

Maywan Krach

From: Barta Barnum and Bill Trenn <bartaandbill@cox.net>
Sent: Wednesday, April 09, 2014 8:20 AM
To: Placer County Environmental Coordination Services
Subject: Alpine Sierra Subdivision

I am totally against this subdivision and further building in that area. The increase in cars, noise and pollution alone should be enough to stop this building. The environment cannot withstand further invasions of the land, and subsequent depletion of the water supply needed for this venture. I have lived in the Reno area over 25 years, and currently spend time in the Tahoe area every summer.

I believe this would be terrible for the environment, and the area as a whole.

Thank you,

Barta

Barta Barnum
2453 N Quesnel Lp
Tucson AZ 85715

Maywan Krach, Community Development Technician
Placer County Community Development Resource Agency
3091 County Center Drive, Suite 190
Auburn, CA 95603
Sent by email to: cdraecs@placer.ca.gov

May 9, 2014

Dear Ms. Krach,

I am a homeowner on John Scott Trail in Alpine Meadows. I have reviewed the Initial Study and Notice of Preparation for the Alpine Sierra Subdivision. My comments follow.

Density:

The 20 lots in the western portion of the project site are proposed to include six custom cabin sites of .19 to .38 acres and 14 halfplex sites of .08 to .17 acres. The 27 lots on the eastern portion of the project site are proposed to range from 0.39 to 1.17 acres.

On page 23 of the Alpine Meadows General Plan, residential density requirements are defined as:

- Subdivision areas near the creek: a minimum of 10,000 square feet of land area per unit, which translates to a minimum of 0.23 acres per unit.
- Subdivision areas in the upper slopes (which would seem to be the definition of this Alpine Sierra development): a minimum of 20,000 square feet of land area per unit, which translates to a minimum of 0.46 acres per unit.
- Townhouses (Patio houses): a maximum density of 8.25 units per acre, which equates to 0.121 acres per unit.

Summary -

The proposed lot sizes for the 6 custom cabin sites are smaller than the required 0.46 acres for upper slopes. Even if the development area is considered "near the creek", some of the lot sizes are smaller than the 0.23 acre minimum.

The proposed lot sizes of the 27 lots in the eastern portion also include some lots which are smaller than the 0.46 acres required for upper slopes.

The range of proposed lot sizes for the halfplex sites also starts below the required minimum of 0.121 acres for townhouses.

Traffic Patterns:

The "BCA Access Alternative" as I understand it would build a private road allowing residents of the new development to exit onto the private section of John Scott Trail in the Bear Creek Association, and then open a private gate to travel down the public section of John Scott Trail in order to access Alpine Meadows Road. The BCA Access Alternative is in conflict with the Alpine Meadows General Plan (AMGP) which states:

- on page 2, item #6, that the planning process should "provide a functional street pattern of efficient location and improvement with minimal disturbance...", and
- on page 4, Item # 5, that "... all streets should be designed to discourage through traffic".

As I understand it, the developer has proposed paying the Bear Creek Association (BCA) in order to join BCA and install a private electronic gate enabling BCA residents to exit their development through the

private gate and exit through the public section of John Scott Trail. At the same time, the homeowners living on the public section of John Scott Trail cannot travel through the gate. This would create substantial traffic and disturbance on the public section of John Scott Trail and through Alpine Meadows Estates Association (AMEA), causing substantial deterioration of the peaceful environment for the AMEA residents, while money is collected by the BCA. This is in conflict with the Alpine Meadows General Plan.

Impact on water supply & fire protection:

While California is experiencing a very serious drought, the extra demand for water supply from the Alpine Sprints County Water District and the increased demand for fire protection services make such a development prohibitive at this time.

Aesthetics:

The size of this development would substantially degrade the existing visual character and quality of the site, and the development would be visible from many locations, including the Five Lakes Trail. In addition there would be substantial light impacting nighttime views in the area.

The Alpine Meadows General Plan states on page 18 that "Alpine Meadows must preserve and maintain a permanent surrounding greenbelt, as a means of insuring finite limits to future development, to preserve the relationship to nature, and to complement the residential amenity of the valley." I believe the density of this development and the visibility of this development from various vantage points in Alpine Meadows is not in keeping with the spirit of the general plan.

Impact on wildlife habitat:

It is known that there are numerous bears and other wildlife living in the area of the proposed development. The density of the proposed development creates a significant threat to this wildlife.

Thank you for your consideration of my comments. Please feel free to contact me at any time.

Sincerely,
Judy Bruner

Mailing Address:

14072 Okanogan Drive
Saratoga, CA 95070

Work Phone: 408-801-1516

Cell Phone: 408-772-7599

Email: judy.bruner@sandisk.com

Alpine Meadows Property:

1751 and 1743 John Scott Trail
Alpine Meadows, CA

Maywan Krach

From: William and Cheryl Bry <lego434@gmail.com>
Sent: Wednesday, April 09, 2014 11:35 AM
To: Placer County Environmental Coordination Services
Subject: Commentary re Alpine Sierra Subdivision NOP

We live at 1440 Chateau Place, Alpine Meadows. We would like to voice our concerns about using John Scott Trail as a major entry point into the proposed Alpine Sierra Subdivision.

The short segment of John Scott Trail between Mineral Springs Road and the turn onto Upper Bench is steep and reverse-banked. We have lived on Chateau Place for over 20 years - every snowfall, without fail, we witness cars get stuck there, preventing all other residents from access to their homes until the car is towed or pushed back down the hill. (We ourselves, with an all-wheel drive Ford Explorer and plenty of winter driving experience, have had to back down the hill, park in a neighbor's driveway, and walk the last mile or so home.)

As an illustration of the dangers this section of road creates, we captured this photo on March 29th at about 5 in the afternoon, during the snow that day. You can see the street signs showing the location on John Scott Trail at the Upper Bench turn. The car had started sliding, and could not get traction to continue up. When I took the photo, the car has slid sideways across the road, blocking the turn to Upper Bench, and the owner was struggling to put on chains. Of note, this was also an all-wheel drive vehicle, and yet could not navigate the road segment. Additionally, it was not the only vehicle stuck at that moment. There was also what appeared to be a taxi blocking access onto Trapper McNutt.



Our concern is that the increased traffic from a new subdivision that proposes to use this problematic section of road as a main entry point will end up exacerbating an already dangerous situation. Cars driving down Upper Bench face a steep, icy, blind curve onto John Scott Trail, often making the turn in free-fall. Anyone in such a situation could not help but crash into a car stuck on John Scott. Cars abandoned by owners in search of help leave residents driving up hill on John Scott stranded and prevent plows from doing their all-important job of clearing the roads.

This is not an issue that a person who does not live and drive in the area would know to recognize as a problem, but it is an issue that warrants serious consideration, and should be addressed prior to approval of any development plan. The impact of the necessary road improvements will need to be addressed in the EIR as well.

Sincerely,

The Brys

William and Cheryl Bry
1440 Chateau Place, Alpine Meadows
415 497 2059
lego434@gmail.com

Maywan Krach

From: JON CADY <joncady@sbcglobal.net>
Sent: Thursday, April 24, 2014 10:11 AM
To: Maywan Krach
Subject: Re: Alpine Sierra Subdivision (PSUB 20130004)

Dear Maywan Krach,

I am against the proposed Alpine Sierra Subdivision development in Squaw Valley. I feel it does not adequately address traffic issues, overcrowding and is not needed - and is only for financial gain by the developers. The "amenities" are not needed and the natural amenities should be left as they are - natural.

Thank you!

~Lisa Cady~

From: Maywan Krach <MKrach@placer.ca.gov>
To: Maywan Krach <MKrach@placer.ca.gov>
Sent: Tuesday, April 8, 2014 1:56 PM
Subject: Alpine Sierra Subdivision (PSUB 20130004)

To All Interested Parties,

You have requested to be included in the noticing of the subject project and/or CEQA projects in Placer County. Below please find the link to the Notice of Preparation for your review.

<http://www.placer.ca.gov/departments/communitydevelopment/envcoordsvcs/eir/alpinesierrasubdivision>

The public comment period starts on **4/8/14** and ends on **5/9/14**. Your comments can be emailed to cdraecs@placer.ca.gov or mailed to the contact information below.

Thanks.

.....
Maywan Krach
Community Development Technician
Environmental Coordination Services
Placer County Community Development Resource Agency
3091 County Center Drive, Suite 190, Auburn, CA 95603
530-745-3132 fax 530-745-3080
Monday 8:30-5 (every other Monday off)
Tuesday-Friday 7:30-5
.....

Maywan Krach

From: Jerry Cahill <jcahill@calfox.com>
Sent: Friday, April 18, 2014 9:52 PM
To: Placer County Environmental Coordination Services
Cc: John McCauley; 'mike.laufer@gmail.com'; 3 Carolyn Cahill - gmail; 1 Kathy King; Bill Cahill Jr.; 'Theresa Eaton Sinnott'
Subject: Alpine Sierra Subdivision PSUB 201300004

Attn Maywan Krach, Community Development Technician:

I will be unable to attend the scoping meeting on April 28, but I have carefully reviewed the Notice of Preparation of a draft Environmental Impact Report. I own a cabin at 1783 Deer Park Drive in Alpine Meadows. I have the following comments.

1. The EIR must study the wildlife trails and hiking trails in the area that will be affected by development and provide for mitigation alternatives. There are significant number of these trails crisscrossing the property.
2. The power line that parallels the proposed road should be undergrounded as a mitigation for the road construction. All homes should be served by underground utilities.
3. The road design should be done using berms and reforestation. Road cuts should be carefully bulk headed to minimize erosion.
4. Storm water drainage from the parcels and the roads should be designed to provide maximum erosion control
5. This area is heavily wooded. Although Placer County allows offsite mitigation payments, every effort should be made to retain large trees and design around them. The EIR should evaluate the effect of on bird life and wildlife based upon different amounts of tree removal. The property abuts US Forest Service property and provides crossings and access for the bird and animal life in the area.
6. The EIR should evaluate the feasibility of a lower density development. The halfplex buildings appear to be constructed on very small lots, but will require the same amount of parking, energy resources. They will require more clearing of wooded areas..

Please introduce these comments into the record.

[Jerry Cahill](#)

Calfox, Inc.

300 Drake's Landing Road, Suite 207

Greenbrae CA 94904

tel 415-464-3664

fax 415-464-3678

**RE: ALPINE SIERRA SUBDIVISION INITIAL STUDY/CHECKLIST AND
NOTICE OF PREPARATION OF A DRAFT EIR, dated April 2014**

Comments of **Interested Parties Robert H. Cole and Eleanor Swift**, submitted May 9, 2014, by email to cdraecs@placer.ca.gov

These comments are submitted by us as interested parties. We own two second homes on Upper Bench Road in the Alpine Meadows Estates subdivision, one of which we live in and the other our adult children's families live in. These homes will be seriously adversely impacted by the proposed subdivision in several ways: by the noise, pollution, and congestion during a very long construction process, which will be all the worse if the BCA Access Alternative (which heavily impacts John Scott Trail, the access road to our Upper Bench Road) were adopted; by the increased population from the subdivision, and by the havoc it would wreck on the splendid hiking trail behind our homes. But we also write in the more important capacity as parties intensely concerned about the severe impact of the proposed subdivision on a more or less unspoiled, fragile alpine environment. We are not environmental professionals in any way, so these are the comments of interested laypeople.

We sincerely thank you in advance for considering these comments, which we realize are lengthy.

Excellent, admirable reports. The quality of the Initial Study/Checklist [IS] and Notice of Preparation [NOP] is truly impressive. These are clear, thorough, balanced, highly professional, major pieces of work. We are very grateful to the County and the staff who prepared this thoughtful work, which is obviously the result of hard, conscientious effort. We think the various conclusions of "potentially significant impact" throughout the IS and the "yes" findings of significance on IS p. 31 are entirely justified and appropriate. The comments and questions that follow are in no way critical of these estimable reports. The purpose of public comment is to add as complete a picture as possible, and we write in that spirit.

The cumulative effects on the environment, especially of the 27 homes and 5 guest houses seem overwhelming. The IS rightly considers not only the individual impacts of the proposed subdivision but also its overall impact. This perspective seems crucial. The portion of the subdivision where the 27 houses and 5 guest houses would be located – which seems to be about 30 acres altogether – seems especially problematic. The reports do not appear to say how big the individual houses would be – information the developer should provide if one is to evaluate the proposal – but it is obvious that this is to be a high-end project and each of the 27 houses at least will have a large footprint. With all the retaining walls (particularly problematic, we think), grading, roads, driveways, sewers, and utilities, this part of the subdivision will simply wipe out some 30 acres of forest and wetlands and the full range of environmental values that go with them. Even at the most favorable to the development, the project is too big for the sensitive area into which it would be squeezed.

Moreover, construction access to these lots, with or without the BCA Access Alternative, will be arduous and harsh – and the process will go on for years. It’s hard to see how more than 2 or 3 lots would be bought and houses actually built in a year, so we can assume the serious, radiating disruption would go on for a decade. It sometimes has to be the case that owners cannot use their property in a certain way at such high environmental costs.

A phased approach seems called for. The subdivision is essentially two separate projects. One project is the eastern (let’s say) 30-acre site for the 27 houses and 5 guest houses, which is even more independent under the BCA Access Alternative. This site is the more problematic. The other, western site comprises the 14 halfplexes and some of the subdivision overhead. It is hard by the Alpine Meadows ski resort parking lot and its extremely heavily trafficked access road and is near a number of other lots and buildings. In other words, it is in an environment that is already relatively developed.

Would it not make sense to limit the subdivision at the outset to the site of the 14 halfplexes? Given the severity of the cumulative impact of the 27 house/5 guest house project, the last thing anyone – the developers, the interested parties, the County – would want is for all the destructive overhead to be done and the lots remain undeveloped. Consider the Alpine Knolls Subdivision of some 10 years ago. It called for some 27 houses in a fairly unspoiled area. Nothing has been done on it, presumably because, basically, there is no market for those houses. Just think how absolutely awful it would have been if all the destructive overhead had been built but the site just sat there, ruined but unused. That scenario should not be allowed or risked with the large, forested, eastern project of Alpine Sierra. If a market actually develops for this site, then the proposal should be reconsidered. Meanwhile, both the environmental damage and the market risk for the western project, the halfplexes, are much less problematic and it could proceed – to the extent it meets the standards required by your EIR.

We realize that market considerations are matters for the developers and perhaps do not ordinarily figure in an EIR. But one would think the feasibility of a project should be part of the review. Here those market considerations function only to reinforce environmental considerations. The eastern portion of the subdivision perhaps should not be built at all; In that case the developer is no worse off if it has to wait to see whether it can develop the eastern site, and how. In the meantime, it will redeem its investment by building on the western site.

The BCA Access Alternative seems environmentally unjustifiable and would unfairly impose unallowable externalities on AME residents and the County. Presumably because it is still hypothetical, the BCA Access Alternative is not studied in the IS and NOP. If the developer proposes it in fact, it will need intense scrutiny. In the following discussion, we assume that what is intended would be for the BCA Access Alternative to remove the barrier between the BCA and AME subdivisions and connect the 27 houses/5 guest houses with John Scott Trail through a new access road for a continuous route to the Alpine Meadows Road. This is what the IS and NOP seem to assume.

On the face of it now, this BCA Access Alternative is environmentally unjustifiable.

-- It isn't stated at this point how long the new cut-off would be, but clearly this new access road would cut through an area of more or less undisturbed forest. In contrast, the present proposal would run the access road directly off of a major thoroughfare (Alpine Meadows Road), near a huge parking lot, and through a short, narrow connector parcel from the halfplexes to the large houses; this connector parcel is situated near existing lots and houses and is of no particular environmental value.

-- The BCA Access Alternative would channel subdivision traffic for a mile or so through a curving rural residential street (John Scott trail with a part of Deer Park) that is in an entirely different subdivision. In contrast, the present proposal would channel the Alpine Sierra Subdivision traffic all the way on a major thoroughfare and then directly into the subdivision itself.

-- The BCA Access Alternative would add traffic on the curving rural residential John Scott Trail, amounting to triple or quadruple what it is now for some houses near Alpine Sierra and amounting to maybe twenty-five to fifty percent more than what it is now for houses on John Scott nearer to Alpine Meadows Road. Moreover, many Bear Creek residents would now use this route instead of, as presently, reaching Alpine Meadows Road entirely from within the Bear Creek Subdivision. The increased traffic burden on John Scott Trail in AME could be quite substantial. In contrast, the present proposal would add an insignificant amount of traffic to the already heavily trafficked Alpine Meadows Road and would deposit the traffic directly into its own subdivision.

--In winter, the BCA Access Alternative would require drivers to travel a mile or so on the curving uphill John Scott Trail, which might not be plowed promptly and even when plowed is narrow and treacherous in winter. In contrast, the present proposal would keep drivers on a wide, gradual, promptly plowed thoroughfare that is the safest road in the area.

In short, on every measure, the BCA Access Alternative creates serious environmental harm and hazards while the present proposal does not create them. Adopting the BCA Access Alternative serves no interest at all except the minor convenience of 27 homeowners. Homeowner convenience cannot justify permitting an environmentally seriously harmful plan when an environmentally neutral alternative is readily available.

Moreover, the BCA Access Alternative is blatantly unfair to the AME residents on or affected by John Scott Trail. If BCA homeowners permit the developer to build this access, it would be because the developer is paying them money to do so. BCA homeowners therefore will be choosing to benefit from the access alternative, deciding that their own environmental and other costs are worth less than the money the developer will pay them. A number of them will also get a windfall benefit in the form of a shortcut – through AME – to the Alpine Meadows Road via John Scott Trail. Meanwhile, the great bulk of the costs of the BCA Access Alternative will be born by homeowners in the

AME subdivision, who have no say whatever in BCA's authorizing the access alternative and get zero benefit from it. The costs AME homeowners will pay are in increased traffic volume (from BCA as well as from Alpine Sierra houses); associated increased traffic danger to cars, pedestrians, children and dogs; noise and air pollution; maintenance costs the County may ultimately pass on to them; and even loss of property value. Imposing the costs of one's activities on one's innocent neighbor is an improper externality. It must be the case that environmental review prohibits improper externalities like this. BCA homeowners cannot pocket some large sum of money for use of their property and their convenience and then dump all the costs of that use on the neighbors. To be sure, a few BCA homes may front the traffic on John Scott Trail from the new access road (we don't have the facts), but that is BCA's choice and these homeowners may receive extra compensation for all we know. In any event, the number of BCA homes affected would be a small handful, whereas many more AME homes on John Scott Trail will be adversely impacted.

The same externality affects the County, too, which will have increased burdens of maintenance, safety, emergency access, and plowing on John Scott Trail.

A further evil is apparent from what has just been said. To permit BCA homeowners to impose these externalities on AME homeowners is a recipe for conflict between neighbors. AME homeowners understandably object to having to bear the externalities of BCA homeowners' profit-making decision; yet some BCA homeowners already have expressed hostility that they object at all. We would think it part of the job of land use regulation to avoid knowingly promoting such conflict, and certainly when the environmentally better alternative avoids it.

If the BCA Access Alternative were to be adopted, the only way to prevent these externalities and conflicts is for the barrier on John Scott Trail between BCA and the County's road to remain in place, permanently. All traffic to the BCA Access Alternative would and should have to go from the Alpine Meadows Road exclusively through BCA. In that way, BCA homeowners would be internalizing the costs for which they received payment, which is the only fair outcome.

The Alpine Sierra segment of the hiking trail connected to USFS land would seem to be a public easement. This trail has been used continually, openly, as of right, and adversely to the property owners since time out of mind. We and our family ourselves have used it regularly for the past 17 years, and back in 1997 it had obviously already been in use seemingly forever. As a result, we believe the public owns this trail now. As such, it is not something that the owners of the property it traverses can dispense with or replace as they wish as if they owned it, even subject to environmental controls. We imagine this would include not only the absolute width of the trail but also some kind of buffer zones alongside it and the views from it. We don't know what the role of the EIR is in determining this kind of a question of ownership but we trust you can and will fully deal with it in the EIR. Nor do we know what authority the County may have over public easements like this, but we believe it must start from the premise that this resource should be preserved and protected.

This is not a minor quibble over claims but rather is something worth every effort to preserve. The trail is genuinely special. It is special, indeed unique, because it is very accessible while giving the sense of being unspoiled and remote; it is easy to use while still having some challenge; it is remarkably varied for such a compact distance, traversing forest, streams, wetlands, meadows and desolate outcroppings; and it continually offers beautiful sights up close and of mountains across the valley that show off a varied nature at every season.

Just where and how much of the hiking trail goes through Alpine Sierra property does not appear from the maps in the NOP; the developer should provide this precise information. The IS and NOP deal with the trail essentially only in passing. We trust that the EIR will give it full dress review.

The project would seem to add more than 123 people to the area. This is the one place we think we disagree with the IS, which on p. 26 projects about 123 new “residents.” If we are talking about actual occupants at any one time, let’s say during the ski season and high summer, the number would seem to be much more than 123. Skiers will almost certainly number more than the projected average of 2.59 per unit. In the large houses, you would expect routinely for there to be 6 or 8 people on a weekend, and in the halfplexes at least four. Then you have renters. Many of these houses and halfplexes are going to be rented out, and rental groups are probably typically more than one couple or even one nuclear family. Amateurs though we are, we think that an average occupancy of 5 – 6 people during peak times seems more reasonable, with a resulting population increase of, say, 250 people. These peak occupancy periods would seem to be highly relevant in predicting environmental effects. When traffic and people’s activities are the greatest, presumably their environmental effects are not only heaviest but also are lasting. The damage done may not just disappear when the temporary residents leave.

The provision for open space in the subdivision seems too minimal. The open space comprising parcels D, E and F is nice but inconsequential. Presumably it could not be built on anyway, and it does not seem to buffer any of the proposed development. Similarly, the open space B doesn’t seem to serve the public in any particular way. It is essentially a connector between the two project sites, buffering the big houses from the halfplexes, and perhaps could not be developed anyway. Apart from the trivial open spaces A and C, the proposal seems to make no effort environmentally to buffer either the big houses or the halfplexes. Certainly, much more open space and a much more generous effort to buffer the housing developments environmentally should be required, and even more if the BCA Access Alternative is improved. Protecting the hiking trail could and should be part of this.

The duration of construction will be onerous. As indicated above, the sale of 27 large high-end lots and construction of large houses and guest houses on them could easily go on for 10 years. Added to that must be the years we imagine it will take to build roads and retaining walls, grade lots, and install utilities. Perhaps the halfplexes would be built and sold in a shorter time frame. This is another way of seeing that the

subdivision as proposed is too big for the area. We trust the extreme duration of construction will be fully considered in the EIR.

Bears and coyotes, by the way. Shouldn't they be included in Item IV-6 on page 12 of the IS? They are major mammals that one imagines would have habitat in the site of the proposed subdivision.

The long-sought traffic light at the intersection of SR 89 and the Alpine Meadows Road will be necessary now. As early as the mid-00's, Cal Trans (or the County?) had said it would install a much needed traffic light at this intersection by 2008. If any part of the Alpine Sierra Subdivision should be approved, that would seem to be the culminating necessity for installing the traffic light promptly.

Including consideration of the effects of further Squaw Valley – Alpine Meadows consolidation. We of course do not know what the owners of Squaw and Alpine are planning. Nor do we know how much you can learn about their plans. But if it is at all possible, we think an EIR should take account of those plans, even if doing so is somewhat speculative. An isolated approach to the building of 14 halfplexes plus overhead adjacent to Alpine Meadows in the face of the overlapping development of connections between two major ski resorts in that very same vicinity seems highly undesirable. Environmental review would seem to require knowing as much as possible about Squaw's plans since some development or other is widely believed to be possible. Further consolidation between Squaw and Alpine might also bear on traffic and congestion along the Alpine Meadows Road that could be connected to the incremental burdens of Alpine Sierra construction traffic and residential traffic. We hope you can consider these matters in the EIR.

Once again, thank you for considering our comments and for the preparation of these admirable reports.

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Subject: Comments on Notice of Preparation of a Draft Environmental Impact Report for the Alpine Sierra Subdivision (PSUB 20130004)

My name is Robert M. Czarnecki. My wife and I have owned a home at 1820 John Scott Trail, Alpine Meadows for 24 years, having purchased the property in 1990. Our property is located approximately 100 yards east of the end of County maintained road, where the road is gated to prevent east-west through traffic on John Scott Trail. This feature restricts traffic on John Scott Trail, results in very low traffic volumes passing our house and equally benefits residents on both sides of the gate. This very low traffic volume (and the associated favorable impacts on noise, air pollution and safety) was a major consideration when we purchased the property and a feature we have enjoyed for almost 25 years.

We are concerned that the proposed project may seek to access the site via John Scott Trail, from the east through the location where John Scott Trail is currently gated, i.e. the end of the County maintained road. We understand the proposed project may seek this access both during construction and as a permanent means to access the project, post-construction. We are strongly opposed to granting access to the proposed project from the east on John Scott Trail by the temporary or permanent removal of the gate that separates the County maintained road from the road owned and maintained by the Bear Creek Association (BCA) Home Owners' Association (HOA). Granting such access would impact the traffic, noise, air pollution and safety exposure to residents living east of the gate. We see no practical means to mitigate these potential impacts to less than significant, and there exists a completely practical alternative, specifically accessing the project from the west. Therefore, we will oppose the project if access is granted from the east.

Further, we note that the Notice of Preparation (NOP) includes in Paragraph 2.4 a description of the BCA Access Alternative, referencing NOP Figure 6. Our comment is that Figure 6 is entirely unreadable and the text on Paragraph 2.4 is vague and non-specific. This lack of clarity and detail is a grave concern, causing us to speculate on the motives of the project proponents in putting forth an alternative that the public cannot understand or comment on in a meaningful way. Regardless of the motivation, these actions have created an atmosphere of mistrust, which if not corrected at the NOP stage, will prevail throughout the CEQA process, and result in more time and money to be spent by all. We also note that Figures 2 and 3 lack a North Arrow and the photos fail to describe the location and direction from which/to which the photo is taken. Are these flaws simple oversights, or a deliberate attempt to misinform the public? Can we expect a similar lack of clarity and detail in the subsequent Environmental Impact Report? Given these concerns, we strongly urge the County to recall the NOP and require the project proponent re-issue a new NOP that clearly describes the BCA Access Alternative and corrects other apparent flaws in the current NOP document.

Respectfully submitted,

Robert M. Czarnecki
Judith A. Czarnecki

1820 John Scott Trail, Alpine Meadows Estates.



Maywan Krach

From: Dennis Duff <Dennis@adidam.org>
Sent: Thursday, May 08, 2014 10:36 AM
To: board@alpinemeadowsestatesassociation.org; Placer County Environmental
Coordination Services
Subject: Alpine Sierra Division
Importance: High

Dear AMEA Board of Directors,

I am responding to your announcement about the proposed Alpine Sierra Subdivision.

I want to go on record that I am opposed to this subdivision as are all the members of our family.

We purchased our home in Alpine Meadows because it was NOT Squaw Valley. We were disappointed when Alpine was combined with Squaw for obvious reasons. Nothing was added to Alpine Meadows with this sale - only a dramatic increase in ski ticket prices and crowded ski slopes.

Now another development is being considered. How will it effect the rest of Alpine Meadows? Obviously the developers will get rich, but beyond that what will happen in Alpine Meadows?

Will there be greater infrastructure improvement that the new property owners or developers will pay for? Will we finally get decent internet service in the valley? How about HiDef TV? Will the horrible, dangerous and rotting power poles finally be put underground? Will there be added conveniences created to the Alpine Meadows ski facilities? (How about decent restaurants, a good bar, summer mountain activities, a small village with ice rink? etc.)

I have just touched on a few issues, but I am sure there are others who feel as we do.

Sincerely, Dennis

Dennis M Duff
1450 Beaver Dam Trail
Middleton, CA 95461

Alex Fisch, Sr. Planner
Maywan Krach, Community Development Technician
Placer County Community Development Resource Agency

April 30, 2014

Dear Sirs,

We have been residents in the Alpine Meadows Valley since 1988. We are responding to the Notice of Preparation of a draft Environmental Impact report for the Alpine Sierra Subdivision (PSUB 2013004.)

We were not able to make the April 28, 2014 Public Scoping Meeting, but wish to add some of our concerns regarding this project.

Poorly presented materials and information:

Our first exposure to the project was a map in a little box at the site, found only when walking on the road last summer. When we received the meeting notice in the mail, we were surprised to see the only paper map of the project a mere star on the region. When we went to the on line page, the map was incorrectly presented, still showing a small area near Bear Creek, which, as we understand, is no longer a part of the project. We feel like the presentation has been confusing and material incorrect, so it makes us a bit apprehensive about the project itself.

Noise:

We live on upper John Scott Trail, and have spent the last two summers listening to construction noise while a 4800 square foot house was built just down the street. That experience has made us acutely aware of how the loud noises of excavation, blasting, rock removal and heavy equipment, trucks and extra vehicles, going on from 8 a.m. to 4 p.m. or later every day, can impact an area. Our narrow valley carries the noises from way up at the ski resort. We can hear the avalanche control guns as if they were just outside the house.

Traffic:

We hope that the plan with the single private roadway off Alpine Meadows Road is the chosen plan, rather than the BCA Access Alternative. We feel that the impact on existing neighborhoods would certainly be decreased by having roads with cul-de-sacs and using a much bigger road, Alpine Meadows Road as the main exit. Summer traffic on Alpine Meadows road is light, and far less sharp curves than John Scott. We hope that we won't be getting great numbers of large trucks and construction vehicles accessing a gate to lower John Scott Trail. This gate is closed except during avalanche evacuation times, and we are concerned that this will become the main road for these vehicles. The intersections below the gate, at Upper Bench, Mineral Springs, Deer Park, and Alpine Meadows Road, all require sharp turns. Is construction planned for winter as well as summer? What are the hours of construction? We look forward to detailed explanations of these topics. Is there any possibility of using Chalet Road as access to the proposed development? It is already built and a new road and entrance to the development could be possible with less

bridges and culvert bridges needing to be built, or how about having a connecting road to Chalet Road for an additional egress? There could be more creative alternatives to the BCA Access Plan.

Gate issue:

We don't think it is neighborly of Bear Creek Association to channel construction through a gate that is never used except in case of emergency and avalanche leading directly to our neighborhood. We hope to have detailed plans as to what will happen with the gate if the BCA Access Alternative is chosen. We feel like the developer is hoping to hook up the sewer to the John Scott line, and that makes sense, but can't that be done without having the road go to John Scott as well? Is the developer hoping to avoid additional costs of building the sewer lift apparatus?

Staging Areas:

We fear that John Scott Trail, just below the gate, will become a staging area. The road widens there, as a turn around, and it could become a waiting area for trucks. They keep the engines running while waiting, so it becomes stinky and noisy, as well as polluting the air. As you know, during excavation, there is a constant stream of trucks going in and out, carrying loads of debris and rocks.

Stream and Pond Habitat Destruction:

Many mineral springs flow on the hillsides here, and the flow down Bear Creek to The Pond, and then down to our swimming area at the bottom of the hill contain innumerable habitats for animals, birds and plants. Tree removal, excavation and other unavoidable construction activities will affect these habitats. How can prudent work be guaranteed? On such steep hillsides, erosion and increased avalanche danger will occur with major tree removal. Many of the environmental issues brought up in the Initial Study and Checklist fall into the "Potentially Significant with Impact" category, and we hope to learn much more about the plans for mitigation.

In conclusion, we recommend going with Plan A with a cul-de-sac and using Alpine Meadows Road as the main road for this proposed development. We think this is much more acceptable to residents already living in the area, and a show of a "good neighbor policy" on the part of the developer. It will have less impact on the environment because it will be less road construction and land impacted.

We neighbors in the area hope that you keep accurate information flowing and accessible to us regarding this project. We look forward to learning more from the EIR to see the many mitigations that will be necessary.

Thank you for the opportunity to be a part of this process.



Elaine and Pete Geffen
1855 John Scott Trail

email: elaineofpew@sbcglobal.net
Mailing: 9315 Skyline Blvd. Oakland, CA. 94611

Maywan Krach

From: Dick Genest <dickg@exwire.com>
Sent: Tuesday, May 06, 2014 12:25 PM
To: Placer County Environmental Coordination Services
Subject: Proposed Alpine Sierra Subdivision

Dear Placer County:

I am writing to express my opinion on the Alpine Sierra Subdivision development proposal, specifically the access. Due to the large size of the project it is crucial that access be via a new road, ideally off of Chalet due to the increased traffic due to construction and residents, alternatively off of Alpine Meadows Rd.

Dick Genest
530-906-4575

RECEIVED

MAY 08 2014

ENVIRONMENTAL COORDINATION SERVICES

May 6, 2014

Placer County
Community Development Resource Agency
3091 County Center Drive, Suite 190
Auburn, CA 95603

Attn: Maywan Krach

Subject: Draft Environmental Impact Report for the proposed Alpine Sierra Subdivision Project
(PSUB 20130004)

Dear Ms Krach:

I have reviewed the subject document and have the following concerns regarding this redevelopment project.

It is clear that the existing (natural) topography will NOT support this development plan. Significant grading will be required to make this development. This will change the runoff patterns and volumes that flow to Bear Creek and the Truckee River. The cumulative effects to the creek and river are uncertain and are not worth the risk.

From *NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT* dated April 8, 2014:

Geology/Soils. Due to the steepness of the site, substantial grading would be required for residences, the maintenance building, bridges and roadways. The project would also require trenching and backfill for construction of utilities. The extent of grading would be generally the same under the proposed project and the BCA Access Alternative. Grading and trenching activities would alter site topography and could result in accelerated soil erosion and unstable earth conditions. The disruption of soils increases the risk of erosion and creates a potential for contamination of stormwater runoff through typical grading practices.

As an owner of a condominium on Chalet Road (Alpine Place) the open space views to the south, east, and west of that development will be significantly impacted. Also the increase in vehicle traffic (short term and long vehicle exhaust and noise) will impact the serene environment that currently exists. The increase in traffic for individuals going to the Five Lakes Trail on weekends is already noticed on Alpine Meadows Road and adjacent side roads. Adding this residential development (i.e. more people, more sewage generation, increase run-off, increase demand for water resources, increase garbage generation, and increase in vehicles) is not sustainable for this pristine area. It is clear that this residential development would not improve the environment at Alpine Meadows; in fact it will have a negative impact.

Please stop this proposed development project now.

Sincerely,



Ron Goloubow
2363 43rd Ave
San Francisco, CA 94116
510-501-1789 cell
goloubow@yahoo.com

Graf
339 Clay Street
Nevada City, CA 95959

April 30, 2014

EIR, Placer Co
Maywan Krach
Placer Co. Community Dev. Res. Agency
309 1 County Center Dr #190
Auburn California 95603

To Whom it May Concern:

We have been in Alpine Meadows Estates since 1963, having built our own cabin at 1571 Deer Park Drive at John Scott Bridge. We are against the Alpine Sierra development coming through the John Scott gate into Alpine Meadows Estates. It is Bear Creek's development, not ours! The traffic from just ONE huge house built on John Scott last year was dangerous and incessant! Do not permit this project to go!!

Thank you

Susan & Peter Graf

Contact: susanflanders@sbcglobal.net (alpine)
(530) 265-0941 or (530) 583-5273

Maywan Krach

From: Ursula Hirsbrunner <casparh.ursulah@gmail.com>
Sent: Thursday, May 08, 2014 2:17 PM
To: Placer County Environmental Coordination Services
Subject: Alpine Sierra NOP

Dear Ms Krach,

Our opposition to the Alpine Sierra Development is based on the "real need" for this development, is it necessary to build 33 homes and 14 duplexes in this environmentally sensitive steep and difficult to build on terrain. The impact from the road construction alone would be huge, the noise, dust and pollution in general from the traffic up and down Alpine Meadows road would be incredibly imposing on all the residents in this narrow valley as there is tremendous echo.

There are already a great number of under used properties not only in Alpine Meadows but all over in the greater Tahoe Basin. Is there really a need to just develop because one can and not question the "need" for it. In Switzerland the people voted recently to stop over building tourist areas. The law now requires that only 20% of all homes in towns can be 2nd homeowners to avoid more so called cold beds (unoccupied properties).

Proposal B would be an unfair deal to the AMEA residents who will have to tolerate the traffic through their neighborhoods. Bear Creek Association would get financially compensated for not giving access through their property. The residential county roads and bridges would take an enormous beating during construction seasons. Will the county improve the battered roads?

Please take our concerns into consideration.

Regards,
Caspar and Ursula Hirsbrunner
1309 Mineral Springs Place
Alpine Meadows

Sent from my iPad

Maywan Krach

From: Alexander Fisch
Sent: Friday, May 09, 2014 8:13 AM
To: Maywan Krach
Cc: eric@wordofmouth-inc.com
Subject: FW: EIR Notice of Preparation comments - Alpine Sierra Subdivision (PSUB 20130004)

Hi Maywan,

Please add Mr. Jacobs' comments to the list of NOP comments. Thanks

Alex

From: Eric Jacobs [<mailto:eric@wordofmouth-inc.com>]
Sent: Friday, May 09, 2014 12:41 AM
To: Alexander Fisch
Subject: EIR Notice of Preparation comments - Alpine Sierra Subdivision (PSUB 20130004)

Dear Alex Fisch,

I would like to comment on the scope of the EIR Notice of Preparation for the Alpine Sierra Subdivision (PSUB 20130004) regarding noise.

It's important that the noise study, in addition to CNEL (Community Noise Equivalent Level) analysis, also look at SENL (Single Event Noise Level) analysis of vehicles on the proposed access Road A connecting Alpine Sierra West and Alpine Sierra East. Reflected sound from the retaining walls of Road A can reinforce the sound (make the sound louder). Given the elevation of Road A (approx. 100 feet) above the Bear Creek Association community, sound may be direct (line of sight) and unmitigated by any geographical features. Nearest homes to Road A are only 100 feet away. During the summer, residents may have open windows, and the reinforced sound from Road A can adversely affect residential tranquility. In particular, residents have designed their homes so that their decks and bedrooms are typically not facing the road. In the proposed project, 17 homes on John Scott Trail now have the fronts of their homes facing John Scott Trail, and the rears of their homes facing Road A. The community pond may also be adversely affected by vehicle noise from Road A. Road A is relatively straight, flat and long (1500 feet), encouraging faster driving and thus more noise, and this also needs to be considered.

Eric Jacobs
1997 Bear Creek Road
(Bear Creek Association)
tel: 408-221-2128
<mailto:eric@wordofmouth-inc.com>

Maywan Krach

From: cathykarrotr@netscape.net
Sent: Friday, May 09, 2014 2:00 AM
To: Placer County Environmental Coordination Services; Maywan Krach
Subject: Alpine Sierra Subdivision (PSUB 20130004)

To the Placer County Community Development Resource Agency,

My husband and I are against the proposed Alpine Sierra Subdivision Development in Squaw Valley. Squaw Valley is a natural treasure that has already been developed to provide lodging and comforts for visitors. Further development is not needed and would be undesirable because of the overcrowding and increased traffic it would promote. Would this even be a financial gain for the developers considering the economy? We do not believe we would like to ski at Squaw if there is increased development.

Thank-you.

Sincerely,
Cathy and Tony Karr

Maywan Krach

From: Michael Koppe <mjkoppe@gmail.com>
Sent: Tuesday, April 22, 2014 10:54 AM
To: Placer County Environmental Coordination Services
Subject: Alpine Sierra Subdivision

Dear Maywan Krach,

Thanks for the opportunity to review the Alpine Sierra Subdivision EIR report. I live on 1676 John Scott Trail in Alpine Meadows Estates. I enjoy the community and the quiet street which offers us the opportunity to peacefully walk our dogs and access the local trails. In regards to the Alpine Sierra project, the owners of private property should be able to freely develop their property according to Placer County guidelines, but since Alpine Sierra subdivision wishes to be a private association like Bear Creek, Alpine Sierra needs to take ownership of the traffic and construction inconvenience. The recent construction project of just one house on John Scott Trail in the Alpine Meadows subdivision significantly and adversely affected the traffic and safety on our steep street, especially during periods of snow.

Therefore I prefer the original plan which limits access to Alpine Sierra Subdivision from Alpine Meadows Road, but potentially allows for future egress in the event the Forest Service recommends looped access. Hopefully they would have a gate similar to the one that the Bear Creek Association maintains on John Scott Trail which limits traffic through the community except during emergencies which typically includes avalanches and wild land fires.

In event the Bear Creek Association offers access through their property and receives compensation then Bear Creek should take ownership of the increased traffic and construction inconvenience and limit traffic through their neighborhood.

Thank you for considering the consequences of this development on our neighborhood.

Sincerely,

Michael Koppe
1676 John Scott Trail
Alpine Meadows

Maywan Krach

From: Alexander Fisch
Sent: Friday, May 09, 2014 11:40 AM
To: Maywan Krach
Cc: rhmatzke@aol.com
Subject: FW: Alpine Sierra P SUB 20130004

Please add Mr. Matzke's comments to the list of NOP comments for this project. Thank you

From: rhmatzke@aol.com [<mailto:rhmatzke@aol.com>]
Sent: Friday, May 09, 2014 11:34 AM
To: Alexander Fisch
Subject: Alpine Sierra P SUB 20130004

Mr Fisch

Pleased be advised that as a long time property owner in Bear Creek I am strongly against the development plans proposed by Sierra Alpine particularly the access road sometimes referred to as Road A. In addition, the proposal for the development of the lots on SAE has a dramatic negative impact on those who have invested, built and live in Bear Creek. Noise, traffic, tree removal, ground destabilization, avalanche potential, increased fire risk, increased water consumption are just a few of the negative elements that would be created by the proposed development.

Your consideration of the interest of the many tax paying owners in Bear Creek would be most appreciated.

Richard H Matzke

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

May 5, 2014

Dear Ms. Krach,

I have reviewed the Initial Study and the Notice of Preparation for the 47-Acre project at Alpine Meadows and provided comments on April 24, 2014. In addition I attended the community meeting conducted on April 28 and led by Alex Fisch. I have additional comments with regard to Traffic and Circulation.

Page 29 of the initial study states that a "BCA access co-equal alternative" to traffic will also be studied but the details of the alternative plan were not specifically described in the NOP or Initial Study. In my April 24 letter I expressed concern with this lack of transparency.

I learned at the April 28 meeting that the proposal is for a private road to connect to the Bear Creek element of John Scott Trail road (BC-JST) just before the intersection where the private road intersects the public element of John Scott Trail road (AMEA-JST). Evidently, the plan is for the private electronic gate allowing new residents to exit to the AMEA-JST and prevent owners or members of the public to cross into BC-JST from the public section of the road. It appears that the angle the new road intersects with BC-JST is designed so sharp that a driver cannot turn left and proceed through Bear Creek streets but would always exit to AMEA-JST creating substantial cut through traffic on AMEA-JST.

At the meeting on April 28 Alex Fisch stated that there are no provisions that limit the number of cars on county maintained roads. If this refers to metering of traffic on existing roads, this makes sense to me. However, it seems to me that there is an earlier step that deals with the design of roads that the NOP Initial Study and DEIR should acknowledge and consider.

The general plan states on page 2 that Alpine should have a functional street pattern of "efficient location and improvement with minimum disturbance...." Page 4 states that circulation should be planned designed and built "to discourage through traffic". Page 27 goes on at length about the principles of circulation and notes an advantage in Alpine is that instead of tinkering with existing problems the streets

can be “designed in toto from the beginning” because there is no static street system.

The Placer County PD zoning requirements include the following (underlines my me).

C. Circulation and Parking.

1. Roads. Street design shall satisfy the following criteria:

a. Dwelling areas shall only have limited access to major traffic arteries, but adjacent properties/ communities shall be linked by an interior street or streets without creating an unintended and convenient detour for through-traffic, whenever possible.

b. Collector streets of appropriate width and flowing alignment shall feed traffic between the arterial streets and to a network of minor streets on which most of the home sites are located.

c. Where terrain permits, short loop streets and short cul-de-sacs should be used for minor streets.

d. At least two vehicle entry/exit points shall be provided or planned for adequate circulation and emergency purposes unless otherwise determined by the planning commission. If two vehicle entry/exit points are required by the commission, these entrances shall be constructed and available for use with the first and all stages of a phased project, unless otherwise determined by the planning commission.

Guidance in the General Plan and in the county PD zoning rules both calls for a project development and road design that does not create cut through traffic. The proposed project is on undeveloped land where there is the possibility to develop access in a manner where residents access their property from Alpine Meadows Road by using roads built by the developer. This is what the General Plan calls for.

The NOP does not discuss the details of the alternative plan and the proposals lack of compliance with the general plan. Please consider adding more information about the BCA access co-equal alternative and the relevant General Plan and Placer county PD requirements to the NOP and Initial Study item XVI so that the public has all the facts at this stage of the process.

Page 19 also does not list all the intersections on AMEA-JST that will be affected. Please add the following intersections to your study.

JST and Upper Bench

JST and Trapper PL

JST and Trapper McNutt Trail

JST and Mineral Springs Trail

JST and Dear Park Drive

Deer Park Drive and Beaver Dam Trail

Deer Park Drive and Alpine Meadows Road (both intersections)

Thank you for your consideration of my latest observations.

Sincerely,

John McCauley

Mailing address

434 Rose Avenue

Mill Valley, CA 94941

415 515 7660 (cell)

Second home

1633 Deer Park Drive

Alpine Meadows, CA

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

April 24,2014

Dear Ms. Krach

I have reviewed the Initial Study and the Notice of Preparation for the 47-Acre project at Alpine Meadows and have the following comments.

Density

The initial study makes reference to the Placer County General plan on page 5 and refers to the proposed project density being “consistent with zoning guidance”. I see from the Alpine Meadows General Plan on page 23 that minimum site land area per unit should be established with a requirement of at least 10,000 or 20,000 square feet of land area per unit depending on location. I believe that this translates to .23 or .46 acres per unit. In addition on page 24 of the General Plan discusses townhouses and refers to a maximum density of 8 units per acre or a minimum size of .125 acres per unit.

Page 23 of the General Plan states that resident uses should be subject to the Planned Unit Development or cluster design approaches, but limited to overall established densities.

I believe that the townhouses are proposed on .08-.17 acres per unit and the houses at .19-.38 acres per unit. This does not seem to be consistent with the minimum density requirements listed above. In addition I see that Placer County has guidance in the Zoning Ordinance 17.54.100 Design and development standards that is rather complex but also appears to require less density.

Page 23 and 24 of the initial study indicates that the proposal is “consistent with current zoning”. I believe that this statement either needs to be explained further or comments added that the density exceeds the Alpine Meadows General Plan guideline and would need a variance.

Traffic and Circulation

The initial study states on page 29 that a “BCA access alternative approach co-equal alternative” to traffic will also be studied. There is little specific information about what this alternative is.

Owners who live in the Alpine Meadows Estates Association (AMEA) and in the Bear Creak area all access the Ski Resort by traveling on loop roads to the main arterial, Alpine Meadows Road.

During the winter Alpine Meadows Road is periodically closed for avalanche control. While John Scott Trail could provide access through the neighborhoods up the mountain the road is blocked at the start of the Bear Creak development and I understand that this is a private road.

Any BCA alternative that converts John Scott Trail into a collector or arterial type road is completely inconsistent with the guidance in the General Plan. Not only would it greatly increase traffic on John Scott, due to use by the development residents, it could become the main way up the mountain during avalanche control events. If the Bear Creak Association is paid a fee for the proposed development to gain access to this private road, the residents in AMEA deal with the substantial increase in traffic and Bear Creak ends up with the fees!

In addition, it appears to me that the proposed circulation approach and the co-equal alternative approach (details to follow?) each result in only one way to enter or leave the proposed development.

I think it is important for the initial study to refer to the guidance that exists in the General Plan with regard to traffic in the Alpine Meadows area. Page 4 of the General Plan states that streets should be “designed to discourage through traffic”. Page 6 refers to a loop road concept.

The Placer County PD zoning requirements include the following.

C. Circulation and Parking.

1. Roads. Street design shall satisfy the following criteria:
 - a. Dwelling areas shall only have limited access to major traffic arteries, but adjacent properties/ communities shall be linked by an interior street or streets without creating an unintended and convenient detour for through-traffic, whenever possible.
 - b. Collector streets of appropriate width and flowing alignment shall feed traffic between the arterial streets and to a network of minor streets on which most of the home sites are located.
 - c. Where terrain permits, short loop streets and short cul-de-sacs should be used for minor streets.
 - d. At least two vehicle entry/exit points shall be provided or planned for adequate circulation and emergency purposes unless otherwise determined by the planning commission. If two vehicle entry/exit points are required by the commission, these entrances shall be constructed and available for use with the first and all stages of a phased project, unless otherwise determined by the planning commission.

For the EIR to be effective it seems to me that the Notice of Preparation and the Initial Study should be much more forthcoming with regard to what the alternative proposed approach is, and also make reference to the General Plan and Zoning guidance. If the developer has not fully addressed these basic requirements as to circulation, then the project is not ready for a public process. The NOP and Initial study should inform the public as to what the "rules" are to be complete.

Thank you for your consideration of my observations.

Sincerely,

John McCauley

Mailing address
434 Rose Avenue
Mill Valley, CA 94941
415 515 7660 (cell)

Second home
1633 Deer Park Drive
Alpine Meadows, CA

May 9, 2014

Maywan Krach, Community Development Technician
Placer County Community Development Resource Agency
3091 County Center Drive, Suite 190
Auburn, CA 95603
Sent by email to: cdraecs@placer.ca.gov

Subject: Alpine Sierra Subdivision: NOP Comments

Dear Ms. Krach,

I am a full-time resident of Alpine Meadows who lives on Deer Park Drive. After reviewing the Initial Study and the Notice of Preparation of a Draft Environmental Impact Report for the Alpine Sierra Subdivision (PSUB20130004) in Alpine Meadows, I have a number of issues and concerns in relation to this project. There are at least five major topics that I am hoping to see further addressed in the EIR.

1) “Biological Resources”

I have a number of concerns about how this development project will impact the flora and fauna that live in Alpine Meadows. Alpine Meadows is a special place where a variety of living things thrive because of the relative lack of development. At the time that this Alpine Sierra subdivision was slated for this scale of development, it may not have been clear how sensitive the valley’s ecosystem is and how many animals and plants depend on the undeveloped and underdeveloped spaces for their survival. The main road alone can be deadly for animals and birds trying to get from one side of the valley to the other; any additional traffic will have negative impacts on these creatures. There is also at least one bear den that is located in the proposed development area and there have already been issues between the bears and their human neighbors over the years. To develop this parcel further limits the location options that bears have for their dens and I would like to see this issue explored further. There is also at least one mountain lion that I have seen while hiking in this particular area of Alpine Meadows. This undeveloped land is in its range and an increase in development and traffic increases the likelihood of a human-mountain lion interaction, which may not end well for either party.

The report states that there are 2511 trees within the project site. The large-scale removal of most (if not all) of these trees means habitat destruction for the birds and small woodland creatures that use the area as their home. I would like to know in detail what steps will be taken to protect the various birds that nest in these trees and how potential harm to them and their offspring will be mitigated.

In addition to the four animal species named in the report that will be impacted by disturbances to the Bear Creek stream zone, I am concerned about potential impacts on the Sierra Nevada Yellow-legged frog that has recently been protected under the Federal Endangered Species Act. In the FWS report that I read, it stated that the Five Lakes area,

or “Subunit 2D,” has been deemed part of the critical habitat area for this amphibian and will be protected as such. I have concerns about whether this frog species is limited to just that area or if it in fact also lives, at least occasionally if not more permanently, in Bear Creek and some of the other seasonal creeks, drainages, and water supplies in the upper Alpine Meadows area. I would ask that a more thorough study be conducted, especially in light of the new federal protection the species is being given.

I spend countless hours walking along Bear Creek and I have noticed that in the summer months, after the increased volume in the creek from the spring snowmelt has subsided and the flow decreases, that there has been an increase in algae growth in the creek in the last few years. I would attribute this to “cultural eutrophication,” which is defined as excessive algae growth due to excessive nutrient levels. Nitrogen and phosphorous from automobile emissions, caused by increased traffic along the road, are to blame as is the increase in fine sediments like sand getting washed into the creek from the road and erosion from developed areas along the creek. I have noticed that especially at the end of Beaver Dam road, where the creek is very close to the road and at the bottom of a steep hill, the algae is extremely prevalent and worse than it was a few years ago. The increased traffic from the addition of 47 residential parcels and the cars associated with them will have increased negative consequences on Bear Creek. Development further up the road as well as the suspected erosion impacts that tree removal and cutting into the hillside will have all make this problem even more serious in the future. I would like to see these issues addressed in the EIR. I think the current health of Bear Creek should be assessed once the flow has decreased to its typical summer and fall level, as it is a crucial part of the Alpine Meadows ecosystem and water supply before we evaluate the impacts that any future development will have. This is especially important right now since we are in the midst of a multi-year drought.

2) “Transportation/Circulation”

Within the “Transportation/Circulation” section of the NOP roadways and intersections that will be impacted by the increase in traffic are listed; however, Deer Park Drive is not included as a roadway segment that will be affected by the BCA project alternative. Furthermore, the following intersections are not addressed:

- John Scott Trail / Upper Bench Road
- John Scott Trail / Trapper Place
- John Scott Trail / Trapper McNutt Trail
- John Scott Trail / Mineral Springs
- John Scott Trail / Deer Park
- Deer Park / Beaver Dam Trail
- Deer Park / Alpine Meadows Road

The introduction of increased traffic on John Scott Trail and Deer Park Drive as well as all the aforementioned intersections associated with these roadway segments will most likely have considerable safety impacts including, but not limited to, obscured vehicle site distance, roadway width, and alignment flow. I would also argue that people using

electronic mapping services are offered the alternative route of Snow Crest to Mineral Springs to John Scott Trail, so these roads will likely see increased traffic as well.

Our roadways and the above-mentioned intersections already have difficulty handling the increased traffic that busier times of the year bring to our neighborhoods. If there is heavy snowfall during a busy time such as the Christmas-New Year's week, the current impacts on the roadways are already practically more than they can bear. Our roads can become one lane in width while we wait for the County's plows to catch up with the amount of plowing that needs to be done. Cars with inadequate clearance or without 4-wheel drive end up stuck in snow banks and can be abandoned for hours while the owners try to figure out how to handle the snow and these situations to which they are unaccustomed. These cars that partially block the roadways then become hazards to other people trying to navigate the roads and the roads can become virtually impassable.

There is an additional problem that happens when Alpine Meadows Road is closed for avalanche control. On one particular morning during the Christmas time period, December 29, 2010, it took my husband and I nearly one hour to drive from our house on Deer Park out of Alpine Meadows. We could not drive up Deer Park and onto the main road because of avalanche control and the traffic that was caused by the plows trying to clear the avalanche debris that the bombs had released and then all of the cars that were lined up behind them. Because we needed to leave Alpine Meadows on this particular morning to get to work, we turned around and tried to take an alternate route out of our neighborhood. We became stuck on Mineral Springs Trail because of all of the cars heading in the opposite direction on the now one lane Mineral Springs Trail as they tried to find an alternative way up to Alpine Meadows. On this occasion, the main road was bumper-to-bumper stopped traffic all the way from the Deer Park intersection down onto SR-89 in both directions. Unless the County can commit to more plows and more manpower to operate the additional plows, I anticipate some serious consequences from the additional traffic associated with 47 additional residential parcels. If an emergency situation were to occur during this time frame, it could be quite severe and possibly the difference between life and death. As a full-time resident, this is a very serious concern to me.

I also have some very real concerns about what might happen if there was an evacuation situation that resulted from a fire in Alpine Meadows. The additional cars and subsequent traffic could clog these roads and create a dire situation both for residents trying to escape and for the emergency responders trying to reach the fire.

Therefore, I seriously object to the alternative access or second primary access to the Alpine Sierra development through John Scott Trail via Deer Park Drive or Mineral Springs Trail, as I do not believe that these roads were designed to handle that level of increased traffic.

3) "Utilities and Public Services"

The existing infrastructure of the Alpine Springs County Water District should be assessed to determine how the project would affect the water resources available to the existing residents. I have a number of concerns about what will happen to the existing water supply with the addition of 47 new residential parcels, which is nearly a 8% increase to the current number of homes in the valley. There is a finite supply of water in Alpine Meadows and in addition to the increase from daily water use, I would expect that most (if not all) of these homes will want to add hot tubs, which require quite a bit more water per residence per year. I am concerned that the water supply will not be able to handle the additional demands and that as water becomes scarcer, it will be hard to satisfy these demands and the cost of water (which is already not cheap) will most likely have to increase as a response. In my opinion, these increases will have a disproportionately negative impact on the valley's full-time residents who need water all day, every day and who are already trying to maintain a daily existence in a valley where the majority of homes are occupied by second homeowners or their vacation renters.

Especially in light of recent drought conditions, this assessment or study should be applicable to the current conditions. I also have some serious concerns about what would happen if there were a fire in Alpine Meadows in terms of how much water would be available to fight it.

4) "Groundwater and Hydrology"

On page 22 of the NOP, it states, "The project would not use groundwater or otherwise deplete groundwater supplies...this issue will not be evaluated in the EIR."

It is my understanding that groundwater (in the form of springs) is the source of our drinking water supply and therefore I would think that any development project in Alpine Meadows would use groundwater and potentially deplete groundwater supplies. I would like the Draft EIR to address the impacts that this project will have on the groundwater. I would also like to know what measures will be taken to protect our groundwater and our fresh water springs that are the primary source of our drinking water.

5) "Aesthetics"

On page 22, "Substantially Damage Scenic Resources Visible from a State Scenic Highway" is stated as a potential concern but is not given any weight because this development will not be visible from SR-89. I am interested in the potential negative aesthetic impacts that the development will have for hikers of the Five Lakes Trail as well as hikers of the PCT that stop near the Five Lakes Wilderness area. This development will also be visible from a number of ski trails, especially near the top of the Squaw Creek trail and from parts of Alpine Meadows. Currently, the condominiums at the top of Alpine Meadows Road and the Stanford Alpine Chalet are extremely visible for most of the hike and stick out in what could be considered a negative way. The rest of the development in the valley has been subject to strict architectural and developmental guidelines. I would like to know whether any consideration has been

given to the aesthetics of this development and if precautions will be taken to have the houses and town homes in the subdivision use some of the architectural guidelines that the Bear Creek Planning Committee uses to shape development in a manner that is more in accordance with its natural surroundings. I would like to have future development occur in a fashion that focuses on mitigating the visual impacts of the increased buildings instead of development that wants to showcase the existence of 47 new homes, so as to preserve the quality of the views and the underdeveloped, natural feeling and character of the Alpine Meadows valley.

I appreciate the consideration of and attention to these and other comments during the preparation of your Draft Environmental Impact Report for the Alpine Sierra Subdivision.

Sincerely,

Christine Mixon, on behalf of myself and Rex and Susan Mixon

1531 Deer Park Drive
Alpine Meadows, CA

Mailing Address:

Post Office Box 3391
Olympic Valley, CA 96146

April 14, 2014

Placer County Community Development Resource Agency
3091 County Center Drive, Suite 190
Auburn, CA 95603

Re: Alpine Sierra Subdivision (PSUB 20130004)

To Whom it May Concern,

As a resident of the area, I have several concerns regarding the proposed Alpine Sierra Subdivision. However, at this particular time, I propose discussing only a few of those concerns.

It is my understanding the EIR will explore two proposed options for Alpine Sierra. One option includes one access point (off of Alpine Meadows Road) and the construction of a road, which would connect the Western part of the development to the Eastern part. The second option would provide for two access points (one through BCA property and the other off of Alpine Meadows Road). This second option would eliminate the road connecting the Western part to the Eastern part of the development. The Board of Directors of BCA have been negotiating a MOU with Alpine Sierra which would require AS to pay BCA 3.65 million in exchange for access onto John Scott Trail. One of the conditions of this negotiation is that ALL traffic connected to the Eastern portion of the development filter through Alpine Meadows Estate. Traffic will not be allowed through BCA but BCA will collect future homeowner's dues to pay for maintenance of current BCA amenities and future amenities of the Western part of Alpine Sierra.

The plans for Alpine Sierra have a meeting room, loader storage facility and living space for a caretaker all located within the Western section, along with the proposed picnic area, clubhouse and hot tub. Since the "merge" with BCA does not provide for a road to connect the Eastern and Western section of the development, does this mean any resident of the Eastern section who elects to use the amenities has to exit onto Alpine Meadows Road, onto Deer Park Road to reach John Scott Trail? And, will the caretaker have to travel down John Scott Trail to Deer Park Road, to Alpine Meadows Road in order to access the Eastern section of homes/townhouses for snow removal and house inspections? The increase traffic and heavy equipment traveling through AME will cause severe noise pollution and stress on its infrastructure (i.e. Bridges) and seems particularly dangerous in times of heavy winter storms/snow removal.

With BCA or without BCA, the only difference in the proposed development is a connecting road. BCA wants to eliminate the road but wants none of the traffic associated with the development. This can be accomplished without victimizing AME. Alpine Sierra should be a self-contained development. Access from Alpine Meadows

Road alone and a road connecting the Eastern and Western parts will eliminate any traffic through AME and BCA.

Lastly, despite the zoning of this area, some places, due to their locations, should not be developed. Homes in Galtur were built at the base of several mountains, in an area, which was labeled a Green Zone. In 1999 an avalanche buried most of the town and killed 31 people. How about the area in Washington State where a mud slide killed numerous people? And, closer to home, we should never forget the Alpine Meadows ski resort where the locker room was built in an area that was thought to be safe until an avalanche destroyed it and killed several people.

Building changes terrain and creates hazards. The road to and the entire Eastern section of the Alpine Sierra Development should not be developed. The area is too unpredictable and dangerous. Placer County should do all it can to facilitate a donation of this land to Open Space. The resulting tax deduction should keep the developer's profits safe along with the lives of everyone around the development.

Sincerely,

Devie Nelson

Maywan Krach

From: Alexander Fisch
Sent: Friday, May 09, 2014 2:42 PM
To: Maywan Krach
Cc: Robb Olson
Subject: FW: ALPINE SIERRA: NOP-EIR additional concerns

Please add Mr. Olson's comments to the NOP comments for this project. Thank you

From: Robb Olson [<mailto:robb@ooadesign.com>]
Sent: Friday, May 09, 2014 2:20 PM
To: Alexander Fisch
Subject: ALPINE SIERRA: NOP-EIR additional concerns

Hi Alex, thanks for you time you are always available and helpful.

Things BCA would like to confirm are under consideration for the EIR. I know much of this would be covered in some kind of development standard from Chris, but in there absence...

- Light Spill: Either AS complies with Dark Sky guidelines or something very close to minimize light spilling. Currently BCA (under BCPC) requires new homes and additions to come up to similar standards.
- Retaining Walls and Piers: We are concerned with the looks of the 1500lf road that faces JST, Chris has talked to us about ways of blending, but we want this noted again. Additionally, same goes for hillside homes that may be built on piers/walls and properly addressing the underside if seen from BCA.
- Snow Storage: plan for proper storage of snow so it does not cause issues to neighbors below (namely BCA trees, roads and/or structures)
- Lot Slope: Chris has talked about suggested building pads on lots with steep slopes, this would help insure placement of structures respect the natural features of each lot as best they can.
- Slope Cuts: I know building on a steep lot is possible but ensuring development standards are in place much like TRPA on immediate revegetation of large disturbed areas.
- Construction at Holidays: In some developments they restrict construction on holidays. Seeing as the majority of Alpine Meadows is full during these times, in addition to how much sound travels in our tight bowl, we would love some consideration at least around holidays.
- CC+Rs: We would like to see if the proposed CC+Rs are similar to our BCPC Architectural Review Manual, which the majority of the valley is under.

BCA will have word to you on the Co-Equal Access Alternative (Plan B) by the 28th.

Cheers,
Robb Olson, AIA
CA 32403, HI 12657, NV 6049

Olson-Olson Architects, LLP

Post Office Box 7949
Tahoe City, California 96145
530.550.0709 T ext. 101
530.550.0704 F

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Maywan Krach

From: chuck pistoia <condophx@yahoo.com>
Sent: Tuesday, May 06, 2014 4:49 PM
To: Placer County Environmental Coordination Services
Subject: alpine sierra subdivision

How about upgrading the phone and internet service to the whole valley? right now your AT&T cell phone service is is useless in some areas.

with more homes and computers how about getting some better internet derive providers? The valley will be overwelled with more homes trying to get service.

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

May 9th, 2014

Dear Ms Krach,

I am a homeowner on John Scott Trail in Alpine Meadows, CA. I have reviewed the Initial Study and Notice of Preparation for the Alpine Sierra Development, and have the following comments:

Density:

I am concerned that the proposed lot sizes both for the larger lots on the upper slopes and for the townhouses, appear to be inconsistent with Page 23 of the Alpine Meadows General Plan.

Traffic:

As a homeowner on John Scott Trail I am especially concerned about the proposed "BCA Alternative Access", as I believe this to be in conflict with the Alpine Meadows General Plan (AMGP) in several respects. The AMGP states:

- on page 2, item #6, that the planning process should "provide a functional street pattern of efficient location and improvement with minimal disturbance...", and
- on page 4, Item # 5, that "... all streets should be designed to discourage through traffic".

My understanding is that the proposed "Alternative Access" includes having the primary access and egress from the northeastern part of the development onto John Scott trail close to the current BCA gate. Clearly little or none of the traffic will come into or out of the development via Bear Creek, putting much most of heading north-east on John Scott Trail. In fact it looks from the drawings as though it will be hard to make the turn to the left into Bear Creek at all.

The AMGP states on page 2 that Alpine should have a functional street pattern of "efficient location and improvement with minimum disturbance...." Page 4 states that circulation should be planned designed and built "to discourage through traffic". Page 27 goes on at length about the principles of circulation and notes an advantage in Alpine is that instead of tinkering with existing problems the streets can be "designed in toto from the beginning" because there is no static street system.

Placer County PD zoning requirements states the following:

- C. Circulation and Parking.
 - 1. Roads. Street design shall satisfy the following criteria:
 - a. Dwelling areas shall only have limited access to major traffic arteries, but adjacent properties/ communities shall be linked by an interior street or streets without creating an unintended and convenient detour for through-traffic, whenever possible.
 - b. Collector streets of appropriate width and flowing alignment shall feed traffic between the arterial streets and to a network of minor streets on which most of the home sites are located.
 - c. Where terrain permits, short loop streets and short cul-de-sacs should be used for minor streets.
 - d. At least two vehicle entry/exit points shall be provided or planned for adequate circulation and emergency purposes unless otherwise determined by the planning commission. If two vehicle entry/exit points are required by the commission, these entrances shall be constructed and available for use with the first and all stages of a phased project, unless otherwise determined by the planning commission.

Guidance in the General Plan and in the county PD zoning rules both calls for a project development and road design that does not create cut through traffic. The proposed project is on undeveloped land where there is the possibility to develop access in a manner where residents access their property from Alpine Meadows Road by using roads built by the developer. This is what the AMGP calls for. The "BCA Access Alternative" plan appears not to be consistent with any of the above.

Page 19 does not list all the intersections on John Scott Trail which will be affected by this development. Please would you add the following:

John Scott Trail and Upper Bench
John Scott Trail and Trapper PL
John Scott Trail and Trapper McNutt Trail
John Scott Trail and Mineral Springs Trail
John Scott Trail and Dear Park Drive
Deer Park Drive and Beaver Dam Trail
Deer Park Drive and Alpine Meadows Road (both intersections)

It should be noted that if the traffic using John Scott Trail were substantially increased there would need to be significant improvement to the intersection of John Scott Trail and Upper Bench, which is already very dangerous, especially during winter months.

I believe that the proposed development as a whole and its visibility from well-known local trails like the Five Lakes Trail is not consistent with the spirit of page 18 of the AMGP which states that:

“Alpine Meadows must preserve and maintain a permanent surrounding greenbelt, as a means of insuring finite limits to future development, to preserve the relationship to nature, and to complement the residential amenity of the valley.”

I believe that there are at least two bear dens in the proposed development area. It would indeed be a pity to see this habitat reduced.

Many thanks for your consideration of my comments. I would be very happy for you to contact me at any time.

Sincerely,

Andrew Pitcairn

Mailing address:
557 Crofton Ave
Oakland, CA 94610
Cell: 510 435 3550
Email: apitcairn@mac.com

Alpine Meadows Address:
1880 John Scott Trail
Alpine Meadows, CA

Maywan Krach

From: Douglas Rotz <dougski@ltoil.com>
Sent: Monday, May 05, 2014 8:33 AM
To: Placer County Environmental Coordination Services
Cc: Alexander Fisch
Subject: Alpine Sierra Subdivision NOP Scoping meeting additional concerns

Dear Sirs,

Pursuant to those comments and ideas that were discussed by myself and others at the 4/28/14 NOP Scoping meeting for this project, my wife and I would like to add the following to be addressed in the EIR:

1. Defensible space that would be required for all structures and roadways, specifically what types of vegetation and to what distances would this action entail. This issue would most likely impact the visual appeal, or lack thereof, of the project, as well as impact potential snow movement and movement of soils and debris under heavy sustained rains not unusual for this area.
2. If avalanche studies reveal hazardous zones within the project boundaries, would that prevent some lots from development? Would avalanche prevention measures be a possibility such as fencing, contouring, etc.? Would current structures located below the project that were not considered to be in avalanche zones now be potentially reclassified in this regard?

We would also request some clarification on the following questions:

1. Were notices of the NOP Scoping meeting sent to all homeowners in Alpine Meadows or just those requesting such notification?
2. Was the Alpine Meadows Estate Association sent a notice of this meeting and if so, what date was that notice sent to AMEA?
3. In the sequence of events regarding this project, when does the Bear Creek Homeowners Association vote on this project? What exactly are the issues the BCHA will be voting on? What does the result of such voting mean for Alpine Sierra Partners LLC going forward?
4. Can ASP be its own subdivision outside of BCA boundaries and directives? If so this would require ASP to be responsible for the maintenance and upkeep of roads and bridges, snow removal, etc. Potential financial solvency would then be an issue.
5. What, if anything, must ASP LLC provide to Placer County to assure the County they have the financial ability to perform the construction for which they are requesting approvals?

We hope the above EIR issues will be addressed and would appreciate your responses to the questions posed. Thank you for your time and effort in these regards.

Douglas and Marie Rotz

Maywan Krach

From: Emma Samuels <emma.samuels@gmail.com>
Sent: Friday, May 09, 2014 5:01 PM
To: Placer County Environmental Coordination Services
Subject: Project

Dear Ms. Krach,

After reviewing the Initial Study & Checklist and the Notice of Preparation of a Draft Environmental Impact Report for the Alpine Sierra Subdivision (PSUB20130004) in Alpine Meadows, I would like to express my concern.

I appreciate how difficult and time-consuming this process must be, and your efforts in the preparation of your Draft Environmental Impact Report for the Alpine Sierra Subdivision (PSUB20130004) in Alpine Meadows.

Please be aware that I am deeply perturbed by the traffic increase through my neighborhood, as well as the environmental impact.

Thank you for your time.

Sincerely,

Emma Samuels
1520 Deer Park Drive
Alpine Meadows, CA 96146

May 6, 2014

Placer County
Community Development Resource Agency
3091 County Center Drive, Suite 190
Auburn, CA 95603

Attn: Maywan Krach

Subject: Draft Environmental Impact Report for the proposed Alpine Sierra Subdivision Project (PSUB20130004)

Dear Ms. Krach:

I have reviewed the Environmental Impact Report (EIR) for the Alpine Sierra Subdivision, a proposed 45 plus acre development of homes and townhomes on a very steep grade in Alpine Meadows, CA.

1. Where is the water supply?

Today, an 840 page report on Global Warming (I have not read) was identified in the news as concluding that global warming is not just a problem for future generations, but is a current problem causing drastic weather patterns affecting everyone on this planet. The past 2 years, California has faced significant draught conditions. These conditions are most evident in Alpine Meadows where the snowpack was so low this and last year, the threat of forest fires will increase.

But, for the environment, the snowpack is needed for local water supply. The more residents, the more need there is for water. Where more homes are built, there should be a projection for global warming and reduced water supply should be considered before any residential development of this scale in this sensitive area can be approved. This is not a theory, but a reality. The EIR failed to address future water loss in the region, and how that will affect a proposed subdivision. New homes need a water source and the existing sources are drying up. And, even the wildlife, bears, coyotes, squirrels, birds, and all, should not be deprived because man chooses to keep building homes, depleting the planets scarce natural resources; specifically a residential development of this scale in this sensitive area.

2. Gravity Sewer:

Gravity sewers are risky to the environment. The report does not identify how this would work or where. Nor are the risks of "gravity sewers" identified in the report.

3. Slide Dangers

The topography of the region proposed for the new homes is way too steep. “Due to the steepness of the site, future homes and the project infrastructure would require extensive cuts and the use of retaining walls.” Cutting into mountainsides creates slide dangers.

The EIR does not address the risk of landslides in rainy years (especially where there is little ice or snow) or an increased risk for avalanches. By developing a steep grade by disrupting the natural topography of the area (“extensive cuts”) will place the upper hill landowners at risk of having their properties slide if the mountainside is weakened.

As an attorney, I was involved in at least one lengthy mudslide litigation because the side of a hillside was “extensively cut” disrupting natural drainage – even though additional drainage ditches were engineered/constructed, the hill slid because of natural geologic repercussions over time caused by the initial extensive cutting into the hillside.

Has anyone checked if the recent loss of life in the state of Washington could have been prevented if a subdivision had not been developed on the mountain side that slid burying numerous homes and people?

4. Air Pollution

More cars will be expected to get to the homes, create traffic congestion and emissions. If the homes include woodburning units, such as fireplaces, stoves or outdoor firepits, the upper level homeowners (I have a condo at Alpine Place) will be subject to the air pollution from the proposed residential development. The EIR does not address the added air pollution to the area and its impact.

Propane is one of the dirtiest of fuels. Occasionally, those propane tanks leak. And even when they don’t leak, there is always some propane emission. In a steep valley such as Alpine Meadows, the pollution does not dissipate quickly. An increase potential for fires due to sparks should be addressed.

Emission of gases, smoke, soot and other pollutants clearly creates significant health hazards. The number of sinus allergies has increased (according to my physician). Up until age 45, I never had a diagnosed allergy – and now, my sinuses are adversely affected by pollutants. The Yosemite fire of 2013 affected my eyes and sinuses while sitting by the side of Lake Tahoe. I now have a prescription nasal spray at the age of 55. Again, no allergies until recent years. But pollutants in the air seem to adversely affect my personal health and I assume other people are also affected.

5. Views and Forest Affects

Currently, the proposed residential development site is a beautiful pristine forest. Deforestation is what will occur when building starts. Upper landowners/condo owners will lose the forest views. The forest does not just provide views, but the pines are natures

natural chime when the wind blows through — that will be diminished, if not lost. The smell of the forest will be diminished as well.

More homes generate more waste. More garbage increases the bear population. The EIR does not address the displacement of all animals or all habitats.

Pyramid Lake— dead fish were everywhere. The Truckee River flows into Pyramid. What killed the fish? People creating more pollution and draining the water systems.

Aren't there enough homes in the Tahoe basin, Tahoe national forest, etc?

Olympic Valley – Squaw Valley has a huge development plan ongoing to increase the number of residences in the area. There is no need for anymore. There are plenty of homes available for sale on the open market and always will be.

Truckee – Martis Valley, etc. overdeveloped.

The edge of the lake is protected by TRPA, to protect Lake Tahoe itself. The local counties need to be involved in protecting the greater region, the mountains, valleys, rivers and streams. In boom times, the developers take over. In recessions, houses go into foreclosure. Why set up a new development where there will eventually be a recession, causing homeowners to let their houses go unmaintained increasing the risk for hazards in the area.

Economic Impact

Existing homeowners rely on seasonal rental income to keep their homes. With an influx of new homes and townhomes, the homeowners who rely on rental income to maintain existing homes will lose that income. Inevitably, the new homeowners will likely rely on seasonal rental income as well creating more rental competition.

As an existing condo homeowner, I am adamantly opposed to any new development in such a beautiful location. Please help to stop any new development so that the mountains and forests of California don't continue to be diminished.

Sincerely,



Christine Schenone

Homeowner

(415) 517-3757 cell

(415) 553-9310 work

David Smelser
P.O. Box 2666
Olympic Valley, CA
530-583-1249

RECEIVED

APR 21 2014

ENVIRONMENTAL COORDINATION SERVICES

April 17, 2014

Placer County Community Development Resource Agency
3091 County Center Drive, Suite 190
Auburn, CA 95603

Re: Alpine Sierra Subdivision (PSUB 20130004)

Dear Maywan Krach,

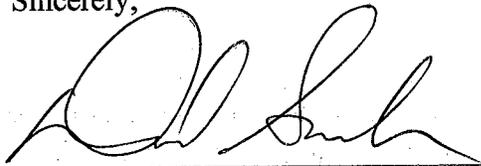
My home address is 1503 Deer Park Drive, Alpine Meadows. My concern is traffic so how this fits into the Environmental Impact Report I'm not sure, other than air quality and noise.

If any part of this development plans to use Deer Park Drive to access the new lots for construction, emergency or regular access then I object to the increase traffic. I live at the corner of Deer Park and Beaver Dam Trail and each winter my cars and or carport get hit by sliding cars at least twice each year. I have asked for a stop sign at that corner for the last 30 years with no luck.

Placer County abandoned the connection of Upper Bench Road with Lower Upper Bench Road without notice. They now call Lower Upper Bench Snow Crest. That means that if that property at the end of Upper Bench is developed some day all that traffic will flow past me on Deer Park plus any Alpine Sierra traffic that is allowed to use John Scott to Deer Park. That is just not acceptable.

So mine is a strong No Vote and please get on County Roads to put a stop sign at my corner.

Sincerely,



David Smelser

Maywan Krach

From: Alexander Fisch
Sent: Thursday, May 08, 2014 4:17 PM
To: Maywan Krach
Cc: sjfastpro@aol.com
Subject: FW: Alpine Sierra Plan B issues
Attachments: John_Scott_Photo.jpg

Hi Maywan,

Please add Mr. Smits comments to the NOP comments for this project. Thank you

Alex

From: Sjfastpro [<mailto:sjfastpro@aol.com>]
Sent: Thursday, May 08, 2014 4:06 PM
To: Alexander Fisch
Subject: Fwd: Alpine Sierra Plan B issues

Alex,

We are concerned about the safety and traffic impact on John Scott Trail if Plan B were to be approved. John Scott Trail is basically a single lane road from Park Drive and the gate at the end of Bear Creek subdivision. It has not been a major issue thus far because there are only about 9 homes on this street currently. With the addition of 27 more homes using this road I believe it will be hazardous and a real safety concern. The only place to pass an on coming vehicle is by one of the three road side parking spots. In the winter time it is almost impossible to pass another vehicle

The eastern side of John Scott Trail (east of the gate) is very difficult to negotiate in the winter time. The snow removal is almost always 6 to 8 hours behind that of Bear Creek during normal conditions. When the weather gets more extreme it can be a day or two to get the road cleared which would force all traffic to run through the one way section on John Scott Trail.

Attached is a photo of a vehicle on John Scott Trail with no snow.

Alex, thanks for you consideration on this matter.

Thanks,

Brian Smits
1900 John Scott Trail
Alpine Meadows, CA
sjfastpro@aol.com
209-648-2000



27 April 2014

Subject: Alpine Sierra development meeting in Squaw vale 28 April 2014

Comments by: Ernest Wertheim, resident in Bear Creek Lot 84 on 1950 Cub Lane

First of all I would like to compliment the Placer County Staff for preparing 34 pages with a lot of very good information.

1. What is a public trail when it is located on private land, who will maintain it?
2. Define a halfplex.
3. There is a mention of a swimming pool and also a hot tub, are both in the same location?
4. There is a mention of a homeowner association residence, meeting room and equipment storage. Does this imply that there will be a residence, plus a meeting room and bath rooms?
5. It appears that some of the existing open space will be relocated. This would involve a change in the existing General plan. Can an existing General plan be changed without proper hearings?
6. Would you please tell me the difference between a general plan prepared by the County and a community General plan that has been approved by the county.
7. There is reference to a 500' water line and another 920'. Will either of these pipelines be off the subdivision site and if so what impact will this construction be on the local environment? The same question applies to pump stations.
8. Where does the definition of parcel A through H apply?
9. Since the site is very rocky will road building and underground utilities involve dynamiting and how will this be handled safely?
10. How will the storm water run off from individual lots be handled, will each lot owner be responsible to contain its own water. Will Bear Creek be protected from such additional storm water run off.
11. How will the storm water from the roadways be handled?

24. The EIR should address how the various bridges and culverts will be build and how water will be detoured and what environmental condition this will create. Will all bridges and culverts be maintained by the Developer?
25. Has the Bear Creek Planning Committee agreed to take responsibility for checking house applications?
26. Will the public have an opportunity to review the new EIR and make comments on it?

28. How long will it take to prepare the EIR.

Thank you for giving me the opportunity to prepare this list.

Sincerely yours

Ernest Wertheim

wvk@aol.com

May 1, 2014

Placer County
Community Development Resource Agency
3091 County Center Dr. Ste. 190
Auburn, CA 95603
Attn: Maywan Krach
Re: Alpine Sierra Subdivision (PSUB 20130004)

Thank you for the opportunity to review the notice of preparation for a draft EIR, and for the time to comment on this project. Unfortunately we were unable to attend the meeting on April 28.

We own a house and an adjacent lot on Juniper Mountain Road in Alpine Meadows and that is the compelling reason for our interest in this project. We are not full-time residents in Alpine Meadows. It is a place of escape, beauty, peace and recreation for us, as it is for our full-time resident neighbors.

There is always a bit of a groan, when a new house or new development is to be built nearby, but it doesn't inspire opposition. The Alpine Sierra Subdivision does, although not because of the number of units. The proposed site is steep and would require awkward terracing and retaining walls. The installation of proper utilities is complicated. I question whether being in an environment that is on the one hand delicate and on the other subject to harsh weather conditions doesn't render these challenges insurmountable.

The proposed Bear Creek Association alternative makes a bad situation worse. This would permanently change the nature of this lovely, unique neighborhood. The disruption from noise, traffic, and environmental degradation isn't fair to the residents of Bear Creek. Even if the access would be temporary, the length of time for this project is surely to be 10 or more years especially considering the short season for most construction.

A final concern is the precedent set by developing marginal property and by inconveniencing other residents to do it. If it's built in this case, why can't more steep, avalanche prone property be developed?

We aren't against further residential construction in Alpine Meadows as long as it doesn't require extraordinary measures and has minimal impact on existing neighborhoods. We trust you will consider all aspects of this proposal carefully and fairly. As residents of a nearby neighborhood, but not directly impacted, we are opposed to this particular project.

Sincerely yours,

Kenneth & Ruth Wilcox

Maywan Krach

From: Michael Willson <mr.honey-do@hotmail.com>
Sent: Friday, May 09, 2014 3:27 PM
To: Placer County Environmental Coordination Services
Subject: Public Comment on Alpine Sierra Project

Michael Willson
Marijane Rees
PO Box 5247
1895 John Scott Trail
Tahoe City, Ca 96145
May 9th, 2014
Maywan Krach, Community Development Technician
Placer County Community Development Resource Agency
3091 County Center Drive, Suite 190 Auburn, CA 95603
Email: cdraecs@placer.ca.gov

Dear Ms. Krach;

As we understand it, the developer has proposed paying millions of dollars to the Bear Creek Association (BCA) in order to join BCA. In addition there are plans to install a private gate enabling BCA residents to exit their development through the private gate and exit the public section of the John Scott Trail, at the same time, the homeowners living on the public section of John Scott Trail cannot travel through the gate in the other direction. This would create substantial traffic and disturbance on the public section of John Scott Trail and through Alpine Meadows Estates Association (AMEA). The result would cause substantial deterioration of the peaceful environment for the AMEA residents. While money is collected by BCA, the expense and inconvenience is increased for others in the lower valley, hardly a neighborly gesture. This is in conflict with the Alpine Meadows General Plan. If the developer & the BCA want access to this property let them find it through their own property and not thru or in front of ours!!! Also the BCA does not contribute tax dollars towards the maintenance of roads and yet they want to use ours?

The BCA Access Alternative is in conflict with the Alpine Meadows General Plan (AMGP) which states: Page 2, item #6, that the planning process should "provide a functional street pattern of efficient location and improvement with minimal disturbance...", and Page 4, Item # 5, that "... all streets should be designed to discourage through traffic".

The terrain the proposed development is on is very steep and rocky. The developer cannot possibly construct the roadways in one year's time as stated. The dynamite blasting and heavy equipment use to try and construct these roads would last for years due to "unforeseen conditions" and be not only a nuisance in one year's time but a nightmare for many years to come, as this would become a major expense to the developer. We are opposed to an on-going of blasting and heavy equipment use, which would have major impact on everyone living in the valley. The construction, noise, and unrest would continue not only for the road's development, but for water, sewer, and other utility installations as well. In addition, the development of the future housing structures to come would eventually last for many years and further disturb the habitat and tranquility of our valley! This enormous project would be a forever long lasting project that would deteriorate & have devastating

effects on our neighborhood. We believe the density of this development and the visibility of this development in Alpine Meadows is not in keeping with the spirit of the general plan.

Thank you for hearing our concerns,
Michael Willson and Marijane Rees

Maywan Krach

Community Development Technician

Environmental Coordination Services

Placer County Community Development Resource Agency

3091 County Center Dr, Suite 190, Auburn, Ca 95603

May 3, 2014

Dear Ms. Krach

As a 30+ year full time resident of Alpine Meadows Estates with a home on Upper Bench, a side street off of John Scott Trail, I am concerned about the analysis of the BCA Access Alternative to the proposed Alpine Sierra subdivision.

On page 3 of the Initial Study, the paragraph involving grading mentions there” may involve significant export and import of materials due to the lack of suitability of the excavated material to be used as structural fill due to the rocky nature of the site. “ A mental picture of large trucks traveling up and down John Scott Trail for an extended, un specified amount of time emerges in my brain. In fact, if the alternative access road becomes “the access road “ into the new subdivision, then it is obvious that during infrastructure construction, there will be constant flow of “disruptive, non-residential traffic.....intruding upon residential areas”, which the Alpine Meadows General Plan directs should be prevented.

At this time, I have been unable to learn the actual percentages of full time residents living in Alpine Meadows Estates (AME) verses the fulltime residents living in Bear Creek, but I believe it is fair to say that using ASE public roads to provide access to a private, new, Bear Creek development will have a much bigger impact on year round AME residents using our roads daily. We have single access roads, with no sidewalks. Besides using the roads for driving, they are used for biking, walking the dog, running, etc. I would like this to be considered in the access alternative discussions.

Another point I’d like to mention is the difficulty of getting up and down our road in the winter. It’s a very steep climb from the John Scott Trail bridge to Upper Bench Road. Then, a sharp, steep, slanted, blind curve, with additional uphill to the top of Upper Bench. During winters with average snowfall it is an acquired skill to drive up and even down our road, even with 4 wheel drive vehicles. The Upper Bench /John Scott intersection is so poorly designed in regards to grading and drainage and width there’s just always an accident waiting to happen situation. Snow melts, becomes water, flows across the road above and below the turn, freezes into a sheet of ice making it difficult for traction up and dangerous going down at the intersection. Numerous times I have tried to get home from work and can’t get access because a neighbor, or more likely a visitor has gotten stuck, blocking my access since

there's only one street for me to drive on. On a few occasions, vehicles have been so stuck, they have been abandoned creating another problem, the plow is unable to drive through to do it's job.

I am against the BCA Access Alternative because increased non residential traffic considering the scope of this project on our public roads that currently need maintenance, will then increase the difficiencies in our neighborhood. Building yet another road with single entry/ exit point is poor judgement in my opinion. As stated in the Alpine Meadows General Plan under Circulation, "An efficient, economic, functional, (and minimal) street pattern and movement system is essential to the development. ".....

"Traffic loadings.....must be carefully determined.....". I also refer to all the 4 Principles listed on page 27 of the General Plan. Also noted on page 27, the "Purpose of a circulation element is to provide: a safe, economic, convenient movement throughout the area; the least disruption or disturbance to land use,to unify all aspects of the area by providing access and communication. " Using the BCA Access Alternative does not fulfill the General Plan philosophy. In fact, the General Plan "depicts a loop major road system.....as a means of alleviating the single access character of the present situation" Has the Alpine Sierra project even considered or studied this loop road system as an access alternative? Shouldn't a brand new development project of such density be expected to build it's own access roads, in accordance with the General Plan?

On page 2 of the IS&C, the project description mentions that a public trail would be constructed and dedicated to Placer County. What does that actually mean? Placer County would then be responsible for maintaining this public trail? How is this trail location determined, is it a truly walkable trail and is it already in greenbelt designated area? Many of us use the horse trail loop for hiking in summer, and snowshowing in winter. Would our trails access be taken away by the new development?

In reading the IS&C I did not find a site plan showing the locations for the new offsite infrastructure. Seems like this should be studied as to how this new infrastructure affects full time residents again w/only one entry/exit road

Finally, I'd like the EIR to evaluate all the potential disturbances to all the Alpine Meadows wildlife in the area; besides fish, raptors, and birds. In particular, what about the bears, coyotes, porcupines, deer, etc. whose habitat we encroach on.

Thank You for your consideration,

Cordially,

Lin Winetrub

1491 Upper Bench Rd, Tahoe City, Ca 96145

(530) 583-1815

Maywan Krach

From: William York <wyork17@gmail.com>
Sent: Friday, May 09, 2014 4:14 PM
To: Placer County Environmental Coordination Services
Subject: Re: Alpine Sierra Subdivision (PSUB 20130004): NOP Comments

Ms. Krach,

In addition to the letter I submitted earlier I would also like to request that the Draft EIR addresses the potential impacts on the Sierra Nevada Yellow-legged frog that has recently been protected under the Federal Endangered Species Act. I understand that the Five Lakes area has been deemed part of the critical habitat area for this amphibian and I have concerns that the habitat may extend to Bear Creek and some of the other seasonal creeks, drainages, and water supplies in upper Alpine Meadows and within the project area.

Thanks again!

Will York

On Fri, May 9, 2014 at 11:26 AM, Placer County Environmental Coordination Services <CDRAECS@placer.ca.gov> wrote:

Your comments have been received and forwarded to the planner.

Thanks.

.....
Maywan Krach

Community Development Technician

Environmental Coordination Services

Placer County Community Development Resource Agency

3091 County Center Drive, Suite 190, Auburn, CA 95603

[530-745-3132](tel:530-745-3132) fax [530-745-3080](tel:530-745-3080)

Monday 8:30-5 (every other Monday off)

Tuesday-Friday 7:30-5

May 8, 2014

To: Placer County Community Development Resource Agency
3091 County Center Drive, Suite 190
Auburn, CA 95603

Attn: Maywan Krach, Community Development Technician
(via email) cdraecs@placer.ca.gov

Subject: Alpine Sierra Subdivision (PSUB 20130004): NOP Comments

Dear Ms. Krach,

After reviewing the Initial Study & Checklist and the Notice of Preparation of a Draft Environmental Impact Report for the Alpine Sierra Subdivision (PSUB20130004) in Alpine Meadows and attending the Public Scoping Meeting on April 28, 2014 I would like to provide you with the following written comments.

1) "Transportation/Circulation"

Within the "Transportation/Circulation" section of the NOP roadways and intersections that will be impacted by the increase in traffic are listed; however, Deer Park Drive is not included as a roadway segment that will be effected by the BCA project alternative. Furthermore, the following intersections are not addressed:

John Scott Trail / Upper Bench Road
John Scott Trail / Trapper Place
John Scott Trail / Trapper McNutt Trail
John Scott Trail / Mineral Springs
John Scott Trail / Deer Park
Deer Park / Beaver Dam Trail
Deer Park / Alpine Meadows Road

The introduction of increased traffic on John Scott Trail and Deer Park Drive as well as all the aforementioned intersections associated with these roadway segments will most likely have considerable safety impacts including, but not limited to, obscured vehicle site distance, roadway width, and alignment flow.

2) "Utilities and Public Services"

The existing infrastructure of the Alpine Springs County Water District should be assed to determine how the project will affect the water resources available to the existing residents and the implications on the existing gravity flow sewer mains. In light of recent drought conditions this assessment or study should be applicable to the current conditions.

3) "Groundwater and Hydrology"

It is my understanding that groundwater is the source of our drinking water supply and therefore I would like the Draft EIR to address the impacts that this project will have on the groundwater.

I appreciate the attention to these and other comments during the preparation of your Draft Environmental Impact Report for the Alpine Sierra Subdivision (PSUB20130004) in Alpine Meadows.

Regards,


William York

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Alpine Meadows, CA 96146

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Olympic Valley, CA 96146