

Maywan Krach

From: Aline Ohanesian <alineoha@gmail.com>
Sent: Wednesday, July 15, 2015 11:30 AM
To: Placer County Environmental Coordination Services
Subject: Squaw Valley

Dear Placer County officials:

I recently read a disturbing article about the proposed development of the majestic Squaw Valley. As a longtime visitor to the region who values it's natural beauty I'm deeply opposed to the "Mountain Adventure Center" under consideration.

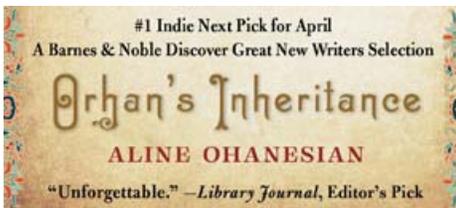
I bring my family to Squaw every year precisely because we want to get away from the over-developed corners of the world. We can afford to go anywhere in the world, but we come to Squaw to get away from large building, artificial indoor spaces. We come for the raw natural beauty for the low and sparse buildings.

To be honest, I've already been concerned and saddened by the rate and scope of development in the valley; it seems clear that environmental impacts are already threatening to permanently destroy the natural beauty of the area. In my frequent visits since the early 1980s, I've noted the dramatic increases in structures, cars, noise and pollution (including light pollution at night). These are MAJOR cumulative effects, and the proposed project will most certainly do far more and far worse damage.

PLEASE VOTE AGAINST this project.

Thank you for your time and consideration,
Aline Ohanesian

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www.AlineOhanesian.com

"A remarkable, unforgettable novel." Publisher's Marketplace

Placer County Community Development Resource Agency

Attention: Maywan Krach

3091 County Center Drive, Suite 190

Auburn, CA 95603

Re: KSL Capital Partners Project

Squaw Valley is magnificent, just as it is.

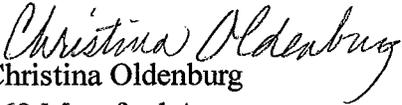
Nature created a spectacular landscape at Squaw Valley. The huge, artificial project proposed would be ruinous of the gorgeous natural setting.

Surely there is an outcry against the construction of this monstrous project. The issues of natural resource protection, traffic, wasting of energy and water, sewer capacity, safety of users on foot, horse and bicycle are obvious.

Squaw Valley is already an attraction for recreational users. Let's not allow greed to sully Squaw Valley where people can truly recreate in one of the great natural settings of our country.

Please do not approve this project.

Thank you,


Christina Oldenburg
568 Montford Avenue
Mill Valley, CA 94941
and
3022 Serene Road
Soda Springs, CA 95728

Maywan Krach

From: Ottenweller, Chris R. <cottenweller@orrick.com>
Sent: Saturday, July 11, 2015 5:06 PM
To: Placer County Environmental Coordination Services
Subject: Squaw Valley Specific Plan EIR Comments

We are writing to comment on the draft EIR for the Squaw Valley Specific Plan. We are part-time residents of Tahoe Donner, Truckee, and frequent users of Squaw Valley, both during the winter and summer. We have been visiting Squaw Valley on a regular basis since 1983. Over that time we have visited Squaw Valley on average 20-25 days a year to ski, hike, and attend events. So we have a vested interest in the Specific Plan and the changes it will bring to the area. Our comments are divided into three categories: (1) size of the project; (2) impact on traffic; and (3) impact on water supply.

Size

We are opposed to the overall size of the project. It is simply too large, too overwhelming, and too intrusive for the unique character of Olympic Valley. Consider that almost all of the Significant and Unavoidable (SU) and Significant (S) impacts can be directly traced to the project's size. Table 2-2 lists multiple SU and S impacts; many of these would not exist or would be substantially reduced if the size of the project were reduced. Yet the EIR does not assess how other alternatives, such as the Reduced Density Alternative, would affect these impacts. That is a failing of the EIR that should be corrected before the applicant and the agency move to a final EIR.

In terms of environmental impact, the Reduced Density Alternative is a far better option. And the Reduced Density Alternative is more consistent with the SVGPLUO, the historic culture of Squaw Valley, and the unique surroundings. One fallacy of the applicant's plan is that it complies with the language and spirit of the SVGPLUO. A stated objective of the Specific Plan is to provide a resort in terms of size "on par with peer world class North American ski destinations." To the applicant that apparently means the bigger, the better. But the SVGPLUO does not endorse a "bigger the better" philosophy. It refers to a "top quality, year-round, destination resort." That does not say the build-out of Squaw Valley must rival Vail or Whistler. Squaw Valley already is a top quality, year round destination resort. Overbuilding it will detract from its attractiveness, not add to it. Adding to its amenities makes sense, to enhance its appeal, but doing too much will only bring problems to the area and detract from what is now an exciting, comfortable, and very user friendly ski area. Those qualities should not be changed.

Traffic

It is obvious from Impacts 9-2 through 9-5 that the project will seriously and negatively impact traffic. Who wants to sit in traffic for hours to get to a ski area? Not us. Yet that is surely what these impacts allude to although they are written in a way to mask the true effects. The EIR does not adequately assess the effect on traffic. It refers to using three lanes on Squaw Valley Rd., changing the timing of lights, and using personnel to control traffic but those measures will only shift wait time from one group of cars to another; they will not solve the overall congestion. If the roads are not widened, and the EIR acknowledges they will not be widened, it is common sense that bringing more cars to the area will cause traffic jams. If the size is reduced, the congestion will be reduced. We would like to see a study of what impacts the Reduced Density Alternative would have on traffic delays.

Water Supplies

It does not appear the EIR has considered the effect of the project on California's drought conditions. How can there be planning of a large-scale development at this point without such a consideration, when each county is under orders to reduce water consumption? The draft EIR should be sent back for revision to consider the project under current state-wide drought conditions.

Finally, we urge you to require the applicant to prepare a revised EIR studying how the environmental impacts of the Reduced Density Alternative compare to the impacts of the Specific Plan.

Chris Ottenweller
Barbara Lovero

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For more information about Orrick, please visit <http://www.orrick.com>.

Maywan Krach

From: Scott Patrick <scott@baypack.com>
Sent: Wednesday, July 15, 2015 8:09 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 notwithstanding, there will be unavoidable and excessive noise and traffic. I ask that Placer County review their regulations specific to this project and recognize that we are a vacation and resort community and not a strip mall in Roseville and thereby warrant special consideration to limit the construction noise and traffic.

Thank you for considering our thoughts above,

Scott Patrick
201 Squaw Peak Road Unit # 113
Olympic Valley, CA. 96146

Maywan Krach

From: Sandy Pavel <tahoecedar@gmail.com>
Sent: Tuesday, May 19, 2015 9:42 AM
To: Placer County Environmental Coordination Services
Subject: The expansion in Squaw Valley

The expansion of the resort in Squaw Valley is preposterous. Already low on water, and already difficult to maintain a year round business, why do we need more! We have not had decent snow for several years now, and already so many rooms empty and businesses barely able to make it. The noise from the resort is already too loud, and so many visual eyesores...I am totally against wrecking this historical valley any more. Especially bulldozing into new terrain. For decades, the mass rape of the land has gone unchecked. Like the time the resort planned a meeting about the trees and while everyone was at the meeting, they went out and clear cut the trees. I am tired of seeing such a beautiful treasure exploited and ruined. The water polluted, trash, noise, giant ugly buildings instead of pretty trees and native plants. We are not all greedy, only a few of us...

Maywan Krach

From: susanpelican@gmail.com on behalf of Susan Pelican <susan1@beeman.org>
Sent: Thursday, July 16, 2015 11:55 PM
To: Placer County Environmental Coordination Services
Subject: Squaw Valley Village Specific Plan is Offensive.

The proposed *Squaw Valley Village Specific Plan* includes a series of highrise condo projects with more than 1,500 new bedrooms and a massive indoor amusement park with waterslides, fake rivers, arcades, and simulated sky-diving.

State planning law requires thorough environmental review of large development proposals and an opportunity for the public to weigh in with citizen comments.

As a tourist who comes to Tahoe, I am offended by the size and scale of this proposal. High rises in a forrest of high trees?

An indoor amusement park when outdoors is the park we come to visit.

Please do not accept this plan which is so offensive to people who visit Squaw for its pristime and rustic beauty...We might have to find another place to visit.

Susan Pelican, Nevada City, CA

kperlroth@gmail.com

Mark & Karen Perlroth
102 Hidden Lake Loop
Olympic Valley, CA
96146
June 17, 2015

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

Dr. Ms. Krach:

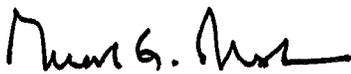
I and my wife are home owners in Olympic Valley. We have lived there for 10 years and love the place, its recreational activities and the splendor of the scenery and surroundings. It is an ideal retreat for year-round activities such as hiking, bicycling, skiing, swimming (at our pond) and general outdoor recreation.

We were *horrified* to learn of the plans for the construction of the projected enlargement of housing and crowding as well as the totally foreign concepts of what recreation in Olympic (Squaw) Valley is all about.

Those of us who came to Olympic Valley never contemplated a carnival Disney-like atmosphere. We are already troubled by the traffic and road noise. Are we now expected to tolerate a complete transformation of the Valley into a crowded, noisy, exhaust-polluted Disney-like project which would utterly transform our environment? We cannot think of a *less* welcome idea.

We urge you to reject the proposal in its entirety and will certainly do all we can to resist these unwelcome plans.

Yours truly,


Mark G. Perlroth MD


Karen A. Perlroth

Maywan Krach

From: Brandon Perry <brandonperry0@gmail.com>
Sent: Friday, June 19, 2015 9:02 AM
To: Placer County Environmental Coordination Services
Subject: Pro Squaw Valley Development

Hello,

I am in full support of the development proposal by KSL for Squaw Valley. I believe that they want responsible progress to occur in the Squaw Valley area. If the proposal becomes a reality Squaw Valley could become a world-class year round destination that would not only cater to skiers and boarders, but to a whole new group of people that could benefit by using the new areas throughout the year.

There is a lot of negative press coming from KSL opponents. They obviously don't want change. It's too bad that they don't see the big picture and that progress can be good... even if it's progress by a big corporation.

Sincerely,
Brandon Perry, Truckee resident

“Places behave as though they possess an imaginal interactivity or “presence” that reflects what was done to them and upon them, and they communicate this to their inhabitants and investigators through dreams, trauma, folklore and replays of past events” — Craig Chalquist, Ph.D., Terrapsychology

July 16, 2015

Dear Maywan:

Please consider the following commentary in response to the EIR for the proposed development at Squaw Valley. I realize that I may be submitting far too much for you to read, however, it may be digestible, and if nothing else, you can pull it up when you have a few minutes.

My father, Gardiner Pier, M.D. was a founder of Truckee Tahoe Medical Group in Squaw Valley in 1959. I was raised in Squaw Valley and am among many who are very strongly opposed to the proposed development. Reviewing the EIR strengthened my position. My viewpoint does not even attempt to consider the potential financial or economic gains from such development; it does not attempt to find redemption in tourist appeal for adventure parks, bowling alleys, more swimming pools, and other frivolous amenities that serve every whim and fancy. Instead, I am focused on a collective attitude that we can continue to expend resources, destroy our habitat, and worry about the consequences later. The indicators are stunningly obvious that the time for us to stop behaving in this way is right now. I find it astonishing that people like Andy Wirth continue to prevail despite the signs that we can no longer afford to have his type of attitude and behavior.

I will begin with my response to the Sierra Sun article of July 1, entitled, “Sierra Watch-Unavoidable is unacceptable.”

What stands out for me is Chevis Hosea’s remark, “There’s been a lot of focus in the community once this (EIR) document came out on the number of significant unavoidable impacts.”

To say that the impact is “unavoidable,” is a lie. Of course it’s avoidable. Hosea’s choice of the word “unavoidable,” conveniently shifts responsibility away from the true source of behavior, in this case, KSL and Squaw Valley Ski Holdings LLC, as if the choice to destroy and develop is perpetrated by a supernatural force of some sort. In reality, it is simply reckless and opportunistic behavior being marketed in the same way junk food is marketed as nutritious. The corporations whose motive is profit over stewardship and conservation love using words such as “unfortunate,” or “unavoidable,” or “inevitable,” when their choices conflict with what they know on

some very deep level, is immoral, unjust or destructive. But, as usual, lack of consciousness about such behavior prevails.

In this time of climate change, much of which is human influenced, where massive wildfires swallow millions of acres of forests, lakes and rivers dry up, and weather events impact seasonal change, many people including me, believe that we are being given a strong warning to change the way we think and behave. It is time to stop developing when there is no real need; time to stop feeding the addiction to more money and fatter profits; it is time to stop squandering our precious and very limited natural resources. Right now.

To say negative environmental impact is “unavoidable” is a costly lie. The word “unavoidable” immediately has the effect of convincing people not to argue. Historically, we have just shrugged our shoulders, complicit and compliant, as we were when millions of indigenous people were killed in the name of God and the survivors shoved onto corners of dried up land. We habitually lie to ourselves when we are struck by a desire to have what we want, failing to acknowledge the shadow. We consume without consciousness, we tell ourselves we’ll deal with it later; and we weave clever stories that serve our schemes at the expense of the greater good.

The more honest language for Hosea and KSL and Squaw Valley Ski Holdings LLC to use is,

“We are choosing to develop an area that should be left alone. We choose to build adventure parks and more shopping and hotel rooms even though we really don’t need to. We choose to perpetuate irresponsible and reckless behavior toward Nature. We are making a conscious choice to indulge our desire for profit at the expense of Nature and it is *not* our priority to make what we have more sustainable. We are in the business of making money and we really don’t give a damn about the cost in terms of contributing to the destruction of our natural resources. Like many corporations and individuals whose motive is profit, we have the collective mindset of a rapist who cares only about getting what he wants, denying any responsibility for causing pain and suffering, and hoping he will not have to accept the consequences for his destructive and damaging choices. We’ll do what is necessary to pacify, appease, and placate our doubters, including writing checks to non-profit organizations to make ourselves and others feel better about us, but in the end, we are just opportunists who will stop at nothing to get what we want. ”

My question is, when you were little boys (and girls) and your mothers told you not to engage in immoral, destructive and careless behavior, did you listen and abide by her counsel? Or did you shove her into a corner, stuff a sock in her mouth and behave badly anyway?

So as you, KSL, Andy Wirth and Squaw Valley Ski Holdings LLC bulldoze trees, choke off water sources, and destroy beauty that you have absolutely no right whatsoever to destroy, at least be conscious enough to tell yourself and others the truth about

what you're really doing. Just because we arrogantly call ourselves, "landowners" does not give us the absolute right to destroy what was here long before we left our heavy boot-prints in the soil. Nature is your ultimate Mother. Be good to her and love her as she has loved you. The consequences for not doing so are becoming more obvious. Don't be surprised if She decides that winter will never come again to Squaw Valley. It will be Her way of slapping your greedy little hands.

Squaw Valley- Silenced Land

by Kimball C. Pier, Ph.D

Eight miles south of Truckee, a turn west out of the Truckee River canyon, brings you into Squaw Valley, the site of the 1960 Winter Olympic Games. It has since evolved into a world-renowned ski resort. During my growing up years, from 1959 until 1976, the little valley was mostly a lush green meadow embraced by high granite peaks from which the snow melted into creeks that tumbled down the mountains feeding into the Truckee River. Long ago, before the paved road was put in, there was a dirt trail winding its way through the forest used by Basque shepherders in the summers. The trail led to a camp in a grand meadow covering the entire valley floor giving their herds a full summer of grazing and water from the creek flowing through the meadow's center. The mountains surround the valley like great arms melting down into hands that open out as a mother's arms do when she welcomes her children home. Squaw Valley's meadow was an established home for the Native people until the whites came and pushed them out after gold fever struck in the 1850's.

The meadow was my summer playground with the creek running through its center, wide and deep enough in places to take the horses in swimming. I could find refuge in the shade of the gentle willows along the banks and float along, finding the sandy banks again when I'd had enough. There was a stable on the north side of the meadow where Squaw Valley's residents kept horses in the summer and where children could learn to ride for three dollars. As the sun went down, and the phonograph that played Western songs sung by Hank Williams and Kitty Wells was finally turned off, the horses were turned out onto the meadow to graze after long days of walking the trails taking care not to harm any of their riders. There was room to run and shake the feeling of the saddles from their backs.

In 1980, most of the meadow was turned into a golf course and the old Basque sheep camp homes and outbuildings were demolished to make way for the construction of a luxury resort hotel all made of dark glass and aptly nicknamed, "The Darth Vader Hotel" by the locals. At the east end of the meadow, luxury homes were built up on the hillside, many of which are second homes only occupied a few weeks out of the year. As a result of hasty construction and development over the past fifty years, and little concern for environmental impact, Squaw Creek has been starved down to a small stream and many trees have been sacrificed in order to build more ski runs and ski lifts. Only patches of the meadow remain, supplanted by golf course grass and signs that say

“Private Property – No Trespassing.” Erosion resulting from deforestation has caused massive disruption in the ecosystem affecting the water table and inhibiting or preventing new growth of indigenous plants and trees.

In childhood, I spent a lot of time on my horse exploring the meadow and all of its magical little hiding places where I felt called to linger and feel into some kind of story the land had to tell. Getting down on my knees to look more closely at the earth and the rocks was a favorite pastime, soothing my mind and body as I explored and wondered. In my slow and timeless world of imagining, I came upon many abandoned camps left behind long ago by the indigenous people. If the exodus from these places was a choice, I would expect to see only a shadow of evidence that they’d been there at all. Under threat, one runs, dropping a cup or leaving a boot, or half-finished arrowheads. Close to the creek bed, I saw grinding stones lying alongside the big granite rocks and shavings of slate and obsidian for arrowheads scattered about. If I wanted to, I could collect enough beautifully articulated arrowheads to fill up one of my socks. In my solitude, kneeling close to the earth, I touched an old boot half buried in the dirt, an old leather hat rotting under the summer sun, an old tin teacup rusting away under the trees and sometimes, I would find skulls and skeletal remains of horses or cows which made me shiver and want to run home as fast as I could.

These Indians faced what can only be termed genocide, though such a practice did not reflect the position of the U.S. Government. However, between 1848 and 1870, Indian deaths exceeded 70,000 mostly the result of white slaughter. California’s Governor, Peter H. Burnett wrote in 1851: That a war of extermination will continue to be waged between the two races until the Indian race becomes extinct must be expected - Joanne Meschery, “Truckee”

As I approach crone-hood, I am no longer afraid to say out loud that I hear voices from the land and the water. My walks and trail runs in and around Truckee and Squaw Valley and the surrounding communities give me an opportunity to listen in to the voice of place. By listening and witnessing as one would listen to a survivor of rape or silencing, I am doing what is possible for me in containing my alarm and redirecting it in a way that may offer reconciliation or healing. I find it sickening and debilitating to witness the sacrifice of place and the soul of place for the sake of profit as more nouveau riche resorts are built or continuously expanded and I feel it in my bones and muscles. I ask the water how it feels; I touch the trees and wrap my arms around them. Perhaps they know better being so much older and wiser than I, and all will be repaired one day long after I am gone.

The sprawl of luxury homes, the charming and expensive restaurants and the plethora of expensive shops belie this area’s history of genocide where stealing the skin off of the backs of the most vulnerable was a fulfillment of Manifest Destiny. Truckee’s old buildings and streets speak to me of silenced grief and a longing to reconcile the past in a way that honors the dead and extends forgiveness to the perpetrators. I notice the rows of buildings that refuse to be rehabilitated and the land that refuses to be purchased and the businesses in converted saloons and houses of prostitution that fail to thrive. The

land seems to speak its memories, longing to be recognized and re-membered according to the actual memories rather than the preferred memories of the white people, sanitized and wallpapered, polished and paved.

The shadow of a sinister past persists, and manifests itself in various ways in Truckee and in Squaw Valley. Such manifestations appear like warning signs to me, not random occurrences or syndromes linked to lack of snow, the economy and loss of revenue. In attuning to the voice of place and seeing through the shadow associated with past trauma and abuse perpetrated on its ecosystems and its indigenous people, the accidents and syndromes do not seem random at all to me. Rather, I hear purposeful warnings and messages for us to pay attention, to listen down and in to the anguish and grief that has been gagged and entombed under the carefully antiqued cobbles of the Squaw Valley Resort's "Village," and beneath the brick and concrete sidewalks of Truckee where the mud once mixed with blood and human bone fragments now make for good walking.

But we are deaf to the language of suggestion and intimation. When machinery stops working or the snow won't come; when pipes explode or fires tear down a newly constructed building or when land won't sell, I look for meaning rather than explanation. The crone in me turns her ears to hear the voice of the land and focuses her cloudy eyes to see the symbols in the collective consciousness. My heart rolls over wonder if escalating suicides in this area and elsewhere in our culture could be a message from Gaia, The Great Mother showing us that we are killing ourselves with our own hand. As we strangle the earth's waterways, we cut off our own circulation; as we pollute lakes and oceans, we poison our own blood; as we drain resources without regard for replacing what we have taken; we starve ourselves, unconscious of the hunger's true source and as we further degenerate our connection with Nature, we amputate our own limbs and atrophy our vital organs. I pull my shawl tighter around my bones and imagine a great awakening.

We seem not to heed nature's kinder and subtler signs that the waste and consumption has and will continue to cost us so dearly. In the destruction of our Mother Earth, we are effectively slashing our own wrists, but when we see instant gain in destroying our flesh and bone, we are careful not to cut deeply enough to feel pain. Instead, we put a bandage on and tell ourselves we'll worry about infection later. When teenagers cut and burn, we look for reasons inside of *them*, but not to the greater culture for an understanding of the symbolism of their behavior. Could it be an expression of what is occurring on the very flesh of the Mother herself?

De-Sacralization for Profit

There are no visible memorials in the center of Truckee to the thousands of Chinese laborers who either died building the railroad or were killed by whites envious of their relentless work ethic and ability to endure horrific working conditions, only a small plaque sitting by itself among some crumbling old buildings at the top of Old Highway 40 where the railroad once disappeared into a tunnel through the mountainside. There are no parks or preserves dedicated to the thousands of indigenous people who were dislocated or killed by white people, and no publically visible acknowledgement that

Truckee and its surrounding communities exist at the expense of so many thousands whose only transgression was having darker skin.

The modern day cowboys for conquest, whose interests have been in development for profit at Squaw Valley between 1948 and today have not walked slowly. They have not knelt down to touch the skin of the earth, or leaned in to the soil and granite to ask for its blessing before the ignition of chainsaws and the maw of bulldozers, no prayer for permission to sacrifice trees, suffocate the aquifer with a blanket of asphalt or assassinate the humble meadow for the entitlement of golf course grass. Squaw Valley's first CEO, Alexander Cushing, who claimed ownership of the mountains around the valley and successfully bid on the 1960 Winter Olympic Games, had his vision, unmitigated grandiosity. Nature was in his way and he carried on the white Western mentality that She was simply an obstacle to be conquered and his quest for what he boasted would be "a world-class ski resort," would not be thwarted. His lawyers and minions kept the enforcers of federal and state regulations distracted while the forests were hastily defiled, his skills for manipulation and salesmanship sharpened on the whetstone of ego and his wallet fat enough to cover his fines, the land around Squaw Valley wore its new costume with the same resignation as the Washoe people wore the white man's suits and dresses.

But the half-spent diesel barrels buried beneath the flesh of the mountains would not be silenced. The melting snow encouraged the rust that ate holes into the metal, burping and regurgitating into the earth and the streams. The bodies of hundreds of trees illegally cut lie inert, unable to stop the land from sliding its way down into the water supply. And the men still meet in big rooms and unroll plans without inviting the land to speak and the bulldozers and trucks groan their way up the mountainside and the land waits to be asked what can be done to re-member what has been dis-membered in the process of development, to replant the hair torn out of our Mother's head, trees uprooted like bones from their sockets.

Over the decades, more has been bled out of the land in and above Squaw Valley and resorts like it to indulge a love for skiing it. When did the horses and sleighs that pulled us up the hill so that we could ski down stop being enough? When did our legs and hearts stop being strong enough to walk up the mountains so we could ski back down? When did the quiet of a snow-covered mountainside punctuated only by the sound of our heartbeats and the music of our own breath stop being enough? Our legs grow weaker, our breath is shallower and our hearts hide in the corner behind the endless noise of ego. In Squaw Valley, for all the enjoyment of the resort life and all that that it has cost, there have been only token gestures at sustainability. Like a white man who flips a quarter to the black man who shines his shoes, or eyes a woman as if she is prey, he sees no common psychic or physical connection.

The existing village at Squaw Valley serves every little whim and wish from liquor to lattes; from long johns to limousines; hundreds of luxurious hotel rooms; spas and salons that cater to wealthy visitors looking to find relief from the disease of overwork and overwhelm. The stores whet appetites for consuming, as the tickled brain wants to take it all and heads swivel from side to side wanting it all and trying to decide. Shall we have burgers or filet mignon, pizza or sushi? Shall we go in there and buy that new

ski outfit, and a pair of pajamas for just three hundred dollars along with some soap and bubble bath? And then a spa treatment, another pass through Starbucks; a stop for new skis, boots poles and all other accessories for snow sports, and yes, some new booties for the dog. We shall not be hungry, not even for five minutes, we shall not be made to wait or go without even as the oceans become acidic and the earth dries out, we will not decide to walk instead or choose a smaller car to drive.

The song of the wind outside will try to call us but we will not hear. We will turn up the volume so that everything is louder. Instead of flutes and guitars, nimbly dancing across our eardrums, we want the assault of amplified drums and electric guitars that keep us from having conversations.

We cannot sip, we must gulp we cannot taste, we must gobble, we cannot just watch one television screen when we can have twelve screens in a bar with ten different football games on each, and ten beers on tap. Next door, there are ten wars going on in the video arcade and the children know how to run from gunfire and chase people through cities; they can aim semi-automatic weapons that kill twenty, one hundred or a thousand people until they run out of quarters. Outside, the wind inhales and tries once again to call, singing through the trees and whispering the snow from the branches.

Now, we are on the cusp of 2015 with enough scientific proof that our consumption and hunger for development has been catastrophic in terms of sustaining our sources of water, clean air and the natural ecosystems. And the men and women of KSL Corporation and its latest bed-partner, Squaw Valley Ski Holdings LLC, roll out the plans on the big cherry wood meeting table. Between sips of bottled water (because the tap water isn't good enough), they discuss how to appease their objectors and build more hotels, restaurants, shops, and ski runs. Where there could be a garden or perhaps a memorial constructed of old dead tree bodies, ruins of old sleighs and the rocks shoved out of the way to make dirt roads up the mountain; a monument to all the Native people killed and chased out of their homes in order for us to have a ski resort, there might be a roller coaster or another bar or a video arcade. I reach for my book, *The Nature Writings of C.G. Jung* :

"But our progressiveness, though it may result in a great many delighted wish-fulfillments, piles up an equally gigantic Promethean debt which has to be paid off from time to time in the form of hideous catastrophes (CW 9.1, PAR. 276).

In their meetings, between the bed-sheets of plans and designs, and between bites of crudité, the corporate leaders of KSL and Squaw Valley Ski Holdings LLC show no fear around accrual of Promethean debt and I wonder what Mother Nature might have to do to get their attention. In our culture, we seem to need disasters to pull our attention away from dirt biking, using motorized water craft on pristine lakes and shopping, but we soon forget the wildfires that burn our expensive houses down; the hurricanes and floods that the confused ocean and earth express as a reminder, or the oil tankers that hemorrhage and poison everything within a thousand mile radius forever? We still build Las Vegas and lament the water shortage; we still build luxury homes on fault lines and

then call earthquakes horrible tragedies; we drive Hummers and snowmobiles and complain about the high price of gas. Maybe we give a slight nod to the warnings around the dying oceans, but still we do not change.

The new regime at Squaw Valley know better than to be unabashedly anti-environment, employing slick marketing such as their new slogan, “Skiing has a soul and it lives here,” and they give money to local charities, licking away any burn of suspicion. Like predators, they know how to engage their prey and strike when the intuition and suspicion has been sufficiently stifled. It’s winning at all costs, the Titanic culture’s home plate. But when the Promethean debt accrues to a certain level, Mother will demand payment.

“What America needs in the face of a tremendous urge toward uniformity, desire for things, desire for complications in life, for being like one’s neighbors, for making records, etcetera, is one great ability to say “no.” To rest a minute and realize that many of the things being sought are unnecessary to a happy life...” (C.G. Jung)

Making Reparation

What an extraordinary turn of events it would be if developers like KSL and Squaw Valley Ski Holdings LLC with all their collective resources, made a decision to exercise a great ability to say “no?” Imagine an awakening of such magnificence occurred that instead of a bowling alley, noisy arcades, water parks and shops; a gathering place was created with big trees and indigenous shrubs, wildflowers, and the creeks’ blood flow was restored? Instead of a larger parking structure, we would choose to find the quiet, clearing the air of exhaust fumes and noise, finally coming home to ourselves. And a magic sweep of raised consciousness crept into the dreams of developers and profiteers at Squaw Valley, a Dickensonian revelation, where profit could only be realized if the well-being of Nature and the community was the guiding principle? A memorial created in honor of the ancestors could stand in place of hotels and bars, for all who died or were down-pressed for the sake of constructing the transcontinental railroad through Truckee and the ski resorts around Lake Tahoe?

Imagine a place of reconciliation and remembrance honoring the indigenous people who once cared for this home-place so tenderly, who danced, chanted and sang in gratitude to Nature, for the medicine of snow that brought the winter’s sleep, to the sun that awakened a paralyzed tree in spring and stirred the bear and her new cubs at precisely the right time, for the spring wind that brushed across the meadows and coaxed the tendrils of grass to life. This is a Crone’s yearning for a collective turn, a bow to the earth to gather the feathers and bones that construct an honest and humble nest in homage to the Land and Her indigenous people for their sacrifice.

Maywan Krach

From: Timothy Polishook <t2mothy@gmail.com>
Sent: Friday, July 17, 2015 2:32 PM
To: Placer County Environmental Coordination Services
Subject: proposed Squaw Valley Village Specific Plan

The proposed *Squaw Valley Village Specific Plan* includes a series of highrise condo projects with more than 1,500 new bedrooms and a massive indoor amusement park with waterslides, fake rivers, arcades, and simulated sky-diving.

--

I have seen the effects of these large project in Beaver Creek and in other parts of Colorado, it is very sad. With the continued water problems and traffic my wife and I urge to reduce the size and scope of this project

thank you for your time

Warm Regards
Timothy M Polishook

**ERIC POULSEN
P.O. BOX 2491
OLYMPIC VALLEY, CALIF. 96146**

JULY 15, 2015

**PLACER COUNTY COMMUNITY DEVELOPMENT RESOURCE AGENCY
3091 COUNTY CIRCLE DRIVE, SUITE 190
AUBURN, CALIF. 95603
ATTN: MAYWAN KRACH**

DEAR PLACER COUNTY PLANNING COMMISSION,

I have lived in Squaw Valley for over 64 years. My wife and I have raised our three children in Squaw Valley. We own property in Squaw Valley and as well as being involved with several businesses in the Valley. I also have been a director of the Squaw Valley Public Service District for many years and a past volunteer fireman with our Squaw Valley Fire Department.

My father was the co founder of the ski area and my parents raised their eight children here.

Needless to say, I am familiar with Squaw Valley and understand much of it's history. My comments (following) relate to some thoughts about the draft EIR for the proposed Village at Squaw Valley. I make some suggestions for further study and mitigation. I thank you for the opportunity to make comment.

TRAFFIC AND PARKING

Transportation and Circulation has been identified as a Significant and Unavoidable Environmental Impact with this project. This includes impacts to Placer County and Caltrans Intersections, Impacts caused by vehicular cueing at Cal Trans intersections with impacts to Cal Trans Highways.

Traffic and Parking is also currently a Significant and Unavoidable Environmental Impact and this would remain the same even without this project. Squaw Valley is blessed to have some of the best skiing in the entire country. Skiers come from all over the country and world to ski Squaw Valley. Over the next 25 years, the population of California is expected to have significant growth and with this growth, there will be increasing traffic impacts regardless of whether this project moves forward or not. Despite this, if developed, this project should actually reduce daily traffic flows by retaining people and vehicles in the valley, thereby reducing the daily in and out vehicle trips as people should tend to stay in the valley and not leave.

To reduce impacts from Traffic and Parking consideration needs to be given to changing users habits. So, (1) Somehow we need to get people out of their vehicles and (2) try to get people to travel during non peak hours. Following are some considerations or mitigations that might be considered to help alleviate traffic.

-Changes in Ski Area operations which might help reduce peak hour traffic flows (Mitigations).

- Open the ski area at an earlier hour. This might bring more day skier vehicles into the valley earlier thereby spreading out the traffic more to reduce traffic during the peak hours.
- The ski area should consider selling a half day morning ticket at a reduced rate to encourage people to end their ski day (mid-day) which might get some of the normal peak hour traffic vehicles on the road at an earlier non peak hour. (This is done in many European ski areas.)
- Other ideas?? This EIR should look into how changing ski area operations might reduce these impacts and change the skier consumer habits.

-Increase in public Transportation services that are dependable and reliable (get people out of their cars).

-Provide free inter-valley (Squaw Valley) transportation service that is dependable and timely. This should help get locals out of their cars thereby reducing in valley traffic.

-Provide HOV bus lanes (where possible) to make public transportation move quicker on local roadways (i.e. Bus lane from Squaw Creek Rd. to Squaw entrance and then bus lane to Truckee??).

-Consider other ways to get public transportation to destinations quicker than other traffic. This will help to get people out of their cars. i.e enlarging and using golf course cart paths and bike trails (Alpine to Tahoe City) where feasible for use in one way directions to speed up bus service (direction of impacted moving traffic). This needs to be studied as a possibility.

-Provide adequate parking at satellite lots (Truckee and Tahoe) so that there are easy access points for buses..

-Consider enlarged parking areas at entrance areas to Squaw Valley and also Alpine Meadows (possibly at the old Deer Park Ski Area) with free efficient public transportation to the lifts from the parking lots. This will help reduce traffic within the Squaw and Alpine Valley's.

- Make facilities available within the new village to skiers at peak departure traffic times at reduced rates to encourage people to stay later (after peak departure time). This would help take the pressure off of the roadways during those peak hours.

- **Paid Parking?? (bad word)** might encourage people to use Public Transport. Perhaps a portion of, or, all of the charges for this parking would go to help fund the public transportation services.

- **Changes in Hotel Operations at Village** -Encourage renters in the village to arrive and depart on off peak days and by public transportation by charging them

less or provide reduced lift tickets prices or other benefits for arriving and departing midweek. (get away from the normal Friday night arrival and Sunday afternoon departure)

Squaw Valley Road Design – (a separate issue) This plan discusses prospective changes to Squaw Valley Road design where it meets Far East Road. It should be noted that a portion of the Squaw Valley roadway is outside of the plan area and the easement areas may not be wide enough to allow the changes that are discussed.

HYDROLOGY AND WATER QUALITY

Creek Restoration and Flooding – During the late 1950's, the State of California and the Army Core of Engineers leveled out the area where a major portion of this project is proposed and they also channelized Squaw Creek for a two week event (The 1960 Winter Olympic Games). This channelization of the creek and grading of what is currently the Squaw Valley Ski Area parking lot has had impacts to the creek area, hydrology and water quality. Some impacts include the acceleration of waters and creek flow through this channel and then the sedimentation of the creek channel both of which have impacts to the lower meadow reaches.

One of the prospective benefits of this project is the possible restoration of Squaw Creek in certain areas. The developer and the organization known as the (Friends of Squaw Creek) have had meetings about this restoration and there may be grant funding available to help achieve this. It is my understanding that this restoration may take place downstream of the lower bridge (known as the Far East bridge or the Papoose Bridge in the current Meadow reach area.

While this will be a gallant effort, I believe that it is very important to also improve the portion upstream of this bridge. The channelization and diversions mostly occurred upstream of this bridge.

Some concern has been expressed in this EIR about the safety of the Public Service District sewer line located just downstream (east side) of the Far East Bridge. In looking at the area upstream of this sewer line and bridge it appears that there has been tremendous sedimentation and this has backed up quite a ways up the creek channel. The creek channel above this bridge has also filled in with a lot of new vegetation. In looking at this, the Far East bridge appears to act like a dam holding this new sedimentation back and then accelerating the water through the dam and and possibly washing away the stream and banks downstream.

This is especially of concern because if the creek has major storm events there may be flooding upstream of this bridge area and there might be overflow at this location and

areas above due to the new sedimentation, vegetation and the narrowness of this bridge area.

There should be consideration to studying this new sedimentation and removing it and then look at the growth of new vegetation within the channel and possibly restoration of a portion of the area upstream of this bridge and widening of the bridge base to help alleviate the potential for flooding in this area. It might also slow down the water. Currently this bridge looks like it might imitate a fire hose nozzle building up pressure behind it with a powerful spray coming out downstream.

OLYMPIC CHANNEL AND THE SEARCHLIGHT POND AREA – During the late 1950's / early 60's a portion of the runoff was also diverted from the areas known as Kt-22 and Red Dog by creating a dam known as the Searchlight pond and then running the water through what is known as the Olympic Channel to Squaw Creek at a location downstream of the Far East bridge.

Currently this diversion removes water that might benefit the aquifer from this area. During major storm events in the past the Searchlight pond has had some overflow. This may be of concern because it could cause flooding to the new Village development proposed for the areas below this.

Consideration should be given this impact with improvements that could benefit the aquifer. This might include providing an improved dam area and Olympic Channel and using the water in such a way that it might make its way into the upper aquifer basin where the valley gets most of its water used for domestic purposes.

- This reservoir could provide benefit to the aquifer and ski area by providing a water storage location for snow making which will in turn improve returning water to the Squaw Valley aquifer during the spring melt from the snowmaking snow.
- Snow is usually made after the time that the vegetation in the valley goes dormant and the aquifer recovers. During this time period water might be pumped to the pond to be redistributed on the mountain as snow. Normally, the Olympic Channel takes this water to a location downstream of where this recharge would naturally occur and the water leaves the valley via the creek.

This past winter ski season was very dry and it provided a good test for the benefits of snow making. By recovering this water during the snow making time and using it for snow making there was benefit to using this water to make snow and store it on the slopes so that it could then return the water back to the aquifer during the spring and early summer snow melting time period. This benefited the aquifer as well provided snow for skiing. (We saw this during this past drought winter / spring season.)

This should be studied, keeping in mind that the dam and channel be considered for improvement, thereby limiting potential flooding and providing a source where the stored water in this reservoir might be used for snow making and might make it back into the aquifer as recharge.

Thank you for providing this opportunity to comment on the EIR.


Eric Poulsen

Maywan Krach

From: Diane <diane@prioleau.com>
Sent: Sunday, July 12, 2015 1:00 PM
To: Placer County Environmental Coordination Services
Subject: Squaw Valley draft EIR

As a homeowner for 47 years in Squaw Valley I am very concerned about the development that KSL is planning. The project will have many negative effects on the health, safety, and character of the valley. As to the Valley culture, KSL has systematically dismissed the history by getting rid of anything related to Alex Cushing, the founder, and now wants to take away the last of the iconic buildings from the 1960 Olympics. At the first presentation that KSL gave, they assured the residents that in the first phase of the development, there would be a restoration of Squaw Creek with a walking/bike path into the village. Now they are saying that unless they get approval of the massive build-out, it will not happen. If the building is to go on for 20 years, it will subject the valley to noise, traffic, and dust.

The other main concern is the availability of water to service the proposed units. In this drought year, we are already having to cut back on our usage. How much worse it would be with so many more people.

With the wealth of outdoor activities in the valley and in Lake Tahoe, there is no need for a huge indoor facility.

Everyone realizes that there is going to be development in the Valley, but it is hoped that it will not impact the vibe and vistas as the current plan does.

Diane Prioleau
1539 and 1559 Lanny Lane
Olympic Valley
96146

There

Diane Prioleau
Diane@prioleau.com

Maywan Krach

From: marc prioleau <marc@prioleau.com>
Sent: Wednesday, July 15, 2015 12:19 PM
To: Placer County Environmental Coordination Services
Subject: Comment on Squaw Valley Village Specific Plan

To the Placer County Board of Supervisors

My family has owned a house in Olympic Valley since the late 60's. We have watched as various developments come and go. In general, the developments have been within the scale and context of the natural beauty of the area. They have helped people enjoy the advantages of this great place without detracting from it so much that changes the look and feel of Squaw Valley.

I am opposed to the KSL Specific Plan because it moves away from this balance. You cannot continue to build and develop to meet a short term financial target without destroying the thing that created the value in the first place. We all know that some development is inevitable but the scale of the KSL plan is too much.

Specifically:

- The indoor adventure park is distinctly at odds with the spirit of Squaw valley. Squaw is an outdoor adventure place. Leave the indoor adventure places in Las Vegas.
- The valley does not support the scale that KSL wants. Squaw is in the end a single, limited area valley. There are limited ski trails, limited hiking in the summer. Just because you can squeeze more condos in doesn't mean that this is a good idea.
- The aspect ratio of the proposed buildings will unalterably change the feel of Squaw Valley. The current village is nice but it does not detract from the real scenery of the mountains. On the other hand, when I go to a place that is built like what KSL proposes, you end up in urban canyons that block the views. It's a different feel...better suited for San Francisco than Squaw Valley.

I have loved Squaw for over 40 years. I am afraid that KSL's plan will ruin it. Put me down in the "Opposed" list.

Thanks for your careful consideration,

Marc

Marc Prioleau
marc@prioleau.com
650 814 0824

Maywan Krach

From: Ariana Rampy <ari.rampy@gmail.com>
Sent: Friday, July 17, 2015 10:46 AM
To: Placer County Environmental Coordination Services
Subject: Squaw Valley developments

To whom it may concern,

A friend recently alerted me to the developments you are proposing for Squaw Valley. There are only so many places in the world today where the integrity of our land is being allowed to stay intact. Please, please do not turn this beautiful valley into yet another developed theme park area. The valley is so beautiful, and holds so many very special memories - for myself, I grew up visiting Squaw Valley every summer with my family. The things I loved most about it were not the developed hotels or houses or businesses. They were the quiet sweep of the grass, the rustling of the aspens, the serene, open expanse of this gorgeous, historic valley. There are plenty of developments as it is. Please, please do not ruin Squaw Valley as so many other places have been irreversibly ruined already.

Sincerely,
Ari Rampy

Hello,

My name is Rusty Reams and I am a registered voter and have been a resident of Squaw Valley since 2003. Since the dEIR report was released there has been a lot of talk of potential unavoidable impacts facing Olympic Valley. While these "significant and unavoidable impacts" were theorized by professionals, the purpose of this letter is not to talk about the potential impacts to the valley, but to tell a story living with the impacts of development in the Sierra Nevada Mountains...

It was last year (Fall 2014) and the day was like any other fall day. The sun was bright, the air was crisp, and the colors of the foliage were peaking in color. Under these ideal autumn conditions, I set out on a hike from Olympic Valley up Shirley Canyon. For it was on this day, I found myself in the Sierra Nevada Mountains looking for the quiet solace of nature, only to be met with damaging effects of development

It was somewhere around 9am when the incessant roar of chainsaws began to echo off the canyon walls. Their disharmonious hum was shortly met there after by the thunderous clamor of a helicopter, as it flew through the sky removing trees from the mountain, depositing them on the valley floor. This process continued throughout the day and the operation kept on rolling through the remainder of the week,

Instead of finding harmony, healing and health by the calming and comforting forces of the natural environment, I found myself being confronted with trappings of a developed society. My spirit could not run free up and down the canyon as the helicopter's blade sliced through the silence. The river's sweet song was droned out by diesel engines. The eagle did not soar through the sky, and the bear hid in fear from the unusual uproar that had engulfed the valley.

There are a lot of similarities to be found in this allegory and the proposed development of the Squaw Village. Those that look for peace in the mountains would be denied this experience.

With the timeline that Squaw Valley Ski Holdings has put forth it lends itself to an entire generation of children that upon being born would only know the sound of endless construction through their adolescent lives. The children of the valley would only know upon nature and its dynamic gifts through reading books, rather than experiencing them out their backdoor. It alarms me that an entire generation would only know of years upon years, and decades upon decades of development, destruction, and devastation.

That is why I have written this letter, to speak for a generation that has yet to find its voice. The children of this community should be given access to a place that allows them to relax, restore, and renew. They should be given an avenue by which to learn the lessons of the mountain, and the ways of the natural world. To deny them this unfettered access is to take away the birthright of their Tahoe ancestry. We owe it to the children of Tahoe, and to all those that find peace in the mountains to seek

alternatives to “significant and unavoidable impacts” to our immediate environment and our community.

It is with this message that I proudly sign my name and ask of the Placer County Community Development Agency to consider alternatives to the Squaw Valley Ski Holdings Village Development.

Rusty Reams
PO Box 2324
Olympic Valley, CA
96146

reamsteam@gmail.com
530-205-3865

July 17, 2015

Placer County Planning Department
Maywan Krach, Community Development Technician
3091 County Center Drive
Auburn, CA 95603
cdraecs@placer.ca.gov
Subject: Proposed Village at Squaw Valley Specific Plan Draft EIR

Dear Ms. Krach-

Thank you for the opportunity to comment on the May 2015 Draft Environmental Impact Report (DEIR) regarding the Village at Squaw Valley Specific Plan (VSVSP). My name is Greg Riessen and I work for the City and County of San Francisco as a traffic engineer and streetscape designer, and also as a CEQA transportation practitioner for large development projects. I am writing on behalf of myself and not on behalf of my employer. My family has shared a second home in Squaw Valley for 25 years.

This is a summary of my comments. Attached are my specific comments, including tables and figures.

While I support new development in the valley, it is not acceptable for this project to generate traffic-related environmental impacts given today's current climate change crisis. Shrugging our shoulders at traffic growth contradicts existing local and regional policies toward reducing, rather than increasing, vehicle miles traveled.

In fact, the traffic impacts of the VSVSP, and its associated noise, air quality and visual impacts, can be completely mitigated. This would be accomplished by the County imposing a policy of No Net New Vehicle Trips on Squaw Valley Road. Phases of VSVSP development, including the first phase, could only be approved if the sponsor could demonstrate that overall traffic volumes with the added development would not increase above 2015 levels. To achieve this, the sponsor would have to successfully implement transit, carpool, and non-motorized traffic reduction strategies toward both existing traffic generators (e.g. day skiers) and also for the new development. If the sponsor could not demonstrate this, then the project phase could not be approved. With this policy as the mitigation measure, it would be certain that the traffic-related impacts would not materialize.

A commitment to No Net New Vehicle Trips has been proven as an effective and feasible traffic mitigation measure in other California multi-phase development projects and in municipalities, including Stanford University and the University of Washington, and the cities of Santa Monica and Mountain View.

I can support increased development in the village only if the County imposes a policy of No Net New Vehicle Trips on Squaw Valley Road. As shown in the DEIR, unacceptable and unhealthy levels of traffic congestion, traffic noise and air pollution are already present in the valley. These conditions must be remedied, or at least not exacerbated, by this project in order for it to be supportable.

Unfortunately, while the project claims to be pedestrian-oriented, in reality it is literally built upon outdated and unsustainable auto-oriented design, specifically, parking structures and podiums. Virtually all guests and employees would arrive by car and park in large structured facilities, which is unacceptable given the climate change effects that we are experiencing right now. Not surprisingly, the DEIR shows substantial traffic growth, with associated significant impacts to transportation, air quality, noise, and visuals.

In addition to the project's failure to be pedestrian-oriented, the DEIR fails to identify and disclose all of the traffic-related impacts. There is no discussion regarding how more cars would impact the safety of pedestrians and bicyclists crossing Squaw Valley Road or accessing the village, nor how more cars would delay public transit and increase operating costs for TART. There are no visual simulations from on the mountain or Cable Car looking down onto the village, which would reveal more significant visual impacts

due to the parking structures. The greenhouse gas analysis only accounts for vehicle travel within Placer County, ignoring the substantial air pollution generated by longer trips from the Bay Area and beyond.

The DEIR also fails to mitigate these impacts, declaring these impacts to be significant and unavoidable, when in fact these impacts can be mitigated. Such measures would include:

- Designating eastbound bus stops along Squaw Valley Road (currently there are only westbound stops, making the shuttle unviable for residents);
- Real commitments to support, publicize, and subsidize regional transit for visitors and employees, such as free regional bus or train tickets packaged with lift tickets and hotel stays;
- Effective carpool incentives such as preferential and free carpool parking for visitors and employees, carpool casual carpool pickup spots in Truckee and Tahoe City, free overnight ski lockers, and publicity that encourages carpooling; and
- Charging for parking for day skiers to encourage carpooling and transit. To ensure that day skiers bear no additional cost associated with the paid parking, daily lift tickets and season passes should be reduced in price correspondingly.

This project does not have to increase traffic and make life worse for residents and visitors in the valley. Traffic-related impacts can and must be mitigated to less-than-significant levels by this DEIR, otherwise this DEIR is not adequate.

Thank you again for the opportunity to comment.

Sincerely,
Greg Riessen, PE

Specific Comments on the DEIR

No Net New Daily Vehicle Trips Policy

The DEIR determined the project's vehicle trip generation and parking demand by simply collecting data at the existing resort and then projecting a proportional increase in cars. Not surprisingly, the DEIR identifies substantial traffic growth associated with the project, with traffic-related significant and unavoidable impacts to transportation, air quality, and noise.

This approach erroneously equates car traffic to other environmental topics with rigid demand characteristics, like water consumption or stationary noise emissions. However in reality, cars are driven by people responding to the transportation choices available to them. If people are given options beyond driving, they may choose other ways to get around, especially when they are made aware of the costs of driving.

The traffic-related impacts identified as significant and unavoidable in the DEIR are in fact not; they can be completely mitigated by adopting a policy of No Net New Vehicle Trips on Squaw Valley Road. With no increase in traffic, these impacts would not materialize.

Under this policy, phases of VSVSP development, including the first phase, could only be approved if the sponsor could demonstrate that overall traffic volumes with the added development would not increase above 2015 levels. To achieve this, the sponsor would have to successfully implement transit, carpool, and non-motorized traffic reduction strategies toward both existing traffic generators (e.g. day skiers) and also for the new development, which are described below. If the sponsor could not demonstrate this, then the project phase could not be approved.

Other pending development projects within the valley that are not associated with Squaw Valley Resort (e.g. Resort at Squaw Creek and Plumpjack) would also be subject to the policy. Traffic data would be collected year-round with a permanent traffic counter installed on Squaw Valley Road just west of the CA-89 intersection. A second counter would be installed on Squaw Creek Road just west of the Squaw Valley Road intersection. With these two traffic counters, the vehicle trip generation characteristics of these two major resort facilities within the valley could be isolated; traffic associated with smaller resort projects could also be isolated with driveway hose counters.

The typical summer weekend and typical winter weekend daily traffic volumes along Squaw Valley Road have already been established in the DEIR, with the typical day selected using the procedure described in section 9.1.3. The ongoing traffic counters would be used in the future to determine the typical daily traffic volume at these locations, enabling volumes to be monitored over time. As volumes are observed to reduce due to new traffic reduction strategies, there would be the opportunity for new development to be approved.

A commitment to No Net New Vehicle Trips has been proven as an effective and feasible traffic mitigation measure in other California multi-phase development projects and in municipalities, including Stanford University and the University of Washington, and the cities of Santa Monica and Mountain View.

Please revise the DEIR to include a policy of No Net New Vehicle Trips on Squaw Valley Road, and describe how it would mitigate the traffic-related impacts identified for congestion, noise and air quality (and also transit delay as described below) to a less-than-significant level.

General

What is the Transportation Management Plan (TMP) and where can it be reviewed? Is it a standalone document? Or is it the text beginning on page 9-36 of the DEIR? Or is it the text beginning on page 5-29 of the VSVSP, which has more elements than are described in the DEIR? Or is it the 3-lane cone protocol for Squaw Valley Road described on page 9-56 of the DEIR? How will the TMP be reviewed, approved, monitored and enforced, and what will be the opportunities for public input?

What is the Parking Management Plan and where can it be reviewed? Page 8-3 of the VSVSP states it was completed in July 2014, while page 8-4 and 8-15 state that it will be completed for each phase of development. How will this plan be reviewed, approved, monitored and enforced, and what will be the opportunities for public input?

Pedestrian And Bicycle

Existing Conditions

The DEIR fails to discuss existing bicycle and pedestrian safety issues around Squaw Valley Road and accessing the existing village. The current pathway terminates east of Christy Hill Road, dumping pedestrians and cyclists into the Christy Hill / Far East Road intersection. This intersection is very large, poorly defined, and with poor approaching visibility. These factors result in high vehicle speeds and hazardous conditions all roadway users. Southeast of this intersection, pedestrians and cyclists must maneuver across the surface parking lot, which is inhospitable both when the parking lot is full of cars and also when it is empty.

There is no discussion of vehicle speeds along the road, especially at the extra-wide segment between Squaw Creek Road and CA-89. According to the UC Berkeley Transportation Injury Mapping System (*tims.berkeley.edu*), there have been at least 26 vehicle collisions along Squaw Valley Road since 2004, with at least 8 involving a pedestrian or bicyclist.

Crossing Squaw Valley Road is challenging and hazardous because there are no marked crosswalks, vehicles proceed at high speeds, vehicle volumes are high, and many vehicles fail to yield to pedestrians. During the 3-lane cone operation, walking across Squaw Valley Road is extremely dangerous due to the “multiple threat” hazard where one traveling car obstructs the visibility between an adjacent car and a pedestrian. Squaw Valley Road is a barrier to pedestrians and bicyclists which prevents the full utilization of the existing pathway, especially for children, seniors, and pedestrians with limited vision, hearing and/or mobility, but the DEIR fails to acknowledge this situation.

Along the road between Squaw Creek Road and CA-89, there are no pedestrian facilities and the striped bicycle lanes are faded away. Many pedestrians walk along the shoulders in this segment to access 7-11 and other retail near the CA-89 intersection (the existing pathway proceeds south of Squaw Valley Park, resulting in a circuitous route to 7-11). This is an unsafe place to walk or bicycle, especially during nighttime conditions. Page 9-11 of the DEIR notes that during heavy traffic periods, westbound cars informally form two rather than one westbound lanes (without cones), but the DEIR fails to acknowledge that this situation is hazardous for pedestrians and cyclists traveling along the shoulder.

Please correct the Existing Conditions analysis to describe these pedestrian and bicycle safety issues.

Pathway Connectivity

Why does the project extend the existing path west, but not connect the path into the new or existing village? Pedestrians and bicyclists destined to the village would apparently be forced to maneuver through the parking lots/structures and contend with street traffic on narrow bike lanes. This is a safety hazard because the Squaw Valley path is otherwise a very safe facility, except for at this location.

At the East Parcel, the new path needs to connect eastward along the north side of Squaw Valley Road to the Ca-89 intersection; otherwise it will funnel pedestrians and cyclists destined for 7-11 onto the north shoulder of Squaw Valley Road which is unsafe.

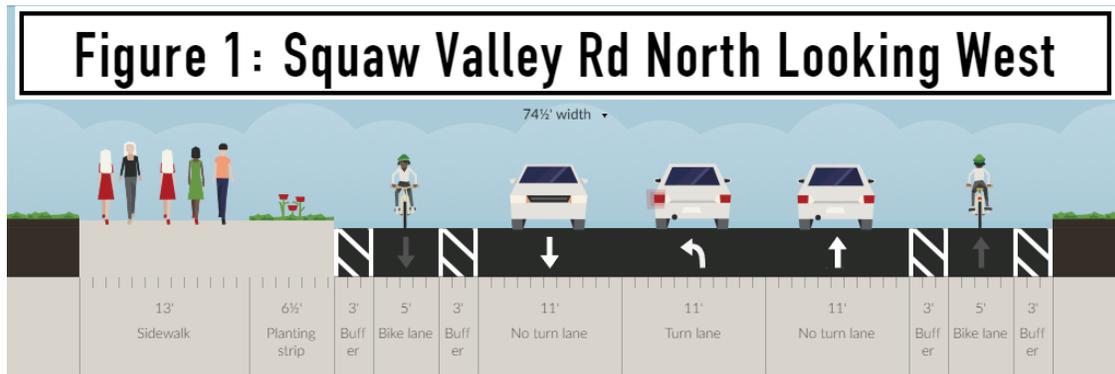
Why does the DEIR not identify a safety impact related to the lack of connection between the existing path and the new Village and CA-89 intersection?

Roadway Design

VSVSP Policy CP-8 states: “In order to reinforce the pedestrian environment, vehicular travel lanes shall be the minimum width necessary to provide for safe pedestrian, bicycle and vehicular travel.” However the travel lanes on the roadway sections presented in the VSVSP are too wide, which will encourage excessive speed and traffic noise, and also degrade safety for all roadway users. The street sections should be amended as described below in order to not exacerbate the existing safety concerns regarding Squaw Valley Road.

VSVSP Figure 5.6 – Section B of Squaw Valley Road north of the village

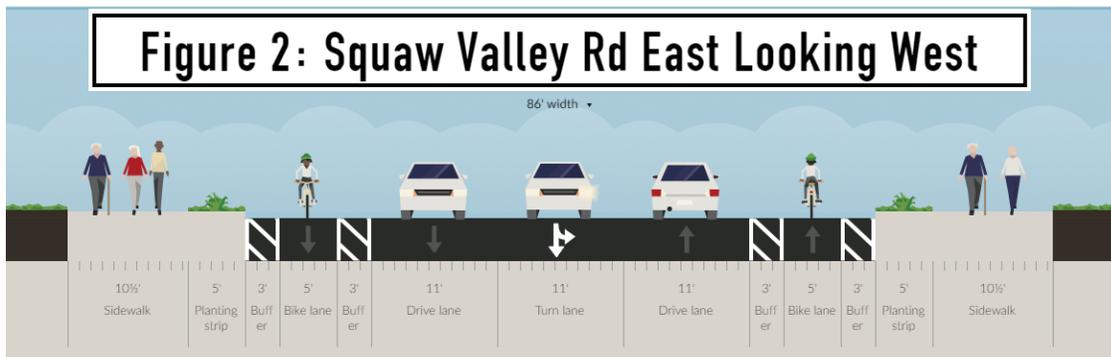
This roadway is too wide and the pathway is too narrow. There needs to be at least 5’ of separation between the path and the curb per the American Association of State Highway and Transportation Officials (AASHTO) *Guide for the Development of Bicycle Facilities*, 2012 Fourth Edition, section 5.2.2. Please see Figure 1 below for a safer street design that would fit within the proposed 74.5’ right of way.



Please revise Section B to a more appropriate design as shown in Figure 1. Otherwise, the DEIR should identify a pedestrian and bicycle safety impact due to unsafe design.

VSVSP Figure 5.15 – Section M of Squaw Valley Road at the East Parcel

This five-lane roadway is excessively wide and would enable excessive speeds and traffic noise. There is no need for a westbound right-turn lane to enter the East Parcel parking facilities, because drivers would use the westbound bike lane to decelerate; provision of an unnecessary turn lane would promote excessive speed. As noted above, pedestrians are already observed walking along the north and south shoulders of Squaw Valley Road between Squaw Creek Road and CA-89, because this is the pedestrian access route to the 7-11 and other retail uses near the CA-89 intersection (the existing bike path proceeds south of Squaw Valley Park resulting in a circuitous route to 7-11). The East Parcel development will place many more residents at this location who will walk and bike to the 7-11, but these shoulders are not a safe place to walk. Therefore the sponsor should be required to extend the proposed sidewalk along the north side of Squaw Valley Road to the CA-89 intersection. Similarly, there needs to be a sidewalk along the south side, which will enable safe pedestrian access from existing residential development to the new East Parcel market via a new marked crosswalk. There is room to fit these elements within the proposed 86' footprint, please see Figure 2 below.



Please revise Section M to a more appropriate design as shown in Figure 2. Otherwise, the DEIR should identify a pedestrian and bicycle safety impact due to unsafe design.

Intersection Design

Crosswalks

The project would substantially increase traffic volumes along Squaw Valley Road, which would exacerbate the hazardous conditions and barrier effect of this facility on pedestrian and bicycle access. Given the existing pedestrian safety issues on Squaw Valley Road as described above, the DEIR should identify a pedestrian safety impact due to increased traffic volumes.

As a mitigation measure, the sponsor should be required to install high-visibility (i.e. Continental-style) marked crosswalks across Squaw Valley Road at all intersections: Chamonix Place, Christy Hill Road, Eric Road, Wayne Road, Russel Road, Victor Drive, Winding Creek Road, Indian Trail Road, Squaw Creek Road and at the East Parcel Market (these two crosswalks were already proposed by the project), and Creeks End Court.

At the locations where the pathway would cross Squaw Valley Road, these marked crosswalks should be supplemented with pushbutton-actuated flashing beacons. These crosswalks are at Chamonix Place, Village East Road, Christy Hill Road, and Squaw Creek Road. Unclear how to safely design Village East given proximity of bike path to intersection.

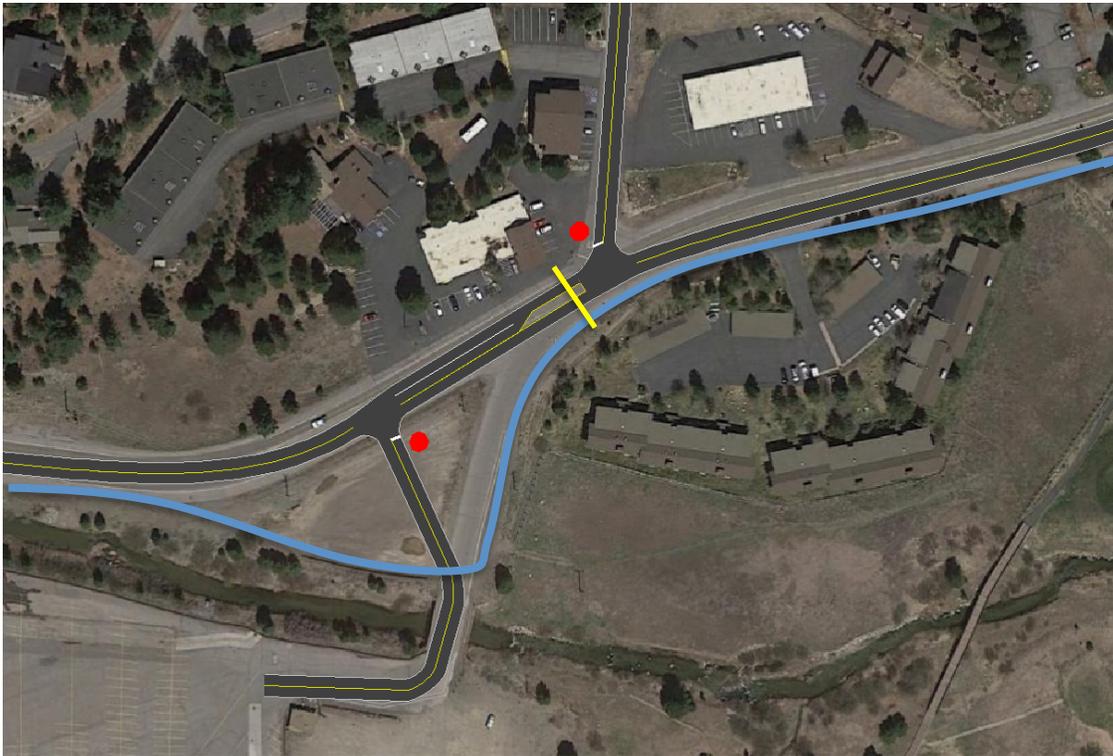
Please revise the DEIR to include as a pedestrian safety mitigation measure the installation of marked crosswalks, including flashing beacons, as described above.

Christy Hill Intersection

The DEIR fails to identify that the intersection of Squaw Valley Road with Christy Hill Road and Far East Road is a safety hazard due to poor design. The intersection is very large and poorly defined, resulting in high-speed turning movements that are especially hazardous to pedestrians.

The project would add substantial traffic volumes through this intersection. Why does the DEIR fail to identify a pedestrian safety impact related to additional vehicle traffic through this hazardous intersection?

As a mitigation measure, the north leg should be realigned about 130 feet to the west as shown in Figure 5. With this realignment, the singular, large, poorly-defined intersection of Squaw Valley Road / Christy Hill Road / Far East Road would be split into two separate T intersections (Squaw Valley Road / Christy Hill Road and Squaw Valley Road / Far East Road), both with 90-degree angles. Between the two intersections should be installed a continental crosswalk across Squaw Valley Road (shown in yellow) along with a pedestrian pushbutton-actuated flashing beacon.



**Figure 5: Realignment of Far East Road to improve pedestrian safety.
Existing and extended pathway is blue, new crosswalk is yellow**

3-lane Cone Operation

Section 9.1.6 of the DEIR describes the “three-lane coning program”. As noted above, the DEIR fails to acknowledge how this operation makes walking across Squaw Valley Road extremely hazardous. Also the DEIR fails to describe how this operation makes access into and especially out of driveways along Squaw Valley Road very hazardous as well. Please revise the DEIR to note these safety issues.

Mitigation Measure 9-2b, which also describes the cone program, states that the sponsor would station traffic control personnel only at the intersection of Squaw Valley Road with Wayne Road or Eric Road, but not both. Historically, Squaw Valley Resort provided traffic control at every intersection along Squaw Valley Road during peak ski days, which is necessary for the access and safety of side-street traffic as well as pedestrians crossing the road. The DEIR only analyzes the Wayne Road intersection, but every other intersection along the corridor would experience similar unacceptable delays and safety hazards. It would not be safe for traffic management personnel to be stationed at only Wayne or Eric and not at any other intersection. Instead, this mitigation needs to be expanded (to be consistent with historic practice) to provide personnel at the all of the intersections along Squaw Valley Road: Christy Hill, Eric, Wayne, Russell, Victor, Winding Creek, Indian Trail, Squaw Creek, and Creeks End.

Noise Impacts

Squaw Valley Road between Christy Hill Road and Squaw Creek Road

The VSVSP does not propose modifications to this segment of Squaw Valley Road. However, the DEIR does identify a significant/unavoidable traffic noise impact along this roadway.

This noise impact can in fact be mitigated to a less-than-significant level. The sponsor should be required to work with the County to finance an effort to create a *prima facie* speed limit of 25 miles per hour, reduced from the existing 35 mph speed limit. This speed limit is permitted in residential districts per California Vehicle Code Section 22352 (Squaw Valley Road meets the CVC definition of a residential district).

In addition to new speed limit signage, the sponsor should finance the restriping of the roadway with more narrow lanes and bicycle lanes as shown in Figure 4. Reduced lane widths would reinforce the reduced speed limit while providing buffered bike lanes for higher-speed cyclists, reserving the existing path for lower-speed cyclists and pedestrians. This restriping would not affect the three-lane traffic operation with cones.

Please revise the DEIR to note that significant noise impacts related to traffic would be mitigated by the lowering of the speed limit to 25 mph, and will associated restriping to enforce the reduce speed. Please also revise the DEIR to note that the adoption of a No Net New Vehicle Trips policy as described above would also serve to mitigate the traffic noise impact, because there would be no growth in traffic volumes.

Figure 3 – Squaw Valley Rd Typical Existing

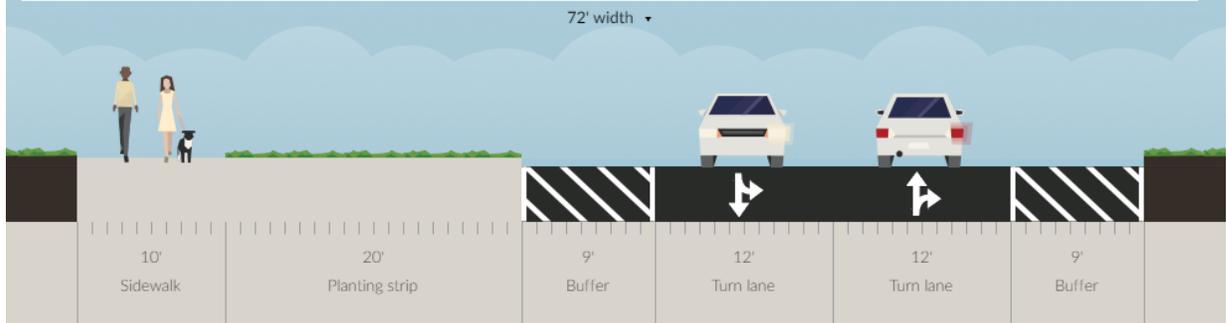
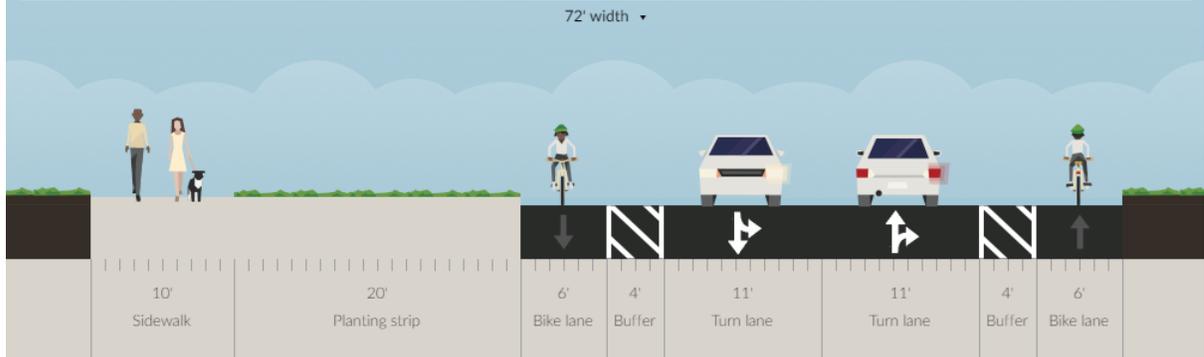


Figure 4 – Squaw Valley Rd Typical Mitigated



Please revise the DEIR to include a new traffic noise mitigation measure that would restripe Squaw Valley Road between Christy Hill Road and Squaw Creek Road to a design as shown in Figure 4.

Local Transit

The discussion of existing transit conditions fails to document that eastbound TART buses traveling along Squaw Valley Road usually refuse to drop off or pick up passengers along the south shoulder, because there is not a designated pull-out zone. This situation makes local transit inaccessible for residents and visitors within the valley. Please revise the DEIR to document this situation.

Also the DEIR fails to note that all TART buses traveling between Tahoe City and Truckee (both northbound and southbound) divert into Squaw Valley and directly serve the Village and also the Resort at Squaw Creek. According to the TART schedule, this Squaw Valley detour adds 13 minutes of transit travel time to passengers traveling between Truckee and Tahoe City. When Squaw Valley Road becomes congested, this results in even more transit delay for many passengers that have no need to travel within Squaw Valley. Please revise the DEIR to note that transit delay within Squaw Valley affects not only local transit riders, but regional transit riders as well.

Policy CP-2 states: “Enhance and supplement public transit systems and alternative means of mass transportation within the Village and Olympic Valley to reduce vehicle trips and emissions.” And the transit significance criteria shown on page 9-32 of the DEIR states that a significant impact to transit would include “(2) Disrupt existing public transit services or facilities.”

However as shown by data in the DEIR and compiled in the attached spreadsheet, the increase in traffic volume along Squaw Valley Road and CA-89 would result in excessive delays to transit. The attached spreadsheet is for Winter AM conditions and documents over two minutes of delay, while the same analysis for the Winter PM conditions identified over five minutes of delay. This transit delay analysis is not complete because the DEIR did not provide travel time or speed information for many travel segments; these segments are highlighted in yellow.

Please update the DEIR to include transit travel time analyses for all scenarios and including analysis for each travel segment.

This amount of delay is unacceptable and would impact not only Squaw Valley transit riders but all riders between Truckee and Tahoe City. This added delay would also likely require TART to dispatch additional buses in order to maintain scheduled service levels, which would increase operational costs for TART.

Please revise the DEIR to identify a significant impact to transit operations due to congestion-related delays.

Mitigation Measure 9-7 calls for the funding of additional TART service by the sponsor to address over-crowding on buses. This mitigation measure should be expanded to not only fund over-crowding related service increases but also delay-related service increases in order to maintain scheduled service.

Even with Mitigation Measure 9-7 being expanded as described above to allow TART to maintain scheduled service, transit passengers would still suffer the additional delay. The impact would remain significant and unavoidable, unless the No Net New Vehicle Trip policy was implemented.

Traffic

CA-89 / Squaw Valley Road Intersection Analysis

In Appendix G, the SimTraffic cumulative analysis for the CA-89 / Squaw Valley Road intersection is incorrect on pages 149 and 163. As shown in the output, the volume served is only about 60% as opposed to about 100% which indicates that many vehicles in the simulation are “jammed up” and unable to proceed through the intersection, which leads to the underreporting of intersection delays.

Please update the analysis at this intersection to correctly report the delays experienced.

Placer County Roadway LOS

Table 9-11 describes Placer County Roadway Levels of Service for three roadway segments (West River Street east of SR 89, Squaw Valley Road between SR 89 and Squaw Creek Road, and Squaw Valley Road between Squaw Creek Road and Village Area). The table references Appendix G for calculations. However traffic analysis output pages for these roadway segments are omitted from in Appendix G.

Where are the traffic calculations that are referenced in Table 9-11?

CA-89 / CA-28 Intersection Analysis

Intersection Level of Service at Tahoe City Y improves between Existing and Cumulative conditions across the winter and summer analysis conditions, despite an increase in traffic volumes in the future. This is illogical. Please correct the analysis.

Pedestrian Volumes at Intersections

As shown in Appendix G, the Synchro analysis at intersections 6, 7, 8 and 10, pedestrian volumes are input as 0 which is not correct. Under existing conditions there are pedestrians crossing these intersections to access parked cars. With the project and its new path there will be more pedestrians and cyclists which should be accounted for in the analysis.

Squaw Creek Road / Squaw Valley Road Intersection

At Squaw Creek Road / Squaw Valley Road, in Appendix G, the northbound left turn movement is shown to operate at LOS F across many plus project and cumulative scenarios. This queue will block the heavier northbound-right movement, causing the entire northbound approach to experience higher delays than what is reported here. The analysis needs to account for the lane blockage.

Regional Transit

Policy CP-4 states: “Encourage use of regional transit services (including services from commercial airports) and participate as appropriate in expansion of regional transit services through financial support, such as subsidies and/or funding programs.”

However, section 5.8 "Transportation Management: Enhanced Alternatives to the Private Automobile for Regional Access" only mentions the Reno airport shuttle, charter buses, and social media strategies. There is no mention of actual regional transit strategies.

Regional transit is the most powerful tool to reduce vehicle miles traveled because it eliminates very long regional auto trips (which, as described below, is under-documented in the DEIR Air Quality and Greenhouse Gases section).

Consistent with the No Net New Vehicle Trips policy, regional transit should be encouraged. The sponsor should commit to regional transit incentives, and those commitments should be presented in the DEIR. Commitments should include financial support for regional transit service, such as subsidized fares on Amtrak, Capitol Corridor, Megabus, etc for skiers, guests, and employees. Support should also include promotion and in-kind contributions, such as free lift tickets and overnight accommodation for shuttle bus drivers. This regional transit support should extend to transit services that may not yet exist, for example a new regional shuttle line from the Bay Area and/or Sacramento directly to Squaw/Alpine and North Lake Tahoe.

Please revise the DEIR to describe how regional transit incentives would be an effective way for the sponsor to reduce traffic volumes and adhere to the No Net New Vehicle Trips policy.

Parking

As noted above, the project includes too much parking, and the DEIR erroneously assumes that increased traffic is an inevitable consequence of additional development. In reality, a reduced parking supply is a traffic reduction measure. Rational parking management is one of the most powerful tools that would enable the sponsor to achieve the policy of No Net New Vehicle Trips on Squaw Valley Road.

The provision of parking is not free; it requires maintenance, snow plowing, traffic management, etc. Therefore, drivers should not receive free parking, otherwise parking is over-consumed. All users of parking, including day skiers, guests and employees, should be required to pay for parking at a daily rate. By sending a price signal to drivers, they become aware of the cost of parking and will consider other travel options.

Charging for parking can be controversial among day skiers. To avoid this controversy, the sponsor should reduce the lift ticket prices correspondingly. For example, if parking cost \$10 per day, then the daily lift ticket should be lowered from \$88 down to \$78. Similarly, the season pass cost should be lowered from \$809 down to \$609 (assuming 20 days of skiing per season). This pricing scheme would ensure that day skiers (who continue to drive alone) would bear no additional costs while perceiving the price signal of \$10/day parking; this signal would encourage some skiers to carpool or use transit. Ultimately this scheme would result in a reduction in parking demand which would substantially reduce parking structure construction costs.

Beyond day skiers, charging for parking can also be controversial for retail customers, guests, etc. Validation schemes should be created for these parking users so that, similar to day skiers, these drivers would perceive the parking price signal without having to bear additional costs.

Employees should also have to pay for parking in order to encourage them to carpool and ride transit. Employees who live outside the valley may need a car for job access and should therefore pay a lower price than employees residing at the East Parcel.

Please revise the DEIR to describe how charging for parking and reducing parking supply would be an effective way for the sponsor to reduce traffic volumes and adhere with the No Net New Vehicle Trips policy.

Carpooling

There is no discussion in the DEIR about existing carpooling rates in the valley. Buried in the transportation Appendix G *Village at Squaw Valley Parking Analysis* it is revealed that village guests have an average vehicle occupancy of 1.76, while it is 2.20 for day skiers and 1.76 for employees.

Please revise the DEIR to note these existing carpooling rates within the valley, which is absent any programs to encourage carpooling among guests, skiers or employees.

Consistent with the No Net New Vehicle Trips policy, carpooling should be encouraged and the existing data demonstrates that there is ample room for improvement among day skiers, guests, and employees. The sponsor should fully develop the details of the carpooling incentives and they should be presented in the DEIR. Features should include:

- Preferential parking location for 4+ day skier carpools. Carpool parking should be in Lot 12 (closer to the mountain) and accessed from the bridge near Chamonix Place, while non-carpool parking should be in Lot 11 (further from the mountain) and accessed from the bridge at Far East Place.
- Overnight lockers. There should be free overnight ski lockers which would facilitate carpooling without having to haul ski equipment.
- Free parking. Carpool parking could be free (or reduced price) while non-carpool parking would be charged as described above.

Please revise the DEIR to include more details about the carpool incentive program and note that carpool incentives would be an effective measure for the sponsor to achieve No Net New Vehicle Trips.

Air Quality and Greenhouse Gases

Page 70 of Appendix H describes vehicle miles traveled for both “Total” and for “Within Placer County and/or Mountain County Air Board”. Page 10-15 of the DEIR describes VMT emissions both within Placer County and overall.

It is not clear in the DEIR: Which source of data was utilized for mobile source emissions, total VMT or VMT only within Placer County and/or MCAB? Shouldn't the air quality and greenhouse gas impacts of all of the VMT be accounted for in the EIR?

Please revise the DEIR to note that significant air quality and greenhouse gas impacts related to traffic would be mitigated by the adoption of a No Net New Vehicle Trips policy as described above.

Visuals

Exhibit 8-1 and 8-2 show the locations of visual perspectives of the valley. All of the visuals are taken from at or near the ground floor of the valley. However, the perspective from being on the mountain, or on the Cable Car, and looking down onto the village is how most of the public will see the village. Why are there no vantage points from on the mountain or on the Cable Car looking down onto the village?

The parking garages proposed for the East Parcel and lots 11 and 12 would be visually dominating from both ground level and from atop the mountain. However the visual analysis beginning on page 8-47 barely mentions these parking garages at all. These parking garages by themselves should be considered visual impacts. Please revise the DEIR to include more discussion regarding the visual impacts of these parking garages.

On Exhibit 8-11 and 8-12, where are the proposed parking garages at Lot 11 and Lot 12?

Biology:

The project proposes to dedicated lots 20, 21 and 22 off of Squaw Peak Way as permanent open space, which is commendable. Since these parcels would never be developed, the project should include the removal of the asphalt paving along Squaw Peak Way, converting it into a dirt road. This would also more precipitation to recharge the aquifer, which would partially offset the increase in covered land that the would result from the Village Neighborhood component of the project. The dirt road could still function as overflow parking for the Shirley Creek Canyon trailhead.

Please revise the DEIR and project description to include the removal of asphalt along Squaw Peak Way.

Winter Saturday AM Transit Delay Analysis

Intersection/Segment Name	Intersection or Segment Number	Movement or Direction	Segment Length (miles)	Existing No Project		Existing Plus Project			Cumulative No Project		Cumulative Plus Project		
				Segment Speed (mph)	Travel Time (seconds)	Segment Speed (mph)	Plus Project Travel Time (seconds)	Existing Plus Project Added Delay (seconds)	Segment Speed (mph)	Cumulative No Project	Segment Speed (mph)	Cumulative Plus Project Travel Time (seconds)	Cumulative Plus Project Added Delay (seconds)
Northbound from Tahoe City to Truckee via Squaw Valley													
CA 89 at Transit Center	Segment 5	Northbound	0.3	27.9	38.7	27.8	38.8	0.1	27.0	40.0	26.9	40.1	0.1
CA 89/CA 28	Intersection 13	Northbound Left			20.8		20.9	0.1		18.3		18.3	0.0
CA 89 from CA 28 to Alpine Meadows Rd	Segment 4	Northbound	3.7	36.4	365.9	36.1	369.0	3.0	35.3	377.3	34.9	381.7	4.3
CA 89/Alpine Meadows Rd	Intersection 12	Northbound Through			0.0		0.0	0.0		4.5		4.7	0.2
CA 89 from Alpine Meadows Rd to Squaw Valley Rd	Segment 3	Northbound	1.3	38.0	123.2	37.7	124.1	1.0	36.2	129.3	35.9	130.4	1.1
CA 89/Squaw Valley Rd	Intersection 11	Northbound Left			16.2		28.3	42202.0		28.9		82.9	54.0
Squaw Valley Road from CA 89 to Squaw Creek Rd	Segment 8	Westbound	0.5				0.0	0.0		0.0		10.0	10.0
Squaw Valley Rd/Squaw Creek Rd	Intersection 10	Westbound Through			0.0		0.0	0.0		0.0		0.0	0.0
Squaw Valley Road from Squaw Creek Rd to Wayne Rd	Segment 9	Westbound Through	0.9				0.0	0.0		0.0		0.0	0.0
Squaw Valley Rd/Wayne Rd	Intersection 9	Westbound Through			0.0		0.0	0.0		0.0		0.0	0.0
Squaw Valley Road from Wayne Rd to Christy Hill Rd	Segment 9	Westbound	0.6				0.0	0.0		0.0		0.0	0.0
Squaw Valley Rd/Christy Hill Rd	Intersection 8	Westbound Through			0.0		0.0	0.0		0.0		0.0	0.0
Squaw Valley Rd/Village East Rd	Intersection 7	Westbound Through			0.0		0.0	0.0		0.0		0.0	0.0
Squaw Valley Rd/Chamonix Pl	Intersection 6	Westbound Through			0.0		0.0	0.0		0.0		0.0	0.0
Squaw Valley Rd/Chamonix Pl	Intersection 6	Southbound U Turn			10.1		10.5	0.4		11.0		11.6	0.6
Squaw Valley Rd/Village East Rd	Intersection 7	Eastbound Right			0.0		0.0	0.0		0.0		0.0	0.0
Travel through Squaw Valley parking lot			0.2										
Squaw Valley Rd/Christy Hill Rd	Intersection 8	Northbound Right			21.1		24.8	3.7		26.7		47.0	20.3
Squaw Valley Road from Christy Hill Rd to Wayne Rd	Segment 9	Eastbound	0.6				0.0	0.0		0.0		0.0	0.0
Squaw Valley Rd/Wayne Rd	Intersection 9	Eastbound Through			0.0		0.0	0.0		0.0		0.0	0.0
Squaw Valley Road from Wayne Rd to Squaw Creek Rd	Segment 8	Eastbound	0.9				0.0	0.0		0.0		0.0	0.0
Squaw Valley Rd/Squaw Creek Rd	Intersection 10	Eastbound Right			9.5		10.0	0.5		9.9		10.4	0.5
Squaw Valley Rd/Squaw Creek Rd	Intersection 10	Northbound Right			9.5		10.0	0.5		9.9		10.4	0.5
Squaw Valley Road from Squaw Creek Road to CA 89	Segment 8	Eastbound	0.5				30.0	6.9		33.4		27.9	-5.5
CA 89/Squaw Valley Rd	Intersection 11	Eastbound Left			23.1		30.0	6.9		33.4		27.9	-5.5
CA 89 from Squaw Valley Rd to West River St	Segment 2	Northbound	7.8				8.7	1.4		9.9		9.8	-0.1
CA 89/West River St	Intersection 5	Northbound Through			7.3		8.7	1.4		9.9		9.8	-0.1
CA 89 from West River St to Deerfield Dr	Segment 1	Northbound	0.2				3.2	0.0		5.7		5.8	0.1
CA 89/Deerfield Dr	Intersection 4	Northbound Through			3.2		6.8	0.0		7.5		7.6	0.1
CA 89/Eastbound I 80 Ramps	Intersection 3	Northbound Through			6.8		9.3	0.6		12.9		14.2	1.3
CA 89/Westbound I 80 Ramps	Intersection 2	Northbound Through			8.7		24.0	0.1		21.1		21.1	0.0
Donner Pass Rd/Frates Ln	Intersection 1	Northbound Right			23.9		24.0	0.1		21.1		21.1	0.0
Total Northbound Analyzed Travel Time					678.5		708.5	30.0		736.4		823.5	87.1
Southbound from Truckee to Tahoe City via Squaw Valley													
Donner Pass Rd/Frates Ln	Intersection 1	Westbound Left			30.4		30.4	0.0		143.8		147.3	3.5
CA 89/Westbound I 80	Intersection 2	Southbound Through			4.7		4.9	0.2		5.1		5.2	0.1
CA 89/Eastbound I 80	Intersection 3	Southbound Through			9.2		9.1	-0.1		8.3		8.7	0.4
CA 89/Deerfield Dr	Intersection 4	Southbound Through			8.4		8.7	0.3		14.1		14.9	0.8
CA 89 from Deerfield Rd to West River St	Segment 1	Southbound	0.2	31.4	22.9	30.9	23.3	0.4	30.1	23.9	29.5	24.4	0.5
CA 89/West River St	Intersection 5	Southbound Through			9.3		9.6	0.3		18.1		19.3	1.2
CA 89 from West River St to Squaw Valley Rd	Segment 2	Southbound	7.8	46.1	609.1	45.5	617.1	8.0	44.5	631.0	43.9	639.6	8.6
CA 89/Squaw Valley Rd	Intersection 11	Southbound Right			4.0		5.7	1.7		13.5		9.0	-4.5
Squaw Valley Road from CA 89 to Squaw Creek Rd	Segment 8	Westbound	0.5				0.0	0.0		0.0		0.0	0.0
Squaw Valley Rd/Squaw Creek Rd	Intersection 10	Westbound Through			0.0		0.0	0.0		0.0		0.0	0.0
Squaw Valley Road from Squaw Creek Rd to Wayne Rd	Segment 9	Westbound Through	0.9				0.0	0.0		0.0		0.0	0.0
Squaw Valley Rd/Wayne Rd	Intersection 9	Westbound Through			0.0		0.0	0.0		0.0		0.0	0.0
Squaw Valley Road from Wayne Rd to Christy Hill Rd	Segment 9	Westbound	0.6				0.0	0.0		0.0		0.0	0.0
Squaw Valley Rd/Christy Hill Rd	Intersection 8	Westbound Through			0.0		0.0	0.0		0.0		0.0	0.0
Squaw Valley Rd/Village East Rd	Intersection 7	Westbound Through			0.0		0.0	0.0		0.0		0.0	0.0
Squaw Valley Rd/Chamonix Pl	Intersection 6	Westbound Through			0.0		0.0	0.0		0.0		0.0	0.0
Squaw Valley Rd/Chamonix Pl	Intersection 6	Southbound U Turn			10.1		10.5	0.4		11.0		11.6	0.6
Squaw Valley Rd/Village East Rd	Intersection 7	Eastbound Right			0.0		0.0	0.0		0.0		0.0	0.0
Squaw Valley Rd/Christy Hill Rd	Intersection 8	Northbound Right			21.1		24.8	3.7		26.7		47.0	20.3
Travel through Squaw Valley parking lot			0.2										
Squaw Valley Road from Christy Hill Rd to Wayne Rd	Segment 9	Eastbound			0.0		0.0	0.0		0.0		0.0	0.0
Squaw Valley Road from Christy Hill Rd to Wayne Rd	Segment 9	Eastbound Through	0.6				0.0	0.0		0.0		0.0	0.0
Squaw Valley Rd/Wayne Rd	Intersection 9	Eastbound Through			0.0		0.0	0.0		0.0		0.0	0.0
Squaw Valley Road from Wayne Rd to Squaw Creek Rd	Segment 8	Eastbound Right	0.9				2.0	-0.5		1.9		2.1	0.2
Squaw Valley Rd/Squaw Creek Rd	Intersection 10	Eastbound Right			0.0		0.0	0.0		0.0		0.0	0.0
Squaw Valley Rd/Squaw Creek Rd	Intersection 10	Northbound Right			9.5		10.0	0.5		9.9		10.4	0.5
Squaw Valley Road from Squaw Creek Road to CA 89	Segment 8	Eastbound	0.5				2.0	-0.5		1.9		2.1	0.2
CA 89/Squaw Valley Rd	Intersection 11	Eastbound Right			2.5		2.0	-0.5		1.9		2.1	0.2
CA 89 from Squaw Valley Rd to Alpine Meadows Rd	Segment 3	Southbound	1.3				0.0	0.0		2.8		2.7	-0.1
CA 89/Alpine Meadows Rd	Intersection 12	Southbound Through			0.0		0.0	0.0		2.8		2.7	-0.1
CA 89 from Alpine Meadows Rd to CA 28	Segment 4	Southbound	3.7				17.5	0.1		14.0		14.2	0.2
CA 89/CA 28	Intersection 13	Eastbound Right			17.4		17.5	0.1		14.0		14.2	0.2
CA 89 at Transit Center	Segment 5	Southbound	0.3										
Total Southbound Analyzed Travel Time					758.6		773.6	15.0		924.1		956.4	32.3
TOTAL ROUTE DELAY								45.0					

119.4

Maywan Krach

From: Jerry Riessen <j.riessen@comcast.net>
Sent: Thursday, July 16, 2015 11:21 PM
To: Placer County Environmental Coordination Services
Subject: Squaw Valley DEIR comments
Attachments: Squaw Valley DEIR-signed.pdf

Hi Maywan Krach,

Here are my comments. I also mailed them.

I am also concerned about:

1. Please confirm that construction and operations will not change the chemistry of the Squaw Valley Creek such that there are impacts to plants and animals.
2. Please confirm that construction will not happen during breeding season such that there will be impacts to Squaw Valley Creek animals.

Thanks,
Jerry Riessen
226 Hidden Lake Loop
Olympic Valley, CA 96146

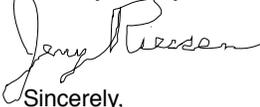
From: Jerry Riessen j.riessen@comcast.net
Subject: Fwd: Squaw
Date: July 15, 2015 at 4:23 PM
To: cdraecs@placer.ca.gov

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

Dear Maywan Krach:

I have owned a home in Olympic Valley for over 30 years. While I support a more vigorous village, I am very worried about the excessive mass and urbanization of this proposal. Some of my concerns about this DEIR are noted below.

Thank you for your consideration of my concerns.



Sincerely,
Jerry Riessen
226 Hidden Lake Loop
PO Box 2875
Olympic Valley, CA 96146

1. Shadowing study conclusion is flawed. It says:

"Impact 8-4: Create additional shadowing on existing structures or outdoor public gathering areas during a substantial portion of the day.

The increased density of structures and increased height of structures would have the potential to increase shadows on public outdoor gathering areas, especially in the winter when the sun is at a low angle. **However, 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."

Yet DEIR Exhibit 8-21 shows the current and proposed village in full sunshine at noon on December 21. In fact Google Earth for December 21 shows the entire village (current and proposed) in full sunshine at noon. The shadowing study conclusions must be changed and recirculated so the public is properly informed. The mountain to the south of the project does not cover much of the project site in winter.

Also Google Earth for December 21 shows the village (current and proposed) in full sunshine from 10 am to 4 pm. The study must show the impacts so the public and decision makers can decide what is a significant impact. All times of the day must be evaluated especially in winter. The study does not present enough information for a clear understanding of the shadow impacts. At least show 10 am and 11am December 21. Showing 9am on December 21 is of no value.

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

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

"You, and thousands like you, have expressed interest in staying up-to-date on the proposed base-to-base gondola connection

between Squaw Valley and Alpine Meadows. As such, you are among the first to know that Squaw Valley | Alpine Meadows will soon submit plans to Placer County and the US Forest Service in order to begin the public review and approval process.”

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

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

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

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

6. The Squaw Valley Specific Plan and County policies call out a need for public spaces yet there is no meaningful provision for this such spaces. This should be called a significant negative impact. Certainly since many of the small spaces that are called public will be in shade in the winter. This cannot be considered a valuable public space. What is the required public space for this project and how are those requirements met? A small shaded space should not qualify.

7. The DEIR states that visual impacts are for two groups - regular visitors and infrequent visitors. And that regular visitors are a small group and so don't matter much. As shown elsewhere, the 30,000 season pass holders in fact make up by far the majority of the visitors. How can their visual experience be deemed unimportant?

Plus, consider a significant site, say the Colliseum in Rome or the Eiffel Tower. Then place a 108 foot building in front of it. Would anyone say the visual experience of the regular viewers doesn't matter?

The visual experience from the too large proposed buildings must be considered significant and unmitigable for all viewers.

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

Maywan Krach

From: roggem85@gmail.com
Sent: Wednesday, July 15, 2015 6:53 AM
To: Placer County Environmental Coordination Services
Subject: Squaw development plan

To Whom It May Concern,

I'm writing as a new resident of Placer Country. My girlfriend and I are looking to buy a house in the area after renting the last four years. We all but ruled out looking in Olympic Valley as the future of that valley does not yet rest in the hands of the people who live there. While my love for the ski area and the people who work there is pure and strong, I do not wish to make the biggest purchase of our lives, the one in which we determine the future of our family, in an area where corporate interests are better regarded than the environment and community's best interest. The future viability of this community is in your hands.

I thank you for taking the time to read this letter.

Sincerely,
Mike Rogge



Mike Rogge - Director/Producer

p—518-744-9648
e—hello@verbcabin.com
w—<http://www.verbcabin.com>

Maywan Krach

From: Helga Roghers <hroghers@icloud.com>
Sent: Thursday, July 16, 2015 8:55 PM
To: Placer County Environmental Coordination Services
Subject: Squaw valley development

The traffic around Lake Tahoe has been an absolute nightmare this year. Do we really want to put in more condos, people and entertainment? This lake can only remain a treasure if we treat it as such. It is our obligation to preserve the beauty of these mountains and valleys and not make it into a Circus!
Please do not allow this project to go forward!

Thank you,
Helga Roghers
P.O.Box 898
Carnelian Bay
CA 96140

Sent from my iPad

Maywan Krach

From: Erik Rogind <erik@rogind.com>
Sent: Friday, July 17, 2015 11:54 AM
To: Placer County Environmental Coordination Services
Subject: Community Input on the proposed KSL development in Squaw Valley

Hello Placer County Community Development Resource Agency,

I am writing to comment on this proposed development.

My wife and I have had a home in Placer County for 21 years... in the Serene Lakes area on Donner Summit.

When we purchased this home one of the main factors for us was the serenity we could find on the Summit... rather than the much faster pace of life down in Truckee.

Placer County is located, after all, at one of the most spectacular portions of one of the most spectacular mountain ranges in North America.

We are also avid skiers, snowboarders, and outdoor activity enthusiasts.

Squaw Valley is one of our favorite ski areas and certainly one of the world's great ski areas (at least with pre-climate change snow quantities). My wife and I have been skiing there for 38 years. We also have had season passes there the last few years.

I have not read the proposed plan. However please consider these general suggestions.

Our hope is that this proposed development does not diminish the quality of the great outdoors that really is the overarching theme of our county.

I hate to lose any of the beautiful Squaw Valley to development. But if develop 'we must', then I urge this agency and other cognizant county planning commissions to error on the side of a constrained project. The Squaw Creek resort is an example of a project that blends in very well with the Valley. I would hope that this new project does not contain any buildings higher than Squaw Creek and makes an attempt to blend into the beautiful valley as if Frank Lloyd Wright had designed them. I have read about a proposed indoor adventure center and would encourage this to be constrained in scope... as the real adventure center is the valley itself. You are well aware that the Truckee to Tahoe City corridor is already very crowded. So I would expect that any large project would include plans to enlarge or improve this access route. However, a road expansion in itself is impactful and hence a concern that should inform constraining this project. Finally, it sounds like the project scope, at 25 years, is virtually indefinite. Can't we make this a well defined, finite, short time duration project? We don't want to turn Squaw Valley into a perpetual construction zone.

Thank you for considering our input during this bounding stage of the project. Please be good guardians of the future of our mountain based county. We, the people that have elected our county officials, do not have the unlimited monetary power to come close to competing with the unlimited budgets put forth by the corporations as they push their profit motivated visions.

Kind Regards,
Erik and Deborah Rogind

Maywan Krach

From: Elizabeth Rosner <elizrosner@gmail.com>
Sent: Wednesday, July 15, 2015 10:38 AM
To: Placer County Environmental Coordination Services
Subject: re: Squaw Valley expansion project

Dear Placer County officials:

I am writing to express my strong opinion regarding proposed developments in Squaw Valley. As a longtime visitor to the region --- for its spectacular beauty, for skiing, hiking, swimming, bird-watching, star-gazing --- and as a grateful faculty member at the famed Community of Writers, I'm deeply opposed to the "Mountain Adventure Center" under consideration.

To be honest, I've already been concerned and saddened by the rate and scope of development in the valley; it seems clear that environmental impacts are already threatening to permanently destroy the natural beauty of the area. In my frequent visits since the early 1980s, I've noted the dramatic increases in structures, cars, noise and pollution (including light pollution at night). These are MAJOR cumulative effects, and the proposed project will most certainly do far more and far worse damage.

PLEASE VOTE AGAINST this project.

Thank you for your time and consideration,
Elizabeth Rosner

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