I261

Maywan Krach

From: greg speicher <gregspeicher@hotmail.com>
Sent: Monday, July 13, 2015 4:17 PM
To: Placer County Environmental Coordination Services
Subject: KSLs proposal is just flat out way too big!

I live at Donner Lake and already feel the overwhelming congestion that can snarl our roads on the busiest vacation days. I feel adding SO MANY bed to squaw valley will just overwhelm the infrastructure. Please please please drastically siz this project down! I261-1

Sincerely
Greg Speicher
13624 Donner Pass Rd
Truckee CA 96161

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I261 Greg Speicher
July 13, 2015

I261-1 The comment expressed general concerns such as traffic congestion and overwhelming the infrastructure. These issues are addressed in the DEIR (e.g., Chapter 9, "Traffic and Circulation"; Chapter 14, "Public Services and Utilities"). No specific issues related to the content, analysis, or conclusions in the DEIR are raised in this comment. No further response is provided here.

I262

Maywan Krach

From: John Spiller <john.w.spiller@gmail.com>
Sent: Friday, July 17, 2015 9:32 AM
To: Placer County Environmental Coordination Services
Subject: Village at Squaw Valley Specific Plan

To: Project Manager Alex Fisch and Placer County Planning Department,

Subject: Village at Squaw Valley Specific Plan

Dear Mr. Fisch:

Please accept this comment on the Draft EIR for the above referenced project. (State Clearinghouse # 2012102023).

As a homeowner at the Squaw Valley Lodge I have negotiated the corner of Squaw Valley Road South onto Squaw Peak Road scores of times and all-too-often encountered foot-traffic from skiers walking down the middle of the road to the Tram from their cars, delivery trucks maneuvering into the Tram loading dock and day skiers stopping at the Tram curb to load and unload. These are safety, traffic, and congestion issues that will only get worse with the new development and the addition of hundreds of new homeowners and skiers. But there is no mention of this impact in the draft EIR. Please ensure that this issue is addressed at this time. I262-1

Also, with construction comes the inevitable noise and traffic necessary to create a future Village. Yet there is the expectation that, Placer County regulations not-withstanding, there will be unavoidable and excessive noise and traffic. I ask that Placer County review their regulations specific to this project and recognize that we are a vacation and resort community and not a strip mall in Roseville and thereby warrant special consideration to limit the construction noise and traffic. I262-2
Thank you.

John Spiller
201 Squaw Peak Road Unit # 159

Olympic Valley, CA. 96146

1

I262 John Spiller
July 17, 2015

I262-1 See the Master Response regarding traffic issues at Squaw Valley Road and Squaw Peak Road.

I262-2 See the Master Response related to noise and the portion of the traffic Master Response related to construction traffic.

I263

Maywan Krach

From: Deborah Spohr <debspohr@yahoo.com>
Sent: Friday, July 17, 2015 2:54 PM
To: Placer County Environmental Coordination Services
Subject: Squaw Valley Village Project

Dear Sirs and Madams,

As a full time citizen of Tahoe City, I have grave concerns about the proposed development of the Village at Squaw Valley. I am not anti-growth, however, the size and scope of the project can't help but have negative and severe impacts in the future on traffic, water, and air quality, to name of a few. The size of the project needs to be reduced to something that is sustainable and beneficial in the future not only for Squaw Valley and its residents but also the larger Tahoe Truckee area. I263-1

We are at a crossroads. In a time of uncertainty about climate change, it is important to seriously consider our actions and their long term impacts and whether we are acting in the best interests of future generations and the Sierra Nevada Mountains. I263-2

Please do not approve the project and the EIR. I263-3

Sincerely,
Deborah Spohr
Tahoe City

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I263 Deborah Spohr
July 17, 2015

I263-1 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.

The comment notes concerns such as traffic, water, and air quality. These issues are addressed in the DEIR (see Chapter 9, "Transportation and Circulation"; Chapter 13, "Hydrology and Water Quality"; Chapter 10, "Air Quality"). No specific issues related to the content, analysis, or conclusions in the DEIR are raised in this comment. No further response is provided here.

Regarding the statement that the size project needs to be reduced to something that is sustainable and beneficial, see the Master Response regarding the Reduced Density Alternative.

I263-2 Climate change is addressed in the DEIR in Chapter 16, "Greenhouse Gases and Climate Change." No specific issues related to the content, analysis, or conclusions in the DEIR are raised in this comment. No further response is provided here.

I263-3 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.

I264

Maywan Krach

From: Lisa Beth Sproehnle <lisaandnikolas@yahoo.com>
Sent: Friday, July 17, 2015 2:48 PM
To: Placer County Environmental Coordination Services
Subject: Squaw Valley's Draft Environmental Impact Report

Lisa Sproehnle
PO Box 8384
Truckee, California 96162
lisaandnikolas@yahoo.com

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

July 17, 2015

My thoughts on the EIR for the Squaw Valley Project

Attention: Maywan Krach

Dear Placer County Board of Supervisors and Maywan Krach,

First off I'd like to Thank the Placer County Board of Supervisors for approving the Pickleball Courts at the entrance of Squaw Valley recently.
My parents, along with the entire growing Pickleball Community, are looking forward to seeing the installation of New, Official Pickleball Courts Coming Soon! Hooray!! I264-1

In regards to KSL's current Development Proposal in Squaw Valley and the E.I.R. my feelings are the exact opposite of the Pickleball Courts.
Squaw Valley is a Sacred Land, with a Small Village Community, that I for one believe is worthy of Conservation & Preservation as is.
Yesterday morning I woke up crying a river of tears, suffering a broken heart & a severe tension headache, after trying to piece together a short comment on why not to follow through with the plans.
I can't stand the thought of yet another Gang of Heartless, Profiteering Bully's pushing their nasty blueprint plans in the faces of our Sweet, wishing to retire in Peace & Serenity Elders, who don't deserve 25 years of obnoxious, loud, stinky, intrusive construction, after leaving such an incredible Legacy to all of their children.

I have decided to somehow write my memoirs instead.

I have memories of:

~ Listening to the Waterfalls in the near distance while sleeping on our decks under the star lit Sky,
~ Seeking out Constellations,
~ Saying Goodnight to our neighbors across the street who slept on the decks too,
~ Hiking in the Canyons & Ridgeline's, with my dog, for days on end,
~ Watching the Storms blow in while sitting on the Ridge tops,
~ Watching the Fourth of July Fireworks from KT22's lift shack,
~ Horseback riding under the Full moon with my best friends in the Meadow, up Juniper Mountain,along the Truckee River & up Shirley Canyon,
~ Singing with the Frogs, Crickets & Coyotes in the Meadow,
~ Taking care of the Horses in the Squaw Valley Stables as a young girl,
~ Catching fish with our bare hands in the Squaw Valley Creek with our bare hands,
~ Floating down Squaw Creek in inner tubes,
~ Catching pollywogs, putting them in baggy's, bringing them home and watching them turn into frogs, then letting them go in the Meadow,
~ Ice skating and working in Blythe Ice Skating Arena,
~ Aspiring to be a World Class Speed Skater, like my Mom's friends in the 1960 Olympics,
~ Watching the Groomers from my bedroom window, before falling asleep at night, to know where to ski first thing in the morning,
~ Making tree forts in the giant Jeffrey Pines up behind our home and in the Canyon,
~ Climbing into the ice caves that used to exist next to the Waterfalls long ago,
~ Selling my handcrafted macrame Pass holders, glasses holders & Powder Straps in the parking lot, I264-2

1

~ Hooky Bobiing to work,
~ Listening to Astral tunes before walk mans & iPods were created,
~ Playing Ditch & German Spotlight with all of our friends,
~ Racing the Tram down the Mountain to see if I could win,
~ Pretending to be a speed skier like my neighbor Steve McKinney and his friends,
~ Working as a Lift Attendant on KT, Siberia, Headwall, Little KT,
~ Watching the Sunrise and the Sunset hight on the Mountain Peaks,
~ Visiting Mom at the Ski Clinic, underneath the Locker room (now the Plaza Bar),
~ Going to 4th Grade at the Potato Chip Church,
~ Being the First official Class to Graduate from Olympic Valley School that was housed in the old Theater Building at the East end of the Squaw Valley Parking lot,
~Dancing through the night at the Hoff Brau,
~ Hosting while my Father Bartended at the Creekside Cafe in the old Village,
~ Dressing up in costumes for the Fireman's Ball,
~ Turning off our headlights & driving along Squaw Valley Road under the perfect, light of the Moon, Bright as Daylight, the Moon was all we needed,
~ Learning to ski from the Best Skiers in the United States of America,
~ Living next to the Best Writers on the West Coast,
~ Watching so many friends get married in the Meadow, the Queen of the Snows Church, the Waterfalls & our Homes,
~ Going to many honorable, well attended Life Celebrations,
~ Eating Spareribs & Drinking Shirley Temple's at Dad's Famous Steakhouse in Tahoe City,
~ Working at Dad's Steakhouse with our whole Family & many good Friends,
~ Oswaldo's Asada Roasts,
~ going on our Annual Treasure Hunt,
~ Cleaning up the Valley on our annual Clean up Day,
~ Stewarding the Valley with all of our Hearts & Souls for so many years,
~ Graduating Olympic Valley High School at the Waterfall's with my Favorite Teachers, Family & Friends,
~ etc
~ etc
~ etc

I264-2 cont.

Change is Good.

Unavoidable Impacts of Squaw Valley & it's Elders are Unacceptable.

Please,
Leave Squaw Valley alone,
Stop the Development Proposal Madness,
Live & Let Live,
Let our Elders retire in Peace & Serenity.

I264-3

Sincerely,
A deeply concerned Squaw Valley Native who cares a lot,
speaks for the Waterfalls, the Creek, The Truckee River, The Lahontan Cutthroat Trout, Martis Valley, The Meadow, The Trees, The Frogs, Fish, Coyote, Bear, Deer, Birds & Butterfly's, the Wildflowers and all the Future Generations who come to visit and live here.

PS
I could see Preserving Squaw Valley as a Natural Historic Preservation of what life was like during the 1960's when we were all Wild & Free.
Leave the Historic Buildings that still exist,
Put a Scenic Historic Highway Attraction Sign at the entrance of the Valley on 89,
Make it a Walking, HorseBack Riding, Bicycling, Cross Country Skiing Valley,
No Motor's Vehicles allowed….,
Downhill Skiing in the Winter Time, if the Climate Changes allow,
It would be The Most Peaceful Valley on Earth,
like it was in the first place,
when the Washo & Piaute People lived here with there horses and there families,
Perhaps the Deer and Mountain Goats would return like so long ago,

Talk about Full Circle!!!

Honor the Valley,

Honor those who went before you,

Honor those who come to visit here in the future!

It's a WinWin Prospective for sure!

I264-4

2

Squaw Valley is already a Natural Playground that does not need to be enhanced at all!

After all the Land is Everyone's Rightful Heritage, not just a few fortunate folks!

I could Imagine that for our Future, for sure.

A Living Historic Museum Conserved & Preserved for our Children and the Next 7 Generations.

Where are John Muir & Teddy Roosevelt when you need them?

Long Live all the Natural Places Forever for our Children & their Children's Children's Sake!

Think I'll go jump in the Lake!
Wash off these tears,
Get rid of this nasty tension headache,
Grab a bite to eat,
& take in all the Natural Beauty surrounding us!

I264-4 cont.

Thank you for taking your time to read all of our Comments herein.

Much Love & Understanding to all,
Lisa & Nikolas

3

I264 Lisa Sproehnle
July 17, 2015

I264-1 The comment is related to the County's recent approval of the pickleball courts at the entrance of Squaw Valley. This is unrelated to the proposed project or DEIR.

I264-2 The comment notes concerns related to project construction such as noise, air quality, and intrusive construction. These issues are addressed in the DEIR and in the Master Responses in this FEIR (e.g., the Master Response regarding the 25-year construction period). No specific issues related to the content, analysis, or conclusions in the DEIR are raised in this comment. No further response is provided here.

The remainder of the comment describes the commenter's memories of Squaw Valley. No specific issues related to the content, analysis, or conclusions in the DEIR are raised in this comment. No further response is provided here.

I264-3 See the Master Response regarding significant and unavoidable impacts. The remainder of 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.

I264-4 The comment offers a suggestion to preserve Squaw Valley as a natural historic preservation area similar to life in the 1960s. No specific issues related to the content, analysis, or conclusions in the DEIR are raised in this comment. No further response is provided here.

I265

Maywan Krach

From: Kevin Starr <kmstarr@gmail.com>
Sent: Friday, July 17, 2015 8:52 AM
To: Placer County Environmental Coordination Services
Subject: Squaw Valley EA comments attn: Maywan Krach

This development should not be approved in its current form. I265-1

I'd like to know how KSL plans to mitigate an already overcrowded and congested Hwy 89 if it plans on bringing even more visitors to the area. I265-2

I'd like to know how KSL plans to source the water needed for the project as a whole(water park, population increase) without stealing it from the Martis Valley watershed. I265-3

Hopefully the people elected to oversee this kind of development will see that this development, as proposed, is out of character for the area, unsustainable, and against the wishes of the majority of people living in the area. I265-4

Kevin Starr

1

I265 Kevin Starr
July 17, 2015

I265-1 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.

I265-2 The project's potential traffic effects on SR 89 are addressed in Impacts 9-3 and 18-21 (SR 89 intersections), 9-4 and 18-22 (vehicular queuing at SR 89 intersections), and 9-5 and 18-23 (SR 89 segments) in the DEIR. Mitigation for these impacts include the following:

- Mitigation Measure 9-3: Construct the planned traffic signal at the SR 89/Alpine Meadows intersection.
- Mitigation Measures 9-4 and 18-22: Lengthen northbound left-turn lane and modify the traffic signal timing at the SR 89/Squaw Valley Road intersection.
- Mitigation Measure 9-5: Improve operations on select segments of SR 89 and SR 28.

As described in the DEIR, even with implementation of Mitigation Measures 9-4/18-22 and 9-5, these impacts would be significant and unavoidable (see pages 9-62, 9-63, and 18-27). See also the Master Response regarding significant and unavoidable impacts. No specific issues related to the content, analysis, or conclusions in the DEIR are raised in this comment. No further response is provided here.

I265-3 See the Master Response regarding water supply for a discussion of the Martis Valley pipeline. Sufficient water supply is available within Olympic Valley without the need to access water from Martis Valley.

I265-4 See response to comment I265-1. No specific issues related to the content, analysis, or conclusions in the DEIR are raised in this comment. No further response is provided here.

I266

PO Box 3005
Olympic Valley, CA 96146
June 26, 2015

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

Dear Placer County Planning Commission

I am a full time resident of Squaw Valley, have owned property here for 25 years, and skied here for more than 35 years. This comment letter concerns the draft EIR for the proposed Village at Squaw Valley, and specifically Parking, as detailed in Chapter 9, Transportation and Circulation and Appendix G. My focus is the impact the parking plan has on the Day Skier, the stalwart of the Squaw Valley economy. I266-1

The starting point for this discussion is the specification in the 1983 Squaw Valley General Plan and Land Use Ordinance (SVGPLUO) that any future development provides 3100 parking spaces for day skiers. While no one really remembers where this number came from, the best memories recall that it probably had to do with the uphill ski lift capacity in that era. During these 32 years much has changed, the population of California has increased dramatically, and snowboarding has increased the numbers of people participating (particularly the youngsters) in snow sports, but this 3100 number has not ever been changed nor has the SVGPLUO been updated. As a result, this 3100 parking spaces for day skiers has become the "holy grail" of parking. I266-2

Let's first analyze the situation today. The Master Phasing Plan, Exhibit Q says "Currently, the existing surface and structured parking provide 4,980 vehicle parking capacity ... This parking capacity consists of 3,100 existing day skier vehicle parking spaces, 560 existing employee and guest vehicle parking spaces and the ability to park another 1,320 vehicles on the site ... during peak ski days.

Now, let's look at Table 9: ", Appendix G, Page 215, "Summary of Demand for Squaw Valley Parking at Buildout"

1

TABLE 9: Summary of Demand for Squaw Valley Parking at Buildout

Category	Existing	Buildout
Village Development Guests	--	1,118
Village Development Employees	--	161
Ski Area Employees	373	373
Existing Village & Olympic House Employees	86	86
Existing Village & Olympic House Customers	83	83
Existing Land Uses Removed	--	-16
Medical Clinic	8	12
Squaw Valley Operations Vehicles	10	10
Day Skiers (5th Highest of 4 Years)	3,100	3,100
Subtotal: Village	*3,660*	*4,927*
Squaw Valley East Employee Housing & Retail	--	183
Total	3,660	5,110

LSC Transportation Consultants, Inc.

This 3100 number (from 1983) is somehow now the parking demand for day skiers on the 5th busiest day. We will return to this number in a minute. With the total demand for parking at 3,660, as noted above, there are 1,320 parking spaces (marked and unmarked) that day skiers can squeeze into. And as any skier with time at Squaw will attest, this will happen on Thanksgiving, MLK, Presidents & Easter weekends, and the long Xmas and Spring Breaks. Plus every powder day.

I266-2 cont.

So, how was 3100 parking spaces as the 5th busiest day demand arrived at? Look at Appendix G, Page 211, Table 5, "Squaw Valley Design Day Skier Parking Demand

TABLE 5: Squaw Valley Design Day Skier Parking Demand

5th-Highest Annual Daily Skier Count Over 5 Years (1)	10,663
Reduction for Access Via Transit and Auto Drop-off Modes (2)	13%
Reduction for Access via Walking (2)	5%
Day Skiers Arriving in Cars Parking at Squaw Valley	8,744
Average Skier Vehicle Occupancy (3)	2.20
Total Skier Parking Demand Over Entire Day	3,975
% Of Demand at Peak Time	78%
Peak Skier Parking Demand (# of Vehicles)	3,100

1. See Table 4. Excludes employees skiing while on the job.
2. On-slope survey of 293 skiers conducted in the 2011-12 ski season.
3. Survey of arriving skiers conducted April 1, 2012.
4. Parking turnover count conducted March 10, 2012.

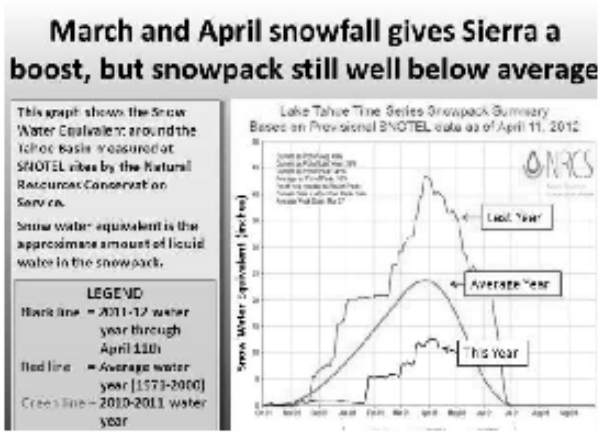
LSC Transportation Consultants Inc. *SVParking Demand.xls*

2

This table shows the almost miraculous calculation that, after you subtract out all the variables from the 5th highest Skier Count, you arrive at the 3100 skier parking demand, a number specified 32 years ago. Amazing, until you realize that what makes this calculation work is the "22% turnover" number, or "% of Demand at Peak Time". The premise is (App G. Pg 212 footnote) "Not all skiers/boarders are on site at the peak time of parking demand. Some (particularly season pass holders) choose to ski in the morning but leave prior to the peak in parking demand (around 1 PM)". The counting to arrive at this number was done on Saturday, March 10, 2012.

However (as has been pointed out in my Traffic written comment), the 2011-12 winter season was abysmal, and as the chart below shows the snowfall by March 10 was perhaps 1/3 normal. The really big, sustained snowfall occurred the following week. You can look at the day by day snowfall during the winter of 2011-12 at

http://www.onthesnow.com/california/squaw-valley-usa/historical-snowfall.html?&y=2012



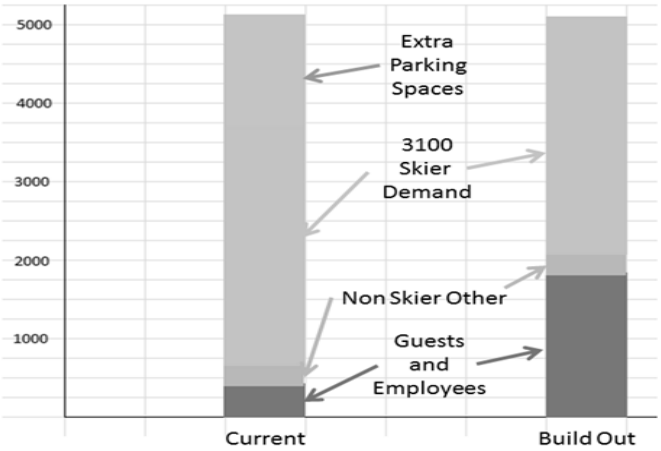
As any seasoned skier will tell you, during an average winter, on a good snow or powder day, especially during holiday weekends and weeks, the number of people leaving early is very small, to non-existent. As a result, the parking lot fills to overflowing, with people parking along Squaw Valley Rd and up into the residential areas. These people may not ski all day, as they retire to the bars, restaurants or patios to enjoy the ambience, but they stay until the bitter end, and hence the

I266-2 cont.

3

classically horrible commute getting out of Squaw Valley. This 22% turnover is just not real.

So, now returning to Table 9, of Appendix G, whereas today there are perhaps 1340 extra parking spaces that day skiers can squeeze into, at buildout this figure is ZERO. This can be graphically shown as below



The Day Skier has been the backbone of Squaw Valley Ski Area's business since the very beginning. This very poorly done analysis, using a target figure from 32 years ago, and a 22% "turnover" number to make this number work today, only really points to the fact that the applicant intends to disenfranchise the Day Skier, in favor of the destination skier that they hope will frequent the proposed Village. In fact, as quoted in the dEIR, "there will be no increase in skiers on the mountain". How is this possible if the desire is to keep the day skiers and yet have 1500 bedrooms worth of additional guests on the mountain? It isn't. To keep the number of skiers the same, the Day Skier count must go down. And limiting the parking is the best, sure way of doing that.

I266-2 cont.

The dEIR talks of mitigating this lack of parking spaces by buses, valet parking, smart phone apps, etc, but all these are just not adequate. First off, it is apparent to me, and perhaps to others, that the 3,100 5th busiest Day Skier parking demand is a

I266-3

4

constructed number. It is unreasonable to assume that a number created 32 years ago holds today. And the 22% "turnover" was needed to make the number work.

If the applicant were serious about keeping the Day Skier coming to Squaw Valley, there would be much more thought given to mitigation measures coupled with thoughts on how to increase the amount of available parking spaces and of course reducing the density of the proposed Village, thereby reducing guest and employee demand. These might include

1. Provide an incentive for the Squaw Valley residents, 2nd home owners and guests, and Alpine Meadows skiers to leave their cars at home and provide a local bus service. This was talked about early on, but appears nowhere in the dEIR.

2. As the employee housing is 35' tall but the parking structure is 20', include a 3rd floor to the East Parcel parking structure.

3. Consider building a parking structure at Alpine Meadows (or at the old Deer Park parking area) and shuttling people to Squaw. Even better, by the time the buildout is complete, the skiers will be able to use the proposed gondola connection.

4. As the IntraWest Village is 72' tall, and the parking structures on Lots 11 and 12 are about 20' tall, perhaps half of the 2nd floor can be covered with a 3rd floor (the half closest the IntraWest Village).

5. Implement all the great ideas coming from the Traffic comment letters, as traffic and parking are intimately connected.

I266-3 cont.

Thank you for your consideration.

Thank You

David Stepner

5

I266 David Stepner
June 26, 2015

I266-1 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.

I266-2 See the portions of the traffic Master Response addressing the adequacy of parking supply and the use of 2011-2012 ski season data to represent existing winter conditions. The observation that a substantial number of skiers depart before the period of peak parking demand (generating parking turnover) is consistent with traffic volumes observed in other seasons as well.

The day skier parking supply has been designed, per Placer County's direction, to accommodate the 5th highest annual day skier parking demand. The commenter is correct that on the busiest four days of a typical ski season day skier parking will be fully utilized.

I266-3 The evaluation of parking supply is provided primarily in Section 9.1.5 in the DEIR (page 9-7). As stated on page 9-55, "Effects associated with parking are not considered a significant criterion under CEQA." Therefore, an impact significance conclusion, and mitigation for parking is not provided in the EIR. Mitigation measures addressed in the comment are intended to address traffic congestion, and not parking. The comment suggests a variety of measures to address a perceived parking deficit, including: operating shuttles within Olympic Valley and to nearby areas along SR 89 to provide local service to the Squaw Valley Ski Resort, additional parking at the East Parcel in the form of a third level on the parking structure, structured parking at Alpine Meadows, and additional parking in the structures on Lots 11 and 12. As indicated in the DEIR, sufficient parking is provided as part of the VSVSP to meeting County standards. Concepts to provide additional parking is an issue outside the EIR review process and would be best addressed by the project applicant as they relate to the project design, function, and business operations.

I267

PO Box 3005
Olympic Valley, CA 96146
July 4, 2015

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

Dear Placer County Planning Commission

I am a full time resident of Squaw Valley, have owned property here for 25 years, and skied here for more than 35 years. This comment letter concerns the draft EIR for the proposed Village at Squaw Valley, and specifically Chapter 17, Alternatives. It introduces a possibility what was not considered in the dEIR, but would further minimize impacts without further restricting density. I267-1

In Chapter 17 Alternatives, Section 2.8, the authors reject analyzing a reduced height alternative. The premise (although no diagram is given) seems to be that with the total room count staying the same as the proposed project, more buildings would be required with many deleterious effects (larger footprint, less parking) and few benefits. I267-2

This response describes an alternative that starts from the same reduced height premise but marries in the reduced density of alternative 17.3.4, achieving superior impact mitigation without any incremental adverse effects.

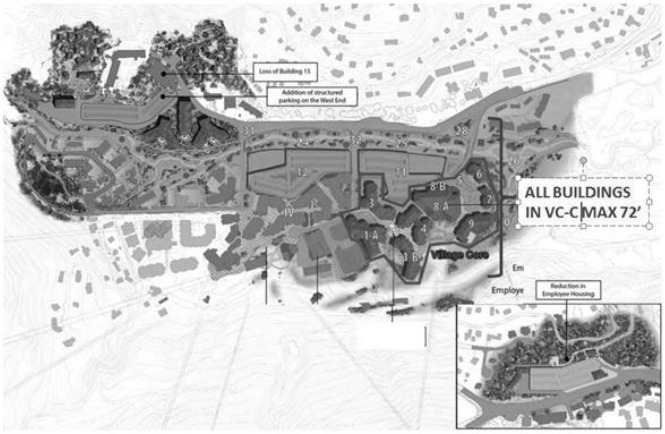
The image below is one possible implementation of this alternative. Appendix B outlines some others.

In VC-C, there would the same number of buildings with the same footprints as in the proposed project, but the buildings are limited to ~72'. This means there would be (for many of the buildings) a podium parking level, a retail level, and 2 residential floors. This would result in ~448 bedrooms. I267-3

For VC-N, it is assumed (as in the 17.3.4 Reduced Density Alternative) that only the buildings of Lot 13 are built along with the fractional homes plus an additional parking structure. The exception is that the height of the buildings on the east side of Lot 13 must be reduced in height, the same as the west side of Lot 13. This would result in ~342 bedrooms.

1

East Parcel would be the same as in 17.3.4



There would be a total of 790 bedrooms, about 53% of the proposed project. Appendix A gives a calculation of how this number is arrived at. Being close to 50% is significant, as at this level (as given in Page 17-25) I267-3 cont.

> "The 50 percent reduction was based on a rough conceptual estimate of the minimum amount of development reduction required to reduce traffic volumes sufficiently to have no significant traffic impacts."

==========

Some significant points -

- This is a master planned development
- MAC - a MAC would be built, though of a smaller scale (same 90,000 sq ft footprint, but less volume). It is interesting that a 50,000 sq ft MAC at 108' is viable (see 17.3.4 Reduced Density Alternative) but a 90,000 sq ft MAC at 72' is not (Section 17.2.8). This makes no sense, as the MAC amenities list is huge (there must be plenty of good candidates that fit within 72'), and the final MAC configuration has not been decided upon.
- East Parcel - The scope would be similar to 17.3.4 Reduced Density Alternative.

2

Impact Analysis:
Wherever the impact analysis is a function of density (total bedrooms), this alternative has the same bottom line as 17.3.4. Where the impact analysis is a function of physical appearance, this alternative differs from 17.3.4.

Impact Reduction same as Alternative 17.3.4 – Reduced Density

POPULATION, EMPLOYMENT, AND HOUSING *(less)*

BIOLOGICAL RESOURCES – *(Potentially less, could avoid significant impacts depending on location; less benefit associated with channel restoration)*

TRANSPORTATION AND CIRCULATION – *(Less)*

AIR QUALITY – *(Less, may avoid a significant impact).*

NOISE – *(Less)*

SOILS, GEOLOGY, AND SEISMICITY – *(Similar)*

HYDROLOGY AND WATER QUALITY – *(similar or less)*

PUBLIC SERVICES AND UTILITIES – (less)

HAZARDOUS MATERIALS AND HAZARDS – (same)

GREENHOUSE GASES AND CLIMATE CHANGE – *(Less)*

I267-3 cont.

Where this proposed alternative is superior to 17.3.4 is in relation to Visual Resource, Land Use, and Cultural Resources

VISUAL RESOURCE – The key advantage derives from the fact that this alternative would result in a project with the same look and feel as the current IntraWest Village – there would be continuity in visitor experience, visual appearance, and sense of place. The buildings are no taller than the IntraWest Village, so the site line impact is something all visitors and residents are familiar with. In comparison to 17.3.4, the view blockage to the southern mountains is reduced, the lighting impact is reduced since the windows are closer to the ground, and there is less visual obstruction when the site is viewed from Squaw Valley Rd and the path along Squaw Creek. And whatever shadowing does occur will be lessened due to the reduced heights of the buildings (especially 1A and B). *(Less, and greatly reduced significant impact to scenic vistas).*

LAND USE AND FOREST RESOURCES – The VC-C building footprints are the same as the project proposal. This poses no real environmental differences with 17.3.4.

3

Because the build-out timeframe is market-driven, the build-out of this alternative would occur in half the time as the project proposal. *(Less)*

CULTURAL RESOURCES - As with the project proposal, the Far East Center would be demolished. However, with the reduced footprint in VC-N (in particular building 15 is not built), it is possible that OVL could be retained. *(possibly less)* I267-3 cont.

CONCLUSION:

Comparing this Reduced Height and Density Alternative to 17.3.4 Reduced Density Alternative, it is reasonable to conclude that this is the superior alternative. This results from the lessened impact on almost all aspects of visual resource, an extremely important environmental factor considering the uniqueness of the setting.

There is a Placer County Policy about ski area expansion (page 4-16) that should guide the decision making on the proposed project

"**Policy 1.G.1.** *The County will support the expansion of existing winter ski and snow play areas and development of new areas where circulation and transportation system capacity can accommodate such expansions or new uses and where environmental impacts can be adequately mitigated*." I267-4

Note the inclusion of the "and" between circulation/transportation and impacts. Both aspects must be satisfied.

It is clear from the dEIR that the circulation and transportation system of the affected area do not have the capacity to support the proposed project. The dEIR itself in Chapter 17 says that a 50% reduction "..is the minimum amount of development reduction required to reduce traffic volumes sufficiently to have no significant traffic impacts". This Reduced Height and Density Alternative is the design that has the most limited impacts of all the alternatives (save No Project) considered. I267-5

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Appendix A

In the chart below I calculate the number of bedrooms for this proposal. The "As Proposed" numbers are calculated by multiplying the allowed bedroom density by the Lot acreage. For the "72' Height" numbers, I calculate what the bedroom count would be assuming a 72 ft height limit. Take building 4 for example. It is 108' tall, with a podium parking level, a retail level, and 5 residential floors, and with the I267-6

4

specifics, can have 156 bedrooms. If it were limited to 72', it could have only two residential floors (plus podium and retail level) and have 62 bedrooms (2/5*156). For some of the more complex buildings (eg 1A) the areas with given height are estimated, and an average taken.

So doing this for all of VC-C, I would have

Building	As proposed	72' Height
1A & 1B	380	168
3	176	118
4	156	62
6	40	40
7	28	18
9	104	42
Totals	884	448

I267-6 cont.

Now considering VC-N, I assume (as in the 17.3.4 Reduced Density Alternative) that the buildings of Lot 13 are built (300 bedrooms) along with the fractional homes (92 bedrooms), but with one exception. Lot 13 allows a 96' building immediately as you approach VC-N from Squaw Valley Road. The max height profile of the east-end of Lot 13 should mirror the west-end, with an exact section of 72' max height . It is estimated this would eliminate perhaps 40 rooms, for a total of 342.

The total bedrooms for this alternative are 448+342=790 or 53% of the 1493 bedrooms of the SVRE project.

Appendix B - Alternative Variations

There are probably many variations of this Reduced Height and Density alternative to consider. Here are several.

1) Eliminate Podium Parking: since the number of rooms in VC-C is reduced by half, the required number of parking spaces dedicated to residents is also reduced in half. With an additional parking structure in VC-N to take up the slack, it might be feasible to eliminate all the VC-C podium parking and to eliminate the need for a raised pedestrian level. This would allow some buildings in VC-C to have one additional residential floor. With the bedroom count fixed, this could lead to the elimination of some buildings (such as 6 and/or 7). It is then possible that the

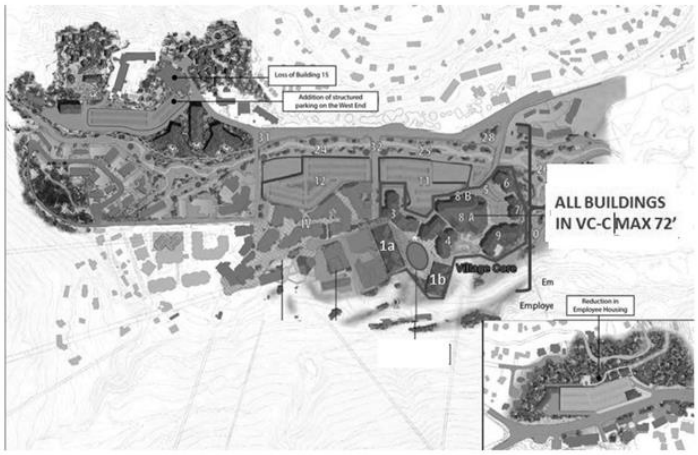
I267-7

5

maintenance building and perhaps fire station could be put in their place, thus solving the problem of the maintenance building and its proximity to Squaw Creek and Shirley Canyon.

2) Enlarge Central Plaza: relaxing the 72' limit only for building 1A and 1B, but keeping the bedroom count the same, it might be possible to reduce the footprint of these buildings and reorient them so as to minimize the effect on shading of the central plaza and allow the central plaza to be larger and more open to the South.

Here is an example.



3) Move VC-C: an even more radical variation would adopt the strategy of 17.3.3 Reduced Density Alternative, and put the VC-C buildings to the north of the IntraWest Village, where the other phases were intended to go, but restricting the height to 72', as in this alternative, and targeting ~450 bedrooms. The MAC building, also at 72', would go to the east of the IntraWest Village, and to its south could go the fire station and maintenance building (about where the maintenance garages are today, east of Red Wolf). This has the advantage that the mountains to the south would no longer shadow the proposed project.

4) Additional Bedrooms: If it is found that the balance point between impacts and benefits, in the eyes of the Board of Supervisors, occurs at a higher number than ½ the bedrooms, consider putting the additional bedrooms above the two story

6

I267-7 cont.

parking lots, and not making the buildings any taller than the 72' maximum. The issue, the applicant would say, is that it is hard to sell condos on a ground floor, and I would agree if outside those units were pedestrian thoroughfares. But if these buildings were isolated and in a garden type setting, the ground floor units might be quite desirable. I267-7 cont.

Thank you

David Stepner

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I267 David Stepner
July 4, 2015

I267-1 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.

I267-2 The comment provides a summary of the Reduced Building Heights Alternative, which is described in the DEIR on page 17-12, as well as the rationale for why it was not evaluated further in the DEIR.

I267-3 See response to comment I67-6 regarding an alternative that would combine elements of the Reduced Density Alternative with elements of the Reduced Building Heights Alternative.

I267-4 See the Master Response regarding significant and unavoidable impacts, including a discussion of Placer County General Plan Policy 1.G.1.

I267-5 See response to comment I267-3.

I267-6 See response to comment I267-3.

I267-7 See response to comment I267-3.

I268

PO Box 3005
Olympic Valley, CA 96146
July 9, 2015

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

Dear Placer County Planning Commission

I am a full time resident of Squaw Valley, have owned property here for 25 years, and skied here for more than 35 years. I am also a volunteer ski patroller, and therefore am very familiar with the crowds, the pattern of busy days, and the traffic in and out. This comment letter concerns the draft EIR for the proposed Village at Squaw Valley, and specifically Chapter 9, Traffic & Circulation. I268-1

There is a fundamental flaw in the Traffic analysis that was done and, in my estimation, the entire analysis needs to be repeated. I will explain.

The CEQA objective was to make measurements such that the "traffic volume should represent the peak average winter ski conditions". The dEIR states "Traffic data from the 2011-2012 ski season was chosen as the most appropriate winter season data set for establishing the existing setting". However, the winter of 2011-2012 was one of the driest in recent times and hardly representative of an average winter ski season. I268-2

The day chosen for the "peak hour" was Saturday, February 18, 2012 (the red cross on the calendar below). On Feb 7, 2012 the San Francisco Chronicle ran a picture of Donner Summit showing zero snow.

1

At 1:44 p.m. Tuesday, no snow on I-80 at Donner Lake

At the weather station at Norden, only 12 inches of snow was on the ground, with 89 inches of total snowfall so far, Pechner said.

The paper further reported that instead of a 69" snowpack, there was a 12" snowpack, which had fallen about 5 days earlier.

If you now look at the snowfall history over the 2011–12 season, you see that the season, up until Feb 18th was an absolute bust. These calendars give the days the snow fell up through Feb 2012 and the amounts.

I268-2 cont.

2

Notice there is nothing in December or January until the weekend of Jan 22nd. Unfortunately, MLK weekend was the weekend before that.

So, with Feb 18th being the first day of Presidents weekend, whoever was still in "ski mode" came to ski. But not in the numbers one would expect to see in a good snow year, as many day skiers had simply given up. I268-2 cont.

This is brought home even stronger by looking at Table 9.2

Table 9-2 Saturday Morning Peak Period Traffic Volumes on Westbound Squaw Valley Road during 2011–2012 Ski Season

Ranking	Date	Traffic Volume on Westbound Squaw Valley Road			
		Daily	7-8 a.m.	8-9 a.m.	9-10 a.m.
1	Sat, 3/3/12	7,988	770	1,450	1,358
2	Sat, 3/24/12	6,650	433	1,030	920
3	Sat, 2/18/12	6,644	741	1,074	985
4	Sat, 1/28/12	6,609	422	960	914
5	Sat, 3/10/12	6,248	521	1,016	908
6	Sat, 2/25/12	6,227	365	908	810
7	Sat, 3/17/12	6,136	436	912	756

Notes: Ranking based on westbound daily volume. Volume measured on Squaw Valley Road west of Squaw Creek Road.
Bolded value represents existing design hourly peak volume for analysis purposes.
Source: Traffic count data supplied by Squaw Valley Real Estate, LLC in 2013 and independently reviewed by Fehr & Peers

There is not a single December or early January date there.

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All this means that the data used for the traffic study is not representative of an average Squaw Valley winter. In an average ski year (which we have not had in 4 years), the Christmas holiday and MLK weekend would be some of the busiest, if not the busiest of the year.

The impact of the lack of these days is incredibly significant
1). The traffic on the 5th busiest day would probably be about the same as the busiest, since the top 5 to 10 days would probably all be during the Christmas holiday or MLK weekend. There would be very little difference in this top 10, which is not the case in the dEIR analysis.

2) Since many had already given the ski season up for lost, even Presidents' weekend, for which the data is used, is not representative of a typical Presidents' weekend.

3) The assertion that the traffic impact is not so serious because the severe level of traffic would not be seen very often is revealed as false. In a good season, Squaw would be full to overflowing on Thanksgiving, Christmas week (could be 7 to 10 days long), MLK weekend, Presidents' weekend, Spring break (could be 14 days or more depending on school holidays), and Easter weekend. This could be as many as 30+ days of really busy traffic. And this does even consider powder days, whenever they fall. I268-2 cont.

4) And with a more realistic, and significantly increased, traffic analysis, the other element of the draft EIR fall into question as well – for example, noise, greenhouse gases, etc.

It is too bad that Mother Nature did not cooperate with the traffic analysts, but that is no reason to ignore the CEQA requirement. What needs to be done? Since it is impossible to get real data now for a representative winter or for an average snow year, a data set would have

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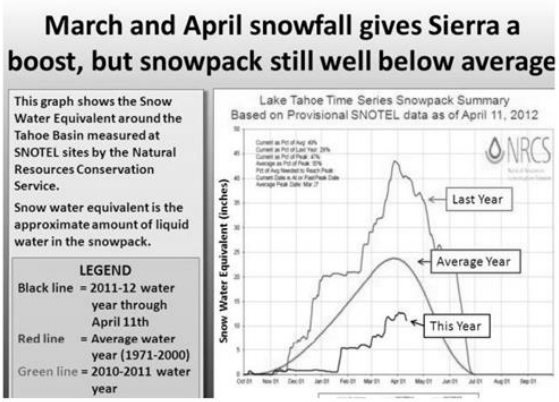
to be created. One could take the data that was collected and scale it to a typical or average snowfall year. This would require creating data for the missing holidays and weekends.

The website

http://www.onthesnow.com/california/squaw-valley-usa/historical-snowfall.html

gives historical snowfall data, so it would be easy to pick out a more typical snow year that 2011-12. Or just as easy, one could do the analysis with data from a calculated "average" year. The chart below shows what an average snowfall year would look like compared to the 2011-12 that was used, as well as the big snowfall the year before.



The Bottom Line is that using 2011-2012 as the "analysis year" significantly underestimates both the size of the 5th busiest day traffic and the number of days that the significant and unavoidable impacts will occur. This in turn will also affect the number of days that the significant and unavoidable noise impact will occur as well.

I268-2 cont.

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