

Comments on the Draft Environmental Impact Report for the proposed Village at Squaw Valley Specific Plan

Sent by email to: cdraecs@placer.ca.gov

Attention: Maywan Krach

July 17, 2015

My review of the Draft EIR for the VSVSP has led me to unapologetically oppose the project in its current form for a variety of reasons. Without going into extensive detail, I feel each of the following chapters point out flaws in the project that, even if substantially mitigated, would produce drastic negative and long-term effects on Olympic Valley and the surrounding natural areas and developed corridors for miles in all directions.

Hydrology & Water Quality

This section contends that there is an ample supply of water in the valley's groundwater basin and recharge capabilities to handle the increased population and infrastructure demands of the proposed project, yet the last year to be included in the study was 2012. In the middle of 2015, we are three years into one of the most severe droughts in recorded history in this state. **A new hydrology study should be completed** to reflect the new "normal" conditions as we experience multiple years of drought. Without it, planners and developers are making decisions based on outdated information. Even the report itself states that "It is possible that during periods of extreme drought in the future (e.g., future single and multiple dry years) there might not be available runoff to fill up the Basin."

Transportation & Circulation

This chapter points out multiple instances of "significant and unavoidable" impacts relating to traffic flow and congestion. It doesn't take a transportation genius to realize that we are already in crisis mode when it comes to overcrowded arterials not only during peak times but increasingly, in general. The Draft EIR simply confirms the obvious without offering any real solutions or alternatives to the most glaring problem with any new development: how do we get people out of their cars in the first place? These transportation concerns go far beyond our region and charges of inadequacy shouldn't just be leveled at the project in question but at society in general. Still, until we address the larger issues, I am appalled that any developer can justify even a small new development while knowing full well that we can't handle the congestion we already have. The Draft EIR seems to fall back primarily on "traffic management" (aka people in vests halting and waving cars along) as a band-aid to deal with congestion. Here are just a few excerpts highlighting some of the significant impacts:

"The proposed project would exacerbate already unacceptable operations on the segments of SR 89 between **Deerfield Drive and West River Street, and SR 28 east of SR 89** in Tahoe City during the summer Friday p.m. peak hour. This would be a **significant impact.**"

"The proposed project would cause an adverse vehicular queuing condition at the **SR 89/Squaw Valley Road** intersection during the winter Saturday a.m. peak hour that would not meet applicable design standards. This would be a **significant impact.**"

"No capacity-increasing improvements are proposed for the segment of SR 28 east of SR 89 according to the State Route 28 Transportation Corridor Concept Report (Caltrans 2012c). Significance after Mitigation 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.**”

Population, Employment & Housing

While the Draft EIR frequently lists the job creation numbers that would come along with the development, it doesn't indicate whether these jobs will pay a living wage. It also incorrectly assumes that many of the jobs will be full time, when in fact we all know that with the exception of construction (which is an almost entirely male-dominated industry), resort employers rarely offer full-time or year-round employment. Seasonal, minimum wage, part-time jobs are the norm. This way, employers maximize profit and shun the responsibility of offering any benefits to their workforce. Through this tactic, they also deftly avoid factoring in employee housing regulations and payment of in-lieu fees. The majority of the jobs this project will generate in both the short and long term will be minimum wage, part-time jobs. These jobs will not generate enough income for an individual to pay rent and eat, let alone afford basic technology, car insurance and fuel, winter clothing or health care expenses for themselves. While these considerations are not legally required to be addressed in a document such as this, I wish these concepts could become part of the discussion. The health of our region will never be fully optimized until we begin to address living wages and the moral responsibility of employers to adequately sustain their workers.

In addition to this, the employee housing plan is also glaringly inadequate. While young, single, J1 workers might be happy to live in a dormitory-style building, this type of housing would not suit the majority of resort employees the plan should include. The J1 workers represent a fraction of overall employees. This development would significantly add to the dearth of affordable housing in our region and the mitigations in the plan fall far short of what's needed to address the problem. What we will be left with are high-end, cookie cutter timeshares and condos that sit empty most of the time while our full time working residents cram into overpriced, ramshackle cabins with inadequate insulation and uncaring landlords.

Cultural Resources

I am strongly opposed to the demolition of the Nevada Spectators' Center (Far East Center) and the Athletes' Center (now the Olympic Valley Lodge). The report states: **“the loss of these two buildings would result in a significant and unavoidable impact because the historic resources would no longer exist.”** Both of these structures were specifically constructed for the 1960 Olympics and are eligible for the National Register of Historic Places and California Register of Historic Resources designation.

The EIR states in reference to Far East: “Despite retaining a lower degree of integrity in terms of design and setting the building maintains enough integrity to be clearly connected to the 1960 Olympic Games. The building is recommended eligible for listing in the NRHP and CRHR under Criterion 1/A for its association with the 1960 Olympic Games and Criterion 3/C as an example of Mid-Century Modern architecture.”

For those reasons alone it should remain. But also on a sentimental note, most of us who have worked and skied at Squaw have fond memories of heading to the Cantina after work or a day on the mountain. Sitting on the sun-drenched deck bantering with friends while gazing at KT is one of the great, simple remaining pleasures that makes Squaw special to us. Taking this away might make sense economically to a developer, but it makes no sense to the community. In fact, it's one tangible thing that seems senseless and cruel...like adding salt to a wound.

There is talk throughout the EIR about how what has now become the accepted mountain architectural style throughout the region will be adhered to for this development. This “style” with its exposed rock facades and protruding beams has become overused to the point of being bland. There is no character or creativity in this architecture as evidenced by the

photo simulation below of the proposed “community market.” We need to preserve every architecturally unique and heterogeneous element we can before we begin to look like an upscale office park!



Speaking of architecturally unique, I also found no discussion at all in the Draft EIR about the proposed project’s impact on another valuable resource...the hamlet of Tahoe City, whose economic heart and soul have already been gutted by the development of the Village at Squaw Valley.

Greenhouse Gases & Climate Change

The Draft EIR discusses greenhouse gases and climate change in a roundabout way due to inexact information about the timeline of the development plan, nebulous emissions data and fluid statewide regulations. Still, the EIR determines that “the project has the potential to result in a substantial contribution to GHG emissions. Mitigation has been recommended to reduce this impact; however,

because of several unknowns (e.g., the GHG emissions target in effect after 2020, the effectiveness of adopted regulatory actions, and the potential for new regulations) this impact would remain potentially significant and unavoidable.”

I appreciate the opportunity to comment on the Draft EIR and thank the staff for their hard work and continued diligence on this important project.

Beth Ingalls

Truckee resident since 1995
Former Squaw & Alpine Meadows employee
Former Truckee Town Councilmember & Mayor

Maywan Krach

From: Jamie Iredell <jamieiredell@gmail.com>
Sent: Wednesday, July 15, 2015 1:21 PM
To: Placer County Environmental Coordination Services
Subject: Proposed Squaw Valley Village Specific Plan

Attention: Maywan Krach,

I'm writing to contribute a comment from the public about the proposed Squaw Valley Village Specific Plan.

I grew up in Squaw Valley, and continue to visit home as much as possible. My grandfather began building his home on Winding Creek Road in 1962, just after the Winter Olympics.

I was there in 1983, that year of big snows. We lost power during Christmas that year, and sat bundled up under blankets around the fire to stay warm. We were able to take our turkey to River Ranch at Alpine Meadows (which had generators) in order to cook our Christmas dinner.

My grandfather taught me how to shoot in the hills above Winding Creek, back when those hills were still far from any home. Those hills are now, of course, developed.

I learned to ski (both downhill and cross country) at Squaw Valley. I fished and rafted in the Truckee River, and I played on the banks of Squaw Creek. All in all, I had an idyllic childhood.

But there times when that idyl was broken by the boom of dynamite concomitant with construction. It's difficult for me to even explain how disappointed I was when the Resort at Squaw Creek was being built. The valley's meadow was once unspoiled alpine terrain. It was not uncommon to see deer walking through the grass or the snowdrifts. Now, of course, you'll never see a deer in the "meadow," as that's been transformed into a golf course.

While I found the development of the Squaw Valley Village to be inevitable, it came with no less disappointment.

I can lament the Squaw of my childhood and live in my nostalgia, but what I cannot heed is the lack of foresight for a balance of human development with the natural environment that has always made Squaw Valley a special place. The proposed additions to the Squaw Valley Village will upset that balance. Not only will the additional buildings and parking lots make for sore sights when looking west into the valley, they will continue to infringe upon potential habitats for numerous Sierra Nevada flora and fauna. True, the proposal speaks of building on land that's already been paved over (and why that land has not been allowed to

revert to its natural state I don't know), but continuing to develop it will further distance biota from taking hold. The scope of the construction will dramatically effect the valley's ecology, from the pollution produced by the digging of foundations (thus uprooting ground cover that keeps silt from running off with snowmelt into Squaw Creek, which could have disastrous effects on the creek's health), to the air pollution produced by the machinery required for such an endeavor, to the huge amount of noise that will upset both human and nonhuman inhabitants of the valley. Furthermore, the spike of human visitors this proposal will inevitably engender will bring more traffic and air pollution to the valley.

I don't want Squaw Valley to become Vail. Squaw Valley and Lake Tahoe are unique destinations in North America because they're *not* like Vail. Because of organizations like Keep Tahoe Blue, the region has done far better than competing outdoor regions (such as Vail) at maintaining a balance between the natural environment and human development.

I wish that, when I was a child, adults could have foreseen how the resort at Squaw Creek and the development of Squaw Valley Village would have changed the nature of this special place, and not in a good way. I hope, for our children, that we will be the adults to harbor such foresight today.

Thank you,

Jamie Iredell

Maywan Krach

From: Birney Jensen <bajensendds@earthlink.net>
Sent: Friday, July 17, 2015 8:55 AM
To: Placer County Environmental Coordination Services
Subject: Environmental Impact Report for the Village at Squaw Valley project

Dear Placer County Planning Commission,

I am opposed to the current development plans for Squaw Valley.

Regarding the draft Environmental Impact Report for the Village at Squaw Valley project, I would like to echo the following commentary:

UnofficialAlpine.com/Mark Fisher

Although we fully agree that some redevelopment at Squaw is necessary, we also believe that the current plan is not the one that is right for Squaw Valley or the many other communities around North Lake Tahoe. [The EIR identified more than 20 “significant and unavoidable” impacts](#) just considering environmental issues within the project area. It does not even address the many other impacts it will have on the traffic flow and economy around the area.

Tom Mooers, Executive Director of Sierra Watch.

Because, in the end, that’s what really matters — to Squaw, to Tahoe, and beyond.

Ten, 20, 120 years from now, no one’s going to care what he said or she said or I said. But they will care about the land-use decisions we make and the legacy we leave behind.

Sincerely,

Birney A. Jensen

Placer County Property Owner/Tahoe City

North Shore Skier - 50 years

Placer County Planning Commission

I Name is Charles Jones. My wife, Mary, and I have been property owners in Olympic Valley since 1958. We were second home owners for years but now live in Olympic Valley. We are located at 1733 Christy Lane directly across from the project. We have been reviewing the Draft EIR. We want you to consider the following:

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

As we are reviewing the dEIR and keep seeing UNAVOIDABLE IMPACTS we think about this policy. These impacts cannot be adequately mitigated.

Please consider Traffic: Analysis year was 2011-12. That winter there was no snow from Nov. 8 thru Jan 16. Meaning Christmas-New Year, Thanksgiving, and MLK were lacking in sufficient snow and should not count. The traffic analysis should be totally redone, requiring a traffic simulation for an average winter ski season. The analysis is faulty and the impacts are significantly understated and are much worse than reported. Charging for parking day skiers to encourage carpooling and reducing the cost of season passes would only add to the number of day skiers needing to park.

mlzjones@comcast.net

Maywan Krach

From: Elizabeth Wood <colfaxliz20@gmail.com>
Sent: Friday, July 17, 2015 1:36 PM
To: Placer County Environmental Coordination Services
Subject: Squaw Valley EIR

To Whom It May Concern:

I am writing to express my concerns regarding the proposed development in Squaw Valley. I have followed the proposal for months now and have grown increasingly appalled that it is even being considered.

Although I do agree that the village in Squaw could use some updating and expansion, I feel very strongly that this proposal is not the right fit. Not only does it include a lot of unnecessary additions, but the environmental and economical impacts during construction would be damaging to the valley and surrounding areas including Truckee and North Lake Tahoe. The traffic flow alone would be enough to keep locals and tourists alike from traveling between Truckee and Tahoe City via Hwy 89.

I have spent the better part of 20 years enjoying the beauty of Squaw Valley and would very much hate to watch it be destroyed before my eyes. Please consider these concerns and I suspect the concerns you've received from many others and DO NOT approve this proposal.

Thank you,
Elizabeth Jones

Tahoe resident, Squaw Valley employee, concerned Placer County citizen.

Louis B. Jones
P.O. Box 2101
Olympic Valley, Calif. 96146

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

RE: THE SQUAW DEVELOPMENT DRAFT EIR

Dear Officers of the Planning Board:

The purpose of this letter is to address an issue that was not covered fully in the King's Beach meeting or in the DEIR.

I think I represent a category of visitors and businesspersons in the valley that will be naturally underrepresented in the Board's deliberations, but who are extremely important to the valley's economic health. So I hope my lone voice, in one letter, will count for more of a multitude. My wife and I run a program in Squaw Valley every summer, which has been in operation for 45 years, and which brings about \$400,000 to \$600,000 annually to the valley, in the form of two or three hundred visitors, who stay entirely within the valley for a two- or three-week period. (It's a small non-profit that operates on an educational model. These are preponderantly affluent out-of-towners who visit, from all around the country.) So therefore, in this way, I think we're a typical small, useful part of the economy. Any local economy is made of a whole crazy-quilt of folks like us.

The cultural resource "beauty" is an intangible asset I want to talk about. Squaw Valley's kind of beauty – which belongs to all of us as Americans and as Californians, as a kind of birthright – is a capital resource. It's an economic good, with incalculable multiplier effects in the economy. The fact is, maybe an econometrician *could* assign a number (i.e., a fixed dollar-value, realizable over decades or centuries) to the wealth derivable from well-stewarded scenic beauty. To do so – to reduce this place to dollars – wouldn't be to

“trivialize” it. There are sound fundamental *aesthetic* reasons why Squaw Valley is what it is. And why people have been coming to Squaw for a thousand years. Stockton and Bakersfield and San Pedro, say, by comparison, are places that have wholly different sets of natural resources, which incline those places to an agricultural economy or a resource-extraction economy, or shipping, etc. Here, the configuration of the land is – like water or petroleum or copper deposits – a kind of capital “commodity,” one that is potentially inexhaustible, but also can be permanently, irrecoverably despoiled.

Now, personally, my organization is not “anti-development,” and we have *laissez-faire* hopes for the growth and development of the valley over the many years to come. We view the entry of a KSL (and before them, an Intrawest) with optimism, as we see ourselves acquiring a kind of new partner. But I worry that KSL’s business plan doesn’t get the point of this place. The fragile bowl-shaped ecosystem’s peace and quiet – and its invitation to real adventure, not simulated, indoor adventure – are what make this place what it is. From what I see of their prospectus, KSL employs a model of resort development that will overload this place for the wrong markets. Plenty of families with children can have simulated adventures at Wild Island in Sparks, or at Sunsplash in Roseville. The DEIR’s photoshopped representations of the new Squaw look urban, with the addition of hundreds of new condominiums of an inexpensive design. Presently, KSL’s challenge is to attract visitors – to a resort already under-booked. Therefore, presumably the construction of recreational facilities is to help make a year-round family destination of the valley. Situating a muggy, walled-in “adventure experience” in one of the world’s very best *outdoor* adventure areas is an example of the irony in this miscalculation.

KSL must be aware that they are already having trouble keeping occupancy rates up in the condominiums they do have; but a spectacular lure could well be a game-changer here. KSL has a long-term plan, and they seem to be able to predict with certainty that California’s demographic, over the next century, will have the capacity to support such attractions as they envision. But it seems a tawdry use of a valley that is, already, an unearthly beauty.

So I want to urge this odd consideration on the Board: if the revenue over decades from an asset like Squaw’s natural beauty were reckoned, it would surely run into the trillions of dollars. The corporate strategy of KSL is to “internalize assets” (the opposite of “externalizing costs”). That is, KSL is reaping, very quickly, the economic value that has been accumulating here for a few billion years, which rightly belongs not just to the residents and stewards here, who for generations have been taking care of the valley, and who have rights as property owners, but also to every American and Californian who ever comes visiting.

What seems called for: not total rejection of KSL’s plan – not at all! -- but further very serious reductions in its scale. And if possible, further design review, so they’re disallowed from cheaping out on the construction standards. So we won’t end up with a lot of windowless stucco boxes, say, and a lot of aluminum-sliding fenestration.

I know you've got many sides to consider in this complicated issue. I wish the Board all possible alacrity and – (why not?) even a little divine guidance – in such a hard decision. This decision is hard because of its salience in the Sierra neighborhood, and because of its tremendous long-term historical consequentiality. Your signal will go on echoing for a long time, far and wide in the Sierra Nevada. And it bears on the kind of values we'll all have as Northern Californians, from here on out.

Best regards,



Louis B. Jones

Maywan Krach

From: robert joseph <rjoseph@gmail.com>
Sent: Wednesday, July 15, 2015 5:40 PM
To: Placer County Environmental Coordination Services
Subject: Comments on the Village at Squaw Valley Specific Plan Draft Environmental Impact Report (DEIR)

Hello Placer County Community Development Resource Agency,

My name is Robert Joseph. I am a homeowner at 1560 Squaw valley road #10. I have spent a great deal of the past 16 years in the Lake Tahoe area, and the past 8 in Squaw Valley itself. I have a degree in Chemical Engineering from Cornell University, and have been a practicing engineer since 2002.

Additionally, I have been a skier for 38 years and have seen many ski area development projects, and i have some concerns about the VSVSP and the related dEIR.

With regard to the VSVSP itself, i believe that the proposal fails to satisfy its stated goals #1, 11, and 12.

- Goal #1 proposes development "without adversely impacting the unique aesthetic and environmental assets of Squaw Valley" in accordance with the SVGPLUO. The overall scale of the project is, in my opinion, not in keeping with this goal. The proposed building heights and the nighttime light pollution are in direct conflict with the characteristics we would wish to preserve. Clear skies and clear views are integral to Squaw's identity as a mountain community that celebrates the outdoors and the natural setting. Bright lights and large hotels are not.
- Goal #11 proposes to provide a realistic plan for handling transit under load from increased population and visitors. No such plan has been offered. There is only one road in and out, and no realistic proposal for effective public transportation.
- Goal #12 proposes to ensure that the plan is responsive to future market conditions. The VSVSP is very ambitious in its proposal to add nearly 1500 bedrooms. Squaw already struggles to fill the rooms available in the current village. If the developers' projections for a flood of new visitors fall short, our community will be left with an excess of infrastructure and facilities, whose legacy will be storefronts that local merchants struggle to pay rent on or abandon, depressed real estate values across the valley, and a large permanent maintenance burden that will not magically fund itself in perpetuity. The developers have little incentive to be realistic in their projections for future tourism levels - they need only sell these new units at above construction cost, and they have made their profits. They need not care what comes after. This has proven to be the most common outcome in ski area development schemes across the country.

With regard to the dEIR, i believe the analysis is flawed in two ways:

- The contention that "The natural terrain dominates the view, and as a consequence, the structures in the near foreground are not visually prominent" is simply false. The existence of numerous structures as large as those proposed by VSVSP, while perhaps not "blocking" views, certainly impacts the character of the valley. Such structures defeat the goal of not "adversely impacting the unique aesthetic and environmental assets of Squaw Valley". I believe most people would accept as common sense that a valley filled with tall hotels and condominiums is not in keeping with an outdoors-loving mountain community.
- The traffic study was conducted on a day that was far below the peak utilization of past years. More cars in the valley equals more congestion, more soot on the roadside, more noise in the valley, and further degrades the quality of the mountain setting that draws people to Squaw Valley.

I am supportive of reasonable development in the valley. I very much approve of attempts to rehabilitate Squaw Creek, and am in favor of reducing the visible acreage of the parking lots. I believe there are some simple mechanisms to address concerns around parking access for day visitors from the larger Tahoe community, such as resident parking passes or lift ticket price offsets.

As I am only one individual, i'll refrain from making many specific proposals of my own. Rather, i will support the alternatives proposed by Friends of Squaw Valley, subject to the requirement that such alternatives include rehabilitation of Squaw Creek and surrounding green space

I applaud the dEIR's findings of significant and unavoidable impacts from the proposed VSVSP. I agree with the bulk of the findings - many of which support the points i've made above. I hope that the county will regard these impacts as outweighing the benefits of the VSVSP in it's current form.

Thank you for considering my comments,

robert joseph
1560 Squaw Valley Rd #10
PO Box 2957, Olympic Valley CA 96146-2957
[415.516.0548](tel:415.516.0548)

Maywan Krach

From: David Kahn <dkahn@lto.com>
Sent: Tuesday, July 14, 2015 4:51 PM
To: Placer County Environmental Coordination Services
Subject: Squaw Valley Project Comment

Placer County Community Development Resource Agency, Environmental Coordination Services

Attn.: Maywan Krach

July 14, 2015

I am writing to express my concerns with KSL's proposed expansion of Squaw Valley Ski Resort. Several aspects of the proposal need further attention:

- The project's huge environmental impact extends well beyond its footprint. Full-time residents will feel adverse effects that outweigh the benefits. The project sacrifices generations of scenic beauty for short-term profit.
- Proposed density will produce an eyesore in a picturesque setting. Where in the proposal is the sense of preserving this wild setting and experience?
- Our local resorts should exist in harmony with the communities around them. The proposed scale of commercial expansion will instead take business from locally-owned operations and promote the decline of our community – based retail primarily for the benefit of one corporation.
- The water park feature is absolutely inappropriate for our area; akin to building a ski hill at Sea World in San Diego. It is glaringly out of step with local character and furthers the image of a self-enclosed resort that takes much and gives little to the local community.
- Likewise, the proposed Squaw – Alpine gondola connector exploits / destroys pristine wilderness for the benefit of one corporation.
- Our area's traffic is bad and getting worse. The proposed development is incapable of properly mitigating its traffic impacts.

KSL's expansion focuses almost exclusively on non-skiing aspects of the resort. This shows the disconnect between the company and the users of its product. Most of us simply want the ski experience to improve. As a 56-year resident and a former sport shop owner in the area, I can attest that we need a resort that is an integral part of our communities, not a corporate pipe dream that does not fit in. Please consider these concerns when evaluating the project. Thank you.

David Kahn

ROGER KAHN
POST OFFICE BOX 1305
TAHOE CITY, CA 96145

July 17, 2015

Ms. Maywan Krach
Placer County Planning Services Technician
3091 County Center Drive
Auburn, CA 95603

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

Dear Ms. Krach;

I am a 55 year resident of Tahoe City, owned and operated retail ski and sport shops in North Lake Tahoe and Truckee for 30 years, and currently own 5 commercial buildings in the area. I have been integrally involved in the North Lake Tahoe community in leadership capacities for much of that time. I am also a long time Squaw Valley skier having skied there for 60 years.

The Draft Environmental Impact Report for the Village at Squaw Valley Specific Plan (DEIR) points out a number of issues in the proposed development that are significant and unavoidable (I assume that to mean there is no amount of mitigation that can be done to have these issues not have a negative impact on the environment) particularly with respect to cultural and historical values, scenic degradation, height issues and transportation impacts. That being said, it would appear, on its face, that there is no justification for allowing the project to move forward in its current form unless we are willing to accept huge environmental degradation.

At the same time, like a huge majority of residents and visitors to Squaw Valley, I understand the need to increase the lodging options, improve the services and develop the community of Squaw Valley so I am willing to accept some development. In reading the DEIR, I believe it is in the community's best interest that the build out of Squaw Valley be done as a planned development with a vision for a satisfactory end result that makes compromises both the developer(s) and the existing community can accept.

I am concerned about the size of the commercial development at the ski area. Having lived here for all these years, owning a tourist related business, currently owning commercial real estate and having numerous discussions with tenants who lease in Northstar and Squaw, they often share with me that their business is extremely cyclical. They cannot ring their cash registers fast enough during busy winter periods but often see few customers for much of the rest of the year. While the project proponents make their case for a busy counter season, the attraction of Lake Tahoe in the summertime makes it difficult to fill the rooms and provide these businesses enough customers to survive. The

developers simply cannot be allowed to build a village to accommodate the needs of the Christmas/New Year period without the thought to the lack of business in the off-season.

The DEIR spoke to a development half the size of Squaw Valley Real Estate's proposed plan. While I am not sure that is the exact size that can work both for the developer (so that it pencils as a viable investment) or the community, certainly a smaller development can do much to lower the height of the proposed buildings and site them in such a way to improve scenic vistas to the mountains.

Relocation of the existing Nevada Center building somewhere within the development and turning it into a Squaw Valley/Olympic museum with narration of the history of Squaw Valley through pictures, film, stories, etc. would do much to preserve the cultural and historical values and provide a wonderful experience for visitors and residents alike.

Providing money to improve and further develop the currently inadequate transit system at North Lake Tahoe either by charging for parking at the ski area or through some sort of lift ticket tax devoted to transit, to ultimately build a number of interceptor parking lots and provide more free and frequent service (at least 4 times per hour during busy periods on the highways) throughout the North Lake Tahoe resort triangle would likely improve the current situation of gridlock on North Tahoe roadways at peak times and begin to mitigate the impacts of ski area development. Northstar, who also contributes to this problem, should provide money to improve the transit service as well.

The process we have gone through the past three years with respect to the Village at Squaw Valley masterplan has saddened me greatly. When I compare it to the Northstar 20 year master plan rolled out a couple of years ago, where the developers spent a great deal of time working and reworking with the important environmental, governmental and business stakeholders in the community to get it right the first time, before announcing it to the public, was far less contentious (and less expensive) than the course the Squaw Valley developers took. It is terrible to see the acrimony that we are experiencing in this community as a result of this process.

Should you have any questions or comments, or if I can be of assistance in any other way, please do not hesitate to contact me.

Very truly yours,

Roger Kahn rkahn49@gmail.com

Maywan Krach

From: Jack Kashtan <jkashtan@prodigy.net>
Sent: Sunday, May 31, 2015 6:57 AM
To: Placer County Environmental Coordination Services
Subject: Squaw Valley Draft EIR

Re: traffic impacts--as anyone who has tried to drive north on Highway 89 or in the Truckee area during a Sunday or holiday Monday snow storm knows, traffic during these times comes to a standstill. Even when I 80 is open, traffic backs up due to congestion on the freeway, and when I 80 is closed cars have become stranded on 89 overnight. The roads in Truckee become parking lots and travel within the town becomes impossible. Access for emergency vehicles is severely restricted, especially when the road shoulders are blocked by snow. In such conditions plows can no longer operate and conditions deteriorate further. I have taken as long as 5 hours to drive from Squaw Valley to my home on Donner Lake in such situations, and that was with I 80 open.

During ordinary high volume traffic times in the winter, one can anticipate similar gridlock conditions developing in the morning as traffic backs up on 89 when the Squaw parking lots fill. I have seen traffic back up all the way on to I 80 on a weekend bluebird powder morning, with Truckee roads gridlocked.

Obviously, the increased Squaw Valley traffic the Draft EIR predicts will exacerbate this already dangerous situation. If the proposed Village expansion is approved Squaw Valley should be required to mitigate traffic impacts in two ways. For ordinary high volume traffic periods it should be required to fund a regional mass transit system with waits no longer than 15 minutes. In addition KSL should fund a dedicated bus lane on 89 between Truckee and Squaw Valley, where the road is wide enough to accommodate this, and it should purchase or lease parking lots in the Truckee area where locals and I 80 traffic can access the buses.

For the Sunday storm impacts Squaw Valley should establish a traffic management plan to meter or completely stop exiting traffic, depending on the degree of congestion. Parking, heated space, food, and rest rooms should be available for as long as traffic is being held. It is far better for visitors to wait in such conditions than to be stranded on the road. (Ideally such a plan would be developed regionally, involving North Tahoe and Nevada, but that discussion is for another day.)

I believe this mitigation is required both for maintaining an acceptable quality of life for residents of Truckee and North Tahoe and for public safety.

Maywan Krach

From: Cindy Keene <cindykeene@yahoo.com>
Sent: Tuesday, July 07, 2015 10:32 AM
To: Placer County Environmental Coordination Services
Subject: Oppose Squaw Valley Expansion

Dear Placer County:

I am a Sacramento resident AND a second-home property owner in Squaw Valley. I have been visiting and enjoying Squaw Valley since I was a little girl in the 1960s.

The Valley has changed a lot since then, especially with the 1990s Village build-out and the many McMansion homes that have been built in the valley.

Traffic:

Traffic on weekends at the end of the ski day (even on non-holidays) is bumper to bumper. It can take 30+ mins to just get out of the valley to Hwy 89. Then there is traffic on Hwy 89. On snow days, it is worse.

Noise Pollution:

On weekday mornings in the summer, we often wake up to the sounds of pounding nails, beeping reversing trucks, and table saws. Not the sounds of chirping birds. Summer is a season of remodeling, both in the SV neighborhood and at the ski resort. Noise travels far in the mountains. The idea of 15–25 yrs of KSL construction on the valley floor is very scary. The valley is small and would be transformed into a construction site in the summer.

On winter mornings, we often are kept awake by all the snow making machines on the mountain (yes, they are noisy and KSL has added more machines) and also the noise of the grooming machines going up and down the mountain all night long.

Once again, it is not the sounds of a quiet valley. But we adapt. However, there should be a limit!

Vacancy is high:

SV does not need more hotel rooms. We have high vacancy rate most of the year. Let's not hurt current property owners by adding 1500 hotel rooms to compete for the business.

Squaw Valley is a valley, a treasure.

If Tahoe needs an outdoor adventure park, put it somewhere accessible, maybe near Hwy 80. I don't think Tahoe needs a man-made adventure park, but Squaw certainly does not.

Please please listen to the residents and visitors of Squaw Valley. We are not making this up. There are real concerns and real opposition to this project.

KSL is a company that wants to make money. Their goals are not driven by preserving our Tahoe basin and valleys.

Best regards,
Cindy Keene

June 26, 2015

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

Dear Supervisors:

My name is Kirk Keil. I moved to Tahoe from the Bay Area 16 years ago because the natural beauty and unique character of Tahoe convinced me to alter my life's trajectory so I could live here full time. Since becoming a full-time resident here I have lived in Tahoe City, Truckee and Incline Village.

I believe that the scope of the proposed development in Squaw Valley is far too excessive to be compatible with the rural Tahoe community. The volume of new development would urbanize the area, degrade the iconic views of Squaw Valley, generate excessive noise for decades, and dramatically alter the landscape forever. More specifically, I think the DEIR underestimates the impact of the proposed development's additional traffic on North Tahoe's limited road system.

As described in the DEIR (Impacts 9-1, 9-2, 9-3, 9-4 and 9-5), even with mitigation there will be significant impacts to Placer County and Caltrans Roads and intersections along SR 89 and Squaw Valley Road.

I am concerned that by excluding the effects of winter weather on traffic the DEIR presents a downward-biased picture of Tahoe traffic and dramatically understates the impact of the proposed development in Squaw Valley. Anyone who has driven on SR 89, I-80, or any other Tahoe road during a snow event knows how snowfall snarls traffic and dramatically lengthens commute times.

The DEIR notes that "Agencies typically shy away from evaluating impacts based on occasional conditions so that impacts, and measures to mitigate impacts, don't result in over-building roads" (9.1.2, pg.3). Defining "snow events" as "atypical" (9.1.2, pg.4) might be true for the current four year drought but is certainly not true for the bulk of Squaw Valley's history. Given that the frequency of snow events is one of the primary drivers of ski resort traffic, ignoring those events for the purposes of calculating traffic loads is counterintuitive.

The DEIR further justifies excluding snow events from traffic calculations by likening snow event traffic to holiday traffic. Such a comparison is misleading at best – Tahoe already has holiday traffic, which is generally predictable. Snow events, on the other hand, are less easily predicted and can stretch for days on end. Furthermore, in other locales holiday traffic can be avoided (eg, stay away from the mall); in Tahoe, the limited highway system and resulting lack of alternative transit routes leaves everybody (not just resort-goers) inconvenienced.

Incorporating the effects of winter weather into the traffic models can be done by determining the effects such snow events have on traffic at intersections and on roads and then weighting the traffic calculations by how often snow events occur during a typical winter.

Snow events have the effect of a downward adjustment to the Level of Service (LOS) figures. In other words, a road that flows at LOS B at a Peak Hour on a winter Saturday morning under clear weather

might flow like LOS D in a snow event. The adverse weather has the same effect as additional vehicular traffic: Average Traffic Speeds (ATS) decline and Percent Time Spent Following (PTSF) increases. The effects of snow events on intersections are similar – the increased delays are equivalent to a decrease in the LOS figures. The precise amount of the downward LOS adjustment for any road or intersection could be determined by comparing normal traffic flows with those during snow events.

Quantifying the frequency of snow events should be straightforward. Caltrans presumably records the days when plows were sent out to SR 89, or when chain controls were in effect on area roads. Given the current historic drought, using at least 15 years of data would give a better indication of how often road-affecting snow events occur.

The effects of snow events on traffic should then be weighted by the frequency of snow event data and incorporated into the traffic model. The updated traffic calculations would present a more accurate picture of historic traffic levels along the SR 89/Squaw Valley Road corridor, better reflect the true state of Tahoe traffic and likely show that the traffic impact from the proposed development would be significantly greater than projected in the DEIR.

The DEIR proposes mitigation measures for the (understated) expected additional traffic on Placer County and Caltrans roads and intersections. The DEIR also concludes that the impacts to the Caltrans intersection at SR 89/Squaw Valley Road (Impact 9-4) and to SR 89 in Truckee and SR 28 east of Tahoe City (Impact 9-5) will be "Significant and Unavoidable". Furthermore I believe the DEIR understates the impact to the intersection of SR 89 and SR 28 in Tahoe City. Taken together, these "Significant and Unavoidable" impacts are unacceptable burdens to place on the community.

To avoid the significant and unavoidable impacts on Tahoe roads and intersections and to preserve the character of the Tahoe region, I urge the Commission to oppose the proposed project in its current form or any form of similar size. The developer should be asked to submit a proposal that is appropriate for Tahoe and not an urban mega-resort.

Thank you for listening to my concerns regarding this proposal. I would also appreciate being kept informed about this project and EIR.

Regards,



Kirk Keil
PO Box 4086
Incline Village, NV 89450
kirkk@yahoo.com
(530) 448-6960

July 13, 2015

Placer County Community Development Resource Agency
Environmental Coordination Services
Sent via fax: 530-745-3080

To Whom It May Concern,

Our family has lived and worked in Squaw Valley for over 40 years. During most of that time, I was a physician in the Medical Office at the base of Squaw Valley, where ski injuries are routinely evaluated and treated.

The dEIR for the proposed Village at Squaw Valley identified 23 significant and unavoidable impacts in six areas.

Perhaps that alone should disqualify this project. At the very least, it mandates that the scope of this project needs to be addressed.

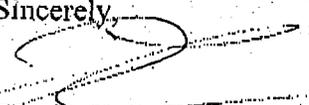
The basic problem is one of scale. Our small valley and ski mountain do not have the capacity for the number of additional skiers and visitors who will impact the valley and the mountain.

I am not aware of concern for the "skiing experience" that will be severely impacted by the thousands of additional skiers and snow boarders on the mountain. The resulting overcrowding of the ski slopes, in addition to detracting from the freedom of skiing, will result in a higher incidence of accidents and injuries, with an even greater increase in the number of skier versus skier collisions that often result in serious injury.

Unfortunately I believe the present proposal will so impact the "skiing experience" that Squaw Valley will no longer be considered one of the premier ski destinations in North America.

Thank you for your consideration.

Sincerely,



Charlie Kellermeyer, M.D.
P.O. Box 2246
Olympic Valley, CA 96146

Attention: Maywan Krach
3091 County Center Drive, Suite 190
Auburn, CA 95603
cdraecs@placer.ca.gov

Dear Maywan Krach:

Some of my concerns regarding the Squaw Valley DEIR are listed below. Thank you for considering my concerns.

Lori Kelley
Tahoe, CA
kelleyl@sbcglobal.net

1. Shadowing study conclusion is flawed. It says:

Please confirm the amount of shadowing by the proposed parking structures onto the creek to confirm impacts on current vegetation and animals (as creek restoration will not happen for years) and proposed vegetation and expected animals. What is the required setback for the large parking structure from the creek? A large parking structure right next to a public creek will have impacts on the creek setting. What are they?

2. The proposed tram linking Squaw and Alpine has been fully and repeatedly publicly announced. Most recently, on July 2, 2015 Squaw stated:

"You, and thousands like you, have expressed interest in staying up-to-date on the proposed base-to-base gondola connection between Squaw Valley and Alpine Meadows. As such, you are among the first to know that Squaw Valley | Alpine Meadows will soon submit plans to Placer County and the US Forest Service in order to begin the public review and approval process."

The impacts of the announced project must be evaluated in the cumulative section. What are the impacts of this project?

3. Visual: The new village completely abandons the current open village view of the tram mountain. Isn't this a significant negative visual impact? Is it a negative circulation impact?

4. The transition from old village to new village is not clearly described. The public areas are not at the same elevation. Does one walk up and down stairs? How will bikes process from old village to new village? How will handicapped individuals process this transition? Any outdoor stairs will be dangerous in winter. How will this danger be mitigated? How will these stairs be plowed? These poor transitions from existing to new Village areas are inconsistent with the goals of the SVGPLUO and Design Guidelines calling for cohesiveness with the existing village and pedestrian orientation and, as a result, would result in significant land use impacts. The pedestrian safety issues would result in a significant hazard, a CEQA issue.

5. The proposed traffic mitigations are unproven and speculative. What happens if the mitigations do not work? What are fall back mitigations? The new village should be allowed in phases with meaningful requirements (water or traffic or noise) and mitigation success demonstrated before the next stage is allowed to go forward. For example, have traffic mitigations worked? Traffic mitigation must be real / feasible.

6. The DEIR clearly calls out an existing noise level that exceeds county standards in many Squaw Valley area places, certainly including Squaw Valley Road. And the proposed project will make the noise worse. If an area is non-attainment for a noise standard, increasing the noise is clearly not acceptable and must be called significant and non-mitigatable.

Maywan Krach

From: billyk74@gmail.com on behalf of Bill Kelly <bill@kellybrotherspainting.com>
Sent: Tuesday, July 14, 2015 1:25 PM
To: Placer County Environmental Coordination Services
Subject: Fwd: Squaw Valley Development EIR

> To Whom It May Concern:

>

> I am not pleased with the idea of having such an increase in traffic with this project. I'm also not liking the fact that they will have buildings 108 ft tall and an indoor amusement park. I highly recommend that the Board of Supervisors not approve this grossly over development of this beautiful area.

>

> Thanks

> Bill Kelly

> 530 308 4874

7/15/15

HEY PLACER COUNTY!

I URGE YOU TO OPPOSE THE SQUAW VALLEY VILLAGE SPECIFIC PLAN. I MEASURE MY EXPERIENCE IN THE MOUNTAINS TO FIND PEACE AWAY FROM A BUSY CITY WITH ITS HIGH RISES & CONCRETE BUT ALSO ITS VAST OPEN VALLEYS AND SKIES. THE PUBLIC IS MISSING THE POINT OF HEADING TO TAHOE IF THEY NEED AN AMUSMENT PARK & FAKE H₂O SLIDES WHEN YOU HAVE WORLD CLASS MOUNTAINS, LAKE TAHOE, & TRUCKEE RIVER, ETC TO PLAY IN. KEEP THOSE FAKE AMUSMENTS IN THE CITY & KEEP SQUAW VALLEY TRUE TO ITS PRISTINE ROOTS. PLEASE THINK STRONGLY THE DIRECTION FOR KEEPING THE MOUNTAINS WILD & NOT LIKE THE CITIES. THANK YOU FOR YOU TIME IN THIS MATTER!

ENJOY YOUR SUMMER DAYS,

EMILY KESSLER

760-809-3069

Maywan Krach

From: Norm Kitching <normski@pacbell.net>
Sent: Thursday, July 16, 2015 9:39 AM
To: Placer County Environmental Coordination Services
Subject: Squaw Valley Proposal

Hi,

Thank you for taking public comments.

There are a lot of issues and I have tried to look at both sides of this development proposal.

I think SV has the right to develop more of the area, but after much thought, I think the scope of the project is too big for this area.

The size of the buildings and the scope of the amusement park seem out of scale for the mountains. Much of what they are proposing seems like it is similar to what people already have here. Do we need an indoor water ski park..we have numerous lakes to waterski on. A bowling alley as a destination resort entertainment feature..?

The height of the buildings is a concern as well.

Perhaps the most alarming is that construction is scheduled for 25 years and will violate numerous Placer County ordinances on construction. Night construction does not seem like it is in character with our area. I know there is a lot of money riding on this project fore the county, but it feels like everything needs to be scaled back a bit.

Traffic, we already have heavy traffic on most summer weeks here and the weekends are packed to the gills.

How is adding lots more visitors going to help the already very heavy traffic we have..?

Thank you very much for considering all the arguments for and against this project.

As a resident and taxpayer, I feel the current scope of the project is too big and out of scale for our area. I think the project could be scaled back significantly and that SV/KSL can still make a nice profit, but, as proposed, the project seems to come at the expense of the rest of the people already here.

Thank you for your consideration,
Norm Kitching
Tahoe City

July 16, 2015

VIA E-Mail

Placer County
Planning Services Division
3091 County services Drive
Auburn, CA 95603

Attn. Planning Commissioners:

I have been skiing at Squaw Valley for 35 years as a season pass holder. At first we commuted from rentals in Tahoe Donner, but soon rented in Squaw Valley. Our first rental house was a three bedroom with 18 cabin-mates. By the end of renting, we were just five of us renting a four bedroom house. We became original owners of a condo in First Ascent in the Village in 2002. My daughter has progressed through the Mighty Mites and is now on the Devo Team. We have been active understanding the original Intrawest plan, the first KSL proposal, and the current proposal. I have read many EIR's for a variety of projects and I have read this DEIR. (Although, I will never understand why EIR's are so convoluted and voluminous as they tend to be? Drafters must be paid by the page even if the extra volume does not add clarity).

I generally support the project as proposed but find there could be a few more mitigations that lessen the identified impacts. Honestly, I also am compelled to share that items the EIR defined as significant and unavoidable are really not that significant. The EIR explains its logic well to declare significance but I am used to reviewing impacts from industrial and Greenfield projects that have the predictable possibility of death and massive environmental damage. Here, a continuing extension of prior use to maximize utility and experience of an awesome ski hill for guests and locals that is in-line with all previous planning documents is just not the same significance. CEQA was intended to ensure there was notifications of proposed projects and discussion of potential significant impacts with the public. However, CEQA all too often has been misused for single minded extortion or impediment to progress even after all impacts have been widely discussed and acknowledged. The planning department should consider all input but might consider weighing the input from locals and homeowners greater than organized paid professionals or single purpose entities.

Size, shape, and layout:

The design review board has been working with the project that appears to have successfully added character to the proposal by defining set-backs and step-ups in structures and roof-lines. The input should continue to be incorporated into the final designs standards.

Admittedly, comparing the proposed project to the original project has limited CEQA merit but a comparison does illustrate aspects of the new project that are desirably superior. Developing the project to the east of the existing village does open up the view corridors from the hillside homes and as visitors enter the valley. When we bought in First Ascent, the plans everyone expected was the next part of the village would be built to the East of the existing village with ultimately a big parking structure to the North. The proposed low profile parking deck to the East with building to the North. Structures towards

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the hillside have proven to create limited intrusiveness if you realistically look at Squaw Creek nuzzled up against the tree line versus what all the critics threatened before it was built.

Water:

Clearly, numerous extensive studies have concluded that based on the study data there should be ample water available to support the build out. However, controversy and doubt continues in the community that wants more detail and assurances. Rather than continuing with studies, specific actions could mitigate and position the water situation to be improved and managed in the future. The new facilities could be constructed with a separate plumbed system to supply irrigation water. As the project is being built out the segregated system could be supplied from the common system and later switched to a new water source. The separate supply could also accommodate a future reclaimed water source.

If the risk of water shortage could be even tighter, building the projects grey water system with separate discretely plumbed source for toilet service. This is common construction in Japan and other areas with low water new communities. Retrofitting after the fact is prohibitive, but building as insurance from the start may be desirable.

Heating Sources and Green House Gases:

Heating fuel is discussed in a couple of areas in the document and in the Greenhouse gas section. There also was a lot of discussion about Greenhouse gas attainment in 2030 pending new regulations details. In the document, favoring natural gas is cavalierly dismissed and not further discussed since it poses only a slight advantage versus propane or heavier transportation fuels. I believe that statement is categorically inaccurate. Burning Natural Gas versus Propane releases 17% to 18% less CO₂ per BTU depending on whether you include total cycle life or straight release at the source. See documents below attached.

http://www.propanecouncil.org/uploadedFiles/REP_15964%20Propane%20Reduces%20GHG%20Emissions%202009.pdf

There have been discussions of extending the trunk line from Truckee to Squaw Valley to supply Natural Gas. If 1500 new households does not support running the line whatever will? Piped Natural gas would cost 5 to ten times less for fuel source than propane. Piped Natural Gas would also eliminate truck deliveries of Propane or LNG through the community. And managing the storage and distribution of propane does pose some risk.

The EIR discusses LNG as an alternative. LNG would supply the same CO₂ advantage but would not be the same cost advantage but, still better than Propane.

Lastly, operating a distributed Propane delivery system throughout the newly constructed Village by OVI and the new Village to the north of the existing village poses more risk than a Natural Gas system. Inherently, natural gas is much lighter than air and dissipates readily. Propane can pool and accumulate creating a greater explosion risk.

Historic Buildings:

The DEIR states that there are structures that could qualify for the historic register. But, from a CEQA perspective they are not currently registered and I can't imagine they would qualify. Respecting and remembering the Olympics is foundational to Squaw but structures that were hastily built seem worth continuing to protect. Didn't a similar structure collapse? The proposal to capture architectural significance of the designs seems more than adequate. Maybe, the Olympic museum could be further enhanced to add to the mitigation.

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Additionally, maintaining the current locker room seems misguided. All of the current members should be grandfathered into a new locker room that could be built to modern standards that match the look and feel of the new village. The available space relative the triangular A-Frame design is just not efficient use of the footprint. I can't imagine the current design would satisfy egress requirements if it were heavily occupied. And, lastly it has wood shingled roof directly adjacent to the wild land area. I am as nostalgic for all things Squaw Valley as the next guy by sensible reason can accommodate both goals. Admittedly, I want the project to reopen the Beer Garden and have Bob playing disco from a Brass Booth to a dance floor full of après skiers at Bar One, but times change.

Ever move into a house that is in need of painting? At first it's all tolerable. Over time the rooms will be painted one by one, until one last room remains unpainted. That last room becomes intolerable and is quickly painted even if resources are depleted. Don't let the locker become that last unpainted room. Once the project is built out, the locker room membership is likely to beg for an upgrade to match the look and feel of the rest of the Village. The locker should be upgraded and replaced now while access is easy before the Village expands.

Construction timing:

There is a lot of discussion around the 25 year build out schedule. The DEIR does a sound job describing that the build will be in stages much like the pace of build over the last 25 years so no real change from the status quo. The project also commits to limiting the total build below the currently approved build out in the 1983 area plan.

Two laws of the universe cannot be broken. The laws of thermodynamics and those of economics. The economic reality of the expected pace of demand for new ownership in Squaw will naturally limit the pace of new construction. The building window being limited to summer months and limited access roads would cause the expected build to be paced by the project builders simply for construction efficiency. The DEIR commits to no more than 20% max build simply guarantees a limit that would be unlikely to be hit regardless.

Construction even at pace will cause impacts for the local and visiting community. Construction pacing, premier emissions controls on construction equipment, and controlling construction hours for normal activity mitigates the impact but still could be significant.

Creek Restoration:

An attractive improvement for the benefit of visitors and the local community is the proposed Squaw Creek Restoration. The widened creek would also provide additional flood control for what we all hope is coming wet Years. As desirable as the Creek restoration is, the DEIR proposes to construct the creek once the project build reaches the 40 percent milestone. The local community incurs impacts as soon as construction begins. Deferring the creek restoration to what could be ten to twelve years into the project seems disconnected from the impact and unfair.

The Creek restoration should begin as soon as construction begins. Maybe, it should be tied to the start of construction of the MAC. With initial restoration of the Creek, the impacted community would receive some mitigations for the entire 25 year build out. Admittedly, it does not help KSL's cash flow but that is the price and risk that allows the development to commence in the community.

Traffic and Squaw Valley Road Modifications:

The DEIR concludes there could be significant impacts from the project during high use event or ski days. Holidays and ski days can create traffic issues weather the project is built or not. It is impossible to quantify exactly but the project could have developed the concept that more beds would actually lessen the load as valley residents could be expected to arrive at a pace during the week more distributed than the traditional weekend warrior that arrives nearby for Saturday morning skiing and leaves Sunday night. Those of us that have been around for 30 years remember far worse traffic when everyone needed to leave the Valley to stay in Tahoe City, West Shore, or Truckee.

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There was criticism that the base case for the traffic study was a low snow weekend and year. Regardless of year, traffic in the last decade is much better than it was decades ago, hopefully due to improvements in the traffic lights, additional turn lanes, and improved traffic management. Some of it could be a decline in skier visits. The case presented to build out Squaw Valley access to a full double lane roadway is too intrusive for the few days of traffic impact alleviated. Specifically, adding explicit mitigation for the project and Squaw Valley Operating Company to continue to improve traffic management should be documented. Additionally, the project could examine adding turnout lanes where space is available along Squaw Valley Road. Extra Space could be especially helpful during storms and managing car accidents.

The East Parcel:

Building residential spaces for workers and Stores delivery facility meets requirements. The proposal to create an offloading facility at the head of Squaw Valley will benefit the Village, Squaw Valley Road, and the Community from the burden of delivery trucks. To mitigate the unexpected impact for the neighbors of the East Parcel Delivery Center, the project should provide sound-proofing like LAX does for neighbors with new doors and windows and planting foliage.

Closing:

The proposed project framework provides the basis to build out Squaw Valley with a common look and feel. CEQA is a well-intended process that unfortunately can be used as a weapon to delay and derail all projects and owner's rights. The expected development from the original SVLUPLO and expectations from the Intrawest project has been delayed enough putting the vitality and viability of Squaw Valley at risk. With additional mitigations and design guidelines, let's get on with it. I rushed this to meet the deadline, so please don't grade it.

Cheers

Jeff Krag
2423 First Ascent

Maywan Krach

From: Barbara Krebs <ballardkrebs@gmail.com>
Sent: Wednesday, July 08, 2015 12:01 PM
To: Placer County Environmental Coordination Services
Cc: evanb@gpeak.com; Robert E. Krebs
Subject: Plumpjack Development-Village at Squaw Valley Specific plan

Project Manager Alex Fisch and Placer County Planning Department,

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

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

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

Thank you.

Robert and Barbara Krebs
201 Squaw Peak Road Unit 804
Olympic Valley, CA. 96146

--

Robert and Barbara Ballard Krebs
Tel: 650 343 8354
Cell: 650 766 0925

111 Hazel Lane
Piedmont, CA 94611

BY EMAIL

June 22, 2015

PLACER COUNTY COMMUNITY DEVELOPMENT RESOURCE AGENCY
ATTN: Maywan Krach
3091 County Center Drive
Suite 190
Auburn, CA 95603

RE: KSL Capital Partners/Squaw Valley Proposed Development

To Whom It May Concern:

As a longtime recreational user of the Tahoe National Forest, I am writing to state my violent opposition to the above-referenced proposed development in Squaw Valley. On behalf of my family who has enjoyed this unique and treasured area of California for over 100 years, I cannot condone this loud, urbanized plan which would negatively transform Squaw Valley for generations to come.

Clearly, this plan would exacerbate already difficult traffic conditions on Squaw Valley Road. This project would make a significant and unavoidable impact on Squaw Valley's scenic vistas. The proposed plan would generate noise significantly louder than Placer County standards, not only during its many years of construction but for the foreseeable future. Lastly, and most important to me, would be the severe impact of the commercial and residential units on our SEVERE California drought. Quite simply, my family and I oppose every aspect of this plan.

We urge you to vote NO on the plan, as it is clearly not in the best interest of Squaw Valley, the Tahoe National Forest or the State of California.

Thank you.

Sincerely,



Barbara B. Krusi,
510-547-3282

July 15, 2015

To:

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

Dear Ms. Krach,

My name is Larry Kushner, my fiancé and I own a condo at 1581 Squaw Valley Rd. in the Squaw Valley Meadows complex. We live here about 90% year round.

I previously owned another residence in the Valley for 29 years on Forest Glen Rd, near Victor Rd.

I have regularly skied at Squaw since 1969.

My background has been Real Estate Development, commercial and residential historic designation applications and renovations.

Also, I have worked on High and low income housing development, construction and renovation, and a multitude of Real Estate and Construction related activities were also part of my life. I am retired now.

I am writing to express my concerns with the DEIR and the KSL/SVREH Development Plan in General.

SCOPE

With my background, I know it is a common practice to seek the absolute maximum return on your investment in a project such as the one KSL/SVREH is seeking.

The idea of shooting for the moon and maybe getting a piece of it is common. In this case I think they are shooting far into outer space, with the scope of this project.

Do not get me wrong, I am for a somewhat sizable project and have been behind previous projects such as the Resort At Squaw Creek, the Intrawest Village, even the Pavel Stable Project, which I feel was unfairly treated by our local community members.

As do a large number of residents and second homeowners I am acquainted with, I feel that the size of this project needs to be scaled down another 35 to 50%. With heights restricted to no more than 70'.

SQUAW CREEK RESTORATION

Also, I feel that the proposal to restore Squaw Creek should become one of the first orders of business as opposed to waiting to complete a certain portion of the project.

It will show good faith to the community from them that they are committed to going forward with the project. It will also offer a beautiful centerpiece for their project that will enhance their sales.

MARKET AND SHIPPING/RECEIVING CENTER

Another issue I have with the plan for this project is the placement of the shipping and receiving center in the designated area in the East Parcel. This area is surrounded by homes in close proximity.

I had to stay in a condo, for a short time I owned behind a market, all I heard was tailgates dropping down with bangs and beep beep beep at all hours of the day and night.

I believe KSL/ SVREH owns or leases a large parcel near the bottom of Alpine Meadows Road, that, if the shipping building was placed at the west end of that parcel would provide a convenient distribution facility to both ski area locations and not cause distress to owners of homes adjacent to the current selected site or at that location either.

The market receiving should possibly be at this location also.

If left in the current planned location have a secondary sound wall built around the rear of the structure.

The plan, as I understand it, is to drop ship from larger trucks at the facility and then distribute in small trucks.

PARKING, CIRCULATION, AND TRAFFIC NOISE

When there is good snow, which we used to have in many previous years, and will hopefully return, it was not uncommon for almost every weekend and much more during holiday periods, that cars were parking on Squaw valley Rd.

This was way before Intrawest's Village, when the entire parking lot was available. Before 3 laning was available. It was great for us who wanted to party, because the bars stayed full until 7 to 8 pm because it took hours to get out of the parking lot, so people stayed until the traffic dissipated.

The 3 laning has helped some in moving traffic out.

Having bus stops in both directions on SV Rd, would help, so local residents could possibly leave their cars home. But with the steep hills on most of the side roads, probably, not many people will use it because they would be climbing up and down icy streets. So maybe neighborhood routes or on call pickups could be done in the valley.

Giving incentives to park elsewhere for other visitors to alleviate traffic possibly would help relieve congestion. But congestion will inevitably be there regardless of what the DEIR says.

I think that the DEIR falls way short on understanding what happens here. A comprehensive basin wide transport system with constant timely service, especially during peak times, is probably the best solution to reduce traffic.

I am torn on the Adventure Center because in the summer there would be a steady stream of traffic all day. Not a happy scene now getting out my driveway, more traffic will be even harder.

I have to laugh at the comment in the DEIR regarding noise and its dissipation of it by insulation and dual pane windows. My previous house on Forest Glen Rd, was a block off SV Rd, was well insulated and had really good dual pane windows, but you could still hear and feel the noise and rumble of traffic on SV RD.

I live in a similar environment at my new location in terms of windows and insulation, about 100 yds off SV Rd and I can tell you what type of vehicle, truck or smaller vehicle just went by just by the feel of the rumble, the engine noise and the swish of air I can hear. That's with the windows closed, much more

noticeable when they are open. I guess they figure we should never open our windows. So I believe their assessment is way off base on this subject.

HISTORIC

On another issue regarding the historic nature of buildings in the Valley. There a few buildings here, such as the members locker room, and old theatre building that should be spared because of their historic significance.

OVERVIEW

Last but not least, I feel that there should be very very few, if any "UNAVOIDABLE" IMPACTS ON THIS BEAUTIFUL AND UNIQUE VALLEY.

This valley is like no other, you cannot compare Vail, Northstar, Jackson Hole or even Whistler to Squaw.

There is really not a prominent mountain at Vail or NorthStar, no beautiful meadows. Just buildings and lifts. Jackson Hole ski area also is not in the prominent mountain category and there really is no community at the mountain.

Whistler did not have the community to deal with and even than the mountain was visible from almost everywhere and there are no homes whose views were affected by height or lighting issues because they do not look down on the village in most cases.

CONCLUSION

Please do not forget The Placer County Policy that pertains to this proposed project.

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

Please do not change your stated policy to help a commercial entity excessively profit from our beautiful valley.

I URGE YOU TO REJECT THE CURRENT PLAN AND IMPLEMENT CHANGES AS THE COMMUNITY PREFERS AND SUGGESTS, THIS WILL HAVE LESS AND PROBABLY NO, UNAVOIDABLE IMPACTS, AND THAT WILL STILL GENERATE PROFITS FOR THE DEVELOPER.

Thank you

Larry J. Kushner

snoboot1@aol.com

1581 Squaw Valley Rd #11

916-417-1840