

underground and/or podium parking at the lower levels. Therefore, these developments will provide parking as they are constructed. Finally, the primary proposed land use within the existing surface parking lots is the parking structures in Lots 11 and 12. Therefore, in these areas, when existing surface parking capacity is removed, it will be replaced with increased capacity in the structures.

Regarding the suggestion that the concept of currently unspecified offsite parking be abandoned, the option of seeking out and providing temporary offsite parking is an important part of operations of a resort facility (or other facilities such as shopping malls) with a limited number of peak activity days each year. To provide established and fixed parking spaces for every day of the year would require developing a certain number of parking spaces that would only be used, four, three, or maybe one day a year during extreme activity peaks. This would require the dedication of land, and potential paving of that land, for only a limited number of days of use. While if the resort operator has the option to temporarily lease space at existing offsite parking areas during peak days, and provide shuttles between the temporary parking areas and resort facilities, a more efficient use of land is achieved and project footprints can be minimized. This is similar to large shopping malls not providing sufficient parking year round to accommodate peak shopping days such as “Black Friday.” As project development proceeds, different options for temporary offsite parking may be available from year to year. Therefore, it is not feasible to identify fixed and confirmed temporary offsite parking options at this time.

- I311-7 The comment provides an opinion regarding the merits or qualities of the proposed project and reiterates issues brought up in previous comments. Please see the responses to comments provided above. The Placer County Planning Commission and Board of Supervisors will take the commenter’s opinions into consideration when making decisions regarding the project.
- I311-8 The comment provides a copy of scoping comments previously submitted to the County during the NOP public comment period (April 2014). These comments have been addressed or otherwise considered by the County during preparation of the DEIR. See Chapter 2, “Project Description,” and Chapter 9, “Transportation and Circulation,” of the DEIR. Also see response to comment I311-6.

I312

Maywan Krach

From: David Womack <davidwomack99@gmail.com>
Sent: Friday, July 17, 2015 2:15 PM
To: Placer County Environmental Coordination Services
Subject: KSL Capitol Development in Squaw Valley

To Whom it May Concern,

Don't diminish the beauty, the serenity and important history of Squaw Valley with a short sighted development project. People come to Olympic Valley to embrace the outdoors, not to go to an amusement park. There are reasons that large indoor entertainment centers are situated in places like Reno and not Olympic Valley. The valley is rife with natural attraction and does not require artificial attractions to make it special.

Please consider the costs of KSL Capitol Development's project in Olympic Valley. Allowing this development to go forward is not only short sighted but irresponsible.

Sincerely,

David Womack

--
<https://www.facebook.com/SoCalSUP>

I312-1

I312David Womack
July 17, 2015

I312-1

The comment provides an opinion regarding the merits or qualities of the proposed project, 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.

I313

Maywan Krach

From: Laurie Woods <ldwoodstahoe@yahoo.com>
Sent: Monday, July 13, 2015 11:55 PM
To: Placer County Environmental Coordination Services
Subject: Squaw Valley

I am a Squaw pass holder and I am not completely against expansion, but I think this expansion is too large and so many years of construction is crazy. The environmental and visual impact to such a small valley seems excessive.

I 1313-1

Laurie Woods
Tahoe City, CA

I313Laurie Woods
July 13, 2015

I313-1

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. Visual impacts are briefly mentioned in the comment. This issue is addressed in Chapter 8, "Visual Resources," of the DEIR. Also see the Master Response regarding the 25-year construction period.

I314

Maywan Krach

From: Shane Wright <Shane_Wright@snceagles.sierranevada.edu>
Sent: Thursday, June 25, 2015 11:54 AM
To: Placer County Environmental Coordination Services
Subject: ATTN: Maywan Krach - Village at Squaw Valley DEIR
Attachments: SquawExpansion.pdf

To Whom It May Concern:

I'm currently a student at Sierra Nevada College located in Incline Village, Nevada. As an avid snowboarder who grew up living and breathing the Tahoe lifestyle it's really hard to sit back and watch large corporations move in, take over our mountains, and start pushing out local businesses. Over the past month in my environmental science course we have been educated on the proposed expansion of the Olympic Valley and how a project of this scale will affect the area.

I314-1

Sitting on the chairlift staring down at the bare ground is not something you want to see in March but this is the reality. The drought has obviously had a big impact on the resorts because we just aren't getting the snow that we used too. It was shocking to read that the proposed plan would require six new wells in order to meet the demands of the Village at Squaw Valley (*Squaw Valley Water Assessment 2014*). We need to conserve our water and get through this drought before we can think about building structures that will deplete are current water supply.

I314-2

Squaw Valley Ski Resort, Alpine Meadows Ski Area and the Olympic Valley are more than just places to go skiing or snowboarding, they are historical landmarks. This area is treated like a sanctuary to many including myself and continues to attract talented athletes from all over the world. This expansion will not only attract more people and create a larger population but it will also appeal to a demographic that doesn't understand or care about an authentic mountain lifestyle. If you enjoy riding you will quickly realize the people and their personalities' are what make this sport what it's all about, FUN! Vail has brought a consumer to the area that doesn't appreciate what our unmatched terrain and pristine lakes truly have to offer.

A ski resort still needs to generate income and there are several ways you can achieve this without an expansion. A music festival is a great way to define your audience and generate income in a short period of time. Electric Daisy Carnival for example boosted the Clark County economy by \$337.8 million in 2014, with an economic impact of close to a billion dollars (*Beacon Economics, 2014*). Building a large urban environment that will negatively affect the ecology of the area is unethical and should be examined further. It's much easier to manage the environmental impact of people, transportation and waste over a weekend than what will be destroyed over the proposed twenty-five year plan.

I314-3

This area has a place in my heart and it's important that the Olympic Valley stays with the community that has been with it from the beginning. This way we the people will have a say in how the mountain and surrounding area is developed. Squaw Valley and Alpine Meadows are two resorts that haven't lost that classic Tahoe feel. Please consider denying the proposed expansion and let the residents of the town decide what the future holds for these beautiful mountains.

Kind Regards,

Shane.Wright
925.708.8109

I314 Shane Wright
June 25, 2015

- I314-1 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.
- I314-2 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.
- I314-3 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. Suggestions regarding business operations and alternative revenue sources are not within the scope of a CEQA environmental analysis.

I315

Maywan Krach

From: wuertz@earthlink.net
Sent: Wednesday, July 15, 2015 6:16 PM
To: Placer County Environmental Coordination Services
Subject: Squaw Valley EIR, KSL Capital Partners

I am writing as a Northstar homeowner and longtime admirer of the Sierras. I urge you to consider very carefully the KSL development proposal now before you that would transform Squaw Valley. Please do not allow Squaw Valley to become another South Tahoe or to be a city of high-rises and amusement parks. People who look for that kind of activity do not value the mountains for their beauty and tranquility and would destroy their very nature. And, of course, a huge development in these days of climate change and drought would be totally irresponsible.

I
I315-1
I

Mrs. LaVonne Wuertz
18403 Wilton Place
Torrance, CA 90504

and

6011 Mill Camp, Northstar
Truckee, CA 96161

I315LaVonne Wuertz
July 15, 2015

I315-1

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.

I316

Maywan Krach

From: Eric Yates <ericdyates@gmail.com>
Sent: Wednesday, July 15, 2015 2:59 PM
To: Placer County Environmental Coordination Services
Subject: Village at Squaw Valley Specific Plan

Dear Maywan Krach,

As a North Lake Tahoe resident I am asking that you and the members of Placer County , who's duty it is to oversee development, vote against the development plans proposed by Squaw Valley Ski Holdings. It is your duty to not only protect Squaw Valley and its residents but also the surrounding communities that will be unfairly affected by this development plan. There are many serious environmental and social impacts outlined in the development plan that must be addressed. There are many more issues than can be addressed in one letter but these are some of my concerns

I316-1

I am a resident of the Alpine Meadows Community and work in the town of Truckee. Already traffic issues especially during winter weekends and holidays are atrocious. The transportation impacts of this project on local residents and especially emergency vehicles are unacceptable. The infrastructure of highway 89, the Caltrans roundabouts in Truckee and the local communities is not capable of providing adequate transportation with the proposed development. These significant and unavoidable impacts should not be taken lightly. A scaled down plan as well as increased public transportation from Truckee and Tahoe City provided by Squaw Valley Ski Holdings would help mitigate this but are not included in the plans.

I316-2

Many of us move to the mountains to enjoy the clean air and outdoor lifestyle. Again this development plan has many significant and unavoidable impacts to the air quality of not only Squaw Valley but the surrounding communities. Although major investments in solar and green energy and a higher standard of green building could help reduce these impacts they are not listed in the plans. These should be required by placer county for the plans to go through. In addition the dark skies the community of alpine meadows enjoys will be ruined as outlined in impact 18-18. Already the light from the village can be seen on dark nights. Major expansion will result in greater amounts of the stars being washed out by light pollution. Again there are solutions that would work to offset these impacts but aren't required by the plan.

I316-3

I316-4

My biggest fear with the massive amount of development being approved at once is the lack of accountability to the developers. The plan gives them the key to develop for up to 25 years with little oversight after the plan is approved. The community of Troy, Idaho as well as the surrounding communities were plagued by the same shortsighted green light to development of Tamarack Ski area. When the developers went bankrupt they left a half finished resort with the frames of hotels and lodges, high unemployment and the scars of their ineptness on the community. It was an ugly reality I was able to see first hand. Although there are many more factors and differences in the two communities I fear for what will happen if continued drought or a downturn in the economy leaves Squaw Valley Ski Holdings to put a hold on the project or move on to other more lucrative investment opportunities. Will the community be forced to deal with a valley full of half built condos? Will the environmental restoration parts of the project that are promised be lost to lack of funds? This gamble is not something this community should be forced to take.

I316-5

There are many major and unavoidable impacts from the Squaw Valley Specific plan that will affect not only the valley itself but many of the surrounding communities. Giving Squaw Valley Ski Holdings the key to 25 years of development without forcing them to address and fund solutions to all major environmental impacts ahead of time is irresponsible. Your duty is to approve reasonable development plans. This plan is not reasonable. Your duty is to protect surrounding communities from the adverse impacts of overdevelopment. Protect us. The Squaw Valley Ski Holdings development is a monstrosity that is not acceptable. Send them back to the drawing board. Don't allow this level of destruction to the environment and our communities. It is your duty.

I316-6

Sincerely,
Eric.Yates,
Alpine Meadows, CA

I316 Eric Yates
July 15, 2015

- I316-1 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.
- I316-2 The project's potential traffic-related impacts are addressed in the DEIR in Chapter 9, "Transportation and Circulation." Additional information is provided in the Master Response regarding traffic, and in particular, the portion addressing emergency vehicle access
- 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. Specifically, transportation and circulation impacts associated with this alternative are described on pages 17-28 through 17-29. As described therein,
- traffic impacts would be less under this alternative; however, impacts would remain great enough that most, if not all of the mitigation measures required for the proposed project would likely also be required for this alternative. In addition, significant and unavoidable impacts identified for the proposed project (Impacts 9-2, 9-3, 9-4, and 9-5) would remain significant and unavoidable under this alternative.
(Less)
- The comment also states that increased public transportation from Truckee and Tahoe City would help mitigate the project's traffic impacts, but are not included in the project. This is incorrect. Mitigation Measure 9-7 requires the project applicant to contribute a fair share of funding to support increases in transit capacity.
- I316-3 The project's air quality impacts are addressed in Chapter 10, "Air Quality," of the DEIR. The comment states that although major investments in solar and green energy and a higher standard of green building could help reduce these impacts, they are not included in the project. The comment is incorrect. These types of measures are included in the project. See Mitigation Measure 10-2 on pages 10-17 through 10-21 of the DEIR.
- I316-4 The project's potential impacts related to light pollution are addressed in the DEIR in Chapter 8, "Visual Resources." Pages 18-51 and 18-55 of the DEIR describe why the impact related to light pollution would be significant and unavoidable, despite the implementation of mitigation measures (see Mitigation Measures 8-5a, 8-5b, 8-5c in Chapter 8, "Visual Resources," of the DEIR). See also the Master Response regarding the visual impact analysis.
- I316-5 See Impact 4-5 in the DEIR (pages 4-29 through 4-31) which discusses the potential for the project's projected economic effects to result in physical effects on the environment. Speculation on the potential future economic success or failure of a project is not within the scope of a CEQA environmental effects analysis.
- The comment also asks if the environmental restoration parts of the project will be lost due to lack of funds. As indicated on page 3-38 of the DEIR, creek restoration would be completed "by recordation with the County of the Final Map (a step in final development approval) that includes the 600th bedroom (i.e., about 40 percent of project development)."

Therefore, creek restoration would be completed well before construction is initiated on the latter half of the proposed project. As identified in Mitigation Measure 6-1a, the project applicant must also provide a Letter of Credit, Certificate of Deposit, or cash deposit to fully fund required monitoring of the creek restoration after it is completed, ensuring that once complete, the restoration will be monitored and managed to meet success criteria.

The assertion in the comment that authorization is given by the County for the project to be developed with a lack of accountability or little oversight is incorrect. The example of Mitigation Measure 6-1a provided above is just one instance of various methods to provide accountability and County oversight included in multiple mitigation measures throughout the DEIR. Compliance with mitigation measures is monitored and tracked through implementation of an MMRP. In addition, various future discretionary approvals will be required to implement each phase of project development (e.g., subdivision map approval, conditional use permit approval, design review approval, evaluation of CEQA compliance [see response to comment 09-59], improvement plans, and building permits).

I316-6

See the Master Response regarding significant and unavoidable impacts. See response to comment I316-5 regarding assurances of mitigation implementation. Much 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.

I317

Maywan Krach

From: Allison Yonto <yontoallison@yahoo.com>
Sent: Wednesday, June 17, 2015 12:15 PM
To: Placer County Environmental Coordination Services
Subject: Save Squaw

To whom it may concern,

This letter is in concerns to the proposed development to the Village at Squaw Valley ski resort. As a full time resident in the Tahoe Basin this expansion is something that I fear will take away from so much of what Squaw offers and why I moved here 13 years ago. A close friend of mine moved to Truckee, a month after she moved called me up and told me I had to come visit her. A few months later I came out to visit. Since she was working during the week I was on my own for a good part of my visit, but constantly found myself driving back to Squaw Valley. The peacefulness and majesticness of the mountains hypnotized me. In my week long visit I spent 5 days enjoying the natural beauty and atmosphere of Squaw. The new development plans are very concerning. In the past years, lodging occupancy has rarely reached 100%, so why should more lodging be built? Why not improve upon what is already there? There is so much already developed space that can be improved, versus tearing into the beautiful wildemess area surrounding the valley. The increased traffic, water usage, light pollution, littering & foot traffic on the trails will only increase and damage the valley. The issues we face now without the added expansion should be addressed instead of trying to take away from these beautiful features, add to them and bring awareness to what Squaw Valley has to offer. Why not utilize highcamp to its potential? More often during the off season it is closed, if prices were more reasonable to ride it that pool would be packed almost every day bringing in money. Bigger is not always better. Our small community can not support what KSL wants to do, and we really need to think about our community. We do not live in Disneyland or in LA, we live in the mountains, we love our mountains, rivers, wildlife, trails, & the peacefulness that comes with them. Taking that away and developing it to something that only encourages laziness and pollution will destroy why we live here and why people come here. Keep Squaw Unique....let's not tum it into another cookie cutter resort, keep it's personality.

Keep Squaw Squaw.

Thank you for your time to read my brief letter, I hope it adds to the stack of letters from visitors and locals alike in the Truckee Tahoe Basin that are against the over development of our communities.

Kind Regards,
Allison Yonto

I317-1

I317Allison Yonto
June 17, 2015

I317-1

The comment primarily provides an opinion regarding the merits or qualities of the proposed project and does not directly reference 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. Issues referenced in the comment—traffic, water usage, light pollution, effects on trails—are all addressed in the DEIR and this FEIR. Regarding facility occupancy, see the Master Response regarding occupancy rates. Regarding development at High Camp, this option was considered in Chapter 17, "Alternatives," of the DEIR in the evaluation of an On-mountain Development alternative (page 17-10). The alternative was found to have greater environmental effects than the proposed project, and would not meet project objectives.

I318

Maywan Krach

From: christine mixon york <christine.mixon@gmail.com>
Sent: Friday, July 17, 2015 4:45 PM
To: Placer County Environmental Coordination Services
Subject: Village at Squaw Valley Specific Plan Draft Environmental Impact Report
Attachments: York letter addressing Squaw draft EIR.pdf; ATT00001.htm

Dear Ms. Krach,

After reviewing the Village at Squaw Valley Specific Plan Draft Environmental Impact Report, I have a number of concerns in relation to this project, especially anything that has been determined to bring about "significant and unavoidable environmental impacts" (Section 2.2.1) upon implementation. I am providing you with an attached letter of written comments and concerns that I would like to see taken into consideration.

I have been a full-time resident of Alpine Meadows for over 10 years and spend at least half my time working and recreating in Olympic Valley. I believe that the proposed development and its sheer enormity will impact my daily life in Alpine Meadows at times and significantly impact my overall quality of life for a number of reasons, which I address in my letter. I appreciate the attention to these and other comments during the analysis of the Village at Squaw Valley Specific Plan Draft Environmental Impact Report.

Sincerely,

Christine Mixon York
1531 Deer Park Drive
Alpine Meadows, CA 96146

I318-1

July 16, 2015

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

Subject: Village at Squaw Valley Specific Plan Draft Environmental Impact Report

Dear Ms. Krach and the Placer County Planning Commission,

After reviewing the Village at Squaw Valley Specific Plan Draft Environmental Impact Report, I have a number of concerns in relation to this project, especially anything that has been determined to bring about “significant and unavoidable environmental impacts” (Section 2.2.1) upon implementation.

I have been a full-time resident of Alpine Meadows for over 10 years and spend at least half my time in Olympic Valley because I work there and I enjoy recreating there as well. I believe that the proposed development and its sheer enormity will impact my daily life in Alpine Meadows and significantly impact my overall quality of life for a number of reasons, which I will address below. I would like to see these concerns taken into consideration and I appreciate your attention to these and other comments during the analysis of the Village at Squaw Valley Specific Plan Draft Environmental Impact Report.

There are at least four major Significant and Unavoidable Impact areas that I am hoping to see further considered in your analysis of the draft EIR. I also have a few concerns regarding some of the areas of Impact that can be considered as potentially cumulatively significant but can be mitigated through the proper measures.

1) “Visual Resources”

These concerns relate to Impacts 8-1, 8-2, and 8-3, as well as 8-5. They correlate with Cumulative Impacts 18-14, 18-15, and 18-16, as well as 18-18.

I am rather disturbed by the possibility of any development that will create a “substantial adverse cumulative effect on a scenic vista” (Impact 18-15). I understand that these Impacts are identified to exist not only during the Construction Phases, (Impacts 8-1,8-2, and 8-3) but on a long-term, cumulative, permanent level as well. Impact 18-15, “Substantial contribution to the cumulative degradation of the existing visual character or quality of the site and its surroundings,” and 18-16, “Substantial cumulative contribution to damage to scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a scenic highway” are completely unacceptable costs of development to me. One of the most amazing things about driving along Squaw Valley Road towards the Resort is the spectacular view of the

I318-2
I318-3

valley floor and the mountains. The idea that the proposed development with its large, 108 ft building and multiple other tall structures that will significantly detract from the breathtaking, iconic view of the meadow ringed by the large mountains is upsetting and, to me, intolerable. Any future development in this stunningly beautiful area needs to be designed in a way that preserves and showcases such majestic views and the unique features that make Squaw Valley so special, not in a way that is “degrading” to them.

1318-3
cont.

The proposed impacts of the projected light pollution really upset me, both with Impact 8-5, during the construction phase, and certainly with Cumulative Impact 18-18, “Contribute to cumulative light and glare or skyglow effects in the region,” which is sure to be a permanent Impact. One of my favorite activities is stargazing, which I engage in pretty much every night while I walk the dog in front of my home on Deer Park in Alpine Meadows. The clarity of the black night sky is especially conducive to identifying different constellations and looking for shooting stars. I even have a telescope that I use periodically to look more closely at the planets and constellations. As a former resident of both New York City, where there are no stars, and of rural Maine, where there is less light pollution but still some effects from it and there is also less clarity in the sky, I appreciate the relatively unique qualities of the dark, clear sky that I am lucky enough to live under here in Alpine Meadows and it wasn’t until I moved here 12 years ago that I became so interested in stargazing. Many people associate the magnificent starry skies with the Tahoe National Forest and the surrounding area because it is a special feature of this beautiful place. To me, the unmitigated, permanent effects of light pollution from the proposed development is completely unacceptable.

1318-4

This increased “cumulative light and glare or skyglow effect” is also going to be an issue for hikers of the PCT and people camping and recreating in the Granite Chief Wilderness, which, by definition, is supposed to be free from the impacts of human activity. There is nothing “wild” about the obnoxious orange glow that occurs during night skiing operations or the searchlights that I see periodically during music events like Wanderlust or the Bluegrass festival that occurred in March. I can only imagine that with a larger, more developed Village will come more such events and more occasions to illuminate the night sky, especially in the summer months. Again, with no measures identified to mitigate this skyglow effect, I find it hard to understand how this “significant and unavoidable” impact of the proposed development is considered to be acceptable.

2) “Transportation and Circulation”

My concerns here are with Impacts 9-2, 9-3, 9-4, and 9-5 and they correlate with identified Cumulative Impacts 18-21, 18-22, and 18-23.

1318-5

The roadways in Squaw Valley and SR-89 already have difficulty handling the increased traffic that busier times of the year bring to our area. If there is heavy snowfall during a busy time such as the Christmas-New Year’s week or President’s Weekend, the current impacts on the

roadways are already practically more than they can bear. Squaw Valley Road can become barely 2 lanes in width while we wait for the County's plows to catch up with the amount of plowing that needs to be done. Cars with inadequate clearance or without 4-wheel drive end up stuck in snow banks or in the intersections of the smaller roads and Squaw Valley Road and can be abandoned for hours while the owners try to figure out how to handle the snow and these situations to which they are unaccustomed. These cars that partially block the roadways then become hazards to other people trying to navigate the roads and the roads can become virtually impassable. Unless the County can commit to more plows and more manpower to operate the additional plows, I anticipate some serious consequences from the additional traffic associated with the occupants of nearly 1500 additional bedrooms and the increase in people traveling on these roads to and from the Village. If an emergency situation were to occur during this time frame, it could be quite severe and possibly the difference between life and death. As a full-time resident, this is a very serious concern to me.

1318-5
cont.

On many occasions, like your average mid-season Saturday morning between 8 am and 9:30 am, Squaw Valley road will bumper-to-bumper stopped traffic from the resort all the way down onto SR-89 and the congestion continues in both directions, sometimes as far North as Cabin Creek and South past River Ranch towards Tahoe City. The same phenomenon occurs between 3 pm and 5 pm as well, and I've seen traffic backed up all the way from the light at Squaw Valley to I-80 as people are trying to leave on a Sunday afternoon. Squaw's "solution" to busy days is to put a line of orange cones out to divide one lane into two so as to add a third lane is far from ideal. Not only can right of way or directional flow be confusing to people who have never seen this particular traffic pattern before, but it is extremely tight in between the cones and there are multiple opportunities for things to go wrong, like when a cone gets knocked over or when someone is waiting to turn onto a side road and the person in the middle lane behind them gets impatient and tries to cut into the right lane and there's no room for the driver that is already in that lane to swerve or move over to avoid this sudden obstacle. This is a major inconvenience for those of us that are trying to get to or from work, etc.

There is also no safe, easy way to pull over if an emergency vehicle is trying to get through on the road. The same is true of the large lines of cars that will be waiting on SR-89 to get to Squaw Valley Road. Again, if an emergency situation were to occur during this time frame, it could be quite severe and possibly the difference between life and death as the ambulance tries to pick its way through this mass of cars that will end up so backed up that there is no where to pull over to, especially during a normal winter when the road is lined with snowbanks. As a full-time resident, this is a very serious concern to me.

1318-6

I also have some very real concerns about the increase in use during the summer months. I experienced terrible traffic and congestion during busy times like July 5 on SR-89 from the light at Squaw Valley Road to I-80 after a holiday weekend, which is comparable to traffic on a busy winter weekend afternoon, and I can only imagine how much worse the traffic would be if the occupants of the nearly 1500 extra bedrooms were also on the roads trying to leave as well. I have some major concerns about what might happen if there was an evacuation situation that

1318-7

resulted from a fire in Squaw Valley. The additional cars and subsequent traffic could clog these roads and create a dire situation both for residents trying to escape and for the emergency responders trying to reach the fire.

I318-7
cont.

My understanding is that the traffic analysis that was used to prepare the draft EIR was from a winter with relatively low snowfall and that the period analyzed did not include many of the peak visitor volumes that we see periodically in the area. My concerns are that the anecdotal times I have pointed out above are just from my personal experiences and that there are too many of these times over the last 10 years or so to even point out specific dates but that from what I witnessed and experienced, the roads literally couldn't handle the volume of traffic and to add nearly 1500 more bedrooms worth of occupants plus the increased day use traffic this expanded Village would draw does not seem to be feasible to me with the roadways as they currently are. I would like to see the potential traffic impacts reanalyzed with traffic data from weekends that were considered to be the busiest Squaw had seen all season.

I318-8

3) Noise

These concerns relate to Impact 11-1, "Construction Noise Impacts." I worry about the impacts of the construction noise both in Olympic Valley itself and also as it comes up over Red Dog Ridge and filters down towards my home on Deer Park in Alpine Meadows. I could hear the construction noise at my home from a project done last summer underneath the Squaw Creek chair and I could also hear noise from the helicopter logging operation that was undertaken last summer as well on Red Dog and Exhibition. Therefore, I think I can assume that noise from the projects in the village, especially given the scale of such projects, would be loud enough to carry over the ridge and be audible from my home.

I318-9

The increased noise from construction, which will probably occur primarily in the summer months since that's construction season around here, will also have a negative impact on the users of the Granite Chief Wilderness and hikers of the PCT. These people are seeking solitude and natural experiences and instead of hearing the songs of birds, they will be listening to the constant clamoring of construction.

I would like to see some measures identified and taken to mitigate the negative impacts of the construction noise because to me it seems unacceptable that it just is a "significant and unavoidable impact."

4) Greenhouse Gases and Climate Change

Greenhouse Gas and Climate Change issues are at the forefront of everyone's mind in relation to the major drought that California is currently in. In my opinion, any development that this area undertakes should have to guarantee that it will be in compliance with current and future GHG regulations as they are currently established. The proposed development should have to comply with the standards during the construction phase post-2020 (Impact 16.2) or else they need to alter the development plans so as to be in compliance. Also, any longterm development proposal should include strategies both to remain in compliance and to address how

I318-10

compliance to future potential standards on Greenhouse Gases and Climate Change mandates might be achieved if it is to be in the best interest of California’s people, both locally and on a larger, statewide level. A 25 year long development project should have to adapt and change with the times, not be allowed to continue developing under the regulations that are currently in place today— if a stricter one is adopted in 5 years, any part of the proposed development that is not already in place should have to comply to the new standards and regulations.

1318-10
cont.

5) Potential Adverse Impacts on Biological Resources

I have some concerns for the health and well-being of the biodiversity of Squaw Creek. It is a unique ecosystem in the Truckee-Tahoe area and it must be preserved and protected. The Creek is a sanctuary for many different species of birds and plants and I am concerned that this massive increase in development will have a negative impact on it. The County has said that through adaptive management of the Creek, the impacts can be reduced to less than significant. I wanted to stress that I think it is very important that these steps be taken and that the Creek and its biological resources must be protected.

1318-11

I also want to address potential negative impacts on the Sierra Nevada Yellow-legged Frog, a federally protected endangered species that is known to live in the vicinity of the area of proposed development. The FWS Critical Habitat area for the Frog includes all of Squaw Valley Ski Resort and the entire Village area so any proposed development should have to include considerations for protecting the Frog and this Critical Habitat and mitigating measures will need to be taken to ensure the well-being of this endangered species.

1318-12

I appreciate the consideration of and attention to these and other comments during the analysis of the Draft Environmental Impact Report for the Village at Squaw Valley Specific Plan. Thank you for giving me the opportunity to express my concerns.

Sincerely,

Christine Mixon York

1531 Deer Park Drive
Alpine Meadows, CA 96146

Mailing Address:

Post Office Box 3391
Olympic Valley, CA 96146

I318 Christine Mixon York
July 17, 2015

- I318-1 The comment provides a summary of detailed comments provided in the attached letter. See responses to the detailed comments below.
- I318-2 The comment provides an introductory statement and summarizes detailed comments provided later in the letter. See responses to the detailed comments below.
- I318-3 The project's potential impacts to visual resources are addressed in the DEIR, as summarized in the comment, in Chapter 8, "Visual Resources," and Section 18.1, "Cumulative Impacts." No specific issues related to the content, analysis, or conclusions in the DEIR are raised in this comment. The comment provides an opinion regarding the value of visual resources. The Placer County Planning Commission and Board of Supervisors will take the commenter's opinions into consideration when making decisions regarding the project. See also the Master Response regarding the visual impact analysis and Section 2.1 of this FEIR regarding the applicant's proposed reductions in the heights of some buildings.
- I318-4 The project's potential impacts related to light pollution are addressed in the DEIR, as summarized in the comment, in Chapter 8, "Visual Resources," and Section 18.1, "Cumulative Impacts." No specific issues related to the content, analysis, or conclusions in the DEIR are raised in this comment. Pages 18-51 and 18-55 of the DEIR describe why the impact related to light pollution would be significant and unavoidable, despite the implementation of mitigation measures (see Mitigation Measures 8-5a, 8-5b, 8-5c in Chapter 8, "Visual Resources," of the DEIR). See also the Master Response regarding the visual impact analysis.
- I318-5 The project's potential traffic-related impacts are addressed in the DEIR, as summarized in the comment, in Chapter 9, "Transportation and Circulation," and Section 18.1, "Cumulative Impacts." No specific issues related to the content, analysis, or conclusions in the DEIR are raised in this comment. Regarding providing three lanes on Squaw Valley Road during peak traffic periods, note that Mitigation Measures 9-1a, 9-1b, and 9-2a through 9-2b supplement this approach, including the provision of additional traffic control personnel to direct traffic. These traffic control measures should also work to minimize complications associated with severe winter weather during peak traffic periods. See also the Master Response regarding traffic.
- I318-6 See the portion of the traffic Master Response addressing emergency vehicle access.
- I318-7 See the portion of the traffic Master Response addressing emergency vehicle access.
- I318-8 See the portion of the traffic Master Response addressing use of 2011-2012 ski season data to represent existing winter conditions.
- I318-9 See the Master Response regarding noise and the Master Response regarding the 25-year construction period. Also see the analysis of construction noise provided in Chapter 11, "Noise," of the DEIR and the modelling of distances noise would travel. Note that a noise being simply audible does not in and of itself result in a significant environmental effect. Noise volumes must exceed certain thresholds to be considered a significant impact.
- I318-10 The comment expresses concern about climate change and suggests that all phases of development under the VSVSP should have to comply with all GHG-related regulations that

are in place at the time that it is constructed. The commenter also suggests that all phases shall include “strategies both to remain in compliance and to address how compliance to future potential standards on Greenhouse Gases and Climate Change mandates might be achieved...” The comment further states, “A 25 year-long development project should have to adapt and change with the times, not be allowed to continue developing under the regulations that are currently in place today— if a stricter one is adopted in 5 years, any part of the proposed development that is not already in place should have to comply to the new standards and regulations.” Mitigation Measure 16-2 in the DEIR is consistent with the commenter’s suggestions. It requires the implementation of an ongoing operational GHG review and reduction program and compliance with laws in affect at the time portions of project development area approved by the County.

- I318-11 The comment expresses an opinion regarding the importance of mitigation included in the DEIR to protect biological resources in Squaw Creek. The commenter’s opinion is noted.
- I318-12 See responses to comment letter O8c regarding impacts to Sierra Nevada yellow-legged frog.

1319

Will York
1531 Deer Park Drive
Alpine Meadows, CA 96146

July 17, 2015
Maywan Krach
Community Development Technician
Placer County Community Development Resource Agency
3091 County Center Drive, Suite 190
Auburn, CA 95603

Dear Maywan Krach:

I am writing to express my concern with the Village at Squaw Valley Specific Plan Draft Environmental Impact Report. I believe there are a number of aspects included in the report that will require further analysis and should consider a broader spectrum of the potential impacts on the surrounding community. 1319-1

Primarily, the section on transportation and circulation should be analyzed based on high snow years instead of a low snow year and should consider the potential worse case scenarios of evacuation situations or emergency response times effected by the guaranteed increase in visitors to the area. 1319-2

Secondly, the substantial increase in noise and light pollution that will be generated from this project should be gauged against a base line of this pristine area and not a developed and densely populated region. 1319-3

Lastly, the impact on the biological resources of the greater community should be analyzed to address the adverse effects on the downstream ecosystems. 1319-4

Sincerely,

Will York

I319Will York
July 17, 2015

- I319-1 The comment provides a summary of detailed comments provided below. See responses to the detailed comments below.
- I319-2 See the portions of the Master Response regarding traffic addressing use of 2011-2012 ski season data to represent existing winter conditions and emergency vehicle access.
- I319-3 The baseline condition used to evaluate noise and light pollution effects in the DEIR is existing conditions in the project area at approximately the time the second Notice of Preparation was issued. This approach is consistent with the requirements of CEQA.
- I319-4 The comment states that the impact on the biological resources of the greater community should be analyzed to address the adverse effects on the downstream ecosystems. Impact 6-1 addresses potential effects on biological resources from changes in groundwater elevations, and the groundwater modelling supporting this analysis evaluated conditions well downstream of the main Village area (see Exhibit 13-22 in Chapter 13, "Hydrology and Water Quality"). Downstream impacts to Truckee River water quality from the construction phase were analyzed in Impact 6-11 to aquatic resources (page 6-75). The impact analysis in the DEIR provides the effects on downstream ecosystems requested by the commenter.

I320

225 Horizon Way
Aptos, CA 95003-2739
July 10, 2015

Mr. Alex Fisch, Senior and Project Manager
Placer County Planning Services
3091 County Center Drive
Auburn, CA 95603

Re: Application PSPA T20110385, Proposed VSVSP

Dear Members of the Planning Commission:

As owners of the Olympic Village Inn at Squaw Valley for 23 years, we write because Squaw Valley Real Estate (aka KSL Corporation) has applied to build in ways which will greatly diminish the enjoyment and value of our property.

Enclosed are pictures showing my serious concerns in the "Village Commercial - Neighborhood:"

1. The 6 story hotel planned east of my property (Lot 15) is much, much too high and much too close to our 3 story structure. Please reduce the height and increase the setback from 25' to 100'.
2. The condo units planned to the southwest (Lot 14B) are too close to our property for their height.

The developer has a large 93 acre parcel to spread out his structures. It does not have to build on every square foot at these edges close to existing housing.

We don't need a skyscraper hovering over us. Loss of privacy occurs with such an overbearing hotel structure with large windows so close. Reduce its height; move it further away.

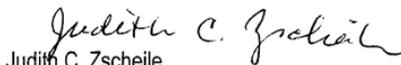
Please improve these poor aspects of the KSL plan. Your restrictions on KSL will permit future guests of both properties to enjoy the beauty of Squaw Valley.

Why penalize those already there? We have always carefully maintained our property and paid many County taxes for 23 years. Please protect us.

Sincerely,



Richard E. Zscheile

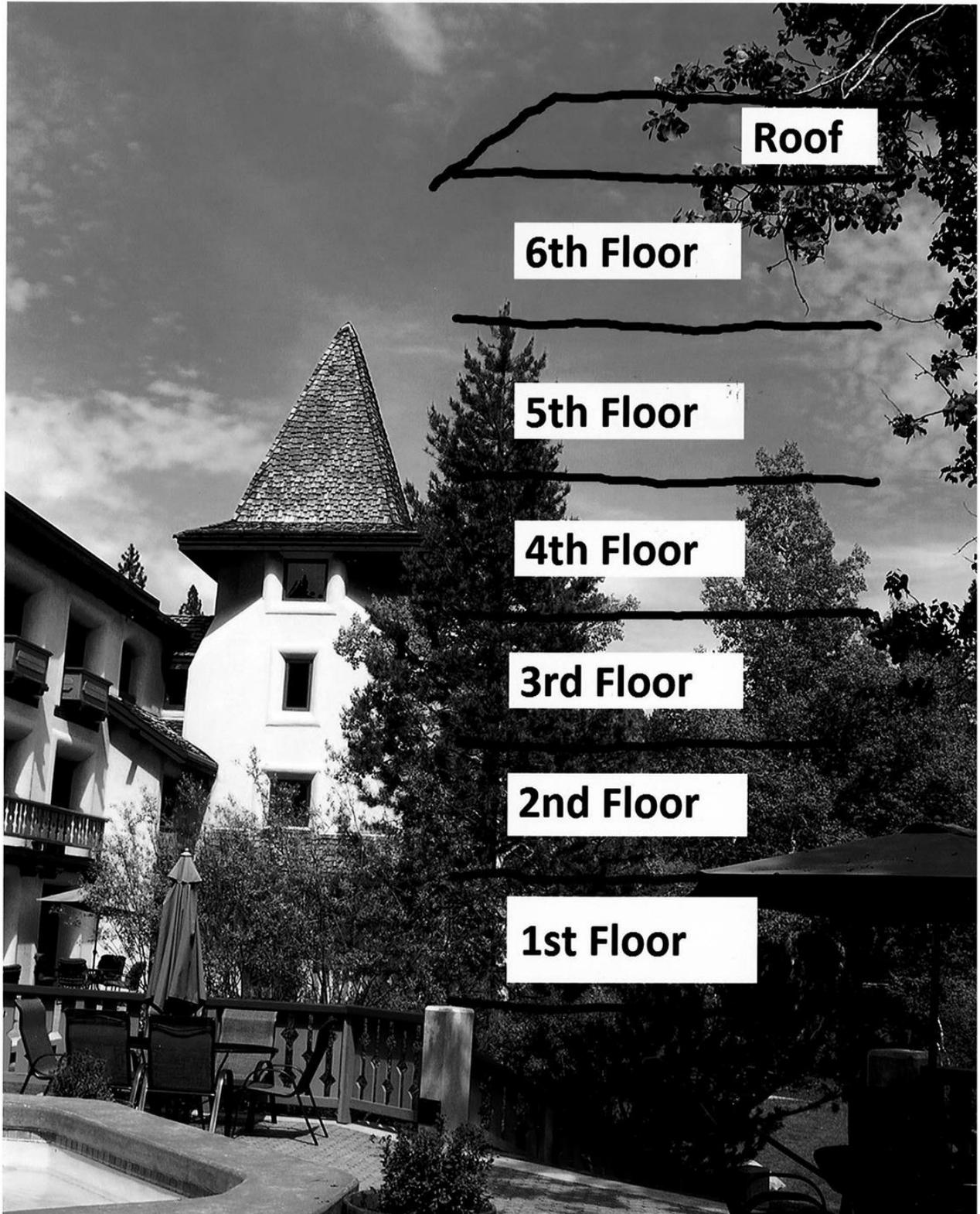


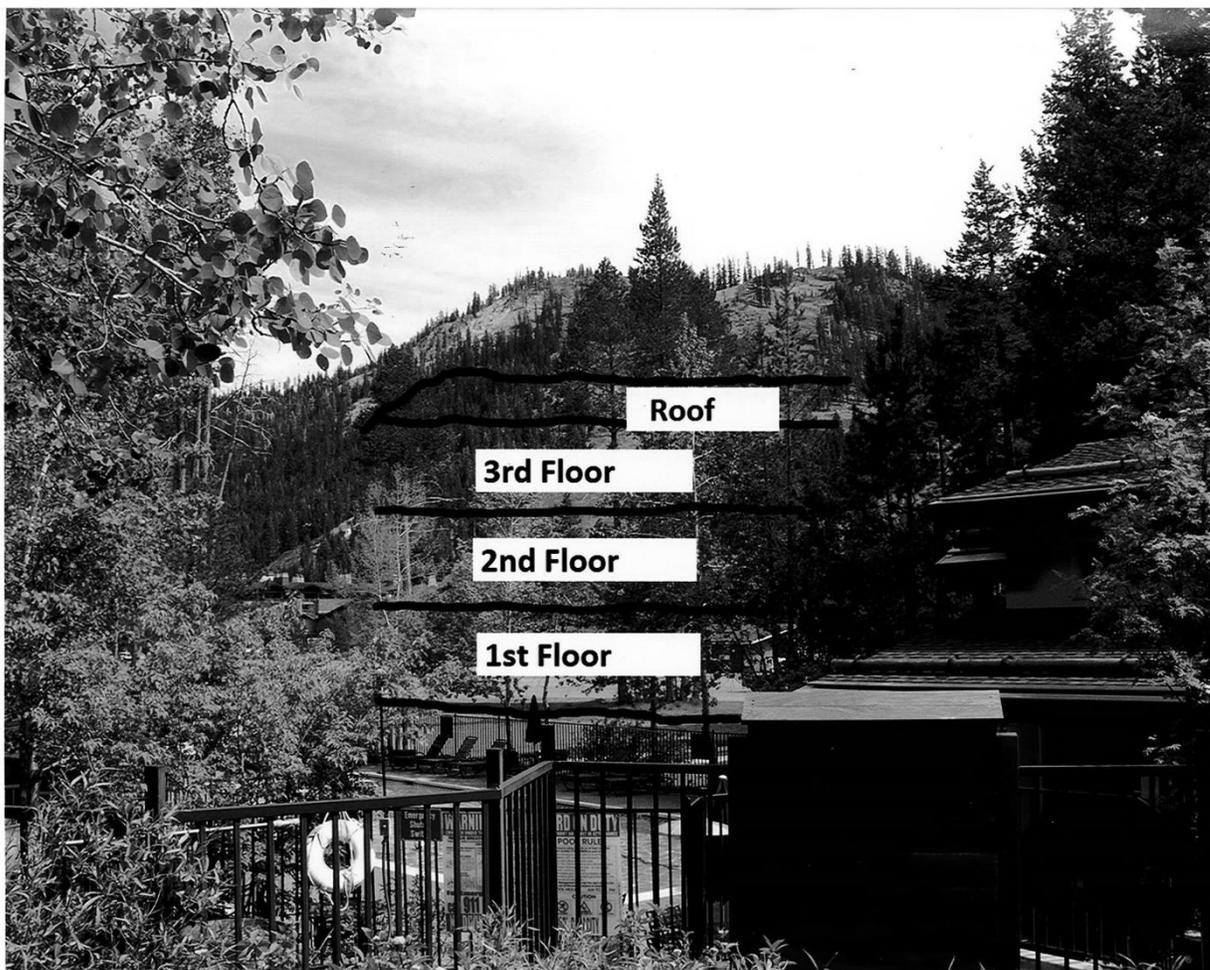
Judith C. Zscheile

Attachments:

- (1) Picture from Olympic Village Inn, looking east showing height of 6 story hotel very close to our structure.
- (2) Picture from Olympic Village Inn, looking southwest, showing height of 3 story condo structure.

I320-1





I320

Richard E. & Judith C. Zscheile
July 10, 2015

I320-1

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. Since publication of the FEIR, the applicant has proposed a reduction to the height of Building 15. See Section 2.1, "Project Modifications," of this FEIR for more information on this item.

I321

Maywan Krach

From: Ursula Hirsbrunner <casparh.ursulah@gmail.com>
Sent: Thursday, July 23, 2015 8:43 PM
To: Placer County Environmental Coordination Services
Subject: Re: Draft EIR for Village at Squaw Valley Specific Plan

This is the resend.

July 17, 2015

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

Auburn, CA 95603
Sent by email to: cdraecs@placer.ca.gov

Dear Ms. Krach,

We are full time residents and property owners in Alpine Meadows for 26 years. We have reviewed the Draft EIR (DEIR) for the Village at Squaw Valley Specific Plan (PSPA 20110385, State Clearing House No. 2012102023) (VSVSP). Following are our comments.

Summary:

We are very concerned about a number of irreparable environmental impacts, which according to the findings presented in the EIR will result from the proposed VSVSP. While the development plan does suggest specific mitigation efforts to lessen the direct environmental impact caused by the construction and on-going operation of the proposed development, the habitat destruction and the large increase to the permanent and tourist population will result in "significant and unavoidable impact", as defined by the EIR. We have detailed our concerns with regard to the specific environmental resources below:

I321-1

Population, Employment, and Housing (Chapter 5):

The proposed project would result in a significant increase in local population, with an emphasis on seasonal resort workers, resort visitors, and construction workers (up to 136 according to the EIR). Transient populations, lacking a vested interest in the long term effects they impose on the Squaw Valley environment, will have an outsized negative effect. If allowed, this population will result in an unavoidable increase in street and pedestrian traffic, water usage, waste production and treatment requirements, air quality, and noise pollution.

I321-2

The project is expected to generate an additional 574 new FTE employees annually. The project would need to provide housing for 386 employees (287 new employees plus 99 replacement housing facilities) to meet the Placer County policy. Under the current illustrative plan, employee housing units (in different bedroom and dormitory configurations) would be constructed on the East Parcel to house a maximum of 300 employees. This would be less than the required number of beds to meet *Placer County General Plan* policies for new employee housing. Since the VSVSP is not in accordance with the *Placer County General Plan*, the plan for achieving compliance has not been defined by this DEIR, and the ultimate environmental impact cannot be assessed.

I321-3

Biological Resources (Chapter 6):

Impact 6-9 Tree Removal – The project proposes removing trees to make room for new construction and mitigating the impact to the environment by replanting trees in an alternate location on an inch-for-inch basis. The DEIR finds

I321-4

this mitigation effort to be acceptable; however, it would take decades if not a century for newly planted trees to truly replace the large mature trees that would be removed by the



proposed project. In addition, creation of a denser forest in one area cannot offset the negative impact to animal populations of reducing the overall forest acreage.

Approximately 26 acres of the project site are identified as mixed conifer forest and occur throughout the project site. Canopy cover varies from dense to a more open canopy. The DEIR says that this conifer forest will be 47% covered by the VSVSP. This is irreparable destruction of critical wildlife habitat.

With regard to the stream or riparian habitat, the DEIR says:

“In summary, construction and creek restoration activities associated with implementing the Specific Plan could result in loss or degradation of stream or riparian habitat protected under Section 1602 of the Fish and Game Code, and Placer County policies. Specific Plan construction would also result in the fill or disturbance to wetlands and waters of the United States under the jurisdiction of the CWA. Removal or disturbance of these sensitive habitats (although temporary in some cases) would result in loss of natural communities important to ecosystem functioning in the Sierra Nevada. Construction of the bike trail along Squaw Creek would conflict with General Plan policies if the County determines there is a feasible alternative or that impacts would not be minimized. Degradation or loss of sensitive habitats and waters of the United States under the Specific Plan and the identified conflict with General Plan policies intended to protect these resources would be a significant impact.”

The DEIR is unclear on how this significant impact would be mitigated.

6.1.8 Critical Habitat:

As described in the DEIR, the Five Lakes Subunit (Subunit 2D) is a critical habitat for the Sierra Nevada yellow-legged frog, which the U.S. Fish and Wildlife Service (USFWS) listed as an endangered species in April 2014. The Five Lakes Subunit (Subunit 2D) intersects the project site as it follows Squaw Creek from the upper watershed into the Village Core area. The unit intersects lots 1, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, and 33. It ends at the western edge of the golf-course, just past lots 26 and 10. The USFWS has not released a proposed recovery plan for the Sierra Nevada yellow-legged frog.

The management plan for the Loyalton-Truckee Deer Herd (CDFG 1982, 2010b) shows that Olympic Valley is included in the Verdi Sub-Unit of the Loyalton-Truckee Deer Herd summer and migratory range. While not designated as an important fawning area, the meadows associated with Squaw Creek could be used by some migrating or resident deer for fawning. The 1982 Loyalton-Truckee Deer Herd Management Plan is 30 years old, and deer migratory and fawning patterns have been shown to have shifted somewhat since the Plan’s completion due to development in the general region, increased traffic on SR 267 and SR 89, and the expansion of I-80. Additionally, over the last 15 years, migratory habitat loss and fragmentation has increased throughout the herds’ range because of residential development. Given the age of the Loyalton-Truckee Deer Herd Management Plan (Deer Herd Plan) and the increased development in the area, it is essential that a new Deer Herd Plan be prepared before VSVSP can be approved.

The DEIR does not describe the impact on the habitat of black bears that are native to the area. There are many bears living in this general area and the development over a 25 year period would not only irreparably damage their habitat, but would also put many people at risk of dangerous encounters with the bear population.

Visual Resources (Chapter 8):

The proposed development will permanently obstruct or alter scenic views that local residents and visitors currently enjoy. This is a significant and unavoidable negative impact that cannot be mitigated.



As summarized in the DEIR:

Impact 18-14: Substantial adverse cumulative effect on a scenic vista.

1321-4
cont.

1321-5

1321-6

1321-7

1321-8

1321-9

Impact 18-15: Substantial contribution to the cumulative degradation of the existing visual character or quality of the site and its surroundings.

Impact 18-16: Substantial cumulative contribution to damage to scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a scenic highway.

Impact 18-18: Contribute to cumulative light and glare or skyglow effects in the region.

Transportation & Circulation (Chapter 9):

There are no additional feasible mitigation measures available to reduce this cumulative impact to a less-than-significant level.

There are no additional feasible mitigation measures available to reduce the cumulative impact related to construction activities to a less- than-significant level.

There are no additional feasible mitigation measures available to reduce the cumulative impact related to construction activities to a less- than-significant level.

There are no additional feasible mitigation measures available to reduce this cumulative impact to a less-than-significant level.

The proposed development will result in an increase in traffic and roadway congestion, most notably on Squaw Valley Road and SR89. While the project plan does suggest some mitigation efforts, including monitoring average traffic speeds and conducting traffic control, these measures will fall short of preserving existing transportation and circulation conditions. According to the DEIR “Because there are no available mechanisms to provide an acceptable LOS on the SR 28 and SR 89 segments in question, this impact would be significant and unavoidable.” This unavoidable negative impact is just one of many red flags that deserve serious consideration by the Placer County Community Development Resource Agency.

Noise (Chapter 11):

According to the DEIR, despite substantial efforts to mitigate construction noise, “... construction activities would continue to produce disruptive daytime noise over an extended period. Thus, this impact would remain significant and unavoidable.” Given the very long-term nature of the proposed project, local residents would likely be subjected to the noise of on-going construction for a significant portion of their residency in Squaw Valley. Escaping the noise associated with many of California’s major cities is a primary factor for many residents who call Squaw Valley home. A construction project of this size over an expected 25 year period essentially destroys the peaceful environment which was a key reason most residents purchased their Squaw homes, and it does so for the remaining life of many residents. Furthermore, the community as it exists now will be seriously impacted and there cannot be a “village” where beds stay empty (cold) for a number of months due to the down time of the season (mid-April to mid- June, mid September to mid-December).

In addition, a project of this size and duration will likely reduce the market value of the existing homes in Squaw Valley as potential new buyers will not want to buy in Squaw given the long-term construction disturbance.

Conclusion:

Based on the findings presented in the DEIR, we believe that this project would result in significant and unavoidable environmental impacts (i.e., significant effects that cannot be feasibly mitigated to less- than-significant levels). In accordance with PRC Section 21002; CCR Section 15093, this requires a “statement of overriding considerations”, for which we do not believe sufficient evidence exists.

Thank you for your consideration of our comments.



Sincerely,

I321-9
cont.

I321-10

I321-11

I321-12

I321-13

Ursula and Caspar Hirsbrunner

1309 Mineral Spring Place, Alpine Meadows



On Jul 21, 2015, at 8:14 AM, Placer County Environmental Coordination Services <CDRAECS@placer.ca.gov> wrote:

Good Morning, please re-send your comment letter. We could not open the attachment. You can also try to paste the letter in the email and resend your email, if that's easier.

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: Ursula Hirsbrunner [mailto:casparh.ursulah@gmail.com]
Sent: Friday, July 17, 2015 8:21 PM
To: Placer County Environmental Coordination Services
Subject: Draft EIR for Village at Squaw Valley Specific Plan

To the Placer County Community Development Resource Agency, Environmental Coordination Services
Attention Maywan Krach

Attached are our comments on the proposed project: Village at Squaw Valley Specific Plan (PSPA 20110385, State Clearinghouse No. 2012102023).

Regards,
Ursula and Caspar Hirsbrunner

I321Ursula Hirsbrunner
July 23, 2015

This comment letter repeats many of the same comments provided in letter I42. The responses below provide cross references to the portions of Letter I42 where responses to the same comments have already been provided.

- I321-1 See response to comment I42-1.
- I321-2 See response to comment I42-2.
- I321-3 See response to comment I42-3.
- I321-4 See response to comment I42-4.
- I321-5 See response to comment I42-5.
- I321-6 See response to comment I42-6.
- I321-7 See response to comment I42-7.
- I321-8 See response to comment I42-8.
- I321-9 See response to comment I42-9.
- I321-10 See responses to comments I42-9 and I42-10.
- I321-11 See response to comment I42-11.
- I321-12 See response to comment I42-12.
- I321-13 See response to comment I42-16.

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