Maywan Krach

From: Mike Sahlman <jmsahlman@gmail.com>
Sent: Tuesday, June 16, 2015 10:27 PM
To: Placer County Environmental Coordination Services
Subject: KSL Squaw Village EIR Comments

Dear Placer County Representatives,

Please add this letter to your public comment file for the KSL Squaw Valley Village project EIR. I was extremely disappointed to see that so many significant impacts were raised during this study and that the developer has not addressed most of the concerns. I have lived in Squaw Valley my whole life over the last 32 years and have seen what good and bad impacts have on the character and history. The Resort at Squaw Creek being a major sore on the face of the valley which did not turn out to benefit nor provide additive benefits to the community other than ruining the view of almost all of the houses facing the valley. I do hope that this will be remembered by the county supervisors and staff during the ongoing entitlement process.

My main issues are as follows to the development plan, EIR and overall character of site plan.

1. The height of the buildings should be restricted to no higher than the current village otherwise views will be blocked by monolithic structures and there will likely be major shadowing issues. Squaw Valley is a small place and these would be out of character if we are trying to create and keep the feel that we have had for so many years. It would be upsetting to see true high-rises in the valley.

2. There will be significant impacts on the roads and traffic which are already bad many days in the winter. If we have a high snow year plus the additional rooms being requested, the valley will be almost impossible to get into or out of which could cause major issues in a natural disaster scenario. How is this going to be addressed as it seems Highway 89 would need to be expanded as well as Squaw Valley Road to lessen this impact to the degree needed.

3. How will all the additional water be provided as our water quality has severely diminished in recent years due to the aquifer being drained more and more. The water does not taste nearly as good as it did when I was growing up as a kid and there may even be additional drought years that will have further impact on everyone if this development is allowed.

4. How will Squaw Creek be protected in the case of the smaller development? There is no money for this in their budget yet it will have a significant impact on the alpine meadow and creek ecosystem that is becoming more and more rare. We need to protect the nature of the valley and keep the ecosystem going with every protection possible.

5. There is no specific designs for any of the buildings which is a major issue. How do we make sure that they do not value engineer all the character out of the buildings and provide just monolithic blocks that detract from the feel of the town?

6. There are only two buildings remaining from the Olympics and KSL has designated to demo both. Should there be a heritage or historic society protection put on buildings that had such histories? Every other city or community that I have seen will do this to protect their heritage. I think this is important to remember since that is what started Squaw Valley. We are proud of the heritage as residents in the valley and do not want to see that taken away so that our kids cannot see what happened here.

I hope this helps to provide another perspective toward this development from a longtime resident that has been fortunate to enjoy this place for so many years and hope that my children will be able to do the same in the years to come. Please help us protect the valley and provide intelligent development moving forward that protects the character and special place that is Squaw Valley.

Mike Sahlman
1420 Squaw Valley Road
Olympic Valley, CA 96146
(530) 220-2627

Maywan Krach

From: joan Sarlo <joansarlo@sbcglobal.net>
Sent: Wednesday, July 08, 2015 10:08 AM
To: Placer County Environmental Coordination Services
Subject: Specific Plan of proposed Squaw Valley Village

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 not-withstanding, there will be unavoidable and excessive noise and traffic. I ask that Placer County review their regulations specific to this project and recognize that we are a vacation and resort community and not a strip mall in Roseville and thereby warrant special consideration to limit the construction noise and traffic.
Thank you.

Joan Sarlo
201 Squaw Peak Road Unit #204
Olympic Valley, CA. 96146

Maywan Krach

From: Paul Sassenrath <paul.sassenrath@gmail.com>
Sent: Thursday, June 18, 2015 9:10 AM
To: Placer County Environmental Coordination Services
Subject: Squaw Valley Development

I strongly oppose the large scale development of Squaw Valley. I urge you to carefully consider development balancing reasonable growth with traffic and environmental concerns and limits.

Please do not allow large scale development.

Regards,

Paul Sassenrath
Placer County Resident

Maywan Krach

From: adiostahoe@gmail.com on behalf of jamie schectman <shecky@mountainridersalliance.com>
Sent: Wednesday, July 15, 2015 9:20 AM
To: Placer County Environmental Coordination Services
Subject: Public Comment of Draft EIR

Dear Placer County Planning Commission, Placer County Board of Supervisors and other Decision Makers,

My name is Jamie Schectman and I first moved to Squaw Valley in 1987. At the time, I was an 18 year old high school graduate and thought I had found heaven on Earth. In 1990, I was part of the grand opening team at the Resort at Squaw Creek, which was the first large scale development in many decades. I will always consider Squaw Valley my home and it is where my strongest roots are grounded. Today, I write you today as a concerned citizen and have three major concerns with the proposal.

SIZE

In my opinion, The Village at Squaw Valley's proposal is just too big. Current year round occupancy rates do not support additional growth. . While I recognize that the current village needs to be transformed to remain competitive, I simply don't believe that building 1,497 more bedrooms is the answer. The old saying, "Build it and they will come" does not apply in a resort communities in 2015

If approved, the proposed 20-25 years of construction would mean most residents over 55 would spend the rest of their lives living in a construction zone.

CHARACTER

Squaw Valley has always been at the fore front of innovation, dating back to 1949 when it opened for skiing and then hosted the first televised Olympics in 1960. The renditions I've viewed include another cookie cutter, fake looking village that could be located at Vail, Whistler, Mont Tremblant, etc. The new village should be progressive but distinctively Squaw Valley and pay homage to our rich heritage.

The developer has an amazing opportunity to do something special that is in line with the character and history of our area.

SHIRLEY CANYON DEVELOPMENT

The proposed fractional ownerships in Shirley Canyon are my biggest concern of the whole proposal. The developer's propaganda has suggested that they are simply beautifying a paved parking lot. But the reality is that the proposal includes the construction of condo type units at the mouth of the most unspoiled part of Squaw Valley. For many, Shirley Canyon is our very own backyard playground and a place to escape with our friends, families and dogs. Furthermore, much of the proposed construction sits right on top of the recharge aquifer, and the ever precious watershed. It would be a huge mistake to allow timeshares to be constructed.

Its one thing to develop on top of asphalt, but no sort of development in Shirley Canyon should be approved.

In closing, I'd like to thank those involved with the approval process. I understand there are many moving parts and lots of strong opinions involved. In the end, I have confidence you will do the right thing for the future of our region.

Respectfully Submitted,

Jamie Schectman

--

CEO and Co-founder, Mountain Rider's Alliance, LLC

land (530) 554-1356
cell (530) 386-6597

Robert Schladale and Lois Williams
164 Sierra Sunrise Way
Auburn, CA 95603

July 16, 2015

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

Dear Sir/Madam:

We are writing to express our concern for the proposed new development by KSL Partners in Squaw Valley. Overall, the extent of the proposal is much too large in scale. Constructing any 100-foot high buildings would radically change the views of the valley and impose an urban look on a rural, mountain landscape. We believe it is the rural and mountainous landscape that draws people to Squaw Valley and to Lake Tahoe, and the kind of development in the KSL proposal would do the reverse, driving people away. The result could very well be a negative economic impact for small businesses in the Valley, and a reduction in sales tax collections for the County.

This development would also impose significant new traffic, noise, air quality and other impacts that are documented in the EIR. Given the ongoing drought, the issues of water supply availability and sewage treatment need perhaps even more scrutiny than they've been given. The fact that construction would continue for 25 years, and is proposed to occur at night at certain times, would be devastating for people who call the Valley home. We ourselves do not have a home in the Valley, but do have a small vacation home in Carnelian Bay. We think this proposal, if approved, would set a bad precedent for development proposals elsewhere in the Tahoe area.

We do not oppose all development in Squaw Valley or elsewhere. The Village at Squaw Valley was built at a reasonable scale, is attractive, and benefits the Valley (and the County). We think any new development should be of a similar scale.

The proposed amusement park elements appear to reflect the fact that KSL Partners have a poor understanding of what draws people to Squaw Valley and Lake Tahoe. They seem to believe that such attractions are needed to bring more people to the area year-round, but this is a mistaken assumption. Most people who might use those amusements would still come in the summer, as they do now, because that's when families take vacations. At other times of the year, relatively few people will be willing to make the trip to Squaw Valley for the rides they plan. Even larger venues in more populated areas (e.g. Marine World in Vallejo) close in the off season. If this proposal is built, it will likely be a shuttered eyesore for much of the year.

Overall, this proposal appears to be driven by bad judgment and lack of knowledge. Placer County would do both KSL Partners and its citizens a favor by rejecting this proposal outright.

Thank you for your consideration.

Robert Schladale

Lois Williams

Maywan Krach

From: Billy Schmohl <billy.schmohl@gmail.com>
Sent: Thursday, July 16, 2015 6:26 PM
To: Placer County Environmental Coordination Services
Subject: Squaw Valley development EIR

To whom it may concern,

I am writing you to express my concerns in regards to the proposed development at Squaw Valley, and the findings of the EIR.

I have skied Squaw Valley since I could walk, amassing over 30 seasons. The proposed village is very concerning, particularly the unavoidable impacts. Traffic is already impossible between Truckee and Tahoe City. The only feasible means to allow such a large scale development is seemingly to double decker Highway 89. The proposed development would cover a footprint that could have unavoidable detrimental impacts for generations to come. I spent many summer days in Shirley Canyon, and any expansion into their would break my heart and crush my soul.

I support future development, though one that is sustainable for the long term, and enhances the culture and history of the environment. The proposed development caters to the financial elite, as does phase I of what has already been built. The existing village is a ghost town, and is much more of a resort. Tahoe has a bit of a housing crisis for those that live here, and the proposed development would create a multitude of empty bedrooms, and very few who need them could afford them.

Rather than create a resort ghost town, what about building a village that people will LIVE in? I think building a village that enhances the lives of those who live here and encourages small businesses to create establishments that people would frequent would benefit all members involved.

This proposed development is a pinnacle example of the inequality plaguing our world. Rather than focusing on shareholders of the private equity parent company of Squawk Valley Ski Holdings, why not do what's best for the local community? Let's create a village that the local community can utilize and that will prosper for generations.

The decision is ultimately yours, and I hope you choose to support the local community in favor of private equity shareholders. Thank you for considering my opinion, and please feel free to contact me if you would like further elaboration.

Best regards,

Billy Schmohl
(415) 785-3850

Chase Schweitzer
P.O. Box 3477
Olympic Valley, CA 96146
(415) 505-7846
Chase Schweitzer c.n.schweitzer@gmail.com

July 17th, 2015

Ms. Maywan Krach
Placer County Community Development Resource Agency
Enviornmental Coordination Services
3091 County Center Drive, Suite 190
Auburn, CA 95603
cdraecs@placer.ca.gov

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

Dear Ms. Krach:

Thank you for the opportunity to respond to the draft Environmental Impact Report (dEIR) for the Village at Squaw Valley Specific Plan.

My family owns property in Squaw Valley/Olympic Valley. Along with my brother, sister, and various friends, I have grown up in the valley and will always call it home.

I would first like to focus on noise from construction. In regard to noise from both daytime and nighttime construction, even after the mandatory implementation of suggested noise mitigation, the draft simply states on the 21st page of the section covering noise that the "… impact would remain significant and unavoidable."

Because the Specific Plan would allow for development over an estimated 25-year buildout period, this is not only a significant and unavoidable impact from noise, this is theoretically 25-years of a significant and unavoidable impact from noise.

Currently, I am 27 years old. If construction were to begin in the spring of 2016, I would just be turning 28. That means, I would be in my mid-50's when noise from construction would theoretically stop. This is untenable for all residents living in the valley.

I use the term "theoretically" because there is still no guarantee that this project will actually be finished in 25 years. Whether it is from issues that slow down the construction process, or the possible sale of the property to another developer with a different construction timeline, there is absolutely no guarantee beyond an estimation of when this project will end.

Especially in regard of the fact that once the applicant for the development has secured all entitlements for the project, they can walk away from the project whenever they want, but the entitlements will still pass to the next owner of the development. Because these entitlements can pass between multiple

property owners, construction and noise from construction could theoretically continue for much longer than 25-years.

I am then imploring that the ramifications, the unavoidable and significant impacts, be considered if the project does in fact go over the estimated 25-years of construction in any final EIR.

Because noise from construction is already considered significant and unavoidable even after mitigation, and the fact that there is no guarantee that noise from construction would be finished within the estimated 25-years, a reduced density alternative must be considered in the final EIR.

When considering the estimated duration of the project, a reduced density alternative will mitigate noise from construction better than any suggestions made in the dEIR. To understand it better: If the impacts of noise from construction are already significant and unavoidable, then a reduced density alternative that cuts down the duration of the project will mitigate noise over the long term, and thus better mitigate the significant and unavoidable impacts of construction noise upon residents in Squaw Valley/Olympic Valley.

Please consider how the livelihood and well-being of residents living in Squaw Valley/Olympic Valley will greatly benefit from a reduced density alternative in any final EIR.

Having stated that, I will now like to move on to issues surrounding Greenhouse gas (GHG) emissions.

Greenhouse gasses are forecasted to increase to 45,403 tons of CO2/year at full build-out, the majority caused by vehicle trips, electricity, and propane.

Moonshine Ink reports that this is an almost four-fold increase from current levels.

On Thursday, June 25, 2015, in Kings Beach, the representative for the applicant, Mr. Chevis Hosea, asked if the planning commission would be able to help out with producing some normal precipitation years, something Squaw Valley Ski Holdings is in desperate need of. If the applicant is indeed wanting of "normal precipitation" in the future, it is counter-intuitive that they would be proposing a project that will further contribute to climate change in the future.

The dEIR itself states that because the project will emit a substantial level of GHG emissions, this impact is significant and unavoidable.

I request that the Placer County Planning Commission and the Placer County Board of Supervisors consider a reduced density alternative to mitigate the impacts of GHG emissions being produced in Squaw Valley/Olympic Valley.

Thank you for your time,

Electronically sent, no signature
Chase Schweitzer

Chase Schweitzer
P.O. Box 3477
Olympic Valley, CA 96146
(415) 505-7846

July 17th, 2015

Ms. Maywan Krach
Placer County Community Development Resource Agency
Enviornmental Coordination Services
3091 County Center Drive, Suite 190
Auburn, CA 95603
cdraecs@placer.ca.gov

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

Dear Ms. Krach:

Thank you for the opportunity to respond to the draft Environmental Impact Report (dEIR) for the Village at Squaw Valley Specific Plan.

My family owns property in Squaw Valley/Olympic Valley. Along with my brother, sister, and various friends, I have grown up in the valley and will always call it home.

The property that my parents own, and I currently live in, is adjacent to Lot 19 of the proposed development.

The dEIR claims five 30,000 gallon propane tanks will be located in lot 19. Staff for the applicant of the development now state that an additional tank will be installed on Lot 19, meaning 180,000 gallons of propane will be stored in Shirley Canyon at any given time. This seems dangerous for me and other residents and friends living adjacent to Lot 19.

Suffice it to say, the dEIR does not consider the dangers of storing so much propane in one area, this must be addressed.

Please detail and analyze how other communities in the Sierra-Nevada are dealing with environmental hazards, fire hazards, seismic hazards, criminal/terrorist hazards, and any other hazards when utilizing a propane systems of this size.

What are the disaster preparedness plans of other communities with propane systems of this size? What is the applicant proposing for any disaster preparedness? Please compare the two.

Because of the volatile times we live in, any acts of sabotage, of a malicious nature, criminal, or associated with terrorism must be considered in any future preparedness plans. When dealing with a

propane storage and operating system of this size, ***precautions and security must be put in place*** to protect the lives of residents living so close to the lot.

The dEIR does not consider the dangers associated with malicious intent, criminal intent, or acts of terrorism upon a facility of this size. This must be addressed in order for residents living near Lot 19 to sleep better at night.

The final EIR must recognize the dangers of so much propane being stored in Lot 19, including those associated with terrorism, and recommend mitigation measures in order to secure the safety of nearby residents.

A reduced density alternative, with a development utilizing less propane after full buildout, will mitigate the dangers currently posed with the development of Lot 19 and keep residents safer in case of any emergency there.

Please consider a reduced density alternative should an emergency occur, not only when considering Lot 19, but for residents in any part of the development and the valley as a whole.

Thank you for your time,

Electronically sent, no signature
Chase Schweitzer

J. Peter Schweitzer
PO Box 3477
Olympic Valley, Ca 96146
peter@thejpsgroup.com
Tel 415 902 4510

8 July 2015

Ms. Maywan Krach cdraecs@placer.ca.gov
Placer County Community Development Resource Agency
Environmental Coordination Services
3091 County Center Drive, Suite 190
Auburn, Ca 95603

Re: Village at Squaw Valley Specific Plan – Draft Environmental Impact Report

Dear Ms. Krach

Thanks for the opportunity to respond to the dEIR that Placer County has submitted to the populace.

I have been skiing at Squaw since 1975, purchased a home almost 20 years ago and been a full time resident for over five years. My background is in travel, tourism, hotel development and operations.

The dEIR, by its own admission, details the many "unavoidable and significant impacts" (Placer language) of the KSL/Squaw Valley proposal. This alone should give Placer County pause to force the developer to resubmit their entire proposal. The draft Environmental Impact Report is a Placer County document. However, I do not think that Placer County will do what is proper. On the other hand Placer County must respond to all comments made.

"Unavoidable" is used repeatedly throughout this document. This word is used incorrectly as all the issues are AVOIDABLE with a smaller project. There must be no unavoidable issues remaining in any final EIR or project plan.

Therefore, following are some of the materially deficient failures of the document, both in terms of scope and omission(s). As a side note, it is in everyone's interest that this document be as accurate and fair as possible. While KSL (Squaw, et.al.) has funded the report the report should be honest and fair, I know this is repetitive.

The dEIR fails to meet that (i.e. accurate and fair) standard. Below is my list of issues and of course many others will weigh in. They are not in a specific order but each must be addressed.

1. Lot 19 – This lot in Shirley Canyon has current zoning that includes both Conservation Preserve and Forest Recreation. The material deficiencies in the dEIR include failure to analyze the effects of storage of toxic material and toxic waste in relation to many dangers especially contamination of Shirley Creek and the aquifer.

Further, no analysis has been given to the traffic this location (and Squaw Valley in general) will have to deal with. There will need to be daily deliveries of 30,000 gallons of propane as well as delivery of toxic material and the removal of toxic waste. Additional vehicle traffic will occur with the operation of Heavy Maintenance on this site, heavy vehicles, loaders, buses, food trucks, light vehicles and employees. The dEIR fails to address this. This site is also partially in an avalanche zone and in an earthquake zone. The dEIR fails to analyze this and with nearly 200,000 gallons of propane stored there it must be analyzed. Analysis of construction and operational noise in this area is not studied and must be.

Another failure of the dEIR is to commit to emergency services. The proponent must provide fire and other services in the construction area. While the dEIR alludes to a fire station one is not actually included in the plan. The Squaw Valley Public Service District is on record as saying that the old fire station is not an option as a location. Therefore the proponent must show, in this dEIR, where a fire station will go and how it will be financed and it must also say when this fire station will be built. Since danger from Lot 19 is so great the fire station must be the first building built.

In reality this is the worst location for toxic material and propane and must be relocated as far away as possible, possibly directly adjacent to the Fire Station.

To be clear the failure of the dEIR is in not analyzing traffic, propane storage, toxic material, noise, avalanche and earthquake issues and emergency services. They must be analyzed.

2. Lots 16/17/18/19 – These lots are in Shirley Canyon and their zoning includes Conservation Preserve and Forest Recreation. A portion of the lots have 25 percent grades. This is the most important part of the aquifer recharge area, the only water supply in Squaw Valley. There is no analysis in the dEIR that discusses the dangers to the aquifer by placing roads, hard scape and structures in this area. This must be analyzed and the aquifer protected. Once it is ruined the valley will have no value.

3. Greenhouse Gases – The dEIR fails to analyze what a four (4) times increase in greenhouse gases will do to the operation of a ski resort. Specifically these hydrocarbons will increase heat within a very small valley. This increase in heat will result in less snow falling naturally at lower elevations and melting faster, requiring increased snowmaking. That snowmaking requires electricity and the added heat requires additional use of air conditioning thus creating more heat. This must be analyzed.

4. Mountain Adventure Camp / Aquatic Park – The dEIR fails to properly analyze several aspects of this structure. Traffic is not analyzed though the proponent states that 300,000 people will use it on an annual basis. Since there is no parking for this facility the increase of vehicles having to drive around reduces circulation thus causing increased traffic on SV Road, Hwy 89 and other streets within the valley. The dEIR fails to address increased traffic on Russell, Wayne and Sandy Way as people try to go around the gridlock of SV Road. Traffic to and from this facility must be analyzed. Greenhouse gases and pollution from this facility must be analyzed.

5. Water Supply Assessment (WSA) – This dEIR is materially deficient in that it relies on a WSA that is both not complete and inaccurate. The demand side of the WSA is not accurate thus

understating traffic. One specific WSA failure concerns the average number of people occupying a room and the second is expected occupancy percentage relative to rooms used. Third the WSA understates other construction that is expected to occur in the Squaw Valley during the construction period thus adding to additional traffic, noise and other failures within the dEIR. The WSA should be complete and accurate with all questions answered before this dEIR should move forward.

6. Traffic – the dEIR is deficient in that it only analyzes winter traffic (though it fails there as well). Traffic can be horrendous at any time of the year especially in the summer and during events. The effects of events such as Iron Man and Wanderlust must be analyzed along with holidays including Memorial Day, 4th of July and Labor Day. Winter holidays are not properly analyzed and should include all Thanksgiving weekend, Christmas and New Year's weeks, Presidents (ski) week, Easter week, Martin Luther King and every weekend from mid-December thru March. In total peak traffic days may rise to 90 days or more, not the 10 to 12 claimed. Each of these must be analyzed to determine accurate traffic measurements.

7. Economic Loss – the dEIR is materially deficient in that it does not analyze the economic loss of 25 years of construction. The dEIR does say that noise, construction traffic and more will impact and pollute the valley. The economic loss to be analyzed is that of current tourism to tourism during the 25 years. People will not want to play golf, have weddings or corporate events, lunch, dinner or attend events in a construction zone. People will not want to purchase homes or condos. Therefore the loss of Transient Occupancy Tax, sales tax and property tax must be measured in today's dollars.

8. Cross Walk – In the drawings of the valley there is a cross walk on Squaw Valley Road to the west of the entrance to the Resort at Squaw Creek, somewhat adjacent to Lot 4 where employee housing will be located. There is no analysis of how traffic will be affected by this cross walk and what dangers to pedestrians will occur, these must analyzed.

9. Cumulative Impacts - When adding the above listed impacts that will create greater additional impacts to the dEIR Cumulative Impacts will increase above the already significant and unavoidable limits that already exist.

10. Reduced Density Alternative – This alternative must be studied in detail for the dEIR to move forward. The alternative must reduce all issues to less than SIGNIFICANT and UNAVOIDABLE. This must not be a cursory review saying 50% or less is acceptable but a full dEIR analyzing all aspects of the reduced density to determine exactly what impacts still remain at any level of construction.

Sincerely,

Electronically sent, no signature

J. Peter Schweitzer

J. Peter Schweitzer
PO Box 3477
Olympic Valley, Ca 96146
peter@thejpsgroup.com
Tel 415 902 4510

9 July 2015

Ms. Maywan Krach cdraecs@placer.ca.gov
Placer County Community Development Resource Agency
Environmental Coordination Services
3091 County Center Drive, Suite 190
Auburn, Ca 95603

Re: Village at Squaw Valley Specific Plan – Draft Environmental Impact Report

Dear Ms. Krach

Thanks for the opportunity to respond to the dEIR that Placer County has submitted to the populace.

I have been skiing at Squaw since 1975, purchased a home almost 20 years ago and been a full time resident for over five years. My background is in travel, tourism, hotel development and operations.

Regarding the Mountain Adventure Camp / Aquatic Park, otherwise known as Lot 8 the dEIR is materially deficient in omitting several key aspects of the impacts that will occur.

As background KSL claims that over 300,000 people will use this facility annually. It must be assumed that the facility will be a success as this is their goal.

The facility will be over 90,000 square feet and 108 feet tall. The proponents in the dEIR say that a theater will be included that has seating for 300 people. They go on to say there will be a 30 lane bowling facility, 15,000 square feet of food and beverage facilities and 12,000 square feet of group meeting facilities, among other features including water based activities, arcades and more.

By any measure this will be the largest single facility in the North Lake Tahoe region. It is designed to appeal to both skiers and non -skiers. The proponents claim that only those already in Squaw Valley will use it is ridiculous. It is in the proponents best interest that as many people use this facility as possible and come from as far away as possible.

The failure of the dEIR is that it does not analyze traffic coming to this facility. Surely 300,000 people will not walk to it. And the number of users could be much higher than 300,000. The only access to the facility as shown on the map is via Far East Road. Since they are not proposing any parking (there must be Placer County requirements for parking for a facility of this size – why are they being ignored?) circulation will be critically damaged, and this is not analyzed.

Imagine a storm day when many people are going to the ski area for fresh snow, roads are packed. At the same time many people choose not to ski on a snow day and look for other entertainment, they too will be driving to Squaw to use the activities available in Lot 8. This facility will be most used when occupancies in the North Tahoe/Truckee region are highest, i.e. Christmas / New Year's weeks, etc.

It seems reasonable that a minimum of 500 parking spaces (if it were a Walmart you would probably require 2,000 parking spaces – and it is as large as a Walmart) should be required for this facility, apart from the parking for the ski area and the condo hotels. How many parking spaces will be needed to make the circulation failure less than significant and unavoidable?

Please analyze the traffic and circulation issues and add the "Significant and Unavoidable" consequences to the Cumulative Impacts that are already too great.

Sincerely,

Electronically sent, no signature

J. Peter Schweitzer

J. Peter Schweitzer
PO Box 3477
Olympic Valley, Ca 96146
peter@thejpsgroup.com
Tel 415 902 4510

14 July 2015

Ms. Maywan Krach cdraecs@placer.ca.gov
Placer County Community Development Resource Agency
Environmental Coordination Services
3091 County Center Drive, Suite 190
Auburn, Ca 95603

Re: Village at Squaw Valley Specific Plan – Draft Environmental Impact Report
Dear Ms. Krach

Thanks for the opportunity to respond to the dEIR that Placer County has submitted to the populace.

I have been skiing at Squaw since 1975, purchased a home almost 20 years ago and been a full time resident for over five years. My background is in travel, tourism, transportation, hotel development and operations.

Regarding fire protection services for Lot 19, in Shirley Canyon, the dEIR is materially deficient in not considering the fire danger and emergency response measures required should a disaster, fire or any chemical spill occur due to the operation of heavy maintenance and propane storage in this area.

Specifically the items that must be addressed are the response by Cal Fire, the United States Forest Service Fire Division and the Squaw Valley Fire Department in response to any fire. The area is heavily wooded and the opportunity to start a massive wildfire is tremendous. What are the specific responses that may occur, how will these entities access the site, especially with increased traffic.

What is the response to a chemical spill that impacts the creek and aquifer? Who responds, what will they do, how will this area and the effected natural resources be protected and cleaned?

The agencies that will respond must each have their responses listed in the dEIR, and to each of the possible disasters that can occur. How they will access the site? What is the evacuation plan for the valley should that be required?

There is no mitigation available for contamination of the water supply.

Sincerely,

Electronically sent, no signature
J. Peter Schweitzer

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 have been frequent visitors to Alpine Meadows for more than 10 years. We have reviewed the Draft EIR (DEIR) for the village at Squaw Valley Specific Plan (PSPA 20110385, State Clearing House No. 2012102023) (VSVSP). Our comments follow.

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 highlighted our concerns with regard to the specific environmental resources below:

- 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.

- Transportation & Circulation (Chapter 9) – 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, we feel these measures will fall short of preserving existing transportation and circulation conditions.

- Noise (Chapter 11) – 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. 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.

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).

Thank you for your consideration of our comments.

Sincerely,
Laura Segervall and Alan Segervall

Mailing Address:
641 Silver Avenue
Half Moon Bay, CA 94019

Maywan Krach

From: Melina Selverston <melina.selverston@gmail.com>
Sent: Wednesday, July 15, 2015 2:02 PM
To: Placer County Environmental Coordination Services
Subject: Squaw Valley Village

Dear Placer County Officials:

I've been made aware of a large-scale, long-term application for development of a resort and recreational facility in Squaw Valley, CA. I would like to register my emphatic opposition to this project, and would like to ask your governing bodies to reject this application.

As a native Californian I am concerned that this proposed development for Squaw Valley will further erode the area's remaining natural resources in ways that damage the area beyond repair.

Please vote NO to this large-scale, long-term development for Squaw Valley.

Thank you ,
Melina Selverston
--

MelinaSelverston.com
(415) 815-7590

Maywan Krach

From: Dane Shannon <c.dane.shannon@gmail.com>
Sent: Friday, July 17, 2015 2:13 PM
To: Placer County Environmental Coordination Services
Subject: Comments on the Olympic Valley DEIR

To whom it may concern,

As I attended the meeting in Kings Beach, I found myself overwhelmed by the consistent theme "Significant and Unavoidable impacts". It scares me that a project with this many environmental impacts, that will forever scar a beautiful valley of the Sierras could even be considered by anyone. IF there is a place for human over development, it is not in a fragile eco system such as Olympic Valley, one of the Grand Natural Cathedrals of the Sierras.

I have many concerns for this project.

1. Ground Water, not enough to sustain the project.

2. Placement of the new maintenance facility, propane tanks, and other hazardous materials at the mouth of the Aquifer refresh and the base of Shirley Canyon

3. Squaw Creek, The health of the Creek and the meadow it flows into will be significantly impacted by the construction dust and dirt form the 25 year build.

4.Noise Pollution during the 25 year build. People come to Squaw/Tahoe to escape the hustle and bustle. The noise will be very obtrusive.

5. Light Pollution. Not just in the valley but in the surrounding mountains and valleys. I like to look at the stars I came to Tahoe to look at the stars. We don't need more street lights, building lights.

6. Traffic. It is already overwhelming on powder days, and there is no room to build a wider road. Significant and unavoidable.

7. Building heights and new unnecessary buildings. Anyone that spends time, works in the valley is blown away by the beauty of the place, More man made structures will take away from that. Plus there is too many to be sustainable. They will be an empty scar on the land.

8. I work in they valley, I am concerned that the construction will have a negative effect on people not wanting to visit during the construction. That will in turn hurt my ability to make a living. Many people will be effected by this.

9. Air Quality from the construction dust.

10. Concerns for Climate change will change the economic viability of the area and once again we will be left with a giant ghost town scarring the land.

11.Economic Downturn. The plan is too large to be sustainable now, but with a downturn in the economy it will without a doubt fail.

There is many more impacts that I am concerned about, but those 11 are my main ones.

In closing, all of these impacts are, in deed, avoidable. This project has been shown to be unsustainable and scarring to the land and community. History has shown that the people that protect the land will be remembered and the people that try to selfishly profit from taking advantage of the land are not. Hence why we know John Muir and not the name of the man that wanted to overdevelop and put a Ferris Wheel in Yosemite valley.

Thank you for your time.

Dane Shannon

Maywan Krach

From: Carol Shanser <cshanser@gmail.com>
Sent: Tuesday, July 14, 2015 8:36 AM
To: Placer County Environmental Coordination Services
Subject: dEIR response

Please confirm rec't.

Placer County Community Development Resource Agency 13 July 2015
Attention: Maywan Krach
3091 County Center Drive, Suite 190
Auburn, CA 95603

To whom it may concern:

My name is Carol Shanser and my primary residence is 1580 Lanny Lane, Olympic Valley, CA. I have owned property in the Valley since 1987 and have had this residence since 1989. This address has been my primary residence since 2009.

I have a concerns with the dEIR and am compelled to voice my concern about the size & scale of the proposed project and it's negative impacts upon the environment.
Early on in the development process for the Village at Squaw Valley, we were told by the applicant that hosting "incentive" type meetings or conventions was a key target of their marketing plan, and that 500 rooms would be sufficient to meet their needs in that regard. Even though they have downsized from their original number of ~3300 to 2200, and now to approximately 1500 rooms, that number is still 3 times their claimed need of 500 rooms, **without** including the existing Intrawest Village. Fewer rooms would lead to lower building heights, better maintenance of views and significant reduction in the cumulative adverse effects of more people, more cars & construction upon this fragile but pristine alpine valley environment…all in all, a much BETTER outcome. The applicant has so far never justified their NEED for additional rooms above that which might be necessary to host meetings, and one can only conclude that real estate profit and greed are the motivating factors for the private equity backers, KSL and their minions, SVSH. I do not see how you could justify allowing their financial interests to take precedence over the interests of residents of Squaw Valley and the other North Tahoe communities, especially when no real need for such a large and multi year project has been demonstrated.
I am comfortable, however, in supporting development whose size & appearance are appropriate for the setting, and development that improves the character of the village and valley, but NOT of the size & scale of the proposed project.
For these reasons, I would like to support the Reduced Density plus Reduced Height Alternative in order to insure that no buildings in the VC-C would be taller than 72ft.
The result would minimize the negative effects of lighted buildings on the night sky and diminish their obstruction of views, as well as provide for wider walkways and larger plazas.
It would also eliminate the need for placement of the maintenance facility adjacent to the base of the environmentally sensitive Shirley Canyon & creek.
In conclusion, I would suggest that the BOS reject the applicant's proposal because of significant and unavoidable impacts, and require them to submit an alternative plan that reduces the number of rooms by 50% or more and lowers building heights to a maximum of 72ft. There are just too many unacceptable "significant and unavoidable impacts", most of which could be mitigated by the Reduction in Density and Height Alternative.

Thank you for your understanding,
Carol Shanser
1580 Lanny Lane
Olympic Valley, CA 96146

Maywan Krach

From: Jon Shanser <jonshanser@gmail.com>
Sent: Friday, July 10, 2015 7:00 AM
To: Placer County Environmental Coordination Services
Subject: dEIR response...please confirm receipt!

Placer County Community Development Resource Agency 12 July 2015
Attention: Maywan Krach
3091 County Center Drive, Suite 190
Auburn, CA 95603

To whom it may concern:
My name is Jon Shanser and my primary residence is 1580 Lanny Lane, Olympic Valley, CA. I have owned property in the Valley since 1987 and have had this residence since 1989. This address has been my primary residence since 2009.
I am a physician(diagnostic radiologist) and practiced in SF from 1970-2009; my background has been and remains scientific with an interest in biology and disease as well as the environmental effects upon them. I also try to provide facts as opposed to opinions because the latter typically have little or no science to back them up.
I have several concerns with the dEIR and feel that it is inaccurate and in error on several issues which I will address below:

1- **Views**: I believe that the dEIR position with regard to views pays "lip service" to the residents of the valley in that it states that the visual impacts of the ongoing operations will significantly impact **only** the long term residents since they, not the visitors, will be the only ones to notice the change(s). This is not an appropriate response to the people's (including the thousands of pass holders who frequent SV) concerns about how their views are adversely impacted; after all, they live &/or recreate there every day! Moreover, the argument that the "natural terrain dominates the view…the structures in the near foreground are not visually prominent" is opinion and not fact based because one's position relative to the tall buildings dictates how "visually prominent" the structures really are. If, for example, one is close to the structure, it certainly will be "visually prominent"! Another facet related to the view issue is how a new village will adversely impact the night sky. Unfortunately, there are no mitigations that can reduce the building glow into the night sky other than fewer smaller buildings.

2- **Traffic**: The traffic analysis is flawed in that it looked at the 2011-2012 winter, a winter that saw no snow thru Jan 16th, only one large storm Jan 23rd, and very low traffic Thanksgiving, Christmas and MLK weekends. Feb.18th was that analysis day(the 5th busiest day), for which reason the objective of the traffic study(determine peak hour & day for winter conditions) did not come close to being met. The traffic analysis in a typical winter would have a day in the Christmas week be the 5th busiest; it needs to be redone with data from a typical or average winter season. Faulty analysis like this leads to faulty conclusions and underestimates the significant adverse impacts of traffic into and out of the valley and the Hwy.89 corridor. Several mitigations could be employed such as: reduced speed limit on SV Road to improve safety & decrease noise; carpool incentives that would encourage carpooling; public transit support & subsidies to encourage increased use of public transit, now at a minimum; creation of more bus stops along SV Road(both east & westbound) to encourage residents' use.

3- **LOT 19**: Lot 19 is currently zoned CP & FR and is located at the entrance to Shirley Canyon. The applicant proposes to rezone it to Heavy Commercial in order to build a maintenance facility. They could not have picked a more important and sensitive place and this **must not be permitted**. Storage of chemicals and toxic materials, not to mention huge quantities of propane are a serious environmental concern and threaten both the creek and a very important recharge location for the aquifer. This area is also adjacent to the start of the Shirley Lake trailhead, one of the major draws to hikers in our valley. Impacts of traffic into & out of this area from emergency vehicles, propane delivery trucks and maintenance equipment is missing in the dEIR! The only way to mitigate this issue is to force the applicant to move the maintenance facility elsewhere. It is not acceptable to claim that this is the best of several poor alternatives!

4: **LOTS 16/17 & 18**: The plan calls for these lots to have fractional ownership cabins which are to be located on land that is a prime aquifer recharge zone, and construction on this 25% slope would require extensive grading and tree cutting. Building in this location poses potential risk to the valley's water supply and threatens to create a "clear cut" appearance to this entire area. Again, the reasonable mitigation would be to reduce the size & scope & number of buildings planned in this location.

Needless to say, there are many more issues that the dEIR deals with but the bottom line is that of the Alternative possibilities available to the Board of Supervisors, clearly **Reduced Density(50%)** is the environmentally superior alternative. Reduced Density would, de facto, reduce the significant adverse impacts to views, traffic, creeks & aquifer, & Shirley Canyon(not to mention to biological & cultural resources, air quality & greenhouse gases, noise, etc.). But even better would be the **Reduced Density plus Reduced Height Alternative** which would insure that no buildings in the VC-C area would be taller than 72ft.(thus minimizing obstructed views and adverse effects on the night sky); a 50% density reduction would go further to provide for larger plazas and passage/walkways, relocation of the maintenance facility to a less environmentally sensitive location, and elimination of the need for podium parking.

It is my strong contention that the **proposed Village at SV, as analyzed(often inadequately or in error) in the dEIR, creates far too many significant and unavoidable impacts, and that those adverse impacts far outweigh the potential benefits that the project might provide**. Thus, I would also contend that there are still too many adverse impacts for the Board of Supervisors to conclude that a "Finding of Overriding Consideration" is possible. Even those who drafted the dEIR agree in Alternative Section 17.25 that the impacts are too large for the size of the proposed project and that a 50% reduction would reduce traffic sufficiently to have no significant impacts, as well as reduce many of the other impacts(water,noise,visual,air quality, etc.).

Therefore, I would like to request that the Placer County Planning Commission AND the Board of Supervisors **REJECT the project as proposed** because of the significant and unavoidable adverse impacts. I would also suggest that they **require the applicant to submit an alternative project plan that reduces the number of rooms by 50% or more, and that lowers building heights to a maximum of 72ft**. As the proposal currently stands there are too many unacceptable significant and unavoidable impacts, but the Alternative reduction in density and height would mitigate most, if not all of them and thereby preserve the asset that Placer County holds so dear.

Thank you for your consideration,

Jon D Shanser MD
1580 Lanny Lane
Olympic Valley, CA 96146

Maywan Krach

From: Dan Shapiro <dnalaw@sbcglobal.net>
Sent: Friday, July 17, 2015 12:07 PM
To: Placer County Environmental Coordination Services
Subject: Please, NO on the proposed Squaw Valley development

Hi,
Please do not allow any amusement park type development in Squaw Valley.
Seems to me that there are few areas left that have not been over-run by high rise condos and swarms of people. I have fond memories of Squaw Valley..... remember, once it is done, you can't undo it, so please do whatever you can to preserve the tranquility of that area.

Thank you,
Dan Shapiro

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

June 2, 2015

RECEIVED
JUN 05 2015
ENVIRONMENTAL COORDINATION SERVICES

Dear Ms. Krach

I, Katharine Shiomoto, learned to ski in Squaw Valley starting in 1971 and have been a part time resident since 1998. I love the Olympic Valley, Squaw Valley, and the Tahoe area and it is where I go to become whole when the hustle and bustle of living and working in the Bay Area takes its toll on me. We own our second home at Tavern Inn where we intend to retire. My children have been coming up to Squaw since they were 4 weeks old and also have developed a deep love of the area. I am writing to you with my comments on the May, 2015, Draft Environmental Impact Report State Clearinghouse # 2012102023 regarding the Village at Squaw Valley Specific Plan.

The first item that caught my attention is in section 2.1.3.1 Realize a year-round destination resort, consistent with the vision and objectives of the Squaw Valley General Plan Land Use Ordinance (SVGPLUO). As stated in the SVGPLUO, that vision is to "ensure that Squaw Valley is developed into a top quality, year-round, destination resort," "<u>without adversely impacting the unique aesthetic and environmental assets of Squaw Valley</u>." (Placer County 1983:4). The proposed plan does not achieve this objective without significantly impacting the unique aesthetics of the views of the lower mountain as discussed in Impact 8-1. Specifically "*The increase in number and size of structures at the main Village area would increase the visibility of the built environment and would obscure the lower slopes on the mountain. However, the mountain peaks surrounding the resort would remain the primary point of visual interest and would continue to dominate the west end of the Valley.*" and "*Because the project would obstruct some views of the lower slopes and continue a long-term development trend within an overall highly scenic area, the impact would be significant to permanent residents of the Valley.*" There is nothing like snow shoeing in the meadow in winter and seeing the FULL mountain or biking the path with the smells of the grasses and seeing the mountain as your goal. See exhibit KS-1.

Impact 18-14: Substantial adverse cumulative effect on a scenic vista. S There are no additional feasible mitigation measures available to reduce this cumulative impact to a less-than-significant level. SU As a long time visitor and future permanent resident I urge that either the 17.3.2 No Project—No Development Alternative or the 17.3.4 Reduced Density Alternative be adopted with an additional modification to exclude the building of the MAC. As depicted in exhibit 17.2 the MAC is the structure furthest from the existing village and closest to the meadow and Squaw Valley Road and would cause the greatest visual block as it is one of the tallest structures. I imagine it will be much like the Woodhams building that is an eye sore on Donnor Summit and blocks views to Boreal's mountain.

The MAC also does not appear to be in line with the project goal 2.1.3.9 <u>Provide a level of development compatible with existing uses and development practices.</u> The MAC is

unnecessary. The Tahoe Basin and nearby Truckee river provide all and more than the proposed MAC. In a world with ever increasing planned, structured adventures, and gadgets why force people inside? Support outdoor experiences, creative learning while doing, and support the wider Tahoe community and do not allow the MAC to be built.

I disagree with the assessment in Impact 8-4: Create additional shadowing on existing structures or outdoor public gathering areas during a substantial portion of the day as LTS (Less than Significant). The rationale listed is that *because the shadow effect from the mountain to the south of the project site already covers much of the project site in the winter, the seasonal changes to shadowing conditions on adjacent public gathering places would not be worsened by the project. The project's impacts on adjacent properties due to shadowing would, therefore, be less than significant.* This is not true in the proposed expansion areas. The mountain does not shade these areas until dusk. See Exhibit KS-2. I recommend that an assessment be made that models the actual impact and then have mitigations that increase path sizes and open areas to minimize shadowing.

As an owner at 227 Squaw Valley Road, Tavern Inn properties, I have **great concerns** with plan item 2.1.4. <u>The plan area would include the approximately 8.8-acre East Parcel, which is planned for employee housing, off-site parking, shipping and receiving, and a small retail market.</u>

> East Parcel ψ Up to 50 employee housing units (dormitory and studio units), accommodating a maximum of 300 employees; ψ Employee recreational facilities (e.g., barbeque areas, picnic tables, a passive park setting, and/or horseshoe pits); ψ Employee parking; and ψ Approximately 20,000 square feet of commercial space, including a 15,000-square-foot shipping and receiving facility and a 5,000-square-foot market.

The east parcel is directly across the street and in my view line from my window. Over the years we have had issues with local workers using our complex's hot tubs and partying in the common spaces. I also question the need to add a retail market there when the 7-Elevn is within 0.5 miles or an 8 minute walk. Is it possible to expand the 7-11 site/ Tahoe Dave's site if the market research indicates another market is needed? There is already Alice's market in the Village and 7-11 for incidentals. The last item I would like in front of my future retirement location is a 15,000 sq. ft. shipping and receiving facility and the associated truck traffic. Why is this being planned so far from the main operations? Why is this not incorporated into the expanded maintenance areas being proposed? The trucks will still have to transport items into the main village areas. Use of this space for additional parking would be acceptable as it would not have overnight impact or visual impact as depicted in exhibits 17.1 and 17.2.

My final comments relate to *Impact 18-18: Contribute to cumulative light and glare or skyglow effects in the region. S There are no additional feasible mitigation measures available to reduce this cumulative impact to a less-than-significant level. SU.* Again there is nothing like the stars in Tahoe. On our biweekly drives to Tahoe, as soon as we pass Colfax and the city lights are gone, one is moved by the star filled night and how when the moon is full the granite peaks can be seen. When I pull into our parking spot the first thing I do is stand outside and breathe in the cold mountain air and look at the sky above. It fills me and makes me again whole. Adopting a modified plan the 17.3.2 No Project—No Development Alternative or the 17.3.4 Reduced Density Alternative, with an additional modification to exclude the building of the MAC, can preserve this.

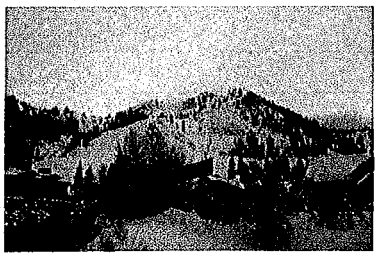
I thank the Planning Department in advance for addressing my concerns. Please send all future notices related to the project and EIR to my email listed below.

Sincerely,

Katharine Shiomoto
129 Michael Way
Santa Clara, CA 95051
408-615-0402
Meowzer67@comcast.net

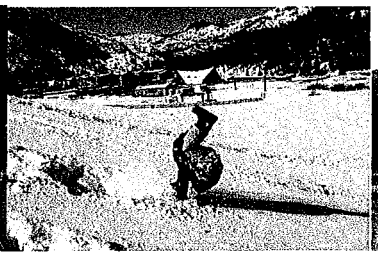
227 Squaw Valley Road, Unit #8
Olympic Valley, CA 96146

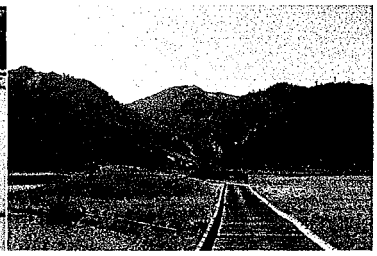
Exhibit KS-1



View of the moutain from near the Olympic Clock Tower. Can still see much of the base of the mountain with only 2-3 story buildings and wide spacing.

Views of the mountains from the valley floor and meadow areas.





Compared to an artist rendition

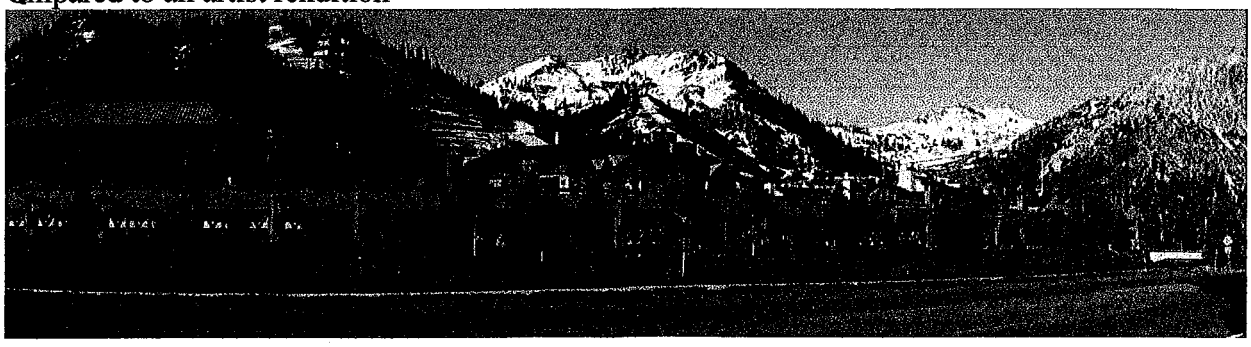
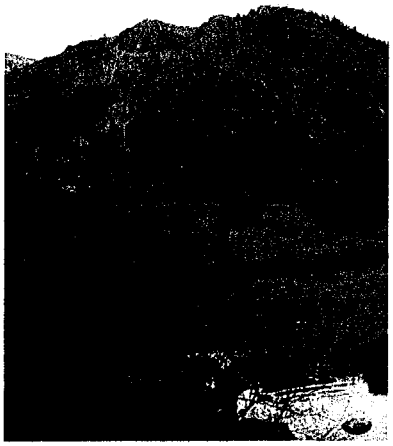


Exhibit KS-2;
Notice the shadows do not extend across the parking areas where the MAC is proposed.



Maywan Krach

From: Julia Silverman <juliasilverwoman@gmail.com>
Sent: Thursday, July 16, 2015 11:36 AM
To: Placer County Environmental Coordination Services
Subject: Squaw Valley Development

I am writing this letter to express my desire for the board of supervisors to look more closely at the environmental impact plan. I am very concerned about the effect this large scale development will have on not only Squaw Valley, but also on the rest of the Lake Tahoe area. Traffic congestion, water usage, and light pollution affect all who visit this beautiful part of our county. Please protect this area for us locals and the many tourists who come for the unique Lake Tahoe experience of natural beauty.

Thank you,
Julia Silverman

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

My name is Mark Simpson. I have owned a second home at 3102 Sierra Crest Court, Olympic Valley, CA since 2005. I have skied at Squaw since 1981. Prior to moving to Squaw Valley I owned a home in Tahoe Donner. I have read the EIR prepared for The KSL Development. While I feel that there are several significant flaws in the document I will focus on the traffic analysis which I believe contains a very serious flaw.

The traffic study utilizes the winter of 2011 2012 to establish the peak hour and day for winter conditions. That year was one of the worst on record for snowfall. Certainly it was one of the worst in the past 5 years.

There was absolutely no snow from November 8, 2011 until Monday January 16, 2012 (Martin Luther King Day) when 1 inch fell. None of the 15 busiest days used by the traffic consultant occurred in December. Only one of the busiest days listed occurred in January and that day (number 11 busiest day) occurred on January 29. None of the normally busy days of Christmas week, New Year's week and Martin Luther King weekend were not even in the top 15 busiest days. All but one of the busiest days (number 11 January 29) occurred in February, March and April. This does not in any way represent an average season in Squaw Valley.

The objective of the traffic study was to determine peak hour and day for winter conditions; traffic volume should represent peak AVERAGE winter ski conditions. Using 2011-2012 creates an artificially low baseline for peak day traffic for purposes of the traffic study. This results in significantly underreporting the actual impact of the proposed development on traffic. The under-reporting of the impact of traffic also affects several other area of the EIR, including air pollution, noise, and parking.

Utilizing 2011-2012 to determine the peak average in the traffic study is a serious flaw in the EIR analysis of traffic, air pollution, noise and parking. The DEIR declares the traffic impacts to be significant and unavoidable. The DEIR understates the traffic problem by using a flawed baseline. In fact the traffic impact is likely to be even greater than stated in the DEIR.

I recommend that Placer County Planning Department reject the current significantly flawed traffic study and direct the Traffic Consultant to develop a more accurate and appropriate method of establishing the Peak Average for the traffic study.

Sincerely,

Mark Simpson
Mark Simpson markhsimpson@gmail.com

Maywan Krach

From: Irene Slisky <marski999@comcast.net>
Sent: Tuesday, July 07, 2015 6:06 PM
To: Placer County Environmental Coordination Services
Subject: 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 not-withstanding, there will be unavoidable and excessive noise and traffic. I ask that Placer County review their regulations specific to this project and recognize that we are a vacation and resort community and not a strip mall in Roseville and thereby warrant special consideration to limit the construction noise and traffic.
Thank you.

Irene Slisky
201 Squaw Peak Road Unit #235
Olympic Valley, CA. 96146

Maywan Krach

From: David and Patricia Smelser <davidandpatriciasmelser@gmail.com>
Sent: Wednesday, June 24, 2015 3:42 PM
To: Placer County Environmental Coordination Services
Subject: KSL, Squaw Valley Development

Hi Maywan,

I thought I'd add my two cents worth. I am in favor of some development in Squaw but just not so big.

I have lived in Squaw and now Alpine Meadows since 1968. Back in the day when driving down Hwy 89 towards Truckee when one saw the rare car one waved because you almost surely knew the other driver. Today it is nonstop traffic 24/7. I believe adding more will be a mistake. Just now they are working on the Mouse Hole under the railroad tracks to add a pedestrian walkway, a good idea, but they are not enlarging the roadway. It will be a bottle neck later.

For the past few years I have been a part time bus driver for Alpine Meadows Ski area so I have some experience with local weekend ski traffic. Tahoe City is a huge bottleneck on weekends backing southbound traffic beyond Squaw. Traveling from Truckee on those busy days one gets held at the Squaw light while exiting Squaw traffic turns right onto Hwy. 89. Two or three cars get across Squaw Valley Road on each light.

Currently CalTrans is replacing the bridge at Alpine and adding a stop light. When that light becomes operational the same mess will occur as the Alpine traffic turns right towards Tahoe City and the Squaw and Truckee traffic will just sit.

I don't believe that enough thought has been put into the existing roads, electrical grid or water and sewer capacity for such a large development in Squaw.

Thanks, Dave Smelser

Maywan Krach

From: Bradon Smith <bradonesmith@gmail.com>
Sent: Friday, July 17, 2015 4:19 PM
To: Placer County Environmental Coordination Services
Subject: STOP

Where is the water supply coming from, this is not a "One Time" Water issue we are currently dealing with.

Where are the people going to to come from to fill your new rooms. How many days a year has Squaw 100%, booked ALL available rooms in the valley…. There will not be enough people during non holiday times to justify even 10% of the building AKA DAMAGE that you will do to the Valley.

Terrible decision to go through with the expansion. Its big & boisterous enough already!!

Bradon

Maywan Krach

From: Brett C. Smith <brettcameronsmith@gmail.com>
Sent: Friday, July 17, 2015 4:28 PM
To: Placer County Environmental Coordination Services
Cc: Bradon Smith
Subject: Not Supporting Expansion

Brett Smith

--
Brett

Maywan Krach

From: Evan Smith <orchitraz@gmail.com>
Sent: Friday, July 10, 2015 9:41 AM
To: Placer County Environmental Coordination Services
Subject: KSL development plans

Attention Maywan Krach:

It's very apparent that KSL/Andy Wirth don't really care about the skier/visitor/resident experience. They care about ticket/pass sales, and sales at their retail outlets, and they'll make more money, they think, if they sell mostly to new customers rather than to repeat customers. They want to take advantage of Squaw's reputation and make it a destination for new customers while actually discouraging locals/repeat visitors. This shows clearly through their marketing the past 4 years, mountain operations, and their development plan. It's very short-sighted in that skier/boarder ridership is declining, and has been for awhile. They need to promote skiing/boarding and provide a quality experience, not just chase dollars in an irresponsible manner. Also, Squaw has the reputation it has because of the loyal repeat ridership and their achievements. Trying to make it into a Deer Valley won't work because it's not that type of hill and cannot be made into one, it's too rocky among other issues, and North Star is a only few miles away anyway. As a community asset, the way they run their business affects all of us in the area and their refusing to hear our input says a lot about their business plan.

The occupancy rate in Squaw valley is already low, building many more units really doesn't make sense. Devaluing property in the valley will be the effect, especially if we get more drought. Declining property values are in no ones interest except those who can't afford current prices. Also, with devalued property values, here will you get the tax dollars to pay for public infrastructure?

Nighttime construction is totally unacceptable. People who live in the valley need their sleep. People who visit the valley need their sleep. This is an issue that points to KSL's inability to put themselves in other people's shoes, it points to the arrogant and self-centered attitude that exists in KSL management. This attitude is blind to many social issues, and is a big reason why people are offended by KSL's plans. This attitude is not conducive to collaboration, which is essential to make the best choices for Squaw Valley and the area in general, including Placer County.

Scientists have showed that megadroughts are in CA's future (and as we all have experienced recently), it doesn't make sense in several ways to overdevelop the valley, this is a FACT that we should anticipate.

We need to use foreward thinking in how we develop the valley, pollution rules and values are only going to get stricter and more important. Values are very important, we shouldn't be using values based in the 1990's or before.

Trust is a big issue, KSL says they are green and all sorts of stuff, but they consistently lie and distort. They burn the trash from Gold Coast that they say they recycle (confirmed by multiple employees). What else do they lie about? How can we trust showmanship and attention-getting behavior? If they can't do customer service well, or have integrity, why should we believe them and trust them to make more important choices?

How can Colfax survive as a town and squaw has been deemed not profitable by the recent fiscal analysis? There's many things that are wrong with that report, it's obvious. It's worrisome that LAFCO might be

thinking about money and not other values. Money isn't everything. I certainly hope LAFCO is in a neutral position, because it is very inappropriate for you to be "in cahoots" with KSL, it certainly sounds like lawsuit potential to me...

There's many more issues to cover of course, please listen to the others, a lot of them know what they're talking about. KSL knows about greed. It'd be nice to see them express some empathy and concern for their neighbors and customers. I'm not betting on it, frankly.

Sincerely,
Evan Smith
420 Squaw Peak Road
Olympic Valley, CA. 96146

Maywan Krach

From: jcswindwalker1@comcast.net
Sent: Wednesday, July 08, 2015 7:51 PM
To: Placer County Environmental Coordination Services
Cc: Gregg
Subject: Village at Squaw Valley Inn Specific Plan

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

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

I am a homeowner at the Squaw Valley Lodge and I often round the corner of Squaw Valley Road South onto Squaw Peak Road. Most times I encounter a huge amount of foot traffic from skiers walking in the middle of the road to the tram from their cars, children and teens and dogs running all over the place ignoring the fact that this is indeed a road, day skiers stopped at the curb actively loading and unloading, as well as numerous commercial deliveries attempting to maneuver their trucks and merchandise into and out of the loading dock. There are already serious safety and congestion issues that is only going to get worse with the new development and the addition of hundreds of new homeowners and skiers. THERE IS NO MENTION OF THIS IMPACT IN THE EIR! It needs to be addressed at this time in the process and we would appreciate your attention to this situation in making sure it is fully and appropriately addressed.

Construction also unfortunately brings high volume of noise and traffic. Yet there is the expectation that, Placer County Regulations not-withstanding, there will be unavoidable and excessive noise and construction traffic. Please recognize that we are a vacation and resort community (and not a city commercial center or strip mall) and as such we respectfully ask Placer County to review regulations specific to this project to warrant special consideration to limit the noise and traffic.
Thank you.

Judy Smith
201 Squaw Peak Road Unit #348
Olympic Valley, CA. 96146

Dear Mr Kruch et al

Why would Placer County even for a minute consider the massive HSL plan for Squaw Valley ??

It is a huge development way out of proportion for the valley which would result in serious degradation of a beautiful resource for the county, in fact the whole world.

There comes a few times when you must make a firm stand on an important principle. Now is a time when you should make a clear statement to HSL - and to all other developers - that oversize and out of character development proposals like this are will NEVER be approved!

thank you Larry W Smith

Maywan Krach
Placer County, Planning Services Division
3091 County Center Drive Suite 190
Auburn, CA 95603

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

Dear Ms. Krach,

Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the proposed Village at Squaw Valley Specific Plan (Project). My husband and I are long-time skiers at Squaw Valley; my husband started skiing at Squaw in the 1970's. Skiing and recreating at Squaw is an important aspect of our life. We understand that some development will occur at Squaw Valley, but are insistent that any development maintain Squaw's skiing heritage and "The Soul of Skiing." We feel the DEIR fails to satisfy the basic requirements of the California Environmental Quality Act (CEQA), and have the following comments on the DEIR that we feel need to be addressed in order to satisfy CEQA.

Natural Resources

The DEIR fails to adequately analyze impacts on natural resources or provide sufficient mitigation:

- The Project would have a significant impact on jurisdictional wetlands, wet meadows and riparian habitat but fails to adequately analyze impacts from groundwater pumping, and provides inadequate mitigation. Although mitigation measures are included for impacts to jurisdictional wetlands, the measures are not adequate to mitigate impacts to a less than significant level. Measures 6-1a and 6-1b require a minimum mitigation ratio of 1:1. No other ratio is presented in the measures. For permanent impacts, a 1:1 ratio is not sufficient to mitigate impacts to a less than significant level taking into consideration temporal loss, value of the wetlands, and uncertainty of success of mitigation. Therefore, a minimum ratio of 3:1 (mitigation: impact) is needed to mitigate effects to jurisdictional waters and wetlands to a less than significant level. Without a mitigation ratio higher than 1:1, the impact will remain significant.
- The Project will also have a significant impact on Sierra Nevada yellow-legged frog. If present, Measure 6-2 requires avoidance measures; however, as stated in the DEIR, during construction, "[t]he degradation and removal of creek and meadow habitat as a result of construction and creek restoration activities would also be considered take." However, the impacts are not quantified, nor does Measure 6-2 does not propose any habitat mitigation to reduce impacts to a less than significant level. Without adequate quantification of impacts and habitat mitigation, construction impacts will remain at a significant level.
- Further, the DEIR fails to adequately analyze to in-stream waterflow caused by groundwater pumping. As an example, for yellow-legged frog the DEIR states that increased groundwater pumping would lower groundwater elevations, decrease pool volume and connectivity nearest to the well fields (near the Olympic Channel). However, there is no further analysis on the extent of impact this will have on yellow-legged frog. The DEIR assumes that Sierra Nevada yellow-legged frogs will move to areas downstream where conditions are better for the species and incorrectly concludes that operations impacts will be less than significant. Habitat impacts from operations

will be significant, and at a minimum require habitat mitigation. However, without an adequate analysis of the impacts caused by the groundwater pumping, the impact and required mitigation is unknown.

- The information presented in "Appendix E1. Biological Resources Lot Impact Assumptions and Acres" is misleading. For instance, the table shows there will be no impact to riparian habitat for "Lot Road 5," but there will be 0.002 acres of impact. This is not included in the Project impacts, and must be under CEQA. Lot 7 VC-C will have 0.002 acres of riparian impact and 0.004 acres of wet meadow impact, and Lot 12 V-P will have 0.002 acres of riparian impact but again, those impacts are not included in the Project impacts. Without inclusion of all natural resource impacts the Project cannot be adequately and fully analyzed under CEQA.

Aesthetics

Driving up Squaw Valley Road (a County-designated science roadway) and coming upon the view that is Squaw Valley is awe-inspiring, and the DEIR fails to adequately analyze or mitigate the Project impacts on the view. For example, the DEIR downplays the view ratings from different locations. The view form Squaw Valley Road is only rated as moderate; however taking into account what can be seen from the road, this is a drastic underassessment of the view. Further, according to the DEIR, the maximum proposed building height is 108 feet (approximately 10 stories), however many of the simulations only include 4-5 story buildings, not showing the true impact a 108 foot tall building will have the view. Without a proper analysis of the impacts on the view, the DEIR is inadequate.

Transportation

Traffic on Highway 89 getting to Squaw Valley can take hours from Truckee on powder days. We have personally experienced traffic which has backed up all the way down Highway 89 to West River Road and then down West River Road almost to the intersection of West River Road and Bridge Road in Truckee. With additional housing units, and more concentrated parking for day use skiers, traffic and circulation have the potential to become even more impacted. This will have a significant impact on traffic, which the DEIR fails to adequately analyze.

- The EIR must accurately state the current public parking capacity and compare it with the proposed public parking capacity. The DEIR anticipates 10,663 skiers on the 5th busiest day; using the 2.2 persons/vehicle projection provided in the DEIR, this would require 4,847 parking spots. The DEIR dismisses any analysis of parking, and just downplays any impacts by stating "sufficient parking will be provided…" but provides absolutely no information on that decision. By failing to adequately discuss parking, the Project's true impacts on traffic and transportation cannot be adequately analyzed, and as such are under estimated.
- Given that several of the impacts under transportation are significant and unmitigateable, any forward movement on the Project needs to be carefully considered, as these unmitigateable impacts effect a much larger community than just Squaw Valley. The DEIR currently downplays these regional impacts, and thus does not present the public and decision makers with adequate information.

Relation to other Projects

The DEIR fails to incorporate and assesses the Project's relationship with other projects in the region. The SVPSD is currently evaluating a water transfer from Martis Valley to the SVPSD. The water transfer from Martis Valley must be evaluated as part of the Project, and fully analyzed in the DEIR, not as a separate project as the DEIR currently does.

Given these shortcomings, the DEIR fails to meet the basic requirements of CEQA, and needs extension revision and recirculation. This is the only way to ensure the proper scope and impact of this large project in the Tahoe region is presented to the public and decision makers.

Please continue to provide us notice of the progress this Project. Please address all future notices regarding the progress of this Project to:

Tom and Amy Sparks
1430 Arch Street
Berkeley, CA 94708
forestguru@yahoo.com

Thank you again for the opportunity to comment on the DEIR.

Respectfully,

Tom and Amy Sparks

Maywan Krach

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

I live at Donner Lake and already feel the overwhelming congestion that can snarl our roads on the busiest vacation days. I feel adding SO MANY bed to squaw valley will just overwhelm the infrastructure. Please please please drastically siz this project down!
Sincerely
Greg Speicher
13624 Donner Pass Rd
Truckee CA 96161

Maywan Krach

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

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

Subject: Village at Squaw Valley Specific Plan

Dear Mr. Fisch:

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

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

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

John Spiller
201 Squaw Peak Road Unit # 159

Olympic Valley, CA. 96146

Maywan Krach

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

Dear Sirs and Madams,

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

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

Please do not approve the project and the EIR.

Sincerely,
Deborah Spohr
Tahoe City

Maywan Krach

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

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

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

July 17, 2015

My thoughts on the EIR for the Squaw Valley Project

Attention: Maywan Krach

Dear Placer County Board of Supervisors and Maywan Krach,

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

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

I have decided to somehow write my memoirs instead.

I have memories of:

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

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

Change is Good.

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

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

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

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

Talk about Full Circle!!!

Honor the Valley,

Honor those who went before you,

Honor those who come to visit here in the future!

It's a WinWin Prospective for sure!

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

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

I could Imagine that for our Future, for sure.

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

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

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

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

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

Much Love & Understanding to all,
Lisa & Nikolas

Maywan Krach

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

This development should not be approved in its current form.

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

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

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

Kevin Starr

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

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

Dear Placer County Planning Commission

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

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

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

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

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

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

LSC Transportation Consultants, Inc.

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

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

TABLE 5: Squaw Valley Design Day Skier Parking Demand

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

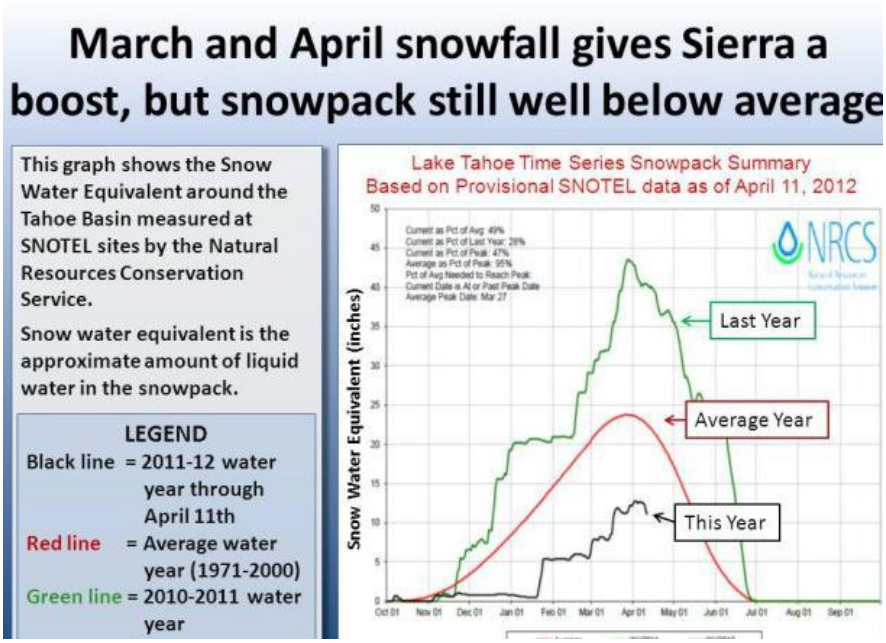
1. See Table 4. Excludes employees skiing while on the job.
2. On-slope survey of 293 skiers conducted in the 2011-12 ski season.
3. Survey of arriving skiers conducted April 1, 2012.
4. Parking turnover count conducted March 10, 2012.

LSC Transportation Consultants Inc. *SVParking Demand.xls*

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

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

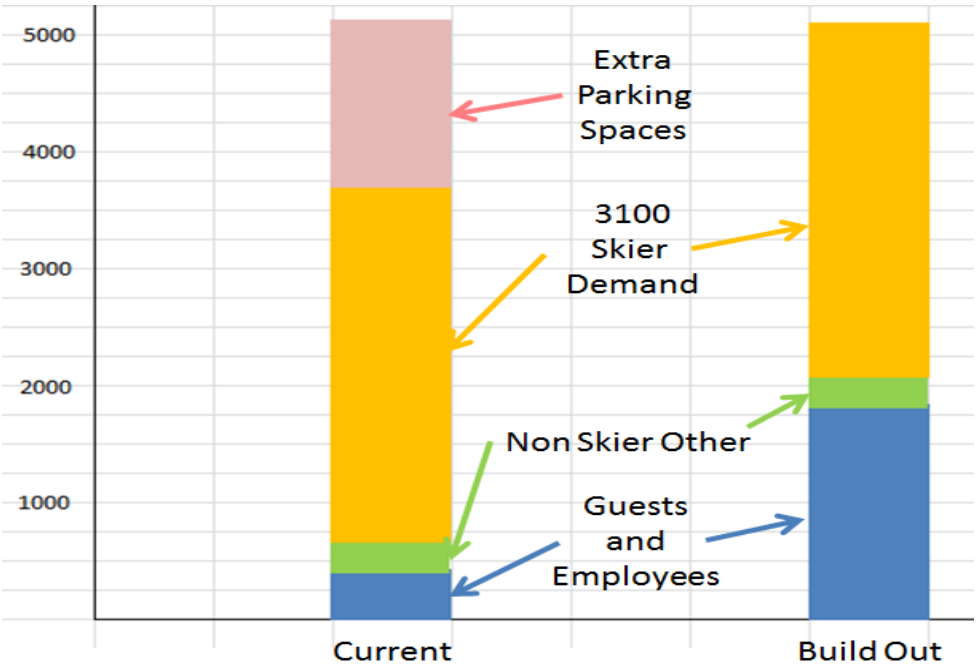
http://www.onthesnow.com/california/squaw-valley-usa/historical-snowfall.html?&y=2012



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

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

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



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

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

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

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

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

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

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

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

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

Thank you for your consideration.

Thank You

David Stepner

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

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

Dear Placer County Planning Commission

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

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

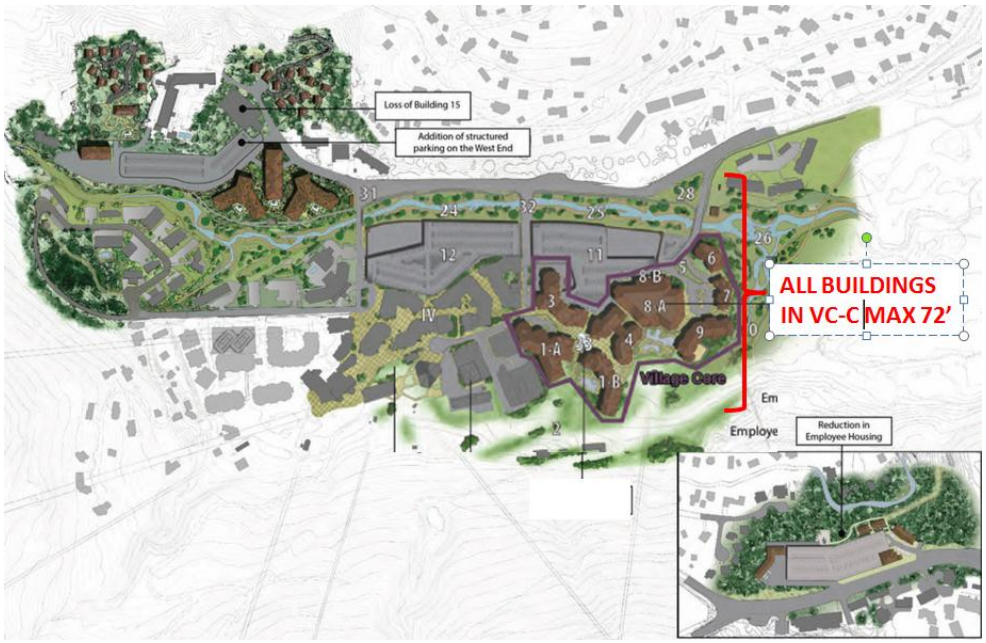
This response describes an alternative that starts from the same reduced height premise but marries in the reduced density of alternative 17.3.4, achieving superior impact mitigation without any incremental adverse effects.

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

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

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

East Parcel would be the same as in 17.3.4



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

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

==========

Some significant points -

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

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

Impact Reduction same as Alternative 17.3.4 – Reduced Density

POPULATION, EMPLOYMENT, AND HOUSING *(less)*

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

TRANSPORTATION AND CIRCULATION – *(Less)*

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

NOISE – *(Less)*

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

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

PUBLIC SERVICES AND UTILITIES – (less)

HAZARDOUS MATERIALS AND HAZARDS – (same)

GREENHOUSE GASES AND CLIMATE CHANGE – *(Less)*

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

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

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

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

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

CONCLUSION:

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

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

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

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

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

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Appendix A

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

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

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

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

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

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

Appendix B - Alternative Variations

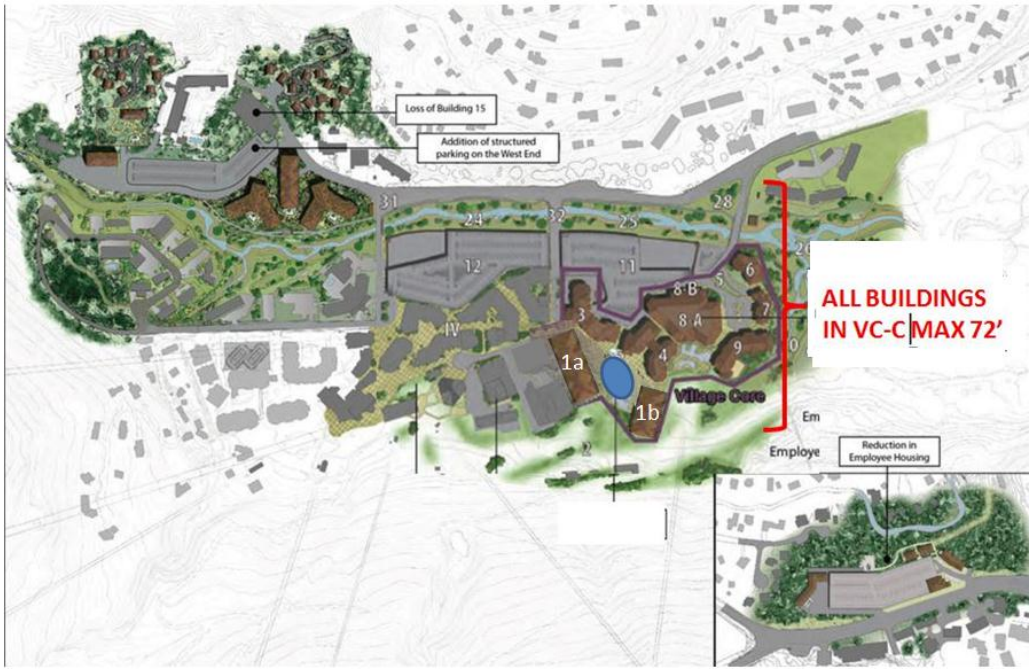
There are probably many variations of this Reduced Height and Density alternative to consider. Here are several.

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

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

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

Here is an example.



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

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

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

Thank you

David Stepner

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

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

Dear Placer County Planning Commission

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

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

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

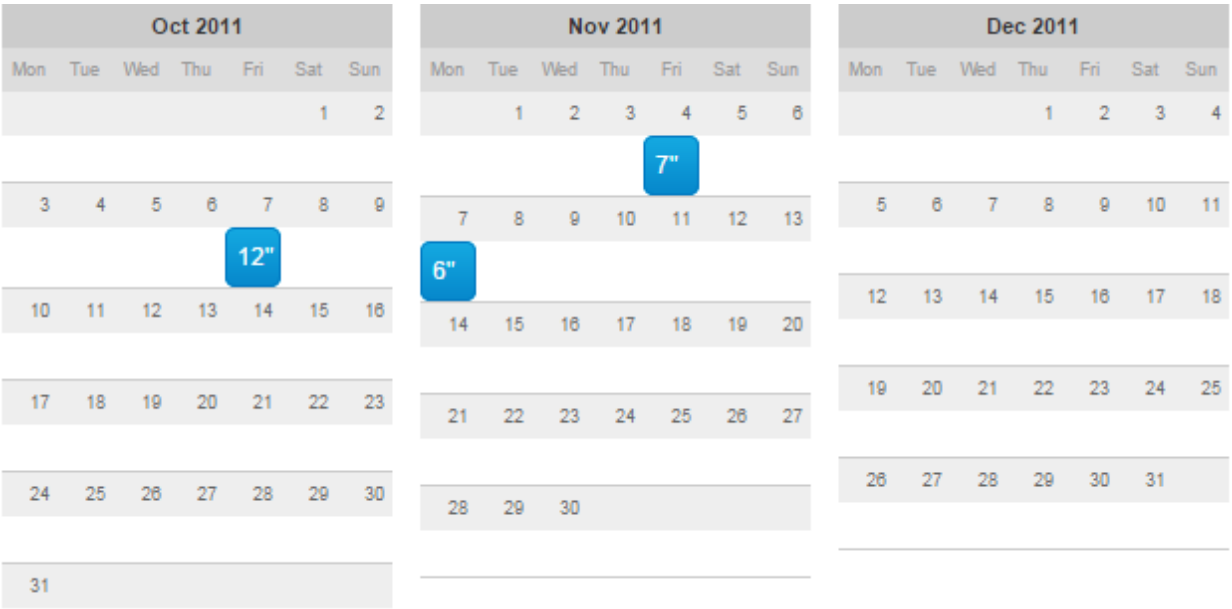
The day chosen for the "peak hour" was Saturday, February 18, 2012 (the red cross on the calendar below). On Feb 7, 2012 the San Francisco Chronicle ran a picture of Donner Summit showing zero snow.

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

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

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

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



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

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

This is brought home even stronger by looking at Table 9.2

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

Ranking	Date	Traffic Volume on Westbound Squaw Valley Road			
		Daily	7-8 a.m.	8-9 a.m.	9-10 a.m.
1	Sat, 3/3/12	7,968	770	1,450	1,358
2	Sat, 3/24/12	6,650	433	1,030	920
3	Sat, 2/18/12	6,644	741	**1,074**	885
4	Sat, 1/28/12	6,609	422	960	914
5	Sat, 3/10/12	6,249	521	1,016	908
6	Sat, 2/25/12	6,227	365	808	810
7	Sat, 3/17/12	6,136	436	912	756

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

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

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

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

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

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

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

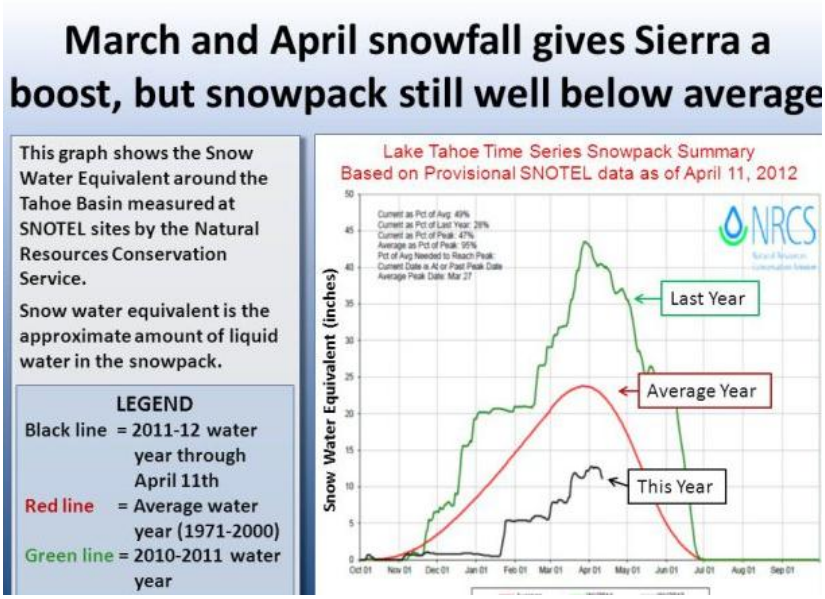
It is too bad that Mother Nature did not cooperate with the traffic analysts, but that is no reason to ignore the CEQA requirement. What needs to be done? Since it is impossible to get real data now for a representative winter or for an average snow year, a data set would have

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

The website

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

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



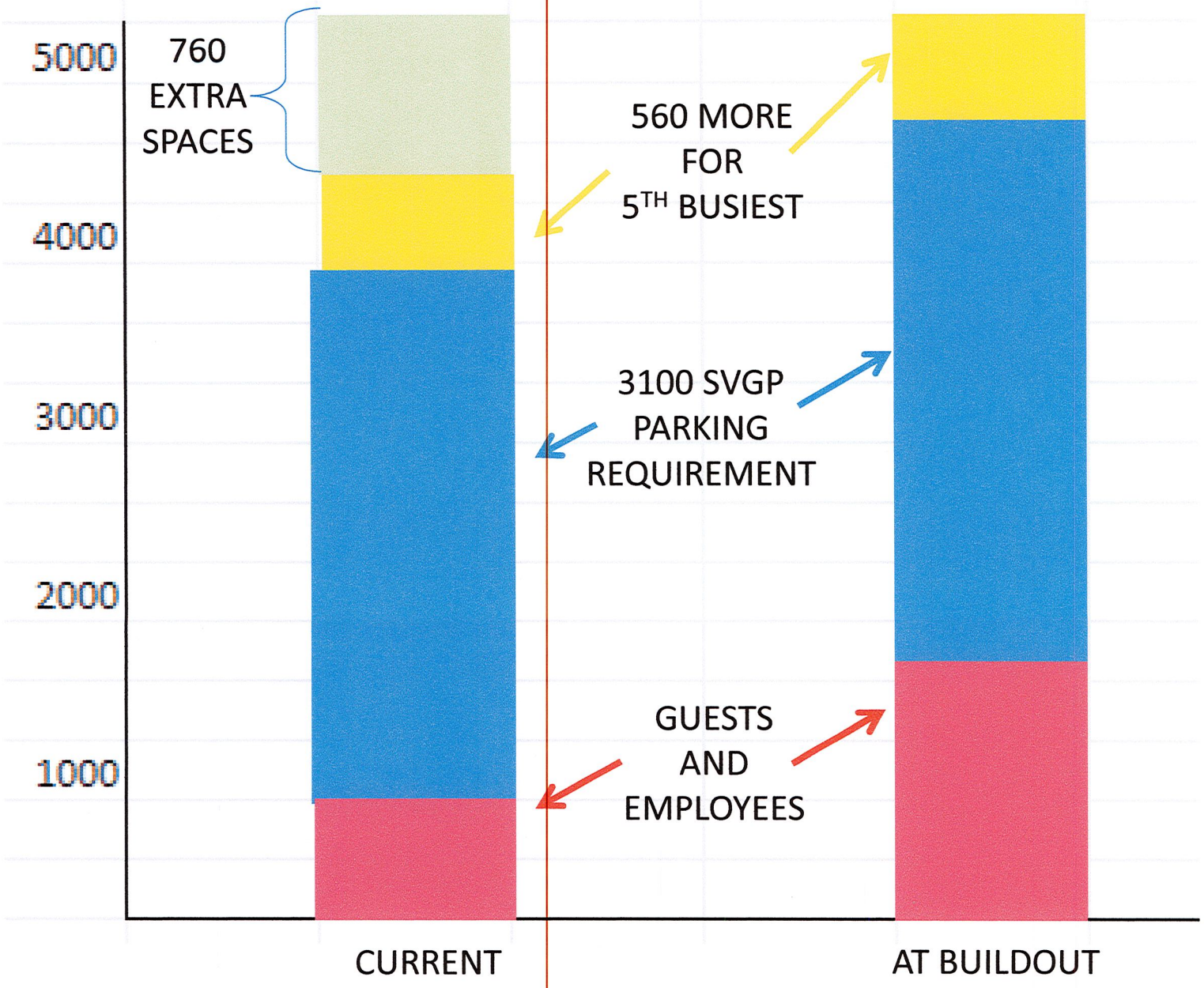
The Bottom Line is that using 2011-2012 as the "analysis year" significantly underestimates both the size of the 5th busiest day traffic and the number of days that the significant and unavoidable impacts will occur. This in turn will also affect the number of days that the significant and unavoidable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

Once this analysis is done, it will be obvious that the traffic impact will be far worse than the dEIR specifies. And it will be obvious that the mitigation measures proposed by the dEIR, such as using “triple laning” more often, are inadequate and just plain dangerous.

All this underscores the importance of the Chapter 17 finding. That Chapter said, in analyzing the reduced density alternative, “The 50 percent reduction was based on a rough conceptual estimate of the minimum amount of development reduction required to reduce traffic volumes sufficiently to have no significant traffic impacts." But this might not be an adequate reduction since the traffic would be starting from a much higher load number.

Thank you

David Stepner



e-mailed to Mayor 6/25/15

Submitted by David Stapp 6/25/15 PC

July 14, 2015

Members of the Commission,

My husband and I were attracted to Squaw Valley by the beautiful mountains, the peaceful settings, the community and, yes, the skiing. For almost 30 years we have owned property here. First we had a (second home) condo then built a house here.

Traffic issues worry me most in the DEIR. On busy days now it is already challenging to go from the side roads onto Squaw Valley Road. With the proposed increased size of the village, traffic will only increase. Of course, one way to lessen that effect would be to build fewer new rooms. Another possible solution would be to have people directing traffic from the side streets onto and off of Squaw Valley Road. Please mandate something like that so residents don't become prisoners in the valley.

The thought of concrete trucks and other huge, noisy vehicles having permission to drive on Squaw Valley Road from 6 AM to 8 PM week days and from 8 AM to 8 PM on weekends not only will hamper traffic flow but also disrupt residents' sleep in the once peaceful valley. I propose stricter time limits for those vehicles. For example, 8 AM to 5 PM on week days and no such added noisy traffic on weekends.

I request that the commission consider the current Squaw Valley residents and decrease the time allowed for huge construction (and other large) vehicles to drive on Squaw Valley Road.

Sincerely,

Judie Stepner
1064 Lanny Lane
Olympic Valley, CA 96146

Maywan Krach

From: Justin <jstevens2434@gmail.com>
Sent: Wednesday, May 20, 2015 8:11 PM
To: Placer County Environmental Coordination Services
Subject: Squaw Comments

Maywan Krach,

Please consider denying the extensive indoor/ outdoor pool and water slide at Squaw. There is not enough water as it is in that area even on a good year. Not only that, the added traffic would cause pollution, delays, and even further increase friction between those living here and those visiting.

Additionally, consider limiting the size of the proposed scope of work to a minimum to keep Squaw true.

Thanks for the opportunity to comment.

Best of luck to everyone on this.

Justin Stevens

Sent from my iPhone

Maywan Krach

From: Cindy Stewart <alohadonner@msn.com>
Sent: Friday, July 17, 2015 8:09 AM
To: Placer County Environmental Coordination Services
Subject: Village at Squaw Valley Specific Plan DEIR Comment

July 16,2015

Placer County
Planning Services Division
Attn: Maywan Krach

Dear Sir/Madam,

Thank you for the opportunity to comment on the proposed development by KSL in the Village at Squaw Valley. Our family has owned property on the Truckee River along Highway 89 for close to 100 years and we have watched development increase throughout the region. Our family is opposed to an increase in development in the region for several reasons directly affecting us as well as reasons that may not specifically have an impact upon us but the environment in general.

We own a home and two parcels approximately within 1 mile to the entrance of Squaw Valley and access Highway 89 from Bridge #8 at 6780 River Rd. & 6800 River Rd. The increased traffic that this development will create is a concern as we pull out and turn off of Hwy 89. My grandfather used to tell us about when he rode a horse & buggy on the dirt road which is now Hwy 89. Now you are often risking your life when you turn due to the high rate of speed that traffic travels. Even though the speed limit is 55 mph, traffic often flows faster that this. We witnessed several accidents near Bridge #6, #7 & #8 this past summer. Visitors seem to still think they are on a major freeway after exiting from Hwy 80 to Hwy 89 and are not aware that homeowners along the river often pull out onto and need to slow down to turn off of 89. We believe that the increase number of visitors to the area and this limited access from Hwy 80 will only create a more dangerous situation for homeowners along the Truckee River. In the DEIR it addresses traffic impacts in Truckee and at the Squaw valley intersection but it does not address traffic impacts to residents along Highway 89/River Rd. We would like to have this addressed as well in the EIR.

An increase in vehicle traffic due to an increase of visitors to the KSL development will also create an increase in noise and will directly affect our quiet enjoyment as property owners.

Another concern is the limited supply of water that is available in the aquifer that supplies Squaw Valley homeowners and the current businesses. Since the aquifer extends approx. 1 mile from the center this may impact the water supply of the residents in the area and along the Truckee River. Currently, many cabins rely on springs or wells for their water. Also if the proposed "8 mile pipe" is implemented and is built along Hwy 89 this will impact homeowners along the Truckee River during the construction phase with noise and traffic. Also relating to the water supply would be the increase fire danger due to an increase of visitors and buildings in the area.

Another concern that we have as homeowners along the Truckee River is the possible increase in sediment/pollution flowing from Squaw Creek into the Truckee River. We highly recommend that all steps are taken to prevent this as well as steps to preserve the Squaw Creek watershed and increase the BMP requirements to ensure excellent erosion control. As a homeowner that has seen many floods, the stormwater management is an integral concept of high importance when considering this project.

For these reasons above, I represent our family and the homeowners in the nearby cabin associations in opposing any development proposed by KSL in the Squaw Valley Specific Plan.

There are many other reasons that our family is opposed to the development as well. The scale & intensity including the number of rooms and footprint of the whole project is too immense for this small condensed valley. Also, some features such as the water park are unnecessary and are out of character for the type of guests that come to Squaw Valley. The energy consumption that will be needed before, during & into the future will be immense as well. For these reasons it should be "mandatory" to check all the energy saving requirements & not just "recommended" in the list shown in the Specific Plan. All options such as alternative energy, solar, water recycling, green building, etc. should be a requirement for this project. Also, the increased number of visitors will reduce the enjoyment of skiing/snowboarding due to increased numbers of riders on the mountain.

For these reasons above, we recommend that this project be denied. If it is not denied, please consider specifications that will address our concerns.

Thank you for your consideration.

Cindy Stewart & family
PO Box 3025
Olympic Valley, CA 96146

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Terms
Privacy & cookies
Developers
English (United States)

Maywan Krach

From: Tim Stewart <timstewartdesigns@gmail.com>
Sent: Thursday, July 16, 2015 9:23 AM
To: Placer County Environmental Coordination Services
Subject: Maywan Krach Squaw Development

Hi my name is Tim Stewart and I would like to tell you why I am opposed to the development plans at Squaw Valley Ski Corp.

I grew up on the Squaw Snowboard Team back in middle/ high school around 98-02, I graduated from Truckee High in 2004. I witnessed Intrawest develop the current village when we were living directly across the parking lot at 1713 Christy lane.

I left the mountains for the city to attend college but have since returned and now work for an Architect in Truckee and am happy to call this place home. I have lived all over from Squaw to Lake Forrest to Donner Lake but there is one place that is particularly special to me.

I am a 4th generation of family that has owned property along the Truckee River about 2 miles north of Squaw, My great grandfather purchased the small summer cabin there roughly around 1930 and our family has gathered there practically every summer since.

I can only begin to describe how much this place means to me and my family history and wont bore you with all the great stories we have made there.

When my grandfather purchased the property highway 89 was nothing more than a dirt road (we have pictures) then in the 40's or 50's whenever the road was widened and graded out, this significantly impacted the quality of life at our cabin being adjacent to a 2 lane highway.

Currently today as the highway sees increased traffic, problems continue to increase, Because our driveway and our neighbors driveway (Bridge 6,7,8) directly access the Highway, we have felt the level of safety significantly decrease.

I can personally say I witnessed 2 accidents last summer between this stretch and know of 2 more, that happened all within this 1/4 mile stretch. Turning onto the highway is almost impossible with the rows of cars coming in both directions, not to mention bikers now.

Bridge 9 has a turning lane for one bridge, why doesn't bridge 6,7,8 have this for the number of homes that need access?

Obviously <u>increased traffic</u> is our main concern along the highway. On 4th of July weekend last week we saw traffic at a stand still in front of our house in the North bound lane, that means traffic was backed up to Truckee! That's like 6 miles of single lane traffic!

Some say we will only have to deal with this amount of increase on holidays? I am here to say we deal with it every day! I know the river doesn't have as many full time residents as the rest of the area but we do exist and need to be taken into consideration.

Working in the field of Architecture I understand things take time and money and politics, I get it... I am actually pro development for the area but at a very sensitive level, we live in a very unique environment both environmentally and culturally. Where's the TRPA when we need them? How can you allow for 25 years of construction? that like the main chunk of my life?

I do agree with Mr. Wirth anything is better than black parking lot but the overall scale of the project needs to be cut in half!! Don't let the developers win you over. I am only a small fish, I can only do so much, you guys need to step up and use your powers that be!

I was taken back when they finally released realistic renderings of the project instead of the wishy washy water color renderings, I know that game and you don't fool me! The architects are on their side and will manipulate images,drawings etc to convince you that this is feasible, trust me I know what goes on behind closed doors...

I read Andy Wirth say that there will be no 10 story buildings BULLSHIT the max height would be 108' that means 10 stories! Your telling the floor to floor height is 15' !? yeah right! 10' max ha

On another note -

Have you seen the graffiti on the rocks? That's what happens when you Reno-Tahoe or Bay Area- Tahoe! People come from all different backgrounds and the people of Tahoe are some of the best humans I've met.

Obviously we need the tourism to survive but it comes at a price.

I haven't had time to read the full EIR of write a formal response, This is just me trying to voice my concern 10 min before I start work and the deadline for public comments.

Please think about the quality of life and the impacts such a large scale project will have on the overall area.

Please think of all the long time families that have lived here for multiple generations and the history of this place.

Please think about the community and how an increase in 2nd homes reduces the connection of people.

Please think about our safety on the highway!

Thank you for taking the time to read this, I hope you can carry the voices of all of us.

- Tim

Maywan Krach

From: Laurie Morones Stocking <lmstock@sbcglobal.net>
Sent: Tuesday, July 14, 2015 8:50 PM
To: Placer County Environmental Coordination Services
Subject: Stop Squaw Valley Ski Holdings

Dear Placer County Planning Commission,

Please reject the current Squaw Valley Ski Holdings submission to expand the facilities in Olympic Valley. Squaw Valley, Olympic Valley, the 10th Mountain Division Highway, Truckee and Tahoe City are already congested and will not be able to withstand increased people and traffic going to Squaw Valley. There is not a need for further lodging, shopping, restaurants or recreation areas. The current lodging, shopping and restaurants are rarely filled to capacity. Squaw Valley Ski Resort is one of the best natural recreation areas in the world made naturally by God not by Squaw Valley Ski Holdings. There are many ways that Squaw Valley Ski Holdings can make improvements to the current facilities that could increase their business without negatively impacting the Olympic Valley and North Lake Tahoe area with unnecessary construction, traffic and detrimental changes to the infrastructure.

I am a part time resident of Carnelian Bay, life long skier, season pass holder and mother of 2 boys (14 and 16 years old) that have been skiing Alpine Meadows and Squaw Valley since they were 3 years old. In their blunt teenage opinion, "Making the village bigger is the stupidest thing ever!".

I respectfully request that you reject any plan that includes major construction in Squaw Valley.

Laurie Morones Stocking
LMStock@sbcglobal.net

Maywan Krach

From: Maureen Sullivan <mobs59@comcast.net>
Sent: Tuesday, July 07, 2015 11:23 AM
To: Placer County Environmental Coordination Services
Subject: RE: Squaw Valley Lodge - Important Notice

My husband and I are owners at Squaw Valley Lodge and have concerns about the proposed project at the Village at Squaw Valley. It seems that in the rush to maximize tax revenue the county will ruin the reason the developers want to expand to begin with. The increased traffic and noise and foot traffic that this project will bring will destroy the reason we choose to be in the valley. The corner by the tram building is a mess on busy days now; why would you allow it to be impacted even further? You are supposed to be a board that exists to preserve the quality of life for the residents and also to preserve the beauty and peace of the mountains. Once there is overdevelopment it cannot be undone. Do you want this to be your legacy? Please take into consideration not only the situation that will exist during construction, but the long range consequences of overbuilding.

Thank you, Maureen Sullivan Unit 339, Squaw Valley Lodge.