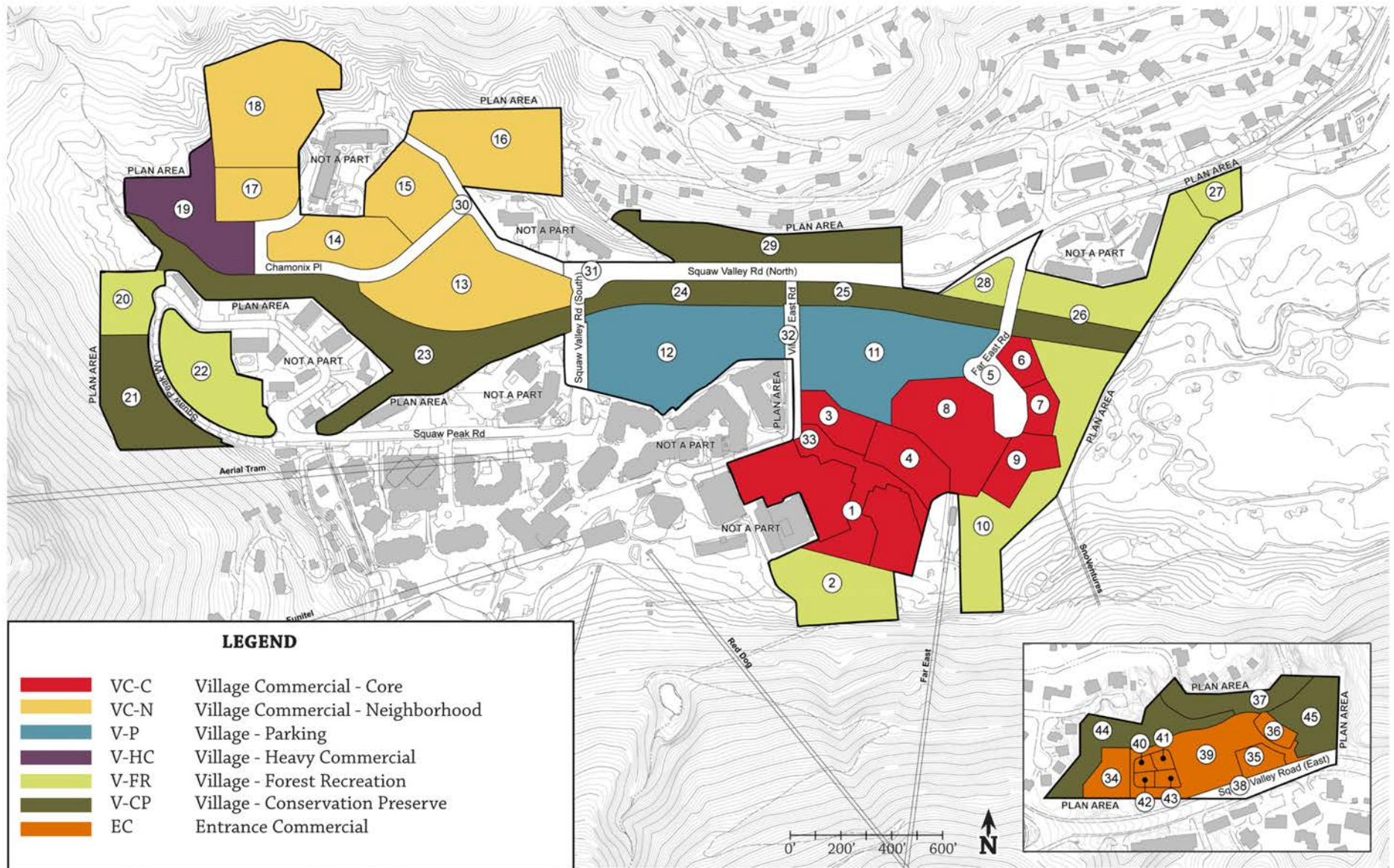


FIGURE 3.1- SITE LAND USE AND ZONING

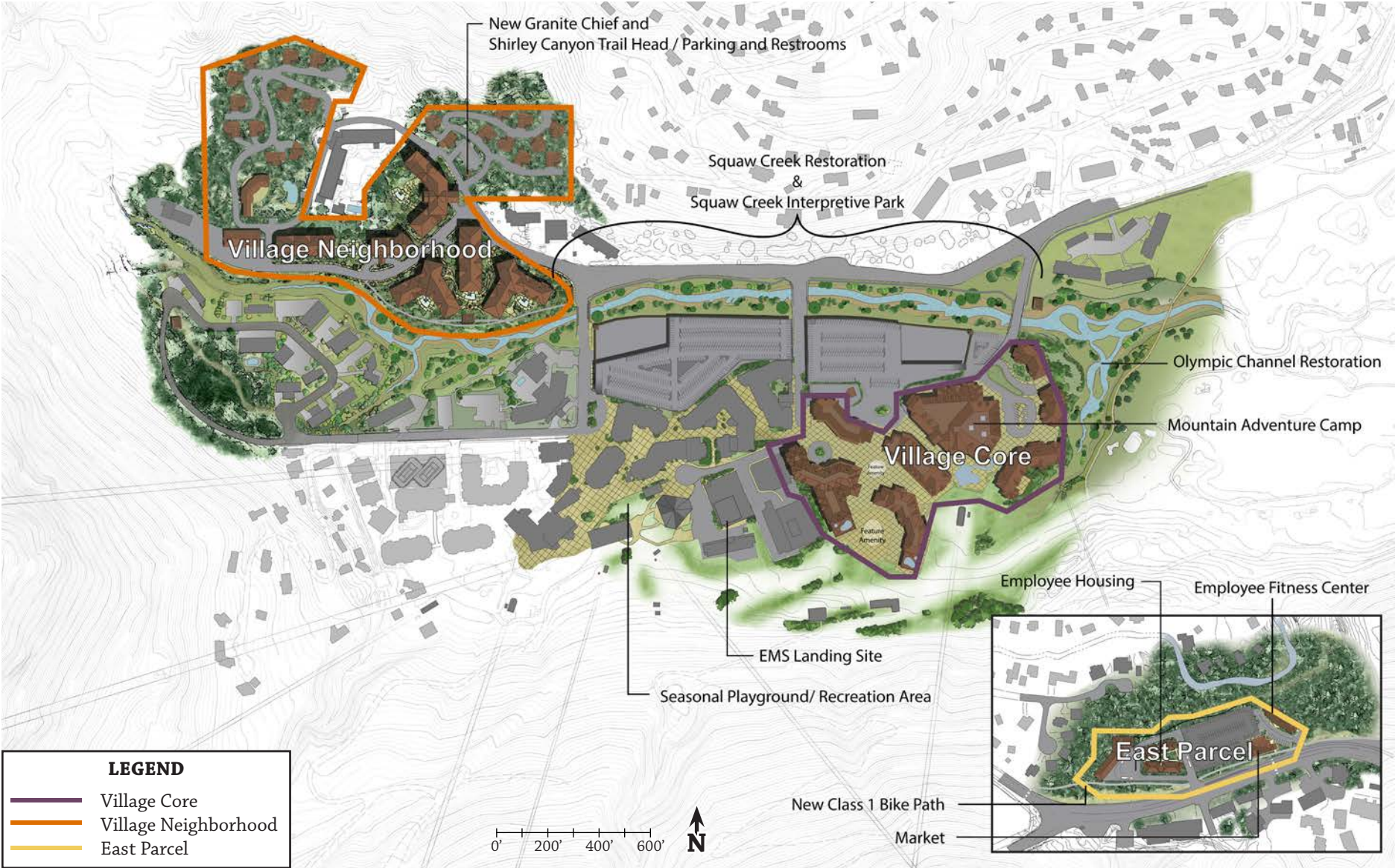


FIGURE 3.2- PROJECT NEIGHBORHOODS

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

THREE - LAND USE

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

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

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

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

3.3 LAND USE DESIGNATIONS

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

will be submitted to the County for each project or every parcel to ensure compliance.

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

The Specific Plan includes the following land use designations:

VILLAGE COMMERCIAL - CORE (VC-C)

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

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









Land Use Designations			Area (acres)	Maximum Total Units	Maximum Total Bedrooms	Maximum Bedroom Density per Lot	Average Bedroom Density per Lot	Maximum Commercial Space	Existing Commercial Space to be Removed	Percentage of Plan Area
Main Village Area										
	VC-C	Village Commercial - Core	12.79	517	883	183 bed/ac	91 bed/ac	223,369	54,937	13.7%
	VC-N	Village Commercial - Neighborhood	18.47	333	610	79 bed/ac	40 bed/ac	44,364 ²	36,585	19.8%
	V-P	Village - Parking	10.57							11.3%
	V-HC	Village - Heavy Commercial	2.85					10,000		3.1%
Subtotal			44.68	850	1493			277,733	91,522	47.9%
	V-FR	Village - Forest Recreation	15.53							16.6%
	V-CP	Village - Conservation Preserve	16.72							18.0%
Subtotal			32.25					0	0	34.6%
Total Main Village Area			76.93					277,733	91,522	82.5%
East Parcel						Max. Employees				
	EC	Entrance Commercial	3.96	50 ¹	150	300		20,000		5.6%
	V-CP	Village - Conservation Preserve	4.10							3.0%
Total East Parcel			8.06	50	150			20,000	0	8.6%
Other										
	Roads		8.34							8.9%
Total			93.33	900	1643			297,733	91,522	100.0%

TABLE 3.1- LAND USE SUMMARY

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

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

² 4,000 square feet of commercial use is attributed to a new Transit Center.

THREE - LAND USE

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

VILLAGE COMMERCIAL - NEIGHBORHOOD (VC-N)

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

VILLAGE - HEAVY COMMERCIAL (V-HC)

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

VILLAGE – FOREST RECREATION (V-FR)

The intent of the Village - Forest Recreation land use designation is to retain the general character of the forest environment while at the same time permitting active recreational development. Recreational

facilities in these areas may be privately or publicly funded. The development of new ski lifts shall be coordinated with development of parking, circulation, and transit to adequately meet the needs of the increased lift capacity. Structures within these areas shall not adversely affect the general character of any adjoining Village - Conservation Preserve areas. Setback distances from adjoining Village - Conservation Preserve areas shall be determined through the Design Review process. Uses in these areas include ski lifts, ski trails, mountain amenities, snow storage, tennis courts, playgrounds, parks, surface parking, marquee signage, and other mountain related amenities.

VILLAGE - CONSERVATION PRESERVE (V-CP)

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

VILLAGE – PARKING (V-P)

Two large parcels located between Squaw Valley Road and the Village

are dedicated to meeting the day skier, day visitor, and related parking needs of the project. Allowable uses include Fire/EMS station and related facilities, surface parking, parking structures and temporary uses such as farmer's markets and civic and community or commercial events.

ENTRANCE COMMERCIAL (EC)

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

3.4 ZONING DESIGNATIONS

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

THREE - LAND USE

A. Residential

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

B. Public Serving

Land Use Designations	VC-C	VC-N	V-HC	V-CP	V-FR	V-P	EC
Library	MUP	MUP	--	--	--	--	
Fire/EMS and Related Facilities						C	
Structures/Corporation Yards/ Uses for the Operation of a Public Utility	MUP	MUP	MUP	--	--	--	MUP
Propane Tanks (Lot 19)			C				
Structures/Uses for the Performance of a Governmental Function	MUP	MUP	MUP	--	--	--	MUP
Public Water Supply Wells	A	A	A	A	A	A	A
Accessory Buildings (not to exceed 200 sf gross floor area)	A	A	A	A	A	A	A
Public Restroom	A	A	A		A	A	A

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

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

TABLE 3.2- ALLOWED USES

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



C. Recreation, Education, and Public Assembly

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

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

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

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

THREE - LAND USE

D. Tourist Commercial

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

E. Neighborhood Commercial

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

F. Office / Business Services

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

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

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

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

G. Miscellaneous

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

H. Temporary Uses

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

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

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

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

THREE - LAND USE

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

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

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

3.5 EMPLOYEE HOUSING

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

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

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

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

- ✦ Construction of on-site employee housing;
- ✦ Construction of off-site employee housing;

- ✦ Dedication of land for needed units; and/or
- ✦ Payment of an in-lieu fee.

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

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

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

THREE - LAND USE

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

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

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



FIGURE 3.3- SQUAW VALLEY EAST PARCEL

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

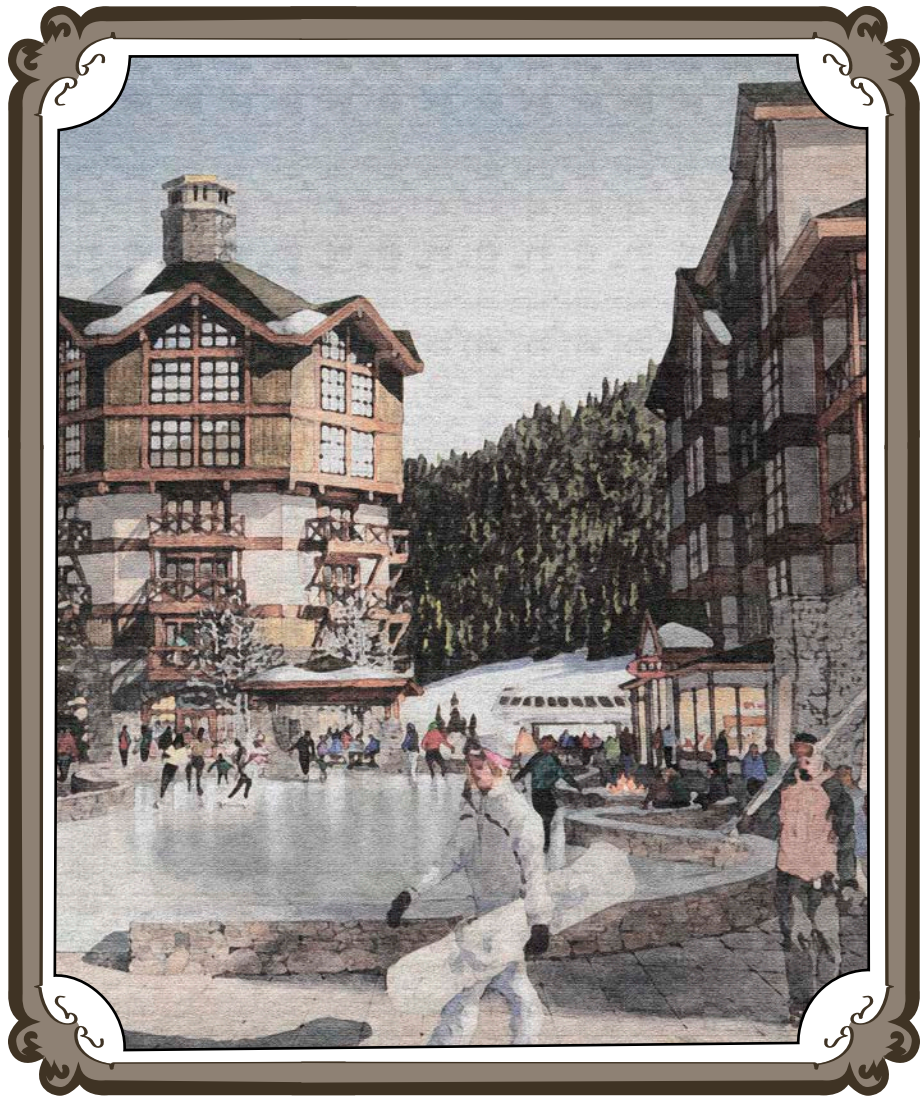


VISUAL RENDERING OF CONCEPTUAL PLAN FOR THE EAST PARCEL

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

4

VILLAGE OPEN SPACE NETWORK



4.1 VILLAGE OPEN SPACE CONCEPT

4.2 OPEN SPACE GOALS AND POLICIES

4.3 THE COMPONENTS

4.4 LANDSCAPING AND PLANT MATERIALS





VILLAGE OPEN SPACE NETWORK

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

4.1 VILLAGE OPEN SPACE CONCEPT

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

- ✦ Primary Pedestrian Corridors – The main corridors that interconnect all neighborhoods within the Village;

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

4.2 OPEN SPACE GOALS AND POLICIES

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

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

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

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

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

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

Policy OS- 4: Protect and improve water quality with site-specific stormwater Best Management Practices (BMPs) that slow the delivery of water to receiving channels and offer treatment through filtration, nutrient uptake, and sediment sequestration. This will

include incorporation of stormwater drainage into landscaped and open space areas, using measures such as vegetated bioswales, rain gardens, naturalized channels, and floodplain systems, in addition to traditional stormwater treatment structures.

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

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

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

4.3 THE COMPONENTS

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

FOUR - VILLAGE OPEN SPACE NETWORK

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

4.3.1 PRIMARY PEDESTRIAN CORRIDORS

These corridors are the main pedestrian routes that connect the Village Neighborhood to the Village Core and the “Snow Beach” along the southern edge of the Plan Area. These are primarily pedestrian environments and can include corridors utilizing road right-of-ways combined with bike trails. These pedestrian corridors vary in width to create variety and are generally 10 to 50 feet wide. Where corridors also act as Emergency Vehicle Accessways (EVAs), routes shall be at least 20 feet wide with minimum 2 foot wide shoulders.

PASSAGEWAYS

Passageways, specifically, are the primary pedestrian corridors within the Village Core and Village Neighborhood. These passageways can be no less than 40 feet wide and are defined as the space between vertical walls and can include landscape and/or hardscape. Where there may be a decorative articulation or activity within the passageway such as a fountain, statue, landscaped island, ice rink or play structure, there must be at least 40 combined feet of unobstructed pedestrian corridor on both sides. These corridors are articulated by a variety of building frontage uses such as retail, resort-residential, hotel, lodging, and recreation.

4.3.2 SECONDARY PEDESTRIAN CORRIDORS

These are the smaller pedestrian routes that provide the connections within the Village Neighborhood and to the Village Core. These routes are pedestrian dominant, with the exception of bikes, and may include residential walkways, paths, or pedestrian bridges. These routes vary in width, but are generally 10 to 20 feet wide. EVAs, when needed shall be a minimum of 20 feet wide with 2 foot wide shoulders. Generally, landscape treatments are provided along pathways.

PATHWAYS

Pathways, specifically, are the secondary pedestrian corridors within the Village Core and Village Neighborhood, excluding cabins lots 16 and 18. These pathways can be no less than 20 feet wide and are defined as the space between vertical walls and can include landscape and/or hardscape. These corridors are articulated by a variety of building frontage uses such as retail, resort-residential, hotel, lodging, and recreation.

4.3.3 PEDESTRIAN PARKING LOT CORRIDORS

These are pedestrian connections that safely move people across the parking lots. They have landscape and curb buffers to physically separate and protect pedestrians from vehicles and vehicular traffic in the parking lots. These paths connect the pedestrian paths along Squaw Valley Road and the Village neighborhoods to the Village core. They can include bike trails. They also provide safe routes for pedestrians moving from their parked cars to the Village. They are landscaped to reinforce the integration of the forest plant palette “into” the Village and will be lit with low spill lighting. These pedestrian corridors are generally 8 to 12 feet wide and are articulated

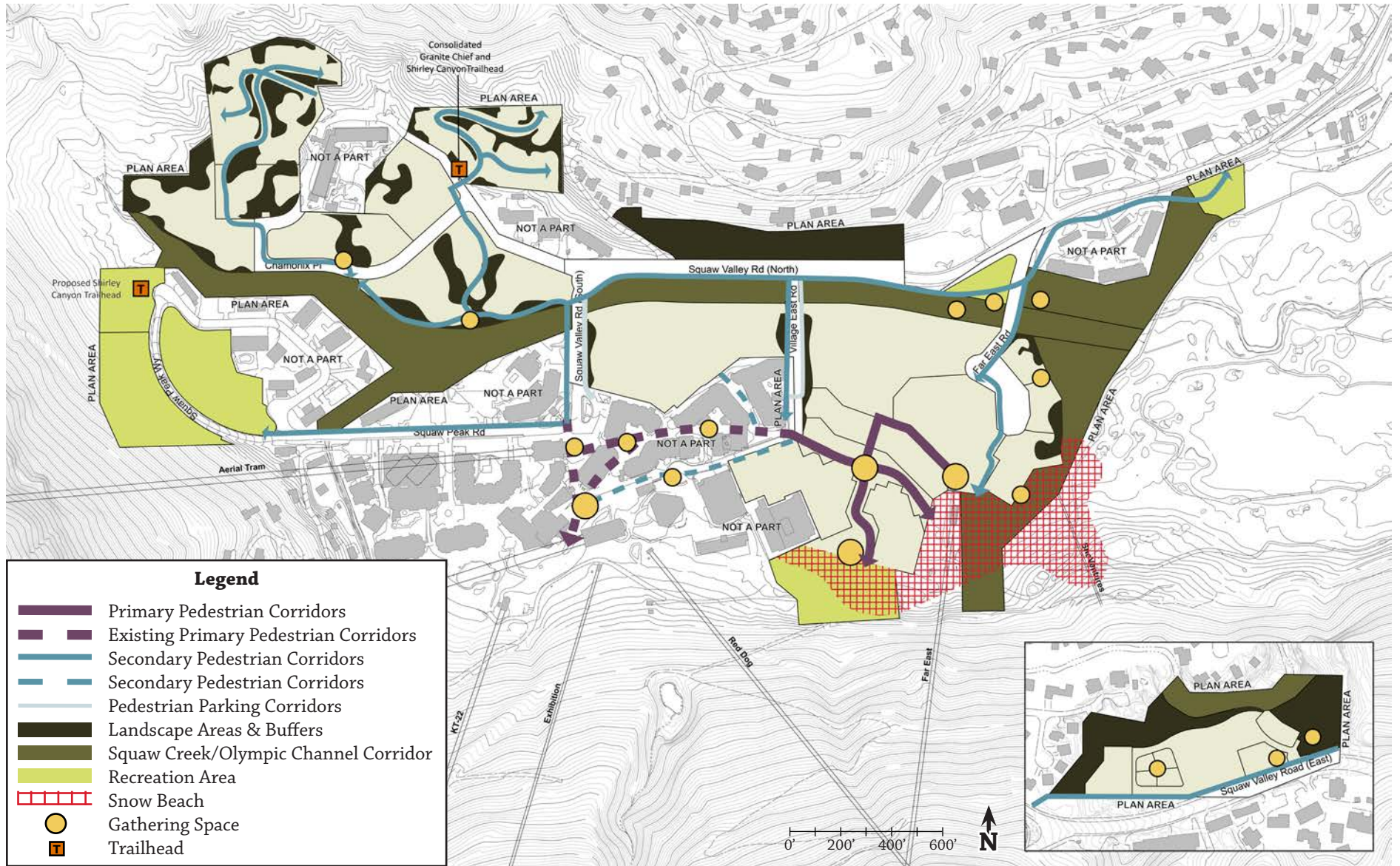


FIGURE 4.1-VILLAGE OPEN SPACE NETWORK

FOUR - VILLAGE OPEN SPACE NETWORK

by landscaping and curbs. Primary and Secondary Gathering Spots may not be located on these passageways.

4.3.4 PRIMARY AND SECONDARY GATHERING SPOTS

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

4.3.5 LANDSCAPE CORRIDORS AND BUFFERS

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

4.3.6 SQUAW CREEK CORRIDOR

The Squaw Creek stream environment has been set aside in lands designated as “Village - Conservation Preserve.” This corridor ranges from 150 to 200 feet wide and will accommodate maintenance and/or improvement of riparian functions, and values which includes

groundwater recharge, sediment deposition, terrestrial, avian, and aquatic habitat, and flood protection. Allowable uses within this corridor include multi-purpose trails, passive recreational uses, and picnicking. Refer to Section 7.3 for Squaw Creek improvements.

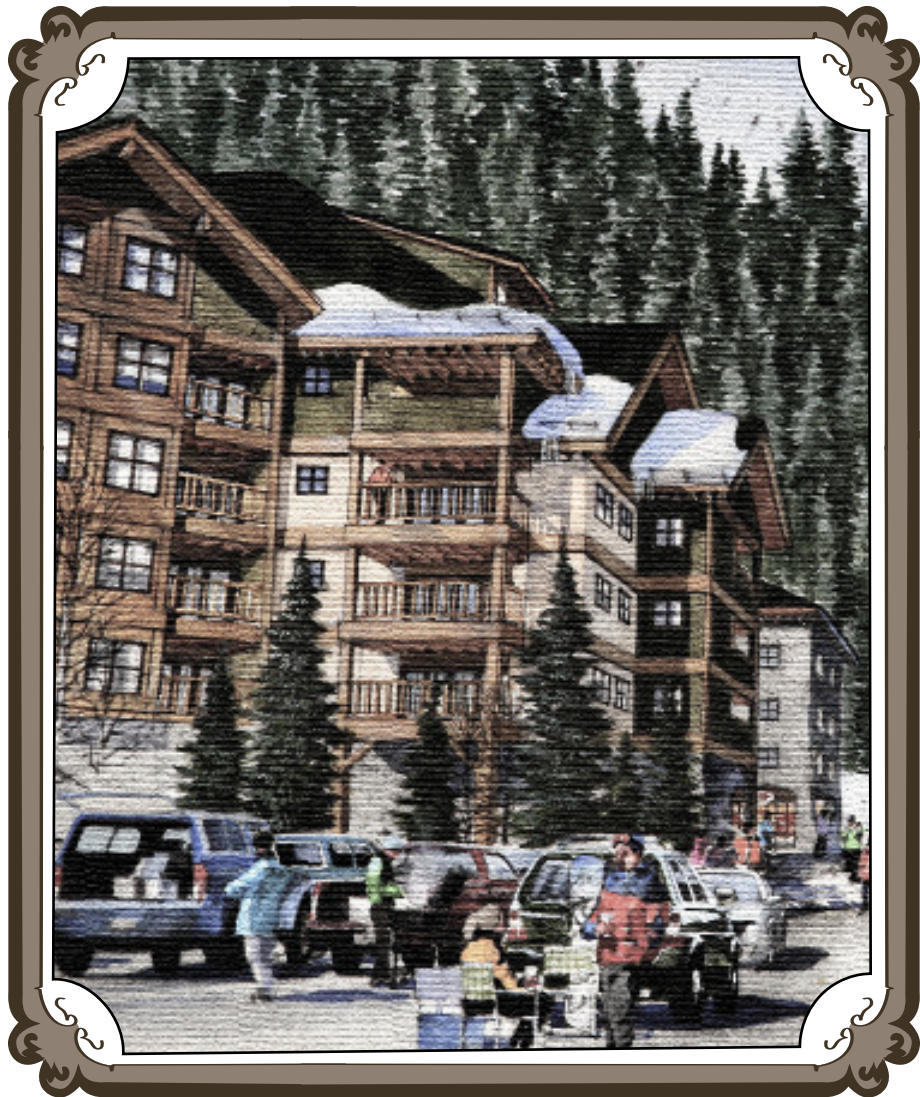
4.4 LANDSCAPING AND PLANT MATERIALS

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

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

5

CIRCULATION AND PARKING



- 5.1 CIRCULATION AND PARKING CONCEPTS
- 5.2 CIRCULATION AND PARKING GOALS
AND POLICIES
- 5.3 CIRCULATION AND PARKING SETTING
- 5.4 ROADWAY CLASSIFICATIONS
- 5.5 BICYCLE AND PEDESTRIAN CIRCULATION
AMENITIES
- 5.6 PARKING
- 5.7 EMERGENCY VEHICLE ACCESS
- 5.8 TRANSPORTATION MANAGEMENT



5

CIRCULATION AND PARKING

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

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

5.1 CIRCULATION AND PARKING CONCEPTS

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

transit use. The Plan Area is interlinked with a network of pedestrian and bicycle corridors, and provides a framework that supports a local and regional transit system.

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

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

Plan Area Circulation System

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

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

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

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

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

with the westernmost Village Neighborhoods and the major valley-wide biking and walking trail adjacent to Squaw Valley Road.

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

5.2 CIRCULATION AND PARKING GOALS AND POLICIES

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

- Goal CP-1: Provide for safe and efficient access to, and circulation through, the Plan Area that meets the mobility and parking needs of lodge visitors, day skiers/visitors, guests, employees, and delivery services.
- Goal CP-2: Create and maintain a complete “multi-modal” transportation system (e.g., addressing mobility through public transit, private (dedicated) transit, walking, bicycling, personal vehicles) in order to

FIVE - PARKING & CIRCULATION

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

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

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

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

- ✦ Improvements necessary to achieve the adopted LOS would create capacity that was unneeded during the majority of the year.

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

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

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

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

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

walking trail along Squaw Valley Road to the west (it currently terminates northeast of the Village at the Squaw Valley Meadows condos).

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

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

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

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

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

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

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

5.3 THE CIRCULATION AND PARKING SETTING

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

- ✦ Key regional access is provided by Interstate 80, connecting the Bay Area and Central Valley to the west and Reno to the east. State Route 89 (SR 89) connects with I-80 in Truckee to the north and provides access south through the Truckee River corridor to Lake Tahoe at Tahoe City. The regional road network provides convenient access to Sacramento International Airport, Reno Tahoe International Airport, and Truckee Tahoe Airport. (See Figure 1.2- Site Context). Squaw Valley Road (a Placer County roadway) provides access west from SR 89 into the Plan Area.
- ✦ The large majority of existing (and post-project) parking at Squaw Valley consists of surface and structured parking lots, along with underground parking beneath the existing Village. A preferred parking structure, where frequent resort visitors can purchase seasonal parking passes, also exists.
- ✦ Current regional transit services consist of the following (see Figure 5.1- Transit System):

FIVE - PARKING & CIRCULATION

- ✦ The Tahoe Area Regional Transit (TART) program, operated by Placer County, connects the Olympic Valley (including the Village) with Truckee to the north, along the North and West Shores of Lake Tahoe to the south year-round. TART also operates a route in winter and summer that connects Squaw Valley directly to Crystal Bay at night.
- ✦ The Truckee/North Tahoe Transportation Management Association (TNT-TMA), in partnership with the Tahoe Transportation District (TTD), the North Lake Tahoe Resort Association (NLRTA), Squaw Valley Resort and several other regional partners, provides evening services connecting the Olympic Valley, including the Village, with North and West Shores of Lake Tahoe in both the summer and winter.
- ✦ Squaw Valley provides skier shuttle services between Squaw Valley and Alpine Meadows ski resorts.
- ✦ The North Lake Tahoe Express, which is sponsored by the TNT-TMA in partnership with the TTD and the NLTRA, provides airport shuttle service to and from the Reno-Tahoe International Airport.
- ✦ Squaw Valley is located within an extensive Sierra trail network, which includes pedestrian, bike and equestrian trails (see Figure 5.2- Regional Trail Network.)
- ✦ The existing primary bicycle/pedestrian trail is the Squaw Valley Trail, which is a Class 1, paved multi-purpose path along (and separated from) Squaw Valley Road between the Village area and SR 89. It connects with the Truckee River Trail, which is a Class 1, paved multi-purpose path along (and separated from) SR 89 south to Tahoe City and beyond. Currently, there are pedestrian plazas and sidewalks in the Squaw Valley base area, but insufficient sidewalks in the surrounding communities. In addition, further reaches of the Plan Area lack connectivity to the regional bike and pedestrian network.
- ✦ The project will add additional paved multi-purpose trails beginning at the present termination of the Squaw Valley Trail at the northeastern corner of Squaw Valley Meadows condos adjacent to Squaw Valley Road. The trail will be a year-round facility. This bicycle/pedestrian trail will continue along the north property boundary of the Squaw Valley Meadows Condos (along the Squaw Valley Road right-of-way) proceeding westward. At the intersection of Squaw Valley Road and Chamonix Place, the bike path will branch off into multiple directions allowing guests to safely continue toward their chosen destination. This trail will have, along its route, paved nodes and/or overlook platforms along the Squaw Creek corridor to enjoy scenic vistas and present interpretive or educational displays. A connection to the proposed Granite Chief/Shirley Canyon Trailhead will be provided along this trail extension as well, and will include bike racks and parking along with other proposed trail improvements.



FIGURE 5.1-TRANSIT SYSTEM

FIVE - PARKING & CIRCULATION

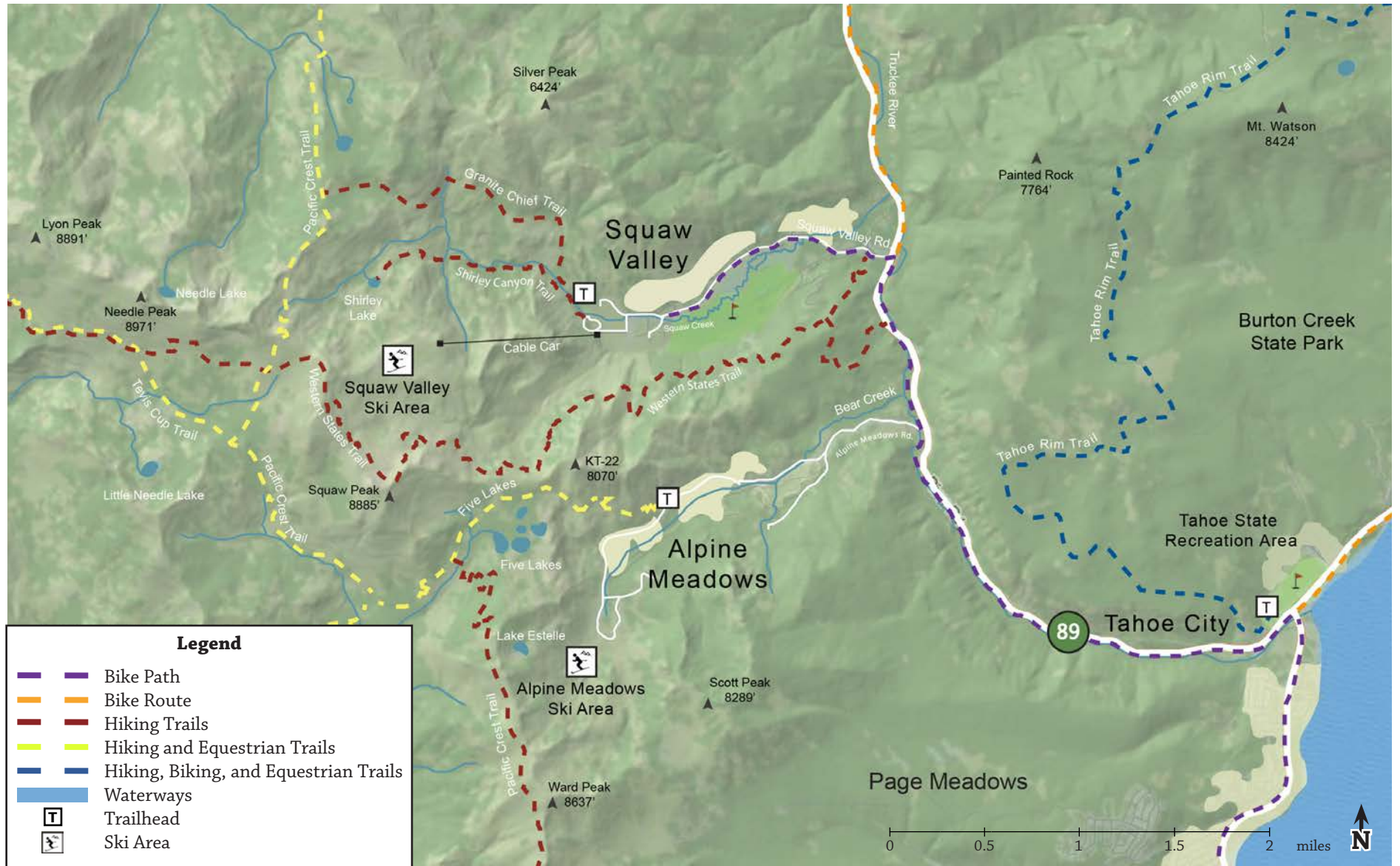


FIGURE 5.2-REGIONAL TRAIL NETWORK

5.4 ROADWAY CLASSIFICATIONS

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

SQUAW VALLEY ROAD

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

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

PRIMARY ROADS

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

SECONDARY STREETS

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

LANES

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

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

BRIDGES

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

FIVE - PARKING & CIRCULATION

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

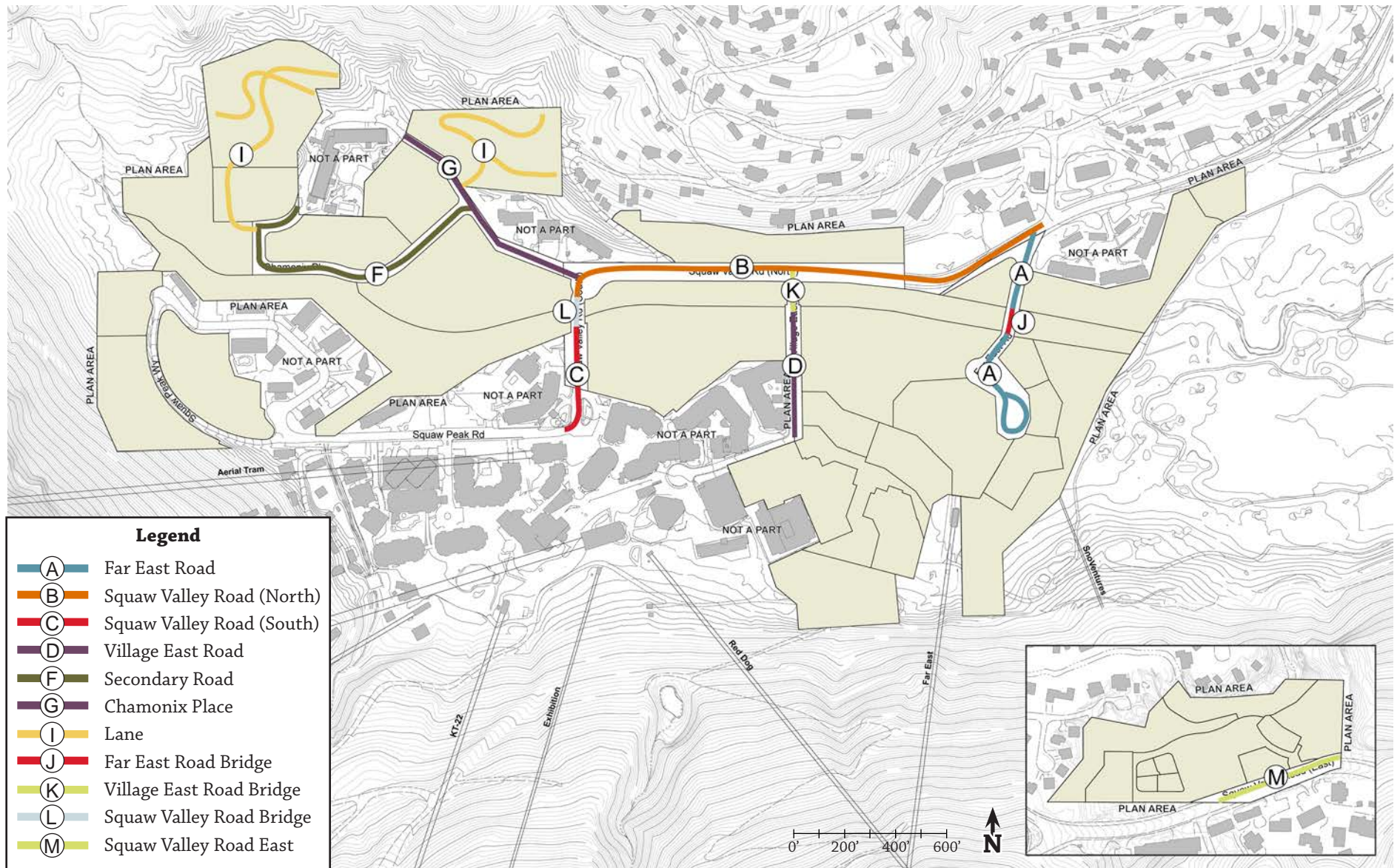


FIGURE 5.3-VEHICULAR CIRCULATION

FIVE - PARKING & CIRCULATION

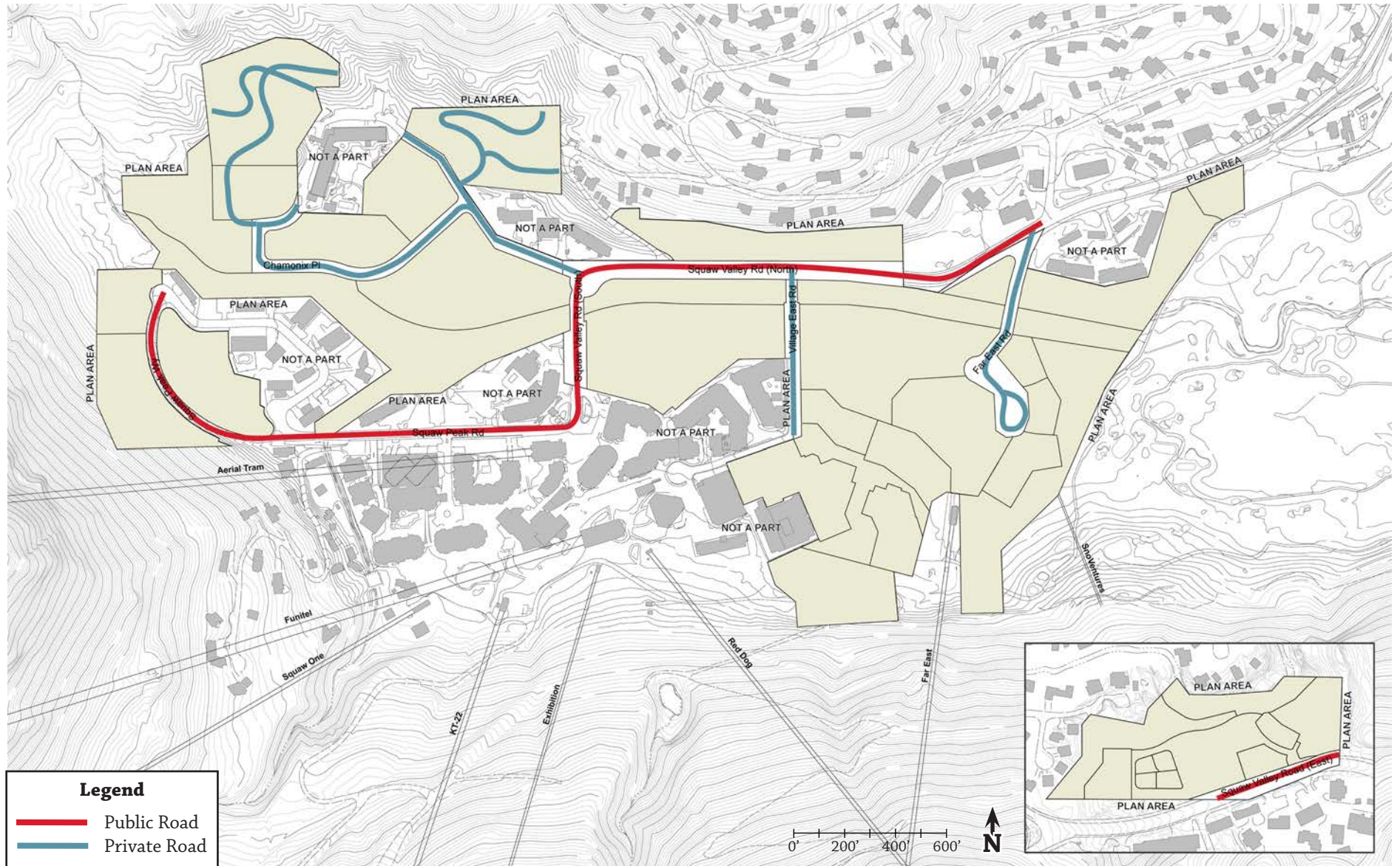


FIGURE 5.4-PUBLIC AND PRIVATE ROADWAYS

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

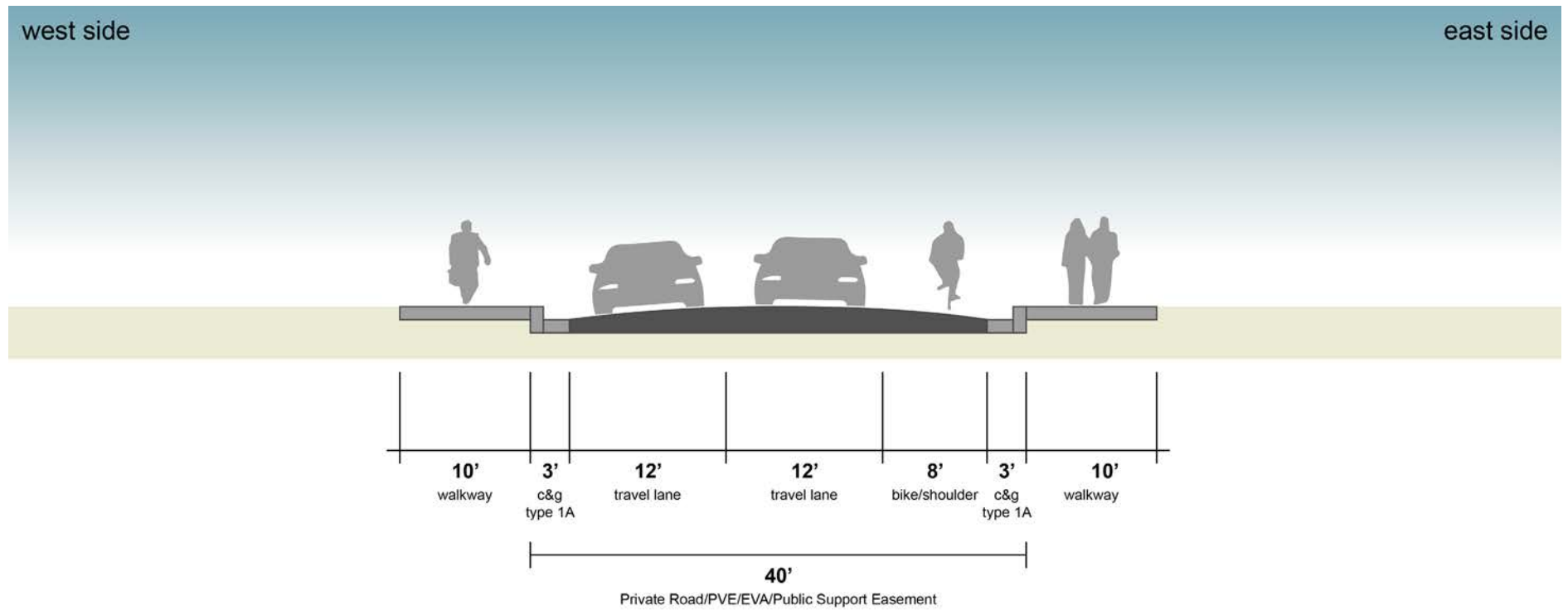


FIGURE 5.5- SECTION A: FAR EAST ROAD

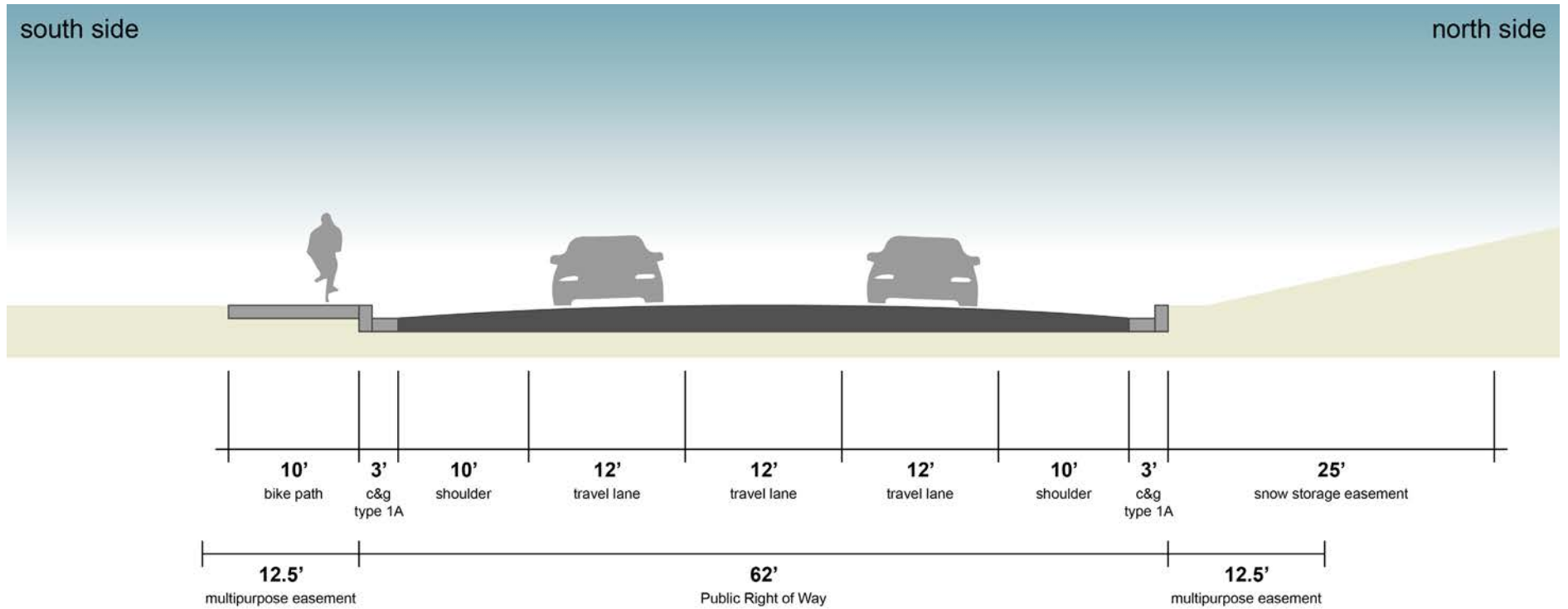


FIGURE 5.6- SECTION B: SQUAW VALLEY ROAD (NORTH)

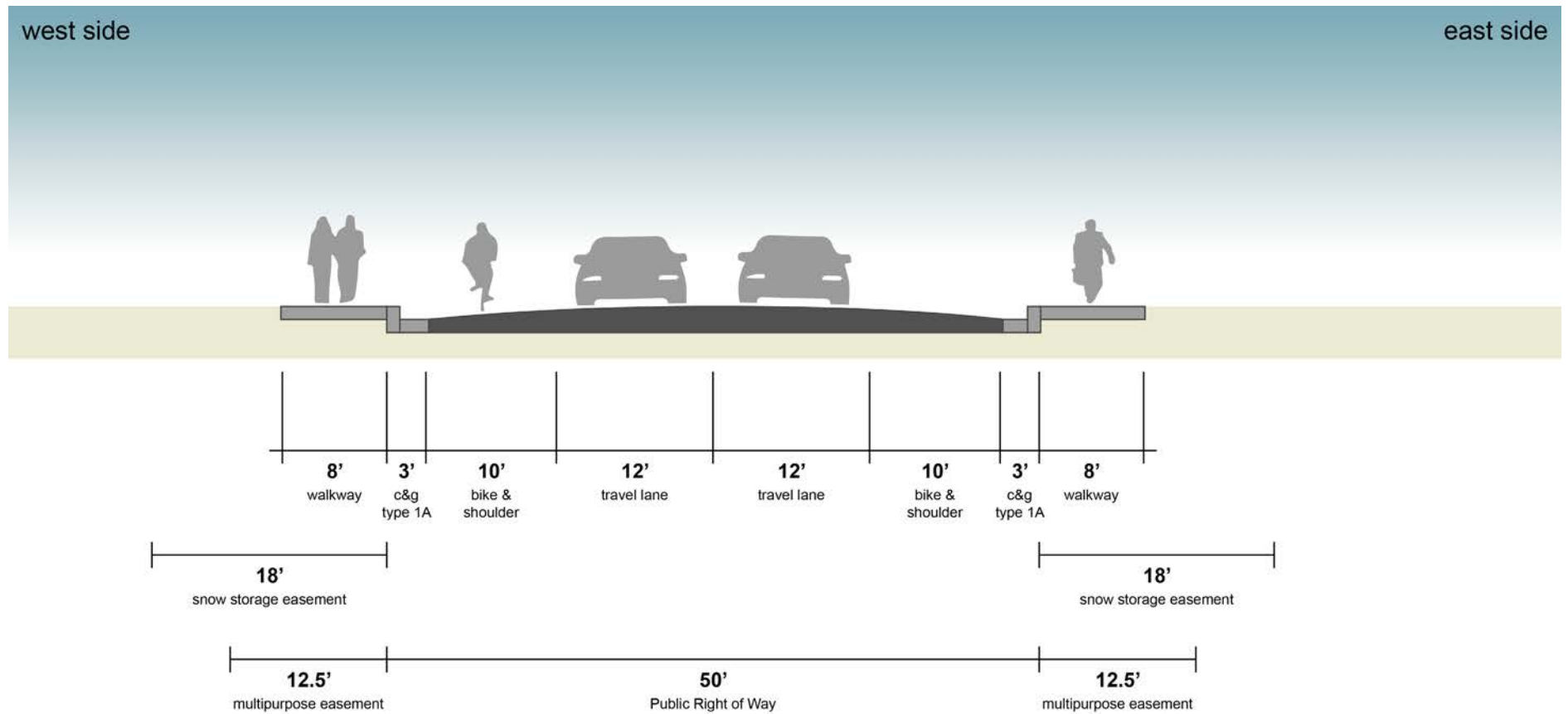


FIGURE 5.7- SECTION C: SQUAW VALLEY ROAD (SOUTH)

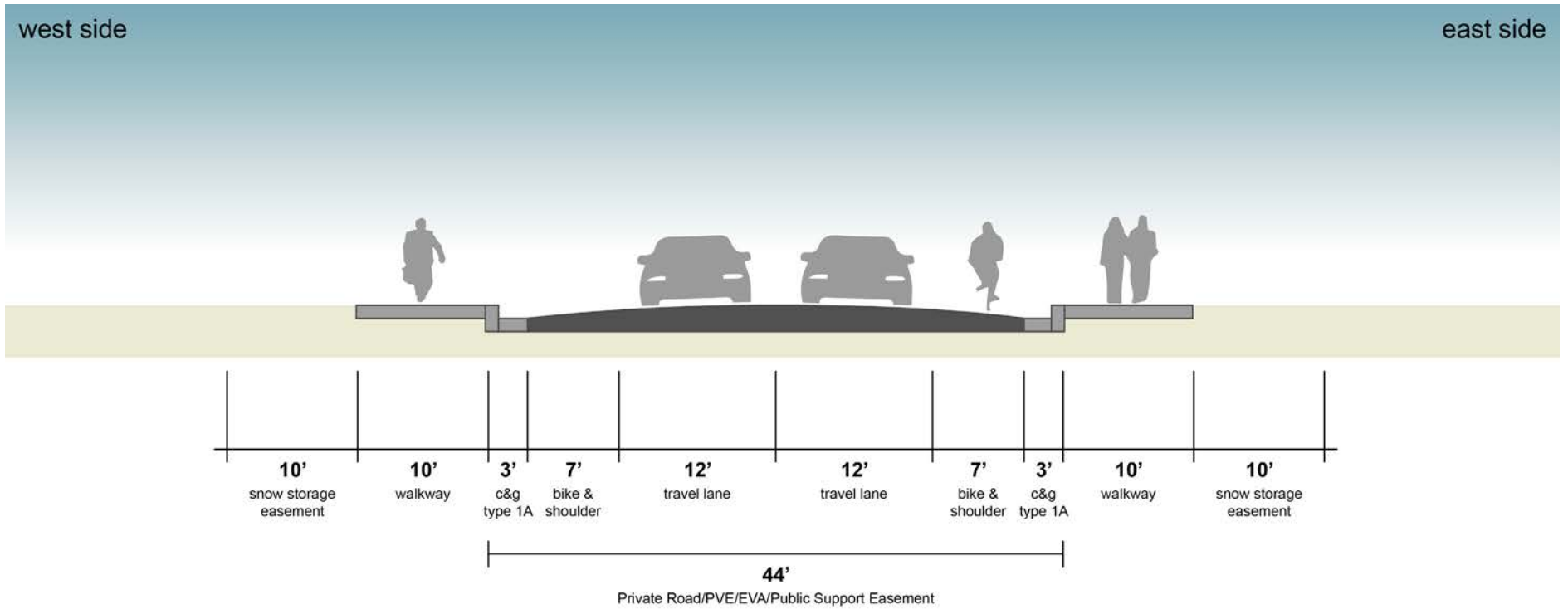


FIGURE 5.8- SECTION D: VILLAGE EAST ROAD

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

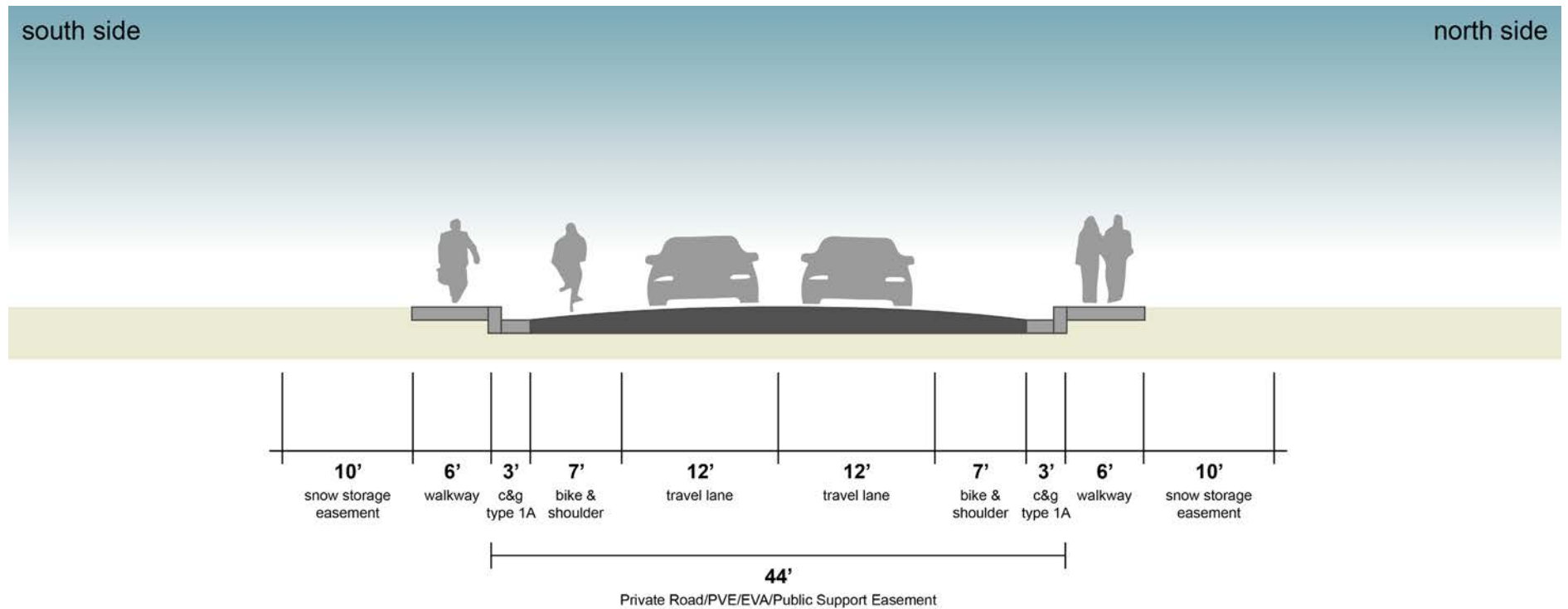


FIGURE 5.9– SECTION F: SECONDARY ROAD

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

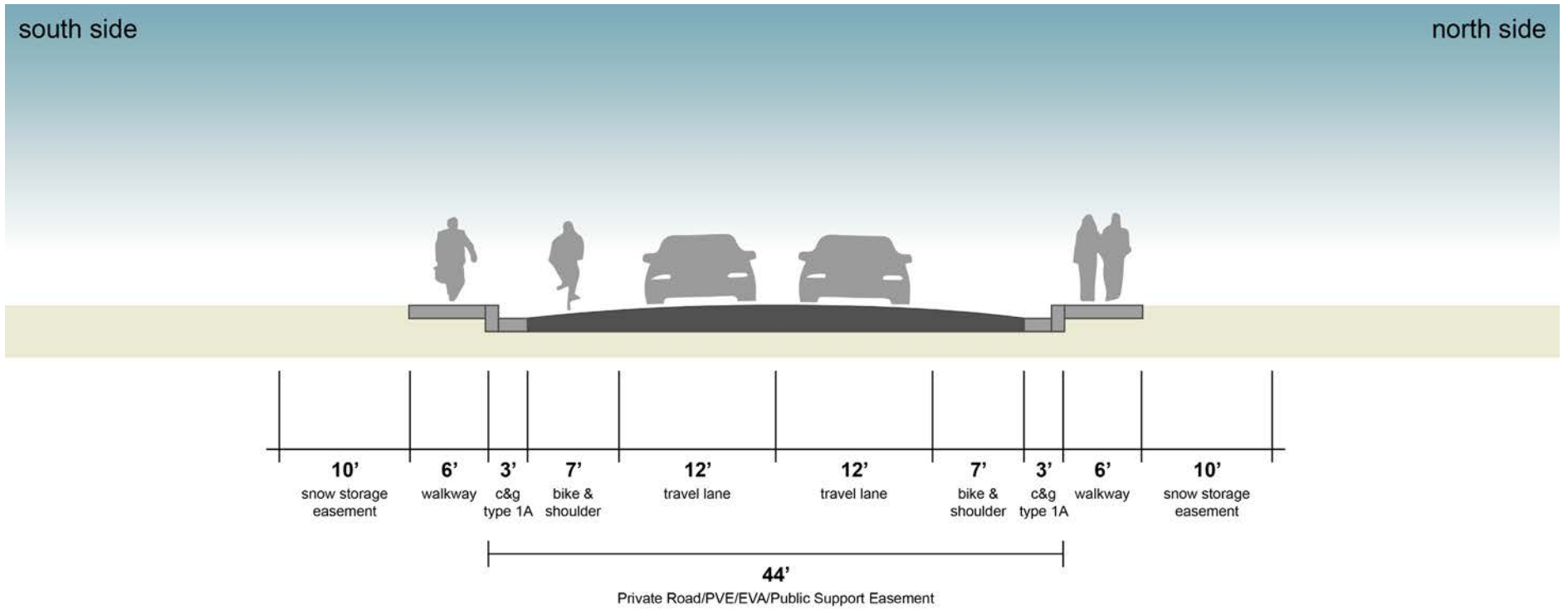


FIGURE 5.10- SECTION G: CHAMONIX PLACE

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

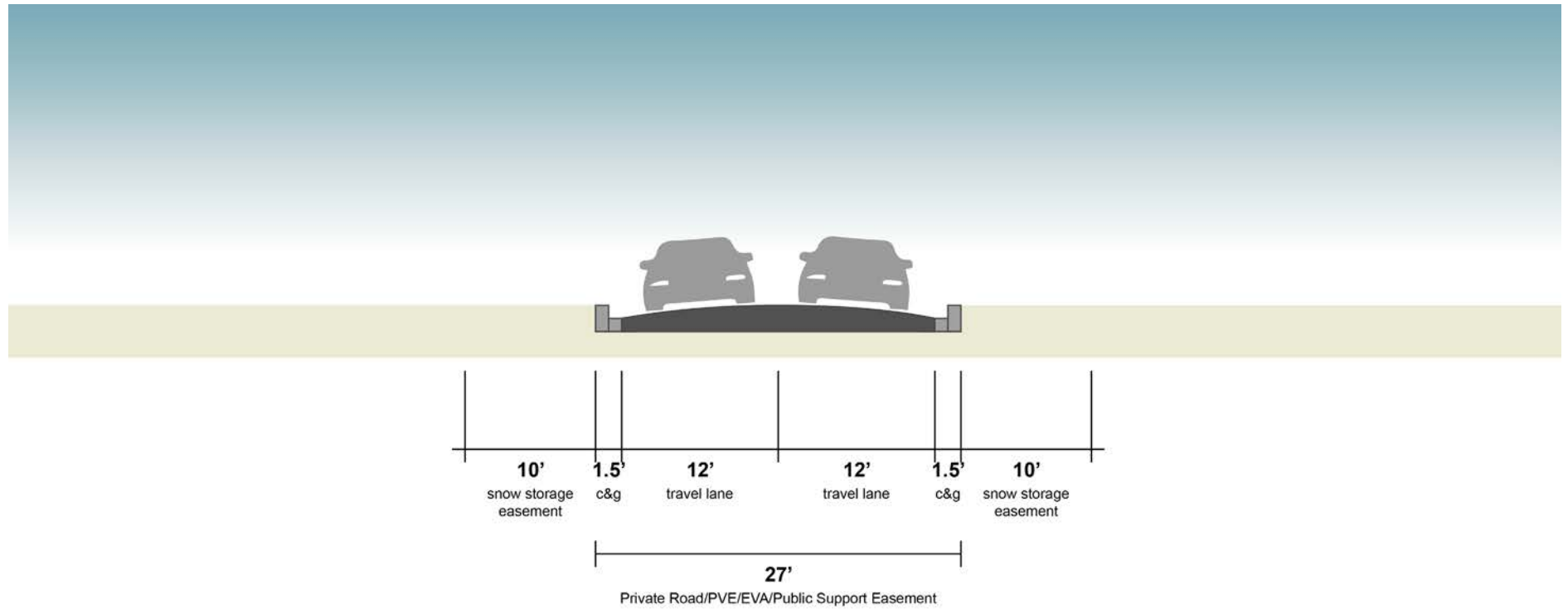


FIGURE 5.11- SECTION I: LANE

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

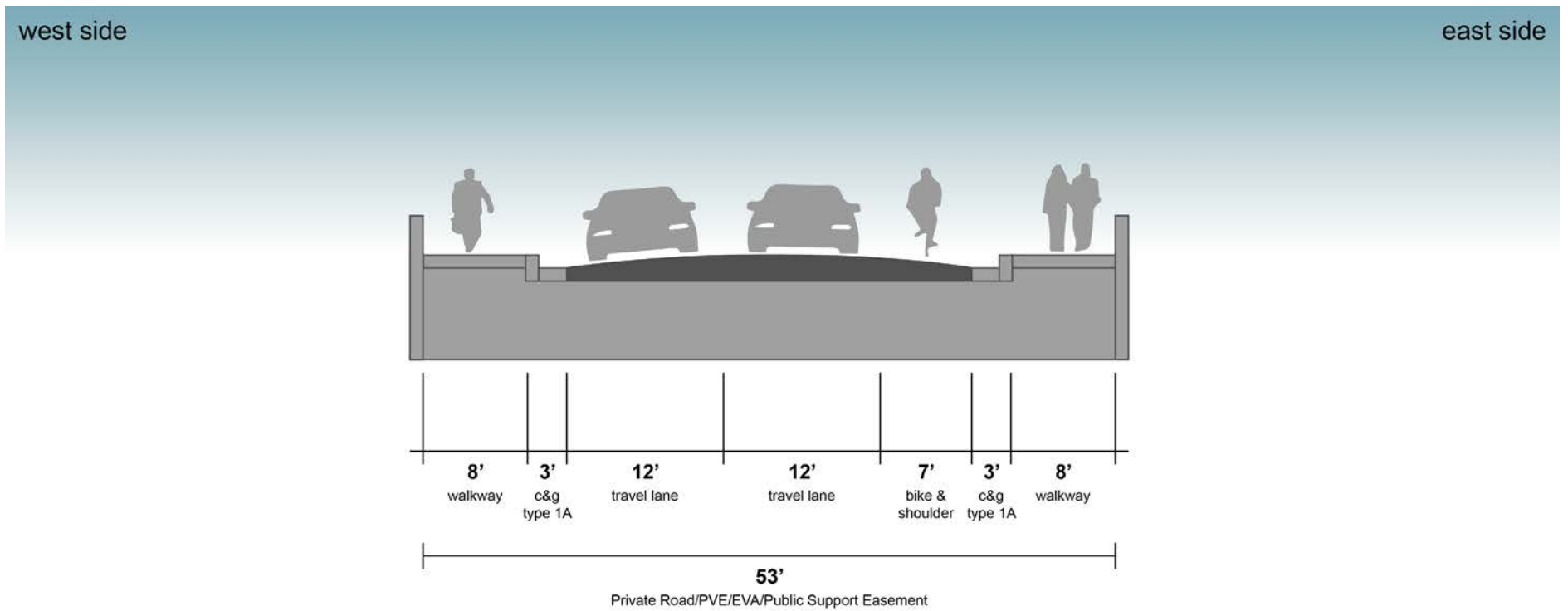


FIGURE 5.12- SECTION J: FAR EAST ROAD BRIDGE

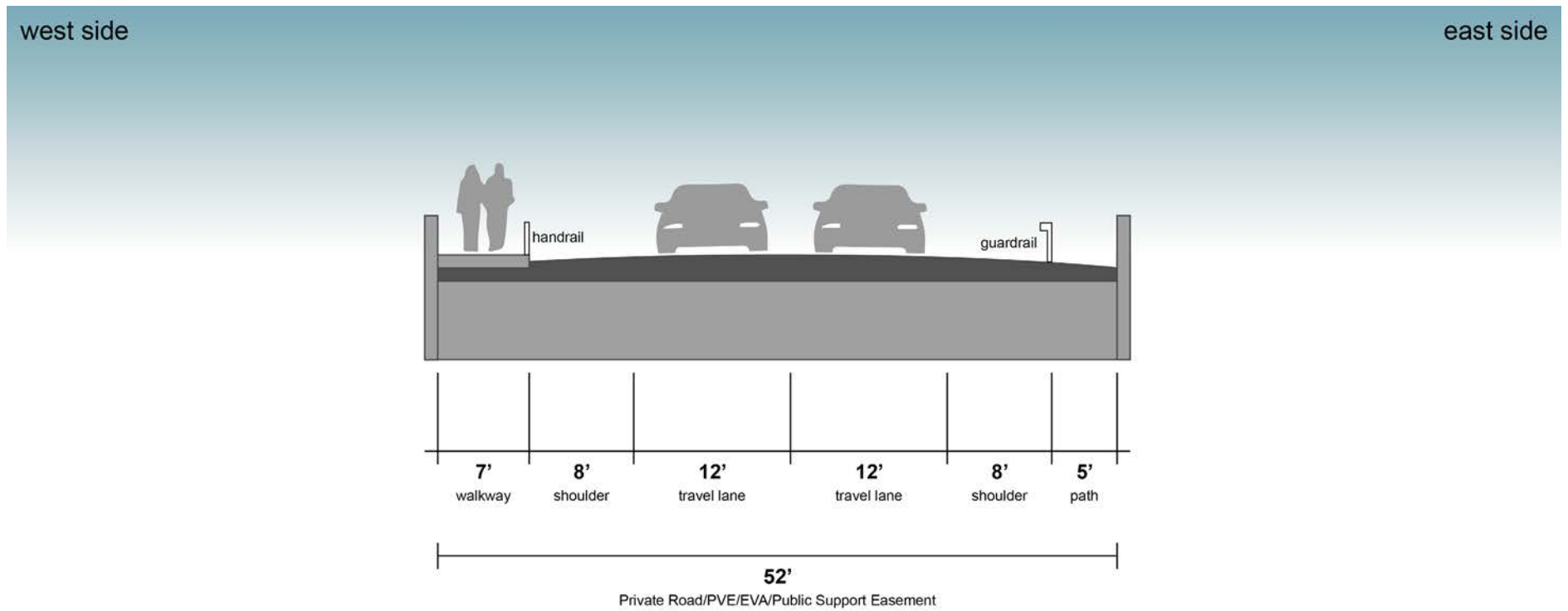


FIGURE 5.13- SECTION K: VILLAGE EAST ROAD BRIDGE

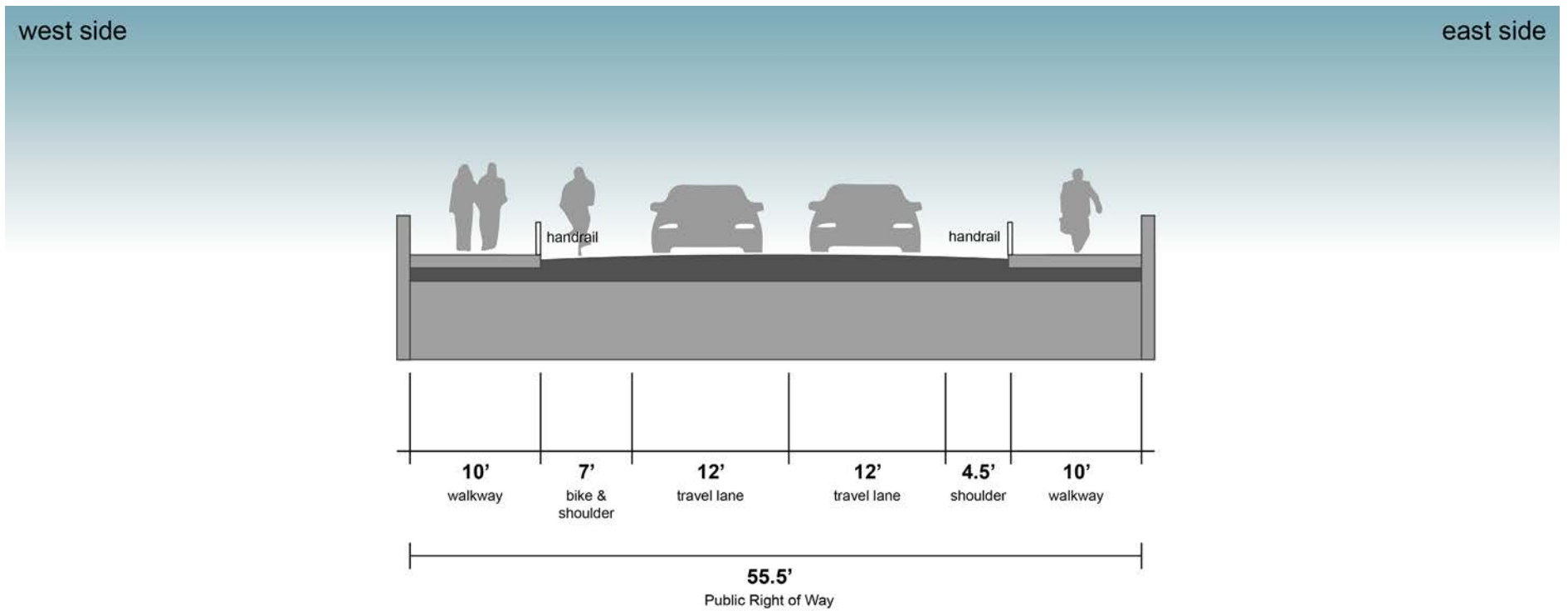


FIGURE 5.14- SECTION L: SQUAW VALLEY ROAD BRIDGE

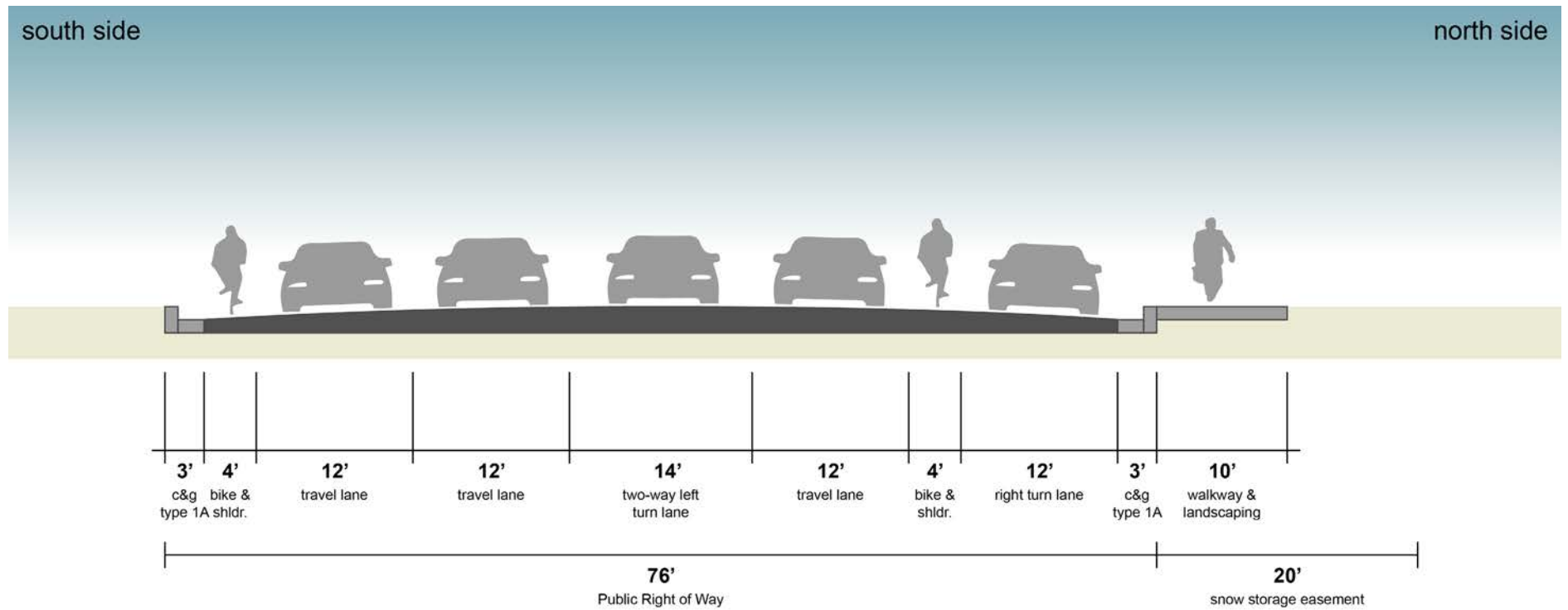


FIGURE 5.15- SECTION M: SQUAW VALLEY ROAD (EAST)

5.5 BICYCLE AND PEDESTRIAN CIRCULATION AMENITIES

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

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

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

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

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

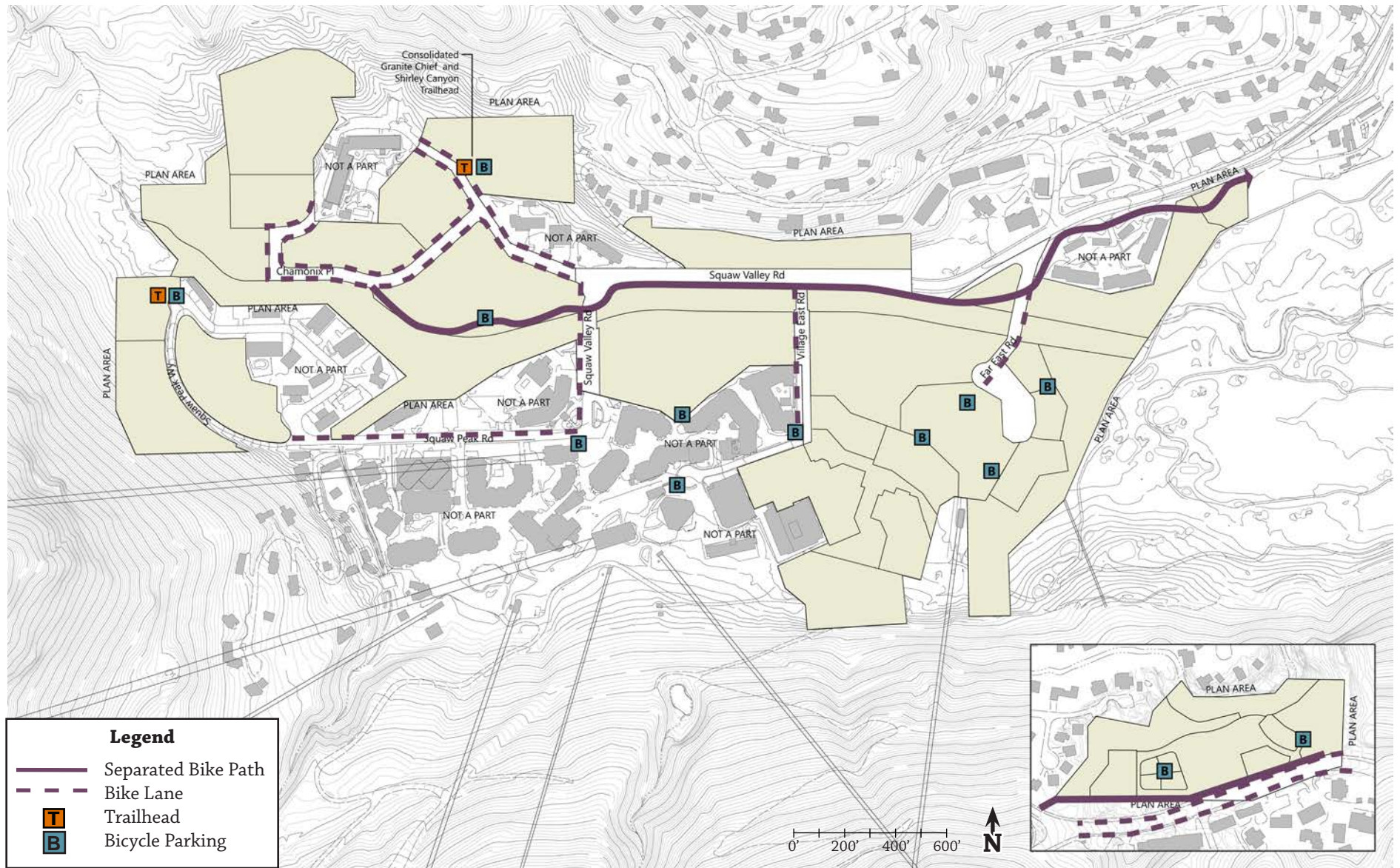


FIGURE 5.16- BICYCLE NETWORK

5.6 PARKING

Parking is provided in a variety of facilities:

- ✦ Parking Structures Beneath the Majority of Lodging and Resort Residential Buildings (podium parking)- Parking on individual parcels associated with lodging is primarily provided for guests/ residents. Operational vehicles and employees will be accommodated on a space-available basis.
- ✦ Surface and Structured Parking Lots- Most parking for day skiers, visitors, and guests of nearby lodging/resort-residential properties will still be provided by surface and structured parking lots on the north side of the Village core.
- ✦ Off-Site Parking - These parking areas are provided on an as-needed basis for day-skiers, employees, and interim day-skier parking during build-out of the Plan Area. The East Parcel parking facility on Squaw Valley Road near the entrance to the Olympic Valley (across the street from the Public Service District building) will provide the key off-site parking area for employees and (as needed) by day skiers on peak ski days or for special events. If out-of-valley off-site parking areas are ever pursued, preference will be provided to lots in a regional park-and-ride program or where parking can be shared with other uses (such as schools and marinas) that have space available on peak ski days. Squaw Valley will provide additional new parking facilities on an as-needed basis to accommodate overall Specific Plan demand.

Parking demand rates have been developed based on existing code, observed parking needs in similar resort areas, and detailed surveys

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

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

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



FIGURE 5.17-PARKING PLAN

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

5.7 EMERGENCY VEHICLE ACCESS

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

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

In support of advanced emergency medical services related to resort activities and the village expansion, a dedicated Emergency Medical Service (EMS) Landing Site for patient evacuation to regional emergency care providers shall be established. The EMS Landing Site will be a minimum of 100 feet x 100 feet. It shall be conveniently located to assure timely access by ambulances and other emergency vehicles while mitigating the impact of noise and rotor wash to nearby buildings, residents and guests. The location of the EMS Landing Site will be determined in a location acceptable to the Squaw Valley Fire Department. The EMS Landing Site must incorporate a dedicated elevator that can accommodate a medical gurney if located on a raise surface, dedicated snow clearing operations, and proper

aeronautical markings. The timing of the development of the EMS Landing Site shall be accordance with the approved Master Phasing Plan.

5.8 TRANSPORTATION MANAGEMENT

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

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



FIGURE 5.18—EMERGENCY VEHICLE ACCESS

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

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

- ✦ On-Going Traffic Management – Traffic management programs on peak ski days at the SR 89 / Alpine Meadows Road intersection, SR 89 / Squaw Valley Road intersection and along Squaw Valley Road between SR 89 and the Village will be continued and modified over time as warranted, to respond to changes in transportation patterns.
- ✦ Provide Preferred Parking for Carpoolers – Convenient parking spaces will be designated for vehicles arriving with four or more occupants. This is intended to encourage higher occupancy rates in arriving vehicles.
- ✦ Transit Center – The Transit Center will provide a convenient transit hub for both public and private transit services traveling within, to, and from the Village. It will be designed as a drop-off/pick-up facility with the capacity to accommodate two buses at a time.
- ✦ Transit Services and Facilities within the Village – Low-emission vehicle shuttle service will be provided within the Village, as warranted, to provide mobility for visitors, guests, and employees. Most new vehicles used to operate services internal to the Plan Area shall use alternative fuels. An efficient and attractive Transit Center, with adequate capacity for local and regional services, charter buses, and public transit, is a key element in implementing this program.
- ✦ Transit Services within the Olympic Valley – Squaw Valley will provide low-emission shuttle service within the Olympic Valley with three general programs. The first program will consist of fixed-route shuttles that circulate between The Village at Squaw Valley and the Resort at Squaw Creek. The second program will circulate in the hillside neighborhoods north of Squaw Valley Road with fixed-route shuttles during peak-hour ski days, and the third program will consist of on-demand (dial-a-ride) shuttles that circulate in the above-mentioned hillside neighborhoods during non-peak-hour ski days. Local shuttle services operated by Squaw Valley will coordinate with the Placer County Department of Public Works to provide timed transfers with TART where feasible.
- ✦ Transit Services Connecting the Village with the Remainder of Squaw Valley/Alpine Meadows – A transit service will be operated between the Village and the other key lodging and residential areas within the Olympic Valley. The goal of this service is to provide a viable alternative to the private automobile for residents and guests in the Olympic Valley traveling to and from the Village. Most new vehicles used to operate services internal to the Plan Area shall use alternative fuels. This program may include a mix of scheduled and on-call services. In addition, Squaw Valley Resort will operate a transit shuttle service between the Squaw Valley and Alpine Meadows Resort base areas when lifts are in operation at Alpine Meadows. Services will be coordinated with other transit programs, including the Tahoe Area Regional Transit (TART) program and other entities, including other lodging shuttles.

- ✦ Transit Services Connecting the Village with the North Tahoe/Truckee Region – As demand dictates during the peak ski season, transit service will be provided (or supported) along the following routes:
 - ✦ Squaw Valley – Tahoe City – North Shore – Incline Village Route
 - ✦ Squaw Valley – Tahoe City – Sunnyside Route
 - ✦ Squaw Valley – Truckee Route
- ✦ Adequate service will be provided to serve visitor demand as needed, as well as to provide capacity to serve ridership generated by off-site employee needs. These routes will serve park-and-ride lots and shuttle routes and stops as warranted, focusing on parking facilities that can be shared with other uses in (such as schools and summer recreation sites). Service will be coordinated with other regional services, including the TART program to facilitate timed transfers, and to avoid duplication of services. In addition, Squaw Valley Resort will continue to subsidize transit fares on TART services for employees not conveniently served by the shuttles. Squaw Valley Resort will also continue to provide operational funding to TART for winter service in addition to purchasing fares for employees. Squaw Valley Resort will continue to be an active member in the Truckee/North Tahoe Transportation Management Association, as it provides a forum for solving regional transportation problems through public-private cooperation.
- ✦ Enhanced Alternatives to the Private Automobile for Regional Access – To encourage guests to visit the region without private automobiles, Squaw Valley Resort will:
 - ✦ Promote use of the North Lake Tahoe Express service to the Reno-Tahoe International Airport through its inclusion in marketing materials and websites.
 - ✦ Promote charter bus services through marketing materials. On-site charter bus parking will be provided. Other strategies will be considered, such as discounts on lodging packages for groups traveling by charter bus.
 - ✦ Partner with and promote the use of a social-media-based ridesharing program for visitor access to the Truckee-Tahoe region, as well as for employee commute ridesharing.
- ✦ Provide a Year-Round Bicycle and Pedestrian Trail Network - A comprehensive network of multiuse paths and sidewalks will be provided throughout The Village at Squaw Valley and maintained year-round (including snow removal). The project owner will also make a fair share contribution towards the maintenance and snow removal of the existing Class 1 trail along Squaw Valley Road for employees commuting from the East Parcel. Connections will be made with other non-motorized-related networks and facilities in the Olympic Valley.
- ✦ Establish a Transportation Coordinator Position – A Squaw Valley Resort employee will be designated as Transportation

FIVE - PARKING & CIRCULATION

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

- ✦ Provide Bicycle Parking Facilities – These facilities will be provided at all major lodging/resort-residential facilities, as well as at other major activity centers.
- ✦ Other Strategies to Encourage Alternative Transportation Options – Squaw Valley will consider and implement, where feasible, other strategies to reduce private automobile use and expand mobility options, including, but not limited to:
 - ✦ *Provide Access to a Fleet of Low-Emission Car-Sharing Vehicles for Local Trips* – Providing guests with access to a zero or low-emission short-term rental car for trips within the Tahoe-Truckee region would support alternative regional transit access to the resort, as it would provide flexibility for those arriving without a private automobile to make trips not conveniently served by mass transit (such as a visit to North Lake Tahoe or Truckee).
 - ✦ *Provide Access to Bicycles for Visitors and Guests* – This could encourage cycling within Olympic Valley and beyond, and could be operated through a local bicycle shop.
 - ✦ *Offer Activities to Extend Day Skier Stays* – Activities such as night skiing, the Mountain Adventure Camp, and

ice skating could be promoted to reduce the proportion of day skiers exiting during the peak afternoon traffic period. On days forecast to have particularly high levels of skier activity, events (concerts, live performances, etc.) will be held to encourage day skiers to linger in the Village area until after exiting traffic volumes recede.

- ✦ *Electric Charging Stations* – Charging stations in Squaw Valley Resort parking facilities may be provided, as changes in the vehicle fleet warrant.
- ✦ *Real-time Traffic Communication Systems* – Subject to support and cooperation from Caltrans, Squaw Valley Resort will install and operate real-time traffic communication systems within the Village to advise guests of existing travel conditions and approximate travel times out of the area.

6

PUBLIC SERVICES AND UTILITIES



6.1 PUBLIC SERVICE AND UTILITIES

GOALS AND POLICIES

6.2 WATER SUPPLY AND DISTRIBUTION

FACILITIES

6.3 WASTEWATER COLLECTION AND

TREATMENT

6.4 DRAINAGE AND FLOOD CONTROL

6.5 SOLID WASTE DISPOSAL

6.6 DRY UTILITIES

6.7 PUBLIC SERVICES

6.8 PARKS AND RECREATION

6.9 SCHOOLS

6.10 OFFSITE IMPROVEMENTS





PUBLIC SERVICES & UTILITIES

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

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

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

6.1 PUBLIC SERVICE AND UTILITIES GOALS AND POLICIES

- Goal PU-1: Create a comprehensive system of public services and utilities that accommodates the development within the Plan Area.
- Goal PU-2: Conserve and protect resources through the use and implementation of efficient utility system designs and technologies.
- Goal PU-3: Minimize the risk of loss of life, injury, and damage to property and resources resulting from unwanted fires.

UTILITIES POLICIES:

- Policy PU-1: Build the necessary water, wastewater, and drainage infrastructure and dry utilities to serve the Plan Area with each phase of development.
- Policy PU-2: Encourage the use of water in an efficient manner, reduce wastewater flows through the use of water efficient fixtures consistent with the Uniform Plumbing Code, and incorporate storm water Best

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

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

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

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

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

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

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

TABLE 6.1- SERVICE PROVIDERS

SIX - PUBLIC SERVICES & UTILITIES

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

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

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

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

6.2 WATER SUPPLY AND DISTRIBUTION FACILITIES

6.2.1 WATER SUPPLY PLANNING

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

The Plan Area is located within the Squaw Valley Public Service District (SVPSD) boundaries. The District was organized under the

provisions of Division 12 of the Water Code, and incorporated in the State of California on March 30, 1964.

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

6.2.2 WATER SUPPLY AND DISTRIBUTION

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

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

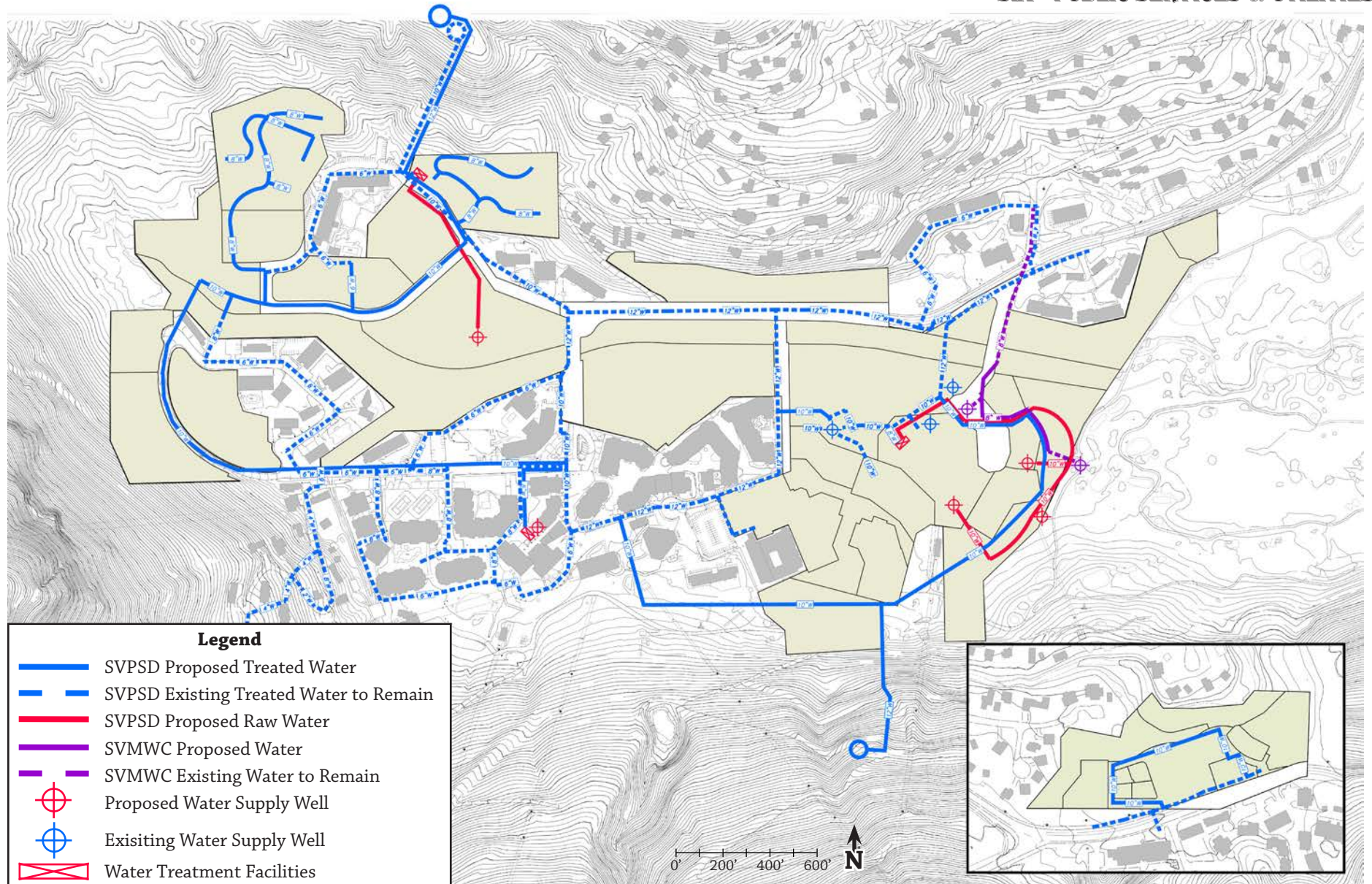


FIGURE 6.1- CONCEPTUAL UTILITIES PLAN - WATER

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

6.2.3 WATER STORAGE

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

6.2.4 WATER CONSERVATION MEASURES

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

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

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

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

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

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

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

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

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

6.3 WASTEWATER COLLECTION AND TREATMENT

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

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

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

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

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

6.4 DRAINAGE AND FLOOD CONTROL

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

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

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

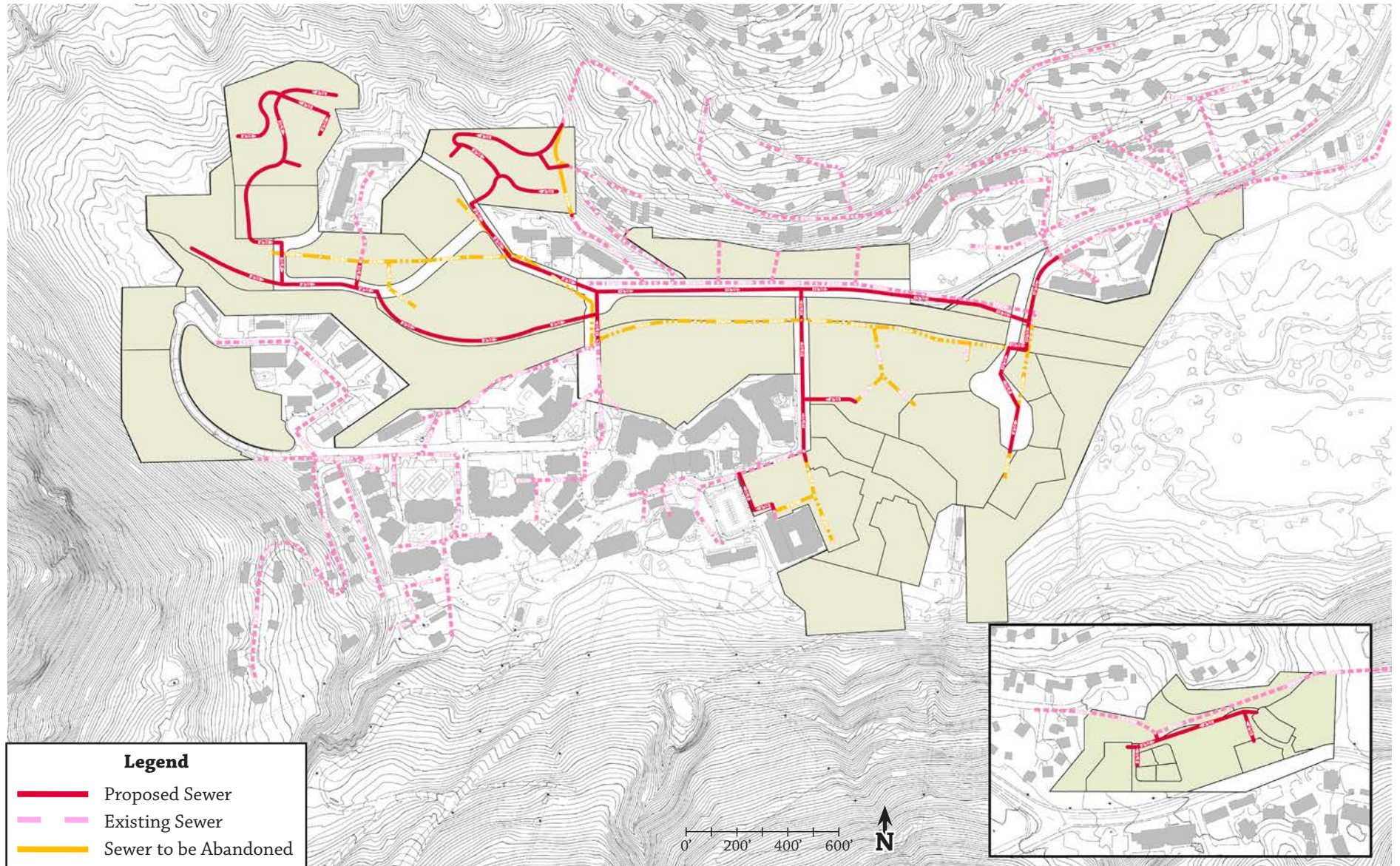


FIGURE 6.2- CONCEPTUAL UTILITIES PLAN - WASTEWATER

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

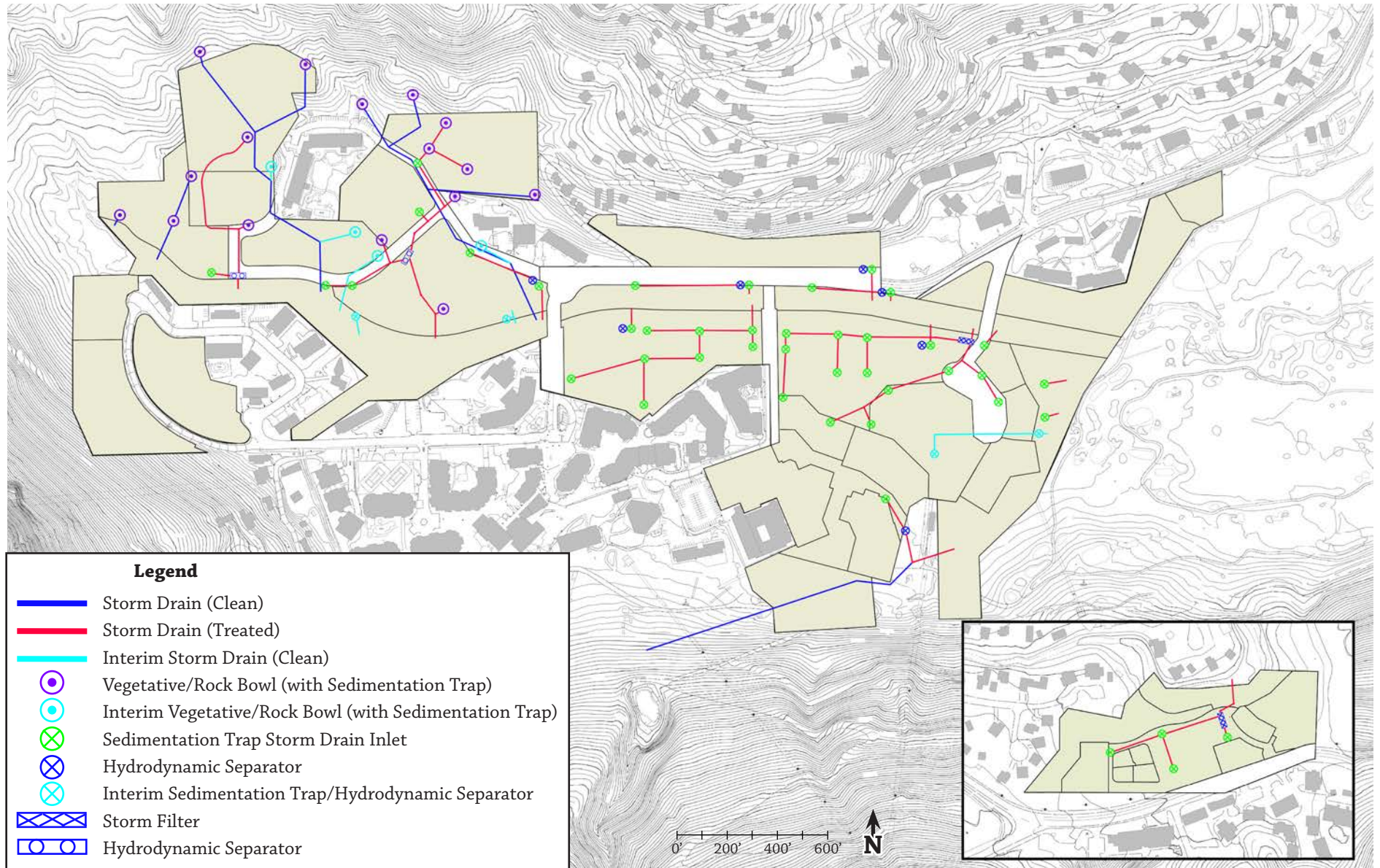


FIGURE 6.3- CONCEPTUAL UTILITIES PLAN - DRAINAGE

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

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

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

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

6.4.1 STORMWATER QUALITY

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

- ✦ The Squaw Creek Total Maximum Daily Load (TMDL) for sediment and the Middle Truckee River TMDL for suspended sediment concentration, including measures to reduce erosion and sediment delivery and maintain channel stability.
- ✦ The National Pollutant Discharge Elimination System (NPDES) Municipal Stormwater Permit (MS4, Phase 2) covering the Placer County portion of the Truckee River watershed.

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

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

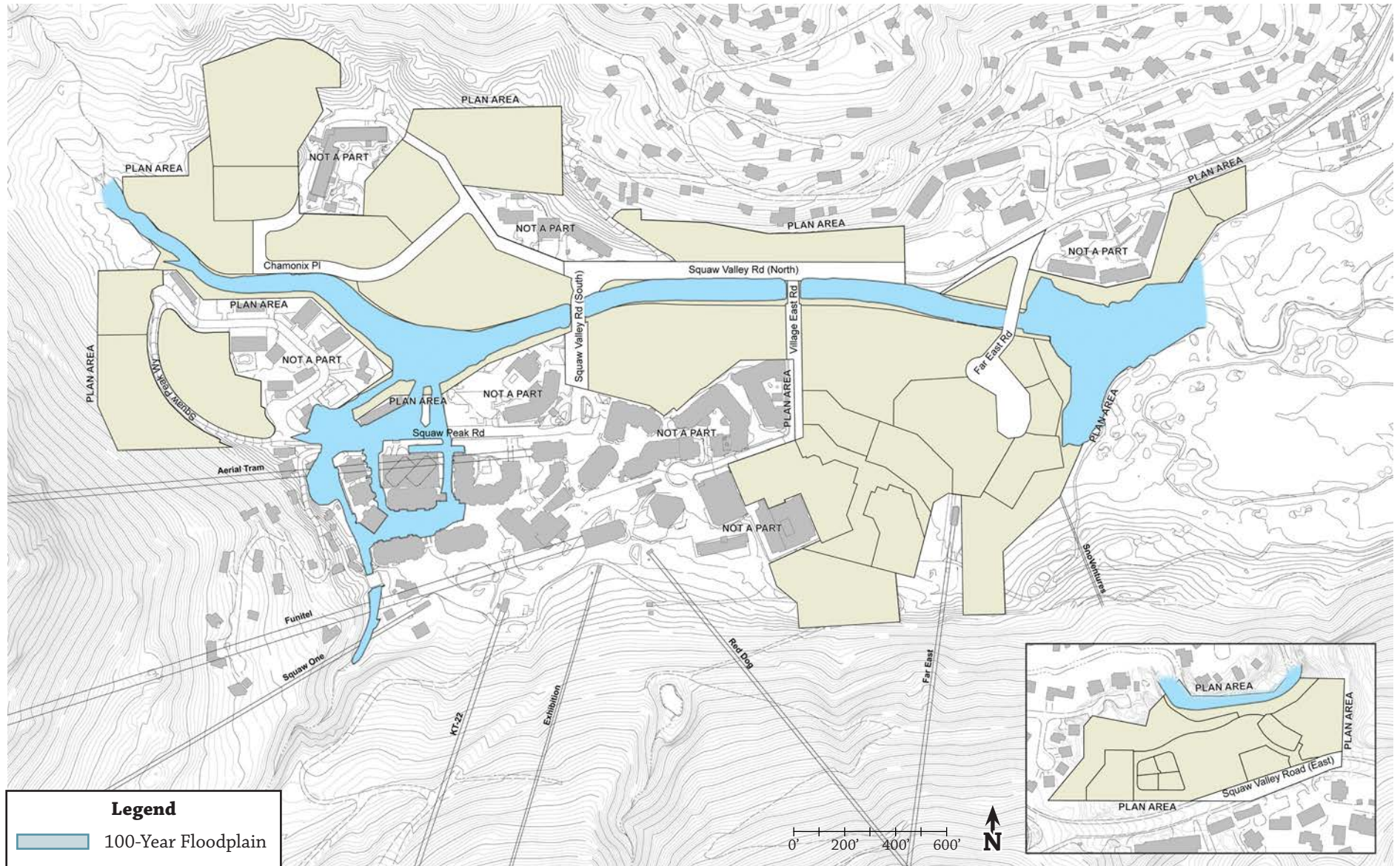


FIGURE 6.4- FULLY DEVELOPED UNMITIGATED 100-YEAR FLOODPLAIN

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

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

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

STORMWATER MANAGEMENT DURING CONSTRUCTION ACTIVITIES

During construction activities, on-site stormwater run-off is regulated by the State General Construction Permit issued by the Regional Water Quality Control Board for construction sites greater than one acre. The General Construction Permit requires that a Storm

Water Pollution Prevention Plan (SWPPP) be prepared to address how the storm water from the construction site will be managed and treated prior to being discharged from the site. The SWPPP is an evolving document that changes with site development dynamics. Placer County also regulates water quality.

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

POST-CONSTRUCTION STORMWATER MANAGEMENT

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

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

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

6.4.2 LOW IMPACT DEVELOPMENT

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

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

and construction phases of the project when specific LID details are being incorporated into the project.

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

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

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

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- ✦ Curb cuts and vegetated filter strips;
- ✦ Landscape buffer areas;
- ✦ Creek buffers;
- ✦ Soil amendments;
- ✦ Green roofs, rain gardens, and cisterns; and
- ✦ Pollution prevention and good housekeeping practices.
- ✦ Use of rock-lined ditches below pipe outlets;
- ✦ Installation of structural BMPs (such as vortex and/or media filtration devices);
- ✦ Use of disconnected roof drains;
- ✦ Installation of water quality interceptor devices; and
- ✦ Use of grassy treatment swales/bioswales.

6.4.3 BEST MANAGEMENT PRACTICES

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

- ✦ Source control to reduce quantities of run-off;
- ✦ Directing flows onto grassy areas or open space where feasible;
- ✦ Additional tree plantings;
- ✦ Installation of trash screen vaults;

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

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

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

LODGE FACILITIES/FRACTIONAL CABINS AND EXTENDED STAY CONDO HOTEL

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

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

CONDO HOTEL AND COMMERCIAL

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

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

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

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

6.5 SOLID WASTE DISPOSAL

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

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

6.6 DRY UTILITIES

ELECTRIC SERVICE

Liberty Energy provides electric service to the Plan Area from its

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

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

PROPANE GAS

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

ALTERNATIVE ENERGY SOURCES

Squaw Valley will implement a sustainability strategy developing mitigation opportunities to reduce development impacts to energy resources and to promote reduction in greenhouse gas (GHG) emissions. Implementation is focused on maximizing renewable energy, energy efficiency, electric grid load management, and other

GHG emission reduction options. Subject to feasibility, renewable energy sources could include:

- ✦ Wind,
- ✦ Solar,
- ✦ Water, and
- ✦ Others.

COMMUNICATIONS

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

6.7 PUBLIC SERVICES

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

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

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

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

Policy PS-5: In compliance Squaw Valley General Plan Policy VI.E.7.1, each phase of development shall be reviewed for compliance with the Village at Squaw Valley Emergency Preparedness and Evacuation Plan and applicable state, county and Squaw Valley Fire Department requirements for emergency preparedness. Each phase of development shall incorporate structural protection systems and emergency preparedness procedures for project construction and operation.

LAW ENFORCEMENT

Law enforcement for the Plan Area is provided by the Placer County Sheriff's Department and the California Highway Patrol (CHP). The Sheriff's Department provides general law enforcement services, and traffic-related enforcement services are provided by the CHP.

The Tahoe Substation in Tahoe City is the closest Sheriff's substation located approximately 9 miles from the Plan Area.

FIRE PROTECTION

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

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

PLANNED FIRE PROTECTION

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

- ✦ A new 24 hour fire station will be developed on either Lot 11 or Lot 12 to provide enhanced fire and EMS service to the western end of Olympic Valley. The station will be developed when approximately 50% of the plan area is built out and will be operated by the SVFD in conjunction with the current fire station located at the entrance to the valley. Specific timing of parcel and station development and conveyance is outlined in the Master Phasing Plan.

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- ✦ Pedestrian streets and trails designated as EVAs shall be 20 feet wide with a 2 foot shoulder on each side.
- ✦ Fire resistant building materials: In January 2008, California officially switched from the Uniform Building Code to the International Building Code (IBC). With the assistance of fire safety experts, a new section has been added to the IBC that specifies construction standards to be used in urban interface and wildlands areas where there is an elevated threat of fire. In conformance with these new construction standards, fire resistant building materials will be used to construct homes and other structures in the Plan Area.

6.8 PARKS AND RECREATION

The intent of the Specific Plan is to create a village environment as a public portal to the ski area, vast surrounding natural mountain open space, and multitude of activities available. A network of pedestrian spaces, trails, and bike paths provide enhanced access to these public amenities. Access to backcountry trails such as Granite Chief and Shirley Canyon will include trailhead car and bike parking, signage, flush restrooms, and other enhancements to establish a comfortable and easily identifiable starting point. A Class 1 path will be constructed along the south perimeter of the East Parcel. Additional improvements to other existing trails may include new signage and trail upgrades to further enhance the experience for visitors. Bike lanes are provided on all primary roads and a Class 1 bike path is located along Squaw Creek to provide a non-vehicular route with gathering spots, interpretive signage, and informational graphics on restoration areas.

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

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

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

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

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

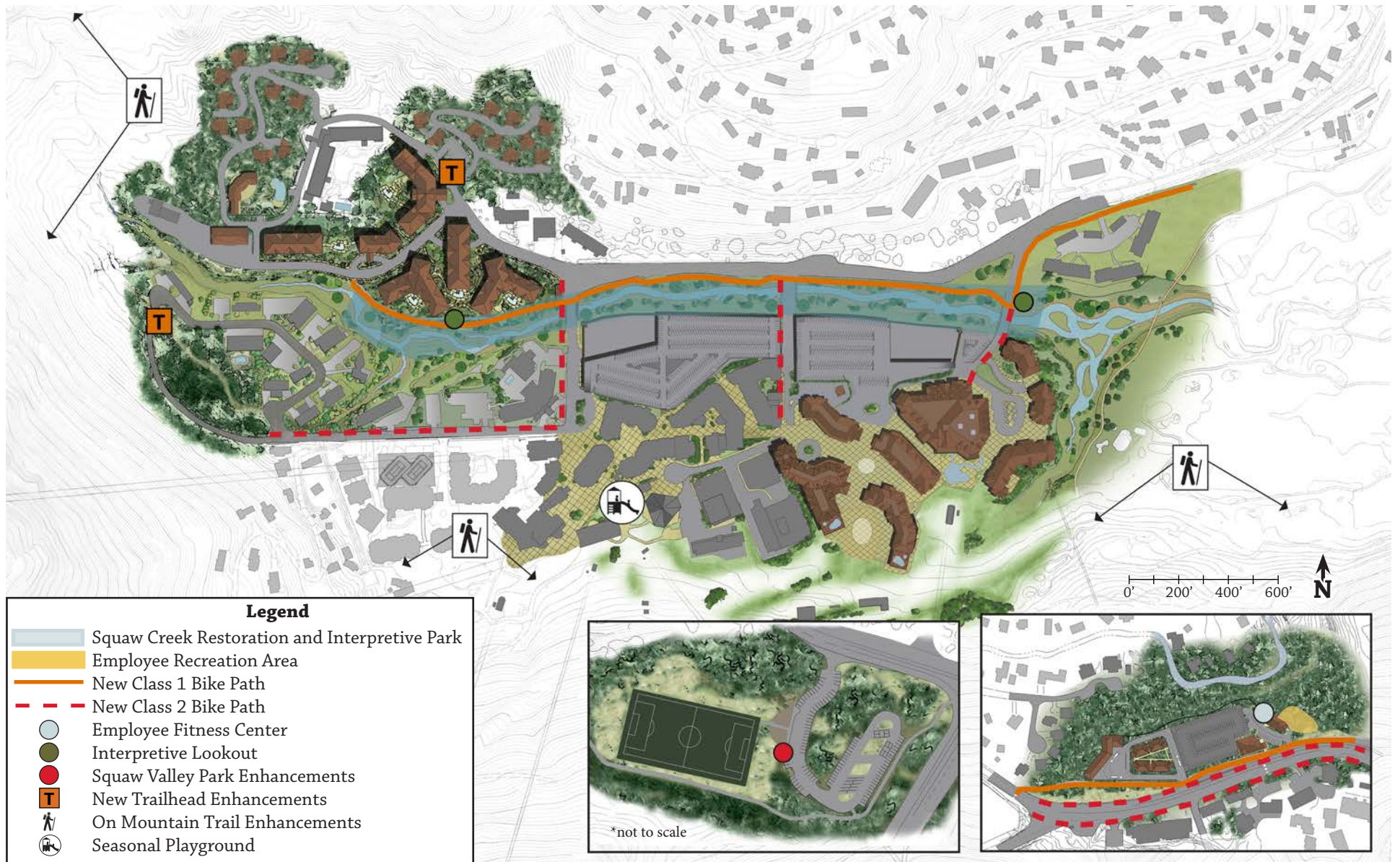


FIGURE 6.5-PARKS AND RECREATION PLAN

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

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

Policy PR-6: Coordinate with other local trail stakeholders and foundations to develop plans for improvements and maintenance that benefit the long-term longevity and sustainability of the trails and overall visitor experience. Refer to Figures 6.5 for trail and associated facilities plans.

6.9 SCHOOLS

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

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

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

outside of the Plan Area would occupy housing that had been subject to appropriate development fees for school facilities and property taxes that fund school services.

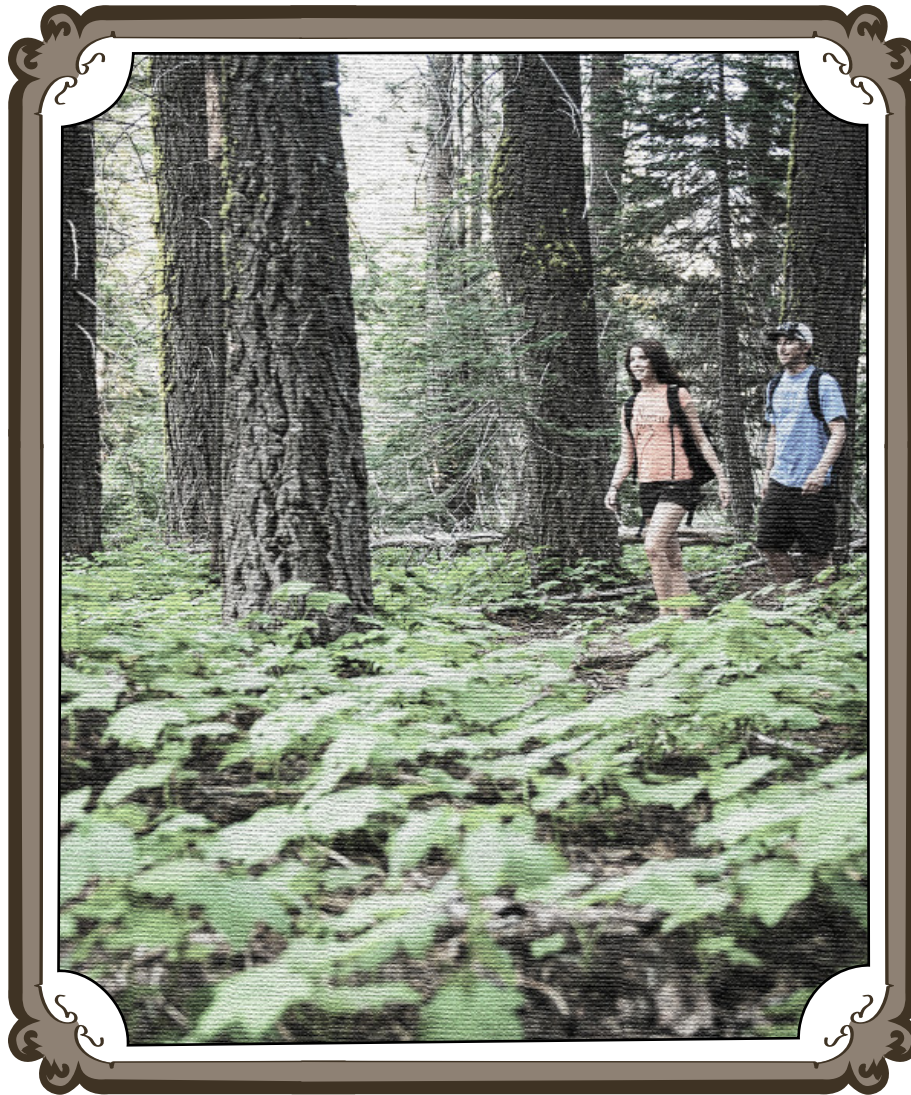
6.10 OFFSITE IMPROVEMENTS

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

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

7

RESOURCE MANAGEMENT



7.1 RESOURCE MANAGEMENT CONCEPT AND GOALS

7.2 AESTHETICS AND SCENIC RESOURCES

7.3 CULTURAL RESOURCES

7.4 SQUAW CREEK CORRIDOR

7.5 BIOLOGICAL RESOURCES

7.6 CLIMATE CHANGE INITIATIVES

7.7 AIR QUALITY

7.8 SNOW STORAGE

7.9 AVALANCHE HAZARDS





RESOURCE MANAGEMENT

7.1 RESOURCE MANAGEMENT CONCEPT AND GOALS

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

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

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

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

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

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

7.2 AESTHETICS AND SCENIC RESOURCES

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

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

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

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

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

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

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

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

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

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

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

7.3 CULTURAL RESOURCES

7.3.1 PREHISTORY

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

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

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

7.3.2 HISTORY

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

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

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

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

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

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

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

- ✦ Support of interpretive programs developed by a local non-profit group, historical society, and/or museum with funding and/or relevant historical materials and/or artifacts; or
- ✦ Support of an Olympic Museum through dedication of physical space within the village, staff support and/or funding.

7.4 SQUAW CREEK CORRIDOR

Squaw Creek is an intermittent stream that originates in the rocky slopes north of the Plan Area and flows through the Plan Area east

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

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

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

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

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

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

Policy SC-1: Squaw Creek and the adjacent riparian area shall be designated Village-Conservation Preserve. Activities within the corridor shall be limited to those that improve the creek and/or recreational amenities for celebration and public enjoyment of the restoration

effort. In addition to measures designed to protect and enhance the creek and riparian corridor, minor improvements that have minimal impact, such as trails, shall be allowed within the corridor.

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

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



FIGURE 7.1- CREEK RESTORATION PLAN AREA

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

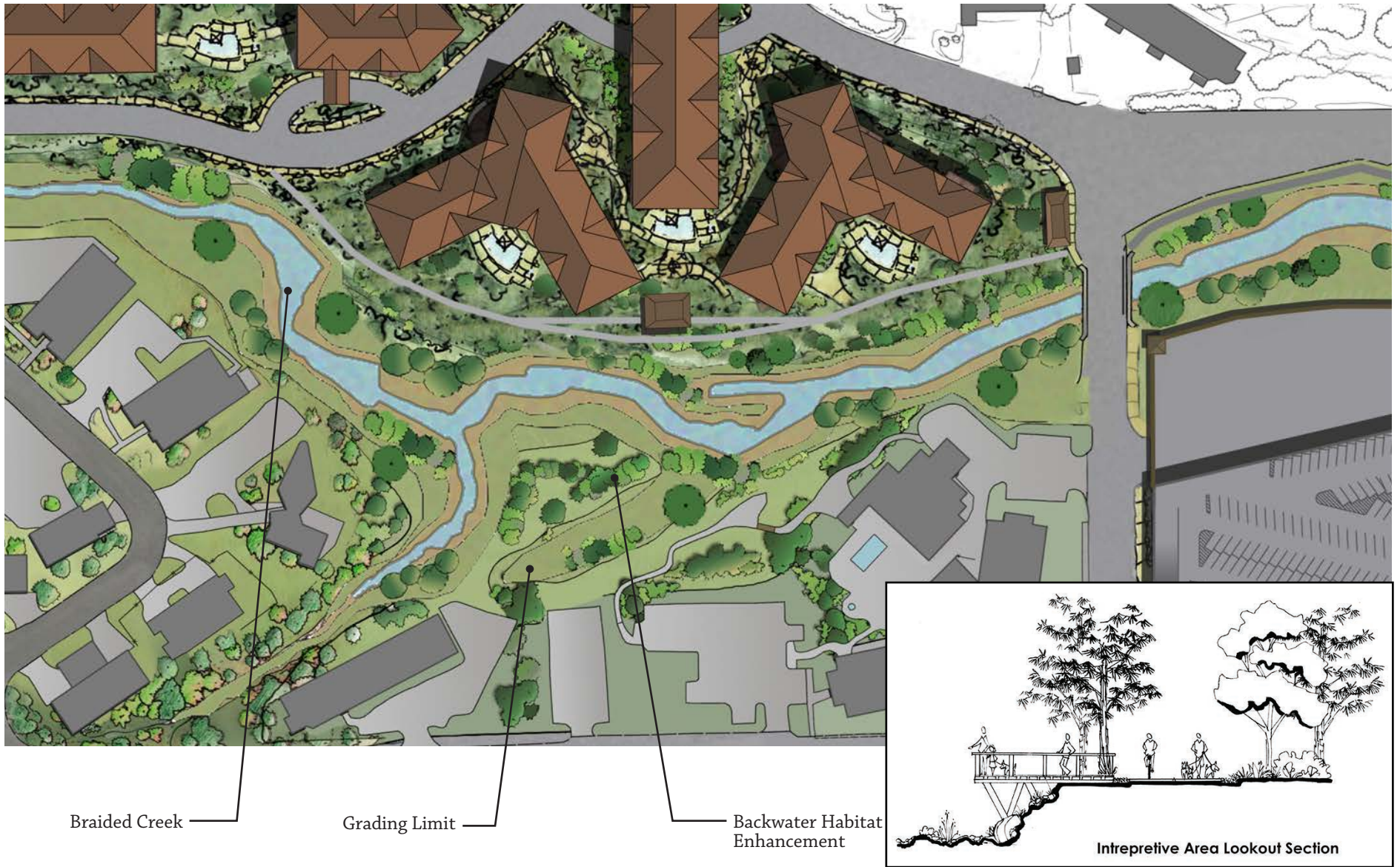
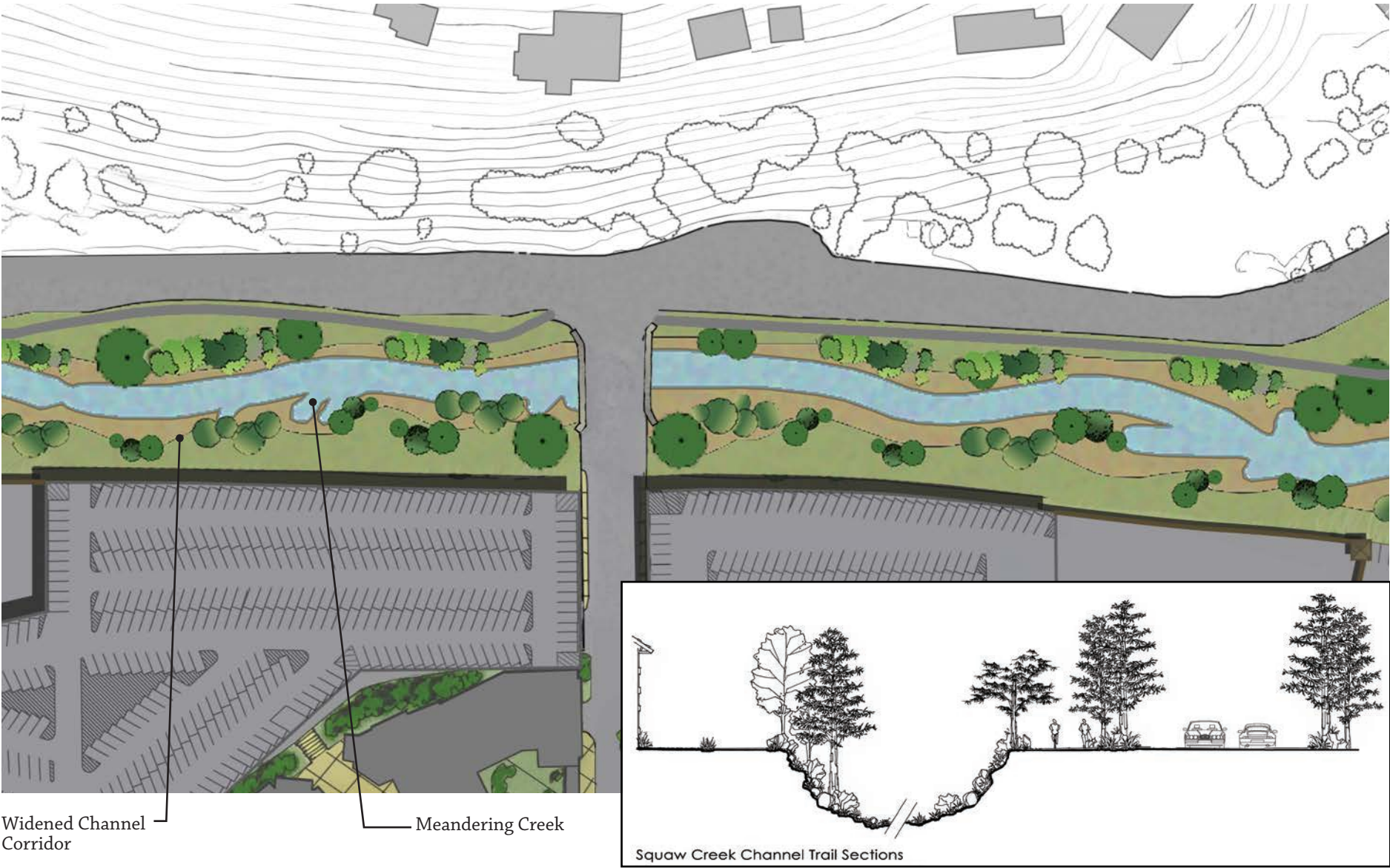


FIGURE 7.2- WESTERN CONFLUENCE RESTORATION AREA

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



Widened Channel Corridor

Meandering Creek Corridor

Squaw Creek Channel Trail Sections

FIGURE 7.3- TRAPEZOIDAL CHANNEL RESTORATION AREA

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

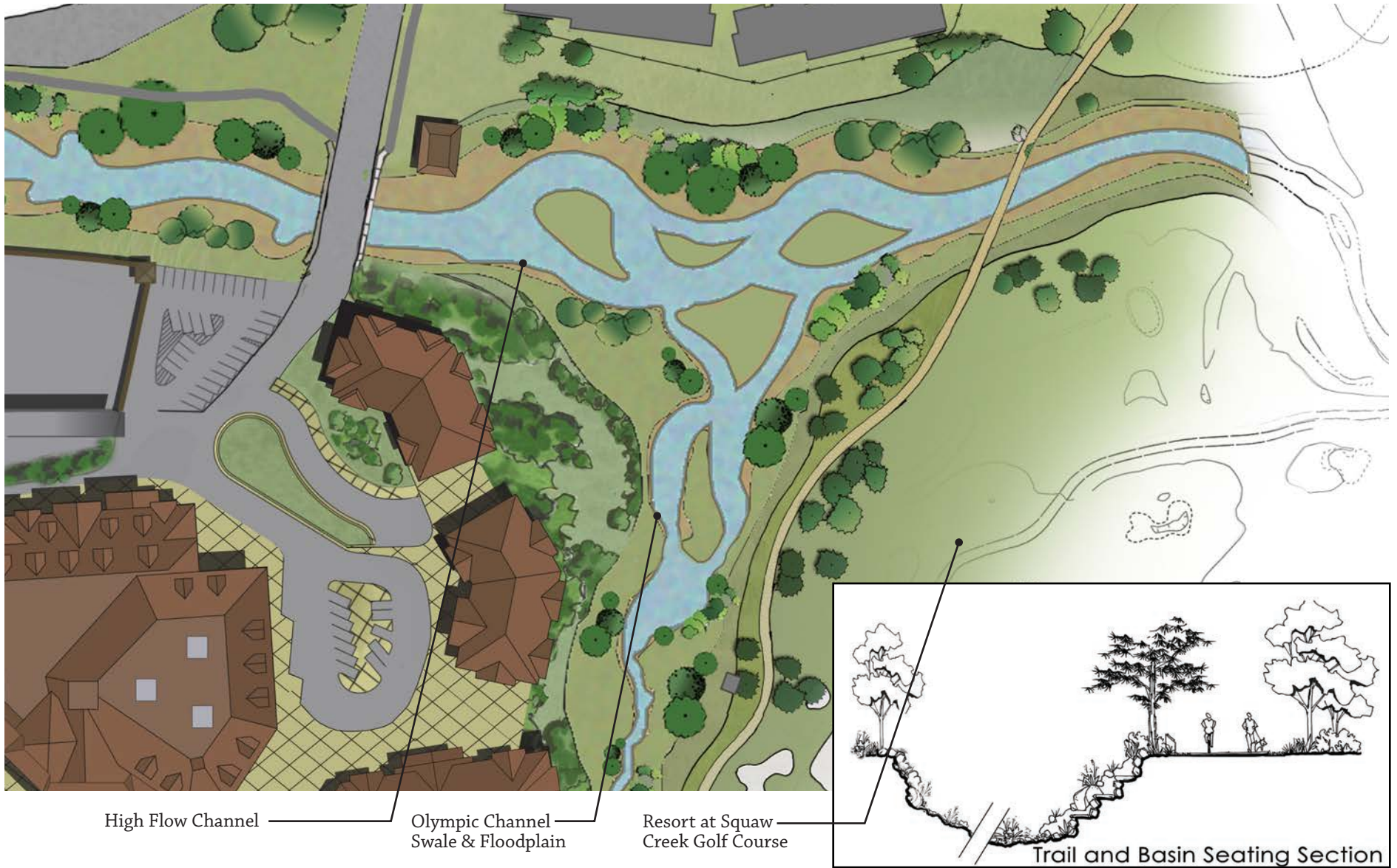


FIGURE 7.4- EASTERN CONFLUENCE RESTORATION AREA

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

7.5 BIOLOGICAL RESOURCES

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

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

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

7.5.1 WETLANDS

There are several types of wetlands that occur in the undeveloped portions of the Plan Area and the East Parcel, including Squaw Creek, seeps, a swale, wet meadow, and perennial, intermittent, and ephemeral drainages. In some cases, these wetlands are located in

disturbed areas with minimal habitat value. See Figure 7.6 - Wetlands in Plan Area.

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

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

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

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

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

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

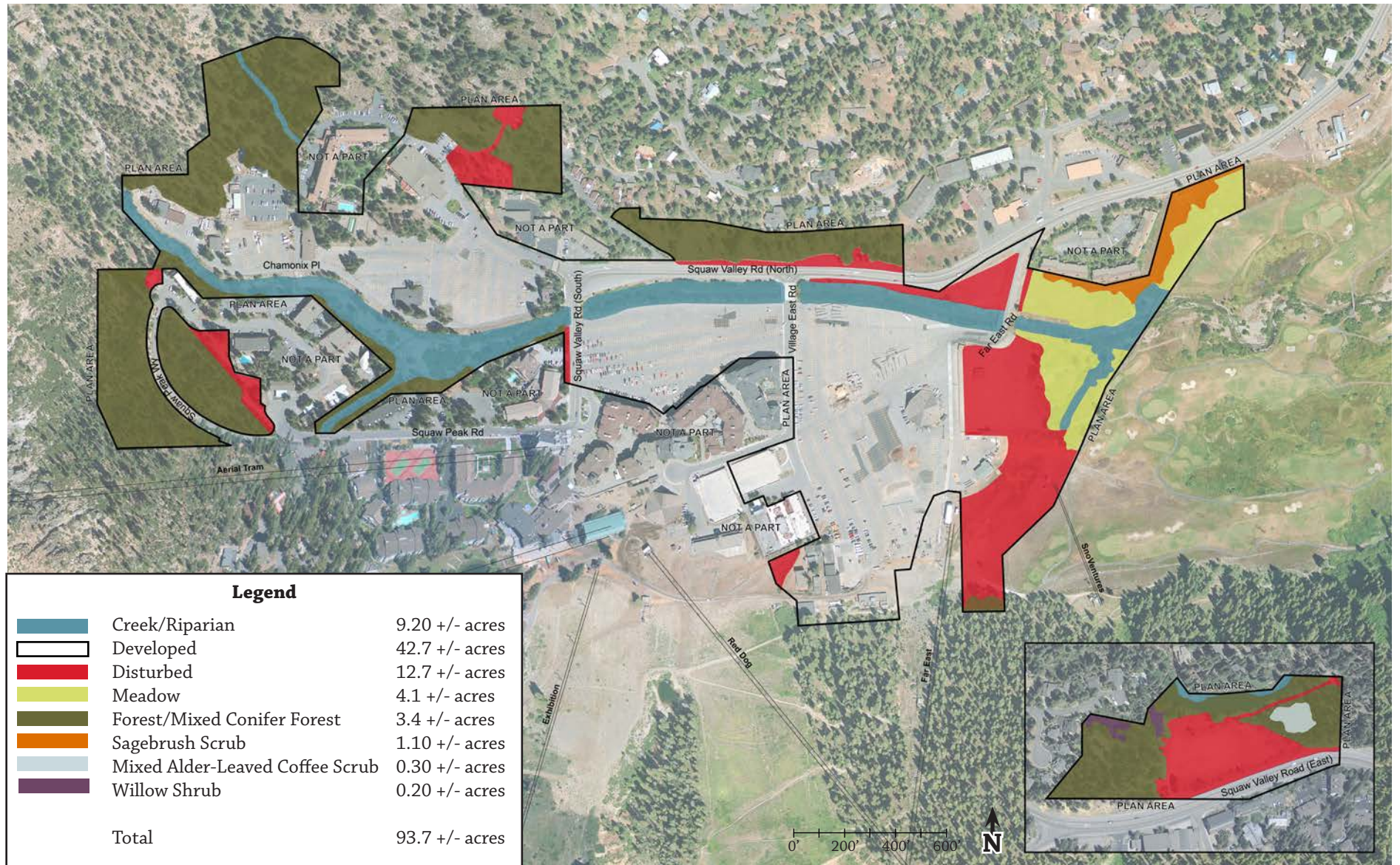


FIGURE 7.5- BIOLOGICAL RESOURCES IN THE PLAN AREA

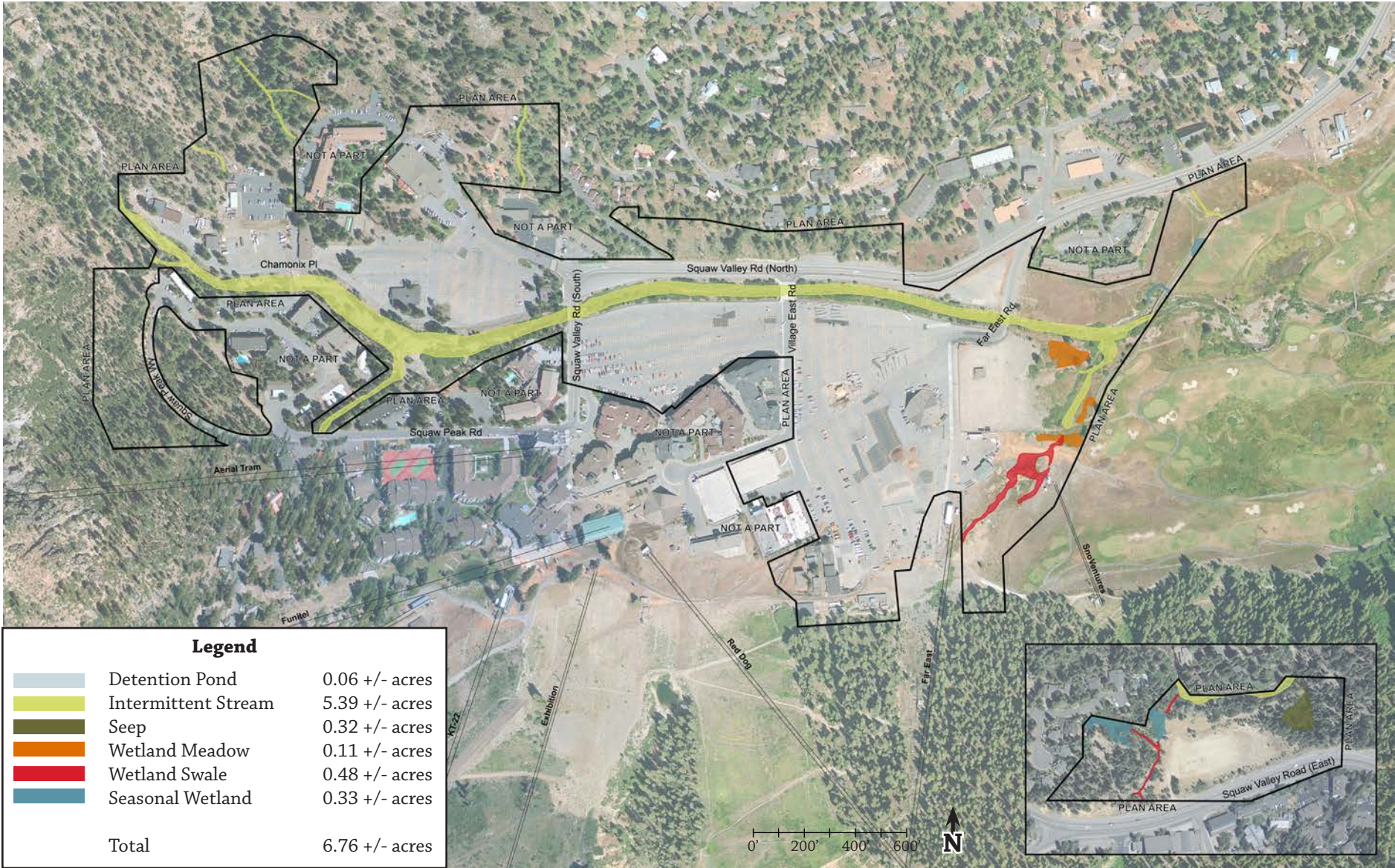


FIGURE 7.6- WETLANDS IN PLAN AREA

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

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

7.5.2 PLANTS AND WILDLIFE

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

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

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

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

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

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

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

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

7.5.3 TREES

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

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

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

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

7.6 CLIMATE CHANGE INITIATIVES

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

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

ENERGY EFFICIENCY

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

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

- ✦ The Energy Star Certified Homes Program is a joint program of the United States Environmental Protection Agency and the Department of Energy. The program establishes criteria for energy efficiency for household products and labels energy efficient products with the Energy Star seal. Homes can be qualified as Energy Star homes as well if they meet efficiency standards.
- ✦ In California, Energy Star homes must use at least 15 percent less energy than Title 24 regulations, pass the California Energy Star Homes Quality Insulation Installation Thermal Bypass Checklist Procedures, have Energy Star windows, and have minimal duct leakage.

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

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

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

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

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

MECHANICAL SYSTEMS

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

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

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

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

Policy CC-10: Separating ventilation and plumbing systems for those rooms containing contaminants, such as artist

studios, from those in the rest of the building is required.

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

BUILDING ENVELOPE

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

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

WASTE MINIMIZATION

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

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INDOOR LIGHTING AND APPLIANCES

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

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

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

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

WATER EFFICIENT APPLIANCES

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

- ✦ Lavatory faucets must be ≤ 2.0 gpm

- ✦ Showers must be ≤ 2.0 gpm

- ✦ Toilets must be ≤ 1.3 gpf

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

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

7.7 AIR QUALITY

The Plan Area is located within the Mountain Counties Air Basin, which is designated non-attainment for federal 8-hour ozone standards and PM_{2.5}, and State ozone and PM₁₀. The Plan Area is under the jurisdiction of the Placer County Air Pollution Control District, which is responsible for monitoring and regulating air pollutant emissions from mobile, stationary, and indirect sources within the County. The Plan Area shall comply with the regulations of the Placer County Air Pollution Control District.

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

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

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

The following policies would further minimize air pollutant emissions:

- Policy AQ-1: No wood-burning stoves or fireplaces shall be installed in resort-residential or lodging units.
- Policy AQ-2: Outdoor backyard and patio area cooking appliances and grills shall use natural gas or propane.
- Policy AQ-3: All plan construction and development shall comply with the Placer County Air Pollution Control District rules and regulations.

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

7.8 SNOW STORAGE

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

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

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

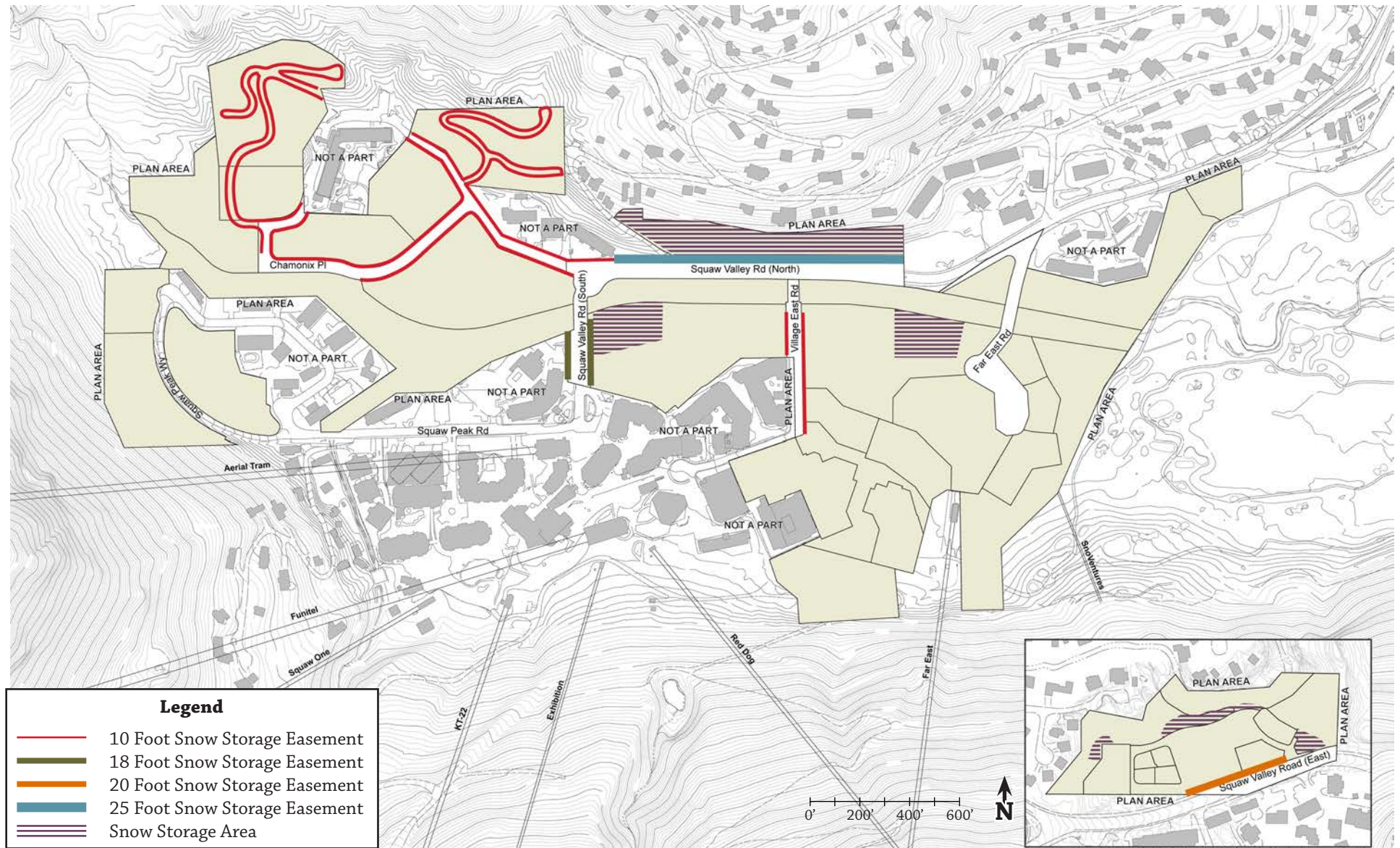


FIGURE 7.7- SNOW STORAGE EASEMENTS

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

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

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

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

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

7.9 AVALANCHE HAZARDS

The Plan Area is surrounded by steep mountains, and some areas are prone to snow instability and avalanches, particularly during or immediately after heavy precipitation. The General Plan prohibits the placement of buildings or winter parking in high hazard zones and restricts development within potential hazard zones. The County Code requires that new buildings in potential hazard zones (defined

as having an occurrence probability of greater than one chance in 100 per year) be constructed to prevent damage from avalanches.

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

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

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

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

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

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

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

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

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

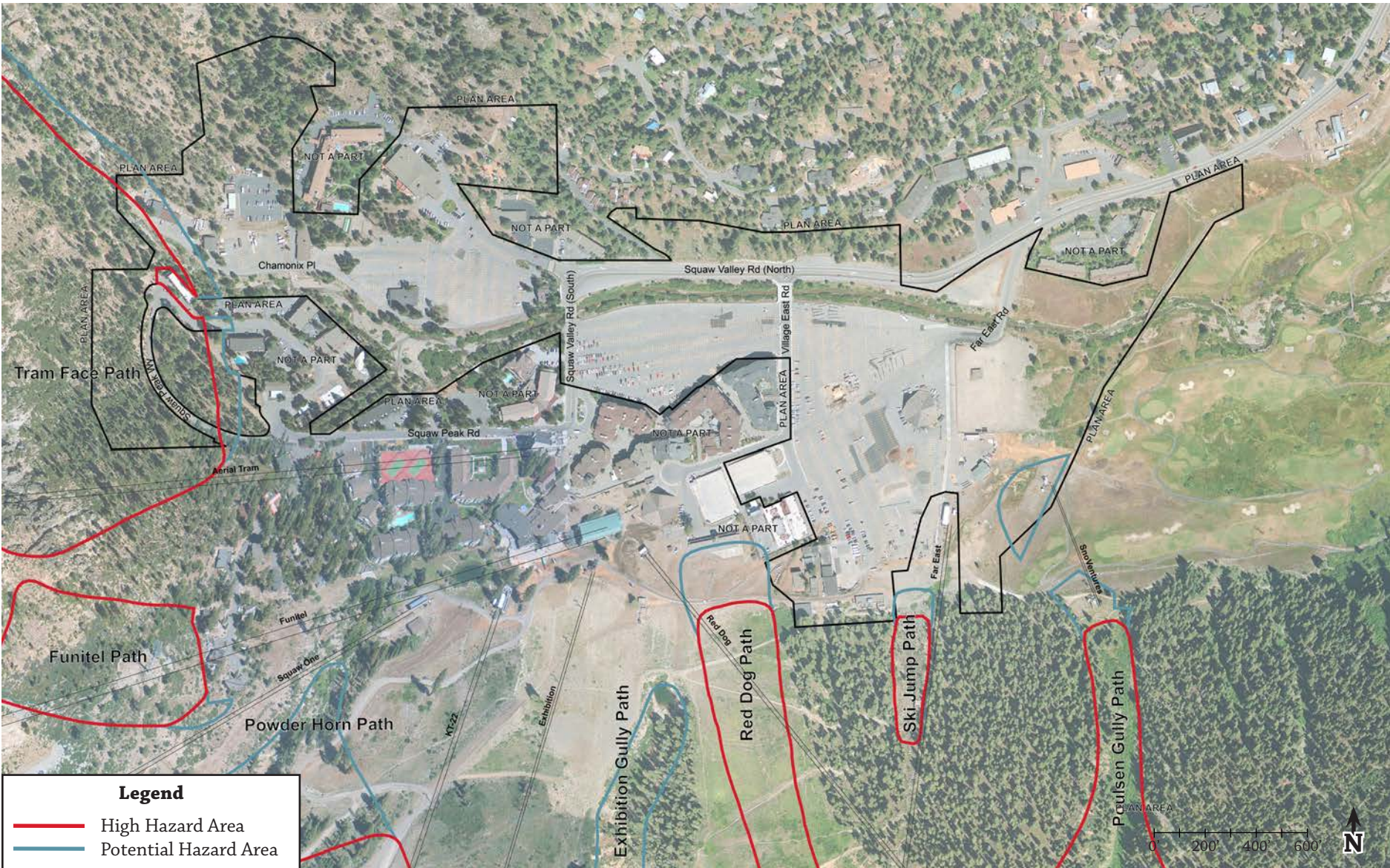


FIGURE 7.8- HIGH AND POTENTIAL AVALANCHE PATHS

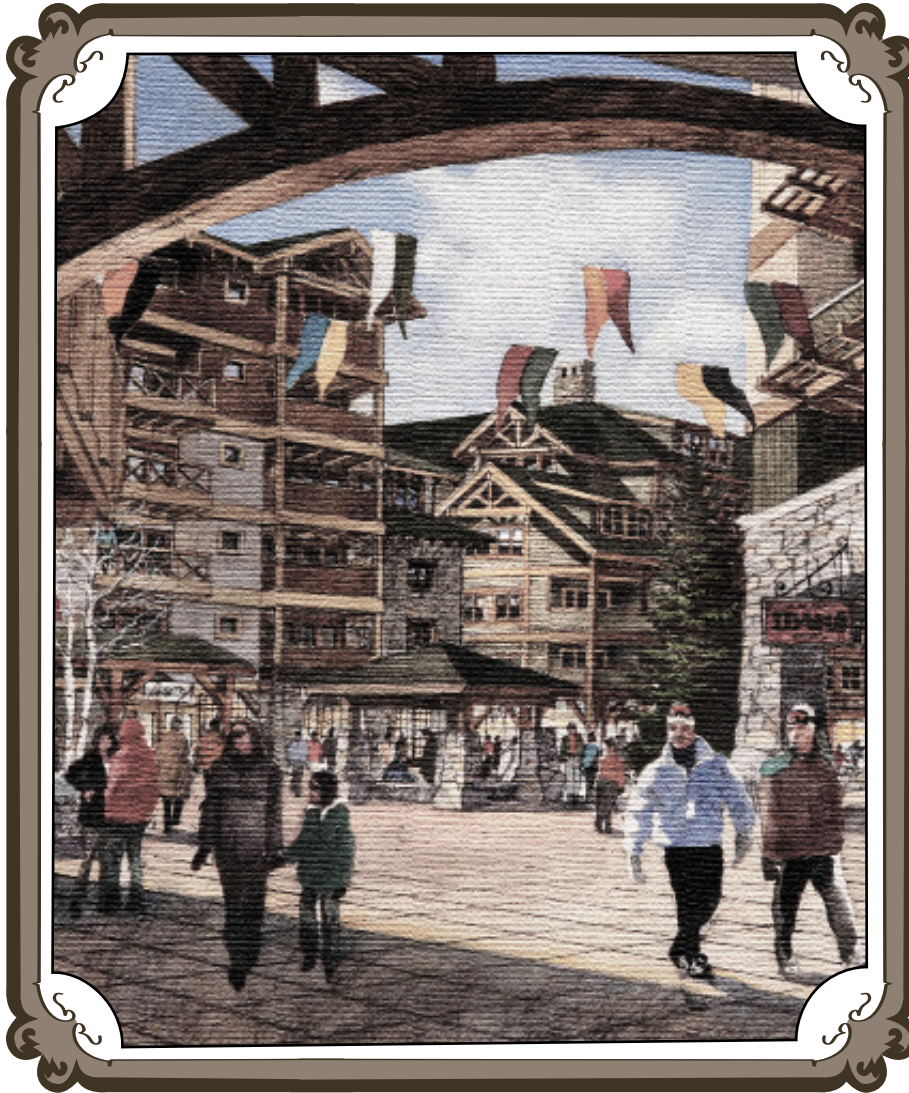


FIGURE 7.9- AVALANCHE PATHS—CONCEPTUAL PLAN

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



IMPLEMENTATION



- §.1 IMPLEMENTATION CONCEPT
- §.2 IMPLEMENTATION GOALS AND POLICIES
- §.3 ADMINISTRATION PROCEDURES
- §.4 TIMING OF DEVELOPMENT INFRASTRUCTURE
- §.5 DEVELOPMENT SEQUENCING
- §.6 SPECIFIC PLAN FINANCING STRATEGY





IMPLEMENTATION

§.1 IMPLEMENTATION CONCEPT

CONTEXT

This chapter outlines the methods by which the Specific Plan will be implemented and includes a discussion of administrative procedures, the timing of development, and financing. California Government Code Section 65451 and Placer County Zoning Ordinance Section 17.58.200 require that specific plans include a program of implementation measures including regulations, programs, public works projects, and financing measures needed to carry out the proposed land use, infrastructure, development standards, and criteria outlined in the Specific Plan.

The Plan Area is projected to be built-out over approximately 20 to 25 years. Thus, the implementation policies are intended to ensure that implementation will be comprehensive, coordinated, and responsive to changing circumstances and market conditions. The objective of this section is to describe how infrastructure and public facilities will be constructed in a timely manner, concurrent with the provision of lodging and other land uses.

Section 8.3, “Administrative Procedures,” identifies the procedural steps in implementing the Specific Plan and discusses the subsequent approvals necessary to begin construction of individual projects and subdivisions, as well as modifications and amendments to the Specific Plan. Section 8.4, “Timing of Development Infrastructure,”

describes the process and sequence of implementing infrastructure and facilities to serve the Plan Area over time. Section 8.5, “Development Sequencing,” describes the sequence of development of the Plan Area. Section 8.6, “Specific Plan Financing Strategy,” describes the financing methods that will allow development to proceed in an orderly and fiscally responsible manner.

The following documents have been prepared in support of the Specific Plan and contain more detailed information on environmental conditions, infrastructure, and financing mechanisms.

Biological Resources

- ✦ Biological Resource Assessment for the +/-107 acre Squaw Valley Village, February 2012
- ✦ Biological Resource Assessment and Rare Plant Survey for the +/-5 acre Squaw Valley Poulsen Meadows Northeast Study Area, October 2013
- ✦ Biological Resources Assessment and Rare Plant Survey for the +/-8.8 Acre Squaw Valley Lot 4 Study Area, October 2013
- ✦ Village Tree Survey, December 2011

- ✦ Village Additional Tree Survey, January 2012
- ✦ Lot #4 Tree Survey, February 2012
- ✦ Wetlands Delineation for the +/-107 acre Squaw Valley Village Study Area, November 2012
- ✦ Technical Memorandum, An Assessment of Squaw Creek Fisheries and Discussion of Potential Impacts of the Squaw Valley Village Project, March 2012
- ✦ Design Basis Report: Squaw Creek Restoration, July 2014

Cultural Resources

- ✦ Squaw Valley Village Specific Plan Project, Heritage Resource Inventory and Evaluation, January 2012
- ✦ Historic Resource Evaluation Report, March 2012

Geotechnical and Related Issues

- ✦ Preliminary Geotechnical Engineering Report for Squaw Valley Development Project, November 2011
- ✦ Preliminary Geotechnical Engineering Report for Lot 4 Poulsen Property, February 2012

- ✦ Preliminary Fault Evaluation Report, July 2012
- ✦ Phase I Environmental Site Assessment, Squaw Valley Olympic Village, December 2010
- ✦ Avalanche Hazard Study, March 2014

Parks and Recreation

- ✦ The Village at Squaw Valley Park and Recreation Plan, March 2016

Utilities

- ✦ Master Drainage Study, April 2016
- ✦ Water Master Plan, April 2016
- ✦ Sanitary Sewer Master Plan, April 2016
- ✦ Dry Utilities Master Plan, January 2015

Fiscal

- ✦ Fiscal Analysis, TBD

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Other

- ✦ Landscape Master Plan, TBD
- ✦ Implementation Policies and Procedures Manual, TBD

§.2 IMPLEMENTATION GOALS AND POLICIES

Goal IM-1: Assure that required infrastructure is in place in a timely manner to support new development.

Goal IM-2: Equitably align infrastructure obligations with progression of development.

Policy IM-1: Enhance development flexibility and prudent risk management by providing a phasing approach that seeks to reduce upfront costs and allows for development in relatively small increments.

Policy IM-2: Incorporate incentives in the development standards that foster the utilization of green technologies and innovative designs to reduce resource consumption.

§.3 ADMINISTRATIVE PROCEDURES

This section identifies the procedural steps in implementing the

Specific Plan and discusses the subsequent approvals necessary to begin construction of individual projects and subdivisions, as well as modifications and amendments to the Specific Plan.

§.3.1 SPECIFIC PLAN APPROVALS

The following actions are anticipated to be taken concurrently with the adoption of the Specific Plan.

- ✦ Village at Squaw Valley Specific Plan and Development Standards: The County Board of Supervisors on XXXX adopted the Village at Squaw Valley Specific Plan by resolution and adopted the Village at Squaw Valley Development Standards and Design Guidelines attached to the Specific Plan as Appendix B, by ordinance on the same date (see Section 8.3.3 that follows);
- ✦ Final Environmental Impact Report (FEIR): The County Board of Supervisors certified the FEIR on XXXX, 2016 and made necessary amendments to the Placer County General Plan and Squaw Valley General Plan and Land Use Ordinance on XXXX, 2016;
- ✦ Zoning: The County Board of Supervisors approved the Specific Plan zoning designations on XXXX, 2016 (see Section 8.3.2 that follows);
- ✦ Approval of the Development Agreement (DA). The Development Agreement memorializes the rights and obligations of the County and the applicant with respect to

the Specific Plan. The agreement was memorialized on XXXX, 2016; and

- ✦ Large Lot Tentative Map (LLTM): The LLTM created parcels for the purpose of financing and sale. The LLTM does not entitle specific development of those parcels. The initial LLTM was approved by the county on XXXX, 2016.

After the approval of the Specific Plan and before application of the first small lot tentative map or subsequent large lot tentative map, the following documents will be prepared and approved:

- ✦ Landscape Master Plan: This plan addresses 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 includes information on existing water infrastructure which includes wells, pipelines, and storage. The Water Master Plan shall also include information related to project water demands, transmission, distribution and storage.
- ✦ Sewer Master Plan: The Sewer Master Plan shall 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 these facilities;

- ✦ Drainage Master Plan: The Drainage Master Plan shall 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 will be used to establish the means and methods by which the project will finance the cost of these facilities;
- ✦ Parking Master Plan: This document identifies 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 the requirement for off-site parking supply; and
- ✦ Implementation Policies and Procedures Manual: The manual provides the County a comprehensive approach for processing approvals and issuing permits for development within the Plan Area, including developing forms and checklists to assist County staff in tracking and accounting for credits and reimbursements, and processing approvals consistent with the procedures set forth in the Development Agreement and in the Specific Plan.

§.3.2 SPECIFIC PLAN AREA ZONING

The County has put in place a zoning classification, known as a “Specific Plan” (SPL) zoned district that is to be applied to all Specific Plan projects. The SPL district is to be combined with the Specific Plan to function as the zoning text and map for the urban portion of the Specific Plan Area. The rezoning identifies the new SPL zone district (with the prefix SPL-), then the descriptor used in the Specific Plan (VSVSP), resulting in the new SPL-VSVSP zoning classification.

§.3.3 DEVELOPMENT STANDARDS AND DESIGN GUIDELINES

The Development Standards and Design Guidelines (Development Standards) shall be adopted by ordinance. This will be the case since it includes standards and guidelines as Appendix B to the Specific Plan. The Development Standards supplement the Placer County Zoning Ordinance and will serve as the zoning regulations governing development, improvements, and construction within the Plan Area. Where a standard is not provided in this document, the standards contained in the Placer County Zoning Ordinance, Placer County Code, and/or Land Development Manual shall apply. The standards in this document supersede, replace, and shall take precedence over conflicting County standards governing the Plan Area. Design guidelines are qualitative and are typically identifiable by qualitative language such as “should” or “may”, whereas development standards are signified by “shall” or “must”.

Refer to Appendix B for the details regarding the Development Standards and Design Guidelines, requesting changes or amendments to permitted uses or development standards, and the enforcement of these development standards.

§.3.4 SUBSEQUENT ENTITLEMENT PROCESS

An inventory of the total development allowed (including bedrooms, lodging units, lodging square footage, and commercial square footage) by the approved Specific Plan shall be provided with the submittal of each small lot tentative map application and shall be accompanied by all other required application materials listed in the Implementation Policies and Procedures Manual. At the time each subsequent project is submitted development within the Plan Area may be subject to approval of subsequent entitlements by the County. Examples of such entitlements include small lot tentative maps, Specific Plan amendments, Conditional Use Permits, Minor Use Permits, Tree Permits, and Design/Site Review applications. Individual project applications will be reviewed to determine consistency with the Specific Plan and other regulatory documents and guidelines.

Application and processing requirements shall be in accordance with the Placer County Zoning Ordinance and the Implementation Policies and Procedures Manual. All subsequent development projects, public improvements, and other activities shall be consistent with the Specific Plan and its appendices, the Specific Plan Development Agreement, and applicable County policies, requirements, and standards. In acting to approve a subsequent project or permit, the County may impose reasonable and necessary conditions to ensure that the project is in compliance with the Specific Plan and all applicable plans, ordinances, and regulations.

APPLICATION REQUIREMENTS

Once the Specific Plan and large lot tentative maps is approved, individual developers may submit applications for vesting tentative

maps, small lot tentative maps and/or other entitlements as necessary. Large lot and small lot tentative maps may also be processed concurrently, but will be approved sequentially. Small lot tentative maps (SLTM) will typically be accompanied by an application for a Conditional Use Permit (CUP), which will specify the proposed development type, including number of bedrooms, unit counts, lodging square footage, commercial square footage, and total building square footage covered by the SLTM. Applications for Design Review approval may be processed concurrently with the SLTM and CUP or after approval. Following approval of a SLTM/CUP and Design Review, the project may proceed to submit Improvement Plans and building permits.

APPLICATION PROCESSING

Applications will be analyzed by the Development Review Committee for consistency with the Specific Plan. Plan consistency must be demonstrated in several ways:

- ✦ Consistency with policy language (goals, policies, objectives, etc.);
- ✦ Consistency with land use designations, roadways, and bike paths;
- ✦ Consistency with development standards and design guidelines;
- ✦ Consistency with figures and tables;

- ✦ Consistency with the property Development Agreement, large-lot tentative map, small-lot tentative map, and other relevant implementation documents; and
- ✦ Consistency with the Final Environmental Impact Report.

Consistency is also required with the Specific Plan Mitigation Monitoring and Reporting Program, infrastructure master plans and County facilities plans, and other implementing documents of the Specific Plan.

At the time that each project is submitted, the project applicant shall provide to the County an inventory of the number of bedrooms, lodging units, lodging square footage, and commercial square footage proposed to be constructed. The proposed project data shall be added to the existing/approved inventory and compared to the number of bedrooms, lodging units, lodging square footage, and commercial square footage allowed in the Specific Plan and analyzed in the Specific Plan EIR. This information shall be provided for the designation/zone(s) in which the proposed project falls, and the entire Specific Plan. If the proposed project would cause any of these measures to exceed the approved number of bedrooms, units and/or square footage, a Specific Plan amendment and/or additional CEQA review may be required.

The Draft EIR analyzed a project buildout scenario which assumed that no more than 20 percent of the project would be developed in any single year. Each application for project entitlements shall include a projected timeline for project construction activities, including demolition, site preparation, grading, paving, building

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construction and architectural coatings. This inventory shall include the projections for construction of any other VSVSP projects that would involve construction activities that are anticipated to occur concurrent with the project for which the application is submitted, including approved Tentative Small-Lot Subdivision Maps that have not recorded but remain within the valid vesting period and any approved projects not requiring a Small-Lot Tentative Map that are within the valid vesting period. If the total amount of construction in any construction year would exceed 20 percent of the total VSVSP buildout, then the application shall be accompanied by air quality and greenhouse gas analyses to determine if emissions would exceed applicable thresholds in any of the construction years of the project application. If the thresholds are exceeded, additional CEQA review may be required.

IMPLEMENTATION POLICIES AND PROCEDURES MANUAL

To assist the County in implementing and performing its various administrative tasks as contemplated by the Specific Plan and Development Agreement, an Implementation Policies and Procedures Manual will be prepared by the applicant in cooperation with the Development Review Committee and approved by the County Board of Supervisors prior to the approval for recordation of the submittal of an application for the first small lot tentative map or a subsequent large lot tentative map within the Specific Plan area. The manual shall provide for a comprehensive approach for processing approvals and issuing of permits for development within the Plan Area, including but not limited to developing forms and checklists to assist the County staff in tracking and accounting for credits, reimbursements, and processing approvals consistent with the procedures set forth in the Development Agreement and the Specific Plan.

§.3.5 ENVIRONMENTAL REVIEW

All applications for a development entitlement that are submitted after approval of the Specific Plan shall be reviewed for conformity with the Specific Plan and for compliance with the California Environmental Quality Act (CEQA), Public Resources Code Section 21000 et seq. A Program Environmental Impact Report (EIR) will be certified concurrent with the approval of the Specific Plan and shall serve as the base environmental document for subsequent entitlement approvals within the Plan Area.

The determination of whether the requested subsequent development entitlement is consistent with the Specific Plan and whether the Specific Plan EIR considered the project-specific effects will be made through the Subsequent Conformity Review process.

SUBSEQUENT CONFORMITY REVIEW PROCESS

In conjunction with submitting any required County application and associated inventory described under Application Processing for approval of a subsequent development entitlement within the Plan Area, the applicant for each proposed project shall complete a Subsequent Conformity Review questionnaire. The purpose of the questionnaire will be to enable the County to determine whether the proposed project is consistent with the Specific Plan, to examine whether there are project-specific effects that are peculiar to the project or its site that were not considered in the Specific Plan EIR, and/or whether an event as described in Section 15162 of the State CEQA Guidelines has occurred. The County may require additional information to make such a determination, including, but not limited to, the following:

1. Preliminary Grading Plan (including off-site improvements);
2. Preliminary Geotechnical Report (including seismic analysis);
3. Preliminary Drainage Report;
4. Preliminary Water Quality Best Management Practices (BMP) Plan;
5. Traffic Circulation Plan;
6. Traffic Study;
7. Tentative Map (Section 16.12.040 of the Placer County Code);
8. Acoustical Analysis;
9. Hazards/Past Use Studies (Phase I Environmental Site Assessments and Phase II limited soils investigation, and/or Preliminary Endangerment Assessment with California Department of Toxic Substances Control, as determined by County Environmental Health Services);
10. Water Quality Related Studies/Details (BMPs, Preliminary Grading Plan, Preliminary Drainage Plan);
11. Senate Bill (SB) 221 Verification of Sufficient Water Supply;
12. Hazardous Materials Usage Information;
13. Water Supply Well Information (as applicable);
14. Biological Pre-Construction Surveys (as needed);
15. Public Safety Assessment;
16. 100-Year Floodplain Study;
17. Air Quality;
18. Climate Change/Greenhouse Gas Analysis; and
19. Measures to implement the Emergency Preparedness and Evacuation Plan

Based on the information provided, the County will determine whether the proposed development entitlement is consistent with the Specific Plan and related documents, whether additional environmental review is required, and if so, the scope of such additional review. Based on the content of future submittals and the process described above, the County will determine whether performance standards are still achievable given the nature of the submittal, current conditions, and/or changed circumstances. In the event that the performance standards do not appear to be achievable, the County may perform subsequent environmental review pursuant to Sections 15162, 15163, or 15164 of the State CEQA Guidelines to identify additional or alternative mitigation measures.

MITIGATION MONITORING

CEQA requires all state and local agencies to establish reporting and monitoring programs for projects approved by a public agency whenever the approval involves adoption of either a “mitigated negative declaration” or specified environmental findings related to the EIR. The Mitigation Monitoring and Reporting Program is intended to satisfy the requirements of CEQA as they relate to the FEIR for the Specific Plan. This monitoring program is to be used by County staff and the project developers to ensure compliance with adopted mitigation measures during project implementation. Monitoring and documentation of the implementation of mitigation measures will be coordinated by County staff according to Article 18.24 of the Placer County Environmental Review Ordinance.

§.3.6 INTERPRETATIONS, AMENDMENTS, AND ENTITLEMENTS

Implementation of the Specific Plan is anticipated to occur over several years. During the long-term build-out of the Plan Area, property owners will face dynamic and evolving market conditions. Situations may arise where amendments to the adopted Specific Plan are necessary because of changing circumstances. Additionally, because of unforeseen circumstances, some design guidelines or development standards may not be feasible on a parcel-by-parcel basis. An alternative design solution that meets the goals and objectives of the Specific Plan may also be developed, reviewed, and approved at the discretion of County Planning Staff as an Administrative Modification.

Interpretations

Interpretations are judgments that apply the vision, goals, and intent of the Specific Plan to specific issues and situations related to the land use decisions and development. Interpretations are generally limited to details where the requirements and guidelines of the Specific Plan may appear to provide alternative guidance, or differ from each other, adopted County policies, or requirements from other agencies. Interpretations may be needed when the County is considering discretionary development applications (such as a subdivision map), or a ministerial application (such as a building permit). Interpretations for the Specific Plan shall be made as described in Section 17.02.050 of the Placer County Zoning Ordinance. In making interpretations, the Planning Director will consult with any other affected County department or other agency as needed.

Administrative Modifications and Amendments

Amendments to the adopted Specific Plan shall be categorized by the County Planning Director as either an Administrative Modification or an Amendment.

Administrative Modifications do not have a significant impact on the character of the Plan Area. Administrative Modifications are consistent with the spirit and intent of the vision, goals, and policies of the Specific Plan.

Amendments to the Specific Plan are changes to components including differences in land use development types assigned to specific parcels, changes to capacity requirements, changes to the intensity or density of land uses on specific parcels (including public facilities), density transfers in excess of the allowable limits within the Specific Plan, changes in the Plan Area boundaries, or changes

in policies. Amendments usually involve issues of consistency with the original vision and intent of the Specific Plan or with the Placer County General Plan.

Proposed amendments to the Specific Plan can include, but are not limited to changing land use designations, design criteria, detailed road alignments, road classifications, or Specific Plan policies. Typically, amendments to the Specific Plan will be requested by property owners. There may also be circumstances, however, where the County may wish to request an amendment. The procedures described below shall be followed to amend the adopted Specific Plan.

ADMINISTRATIVE MODIFICATION AND AMENDMENT REQUESTS

All requests to amend the Specific Plan shall be made using the appropriate application forms, required documentation, and applicable fees as established by the County Planning Services Division. Any or all of the following information may be required:

1. A detailed justification statement that explains in detail why an amendment to the Specific Plan is warranted, and any exhibits deemed necessary by the Planning Director;
2. A statement of consistency with Placer County General Plan policies and Specific Plan land use designations;
3. A statement of consistency with the Specific Plan;

4. Analysis as required by CEQA; and
5. Identification of any required modifications of the public infrastructure improvements that are not currently mandated by the Specific Plan (description, location, timing, funding source, method, etc).

ADMINISTRATIVE MODIFICATIONS

Administrative Modifications do not have a significant impact on the character of the Plan Area. They are consistent with the spirit and intent of the vision, goals, and policies of the Specific Plan. Administrative Modifications shall conform to the following criteria:

- ✦ The Planning Director determines that the proposed adjustments to the design guidelines are offset by the merits of the proposed design and do not significantly change the anticipated physical characteristics, goals, and intent of the Specific Plan;
- ✦ Proposed changes to the alignment of arterial and local streets, if adopted, would not substantially alter the land use or circulation concepts set forth in the Specific Plan;
- ✦ Proposed changes to land use diagram shapes or to the alignment of collector and secondary streets maintain the general land use pattern and/or provide an improved circulation system consistent with the intent and direction of the vision, goals, and policies of the Specific Plan;

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- ✦ The proposed change is not expected to increase environmental impacts beyond the levels identified in the EIR; and
- ✦ The proposed change will not result in an increase in the total maximum number of bedrooms proposed in the Specific Plan.

An Administrative Modification may be reviewed and acted upon by the Planning Director. No Planning Commission or Board of Supervisors review is required, unless the Administrative Modification is appealed.

LAND USE MODIFICATIONS

Policy IM-3: Modification of the Land Use Diagram

Figure 3.1- Site Land Use and Zoning is intended to provide the structural framework for the land use program within the Plan Area. Land use boundaries may be modified or reconfigured on site plans and designs through the Administrative Modification process, in conjunction with the Subsequent Conformity Review and Design Review process, without an amendment to the Specific Plan, so long as the modifications comply with the following criteria:

- ✦ The Planning Director has determined that the proposed project is consistent with the intent of the approved Specific Plan, land use patterns, and assumptions analyzed in the Specific Plan EIR;
- ✦ The density of development does not exceed the permitted range of the land use designation and the allowable number of units is not exceeded within the Plan Area;

- ✦ The area planned for parks, open space, public facilities, and other such public amenities described on the Land Use Diagram is not reduced; and
- ✦ No final small lot map has been recorded.

AMENDMENTS

An Amendment is any change proposed to the Specific Plan that could significantly increase environmental impacts or other changes determined to be significant by the Planning Director. An Amendment is the appropriate procedure where changes to the Specific Plan are proposed that meet one or more of the following criteria:

- ✦ A new category of land use not specifically discussed in the Specific Plan is introduced;
- ✦ Significant changes to the distribution of land uses beyond those allowed under an Administrative Modification or other changes affecting land use are proposed and may substantially affect the Specific Plan;
- ✦ Proposed changes to the design guidelines and/or development standards that if adopted, would substantially change the physical character of the Plan Area as envisioned by the Specific Plan and the Planning Director; or
- ✦ Proposed changes to the development sequencing that would significantly increase or alter Plan Area boundaries or bedrooms allocated.

Amendments require approval by the County Planning Commission and Board of Supervisors. They shall comply with the procedures outlined in Section 17.60.090 of the Placer County Zoning Ordinance.

§.3.7 TRANSFER OF DENSITY

DENSITY TRANSFER FOR LODGING UNITS

To further the intent of providing development flexibility, bedrooms and/or commercial square footage assigned to specific properties may be transferred between development land use parcels provided that all the following criteria are met:

- ✦ The sending and receiving parcels are within the Plan Area and the total does not exceed the maximum number of approved bedrooms and /or commercial square footage for the entire Plan Area;
- ✦ The density transfer does not increase or decrease the number of bedrooms and/or commercial square footage allocated to any one receiving parcel (or combination of receiving parcels) by more than 25%;
- ✦ The adjustment is made between parcels before a small lot tentative map is approved by Placer County for either the receiving or sending parcel;
- ✦ The transfer of units would not result in increased impacts beyond those identified in the EIR;

- ✦ The adjustments in density, bedrooms, and/or commercial square footage would not significantly affect planned infrastructure, roadways, other public facilities, or Plan Area financing districts;
- ✦ Transfer would not affect the total number of employee housing units called for in the Specific Plan; and
- ✦ The County Planning Services Division shall track sending and receiving parcels. Concurrent with any application proposal to transfer density, the applicant shall prepare a matrix detailing the allowable bedroom densities for all properties in the plan area, the number of bedrooms developed or approved for each parcel in accordance with any approved small-lot tentative map or final map, the number of bedrooms to be sent and received from each parcel, and the number of bedrooms sent and received for all parcels previously approved for density transfer.

The transfer may occur between different legal owners. To request a density adjustment, the owner or owners of both the sending and receiving parcels shall submit to the Planning Director all information needed to determine compliance with the above bedroom transfer criteria. This submittal shall include an Administrative Modification application with filing fee, and any other necessary documentation requested by the Planning Director. The applicant shall also provide a revised Specific Plan table reflecting the adjusted bedroom counts and densities, as well as any necessary maps. The revised table will allow the Planning Services Division to track bedroom allocations.

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Density transfers that fulfill the above criteria and are consistent with the intent of the Specific Plan and EIR will be processed as an Administrative Modification (see 8.3.6, above). If a request for density adjustments does not comply with the above criteria, the applicant must request an amendment to the Specific Plan.

If a density transfer is requested after a small lot tentative map has been approved for either the sending or receiving parcel a revised tentative map for both parcels shall be submitted to the Planning Commission for review and approval as revised tentative maps. This request shall follow the County's normal process for such approval including payment of normal processing fees.

§.3.8 DESIGN/SITE REVIEW

The purpose of the County's Design/Site Review process is to ensure that the design of buildings constructed in the Plan Area is of high quality and to prevent new construction from adversely affecting the desirability of the nearby areas for residents and businesses. All development within the Plan Area will be subject to Design/Site Review in accordance with the procedures outlined in Section 17.52.070 of the Placer County Zoning Ordinance. Through the Design/Site Review process, applications are approved, conditionally approved, or denied, based on consistency with the design standards and guidelines established for each district and the Plan Area.

§.4 TIMING OF DEVELOPMENT INFRASTRUCTURE

The Plan Area is anticipated to be built-out over approximately 20 to 25 years and may evolve in a variety of ways depending on several

factors. These factors include shifts in market demand for various housing/lodging types and non-residential uses, and changes in the development goals or financial capabilities of property owners. This section describes the process and sequence of infrastructure and facilities to serve the Plan Area over time.

To review, a summary of Chapter 6 – Public Services and Utilities of the Specific Plan is provided below. It describes the infrastructure and public service facilities required to serve the build-out of the Plan Area. As development occurs, infrastructure and services will be extended and expanded, as required, to serve new development. At this time, it is expected that these improvements will be self-funded by the applicant. A Public Facilities Financing Plan, Urban Services Plan, and/or Development Agreement shall be prepared that provides a detailed analysis regarding the timing and costs for planned infrastructure, public facilities, and the ongoing provision of public services to support development of the Plan Area as such development proceeds.

§.4.1 INFRASTRUCTURE AND PUBLIC FACILITIES SYSTEMS

The Village at Squaw Valley Specific Plan provides for a comprehensively planned infrastructure system with coordinated phasing and construction of facilities. A series of infrastructure construction phases are anticipated as Squaw Valley builds out and are compiled and organized in the Master Phasing Plan.

In general, the Master Phasing Plan has been structured to ensure that the improvements can support its respective development in compliance with County policies and standards and certain

mitigations, and that the developments can support the portion of its costs of the required improvements.

The Master Phasing plan has been approved in draft form and a final Master Phasing Plan will be approved prior to application for the first small lot tentative map or subsequent large lot tentative map. General adjustments to the Master Phasing Plan may occur so long as the goals and intent of the plan are preserved and have been approved by the Community Development Director.

The improvement components are identified in the Master Phasing Plan tables and specifically identify all on-site and off-site facilities necessary for the build out of each development phase or parcel. These include roadways, sewer, water, storm drainage, dry utilities, bike paths, trails, other park and recreation obligations, crosswalks, employee housing, certain project mitigations, etc.

PHASING PERFORMANCE STANDARDS

Phasing performance standards are intended to provide guidance in determining the required elements and conditions of phased development within the Plan Area. The following is a general series of standards for phased development to assure adequate provision of public services and adherence to sound planning principles:

- ✦ Developers are responsible for the funding, design, and construction of all facilities and infrastructure required to serve the structure being developed. Certain facilities are sequential; accordingly, parcels developed out of sequence may be required to construct additional infrastructure

and facilities as necessary to provide services to the phase proceeding.

- ✦ Developers may propose the installation of interim facilities should the timing to complete certain permanent infrastructure components otherwise result in a delay of project construction. Proposals for interim facilities to serve one or more phases of development within the Plan Area shall be accompanied by studies demonstrating the adequacy of the proposed interim facilities to provide service pending completion of permanent facilities.
- ✦ Developers may request to enter into reimbursement agreements with the County or other agencies for on-site or off-site improvements constructed by the developer which benefit other properties or projects.

Phasing shall demonstrate that the following performance criteria are met and are in substantial conformance with the Master Plans:

- ✦ Sanitary Sewer: One point of connection is required.
- ✦ Water: A looped system is required.
- ✦ Roadways: Two points of access required (one may be a temporary or permanent EVA).
- ✦ Drainage: One outfall or point of connection is required, including best management practices.

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PUBLIC FACILITIES

Public Facilities are the amenities to the Specific Plan (e.g., park facilities) or facilities that house employees providing services to the area (e.g., sheriff, fire, public administration). Public facilities may include the following:

- ✦ Public buildings, fire stations, sheriff substation, and their corresponding equipment;
- ✦ Corporation yard; and
- ✦ Parks and trails.

§.4.2 URBAN SERVICES

Urban Services are the new and/or enhanced services to be provided by the County, SVPSD, CalFire, Squaw Valley Fire, Angel Medflight Worldwide Air Ambulance, and/or Advanced Air Ambulance, within the Plan Area. These may include:

- ✦ Sheriff services;
- ✦ Fire protection and suppression services, including ambulance and paramedic services;
- ✦ Recreation program services;
- ✦ Library services;

- ✦ Maintenance of parks;
- ✦ Maintenance of storm drainage system within the County right-of-way;
- ✦ Maintenance of roads, traffic signals, and streetlights; and
- ✦ Any other service provided by the County to the property that may be allowed by law to be funded through a Community Facilities District.

§.4.3 GENERAL TIMING AND DEVELOPMENT POLICIES

Policy IM-4: Infrastructure and Services Planning.

Development and the required infrastructure and public facilities shall be timed to be available for new development in the Plan Area as development proceeds.

Five master plans are required as one of the first steps in implementing the Specific Plan. These plans are described in Section 8.3.1, in other chapters of the Specific Plan, and in the Development Agreement. They are as follows:

- ✦ Landscape Master Plan;
- ✦ Water Master Plan;

- ✦ Sewer Master Plan;
- ✦ Drainage Master Plan; and
- ✦ Parking Master Plan.

All five master plans shall be completed and accepted by the County before application for the first small lot tentative map or subsequent large lot tentative map.

§.5 DEVELOPMENT SEQUENCING

Development of the Plan Area may evolve in a variety of ways depending upon several factors. These include shifts in market demand for various resort residential unit types, and changes in the development goals and capabilities of property owners within the Plan Area. Development of the Plan Area is not phased by zone or region, lot by lot basis. A detailed infrastructure schedule will define what infrastructure commitments will be necessary to accommodate and support the demands of each development phase at the time it is proposed. There is no set order by which specific lots will be proposed for development so as to properly align the pace of development with the rate of product absorption and to facilitate prudent capital/risk management. As existing facilities are displaced, appropriate temporary or replacement facilities will be established.

§.6 SPECIFIC PLAN FINANCING STRATEGY

§.6.1 GENERAL FINANCING POLICIES

Policy IM-5: General Public Facilities Financing Policy

The following policies shall be implemented to ensure that the required public facilities are adequately funded as needed:

1. The fair-share cost of both on-site and off-site public infrastructure and public facilities required to support the Plan Area shall be funded first and foremost from private financing and revenues generated by development within the Plan Area. Some regionally serving public facilities may be funded by a larger fee program that includes areas both within and outside of the Plan Area.
2. Development projects shall be required to provide up-front funding for the fair-share cost of installing and expanding infrastructure and public facilities as and when necessary to adequately serve and support their projects. Developers will be subject to fee credits or future reimbursements. The costs for public facilities will be allocated as much as possible based on a project's fair share of required improvements.
3. Each development phase will be responsible for funding requisite improvements as per the Master Phasing Plan.
4. The use of public financing to fund urban services shall take priority over the use of such financing to fund infrastructure improvements in the Plan Area.

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5. When public financing is used, the total annual tax and/or assessment rates for developed land shall not exceed fiscally prudent levels and will be consistent with the rules and procedures of Placer County's Bond Screening Committee.
6. Before properties can be developed, such properties shall be required to annex into the applicable Community Facilities District for Services (Services CFD) and/or the County Services Area (CSA), if any, prior to the recording of any small lot map.
4. When public financing is used, the total annual tax and/or assessment rates for developed land shall not exceed fiscally prudent levels and will be consistent with the rules and procedures of the Placer County Bond Screening Committee.
5. Prior to recordation of any small lot final map, such properties shall be required to annex into the applicable Community Facilities District for services (Services CFD) and/or the County Services Area (CSA), if any, prior to recording of the final map.

Policy IM-6: General Urban Services Financing Policies

The following policies shall be followed in implementing the Urban Services Plan for the Plan Area:

1. Services shall be funded and provided to residents, businesses, and employees of the Plan Area at a level commensurate with similar communities.
2. Ensure timing for funding of urban and county-wide services is coordinated so that services are available when needed as the population and employment base grows based on a project's fair share of required improvements, and as described in the Development Agreement.
3. A funding strategy shall be developed to ensure that the County's General Fund is not negatively impacted by the cost of providing urban and countywide services in a sustainable and reliable manner.

Policy IM-7: Other Financing Mechanisms

As noted, other financing mechanisms, such as creation of private districts or associations, may be used to fund maintenance of certain facilities in the Plan Area. Any such alternative or supplemental financing mechanisms shall comply with the policies described in Policy IM-6 above.

§.6.2 FINANCING PUBLIC IMPROVEMENTS

As described below, the construction of backbone and other public improvements, public facilities, and services designed to serve the Plan Area will be funded by a variety of mechanisms: county-wide impact fees, Specific Plan fees, the use of CFD's and/or a CSA, developer financing, and other potential methods.

COUNTY IMPACT FEES

Placer County has adopted a set of development impact fees to finance capital improvements. Future updates to the Placer County

fees may include certain improvements within the Plan Area.

SCHOOL DISTRICT IMPACT FEES

The various school districts have established fees, in accordance with state regulations, to be used to construct school facilities. School impact fees are collected by the County before the issuance of a building permit and are forwarded to the applicable school districts.

COMMUNITY FACILITIES DISTRICT

A community facilities district may be established to help fund the construction and/or acquisition of backbone infrastructure and facilities within, or to fund some of the County services for, the Plan Area. The 1982 Mello-Roos Community Facilities Act enables cities and other entities to establish a community facilities district to fund various facilities and services. Under this act, an annual special maximum tax may be levied on land within the boundaries of the community facilities district. The proceeds from a bond sale by the community facilities district can be used for direct funding of improvements, to acquire facilities constructed by the developer, and/or to reimburse developers for advance funding of improvements. The annual maximum special tax can be used towards bond debt service or to build infrastructure as needed.

The proceeds of the Mello-Roos special tax can be used for direct funding of facilities and/or to pay off bonds; they can be used to fund such services in perpetuity.

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DEFINITIONS

In the following definitions, references are made to definitions provided in the Placer County Zoning Ordinance (PCZO), Section 17.04.030 Definitions of Land Uses, Specialized Terms, and Phrases. Where common land use and zoning terms are not defined, definitions in PCZO Section 17.04.030 shall control.

Accessory Buildings – A building with maximum 400 square feet of gross floor area, screened from view by vegetation or natural topography with uses such as a warming hut and trail center. Linear park and trail related facilities such as interpretive panels or kiosks, observation decks, and picnic areas are not subject to the 400 square foot limit.

Amusement and Recreational Enterprises – Indoor establishments providing amusement, entertainment, music, or physical fitness services for a fee or admission charge and facilities for various outdoor participant sports and types of recreation, such as: indoor water parks, slides, pools, and other water features, ski/snowboard aerial training facilities; themed attractions; arcades containing coin operated amusements and/or electronic games (five or more such games or coin-operated amusements in any establishment constitutes an arcade pursuant to this definition, four or less are not considered a land use separate from the primary use of the site); bingo parlors; card rooms; billiard and pool halls; bowling alleys; ice skating and roller skating; dance halls, clubs and ballrooms which are principal uses rather than being subordinate to an eating or drinking place; fitness centers, gymnasiums, health and athletic clubs including indoor sauna, spa, or hot tub facilities;

tennis, handball, racquetball, indoor archery and shooting ranges, and other indoor sports activities; amusement, theme, and kiddie parks; drive-in theaters; golf driving ranges independent from golf courses; miniature golf courses (golf courses are included under the definition of “Parks and playgrounds” of PCZO Section 17.04.030); skateboard parks, skate rinks, and water slides; go-cart and miniature auto race tracks; recreation equipment rental (e.g., ATCs and other non-highway motor vehicles, roller skates); health and athletic clubs with predominately outdoor facilities; tennis courts, swim and tennis clubs; and parks and trails. May also include commercial facilities customarily associated with the above outdoor commercial recreational uses, including but not limited to bars and restaurants, fast-food restaurants, video game arcades, etc.

Child Day Care Centers - Commercial or nonprofit facilities that provide care, protection, and supervision of 15 or more minor children for periods of less than 24 hours. Child Day Care Centers will primarily serve children of parents and caregivers who are skiing or enjoying other recreational amenities. Such facilities are required to be licensed by the California State Department of Social Services.

Civic/Community Events - Any event open for the general public including exhibitions, expositions, fairs, festivals, entertainment, cause-related, fundraising, arts and crafts fairs, farmers markets, vendor carts, temporary outdoor sales, and leisure events. The event may be one-time or periodic, free or ticketed, cultural, charitable or cause-related, conducted for the purpose of attracting revenue, support, awareness, and/or for entertainment purposes, and created by and/or for the general public.



Churches – See “Houses of Worship” in PCZO Section 17.04.030.

Clubs and Lodges - A permanent, headquarters-type and meeting facility for organizations operating on a membership basis for the promotion of the interests of the members, including facilities for: business associations; professional membership organizations; labor unions and similar organizations; civic, social, and fraternal organizations (not including lodging); political organizations; country clubs (golf courses are under “Parks and Playgrounds” of PCZO Section 17.04.030); health/athletic, swim, tennis, ski, social, dining, university, and outdoor archery clubs; pistol, rifle, skeet, and hunting/fishing clubs; aerial training/jumping, yoga, rock climbing centers; dining clubs; environmental and academic clubs; and other membership organizations (not including religious organizations which are defined under “Houses of Worship” of PCZO Section 17.04.030).

Community Care Homes – Any family home, group care facility, or similar facility as determined by the director, providing for twenty-four-hour nonmedical care of persons in need of personal services, supervision or assistance essential for sustaining the activities of daily living or for the protection of the individual. Community Care Homes shall not serve more than 6 persons.

Condominiums – Condominiums may be comprised of both “Condominium Dwelling Units” (see “Multifamily dwellings” of PCZO Section 17.04.030) and “Condominium Commercial Units” as reflected in the subdivision maps recorded within the Plan Area.

Construction Facilities - Buildings and facilities that support project construction, such as construction offices (typically trailers) for construction management staff, prefab shops (temporary buildings/sheds for pre-cuts, prefabs, etc.), and storage for

construction supplies (typically bins or trailers).

Corporation Yard - Facilities providing maintenance and repair services for vehicles and equipment, and materials storage areas for use by a public utility. Offices and related uses may be included. Corporation yards must be compatible with surrounding uses, and not create nuisances, including excessive noise or odors, for residents and visitors.

Employee Housing – Housing for temporary or permanent employees of development occurring under the Specific Plan and the Village at Squaw Valley Employee Housing Plan. Such housing may consist of single and/or multi-occupancy units, and shall be designed to accommodate the needs of the particular employee population to be served by the housing. In addition, permanent housing for employees that is secondary or accessory to the primary use of the property; such as dwellings for grounds keepers or caretakers, is a housing option.

Festivals – Events and facilities for assembly and entertainment such as: auditoriums; exhibition and convention halls; theaters, meeting halls, and facilities for live entertainment or concerts; amphitheaters; and meeting halls for rent and similar public assembly uses. Outdoor amplified music is not allowed past 10:00pm unless approved by TOE. Events may be held on a one time or occasional basis.

Financial Institutions, without Drive-Up Windows – Financial institutions include: banks and trust companies; lending and thrift institutions or credit agencies; brokers and dealers in securities and commodity contracts; security and commodity exchanges; holding (but not predominantly operating) companies; other investment companies; and vehicle finance (equity) leasing agencies. This does not include automated teller machines located away from banks

which are defined under “Personal Services” of PCZO Section 17.04.030. Drive-up windows shall not be allowed.

Fractional Ownership Resort-Residential Properties – Any property held by more than one but less than 11 individuals or entities, each with an equally divided percentage share or interest in the property. Definition includes private residential clubs, destination clubs, and individual properties. Fractional ownership differs from timeshares in that it usually represents a larger incremental ownership and use per unit (for example, a quarter share would have 4 owners per unit with each having access to approximately 11-12 weeks; a 6 share would have 6 owners per units with 7-8 weeks use each, etc.).

Grocery and Liquor Stores – See “Grocery and Liquor Stores” in PCZO Section 17.04.030.

Helicopter Skiing – Off-trail, downhill skiing areas accessible by helicopters and not served by a ski lift or other ski facilities. Includes the use of heliports for the taking off and landing of helicopters, but not facilities for maintenance, repair, and reconditioning.

Home Occupations – See “Home Occupations” in PCZO Section 17.04.030.

Houses of Worship - See “Houses of Worship” in PCZO Section 17.04.030.

Hotels and Condo Hotels – See “Hotels and Motels” in PCZO Section 17.04.030. For the VSVSP, stays are allowed to range from 1 day to four months, rather than the 30 day limit cited in the PCZO.

Interim Ski Services - Temporary buildings and facilities that house or support ski facilities while their new buildings are under construction. Could include sprung structures, mobile buildings, tents, and similar structures.

Library – Public facility of a noncommercial nature intended to provide historical, cultural, literary, artistic, and/or educational materials, displays, and information.

Linear Parks and Trails - Landscaped and natural areas that follow and/or create an open space corridor. May include passive recreational features such as improved trails, boardwalks, picnicking areas, outdoor amphitheater without fixed seating and/or utilities, overlooks, interpretive exhibits, and publicly accessible forests and open space.

Multi-Family Residential – See “Multifamily Dwellings” in PCZO Section 17.04.030.

Live Entertainments and Events - Musical concerts and other performing arts events. Outdoor amplified music is not allowed past 10:00pm unless approved by TOE.

Nightclubs and Taverns – See “Restaurants and Bars” in PCZO Section 17.04.030.

Offices – See “Offices” in PCZO Section 17.04.030.

Open Space – Land that has not had occupiable structures or buildings developed on it. Such land can include but is not limited to landscaped areas, pedestrian paths, pools decks, etc.

Outdoor Amphitheater – An open-air venue (public or private) used for theatrical or concert performances, lectures, and meetings with a stage facing concentric, ascending seating. The stage platform and seating may be man-made or natural geological formations. Power and other utilities for these venues shall not be provided within Village – Conservation Preserve areas.

Parking Garages – Covered parking space for automobiles and/or other vehicles and/or bicycles. Parking includes standard and/or compact spaces. Standard parking space dimensions are nine by eighteen feet. Compact parking space dimensions are eight (8) by sixteen feet. A garage is a structure enclosed on at least three sides; a carport is enclosed on no more than two sides.

Picnic Areas – Public open-air areas accessed by pedestrian and/or biking trails. Picnic tables/benches, trash/recycling receptacles may be provided.

Planned Unit Developments – A contained development or subdivision of varied and compatible land uses, such as housing, recreational, and commercial centers. This type of development encourages a mix of land uses and dwelling types with at least one non-residential land use; the clustering of residential units to provide common/shared open spaces; site-based planning and design; and preservation of natural areas.

Private Recreational Facilities – See “Amusement and Recreational Enterprises.” Facilities shall be for use by residents or guests of the subdivision of which the recreation facilities are a part.

Propane Tank Farm - A facility where propane is stored prior to being distributed throughout the plan area. Typical equipment found

at a tank farm include propane tanks, fueling bulkheads, vaporizers, and backup generators. Lot 19 is identified as the propane tank farm locations for the VSVSP.

Public and Private Playgrounds and Parks – Public and private parks, play lots, playgrounds, and athletic fields (nonprofessional); golf courses, (including country clubs, accessory on-site driving ranges, sales of golfing equipment including golf carts (as in a “pro shop”)); bathing beaches, bathhouses, and public restrooms; rollerblade parks consisting primarily of trails through landscaped areas; outdoor amphitheaters without fixed seating; linear parks; hiking trails; publicly accessible forests and open space; skate parks and trails; village common areas; and public lands adjacent to the project area.

Public Recreation Facilities - See ‘Amusement and Recreational Enterprises.’

Public Water Supply Wells - Pumping facilities, test wells, driveway access, parking for maintenance, and well houses that do not exceed 1,200 square feet.

Real Estate Sales Office – An on-site real estate office for new real sales and/or resale office.

Restaurants, without Drive Up Windows – See “Restaurants and Bars” in PCZO Section 17.04.030.

Retail Establishments – See “Retail Stores, General Merchandise” in PCZO Section 17.04.030.

Riding, Hiking and Cross-Country Ski Trails – Paths or trails for horseback riding, hiking, and cross-country or Nordic skiing. Trails intended for alpine or downhill skiing are not included in this definition.

Seasonal Camp Facilities - Temporary shelters including, but not limited to, tents, huts, motor vehicles, or recreational vehicles established, maintained, or operated for camping during special events or other limited time periods. Appropriate support facilities, such as parking and restrooms, must be provided. Temporary Outdoor Event permits are required.

Seasonal Parking - Parking provided to meet infrequent peak demand that occurs during Special Events or other limited time periods.

Service Establishments - Service establishments mean laundries and dry cleaning plants primarily engaged in high volume laundry and garment services, including power laundries (family and commercial), garment pressing and dry cleaning, linen supply, diaper service, industrial laundries, and carpet and upholstery cleaners. Service establishments also mean clinics and laboratories primarily engaged in furnishing outpatient medical, mental health, surgical, and other personal health services including: medical, dental, and psychiatric offices (mental health-related services including various types of counseling practiced by licensed individuals other than medical doctors and psychiatrists or unlicensed individuals are included under “Offices”); medical and dental laboratories; out-patient care facilities; and allied health services. Associations or groups primarily engaged in providing medical or other health services to members are included. Clinics may include accessory retail pharmacies. Service establishments also mean repair and maintenance where repair of consumer products is the principal

business activity, including: electrical repair shops; television, radio, and other appliance repair; watch, clock, and jewelry repair; re-upholstery and furniture repair; and sporting goods repair (i.e. skis, snowboards, and other skiing equipment, etc.).

Service Stations – Retail/service establishments selling gasoline or other fuels, automotive products incidental to gasoline sales, and may also provide lubrication and oil change and tune-up services. May also include accessory towing, mechanical repair services, trailer rental, and the accessory sales of food, gifts, etc., but does not include storage of wrecked or abandoned vehicles, paint spraying, and body and fender work. The retail sale of gasoline as a subordinate service to a grocery store when limited to not more than two dispensing nozzles is instead included under the definition of “Grocery and Liquor Stores” in PCZO Section 17.04.030.

Single-Family Dwellings - See “Single-Family Dwelling” in PCZO Section 17.04.030.

Ski Lifts, Ski Trails, and Mountain Amenities – The use of ski lifts, ski runs, and trails. Ski lifts include powered conveyors for transporting skiers or sightseers up a mountainside, with terminals at each end and supporting towers along the route. Ski lifts can be chair lifts, surface lifts, gondolas, or cable cars. Ski trails include slopes intended for downhill skiing, paths or trails for cross-country or Nordic skiing, and helicopter skiing runs. Ski facilities are also part of this definition, including snow making, helicopter skiing facilities, and related commercial facilities such as equipment rental, storage lockers, and warming huts. Also included in this definition are skier services, such as ski lessons and gear delivery, snowmobile tracks and operations, dog sledding and sleigh rides, and mountain amenities such as zip lines, tubing, mountain coasters, ropes courses, alpine slides, and rock climbing.

Ski Maintenance Facilities - Structures and open storage yards designed to accommodate the storage of motor vehicles, construction equipment, and materials used for ski operations. Also includes enclosed structures designed to warehouse service equipment and parts.

Spa – A business establishment that offers personal care treatments, such as massages, facials, waxing, body wraps, aromatherapy, scrubs, manicures, and pedicures.

Stables and Corrals – See “Equestrian Facilities” in PCZO Section 17.04.030.

Stories - The number of habitable levels within a building. Podium parking is not included in “stories.” The number of “stories” is independent from the building height; however, on average, a story may be 8’ to 14’ in height.

Structures/Uses for the Operation of a Public Utility – Fixed-base structures and facilities serving as junction points for transferring utility services from one transmission voltage to another or to local distribution and service voltages. These uses include any of the following facilities that are not exempted from land use permit requirements by California Government Code Section 53091: electrical substations and switching stations; telephone switching facilities; wireless communication facilities; natural gas regulating and distribution facilities; public water system wells, treatment plants and storage; and community wastewater treatment plants, settling ponds, disposal fields and solid waste transfer stations. These uses do not include equipment and material storage yards (classified in “Storage Yards and Sales Lots” of PCZO Section 17.04.030). Equipment cabinets or enclosures less than 6 feet in height and 120 square feet in area are accessory buildings and

uses, and therefore exempt from special permit requirements. This definition does not include uses involving more than 2,500 square feet of outdoor storage of equipment or materials.

Structures/Uses for the Performance of a Governmental Function – Buildings containing offices for public agencies including public safety facilities (fire stations, lockouts, other fire facilities, police and sheriff substations, and interim headquarters), administrative offices, meeting rooms, and regional post offices, but does not include offices that are incidental and accessory to another government use, such as transit terminals, vehicle storage campground, or storage yards.

Surface Parking Lots – Non-enclosed parking spaces for automobile or other vehicles. Parking includes standard and/or compact spaces. Standard parking space dimensions are nine by eighteen feet. Compact parking space dimensions are eight by sixteen feet.

Tennis Courts – See “Amusement and Recreational Enterprises.”

Timeshare Condominiums – Any development offering for sale or lease 11 or more estate or use interests in a specific structure or structures for commercial, transient residential, resort-residential, or residential purposes. This definition is intended to include any and all interval ownership projects regulated as “timeshare projects” by the State of California as well as other developments which, in the opinion of the planning commission, may be accurately reflected by the above description. See Section 17.56.310 of the PCZO for specific use requirements applicable to timeshare projects. Timeshare condominiums provide owners with the right to a specific period of time at a particular location. Within the Plan Area, timeshares will generally be used to represent products that provide one week of ownership/use. However, owners may have the opportunity to

purchase multiple weeks of ownership, therefore creating a larger share of ownership/use within a unit.

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APPROVED PLANT LIST

The Approved Plant List includes both species that are native to the site and region and non-native species that are well-adapted to the alpine mountain environment. The use of native plants is emphasized in all contexts, as are drought and cold-tolerant plant species. In general, native plants are to be used primarily in the areas of the site adjacent to existing natural vegetation areas, and exclusively when adjacent to areas where native plant populations are to be re-established, such as the Squaw Creek corridor. This approach will provide a seamless visual transition into the scenic alpine open space areas surrounding the project. Adapted, more “ornamental” species may be used to enhance the development areas within the Village.

Designations of the planting areas corresponds to the Open Space Plan as follows:

LANDSCAPE CORRIDORS AND BUFFERS

These areas function as visual screens and open spaces within and between development areas, and also serve as direct connections to the natural areas surrounding the project. Plantings of this category would occur in some Primary and Secondary Pedestrian corridors, as well as in all Landscape Corridors and Buffers. Planting species in these areas are to be primarily native, but may be supplemented by well-adapted, non-invasive species.

DEVELOPMENT AREAS

Within the Development Areas, plantings should be used to enhance the experience and environment of the built fabric and to provide a visual connection to the mountain setting beyond. Plantings in these areas are to be primarily native, but may be enhanced with more ornamental species that are adapted to the high-altitude environment of cold winters and dry summers.

SQUAW CREEK CONSERVATION AREAS

Landscape zones adjacent to, or within, critical conservation areas such as the Squaw Creek Corridor would be planted with an exclusively native species palette, with the goal of promoting the successful re-establishment and continuity of the native plant population in these environmentally sensitive areas.

Also included are seed mixes for re-establishment of grasses, perennials, and shrubs on disturbed areas, with mix adjustments appropriate to the site condition.

The Approved Plant List, Approved Seed List, and Washoe Cultural Plant List will be reviewed on a regular basis in conjunction with a Prohibited Plant list to maintain the integrity of the project landscape and its surroundings.

BOTANICAL NAME	COMMON NAME	LANDSCAPE CORRIDORS AND BUFFER ZONES	DEVELOPMENT AREAS	SQUAW CREEK CONSERVATION AREAS
Trees				
<i>Acer circinatum</i>	Vine Maple	•	•	•
<i>Acer ginnala</i>	Amur Maple ^{1 2}		•	
<i>Acer grandidentatum</i>	Rocky Mt. Maple ²		•	
<i>Alnus incana ssp. tenuifolia</i>	Mountain Alder ^{1 2}	•		•
<i>Betula occidentalis 'Fontinalis'</i>	Mountain Birch	•	•	•
<i>Picea pungens</i>	Colorado Spruce		•	
<i>Pinus contorta ssp. murrayanna</i>	Lodgepole Pine	•		•
<i>Pinus jeffreyi</i>	Jeffrey Pine	•	•	•
<i>Pinus ponderosa</i>	Ponderosa Pine	•	•	
<i>Populus tremuloidies</i>	Quaking Aspen	•	•	•
<i>Prunus cistena</i>	Purple Sand Cherry		•	
<i>Prunus sp. (Shupert)</i>	Cherry		•	
<i>Prunus spp.</i>	Crabapple/Apple		•	
<i>Prunus virginiana</i>	Chokecherry ^{1 2}	•	•	•
<i>Prunus virginiana 'Canada Red'</i>	Canada Red Chokecherry			•
<i>Prunus virginiana demissa</i>	Western Chokecherry			•
<i>Salix scoleriana</i>	Scouler's Willow ^{1 2}	•	•	•
<i>Sorbus aucuparia</i>	Mountain Ash		•	
Shrubs				

TABLE C.1- APPROVED PLANT LIST

Note: (1) Grow as mutli-stem only, not as a single trunk. (2) Cluster these species in large groupings.

BOTANICAL NAME	COMMON NAME	LANDSCAPE CORRIDORS AND BUFFER ZONES	DEVELOPMENT AREAS	SQUAW CREEK CONSERVATION AREAS
<i>Amelanchier alnifolia</i>	Serviceberry	•	•	•
<i>Amelanchier utahensis</i>	Serviceberry	•	•	•
<i>Artemisia tridentata ssp vaseyana</i>	Mountain Sagebrush	•		
<i>Artemisia cana</i>	Silver Sagebrush			•
<i>Chrysothamhus nauseous</i>	Rabbit Brush	•	•	
<i>Cornus sericea</i>	Red Twig Dogwood		•	•
<i>Cornus sericea 'Flaviramea'</i>	Yellow-Twig Dogwood		•	
<i>Erigeron peregrinus</i>	Wandering Daisy			•
<i>Lonicera involucrata</i>	Twinberry			•
<i>Pinus mugo mugo</i>	Mugo Pine		•	
<i>Potentilla fruticosa</i>	Shrubby Cinquefoil	•	•	
<i>Potentilla fruticosa (hybrids)</i>	Shrubby Cinquefoil		•	
<i>Purshia tridentata</i>	Bitterbrush	•	•	
<i>Rhamnus rubra</i>	Sierra Coffeeberry			•
<i>Rhus typhina</i>	Staghorn Sumac	•		
<i>Ribes cereum</i>	Wax Currant			•
<i>Ribes cereum var. roezlii</i>	Golden Currant	•	•	•
<i>Ribes nevadense</i>	Sierra Currant/Mt. Pink Current	•	•	•
<i>Ribes roezli</i>	Sierra Gooseberry			•
<i>Ribes sanguineum</i>	Pink Flowered Currant			•
<i>Rosa glauca</i>	Red Stem Rose		•	
<i>Rosa harisonii</i>	Harrison's Yellow Rose		•	
<i>Rosa rugosa</i>	Tomato Rose		•	

BOTANICAL NAME	COMMON NAME	LANDSCAPE CORRIDORS AND BUFFER ZONES	DEVELOPMENT AREAS	SQUAW CREEK CONSERVATION AREAS
<i>Rosa woodsii var. ultramontana</i>	Mountain Rose	•	•	•
<i>Rubus parvifolius</i>	Thimbleberry	•	•	•
<i>Salix lasiandra</i>				•
<i>Salix purpurea var. nana</i>	Dwarf Purple Willow		•	•
<i>Salix scouleriana</i>	Scouler's Willow			•
<i>Sambucus caerulea</i>	Blue Elderberry		•	•
<i>Sambucus racemosa</i>	Red Elderberry			•
<i>Spirea densiflora</i>	Mountain Spirea	•	•	•
<i>Spirea douglasii</i>	Western Spirea		•	
<i>Spirea nipponica</i>	Snowmound Spirea		•	
<i>Spirea splendens</i>	Mountain Spirea			•
<i>Spirea</i> sp. (Goldflame)	Goldflame Spirea		•	
<i>Syringia</i> spp.	Lilac		•	
<i>Viburnum trilobum</i>	Cranberry Bush		•	
Vines				
<i>Clematis</i> spp.	Clematis species		•	
<i>Humulus lupulus</i>	Hops		•	
Groundcovers				
<i>Ajuga reptans</i>	Ajuga		•	
<i>Arctostaphylos uva-ursi</i>	Kinnikinnick		•	
<i>Berberis aquifolium (repens)</i>	Creeping Mahonia	•	•	
<i>Ceanothus prostratus</i>	Squaw carpet	•	•	
<i>Cotoneaster dammeri 'eicholtz'</i>	Cotoneaster		•	

BOTANICAL NAME	COMMON NAME	LANDSCAPE CORRIDORS AND BUFFER ZONES	DEVELOPMENT AREAS	SQUAW CREEK CONSERVATION AREAS
<i>Fragaria sp.</i>	Strawberry		•	
<i>Galium oderatum</i>	Sweet Woodruff		•	
<i>Potentilla verna var. nana</i>	Potentilla		•	
<i>Symphoricarpos mollis</i>	Creeping Snowberry	•	•	
<i>Symphoricarpos sp. (Hancock)</i>	Coral berry Snowberry		•	
<i>Thymus spp.</i>	Thyme		•	
Perennials				
<i>Achillea millefolium</i>	Yarrow	•	•	•
<i>Aconitum columbiana</i>	Monkshead	•	•	•
<i>Aesculus californica</i>	California Buckeye			•
<i>Aquilegia spp.</i>	Columbine	•	•	•
<i>Aquilegia formosa</i>	Western Columbine			•
<i>Aquilegia shockleyi</i>	Desert Columbine			•
<i>Asclepias fascicularis</i>	Narrowleafed Milkweed			•
<i>Castilleja sp.</i>	Indian Paintbrush	•	•	
<i>Carex sp.</i>	Sedge	•		•
<i>Delphinium sp. (ornamental)</i>	Larkspur		•	
<i>Dicentra formosa and other ssp.</i>	Bleeding Heart		•	
<i>Echinacea purpurea</i>	Purple Cone Flower		•	
<i>Epilobium canum</i>	California Fuschia	•	•	
<i>Erigonum umbellatum</i>	Sulfur Buckwheat	•		
<i>Eriophyllum lanatum</i>	Wooly Sunflower	•	•	
<i>Eshscholzia californica</i>	California Poppy	•	•	

BOTANICAL NAME	COMMON NAME	LANDSCAPE CORRIDORS AND BUFFER ZONES	DEVELOPMENT AREAS	SQUAW CREEK CONSERVATION AREAS
<i>Geum triflorum</i> (ornamentals)	Prairie Smoke		•	
<i>Heracleum lanatum</i>	Cow Parsnip			•
<i>Iris sibirica</i>	Siberian Iris		•	
<i>Juncus spp.</i>	Rush	•		•
<i>Linum lewisii</i>	Mountain Flax	•	•	•
<i>Lupinus polyphyllus</i>	Large Leaf Lupine	•	•	•
<i>Lupinus sp.</i> (Russel hybrids and other ornamentals)	Lupine	•	•	
<i>Nepeta sibirica</i> and other spp.	Cat Mint		•	
<i>Paeonii sp.</i>	Peony		•	
<i>Penstemon heterophyllus</i>	Penstemon	•	•	
<i>Penstemon newberryi</i>	Mountain Pride	•	•	
<i>Penstemon rydbergii</i>		•	•	•
<i>Penstemon speciosus</i>	Royal Penstemon	•	•	
<i>Penstemon spectabilis</i>	Showy Penstemon		•	
<i>Potentilla glandulosa</i>	Sticky Cinquefoil			•
<i>Solidago canadensis</i>	Goldenrod			•
<i>Rudbeckia sp.</i> (Goldstrum)	Black-Eyed Susan		•	
Ornamental Grasses				
<i>Calamagrostis spp.</i>	Feather Reed Grass		•	
<i>Carex douglasii</i>	Douglas' Sedge			
<i>Elymus condensatus</i>	Giant Wild Rye			•
<i>Elymus elymoides</i>	Squirreltail	•	•	•
<i>Elymus glaucus</i>	Bottlebrush Squirreltail			•

BOTANICAL NAME	COMMON NAME	LANDSCAPE CORRIDORS AND BUFFER ZONES	DEVELOPMENT AREAS	SQUAW CREEK CONSERVATION AREAS
<i>Festuca ovina</i>	Sheep Fescue		•	
<i>Festuce trachyphylla</i>	Hard Fescue	•	•	
<i>Festuca sp. (Blue Fescue)</i>	Blue Fescue		•	
<i>Miscanthus sinensis.</i>	Japanese Silver Grass		•	
<i>Panicum canadensis</i>			•	
<i>Panicum capillare</i>			•	
<i>Panicum spp.</i>	Switch Grass		•	
<i>Panicum stricta</i>			•	
<i>Turf Grasses</i>				
<i>Festuca sp.</i>	Warwick Hard Fescues		•	
<i>Festuca sp.</i>	Spartan Fescue		•	
<i>Festuca sp.</i>	Sierra Fescue		•	
<i>Festuca sp. (rubra)</i>	Red Fescue		•	

BOTANICAL NAME	COMMON NAME	RATE (LBS/ACRE PLS)
Seed Mix #1 - Lupine Mix		
<i>Festuca trachyphylla</i>	Hard Fescue	6
<i>Elymus trachycaulus</i>	Slender Wheatgrass	2
<i>Bromus carinatus</i>	Mountain Brome	4
<i>Elymus elymoides</i>	Squirreltail Grass	4
<i>Achnatherum occidentale</i> or <i>lettermanii</i>	Needlegrass	1
<i>Artemisia tridentata</i> var. <i>vaseyana</i>		0.5
<i>Lupinus lepidus</i>	Dwarf Lupine	2
<i>Lupinus argenteus</i>	Silver Lupine	1
<i>Eriogonum nudum</i>	Buckwheat	0.5
<i>Eriogonum umbellatum</i>	Silver Buckwheat	1
<i>Penstemon speciosus</i>	Beardtongue	0.5
<i>Senecio integerrimus</i>	Groundsel	0.5
Seed Mix #2 - Revegetation/Slope Stabilization Mix		
<i>Bromus carinatus</i>	Mountain Brome	6
<i>Festuca trachyphylla</i>	Hard Fescue	10
<i>Elymus elymoides</i>	Squirreltail Grass	10
<i>Elytrigia intermedia</i> cv 'Luna'	Luna Wheatgrass	6
<i>Lupinus argenteus</i>	Silver Lupine	1
<i>Lupinus lepidus</i>	Dwarf Lupine	2

TABLE C.2- APPROVED SEED LIST

BOTANICAL NAME	COMMON NAME	RATE (LBS/ACRE PLS)
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<i>Seed Mix #3 - Meadow Accent Areas</i>		
<i>Festuca ovina</i>	Sheep Fescue	2
<i>Festuca trachyphylla</i>	Hard Fescue	6
<i>Elytrigia trachycaulus</i>	Slender Wheatgrass	0.5
<i>Castilleja applegatei</i>	Paintbrush	0.2
<i>Erigonum umbellatum</i>	Sulfur Buckwheat	1
<i>Ipomopsis aggregata</i>	Scarlet Gilia	0.5
<i>Lupinus arbustus</i>	Crest Lupine	1
<i>Lupinus argenteus</i>	Silver Lupine	1
<i>Lupinus lepidus</i>	Dwarf Lupine	1
<i>Penstemon speciosus</i>	Beardtongue	1
<i>Seed Mix #4 - Unmowed Meadow Areas</i>		
<i>Festuca ovina</i>	Sheep Fescue	2
<i>Festuca trachyphylla</i>	Hard Fescue	4
<i>Carex rossi</i>	Ross's sedge	1
<i>Erigonum umbellatum</i>	Sulfur Buckwheat	0.5
<i>Penstemon speciosus</i>	Beardtongue	0.5
<i>Viola beckwithii</i>	Great Basin Violet	0.2

BOTANICAL NAME	COMMON NAME	NOTES
<i>Abies concolor</i>	White Fir	
<i>Achillea millefolium</i>	Yarrow	
<i>Allium campanulatum biseptum</i>	Sierra Onion	(S. Watson) - by K. Anderson from specimen
<i>Allium validum</i>	Swamp Onion	from specimen
<i>Amelanchia alnifolia</i>	Western Service Berry	from specimen
<i>Angelica breweri</i>	Angelica	Train
<i>Arctostaphylos spp.</i>	Manzanita	(uva ursi according to Rowley, but probably nevadensis); not identified by Schubert
<i>A. patula</i>	Green-leaf	from description
<i>Balsamorhiza sagittata</i>	Arrow-leaf Balsam	from specimen
<i>Barbarea orthoceras</i>	Winter Cress	by K. d'Azevedo from specimen
<i>Brodiaea hyacinina</i>	White Brodiaea	by Rucks from specimen
<i>Brodiaea lutea</i>	Golden Brodiaea, or Pretty Face	by Rucks from specimen
<i>Calchortus nuttallii</i>	Sego Lily	from specimen; cannot find in Weeden
<i>Chlorogalum pomeridiam</i>	Soap Root	identified by description (not specimen). Problematical: this plant does not grow above 5000' but is reported at LT
<i>Cicuta douglassi</i>	Water Hemlock	from specimen
<i>Descaurania sp.</i>	Tansy Mustard	from specimen
<i>Fragaria sp.</i>	Wild Strawberry	from description
<i>Heracleum lanatum</i>	Cow Parsnip	from specimen
<i>Habernaria spp.</i>	Rein Orchid	Rucks from specimen
<i>Lewisia sp.</i>	Bitter Root	Rucks from specimen

TABLE C.3- WASHOE CULTURAL PLANT LIST

BOTANICAL NAME	COMMON NAME	NOTES
<i>Libocedrus decurrens</i>	Incense Cedar	
<i>Ligusticum grayi</i>	Gray's Lovage	Rucks from specimen
<i>Lilium parvum</i>	Alpine Lily	by Rucks from specimen
<i>Lomatium dissectum</i>	Fern-leaved Lomatium	from specimen
<i>Lupinus latifolius</i>	Lupine	Rucks from description
<i>L. Paoyphyllus ssp. Superbus</i>	Lupine	Rucks from description
<i>Mentzelia dispersa congesta</i>	Nevada Stickweed	from specimen
<i>Montia perfoliata var. depressa</i>	Miner's Lettuce	(Jepson), from specimen
<i>Nicotiana attenuata</i>	Coyote Tobacco	from specimen
<i>Osmorhiza occidentalis</i>	Western Sweet Cicely	from specimen
<i>Paeonia brownii</i>	Brown's Penny	by Rucks from specimen
<i>Pedicularis groenlandica</i>	Elephant Heads	Rucks from specimen
<i>Perideridia sp.</i>	Yampah, Indian Potatoes	three species (<i>parishii</i> , <i>howellii</i> , and <i>bolanderi</i> are edible and may account for two of the "unknown potatoes" - by K. d'Azevedo from specimen
<i>Petiphyllum pelatum</i>	Indian Rhubarb	by K. d'Azevedo from specimen
<i>Pinus Lambertiana</i>	Sugar Pine	
<i>Prunus virginiana var. demissa</i>	Western Choke Cherry	from specimen
<i>Pteridium aquilinum var.</i>	Bracken Fern	from specimen
<i>Ribes aureum Pursh.</i>	Golden Currant	from description; this spp. Not in Weeden
<i>Ribes roezeli</i>	Sierra Gooseberry	from specimen
<i>Ribes velutinum</i>	Plateau Gooseberry	from specimen
<i>Salix spp.</i>	Willow	
<i>Sambucus caerulea (mexicana C. Presl)</i>	Blue Elderberry	by K. Anderson from specimen
<i>Sium suave</i>	Water Parsnip	from specimen
<i>Smilacina stellata</i>	False Solomon's-Seal	from specimen

BOTANICAL NAME	COMMON NAME	NOTES
<i>Smilacina stellata</i>	False Solomon's-Seal	from specimen
<i>Sphenosciadum capitellatum</i>	Ranger's Buttons	from specimen
<i>Thalictrum fendleri</i>	Meadow Rue	from specimen
<i>Typha latifolia</i>	Cat Tail	from specimen
<i>Veratrum californicum</i>	Corn Lily	Train
<i>Wyethia mollis</i>	Mule's Ear	from specimen
<i>Zigadenus venenoseus</i>	Death Camas	Train



EXISTING ASSESSOR PARCELS

SQUAW VALLEY REAL ESTATE, LLC			SQUAW VALLEY RESORT, LLC		
ON MAP	ASSESSOR PARCEL NUMBER	AREA	ON MAP	ASSESSOR PARCEL NUMBER	AREA
1	096-020-015 & 096-540-009	7.51±	13	096-340-030	1.68±
2	096-020-021 & 096-540-016	20.86±	14	096-340-023	2.77±
3	096-540-015	3.67±	15	096-060-066	2.51±
4	096-221-013, 096-221-014, & 096-221-012	9.61±	16	096-060-065	0.61±
5	PTN096-490-019	0.60±	17	096-221-038	1.64±
			18	096-221-018	1.30±
6	096-221-021	6.11±		TOTAL	10.51±
7	PTN096-221-029	2.42±			
8	096-490-015 & PTN096-490-019	0.56±	POULSEN COMMERCIAL PROPERTIES, LP		
9	PTN096-221-029	13.63±	ON MAP	ASSESSOR PARCEL NUMBER	AREA
10	096-221-019	2.33±	20	096-230-035	8.82±
11	096-221-016	4.69±		TOTAL	8.82±
12	096-104-001 & 096-221-017	1.98±			
	TOTAL	73.97±			

TABLE D.1- APN NUMBERS AND EXISTING OWNERSHIP



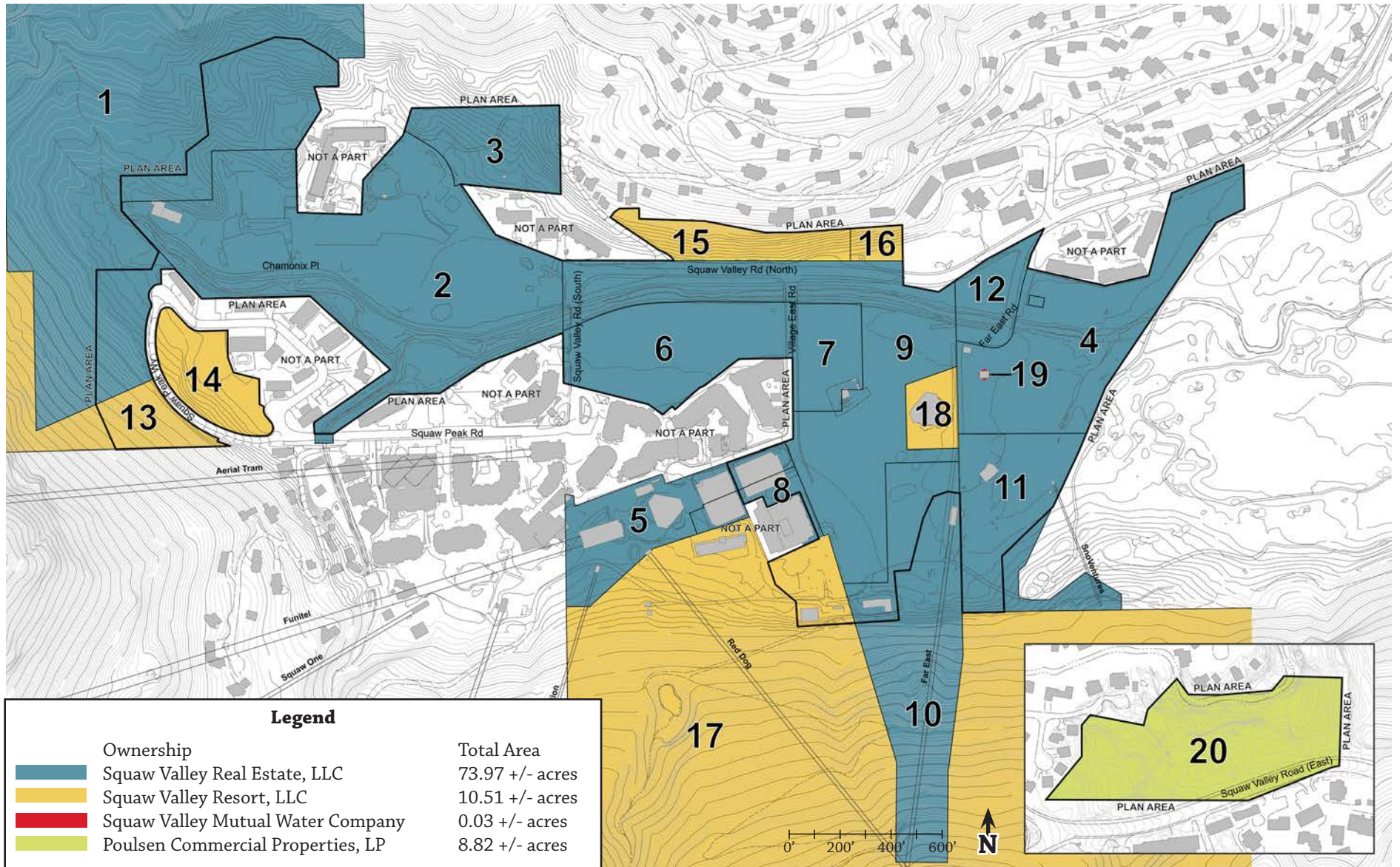


FIGURE D.1—EXISTING OWNERSHIP PLAN



SUSTAINABILITY INDEX

The Sustainability Index provides a matrix of sustainable measures required or recommended for all improvements within this Specific Plan. Refer to the specific chapter of the Specific Plan for more detailed information.

DESIGN STANDARD	REQUIRED	RECOMMENDED	SECTION
<i>Landscaping and Plant Materials</i>			
Revegetate disturbed areas with native or naturalized plant materials so that the demarcation between new and existing landscaped areas is obscured.	•		4.4
Utilize native or naturalized plant materials to decrease the reliance on intensive irrigation.	•		4.4
<i>Water Supply and Distribution</i>			
Where feasible, incorporate greywater applications as an additional water supply. Water collected and treated from baths, showers, hand basins and washing machines will be used to the extent practical and feasible for irrigation and flushing toilets.		•	6.2.4
Minimize water intensive landscaping such as turf areas.		•	6.2.4
Install smart and centrally located irrigation controllers to restrict irrigation to only the times and water application rates that are necessary to maintain landscaping.		•	6.2.4
Minimize water use for planting areas through appropriate plant selection and efficient irrigation systems.	•		B.4.6
Utilize recirculating pumps on hot water systems to generate additional water conservation.	•		6.2.4
Utilize high-efficiency fixtures and fittings to decrease water demand and wastewater flows.	•		6.2.4

DESIGN STANDARD	REQUIRED	RECOMMENDED	SECTION
<i>Drainage and Flood Control</i>			
Vegetated swales, soft armoring, mechanical storm filters, structural interceptors, and other Best Management Practices (BMPs) will be utilized at pipe outfalls or other appropriate locations for water quality management, and to convey stormwater runoff to receiving waters while minimizing impacts to open space resources.	•		6.4
<i>Stormwater Management</i>			
Track compliance with regulatory actions intended to reduce erosion and sediment deliveries, and with monitoring channel bed conditions in lower Squaw Creek.		•	6.4.1
Control excess runoff volumes and reduce pollutant concentrations, with a focus on oil and grease, trace metals and nutrients in urban runoff, fine sediment, and sand and salts from road maintenance activities.		•	6.4.1
The SWMP also recognizes the increased risk of groundwater contamination from runoff infiltration where an unconfined sole-source drinking water aquifer lies less than 10 feet below the ground surface.	•		6.4.1
Incorporate erosion and sediment control BMPs such as applying straw mulch to disturbed areas, the use of fiber rolls and silt fences, sedimentation basins, drain inlet protection, stabilized construction accesses, and material management.	•		6.4.1
BMP techniques within the Plan Area will, to the extent practical, reduce and/or eliminate the pollutants from the stormwater runoff and prevent the contamination of receiving waters to pre-development levels.	•		6.4.1
<i>Low Impact Design (LID) Strategies</i>			
Incorporate LID and stormwater management to minimize changes to the site's pre-development runoff rates and volumes. Measures include separating existing area flows from post-project flows, creating opportunities for naturally treated infiltration through the use of LID which can add water to the aquifers, increasing water reuse.	•		6.4.2

DESIGN STANDARD	REQUIRED	RECOMMENDED	SECTION
<p>LID options include:</p> <ul style="list-style-type: none"> • Disconnected roof drains; • Disconnected and separated pavement; • Bioretention facilities, vegetation, rain gardens, and bioswales; • Tree planting; • Grass swales and channels; • Curb cuts and vegetated filter strips; • Impervious surface reduction – permeable pavements and porous pavements; • Creek buffers; • Soil amendments; and • Pollution prevention and good housekeeping practices. 		•	6.4.2
<i>Best Management Practices</i>			
<p>BMPs can include:</p> <ul style="list-style-type: none"> • Source control to reduce quantities of runoff; • Directing flows onto grassy areas or open space where feasible; • Additional tree plantings; • Installation of trash screen vaults; • Use of rock-lined ditches below pipe outlets; • Installation of structural BMPs (such as vortex and/or media filtration devices); • Use of disconnected roof drains; • Installation of water quality interceptor devices; and • Use of grassy treatment swales/bioswales. 		•	6.4.3
Encourage prompt revegetation of disturbed areas and proper erosion protection per the NPDES permit during construction.	•		6.4.3
If adequate source control and LID measures cannot be implemented to fully account for treatment of the runoff, treatment facilities (BMPs) will be required upstream of discharge to Squaw Creek. A treatment train consisting of a structural BMP, and a section of grassy swale in the proposed newly constructed outfall swales would be able to provide adequate treatment.		•	6.4.3

DESIGN STANDARD	REQUIRED	RECOMMENDED	SECTION
LID measures in lodge facilities/fractional cabins and extended stay condo hotel may include, but are not limited to: discharge of roof drainage system to planted areas, pervious driveways, porous pavement areas, separated sidewalks, and tree plantings that will develop large canopies.		•	6.4.3
LID measures in condo hotel and commercial areas may include, but are not limited to: discharge of roof drainage system to planted areas, pervious driveways, porous pavement areas, turf stone, separated sidewalks, tree plantings which will develop large canopies, trench drains, sheet flowing parking areas to landscaping and vegetated swales, and sand/oil separators.		•	6.4.3
<i>Energy Efficiency</i>			
All new and remodeled residential, resort-residential, commercial, institutional, and civic construction are encouraged to exceed current Title 24 state energy-efficiency requirements by at least 15%.		•	6.6
All new residential and resort-residential buildings and major renovations are encouraged to meet or exceed the guidelines for the California Energy Star Homes Program.	•		6.6
Residential and resort-residential developments of more than 6 units are encouraged to participate in the California Energy Commission’s New Solar Homes Partnership (NSHP).		•	6.6
New construction of commercial buildings over 10,000 square feet in size is encouraged to incorporate renewable energy generation to provide at least 25% of the project’s needs.		•	6.6
Incorporating on-site renewable energy production, including installation of photovoltaic cells or other solar options installed in appropriate high sunlight locations, is encouraged.		•	6.6, B.5.9
Using building orientation, massing, and fenestration design to maximize effective daylighting to reduce building energy requirements, without increasing glare and/or electric lighting loads that offset glare, is encouraged.		•	B.5.9
<i>Energy Efficiency - Mechanical Systems</i>			
Designing buildings to reduce the reliance on mechanical intervention for the maintenance of physical comfort levels is required.	•		B.5.9
A high level of individual occupant control for thermal, ventilation, and lighting systems should be incorporated.		•	B.5.9

DESIGN STANDARD	REQUIRED	RECOMMENDED	SECTION
Reduce the need for air conditioning through effective ventilation design and the use of trees and architectural devices for shading.		•	B.5.9
Using CFC-free HVAC & R base building systems is required.	•		6.6
Separating ventilation and plumbing systems for those rooms containing contaminants, such as artist studios, from those in the rest of the building is encouraged.		•	6.6
Increase air quality and energy efficiency by incorporating high performance HVAC and insulation systems.	•		B.5.9
<i>Energy Efficiency - Building Envelope</i>			
Reduce building envelope leakage.		•	B.5.9
When possible, locate the HVAC air handler and ductwork inside the building envelope to minimize energy usage associated with duct leakage outside the conditioned space of the home.		•	B.5.9
<i>Energy Efficiency - Waste Minimization</i>			
Efforts to reduce construction waste are encouraged. All building projects within the Plan Area are encouraged to recycle or reuse a minimum of 25% of unused or leftover building materials.		•	6.5
<i>Energy Efficiency - Indoor Lighting and Appliances</i>			
It is required that all units utilize Energy Star® rated appliances and the most energy-efficient Energy Star rated water heater and air conditioning systems that are feasible, including but not limited to dishwashers, refrigerators, ceiling fans, and washing machines.	•		6.5.9
It is intended that all buildings utilize natural gas, or propane where feasible, for clothes dryers, cooking stoves, heating, central air furnaces, water heaters, and/or boilers.	•		6.6
Utilizing Energy Star® light fixtures that use less energy and produce less heat than traditional incandescent light fixtures is encouraged.		•	B.5.9
<i>Energy Efficiency - Exterior Lighting</i>			
Light fixtures shall utilize energy conserving lamps.	•		B.4.7

DESIGN STANDARD	REQUIRED	RECOMMENDED	SECTION
<i>Energy Efficiency - Water Efficient Appliances</i>			
Utilize water-conserving appliances and plumbing fixtures.	•		6.2.4
Utilize flow restrictors and/or reduced flow aerators on lavatory, sink, and shower fixtures.	•		6.2.4
Commercial buildings are required to utilize automatic fixture sensors and low-consumption fixtures.	•		6.2.4
<i>Windows and Doors</i>			
Utilize high performance windows and doors.	•		B.5.5
Orient windows to maximize natural daylight and ventilation opportunities.		•	B.5.5
Energy Star windows or similar high performance solutions are required.	•		B.5.5
<i>Building Materials</i>			
Incorporate recycled content materials into the overall building materials selection to the greatest extent feasible.		•	B.5.8
Use building materials that may be recycled at the end of their useful life to the extent possible.		•	B.5.8

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THE VILLAGE AT SQUAW VALLEY



SPECIFIC PLAN

APRIL 2016
DRAFT