

1724 Navajo Ct.  
P.O. Box 2131  
Olympic Valley, CA 96146

Mr. Alex Fisch, Senior Planner  
Placer County Planning Department  
3091 County Center Drive  
Auburn, CA 95603

November 9, 2012

Dear Alex Fisch,

Below are my comments for the NOP. I would like the following items below to be analyzed in the DEIR for the Village at Squaw Specific Plan.

1. Building Mechanics and Systems noises: what analysis will be done of the noise of the building mechanics such as HVAC, air exchange systems, generators, compressors, water park equipment noise, and any other noises emitted by the building mechanics. As an example, there is currently an unacceptable level of noise emitted by the Resort at Squaw Creek's air system. It is located above ground and it is so loud in some locations with the right no wind situations that people need earplugs to sleep at night. It is so loud on the bike path that it drowns out the noises of nature. It was supposed to be moved underground when phase 2 was built, but with no phase 2, the noise pollution is still there.
2. Squaw Creek/Shirley Canyon Trail: what analysis will be done on the impacts to Shirley Canyon. With the parking area being enlarged and developed as more of a proper trailhead as well as the addition of 1200+ housing units, the traffic in Shirley Canyon will increase dramatically. Currently there is no set trail but a series of meandering trails side by side that provide erosion and destruction of the natural landscape. A proper, designated trail should be built if traffic to the area is going to be increased so that people stay on one designated trail and do not tear up the land. This means actually trail building, not spray painting colored squares on rocks, what is currently there in multiple mismatched places.
3. Snow Storage and CP land: What analysis will be done on the snow storage on the parcel of land zoned CP between the homes on Christy Lane and the Squaw Valley Main road? Currently the snow storage in this area has killed trees, polluted the hillside with garbage, and destroyed other vegetation. It is also a huge noise problem, operating heavy equipment right next to homes. It is being used for commercial snow storage, yet the land is zoned conservation preserve. This does not fit into the allowed uses of this zoning.
4. If an EIR and CEQA determined that the existing Village should be the height that it is, than the currently proposed buildings should be the same height. An analysis should be done of the EIR and planning process that determined the height of the current Village.

5. If water is used for landscaping from wells up high on the ski area, the analysis of the pumping of these wells in relation to the aquifer levels and wells on the valley floor should be made.

Sincerely,

Alisa Adriani

1724 Navajo Ct.

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Olympic Valley, CA 96146

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Email: [alisa@tahoedreamteam.com](mailto:alisa@tahoedreamteam.com)

Page 2 of 2

**From:** Steven Arns  
**To:** Placer County Environmental Coordination Services;  
**Subject:** Squaw Valley Village NOP comments  
**Date:** Friday, November 09, 2012 1:18:38 PM

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My first chairlift ride was as a 5 year old on the Squaw Valley Squaw Peak Chair in the late 1950s.

My parents took me to see the Olympic Events and I have many fond memories.

I found it "sad" that the new Village Plan erased most of the remaining venues from the most famous of Squaw Valley events.

I feel that considering **historic preservation** should be considered as an option in these plans.

At a minimum Squaw valley should commit to the Museum movement in the Valley and consider including **historic preservation** and celebration in the core Village area as a **mitigation**.

I see the redefined land use designation in a positive light with my current address fronting Lake Cushing. I **applaud** the **Forest Recreation** land use expansion in this area.

As well I like the general land use designation pattern with emphasis on preserve status for Squaw Creek. A good improvement.

The **development standards for phase four** indicate an access and arrival court in the area that is now the patio at the Chamois.

The **site plan** shows the Chamois remaining and the plan also shows ski access around the current Olympic House to the Tram as now occurs. Ground level access would conflict with saving the Chamois patio experience and ski access. Underground access and arrival would solve problems here and address concerns Ive heard from Neighbors in the Squaw Valley Lodge. ,concerned about a driveway and congestion between the lodge and the Tram building.

Better yet ,considering keeping the Olympic House and the Chamois as is and **preserving** some early lodge history and well as Olympic History would mitigate historic preservation and help the community keep some current Squaw Valley **Experience** alive.

Steve Arns  
Squaw Valley Lodge #157  
601 Mund Rd St Helena Ca 94574  
707 963-5736

**From:** Doris Bajka  
**To:** Placer County Environmental Coordination Services;  
**cc:** Mik Bajka;  
**Subject:** NOP Comments - PSPA 20110385 (Squaw Valley Ph I).  
**Date:** Friday, November 09, 2012 2:40:44 PM

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Maywan Krach,

Please find below comments on the Proposed Village at Squaw Valley Specific Plan and Phase I Project.

Email if you have questions or need a revised format. Please confirm receipt.

Thank you,

Doris Bajka

### **Written Comments for NOP Comment Period PSPA 20110385**

I am not clear on the proper format for written comments so I will just list my comments in the form of questions.

1) Who received a copy of the 'Notice of Preparation of a Draft Environmental Impact Report' dated October 10, 2012 addressed to "Agencies and Interested Parties?" I am an interested party and have owned residential property in Squaw Valley since 1986 (the same property for all 26 years, not various different properties) and did not receive a notice. I am responding based on notification received via a different property (also in SV) that we receive mail for.

2) Traffic Considerations/Impacts as a result of additional high density residential structures and tourist attractions proposed in Squaw Valley:

a. What are the impacts to traffic on Hwy 89 due to the expected increase in traffic into and out of SV as a result of the increased residential availability in the Valley? What are the plans to mitigate the impacts to existing SV residents, Tahoe City, Alpine Meadows, and the Truckee area? What are the potential impacts to Interstate 80?

- b. What are the impacts to entrance and egress of Squaw Valley including foreseeable impacts to current residence, property owners, and long time day users of SV? How might the increased traffic affect emergency services, commute times, product deliveries, services, etc?
  - c. What are the impacts to the air quality in the valley as a result of increased emissions from the additional traffic? What are the health impacts to residents of the valley especially on days where there may be a high volume of vehicle traffic and weather conditions that facilitate an inversion layer?
  - d. What are the environmental impacts to the meadow, Squaw Creek, the surrounding National Forest land, all flora and fauna, as well as mammal health and populations due to the increased traffic/emissions?
- 3) What are the possible environmental impacts to wildlife habitat with the increased human presence and facilities?
- 4) What are the potential short term and long term impacts to the water quantity and quality for SV residence and property owners? Are there any possible cost implications (short term or long term) to current residence with regard to water as a result of any phase of this project?
- 5) If well water is used (either in part or combination with a surface water supply), what are the impacts to the ground water table? What is the overall estimated impact to the aquifer used (longevity and quality of water)? Would there be any impact to aquifers above or below the aquifer proposed if well water is used? What are the impacts to the quality of water remaining in either ground water or surface water sources? How would water be transported if surface water is used?
- 6) Would there be any impact to the current water pressure provided to existing residential properties in SV?
- 7) How would flood control be considered or impacted?
- 8) How would service interruptions or outages to current residential

property owners be mitigated during any construction phase of this project?

9) Would there be any cost or service impacts to local residents for existing services (power, water, sewer, cable/internet, etc).

10) What are the possible effects on the local public schools or other available education opportunities in the local area (including Squaw Valley, Truckee and Tahoe City)?

11) With the added high density residential facilities and any other new residential structures proposed under this plan, what the possible impacts to the traffic and demand associated with obtaining basic living supplies and necessities (groceries, fuel, etc.)?

12) What are the impacts to current snow storage and associated runoff? What are the specific environmental impacts to increased snow removal and storage requirements due to the proposed improvements? How will they be mitigated?

13) Has reducing the 'carbon footprint' of SV been considered with this new project? Is there an effort to 'go green' (use of solar/PV panels etc)?

**Vladimir Bazjanac, Ph.D.**  
P.O. Box 4158, Berkeley, CA 94704-0158  
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November 8, 2012

Placer County, Planning Services Division  
Attn: Maywan Krach, Community Development Technician  
3091 County Center Drive  
Auburn, CA 95603

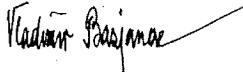
**Re: Notice of Preparation of a Draft Environmental Impact Report for the Proposed Village at Squaw Valley Specific Plan and Phase 1 Project.**

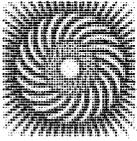
Dear Ms. Krach,

I am a property owner in Squaw Valley: I own condominium 218, Squaw Valley Lodge, 201 Squaw Peak Road, Olympic Valley, CA 96146. The proposed Village at Squaw Valley Specific Plan will, if and when executed, inevitably increase the volume of traffic in Squaw Valley. Squaw Valley Road already gets clogged during morning and late afternoon hours on peak ski days, and when bad weather stalls traffic on Hwy 89 leading to Truckee and/or Tahoe City.

I respectfully request that, besides analyzing the impact of the traffic *volume*, the EIR analyze the specific impact on pollution and air quality caused by idling vehicle engines when vehicles are *stalled* along the full length of Squaw Valley road.

Respectfully yours,





## BetMar Construction

PO Box 3757 Olympic Valley, CA. 96146

(530)583-9363 phone (530)583-9364 fax

Placer County, Planning Services Division  
3091 County Center Drive  
Auburn, CA. 95603  
Attn: Maywan Krach; Alexander Fisch

To Whom It May Concern,  
Regarding Public Scoping Meeting for "Village at Squaw Valley Specific Plan Project":

**Marketing** -Most all ski resorts depend on early season snowmaking as necessary for a consistent, high quality, early season condition. Reliable early season coverage is critical to obtaining advanced reservations from destination visitors/ out of state visitors who must make reservations plans in advance of the ski season. What will be the outcome in a drought specific year? How will water supplied for a mountain resort and village area be maintained? Does this not present a catch-22? How will marketing efforts to lure skiers into Squaw Valley away from other destination resorts that have plenty of snowfall? How will this competition for resources by all "corporation owned resorts" be evaluated in this Master Planned resort?

**Social & Economic Issues** – Has KSL considered a Lift ticket tax to mitigate the effects on Tahoe City? What will be the economic Impact on Tahoe City with this type of resort put in place? I would also like to see the following questions answered.

- What is the current Wage base?
- What is the average number of hours worked by seasonal workers?
- What proportion of the workforce are Truckee/Squaw Valley/Tahoe City local residents as opposed to International or transient workers?
- Has a preference been given to local job creation?
- What is the average hourly wage of seasonal workers?
- What is the cost benefit to the local economy?
- What will be the change in employment/wages as a result of the Squaw Valley plan?
- What has Squaw Valley paid in local taxes to support local service in the last 5 years?

**Visual Impacts**-Nighttime "Sky Glow" on a scenic vista with proposed 10 story building and 14 feet of podium parking above ground. What will be the effects on surrounding residential areas and also Alpine Meadows residents? Nighttime lighting especially in such a pristine environment will have a significant effect on the abundant nocturnal wildlife of Squaw Valley. Will there be a reasonable range of feasible alternative that analyze potential mitigation for biological impacts created by nighttime light pollution at this project?

**Parking** – This addresses day skier and employee parking. Where will this be located? Will day skiers now have to pay for underground use? If so, what will be the cost and what will be the rate in future years?

**Buildings** – Will the new buildings be Leed certified, if so to what extent? Is there any part of the building that will be using Solar; Solar Thermal; Heat exchange pumps; EV stations and Wind? If so, how much?

**Caltrans** – Has discussions for a Roundabout at the Intersection of Highway 89 and Squaw Valley been Investigated?

**GHG** – I would assume that a study to exam the exceeded thresholds during course of construction along with Trucks and Vehicle idling; traffic flows and the amount of new fireplaces from this type of construction will all be looked at? I would also like to see an expanded analysis to include vehicle miles traveled associated with increase visitor capacity as well as the related mobile source emissions inventory.

**Construction** – Who will control and monitor the amount of dust emission. Curbs gutters and walkways. Why is there so much instead of nature trails? Is this paving of **paradise** another source of Climate Change? Height limits seems to change every few days, what are the new heights of this proposed project?

**American Native Tribes** – Who originally lived in the Valley. Which Tribes were invited to submit scoping comments or to participate in the planning process?

Thank you

Mary Bennett (30+ year resident)  
PO Box 3757  
Olympic Valley, CA 96146

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November 1, 2012

Alex Fisch, Associate Planner  
Placer County Planning Department  
3091 County Center Drive  
Auburn, CA 95603

Re: KSL development related to NOP of draft EIR

Dear Mr. Fisch:

This letter follows an earlier one (8/12/12) that critiqued the current proposal with respect to stipulations in the SV General Plan. Some of the points contained therein are relevant to the present consideration of plan specifics.

The Initial Study Checklist provided by your department impresses me as most thorough and comprehensive. So perhaps no more needs be said than to expect/hope that each of the potentially significant impacts will be approached from the standpoint of eliminating any features for which truly significant mitigation is not possible.

Re: features of Phase 4 and Phase 1 of the development from our perspective as Tram Condominium homeowners on Squaw Peak Road:

1) Phase 4 proposes: a) a 6-story structure from the tram building with a 10-story structure replacing the Olympic House.

i) This would absolutely destroy rather than "preserve important scenic vistas" from our unit. We had hoped to at least be able to literally shut out the worst visual aspects of this project (even if not noise and congestion) when we are inside our home. While 'out of sight out of mind' is perhaps a dubious possibility in the best of circumstances, it would be impossible if these structures are allowed.

b) Parking accommodations that will have access and egress from Squaw Peak Road.

ii) This would add unacceptably to the congestion on Squaw Peak Road that is already problematic at the corner of Squaw Peak Road and Squaw Valley Road (at the tram building).

Mitigation measures (for these problems of obstructing views and reducing congestion):

a) Reduce the height of all buildings in the Village Commercial area closer to the 5-story height assumed in the SV General Plan (p.48) than the proposed 168 feet.

b) Rather than placing the tallest buildings closest to the mountain, construct all those of maximum height on the east side of the parking lot, i.e., next to and parallel to Squaw Valley Road. I think the existing residences on the other side of SV Road are at sufficient elevation that their views won't be compromised. Building out the Village Core area in this manner will eliminate adding the injury of loss of views to the insult of the inevitable greater congestion and noise for all who currently own units here.

2) Re: Phase 1: In addition to lowering heights of buildings, eliminate the 132,000 square foot MAAC, in favor of fostering those 22 recreational activities suggested in the SV General Plan (p. 30) to which SV lends itself more naturally.

The developer's plan will forever change the character of Squaw Valley from a more tranquil to a more frenetic ambiance. In an effort to respect the literal and figurative views of those who prefer the former, it would seem reasonable to arrange the development in a way that does not obstruct existing views of the ski hill from extant residences. Other areas of California accord the same priority to existing views in the face of new construction.

Thank you for your consideration in these matters.

Sincerely,

H. Spencer Bloch, M.D.

54 Reed Ranch Road  
Tiburon, CA 94920-2083  
(415) 388-2696

**From:** [drbob2sail@aol.com](mailto:drbob2sail@aol.com)  
**To:** [Placer County Environmental Coordination Services;](#)  
**Subject:** Squaw Valley /Olympic Valley specific plan  
**Date:** Monday, October 29, 2012 12:42:10 PM

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I am a resident in Squaw Valley at 415 Squaw Peak Road, Unit # 6. The Squaw Valley Special Plan is large in scope, but there is a small detail that directly effects where I have a residence.

The special plan calls for a parking lot directly west of Squaw Peak Road in the vicinity of Shirley Canyon. This is a residential area occupied by many condominium buildings and accessed by Squaw Peak Road. I don't think that anyone who reads this would want a large corporation to put a parking lot in their backyard area. This has potential of creating considerable car traffic congestion and littering in a residential area.

Hundreds of mature trees in the forested portion would have to be cut down. Also the Northern end of this parking lot would be built in an area designated as an avalanche zone. Allowing a public parking facility in an avalanche zone could be a costly endeavor for the county.

For these reasons, I object to a parking facility adjacent to Squaw Peak Road and hope that you will reject this portion of the plan. An alternative, for the Squaw Valley Corporation, is to provide shuttle service from their large parking lot facility at the ski lifts to the Shirley Canyon area for individuals who do not want to walk the short distance. This would provide a way of restricting automobile congestion and littering in a residential area.

Sincerely, Robert Bloom M.D.  
[DrBob2sail@aol.com](mailto:DrBob2sail@aol.com)  
510 918 3855

Nancy J. Brandt (aka Nancy Duarte Matarese)  
3917 Warbler Drive  
Antioch, CA 94509  
-also-  
1850 Village South Road #326  
Olympic Valley, CA 96146

Via: **Email and U.S Mail**

November 9, 2012

Placer County Planning Services Division  
Attention: Maywan Krach, Community Development Technician  
3091 County Center Drive  
Auburn, CA 95603

RE: Proposed Squaw Valley Specific Plan

Dear Maywan:

As a property owner in Squaw Valley, I am writing to express my concern regarding the proposed development outlined in the Village at Squaw Valley Specific Plan. This letter is to provide comments on topics to be addressed in the EIR for the project.

To begin, I am concerned that Squaw Valley has not updated its Community Plan since 1983 although California State Law requires that cities and counties prepare and adopt a community plan every 20 years. The proposed Squaw Valley Specific Plan is using as a basis for development a Community Plan that is 29 years old. Furthermore, California state law §65450 et. seq. states that “[A] Specific Plan is a hybrid that can combine policy statements with development regulations,” however, “specific plans must be consistent with all facets of the general plan including the policy statements.” In reviewing the Specific Plan as put forth by the developers, the land use designations are not consistent with the land use designations in the Placer County general plan. (See Table 1-1 of the General Plan “Relationship Between General and Community Plan Land Use Designations”) The General Plan has for simplification purposes combined and/or re-named many land use designations used by community plans. For example, the land use designation “Forest Recreation” has been renamed in the General Plan to “Resorts and Recreation,” “Village Commercial” is renamed “General Commercial. Furthermore, the General Plan has added uses for these designations which do not match with the uses described in the 1983 Squaw Valley Community Plan. The 1983 Plan does not allow lodging in the “Forrest Recreation” land use designation but the General Plan does include ski resort facilities including residential, transient lodging and commercial uses. For just this reason alone, the Squaw Valley Community Plan should be updated as a collaborative effort of community residents, property owners and other stakeholders and

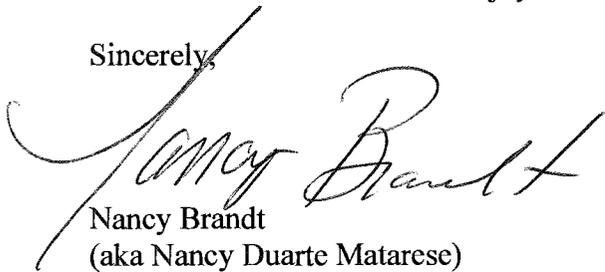
be the foundational document on which any specific plan is based. To prepare a Specific Plan which will serve as the guiding document for development in this Valley for the next "12-15 years" based on a Community Plan which is 29 years old is a flaw in the development process and does not serve the residents and homeowners of Squaw Valley and the greater Tahoe/Truckee region.

In addition to the other items mentioned to be studied in the EIR I believe potential for avalanches within the proposed development area should be included. The 1983 Community Plan describes areas where there is significant potential for avalanches. Specifically it states "at Red Dog Ski Lift, continuing removal of tree cover from once heavily timbered slopes now allows avalanches that originate the 7,000' level to fall to the valley floor." Mitigating measures in avalanche zones in the 1983 Plan states that "In high hazard zones, no building or winter parking facilities are permitted; in potential avalanche hazard areas, only summer recreational facilities are permitted in the plan. Lodges, school, residences, or any buildings which encourage a gathering of people should not be constructed in these areas and are not permitted based on the General Plan. Summer recreation facilities could be considered." In looking at map for Phase 1 of the Specific Plan, with the changes proposed in the land use designation from "Forest Recreation" to "Village Commercial" to accommodate the "landmark condo hotel," this structure is positioned at the base of the Red Dog ski lift and therefore according to the 1983 plan within an avalanche zone. It is perhaps because of this avalanche zone that historically this area has been designated as "Forrest Recreation" rather than "Village Commercial" and should remain that way.

Other impacts to neighboring structures, mainly the existing Village that should be further explored are the proposed structures which adversely affect the views of those units, possible interruption of the adjoining property's potential for solar access (sunlight in units) and noise impacts. The Specific Plan does not call for any road improvements in Phase 1 however this Phase will bring a number of minimum wage jobs to the Valley to which the employees will have to commute. The impact on traffic should be explored with this in mind.

It is imperative to weigh the immediate and long-term benefits of development against the long-term cumulative adverse effects of this Specific Plan. I look forward to the opportunity to continue to comment on this development so that we may create a destination resort that all can enjoy.

Sincerely,



Nancy Brandt  
(aka Nancy Duarte Matarese)

RECEIVED

NOV 09 2012

To: Maywan Krach  
Community Development Technician  
Placer County Community Development Resource Agency  
From: Sally Brew, PhD

ENVIRONMENTAL COORDINATION SERVICES

Following are concerns that I have with the Squaw Valley Real Estate, LLC, proposed development for Squaw Valley

1. The height of the buildings up to 154 feet above the ground will clearly negate some of the natural beauty of Squaw Valley. The valley is in a box canyon so cannot spread out over acres of land. As stated in the 1983 Squaw Valley General Plan and Land Use Ordinance: "For the future development of Squaw 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." Clearly tall buildings plus the MAAC do not enhance the aesthetics of Squaw Valley. When driving into the valley large hotels and buildings would greatly detract from the initial views of the mountain.

2. Already in the winter, the two lane highway is extremely crowded on week-ends. With potentially 1300 more renters and guests going to and from the new condos and hotels, the experience could turn potential visitors away after a bad experience sitting in traffic. In addition if the village is as large as originally envisioned the traffic on Highway 89 could also be affected. Parking places appear to be inadequate for the thousands of day skiers. No viable plan has been given where parking could be so buses could bring visitors into Squaw Valley. Statistical information is needed to measure the number of drivers coming into the valley especially during the winter week-end traffic.

3. The MAAC is very large compared to buildings around it. Its size takes away from the beauty of the mountains behind it. Unfortunately it is not an out-door experience for families coming to the mountains. The MAAC is an artificial entertainment that does not belong in a mountain village. In addition the amount of water needed seems out of proportion to a community that does have water concerns.

4. Employee housing has not been seriously addressed in the proposal. Employee housing should be in the valley to facilitate workers getting back and forth to work..particularly on snowy week-ends when driving is difficult. Nothing in the proposal suggests where housing could be in neighboring communities.

4. The noise and night light which would result is such a large development will impact the local community. How noise and light can be mitigated is not given in the developer's plans.

Over-all, with the amount of money that KSL is using, a lovely mountain village could be built. Putting large hotels and water slides clearly takes away from a true mountain experience.

Cc: Alex Fisch

*Sally Brew*  
11/07/2012

DAVID A. BREW, Ph.D.

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650 941 6485

1540 LANNY LANE  
OLYMPIC VALLEY, CA 96146  
530 581 5108

650 380 0505 (Mobile)

Maywan Krach  
Community Development Technician  
Environmental Coordination Services  
Placer County Community Development Resource Agency, Suite 190  
3091 County Center Drive  
Auburn, CA 95603

November 7, 2012

To whomever it concerns:

Thank you in advance for your serious consideration of the concerns that I express in the subsequent pages.

These comments are on the Notice of Preparation (NOP) and Initial Study (IS) released on October 10, 2012 by Placer County. Both documents pertain to preparation of the forthcoming Environmental Impact Report (EIR) covering the proposal by Squaw Valley Real Estate, LLC (the developer) to construct an expanded all-season destination resort complex adjacent to the site of the existing village at Squaw Valley.

There are four (4) major and critical elements that are imbedded in proposed plan, but none of them are, in my judgment, dealt with appropriately as to their potential environmental impact. They are:

1. The need for an extended road circling the valley that would provide both the safety- and normal-traffic-related ingress and egress for the valley that is appropriate to the scale of the proposed development: Such a road would mitigate potentially severe environmental impacts from emergency traffic and congested skier traffic. Satisfying this need will require the developer to alter their present plans for the southeast part of their Phase I.
2. The need to completely rehabilitate the existing trapezoidal channel of Squaw Creek that was constructed by the U.S. Army Corps of Engineers before the 1960 Olympics at Squaw Valley: This rehabilitation is required according to the policies of the *Placer County General Plan (PCGP)* and the *Squaw Valley General Plan and Land Use Ordinance (SVGPLUO)*. Appropriate rehabilitation of the creek would not only effectively restore a more natural stream flow (with all that that implies), but would also provide a more natural scenic corridor for the use of wildlife and human visitors. Satisfying this need will require the developer to extensively alter their present plans for the northern part of their Phase III and the southern part of their present Phase II, but it would reverse what is now an unacceptable man-made environmental impact.

3. The need to provide for an adequate and appropriate park or parks for public use within the area of their proposal: This is required by Policy 5.A.3 of the *Placer County General Plan* and the developer is to provide a minimum of 5 acres of improved parkland and 5 acres of passive recreation area or open space for every 1,000 new residents. The developer may argue that the transient visitors to whom they intend to market their development are not *bona fide* residents, but this, in my judgment, would be an outrageous effort to circumvent the established County's Policy. That Policy is intended to provide the citizens of Placer County with a fitting and extensive environment in which to spend their leisure time.

4. The need to provide on-site housing for at least 50% of the employees who would maintain and service the proposed development: The developer has not provided an estimate of the number of individuals who would be employed in the proposed village. However, based on the proposed number of residential units, together with accompanying shops, restaurants, security personnel, ski patrollers, supervisors, shuttle drivers, ski -slope groomers, lift mechanics, snow-making crews, and the like, I estimate that a minimum of 400 employees would be on site at any given high-occupancy time. This translates to on-site employee housing for a minimum of 200 persons and their families. The Squaw Valley Municipal Advisory Council (SVMAC) has already sent a letter to the Placer County Board of Supervisors supporting essentially this same position. The adverse environmental impacts of not providing adequate on-site housing would be added traffic, accompanying added wear and tear on the roads, and additional pressures on existing off-site residential communities.

In the following pages I comment on many potential omissions and inadequacies concerning items that are likely to be in the Draft Environmental Impact Report (DEIR), make suggestions for improvement, and also reiterate the above points.

All of the following comments are keyed to the numerical system of the Initial Study.

1. Project Description:

1.3 Study Area Characteristics:

1.3.1 Property Ownership:

All maps and plans should show the parcel owned by the Squaw Valley Mutual Water Company. None of them in the IS do so.

Exhibit 2:

Area (14) is not Meadow as shown on the map; it is part of the golf course. Correct it.

1.3.2 Existing Land Uses:

A misstatement here: The area has been used "historically" for grazing and timber harvest.

#### 1.4 Project Objectives:

There is no bullet that states that an objective is to preserve the environmental and cultural heritage of the valley as a whole. This is of concern to both current locals and potentially to visitors who realize that the overall ambiance of the valley has been severely affected by the proposed development.

Although are bullets dealing with access and circulation and with a “multi-modal” transportation system, there is no mention of intra-village people shuttles in the document. More on this below.

The bullet on affordable opportunities for housing disagrees with the main part of the IS in that the latter does not clearly provide such opportunities. More on this below.

The Squaw Creek bullet implies a commitment to restoration that is not apparent in the main body of the IS. More on this below.

The bullet that mentions avalanches is gratuitous at best. First, there have been no avalanches in the vicinity of any of the phases since Squaw Valley opened for skiing. Next, the snow safety operations of the Squaw Valley Ski Patrol are perhaps the very best in North America. Some uninformed individual may believe the statement, but it is misleading.

The bullet about visual access to views of the mountains is incorrect according to my analysis of the existing village sightlines and the heights of the buildings that are proposed to be constructed. More on this below.

#### 1.5 Description of the Proposed Project:

##### 1.5.1, Table 1-1:

Some recent oral presentations by C. Hosea suggest that the height information in the table may be incorrect. If so, the successors to the table should be corrected.

##### Exhibit 3:

Both the flood plain location (from the FEMA FIRM site map) above and below the eastern bridge and the noise propagation distances and the proposed maintenance center near there should be shown on this or some other map.

##### 1.5.3 Circulation and Parking

The section titled “Proposed Roadway System Improvements “ is unclear in that the direction beyond the intersection of Squaw Valley Road and Far East Road is not specific; I assume it is to the south. Further, going from a 2-lane Squaw Valley Road to a four-lane Far East Road makes little logical and operational sense. Further, this is where the sure-to-be-needed intra-village shuttle system should be described for the first time.

The section titled "Parking" does not include any mention of parking for village employees. If, as estimated above, there may be as many as 200 employees or more arriving via private car at the proposed village. Here also is the first and only mention of a "a shuttle bus system". Here also is the first mention of "Lot 4" which is unspecified as to location, but which I understand from other sources it is the Poulsen-owned land opposite the new fire station, well outside of the project area. This is also considered below.

#### 1.5.4 Public Services and Utilities:

The section titled "Water Supply" is woefully inadequate in that it does not give the location of the wells that are to be brought into production, nor those that are to be abandoned. Further, it does not mention specifically or give the proposed location of a 1,000,000-gallon storage tank that has been mentioned in various meetings. Clearly, the Squaw Valley Public Service District's water-supply assessment (WSA) will consider these questions, but a clear and direct statement is needed about water supply. Such a statement should include the differentiation between a verified water-supply assessment for Phase I, and a less-rigorous assessment for the subsequent planned phases. This is also considered below.

The section titled "Wastewater" is deficient in that it does not quantify the amount or timing of wastewater production from the proposed development, nor does it include a statement from Tahoe Truckee Sanitation Agency (TTSA) about the capacity of the Truckee River Inceptor line to handle the increased amounts of waste from the proposed project (as well as that from the Homewood and other upstream developments).

#### 1.5.5 Resource Management:

There is a section that is completely missing here; it should be titled "Snow Removal and Storage". This is an important environmental consideration because the removed snow is in part contaminated with automotive emission substances and dirt, and where it goes and eventually melts potentially affects the environment with snow-removal-plowing traffic and snow-trucking traffic, as well as disposal of the removed snow into areas where it may melt and impact surface water or groundwater.

Similarly, there should be mention of the developer's efforts (we hope) to contact the California State Office of Historic Preservation to classify and make recommendations about the existing historic structures that date from the 1960 Olympics.

Similarly, there is mention of plans by the Friends of Squaw Creek to restore the channel of Squaw Creek; but if these plans are real, then they should be included with appropriate details and maps.

Similarly, there is also no mention of the California State, Placer County, and Tahoe Regional Planning Agency (LTRPA) regulations regarding tree removal, and maps showing trees that would be removed.

Similarly, The FEMA FIRM map noted above in reference to Exhibit 3 should be used to plot the flood plain (as FEMA defines it) on one or more of the maps.

#### 1.5.6 Project Phasing:

The developer intends to use the specific analysis of Phase I as the cover for the programmatic treatment of the subsequent phases. This proposed greater in-depth analysis of Phase I as compared with that of the subsequent phases is analogous to buying the proverbial pig-in-a-poke. Given the varied environmental impact of each phase, every phase should be given the same degree of scrutiny, public exposure, and County analysis before permits and approvals are granted.

It is stated that the proposed project would be built over a period of 12 to 15 years. I judge that approvals and permits may not be issued until at least 2015, which means that completion would be about 2030. The environmental impact of this schedule should be evaluated in terms of potential climate change because construction impacts will vary with precipitation duration, timing, and amounts.

Further, verbal information from C. Hosea indicates that the developer would only assume responsibility for maintenance of the planned Squaw Creek restoration measures for five (5) years following approvals for the project. This commitment could well end before the end of construction. This commitment should be permanent.

#### Phase I Project:

The overall footprint size and height (reported to be 125 feet), as well as the unusual roofline of the proposed Mountain Adventure and Aquatic Center (MAAC) would constitute a major visual impact for visitors driving into the valley, skiers and hikers looking down on the village, and on the view lines to the east-southeast of a number of residential units in the existing village. It would also be an obvious and irregular-appearing structure as viewed from existing houses and condominiums on the north side of the valley. All of these, together with the consumption of water (17 acre-feet per year) from the valley's aquifer, add up to a very significant cumulative impact of the valley's visual and physical environment. This impact does not include the cultural question of whether an installation of this type and size is appropriate to the end of a subalpine valley.

Similarly, the proposed Landmark Condo Hotel (what ever its maximum height—10 or 12 stories above grade) would be a severe visual impediment to the view lines to the south of many residents of the existing village. This environmental impact does not include the cultural question of whether a tower of this type and size is appropriate to the end of a subalpine valley.

The vague allusion to member's facilities is of concern to many long-time Squaw Valley skiers who are accustomed to renting a locker from the ski corporation. Verbal information from C. Hosea suggests that the developer's intent may be to make memberships in a private club (complete with spa and workout facilities) available to others than corporation-facilities guests and owners. This would be an impact on the local culture, albeit one that the developer would likely discount.

### Building Design:

The “strong visual and architectural framework” proposed for the buildings along the “snowbeach interface” would be really a barrier to the view lines and sunlight of the residents of the adjacent existing village. This by itself would, in my judgment, be a violation of the basic environmental tenets contained in the *1983 Squaw Valley General Plan and Land Use Ordinance*.

The developer might ask me what I would consider to be appropriate building design for an expanded subalpine mountain village (but I doubt it!). My reply would be to look to some of the developed villages and towns in the Alps of Switzerland and Austria; in the best and most harmonious of those the buildings are of varied, but approximately, the same height, and only a church steeple rises above the ridge lines. The ridgelines flow with the slopes and the impression is that of a organic community adjusted to its environment. In the case of Squaw Valley, following this model would restrict the height of the proposed buildings to approximately the same height as the existing village and the streets and walkways would provide sightlines of their own to the surrounding mountains. At the same time, sightlines and sunlight access for all buildings are preserved.

The main difference between the Alps and Squaw Valley is that the villages in the Alps evolved and grew from functional grazing communities into functional mountain resorts, and were not plunked down by a developer whose intent is to construct, essentially from scratch, a destination resort that would appeal to an affluent population that might not otherwise visit the mountains.

As noted above, the best way to address this situation is to bring all of the proposed buildings to about the same height as those in the existing village.

### Recreation and Open Space:

The environmental impact of the proposed MAAC is described above in the section titled “Phase I Project”.

### Maintenance Facility Relocation:

The snow-making and grooming machine traffic noise from the relocated Maintenance Facility would impact the residents of the proposed adjacent condo hotel and the residents of the homes and condominiums on the north side of the valley. The developer should be required to prepare day and nighttime maps showing the maximum noise levels likely to be generated from both the point and traveling sources together with the distances they will either persist or diminish. This location is very likely to be within the floodplain as shown on the FEMA FIRM map and the boundaries of the floodplain should be shown on all maps.

#### Water Supply:

The water supply description provided is of necessity incomplete because the data are simply not available to support an adequate description. Those data are being accumulated by the developer and must be made publically available, and preferably before, when the DEIR is released. The Water Assessment document to be prepared by the Squaw Valley Public Service District will undoubtedly integrate all the data and present conclusions regarding the verification of water supply for Phase I and a programmatic assessment for the remaining phases.

However, my own analysis (which admittedly is fraught with assumptions about scaling numbers of units to potential demand, and of current use by non-reporting pumpers) of the potential water demand indicates that full build out of the project would increase the amount of water needed by about 63% above current pumping rates. The SVPSD assessment should provide a more reliable estimate as well as a judgment as to whether the aquifer is capable of supplying the additional demand on a sustainable basis.

The projected demand will determine if an additional 1,000,000-gallon storage tank is required for either Phase I or full-project build out. As noted above, there needs to be a description of that possible tank, its probable location, and of its impact on the surrounding environment.

#### Other Improvements:

It should be clearly stated if "Lot 4" is to be developed for overflow parking, or, as implied elsewhere, for employee housing, or both. The impact on the environment surrounding that area should be fully described and addressed in the EIR.

#### Phase II – Village Neighborhoods:

Nowhere does the IS discuss the tree removal that would accompany the construction of Phase II. The DEIR should address the topic, giving full consideration to local tree-removal ordinances or guidelines. Similarly, Phase II would remove an existing recreational/commercial use, the Ropes Course.

#### 1.5.7 Construction:

Here is the first mention of the construction of possible off-site facilities that would be needed to support the build out of the project. However hypothetical, such facilities should be described at the appropriate place in the DEIR.

1.6 Potential Permits and Approvals Required:

1.6.1 Requested County Actions and Entitlements:

The mention of a Specific Plan must mean an amended Specific Plan appropriate to this stage of the process and not the Specific Plan of May 4, 2012. To my knowledge a complete revised Specific Plan has not been prepared or released by the developer. This should be done before the DEIR is completed and presented to the public.

Two bullets indicate amendments to the *1983 Squaw Valley General Plan* and the *Placer County General Plan*. To the extent that these represent re-zoning, then the proposed re-zoning should be the subject of its own description and compared with existing zoning, and not left in an obscure section of the revised Specific Plan.

1.6.2 Other Approvals:

Federal:

The U.S. Army Corps of Engineers bullet contains the reference to the National Historic Preservation Act (NHPA). Shouldn't this be a separate item?

State:

There is no mention of a logging permit.

Local:

There is no mention of a logging permit.

2. Initial Study Environmental Checklist:

I understand that this is unlikely to be modified, but here goes, anyway—

Page 2-2:

I disagree with the selection regarding whether or not an EIR is required; it definitely will have a significant effect on the environment, not a potentially significant environmental impact and an EIR is definitely needed.

Page 2-3:

Item 2:

Two words "onsite" here; the first should be "offsite".

2.1.2 Discussion:

(a) Have a substantial adverse effect on a scenic vista; and ditto for the rest of this section (b, c, d):

The impacts are not Potentially Significant from almost any concerned person's point of view!

Exhibit 10; Building A. East and West Elevations:

As noted previously, the use of the term "avalanche protection wall" for the structure so indicated is incorrect and misleading because no avalanches have ever been documented

Moving on—

2.6. Geology and Soils:

2.6.1 Environmental Setting:

Geology:

The valley fill is well known now to be as much as 160 feet deep, not 120 feet.

Avalanche Hazard:

As commented on previously, at the site of the project, the avalanche paths do not extend onto the "snow beach".

Seismicity and Faulting:

I disagree, type A, B, and C faults exist within 10's of kilometers of the plan area. See the references below. The situation is potentially much more serious than is indicated in the current write-up. Also, if desired, I can contribute several references pertaining to the not-too-distant Polaris and Dog Valley fault systems; just ask.

Any Squaw Valley resident can tell you that the small earthquakes on the Polaris fault zone are frequently felt in the valley.

More importantly, the recent peer-reviewed study by Howle and others (2012) cited below states that the Tahoe-Sierra frontal-fault zone which cuts across Squaw Valley has the potential of generating magnitude 6.2 to 6.3 earthquakes. The potential for such magnitudes, together with the USGS maps that identify the region as having high shaking potential, suggests that other than customary construction techniques should be required for any large structures. Howle and others (2012) do not suggest any return intervals for earthquakes, but the potential exists. One map by Schweichert and others (2000, also cited below) shows a surface rupture of a glacial deposit on a fault strand not far north of the valley.

References:

Harwood, D.S., 1981, Geology of the Granite Chief Wilderness Study Area, Calif.: U.S. Geological Survey Miscellaneous Field Studies Map MF 1273-A; 1 sheet, scale 1:62,500.

Howle, J.F., Bawden, G.W., Schweichert, R.A., Finkel, R.C., Hunter, L.E., Rose, R.S., and von Twistern, B., 2012, Airborne LiDAR analysis and geochronology of faulted glacial moraines in the Tahoe-Sierra frontal fault zone reveal substantial seismic hazards in the Lake Tahoe region, California-Nevada, USA: Geological Society of America Bulletin, published online on May 18 2012 as doi:10.1130/B30598.1

Saucedo, G.J., 2005, Geologic map of the Lake Tahoe Basin, California and Nevada: California Geological Survey, Regional Geologic Map Series Map No. 4, scale 1:100,000.

Schweickert, R.A., Lahren, M.M., Karlin, R.E., Smith, K.D., and Howle, J.F., 2000, Preliminary map of Pleistocene to Holocene faults in the Lake Tahoe Basin, California and Nevada: Nevada Bureau of Mines and Geology Open-File report 2000-4, scale 1:100,000.

2.6.2 Discussion:

a) i) ii) iii) iv)

See comments above.

2.9 Hydrology and Water Quality:

2.9.1 Environmental Setting:

Squaw Creek:

The “unnamed tributary” is known locally as the South Fork of Squaw Creek. The following statement is incorrect: “... flows for a considerable distance beneath the Squaw Valley Village area ...”. Instead, it is diverted with an almost right-angle bend just above the village and flows in a man-made channel to its juncture with the South Fork of Squaw Creek.

The 1997 January storm event produced an overflow at that bend and a large volume of sand, gravel, and debris was transported around and into structures at, near, and around Squaw Valley Lodge.

None of these areas are in the FEMA FIRM floodplain. Any similar event could, however, affect proposed Phase V structures and have an affect on the environment nearby, including Lake Cushing.

The probability of any effects reaching Phase I structures are likely small, even though Squaw Valley Real Estate, LLC’s representative, C. Hosea, has made statements to that effect.

Flooding:

The current FEMA FIRM map shows that only a small part of the Squaw Creek Channel above the easternmost bridge is in the floodplain, plus a somewhat larger area east of the bridge. Comparing the FEMA map with the Phase I plan indicates that the proposed maintenance structure and perhaps the adjacent condo hotel are in the flood plain and thus could be subject to flooding. The present statement could be interpreted to suggest that a much larger part of the site is in the flood plain and thus susceptible to flooding; which may be misleading to readers.

2.9.2 Discussion

b) Substantially deplete groundwater supplies, et seq.:

This has been commented on above. The SVPSD Water Assessment will provide the definitive information to the DEIR.

c) and d) Substantially alter the existing drainage pattern, et seq.:

There would be environmental impacts if the trapezoidal channel of Squaw Creek were to be altered to restore a semblance of its original sinuosity, as I have suggested above.

Such restoration would like decrease the likelihood of downstream flooding, and thus lessen the potential environmental impact of floods.

g) and i) Place housing within a 100-year flood hazard area, et seq.:

As noted above, the proposed maintenance structure and adjacent proposed condo hotel are probably in the FEMA flood plain and would be subject to flooding.

2.10 Land Use and Planning:

2.10.2 Discussion:

a) There appears to be no slot for the environmental effects on existing human cultural resources and general ambiance in the valley.

b) What's more, as stated the policies of the *Placer County General Plan* and the *SVGPLUO* require restoration of natural waterways previously modified by channelization. This clearly applies to the trapezoidal channel reach of Squaw Creek and is a mandate for restoration as described previously.

2.11 Mineral Resources:

2.11.2.b): Result I the loss ... et seq.:

A neat bit of illogic here! No known sites = No impact? Not so, because this disregards the possibility of as-yet-undiscovered mineral resources.

2.12 Noise:

2.12.1 Environmental setting:

As described previously, the decibel-diminution factor should be applied to the point source of the snowmaking and to the traveling sources of grooming machines for different times of the day, and maps prepared to demonstrate what those environmental impacts would be from the relocated maintenance center. Nearby existing residences and the adjacent condo hotel would be impacted.

This is not to mention noise from the separately applied-for Timberline Twister alpine coaster.

2.12.2 Discussion:

a) b) c):

Construction noise is a certain environmental impact on both residents and visitors. The times indicated for construction are too long to properly accommodate the sensitivities of both groups. Mitigation measures should restrict hours of construction activity to 0800 to 1800, not 0700 or 0800 to 2000 or 2200.

2.13 Population and Housing:

2.13.1 Environmental Setting:

In order to fully understand the various environmental impacts of commuting employees, the DEIR should include data establishing how many employees now live in the valley and how many commute from distant localities, and from which localities. Following that, there should be an analysis of the impact of the present pattern and a comparison with alternative environmental impact patterns that would follow different scenarios for different types on on-site and off-site employee housing.

2.13.2 Discussion:

As mentioned and loosely quantified previously, the addition of about 1,295 units (or slightly fewer) would require additional employees, and the question of where and how they would be housed is a critical one that has significant environmental impact. In the previous mentions the impact of the additional visitors themselves was not noted. However, the potential addition of more than 1,295 or more skiers on the mountain cannot be ignored. Most of their impact would be operational and thus not in the scope of environmental analysis, but they would add to pedestrian traffic, shuttle traffic, and overall experience that indicates that this aspect should be examined in the DEIR.

2.14.14 Public Services:

2.14.1 Environmental Setting:

Fire Protection:

According to information received from the SVPSD Fire Chief, the valley does not receive fire protection from the U.S. Forest Service, so the statement here is incorrect and should be corrected.

Police Protection:

Given the projected increase in the valley's population as a result of the village expansion and the added number of employees that would be needed to service that growth, it appears that a Sheriff's substation would be needed in the valley. The cost of that station and of its personnel would have a fiscal impact on Placer County that could be counted as an indirect environmental impact.

2.14. 2 Discussion:

Fire Protection? and Police Protection?:

See immediately above.

Schools?:

The IS and NOP do not directly address the possible need for a local school to service the children of employees who could be resident on the project site. The analysis will require a definite statement from the developer as to how many children are likely to be resident, and to whether the developer would construct and support a local school.

Parks?:

The County requirements are clear that a public park must accompany any significant development. The available information from the Squaw Valley Real Estate, LLC developer does not show any public parks or areas of significant size in their plan. This is a violation of County regulations and should be corrected in the developer's redesigned plan for the DEIR.

2.15 Recreation:

2.15.2 Discussion:

See the above comments.

As stated the *Placer County General Plan* requires 5 acres of improved park and 5 acres of passive recreation area or open space for every new 1,000 residents. The developer may argue that their transient time-share owners do not count as residents; I argue that the developer needs to provide 10 acres of onsite parks within their 101 acres and I expect that the preparation of the DEIR will compel the developer to provide it.

2.16 Transportation/Traffic:

2.16.2 Discussion:

a) b) c) d) e):

As described at the beginning of this letter, the valley and the project need a circum-valley road for safety reasons of different kinds. It is critical to both the emergency-hazard minimization and the economic viability of the valley and of the proposed project.

One important environmental impact that is not well described is the inevitable deterioration of Squaw Valley Road as a result of 12 to 15 years of heavy construction-vehicle traffic. This would have an increasing adverse environmental impact as well as additional costs for road maintenance to be paid for by the County.

#### 2.17: Utilities and Service Systems:

As written, this section does not address one of the most important aspects of the water-supply system.

It is imperative that the developer be compelled to dedicate all of their valley and on-mountain water wells to the ownership and management of the Squaw Valley Public Service District. This requirement would insure uniform management of the water supply over the years and would provide for fair and equitable distribution to all owners should impending climate change affect the amount of water available for use by the whole valley.

#### Water Supply:

This section as written ignores the significant contribution to the domestic water supply in the valley from the horizontal wells into bedrock on both sides of the valley.

#### Waste Disposal:

I may be ignorant, but exactly where in the valley are the drop-off recycling centers to be found other than at SVPSD facilities and where are the buy-back centers? The DEIR should be explicit in describing such facilities.

#### 2.17.2 Discussion:

##### Water Supply Facilities:

As described previously, any tentatively planned storage tanks and their environmental impact should be fully described in the DEIR.

##### Wastewater Collection and Treatment Facilities:

d) e):

As noted previously, there is some question whether the Truckee River Interceptor waste system is adequate to handle the waste derived from the proposed development and from other developments upstream from Squaw Valley.

2.18 Mandatory Findings of Significance:

2.18.1 Discussion:

Nowhere in the NOP or IS is there adequate discussion of the potential impacts of the proposed project on Squaw Valley's resident black bear and coyote populations. Both construction and post-construction impacts need to be considered.

Almost finally, thank you for your attention to this lengthy series of comments. The preparers of the DEIR have, in my opinion, a long way to go, and I hope and expect that they will be thoroughly objective and professional in the preparation, will take all of the time needed to do the job right, and will present all of us with a comprehensive, intelligible, and useful document.

Finally, for the record I have appended a copy of the email message that I sent to the Placer County Board of Supervisors 'way back in July 2012.

Sincerely,

A handwritten signature in cursive script that reads "David A. Brew". The signature is written in black ink and is positioned below the word "Sincerely,".

David A. Brew

APPENDIX : Copy of July 11, 2012 email from David A. Brew to the Placer County Board of Supervisors: <bos@placer.ca.gov>  
cc: mgeary@svpsd.org, [doced@att.net](mailto:doced@att.net), [alfisch@placer.ca.gov](mailto:alfisch@placer.ca.gov), [dstepner@gmail.com](mailto:dstepner@gmail.com), [alexis@mapf.org](mailto:alexis@mapf.org)  
Comments on proposed expansion of the Squaw Valley village by developer KSL

Dear Honorable Supervisors:

This message briefly expresses my interest in, and concern about, the proposed expansion of the village at Squaw Valley. With but one interruption, my wife and I have been second homeowners in the valley since 1964.

I consider some expansion of the village to be desirable, but I envision an expansion that would take into careful consideration the existing culture, natural environment, and village structures.

The existing IntraWest-constructed village is a relatively harmonious entity within the natural environment and it is more or less aesthetically compatible with the surrounding mountains. With some adjustments along the way, it has accommodated itself into the pre-existing local Squaw Valley outdoor-based culture. Its many dwelling units are arranged to provide outward views and sunlight to a optimum number of the units.

In my opinion, the KSL-proposed expansion unfortunately would degrade these positive features while essentially doubling the number of dwelling units in the valley. The mountain village look would be lost with numerous tall structures, and those structures would effectively block the views and sunlight now enjoyed by the unit owners in the existing village. The valley would lose its outdoor-oriented ambiance and become an urban, rather than a mountain experience.

All of these degrading features would be to the financial benefit of the developer and, by taxation and fees, also to Placer County. However, the sacrifice cost to the existing Squaw Valley environment and culture is intangible and incalculable.

Finally, I have a special interest in the water supply and use situation that would accompany the KSL expansion. I know that all domestic water for the valley, as well as that used for irrigation and snowmaking comes from a relatively small, alpine-valley aquifer with as-yet-undetermined capacity to supply the greatly increased demands that would accompany the proposed expansion. The potential water production from different parts of the aquifer is not the same, nor is the quality of the water. Thus the availability of sufficient water for now-existing uses and for the village expansion is over the long term a factor as, or more, critical than those described above. Current information indicates that climate change (whatever its cause) is already affecting the amount, type, and timing of precipitation; and that alone may cause now unanticipated reduction in the water supply.

Thank you for your attention--

David A. Brew  
2012.07.11.1600

**From:** Michael Carabetta  
**To:** Placer County Environmental Coordination Services;  
**Subject:** Written Comments on Squaw Plan  
**Date:** Thursday, October 18, 2012 2:28:17 PM

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I have some comments on the Village at Squaw Development Plan that I would like addressed during the review process. Please let me know if I have submitted these comments correctly.

1. Connecting the proposed and existing bike paths

There will be an increase in traffic on Squaw Valley Road as well as a reconfiguration in places. In the scope of work there are plans for a new bike path around the "new" Village. It is difficult to tell whether the new paths connect to the existing bike path that runs parallel to Squaw Valley Road. It is imperative that these two paths connect - particularly with the creation of a round about in Squaw Valley Road.

2. Plowing and sanding the bike path in the winter

On busy weekends in the winter when Squaw uses "cones" to turn the two lane road into three lanes - the three lane configuration eliminates the already limited ability for pedestrians to walk on Squaw Valley Road.

Given the changes in the road as well as increased traffic - walking will prove even more difficult. Squaw needs to commit to plowing and sanding the existing, new bike paths as well as any sidewalks in the winter to insure safe walking.

3. Construction hours

Placer County allows construction and construction vehicles to start too early in the morning. Squaw should be restricted so that construction vehicles cannot use Squaw Valley Road before 7am and for actual construction to not start before 7am. Hours should be further restricted or eliminated on weekends.

4. Access to pools, skating, spas and exercise rooms for locals

Free access to these amenities should be provided local Olympic Valley residents (similar to the agreement done with Homewood).

5. Complimentary Season Passes for Squaw Valley Road abutters.

Olympic Valley residents that have houses abutting Squaw Valley Road should be provided season passes for the duration of the construction period to compensate for the noise and inconvenience they will endure during this period. Phase 1 of the Village was HELL for people with houses on Squaw Valley Road!!!!

Date: November 9, 2012  
To: Alex Fisch, Senior Planner, Placer County Planning Dept.  
Mike Johnson, Placer County Planning Department  
Placer County Board of Supervisors  
Paul Thompson, Placer County Planning Department  
David Boesch, County Executive Office  
From: Judy Carini  
Subject: NOP of a Draft Environmental Impact Report for the Proposed Village at Squaw Valley  
Specific Plan and Phase 1 Project

### **Project Background and 1983 General Plan**

The Specific Plan is being proposed under the Squaw Valley General Plan and Land Use Ordinance, which was adopted by Placer County in 1983. The 1983 General Plan was drafted in a cooperative effort by members of the business and residential community in Squaw Valley along with a number of officials from Placer County. At the top of page 3 of the SVGP, it says "The 1983 Plan updates prior planning efforts, and sets forth a program and plan of action for at least the next ten years."

The current proposal has been submitted on the eve of the 30<sup>th</sup> anniversary of the 1983 Plan. The suggested timeframe of 'at least 10 years' is not consistent with '30' years. Clearly, the 1983 SVGP was not intended to be utilized for such an extended period of time.

I compared the dates on 16 Community Plans County wide. Of the 16, five have been updated in the last 12 years, 6 were updated between 1996 to 1999, two were updated in 1990, Squaw Valley dates back to 1983, Wiemar/Applegate/Clipper Gap dates back to 1980, and Alpine Meadows dates way back to 1968. Of the three that should be considered out of date, only Squaw Valley is facing a life changing proposal. Even the Placer County General Plan, completed in August of 1994 and slated for an update within 10 to 20 years, is on the eve of being out of date.

Much of what is being proposed in this development is based on the 1983 SVGP. Again, the authors of that plan intended it to be used for a period of approximately 10 years. I strongly encourage Placer County Planning and the Board of Supervisors to take a closer look at this issue. I am not proposing that there be no development. I just feel the current proposal is not right for Squaw Valley.

### **Specific Plan**

The applicant has stated that they are looking for approval of the entire 101 acre Specific Plan along with approval of Phase 1. The applicant also states that the Specific Plan would be developed in four phases over 12 to 15 years. They propose that construction of Phase 1 will begin in 2014, and could bring completion of the Specific Plan, if kept on schedule, to somewhere around 2027. Then they state that the other phases would proceed as dictated by market conditions. Based on the history of developments in Squaw Valley, that could mean years into the future or maybe never.

No matter how thorough an Environmental Impact Study is, it is almost impossible to calculate every environmental impact that may occur in the future, and mitigations are not always successful in saving a community from negative impacts. The extent of negative impacts from this development can only be determined after the project is completed.

Squaw Valley is very small, about 3 miles long and maybe ½ mile wide. Approval of this development on a Phase by Phase basis would be a much safer approach. It would give the County and the Community the opportunity to see what impacts have occurred before approving the next Phase. I encourage Placer County to consider this option.

The County should also impose time limits on every project approval. That would further protect the Valley against projects that sit idle or unfinished for years and become visually impacting to the area. There should also be conditions placed on the developer so that unsightly buildings that are not finished or are no longer being used must be completely removed and the land returned to a natural state.

### **Phase 1 Project**

The applicant is proposing to move the Operations and Maintenance facilities, including the snow making building, to Parcel F, which will substantially increase Valley wide noise impacts. Squaw Valley is a natural amphitheater, and placing a noise making facility in that area should be closely studied.

The Mountain Adventure and Aquatic Center is proposed for Parcel D. They failed to state the height of that building in the NOP, but at a recent MAC meeting, the developer stated the height to be 126 feet. That is a massive structure that will block the view of not only the mountain but also the Village. This building is poorly located and far too large. I encourage the County to study closely the height and location of this building and the dramatic impact it will have on the views and on visitors trying to navigate the Village.

As I understand it, the heights have been lowered to 6 stories plus parking. That is an improvement but still too high. The height limit should be established within the EIR, and not in the 1983 GP. I believe a height limit of 4 stories would be generally supported within the community. The buildings on Parcel A and B are the tallest buildings in Phase 1 and are right up against the ski hill. They will completely block the views of the lower mountain. The developer should reconsider the placement of the taller buildings.

### **Noise**

The Resort at Squaw Creek produces noise that was probably not included in their EIR. The air conditioning and heating unit, which is located outside, is a constant source of noise. It has a hum noise that is ongoing day and night but most noticeable at night. Also, a conversation on a terrace at the Resort can be heard and understood all the way across the meadow to the Squaw Valley Main Road.

Every building in the development will have a heating and air conditioning unit, each adding to that humming noise which could become an unpleasant impact to the whole valley.

### **Population, Traffic, Circulation and Parking**

The applicant is downplaying the increase in population by stating that it is transient. Population is population. If, on any given day, the population, both residential and transient, reaches 15 thousand people, the result is a very crowded valley, with lots of traffic, congestion and problems with parking. The cumulative population of the proposed development and the existing housing should be carefully studied to insure that there will not be overpopulation within the Valley, which will have an effect on the environment, the culture, the skier experience and everyday life in general.

The traffic and the parking have not been adequately addressed by the NOP. During the EIR process, traffic and parking should be studied very closely. There is only one road accessing the core area in Squaw Valley. That will not change. The developers answer to lowering the potential for traffic congestion is to discourage day skiers.

Morning and evening traffic on most Saturdays and good ski days will need a closer look and more research. The 'commuter traffic' is very predictable. It starts around 7:30AM and sometimes doesn't stop until about 11:30AM. These timeframe could increase once the parking areas begin to disappear and the buildings start to take over. Cars will have a limited number of choices as to where to enter and where to park. The cars will be forced to stay in lines, waiting to be directed into either underground parking or the parking structure. There will have to be traffic controllers who monitor the available parking spaces in these areas otherwise the cars will be driving in, have no place to park and become gridlocked. This could cause a real problem, not just

with the cars but with fumes from the cars. In cold weather, exhaust fumes tend to hang in the air and could quickly cause the air to be toxic. Surface parking solves all of these problems. The developer should be asked to provide more surface parking within the development. Every successful shopping center has a large, convenient surface parking area.

### **Historic Buildings**

In the application for the Coaster, the applicant listed two buildings from the 1960 Olympics that may be eligible for listing 'as an historic site, a state historic monument, or for the national register.' In the NOP, those two buildings are slated to be demolished. This would be a tragedy. Part of the cultural heritage of Squaw Valley is the 1960 Olympics. Through the EIR process, an effort should be made to incorporate those two buildings into the plan and preserve them.

### **Public Services**

The NOP has not adequately addressed an evacuation plan should that become necessary. The applicant should be required to provide a feasible evacuation plan for a full capacity situation and that should be included in the EIR.

### **Economic Blight**

The definition of Economic Blight is: The visible and physical decline of property due to a combination of economic downturns. This is a big concern within the Squaw Valley Community. One way we can protect our property and investments would be to give approvals on a Phase by Phase basis. There should also be conditions placed on the developer that provide for a plan that would take affect if any part of the development became a victim of Blight. If, for instance, the hotels or condos are empty, the Mountain Adventure and Aquatic park is not open and operating or the Coaster is no longer popular and is sitting idle, then a plan should be in place that would provide the money necessary to remove those structures and restore the land to a natural state.

### **Construction**

Squaw Valley will be burdened with years of construction, construction employees and related traffic. I ask that the County implement rules and restrictions with regard to the ongoing construction so as to minimize the negative impacts to the community.

Thank you for considering my comments,

Sincerely,  
Judy Carini

**From:** Chase, Andy L  
**To:** Placer County Environmental Coordination Services;  
**Subject:** Village At Squaw Valley Specific Plan Project NOP Scoping Comment  
**Date:** Friday, November 09, 2012 3:09:01 PM

---

Dear Sirs:

I am a condo owner at 22 Station which I purchased when the Village was initially under construction and have just recently been made aware of the proposed development in the surrounding area.

I have several concerns with the proposed development:

**Aesthetics:** The Landmark Condo Hotel is to be a 10 story building which would have a direct effect on the surrounding condo owners natural light, leaving many in the shadows of the building with no direct sunlight. The location of this building also means the current view of the mountain would be obstructed for current residents. Added to this is the "Timberline Twister", which is completely out of character for a mountain environment. (What color would this be, how noisy and would it be built with surroundings in such a way to not impede local residents view of the valley and mountain)? The design of this development does not seem compatible with the current aesthetics of the surrounding area. Allowing this opens the door to an amusement park type destination and takes away from the natural beauty of the valley and mountain.

**Noise:** We experience several noises at present although some are only seasonal (snow-making, grooming machines, explosives) and sound travels quite easily throughout the valley, especially within the village where the noise seems to bounce off the building walls. By adding a roller coaster type ride we'll be adding the screaming and yelling of children and the general noise of a roller coaster (neither of which are quiet), especially if you are removing trees. I am not a full-time resident of Squaw Valley but I purchased my condo because I enjoy the peace, tranquility and beauty of the valley and mountain.

**Environmental:** By removing so many trees and soil, erosion would be extensive, not to mention the impact it would have on our wildlife.

The proposed development is projected at 12 – 15 years for completion. It has taken me up to an hour to get from my condo in the village to Highway 89 just to go to dinner after the mountain closes. I can't image what this type of development would do to the traffic situation in the valley with only one way in and out.

Thank you for taking the time to read this.

Andy Chase

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**From:** Cosentino, Anthony - SMMC-SF - 001  
**To:** Placer County Environmental Coordination Services;  
**cc:** Chuck Eaton;  
**Subject:** Squaw valley project  
**Date:** Friday, November 09, 2012 10:47:07 AM

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Maywan Krach,

I attended the hearing at Squaw Valley on 1Nov12. I am a condo owner in Squaw Peak apartments & I am an elected member of the management board. I represent 50 home owners. The meeting was conducted in a very professional manner & those who spoke out were articulate & concise. Clearly it was the consensus of those present that the valley cannot accommodate the traffic required in the construction phase nor the ensuing traffic resulting from the development.

Those of us in the Squaw Peak complex are back in the cul-de-sac on Squaw Peak Road & are very susceptible to the down stream traffic jams which will occur if such a plan is approved & implemented. The traffic on holiday week-ends is already crippling. We are especially concerned about a proposal to build a parking facility at the far west end of Squaw Peak Road. I assume this is to accommodate new lodgings. The exit from this area cannot tolerate such an additional burden.

This plan is madness.

Respectfully submitted.

Anthony M. Cosentino

Howard DeBow  
Dennis Markus  
409 Park Way  
Piedmont, CA

November 9, 2012

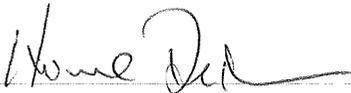
Alex Fisch, Environmental Coordination Services  
Community Development Resource Agency  
3091 County Center Drive, Suite 190  
Auburn, CA 95603

Re: Village at Squaw Valley Specific Plan Project NOP Scoping Comment

Dear Alex,

Thank you for accepting our comments for the Village at Squaw Valley Project. We own unit 3-351 at the Village in Squaw Valley. The intent of this message is to convey our strong concern that land that is designated Forest Recreation will be rezoned to Village Commercial. When we purchased our unit at The Village, we bought knowing that the land in front of our unit was forest land and could not be developed. In fact, we called the Placer county planning commission to confirm that this land could not be used for commercial purposes as it would spoil our view of Red Dog. In our opinion, rezoning of the proposed areas should receive strong consideration in the EIR. Additionally, the Squaw Valley General Plan and Land Use Ordinance states that "the placement of buildings, roads & recreational facilities shall be placed so as to minimize their visual impact." This report was considered when we purchase our unit, so it is of great concern that the interests of KSL will supersede the plans that were established in 1983 with input from the community.

Thank you



Howard DeBow



Dennis Markus

**Subject:** Environmental Impact Report for the Proposed Village at Squaw Valley Specific Plan and Phase 1 Project (PSPA 20110385)

**Date:** Sunday, October 28, 2012 4:54:04 PM CT

**From:** Etienne Deffarges

**To:** cdraecs@placer.ca.gov

Maywan Krach,  
Environmental Coordination Services,  
Community Development Resource Agency,  
3091 County Center Drive, Suite 190,  
Auburn, CA 95603  
Tel: (530) 745 3132  
FAX: (530) 745 3080

October 28th, 2012

Dear Maywan,

I am writing to you to express my strong concern about and opposition to this proposed Village at Squaw Valley Specific Plan project by Squaw Valley Real Estate, LLC.

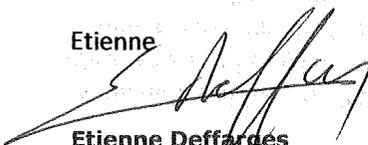
I believe this proposed project will transform an already thriving mountain family skiing resort into an industrialized resort which will no longer have the attraction of a nice, friendly, human scale community village that we enjoy today at Squaw Valley.

As the father of five children, aged 21 to 10, who all ski, and owner of four condos in the Village (3-443; 3-444; 423 West; and 430 East), I must express my opposition to this monumental development project which will completely destroy the feeling of community and history (1960 Olympics, etc) that we have today in the Village. In particular, the Proposed Project phase 1 Landmark Condo Hotel, referred to as Parcel A in Phase 1, will likely look like a gaudy skyscraper amidst some of our finest white mountain peaks scenery. This Condo Hotel will be 10 stories high, over a 2-level podium garage, totaling 154 feet high located approximately where the current Squaw Kids and Locker room are at the base of Red Dog. By comparison, the current Intrawest Village has an average height of 60 feet at the roof peaks. This phase would also require a re-zoning of part of the area from its current "Forest Recreation Use", to "Village Commercial-Core" to facilitate this Condo Hotel. All of these are extremely negative potential developments: to use European winter resorts examples, whereas Squaw today has the size and feel of a small Swiss skiing resort, this Proposed Project will take us towards the path of mega resorts with high level structures such as you can see (unfortunately) in large French resorts like La Plagne ou Les Menuires, definitely not what we want in our relatively sheltered Lake Tahoe region.

I hope that the Environmental Impact Report for this proposed project will not allow it to proceed in its current form: rather, we need a much scaled down project, if any, and one that does not massively change the vertical height of the buildings and destroy the Village scenery at Squaw Valley.

With my best regards,

Etienne



**Etienne Deffarges**  
**Vice-Chairman**

Accretive Health, Inc. | Tel: 415-519-7012 | [edeffarges@accretivehealth.com](mailto:edeffarges@accretivehealth.com) | <http://www.accretivehealth.com>

**From:** Peter Di Domenico  
**To:** Placer County Environmental Coordination Services; Alexander Fisch;  
**Subject:** Comments to Village at Squaw Valley Specific Plan and Phase I Project  
**Date:** Sunday, November 04, 2012 12:11:22 PM

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Maywan Krach & Alex Fisch,

Please see my comments and questions listed below. Please add me to your email list of documents and meeting concerning the subject development.

Thank you,  
Peter Di Domenico

1. Village at Squaw Valley Specific Plan and Phase I Project, Section 1.5.3, Parking: How do skiers travel between the parking structure and the lifts? Walk?
2. Village at Squaw Valley Specific Plan and Phase I Project, Section 1.5.4, Public Services and Utilities: Address the impact of using grey water for irrigation upon the quality of the water in the aquifer.
3. Village at Squaw Valley Specific Plan and Phase I Project, Section 1.5.4, Public Services and Utilities: Should the installation of a natural gas supply be added while major work is being performed on the roads and lanes. I would think that use of natural gas in lieu of propane would be more economical and environmentally friendly. Furthermore, a natural gas powered snow making cogeneration facility should be much more efficient than using diesel oil or electric power.
4. Village at Squaw Valley Specific Plan and Phase I Project, Section 1.5.5, Resource Management and 2.9.2 Discussion g): With the seemingly increase in weather extremes, is using the conventional '100-year floodplain' still an adequate design parameter?
5. Village at Squaw Valley Specific Plan and Phase I Project, Section 1.5.6, Project Phasing: Any modifications and enhancements to utilities and services (sewage, potable water, power, refuse disposal, fire fighting, etc.) – i.e. 'backbone infrastructure' - made during the Phase 1 development should be designed and installed to easily accommodate the ultimate development of the Village

including the Mountain Neighborhoods, Village Neighborhoods, Village Core, and the Phase 1. This will minimize the overall environmental impact and should minimize total development cost. This philosophy of building-out the ultimate 'backbone infrastructure' only once should be followed during all subsequent phases.

6. Plans for enhancing Squaw Valley snow making equipment and systems have been discussed elsewhere. Also, there are plans for adding an ice skating facility.

These snow making systems and refrigeration for the ice skating rink should be treated like a cogeneration facility by providing waste heat for heating a portion of the new development.

7. With the merger of Squaw Valley and Alpine Meadows, skiers are increasingly taking advantage of skiing the two areas within any given day. How are increased transportation requirements between the two areas being addressed?

8. Address housing for resort workers.

**From:** Chuck Eaton  
**To:** Placer County Environmental Coordination Services;  
**Subject:** Squaw Valley Plans  
**Date:** Friday, November 09, 2012 11:02:38 AM

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Maywan Krach,

I am President of Squaw Peak Apartments III Homeowner's Association at 440 Squaw Peak Road. Our association consists of the twelve condominium owners in our building, and we are very concerned about the plans for parking garages on upper Squaw Peak Road and the increased traffic that would result. Even with the current traffic loads, it is virtually impossible to get to and from our residences at busy times, and increased traffic from the parking garages will only exacerbate this already-difficult situation.

We are strongly opposed to the current plans unless substantial changes are made to allow traffic to flow more smoothly.

Chuck Eaton  
(415) 381-4300

**From:** John Eiding  
**To:** Placer County Environmental Coordination Services;  
**Subject:** Squaw Valley draft EIR  
**Date:** Wednesday, October 17, 2012 4:11:17 PM

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Reference: Squaw Valley Plan (signed by Alex Fisch, Oct 9 2012)

Please add the following comments to the draft EIR.

1) the new "village" high density buildings should have a required fire flow of 4,000 gpm for 4 hours = 960,000 gallons. This should be available by gravity flow, and not by pumped flow, owing to the high potential of power outage during major fires. For operational storage, the daily water demand will likely peak at around 360,000 gallons per day (2400 hotel units, fully occupied, at 100 gallons per person per day), plus allowance for 50% for outdoor irrigation, lost water, pools, etc. Standard water system design would required 1.5 days operational storage plus fire flow storage (EBMUD standard in high fire zones, the de-factor standard for 23 cities in the Eastern San Francisco Bay Region).

Therefore, a new tank for  $960,000 + 360,000 * 1.5 = 1,500,000$  gallons is required.

The existing water system will be severely compromised by the new demands and services. therefore, the existing water system needs to be expanded with:

- a) additional well (existing wells cannot keep up with increased demand, and this presumes additional water rights / aquifer storage is available)
- b) additional storage tank(s), located at elevation 6,330 feet or higher. In-building storage and pumps and backup power will be required.
- c) new 12" to 16" diameter pipes to carry all flows at peak hour rates with concurrent fire
- d) all new pipes must be designed for frost heave plus seismic liquefaction (high chance) and fault offset (potential). Latest seismic design guidelines for water pipes are ALA (2005). ([www.americanlifelinesalliance.org](http://www.americanlifelinesalliance.org)). New pipes 12" diameter and larger should be designed as "essential"

A new fire ladder truck may be required. The new high rise 10-story buildings will need either: a) ladder truck (costing \$500,000 or more); many external fire escapes; etc. to provide adequate protection to residents at higher floor levels.

I do not agree with "no impact" assessment by Mr. Fisch / Gary Jacobs with regards to converting forest resources into high density residential and commercial space!

Seismicity. Ranking local faults as "C" is based on outdated information and is no longer correct (page 2-25). UN Reno has identified local faults as ACTIVE (2011-2012 reports for faults near Truckee). Due to the existing faults mapped in the project boundary, an updated subsurface and geologic hazard investigation is clearly needed, to confirm that the local faults are either "NOT ACTIVE", or if "ACTIVE", then suitable mitigation must be included.

the EIR completely omits rock-fall due to ground shaking. Rock fall due to ground shaking killed many people in recent earthquakes in New Zealand (2011) and China (2008). This hazard should be addressed.

Any new building should NOT be designed by CBC title 24 for versions earlier than 2012. The latest USGS seismic hazard maps, complemented by new information from UN Reno on local seismicity, should be used to establish local ground motions suitable for design. Likely, this will mean about  $PGA = 0.40g$  to  $0.50g$ . Older seismic codes placed Squaw Valley as seismic zone 3 ( $PGA = 0.3g$ ), but this is likely too low for new construction.\

Noise. Any new construction should be limited to 75 dB (or lower) at the project boundary. The draft EIR proposes that ANY sound level will be acceptable during construction.... but this is not tolerable by the neighbors, who are located within 20 feet of the new construction site. Sound walls must be installed for mitigation. a 75 db level during construction is the current noise standards for new construction in cities such as Pasadena. No exemptions should be allowed except between the hours of 8 am and 5 pm. No construction shall be allowed before 8 am (not 6 am !!). No "back up" noise signals for equipment shall be allowed except between the hours of 8 am to 5 pm.

Thank you,

John Eiding  
1880 Village East road, 3-447  
Squaw Valley CA 96146-3592

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**From:** John Eidinger  
**To:** Placer County Environmental Coordination Services;  
**Subject:** Village at Squaw Valley  
**Date:** Wednesday, October 17, 2012 3:08:49 PM

---

Dear Placer County,

I am the owner of property located at 1880 Village East Road, Squaw Valley (unit 3-447), located about 20 feet from the proposed new construction.

Can you please add to the EIR the following comments on the "Village at Squaw Initial Study - Specific Plan and Phase I Project, dated October 2012" (VSIS). These comments need to be addressed and the proposed new development suitably mitigated.

1) Solar Panels. FAOA (the First Ascent Owners Association) buildings may install solar panels on its south-facing roofs. FAOA homeowners are considering this installation in 2012-2013, over the next 12 months. Please confirm that the proposed new 10-story buildings will not throw any shadows over any portion of FAOA's roofs, between the hours of 7 am and 6 pm during winter months, or during the hours of 6 am to 9 pm during summer months.

2) The "Members Locker Room" building was constructed in 1960, and is now a candidate for historic preservation. This building's outstanding and unusual vaulted-roof architecture and historic use as part of the 1960 Olympics are unique. This building also remains in active service, and serves as a meeting and gathering place for 1000's of people during the winter months, and forms a critical nucleus of the Squaw Valley Community. The EIR proposes to tear this down and replace with vaguely-specified storage lockers, located at a significant distance from the main lifts. Effectively, the tear down of this Historic building, and relocation of lockers to a distant location, will destroy a sense of history and community of Squaw Valley.

3. Several of the FAOA buildings and condominiums face the Red Dog slopes. This area is "quiet" every evening after about 6 pm. However, the VSIS proposes to replaced this quiet-zoned area with public areas with late night and noisy activities, such as a outdoor skating rink, commercial venues, etc. Nothing in the EIR addresses the changes in land use, noise, and impacts to the neighbors. Some areas of the new development have been requested to be re-zoned to allow high-density building and commercial use, from current forest / ski area use. All these need to be mitigated, and zoning changes should only be allowed if the area remains quiet after nightfall.

4. The proposed location of the new buildings are subject to potential surface

fault offset of the earthquake faults located at the base of the mountains. Ongoing work (2011, 2012) by University Nevada - Reno has identified that several of the faults in the North Lake Tahoe to Truckee area are ACTIVE. The California Alquist Priolo act specifically states that no structure for human occupancy can straddle active faults. The EIR has not presented subsurface geologic investigations to show the locations of these faults relative to the buildings; their activity rates; or any mitigation strategies. Please require that the full EIR include these studies; that the results of these studies be available for Peer Review by suitably licensed professionals; and all results available for review by FAOA.

A major life safety threat from earthquakes is shaking-induced boulder-rock avalanches. Above the new property, along the steeper slopes of KT-22 / Red Dog Ridge, are several "source zones" for builders / rocks. The recommended mitigation would be to remove all such materials (requires some blasting and rock quarry), which can remove a percentage of the threat and risk, but not eliminate it. Should the area be exposed to ground shaking much higher than about PGA 0.25g or so, rock slides and boulders can be expected. These risks, often 3 to 5 feet in diameter, will roll down the slope and impact any structures (they will likely destroy most styles of wood structures). Superior mitigation will include removal of source zone rocks (especially near the crest of the mountains) as well as installing 20-foot tall berms to deflect the rocks as they hurtle down the slopes, to locations away from buildings for human occupation.

5. With the proposed huge percentage influx of hotel-units for rent (1200 units with 2 rentals per unit, or 2,400 total new hotel units) compared to the existing inventory (290 units in the Village), there will be huge increases in traffic, noise, commercial activity; almost all of which will be placed on the existing private property (SVNC / FAOA and 22 Station). There will be increased trash, wear and tear, maintenance, crime, noise, parking needs, traffic, etc. The EIR proposes no mitigation for the SVNC / FAOA / 22 Station. Unless there is suitable mitigation and sharing of the increased costs, some SVNC / FAOA / 22 Station owners have already suggested to put a fence all around our existing property, to keep out all the influx. Ideally, a coordinated and cost-shared method to absorb total long terms costs should be required.

6. The EIR proposed to remove the Village East road located on the south side of our property. This is the main access road for fire department trucks, and location of fire hydrants. By removing this access, the de-facto risk to life and property increases, as we lose the wide access road for Fire trucks and equipment; as well as a secondary egress route in the case of fire. I would recommend that this Village East road be retained, wide enough for fire trucks with turn-around capability.

7. SVSI proposed to heavily use the privately-owned Village at Squaw as a major draw / amenity to help sell their new development. However, KSL / Squaw Valley representatives have informed SVNC / FAOA / 22 Station owners that they will not pay for this; nor will they offer as compensation offsetting new amenities they they plan to construct. Please make, as a condition of the EIR / permit, that the new development may not use any image of private property, nor infer that purchases of KSL's new development will have access to that private property or to the community functions that SVNC pays for.

thank you very much,

John Eidinger  
1880 Village East road  
Unit 3-447  
Squaw Valley  
Olympic valley  
CA 96146-3592

**From:** Roy Farrow  
**To:** Placer County Environmental Coordination Services;  
**Subject:** Sq Vy Village  
**Date:** Monday, October 22, 2012 12:57:32 PM

---

Please help, not hinder, this effort of KSL to provide a world class resort.

Sent from my iPhone at an undisclosed, but exotic, locale

Nov. 9, 2012

Tracey Grown & Martin Haerberli  
525 Nimitz Ave  
Redwood City, CA 94061-4227

Mr. Alex Fisch  
Environmental Coordination Services  
Community Development Resource Agency  
3091 County Center Drive, Suite 190  
Auburn, CA 95603  
cdraecs@placer.ca.gov

Re: Village at Squaw Valley Specific Plan Project NOP Scoping Comment

Mr. Fisch,

We are writing in response to the Squaw Valley Specific Plan Project NOP.

We have owned our condominium property at The Village at Squaw Valley since it was completed in December 2001.

We are concerned about a number of issues raised by the proposed development. At a minimum:

Visual and Scenic Resources: We ask that you evaluate how the proposed development, at all phases, will impact the views available to current residents and owners, as well as the expected impact on available sunlight and the amount of shade in the Village. It is our understanding that the current proposals only show renderings from the point of view of the mountain, not from the point of view of pedestrians in the village nor from the viewpoint of condominiums in the existing village.

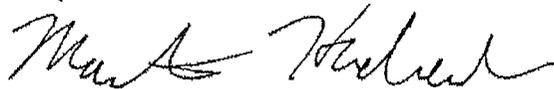
Traffic: Please evaluate how the proposed development, at all phases, will affect traffic into and out of the Squaw Valley area, especially during peak occupancy times.

Noise: There are already issues with noise at or around our property. We would like to ask that the impact of the proposed development on noise levels be studied, including, for example, noise reflected from the new buildings back into the existing village.

Sincerely,

TG & MH with permission

Tracey Grown & Martin Haerberli  
Owners  
1995 Squaw Valley Road, Unit 1205  
Olympic Valley, CA 96146



**From:** Bryan Grunwald Home  
**To:** Maywan Krach;  
**cc:** Alexander Fisch;  
**Subject:** Re: Phase One Squaw Valley Specific Plan  
**Date:** Saturday, November 10, 2012 10:05:02 AM

---

Please add the following to the scope.

1. What will be economic impact of the Squaw Valley Specific Plan on retail and hospitality economic activity in Tahoe City.

On Nov 5, 2012, at 8:45 AM, Alexander Fisch wrote:

> Please add Mr. Grunwald's questions to the NOP comments and add him to the email distribution list. Thanks

>

> Alex

>

>

>

>

> -----Original Message-----

> From: Bryan Grunwald Home [<mailto:planarch@sbcglobal.net>]

> Sent: Friday, November 02, 2012 3:25 PM .

> To: Alexander Fisch

> Subject: Phase One Squaw Valley Specific Plan

>

> Please put me on the mailing list for the DEIR and any further Specific Plan information.

>

> My specific questions are:

>

> Where is the parking? How much now and how much in the future.

>

> How do you get from the new parking to the lifts? How far will you have to walk?

>

> Is there going to be any free public transportation from Tahoe City to the lifts. Possibly on a new 3rd lane of Hwy 89.

>

> What is the status of the gondola from Squaw to Alpine? Is this part of the project?

>

> What will be traffic, air quality and Lake water quality impact of the proposed

development?

>

> Bryan Grunwald

> 6440 Hillegass Ave.

> Oakland, CA 94618

>

>

>

>

**From:** Alexander Fisch  
**To:** Maywan Krach;  
**Subject:** FW: The Village at Squaw Valley Specific Plan and Phase 1 Project  
**Date:** Wednesday, October 31, 2012 1:54:33 PM

---

Please add this to the NOP comments.

Alex

---

**From:** Laura Hanley [mailto:lhaley4211@gmail.com]  
**Sent:** Wednesday, October 31, 2012 1:48 PM  
**To:** Alexander Fisch  
**Subject:** The Village at Squaw Valley Specific Plan and Phase 1 Project

Dear Mr. Fisch, Planning Commission and Supervisors,

I am writing to you today to request that you vote against the proposed Village at Squaw Valley Specific Plan and Phase 1 Project as planned.

We have been homeowners at The Village of Squaw Valley since it was constructed. We paid a premium for our special corner unit to maximize our privacy and mountain views stretching from Olympic Lady and Head Wall to the mountain range beyond the valley floor and Hwy 89. If this project, and subsequent planned phases, goes forward, our view of Headwall and Red Dog mountains will be replaced with a 10 story monstrous complex, our view of Far East will be blocked by another 10 story hotel and our balcony view of Squaw Creek golf course and the beautiful mountains and sky beyond will be obstructed by a proposed 6 story reception building.

First to the economics. A spokesperson for this building project recently insisted that the real value of our properties will increase with this new development. This seems unlikely for either rental value or long term equity. We rent our home when we are not in residence and enjoy higher than average occupancy and command higher rents due to our mountain views. This value would evaporate as our view and privacy is obliterated. The long term resale value of our unit would decline likewise, but further the local market would be flooded with a glut of open real estate creating further value depression. As you are all well aware, the housing market for condo units in Squaw Valley has been in a state of collapse for some years now, and the values of all our properties are significantly lower than at the time of original purchase. It appears that the real estate market in Squaw Valley might be starting to recover, but markets like certainty, and the success of this proposed project is

anything but certain. For these reasons, as well as the burden of years of construction, the value of our property will be negatively impacted for the foreseeable future.

But, economics aside, the tranquility and beauty of Squaw Valley is very much forefront in our minds. I learned to ski on these mountains in the 70s and raised my daughter here since before she was old enough to enter ski school. The vistas driving up the valley are spectacular. The development has always been low and understated, taking care to have as little impact as possible on the nature that surrounds. We did not choose to live in Vail, with its shopping and fashionable parties. We live where you can still hear the wind through the trees. Our enjoyment of our home at The Village and the surrounding area would be irreparably harmed by the proposed development.

It is important to communicate to you that I am not opposed to all development in Squaw Valley. Indeed, it was understood by myself, and my fellow homeowners, that an additional two phases of construction were planned for The Village complex as well as amenities such as a common pool. However this additional construction was of a scope that complimented our homes in size and function. A 10 story luxury hotel and ballroom is a very different matter. The traffic implications alone will be catastrophic not only with all the additional visitors but all the staff required to maintain a complex of this size.

One final point I would ask that you consider: The unfortunate situation of the current real estate market in Squaw Valley is further exacerbated by institutions disinclined to lend to individuals for the purpose of purchasing condos and, specifically, vacation homes. Hence, even if we were inclined to sell our home, to relocate to another part of Tahoe where tranquility and nature is preserved, we are unable to do so without a huge personal loss, if at all.

We thank you for your time and consideration. If you should wish to contact me for further discussion I am at your disposal. I look forward to speaking with you in person at the upcoming meetings on November 1.

Regards,

Laura and John Hanley  
The Village at Squaw Valley, 5-202  
650-224-6111  
[lhaley4211@gmail.com](mailto:lhaley4211@gmail.com)

RE: Village at Squaw Valley Specific Plan Project NOP Scoping Comment

As a property owner in Squaw Valley, 1728 Christy Lane, I have concerns about the proposed Village at Squaw Valley Specific Plan adversely impacting the unique aesthetic and environmental aspects of Squaw Valley.

The following sections and page numbers refer to the Village at Squaw Valley Specific Plan and Phase I Project (Initial Study) document prepared for Placer County, Planning Services Division:

#### Phase I Project

Recreation and Open Space (page 1-19)

“The Phase I Project includes the construction of an outdoor winter ice skating rink/ summer performance area...and an indoor water focused MAAC. The MAAC would offer activities such as indoor rock climbing, water-based recreation and *rides* in an *extensive indoor/outdoor* pool system and *additional entertainment options...*” (Italics added)

The inclusion of “rides” in this description is very concerning, is an amusement park/water park being proposed? If so, that would not be compatible with the quiet enjoyment of the natural environment of Squaw Valley. And “additional entertainment options” does not clarify whether these would be limited to inside the MAAC, or again, if entertainment options might include incompatible outdoor activities. Additionally, the outdoor summer performance area and the MAAC would need restrictions on lighting and noise, especially amplified noise to ensure the project does not adversely impact residents.

#### Aesthetics 2.1

2.1.2a (page 2-5)

The proposed heights of some of the buildings, up to 154 feet, would impact scenic vistas and seem excessively tall and out of proportion with existing structures. The views from homes on the north side of Squaw Valley Road across from the Village would be adversely impacted. The maximum heights should be reduced and should be in scale with existing Village structures.

2.1.2d (page 2-7)

One of the assets of Squaw Valley is the natural darkness and nighttime views of the stars in the sky. The proposed development could have significant impact on artificial light levels and night sky viewing. Strict measures to minimize sky glow, such as no up-lights, full-cutoff fixtures, and a lighting plan and other light fixtures which minimize excessive lighting, such as those approved by the International Dark-Sky Association (IDA), could mitigate this effect, and save energy and benefit nocturnal wildlife.

#### Land Use and Planning 2.10

2.10.1d (page 2-43) Relocation of the maintenance and snowmaking facility closer to the residences on the north side of the project will probably increase noise and light pollution for the homes and residents on the north side of Squaw Valley Road. Light pollution could be addressed as noted above (section 2.10.1d)

## Noise 2.12

### 2.12.2 (page 2-47)

The adverse impact from short-term construction noise could be mitigated by reducing the exemption hours for construction from the current 6am-8pm to a more reasonable time frame, e.g. 8am-6pm.

Long-term operational noise from the outdoor performance area is definitely a concern and could be mitigated by limitations on allowable activities and associated noise levels, and by restrictions (level and directional) on amplified sound. Sound and amplified sound, carries across the valley floor and can be quite loud and disturbing on and above Squaw Valley Road. A weekend sports car rally this past August in the ski resort parking lot is an example of disruptive sound experienced by valley residents. The noise from revving engines and screeching tires carried up the slope and was so loud that sitting outside was impossible and even inside the house, with the double-paned windows closed, the noise was disturbing. Other examples of the noise carrying properties of the valley include amplified sounds from coaches' bull-horns during summer sports camps, and amplified music during large events/conferences.

The noise from MAAC could also be a problem, especially as noted above in Phase I Project section if outdoor water-based recreation and rides are built.

Similarly, "ground level commercial, retail and entertainment" could adversely impact existing residents especially if typically late-evening noisier establishments (e.g. bars, restaurants) have open areas/entrances facing Squaw Valley Road. As noted above, sound carries across the valley and up the slope and can disturb residents. This negative impact could be mitigated by limiting use of areas facing Squaw Valley Road to those establishments which don't have typically excessive noise and/or late hours.

### Mandatory Findings of Significance 2.18

Although mentioned in 2.18.1b cumulative considerable impacts, included in aesthetics, light pollution can have significant negative impacts beyond aesthetics. According to the International Dark-Sky Association (IDA), light pollution wastes energy, harms ecosystems, increases greenhouse gasses, threatens astronomical research, affects nocturnal wildlife and affects human health. Most life on Earth adheres to a circadian rhythm, a sleep-wake pattern dictated by the 24-hour cycle of light and dark. Exposure to excessive artificial light at night can disrupt the circadian rhythm and deregulate biological functions like eating and sleeping. Prolonged disruption of the circadian rhythm has been linked to sleep disorders, obesity, depression, diabetes, and an increase in the growth of cancer cells, specifically breast cancer. (Source: [www.darksky.org](http://www.darksky.org)) Requiring adherence to IDA recommendations could mitigate this negative impact.

Submitted by:

Carol Harding-Brown

1728 Christy Lane, Squaw Valley

**From:** Alexander Fisch  
**To:** Maywan Krach;  
**Subject:** FW: Comments on Squaw EIR  
**Date:** Monday, October 29, 2012 8:18:20 AM

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Please add this email to the NOP comments.

Alex

-----Original Message-----

From: Richard Harper [<mailto:RHarper@hrgarchitects.com>]  
Sent: Saturday, October 27, 2012 4:49 PM  
To: Alexander Fisch  
Subject: Comments on Squaw EIR

High Rise Fireprotection?  
Traffic Study?  
Sewage Treatment Plant Upgrades?  
Massive project with many issues and impacts.

Sure you have many agencies watching over this project.

Regards Rick

Richard Harper, NCARB,  
The HR Group Architects  
Ph: 916 993 4800  
M: 916 717 7872

November 9, 2012

To: Alex Fisch, Senior Planner  
Placer County Planning Department  
3091 County Center Drive

From: Ed Heneveld, Squaw Valley Resident  
589 Forest Glen Road  
Olympic Valley, CA 96146

Re: Comments on the Notice of Preparation of a Draft Environmental Impact Report for the Proposed Village at Squaw Valley Specific Plan and Phase 1 Project

Mr. Alex Fisch,

Thank you for the opportunity to comment.

Upon review of the NOP/IS for the proposed project, I wish to address the inadequacy of the section concerning Hydrology and Water Quality. While acknowledging "potentially significant impact" and the need for the SVPSD to prepare a Water Supply Assessment, the NOP/IS is deferential to the SVPSD to conclude the impacts to water quality and quantity, both surface and groundwater. Much is known about this watershed but past analyses by the PSD and others is inadequate to ensure adequate water exists for the project. The project proponents undoubtedly have their own analysis. I would request an independent 3<sup>rd</sup> party review and affirm the water supply analysis conclusions.

The SVPSD has no jurisdiction over the Squaw Creek and no thorough knowledge of impacts to it. An incomplete study by HydroMetrics may provide some insight to aquifer-well-creek interaction if it is concluded. We need to know the significance of well pumping on the creek. The EIR needs to analyze the effects of additional well pumping by this project, not only on groundwater but also on surface water.

The Lahontan and State Water Boards have not only expressed concern about the creek suffering from excessive sediment (TMDL 2006) but also diminished in stream flows (2007). There can be no further degradation of Squaw Creek! Sediment must be reduced and flows enhanced. The EIR should analyze ways to address both these concerns.

New wells will replace old ones. There are toxic plumes in the region of existing wells. It will take years to know if new wells are vulnerable to contamination and to appreciate their full interaction with each other and the creek. How can the EIR assure us of new wells being safe and sufficient to replace what is now a known status of wells?

There is a need for an entire watershed analysis to understand the effects of what is being proposed by this project. There is no mention of the "water budget" for the valley. There is no accounting for extractions above the valley floor and aquifer. SVPSD (2 wells) and Mutual (2 wells) water districts as well as SkiCorp (7 wells) extract water from the watershed by pumping "horizontal" and "bedrock" wells significantly upmountain above the aquifer. Quantifying this extraction, which would otherwise be a source of aquifer recharge, is needed.

I take issue with the requirement for "verifying" water supply for phase 1 while granting a less stringent "assessment" level of analysis for the entire project (full build out). We need to know the total demand for the entire project and the EIR must analyze if there is adequate water for all of what is being proposed. Otherwise, what is being proposed is not achievable.

Laudable creek restoration planning has been proposed. However, before granting approval of this project, a credible CEQA approvable plan must be in place. And, given the uncertainty of creek restoration, especially the dysfunctional processes that run through this village footprint, there needs to be a requirement for (at least) 5 years of funded adaptive management to have a successful restoration project.

The NOP/IS make reference to unnamed tributaries "from the southwest near Squaw Peak" and "in the northwestern portion of the plan area". Please define and identify more clearly what/where are these tributaries.

A final comments on NOISE. As I complained 10 years ago when Placer County approved the Intrawest project, the noise of SV Main Road in front of my house already exceeds County thresholds. But the project was allowed to proceed. How can you analyze the effect on me and my home with proposed 15 years of construction?

Respectfully submitted,

Ed Heneveld  
PO Box 2488  
Olympic Valley, CA 96146  
[doced@att.net](mailto:doced@att.net)  
530-583-1817

copies emailed, faxed, and sent by US Postal Service

17110 Pine Avenue  
Los Gatos, CA 95032  
November 9, 2012

Alex Fisch  
Environmental Coordination Services  
Community Development Resource Agency  
3091 County Center Drive, Site 190  
Auburn, CA 95603

Re: Village at Squaw Valley Specific Plan Project NOP Scoping Comment

Dear Mr. Fisch:

My husband and I own a condominium in the Village at Squaw Valley, and I am writing to express my concerns about the proposed Squaw Valley Development Project. Obviously, this is a large and highly complex project, so I do not pretend to have an expert opinion or a sophisticated understanding of the permitting and development process. However, as a homeowner (albeit an absentee one), I do have some concerns related to the environmental impact of the proposed project which I hope you will carefully consider as you evaluate the project.

Here are the environmental issues that most concern me at this stage:

- 1) Water. Is there enough water to sustain a development this large? How much will the development need to rely on Squaw Creek for water? Will Squaw Creek be able to sustain that level of usage? How will the construction and then the final project affect the quality of the water in Squaw?
- 2) Noise. Obviously, construction noise on a project of this size will be dramatic and will alter the serene nature of the valley. Construction noise, however, will end. Once the project is finished, how much will the noise increase because of dramatically increased usage of the area? For those of us who own condos in the existing village, how much is the noise level outside our windows expected to increase because of the fact that we have, in effect, been boxed in by the development? With the development, particularly with the multi-story hotels, there will be many more hard surfaces for the noise to bounce off of. How much will that impact overall noise level in the village?
- 3) Wildlife. Since the project is largely being built where there is an existing parking lot, it seems unlikely that much wildlife habitat will be affected by the project. However, how will the presence of so many more humans affect the resident wildlife?
- 4) Light. One of the joys of going to Squaw is the stunning night sky with seemingly endless stars, a sky that those of us who live in urban areas see only rarely.

How much light pollution will there be resulting from the project? And how much will this alter what visitors are able to see in the night sky?

5) Traffic. Is expansion of Squaw Valley Road a part of this project? If not, how will such a dramatic increase of lodging affect traffic entering and leaving the valley?

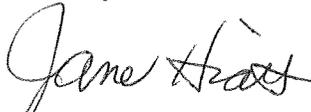
6) Energy usage. I assume that the new units will be air-conditioned. If the new development is successful, it is important to know how much energy usage will increase, particularly during the summer.

6) Aesthetics. Admittedly, aesthetics are subjective and difficult to measure. However, the massive size of this project and many of the proposed elements threaten the beauty and serenity that residents and guests now associate with Squaw Valley. I appreciate the promise of the developers to provide more pedestrian walkways and an open space network in the project. And I look forward to landscaping with native plants. However, the scope of the project is huge, and it is hard to imagine it not changing the very character of the valley.

I recognize that all decisions related to this project must be made within the context of the projected positive impact the project will have on the economy of the region, and I realize that these benefits may demand that we accept some change we don't like. However, it is incumbent on all involved to recognize that a project of this size and scope will, by its very nature, have an environmental impact. The nature of that impact must be carefully weighed and evaluated. Squaw Valley is a precious environment. Once it is altered, it is altered forever.

Thank you for providing me an opportunity to express my concerns.

Sincerely,

A handwritten signature in cursive script that reads "Jane Hiatt". The signature is written in dark ink and is positioned above the printed name.

Jane Hiatt

**From:** Alexander Fisch  
**To:** Maywan Krach;  
**Subject:** FW: Squaw valley development  
**Date:** Friday, November 09, 2012 1:34:49 PM

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Please add these to the NOP comments.

Alex

-----Original Message-----

From: Karl Hoagland [<mailto:KHoagland@LarkspurHotels.com>]  
Sent: Friday, November 09, 2012 12:59 PM  
To: Alexander Fisch  
Cc: Pauline Henderson  
Subject: Squaw valley development

Alex, thank you for chatting with me yesterday. I think you are doing a great job on this and I appreciate your thorough approach and open communication. I reviewed the NOP and the consultant's assessment, it seems like the EIR will focus on the relevant issues. My situation is that i own a condo directly facing the mountain - i paid an enormous premium for the view of the mountain and direct access to the base resources. The proposed condo hotel on 'site O' would appear to completely eliminate that view, evening sun glow and the unique positioning of the condo. When i acquired the condo i was assured by the seller and real estate agents (perhaps erroneously now realize) that the condo would enjoy this 'front row' positioning and view forever because future development was only anticipated/approved in the parking lot areas and the historical significance of the Olympic lodge buildings would not allow their destruction. So that is where i am coming from.

More about my situation - I am not opposed to development at all, and i really appreciate the investments and improvements that the new owner is making to the mountain and the village. I also truly love Placer county - I can say that because i have run Western States 100 5 times and i am affiliated with the event. Every step of that trail is in Placer county and i treasure each one on my way on foot from Squaw to the track at Auburn high school. The real reason I bought my condo is because I can see the race starting line of the race from it.

Squaw Valley is a natural treasure with international historic significance due to

the 1960 Olympics. The proposed development in its scope, scale, height and location would generate significant profit and income to the developer, but at the expense of materially detracting from Squaw's scenic vistas and historical legacy. It would be a taking by private developer from the public and from property owners who would be shadowed and cut off from the mountain by their proposed buildings to the south and west of the current village. The greatest mountain villages and resorts in the world are ones with development that is sensitive to the greatest resources -the mountains and peaks themselves and preservation of views, as well as historically significant structures, however quaint or humble, such as old churches. By erecting what would amount to massive walls at the base of the mountain, the developer could sell the units at record-breaking prices per square foot, but Squaw Valley and its special character and beauty would be lost forever. Lets not see Squaw Valley become "Vail - west" - an intensely developed and generic monolith adjacent to I70.

I am very hopeful that the EIR will carefully address the preservation of scenic vistas and the historical significance of the Olympic Lodge, as well as the extraordinary impact on the Village and special character of Squaw Valley that would be destroyed by the intense and aggressive development proposed at the base of the mountain. This process should guide the developer to pursue development in existing parking lots and the other less sensitive areas that the original Intrawest project was approved for and anticipated. By starting with an outrageous project intensity at the base of the mountain, hopefully the developer is not rewarded with a vastly scaled back version of that, but one which still denudes scenic vistas, historic resources and the essential character of Squaw Valley.

**From:** Ann Hutchinson  
**To:** Placer County Environmental Coordination Services;  
**Subject:** Village at Squaw Valley Specific Plan Project NOP Scoping Comment  
**Date:** Sunday, November 04, 2012 2:10:10 PM

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Hello

My name is Ann Hutchinson and my family owns property one block off of Squaw Valley Road. My address is 934 West California, Mill Valley, California 94941.

I have been visiting Squaw Valley since my parents brought me up to learn how to ski when I was 5 years old. The beauty of the Tahoe National Forest is like no other.

I have reviewed the Specific Plan Project Description Summary and the Notice of Preparation of a Draft Environmental Impact Report for the Proposed Village at Squaw Valley and Phase I Project

I am opposed to this Project. This has already been done once by Intrawest. Intrawest's vision was one of a "Village environment with fractional units sitting above retail and commercial properties, with walkways for skiers, families and guests." This was done and has failed. The walkways have been empty in the years since it was built, many of the units are in foreclosure, and those owners I have spoken to report that the noise that migrates up to their units from the "village below" is unbearable. They are unable to rent their units to make ends meet. The current "Village" is unattractive, mostly empty and desolate, and the retailers have no business. This is an ill fated idea which will not improve with a second try.

Our family home is one block off of Squaw Valley Road. Our view will be irreparably damaged and from the plans, it appears we will now look out at the parking structure planned for Phase 1. Our property values will decrease directly as a result of this project and may become unmarketable.

The reports I have just read suggest an assault on the Squaw Valley Basin. 15 years of noise, pollution, toxic damage to our ecosystem and wildlife, parking lots created where beautiful trees currently exist, ridiculous "Disneyland" ideas like a rock climbing indoor wall and a "multigenerational arcade". This is Tahoe. This is a place for walks, family gatherings, intimacy, not the isolative activities that alienate us from each

other.

Please consider this proposal carefully. There is quite a lot at stake.

Sincerely,  
Ann C. Hutchinson

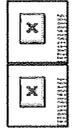
## Alexander Fisch

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**From:** Fred Ilfeld [filfeld@gmail.com]  
**Sent:** Friday, November 09, 2012 3:21 PM  
**To:** Alexander Fisch  
**Subject:** NOP regarding proposed Village at Squaw Valley



Fred Ilfeld- [filfeld@gmail.com](mailto:filfeld@gmail.com)



Fred Ilfeld, Jr.

218 Hidden Lake Loop

P.O. Box 2160

Olympic Valley, CA 96146

(530) 448-6060

[FILFELD@GMAIL.COM](mailto:FILFELD@GMAIL.COM)

Mr. Alex Fisch, Senior Planner [afisch@placer.ca.gov](mailto:afisch@placer.ca.gov)

Placer County Planning Dept.

3091 County Center Drive

Auburn, CA 95603

November 9, 2012

Dear Mr. Fisch:

In response to the NOP/IS regarding the Village at Squaw Valley, I would like to propose that the draft EIR attend to the following significant environmental impacts.

1) **Retain views and vistas of the nearby mountains.** Visual appreciation of the mountain beauty of Squaw Valley is a central feature of our environment. I would argue that blocking these views is a detrimental impact on our visual environment. These heights so close to the mountain and snow line will have a substantial, negative disruptive effect on our existing physical community. The proposed building heights, roughly twice as

high as those existing and located adjacent to the snow line, will greatly impair view corridors and largely remove the visual presence of our majestic surrounding peaks. - - - - - To mitigate against this problem I suggest three possible measures—either lower the proposed building heights to those currently existing, or if higher buildings will be built, that these be located further from the mountain and not next to the snow line. Moreover, the view corridors carefully planned and built for the existing Village should be maintained in any new building alignments.

2) **Water Availability and Quality.** A comprehensive and quantitative assessment should be made of (a) the need for and availability of sufficient water for all current and planned occupants (including all Phases, I through IV) and (b) how this development with its construction and water needs will impact the purity and quality of our aquifer. Providing a quantitative analysis do we indeed have enough safe water in the Valley's aquifer to meet everyone's needs over the long term? Will this development overwhelm our water resources, degrade water quality, deplete or contaminate our aquifer?

3) **Flooding of Squaw Creek.** With its straight course paralleling Squaw Valley road, high creek flow rates dump excessive amounts of sediment into the meadow to the east of the Village/parking lot. The current project appears to propose a wider channel which will help to mitigate this problem in part. I feel that even further mitigation is in order, which can be obtained by creating a more meandering creek course winding through the Village, which with its longer creek course and barriers to fast flow will cut down the sediment load that impacts the meadow. A secondary but quite meaningful benefit will be the creation of a natural aquatic feature throughout the heart of the village that provides a more scenic and restful space in the center of what will be a very dense human habitat.

4) **Traffic and Transportation.** While it might be argued that a destination resort will cut down on peak traffic flows, this does not negate the remarkable impact on total traffic volume that 1,300 additional housing units will have. Traveling east by turning left on Squaw Valley Road will become decidedly more treacherous for the residents that live on the north side of the Valley (by far the majority of residents). I would like to see a thorough quantitative assessment of this issue, including during times of high skier traffic. Also there is nothing that slows down the motorist for 2 miles, from the main road's junction with highway 89 to the Village. This makes for higher speeds and more hazard to all travelers.

To deal with these two problems I would first suggest a mitigation of two round-a-bouts which would be located where the most cross-traffic enters Squaw Valley road, allowing traffic to safely enter. The more easterly round-a-bout would be in roughly the middle of this two mile stretch where Wayne abuts the main road, and the second where Christy Hill Lane (next to Post Office) enters the main road. . . . . Another mitigation to reduce amount of traffic would be for the owners of the new Village to provide regular bus transportation to Valley residents to cut down on their car use in the Valley. This transportation for the public should have frequent stops and occur on a conveniently frequent schedule. . . . A final mitigation regarding traffic that I would propose is to locate employee housing within the Valley, further cutting traffic volume.

5) **Economic Viability and Over-building.** Lack of economic viability directly contributes to impact on the environment by its preventing unoccupied and deteriorating buildings, associated with inadequate maintenance, vandalism, and robbery. In our region we have seen in some previous local building projects the

difficulties brought on by over-building residential and commercial space beyond what the market is absorbing. I believe there should be mitigation against this potential deterioration of our Valley by mandating a "next" Phase not be started until a given number of units have been sold in the "current" Phase. As an example, 80% of Phase I units must be sold before starting Phase II.

I appreciate your consideration of the above concerns.

yours truly, Fred Ilfeld



Click here to Reply or Forward

PLACER COUNTY  
COMMUNITY DEVELOPEMENT

10-30-12  
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NOV 09 2012

DEAR MR. JOHNSON & STAFF, ENVIRONMENTAL COORDINATION SERVICES

REGARDING THE PROPOSED PROJECT  
"VILLAGE AT SQUAW VALLEY" AND ITS  
ASSOCIATED DRAFT EIR DOCUMENTS  
I SUBMIT THE FOLLOWING:

THE SCOPE, SIZE AND MASS OF THIS  
PROJECT IS GROSSLY OUT OF BALANCE  
WITH LOCAL CHARACTER OF OLYMPIC  
VALLEY. THE VIEW CORRIDORS, TRAFFIC,  
NOISE, WATER & SEWER COMPONENTS  
WILL COMPROMISE THE INTACTURITY  
OF THE VALLEY AND MOUNTAIN RESORT.  
IF YOU'D LIKE AN EXAMPLE OF THE  
CONFLICT, THINK SOUTHSHORE/STATE-  
LINE, LAKE TAHOE, A DISASTER THAT  
NEVER SHOULD HAVE HAPPENED.

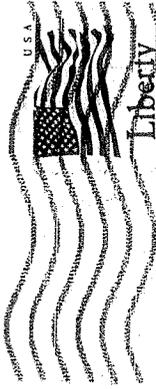
THE SIZE AND VOLUMES OF THESE  
BUILDINGS 50-60% BIGGER THAN  
ANYTHING IN OLYMPIC VALLEY.

THE DRAW ON RESOURCES WILL NOT  
BE A MITIGATABLE ELEMENT.

WE DO NOT SUPPORT THIS PROJECT. WJ  
COLLEEN & WILLIAM JAEGER SQUAW VALLEY LODGE.



William Jaeger  
370 Magee Ave.  
Mill Valley, CA 94941



OAKLAND CA 946

07 NOV 2012 PM 5 1

MAYWAN KRACH  
ENVIRONMENTAL COORDINATOR  
COMMUNITY DEVELOPMENT AGENCY  
3091 COUNTY CENTER DR. #190  
AUBURN, CA. 95603

95603251440

Dear Alex Fisch and Maywan Krach,

I am a long time Squaw Valley home owner. I have been here since 1958. My home is located on 1733 Christy Lane. I was unable to attend the meeting on Nov 1. Below are my comments for the NOP. I would like the following items to be analyzed in the DEIR for the Village at Squaw Specific Plan.

1. If an EIR and CEQA determined that the existing village should be the height that it is, then the currently proposed buildings should be the same height. An analysis should be done of the EIR and planning process that determined the height of the current village. The impact of up to 10 story buildings should be studied.
2. Snow Storage and CP land: What analysis is being done on snow storage on the parcel of land zoned CP between the homes on Christy and the Squaw Valley Main road? Currently the snow storage in this area has killed vegetation, polluted the hillside with garbage and destroyed other vegetation. It is a huge noise problem, operating heavy equipment next to homes. It is being used for commercial snow storage.
3. Building Mechanics and Systems noises: What is being done to address noise of the building mechanics such as HVAC, Air exchange systems, generator, compressors, and any other noises emitted by the buildings?
4. Squaw Creek/Shirley Canyon: what analysis is being done on the impact to Shirley Canyon and Squaw Creek?
5. The impact this has on the quality of life of Squaw Valley residents should be of great importance.
6. If water from the ski hill is used to irrigate landscaping there should be a study done to see how pumping water from these wells or storage ponds affect the aquifer levels and wells on the valley floor.

My wife and I have not been following the plans in SV but will attend the meeting the homeowners association has scheduled for Dec 1.

Thank you,

Charles and Mary Jones

PO Box 183, Corte Madera, CA 94925

**From:** Jack Kashtan  
**To:** Placer County Environmental Coordination Services;  
**Subject:** squaw valley NOP  
**Date:** Thursday, November 01, 2012 1:37:41 PM

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I would like to elaborate on my comments of Nov 1. 1) Squaw Valley needs to identify the location of proposed off site parking, both for phase 1 and for subsequent phases, both in words and on it's maps, as well as how it intends to move people from the lots to the base area, including frequency of trips, types of vehicles to be used, etc, and also who is intended to use off site parking as well as parking in the village. The environmental impact of adding new paved parking areas obviously needs to be addressed, given the issue of runoff into the Truckee River. The lack of information in the proposal leads me to believe that KSL is planning to have day users use the off site lots or pay for parking or both and is keeping this quiet so as to avoid opposition from the local skiing community. 2) The EIR --both for the program and for the project--needs to identify the impact on the Town of Truckee of additional travelers attempting to pass through Truckee to get to I 80 during blizzards, particularly on weekends and when I 80 is closed. A traffic management plan should be developed which includes holding people at the resort who are attempting to cross Donner Summit when road conditions warrant. The current gridlock which develops on 89 and especially within the Town of Truckee is a serious threat to public safety, as emergency vehicles cannot move, and to the environment, due to the emissions from stopped cars with engines running to keep the heat on. 3) KSL should be required to fund free public transportation between the population centers of Truckee and North Tahoe, with frequent enough buses to encourage use, as is seen in other resort communities such as Whistler and Chamonix. KSL should identify existing lots or if necessary new sites which can be used for park and ride during the winter for those who are not walking distance from a bus stop, and should pay for snow removal at these sites. 4) Given the precarious nature of development in this era, KSL should be required to post a bond sufficient to demolish and restore to it's previous state any unfinished construction, should KSL go bankrupt or interrupt building for any reason. The residents should not be left with a hole in the ground as has happened with too many over-ambitious developments

elsewhere. (See Sacramento). 5) Given the large number of existing beds in the North Tahoe and Truckee area and the lack of growth in the ski industry, it seems that KSL's business plan depends on attracting visitors who are using facilities in those areas, rather than generating new business, which leads to the environmental impact of shuttered businesses in North Tahoe and Truckee, and means that any gains in employment KSL's project projects will be offset by losses elsewhere. 6) I share the opinion of so many others that KSL's project is simply too big for the narrow confines of Squaw Valley and of the Truckee River canyon, given the present infrastructure and the near impossibility, not to mention the desirability, of expanding roads in the area, not to mention the aesthetic impact of high rise buildings in the mountain setting.

**From:** [jskinla@verizon.net](mailto:jskinla@verizon.net)  
**To:** [jskinla@verizon.net](mailto:jskinla@verizon.net);  
[Placer County Environmental Coordination Services](#);  
**Subject:** Re: Squaw Valley Projects comments  
**Date:** Friday, November 09, 2012 2:06:24 PM

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CEQA defines visual impact to view vistas a natural resource. The project must consider the view impact to surrounding properties including the initial village buildings and residences. The plan documents indicate that the impact could be potentially significant. Admittedly, the applicant has lessened the height and location of the proposed buildings as the project has evolved. However, the lessened impact is irrelevant. The impact must be considered from the project as defined. Given that it may be better than it was does not constitute a mitigation of the impact.

Jeff Krag  
Owner Squaw Valley First Ascent

**From:** [jskinla@verizon.net](mailto:jskinla@verizon.net)  
**To:** Placer County Environmental Coordination Services;  
**Subject:** Re: Squaw Valley Projects comments  
**Date:** Friday, November 09, 2012 1:58:43 PM

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The Squaw Valley applicant has separately proposed to permit an on-hill attraction called the "twister". A separate permit is fine at the applicants discretion. However, CEQA mandates the EIR considers the cumulative impact of other projects in the area by the host applicant and any other defined project. Please ensure the proposed project considers the cumulative impact of both projects. Personally, i would have chosen to permit them together to avoid the risk of being accused of piecemealing the project. Valid challenges to certification of EIRs are precededented on the basis of piecemealing permits of separate projects that should have been considered for total impact. The EIR should also address other projects in the area like NorthStar's village changes or other Truckee-Tahoe developments.

Jeff Krag  
Owner Squaw Valley First Ascent

**From:** [jskinla@verizon.net](mailto:jskinla@verizon.net)  
**To:** Placer County Environmental Coordination Services;  
**Subject:** Squaw Valley Projects comments  
**Date:** Friday, November 09, 2012 1:48:08 PM

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CEQA now has defined review of the projects impact on Green House gases. The plan documents indicate that the impact could be potentially significant. Domestic production of natural gas has created an economic opportunity for lower energy costs if switched from oil based fuels. Also, natural gas reduces green house gas emissions versus propane by 30 percent. Please ensure the proposed project considers supplying natural gas to the valley as an alternative to propane. Besides reducing green house gases and substantially lowering energy costs for decades, eliminating the storage of large volumes of propane would avoid the safety issues related to storing and managing large volumes of propane.

Jeff Krag  
Owner Squaw Valley First Ascent

**From:** Bernie Lacroute (WK)  
**To:** Maywan Krach;  
**cc:** Bernie Lacroute (WK);  
**Subject:** Village at Squaw Valley Specific Plan  
**Date:** Friday, October 19, 2012 6:38:43 PM

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To: Maywan Krach  
From: Bernard Lacroute  
Date: 10-19-2012  
Subject: Proposed Village at Squaw Valley Specific Plan and Phase I Project

I am the owner of a Condominium Unit in the First Ascent Building at Squaw Valley, unit 349 in Building 3 and I would like to offer the following comments:

1- What studies and conclusions if any, have been made with respect to the geological stability of the area? Are there any earthquakes faults running in the proposed development and/or adjacent to such development?

2- What is the impact on the traffic in Squaw Valley road? The area is already congested during many weekends in the winter. What provisions if any, have been made to mitigate the problem?

3- The same question applies to the traffic implications on Highway 89

4- The request for zoning change is unwarranted as it will negatively impact the occupants of the existing condominium in the Village at Squaw

5- Some of the proposed buildings are 10-12 stories tall. The proposed location of such buildings will completely block the views of many existing units. There is no justification for this. New buildings which impact existing residents should not be made taller than what already exists. Taller buildings can be moved to areas where they do not impact the views and light of existing buildings. The argument by the developer that the proposed location is the most economically advantageous for the project is a slap in the face of the current owners. Moving the tallest buildings a few hundred yards to accommodate the neighbors makes sense and would not impact the value of the proposed project.

6- The proposed demolition of the "Members Locker Room" does not make sense. The building was constructed in 1960 and is a landmark which is a candidate for historic preservation. This should not be allowed.

Thank you

Bernard J. Lacroute

**From:** Lawrence M. Le Vine  
**To:** Placer County Environmental Coordination Services; Alexander Fisch;  
Jennifer Montgomery;  
**cc:** Sandy Richert; kluhe@comcast.net; Patrick Neeb; Bill Canihan;  
**Subject:** change in zoning for the Squaw Valley development  
**Date:** Wednesday, November 07, 2012 2:36:29 PM

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Any change in zoning will establish precedent for further development, ie.: the domino effect. The developers may point to the reduction in height of the hotel they agreed to as their effort to cooperate, but only they know if that is part of their plan to get you to allow the change in zoning. Before you do that, consider the possibility of a hotel and/or houses and condos at the Gold Coast area or the top of the tram. Go to Northstar of California and look at all the development around the Ritz. Visit Telluride to see the mid-mountain village that wasn't there some years ago or the chair that isn't even a "green run" to give homeowners ski in and out ability. You can also find that at Mammoth Mountain and the Canyons or the Park City ski area in Utah. I could go on as I have seen residential buildings on the mountain in many ski areas. Squaw Valley has "street cred" as a true skiers area with unaltered scenic views. If you allow the zoning change not only will you deprive the present owners of the view they expected when they bought their property, but you may also change Squaw forever. L.M. Le Vine, 2-229; 4-308W.

**From:** Lawrence M. Le Vine  
**To:** Jennifer Montgomery; Alexander Fisch;  
Placer County Environmental Coordination Services;  
**cc:** Sandy Richert; Patrick Neeb; kluhe@comcast.net; Bill Canihan;  
**Subject:** Property owners response to the proposed Squaw Valley development  
**Date:** Tuesday, October 30, 2012 5:02:58 PM

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At the annual village owners meeting on Oct. 13 at S.V. owner after owner stated they had selected their property because of the view. One said she advertises her unit she rents herself "with view". She will no longer be able to do that. The response was: we turned the ( 10 story ) hotel slightly to give some of you a view. An owner commented " your 10 story hotel will stand as a raised middle finger to all the owners in the valley." Most owners are not opposed to the development of Squaw. They are opposed to the density, location and height. The speaker told the owners "there is no height limit in the area, so we can go as high as we want." We all knew there was a stage 3 and 4 in the original Intrawest plan. One supposed reason for not building 3 and 4 was Alex Cushing felt " That's enough". Many owners of property in various locations in the valley during separate conversations, when told a zoning change is necessary for the construction in the area between the present village and the mountain, said " someone is getting paid off". When it was suggested that they limit the development to the areas of 3 and 4 and place the higher buildings in the area of the Far East lift, the response was "you will not prevent us from maximizing our profit." It was suggested that we have an attorney look into all the owners in the valley placing their property taxes into a trust to get the attention of Placer County. Personally, all of this has made me understand the term "ugly American" and why there is "jihad". I guess if you make someone feel so frustrated and so hopeless they would even consider becoming a suicide bomber. Please consider the feelings of the present owners before making your decision. Thank you, L.M. Le Vine, owner 2-229 and 4-308 W.

Charles E. Luckhardt

LAW OFFICES OF

Charles E. Luckhardt, Sr. (1904-1987)

**Charles E. Luckhardt**

2515 Westgate Avenue  
San Jose, California 95125  
Telephone (408) 264-2343

November 6, 2012

Maywan Krach  
Community Development Technician  
Placer County, Planning Services Division  
3091 County Center Drive  
Auburn, CA 95603

Re: Notice of Preparation of a Draft Environmental Impact Report for the Proposed Village at Squaw Valley Specific Plan and Phase 1 Project (PSPA 20110386)

I am writing to you on behalf of myself and my family as homeowners in Olympic Valley and long time skiers. We appreciate this opportunity to comment on the Notice of Preparation of a Draft Environmental Impact Report for the Proposed Village at Squaw Valley Specific Plan and Phase 1 Project (PSPA 20110386) (NOP) and the Village at Squaw Valley Specific Plan and Phase I Project Initial Study ("Initial Study"). We appreciate that any ongoing business needs to be updated and improved over time to remain viable. Nonetheless, we are concerned about the level and extent of the proposed analysis identified in the Initial Study. In some areas the Initial Study fails to properly identify and propose evaluation of direct, indirect and long-term potentially significant adverse environmental impacts. Our comments contained in this letter are based upon the limited information contained in the Initial Study. Where the Initial Study indicates analyses will be completed in the environmental impact report (EIR), we are waiting to see the analyses prior to providing additional comments. We have presented our comments by topic area below for ease of review.

**Alternatives:** A reasonable range of alternatives for this expansive project must include a smaller development with parking located closer to access to the ski lifts for day skiers. The conceptual design is vague at best regarding where day use parking will be located other than the Parking Structure that appears to be farther away from the ski lifts than any of the existing parking. The alternative should include a member's locker room located in approximately the same location as it currently exists to allow super seniors and children access to the Funitel as some may not be able to ski the terrain accessed by Far East Express. The location of member's locker facilities would be in the base area of the proposed Landmark Condo Hotel.

The alternatives must propose an realistic snow removal and sanding maintenance program for all roads in the valley. The existing lack of road maintenance during winter storm conditions will be exacerbated by the increased traffic from the project. Furthermore, the alternatives should evaluate upgrades to Squaw Valley Road so that the ad hoc creation of three traffic lanes on busy days is replaced with a more permanent solution.

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The alternatives must also include removing the engineered channel area of Squaw Creek. The Concept Plan shown on Exhibit 3 shows a green area on both sides of the creek but does not appear to remove the engineered channel nature of the creek in the project area.

**Historic Structures:** The Initial Study provides for further evaluation of historic structures. We recommend the EIR include a historic resources study conducted by a historic archaeologist. The Nevada and California buildings were built for the 1960 Olympics, are over 50 years old and are among the few remaining historic buildings from that time. The California building is especially valuable, since except for the addition of lockers, it basically remains unchanged. Both buildings are likely candidates for listing as historic structures. Additional resources that should be consulted are Mark McLaughlin, our area historian, and David Antonocci, the author of "Not In A Snowballs Chance", a book about the history of the 1960 Olympics.

**Traffic:** The County is responsible for maintenance of all the roads in the valley. Winter maintenance including snow removal and sanding is woefully inadequate. The residents have complained incessantly, but the County responds that with a tight budget, they can do no better. The Squaw Valley MAC has sent a letter to the Board of Supervisors complaining of inconsistent maintenance (copy attached). Squaw Valley Road along with the other roads in the valley are often left with slick ice conditions and at other times heavy snow. Wayne and Victor often have cars helplessly slide down to Squaw Valley Road, and are fortunate if there is no oncoming traffic. Although the intent as specified in the Initial Study and project objectives is to minimize vehicle traffic, based upon the number of additional housing units the project will increase traffic on the roads within the valley. With the addition of traffic from this proposal, there will be more likelihood of collisions especially in difficult winter driving conditions with poorly maintained roads. The existing winter driving conditions with inadequate county road maintenance will be made far worse with increased traffic. The EIR must assume existing conditions on the ground now when assessing the traffic impacts from this project. The existing conditions must assume poorly plowed and sanded roads in the valley because that is what the actual on the ground conditions are now. We firmly believe this project must propose additional road maintenance on all roads within the valley to address potential traffic impacts from the new development. We look forward to reviewing a detailed traffic study that uses the actual road conditions.

Also, it is puzzling to us that the project does not propose improvements to Squaw Valley Road. On heavy ski area use days Squaw Valley Road is converted through the use of plastic, orange construction markers into three lanes of traffic with two lanes entering the resort in the morning and two lanes exiting the resort in the afternoon and early evening. This arrangement improves car travel into and out of the ski area but is anything but satisfactory. The project will significantly increase the numbers of people accessing, staying at and moving around the resort, and the number of days upon which these conditions will exist. The road capacity is clearly insufficient for existing uses and needs to be addressed for the expanded number of visitors in

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the area on a routine basis. Although the new project may reduce the need to get into a car to move around the project area, it does not change the fact that the only access road to and from the project is Squaw Valley Road. The traffic analysis will need to provide realistic assumptions about access and whether those visiting the project will in fact park their cars and refrain from driving to other ski resorts, Lake Tahoe, the Truckee River or the numerous other locations in close proximity to the project.

Furthermore, Squaw Valley Road under the current 3 lane method of using Squaw Valley Road prevents all other modes of transportation. Walking or biking is impossible under these conditions as there is no extra room on either side of the road. This situation hardly fosters the "multi-modal" transportation system that is stated as a goal for the project.

Finally, the Resort at Squaw Creek is required to provide bus service to and from intersecting roads but has eliminated return service, due to the lack of turnouts to drop off passengers. This needs to be addressed. Returning skiers should not be required to stay on the bus until it completes a full circle.

**Noise:** We will conduct a detailed review of the noise analysis and expect to see comparisons of noise emissions from various points as compared to actual, measured conditions. Compliance with the county standard is not sufficient and would not provide sufficient information to determine whether a permanent increase in ambient noise levels will result from the project. The analysis of noise impacts must include noise surveys of the existing environment during weekday and weeknight conditions without snow making operations. We also expect to see passive noise control features such as sound enclosures and building designs to reduce noise transmission. Further, we expect to see post construction noise surveys demonstrating compliance with noise conditions.

1. The Initial Study shows plans to relocate the snowmaking compressors and maintenance yard to the east corner of the property. Considerable controversy arose over the location and volume of noise from the compressors when they were originally located. A preliminary noise test had a noise volume about 1/3 of what the compressors currently put out. Moving the compressors closer to the residential area above the post office and adjacent meadow condos would increase the noise levels experienced by the existing residential areas. The maintenance yard would contain large front loaders with beep, beep backup horns. These horns are most disturbing especially at night when snow clearing is most efficiently performed. The noise impacts generated by these noise sources on existing residences must be studied. The only way to truly understand the existing conditions is to conduct realistic pre-project noise surveys including weekday and weeknight conditions without snow making as well as weather conditions such as inversions that would increase the transmission of noise to nearby residences. Furthermore and as explained below, since there is no enforcement of county noise ordinances, noise reduction measures must include passive measures such as design of enclosures and buildings to reduce noise.

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2. An open arena for performances is planned and will have significant noise impacts as noted in the Initial Study. The Initial Study refers to the county ordinance. The current problem with the county ordinance is that it requires a sheriff's deputy to perform the measurements to lead to discipline. The county Sheriff's office declines to enforce the ordinance due to budget cuts, so there is no effective enforcement of the noise ordinance. The Ski Corp has a history of noise complaints, especially during the Wanderlust performances. Thus, reliance upon compliance with the county noise ordinance is insufficient because there is no enforcement. Therefore, passive project design features such as noise enclosures and buildings must be evaluated and included in project design. In addition, significant design margins must also be included given enforcement cannot be relied upon to obtain compliance.

3. The county allows higher noise levels for construction activities and allows construction activities seven days a week. These provisions are not unusual, but in this case, the construction noise levels should not apply. The construction period consists of several phases spanning about 15 years. A 15 year impact can no longer be considered a temporary, construction related impact. The first phase alone is scheduled to take 5 years. These time periods are anything but temporary and therefore, the county standard for temporary construction noise cannot apply to this project. The appropriate standard should be as shown in Table 2.12-1. Furthermore, the noise will not be limited to the construction area but will also include the roadways serving the project. There will be a continual parade of large trucks bringing and discharging materials. Typical activities such as sleep (the noise ordinance allows higher noise levels starting at 6 am on weekdays) and church services will be disrupted. On Sundays, there are 2 church services which would be difficult to hold with construction and road noise. The valley is a mountain environment with a high expectation of quiet days and nights. It is within this existing quiet environment that project construction noise, impacts and mitigation must be evaluated.

**Skiers access to the lifts:** How will day skiers access the lifts? Currently, day skiers park starting close to the tram building. Where will the day skiers park? The plan shows them parking in a structure that is inadequate in capacity to handle them and is farther from the lifts than any parking space in the current paved parking lot. Does the project really anticipate all of those skiers accessing the resort through Far East Express or walking the long distance to the Funitel? Where will disabled parking be for day skiers? Furthermore, on heavy ski days day skiers will park wherever they can find a place to park. How will the project ensure day skiers are not parking in neighborhoods to avoid taking the bus from overflow parking? All of these questions need to be clearly addressed

Preferred parking and the members locker room is located at the foot of the Funitel. Many of the members are Seniors and Super Seniors, and cannot walk far to a lift. Also many are children and others are beginner skiers. Moving day skiers to the east boundary of the project will not work because there is no beginners' slope down to the lift complex from the Far East Express lift, the only lift anywhere near the new locker room.

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**Bike Trails:** Several bike trails are planned, which is good, but their locations are not shown clearly on the maps. The trail on the south side of Squaw Valley Road from the east bridge to the west might interfere with overflow parking on busy days. A bike trail at the west end of Squaw Valley Road to the Shirley Lake Trailhead could interfere with wedding and event parking at the Church--much needed in the summer. The Granite Chief Wilderness is designated a wilderness area where bikes are prohibited, also the Shirley Lake trails are narrow and could not accommodate both bikers and hikers. A bike trail to the trailhead would seem to encourage illegal and unsafe biking. How will this issue be addressed?

**Snow Storage:** There are two notes showing places for snow storage at the west end of Squaw Valley Road. It is unclear where the snow will be from and where it will be placed. Parking is already an issue in that area, snow piles could further restrict a difficult situation. Currently, large amounts of dirty snow containing hazardous oils and antifreeze are stored from the Parking lot on the north side of Squaw Valley Road from the west bridge to the intermediate bridge. It is unsightly and the effluent eventually drains into the creek.

**Public Services:** We are concerned about whether there is adequate fire protection services to address the expanded needs of the project. Currently, the fire department is staffed with three people. Firefighters cannot enter a burning building to rescue anyone alone and cannot enter if they do not have firefighters outside the building who are available to rescue the entering firefighters. Two more firefighters are required to be on scene to rescue the two entering, if needed. With the dramatic increase in structures and people staying in the valley, this situation must be remedied such that additional firefighters are on staff. Furthermore, the structure height may require additional support equipment to reach as high as possible on the 14 story landmark hotel. With the increase in population in the valley and its corresponding increased demand on fire and emergency services, additional staff and equipment should be evaluated in the EIR.

**Helicopter skiing and sightseeing:** It is my understanding the current specific plan or general plan prohibits using helicopters to ferry skiers and sightseers. A few years ago, Chrysler Corporation rented the whole Resort at Squaw Creek and flew their executives from the golf course to the Rubicon Wilderness area to witness the Jeep Jamboree and back to the golf course. Many residents complained and some took the additional step of contacting the Federal Aviation Administration and the county about the constant noise. Those subjected to the noise were very concerned and opposed to the noise generated by the constant helicopter traffic. Using helicopters to place lift towers in sensitive areas has not created the same type of response from the neighbors. We request use of helicopters be limited to rescue operations or other specific and defined needs and not be available for skiing or sightseeing.

**Police:** Due to budget cuts, the data in your report seems out of date. Northstar has a sheriff's substation, perhaps it is time for Squaw to have one as well.

**Charles E. Luckhardt**

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San Jose, California 95125  
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**Employee and low income housing:** The project does not include any employee housing and in fact removes existing employee housing. Placer County has been unable to locate low income employee housing, due to local opposition, so mitigation funds are accumulated but not much is actually constructed in this area. The mitigation fee option is not working and therefore, the project should be required to address this issue on site. The Resort at Squaw Creek's expansion plans include substantial employee housing. Why cannot this project be required to provide the same? Often in winter storms employees cannot get to work. Employee access to the valley can be a serious problem for hotels and lift operations. Many of the lift operators are from foreign countries on work visas without cars. Currently some are living in the dorms on site. Simply paying mitigation fees and expecting the rest of the county to address worker housing is unacceptable.

**Squaw Valley Park:** The Initial Study mentions potential improvements to Squaw Valley Park. We want to bring your attention to a document addressing improvements at the park. The MAC has passed a resolution requesting four pickleball courts, two bocce ball courts, more picnic tables and benches, and four horseshoe pits. County parks claims not to have the funds to maintain any of these improvements. Some have advocated for a low cost temporary ice rink on the soccer field during the cold part of winter. It should be noted that BBQs are prohibited in the park due to fire danger; the park is at the only emergency exit point from the valley.

**Greenhouse Gas Analysis:** The plan relies on visitors coming and staying at the resort for three or more nights. This is a change in use pattern from day skiers or skiers driving up from the Sacramento or greater Bay Area. Instead the project desires to expand the number of visitors coming from greater distances such as the Eastern United States and Europe and perhaps Asia. These visitors will be flying to the local area instead of driving. The greenhouse gas analysis needs to take into account and quantify the addition greenhouse gas emissions from the increase in the numbers of visitors and changes in locations from which they will be coming to the project.

**Socioeconomics:** We also note the project proposes a movie theater as part of the improvements. We think the theater is a great idea and an opportunity to provide additional entertainment within the valley. Most residents miss the Ski Corps' movie theater. Presumably with more people a movie theater would do well.

Finally, the project appears to discard the current long-time day skiers that come and ski at Squaw Valley in favor of visitors coming for a week. The long-time popularity of this resort is based upon the varied and advanced terrain provided by the mountain. We are concerned the new approach of attracting only visitors from afar that fly into the area for a week stay may not be sufficient to support the development. Squaw Valley has benefitted over the years by a strong following of day skiers from the Sacramento and greater Bay Area. Should the project lose this base of day skiers, we are concerned about whether the project will be a going concern. If so, the environmental impacts of this development will be incurred only to have the greater project

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become an economic failure leaving insufficiently maintained buildings and structures causing visual blight. Or, the project could proceed partially and then lose financing leaving a partially completed project. Projects typically build the hotel/condo and retail units first and the nice, mitigating features last such as bike trails and preservation areas last. Northstar has a great example of a failed hotel project. The EIR needs to address how the proposed hotel will be different. We request the EIR review the market economics. We request the EIR evaluate at least as an alternative a project that provides reasonable services and access to day skiers to maintain the economic health development. We would like to prevent the environmental impacts from a failed development such as visual blight and unmaintained runoff features as well as indefinite delay of the beneficial or mitigating features should the project fail to succeed financially.

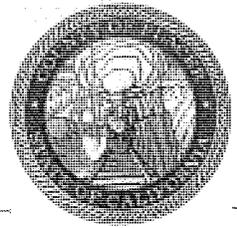
Respectfully Submitted



Charles Luckhardt

County of Placer  
**SQUAW VALLEY MUNICIPAL ADVISORY COUNCIL**  
175 Fulweiler Avenue  
Auburn, CA 95603  
County Contact: Steve Kastan (530) 581-0345

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June 7, 2012

TO: Placer County Board of Supervisors

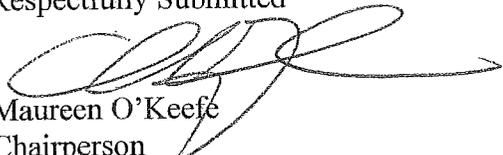
RE: Request for Consistent Sanding of Wayne Road and Christy Road

The Squaw Valley MAC, having heard testimony from the Captain of the CHP stating that Wayne is one of the worst roads in the Tahoe region, the Fire Chief and individuals establishing a history of multiple accidents and minor personal injuries, the MAC finds that two streets in Squaw Valley which are Wayne and Christy to the top, are the steepest streets in the valley. In winter during and after storms, they can become so icy and slippery as to constitute a dangerous condition of public property. It further finds that if sanded, those streets can be made safe.

Many business owners, employees and students require the use of those streets daily. Some houses rent rooms to transient guests who are not aware of the danger presented by those streets. Those streets are the only paths of ingress and egress from the streets above.

Accordingly, the MAC requests the Board of Supervisors arrange for County Public Works to consistently sand those two streets whenever slippery, icy conditions occur. The MAC believes consistent sanding will eliminate most accidents and most personal injuries.

Respectfully Submitted

  
Maureen O'Keefe  
Chairperson  
Squaw Valley Municipal Advisory Council

**From:** [john.masse](mailto:john.masse@placer.ca.gov)  
**To:** [Maywan Krach](mailto:Maywan.Krach@placer.ca.gov);  
**Subject:** RE: Village at Squaw Valley  
**Date:** Thursday, October 11, 2012 5:58:53 AM

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I see nothing in this information other than significant impacts that will be impactful to Squaw Valleys, low impact residential uses, etc. I cannot believe that any provided mitigation can be made for buildings with heights in excess of existing buildings. This will definitely effect my view plane from unit 705 at Squaw Valley Lodge. I was also told that all historic buildings existing would never be disturbed, nor altered, only maintained. I read noting about shading impacts, nor mitigation. Visual impacts for this project appear to be significant and there is no mitigation for this impact. This was an issue with the expansion project next to my unit at Squaw Valley Lodge. The project contemplates one access point, with no transportation improvements, this was an issue with the expansion project next to my unit at Squaw Valley Lodge.

I also do not understand how the removal of so much open space can be mitigated. This development appears to assume that existing developments are second place and are intended to be overpowered by the intensity of the new development. This has never been the case in the real world of development. The plan provided does not approach drainage impacts, storage of flows, nor mitigation of silt and sediment control, it appears to exacerbate this issue. I hope you will continue to update me and I am certainly willing to become involved to review and comment on proposed development mitigation efforts, I am an engineer, we work in 35 states and have been involved with multiple environmental impact ordinances including the State of California, thanks, John Massey, PE,RLS  
We own unit 705, Squaw Valley Lodge

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**From:** Maywan Krach [<mailto:MKrach@placer.ca.gov>]  
**Sent:** Wednesday, October 10, 2012 6:03 PM  
**To:** Maywan Krach  
**Subject:** Village at Squaw Valley

To Interested Parties,

Attached, for your review, please find the Notice of Preparation for the subject project. The document, along with the Initial Study Checklist, can also be found at this link on County's website:

<http://www.placer.ca.gov/Departments/CommunityDevelopment/EnvCoordSvcs/EIR/VSVSP.aspx>

The public comment period starts on 10/10/12 and closes on 11/9/12. Your

November 1, 2012

Placer Co. Planning Department

3091 County Center Drive

Auburn, CA. 95603

Attention: May Wan Krach, Community Development Technician

RECEIVED

NOV 05 2012

ENVIRONMENTAL COORDINATION SERVICES

Dear May Wan Krach,

I am writing to you to oppose the enormous out of scale development that KSL has in the planning stages for Squaw Valley, California. This company is aiming to make a lot of money to the horror, discomfort, and imposition of the current residents. They are not doing our county or residents any favors. Squaw Valley is not the proper place for such a heinous, improper and distasteful development.

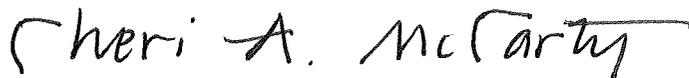
The general plan states that when you have a two to three story building, it is to be constructed as to go up gradually. KSL has stated that it wants to put a 6 to 10 story hotel right in the middle of the existing village at the site of the current Bar One. ONE: it is totally out of scale TWO: It will block mountain views and sunlight THREE: The access that they have planned will seriously impede the traffic on the skinny two laned road between Plump Jack and the Cable Car building. That is only ONE of MANY aspects of this proposed development that I oppose.

On a busy ski day with the existing village development, the traffic getting in and out of Squaw Valley extremely difficult. (They make it a two lane outbound by coning it and taking half of the inbound lane.) Can you imagine if they put the thousands of units in that they are proposing? Highway 89 is already a parking lot on busy winter ski days. Does this means that there will be a four lane highway going into Squaw Valley and a four lane highway to replace the two laned Highway 89? Who will pay for that?

Then, there is the WATER issue, and SEWAGE, and GROCERY STORES, and PARKING, and EMERGENCY SERVICES. PLEASE save the valley from this destructive debacle.

Squaw Valley is a gem in the pristine Sierra Nevada Mountains, and is slated to be wiped out by rampant over building and expansion. Let KSL take their destructive and grandious plans somewhere else...maybe Utah or Nevada. California does not need any more resorts, especially in a rare and wild high mountain valley. KSL states that it will be a 20 year plan. Can you just imagine what havoc it will be for the next 20 years with construction going on continuously? The noise, the trucks, and all of the usual disruptions associated with building up and tearing down would be unbearable and overwhelming.

Don't let KSL destroy Squaw Valley. For them it is a way to make money, while wasting and ruining one of the most beautiful valleys in California.



Cheri A. McCarty, Property Owner, Olympic Valley, California

2260 Saint Francis Drive  
Palo Alto, CA 94303  
28 October 2012

RECEIVED

OCT 31 2012

Planning Services Division  
Attn: Maywan Krach  
3091 County Center Drive  
Auburn, CA 95603

ENVIRONMENTAL COORDINATION SERVICES

Re: Village at Squaw Valley Specific Plan

There is a difference between progress and greed. Progress benefits many people of different walks of life; it normally involves few detriments and normally takes effect gradually; regrets are few. This four-phase development is not progress; it is greed. It seeks to enrich a small number of out-of-town investors at substantial local cost. Even the first phase of the project is too aggressive and will leave Olympic Valley with persistent problems.

### **1. Loss of Forest Recreation Land**

In order to build the proposed condo hotels, substantial land would need to be re-zoned from Forest Recreation to Village Commercial. Such a re-zoning represents a significant "ratcheting-up" of the type, number and intensity of impacts on the land. Preventing such intensification is what the original zoning is all about. If such zoning changes are allowed, what's to stop development from climbing up the mountain, project by project? I urge that the zoning stand as is. After all, the land doesn't vote, nor can it hire lobbyists.

### **2. Blocking Scenic View**

A major reason people come to the mountains, whether to visit or to live, is to see the beauty of the mountains. The view of Snow King from various congregating areas and residences, including the existing Village, Red Wolf Lodge and numerous private homes is an important part of the area's visual character. The proposed 10-story Landmark Condo Hotel will permanently degrade these vistas. From the golf course to Squaw Peak Way, it's difficult to imagine a place from which this colossus won't be visible. Being right at the foot of the mountain, it's like a tall man in the front row of a theater deciding to stand up—everyone behind him is disturbed. If he were polite and considerate, he would move to the rear to stand. Likewise, the hotel structures in this proposal need to shrink and move away from the mountain. Otherwise this landmark will more aptly be described as a mark upon the land.

On a related note, the proposed project blocks access as well as views. From the concept plan, it's clear that anyone trying to access the Far East Express lift from the north will have to do a substantial amount of extra walking in order to circumvent the snake of buildings.

### **3. Large Beyond Reason**

The existing Village at Squaw Valley has 300 units. Another 300 are in the Squaw Valley Lodge. Between the Resort at Squaw Creek, Plumpjack and the

Red Wolf Lodge, there are about 326 more. If the current proposal is built, the number of units grows to almost 2½ times the current level. This is recklessly large.

It has been obvious for a number of years that the greatest source of profits in the ski industry is real estate. According to Hal Clifford's 2002 *Downhill Slide*, Skiing and snowboarding are not growing. Annual visits are flat. Resorts are waging an arms race trying to acquire customers from their competitors. Amenities are increasing. Season pass prices are declining. The number of customers is actually declining, but they visit more frequently, according to NSSRA 2006 data. The problem with an arms race is that too many arms get built and no one wants to clean up afterward. We should remember that Intrawest, developer of the original Village, went bankrupt. If this much real estate is built, the environment suffers and the pocketbooks of owners, old and new suffer as well.

And what is to become of the day skier, local skier and budget skier? As Squaw Valley caters more and more to America's wealthiest, what happens to the economic and cultural diversity that are so critical for a thriving community? As surface parking lots give way to parking structures, so too does free parking give way to \$20 parking.

#### **4. Overloading Roads**

According to the North Tahoe Regional Traffic Management Plan, much of the existing peak traffic delay experienced along Interstate 80 and State Routes 89, 28, and 267 can be attributed to peak traffic volumes generated from ski area parking lots. I will add, from personal observation, that Squaw Valley Road is frequently overwhelmed. Even with the road temporarily reconfigured to have two lanes travelling east, it often takes 60 exhaust-spewing minutes to travel from the ski area to the traffic light at 89. Driving north on 89 to 80 is only slightly better. The existing transit infrastructure cannot support this massive proposed development.

#### **5. Destroying Historic Buildings**

The current Members Locker Room and Far East Center were originally built in 1959 as Spectator Centers for the VIII Olympic Winter Games. At the time, they were known as the California Welcome Center and Nevada Welcome Center. These unique triangular-shaped A-frame buildings are iconic as Olympic heritage. With the demolition of Blyth Arena and the substantial modifications to Olympic House, these twin buildings stand as the only remaining intact works of award-winning architect Russell Francis Stechschulte from his time as resident architect for the Winter Olympics. With the ski jump also gone, there are very few genuine connections to Squaw Valley's Olympic past in the base area.

Phase 1 of this project proposes to eliminate these historic structures. A number of cases can be made that the Members Locker Room and Far East Center are historic landmarks. Not only are they the last of their type in the region, but they are also associated with the 1960 Winter Olympics, which had a profound influence on the history of California. Further, they represent the best surviving work of this pioneering architect in this region.

## 6. Overtaxing Water Resources

The water situation in Squaw Valley is already marginal. The source of water in the valley is pumped groundwater. It is already the case that groundwater levels do not fully rebound in some years, according to the 2007 Olympic Valley Groundwater Management Plan. Squaw Creek now goes dry more frequently and more severely than in the past. This kills various aquatic species that rely on the creek for habitat. In a comment on the 2007 GMP, Squaw's lawyers, Minasian et al. admit, "There is no perpetual surplus to be exported..." Where, then, will this new development get water? Imagine the water disaster to be caused by even a single 10-story hotel, let alone the full 1,295 housing units envisioned by this proposal.

The situation is no better on the discharge side. Squaw Valley Ski Corp. has a long and difficult relationship with water regulators going back decades. Squaw is under strict limits on the level of turbidity in Squaw Creek, and they've spilled diesel fuel without reporting. Rather than comply, however, they have at times gone to the courts to try to intimidate employees of the Lahontan Regional Water Quality Control Board. How can Squaw Creek survive the proposed intensified use of the surrounding land?

### Conclusion

I strongly oppose the specific plan as proposed. It is beyond reasonable scale. It seeks to maximize profits for Squaw's owners while providing detriments to almost everyone else. Squaw Valley Real Estate must come back with a new plan that shows respect for the people, environment, and history of the area.

Sincerely,



Alex Meyer  
owner, parcel 096-691-012-000

**Placer County Planning Department**

**Re: KSL Development in Squaw Valley.**

**To: Placer County Board of Supervisors Chairperson and Board Members  
Jennifer Montgomery, Kirk Uhler, Jack Duran, Robert Weygandt, Jim Holmes**

**Date: 11/9/2012**

**Re: KSL Development of Squaw Valley**

**Although I'm generally supportive of KSL's plans and ambitions for developing Squaw Valley I have a number of concerns that I believe are worthy of detailed consideration by the County Board of Supervisors as the planning process proceeds.**

### **1. Detailed Planning**

**The EIR process should ensure that the detailed staging and progress of the construction process within each phase is such that the environmental requirements are met on a day-by-day basis as well as at the conclusion of each phase. In particular, during the summer months noise, dirt removal, materials transport, water use and drainage should not negatively impact the environment of the valley, its wildlife and the people enjoying living in and visiting the valley and its surrounding areas. The documents so far submitted to the county do not, as far as I can tell, attempt to address this level of detail and I suspect that doing so may change the economics of the overall project. As the project progresses and construction can proceed during the winter months then I would have similar concerns regarding water use, drainage, construction traffic etc. I fully understand that such detailed planning is not yet possible nor appropriate for a proposal so I simply encourage the county to ensure that this detailed planning is submitted for public comment as the project progresses.**

### **2. Aesthetics**

**Overall the proposed structures appear of high quality, attractive and broadly compatible with the existing village. The only concern I have is that the proposed height of the buildings (up to 10 storeys in places) will likely 'overwhelm' the surround areas, block views of the valley meadows from the mountain and cast large shadows over the village areas which will leave them dark, depressing and uncomfortably cold in both summer and winter. Due consideration should be given to these possibilities during the EIR process.**

### **3. Social Impact**

**I welcome KSL's commitment to long term sustainability especially with regard to employee housing in the valley and traffic management; I presume this will be a major area for discussion in the EIR process.**

**Originally as a regular visitor, latterly as a home and property owner in the valley I have witnessed two cycles of prosperity and depression in The Resort over the past 12 years. I am concerned that the increased number of available units in the valley will exacerbate the**

magnitude and duration of the troughs of these economic cycles and also the probability of such troughs occurring. The consequences for the resort have been a spiral of accelerating decline in the quality of service, occupancy and the facilities themselves until outside capital was found to break the cycle. The amount of capital required to break out of such a cycle is likely to be prohibitively large for the combination of the existing and new developments, leaving us with a low occupancy, gradually declining developments struggling to compete by offering ever lower rates and leading to an overall reduction in the quality of life experienced by those working and living in and around the area and/or enjoying the valley.

Given that I'm very sure KSL have undertaken rigorous and detailed financial planning, including the scenario I mention above, I would suggest that those involved in the EIR process satisfy themselves of the long term business and social sustainability of the development.

#### 4. Mitigation

Any project as complex as this is likely to have some unforeseen consequences and to have some of its projections and expectations simply not pan out as expected. Perhaps it is prudent to put aside funds and/or a binding plan to ensure that any such unexpected consequences can be addressed?

#### 5. Transportation

Additional visitors to Squaw Valley will likely lead to additional congestion on the 89 intersection with Squaw Valley Road, West River Street and the Tahoe City intersection. The proposal appears to acknowledge this but doesn't detail how any such effects would be mitigated in convincing detail.

#### 6. Roller Coaster

The timberline twister project seems particularly challenging in terms of landscape changes, noise, dirt removal and changing the character of the valley.

Cosmos Nicolaou  
360 Sierra Crest Trail  
Olympic Valley  
CA 96146

November 9, 2012

Sandy Richert  
1340 Happy Valley Road  
Pleasanton, CA 94566

Owner: 22 Station Village condo - #4-312  
Olympic Valley, CA

Mr. Alex Fisch, Senior Planner  
Placer County Planning Dept.  
3091 County Center Drive, Suite 190  
Auburn, CA 95603

Here are my comments on the Village of Squaw Valley NOP/IS:

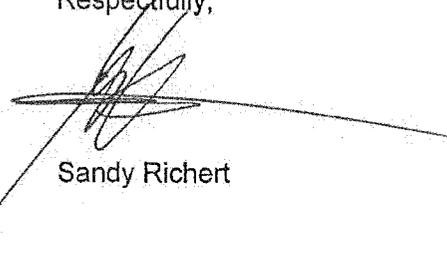
- 1) Proposed Specific Plan – On page 4 of the NOP, paragraph 1, the proposed project includes amendments to the land uses previously approved for the site in the 1983 SVGPLUO. I would ask that the EIR take a very serious look at these proposed land use amendments, which are asking for current Forest Recreation Area to be converted to Commercial Condo Core to enable the construction of a multi-storied condo hotel. The 1983 plan was put together with input from the general public, residents of the Valley, and the Leadership at that time. This will impact the Environment in a number of ways as outlined below in subsequent items.
- 2) Land Use and Forest Resources: Again stated, the proposed project includes rezoning portions of the area from Forest Recreation to Village Commercial. In the 1983 Squaw Valley General Plan and Land Use Ordinance document on page 17 under Visual Analysis, the very first paragraph states: "The visual characteristics of the Squaw Valley environment are one of its most important attributes." Also stated on Page 18, paragraph 4 that "In all cases the placement of buildings, roads, & recreational facilities shall be placed so as to minimize their visual impact". Rezoning of the proposed areas should receive special attention in the EIR in my opinion, and I am personally opposed to this re-zoning/re-alignment of currently zoned specific areas.
- 3) Noise: Several potential noise issues have been identified so far, but I would ask that you also evaluate how additional noise may be 'trapped' or deflected back into the existing residential and commercial Village due to the close proximity, height and mass of the proposed Condo Hotels should they be allowed to be developed. Will you assess how a 6-10 story building adjacent to a 2 or 4 story building will impact the increased noise level for the 2-4 story dwelling?
- 4) Visual Resources: In addition to the adverse effects or virtual elimination to scenic vistas already identified, I would also ask that you prepare a 'Shadow Analysis' on how the proposed project would impact the natural daylight currently available for the existing structures and environment. Many of the proposed higher structures are on the South side of the existing development, which will cast many more shadows on the current dwellings and environment.

November 9, 2012  
Mr. Alex Fisch, Senior Planner  
Placer County Planning Dept.  
Page - 2

I know that others have submitted items to be added to the list of consideration for the preparation of the Draft EIR such as increased traffic and the resulting impact, historic buildings, on-going construction noise, water resources, and more, so I will not unnecessarily duplicate those items here.

The NOP states that alternatives should be addressed as part of this process, and I for one look forward to reviewing alternatives to the currently proposed project. The Developer has stated numerous times that they have a right to develop the property they purchased; I am not disputing that. However, they purchased property with current zoning, with no guarantee that a re-zoning or re-aligning would be granted. I would like to see an alternative development plan that would enable the applicant to build an economically viable project without rezoning and without so many detrimental aspects to the environment.

Respectfully,



Sandy Richert

**From:** Alexander Fisch  
**To:** Maywan Krach;  
**Subject:** FW: Update from MAC meeting 11-1-12  
**Date:** Monday, November 05, 2012 8:31:15 AM

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Please add this to the Village NOP comments.

Alex

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**From:** Alexander Fisch  
**Sent:** Monday, November 05, 2012 8:30 AM  
**To:** 'Sandy Richert'  
**Subject:** RE: Update from MAC meeting 11-1-12

Hi Sandy,

I do have one correction. Comments received on the NOP become part of the administrative record but the County does not prepare any type of written response to those comments. Comments on the Draft EIR must be responded to, and both the comments and responses will be included in the Final EIR. Thanks

Alex Fisch  
Senior Planner  
Placer County Planning Services  
530.745.3081  
[www.placer.ca.gov](http://www.placer.ca.gov)

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**From:** Sandy Richert [mailto:sv.project.updates@gmail.com]  
**Sent:** Friday, November 02, 2012 1:51 PM  
**To:** Sandy Richert  
**Subject:** Update from MAC meeting 11-1-12

**Update from last night's MAC meeting:**

*First off, thank you to everyone who took the time to reply to my "who is this" email – with over 30 replies, it tells me I should have sent that out*

*earlier! I wanted to get this email out first, so will reply to your individual inquires & replies next. Thank you very much for all of the positive feedback – it is encouraging that so many of you want to participate, even if it is writing a letter or two!*

The meetings yesterday were very well attended, and although I could not attend the NOP Scoping meeting in the morning, people who attended both said a lot of the same information was shared in the MAC meeting.

**Good news first!** Chevis Hosey (representative of the Developer) made the announcement that the building heights for building “A” and building “O” were going to be reduced to 6 stories + parking under!! Down from 10 stories above 2 levels of parking! The details are not yet published, and the County has not yet received the formal adjustment to the application. It is my understanding that some other buildings will gain in height to compensate for the reduction, although we don’t have those specifics yet either.

Additionally, the Developer will do a comprehensive restoration of Squaw Creek, with sedimentation collection points, widening some aspects, flood control measures, etc. There are also additional upgrades to the linear park proposed, “celebrating the creek and history of the Valley”.

To Chevis’ point, they were “listening to the feedback from the residents”, and that was what drove the change.

While this is great news, and in my personal opinion a move in the right direction, there still remains the question of “is this project the appropriate size and mass for the Valley”?

Their plan is still to re-zone a portion of Forest Recreation Area to Commercial Condo Core in the area of the current Members Locker Room, while changing currently zoned forested area from commercial to forest recreation, moving the HC (high density commercial), etc. This is needed to accommodate the Condo Hotel – Building “A”. The new height will be approximately 95 feet high, as compared to an average of 60’ for the Village. Alex Fisch reiterated that as a property owner, like any property owner, they have the right to ask for areas to be rezoned, and their request is being made in this process and will be considered as part of the Project Review. There are some who believe this rezoning should be open for

Public Comment and not tied to the EIR process in which comments are limited to those relating to the environment. Hmmmm.

The Timberline Twister application that I sent out previously is NOT a part of the Project application and review process, and is being reviewed separately. There was discussion last night from people who felt that they should be reviewed as “one”, and made part of the EIR process. I have attached a letter submitted by Judy Carini which will shed more light on this suggestion. Judy's letter also gives some great examples that could be used for a letter addressing the NOP.

Alexis Ollar of the MAPF (Mountain Area Preservation Foundation) gave commentary at the NOP Scoping meeting in the morning and an announcement that a group was being formed and a website was being developed for the “Friends of Squaw Valley”. Details to follow on that site once it is established so you may join that group for updates too. If anyone attended the morning meeting and has notes on Alexis' commentary please forward to me and I will distribute.

There were also representatives from the Lodge Condominium neighborhood, and they expressed a lot of concern about Project and specifically the proposed new Condo Hotel – building “O” in Phase 4 – located between the Lodge and KT-22 lift. One of their Board of Directors sent me Chapter 18 of the Placer County Code - California Environmental Quality Act (CEQA), and I have attached that document also, which gives quite a bit of detail for those who will be writing a letter in response to the NOP. They are now working to get the word out to all of they Homeowners about the proposed project.

Which leads me to the next topic, what letters to write and to whom! Again, your comments are DEFINITELY read and considered! From what I can tell, there are 2 types of letters that you can write, although all comments will be considered.

**1: Letter addressing the NOP.** This letter should be written expressing concerns about Environmental Impacts this proposed project will have on the current Village, Valley, etc. The comments should be focused around the list provided in the NOP document which I have attached for your

convenience. **The deadline for these letters is November 9, 2012 at 5:00pm.** That being said, they made an announcement yesterday that due to the nature of this project and its impacts, and the fact that there are so many absentee owners potentially impacted, the Squaw Valley Owners Assoc. is holding a "mixer" on December 1<sup>st</sup> from 5:00-7:00 at the Resort for those who wish to comment on the project. Details to follow later. Those comments will be recorded and made part of the record for the NOP process, and Jennifer Montgomery has stated that she and perhaps other County Supervisors will be on hand to listen to your comments and concerns. Alex Fisch stated that his goal and desire is to have all correspondence by November 9<sup>th</sup>, but that comments from December 1<sup>st</sup> will be included even though it is after the deadline. This correspondence is best delivered as a written letter, since it will become part of the official EIR and every letter submitted will require a response from the County. I will send out a separate e-mail this evening with some examples of comments for you to consider. (This email is getting too long already).

2: Letter expressing opinion of the Project in general, aesthetics, architecture, etc. This letter can be sent at any time during the process, and should be addressed to the MAC committee members, the Planning Department, and definitely your Board of Supervisors individually. Again, I will supply details on addresses, contact info, examples, etc. in a separate email.

Finally, there was quite a bit of discussion about the General Plan for Squaw Valley from 1983 vs. the "Community" Plan which is what the County is considering it. As more information becomes available on this I will forward out.

Hopefully I didn't leave out anything important, and if you were there and I did miss something please forward me a note and I will make sure the group gets updated. Alex, I have copied you too, so if anything needs correction please let me know.

Thank you,  
Sandy

**From:** Alexander Fisch  
**To:** Maywan Krach;  
**Subject:** FW: Intro on Proposed Development at the Village  
**Date:** Friday, November 02, 2012 9:33:12 AM

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Please add this to the NOP comments for the Village Specific Plan.

Alex

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**From:** Sandy Richert [mailto:sv.project.updates@gmail.com]  
**Sent:** Thursday, November 01, 2012 10:57 AM  
**To:** Alexander Fisch  
**Subject:** Fwd: Intro on Proposed Development at the Village

Hi Alex, thought you should have a copy of what was sent .... since I included your contact info!

Thanks, Sandy

----- Forwarded message -----

**From:** **Sandy Richert** <sv.project.updates@gmail.com>  
**Date:** Fri, Oct 26, 2012 at 11:27 PM  
**Subject:** Intro on Proposed Development at the Village  
**To:** sv.project.updates@gmail.com

**To our Squaw Valley Village Homeowners at First Ascent and 22 Station:**

Some of you might already be aware of the proposed new developments at Squaw Valley, and for some this may be new information.

I will be sending out informational e-mails about the new proposed project as I get more information, and will be sending another update with additional information in the next day or so. IF AT ANY TIME YOU DO NOT WANT TO RECEIVE THESE E-MAIL NOTICES, PLEASE REPLY WITH "REMOVE ADDRESS" IN THE SUBJECT LINE. I will then remove you from further correspondence. Reciprocally, if you want more information, please do not hesitate to send a reply asking for more.

Whether you agree or disagree with the Proposed Project, in whole or in part, you should educate yourself as to the scope, location and magnitude of what the Developer, Squaw Valley Real Estate, LLC is proposing to develop around the existing Village. This is a HUGE project, and will forever change the Valley and more specifically the Village at Squaw Valley.

This Development is one of the largest and most significant proposed for the Tahoe area, and will consist of 1,295 new residential units, 454,000 s.f. of new Commercial space, an ice rink, aquatic center, and more. To put this in perspective, the current Intrawest Village has 151 residential units at 22 Station, and 139 residential units at First Ascent.

While this new development is very exciting, and will bring much needed new traffic and business into our existing Village, you should be aware of what is being proposed and where, as it could ultimately affect the value of your current home in the Village. It will most definitely affect the landscape of the entire valley floor.

**An example of what could be of particular interest is the Landmark Condo Hotel, referred to as Parcel A in Phase 1. This Condo Hotel will be 10 stories high, over a 2-level podium garage, totaling 154 feet high located approximately where the current Squaw Kids and Locker room are at the base of Red Dog. By comparison, the current Intrawest Village has an average height of 60 feet at the roof peaks. This phase would also require a re-zoning of part of the area from its current "Forest Recreation Use", to "Village Commercial-Core" to facilitate this Condo Hotel.**

The developer is on track to break ground on Phase 1 at "snow melt" 2014, which is approximately 18 months away, provided there are no obstacles to this timeline.

### **How can you learn more about the proposed development?**

1. The Placer County Planning Department has assembled a website with links to important documents and contacts. Please go to <http://www.placer.ca.gov/Departments/CommunityDevelopment/Planning/TahoePlanning/VillageAtSquawValleySpecificPlan/SpecificPlan.aspx> to access this information. I HIGHLY ENCOURAGE you to explore the website for the proposed development plans. This

project is receiving the attention of Sierra Watch and the Mountain Area Preservation Foundation among others.

2. A Public Scoping meeting will be held by the County to inform interested parties about the Proposed Project, and provide an opportunity to provide comments on the scope and content of the EIR. The meeting time and location:

Thursday - November 1, 2012

10:00 a.m

Resort at Squaw Creek

400 Squaw Creek Road, Olympic Valley

3. **The MAC (Municipal Advisory Committee) meets on the first Thursday of every month at 6:00 p.m. The meetings are held at the Squaw Valley Public Service District Community Meeting Room, 305 Squaw Valley Road, Olympic Valley (in the firehouse building). The MAC advises the Board of Supervisors who will ultimately make the decisions on this project. The next MAC meeting will be on Thursday, November 1, 2012.**

The NOP (Notice of Preparation) was officially made public on October 10, 2012. This is in advance of the formal EIR (Environmental Impact Report) being published and examined in a few weeks. **Because of time limits mandated by State Law, you will have 30 days to provide any written comments on topics to be address in the EIR for the Project from October 10, 2012, if you so desire.**

Interested parties may provide the County with written comments no

**later than 5:00PM on November 9, 2012. Please send all comments to:**

**Placer County, Planning Services Division  
Attn: Maywan Krach, Community Development Technician  
3091 County Center Drive, Suite  
Auburn, CA 95603**

**or contact Alex Fisch, Senior Planner, Placer County [afisch@placer.ca.gov](mailto:afisch@placer.ca.gov)  
for additional information on the proposed project.**

Thank you,  
Sandy Richert

**From:** [Alexander Fisch](#)  
**To:** [Maywan Krach](#);  
**cc:** [Lisa Carnahan](#);  
**Subject:** FW: SV update - Timberline Twister info  
**Date:** Friday, November 02, 2012 9:38:29 AM  
**Attachments:** [Timberline Twister application.pdf](#)  
[Dave Brew letter re Twister application 10 2012.docx](#)  
[Jon Shanser - Timberline Twister application ltr.docx](#)

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Maywan,

Though this is not part of my project it includes a reference to the NOP. Please add it to the Village Specific Plan NOP comments file. Thanks

Alex

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**From:** Sandy Richert [mailto:sv.project.updates@gmail.com]  
**Sent:** Thursday, November 01, 2012 11:11 AM  
**To:** Sandy Richert  
**Subject:** SV update - Timberline Twister info

To the Village Homeowners:

**Additional component being proposed!**

I am forwarding information on the "Timberline Twister" because it is not currently included in the NOP for the EIR. (I know ... the world needs more acronyms!) As such, I haven't seen it on the Placer County website because it is my understanding that the application is still going through a review process, so this will most likely be new information to you.

This roller-coaster type ride is proposed for the timber section to the "left" of Red Dog. I have attached the application for everyone and would encourage you to at least read the description starting on page 12.

I have included a copy of a couple letters that were submitted by Valley residents. Please keep in mind that the full time Residents of the Valley that I have spoken with are not opposed to "Development", however, are taking a position on certain aspects of what is being proposed. The purpose

of including these letters is that I feel they are well written, and while it may or may not align with your preferences does give an excellent example of addressing items that can be discussion points for the EIR on the project.  
**Again, it is my understanding that all letters submitted become part of the record and are considered by the County, whether or not they are addressing EIR items, or expressing an opinion.**

**So if you have something to say, put it in writing! The deadline for submitting Public Comment in writing for the EIR is 9 days away! November 9<sup>th</sup> at 5:00pm is the deadline for submission.**

I will be composing information on who to send notices to, and some possible topics to consider, after the MAC meeting tonight. Stay tuned!

Thank you for your continued interest in this Proposed Project,

Sandy Richert

**From:** Alexander Fisch  
**To:** Maywan Krach;  
**Subject:** FW: Reminder! Squaw Valley MAC meeting this Thursday at 6:00pm + project pics  
**Date:** Tuesday, October 30, 2012 8:22:58 AM  
**Attachments:** Proposed Development pic 10 13 12.JPG  
Future hotel site current view 10 13 12.JPG

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Please add this to the NOP comments file.

Alex

---

**From:** Sandy Richert [mailto:sv.project.updates@gmail.com]  
**Sent:** Tuesday, October 30, 2012 8:05 AM  
**To:** Sandy Richert  
**Subject:** Reminder! Squaw Valley MAC meeting this Thursday at 6:00pm + project pics

Good morning!

**This is a reminder that the monthly MAC meeting will be held on Thursday - November 1st at 6:00pm.** This meeting is important in that it will be primarily dedicated to the NOP and future Environmental Impact Report to be assembled and studied for the proposed development in the Village area of Squaw Valley. This is a great opportunity to be able to speak to the Municipal Advisory Committee about your thoughts on the proposed environmental impact this proposed project will have on the Valley.

For those of you who were able to attend the HOA annual meeting on October 13th, you may remember the rendering that Chevis of the Squaw Valley Real Estate LLC presented. The attached picture was an amateur shot with my phone so my apologies for the quality. The "beige" buildings are the current village, and this perspective is looking towards the South-East/mountain/Red Dog. Also attached is a photo of the current Squaw Valley Locker room from the 1960 Winter Olympics - the future site of the 10 + 2 story Landmark Hotel slated in Phase 1.

Again, I encourage you to explore the Placer County website <http://www.placer.ca.gov/Departments/CommunityDevelopment/Planning/TahoePlanning/VillageAtSquawValleySpecificPlan/SpecificPlan.aspx> for additional information,

details on the NOP, **contact information for your County Supervisors to submit your comments**, maps of what is being proposed and more.

The developer is also hosting a website for additional information, so please also check out <http://www.squawrenaissance.com> for some of the great things being proposed and accomplished. *They have definitely dedicated resources to improving the skiing/riding experience on the slopes and more.*

Please do not hesitate to reply with questions or comments. I will do my best to answer them or at a minimum redirect you to someone who can.

Next email notice: The proposed "Timberline Twister". Details to follow ... stay tuned!!

Make it a great day!

Sandy

**From:** [Alexander Fisch](#)  
**To:** [Maywan Krach](#);  
**Subject:** FW: Squaw Valley Village -- new plans  
**Date:** Tuesday, October 30, 2012 8:20:22 AM

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Please add this to the NOP comments file.

Alex

-----Original Message-----

From: J Rocchio [<mailto:jprocchio@comcast.net>]  
Sent: Monday, October 29, 2012 8:47 PM  
To: Alexander Fisch  
Subject: Squaw Valley Village -- new plans

Hello,

I just wanted to provide comment about the proposed village plans at Squaw Valley Resort.

First I love the fact that something will be done with the mass of concrete seen when riding down the aerial tram. That is a huge positive. However, I have seen the images for the 10 story buildings and find that unbearable. Really? Is that something that can be done legally? It just seems too much for the village. Currently the buildings are four or five stories high. That itself is tall enough. Would the village see any sun with these massive structures of 10 stories? I am against the 10 story buildings and can't believe that zoning laws even allow them as a possibility. I am hoping that was a stretch by the architects and in fact that part of the plans will be changed. Moreover, I worry that the proposed new village provides way, way too much capacity with regard to living accommodations (whether these are hotel or condos).

I am excited about the idea of the ice skating rink at the base of the mountain in the proposed new village. I think this is a great added feature. I do not know enough about the proposed indoor aquatic park to have a comment. It sounds a bit odd but again maybe I am having trouble visualizing this feature of the village.

Regards,

Jolene Rocchio

1/4

October 28, 2012

Jennifer Montgomery  
Supervisor, District 5  
Board of Supervisors  
175 Fulweiler Avenue  
Auburn, CA 95603

RECEIVED  
OCT 31 2012  
PLANNING DEPT.

Subject: Proposed Squaw Valley Village Development

Our home is in Carnelian Bay over on the north shore of Lake Tahoe. I have been visiting Squaw Valley all my life, beginning in 1953. In the "old" days it always felt like Alex Cushing cut corners on most of the development there, which sadly cheapened the "alpine experience" we all sought, but the mountain and meadow are truly one of a kind.

When Intrawest unveiled their plan for "The Village at Squaw Valley" (what, 15 years ago?) we were all thrilled. It meant that someone was actually going to "build it right". The other alpine villages Intrawest built, most notably Whistler, British Columbia were wonderful. They built villages that are tasteful, functional and are among most beautiful mountain resorts in North America and Europe. Alas, as you know, only 2 of their 4 Phases for the Village were built.

When the new owners of Squaw announced they were planning to complete the village all of us (that love Squaw Valley) were thrilled. We recently attended a presentation made by Chevis Hosea, Squaw Valley's VP of Development. To be blunt, we were in shock over what is being planned.

Mr. Hosea had several poster board representations of their village expansion plans and in particular a depiction of how their "Landmark Condo Hotel" will look in relation to the existing buildings. As depicted, their proposed Hotel was only slightly taller than the tallest existing village buildings (which are already reasonably tall for a small mountain valley community). I scratched my head and wondered: ***How could a 10 story hotel built on a two story platform (12 stories in all) appear to be only one story (roughly) taller than the 4 story buildings directly behind and adjacent to it?***

My understanding is that their planned Hotel is 154 feet high. The existing Village ridgeline height is 60 feet. So the Hotel is over 2 1/2 times taller than the current village, yet on the presentation board it only appears to be slightly taller. Are they building floors that are just 5 or 6 feet tall?

Mr. Hosea was being terribly deceptive, and he knew it, and when questioned his answer was "it's a matter of perspective", never admitting that their building would tower above the existing village on the far southern edge.

So apparently we need to see it from a different "perspective". Then they should be required to present a 3-dimensional scale model, something the public can view, walk around and consider from different angles and heights to fully understand what a huge, out of place, mass the hotel will be. I recall that Intrawest had a scale model of the village that we were invited to view.

And as we listened to his their plan, it became apparent that there are so many things to question, among them:

1. Is it reasonable to build a village more than 4 or 5 times the footprint of Intrawest's plan and maybe 8 or 10 times the footprint Intrawest was able to complete? Water, Sewer, Environmental impact of so much development and population? I know there will be an EIR, but it's also a "no-brainer".

2. Can so many new beds be filled? And if so by whom (locals? Placer County residents? California residents?). Mr. Hosea said they plan "to get the people that currently go to Vail and Aspen" for extended stays in Squaw Valley and reduce the day use which will reduce traffic. This is good? The traffic part, OK, but to invite the world to come trample one of our most beautiful Sierra meadows and simultaneously reduce the number of regular people (who can't afford Aspen, Vail or an extended stays in Squaw Valley)? Why? so KSL and it's investors can make a profit?

3. And can their new units be sold or will they just add to the glut of unsalable property in the Valley (the current Village has many, many units for sale, not selling due to lack of demand, and at the Resort at Squaw Creek they literally can't be given away)?

4. Who will pay for all the overdeveloped empty real estate, taxpayer bailouts, higher lift ticket, food and parking prices? They are virtually eliminating all of today's "free" parking. Once underground will they be charging a fee just to come to the valley for the day?

5. Who will complete the buildings when the developer walks away due to inability to sell the units (or will we all be happy looking up at 1/2 finished buildings as the wind blows through where windows and doors would have one day been installed) ?

6. To increase demand to be in the Valley they propose a "Mountain Adventure and Aquatic Center". Is a beautiful High Sierra meadow where we want or need a "Disneyland-like" attraction that tries to imitate what is right outside? "*Water-based recreation rides*" (i.e. water slides) and "*Extensive indoor/outdoor pools*"? (what Mother Nature's lakes and streams aren't good enough)? A "*rock climbing wall*" (again, something wrong with Nature's granite mountains right outside)?

Seems we are catering to people who can't be bothered with hiking or walking or being outside (maybe the people from back east are afraid of bears?). A "*Bowling Alley*"? (yeah got to have that, there's so much demand to bowl when you've planned a visit to enjoy the wonders of the High Sierras), and a "*Multi-generational arcade*"! (just like Chuck E. Cheese!). It all sounds so wonderful. We are doing that valley proud. Right.

And why not go-carts, miniature golf, and a Ferris Wheel? Hey, they could even schedule travelling carnival or circus down by Squaw Creek! Gotta entertain those folks who don't like to go outside and experience Mother Nature.

Are we out of our minds to even consider all this???

7. And how is it they get a large parcel rezoned from "Forest Recreation" to "Village Commercial Core"? When asked, Mr Hosea's answer was "there is just a sliver that needs to be rezoned". A sliver? I think we need to hear his definition of sliver.

He went on to say "where the Hotel is going is the most valuable real estate we bought and we are entitled to make a profit from it". Pardon me? They are entitled? They can't make

enough money on what they bought (as zoned) so they just move things around to suit their perceived entitlement to more profit?

8. And Mr. Hosea said (to the audience, mostly current homeowners in the Village) "you'll all make money too!" Your units will go up in value. Does he really think making a big profit is every ones goal? or the reason people bought a family recreation spot in Squaw Valley? Does he really think that more dollars in value on paper (if that ever were to materialize) will compensate anyone for the impact of a huge 12 story monolith rising up from what used to be lightly developed, mostly open space for all to enjoy? That area was zoned "to retain the general character of the forest environment"?

I'm afraid that increased real estate values are only useful to those who want to "cash out" and leave. For those families that want to continue to come to the Valley and enjoy it's beauty, increased real estate value is just something on paper. At least KSL admits it's true motive.

9. I know our County has been impacted by reduced property tax revenue, but is that a reason to approve something that would not be approved in better financial times? And how many property tax bills are currently unpaid in the present Village at Squaw, Resort at Squaw Creek and Northstar? Property owners going in to foreclosure, short sales or bankruptcy are not a good source of property tax revenue, and vacant or unfinished properties aren't either. I would think the County would recognize the economic instability this size development creates for existing property owners and local economies. Overbuilt ski areas are not good for anyone (with the exception of the promoters if they can walk away leaving the bankers and investors holding the bag).

10. And if rezoning is to occur, how can an area on the far southern edge of the commercial development be zoned "Core Village"? Doesn't "Core" mean "in the center"? Doesn't a village have the nicest esthetics when it's highest buildings are in the center, with diminishing heights as they become more distant from that center?

11. And finally, are we going to allow them to tear down all that remains of the 1960 Olympics? Shouldn't something be preserved to remember that historic event, place and time?

I better stop for now. Sorry, I couldn't figure out how to be any briefer with this.

As I write I keep shaking my head in disbelief,

Sincerely,



Norm Schlinger

P.O. Box 937

5298 North Lake Blvd

Carnelian Bay, CA 96140

cc Alex Fisch - Project Manager  
Planning Services Division  
3091 County Center Drive  
Auburn, CA 95603

Attn: Maywan Krach, Community Development Technical  
Placer County, Planning Services Division  
3091 County Center Drive  
Auburn, Ca 95603

Sent by mail

And by email to: [cdraecs@placer.ca.gov](mailto:cdraecs@placer.ca.gov) and [afisch@placer.ca.gov](mailto:afisch@placer.ca.gov)

1 November 2012

From: James Peter Schweitzer, 415 Squaw Peak Rd, Olympic Valley, CA 96146

RE: Squaw Valley Notice of Preparation and EIR Preparation

Dear Sirs

It was a pleasure to attend today's meeting regarding KSL/Squaw Valley's partial proposal to develop land adjacent to the Squaw Valley Ski Area. There were obviously many comments made today, verbally, to the county, KSL/Squaw Valley and those interested parties in attendance. They are now part of the record and must be included in the EIR. I hope to not be redundant but to clarify some of the issues raised and raise new issues.

1. Ski Area as real-estate. This is similar to the concept of golf courses as real-estate and as we have seen in Truckee and around the US the inability to sell the real-estate can be disastrous to a community. A majority of their plan is to sell condo's and time shares to fund the development. Should they not be successful who will pay for the cost that homeowners normally pay? In other words if these buildings are built and not sold and KSL (or the legal entity who is actually doing the project) files for bankruptcy who will bear the economic, social and environmental burden for that failure? Grey's Crossing is a good example of this type of failure. This must be seriously addressed or the Plan must be rejected.
2. Increased snow making. KSL has greatly publicized its investment in Squaw for the last two years and for the next 3 including new lifts, etc. One of their larger investments is in new and increased snowmaking. This new snowmaking will use far more water than in the past, though that water usage is not calculated in today's water usage. In other words, historic water use 2012 and earlier is not as valuable as the metric for water use in 2013 when far more water will be used than previously. The EIR must address this greater use of snowmaking and plans KSL has to increase snowmaking in the future, which will also increase. And with global warming and less water how will that be calculated?
3. How is the calculation for water use for the new structures calculated? Will it be detailed in the EIR?
4. Phase 1 is the focus of KSL's proposal and Squaw's plan but phases 2/3/4 must be addressed now to get community support. Without more details on the later phases it is at least negligence on the part of the county to consider approval for any Phase 1 and possibly much worse.
5. The number of \$100,000,000.00 in real-estate value was introduced today by KSL for Phase 1. How does that value and resulting property tax color the Placer County approval process?
6. Economic viability – somewhat relating to item 1, above. What if their plan is not economically viable, while it is on one hand the investors risk (those who invest in the project) it is also the risk that all Olympic Valley residents also have to deal with. While KSL may have substantial assets (today, we assume) we have all seen that anyone taking risks on real-estate and operations in seasonal businesses have failed at an alarming rate. How will the EIR address this situation?
7. Historic Buildings – What is Placer County's definition of a historic building?
8. Open Space – It was brought up today that the developer has a responsibility to provide new open space, parkland, etc. as a percentage of the new built space for specific uses? What is the exact requirement of the developer and where is the new "open space" going to be? It has not been specified in the current proposal. At a minimum the EIR must address this.

9. Parking – It was stated today and in the Proposal that new “offsite parking” will be created. Where is that offsite parking, how will it be accessed, who owns that land, what if that land is not available in the future, etc. There does not appear to be a comprehensive parking plan. Without one this plan must not be approved.
10. Traffic – There appears to be no traffic plan associated with this Proposal. Has there been input from those agencies who are involved with traffic, i.e. CalTrans, Sheriff’s of Placer and Nevada County, Calif Highway Patrol and local police agencies? What studies have been done? The Truckee/Tahoe basin has a significant traffic problem and there appears to be no part of the Proposal that deals with this.
11. Employee Housing – While it is mentioned that this is a component it is not included as a component in Phase 1 of the Proposal. As the county requires this it seems that this Proposal as submitted cannot even be reviewed, or better said, immediately rejected until it is covered.
12. Employee Parking – Current employee parking is not well defined or controlled. With this level of construction there will be far more employee’s than there are today and with less parking in the valley available. Without this issue being covered in detail and approved by citizens this Proposal must be rejected.
13. Squaw Valley Road – This road cannot handle, on many days, the current traffic load. With the increase in visitors, season pass holders, etc. the road can certainly not handle more traffic. I see no provision or discussion in the current Proposal that deals with this. Placer County, if it approves this plan, will be held liable for any disaster that occurs that is a result of no plan for traffic on Squaw Valley Road. In the absence of a traffic plan this Proposal must be rejected.
14. Changes to Project – While some changes to the project must be expected and lowering in height of one building (not yet approved for the prior height) in exchange for a raising of another two buildings (also not yet approved) is not really a tradeoff since nothing has actually submitted, and far from being approved. While some changes to the project may be done by Placer County planners, items like building height, scale, massing and some many items may not. In light of so little actual detail of what might be built this Proposal must be rejected.
15. Squaw Peak Road #1 – While much has been alluded to there have been no specifics of how this road and adjacent property of KSL will be used. As an example the hotel proposed to be built in the Olympic House area does not show any access to the building. Will it be via Squaw Peak Road? Where will access to the parking be from? Without a specific proposal to be reviewed this plan must be rejected.
16. Squaw Peak Road #2 – On the Proposal plan at the loop there is the statement “surface parking”. What does this refer to specifically. While it is not a part of Phase 1 it is clearly KSL’s plan to use this space for parking. What specifically are they considering? Without specific’s for this Phase 1 must be rejected.
17. Lighting – There is no mention of lighting of the exterior of the buildings. When OVI was built no one considered that they would place spot lights on Granite Chief and in other areas of the site. Without a lighting plan Phase 1 must be rejected.

Sincerely,



James Peter Schweitzer

Mr. Alex Fisch, Senior Planner

Placer County Planning Dept.

3091 County Center Drive

Auburn, CA 95603

Dear Mr. Fisch:

I am writing this letter to comment upon the NOP & IS regarding the proposed Village in Squaw Valley. I have several concerns about which I would like the draft EIR to consider.

**1-Aesthetics:** The beauty of this valley is unique in the Sierras, and I would hope that the planners will take into account the significant negative impact of buildings so high as to tower over the existing village as well as to obstruct views of the adjacent beautiful mountains. Mitigation measures should include but not be limited to lowering of proposed buildings to that of those in the existing village, moving any higher buildings away from the existing village, and insuring view corridors remain undisturbed.

**2-Traffic:** Even though it has been suggested that with visitors staying for longer periods, there will be fewer cars moving in and out of the valley, I am still concerned that with over 1000 new units in the valley, there will be a constant ebb & flow of traffic on the main road into this valley from both visitors and employees such that residents will have a very difficult time entering the main road. The traffic issue needs to be thoroughly evaluated, both for skier/visitor use as well as emergency use (fire & ambulances). A possible mitigation measure could be local bus transport provided by KSL, and locating employees in housing within the valley so they do not add to the traffic.

3- **Blight:** While I understand that economic viability is not an item to be considered in the draft EIR, the blight caused by overbuilding both in commercial and residential sector could well lead to unoccupied spaces often related to supply exceeding demand and empty storefronts (businesses unable to compete with each other) as well as empty rooms/beds. One way to mitigate blight is to limit the number of rooms and retail spaces to a more "reasonable" number.

4- **Water:** We have heard a lot about verifiable water amounts and assessments of water, and I believe that there needs to be proof that there is enough water to provide for the project and that the needs of the project do not adversely affect the existing aquifers, particularly over longer periods than those involved in well testing. I am concerned that the taking of water from the mountain wells may well negatively impact the existing aquifers both in amount and quality, and there should be mandated improvements to the Creek done by KSL as well, including but not limited to altering the creek course so as to somehow wind it more aesthetically through the village and parking areas.

5- **Community:** I am concerned that there has not been sufficient analysis and thought given to what KSL can and should do for the community in which they are planning to build this project. They should be required to create open space for the residents for the privilege of building in this valley and they need to make some concessions about the length of time the community will be adversely impacted by the long term construction that is planned. The noise and dust created by some 10-15 years of building needs to be mitigated!

Thank you in advance for your consideration.

I remain very truly yours,

Jon Shanser

POB 2910 & 1580 Lanny Lane

Olympic Valley, CA 96146

1064 Lanny Lane  
Olympic Valley, CA 96146  
7 November 2012

Mr. Alex Fisch, Senior Planner  
Placer County Planning Dept.  
3091 County Center Drive  
Auburn, CA 95603

Here are my comments on the Village of Squaw Valley NOP/IS.

1) Objectives – In the paragraph about “a range of reasonable alternatives” the statement is made about alternative plans being “capable of meeting most of the projects’ objectives”. Section 1.4 of the Initial Study spells out these objectives. The only mention of size is the statement “... 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.”” Is there anything quantitative associated with this phrase? If the development were one half the size, would that satisfy the objectives? How does one go about determining the “optimum number”? This would seem crucial to evaluating alternative designs.

2) Noise – the NOP says that the project "could generate noise that could disturb nearby sensitive land uses". That is a very strange term. Does that include the residents that live above the Village on the hillside to the north? Will the analysis take into account reflection of Village noise (eg concerts) off the high rise buildings towards these homes? Will the alternative designs evaluate changes to this noise level if the heights are reduced, or the buildings rearranged? Does the analysis include the move of the snow making equipment from its current location to the new proposed location? Does the analysis include noise from the Twister (we were told the EIR would assume the existence of the twister).

3) Shadows – I did not see this mentioned anywhere. In the winter, even in the existing Village, the low sun angle creates shadows that promote the formation of ice on walkways and roadways. With the considerably larger size of the proposed project, I would suggest that most of the project area will be in shadow for a good deal of the winter – making walking and driving around treacherous. How is this to be mitigated?

4) Employee housing – The Initial Study says that " Because existing employee housing would be removed and the demand for employee housing would increase as a result of the proposed project, replacement housing may need to be provided either within the plan area or off-site ". It also points out that this need for housing can be supplied by a rent subsidy.

But at the MAC meeting (attended by Supervisor Montgomery) in September, this subject was raised and discussed. The consensus of all concerned was that the "rent in lieu of" that was used for the current village should not be repeated, and that employee housing within the valley should specifically be considered as part of the project. Employee housing within Squaw Valley should be part of the project and should be part of the EIR. Please refer to the below link.

<https://docs.google.com/open?id=0ByRSrrx460DsMUtnVkJTIZKdW8>

5) Recreation Facilities – On page 2–55 of the Initial Study, it states that recreation facilities must be added under the Placer County General Plan. But recreation is not one of the items listed on page 6 of the NOP. What happened to it? Was that an oversight, did I miss something, or will it just not be covered. The Placer County General Plan requires that 5 acres of improved parkland and 5 acres of passive recreation or open space be provided for every 1,000 new residents. This must be included in the EIR and, to analyze this, the project plan should include how this is to be achieved, which it does not seem to.

6) Economic Viability – I know the Board of Supervisors has stated that economic viability is not an explicit consideration for approval. But in analyzing this project, it would seem a travesty not to consider the fate of Ritz Carlton at Northstar, Old Greenwood, Grey's Crossing, or even the existing Squaw Village. Therefore, the EIR should include a scenario in which Phase 1 of the new Village is all that is built. Perhaps this should be one of the alternative designs considered?

7) The Existing Village and Other Condo (eg Squaw Valley Lodge) buildings – It would seem that the county has some obligation to the residents who bought units in the existing Squaw Village. Their purchases were made with the expectation that the Village would be built to completion, and therefore not left as the island it is today. These units are proposed to be surrounded by buildings more than twice their size – cutting off their views, shadowing their walkways, vastly increasing the noise and trafficking – with very little input. It would seem fair that the NOP should address their situation as a special case.

8) Historic Buildings – the NOP says “Additionally, several buildings located in the plan area and proposed for demolition as part of the proposed project were constructed for the 1960 Winter Olympics and could be considered historical resources. These issues will be evaluated in the EIR”. While the existing buildings are not listed as part of the California Historical Resources”, will the EIR analyze whether they should be? Or even if they should be a Historical Landmarks? Or a Points of Historical Interest?

9) Construction – Section 1.5.6 of the Initial Study says ‘The proposed project is projected to be built-out over 12–15 years’. The residents of Squaw Valley are therefore being asked to tolerate construction noise and traffic, disrupting their lives, and potentially affecting their property values over an extended period of time. Other than noting the county code to be applied, and the potential significant impact (to be analyzed), there seems to be no consideration of the length of time over which this impact will occur. We would hope the EIR would consider mitigation such as widening Squaw Valley Rd, restrictions on construction traffic to time and number, or even better, that a ring road (as originally envisioned in the 1983 General Plan) be constructed so that the existing Squaw Valley road only sees one-half the traffic?

10) Water Resources of Phase 1 versus Entire Buildout – Water availability has always been the biggest question mark concerning any construction in Squaw Valley. This proposed development, with its MACC, will be a significant consumer. From what I understand, the EIR calls for a verifiable water supply for Phase 1, but only an assessment for the remainder of the project. It would seem, considering the nature of the issue and the consequences of an error in the assessment, that this EIR should contain a verifiable water supply for the entire project.

In addition it would seem reasonable that the water analysis include all water sources currently in use, such as the Mutual Water Company pumping their horizontal wells from the north side of the valley, the PSD pumping from the south ridge, and the Ski Corp pumping and purveying water to Gold Coast and High Camp from wells they have on the upper mountain.

11. Alternative Designs – It would seem that many of the environmental objections that the public has raised concern the height of the buildings in close proximity to the existing village and the other condo buildings (eg Squaw Valley Lodge). The other focus is size and breadth of the MACC. I would propose an alternative be evaluated that has three characteristics: (1) that all new Village buildings in close proximity to existing buildings start out at the same height, and build up as they step back, (2) that the MACC be moved away from the “snow line”, thereby recovering some snow line residential space, and move it more into the interior (may fall out of phase 1), and (3) that the tallest buildings be along the creek, and not up front, thereby minimizing the shadowing and view impacts. The “ski-in, ski-out” aspect loss can be mitigated by including extensive locker space in the ground floor of the buildings along the “snow line” for residents and guests (and hopefully, outsiders who want lockers).

12. Additional Water Storage – It is highly likely that the overall development may require construction of a 1,000,000 gallon domestic water storage tank according to information from the Mutual Water Company. It would be very close to being the size of the existing PSD tank (1.13 million gallons) at the end of Washoe Drive's extension. It would require excavation and would have some visual impact. If such a tank is required, and the water supply analysis should spell this out, then this tank should be part of the EIR.

13. 100 yr flood plain and podium parking

The IS (and NOP) state that parts of the phase I area are in the flood plain. Originally, the flood plain was used by the Developer in their presentations to justify "podium" parking structures and then mounting the buildings on top of these. We do not believe that the statements about the 100 yr flood plain are valid. And perhaps so does the developer, since lately the argument has been that the podium parking is needed because storm waters would go through the village. This perhaps is only partly true or perhaps not true at all. The 1997 storm was probably a 100-yr event, and the waters from the South Fork of Squaw Creek overflowed at the right-angle bend above Alex Cushing's house and inundated Squaw Valley Lodge and swimming pool and other places in that general area. But the waters did not reach the area of phase I. There is perhaps no justification for the podium parking except for cost. As eliminating it and requiring subterranean parking like the present village would further mitigate the esthetics issues, I believe the requirement should be investigated and be evaluated as one of the alternative designs.

Thank you



David Stepner  
1064 Lanny Lane  
Olympic Valley, CA 96146

**From:** David Stepner  
**To:** Placer County Environmental Coordination Services;  
**Subject:** NOP comments  
**Date:** Sunday, October 14, 2012 3:55:56 PM

---

Hi Maywan

One more issue that I see.

On page 2-55 of the Initial Study, it states that recreation facilities must be added under the Placer County General Plan. But recreation is not one of the items listed on page 6 of the NOP. What happened to it? Was that an oversight, did I miss something, or will it just not be covered. The Placer County General Plan requires that 5 acres of improved parkland and 5 acres of passive recreation or open space be provided for every 1,000 new residents. Is this project exempt since the population is transient?

Thanks

-----  
David Stepner

**From:** David Stepner  
**To:** Placer County Environmental Coordination Services;  
**Subject:** NOP comment  
**Date:** Thursday, October 11, 2012 5:19:51 PM

---

Hi Maywan

I have read the NOP and Initial Study documents and have the following comments.

- 1) Noise - the NOP says that the project "could generate noise that could disturb nearby sensitive land uses". That is a very strange term. Does that include the residents that live above the Village on the hillside to the north? Will the analysis take into account reflection of Village noise (eg concerts) off the high rise buildings towards these homes? Will the alternative designs evaluate changes to this noise level if the heights are reduced, or the buildings rearranged?
- 2) Shadows - I did not see this mentioned anywhere. In the winter, even in the existing village, the low sun angle creates shadows that promotes the formation of ice on walkways and roadway. With the considerably larger size of the proposed project, I would suggest that most of the project area will be in shadow for a good deal of the winter - making walking and driving around treacherous. How is this to be mitigated?
- 3) Employee housing - The NOP says that "the proposed project would require additional employees; necessitating construction of employee housing, which the Olympic Valley or in nearby communities". The Initial Study also points that this need for housing can be supplied by a rent subsidy. But at the MAC meeting (attended by Jennifer Montgomery) in September, this subject was raised and discussed. The consensus of all concerned was that the "rent in lieu of" that was used for the current village should not be repeated, and that employee housing within the valley should be considered as part of the project. There does not seem to be any element of the project plan that addresses this explicitly, except for the "motherhood" statements. How is the EIR to evaluate this if the Project includes no plan?

Thank you.

-----  
David

Placer County Planning Services Division  
3091 County Center Drive, Suite 190  
Auburn, Ca 95603

Tony and Caroline Vertongen  
1850 Village South Road # 408 W  
Olympic Village, Ca 96146

**Subject: Village at Squaw Valley Specific Plan Project NOP Scoping Comment**

November 7, 2012

Dear County Planning Department,

We have been condo owners since 2003 at the Squaw Village and very much enjoy the beauty and tranquility of the valley. We have reviewed the subject application for the new Squaw Valley Development and its additional project of the "Timberline Twister" and are deeply concerned about the proposed plans for the Village.

First of all, we are concerned about the environmental impact this massive project described as "high density resort residential neighborhood with active tourist related uses" is going to impose on the existing natural habit of the mountain area, the river and wetlands.

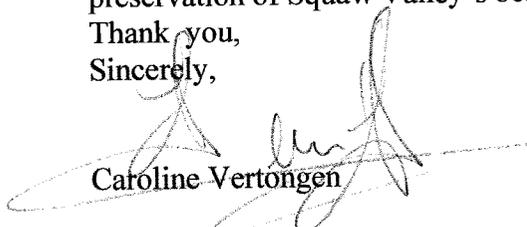
Secondly the more we discover the details of this project, the more we are convinced that the people who represent the Squaw Valley Holdings Company are no nature lovers; therefore, do not understand that projects such as the Timberline Twister and the Mountain Adventure and Aquatic Center (MAAC) are not appropriate for Squaw Valley. People come here to enjoy nature, air quality, and peace. We do not want buildings replacing trees, we do not want air pollution, and we do not want noise.

Originally the plan was proposed as "improvements" to make the village more sustainable and more attractive, but this project is looking more like a wild attraction park with hotel and other rental accommodations that will change the Valley forever.

This project will have a tremendous impact on our natural habitat and its wildlife, due to the removal of trees, the grading and excavation of the hillside, the increased traffic (not only visitors but also heavy construction trucks), the increased pollution, the noise....etc. We are not environmental experts but we are well aware that projects like this will use hazardous materials, produce hazardous green house gases, which cause climate change; will impact the quality and availability of our natural resources such as fresh water and clean air; will require wider roads to facilitate traffic and circulation; will cause erosion and perhaps most importantly will change the serene beauty of the mountain. This no longer sounds like an improvement, but rather a destruction.

We are thanking the members of the Placer County Building Planning to give citizen an opportunity to express their concerns and we are hoping they will consider the preservation of Squaw Valley's beauty for many generations to come.

Thank you,  
Sincerely,

  
Caroline Vertongen

## Maywan Krach

---

**From:** Alexander Fisch  
**Sent:** Wednesday, October 31, 2012 2:48 PM  
**To:** Maywan Krach  
**Subject:** FW: comments regarding Squaw Renaissance Project  
**Attachments:** Dear Municipal Advisory Committee.doc; ATT00001.txt

Please add these to the NOP comments

Alex

-----Original Message-----

**From:** Jennifer Montgomery  
**Sent:** Wednesday, October 31, 2012 2:47 PM  
**To:** Alexander Fisch  
**Cc:** Steve Kastan  
**Subject:** FW: comments regarding Squaw Renaissance Project

Alex, FYI for your files.

Steve, can you please send to the SVMAC members per Ms. Vertongen's request?

Thanks to both of you,

Jen

-----Original Message-----

**From:** Caroline Vertongen [mailto:[hermantje@aol.com](mailto:hermantje@aol.com)]  
**Sent:** Wednesday, October 31, 2012 2:42 PM  
**To:** Jennifer Montgomery  
**Subject:** comments regarding Squaw Renaissance Project

Dear Supervisor Montgomery,

As a condo homeowner at the Village of Squaw Valley we would like to express our thoughts regarding the Squaw Renaissance Project. We live in the Bay Area and will not be able to attend the MAC meeting tomorrow November 1, 2012, but feel it is important to we contribute and provide our input during this important decision making process. I have attached the letter and will be sending you the original in the mail. Please feel free to present our letter at the meeting

Dear Municipal Advisory Committee,

Our family has been a condo homeowner of Station 22 4-408W since 2003. We live in the Bay Area and love the healthy and active outdoors atmosphere of the village and the valley. We love hiking, biking, and most of all the skiing in Squaw Valley. The valley restores the tranquility and family time that is often disturbed by the busy and stressful lives in the Bay Area. We love the area and would like to keep it that way.

We also have seen the changes in the Village over the years and agree that the village could use more amenities to make it more attractive and more vibrant as well as more financial sustainable, but we do not think that the Squaw Renaissance Project is the right concept.

We are deeply concerned about the environmental impact that this gigantic development proposal will cause and how that will alter the "down to earth", low key attitude that makes this village so special. We are not so sure that the Village is ready to change into "a world class recreation based all season resort" as mentioned by Chevis of the Squaw Real Estate LLC.

We are opposing the proposed height of the new hotel and other proposed buildings. It ruins the magnificent view for the current homeowners and demonstrates a lack of respect for the existing village experience so many locals and visitors enjoy. We are deeply concerned that the future infrastructure needed to accommodate the "resort like atmosphere" will change the character of the village and the valley.

We are pro improvement, but against the magnitude and ideas of this proposed plan because these investors do it for their own profits and care less about the environmental impact their plan will have on the quality and character of the mountain, the village, and ultimately the valley.

**From:** Alexander Fisch  
**To:** Maywan Krach;  
**Subject:** FW: Squaw Valley Development--public response  
**Date:** Monday, November 05, 2012 8:41:40 AM

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Please add this to the NOP comments.

Alex

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**From:** wendy wood [mailto:wendylwood@earthlink.net]  
**Sent:** Saturday, November 03, 2012 3:01 PM  
**To:** Alexander Fisch  
**Subject:** Squaw Valley Development--public response

Mr. Fisch:

I have attended several of the public meetings regarding the proposed KSL development of Squaw Valley.

The density is far too much considering the egress and ingress, a ring road or other form of transportation must be included. My family has skied at Squaw Valley for the past 50 years, we are not opposed to responsible development however the density proposed without consideration to the peak use times is irresponsible and doomed to failure. We built a home in the Hidden Lake area of Squaw Valley, we have since sold it and moved on to Lake Tahoe in one of two solar homes we built in 2007. We understand responsible and tasteful development in Tahoe, we are full time residents.

I have also noticed over the years that most massive developments in Squaw Valley have failed miserably, it is usually the second or third owners that have the financial basis low enough after some form of bankruptcy or credit write down, to have the project reasonably succeed..i.e. The Resort at Squaw Creek and The Intrawest Village. Financial viability is not the County's issue however it is the fall out that those of us who are left with a failed commercial concern have to think about in advance.

I suggested also to the developer at the meeting on November 1 that the design was cold and commercial. Perhaps if some more improved design elements are used, people vehemently in opposition would warm up to the project more. It is

easier to accept a massive project if it has some appealing design elements—the current renderings are very unattractive and clearly maximizing all available space with the least amount of expense.

There will obviously be some development in Squaw, please attempt to see that it is done with taste and long term vision. Good luck, we all hope you take this job seriously. We too just wrote a five figure property tax check to the assessor.

## **Wendy Wood**

**PADI open water instructor**

**#264726**

**EFR Trainer**

**MSDT Instructor**



November 8, 2012

Maywan Krach, Environmental Coordination Services  
Placer County Community Development Resource Agency  
3091 County Center Drive, Suite 190  
Auburn, CA 95603  
Sent via email to [mkrach@placer.ca.gov](mailto:mkrach@placer.ca.gov)

**Subject: Village at Squaw Valley Specific Plan and Phase I Project,  
Notice of Preparation of a Draft Environmental Impact Report**

Thank you for submitting the Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the Village at Squaw Valley Specific Plan and Phase I Project (proposed project) to the Placer County Air Pollution Control District (District) for review. The project proposes a Specific Plan located on approximately 101 acres at the west end of Squaw Valley. The proposed project is a mixed use development that includes resort residential, commercial, and recreational land uses and associated parking and other visitor amenities. In addition, the Project includes more detailed plans for "Phase I" of four proposed project phases.

The proposed project is located within the Mountain Counties Air Basin which is a nonattainment area based on state ozone (1-hour and 8-hour average) and state PM10 (24-hour and annual average) ambient air quality standards, as well as nonattainment for federal ozone (8-hour average). Based on the project size, the project may result in significant short-term and long-term air quality impacts and contribute substantially to significant cumulative air quality impacts occurring within Placer County and the Squaw Valley community. The District, therefore recommends the air quality analysis prepared for the DEIR provide the following information.

1. The NOP and attached Initial Study indicate that: *"The EIR will evaluate the environmental effects of the Specific Plan at a program level, and will evaluate the first phase of the Specific Plan—the Phase I Project (also referred to simply as Phase I)—at a more detailed, project level."* The NOP further states that, prior to approval of entitlements to develop subsequent phases of the proposed project; remaining phases will be reviewed to determine if the future development projects are within the scope of the Program EIR. If it is the intent of the County to allow future tearing from the EIR, the District recommends that the analysis for the program level EIR include a worse-case scenario at full build-out, based on reasonable assumptions, in order to consider cumulative air quality impacts that might be slighted in a case-by-case analysis. It is not clear from the NOP/Initial Study if the same level of detail provided for Phase I would be considered for the overall proposed Specific Plan which would then be consistent with CEQA and the requirements for a Program EIR for tearing purposes. If a Program EIR is prepared, the DEIR should contain a sufficient air quality analysis which meets the intent of the CEQA Guidelines Section 15168 (Program EIR). This section of the CEQA Guidelines states that *"With a good and detailed analysis of*

*the of the program, many subsequent activities could be found to be within the scope of the project described in the program EIR, and no further environmental documents would be required”.*

2. The NOP appears to contain conflicting information as to the total square feet of development proposed. For example, Table 1-4 in the Initial Study indicates an overall, proposed square footage for Phase I at 908,866 square feet. However, Table 1-1, which shows the proposed land uses for the entire Specific Plan, indicates only 454,000 square feet of “Maximum Commercial” within 100% of the plan area. This table is somewhat confusing since there is no indication of any “residential” land uses within this table at all and the table gives the impression that only 454,000 square feet of development is proposed for the entire Specific Plan. In order for the District to adequately respond to the overall scope of the proposed project, the District requests further clarity of the development estimates for the entire Specific Plan area provided in the NOP/Initial Study.
3. The Background/Setting section should describe the existing ambient air quality in the project’s location, the air quality standards which the project region must maintain, the rules and regulations that create those air quality standards, and the potential for the proposed project to contribute to violations of the applicable standards.
4. Given the size of the project, a detailed air quality analysis should be performed for the entire Specific Plan to determine the project’s potential impacts on air quality. The District recommends that the analysis be performed using the most current version of CalEEMod. The analysis should use the vehicle miles travelled (VMT) data from the project’s traffic study, based on a reasonable worst-case scenario. The analysis should document all emission factors, assumptions, and modeling inputs and outputs (i.e., both on and off-site expected traffic, mix of light-duty and heavy-duty vehicles, existing and nearby land uses, etc.).
5. Quantified emissions should be used to determine the significance of the project’s short-term, long-term, and cumulative impacts to air quality. The DEIR should include sufficient on-site and off-site mitigation strategies to reduce this project’s air quality impacts below the current District’s recommended Significance Thresholds of 82 pounds per day for nitrogen oxide (NOx), reactive organic gas (ROG) and particulate matter emissions (PM10) and 550 pounds per day for carbon monoxide (CO) emissions. The District also applies a “10 lbs per day” standard as the recommended threshold for mitigating the project’s cumulative impacts resulting from its ROG and NOx emissions.
6. The DEIR should include a range of alternatives for the proposed project that could effectively minimize air quality impacts. A thorough emissions analysis should be conducted for each of the proposed alternatives. All calculations and assumptions used should be fully documented in an appendix to the DEIR.
7. The NOP/Initial Study states that: *“Traffic associated with project operation would include the trips generated by new employees and guests, thereby increasing existing traffic levels compared to existing conditions. Similar to project construction, long-term project operation could result in adverse roadway conditions, including decreased level of service, an increase in traffic hazards, and roadway degradation due to the substantial increase in traffic volumes”.* The DEIR should identify any intersection that the traffic study indicates would drop to a level of service “E” or lower as a result of this project alone or cumulatively. A CALINE 4 modeling analysis for CO concentration should be performed if any roadway segment will operate at LOS E or worse after project implementation.
8. The District currently does not have an established threshold for construction or operational related greenhouse gas (GHG) emissions. However, a determination of significance should be disclosed and based on the Project’s potential to interfere with GHG reduction goals

established by regulatory requirements. Mitigation measures should be included to reduce potentially significant levels of GHG emissions. The California Air Pollution Control Officers Association's (CAPCOA) guidance document "Quantifying Greenhouse Gas Mitigation Measures" provides additional resources to identify feasible mitigation measures and quantify emission reductions. In addition, the CAPCOA document: "Quantifying Greenhouse Gas Mitigation Measures" can provide additional resources to identify feasible mitigation measures and quantify the possible emission reductions for the proposed project.

- ✓ CAPCOA Guidance- "CEQA and Climate Change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to CEQA."
- ✓ CAPCOA Guidance- "Quantifying Greenhouse Gas Mitigation Measures."

9. Where appropriate, the DEIR should describe all air pollutant sources and analyze sources that have the potential to emit toxic or hazardous air pollutants such as diesel exhaust, and are located in close proximity to sensitive receptors such as children, senior citizens, or patients. If the proposed project is sited near any existing toxic sources, health impacts may occur due to incremental cancer and non-cancer risk for the affected sensitive receptors even at very low levels of emissions.
10. In the event that the analysis demonstrates the potential for the proposed project to exceed applicable thresholds, the District recommends the incorporation of the attached recommended mitigation measures to reduce construction and operational emissions. A list of District Rules to be placed on the improvement plans is also attached for your consideration.

If you have any questions or concerns, I can be reached at (530)-745-2333 or via email at [agreen@placer.ca.gov](mailto:agreen@placer.ca.gov).

Sincerely,



Angel Green  
Associate Planner

Cc: Yu-Shuo Chang, Senior Planner  
Tom Thompson, Planning Consultant

Attachments: A. Recommended Mitigation Measures (Construction)  
B. District Rules and Regulations (Construction)  
C. Recommended Mitigation Measures (Operational)  
D. District Rules and Regulations (Operational)

**Attachment A**  
**Recommended Mitigation Measures (Construction)**

**NOTE: Mitigation measures may be different than those listed here based on any agreement between the local jurisdiction and the District.**

1. 1a. Prior to approval of Grading or Improvement Plans, (whichever occurs first), on project sites greater than one acre, the applicant shall submit a Construction Emission / Dust Control Plan to the Placer County Air Pollution Control District. If the District does not respond within twenty (20) days of the plan being accepted as complete, the plan shall be considered approved. The applicant shall provide written evidence, provided by the District, to the local jurisdiction (city or county) that the plan has been submitted to the District. It is the responsibility of the applicant to deliver the approved plan to the local jurisdiction. The applicant shall not break ground prior to receiving District approval, of the Construction Emission / Dust Control Plan, and delivering that approval to the local jurisdiction issuing the permit.  
  
1b. Include the following standard note on the Grading Plan or Improvement Plans, or as an attached form: The prime contractor shall submit to the District a comprehensive inventory (e.g., make, model, year, emission rating) of all the heavy-duty off-road equipment (50 horsepower or greater) that will be used in aggregate of 40 or more hours for the construction project. If any new equipment is added after submission of the inventory, the prime contractor shall contact the District prior to the new equipment being utilized. At least three business days prior to the use of subject heavy-duty off-road equipment, the project representative shall provide the District with the anticipated construction timeline including start date, name, and phone number of the property owner, project manager, and on-site foreman.  
  
1c. Prior to approval of Grading or Improvement Plans, whichever occurs first, the applicant shall provide a written calculation to the District for approval demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet-average of 20% of NO<sub>x</sub> and 45% of DPM reduction as compared to CARB statewide fleet average emissions. Acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. The following link shall be used to calculate compliance with this condition and shall be submitted to the District as described above: [Construction Emissions Mitigation](#).
2. Include the following standard note on the Improvement/Grading Plan, or as an attached form: During construction the contractor shall utilize existing power sources (e.g., power poles) or clean fuel (e.g., gasoline, biodiesel, natural gas) generators rather than temporary diesel power generators.
3. Include the following standard note on the Improvement/Grading Plan, or as an attached form: During construction, the contractor shall minimize idling time to a maximum of 5 minutes for all diesel powered equipment.
4. Prior to the approval of grading or improvement plans, the applicant shall retain a qualified geologist or geotechnical engineer to conduct additional geologic evaluations of the project site to determine the presence or absence of naturally-occurring asbestos onsite. These evaluations shall include the project site and each offsite parcel where infrastructure construction or installation would occur. These evaluations shall be completed and submitted to the District prior to issuance of any grading and/or improvement plans.

5. Signs shall be posted in the designated queuing areas of the construction site to remind off-road equipment operators that idling is limited to a maximum of 5 minutes.
6. Idling of construction related equipment and construction related vehicles is not recommended within 1,000 feet of any sensitive receptor.

**Attachment B**  
**District Rules & Regulations (Construction)**

District "Rules & Regulations" are required for all projects. While not specifically listed as "mitigation" in an environmental document, District Rules & Regulations may be required as conditions of approval during the entitlement process.

To be included as standard notes, or as an attached form, with all Improvement Plans, Grading Plans, and/or Design Review Permits, including those projects exempt by CEQA.

**NOTE: It is up to each lead agency whether or not District rules or other local, state, and federal rules are considered within the baseline of a project, or used as mitigation for an identified impact.**

The following is an "all inclusive" list and may not be applicable to every project.

1. Construction equipment exhaust emissions shall not exceed District Rule 202 Visible Emissions limitations. Operators of vehicles and equipment found to exceed opacity limits are to be immediately notified by the District to cease operations and the equipment must be repaired within 72 hours. (Based on APCD Rule 202)
2. The contractor shall suspend all grading operations when fugitive dust exceeds District Rule 228 Fugitive Dust limitations. The prime contractor shall be responsible for having an individual who is CARB-certified to perform Visible Emissions Evaluations (VEE). This individual shall evaluate compliance with Rule 228 on a weekly basis. It is to be noted that fugitive dust is not to exceed 40% opacity and not go beyond the property boundary at any time. Lime or other drying agents utilized to dry out wet grading areas shall not exceed District Rule 228 - Fugitive Dust limitations. Operators of vehicles and equipment found to exceed opacity limits will be notified by the District and the equipment must be repaired within 72 hours. (Based on APCD Rule 228)
3. The prime contractor shall be responsible for keeping adjacent public thoroughfares clean of silt, dirt, mud, and debris, and shall "wet broom" the streets (or use another method to control dust as approved by the individual jurisdiction) if silt, dirt, mud or debris is carried over to adjacent public thoroughfares. (Based on APCD Rule 228 / section 401.5)
4. During construction, traffic speeds on all unpaved surfaces shall be limited to 15 miles per hour or less. (Based on APCD Rule 228 / section 401.2)
5. A) In order to minimize wind driven dust during construction, the prime contractor shall apply methods such as surface stabilization, establishment of a vegetative cover, paving, (or use another method to control dust as approved by the individual jurisdiction).
6. B) The prime contractor shall suspend all grading operations when wind speeds (including instantaneous gusts) are excessive and dust is impacting adjacent properties. (Based on APCD Rule 228 / section 402)
7. The contractor shall apply water or use other method to control dust impacts offsite. Construction vehicles leaving the site shall be cleaned to prevent dust, silt, mud, and dirt from being released or tracked off-site. (Based on APCD Rule 228 / section 401.1, 401.4)
8. During construction, no open burning of removed vegetation shall be allowed unless permitted by the District. (Based on District Regulation 3)

9. A person shall not discharge into the atmosphere volatile organic compounds (VOC's) caused by the use or manufacture of Cutback or Emulsified asphalts for paving, road construction or road maintenance, unless such manufacture or use complies with the provisions Rule 217. (Based on APCD Rule 217).
10. Any device or process that discharges 2 lbs per day or more of air contaminants into the atmosphere, as defined by Health and Safety Code Section 39013, may require a District permit. Permits may be required for both construction and operation. Developers/contractors should contact the District prior to construction and obtain any necessary permits prior to the issuance of a Building Permit. (Based on the California Health & Safety Code section 39013) <http://www.leginfo.ca.gov/cgi-bin/displaycode?section=hsc&group=39001-40000&file=39010-39060>

**Attachment C**  
**Recommended Mitigation Measures (Operational)**

**NOTE: Mitigation measures may be different than those listed here based on any agreement between the local jurisdiction and the District.**

1. Prior to building permit approval, the applicant shall show, on the plans submitted to the Building Department, provisions for construction of new residences, and where natural gas is available, the installation of a gas outlet for use with outdoor cooking appliances, such as a gas barbecue or outdoor recreational fire pits.
2. As mitigation for air quality impacts, a bike lane is required for this project. Prior to approval of a Grading Permit, Improvement Plans, or Design Review approval, the applicant shall show that a Class 1, 2, or 3 bicycle lane(s) is provided in areas as approved by the Engineering Division and/or the Department of Public Works (or similar divisions within each jurisdiction) , as defined elsewhere in these conditions of approval.
3. Wood burning appliances, including fireplaces and woodstoves, shall not be installed within any residential units associated with this project. Wording relating to this restriction shall be included within the project's CC&R's.
4. Prior to Design Review approval, the Site Plan shall show that the applicant has provided \_\_\_\_\_ (insert number of spaces here) preferential parking spaces for employees that carpool / vanpool / rideshare as required by the District. Such stalls shall be clearly demarcated with signage as approved by the Design Site Review Committee.
5. Diesel trucks shall be prohibited from idling more than five minutes, (Placer County) or \_\_\_\_\_ minutes (local jurisdictions). Prior to the issuance of a Building Permit, the applicant shall show on the submitted building elevations that all truck loading and unloading docks shall be equipped with one 110/208 volt power outlet for every two dock doors. Diesel Trucks idling for more than the allotted time shall be required to connect to the 110/208 volt power to run any auxiliary equipment. A minimum 2'x3' signage which indicates "Diesel engine Idling limited to a maximum of \_\_\_\_\_ minutes" shall be included with the submittal of building plans.
6. Prior to Design Review approval, the applicant shall show that on-site bicycle racks, as required by the District, shall be reviewed and approved by the Design Site Review Committee.
7. As required by the District, Landscape Plans submitted for Design Review shall include native drought-resistant species (plants, trees and bushes) in order to reduce the demand for irrigation and gas powered landscape maintenance equipment. In addition, a maximum of 25% lawn area will be allowed on site. As a part of the project design, the applicant shall include irrigation systems which efficiently utilize water (e.g., prohibit systems that apply water to non- vegetated surfaces and systems which create runoff). In addition, the applicant shall install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls, rain "shut off" valves, or other devices as reviewed and approved by the Design Site Review Committee.
8. The proposed project exceeds the cumulative air quality thresholds as established by the District (a maximum of 10 lbs per day of ROG and/or NO<sub>x</sub>). The estimated total amount of excessive ROG and Nox for this project is \_\_\_\_\_ lbs per day (equivalent to \_\_\_\_\_ tons per year). In order to mitigate the projects contribution to long-term emission of pollutants, the applicant shall include one of the following off-site mitigation measures:

- a. Establish mitigation off-site within the same region (i.e., east or west Placer County) by participating in an offsite mitigation program, coordinated through the District. Examples include, but are not limited to: participation in a "Biomass" program that provides emissions benefits; retrofitting, repowering, or replacing heavy duty engines from mobile sources (e.g., busses, construction equipment, on road haulers); or other programs that the project proponent may propose to reduce emissions.
- b. Participate in the District's Offsite Mitigation Program by paying the equivalent amount of money, which is equal to the projects contribution of pollutants (ROG and NO<sub>x</sub>), which exceeds the cumulative threshold of 10 lbs per day. The estimated payment for the proposed project is \$\_\_\_\_\_ based on \$16,640 per ton for a one year period. The actual amount to be paid shall be determined, and satisfied per current California Air Resource Board guidelines, at the time of recordation of the Final Map (residential projects), or issuance of a Building Permit (non-residential projects).
- c. Any combination of a, or b, as determined feasible by the Officer of the District.

NOTE: The above mitigation measure(s) must be satisfied prior to ~~(Choose one)~~: [recordation of the Final Map, issuance of a Building Permit]. In addition, local jurisdictions shall work with the District in order to arrange a method of satisfying any Condition(s) of Approval associated with this mitigation measure.

**Attachment D**  
**District Rules & Regulations (Operational)**

District "Rules & Regulations" are required for all projects. While not specifically listed as "mitigation" in an environmental document, District Rules & Regulations may be required as conditions of approval during the entitlement process.

To be included as standard notes, or as an attached form, with all Building Permits, including those projects exempt by CEQA.

**NOTE: The following is an "all inclusive" list and may not be applicable to every building permit.**

1. Prior to building permit approval, in accordance with District Rule 225, only U.S. EPA Phase II certified wood burning devices shall be allowed in single-family residences. The emission potential from each residence shall not exceed a cumulative total of 7.5 grams per hour for all devices. Masonry fireplaces shall have either an EPA certified Phase II wood burning device or shall be a U.L. Listed Decorative Gas Appliance. (Based on APCD Rule 225).
2. Wood burning or pellet appliances shall not be permitted in multi-family developments. Only natural gas or propane fired fireplace appliances are permitted. These appliances shall be clearly delineated on the Floor Plans submitted in conjunction with the Building Permit application. (Based on APCD Rule 225, section 302.2).
3. Stationary sources or processes (e.g., certain types of engines, boilers, heaters, etc.) associated with this project shall be required to obtain an Authority to Construct (ATC) permit from the District prior to the construction of these sources. In general, the following types of sources shall be required to obtain a permit: 1) Any engine greater than 50 brake horsepower, 2) Any boiler that produces heat in excess of 1,000,000 Btu per hour, or 3) Any equipment or process which discharges 2 lbs per day or more of pollutants. Note that equipment associated with residential structures containing no more than 1 to 4 residential units are exempt from this requirement. Developers / contactors should contact the District prior to construction for additional information. (Based on APCD Rule 501 and the California Health & Safety Code, Section 39013).
4. The demolition or remodeling of any structure may be subject to the National Emission Standard for Hazardous Air Pollutants (NESHAPS) for Asbestos. This may require that a structure to be demolished be inspected for the presence of asbestos by a certified asbestos inspector and that all asbestos materials are removed prior to demolition.

**For more information, call the California Air Resources Board at (916) 916) 322-6036 or the US. EPA at (415) 947-8704. (Based on Calif. Code Regulations, Title 22):**

<http://www.ciwmb.ca.gov/Regulations/Title14/ch35.htm>

**Code of Federal Regulations, Title 40:**

<http://www.ncdot.org/doh/preconstruct/ps/word/SP2R10.doc> (WORD doc).

5. For those projects which include stationary sources (e.g., gasoline dispensing facility, auto painting, dry cleaning, large HVAC units, etc.), the applicant shall obtain an Authority to Construct (ATC) permit prior to the issuance of a Certificate of Occupancy. NOTE: A third party detailed Health Risk Assessment may be required as a part of the permitting process.

6. To limit the quantity of volatile organic compounds in architectural coatings supplied, sold, offered for sale, applied, solicited for application, or manufactured for use within the District, all projects must comply with District Rule 218. (Based on APCD Rule 218)
7. In order to limit the emission of nitrogen oxides (NOx) from natural gas-fired water heaters, all projects that utilize gas fired water heaters must comply with Rule 246. (Based on District Rule 246).

**For complete listing of APCD Rules:**

**<http://www.placer.ca.gov/Departments/Air/Rules.aspx>**

**MEMORANDUM  
DEPARTMENT OF FACILITY SERVICES  
COUNTY OF PLACER**

To: **MAYWAN KRACH, CDRA** Date: October 16, 2012  
From: **CHRIS HANSON, FACILITY SERVICES / ENV. ENGINEERING**  
Subject: **NOTICE OF PREPARATION FOR THE PROPOSED VILLAGE AT  
SQUAW VALLEY SPECIFIC PLAN AND PHASE I PROJECT**

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Thank you for the opportunity to review the above mentioned Notice of Preparation (NOP). The proposed project proposes a mixed use development that includes resort residential, commercial and recreational uses as well as other amenities, on approximately 101 acres within Squaw Valley, unincorporated Placer County.

Please consider the following comments on the NOP:

1. The Initial Study should include a discussion of solid waste related impacts; see CEQA Guidelines, Appendix G Section XVI that requires the following considerations whether the project would:
  - f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs;
  - g) Comply with federal, state, and local statutes and regulations related to solid waste.
2. Accordingly, the draft environmental Impact Report (DEIR) should include projected quantities of solid waste that will be generated upon implementation of the project. Both short term construction waste and long term municipal solid waste should be addressed. Estimated solid waste generation rates can be obtained from the CalRecycle website.
3. The solid waste analysis, including a discussion of collection and disposal services, should be addressed in the *Public Services and Utilities* section of the DEIR.

As some background, Placer County Facility Services Department, Environmental Engineering Division administers and manages the countywide solid waste programs. Programs in eastern Placer County include garbage collection contracts, education and outreach, Eastern Regional Materials Recovery Facility, Household Hazardous Waste Facility, and recycling centers, and satellite recycling bins.

Solid waste collection in the project area is provided by the County's contract service provider, Tahoe Truckee Sierra Disposal (TTSD). Solid waste collected by TTSD is transported to the Eastern Regional Materials Recovery Facility (MRF) for processing and recovery of recyclables.

The MRF is located on property owned by Placer County and the County contracts with Eastern Regional Sanitary Landfill, Inc. (ERSL) to conduct the day-to-day operations and maintenance of the Facility.

The MRF receives, separates, processes and markets recyclable materials removed from the waste stream. The facility is permitted to receive 800 tons of material per day, and 832 vehicles per day, and is operated subject to a Solid Waste Facility Permit under the jurisdiction of the Department of Resources, Recycling, and Recovery (CalRecycle). Residual waste is delivered to the Lockwood Landfill in Nevada for ultimate disposal.

The MRF includes a buy-back facility, where source-separated recyclables from residents and commercial recyclers are accepted, and a permanent Household Hazardous Waste Facility, located next to the MRF. TTSD also provides "blue bag" curbside recycling service to residents. Recyclables can be placed in a blue bag and collected with the regular garbage on collection day. TTSD also offers separate mixed paper and cardboard recycling to businesses and beverage container recycling to restaurants upon request.

Thank you for the opportunity to respond. Please feel free to call me at (530) 886-4965 should you have any questions.



PLACER COUNTY  
FLOOD CONTROL AND WATER CONSERVATION DISTRICT

---

Ken Grehm, Executive Director  
Brian Keating, District Engineer  
Andrew Darrow, Development Coordinator

November 9, 2012

Maywan Krach  
Placer County  
Community Development Resource Agency  
3091 County Center Drive  
Auburn, CA 95603

**RE: Village at Squaw Valley Specific Plan and Phase 1 Project / NOP of a Draft EIR**

Maywan:

Regarding the preparation of a Draft EIR for the subject project we have the following comments.

Both the proposed Village at Squaw Valley Specific Plan and Phase 1 Project have the potential to create the following impacts:

- a.) Increases in peak flow runoff downstream of the project site.
- b.) Overloading of the actual or designed capacity of existing stormwater and flood-carrying facilities.
- c.) The alteration of 100-year floodplain boundaries.

Future EIRs must specifically quantify the incremental effects of each of the above impacts due to the subject project and propose mitigation measures if necessary.

Please call me at (530) 745-7541 if you have any questions regarding these comments.

A handwritten signature in black ink, appearing to read "Andrew Darrow".

Andrew Darrow, P.E., CFM  
Development Coordinator

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# ***Placer County Museums Division***

*101 Maple Street, Auburn CA 95603*

Tel (530) 889-6500 ♦ Fax (530) 889-6510

## **CDRA PROJECT REVIEW**

### **Squaw Valley Specific Plan Phase I Project**

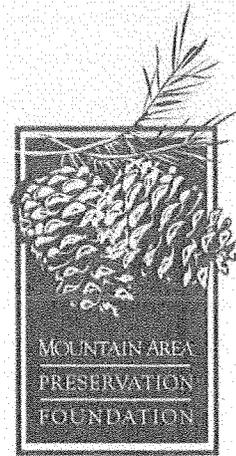
I have read through the materials provided for the Squaw Valley Specific Plan Phase I project. I will reserve my comments on the project until after the Draft EIR has been completed and I have read through it.

If you have any questions or need further information please feel free to contact me at:

530-889-6502 or [rgibson@placer.ca.gov](mailto:rgibson@placer.ca.gov)

To: Alex Fisch, Senior Planner  
Placer County Planning Services Division  
3091 County Center Drive  
Auburn, CA 95603  
[afisch@placer.ca.gov](mailto:afisch@placer.ca.gov)

From: Alexis Ollar, Executive Director  
Mountain Area Preservation  
P.O. Box 25  
Truckee, CA 96160  
[Alexis@mapf.org](mailto:Alexis@mapf.org)



Planning tomorrow.  
Together.

Dear Mr. Fisch,

On behalf of the Board of Directors of Mountain Area Preservation and myself, thank you for taking into consideration the following comments regarding the proposal by Squaw Valley Real Estate, LLC. Mountain Area Preservation was formed in 1987 to advocate for sound land use planning and open space. We are concerned that a project of this scale could have lasting impacts on the unique environmental resources, scenic resources, and community character element of Squaw Valley. We advocate for smart growth and development projects that enhance community character and protect our regions unique natural resources. From a land use and conservation perspective we feel as though the current applicants proposal may be inconsistent with the Squaw Valley General/Community Plan of 1983.

The 1983 Squaw Valley General Plan and Land Use Ordinance states on page 7, "In an ecologically sensitive area such as Squaw Valley, development beyond a certain capacity will damage the recreational and living experience of current and future users." While the 1983 General Plan claims to have struck the right balance of development to conservation; and visitor- oriented development to local residential/community development, it has been nearly 30 years since the General Plan was completed. A project of this scale warrants a full review of the balance of existing and planned development in the Valley with updated goals for the Squaw Valley community. This kind of review is best done in a General Plan update process and not in a piecemeal General Plan amendment process driven by a development project as proposed here in Squaw Valley.

The Notice of Preparation (NOP) as well as the Initial Study (IS) has indicated multiple significant impacts due to the project plans for Phase I. The Environmental Impact Report (EIR) is supposed to analyze the entire project yet the project description for the whole project has not been completed for Phase II through Phase IV. The county should only authorize an environmental review of the project when all phases have been identified in order to analyze cumulative impacts for the proposed development project. The NOP documents also allude to amending the Squaw Valley General Plan without identifying what elements are to be amended in the 1983 plan. Will there be an amendment or just the adoption of the Specific Plan as proposed by the developer for the community? Amendments to the two General Plan documents, the 1983 Squaw Valley General Plan and the 1994 Placer County General Plan (which together comprise the

General Plan for the Valley) are part of the project description and any impacts associated with those amendments must be analyzed in the EIR.

The NOP along with the IS has noted potential inconsistencies with the 1983 Squaw Valley General Plan and 1994 Placer County General Plan, the EIR needs to review those and determine feasibility of the proposed land use designations with the current Specific Plan the applicant is proposing. The purpose of the 1983 Squaw Valley General Plan was "intended to guide and direct current and future growth and development consistent with environmental, physical, social and economic constraints" (pg. 2). In the 1983 Squaw Valley General Plan it states "the local community, landowners and potential visitors had all been engaged in determining long term planning objectives" (pg. 2) for Squaw Valley for "at least the next 10 years" (pg. 3). It has been stated multiple times in the MAC meetings that the Squaw Valley community has requested a community plan update and now are faced with a plan that could dictate construction for the next 20 years.

Understanding our changing environment and community in the Sierra region a 30-year-old land use plan could warrant an update, which could be undertaken concurrently with the project process as was done in Martis Valley in 2005. The Governor's Office of Planning and Research (OPR) sends letters to cities and counties alerting them an update may be warranted when their plans have not be revised within the past 8 years. This plan has sailed by that marker. We are curious if Placer County has received such a letter from OPR? If so the EIR should take that into consideration.

In closing the county should consider a General Plan update or at the very least a concurrent General Plan update process with the Project process. This would allow the community to participate in determining the future growth and development of the Valley. This approach seems to us to be the only way that very dated AND missing sections of the General Plan can be comprehensively and consistently brought current. We also urge the County to prepare a complete Project Description for all phases of the project including all necessary amendments to both General Plan documents (1983 and 1994 GPs). This should then be re-circulated so that the "complete" Project Description along with another opportunity for the public and agencies to provide "scoping" comments. Mountain Area Preservation feels without a complete Project Description the EIR cannot be complete.

Thank you for allowing us to submit comments for the NOP and if you have any further questions feel free to contact me.

Thank you,

Alexis Ollar, Executive Director  
Mountain Area Preservation  
P.O. Box 25  
Truckee, CA 96160  
530.582.6751



RECEIVED

NOV 07 2012

ENVIRONMENTAL COORDINATION SERVICES

October 30, 2012

Placer County, Planning Services Division  
3091 County Center Drive Auburn, CA 95603

Attention: Maywan Krach, Community Development Technician

**SUBJECT:** Notice of Preparation of Environmental Impact Report for Village at Squaw Valley Specific Plan and Phase I Project

The Board of Directors (BOD) of the Village Inn Owners Association (VIOA) of the Olympic Village Inn (OVI) timeshare project appreciates the opportunity to comment on the preparation of an Environmental Impact Report (EIR) for the Village at Squaw Valley Specific Plan and Phase I Project. I have been authorized by the VIOA Board of Directors to submit these comments on their behalf.

The BOD supports the topical areas identified for analysis in the EIR as presented in the Notice of Preparation (NOP). We are concerned, though, that the level of analysis for the Specific Plan will not be detailed as the specific plan, itself, only provides for general locations of development and general development parameters. Our concern is enhanced by the fact that the initial specific plan document suggests that once the specific plan is adopted by Placer County, most uses will be allowed by right. Without more detail in the specific plan and without a subsequent review process (such as a conditional use permit) for future phases, impacts on OVI will not be sufficiently evaluated or addressed.

VIOA BOD has been presented an analysis of the draft specific plan and has approved the use of that analysis for the purposes of our comments listed below. That analysis focused on the possible impacts (both positive and negative) on OVI of the proposed development surrounding the timeshare project.

- As noted above, only general uses and densities of uses are identified in the draft specific plan for development areas J, K, L and N.
  - The BOD is concerned about the effect on views currently enjoyed by the owners and guests. Presently, except for the view of the parking area proposed for development in area J (which is presently screened by mature trees), OVI is blessed with outstanding views of the natural backdrop to Squaw Valley. These views contribute to the economic viability of OVI. The BOD would ask that the EIR analyze both the view from OVI for these development areas and from these

development areas (to address the privacy of the use of OVI by guests and owners).

- The VIOA BOD is also extremely concerned about the impact of development proposed for development area N which is west and uphill from OVI. The concern revolves around the effect of drainage from the development on OVI's parking and structures. If underground parking structures are to be incorporated into any development in N, then the impact on intercepting surface and sub-surface water should be evaluated.
- In addition, the effect of noise from the proposed developments that surround OVI and the traffic impact from the access to these developments is of critical concern to the VIOA BOD. The ambient noise level currently at OVI is very low.
- The VIOA BOD is generally supportive of the pedestrian/bike access proposed in the specific plan. Nevertheless, as with the traffic issue, the BOD is concerned about the effect on OVI from the unspecified detailed pedestrian/bike path locations proposed in the specific plan. We are also concerned about the access to the U.S. Forest land behind and adjacent to OVI and the proposed development in K, L and N. OVI has long experienced problems with unauthorized persons using OVI parking and OVI property to access the forest lands. An evaluation of the proposed development and the potential for exacerbating this current problem should be part of the EIR.
- As noted earlier, the VIOA BOD is supportive of the topical areas identified in the NOP for the EIR. The issues of utilities are especially of concern to the VIOA BOD. The draft specific plan did not identify the current sewer line that serves OVI. Of more concern are the need for additional water resources and possible new water treatment facility, and the possible need for an expanded wastewater treatment facility. The VIOA BOD's concern is around the financing of these possible resources, new facilities, the maintenance costs for these new facilities and the possible financial impact on OVI.
- Which alternatives in the EIR that will be evaluated were not identified in the NOP. The BOD would like to suggest that one alternative to be evaluated should be no development of areas K, L, N. Another alternative to be considered would be no development of area N, and reduced development potential of K and L that eliminates any commercial potential.
- The VIOA BOD would like the retention of the historic dining hall, commonly referred to as the "Hub", directly east of OVI be incorporated into the EIR.

Again, our thanks for being offered the opportunity to comment on the scoping of the EIR; please contact me with any questions or comments.

On behalf of the Village Inn Owners' Association Board of Directors



Michael A. Harper, FAICP  
Member, VIOA BOD



Sierra Watch  
408 Broad Street #12  
Nevada City, CA 95959

Maywan Krach, Community Development Technician  
Placer County  
Planning Services Division  
3091 County Center Drive  
Auburn, CA 95603

Dear Ms. Krach:

When *Outside Magazine* recently designated Squaw Valley the Best Ski Resort in North America, they were reaffirming something many of us already understood: Squaw Valley is one of the great places in our Sierra Nevada.

As Placer County processes development applications that propose such drastic changes to Squaw, it's important to keep those values at heart. Fortunately, the California Environmental Quality Act establishes a process to carefully assess what the project would mean to Squaw and the surrounding region.

We flag some potential issues in the attached comments to the Notice of Preparation of an Environmental Impact Report for the Village at Squaw Valley Specific Plan.

Sincerely,

Tom Mooers  
Executive Director

SHUTE, MIHALY  
& WEINBERGER LLP

396 HAYES STREET, SAN FRANCISCO, CA 94102  
T: 415 552-7272 F: 415 552-5816  
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LAUREL L. IMPETT, AICP  
Urban Planner  
impett@smwlaw.com

November 9, 2012

Maywan Krach, Community Development  
Technician  
Placer County  
Planning Services Division  
3091 County Center Drive  
Auburn, CA 95603

Re: Village at Squaw Valley Specific Plan Project NOP Scoping  
Comment

Dear Ms. Krach:

On behalf of Sierra Watch, we thank you for the opportunity to provide comments on the Notice of Preparation (“NOP”) of an Environmental Impact Report (“EIR”) for the Village at Squaw Valley Specific Plan (“Project”). Sierra Watch closely monitors potential land use changes in the Tahoe-Truckee Region and seeks to ensure the protection and preservation of the Sierra's great natural, scenic, and recreational resources. We submit the following comments on the NOP and the associated Initial Study (“IS”) for your consideration.

**I. The NOP Lacks Necessary Information Regarding the Project and its Probable Environmental Impacts.**

The purpose of an NOP is to “solicit guidance from members of the public agencies as to the scope and content of the environmental information to be included in the EIR.” California Environmental Quality Act (“CEQA”) Guidelines § 15375; *see also* CEQA Guidelines § 15082. In order to effectively solicit such guidance, the NOP must provide adequate and reliable information regarding the nature of the project and its probable environmental impacts. As the following discussion illustrates, the County’s NOP does not meet the minimum standard for adequacy in this regard.

### A. Project Description and Setting Information

One of CEQA's fundamental requirements is that an EIR contain an accurate and complete project description. *See County of Inyo v. City of Los Angeles*, 71 Cal. App. 3d 185 (1977); *see also* CEQA Guidelines § 15124. A clear and comprehensive project description is the *sine qua non* for meaningful public review. Without it, the public cannot be assured that the environmental impacts of the entire Project have been considered in the EIR.

To be adequate, an NOP must provide enough information describing the proposed project in sufficient detail to enable members of the public to make a meaningful response to the NOP. CEQA Guidelines § 15082(a)(1)(A)&(B). Unfortunately, the County's NOP and IS fail to meet this basic standard. The IS states that more details are available for the first phase of development (Phase I) than subsequent phases (at I-16), yet this does not seem to be the case. The Project as described in the NOP and IS lacks sufficient specificity (even for Phase I) to allow the public to understand specifically what the applicant and County contemplate for the site.

Critical Project components for all phases of development remain undefined. Those aspects of the Project that the IS and NOP attempt to describe are depicted with so little detail that a reader is left with no idea of what the Project will look like at build-out or how it will work. A few of the most egregious deficiencies in the Project Description are set forth below.

- *Total Visitor Use.* The IS explains that the number of visitors under Phase 1 could exceed the number of units because "a portion" of the 2- and 3-bedroom units would be periodically locked off to create individual rooms (keys). IS at I-16, Table 1-4. The EIR must identify the maximum number of visitors that will be accommodated by the residential component of the proposed Project. Moreover, because the Project will also generate day users, the EIR must identify the total number of visitors expected at the Squaw Valley Resort upon build-out. This data should be identified for each facility and by season.
- *Mountain Adventure and Aquatic Center.* The Project includes a Mountain Adventure and Aquatic Center yet this facility is barely described at all. The IS states that the Center would include a summer performance area indicating that this facility could be a venue for concerts and plays. Details relating to the Center must be included in the EIR.

- *Height of Structures.* The IS states that the Village Core would be developed with several buildings ranging in height from two to ten stories while the NOP states that the buildings will range from two to twelve stories. IS at 2-5 and NOP at 9. The IS also states that the Project allows 2 levels of podium parking that could be up to 21 feet above ground level. See IS Table 1-2: Proposed Land Uses at 1-6. The EIR must disclose the total number of stories that could be allowed within the Specific Plan area and the height of each structure.
- *Transit Center.* The Project includes a Transit Center (IS at 1-9) but neither the IS or NOP describe this critical facility.
- *Emergency Access Routes.* The Project includes Emergency Vehicle Access routes (IS at 1-12, 2-58), but neither the IS or NOP identify these route locations or explain how they would function.
- *Parking.* The Project includes parking, but neither the IS or NOP identify the specific location of parking structures or the amount of parking that would be provided. Instead, the IS merely states that parking would be provided in a variety of facilities. *Id.*
- *Public Services and Utilities.* As discussed below, critical Project components relating to water supply, water infrastructure, wastewater service and storm drainage remain undefined.
- *Actions and Entitlements.* The IS states that the Project would include amendments to the Placer County General Plan, the Squaw Valley General Plan and Land Use Ordinance and a rezoning of the proposed Specific Plan area. Neither the IS or the NOP provide any insight as to the purpose and need or the specific nature of the amendments and rezoning. These issues must be comprehensively addressed in the EIR in order to understand the implications for Squaw Valley and the region.

In sum, the NOP is inadequate in that it fails to describe the size, type and number of uses and activities proposed, their timing, or their exact location. Indeed, inasmuch as this Project appears to be at the earliest stages of planning, we question the value in releasing an NOP prior to the applicant identifying specifically what is contemplated for the Project site.

## B. Analysis of the Project's Probable Environmental Effects

An EIR must provide a degree of analysis and detail about environmental impacts that will enable decision-makers to make intelligent judgments in light of the environmental consequences of their decisions. California Environmental Quality Act ("CEQA") Guidelines § 15151; *Kings County Farm Bureau v. City of Hanford*, 221 Cal.App.3d 692 (1990). To this end, the lead agency must make a good faith effort at full disclosure of environmental impacts. In order to accomplish this requirement, it is essential that the project is adequately described and that existing setting information is complete. *See County of Inyo v. City of Los Angeles*, 71 Cal.App.3d 185, 199 (1977). Both the public and decision-makers need to fully understand the implications of the choices that are presented related to the project, mitigation measures, and alternatives. *Laurel Heights Improvement Ass'n v. Regents of University of California*, 6 Cal.4th 1112, 1123 (1988). Here, the NOP and IS explain that the EIR for the proposed Project will be both a project-level and programmatic document. IS at 1-16. The IS states, "[t]he analysis of Phase I will be correspondingly more detailed than the analysis of later phases, which will be analyzed at a program level." *Id.*

As an initial matter, a program EIR does not justify a lack of detailed analysis. Numerous CEQA provisions clarify that "tiering [e.g., preparing a program EIR followed by a project-level EIR] does not excuse the lead agency from adequately analyzing reasonably foreseeable significant environmental effects of the project and does not justify deferring such analysis to a later tier EIR or negative declaration." Guidelines §15152(b); *see also id.* §15152(c). Rather, "[t]he degree of specificity required in an EIR must correspond with the degree of specificity of the proposed project. An EIR on a construction project will necessarily be more detailed in the specific effects of the project . . ." *Id.* §15146. This rule persists regardless of "any semantic label accorded to the EIR." *Friends of Mammoth*, 82 Cal.App.4th at 534. Given that the County intends to allow project level approvals—not simply *study* the planning for Squaw Valley—in reliance on this document, the EIR is obligated to analyze all foreseeable impacts of development projects anticipated under the proposed Specific Plan.<sup>1</sup> Moreover, the IS identifies the Project's proposed land uses, in tabular and graphic formats. *See* Table 1-1 and Exhibits 3 and 4. We can find no logical explanation as to why the EIR would not include project-level environmental impact analysis of the *entire* Project.

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<sup>1</sup> The Project applicant requests, among other actions and entitlements, the approval of a development agreement. IS at 1-21.

## **1. Biological Resources**

Numerous biological communities and habitat types occur in the Project area. The IS acknowledges that there are about 18 acres of mixed coniferous forest, 9 acres of creek/riparian habitat and about 2 acres of meadow habitat. IS at 2-18. Neither the NOP or IS provide any indication as to the extent of impacts to these communities and habitats. Instead, the documents suggest that impacts would be minimal since "most of the plan area is already developed." NOP at 9. The NOP also does not identify the proposed study areas (which will differ by species), the thresholds of significance, or potential mitigation measures.

A full analysis of the Project-specific and cumulative effects on biological resources impacts will be essential to development of effective mitigation measures to ensure that biological resources' impacts will be fully offset. This detailed analysis must be prepared by a qualified, independent biologist with expertise in upland and riparian habitats. The biological resources study must be based on surveys and detailed field studies that are completed at appropriate times of the year for each species potentially in the area. A search of the California Natural Diversity Database ("CNDDDB") maintained by the Department of Fish & Game is a good starting point, but it is not sufficient to provide the level of detail necessary for the EIR. The EIR must also include wetland delineations to the extent they have been completed by the U.S. Army Corps of Engineers.

Mitigation measures for impacts to biological resources should be supported by the U.S. Fish and Wildlife Service, the Department of Fish and Game, and the U.S. Army Corps of Engineers. Deferral of mitigation measures until specific projects are proposed and federal and state permitting processes have begun is not appropriate.

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## **2. Hydrology and Water Quality**

The EIR must determine whether development of the proposed Project would result in the violation of any water quality standards, result in substantial new amounts of polluted runoff, deplete groundwater supplies or interfere with groundwater recharge, alter the existing drainage pattern of the site, or place within a 100-year flood zone structures that would impede or redirect flood flows.

Significant impacts to the hydrologic regime and water quality are likely as a result of the construction and operation of the proposed Project. Impacts to water

quality and groundwater supplies will occur both from construction activities and the ongoing development projects. Moreover, although portions of the Project area are located in a 100-year floodplain (IS at 2-37), the NOP does not disclose whether structures would be placed within the floodplain that could impede or redirect flows. The EIR should provide an exhaustive and detailed analysis of the Project's hydrological and water quality impacts and identify feasible mitigation for any impacts determined to be significant.

### **3. Water Supply**

The Project proposes to use groundwater to supply water to the Project. IS at 2-38. The EIR must include a comprehensive water supply assessment that takes into account long-term availability of water supplies. This analysis must identify the water supply for peak day under build-out conditions, fire flows, and cumulative development while demonstrating that adequate flows will be maintained for Squaw Creek, Truckee River and all other water bodies. The analysis must evaluate whether the Project can be adequately served by existing water supplies and entitlements or whether it would require construction of new water facilities or expansion of entitlements. Such an analysis is critical inasmuch as the IS concedes that sufficient water supplies may not be available to serve the proposed Project. IS at 2-61, 62.

As regards water supply facilities, the IS' discussion is cursory and vague. It asserts that water would be delivered to the plan area from "strategically placed wells that would work in concert with existing wells in the Valley." IS at 2-61. The EIR must clearly identify and describe the water supply facilities that would need to be constructed to serve the proposed Project and analyze the environmental impacts associated with this infrastructure.

### **4. Visual Resources**

The EIR must analyze the impacts of the proposed Project on aesthetics including scenic vistas, scenic resources (including trees), and the juxtaposition of the proposed development with the existing resort, much of which consists of low-rise structures. This analysis must include clear graphics showing pre- and post-Project visual conditions. Given the Project's substantial increase in height and mass, it will be particularly important to use appropriate techniques to disclose the Project's aesthetic impacts. To this end, the EIR's analysis should include the use of story poles as well as photographic simulations.

## 5. Cultural Resources

The Project site is considered archaeologically sensitive with at least one recorded prehistoric site in the Project vicinity. IS at 2-21 and NOP at 9. In addition, several buildings located in the Project area and proposed for demolition as part of the proposed Project were constructed for the 1960 VIII Olympic Winter Games. Three of these structures appear to meet the criteria for listing in local, State, or federal historic registers. *Id.*

The EIR must provide a comprehensive inventory of archaeological and cultural sites and evaluate impacts to those resources caused by construction of facilities and infrastructure, as well as any potential operational impacts to accessible cultural resources caused by the increase in use caused by the Project. Such an assessment is critical in order to identify effective mitigation measures needed to protect those resources.

## 6. Land Use and Planning

In the IS' discussion of potential land use planning conflicts, the document focuses almost exclusively on the Project's conflicts with the existing Squaw Valley General Plan and Land Use Ordinance ("Existing Ordinance"). The IS makes no mention of other applicable plans in the region, other than a cryptic statement regarding potential inconsistencies with the Placer County General Plan. According to the CEQA Guidelines (§ 15125(c)) knowledge of a project's regional setting is critical to the assessment of environmental impacts, especially in regions with rare or unique resources. To this end, the EIR should identify all relevant regional plans and include a detailed assessment of the Project's inconsistencies with these plans.

As mentioned above, the EIR acknowledges that amendments will be required for the Existing Ordinance. The IS does not, however, identify the specific amendments that are contemplated. Instead, it states that amendments would be required to make relatively minor changes to the locations where development would be allowed. IS at 2-43. Although the IS asserts these amendments are minor, the document explains that they could in fact result in inconsistencies with the County General Plan and even the Existing Ordinance itself. The EIR must identify the specific inconsistencies with the Existing Ordinance, analyze their environmental implications and propose mitigation measures or Project alternatives to remedy these inconsistencies. The EIR must also identify and analyze the Project's inconsistencies with the Placer County General Plan and specifically identify the proposed amendments to the County's General Plan,

## 7. Population and Housing

The IS and NOP acknowledge that the Project would increase the population of Squaw Valley, but neither of the documents provide sufficient information to allow for informed comments. It will be important for the EIR to identify the existing population of permanent Squaw Valley residents, the number of existing daily visitors and the same figures upon implementation of each phase of the proposed Project.

The IS states the Project would develop up to a maximum of 3,238 bedrooms and commercial space to 454,000 square feet and that this level of development is less than the maximum amounts allowable under the Existing Ordinance. IS at -2-50. Although the Project may result in reduced population-related impacts in comparison to the Existing Ordinance, the Project's environmental impacts should be evaluated against a baseline of existing conditions. CEQA requires that existing conditions at the time an agency prepares environmental review, rather than some hypothetical future scenario, establish the "baseline" for determining the significance of impacts. *See* CEQA Guidelines § 15125(a); *see also* *Save Our Peninsula Cmte. v. Monterey County Board of Supervisors* (2001) 87 Cal.App.4th 99, 125; *Environmental Planning & Information Council v. County of El Dorado* (1982) 131 Cal. App. 3d 350, 354.

The EIR must also identify the Project's impact on employee housing. The County General Plan Housing Element requires that new resorts in the Sierra Nevada and Lake Tahoe region provide for employee housing equal to 50% of the housing demand generated by the Project in one (or any combination) of the following ways: construction of employee housing on-site; construction of employee housing off-site; dedication of land for needed units; or payment of an in-lieu fee. The Project would increase the number of employees in the Plan area but we can find no component of the Project that includes employee housing. The EIR must analyze this significant environmental impact.

Finally, the Project could result in substantial growth in the area or in nearby communities and these impacts must be analyzed. The growth inducing analysis in the EIR must include: (1) an estimate of the amount, location, and time-frame of growth that may occur as a result of the Project and (2) identification of mitigation measures or alternatives to address significant direct and indirect impacts.

## 8. Transportation

The EIR should provide a comprehensive analysis of the Project's traffic impacts. It will be important for the EIR consultants to accurately identify the Project's trip generation. For the Project's residential uses, the consultants will need to identify the trip generation by unit and by bedroom. If these figures vary, it will be important that the highest numbers be used in the transportation impact analysis.<sup>2</sup> Using this trip generation data, the EIR must then analyze traffic levels for each phase of development and build-out. Separate analyses must also be conducted for summer and winter peak seasons since roadway conditions in the winter will be constrained by snow and ice and associated snow removal equipment. The EIR must also conduct these analyses for cumulative conditions.

As discussed above, the EIR should clearly identify the amount of existing parking and the amount of parking that will be provided upon each phase and upon build-out of the Project. The document should also distinguish between the parking expected to handle day skiers/visitors and the parking associated with residential uses.

The EIR must identify and describe the Project's Transit Center. An effective transit network serving the Project site has the potential to reduce many of the Project's significant environmental impacts including traffic, air quality, greenhouse gas ("GHG") emissions, noise, and water quality. If the Project does not include a robust transit program – and its entirely unclear whether it does --, one should be developed as mitigation for the Project's many significant environmental impacts.

The NOP makes no attempt to identify potential mitigation measures for the Project's transportation impacts. Instead, it admits that the Project may be unable to fully mitigate its potential traffic impacts. IS at 2-58. Failure to consider feasible mitigation measures would violate CEQA's clear provision requiring the identification of feasible mitigation measures for a project's significant impacts. *San Franciscans for Reasonable Growth v. City and County of San Francisco* (1984) 151 Cal.App.3d 61, 79.

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<sup>2</sup> The trip generation rates must be based on the number of keys rather than the number of units. As the IS explains, visitor use could exceed the number of units because "a portion" of the 2- and 3-bedroom units would be periodically locked off to create individual rooms (keys). IS at I-16, Table 1-4.

## **9. Air Quality**

The IS acknowledges that Placer County is designated as a nonattainment area for the state and national ambient air quality ozone standards, and the state PM<sub>10</sub> standards. IS at 2-13. For this reason, it will be important that the EIR contain a thorough analysis of Project-related and cumulative impacts to air quality. Particular attention must be paid to comprehensively identifying each source of emissions that would be generated by the Project, including motor vehicle traffic, maintenance equipment, stationary sources of emissions such as boilers; and area sources, including wood-burning fireplaces. The EIR must also carefully identify and analyze construction-related increases in toxic air contaminants and criteria air pollutant emissions.

## **10. Greenhouse Gas Emissions and Climate Change**

The EIR must address climate change impacts and specifically analyze how the Project would comply with AB 32, the Global Warming Solutions Act of 2006. The IS acknowledges that the proposed Project could potentially conflict with the goals of AB 32 and other applicable plans, policies or regulations adopted for the purpose of reducing GHG emissions. Yet, neither the IS or the NOP identify the thresholds of significance the EIR would rely upon, or the methodology for analyzing the Project's increase in GHG emissions. Nor does the NOP even identify the other applicable GHG-related plans, policies or regulations that the Project would be required to be consistent with.

The County must ensure that the EIR accurately identifies the Project's increase in GHG emissions and adequately analyzes how the increase in emissions would contribute to climate change. It will be critical that the mitigation measures for the Project ensure that GHG emissions are reduced to less than significant levels.

We also strongly recommend that the EIR examine the likely effects of climate change on the Project. For example, climate change will likely reduce snowpack and therefore reduce available water supplies. It is simply not possible to adequately evaluate the Project's impacts on water availability without taking into account the potential for reduced water supplies. We urge the County and EIR consultants to seek appropriate guidance on conducting GHG impact analyses and incorporate all climate change adaptation strategies as part of the mitigation for climate change impacts.

## **11. Wildland Fire, Emergency Response and Evacuation**

According to the IS, the Project site is located in a wildland area that may contain substantial forest fire risks and hazards. IS at 2-35. The Project would generate

additional vehicle trips (both during construction and long-term Project operation) and could result in construction-related road closures. *Id.* at 2-34,35. NOP at 11. Although the NOP explains that these traffic delays and road closures would result in a potentially significant impact, the document does not identify any thresholds of significance or suggested methodology for analyzing this critical public safety impact.

Nor do the IS or NOP disclose that access to Squaw Valley is provided via a single two-lane highway. In the event of a wildfire, it may be impossible for emergency response vehicles to access the Project site or for area residents or resort visitors to evacuate. A thorough analysis of this issue is particularly important in light of the fact that it may not be possible to mitigate the Project's significant traffic impacts. IS at 2-58.

The EIR must also provide information about current and projected levels of service and response times for fire, police and emergency services. A detailed analysis of Project and cumulative development demands must be included in order to determine whether there will be a need for expansion of services. Where expansion of services would have environmental impacts, the EIR must analyze those impacts as well.

For each service, the EIR should provide the following information: (1) present capacity of the service including all relevant facilities, (2) current demand, (3) current remaining capacity or deficit, (4) projected need under cumulative conditions, and (5) planned expansions of services or facilities.

## **12. Utilities and Services**

The EIR must identify the increased demand for all essential public services and utilities (e.g., police, fire, schools, parks, the wastewater treatment system, and solid waste) resulting from the proposed Project (under each phase and upon build-out) and compare this increase in demand with available capacity. The document must determine whether capacity exists to serve allowable development without reducing existing services. In addition, the EIR must analyze the cumulative demand for these services, utilities and facilities. Where expansion of services would have environmental impacts, the EIR must analyze those impacts as well.

## **13. Cumulative Impacts.**

An EIR must discuss the cumulative impacts of a project when the incremental effects of a project are considerable when viewed in connection with the

effects of other past, current, and probable future projects. CEQA Guidelines §§ 15130(a), 15065(c). The analysis of cumulative impacts is particularly important in the context of long-range planning documents because the growth allowed under such plans is often substantial and because they set forth the policies that will guide the development of future, individual projects for many years. As noted in the CEQA Guidelines, one requirement of an EIR for planning documents is that they provide a more thorough analysis of cumulative impacts than is required for individual projects. *See* CEQA Guidelines § 15168.

A legally adequate cumulative impacts analysis must consider the impacts of the Project combined with other past, present, and probable future projects. CEQA Guidelines § 15130(b)(1). Projects currently under environmental review clearly qualify as reasonably probable future projects to be considered in a cumulative impacts analysis. *See San Franciscans for Reasonable Growth v. City & County of San Francisco*, 151 Cal. App. 3d 61, 74 n.13 (1984). In addition, projects anticipated beyond the near future should be analyzed for their cumulative effect if they are reasonably foreseeable. *See Bozung v. Local Agency Formation Comm'n*, 13 Cal. 3d 263, 284 (1975).

The EIR's discussion of cumulative impacts should address any other pending proposals for development within the Project vicinity that would threaten impacts of the sort promised by the Squaw Valley Project. Although the County recently received a separate application by the Squaw Valley Resort for the Squaw Valley Timberline Twister Project, the NOP does not acknowledge this Project. According to the Project Description for the Twister Project, the purpose of the project is to "improve utilization of our facilities and increase job opportunities during the summer, and provide a broader spectrum of recreational opportunities to the public on a year-round basis." *See* Squaw Valley Resort Timberline Twister Project at 1. The Twister Project would result in numerous environmental impacts including the loss of about six acres of trees, construction disturbance of two acres. *Id.* The Squaw Valley Specific Plan Project EIR must analyze the cumulative effects of the Twister Project as well as all other cumulative development projects in the region.

### **C. Project Alternatives**

CEQA emphasizes that an EIR must analyze a range of reasonable alternatives to the project. The alternatives must feasibly attain most of the basic project objectives while avoiding or substantially lessening the project's environmental impacts. (*See* Public Resources Code § 21100(b)(4); *see also* CEQA Guidelines § 15126.6(a).) The CEQA Guidelines state that the selection and discussion of alternatives should foster

Maywan Krach  
November 9, 2012  
Page 13

informed decision-making and informed public participation. (See CEQA Guidelines § 15126(d)(5).)

Given the significance of resources in Squaw Valley, the County should consider several alternatives to the proposed Project. Unfortunately, the NOP does not identify *any* Project alternatives. Although the IS and NOP do not provide sufficient detail about the severity and extent of the Project's environmental impacts, what little information that is presented makes clear that the Project will result in extensive environmental impacts. Accordingly, the EIR must identify and evaluate an alternative that calls for a substantial reduction in the level of development on the Project site. The County should also explore alternative locations for the proposed Project (e.g., increasing development intensities at other ski resorts that may result in fewer environmental impacts).

## II. Conclusion

Thank you again for the opportunity to provide these comments. Sierra Watch looks forward to working with the County as environmental review for the Project proceeds. Please provide this office with notification of the release of the draft EIR for the proposed Project. Please also keep us informed of all contracts, notices, hearings, staff reports, briefings, meetings, and any other events related to the Project.

Very truly yours,

SHUTE, MIHALY & WEINBERGER LLP



Laurel L. Impett, AICP, Urban Planner  
Amy Bricker

cc: Tom Mooers, Executive Director, Sierra Watch  
Peter Van Zant, Field Director, Sierra Watch

442397.1

SHUTE, MIHALY  
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November 8, 2012

GREG C. GATTO  
Direct (530) 582-2288  
gcgatto@stoel.com

**VIA E-MAIL CDRAECS@PLACER.CA.GOV  
AND FEDERAL EXPRESS**

Placer County, Planning Services Division  
Attn: Maywan Krach, Community Development Technician  
3091 County Center Drive  
Auburn, CA 95603

**Re: Notice of Preparation of a Draft Environmental Impact Report for the Proposed Village at Squaw Valley Specific Plan and Phase 1 Project.**

Dear Ms. Krach:

Thank you for the opportunity to comment on the Notice of Preparation (“NOP”) of a Draft Environment Impact Report (“EIR”) for the proposed Village at Squaw Valley Specific Plan (“Project”). This letter is submitted on behalf of the Squaw Valley Lodge Owners Association (“SVLOA”). SVLOA is a 218 member/unit condominium style hotel located on Squaw Creek Road, past the Cable Car building, and adjacent to the Project area. SVLOA is very encouraged by KSL’s “Squaw Renaissance”. Developments of the mountain and base facilities to date have been thoughtful and welcome. However, the Project charts an aggressive expansion of Squaw Valley. We believe that the EIR should fully evaluate the Project and its consistency with the existing character of the neighboring area to insure that the Village is developed with minimal impacts to the surrounding environment. SVLOA has the following comments on the scope and content of the EIR for the Project.

**AESTHETIC IMPACTS**

SVLOA is located adjacent to property within the Project area with a proposed designation of Village Commercial–Core (VC-C). Under this designation, buildings up to 10 stories (140 feet) are allowed.

The Initial Study states that Parcel O of the Project area, adjacent to SVLOA, would be developed with a major condo hotel. The buildings surrounding Parcel O do not exceed three-stories in height. Such a large hotel has the potential to obstruct scenic vistas from major public viewsheds, including Squaw Valley Road, Squaw Peak Road, and surrounding lodging facilities.



Placer County, Planning Services Division

November 8, 2012

Page 2

A project with otherwise insignificant impacts may have significant impacts in a particularly sensitive environment. (*Mira Mar Mobile Cmty. v. City of Oceanside* (2004) 119 Cal.App.4th 477, 493.) Squaw Valley's high sierra mountain setting contains a number of major scenic resources. Aesthetic impacts to these public viewsheds should be appropriately analyzed and all feasible mitigation measures and alternatives evaluated. This includes, but is not limited to, mitigation measures and alternatives restricting the height of buildings in the Project area to three stories or fifty-feet in height from grade to rooftop.

SVLOA is also concerned about potentially significant impacts created by glare and light pollution, and requests that the EIR analyze night sky and other appropriate mitigation measures to reduce these impacts such as screened or hooded lighting and prohibition of reflective surfaces. The shadow effect multi-story buildings may have on existing residences in the Project area should also be fully evaluated.

## **WATER RESOURCES**

The Initial Study for the Project determines that implementation of the Project has the potential to deplete groundwater supplies or interfere with groundwater resources, leading to potential significant impacts. The NOP states that a water supply assessment ("WSA") will be prepared as part of the environmental review. To insure that overdraft of the groundwater basin does not occur with build-out of the Project under cumulative conditions, SVLOA requests that the WSA include hydrogeologic/aquifer mapping of the affected aquifer(s).

SVLOA also requests that the EIR evaluate the Project's consistency with Squaw Valley Public Service District's Ground Water Management Plan.

## **NOISE**

Development and operation of a major condo-hotel adjacent to existing low-intensity lodging uses has the potential to result in significant noise impacts. Mitigation measures such as limiting hours of outdoor uses (including pool/spa hours and major outdoor events and activities) and prohibition of outdoor balconies should be evaluated in the EIR, as should noise reduction design practices. In addition, the main entrance to the proposed hotel on Parcel O is adjacent to and less than fifty-feet away from one of SVLOA's lodging buildings. The orientation of the main entrance will create traffic and noise at all hours to this sensitive receptor. SVLOA requests that the EIR evaluate mitigation measures and alternatives to the impacts created by the location of the main entrance, including but not limited to, reorienting the main entrance away from existing residential/lodging uses.



Placer County, Planning Services Division

November 8, 2012

Page 3

## **LAND USE**

The addition of a ten-story major condo hotel adjacent to existing small-scale lodging/residential uses, none of which exceed three-stories in height, has the potential to create land use conflicts and alter the existing character of the surrounding area. Potentially significant impacts resulting from land use conflicts should be thoroughly analyzed, and project design, alternatives, and mitigation (including lower-density development, height restrictions, and locating parking structures away from existing lodging uses) should be considered.

SVLOA also requests that the EIR analyze mitigation measures and/or alternatives that require setbacks on Parcel O to remain within the same building footprint as currently exist.

## **TRANSPORTATION/PARKING**

The initial study concludes that the Project has the potential for decreased level of service, an increased level of traffic hazards, and roadway degradation due to substantial increase in traffic volumes. As part of the 1999 Draft EIR for The Village at Squaw Valley USA (Intrawest), several mitigation measures were adopted to lessen traffic impacts resulting from development of the Village. These measures have been wholly ineffective to alleviate degradation of LOS resulting from increased traffic at the Village. Current traffic patterns also create pedestrian/vehicle conflicts near the intersection of Squaw Valley Road and Squaw Peak Road. And, parking along Squaw Valley Road and Squaw Peak Road in this area has created unsafe conditions during snow events.

Additional measures to be considered should include locating parking facilities away from the intersection of Squaw Valley and Squaw Peak Roads and directing valet services away from this intersection. In addition, SVLOA requests that the EIR analyze a mitigation measure or alternative that preserves Squaw Peak Road for residential/lodging uses only, and provides access to any new developments in the far west end of the Project area from the Chamonix Roundabout via Chamonix Place and its arteries on the north side of Squaw and Shirley Creeks, and newly bridged from there to form a loop road. The feasibility of providing primary vehicle access to the Parcel O hotel by underground tunnel, preserving the current green space at SVLOA borders to the Tram and Olympic House, should also be fully evaluated.

Finally, SVLOA requests an in depth analysis of emergency vehicle access and evacuation routes in light of the single ingress and egress route into Squaw Valley.



Placer County, Planning Services Division

November 8, 2012

Page 4

## **HYDROLOGY AND WATER QUALITY**

SVLOA has experienced debris flow and flooding from Squaw Creek during storm events. The addition of impervious surfaces and alteration of existing drainage flows within the Project area may exacerbate these issues. SVLOA therefore requests that the EIR include an analysis of drainage issues and possible upstream effects.

## **HAZARDOUS MATERIALS AND HAZARDS**

There is a large propane tank directly behind Red Wolf Lodge that is used by several lodging facilities, including SVLOA. As proposed, the Project will completely surround this tank. Potential hazards that may result from development in the immediate area of the tank should be evaluated in the EIR.

## **ALTERNATIVES**

Because of the myriad of potentially significant impacts resulting from the development of a hotel on Parcel O, the EIR should evaluate alternative, less impactful uses of this parcel. Accordingly, SVLOA requests that the EIR examine alternative land uses for Parcel O, including commercial facilities.

SVLOA is available to meet with Placer County and KSL Development to discuss these issues in greater detail. In particular, we welcome the opportunity to explore Project design elements and mitigation measures that will avoid or reduce potentially significant impacts discussed above.

Please continue to provide SVLOA notice of the progress of this Project and feel free to contact me at 530-582-2288 if you have any questions or would like to discuss our concerns. Please address all future notices regarding this Project to the attention of:

Art Takaki  
Squaw Valley Lodge Owners Association  
201 Squaw Peak Road  
P.O. Box: 2364  
Olympic Valley, CA 96146  
Email: art@gpeak.com



Placer County, Planning Services Division

November 8, 2012

Page 5

Thank you again for your attention to our comments.

Respectfully,

A handwritten signature in black ink, appearing to read "G. Gatto". The signature is fluid and cursive, with a long horizontal stroke at the end.

Greg C. Gatto

cc: SVLOA Board

# SQUAW VALLEY MUTUAL WATER COMPANY

P.O. Box 2276

Olympic Valley, CA 96146

Phone: (530) 583-3674    www.SVMWC.com    Fax: (530) 583-1257

Maywan Krach  
Environmental Coordination Services  
Community Development Resource Agency  
3091 County Center Drive, Suite 190  
Auburn, CA 95603

November 8, 2012

Dear Ms. Krach:

The Squaw Valley Mutual Water Company ("SVMWC") received a copy of the notice of preparation ("NOP") of a draft environmental impact report ("EIR") for the proposed Village at Squaw Valley Specific Plan and Phase I Project ("project"). SVMWC provides the following comments to highlight issues that SVMWC believes the EIR must address during this California Environmental Quality Act ("CEQA") review process. SVMWC's concerns fall into five principal categories, as elaborated below: (1) hydrological studies; (2) water usage patterns and projections; (3) water sources; (4) water rights; and (5) cumulative impacts.

Regarding hydrological studies, SVMWC urges Placer County ("county") to outline early in the EIR process the analyses that the county and project proponent will complete to provide sufficient background information for determining the project's impacts on water resources. These studies should include consideration of the following concerns:

- Overall supply capacity of Squaw Valley's groundwater basin and surface water bodies and seasonal variations in that capacity;
- Determination of the sustainable yield of Squaw Valley's groundwater basin, and margins of safety to avoid groundwater depletion in multiple dry year scenarios
- Status of underground storage tanks and migration of subterranean pollution plumes through the basin;
- Location of any proposed new pump(s) that the project proponent will construct as a condition of developing the location of SVMWC's current pumping stations and; determination of the feasibility of utilizing these proposed pump relocation sites (including the maintenance of water quantity, quality and reliability and the obtainment and location of easements for pipelines to connect to SVMWC's existing system);
- Maintenance and potential enhancement of the flow rates in Squaw Creek, including an examination of creek sinuosity and its impact on the supply capacity and sustainability of the groundwater basin.

## SQUAW VALLEY MUTUAL WATER COMPANY

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- Impacts of climate change on the availability of water, in both temporal and quantitative terms; and
- Integration of the Todd Engineering report with the results of ongoing hydrological studies, such as the joint University of Nevada, Reno and Lawrence Livermore National Laboratory's investigations.

Regarding water usage patterns and projections, the EIR must analyze and disclose the following:

- Current water usage in the basin, disaggregated by user and time of use;
- Overall anticipated water usage of the proposed project in its various stages of completion, including consideration of any fluctuations in use due to expected seasonal variations and specifically in multiple dry years;
- Comparison between current water usage and projected usage after project completion;
- Storage mechanisms (and their environmental impacts) to level out variability and differences in demand and supply; and
- Enforceable means to make the resort's operations maximally water-efficient.

Regarding water sources, SVMWC believes that the EIR must examine the following aspects of the project:

- Locations and sources inside or outside Squaw Valley from which the project will draw its supply;
- The quantity of water that the project will draw from each of these locations and sources;
- Required measures that will take effect if any of the anticipated water sources lacks sufficient supply for the resort's needs; and
- Accommodation of fluctuations and increased variability in supply that are likely to result from climate change-driven alterations in the availability of water in California, particularly in the Sierra Nevada as snowpack decreases over time and hydrographs change in both the timing and amount of flows.

Regarding water rights, the EIR must consider the superiority of existing Squaw Valley water users' rights vis-à-vis any new users. The EIR must, therefore, examine how the project proponent will ensure respect for existing users' water rights, including the rights of SVMWC, in times of water shortage. Any such shortages in supply should not be shared pro rata with all basin users; the superior rights of SVMWC and other users must be satisfied in full before new users receive any portion of the available supply within Squaw Valley. The EIR must identify measures to ensure respect for these superior rights and must contain

# SQUAW VALLEY MUTUAL WATER COMPANY

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contingency plans that the project will implement when the available supply is insufficient for all users. The county should also, to the extent possible, quantify water rights in the basin to understand the scope of senior users' rights.

Regarding cumulative impacts, the EIR must investigate other planned development projects in Squaw Valley to determine whether impacts to water resources will be cumulatively significant in light of these other projects. The county should identify the likely scale of any such anticipated developments and analyze whether the available water resources can accommodate them. Any insufficiency should result in additional mitigation measures to be implemented by the project proponent.

The abovementioned issues reflect SVMWC's concerns about the massive scale of the proposed project and its impacts on Squaw Valley's water resources. SVMWC believes that the CEQA process will provide a vehicle for analysis of these various concerns, and SVMWC looks forward to engaging in this process to help produce an EIR that will address the needs and rights of existing Squaw Valley residents and water users while also protecting Squaw Valley's environment and appropriately accommodating new users.

Thank you for your attention to these issues.

Sincerely,



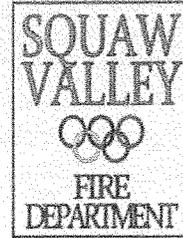
Tim Mattheis – Board member, SVMWC

For:

John Johnson  
President, SVMWC



**SQUAW VALLEY  
PUBLIC SERVICE DISTRICT**



November 9, 2012

County of Placer  
Community Development Resource Agency  
Planning Services Division  
attn: Alex Fisch, Associate Planner  
3091 County Center Drive, Suite 140  
Auburn, CA 95603

RE: Village at Squaw Valley Specific Plan Project NOP Scoping Comments

Dear Alex,

The District reviewed the Notice of Preparation of a Draft Environmental Impact Report for the proposed Village at Squaw Valley Specific Plan and Phase 1 Project dated October 10, 2012, as well as the Initial Study for the project. Thank you for the opportunity to comment on the proposed project's potential environmental impacts.

As you know, the District provides fire protection and advanced life support, drinking water, sewer collection, and garbage collection services for the community in Olympic Valley and along the Truckee River corridor. The proposed project will require significant analyses to determine its impacts to the District's levels of services and the necessary mitigations to address them.

A significant consideration specific to the project's phasing and the analyses required to determine environmental impacts is the construction of water supply assets, public service facilities, and infrastructure improvements required to serve the entire project. Improvements to the District's existing systems as well as new infrastructure necessary to provide capacity required to serve the entire project are expected to be constructed prior to, or concurrent with, construction of Phase 1. This approach is in lieu of constructing improvements only when the demand of a specific phase triggers them so the District and the community are protected from risks associated with changes in the project's ownership, scope or schedule. It is anticipated that the Development Agreement between the developer and District will better define the scope and schedule of the delivery of water supply solutions and construction of improvements.

### **Fire and Emergency Medical Services**

The significant increase in residential volume and commercial services resulting from the project may require additional facilities and equipment to maintain current levels of service, including construction of a second fire station, procurement of an **aerial apparatus** and a **small rescue vehicle** and development of **ambulance** transport capability. The anticipated increase in emergency call volume and predictable increase in simultaneous or overlapping calls for service will trigger the need for **additional staff**, which may necessitate gap-funding to bridge between the staffing impact and realization of the incremental increase in ad valorem tax revenue.

A **new fire station** including living quarters and a training facility should be included in the scope of the project with consideration given to land acquisition, permitting, and zoning necessary to construct it.

An emergency vehicle access (**EVA**) **inside the valley** should be analyzed to improve emergency access to and from the proposed project. Although there may be more than one alternative, connecting Squaw Creek Road to Far East Road in the Village with or without a connection to Juniper Mountain Road in Alpine Meadows would improve emergency preparedness.

**Emergency access on Hwy 89** to and from Squaw Valley, when impacted by heavy traffic from skiers, summer guests, or bad weather, should also be analyzed. A bike trail between Squaw Valley and Truckee (see below) could be constructed to accommodate such an EVA.

### **Water**

In consideration of the District's existing water system infrastructure, there is **inadequate water supply** to serve the project. Additional water supply will be necessary to serve the project as proposed.

The project applicant is modeling, investigating, and evaluating the groundwater resources of the aquifer but it remains uncertain that there is adequate supply available in the aquifer to serve the project.

The **location of the project**, although on private property, almost completely **overlies the portion of the aquifer** known to produce the highest quantity and best quality water. It is from this portion of the aquifer that the District's entire service area is served its current potable water supply. To date, the only area being explored for additional water supplies necessary to serve the project has been constrained to this portion of the aquifer as well.

Dense development of the land overlying the aquifer poses unique risks to the District's ability to **access the aquifer** to rehabilitate and replace existing and proposed production wells. It also significantly reduces access to the aquifer to explore for additional water supply to meet future demands. The project should include a plan and dedicated areas to allow for replacement and rehabilitation of wells, along with areas dedicated to access the aquifer to develop future water supplies.

The District is extremely concerned that the proposed water supply sources will result in a water supply framework that lacks **geographic diversity and redundancy**. Diversity in water supply sources provides necessary redundancy that will allow the District to continue to provide potable water service to its existing, proposed, and future customers if the single supply source is jeopardized by unforeseeable changes in the aquifer's production or its water quality. Investigations into, and evaluations of, alternative water supply solutions are necessary. They may include options identified by the District in the *2003 Squaw Valley Groundwater Development & Utilization Feasibility Study Update* or the *2009 Alternative / Supplemental Water Supply and Enhanced Utilities Feasibility Study*. **Alternative water supply solutions** will likely require further environmental analyses.

A **utility corridor along the Truckee River** between Squaw Valley and Truckee will significantly benefit the community by providing a much needed redundant water supply, natural gas, fiber optic, bike trail access, and EVA. Placer County has initiated work on this project and should consider an expansion of scope to include the utility corridor, bike trail, and EVA.

All **new wells** must meet construction, performance and water quality standards set forth by the District as well as those of the California Department of Public Health (DPH). The locations of all new wells should be located such that they do not influence the production of other wells or flows in Squaw Creek. The District is currently pursuing funding for Phase II of the Creek Aquifer Interaction Study, which will analyze data collected in Phase I to provide quantitative information on the hydrological relationship of pumping in the aquifer and flows in Squaw Creek, including the trapezoidal channel.

The water budget for **snowmaking** operations at the ski resort is largely unknown while its demand and supply may influence the water budget being considered for potable supply in the valley, including the proposed project. It is recommended that the existing and future supply and demand for snowmaking operations be evaluated to determine its impacts on the District's ability to ensure long term water supply solutions.

Water supply sources proposed to serve the project, and satisfy California Senate Bills 610 and 221, may require treatment to meet water quality standards required by the USEPA and DPH. A new **Water Treatment Plant (WTP)** should be included in the scope of the project with consideration given to land acquisition, permitting, and zoning necessary to construct it.

The impacts of the project's water demand on the District's distribution system are being evaluated primarily through hydraulic modeling. Other **infrastructure improvements** will be necessary to serve the proposed project at the same level of service currently provided and they include, but are not limited to production wells, water storage tanks, pressure-reducing vaults, and underground pipe.

The impact of underground parking garages on the **aquifer's potable water storage** should be analyzed.

There are known **contamination sites** in the aquifer resulting from leaking underground storage tanks; our understanding is that the tanks have been removed and the sites mitigated and closed-out by regulatory agencies having relevant jurisdiction. However, if contamination plumes remain, the locations of new wells need to be strategically located to avoid migration of contaminants.

Water quality in the District's system may be influenced by **stormwater quality** as well as accidental releases of **hazardous materials**, some of which are scheduled to be housed in the relocated Red Dog Maintenance facility.

### **Sewer**

The impacts of the project's wastewater generation flows on the District's collection system are being evaluated through hydraulic modeling as well. **Infrastructure improvements to increase capacity in the collection system** will be necessary to serve the proposed project at the same level of service currently provided and they include, but are not limited to, the installation of sewer manholes and underground pipe.

Of particular concern is the District's sewer **siphon line** crossing under the Truckee River. Current modeling results, with the proposed project's sewer flows included, indicate that this section of the District's sewer main is over-capacity. This line will require replacement or the installation of a parallel, redundant sewer main. The environmental impacts of installing a sewer line under the Truckee River should be analyzed.

The Tahoe Truckee Sanitation Agency (TTSA) is the agency responsible for conveying wastewater collected from the District's system to its treatment facilities in Truckee and owns and operates the wastewater treatment facility. Analyses of the capacities in their trunk line and treatment facility should be included in the scope of the EIR.

### **Water and Sewer**

The District's **corporation yard** requires expansion to serve the project. A new corporation yard, or expansion and consolidation of the existing corporation yards, should be included in the scope of the project with consideration given to land acquisition, permitting, and zoning necessary to construct it. As our system operators live further from work due to the high cost of living and lack of affordable housing locally, analyses of proposed infrastructure and systems are required to determine if on-site **overnight accommodations** are necessary to improve the District's emergency response.

The increase in demand on the District's water and sewer systems may necessitate the need for additional staffing, equipment, vehicles, and public service facilities.

### **Garbage**

The District contracts with Tahoe Truckee Sierra Disposal (TTSD) for the collection of municipal solid waste for all residential properties within its service area. The project applicant plans to contract directly with TTSD for garbage collection, which is typical for commercial accounts in the District.

However, the District does own and operate a **dumpster facility** that serves its customers near the project area. It is an essential facility that allows weekend visitors to dispose of their garbage prior to leaving the valley and helps prevent trash cans being left outside on the curb overnight for pick-up by TTSD. Benefits attributed to maintaining the dumpster site include fewer bear encounters, less litter, and easier snow removal operations. If the site is proposed to be relocated, an alternative site should be included in the scope of the project with consideration given to land acquisition, permitting, and zoning necessary to construct it.

### **Bike Trail Snow Removal**

The District recently began providing snow removal services and wintertime maintenance of Placer County's bike trail in the valley. Feedback from the community indicates that the pilot project is successful and that there is desire for the District to continue the service into perpetuity. As the project proposes to extend the bike trail into the project area, **funding**

mechanisms, equipment procurement, and snow storage easements will be required to support the District's seasonal program.

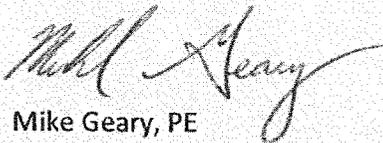
#### Conditions of Service

The District is in the process of preparing a **Water Supply Assessment (WSA)** pursuant to SB 610 and SB 221 that will be subject to approval by the District's Board of Directors. The District is examining the future water demand for a 20-year planning horizon and build-out of the Squaw Valley General Plan and Land Use Ordinance to determine if adequate supply can be provided to meet the intent of the legislation.

The developer will be required to negotiate a **Development Agreement** with the District to identify the conditions of service for the project. It may trigger additional environmental impacts that may be subject to review under CEQA (e.g., construction of water tanks, replacement of sewer mains, and other off-site improvements). Additional Development Agreements may be required for future phases.

Thanks again for the opportunity to provide comment on the Notice of Preparation for the project. If you have any questions or require additional information, please contact me at (530) 583-4692.

Sincerely,



Mike Geary, PE  
General Manager

cc: Squaw Valley Public Service District Board of Directors  
Pete Bansen, Fire Chief; Squaw Valley Fire Department  
Jesse McGraw, Operations Manager; Squaw Valley PSD  
Chevis Hosea, Vice-President of Development; Squaw Valley Real Estate



## TAHOE-TRUCKEE SANITATION AGENCY

A Public Agency  
13720 Butterfield Drive  
TRUCKEE, CALIFORNIA 96161  
(530) 587-2525 • FAX (530) 587-5840

**Directors**  
O.R. Butterfield  
Dale Cox  
Erik Henrikson  
S. Lane Lewis  
Jon Northrop  
**General Manager**  
Marcia A. Beals

### VIA U.S. MAIL AND E-MAIL

9 November 2012

Ms. Maywan Krach  
Community Development Technician  
Placer County, Planning Services Division  
3091 County Center Drive  
Auburn, CA 95603

RE: Notice of Preparation of a Draft Environmental Impact Report for the  
Proposed Village at Squaw Valley Specific Plan and Phase I Project

Dear Ms. Krach:

The Tahoe-Truckee Sanitation Agency (T-TSA) provides the following comments to Placer County on the Notice of Preparation (NOP) of a Draft Environmental Impact Report (Draft EIR) for the proposed Village at Squaw Valley Specific Plan and Phase I Project (Project).

T-TSA, which provides regional wastewater treatment and conveyance service to its member entities, owns, operates and maintains the Truckee River Interceptor (TRI), a main trunk line for raw sewage conveyance, and the Tahoe-Truckee Sanitation Agency Water Reclamation Plant (WRP). T-TSA's member entities are the North Tahoe Public Utility District, the Tahoe City Public Utility District, the Alpine Springs County Water District, the Squaw Valley Public Service District (SVPSD), and the Truckee Sanitary District.

The 17-mile long TRI pipeline runs along the Truckee River corridor between Tahoe City and Truckee. The interceptor flows exclusively by gravity and varies in size from 24- to 42-inches in diameter. The interceptor conveys all of the untreated, raw sewage collected from the northern and western shores of Lake Tahoe, as well as from the communities at Alpine Meadows and Squaw Valley.

The WRP regional facility is designed to treat and dispose of the sewage received from the five member districts. Through a series of biological, chemical and physical processes, the wastewater is purified to a degree where surface and ground water quality is protected. Wastewater flow to the facility varies in quantity and quality in proportion to the population present during the year. The WRP is principally sized to treat the maximum sewage flows that occur during peak holiday periods with the large influx of seasonal residents and visitors. The

capacity of the plant is 9.6 million gallons per day (mgd) on a maximum 7-day average flow basis during the summer months.

The NOP recognizes the need to assess potential impacts on the sanitary sewer facilities that would serve the proposed Project. T-TSA has reviewed the NOP and Initial Study, and other available Project information, and has identified a number of potential adverse impacts and concerns that need be addressed and evaluated in the Draft EIR. These impacts and concerns are:

1. The Draft EIR needs to present wastewater flow estimates for the proposed Project while outlining the methodology used to develop them. It needs to evaluate the potential impacts of these flows to the TRI and the WRP.
2. The Draft EIR will need to provide wastewater flow information for all phases of the proposed Project, at build-out, in addition to those generated only by Phase I. The Draft EIR needs to present finalized fixture unit counts and other T-TSA billing factor counts for Phase I and the overall proposed Project. Daily, weekly, monthly, and/or seasonal variations in wastewater flow need to be evaluated such that accurate average and maximum flow rate predictions may be presented. Total estimated flow rates from the entire development will need to be presented, including residential, commercial, recreational, industrial, and all other properties to be developed. Wastewater conveyance and treatment plant and disposal capacity issues associated with the entire Project (Phases I, II, III, and IV) need to be investigated, evaluated and addressed in the Draft EIR. At this time, T-TSA does not have enough information to determine whether it can serve the proposed Project either at a Project-specific level or at a program level.
3. In order to evaluate whether or not the TRI has sufficient unused capacity to serve the proposed Project, a field survey of the entire length of the TRI between its confluence with the Squaw Valley Interceptor (SVI) and the WRP needs to be conducted to establish accurate rim and invert elevations. T-TSA's hydraulic model then would have to be updated with the current survey information and the estimated Project wastewater flows in order to accurately assess the available TRI capacity.
4. Once proposed Project wastewater flow data have been developed, a capacity evaluation of the WRP needs to be performed to determine whether any expansion or upgrade of the treatment and disposal facilities will be required to serve the proposed Project.

In addition to the above comments, T-TSA also would like to correct and clarify statements in the Village at Squaw Valley Specific Plan and Phase I Project Initial Study (Initial Study). The following comments are provided in connection with Section 2.17, Utilities and Service Systems, of the Initial Study:

1. Section 2.17.1: The T-TSA WRP has a capacity of 9.6 mgd on a maximum 7-day average flow basis during the summer months.
2. Section 2.17.2.a:
  - a. First paragraph: T-TSA operates under waste discharge requirements (WDRs) issued by the Lahontan Regional Water Quality Control Board and not under a NPDES permit as suggested in the Initial Study. The treated wastewater is discharged to land at the T-TSA facility.

- b. Second paragraph: With respect to the first sentence, the Draft EIR needs to evaluate the potential impacts of the proposed Project on the TRI, as the proposed Project would result in an increase in the amount of wastewater that would require conveyance through the TRI.
3. Section 2.17.2.b:
- a. First paragraph: As noted above, T-TSA's wastewater collection facilities, as well as its treatment and disposal facilities, may be impacted by the proposed Project.
  - b. Wastewater Collection and Treatment Facilities:
    - i. General: Potential impacts to the SVPSD wastewater collection facilities also should be evaluated.
    - ii. Third sentence: The T-TSA WRP has a capacity of 9.6 mgd on a maximum 7-day average flow basis during the summer months.
    - iii. Fourth sentence: T-TSA does not issue "Will-Serve" letters as suggested in the NOP. Sewer service is provided on a first-come, first-serve basis for all projects within T-TSA's service area.
    - iv. Fifth sentence: As previously mentioned, potential impacts to wastewater conveyance facilities need to be evaluated.
4. Section 2.17.2.e:
- a. Second sentence: The T-TSA WRP has a capacity of 9.6 mgd on a maximum 7-day average flow basis during the summer months.
  - b. Third sentence: T-TSA does not issue "Will-Serve" letters as suggested in the NOP. All capacity allocations are made on a first-come, first-serve basis for all projects within T-TSA's service area.

T-TSA would like to thank Placer County for the opportunity to provide these comments. We look forward to review how our concerns are addressed in the Draft EIR.

If you have any questions, please do not hesitate to call me at (530) 587-2525.

Sincerely,



Marcia A. Beals  
General Manager/Treasurer

Jap:JP

cc: Jay Parker/T-TSA  
Tom Rinne/T-TSA

Town Council

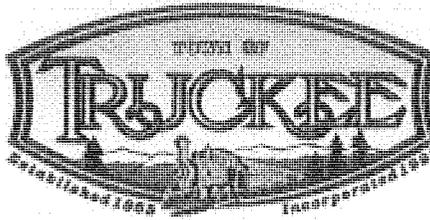
Joan deRyk Jones, Mayor

Barbara Green, Vice Mayor

Dr. Mark Brown D.C., Council Member

Carolyn Wallace Dee, Council Member

Richard Anderson, Council Member



Department Heads

Tony Lashbrook, Town Manager

J. Dennis Crabb, Town Attorney

Adam McGill, Chief of Police

John McLaughlin, Community Development Director

Kim Szczurek, Administrative Services Director

Judy Price, Town Clerk

Alex Terrazas, Assistant Town Manager

Daniel Wilkins, Public Works Director/Town Engineer

November 9, 2012

Maywan Krach  
Environmental Coordination Services  
Community Development Resources Agency  
3091 County Center Drive, Suite 190  
Auburn, CA 95603

RE: Notice of Preparation, Village at Squaw Valley Specific Plan and Phase 1 project

Dear Ms. Krach;

Thank you for including the Town of Truckee in your circulation of the Notice of Preparation for the Environmental Impact Report for the Village at Squaw Valley Specific Plan and Phase 1 project. This project is significant, proposing 1300 housing/lodging units and significant support facilities over a 15 year build out. Phase one, proposed for development immediately, proposes nearly 1,000,000 sq. ft. of building area including several hundred housing/lodging units. While this project is large, it is located several miles south of the Town of Truckee so our comments and concerns focus on issues and impacts of regional concern or on potential impacts within the Town of Truckee that may result from the proposed project.

1. Transportation and traffic- A project of the magnitude proposed has the potential to generate substantial traffic during construction and operation. The EIR should address potential traffic impacts in detail. The analysis should address:
  - a. Construction trips- the project proposes to replace existing surface parking with underground parking. Construction of underground parking can generate significant excavated material (soil and rock). It is not clear in the project plans if this material will be used somewhere else within the site or necessitate significant "off-haul" of excess material. The EIR should address how much material will be "off-hauled" and where the "off-hauled" material will be transported to. The EIR should quantify the amount of truck traffic associated with the off-haul, the likely route of such traffic and the anticipated traffic, noise and land use impacts that may result from this activity. Other types of construction and material delivery impacts should also be analyzed as well. This analysis should quantify the expected number of construction workers and where they will likely be traveling to and from to work at the site. The EIR should

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10183 Truckee Airport Road, Truckee, CA 96161-3306

[www.townoftruckee.com](http://www.townoftruckee.com)

Administration: 530-582-7700 / Fax: 530-582-7710 / email: [truckee@townoftruckee.com](mailto:truckee@townoftruckee.com)

Community Development: 530-582-7820 / Fax: 530-582-7889 / email: [cdd@townoftruckee.com](mailto:cdd@townoftruckee.com)

Animal Services/Vehicle Abatement: 530-582-7830 / Fax: 530-582-7889 / email: [animalservices@townoftruckee.com](mailto:animalservices@townoftruckee.com)

Police Department: 530-550-2328 / Fax: 530-550-2326 / email: [policedepartment@townoftruckee.com](mailto:policedepartment@townoftruckee.com)

Printed on recycled paper.

analyze the impacts of these additional trips based upon time of year, days of the week and time of day.

- b. Operational trips- the region continues to be optimistic that significant tourist and lodging improvements such as those proposed by this project will result in "destination trips" that do not add traffic to peak holiday and weekend periods in the winter and summer. However, to date there has been no evidence that the significant "village" improvements constructed over the last 10 years at Squaw and Northstar have resulted in such a change to visitor patterns. Therefore, this EIR must quantify anticipated vehicular trips associated with use and occupancy of the proposed improvements. Trips analyzed must include visitors, residents, and employees including the background traffic of current and potential expanded capacity of skier days on the mountain and growth in Tahoe City and points east and south. Truckee requests particular focus on SR 89 including its intersections with West River Street, Deerfield Drive, the Interstate 80 ramps and Donner Pass Road. The EIR should also analyze the mainline constraint created by the narrowing of SR 89S at the "Mousehole" (UPRR/89 undercrossing).

Truckee also requests that the EIR analyze the impacts of the increased traffic on I-80 with particular attention paid to the impact on Donner Pass Road and other Town streets when I-80 is closed due to winter conditions resulting in "gridlock" conditions that spill over onto our streets. These conditions not only make travel within Truckee impossible but also constrain movement of emergency vehicles.

- c. Mitigations- Based upon the size and scope of this proposed development, combined with the limitations on developing regional roadway automobile carrying capacity, the Town encourages Placer County to place significant emphasis on upgrades to public transit infrastructure in the form of infrastructure improvements, ongoing operations funding, and transit use incentive programs as a means to mitigate regional traffic impacts associated with this project. The Town also encourages Placer County to place emphasis on requiring the project to fund and/or operate ongoing congestion management programs to mitigate peak period congestion and gridlock conditions along the SR 89 corridor.

In preparation of the traffic analysis, the EIR should recognize the existing Intergovernmental Agreement between Truckee and Placer County regarding cross jurisdictional Traffic Impact Fees. This agreement was entered into in June of 2007. The agreement identifies that the cross jurisdictional traffic impacts associated with traffic growth from new development in the Town and Placer County are roughly equivalent to one another, and as a result the two jurisdictions have agreed to not pursue traffic mitigation fees associated with new development from within each other's jurisdictional boundaries. This agreement was based upon a set of land use and traffic growth assumptions from the year 2005. The agreement also identifies that it should be updated every five years to take into account changes in land use and capital project needs that may be identified over time. Given the significance of this project, the Town requests that the County work in partnership with the Town to update the Cross Jurisdictional Traffic Impact Fee agreement and supporting technical documentation at this time in order to determine whether or not reliance on that agreement will be adequate to avoid significant cumulative impacts by this project on the roadway network within the Town of Truckee.

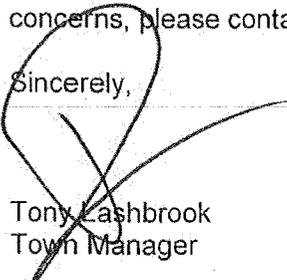
2. Workforce Housing- The provision of adequate workforce housing has been a high priority for the Town of Truckee and Placer County for well over a decade. Both jurisdictions have developed general plan policies, ordinance requirements and have invested public funds to improve this component of our infrastructure that is critical to supporting a growing resort economy. The initial study attached to the NOP and the draft Specific Plan recite the Placer County General Plan policies that requires that this and similar projects provide half of the housing necessary to accommodate their projected workforce housing demand. We were not able to locate any provision for workforce housing in the project description. Additionally, the project description states that a number of existing workforce housing units will be removed and eliminated by the construction of the proposed project. Finally, as a matter of background it is unclear if any workforce housing units were created to mitigate the workforce housing impact of the original (Intrawest) Squaw Valley Village project as required by the project EIR mitigation measures and project conditions.

Lacking any information related to this required element of the project, the Town believes that this application is not complete for processing and that the release of the Notice of Preparation is premature. The Town requests that the NOP be recirculated when the proposed specific plan and phase 1 project includes a specific proposal to address this requirement.

While the Town recognizes that the provision of workforce housing is not always considered an environmental factor that must be evaluated in an EIR there are other factors directly related that are. These include compliance with adopted land use plans and policies, traffic impacts associated with employees commuting long distances due to inadequate housing being available, etc. The Town requests that the EIR address the specific issues associated with the planned workforce housing (once such plans are developed) and further that the EIR evaluate the direct and indirect impacts associated with only 1/2 of the workforce housing requirement being addressed by this project.

The Town of Truckee sincerely appreciates the ability to review and comment on this important project early in the review process. We are committed to working closely with the County and the project team to clarify and address our concerns and will make key staff available to do so. Should you have any questions or need clarification related to any of our concerns, please contact me at 530.582.2901 or [tlashbrook@townoftruckee.com](mailto:tlashbrook@townoftruckee.com).

Sincerely,



Tony Lashbrook  
Town Manager

Cc  
Truckee Town Council Members  
Nevada County 5<sup>th</sup> District Supervisor  
Placer County 5<sup>th</sup> District Supervisor  
Andy Wirth, GM Squaw Valley USA  
North Lake Tahoe Resort Association



EDMUND G. BROWN JR.  
GOVERNOR

STATE OF CALIFORNIA  
GOVERNOR'S OFFICE of PLANNING AND RESEARCH  
STATE CLEARINGHOUSE AND PLANNING UNIT



KEN ALEX  
DIRECTOR

Notice of Preparation

October 10, 2012

RECEIVED  
OCT 12 2012  
PLANNING DEPT.

To: Reviewing Agencies  
Re: Village at Squaw Valley Specific Plan and Phase I Project  
SCH# 2012102023

Attached for your review and comment is the Notice of Preparation (NOP) for the Village at Squaw Valley Specific Plan and Phase I Project draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

**Alex Fisch**  
**Placer County, Planning Services Division**  
**3091 County Center Drive**  
**Auburn, CA 95603**

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan  
Director, State Clearinghouse

Attachments  
cc: Lead Agency

**Document Details Report  
State Clearinghouse Data Base**

**SCH#** 2012102023  
**Project Title** Village at Squaw Valley Specific Plan and Phase I Project  
**Lead Agency** Placer County

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**Type** NOP Notice of Preparation  
**Description** The Specific Plan proposes to amend the existing Squaw Valley General Plan and Land Use Ordinance (adopted in 1983) to comprehensively plan development of a recreation-based, all-season, resort community consisting of up to 1,295 fractional ownership resort residential and guest accommodation units. Other proposed land uses would include commercial, retail, and recreational uses similar to uses currently allowed as well as parking and other visitor amenities. The project would be developed in four phases over 12-15 years. Construction of the first phase (Phase I) is proposed to begin in 2014 and is expected to be completed in approximately 5 years.

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**Lead Agency Contact**

**Name** Alex Fisch  
**Agency** Placer County, Planning Services Division  
**Phone** (530) 745-3081 **Fax**  
**email**  
**Address** 3091 County Center Drive  
**City** Auburn **State** CA **Zip** 95603

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**Project Location**

**County** Placer  
**City** Olympic Valley  
**Region**  
**Cross Streets** Squaw Valley Road  
**Lat / Long** 39° 11' 50" N / 120° 14' 07" W  
**Parcel No.** Multiple  
**Township** 16N **Range** 16E **Section** 32NW **Base** CA21

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**Proximity to:**

**Highways** 89  
**Airports**  
**Railways**  
**Waterways** Squaw Creek, Truckee River  
**Schools** Squaw Valley Academy  
**Land Use** Low Density & High Density Residential, Heavy Commercial, Village Commercial, Forest Recreation, Conservation Preserve

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**Project Issues** Aesthetic/Visual; Agricultural Land; Schools/Universities; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Economics/Jobs; Flood Plain/Flooding; Geologic/Seismic; Forest Land/Fire Hazard; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Septic System; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Growth Inducing; Landuse; Cumulative Effects

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**Reviewing Agencies** Resources Agency; Cal Fire; Office of Historic Preservation; Department of Water Resources; Department of Parks and Recreation; Department of Fish and Game, Region 2; Native American Heritage Commission; State Lands Commission; Tahoe Regional Planning Agency; California Highway Patrol; Department of Housing and Community Development; Caltrans, District 3 N; State Water Resources Control Board; Department of Toxic Substances Control; Regional Water Quality Control Bd., Region 6 (So Lake Tahoe)

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**Date Received** 10/10/2012 **Start of Review** 10/10/2012 **End of Review** 11/08/2012

Resources Agency  
 Nadell Gayou  
 Dept. of Boating & Waterways  
 Nicole Wong  
 California Coastal Commission  
 Elizabeth A. Fuchs  
 Colorado River Board  
 Gerald R. Zimmerman  
 Dept. of Conservation  
 Elizabeth Carpenter  
 California Energy Commission  
 Eric Knight  
 Cal Fire  
 Dan Foster  
 Central Valley Flood Protection Board  
 James Herota  
 Office of Historic Preservation  
 Ron Parsons  
 Dept of Parks & Recreation  
 Environmental Stewardship Section  
 California Department of Resources, Recycling & Recovery  
 Sue O'Leary  
 S.F. Bay Conservation & Dev'L. Comm.  
 Steve McAdam  
 Dept. of Water Resources Resources Agency  
 Nadell Gayou

Native American Heritage Comm.  
 Debbie Treadway  
 Public Utilities Commission  
 Leo Wong  
 Santa Monica Bay Restoration  
 Guangyu Wang  
 State Lands Commission  
 Jennifer Deleong  
 Tahoe Regional Planning Agency (TRPA)  
 Cherry Jacques

Business, Trans & Housing  
 Caltrans - Division of Aeronautics  
 Phillip Crimmins  
 Caltrans - Planning  
 Terri Pencovic  
 California Highway Patrol  
 Suzann Ikeuchi  
 Office of Special Projects  
 Housing & Community Development  
 CEQA Coordinator  
 Housing Policy Division

Other Departments  
 Food & Agriculture  
 Sandra Schubert  
 Dept. of Food and Agriculture  
 Dept. of General Services  
 Public School Construction  
 Dept. of General Services  
 Anna Garbeff  
 Environmental Services Section  
 Dept. of Public Health  
 Jeffery Worth  
 Dept. of Health/Drinking Water  
 Delta Stewardship Council  
 Kevan Samsam

Independent Commissions, Boards  
 Delta Protection Commission  
 Michael Machado  
 Cal EMA (Emergency Management Agency)  
 Dennis Castrillo

Fish and Game  
 Dept. of Fish & Game  
 Scott Flint  
 Environmental Services Division  
 Fish & Game Region 1  
 Donald Koch

Caltrans, District 8  
 Dan Kopulsky  
 Caltrans, District 9  
 Gayle Rosander  
 Caltrans, District 10  
 Tom Dumias  
 Caltrans, District 11  
 Jacob Armstrong  
 Caltrans, District 12  
 Marlon Regisford

Cal EPA  
 Airports/Energy Projects  
 Jim Lerner  
 Transportation Projects  
 Douglas Ito  
 Industrial Projects  
 Mike Tollstrup  
 State Water Resources Control Board  
 Regional Programs Unit  
 Division of Financial Assistance  
 State Water Resources Control Board  
 Student Intern, 401 Water Quality Certification Unit  
 Division of Water Quality  
 State Water Resources Control Board  
 Phil Crader  
 Division of Water Rights  
 Dept. of Toxic Substances Control  
 CEQA Tracking Center  
 Department of Pesticide Regulation  
 CEQA Coordinator

Regional Water Quality Control Board (RWQCB)  
 RWQCB 1  
 Cathleen Hudson  
 North Coast Region (1)  
 RWQCB 2  
 Environmental Document Coordinator  
 San Francisco Bay Region (2)  
 RWQCB 3  
 Central Coast Region (3)  
 RWQCB 4  
 Teresa Rodgers  
 Los Angeles Region (4)  
 RWQCB 5S  
 Central Valley Region (5)  
 RWQCB 5F  
 Central Valley Region (5)  
 Fresno Branch Office  
 RWQCB 5R  
 Central Valley Region (5)  
 Redding Branch Office  
 RWQCB 6  
 Lahontan Region (6)  
 RWQCB 6V  
 Lahontan Region (6)  
 Victorville Branch Office  
 RWQCB 7  
 Colorado River Basin Region (7)  
 RWQCB 8  
 Santa Ana Region (8)  
 RWQCB 9  
 San Diego Region (9)  
 Other

Conservancy



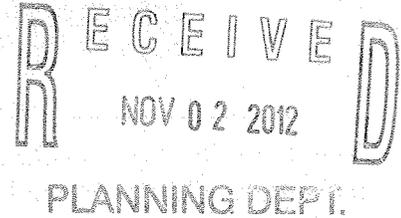
State of California - The Resources Agency  
DEPARTMENT OF FISH AND GAME  
1701 Nimbus Road, Suite A  
Rancho Cordova, CA 95670  
(916) 358-2900  
<http://www.dfg.ca.gov>

EDMUND G. BROWN, Jr. Governor  
CHARLTON H. BONHAM, Director



October 30, 2012

Alex Fisch  
Placer County, Planning Services Division  
3091 County Center Drive  
Auburn, CA 95603



Dear Mr. Fisch:

The Department of Fish and Game (DFG) has reviewed the Application Routing – Early Consultation Request for the Village at Squaw Valley Specific Plan and Phase I Project (project). The project proposes to amend the existing Squaw Valley General Plan and Land Use Ordinance to comprehensively plan development of a recreation-based, all-season, resort community consisting of up to 1,295 fractional ownership resort residential and guest units. Moreover, other proposed land uses include commercial, retail, and parking and other visitor amenities.

These comments are submitted under the DFG's authority as Trustee Agency with regard to the fish and wildlife of the State of California, designated rare or endangered native plants, game refuges, ecological reserves, and other areas administered by the DFG (CEQA Guidelines § 15386, subd. (a)). The DFG recommends that the Environmental Impact Report (EIR) provide adequate discussion and mitigation measures for the following concerns:

1. We recommend that the EIR identify potential impacts to natural habitats and provide a discussion of how the project will affect the function and value of these habitats. Habitats within the project site with potential impacts include mixed coniferous forest, riparian, wetlands, and streams.
2. The project's impact to special status species including species that are State and/or federal listed as threatened and endangered or species of special concern. We are particularly concerned with the project's impacts on the Sierra Nevada yellow-legged frog (*Rana sierra*), Munro's desert mallow (*Sphaeralcea munroana*), Donner Pass buckwheat (*Eriogonum umbellatum* var. *torreyanum*), alder buckthorn (*Rhamnus alnifolia*), Davy's sedge (*Carex davyi*), and American manna grass (*Glyceria grandis*).
3. Include a discussion regarding cumulative impacts to wildlife habitat resources within and adjacent to the project site.
4. The EIR should provide an analysis of specific alternatives which reduce impacts to plants, wildlife, and aquatic resources.

Mr. Fisch  
Page 2  
October 30, 2012

5. The EIR should contain a discussion of the project's consistency with applicable land use, or species recovery plans, such as General Plans, Specific Plans, Habitat Conservation Plans, Critical Habitat Designation, etc.

Thank you for the opportunity to review this project. If the DFG can be of further assistance, please contact Garry O. Kelley, Staff Environmental Scientist, at (916) 358-2879.

Sincerely,



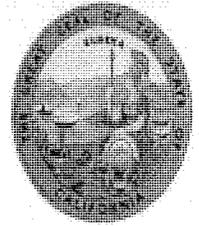
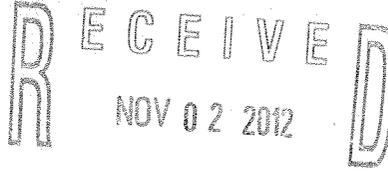
Tina Bartlett  
Acting Regional Manager

cc: Jeff Drongesen



## DEPARTMENT OF FORESTRY AND FIRE PROTECTION

13760 Lincoln Way  
AUBURN, CA 95603  
(530) 889-0111  
Website: [www.fire.ca.gov](http://www.fire.ca.gov)



October 31, 2012

PLANNING DEPT.

TO: Alex Fisch  
Placer County, Planning Services Division  
3091 County Center Drive  
Auburn, CA 95603  
RE: Village at Squaw Valley SCH# 2012102023

This project will require a Timberland Conversion and Timber Harvest Plan as per the following:

*California Code of Regulations, per section 1103, and Public Resources Code 4581 requires a Timberland Conversion Permit and/or Timber Harvest Plan be filed with the California Department of Forestry and Fire Protection if the project involves the removal of a crop of trees of commercial species (regardless of size of trees or if trees are commercially harvested).*

**The Timberland Conversion Permit shall address the following:**

- a. *The decrease in timber base in the county as a result of the project.*
- b. *The cover type, including commercial species, density, age, and size composition affected by the project.*
- c. *The ground slopes and aspects of the area affected by the project.*
- d. *The soil types affected by the project.*
- e. *Any significant problems that may affect the conversion.*

If you require further clarification, please contact Forester Jeff Dowling at (530) 587-8926.

Sincerely,

Brad Harris

**CAL FIRE**

Unit Chief

A handwritten signature in cursive script that reads "Jeff Dowling".

Jeff Dowling

Truckee Area Forester

jd

Lahontan Regional Water Quality Control Board

RECEIVED

October 30, 2012

NOV 01 2012

Maywan Krach, Community Development Technician  
Placer County Planning Services Division  
3091 County Center Drive  
Auburn, CA 95603

ENVIRONMENTAL COORDINATION SERVICES

**RESPONSE TO INITIAL STUDY AND NOTICE OF PREPARATION FOR ENVIRONMENTAL IMPACT REPORT FOR THE VILLAGE AT SQUAW VALLEY SPECIFIC PLAN AND PHASE I PROJECT**

Water Board staff appreciate the opportunity to comment on the Placer County Notice of Preparation (NOP) and Initial Study (IS) for the Village at Squaw Valley Specific Plan and Phase I Project (Project). The proposed Project will include development of a recreation-based, all-season resort community consisting of resort residential and guest units, commercial, retail, and recreational uses, and parking. The proposed Project is planned to be developed in four phases over 12-15 years. Phase I is proposed to begin in 2014, and be completed in approximately five years.

These comments are submitted in compliance with the California Environmental Quality Act (CEQA) Guidelines § 15096, which requires responsible agencies to specify the scope and content of the environmental information applicable to their jurisdictions and lead agencies to include that information in the Environmental Impact Report (EIR) for the Project.

The State Water Board and the Regional Water Quality Control Boards (Regional Water Boards) regulate discharges to protect the quality of water of the State, broadly defined as "the chemical, physical, biological, bacteriological, radiological, and other properties and characteristics of water which affects its use." Early consultation in the EIR process is encouraged, as Project reconfiguration may be required to avoid and minimize impacts to State waters. If the proposed Project has any of the following discharges, the Project proponent is required to obtain a permit from the State or Regional Water Boards:

| Discharge Type   | Types of Permits involved  |
|--|--|
| <ul style="list-style-type: none"> <li>Discharge of dredge and fill materials</li> </ul> | - Clean Water Act (CWA) §401 water quality certification for federal waters; or Waste Discharge Requirements for non-federal waters. |

DON JARDINE, CHAIR | PATTY Z. KOUYOUMDJIAN, EXECUTIVE OFFICER

| Discharge Type  | Types of Permits involved   |
|---|---|
| <ul style="list-style-type: none"> <li>• Wastewater discharges</li> </ul> | <ul style="list-style-type: none"> <li>- CWA §402 National Pollutant Discharge Elimination System permit, e.g. storm water permit.</li> </ul>   |
| <ul style="list-style-type: none"> <li>• Other discharges</li> </ul>      | <ul style="list-style-type: none"> <li>- Waste Discharge Requirements or other permits for discharges that may affect groundwater quality and other waters of the State, such as operation of proposed solid waste transfer facilities, domestic well drilling, and other proposed project activities.</li> </ul> |

### Effects of Urban Development on Water Quality

Watersheds are complex natural systems in which physical, chemical, and biologic components interact to create the beneficial uses of water on which our economy and well-being depend. Improperly implemented urban development has the potential to disrupt these natural interactions and degrade water quality through a number of interrelated effects. The primary impacts resulting from improperly implemented development projects that may have the potential to degrade water quality, increase peak flows and flooding, and destabilize stream channels include:

**Direct impacts** – the direct physical impacts of filling and excavation on wetlands, riparian areas, and other waters;

**Pollutants** – the generation of urban pollutants during and after construction;

**Hydrologic Modification** – the alteration of flow regimes and groundwater recharge by impervious surfaces and stormwater collector systems;

**Watershed-level effects** – the disruption of watershed-level aquatic functions, including pollutant removal, floodwater retention, and habitat connectivity.

The Water Boards are mandated to prevent water quality degradation. The CEQA establishes the process to provide the information we need to regulate projects involving potential water quality impacts, and protect water quality.

### Scope and Level of Needed Analyses

The EIR for this project should characterize all project-specific, cumulative, direct, and indirect impacts of this project on the quality of waters of the state as defined above, and identify alternatives and other mitigation measures to reduce and eliminate such impacts. Analyses should include:

## 1. Avoidance and Minimization Analysis

A proposed project can degrade water quality in a number of ways, and can create a complicated analysis. Fortunately, avoiding or minimizing impacts will eliminate or reduce subsequent effects and will simplify the analyses, and we strongly encourage avoidance as the primary strategy to address water quality concerns.

We request you address the following in the DEIR:

Measures to avoid or minimize each potential cause of water quality degradation as described in Attachment 1 to these comments.

An analysis of why any remaining impacts cannot be avoided or further minimized.

## 2. Alternatives Analysis

Because development projects can individually and cumulatively cause major water quality impacts, we strongly encourage a low-impact planning approach.

We request you address the following in the DEIR:

- a. Alternatives that include a low-impact approach, based on principles and practices described in the documents listed in Attachment 1, *Low Impact Development References*.
- b. Low Impact Development generally involves more compact development that:
  - minimizes generation of urban pollutants;
  - preserves the amenity and other values of natural waters;
  - maintains natural waters, drainage paths, landscape features and other water-holding areas to promote stormwater retention, pollution removal, and groundwater recharge;
  - designs communities and landscaping to minimize stormwater generation, runoff, and concentration; promote groundwater recharge; and reduce water demand;
  - promotes water conservation and re-use.

## 3. Identification of Affected Waters

A clear understanding of the location and nature of the waters potentially affected by this project is fundamental to fulfillment of our regulatory responsibilities.

We request you address the following in the DEIR:

- a. Map the waterbodies and 100-year floodplains in the project area.
- b. For waterbodies and their 100-year floodplains expected to be directly affected, identify the acreage and, for drainage features, the number of linear feet

potentially impacted, and sum the total affected acres and linear feet by waterbody type.

- c. Identify any "isolated" wetlands or other waters excluded from federal jurisdiction by court decisions<sup>1</sup>.

#### 4. Characterization of Impacts.

As noted above, we believe avoidance is the best strategy for managing potential water quality impacts. For unavoidable impacts, understanding how pollution pathways will operate is essential to managing them.

We request you address the following in the DEIR:

- a. Specify the causes, natures, and magnitude of all proposed impacts. Provide a level of analyses commensurate with the size and complexity of the project and its potential water quality impacts, referring to Attachment 1 to these comments.
- b. Quantify impacts as definitively as feasible, using appropriate modeling and adequate data. Modeling approaches should be documented; and data deficiencies or other factors affecting the reliability of the results identified and characterized.
- c. Identify whether impacts will be temporary or permanent.

#### 5. Hydrologic Disruption Analysis

Because increased runoff from developed areas is the key variable driving a number of other adverse effects, attention to improving the pre-development hydrograph will prevent or minimize many problems and will limit the need for other analyses and mitigation in the EIR.

We request you address the following in the DEIR:

- a. Alternatives and mitigations analyses measures to improve the pre-project hydrograph.
- b. Provide a meaningful analysis of potential cumulative impacts to watershed hydrology from existing and other planned development in the watershed or planning area.
- c. An assessment of the environmental impacts on Squaw Creek flow from additional pumping of the groundwater aquifer to provide adequate water supply for Project implementation. This analysis should include how impacts to Squaw Creek from additional groundwater pumping will be mitigated. Analysis

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<sup>1</sup> Such as, U.S. Supreme Court, *Solid Waste Agency of Northern Cook County v. U.S. Army Corps of Engineers*, 2001, and *Rapanos v. United States*, 2006.

of the Squaw Valley Public Service District study on creek-aquifer interaction should be considered.

#### 6. Water Board Waste Discharge Prohibitions

The *Water Quality Control Plan for the Lahontan Region* (Basin Plan) includes waste discharge prohibitions applicable to the Project area, including the following:

*The discharge or threatened discharge, attributable to human activities, of solid or liquid waste materials including soil, silt, clay, sand, and other organic and earthen materials to lands within the 100-year floodplain of the Truckee River or any tributary to the Truckee River is prohibited.*

An exemption to this prohibition may be granted by the Water Board under certain circumstances. See Section 4.1 of the Basin Plan for the complete list of waste discharge prohibitions and for the applicable exemption criteria ([http://www.waterboards.ca.gov/lahontan/water\\_issues/programs/basin\\_plan/docs/ch4\\_implementation.pdf](http://www.waterboards.ca.gov/lahontan/water_issues/programs/basin_plan/docs/ch4_implementation.pdf)). We request you address the Project's compliance with Basin Plan prohibitions and/or need for prohibition exemptions by the Water Board.

Thank you for the opportunity to comment on this Project. We look forward to working with Placer County and the Project proponent to protect water quality. If you have any questions or comments, please contact Dale Payne, Environmental Scientist, at (530) 542-5464, or Alan Miller, Chief, North Basin Regulatory Unit, at (530) 542-5430.



Chuck Curtis, P.E., Manager  
Regulatory Compliance Division

Enclosure: Low Impact Development References

## Low-Impact Development References

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Low-impact (LID) development generally involves more compact development that:

- minimizes generation of urban pollutants;
- preserves the amenity and other values of natural waters;
- maintains natural waters, drainage paths, landscape features and other water-holding areas to promote stormwater retention and groundwater recharge;
- designs communities and landscaping to minimize stormwater generation, runoff, and concentration; promote groundwater recharge; and reduce water demand;
- promotes water conservation and re-use.

The following documents are among many that provide more specific guidance in LID.

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Bay Area Stormwater Management Agencies Association. Start at the Source. 1999. Online: <http://www.basmaa.org/index.cfm>.

Center for Watershed Protection. Better Site Design: A Handbook for Changing Development Rules in Your Community. August 1998. Online: <http://www.cwp.org/>.

Local Government Commission. The Ahwahnee Water Principles: A Blueprint for Regional Sustainability. July 2006. Online: <http://water.lgc.org/guidebook>.

Prince George's County, Maryland, Department of Environmental Protection. Low-Impact Development Design Strategies. January 2000.

Prince George's County, Maryland, Department of Environmental Protection. Low-Impact Development Hydrologic Analysis. January 2000.

United States Environmental Protection Agency. Using Smart Growth Techniques as Stormwater Best Management Practices. EPA 231-B-05-002. December 2005.

United States Environmental Protection Agency. Parking Spaces/Community Places. EPA 231-K-06-001. January 2006.

United States Environmental Protection Agency. Protecting Water Resources with Higher Density Development. EPA 231-R-06-001. January 2006.

United States Environmental Protection Agency. Growing Toward More Efficient Water Use: Linking Development, Infrastructure, and Drinking Water Policies. EPA 230-R-06-001. January 2006.

### Further Online References:

Ca. Office of Environmental Health Hazard Assessment: <http://www.oehha.ca.gov/ecotox.html>

United States Environmental Protection Agency: <http://www.epa.gov/smartgrowth/>