



Village at Palisades Tahoe Specific Plan Fact Sheet October 2024

PLAN OVERVIEW

The Village at Palisades Tahoe Specific Plan (“the plan”) seeks to modify existing land use designations and zoning for 93.3 acres, of which 57 acres are proposed for development. If approved, the plan would result in 58% fewer bedrooms than allowed under the current zoning for the Village site, 1,493 vs. 3,554 respectively. It would also restrict building heights and setbacks, and more than double the acres of conservation preserve.

The plan, which would be built almost entirely on existing asphalt parking lots and other disturbed areas, proposes up to 850 lodging units, including a mixture of hotel, condo hotel, fractional ownership, and timeshare units. It also includes new, dedicated in-valley workforce housing that will house up to 300 employees, up to 450 new employee parking spaces, new parking structures that will maintain day skier parking, extensive restoration of Washeshu Creek, new and expanded trails and trail enhancements, a new seasonal playground and dog park, and a new fire station in the west end of the valley. The plan will generate significant funding to contribute to regional workforce housing, transportation, tourism mitigation, and other Olympic Valley and regional priorities.

The plan also includes a maximum increase of 206,211 square feet of commercial space, including non-residential operations and the Mountain Adventure Center (MAC). The MAC is intended to be a year-round, state-of-the-art indoor/outdoor mountain training facility combined with a family adventure camp intended for use by the community, Team Palisades Tahoe ski and snowboard team, and resort guests. It may also include conference spaces, performing arts, skier/guest services, employee spaces, and other resort amenities.

For a comprehensive overview of the plan and its environmental impacts, please visit

<https://future.palisadestahoe.com>

PLAN GOALS

Develop a world-class village and base area to complement and support a world-class mountain. Consistent with the current Olympic Valley General Plan; ...” ensure that Olympic Valley is developed into a top quality, year-round, destination resort” ...“without adversely impacting the unique aesthetic and environmental assets of Olympic Valley.”

Create an environment for small businesses to survive and for guests, employees, and community members to enjoy quality experiences and amenities consistent with destination resorts, including vibrant restaurants, retail shopping, non-ski/ride activities, and entertainment in keeping with the Olympic Valley's heritage and culture.

- Revitalization of Olympic Valley as a world-class, year-round destination
- Longer guest stays increasing spend and reducing traffic



- Increased destination guest visitation
- Ongoing funding for regional transit, housing, and environmental initiatives
- Creation of vibrant spaces for small businesses, dining, and entertainment
- Enhanced recreational opportunities for residents and visitors alike
- Substantial increased open space, parks, and trails

PLAN AMENDMENTS BASED ON COMMUNITY INPUT

The plan was developed and “right sized” in response to years of extensive community feedback. Amendments based on community input include:

- Honored the request to not build more buildings at lower heights but consolidate into fewer taller buildings to allow for more open space and protect view sheds
- Adjusted the bedroom density down from the existing General Plan allowance of 3,554 bedrooms to 1,493 bedrooms or a 58% reduction from the current zoning for the Village site
- Committed to the design and architecture of all new buildings to be in keeping with the existing Village. This includes the MAC.
- Reduced the height of the MAC from 108’ to height limits ranging from 72’ to 96’ (which is lower than Everline Resort)
- Agreed to building and staffing a new fire station and related equipment in the west end of the valley, specifically addressing response time concerns with the new development
- Accelerated timing and enhanced improvements to Washeshu Creek
 - Restoration will increase the wetland acreage within the Village by 50% and improve functionality, plant and fish habitat, sediment loading, and re-charge of the aquifer
- Preserved the Members Locker Room and core village facilities (Le Chamois, Palisades Kids, Austria House, etc.)
- Retained walkable day skier parking within new parking structures
- Removed 8 Cabins or 20% of the total in the northwestern area of the Village Neighborhood area currently not parking lots
- Added a restroom facility and off-street parking at Shirley Canyon and Granite Chief trailheads
- Committed to building 100% of the in-valley workforce housing in the first phase of the plan and instead of paying an in-lieu fee
- Eliminated the “water park” style features originally proposed as part of the MAC
- Added community access to the MAC with a 15% discount and non-peak access privileges for full-time Eastern Placer County residents
- Committed to support and participate in the OVAM TBID and NLT TBID for the life of the project.



PARTIALLY REVISED EIR ADDRESSES COURT CONCERNS

Background:

In 2016, the plan was approved, and the EIR was certified by the County. Subsequently, Sierra Watch litigated. In 2018, the Trial Court upheld the EIR. Sierra Watch appealed. In 2021, the appellate court determined that the Specific Plan's 2016 Environmental Impact Report (EIR) analysis had technical deficiencies in four specific areas. The County was required to rescind its 2016 project approval due to the identified deficiencies in the EIR (the Court did not opine on the merits of the Specific Plan itself). Palisades Tahoe resubmitted the Specific Plan to the County in 2022. The plan is unchanged since 2016 apart from minor updates to place names (e.g., Palisades Tahoe, Washeshu Creek). The County and its consultants then prepared a partially revised Draft EIR and a Final EIR to address the Court's concerns, specifically in the areas of transit, impacts on the Tahoe Basin (air quality and hydrology and water quality), construction noise, and wildfire and evacuation. The issues addressed in the partially recirculated EIR are:

1. **Transportation and Circulation (Transit):** The court **rejected the argument** that the EIR's traffic mitigation was inadequate, however held one transit mitigation measure was too vague. The partially revised EIR expands and clarifies this mitigation measure.
2. **Air Quality and Water Quality (Tahoe Basin):** The court found that the EIR did not contain enough information on potential air and water quality impacts to the Tahoe Basin from Project vehicle trips. The partially revised EIR provides extensive analysis of the potential for project-related trips to adversely affect air and water quality in the Tahoe Basin, and concludes that while there would be an impact, it would be less than significant.
3. **Wildfire Evacuation: The court rejected 7 of 8** complainant arguments on wildfire evacuation but found the EIR was insufficient regarding which emergency response agency would provide traffic control, which could affect evacuation. The partially revised EIR corrects that error, stating correctly that the CHP and Sheriff would be responsible for traffic control during an evacuation, and providing additional details on the procedures that would be used by emergency responders during a wildfire.
4. **Construction Noise:** The court found that the EIRs did not analyze the full geographic range of construction noise impacts and deferred some noise mitigation. The partially revised clarifies the role of the 50-foot perimeter in the noise analysis, addresses noise impacts beyond 50 feet, and adds items to the list of mitigation measures for construction noise. The EIR also notes that construction will ebb and flow during the years of Specific Plan implementation, and that "25 years of construction" was never meant to represent 25 years of continuous construction noise.

The County Board of Supervisors will now consider whether the 2016 EIR in combination with the partially recirculated EIR adequately address the impacts of the Specific Plan, and whether to re-approve the Specific Plan.



ADDITIONAL INFORMATION ON ISSUES OF CONCERN RAISED BY THE COMMUNITY

Traffic

Public and private transportation changes have been made since the 2016 EIR was completed, and Palisades Tahoe in collaboration with Placer County, employs a robust Traffic Management and Parking Plan (TMPP) that includes ongoing monitoring with enforceable and adaptive management that makes use of:

- Public transportation changes since 2016:
 - Traffic signal at SR 89/Alpine Meadows Road (2016)
 - Additional Westbound Lane on Olympic Valley Road (2019)
 - TART Fare-free pilot project (2019)
 - SR 89 Roundabouts and Truckee River Bridge (2020)
 - TART Connect micro-transit pilot project (2021)
- Private transportation changes since 2016:
 - Mountaineer Shuttle Service (2018)
 - Base to Base Gondola (opened Dec 2022)
 - Parking reservation system (2023)
 - Incentivized Park & Ride (2023)
 - Employee shuttle
- Additionally, the Specific Plan creates in-valley workforce housing and more lodging for overnight guests to stay in the Valley, reducing trips into and out of the Valley.
- The plan also includes over 450 new employee parking spaces, maintains day skier parking within new parking structures, provides underground parking for overnight guests, and generates millions of dollars for regional transit solutions.

Tahoe Basin Air & Water Quality

- As stated above, after thorough analysis, the partially revised EIR found that increased traffic from the project into the Tahoe Basin will not have a significant impact on air or water quality in the Basin.
- Nonetheless, Palisades Tahoe voluntarily agreed to pay \$2 million into a restricted fund held by TRPA at the time of building permits for future lodging developed under the Village at Palisades Tahoe Specific Plan. The fee revenue will be used by TRPA to fund projects and programs that will reduce VMT in the Placer County portion of the Tahoe Basin. TRPA has confirmed this amount is a reasonable estimate of mitigation fees that would be required for a similar in-basin project, and that it will benefit both the Basin and the surrounding region¹.
- In addition, a 2.5% short-term lodging fee will raise up to \$1 million per year to be used to fund projects that will reduce VMT, such as additional workforce housing and transportation improvements.

¹ Julie W. Regan, Executive Director, Tahoe Regional Planning Agency, written communication to Placer County Community Development Resource Agency, January 19, 2024.



Wildfire Evacuation

- Since 2016, training exercises have been conducted by regional and state agencies related to wildfire and evacuation.
- A robust Emergency Preparedness and Evacuation Plan was created for the VPTSP in 2016 in coordination with local authorities. The County has updated the plan, now called the Emergency Preparedness Plan (EPP). It includes:
 - Updated information on vegetation, climate, wildfire environment, recent Northern Sierra Nevada large wildfire events and wildfire behavior
 - Communication protocols
 - Coordination with Incident Command and emergency responders
 - Public Safety information dissemination and education
 - Resort employee/guest communication
 - Defensible space/vegetation management requirements
 - Temporary refuges, including two buildings able to safely accommodate, at a minimum, all guests, property owners and employees during an emergency event
 - Staff training and detailed steps for responding to emergencies and evacuating the project site if necessary
- CalFire officials recently said that Olympic Valley [“is a good example of an area that could provide temporary refuge, or safe refuge if the decision is made to shelter-in-place versus evacuating.”](#)
 - *Video: “Unified Command” presentation to PC BOS July 25, 2023 begins at 1:10:58 in the video (quote topic video timestamp related to “temporary and safe refuge areas” starts at 2:08:46)*
- The Village Specific Plan also includes a new fire station in the west end of the Valley, new response vehicles, the hiring of six additional full-time firefighters.

Water

- The Water Supply Assessment found that there would be adequate water supply to serve the Specific Plan in combination with existing and other future development even in multiple dry years. Even at full build-out, on average, the Village Specific Plan’s water needs represent less than 1% of total precipitation in the watershed.
- A water supply analysis completed by the Olympic Valley Public Services District (OVPSD) for the period of 2016-2021 showed that the water supply replenished itself year-over-year, even during drought years, and is not impacted by what may be occurring in the nearby Truckee River, which is located downstream.
- The EIR includes mitigation for the ongoing evaluation and monitoring of groundwater use (Mitigation Measure 13-4) and monitoring of the effects of groundwater withdrawal on the meadow (Mitigation Measure 6-1c) .
- A “Will Serve” Letter from the OVPSD will be required before building permits are issued. This requirement will exist each time a request to proceed on a project within the plan is pursued.



- The resort is also required to enter into a Development Agreement with the OVPSD that will address test wells and monitoring of wells prior to bringing them online as an additional measure to ensure water supply continues to meet both existing and future consumer demand.

COMMUNITY BENEFITS BEYOND REQUIREMENT

The VPTSP will result in numerous physical and financial improvements that will be of benefit to the Tahoe Basin, Olympic Valley community and greater eastern Placer County region. Some of these benefits are proposed by the VPTSP (e.g., extensive creek restoration, trails) or required by EIR mitigation. However, others are above and beyond the statutory and EIR requirements. In some cases, these are programs that have already been implemented, such as parking reservations and the Mountaineer Shuttle. Because these additional measures are now included in the Development Agreement, Palisades Tahoe will be legally obligated to implement them.

Financial Contributions

Regional Interest Payment: \$800,000

- Project contribution of \$800,000 towards “Regional Interests” that benefit environmental restoration efforts, open space acquisitions, public trails or public safety improvements within Olympic Valley. Two payments of \$400,000 each will be made at recordation of the Final Map creating the 350th and 600th bedrooms (DA, Section 3.8).

Parks Fees: \$3.4 million

- The project will pay the County’s Park and Trail fee, which is estimated to generate an additional \$3.4 million for use by the County (based on the fee of \$4,050 per unit) (DA Section 3.3.3). The VPTSP Park and Rec fees are based on the County’s requirements for traditional, primary residential development, even though the Village will be composed primarily of second homes and vacation units.

Affordable Housing Payment: \$500,000 (one time)

- The project will contribute \$500,000 towards other affordable housing initiatives as determined by the County for the Tahoe Sierra Region. Payments of \$250,000 each will be made at recordation of the Final Maps creating the 250th and 450th bedrooms (DA Section 3.10.4)

TRPA Payment: \$2 million (one time)

- Voluntary payment of \$2 million to TRPA to fund improvements in Placer County that will reduce VMT in the Tahoe Basin (DA Section 3.19). The Project has voluntarily committed to this voluntary mitigation to further offset the project’s already less than significant VMT impacts on the Basin’s air quality and water quality. TRPA had determined this amount is a reasonable estimate of mitigation fees that would be required for a similar in-basin project. The funds will be used to reduce VMT in the Placer County portion of the Basin in addition to the mitigation already included in the Draft REIR. By reducing VMT in the Basin, projects funded by the fee would also reduce VMT in the region, thereby partially offsetting regional VMT generated by the project.



Lodging fee: Up to \$1 million annually

- A short-term lodging fee of 2.5% will be collected on short-term lodging stays of less than 30 days (“Lodging Fee”) for future lodging developed under the VPTSP (DA Section 3.22). This is anticipated to generate up to \$1M annually at stabilized project completion. A California nonprofit corporation or other mutually agreed upon entity (“Palisades Tahoe Regional Transit and Housing Fund Partnership”) will be created to distribute the revenue generated from this fee to fund projects that will reduce VMT in the Placer County portion of the Tahoe Basin, such as additional workforce housing and transportation improvements in the unincorporated portion of Eastern Placer County and Olympic Valley.

TART Contribution: \$97,500 annually

- An annual contribution of \$97,500 will go towards helping to fund the implementation of the Tahoe Truckee Area Regional Transit (TART) System Plan (DA Section 3.7.1)

Employee TART Passes: Minimum of \$75,000 annually

- No less than \$75,000 will be contributed annually to ensure provision of free TART fares for employees. (DA Section 3.7.3)

Regional Transit Capital Expenses: \$85,000 (one-time payment)

- A one-time contribution of \$85,000 will be paid in support of increased capital expenses related to regional transit initiatives. (DA Section 3.7.2)

County Park and Trail Maintenance: \$210,000/year

- Funding of approximately \$210,000/year through a CSA or CFD for park and trail maintenance (DA Section 3.3.8)

USFS Trail Maintenance: \$15,000/year

- Up to \$15,000 to the USFS for maintenance of multipurpose trails on federal land (DA Section 3.3.8.1)

OTHER ECONOMIC BENEFITS (as of 2016)

1. Projected to generate ~\$25M in additional tax (sales, property, TOT) at buildout
2. Projected to create approximately 900 part- and full-time jobs at buildout
3. Approximately \$500 million in labor, supporting over 10,000 job hours
4. Project construction: \$1.5 billion of increased industry output
5. \$84 million in industry output through operation of commercial uses
6. Visitation to generate additional industry output of \$41 million
 1. \$16 million in labor
 2. 500 full and part-time jobs
7. Approximately \$7.5 million of incremental TOT revenue



8. School Development Fees: As with the parks fee, the VSVSP is being treated as a traditional residential development for purposes of school development fees, generating substantial revenue for the local school district even though few, if any, students will be generated by the VSVSP.
9. Commitment to support and stay in the OVAM TBID and NLT TBID for the life of the project.

OTHER COMMUNITY BENEFITS

1. Restoration of Washeshu Creek and Olympic Channel
2. New fire station, equipment, and 6 new full-time firefighters at the west end of the valley
3. 1,493 new bedrooms will offer lodging to many who currently travel back and forth from areas outside the valley (taking upward of 3,000 people off area roadways during peak times)
4. New, in-valley workforce housing to be built in the plan's first phase for 250-300 existing and new employees
5. 450 new parking spaces on the East Parcel reducing VMT on Olympic Valley Road
6. New store/market on the East Parcel
7. Seasonal playground at the Village
8. New and expanded trail network
9. Restrooms and shaded picnic areas at Granite Chief and Shirley Canyon trailheads
10. Flush toilet restrooms at Olympic Valley Community Park
11. 4,000 square-foot transit center in the Village
12. Dedicated dog park
13. Doubling of acreage designated Conservation Preserve over existing zoning
14. Discounted and non-peak community access to the Mountain Adventure Center for full-time Eastern Placer County residents
15. Up to \$175M in community infrastructure improvements (roads, water wells and transmission lines, water tank, sewer transmission lines, etc.)
16. General/community plan consistency – reduce pressure on residential neighborhoods used for short-term rentals (noted in Placer staff presentation to PCPC, Sept 2024)