

I301

Maywan Krach

From: Weaver, Kyle <kyle.weaver@fmr.com>
Sent: Friday, June 19, 2015 7:40 AM
To: Placer County Environmental Coordination Services
Subject: KSL Partners' Development Proposal is Unreasonable and Must Be Rejected

June 18, 2015

Kyle and Susan Weaver
74 Montgomery Street
Boston, MA 02116

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

by email and post:

Re: KSL Partners' Development Proposal Is Unreasonable And Therefore Must be Rejected

Dear Ms. Krach,

We are protesting, in the strongest possible terms, the atrocious proposal by KSL Partners' (KSL) for further development in Squaw Valley.

We urge Placer County to do the right thing and reject KSL's proposal.

KSL's proposal debases Squaw's unique legacy. It degrades Squaw's natural beauty. It disrespects Squaw's world class heritage. And it destroys the remaining peace and tranquility of the valley.

My family has lived in Squaw Valley for nearly 50 years. I learned to ski here with my father and brother, and have been back to ski pretty much every year. But the summers are even more special than the winters. I learned to hike and camp with my grandparents, Cecile and Harold Weaver, when I was a young boy during the warm summers in Squaw Valley. We could just load up the backpacks, step out of our cabin on Paiute Place, and immediately become immersed in the natural beauty of Squaw Valley. It was here that I truly learned to love the outdoors – and it is here that my daughters – Denali, Layla, and Sage – have fallen deeply in love with the outdoors as well. I think I can offer some perspective here of how misplaced, misguided, irrelevant, and destructive KSL's proposal is, through the eyes of my daughters: they do not want another Disney Land, Six Flags, Aspen/Vale concrete playground to distract them from the surrounding beauty of Squaw Valley. They really don't. They love princesses, make-believe, and fun parks as much as anyone their age does, but they would absolutely hate to see Squaw Valley become just another place for such things. Squaw Valley is too special for that, and they know it.

We are not anti-Disney Land or anti-Aspen people. Everything has its place. Orlando is the perfect place for Disney Land, and people love it. I get it. Squaw Valley – or really anywhere in the Tahoe area – is exactly the wrong place for Disney Land, or the KSL-alpine-lite-version-of-it that has been proposed, with its fake

I301-1

slip'n'slides, copy-cat luxury retail (classy, maybe, in a major airport – but not so much in a mountain valley), and noisy entertainment.

I301-1
cont.

For those of us who already love being here, the best case scenario if KSL's project is approved is that it still ends up failing, after 25 years of construction. That is such a terrible "best case" to consider – with empty stores, ruined views, and a sense of loss and failure topping off 25 years of noisy construction. But that is the best case. Because the worst case scenario if the KSL proposal goes through is that it is successful, and hordes of high-end shoppers and spoiled brats actually end up patronizing these attractions, leading to more traffic, more noise, crowded restaurants, and an Aspen-size sense of entitlement. The shareholders of the Denver-based company may prefer this, but nobody else will.

I301-2

I couldn't agree more with my brother, Kenyon, when he writes: "What makes Squaw Valley exceptional is that it is a world-class ski area located in the stunning Lake Tahoe wilderness. Squaw Valley is already a year-round destination. Throughout the years, Squaw Valley has remained confident that it will endure ups and downs in the economy, will endure even the most recent, record-breaking drought.

What Squaw Valley, residents of Squaw Valley, and visitors to Squaw Valley both regular and occasional, however, will not endure is a project that transforms a gem into a trinket, packaged as an "authentic" experience. Squaw Valley is not a Six Flags. Squaw Valley is not a mall. Squaw Valley is not Aspen. And to attempt to make Squaw Valley into any or all of those would only lose what it already is – which is extraordinary.

I301-3

And once lost, it will always be gone.

If that is not enough, the social and environmental costs are simply jaw-dropping. The Draft Environmental Impact Report (DEIR) shows that KSL's proposal means:

- no fewer than 23 "significant and adverse" impacts even after mitigation measures;
- of these 23 significant and adverse impacts, a total of 12 cumulative impacts on every measure that makes Squaw Valley the exceptional destination that it is now: scenic vistas, traffic, light pollution, short and long-term noise levels, and greenhouse gases (a measure of sustainability as well);
- a 25-year build-out period – more than a generation – meaning that children born today will only know a Squaw Valley that isn't under construction when they are adults; and
- the final destruction of the 1960 Olympics legacy.

I301-4

KSL's proposal is therefore unreasonable, and Placer County should therefore reject it.

I301-5

It is worth noting that KSL is proposing a project that could take a quarter century, but KSL can always sell, swap, pledge or otherwise transfer its property interests in Squaw Valley to other corporate entities within that time. And if KSL is purchased or merged with another company, expect a corporate re-prioritization.

I301-6

Moreover, if KSL fails to obtain lending, or misses certain milestones for its portfolio of investments, or even goes bankrupt, then construction could stop midway through, leaving rebar-spiked buildings strewn across the valley. (Don't think it could happen? Harvard University, with its \$36 billion endowment, halted midway on a massive educational campus across the Charles river during the 2008-2009 recession, and has never fully returned.)

I301-7

Placer County should reject KSL's proposal.

Sincerely Yours,

Kyle and Susan Weaver

(We are both 38 years old. So we will both be 63 years old when the noise ends unless you please reject this proposal).

Our daughters, Denali, Layla, and Sage - currently 7, 4, and 1 years old - will be 32, 29, and 26 years old when the noise ends unless you please reject this proposal).

1301-8

Kyle Weaver
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Fidelity Investments
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office: 245 Summer Street 11th Floor Boston, MA 02110

I301Kyle & Susan Weaver
June 19, 2015

- I301-1 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.
- I301-2 The first portion of the comment references the potential impacts resulting from the financial failure of the project. Financial issues such as these are not an environmental effect under CEQA and need not be included in an EIR or other CEQA analysis. The remainder of the comment provides an opinion regarding the merits or qualities of the proposed project. See response to comment I301-1.
- I301-3 See response to comment I301-1.
- I301-4 See the Master Response regarding significant and unavoidable impacts and the Master Response regarding the 25-year construction period. Effects on Olympic-era cultural resources are addressed in Chapter 7, "Cultural Resources," of the DEIR.
- I301-5 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.
- I301-6 An environmental review under CEQA need not speculate regarding future business transactions that may result in changes in ownership of a project as these activities do not directly relate to environmental effects. However, any mitigation obligations included in the EIR must be fulfilled by any owner implementing the proposed project.
- I301-7 The comment speculates on a possible outcome resulting from the financial failure of the project. Financial issues such as these are not an environmental effect under CEQA and need not be included in an EIR or other CEQA analysis.
- I301-8 See response to comment I301-5, as well as the Master Response regarding the 25-year construction period.

I302

Maywan Krach

From: Mary Welch <marywel@hotmail.com>
Sent: Sunday, July 12, 2015 9:52 PM
To: Placer County Environmental Coordination Services
Subject: Squaw Valley expansion

Dear planners,

It is common sense that additional destruction of the Sierra natural world will not serve the greater good. The resort is already very big. Climate change may put an end to the California ski industry. We need wilderness to keep us afloat. Let Mother Nature flourish.

I302-1

Mary Olson Welch
Healdsburg

I302

Mary Olson Welch
July 12, 2015

I302-1

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 briefly references climate change. Please see Chapter 16, "Greenhouse Gases and Climate Change," in the DEIR.

I303

Maywan Krach

From: Ryan Welch <ryan.welch3@gmail.com>
Sent: Friday, July 17, 2015 9:39 AM
To: Placer County Environmental Coordination Services
Subject: Squaw valley development

Hello,

my name is Ryan Welch. I have lived in the Tahoe region for 12 years now and own a small business here. I am very concerned with the development that may happen in Olympic valley. I agree that changes and growth need to happen for the community to grow and prosper. But there is ways to go about this that can be beneficial to the community.

I do not agree that we need a gondola connecting the d to ski resorts together and go through granite chief wilderness. This will forever change the the view we see as we travel through how precious Mountain and natural resources. I also disagree on the opinion that is OK for development to have unavoidable environmental impacts on our community. Over the years I have enjoyed the village at Squaw Valley. but it is hard not to notice over half the year the village is unoccupied and I do not believe it can sustain more condos and a bigger village. I am also very concerned that this project may take up to 25 years to finish. The impact the construction and traffic has on our community is devastating. As construction goes on in our community and traffic becomes worse and worse people are deterred from coming into the Tahoe Basin and spending their time in vacation here I am asking the board to reconsider these projects and development that will have an everlasting affect on our community and mountains for years to come.

Thank you
Ryan welch

I303-1

I303Ryan Welch
July 17, 2015

I303-1

The comment primarily 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 lists several areas of concern. The referenced gondola project is not part of the VSVSP project. Each project is separate and distinct, and each would be implemented whether or not the other is constructed. Also, see the Master Response regarding significant and unavoidable impacts, the Master Responses regarding occupancy assumptions, and the Master Response regarding the 25-year construction period.

I304

Maywan Krach

From: Tom Werner <tom@scsadvors.com>
Sent: Friday, July 17, 2015 2:42 PM
To: Placer County Environmental Coordination Services
Subject: Village at Squaw Valley Specific Plan

Attention to: Maywan Krach

Maywan,

I wanted to provide an overall positive response to the Village at Squaw Valley Specific Plan EIR. First off Squaw Valley Resort must be able to grow to remain competitive and sustainable. The current base pales in comparison to all of its major competitors such as Whistler, Deer Valley, Aspen, Mammoth, Vail and Beaver Creek. Even locally Vail has invested millions in Northstar and with Heavenly's connection to Stateline, Heavenly's offerings are greatly improved. The current reduced plan provides the necessary condo/hotel resort units and retail/restaurant support facilities to greatly improve services and provide an economic return to sustain the overall resort. Without the additional resort units, the plan is not really viable. The revised plans are responsibly done with the main Village Core cluster to the East of the current Village and the additional units in the Village Neighborhood over by OVL. Complementary mitigation features such as the Squaw Creek restoration including the bike trail extension and Shirley Canyon trailhead facilities are well designed. Significant cultural historic structures (original lodge and member's locker room) were retained in a prior downsizing. Traffic congestion is one of the major concerns and needs to be addressed adequately as this 25 year plan develops. Enhancements to Squaw Valley Road are necessary, especially during peak times such as the current 2 lane feature for peak flow. People obviously cannot look at this as a one- time development impact. Once approved, it will be phased as market conditions warrant. Mitigation measures need to follow development phasing.

I304-1

I support approval of the EIR so Squaw Valley can move forward with the Village expansion and improvements.

Thanks for the opportunity to comment.

Tom Werner
10601 Winter Creek Loop
Truckee, CA 96161

I304Tom Werner
July 17, 2015

I304-1

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 states that traffic congestion is one of the major concerns. Traffic is addressed in Chapter 9, "Transportation and Circulation," of the DEIR. Also see the Master Response regarding traffic.

I305

Please note my opinions on Squaw Valley Village Draft EIR

Light Pollution: I live over the hill in Alpine Meadows. At night, the sky is brighten (especially when night skiing is occurring). Additional construction I the valley and or on the mountain will only add to this blight. The bight lights of Squaw Valley are even visible from Hwy 28 along the east shore of Lake Tahoe. Is more of this really necessary.

I305-1

Water: Only a fool believes more construction will lessen the use of water in the long run. At some point in time in the future we will turn on our taps and nothing will come out. Who will be responsible? Not the developer who has long gone or will be in bankruptcy.. Not the County or State. We will just have a village without water. I have been ask to conserve water during this current drought. I have been ask to cut back, severely, my use of water. How can anyone even think of approving any new development when the existing customers are ask to conserve? It makes no sense. All construction should stop until those with existing buildings are allowed to continue normal use of water which may never happen. If there is plenty of water for this new village, then please do not ask me to conserve my usage now. Do not misunderstand me, I am all for conservation of water, but not so someone can build a 800 plus units and thousands of square feet of commercial space. Let them build the village as planned, but put up a bond that is large enough to repay all initial purchasers of property in the new village their entire purchase price, if water runs out or they are ask to conserve more than 50% of the first years usage within 30 years of the completion of their home or condominium. Then see if the developer still wants to build and believes there is enough water for the future of the project.

I305-2

Traffic: Am I to understand that the addition of over 1400 bedrooms and 300,000 sq.ft. of commercial space will not significantly increase traffic. In addition to the current daily use traffic arriving at Squaw Valley there will have to be significant numbers of people arriving to stay in the new lodging, care for all these new lodging and commercial facilities and delivery trucks arriving and going. This is in addition to hundreds of workmen and construction vehicles that will be on Hwy. 89 for years. Most of the people staying in the village will be in addition to the normal skiers arriving for daily use. Unless Squaw Valley limits the number of total people and/or vehicles to enter the valley, there will be thousands more people in the valley and potentially on the slopes when the village is completed than there are now. Our roads will be a mess. Perhaps there are solutions to this potential grid lock like limiting the number of car allowed on Hwy. 89 between Squaw Valley and Truckee and the number of vehicles allowed into Squaw Valley at any particular time. Metering lights at the mouse hole. Passes attached to the dashboard that allow people to pass through a gate if they are not going into Squaw Valley. Another one at the entrance to Squaw to make sure they are not cheating trying to enter from Truckee. When the allowable number is reached a sign comes on telling the rest of those wanting to go into Squaw that it is full and they will have to wait for someone to leave making room for the next car.

I305-3

Over Use: Have you been to Squaw Valley on a holiday or weekend when the skiing is good? If you have, then you know the place is packed to the gills. The slopes are overcrowded and basically dangerous. What do you think they will look like when 1400 new bedrooms are added with thousands of more skiers that will be in addition to those now arriving for daily usc. Add more high speed lifts and you have a mountain that is completely overused and dangerous. The only winners will be the doctors and the hospital. In addition to the over use of ski area terrain, the potential over use of surround natural terrain during the summer is obvious. Our trails are already over used. All I see are lines of people slowly crawling up the trail to Five Lakes or

I305-4

Shirley Lake or riding their bikes on tire to tire on the bike trail. It is already use to the maximum during the summer. How can we take more use on these trails?

I 1305-4
cont.

Visual Impact: The Village will just make it worse than it already is for those that remember the valley when it was natural, before the current village, the Resort at Squaw Creek, the golf course etc.. It is interesting to note that the founders of the valley dreamed of this destruction of the beauty when they arrived and stayed because of its natural beauty.

I 1305-5

Andy Wertheim
P.O. Box 701
Tahoe City, Ca. 96145
andyinalpine@yahoo.com

I305Andy Wertheim
no date

- I305-1 See the Master Response regarding the visual impact analysis, which addresses light pollution.
- I305-2 See the Master Response regarding water supply.
- I305-3 The comment states that the project would not significantly increase traffic. This is incorrect. Traffic is addressed in Chapter 9, "Transportation and Circulation," of the DEIR. As described therein, vehicle trips generated by the proposed project would worsen traffic conditions within the study area, resulting in significant impacts to various roadways and intersections. Mitigation measures are identified to reduce these impacts; however, some impacts would remain significant and unavoidable after mitigation. Some elements of the general mitigation approach provided by the commenter are incorporated into the DEIR. See Mitigation Measure 9-1b titled "Develop and distribute real-time information regarding Village area parking and average travel speeds on Squaw Valley Road." More restrictive limiting of vehicle movement as suggested by the commenter would not be consistent with County and Caltrans road operation requirements. Also see also the Master Response regarding traffic.
- I305-4 See response to comment I2-4 regarding capacity of the mountain and public safety concerns. See responses to comment letter F2, which address multiple aspects of trail use.
- I305-5 Visual impacts are addressed in Chapter 8, "Visual Resources," of the DEIR. No specific issues related to the content, analysis, or conclusions in the DEIR are raised in this comment. No further response is provided here.

1306

Maywan Krach

From: David Westall <David@WestallRealEstate.com>
Sent: Friday, July 17, 2015 2:26 PM
To: Placer County Environmental Coordination Services; Maywan Krach
Subject: Squaw Valley Development

Dear Maywan, Planning Commission, et al,

My name is Dave Westall and I moved to North Lake Tahoe in the fall of 2000 (15 years ago) to ski Squaw Valley and like many locals I never left. For the first 3 years that I lived in Tahoe I worked in Squaw at the Squaw Valley Sport Shop (SVSS), a locally owned ski shop located at the base of Squaw next to the cable car building. SVSS was owned by the Willard family who had been running their ski shop in this location since 1977. The Willard family welcomed me with warm arms and introduced me to many amazing people and eventually helped launch my career in real estate which has allowed me to continue my dream of living in North Lake Tahoe. I owe the world to this family and I treasure my experience of being able to live, work and play in Squaw Valley. Unfortunately once KSL took over Squaw, the Willard family was forced out of Squaw as KSL refused to renew their lease, even after 30+ years of operation in that location. This was extremely sad not only for the Willard family, but all the people that loved the shop and had similar experiences to myself. I think this is a perfect example of how KSL operates and their lack of commitment to the North Lake Tahoe community. In this email I am going to address my concerns with the proposed development, effects on the local community and why I think overdevelopment of a beautiful valley located on the North Shore is a disservice to the local community and the world as a whole.

1306-1

I am very concerned that a development of this size could be conceived as feasible by Placer County due to the impacts to the Olympic Valley, North Lake Tahoe and the already stressed infrastructure of the Tahoe Truckee communities. KSL would like us to believe that everything will be okay and that traffic congestion, construction noise and a dramatic change to the pristine landscape will not affect our daily lives. Every year for the last 10 years I have noticed how local infrastructure has been improving, but during the peak seasons, summer, winter weekends and holiday periods we see our population swell from approximately 14K people to over 200K people and the local community is left to suck it up and deal with the traffic congestion and the dangerous conditions that increased traffic/population creates. Now, just imagine that KSL is able to move forward and add an additional 1K to 2K rooms and attract another 2K to 4K people on weekend and already stressed time periods. So, I'm guessing that in order to deal with this traffic congestion roads will need to be widened, highways improved to handle more vehicles and already dangerous and congested intersections will need to be re-engineered and improved. To me, this is a ludicrous proposition as Tahoe is supposed to be a pristine high alpine lake community known for its natural beauty. The proposal will in effect take away from my mountain community, reduce the beauty and overpopulate a sensitive environment. As a Realtor, I am all about development if it is done in a conscientious and sustainable manner, but everything I have seen and read, point towards corporate profit, greed and does not take into consideration what the local community wants and needs.

1306-2

It is amazing to me that KSL thinks that the build it and they will come mentality will work in the Tahoe region. KSL already owns a Village in Olympic Valley that is dormant for more than half of the year and the local businesses that rent out commercial space in the Village have to suffer through debilitating shoulder seasons, especially during the current drought. Not to mention that over 50% of the Village commercial space is vacant and has been since construction. Now KSL wants to more than double the size of the Village and add more shops and businesses. How does this make sense? Oh yeah, because it's there people will come... What a joke, I mean who is going to be here is the spring and fall when there is no snow to support all these new businesses? This model and mentality is outdated and makes no sense in the current economy. I do not want to see a development the size of a small city in my mountain community that sits dormant and vacant for more than half of the year. If KSL had a proposal that was community centric, developed with integrity with sustainability as the #1 priority I would happily get behind it. Unfortunately corporate greed is pushing KSL to build something that no one really needs and has the potential to be a semi urban dinosaur that will be

1306-3

extinct/dormant for many years. How many people and families need to lose their life savings to open businesses in the proposed village where 50% of the year we see unsustainable foot traffic. No one needs this. Maybe KSL should prove to us that their current village can be profitable and fill their current vacancies and reduce their vacancy rates in the village condos.

I 1306-3
cont.

By overdeveloping the village at Squaw you are taking away from established businesses in Tahoe City, Truckee and the surrounding communities. During peak season people will want to stay in Squaw and not leave, which will take away from local shops, restaurants and businesses. During the first phase of the Squaw Village we saw this and Tahoe City became a ghost town and then the economy imploded. Now Tahoe City is just getting back on its feet and a new phase of development is being proposed. This monstrous proposal will not only hurt Tahoe City but Truckee businesses will also be affected. So now we will be faced with a village that is not sustainable for businesses, Tahoe City will be harmed and Truckee will also be harmed. In my opinion this is a huge concern as most businesses that cater to tourists already have a tough job, but this will be exacerbated by the KSL development proposal. I think the impact to local businesses needs to be studied further as I feel the County will be dis-servicing the families and people that own local businesses by allowing this proposal to move forward.

I 1306-4

Where are all the people that work in the new village going to live? As you know there is an extreme shortage of long term (year round) housing options in Tahoe Truckee, not to mention the shortage of affordable housing options. I know that there will be a component of work force housing in the development but this is not enough. People struggle to find healthy and safe housing options and a development of this scale will further exacerbate this issue and drive up already high housing prices, both rentals and ownership opportunities. In my mind the village needs to be limited on the number of fractional ownership units and more workforce housing needs to be incorporated into the development plans. The only people that benefit from fractional ownership are the developers as owners are overpaying for units that they can only use for a portion of the year. We have seen this all over the North Shore of Tahoe and in Truckee. Fractional ownership is one of the worst investments out there, which is why developers spend millions to market these properties and use extreme sales tactics. If I were in charge I would not allow for any fractional opportunities as they are not sustainable. I would much rather see a living and breathing village where shop owners work on the ground level and then have their home in the same building, similar to what you would see in Chamoinix or other European villages. This would be sustainable and ensure that the village has life.

I 1306-5

I also think its funny that KSL has not taken into consideration of what the community actually needs in their proposal. North Lake Tahoe is missing some profitable businesses that just don't exist for one reason or another. Maybe instead of a water park a multi-screen movie theater should be built along with a bowling alley and a concert venue that can bring in larger acts. These are amenities that North Tahoe needs, a waterpark, really? We have a multi-trillion gallon lake just down the road and many rivers, streams and smaller lakes that people can get outside and enjoy. This is just a great example of how KSL does what it wants and scoffs at the local community for not getting behind their insensitive plans.

I 1306-6

Overall I feel that the proposed KSL development is not feasible or sustainable for the following reasons:

- 1) The infrastructure does not support development of this scale
 - a. Roads
 - b. Intersections
 - c. Water
- 2) Businesses cannot survive in a village with extreme vacancy rates
- 3) Lack of workforce housing options in the village and surrounding communities
- 4) Local businesses in Tahoe and Truckee will be harmed by the development
- 5) Degradation of the natural beauty that Tahoe is known for
- 6) Lack of community involvement in the planning phases of development
- 7) KSL has used deceptive tactics to try and get the community behind their plan

I 1306-7

I 1306-8

I 1306-9

I 1306-10

I 1306-11

I 1306-12

I 1306-13

Thank you for your time and consideration as I appreciate it greatly. I would be happy to discuss my concerns in more detail by phone or email so please do not hesitate to call me to discuss further.

Best regards,

Dave Westall

Dave Westall
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BRE 01796995

[Web](#) | [Blog](#) | [Facebook](#) | [Twitter](#)



I306David Westall
July 17, 2015

- I306-1 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.
- I306-2 The comment expresses concern about traffic congestion, construction noise, changes to the landscape, and cumulative effects of multiple projects. These issues are addressed in their respective chapters in the DEIR. 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 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.
- I306-3 See the Master Response regarding occupancy assumptions. Much of the comment relates to economic and business issues that are not within the scope of an environmental analysis under CEQA.
- I306-4 See Impact 4-5 in the DEIR (pages 4-29 through 4-31) which discusses the potential for the project's potential economic impacts to result in physical changes in the environment. The conclusion, based on economic analysis and substantial evidence is that no significant adverse effect would occur.
- I306-5 Employee housing is described in the DEIR on pages 3-11 and 3-13. The provision of adequate employee housing, per Placer County General Plan policies, is evaluated in the discussion of Impact 5-3 of the DEIR. The comment states the amount of employee housing proposed is not enough. Because no specific detail is provided in this comment, no further response can be provided. However, see response to comment O12b-10, which provides further details on the provision and availability of employee housing. The concept of offering fractional ownership housing versus other ownership option is an economic and business issue outside the scope of a CEQA environmental review.
- I306-6 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 states that the project should include certain specific amenities such as a multi-screen movie theater and bowling alley. The Mountain Adventure Camp, as described on pages 3-13 and 3-15 of the DEIR, could provide these amenities:
- The facility would provide additional entertainment options that could include indoor rock climbing, a movie theater (maximum 300 seats), a bowling alley (maximum 30 lanes), and a multi-generational arcade. Additionally, the Mountain Adventure Camp could include up to a maximum of 15,000 square feet of food and beverage facilities and up to a maximum of 12,000 square feet of group meeting venues.
- Further, the snow beach, which is described on page 3-13 of the DEIR, would "be the main gathering spot where multiple recreational, entertainment, and cultural activities would occur."

- I306-7 The comment states that the project is not feasible or sustainable because the infrastructure—roads, intersections, and water—does not support development of this scale. These issues are addressed in the DEIR. No specific issues related to the content, analysis, or conclusions in the DEIR are raised in this comment. No further response is provided here.
- I306-8 The comment states that the project is not feasible or sustainable because businesses cannot survive in a village with extreme vacancy rates. See responses to comments I306-3 and I306-4.
- I306-9 The comment states that the project is not feasible or sustainable because of the lack of workforce housing options in the Village and surrounding communities. See response to comment I306-5.
- I306-10 The comment states that the project is not feasible or sustainable because local businesses in Tahoe and Truckee will be harmed by the development. See response to comment and I306-4.
- I306-11 The comment states that the project is not feasible or sustainable because of the degradation of the natural beauty that Tahoe is known for. Visual impacts are addressed in Chapter 8, “Visual Resources,” of the DEIR. No specific issues related to the content, analysis, or conclusions in the DEIR are raised in this comment. No further response is provided here.
- I306-12 The comment states that the project is not feasible or sustainable because of the lack of community involvement in the planning phases of development. Section 1.7, “Project Review and CEQA Process,” of the DEIR describes the CEQA process conducted to date for this project, including the opportunities for public involvement. Additionally, though not detailed in the DEIR, numerous public meetings and other outreach has occurred in relation to the project. The County and the project applicant continue to work individually with residents, homeowner’s groups, and agencies to respond to concerns.
- I306-13 The comment states that the project is not feasible or sustainable because the project applicant has used deceptive tactics to try and get the community behind their plan. This comment does not address the content, analysis, or conclusions in the DEIR. Therefore, no further response is provided here.

I307

Maywan Krach

From: Raleigh White <Raleigh_White@snceagles.sierranevada.edu>
Sent: Thursday, June 25, 2015 12:12 PM
To: Placer County Environmental Coordination Services
Subject: Attn: Maywan Krach-Village at Squaw Valley DEIR

To Whom It May Concern,

At first it is hard to deny the ideas that KSL has to offer for Squaw from an economical standpoint, but when we think about the bigger picture and the future that could be Squaw, there are little red flags that keep coming up. I for one find it hard to believe that the water supply is not an issue in the Valley when I have seen the amounts of water coming down Squaw Creek through Shirley Canyon in the past and how the amount of water coming down right now is nothing near that amount. If we continue to have exponentially damaging winters, we are going to experience a shortage of water. The tricky part is that the light winters we have been experiencing have been taking their toll on business for the resort which means that KSL isn't totally off when they want to make Squaw more appealing all season long for tourism. What I see being most effective for Squaw would be for IOV to be successful so they are able to have a say in what goes on to the valley, but for them to also consider some plans of expansion that would cater to all year activities. If IOV took some of the ideas KSL is offering and scaled them down to a more feasible plan involving the use of more sustainable resources, I think Squaw Valley could have the potential to change in great ways. Taking account the use of solar energy to power some small expansion plans could be something to definitely consider along with the possibility of using wind powered energy because from personal experience, I understand that Squaw Valley receives a lot of wind. If expansion is achieved in the correct way, it could be very positive for the valley to experience a positive economical perspective along with aspects from the social perspective and environmental perspective. If KSL were to continue to try to expand the way they are right now, there would not be much hope on their own, but if they were to team up and listen to the locals who have been apart of the community for a long time and know what is best, things could become very positive for Squaw and there could be a proportionate amount of incorporation to the Olympic Valley that would still embody the culture we know comes from Squaw.

I307-1

Thank You,
Raleigh White

I307Raleigh White
June 25, 2015

I307-1

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 does reference various issues that are addressed in the DEIR and/or the VSVSP, including water supply, creek flows, project size, and alternative energy, but makes no connection between the references to these issues and the DEIR. Regarding community outreach, see response to comment I306-12.

I308

Maywan Krach

From: Carl Wild <wildc2@juno.com>
Sent: Friday, July 17, 2015 12:55 PM
To: Placer County Environmental Coordination Services
Subject: Village at Squaw Valley Specific Plan

Ladies and Gentlemen of the commission,

Am hoping when considering this plan you take into consideration the many drawbacks to this project.

Inadequate water supply evidenced by current shortages during the current drought and the need of digging deeper wells in the past few years. More wells uphill would just draw down on the major source of water in the valley.

I
I308-1

Further, Squaw Valley road and Highways 89 and 28 will not support the capacity this project would require.

I I308-2

The noise levels required by this project would make life here in the valley unbearable. Is the company ready to compensate homeowners as they sell, pay taxes and relocate?

I
I308-3

In closing this is a lose lose situation for those who love Squaw Valley.

A concerned 50 year homeowner.

Carl A. Wild

Sent from my iPad

I308Carl A. Wild
July 17, 2015

- I308-1 In general, this comment letter provides an opinion regarding the merits or qualities of the proposed project. The Placer County Planning Commission and Board of Supervisors will take the commenter's opinions into consideration when making decisions regarding the project.
- Water supply is addressed in Chapter 14, "Public Services and Utilities," of the DEIR (see Impact 14-1). Also, see the Master Response regarding water supply. No specific issues related to the content, analysis, or conclusions in the DEIR are raised in this comment. No further response is provided here.
- I308-2 Traffic is addressed in Chapter 9, "Transportation and Circulation," of the DEIR, which addresses project effects on SR 89 and SR 28. Also, see the Master Response regarding traffic. No specific issues related to the content, analysis, or conclusions in the DEIR are raised in this comment. No further response is provided here.
- I308-3 Noise is addressed in Chapter 11, "Noise," of the DEIR. Also, see the Master Response regarding noise. No specific issues related to the content, analysis, or conclusions in the DEIR are raised in this comment. No further response is provided here.

I309

Maywan Krach

From: carolyntahoe@sbcglobal.net
Sent: Sunday, July 12, 2015 6:39 PM
To: Placer County Environmental Coordination Services
Subject: squaw valley EIR

I would like to add my objections to the others already submitted against the proposed development at Squaw Valley. The scope of the project is too large with too many large and unavoidable impacts. The small fragile environment cannot tolerate the project. I also take issue with the projections for more beds needed in the future. What is this based on? Current occupation of the beds in the valley run approximately 50%. I submit the recent report of the Lake Tahoe water taxi planned usage at 25,000 riders which really only had 10% of the estimated riders and was closed down due to lack of use. Where and who makes these projections? The impact of noise, traffic and light pollution in a small mountain community should not be sacrificed to line the pockets of a few investors.
Carolyn Willette
Tahoe City, Ca.

I309-1

I309Carolyn Willette
July 12, 2015

I309-1

The comment provides an opinion regarding the merits or qualities of the proposed project and does not directly 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.

See the Master Response regarding significant and unavoidable impacts and the Master Response regarding occupancy assumptions.

The comment expresses concern about the impact of noise, traffic, and light pollution. These issues are addressed in the DEIR. No specific issues related to the content, analysis, or conclusions in the DEIR are raised in this comment. No further response is provided here.

I310

Maywan Krach

From: James Wiseman <jwiseman@cebridge.net>
Sent: Thursday, May 28, 2015 10:43 AM
To: Placer County Environmental Coordination Services
Subject: Squaw Valley expansion project

Placer County Community Development Resource Agency:

There are many reasons to oppose the expansion in Squaw Valley but the environmental impacts take precedent. The valley and the surrounding area can't survive the projected numbers of people that would be drawn to the new buildings. We are in the midst of a draught that may have some duration if global warming has any validity. By most accounts, the valley doesn't have enough water now and their remedy for this is to build a pipe line to the Martis aquifer. Draining this aquifer for the monetary benefit of The Village of Squaw Valley would be disastrous for the Truckee greater area. It would limit the growth of the greater Truckee area for the benefit of Squaw Valley; not a good trade off. To ruin 94 acres of our beautiful mountain area for parking, buildings, water slides and Mountain Adventure Camp is unbelievable. People can have those things in the cities where they live; they don't need to drive to the worlds natural wonderland to find the same thing. Once we ruin this area, it can never be restored. Please just say NO!
James Wiseman, 13864 Pathway Ave., Truckee, CA 96161

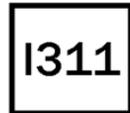
I310-1

I310James Wiseman
May 28, 2015

I310-1

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 expresses concerns related to the drought, global warming, and water supply, but does not relate these issues to the content, analysis, or conclusions in the DEIR. No further response on these items is required. Also, see the Master Response regarding water supply. See the Master Response regarding water supply for a discussion of the use of the Martis Valley, which is not part of the project proposal nor needed to supply water to the project.



Maywan Krach

From: Andy Wolf <andy_wolf@charter.net>
Sent: Thursday, July 16, 2015 10:18 AM
To: Placer County Environmental Coordination Services; Maywan Krach
Cc: anwolf@inclinelaw.com
Subject: Squaw Valley Village Specific Plan Project

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

July 16, 2015

I oppose the Squaw Valley Village Specific Plan Project (the "project").

I support the effort of Sierra Watch to reduce the scale, scope, intensity and impact of the project.

For more than four decades, there has been a profound distinction in appearance and character between the Truckee/Olympic Valley/North Lake Tahoe region ("North Tahoe") on the one hand, and South Lake Tahoe/Stateline region ("South Shore") on the other. Whereas, since the 1960's, the North Shore has always been more quaint, rustic, intimate, quiet, woodsy and historic, South Shore has been more urbanized, congested, touristy, loud and lacking a soul. The residents, visitors, vacationers, second-home owners know this difference and it weighs heavily in the choices people make when they come here, whether for one day, one week or a lifetime. The project will alter this landscape, this dichotomy, for all time. SV/AM's motto is "Skiing has a soul, and this is where it lives." SV/AM have no regard for the soul of the region or the importance of the distinction between South Shore and North Shore. The idea that they would suggest building a water park on the former site of the Blyth Olympic ice rink is abhorrent to me.

I 1311-1

I oppose the scale of the project, not the general right to build a project. The height of the buildings, the congestion and the noise are unacceptable changes to the region's character. Olympic Valley is already overrun with traffic numerous days each ski season. At times, the traffic extends all the way to Tahoe City, even all the way to Dollar Hill in Tahoe City (6-8 miles) and to I-80 in Truckee (10 miles). The region cannot handle the congestion that already exists.

I 1311-2

Squaw Valley/Alpine Meadows ski resort likewise cannot handle the increase in bodies on the hill. Although iconic and excellent in its terrain, there is a severe limitation in SV/AM's ability to service customers on its lower mountain areas during and soon after snow-storms when congestion is at its greatest. Squaw's iconic stature as a ski hill is being eclipsed by its congestion, lift lines and unpleasant customer experience when snow is flying and all but a handful of lifts are running. The long lift lines on storm days are already legendary. SV/AM are asking to increase this problem exponentially.

I 1311-3

I urge you to downsize the project dramatically and avoid upsetting the North Shore's unique character.

I 1311-4

My comments of April , 2014, re scoping of the draft EIR/EIS are below.

I 1311-5

These comment are not completely addressed. The Draft EIR addresses parking demand in summary as follows (9.1.5):

The study also describes the additional parking demand associated with various ancillary land uses (e.g., medical clinic, operational vehicles, etc.), other existing land uses with joint/overlapping parking, and several land uses to be removed. Table 9 of the report indicates that the existing demand for parking at Squaw Valley for the 5th busiest day is 3,660 spaces. With project implementation, this parking demand would increase to 5,110 spaces (3,660 existing demand+1,267 project spaces+183 employee spaces at the East Parcel). The last component of this study includes a comparison of the parking demand methodology to actual parking observations to determine the reasonableness of this method. Page 18 concludes that "...the methodology overall calibrates well against the observed parking counts."

I311-5
cont.

According to information provided by the project applicant, **project buildout would result in approximately 5,100 parking spaces including structured parking on Lots 11 and 12, existing surface parking, preferred parking, Intra-west parking, parking on the East Parcel, and new hotel/condo podium parking. On-street parking along Squaw Valley Road is not counted toward this parking supply total. Thus, the proposed project's supply of parking is expected to meet the projected demand for parking for the 5th busiest ski day.**

The draft also lists several Circulation and Parking policies CP-1, etc., at pp 9.33, which are encouraging.

The analysis and all project design documents must make an absolute assurance that the parking spaces for day users will be developed in advance of them being needed. If it takes 25 years to build out the project, the public cannot wait 25 years for the parking. The development must adhere to the parking policies CP10-CP13 listed in the draft EIR. The wildcard of unspecified, unquantified offsite parking should be completely abandoned. In this context, day users include thousands of skiers who, for example, are residents of the region, including Reno, Sacramento, etc., or have a second home in the region (e.g., Truckee), and drive to the resort each day. Anyone who drives to the resort needs a convenient place to park and ski, work or pick up kids. There should also be requirement for a large quantity of convenient FREE parking to maintain accessibility of the area. FREE parking is not mentioned anywhere in the draft EIR.

I311-6

I do not deny the landowner's right to develop the property. But, I urge you to downsize this project in height, scale, scope and intensity. Please preserve the character of the region and prevent the development of unprecedented tall buildings and Disneyland style amusements. Please assure convenient day-use access by mandating day-use parking in sufficient quantity during the entire build-out. Such FREE parking quantities should be rigorously studied and vetted as to amount and location and timing of its placement.

I311-7

Thank you for considering these comments. Please confirm receipt.

Best regards,
Andy Wolf
592 North Dyer
Incline Village, Nevada 89451
andy_wolf@charter.net

From: Maywan Krach [mailto:MKrach@placer.ca.gov]
Sent: Tuesday, April 8, 2014 8:52 AM
To: Andy Wolf
Subject: RE: Village at Squaw Valley Specific Plan Project NOP Scoping Comment

Your comments have been received and forwarded to the planner.

Thanks.

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

From: Andy Wolf [mailto:andy_wolf@charter.net]
Sent: Saturday, April 05, 2014 8:54 AM
To: Placer County Environmental Coordination Services
Subject: Village at Squaw Valley Specific Plan Project NOP Scoping Comment

Placer County, Planning Services Division
 3091 County Center Drive Suite 190
 Auburn, CA 95603
 Attention: Maywan Krach, Community Development Technician
 Telephone: (530) 745-3132 Fax: (530) 745-3080
 Email: cdraecs@placer.ca.gov

To Whom it May Concern,

My family and I reside in Incline Village, Nevada, on Lake Tahoe’s North Shore. I have been a Squaw Valley resort patron, season pass holder and day skier on and off for the past 32 ski seasons.

I write to ask that the EIS/EIR be scoped to include accurate study of parking requirements and to assure adequate and convenient parking for day skiers throughout the construction period and at completion of project build-out.

Below I highlight statements in the NOP that I request be developed and studied with meaningful precision in the environmental documents (my highlights are in yellow and underlined; otherwise the text is verbatim from the NOP):

Parking and Circulation

Parking would be provided beneath the majority of lodging and residential buildings (primarily for guests/residents) and in surface parking lots (primarily for day skiers/visitors and guests of nearby lodging/residential properties). The surface parking lots would be converted to one level over grade structures (20 foot maximum) at a later time, as parking needs increased. The East Parcel parking facility will provide the key off-site parking area for employees and (as needed) by day skiers on peak ski days and for events. The East Parcel facility would have two levels over grade with a maximum height of 35 feet. The structures and their exterior surfaces will be designed to be consistent with surrounding buildings. Additional off-site parking areas would be provided on an as-needed basis and would primarily be used for employees and day skiers. Temporary parking outside the Olympic Valley may be considered, but no specific sites have

I311-8

been identified.

It strikes me that the highlighted statements in the NOP are quite ambiguous and generalized, given the historic use of Squaw Valley as a day ski area for visitors from the local region and cities within a 150+ mile radius. On any given day, the day skiing population can be enormous.

The significant impacts on parking and circulation of day skier vehicles – often with one guest – should be carefully measured, estimated, studied and addressed. This request applies to the following statements in the NOP, quoted above:

1. Parking would be provided ... in surface parking lots (primarily for day skiers/visitors and guests of nearby lodging/residential properties).
2. surface parking lots would be converted to one level over grade structures (20 foot maximum) at a later time, as parking needs increased.
3. The East Parcel parking facility will provide the key off-site parking area for employees and (as needed) by day skiers on peak ski days and for events.
4. Additional off-site parking areas would be provided on an as-needed basis and would primarily be used for employees and day skiers.
5. Temporary parking outside the Olympic Valley may be considered, but no specific sites have been identified.

Note the repeated use of the word “needs” and “needed”. This anticipated need should be defined, quantified and addressed rather carefully, not based on an unspecified future cost/benefit analysis.

The last statement (my #5) is highly ambiguous – one fair interpretation of this comment is there could be a need, as of yet not measured or described, to relocate day skier and other parking outside the Valley during some part of the very long construction period. This impact should be measured, quantified and disclosed in the EIR/EIS.

A visit to Yosemite Valley in the Yosemite National Park on a day with only modest crowds underscores the problems posed by inadequate parking for day visitors at a popular destination – cars with guests idle and tool around the sensitive and spectacular Valley for hours on end looking and competing for spaces to park, and the occupants of the cars spend an inordinate part of their day idling in cars. Miles travelled in the vehicles is irrelevant when the vehicles are standing by and idling.

Given the huge number of cars that routinely park in Squaw Valley for day skiing and other day resort use, I hope the scope the EIR/EIS will include serious measurement, study and specific planning of adequate facilities for day parking – including specific project / facilities construction requirements for day parking spaces tied to various project completion milestones. In concept, for example, a series of statements such as this, based on studied data: “upon substantial completion of construction on Phase X, the construction of Y number of parking spaces inside Olympic Valley and within Z distance of the resort, and allocated to day skier use will be completed.” Likewise, the documents should indicate how many and at what location the day parking spaces will be for free use or require a paid pass or daily

I311-8
cont.

fee. Finally, the use of “temporary parking outside the Olympic Valley” should be explained – on what conditions, why, how, when and for how long would day skiers park outside the Valley.

I 1311-8
cont.

Thank you for considering these comments.

Best regards,
Andy Wolf
592 North Dyer
Incline Village, Nevada 89451
andy_wolf@charter.net

I311 Andy Wolf
July 16, 2015

- I311-1 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 references support for the efforts of Sierra Watch. Sierra Watch provided comments on the DEIR. See responses to comment letters 08 and 09 and associated attachments.
- I311-2 The comment expresses concerns related to the scale of the project, the height of the buildings, traffic congestion, and noise. These issues are addressed in the DEIR as well as the Master Responses regarding traffic, noise, and visual resources. Also see Section 2.1 of this FEIR regarding changes to building heights proposed by the applicant. The comment raises no specific issues related to the content, analysis, or conclusions in the DEIR are raised in this comment. No further response is provided here.
- I311-3 See response to comment I2-4 regarding capacity of the mountain and public safety concerns. Issues related to the customer experience at a private recreation facility are outside the scope of a CEQA environmental analysis. As indicated in the discussion of Impact 14-6 beginning on page 14-42 of the DEIR, potential effects on public recreation facilities are evaluated. However, the ability of private recreation facilities to provide a positive experience to their customers is a business issue and not an environmental effect related to CEQA review.
- I311-4 The Reduced Density Alternative and its potential effects as compared with the proposed project are described on pages 17-24 through 17-31 of the DEIR. See also the Master Response regarding the Reduced Density Alternative.
- I311-5 The comment provides an accurate summary of information provided in the DEIR.
- I311-6 As described on page 9-55 of the DEIR, in Section 9.3.3, "Issues or Potential Impacts Not Discussed Further," effects associated with parking are not considered a significant criterion under CEQA. This is why there is not a parking impact evaluation in Chapter 9, "Transportation and Circulation," in the DEIR. However, substantial information on parking is provided in Chapter 9 of the DEIR, and the parking analysis is provided in Appendix G, to disclose to interested parties the plan to provide parking for the VSVSP. Additional information on parking is provided in the Master Response related to traffic. The issue of confirming free parking vs. pay parking is a business operations issue for a private facility and not an environmental issue within the scope of a CEQA analysis.

The VSVSP policy directly applicable to providing parking as development proceeds is Policy CP-13, which states:

All phases of development shall provide day skier/visitor parking for 10,663 day skiers, 3,100 spaces in valley, in addition to the parking supply required to serve each phase of development.

In addition to the minimum of 3,100 day-skier parking spaces that would be maintained throughout all phases of development, each phase of development would be required to provide new parking (in addition to day-skier parking) to serve residents, guests and project generated employees. Many of the proposed buildings in the plan would include