

I12

Maywan Krach

From: Stephen Azzi <saazzi11@gmail.com>
Sent: Friday, July 17, 2015 5:19 PM
To: Placer County Environmental Coordination Services
Subject: Squaw Valley - Keeping Squaw True

Hello Maywan Krach,

I hoping this is not too late but I wanted to state a few things about this proposed development.

I have been coming to Tahoe for the last 25 plus years. Tahoe has always been a place of relaxation and a place to escape the hustle and bustle of work and big cities. Squaw Valley and in particular the meadow area at the entrance to Squaw Valley has always been a picturesque view of what the natural beauty of Tahoe. Constructing this project would bring an in flux of people that would over crowd Tahoe more than it is currently. I have been around for the development at the Northstar resort by Vail Resorts. This project was very disruptive and has brought a significant amount of congestion to the Northstar resort and the surrounding area. This project was minuscule compared to the project being proposed at Squaw Valley. I hope this short narrative helps in preventing this unprecedented project from taking place.

I12-1

Thanks,
Stephen Azzi

I12

Stephen Azzi
July 17, 2015

I12-1

The comment provides an opinion regarding the merits or qualities of the proposed project and does not address the content, analysis, or conclusions in the DEIR. The Placer County Planning Commission and Board of Supervisors will take the commenter's opinions into consideration when making decisions regarding the project.

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Maywan Krach

From: Victoria Azzi <vcazzi@gmail.com>
Sent: Thursday, July 16, 2015 5:30 AM
To: Placer County Environmental Coordination Services
Subject: Keep Squaw Real-KLS development plan comments

I think the proposed development plan by KLS is ridiculous and so sad. I have enjoyed and made memories in Tahoe since I was 3 years old. It is such an amazing place because of the beautiful lake, nature, trees, and the incredible amount of outdoor activities, whether winter or summer, that can be enjoyed. Lake Tahoe offers so much that cannot be experienced anywhere else and this is what makes it unique. Why would you want to spend your time at a fake river when right in front of you there is already a natural river and several natural lakes to enjoy? Not to mention wanting to build something that will use 100s of gallons of water when California is in a drought and doesn't have enough water for the residents of California to use.

The beauty of North Lake Tahoe is that it is not full of resorts collecting your money for everything you want to do, but rather it provides amazing activities to do, places to create memories with friends, families, and even with the great and kind hearted individuals that it currently attracts. These will be things of the past if Squaw chooses to build something like this. When I look out from the top of the mountain, I enjoy seeing mountain after mountain, valleys, and trees. Living in a big city, Tahoe is a place where I can get peace and quiet. This will be a thing of the past when so many high rises are built with hundreds of condos, continuous construction noises that can be heard for miles and miles, and the traffic that would make it miserable to get anywhere. The feeling of being in a ski town and in the mountains will be gone, the sky's will be too bright to see the stars, and the place that I once knew as a 3 year old will have disappeared.

Please don't build such a thing in a beautiful, peaceful, and wonderful place. I want to be able to continue to share my love for Lake Tahoe with my family and friends, which will slowly disappear with the addition of something like this.

Regards,
Victoria Azzi

Sent from my iPad

113-1

I13

Victoria Azzi
July 16, 2015

I13-1

The comment provides an opinion regarding the merits or qualities of the proposed project and does not address the content, analysis, or conclusions in the DEIR. The Placer County Planning Commission and Board of Supervisors will take the commenter's opinions into consideration when making decisions regarding the project. Also, see the Master Response regarding the MAC.

10281 Stoneridge Dr Unit B
Truckee, California 96161

July 15, 2015

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

Dear Maywan Krach,

This letter is in response to The Village at Squaw Valley Draft Environmental Impact Report and the Village at Squaw Valley Specific Plan. I am a former employee of both Squaw Valley and Alpine Meadows, a current Squaw Valley Alpine Meadows passholder, and 15 year resident of North Lake Tahoe.

The project as currently proposed is unacceptable for Squaw Valley and North Lake Tahoe due to the significant and unavoidable impacts of the proposal that can not be effectively mitigated. For example:

- *Traffic:* According to the document, development would add to area traffic and “exacerbate unacceptable operations” on Squaw Valley Road, on Highway 89 in Tahoe City, in Truckee, and in between.
- *Noise:* The project would generate noise louder than “applicable Placer County noise standards”, especially for the 25 years it would be under construction – even at night.
- *Views:* To Squaw’s iconic mountain scenery, the project would make a “substantial contribution to the cumulative degradation of the existing visual character or quality of the site and its surroundings” with a “significant and unavoidable impact on scenic vistas.”

It is also worth noting certain information and impacts *not* included in the Draft EIR. For example, assessment of local water supplies is based on a study that does not include records

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114-2

114-3

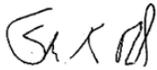
114-4

from the current, record-breaking drought.

I 114-4
cont.

Simply put, please deny this development proposal and ask KSL and Squaw Valley Ski Holdings to submit a reasonable proposal.

Sincerely,



Thomas Baird

I14Thomas Baird
July 15, 2015

- I14-1 See the Master Response regarding significant and unavoidable impacts.
- The comment provides a summary of the DEIR's significant and unavoidable impacts that are of concern to the commenter. No specific issues related to the content, analysis, or conclusions in the DEIR are raised in this comment. No further response is provided here.
- I14-2 See response to comment I14-1 and the Master Response regarding the 25-year construction period.
- I14-3 See response to comment I14-1.
- I14-4 See the Master Response regarding water supply. As described therein, the updated 2015 WSA incorporated data from 2012 through 2014, which includes several of the recent drought years (2015 data are not yet available because the 2015 water year did not end until September 30, 2015, after the July 2015 WSA Update was prepared).

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TO: Placer County Community Development Resource Agency, Environmental
 Coordination services
 3091 County Center Drive, Suite 190
 Auburn, CA 95603
 ATTN: Maywan Krach
 SUBJECT: Comments on Draft Environmental Impact Report (EIR)
 FROM: Nicholas and Doris Bajka (dkbajka@gmail.com)
 415 Squaw Peak Rd.
 Olympic Valley, CA 96146

Ms. Krach,

Attached are comments on the Draft EIR for proposed project "Village at Squaw Valley Specific Plan (PSPA 20110385, State Clearinghouse No. 2012102023)." The public review and comment period is designated as May 18, 2015 – July 17, 2015.

It is understood that KSL Capital Partners (KSL) is in business to make a profit. Generation of the level of profit desired by KSL includes tremendous expansion that will produce "significant or potentially significant effects associated with population, employment... climate change" (EIR). As such, this is the time to address ANY issues that 'we' have control over and can possibly eliminate. At a minimum, the County should ensure any and all foreseeable HEALTH & SAFETY issues are addressed before allowing this project to continue.

115-1

Comments:

- 1) Squaw Valley Rd. South (section of county road as designated in the Draft EIR) is identified as an area "Not a Part" of this project. This is a serious issue not only because there is signage proposed in this area under the EIR which will encourage and promote additional pedestrian and vehicular traffic, but also because this area currently presents a tremendous **HEALTH AND SAFETY** issue that can only be expected to get worse with an increase in traffic and patronage. **Both the intersection at Squaw Valley Rd. South and Squaw Peak Rd. and the sections of each of these roads leading up to the intersection should be included in this project.**

This intersection and the sections of each road leading up to it have been an ongoing issue for years. Even during the past 3 years of drought, the safety issues persist and the "habits," of both the County and Squaw Valley Ski Resort haven't improved. Neither takes ownership of the issues nor take action to control the situation. Both seemingly point fingers (SV Ski Resort – 'it's a county road we have no jurisdiction' and the county – 'we have no manpower or funding to address the situation with citations or oversight of any kind'). This is inexcusable and here is the opportunity to address it.

115-2

With normal snowfall, the existing safety issues will only be exacerbated. Add to a normal snowfall year the desired increase in traffic (pedestrian and vehicular), and serious HEALTH and SAFETY issue(s) are imminent. The STOP sign at the

tram building (Squaw Peak Rd) is frequently not visible. It is blocked by delivery trucks parked at the corner (photos are available upon request). In addition to the delivery trucks, SV patrons elect to load/unload at this corner and in this general area. At peak times, patron vehicles double park next to the delivery trucks leaving visibility of the STOP sign impaired and only one open lane for both directions of traffic. Patron vehicle doors are open during unloading, their gear is being removed, and often children are present (and unloading). Parents/patrons are distracted and other motorists (including thru traffic) are jockeying for position to safely pass on the roadway. This same section of roadway also contains an entrance/exit to the thru-way for Plump Jack Inn, an exit for SV staff at the rear of the tram building, and within an estimated 100 ft of the same STOP sign, exists for SV Lodge parking on the south and Plump Jack parking on the north. This same section of roadway approaching this STOP sign (along the north side of the tram bldg.) is notoriously the iciest location possibly in all of Squaw Valley. The ice situation seriously impacts a motorist's ability to STOP in what would be considered a normal/safe distance even when driving at what would be considered a conservative and 'safe' speed. This grouping of environmental, traffic and pedestrian issues in combination with no 'ownership' of the problem – presents a serious threat to locals, patron, employees, and CHILDREN that are most likely distracted by the excitement of the day or activities in the village. and this description only applies to traffic approaching the stop sign on Squaw Peak Rd along the tram building.

In addition to the Squaw Peak Rd. STOP sign not being visible, a lane being blocked, patrons unloading, and the presence of children, SV Ski Resort has valet parking 'drop-off' immediately in front of this same STOP sign. SV employees DO NOT manage the patrons on the county road as they wait for access to valet parking or when these patrons start to unload in the intersection. This intersection also has the entrance and exit to a small Squaw Valley Village parking area containing about 5 spaces.

Add to this, the STOP sign on the corner of Squaw Valley Rd South in front of Plump Jack Inn. This is where Squaw Valley Rd. ends – at the tram building and the same corner with impaired visibility of the STOP sign on Squaw Peak Rd. The cross section of this roadway is included in the EIR (Figure 5.7-Section C) and appears to be unchanged from its current configuration. The 10' bike & shoulder is an invitation to load and unload. This current configuration allows patrons to stop at the STOP sign and start unloading – doors open, gear being removed, children present, etc. Patrons line up along both sides of Squaw Valley Rd South (many 'attempting' to contain themselves in the bike & shoulder lane but failing) to drop-off or pick-up which contributes to already impeded traffic flow and further increases the HEALTH & SAFETY issues for all. Add to this, the other entrance/exit to Plump Jack Inn thru-way is in this same section.

Additional serious contributors to the HEALTH & SAFETY issues present at this intersection include the exit from Plump Jack parking on Squaw Valley Rd South

I15-2
cont.

and multiple entrances/exits (FIVE) to the large SV public parking area. This entire section of roadway from the SV Bridge to the tram building continues to present a serious HEALTH & SAFETY issue to all who utilize this section of public roadway. Patrons, locals, service vehicles, emergency vehicles, etc. utilize this section of roadway. It is the main thoroughfare to OVI, multiple lodging facilities, the Village, local homes, and hiking trails for pedestrians and vehicular traffic. Many patrons passing through this intersection are distracted. If emergency vehicles need to provide services to residents at the end of Squaw Peak Rd or to any of the lodging facilities along Squaw Peak Rd, their response time could very likely be seriously impeded. This is the time to fix the HEALTH & SAFETY issues that currently exist at this intersection BEFORE there is any additional planned increase in traffic.

I115-2
cont.

2) Delivery entrances and a designated unloading/loading space along Squaw Peak Rd. should be provided for the Squaw Valley Lodge and Plump Jack. Delivery trucks block safe and consistent passage for residents and emergency vehicles along this roadway especially during storms. Delivery trucks get stuck trying to turn around making the roadway impassable at times. This presents a HEALTH & SAFETY issue for patrons and residents at the west end of Squaw Peak Rd.

I115-3

3) Fencing or screening should be included around the Heavy Equipment Storage Area (EIR Lot 19). This area is not currently designated for this purpose so the views for hikers and residences should be protected on the west side of Squaw Creek. Additionally, noise and air pollution from maintaining, relocating, or use/traffic of heavy equipment staged in this area should also be considered. This increase in noise and pollutants will affect residence on the west side of the creek. If this is now to be the designated area for heavy equipment for Squaw Valley, an increase in the noise and air quality issues is impossible to avoid. This could impact property values and health of residents on the west side of the creek as well. Has consideration been given to this issue?

I115-4

4) A plan for using re-claimed water for ALL irrigation associated with this expansion should be REQUIRED – and not just implemented “when feasible” as stated in B.4.6 Irrigation App B, p. B-55. Additionally, re-claimed water should be required for all existing and any new snow making operations AND golf course irrigation. While the golf course and snow making are pre-existing, both are considered ‘draws’ to fill the proposed increase in available lodging so the environmental impact of these resources should be a consideration or a trade for other environmental impacts that are considered ‘significant and unavoidable.’ With all the other foreseeable significant environmental impacts this expansion is expected to generate, this is a chance to set an example of good stewardship and environmental responsibility with regard to water usage for the Tahoe Basin as well as the state of California.

I115-5

- 5) Has enough consideration been given to the needs of residents in the proposed employee housing area with regard to parking, fuel, grocery, health care, etc. It appears they will need to commute to Truckee or Tahoe City increasing the traffic and environmental impacts. I 115-6

- 6) Where are patrons of all the proposed new lodging (hotel accommodations, shared ownership or neighborhood options) expected to acquire basic groceries and sundry items? It is unrealistic to assume ALL occupants will eat at local establishments in the SV Village area – especially not for 3 meals per day. Thus, this increase in patrons to the SV Village area population will inevitably create additional environmental and traffic considerations along routes to Truckee and Tahoe City during more than just the normal high traffic entrance and exit times. I 115-7

- 7) Has consideration been given to eliminating some of the proposed lodging to provide space for an adequate grocery store? This may eliminate some of the traffic on Squaw Valley Road and Highway 89. I 115-8

- 8) There should be some form of a guarantee that the water pressure, cost (other than average inflation), and/or availability of water will not be impacted by this project to existing residents. I 115-9

- 9) Is adequate consideration being given to local residents (including traffic impacts to Highway 89 for Truckee and Tahoe City residents) for time lost, inconveniences experienced (traffic, noise, utility service interruptions etc.), or possible health impacts (dust, air quality issues from equipment/traffic) generated during the various construction phases of the project? I 115-10

- 10) Will fiber optics and cell service be improved with the increased population and draw on these services? What will the impact be to residents during any necessary expansions/upgrades? Is there any consideration for loss of service to existing residents if/when service is interrupted due to the expansion? I 115-11

- 11) What will the directional signs say in Lot 22, Forest Recreation Area? I 115-12

- 12) What are the specific improvements or structures proposed (besides signage) on EIR Lots 20 and 22? What are the exact locations and proposed schedule for these improvements? Will the public have an opportunity to comment on any proposed improvements before they are approved and/or construction begins? Please provide a public comment period specific to these improvements once they are clarified. I 115-12

- 13) With KSL promoting the hiking trail at the end of Squaw Peak Rd. there is an increase in both foot and vehicular traffic. What is being done to address issues I 115-13

associated with the increased vehicular traffic, parking, noise, pollution, etc. With continued promotion, these issues are only expected to increase.

I 115-13
cont.

14) KSL's promotion of the hiking at the end of Squaw Peak Rd. has created a pet waste issue on the hiking trail (EIR Lots 20, 21 and 22), along Squaw Peak Road, and Squaw Peak Way. This is a clean, quiet residential area and the impact of the KSL expansion should not adversely affect this established neighborhood. The pet waste issue can only be expected to increase. Pet waste stations with appropriate signage (instructions) and waste receptacles should be provided and maintained.

I 115-14

15) Pet waste stations with appropriate signage and waste receptacles should be provided and maintained throughout the entire expansion area but most importantly in the Village-Conservation Preserve and Forest Recreation areas. A dog park should be considered near the village area. It should be accessible and conveniently located near the public parking lot in an effort to promote proper care and cleanup of pets.

16) With KSL's promotion of the hiking trails in Squaw Valley, increased patronage is expected (and the desired outcome for KSL). Trail maintenance should be considered. It seems reasonable to expect a minimum of signs instructing patrons to carry out what they carry in (including pet waste). Receptacles should be provided and maintained. Optimally, the 'Leave No Trace' protocol should be implemented.

I 115-15

17) EIR Figure 4.1 "Village Open Space Network" designates Squaw Valley Rd South as a Primary Pedestrian Corridor and Squaw Peak Rd as a Secondary Pedestrian Corridor. How is it that these areas are designated as "Not a Part" of the EIR? Please also refer to Comment #1 and #2 above regarding this area and include the area for official comment.

I 115-16

18) Where is there serious consideration given to emergency egress from the most westerly points in the valley should an emergency occur? Access to Alpine Meadows via a two lane path (dirt, gravel or paved) from the east end of the valley isn't a realistic solution for the density of proposed patrons and residents at the west end. While a fire is less of a possibility in the winter when the highest patronage is estimated to occur, the EIR clearly indicates KSL's desire for a year round resort. IF Squaw Valley Road were blocked by a traffic accident, natural disaster, emergency, or infrastructure failure at the half way point between the west end and Highway 89, how would the majority of the patrons and residents escape the valley?

I 115-17

19) Traffic consideration during peak periods for residents along Squaw Valley Rd is not adequately addressed. The current level of traffic poses a challenge for

I 115-18

vehicles and pedestrians trying to cross, merge or make a left into or across traffic along Squaw Valley Rd. Without any change to the current traffic configuration, the increase in traffic that will result from this this proposed expansion presents a grave HEALTH & SAFETY issue for pedestrians and motor vehicle operators for the entire length of Squaw Valley Rd. This increased traffic creates an impossible situation during peak periods and increases risks during all other times. Is there a proposed fix for this situation?

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20) Consideration should be given to funding a county position that is both qualified and authorized to issue parking and traffic impedence citations for violating designated traffic and parking laws. KSL funded perhaps? Given the sizable proposed expansion, and limited available space for parking and roadway expansion – enforcement of traffic laws shouldn't be optional or based on available manpower or funding constraints. It should be a requirement for the HEALTH, SAFETY, environment and general well-being of the patrons, residents, employees, and visitors to this beautiful valley.

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115-19
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Thank you for your consideration of these issues.

Doris and Mik Bajka

I15Doris & Mik Bajka
no date

- I15-1 The comment provides a summary of detailed comments provided below related to health and safety. See responses to the detailed comments below.
- I15-2 See the Master Response regarding traffic issues at Squaw Valley Road and Squaw Peak Road and response to comment letter O10.
- I15-3 See the Master Response regarding traffic issues at Squaw Valley Road and Squaw Peak Road and response to comment letter O10. Regarding the comment that delivery entrances and a designated unloading/loading space along Squaw Peak Road should be provided for the Squaw Valley Lodge and Plump Jack, these facilities are not part of the project.
- I15-4 See the Master Response regarding the mountain maintenance facility. The mountain maintenance facility proposed on Lot 19 is a component of the project that is fully evaluated for effects to resources throughout the DEIR, including effects on visual resources, noise, and air quality. An evaluation of potential changes to property values is not required by CEQA because it is not an impact to the natural or physical environment. As stated in Section 15131 of the CEQA Guidelines, the economic and social effects of a project shall not be treated as significant effects on the environment. An EIR can trace a path between a social or economic effect (such as blight) to determine if there is a cause and effect between a social or economic effect and a change in the environment. However, no information has been provided to suggest that a reduction in property values, if it were to occur, would result in a significant change to the physical environment.
- I15-5 The comment is specific to the design of the proposed project and references text in the Specific Plan regarding the potential use of reclaimed water for irrigation. Note that the DEIR assumes no reclaimed water would be used for irrigation. Using this assumption, no significant effects on water supply were identified (provided that the pumping system is managed in a manner consistent with the WSA). Because the comment provides an opinion regarding the merits or qualities of the proposed project and does not address the content, analysis, or conclusions in the DEIR, no further response is necessary. The Placer County Planning Commission and Board of Supervisors will take the commenter's opinions into consideration when making decisions regarding the project. Further, there is no infrastructure in Olympic Valley or at Tahoe-Truckee Sanitation's wastewater treatment facility to generate reclaimed water suitable for irrigation, and the project would not increase snowmaking.
- I15-6 See responses to comment letter O12b-2 regarding growth inducing effects of the proposed project. Also, note that the traffic and related analysis (air quality) considered the locations where employees would live in the analysis of impacts. See Tables 9-13 and 9-14 in the DEIR, for instance.
- I15-7 As described in the DEIR (see page 3-13 in Chapter 3, "Project Description"), the East Parcel would include a 5,000-square-foot market. This community market is intended to provide groceries and sundry items to employees and visitors, thereby reducing vehicle trips to the Basin and Truckee. Please see response to comment I15-6.
- Traffic, including additional trip generated by the new occupants of the proposed project, is addressed in Chapter 9, "Transportation and Circulation," of the DEIR.

- I15-8 See response to comment I15-7.
- I15-9 Water supply is addressed in Chapter 14, “Public Services and Utilities,” of the DEIR (see Impact 14-1). Implementation of Mitigation Measure 13-4 would ensure that there is adequate water supply to serve the project. Regarding water pressure, the Squaw Valley Public Service District would ensure that infrastructure would be designed to ensure adequate water delivery pressures are maintained. As to costs, it is beyond the scope of an EIR to address the potential for a project to increase costs to existing residents resulting from infrastructure, although it is common that applicants pay their fair share to compensate for any increases in infrastructure costs.
- I15-10 The DEIR evaluates the effects of project construction, including transportation and circulation, air quality, noise, and public services and utilities. Please refer to the impact evaluation contained in chapters 4 through 16 of the DEIR for additional information. Also, see the Master Response regarding the 25-year construction period.
- I15-11 The project applicant has prepared a Dry Utility Master Plan to identify the utilities (including telephone/broadband and cable television/broadband facilities) that would be needed to accommodate the proposed VSVSP. Within the resort, Squaw Valley maintains a private phone and broadband system. This system would be upgraded as necessary to accommodate the proposed project, as future buildings on each of the development parcels are constructed. It would consist of backbone conduit with boxes or manholes in the roadways supporting copper and fiber systems. Improvements required by other service providers would include extension of the underground AT&T telecom facilities and Suddenlink cable television lines that run along the north side of Squaw Valley Road onto the East Parcel. No capacity improvements are proposed for AT&T or Suddenlink facilities.
- Upgrades to fiber optic and cell service are planned, designed, and implemented by the service providers in response to demand. These utility providers can generally upgrade service lines with minimal interruption to existing users.
- I15-12 Signage is proposed in the northwest and southeast corners of Lot 22. These directional signs are intended to assist navigation to ski facilities, natural features, and other amenities in the Plan Area. Examples of typical designs and applicable development standards and design guidelines are provided in Appendix B, “Development Standards and Design Guidelines,” of the VSVSP. The exact content of the signs has not yet been determined.
- As established in the VSVSP, Lots 20 and 22 would be zoned Village – Forest Recreation (see Figure 3.1 in the Specific Plan). Allowed uses within this designation are limited to: public water supply wells; accessory buildings (not to exceed 200 square feet of floor area); public restrooms; linear parks and trails; riding, hiking, and cross-county ski trails; and picnic areas. Outdoor amphitheaters, playgrounds and parks, and stables and corrals could be developed with issuance of a minor use permit. Ski lifts, ski trails, mountain amenities, and trailhead parking (maximum of 20 spaces) would require a conditional use permit. Development of tennis courts would require zoning clearance. Residential, commercial, and office uses are not allowed.
- Specific proposals for the area include improvements to the access point for the Granite Chief and Shirley Canyon trails, such as new directional and interpretive signage, restrooms, and car and bike parking. Note also that Lots 20 and 22 are located in areas that have a high potential for avalanche (see Chapter 12, “Soils, Geology, and Seismicity,” of the DEIR). This hazard condition makes these lots improbable locations to develop any uses designed for extended human occupancy.

Proposed improvements would be subject to Design Review approval, and the public will have an opportunity to provide comments on the proposed improvements at the Design Review Committee meeting.

- I15-13 The comment states that with KSL promoting the hiking trail at the end of Squaw Peak Road, there is an increase in foot and vehicular traffic, which has led to increased traffic, parking, noise, pollution, etc. The comment further states that these issues would increase with continued promotion. This comment appears to describe an existing condition. To the extent that the project would exacerbate an existing condition, these effects—including, as the comment suggests, traffic (including parking), noise, and air quality—are evaluated throughout the DEIR. These issues are also addressed in this FEIR as part of the Master Responses on these topics. Also, see response to comment letter F2 regarding a range of comments concerning trail use.
- I15-14 The comment states that the project would exacerbate an existing condition regarding pet waste on the hiking trail at the end of Squaw Peak Road (Lots 20, 21, and 22), and, therefore, should include the provision and maintenance of pet waste stations and waste receptacles. As part of the proposed trailhead signage, verbiage will be included about pet waste and waste receptacles will be provided.
- The comment also suggests that a dog park be considered near the Village area. A provision for a dog park has recently been included in the proposed Park and Recreation improvements, however, the design and location have not been determined yet.
- I15-15 See responses to comments F2-3 and F2-10 regarding trail maintenance. Also, see response to comment I15-14 regarding pet waste receptacles and signage.
- I15-16 See the Master Response regarding traffic issues at Squaw Valley Road and Squaw Peak Road and response to comment letter O10. Many of the DEIR exhibits include the text “Not a Part” to delineate those areas that are adjacent to but not located within the plan area. These areas are not proposed for development as part of the project.
- I15-17 As discussed in Chapter 15, “Hazards and Hazardous Materials,” access to Squaw Valley is limited by the configuration of the Valley and the Truckee River canyon; there is only one means of ingress and egress (Squaw Valley Road), and a single road (SR 89) connects Squaw Valley to adjoining communities. The *Wildland Fire Evacuation Plan*, which applies to all development in Squaw Valley, includes evacuation protocols, guidance for preparing homes for evacuation, and evacuation routes. The plan calls for evacuating via Squaw Valley Road to SR 89; or, if it is not possible to leave the Valley, driving to the Squaw Valley Ski Resort parking lot. The existing surface parking lots at the Squaw Valley Ski Resort (and, eventually, the new parking structures on Lots 11 and 12) would continue to be used as the emergency rally point if it is not possible to evacuate via Squaw Valley Road. Helicopter evacuations would occur from this location. There is no plan at this time to create an EVA to Alpine Meadows. Also, see the portion of the traffic Master Response regarding emergency vehicle access/wildland fire evacuation plan for details about the Emergency Preparedness and Evacuation Plan that is being prepared for the project.
- I15-18 See the Master Response regarding traffic.
- I15-19 The comment suggests that the project include funding for a County position to issue parking and traffic citations. At this time, such a position is not part of the project. However, the project applicant would pay property taxes and transient occupancy taxes, and the County could decide to fund such a position at a later time.

I16

Maywan Krach

From: Retevedoc@aol.com
Sent: Sunday, June 14, 2015 5:29 PM
To: Placer County Environmental Coordination Services
Subject: Fwd: Squaw Valley Traffic

From: Retevedoc@aol.com
To: cdracs@placer.ca.gov
Sent: 6/14/2015 4:58:20 P.M. Pacific Daylight Time
Subj: Squaw Valley Traffic

Placer County Community Development Resource Agency
Environmental Coordination Services
Attn: Maywan Krach

Dear Sirs;

Recently an article appeared in the Moonshine Ink concerning studies about the traffic problems in and out of Squaw Valley on peak weekends and holidays. The article stated this would not be a problem and that additional steps would not be required beyond the three lane division of Squaw Valley Road which exists presently. Apparently data for these opinions were based on studies conducted during the 2013- 2014 ski season, which we all know is NON representative of a typical winter ski year.

I have been skiing at Squaw Valley since 1968 (47 years), I am a season pass holder and currently live in Truckee, California. Thus I feel I have a great deal of experience and knowledge about traffic conditions entering and exiting the valley. What my experience has taught me is that this is a huge problem now, which will become a much larger issue as time proceeds; especially if the Village area is allowed to enlarge with more housing units and loss of existing parking spaces.

Currently traffic is backed up routinely to Truckee on Hwy. 89. The parking lot is filled by early morning on holidays and peak weekends, resulting with parking along Squaw valley Road. These conditions result in compounding a bad problem to chaos. I do not understand how the planners for this logistical nightmare can say there will be no problem by adding more people and cars into an already nightmarish situation. With all due respect, I believe your planning agency should take another more realistic appraisal of this very serious problem.

Sincerely,

Terry R Baker, MD
Truckee, Ca.

I16-1

I16 Terry R. Baker, MD
June 14, 2015

I16-1 See the Master Response regarding traffic.

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Maywan Krach

From: mark tele <telecranker@yahoo.com>
Sent: Tuesday, June 16, 2015 9:26 PM
To: Placer County Environmental Coordination Services
Subject: Squaw Valley

As a 60 year resident of Northern California that has lived in Tahoe (worked as a fire fighter stationed on Brockway Summit), and a skiing fanatic, I am totally against this massive development of Squaw Valley. It will destroy the reason I venture up to Tahoe. This project needs to be scaled way back and designed to be compatible with it's alpine setting. I 117-1

Thank you for listening.

Jeff Ball

I17

Jeff Ball
June 16, 2015

I17-1

The comment provides an opinion regarding the merits or qualities of the proposed project and does not address the content, analysis, or conclusions in the DEIR. The Placer County Planning Commission and Board of Supervisors will take the commenter's opinions into consideration when making decisions regarding the project.

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Maywan Krach

From: Marleen Barnett <marleenbarnett@hotmail.com>
Sent: Friday, July 17, 2015 7:41 AM
To: Placer County Environmental Coordination Services
Subject: dEIR

Attention Maywan Krach

Thank you for the opportunity to respond to the Squaw Valley Specific plan. I have been a permanent resident of Squaw Valley for the past 52 years. I am a 77 year old retired teacher in the district. My three children were all born here and two of the three still reside in Placer County.

In regard to my response to the d EIR forgive me if I go too long since I am without skill to be brief. Late yesterday when the Wanderlust yoga group began to gather with the pounding of their music resounding through this valley I wished that all concerned with the EIR could have been present to experience the din and reminded that this noise is what the KSL Corporation would wish for throughout the year, an ongoing carnival ,the more the better. If I understand it correctly this noise disruption is what the dEIR terms "unavoidable".

Would that all could experience the noise pollution and wish that all could experience beautiful Shirley Canyon in the mornings as the revelers frolic in the creek with the music blasting alongside. This is what the KSL would have more of.

Yesterday morning I had to remind myself this would be my last daily walk up the canyon given the disruption in the days ahead. Yoga classes up on the granite without negative impact? This is what is being promoted.

Throughout the year when I have called the Placer County Sheriff's Dept. re all-night celebrations I have been reminded that there is limited personnel in the large North Tahoe area to deal with noise violations and complainants to be patient. I'll spare you the all night nightmare with the Burning Man "wanabees".

I am not writing selfishly: At age 77 I won't be here to suffer the negative impacts or to witness the continuing degradation of the natural beauty of what was once was Squaw Valley, but I am speaking for the future. For the EIR to suggest negative impacts to the area minimal cannot be accepted. I ask that you recognize that once again it is a "little by little" situation of eroding the quality of the Sierra and ask for another venue for such a huge development. At what price growth?

Thank you so much for your time and attention. Any an all welcome to my home to experience what is really happening.

Regards,

Marleen Barnett

Olympic Valley

118-1

I18 Marleen Barnett
July 17, 2015

I18-1 No specific issues related to the content, analysis, or conclusions in the DEIR are raised in this comment. No further response is provided here.

I19

To: Placer County Planning Commission

Address: attention: Maywan Krach
Environmental Coordination Services
Placer County Community Development Resource Agency
3091 County Center Drive, Suite 190
Auburn, Ca. 95603

RE: Comments on the Village at Squaw Valley Specific Plan Draft Environmental Impact Report

Date: July 13, 2015

My name is Marcia Barnett.

I have had a home in Squaw Valley for 25 years.

I am a retired psychotherapist and have had 46 years of experience in clinical practice. I understand the impact architectural and environmental planning can have on psychological well being.

As a long time resident of Squaw Valley I have enjoyed the recreational opportunities the area offers: skiing in the Masters Race Program, mountain biking, hiking and golfing. I am a season pass holder at Squaw Valley and at the Resort at Squaw Creek golf course.

I have also traveled extensively in mountain areas in Europe, Australia, New Zealand and Japan. I have enjoyed the village experience at these locales and am aware that the emotional impacts of village experiences are very different from city experiences. Both city and village environments can be stimulating and inspiring, but I contend that they need to be different. Mountain villages are most pleasing when they have relatively low density, preserved views, low buildings which are proportionately sized to pedestrians, and welcoming open plazas which serve as gathering centers.

My concern is specifically with two chapters of the DEIR: views and shadowing.

This project has considerable environmental impacts, as delineated by the DEIR, and I ask that the Planning Commission and Board of Supervisors follow the Placer County Policy 1.G.1. that requires that environmental impacts are adequately mitigated.

VIEWS: I believe that there are errors in the conclusions:

1.) The DEIR concludes that only long term residents will be impacted by the changed views. The long term pass holders (20,000 to 30,000) will also be impacted by the

I19-1

I19-2

changed views. If they ski 10 days per year then there would be 300,000 days of viewers who would remember the way it used to look and be distressed by the impaired views.

I 119-2
cont.

2.) The DEIR concludes that the natural terrain dominates the view and therefore the structures in the foreground are not visually prominent. In fact, from the golf course and on entry from Squaw Valley Road the views would be substantially diminished by the tall buildings.

I 119-3

3.) The architectural and landscape design guidelines which allowed the tall, dense buildings cannot be mitigated by landscaping as the buildings are too tall and the passageways between buildings are too narrow.

I 119-4

4.) There are no mitigation measures available that would reduce the effects of sky glow from night time lighting. I live on a street above the height of the village buildings and the skyglow would forever take away the beauty of the night sky for me.

I 119-5

SHADOWING: I believe there are errors in the conclusions.

The DEIR only focuses on shadowing existing structures. My concern is the shadowing effect from these very tall, closely spaced buildings on the public spaces and open areas. None of the mitigation measures would work to reduce the shadowing and make the public areas more usable. In the reduced density alternative the gathering area could be open to the south and building 1A and 1B could be redone to reduce shadowing. I would like to see this alternative analyzed.

I 119-6

CONCLUSION:

Alternatives for reduced density could significantly reduce the impacts on Views and Shadowing. A 50% reduction in density would be environmentally superior and could lessen the significant adverse impacts of the project. This could be achieved by reducing the height of the buildings and increasing the space for passageways, open areas and distance between buildings. This would significantly improve the character and visual quality of the village, especially for pedestrians. It is a village, not a city, and needs to be proportioned accordingly.

I 119-7

There are too many significant and unavoidable impacts from the current plan and these outweigh the benefits which this project would provide. This should preclude a Finding of Overriding Considerations by the Board of Supervisors.

I

Therefore, I ask the Placer County Planning Commission to reject this proposed project because it has too many significant and unavoidable impacts, and to require the applicant to submit an alternative with 50% fewer bedrooms, reduced heights, and larger spaces for passageways and open areas between buildings. I propose that finding a balance between development and acceptable, mitigable impacts should be the overriding consideration. The benefits that such a project would accrue would be substantially greater than the currently submitted project.

I 119-8

I would appreciate being notified of any future notices related to the project and the EIR.

Thank you for your attention to this matter.

Respectfully submitted,

Marcia Barnett

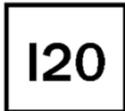
Marcia Barnett
1799 Sandy Way
P.O. Box 2004
Olympic Valley, Ca. 96146

email address: barnettfamily@comcast.net

I19**Marcia Barnett**
July 13, 2015

- I19-1 The comment is an introductory statement and does not address the content, analysis, or conclusions in the DEIR. See responses to the detailed comments below.
- Also, see the Master Response regarding significant and unavoidable impacts, including a discussion of Placer County General Plan Policy 1.G.1.
- I19-2 See the Master Response regarding the visual impact analysis for definition of viewer groups.
- I19-3 See the Master Response regarding the visual impact analysis for a discussion of the height of the proposed buildings.
- I19-4 The project's potential to create an adverse effect on a scenic vista is described under Impact 8-1 in the DEIR (see pages 8-47 through 8-50). Both construction and operational impacts are included therein. Regarding operational impacts, the project would adhere to the VSVSP Development Standards and Design Guidelines, which include architectural design, exterior treatments and colors, and landscaping. As described in Section 2.1, "Project Modifications," the VSVSP Development Standards and Design Guidelines have been revised since issuance of the DEIR with respect to building height, separation, architectural elements, etc. Nonetheless, the DEIR concludes on page 8-50 that this impact would remain significant and unavoidable.
- I19-5 See the Master Response regarding the visual impact analysis for a discussion of night sky views/light pollution.
- I19-6 See the Master Response regarding the visual impact analysis for a discussion of shadowing. The comment also refers to the Reduced Density Alternative, which would not include Buildings 1A and 1B (see Exhibit 17-2 in the DEIR). The visual effects of this alternative are analyzed in the DEIR on pages 17-27 and 17-28.
- I19-7 The DEIR includes detailed evaluation of the No Project – SVGPLUO Development Alternative and Reduced Density Alternative, which would reduce the project size by approximately 50 percent. See Chapter 17, "Alternatives," of the DEIR for a full discussion of these alternatives. As indicated in the DEIR (page 17-45):
- "The Reduced Density Alternative is the environmentally superior alternative ... With this alternative, significant impacts to housing, biological resources, cultural resources, visual resources, traffic, air quality (operations), noise, and greenhouse gases would be reduced or avoided, when compared to the project. However, this alternative would not meet several project objectives, and its financial feasibility is not known."
- See also the Master Response regarding the visual impact analysis for further discussion of the Reduced Building Heights Alternative, which was dismissed from detailed analysis in the DEIR.
- I19-8 The comment is directed towards the project approval process and does not address the content, analysis, or conclusions in the DEIR. Therefore, no further response is provided here. All comment letters submitted during the DEIR public review period will be reviewed

and considered by the Placer County Planning Commission and Board of Supervisors before a decision on the project is rendered.



July 12, 2015
To: Placer County Planning Commission
c/o Maywan Krach
Environmental Coordination Services
Placer County Community Development Resource Agency
3091 County Center Drive, Suite 190
Auburn, Ca. 95603

Re: Comments on the Village at Squaw Valley Specific Plan Draft Environmental Impact Report

I have been a property owner in Squaw Valley for 25 years. I am a full time resident. I ski here, use services in the existing village and hike all the trails in the valley.

I have skied and stayed at all the major ski resorts in the West including Vail, Beaver Creek, Aspen, Snowmass, Park City, Deer Valley, Alto Snowbird, Jackson Hole and Mammoth. I have taken multiple art/history/architecture trips to Europe and stayed in European ski resorts like Chamoniz, Hintertux and Zurs, and Lech.

I have studied architecture and design as a human environment since college.

CONCERNS ABOUT VISUAL RESOURCES IN VILLAGE CORE (VC-C):

1. 25 years of construction
2. View corridors are too narrow to provide pedestrian users in the village core adequate views of the natural terrain and not lined up with the most scenic areas of the mountains.
3. The buildings in the village core are too tall in comparison to the distance between them infringing on a comfortable sense of place and space for the humans.
4. The proposed plaza in the village core is too small to accommodate views by the pedestrians as they are relegated to the outside of the plaza by the skating rink and as such give no indication they are in a mountain environment. Scenic views are thereby cut off.
5. The height and crowding of the buildings in the village core result in shadowing of the people areas depriving them of sun which results in excessive icing and difficulty of snow removal and drives people indoors giving giving the area a deserted feel.
6. The density and height of buildings dramatically increases night time lighting which diminishes capacity to see the night time sky. Starry heavens are one of the defining characteristics of a mountain as opposed to an urban environment.

Squaw Valley's draw for visitors and residents is its scenic beauty. Enjoyment of the confined meadowlands set against forested and steep rock walls are unique among Western Ski resorts and distinguish Squaw Valley from almost all other resorts which are in big open valleys. All of the 6 above impacts detract from a scenic mountain experience and urbanize this natural setting.

Visitors come to this mountain meadow valley to get away from the urban experience of walled in buildings, traffic, noise, and seek the scenic visual experience. But the village core has too many significant and unavoidable visual impacts. There is too much building crowded into too little space in the village core.

THERE IS INADEQUATE MITIGATION PROPOSED FOR THE SCENIC IMPACTS

The design guidelines are not adequate mitigation of the scenic impacts (Impacts 8-1, 2, 3, 4). Proposed guidelines would allow height from 96 to 108 feet high. This is incompatible with the existing Intra-west village which is only 65 feet high. Existing general plan guidelines call for building design to "complement and harmonize with neighboring buildings". Guidelines also call for a building to "be in scale with its immediate surroundings".

CURRENT CONCLUSIONS ARE WRONG ABOUT BUILDING HEIGHT, VISUAL CORRIDORS, SHADOWING, NIGHT TIME LIGHTING AS IT RELATES TO THE HUMAN VISUAL EXPERIENCE

To reduce the visual impacts to an acceptable level requires height limited to 72 feet in the village core so it fits with the intrawest buildings and reduces the other described impacts. Space between buildings should be 40 feet to address items 1-5 above. Reduced upper lighted floors would reduce

I20-1

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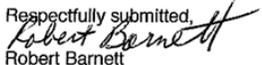
I20-10

night lighting to an acceptable level.

Reductions as requested are the only way to allow visitors to feel and see the natural scenic environment. This is mandated by Placer County general plan policy 1.g.1 which supports ski area expansion ONLY where environmental impacts can be ADEQUATELY mitigated. No over-riding considerations are part of this policy. Item 1-6 listed above are unmitigatable without reducing building height, size and spacing in the village core.

Maximizing this visual resource is the key to a successful tourist draw. It is important to Placer County. Squaw Valley road is a designated scenic highway by Placer County. Indeed, the Placer County policy is defined in General Plan policy 1.K.1. which states in scenic areas "development will maintain the character and visual quality of the area." Only by reducing the size and crowding of buildings in the village core as specified above can this policy be achieved.

I sincerely hope you will change the DEIR and entitlements to preserve the scenic environment so that visitors and residents for decades into the future can enjoy relief from urban environments in this beautiful valley.

Respectfully submitted,

Robert Barnett
1799 Sandy Way
Olympic Valley, Ca, 96146
email: barnettfamily@comcast.net

I20-10
cont.

I20Robert Barnett
July 12, 2015

- I20-1 The comment is an introductory statement and does not address the content, analysis, or conclusions in the DEIR. Therefore, a response is not provided here.
- I20-2 The comment indicates concern related to the effect of the construction period on visual resources. Please refer to the evaluation of the effect of construction in Chapter 8, "Visual Resources," of the DEIR.
- I20-3 The comment provides opinions regarding the adequacy of view corridors afforded to pedestrians internal to the village. CEQA requires analysis of the project's effects on views of the project site, and offsite effects such as light and glare. Future visitors are part of the project, rather than the existing condition, and therefore would not experience changed conditions if a view is not adequate. This would not be an environmental impact. However, the commenter's opinions regarding the viewing opportunities from the project site are noted. Further, as described in Section 2.1, "Project Modifications," the VSVSP Development Standards and Design Guidelines have been revised since issuance of the DEIR with respect to building height, separation, etc. in response to concerns about view corridors.
- I20-4 See response to comment I20-3 and the Master Response regarding the visual impact analysis for information about building heights and density.
- I20-5 See response to comment I20-3.
- I20-6 See the Master Response regarding the visual impact analysis for a discussion of the shadowing analysis.
- I20-7 See the Master Response regarding the visual impact analysis for a discussion of night sky views.
- I20-8 See the Master Response regarding the visual impact analysis.
- I20-9 See the Master Response regarding the visual impact analysis for information about building heights and density.
- I20-10 See the Master Response regarding the visual impact analysis and the Master Response regarding significant and unavoidable impacts for a discussion of Placer County General Plan Policy 1.G.1.