

**VILLAGE AT SQUAW VALLEY SPECIFIC PLAN
PHASE 1
PROJECT DESCRIPTION**

Revised December 31, 2012

INTRODUCTION

The project applicant intends to process Phase 1 of the Village at Squaw Valley Specific Plan (VSVSP) at the same time or immediately after the Specific Plan approvals. Therefore, Phase 1 will be analyzed at a project-specific level in the Village at Squaw Valley Specific Plan (VSVSP) EIR. Phase 1 is described in detail below.

PROJECT LOCATION AND EXISTING CONDITIONS

Phase 1 occupies the southeast portion of the VSVSP plan area, as shown in Figure 1. The Phase 1 area contains approximately 26 acres of the approximately 101-acre Specific Plan area (see Table 1 and Figure 1).

Table 1 SVOSP Phase 1 Acreage by Parcel								
Use	Parcel A	Parcel B	Parcel C	Parcel D	Parcel F	Parcel Q	ROW	Total
Acreage	3.96	4.82	2.56	2.14	1.21	10.64	0.85	26.18

Most of the site is composed of parking lots. Other existing uses include skier facilities (including the Far East, Red Dog and Papoose lifts and Squaw Kids), retail/restaurant, maintenance operations and a portion of the golf course. Biological habitats are limited to a strip of forest along the southern boundary, two seeps near the southern edge, several drainages, a meadow and wetland meadow in the northeast corner of the site. There are two buildings that are considered historically significant within the Phase 1 area, both former spectators buildings during the Olympics.

Existing Zoning and Land Use Designations

The Squaw Valley General Plan and Land Use Ordinance (SVGPLUO) designates the areas within Phase 1 as Village Commercial (VC), Heavy Commercial (HC) and Forest Recreation (FR).

Existing Roadways

Access to Phase 1 is provided by Squaw Valley Road via Far East Road and Village East Road.

Existing Utilities

There are water, sewer and drainage facilities located throughout the Plan Area, including 10- and 12-inch water lines in Village East Road and Far East Road, and a 10-inch line east of the project site. Ten-inch sewer lines are also located in Far East Road and Village East Road. Drainage facilities run southwest to northeast through the Phase 1 site, connecting to a line in Far East Road and a discharge point to Squaw Creek. These facilities are shown in Figures 7 through 9 later in this section.

DESCRIPTION OF THE PROPOSED PROJECT

The first phase of the VSVSP would offer a range of lodging and recreational activities to serve guest and resident populations throughout the seasons. Phase 1 would be anchored by three condominium-hotel projects with different lodging options ranging from family-friendly to luxury accommodations. Designed to provide complementary uses within the existing resort environment, the major recreational components in Phase 1 include an outdoor winter ice skating rink/summer performance area adjacent to the Funitel Plaza, and an indoor water-focused Mountain Adventure Center (MAC). The MAC would offer activities such as indoor rock climbing, water-based recreation and rides in an extensive indoor/outdoor pool system, and additional entertainment options such as a bowling alley and a multi-generational arcade.

The proposed number of units and commercial square footage are shown in Table 2. These numbers represent the maximum allowable development within each Phase 1 parcel. The actual number of units and/or square footage would be equal to or less than the amounts shown in Table 2.

Proposed Land Use Designations and Zoning

Phase 1 would be designated Village Commercial Core (approximately 12.7 acres), Village-Heavy Commercial (approximately 2 acres) and Village-Forest Recreation (approximately 10.6 acres), as shown in Figure 2.

Project Elements

As shown in Table 2, Phase 1 would construct up to 834,323 square feet of new development. Of this, approximately 119,000 square feet would replace existing facilities, such as skier services, maintenance operations and the Members Facilities. The condo hotels would be the primary development, with up to 360 units. Many of these units would be periodically “locked off” so that, for example, a two-bedroom condo unit could be rented as two separate rooms or “keys”. The primary amenity in Phase 1 would be the Mountain Adventure Center. Other development would include food and beverage services and retail shops that support the condo hotel uses.

Building Design

The massing and architecture of Phase 1 has been conceived as an extension of the mixed-use core of the existing Village at Squaw Valley. Along the snow beach frontage, landmark buildings would provide a strong visual and architectural framework. These buildings and their taller elements (6 to 8 stories, above a lower parking level) would punctuate the lower volumes of the flanking buildings (4 to 6 stories, above a lower parking level).

Table 2 VSVSP Phase 1 Units and Square Footage by Parcel						
Use	Parcel A	Parcel B	Parcel C	Parcel D	Parcel F	Total
Residential Units						
Units	120	164	76	0	0	360
Keys	200	321	170			691
Gross Square Footage						
Condo Hotel	164,904	257,966	121,993			544,863
MAC				132,000		132,000
Retail	4,980					4,980
Food & Beverage	5,870	5,104	3,050			14,024
Ski Services	877	8,850	26,365		56,456	92,548
Members Facilities	0	26,860				26,860
Meeting Space	0					0
Hotel (other than units/rooms)	7,712	6,300	5,036			19,048
Total Square Feet	184,343	305,080	156,444	132,000	56,456	834,323
Notes:						
1. Parcel Q is not included in this table because it does not include any new development.						
2. Keys exceed units because a portion of 2 and 3 bedroom condos would be periodically locked off to create individual rooms (keys)						
3. Condo Hotel square footage includes units/keys only.						
4. MAC=Mountain Adventure Center						
5. Ski Services includes public lockers, restrooms, first aid/medical clinic, rentals and sales, tickets and food service for skiers on Parcels A through C. The majority of these uses would replace existing facilities that would be removed as part of the project. Parcel F would house relocated maintenance facilities.						
6. Hotel other than units and rooms includes common areas, back-of-house, administration, lobbies and similar space.						

Snow Beach Interface

Phase 1 has been conceived as the next logical step of developing the under-utilized snow beach frontage along the southeastern side of the existing Squaw Valley village. Key components to extending and maintaining the existing Squaw Village energy include the addition of the MAC facilities in this former area of parking lot and the relocation of Squaw Kids to the dedicated beginner area and Papoose lift.

Recreation and Open Space

Focused areas of active recreation, such as the skating rink/summer performance area and outdoor swimming pools, would be complemented by more passive leisure areas with seating for relaxation and dining. In keeping with the central tenets of the Specific Plan, pedestrian zones are the primary circulation element linking the built fabric of Phase 1, with vehicular access limited to drop-off areas to serve the buildings as necessary. Hardscape areas and pathways would be generously sized and kept accessible year-round to encourage their use. Open space areas would be planted with a palette of native and native-adapted species to provide a visual connection to the surrounding mountain landscape.

Designed to provide complementary use within the existing resort environment, the major recreational components in Phase 1 include an outdoor winter ice skating rink/summer performance area adjacent to the Funitel Plaza, and an indoor water-focused MAC. The MAC would offer activities such as indoor rock climbing, water-based recreation and rides in an extensive indoor/outdoor pool system, and additional entertainment options such as a bowling alley and a multi-generational arcade.

The new recreational facilities of the skating rink and MAC would be available to both resort guests and Village residents alike. The skating rink would offer time slots on a fee basis for skating during the winter months, and have an associated skate rental facility, enabling participants to spontaneously engage in the activity. The MAC sports and aquatic facility would also be open to both Village residents and resort guests on a fee basis.

A number of connections and improvements to trail and recreation facilities are proposed. These include the extension of the Class A Bike and Walking Trail adjacent to Squaw Valley Road to connect the proposed Squaw Meadow Interpretive Park area, Squaw Creek channel, and the confluence area into a linear interpretive park. Parks and Recreation improvements include trailhead improvements at the Granite Chief Trailhead and Shirley Lake Trail as well as hard court improvements for tennis and pickle ball courts in the open space area adjacent to Squaw Peak Way.

Maintenance Facility Relocation

As part of the Specific Plan emphasis on improving the snow beach and overall interface between the mountain and the Village, the existing Operations and Maintenance facilities (including the snow making building) is planned to be relocated south of the Village their current locations to the northeastern corner of the project area. At this time, the relocation is expected to occur during Phase 1 development. Direct access to the snow beach from the east would be maintained for lower mountain grooming equipment. The relocated facilities would also include ski patrol and mountain operations.

Circulation

Circulation for the Phase 1 would be based on the Specific Plan circulation system. Phase 1 would construct the circulation facilities needed to serve its development.

The Phase 1 area would be served by Squaw Valley Road as the primary arterial into the project from State Route 89. There are no proposed improvements to Squaw Valley Road with Phase 1 of the project.

Primary roads serving Phase 1 would consist of Far East Road and Village East Road (see Figure 3). Each of these roads would cross Squaw Creek over the existing bridges. The Far East Bridge would be inspected for potential structural enhancements. However, the enhancements, if any, are not anticipated to be significant. Both roads would consist of two travel lanes, bike/shoulders, curb and gutter and walkways (see Figures 4 and 5), except for the interim segment of Far East Road, which would have a sidewalk on one side (see Figure 6).

Parking

Parking for the new development in Phase 1 would be located primarily in ground-level garages under each of the condominium hotel buildings. Approximately 600 spaces would be provided within the Phase 1 buildings. Day-skier parking would continue to be accommodated in surface lots surrounding the Village to the north and west in Phase 1. These surface parking lots would be restriped to provide a total of approximately 2,775 spaces. There is sufficient parking in these existing lots for day skier vehicles on most days. On the busiest days, it would be necessary to provide some off-site parking. An offsite parking lot (Lot 4), located northwest of intersection of Squaw Valley Road and Tavern Circle (across from the Squaw Valley Public Services District and Fire Station), would provide approximately 500 parking stalls for employee and other parking on peak days. Parking would also continue to be available for other uses that have access to existing Squaw Valley lots, including the medical clinic, the Intrawest Village, and Intrawest and O House employees and customers.

Public Utilities

Water

Phase 1 is estimated to have a water demand of approximately 104 acre-feet per year. Water supply to Phase 1 would be delivered to the area from a well field that would incorporate existing wells, wells proposed with Phase 1, and wells constructed in future phases. It is anticipated that two to three new wells would be required for Phase 1, and that one or more existing wells would be relocated. Water would be distributed within Phase 1 by connecting to existing pipelines and constructing new pipelines to form a looped system. The pipelines would generally be located within the roadway system and pedestrian network, as shown in Figure 7.

Adequate storage facilities would be provided to support the Phase 1 development and would be sized for maximum day demands, plus fire flow. It is not known at this time if Phase 1 could be served from the existing one million gallon tank just north of the Specific Plan area, or if a new storage facility would be required.

Water conservation measures would be similar to Section 6.2d Water Conservation Measures in the Specific Plan.

Wastewater

Phase 1 would be served by gravity sewer lines that would tie into the existing lines in the Specific Plan area and the SVPSD main trunk sewer system. Proposed Phase 1 sewer lines are shown in Figure 8. Please refer to Section 6.3 of the Specific Plan document for a full description of the wastewater collection and treatment system. As discussed in the Specific Plan, a gray water system may be implemented if feasible to offset water demand.

Drainage

Onsite drainage improvements for Phase 1 shall consist of conventional pipelines and surface drainage systems, and would be a subset of the overall system constructed for the Specific Plan area, as shown in Figure 9. Existing pipelines that flow to Squaw Creek would be used to the extent practical along with pipelines constructed to serve Phase 1. Please refer to Section 6.4 of the Specific Plan for discussion on stormwater quality, stormwater management, Low Impact Development and Best Management Practices.

Off-site Improvements

Offsite Roads and Public Utilities

It is anticipated that the only off-site infrastructure needed to serve Phase 1 would be the improvements to Village East Road and Far East Road, and the water, sewer and drainage lines that could connect Phase 1 to existing facilities. All of these improvements would occur within the Specific Plan area.

Offsite Parking

Lot 4 would provide approximately 500 parking spaces for peak periods. During these times, as discussed in the Specific Plan, shuttle busses would be provided. Lot 4 is an 8.2-acre site located north of Squaw Valley Road, across from the SVPSD offices and Fire Station (see Figure 10). Squaw Creek borders the site to the northeast, and there are wooded areas and homes to the northwest, east and west. In the past, the site has been used for snow storage. Most of the parcel is disturbed (graded), except for the western, eastern and northern edges, which contain wooded areas and wetlands.

The project proposes to pave and stripe the disturbed area within Lot 4 and a portion of the undisturbed area, including some wetlands. The paved area would not encroach on Squaw Creek. Two paved entrances would be provided from Squaw Valley Road.

As discussed above, restriping of existing surface parking spaces outside of the Phase 1 area (but within the Specific Plan area) is proposed, in order to better accommodate day-skiers, employees and others visitors to the area.

Offsite Park/Recreation Facilities

Phase 1 would include the development of the Meadowlands Interpretive Park, a boardwalk style walkway with interpretive signage and graphics associated with creek restoration activities at the eastern end of the trapezoidal channel. In addition, in the open space area adjacent to Squaw Peak Way, 2 fenced hard-surfaced courts are proposed for Tennis, Basketball, and/or pickle ball (depending on striping and recreation use-desires) and would be locked and off limits to the public during winter due to potential avalanche hazard. Bar-b-que and bench area improvements will supplement the court improvement areas and more secluded contemplative seating niches will be created in the wooded open space nearby.

Employee Housing

The Placer County General Plan requires that projects in the Tahoe area provide employee housing for 50 percent of new project employees. This requirement may be met by providing onsite housing, offsite housing, or payment of an in-lieu fee, or a combination of these. Phase 1 is anticipated to meet a portion of its requirement through construction of employee housing units on Lot 4.

Construction

Construction activities would include demolition of approximately 75,000 square feet of existing facilities, grading and construction of new buildings and infrastructure. Construction vehicles would access the project site primarily from Squaw Valley Road. Staging areas would be located onsite and/or in the adjacent areas in the Specific Plan area.

Project Schedule/Phasing

Phase 1 construction could begin as early as grading in 2014 and is expected to take approximately 5 years to complete, depending on the timing of project approvals, market conditions and environmental factors (e.g., snow fall).

At present, it is assumed that Phase 1A would include the MAC and Parcels A and C, followed by Phase 1B, which would include Parcels B and F. Snowmaking and other maintenance facilities would continue in their current location until the new facility is completed.

REQUIRED APPROVALS

Placer County

As part of the approval process Placer County would need to certify the EIR and approve the following entitlements in order to implement the proposed project:

- General Plan Amendment,
- VSVSP Specific Plan,
- Tentative Maps,
- Conditional Use Permits, and
- Design Review Permit.

Responsible and Trustee Agencies

The following agencies, which may be considered Responsible Agencies, have discretionary authority over approval of certain project elements, or alternatively, may serve in a ministerial capacity:

- United States Army Corp of Engineers for Section 404 Individual Permits;
- California Department of Fish and Game for a 1603 Streambed Alteration Agreement;
- Lahontan Regional Water Quality Control Board, for permits related to the control of nonpoint source runoff, pursuant to the National Pollutant Discharge Elimination System requirements and Section 401 Water Quality Certification;
- Federal Emergency Management Agency for changes to the floodplain;

- Squaw Valley Public Services District for water, sewer and fire service; and
- Placer County Air Pollution Control District (PCAPCD).

Other Agencies

The following are federal agencies that have jurisdiction, by law, over resources affected by the project.

- United States Fish and Wildlife Service; and
- National Marine Fisheries Service.