

10281 Stoneridge Dr Unit B  
Truckee, California 96161

July 15, 2015

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

Dear Maywan Krach,

This letter is in response to The Village at Squaw Valley Draft Environmental Impact Report and the Village at Squaw Valley Specific Plan. I am a former employee of both Squaw Valley and Alpine Meadows, a current Squaw Valley Alpine Meadows passholder, and 15 year resident of North Lake Tahoe.

The project as currently proposed is unacceptable for Squaw Valley and North Lake Tahoe due to the significant and unavoidable impacts of the proposal that can not be effectively mitigated. For example:

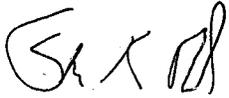
- *Traffic:* According to the document, development would add to area traffic and “exacerbate unacceptable operations” on Squaw Valley Road, on Highway 89 in Tahoe City, in Truckee, and in between.
- *Noise:* The project would generate noise louder than “applicable Placer County noise standards”, especially for the 25 years it would be under construction – even at night.
- *Views:* To Squaw’s iconic mountain scenery, the project would make a “substantial contribution to the cumulative degradation of the existing visual character or quality of the site and its surroundings” with a “significant and unavoidable impact on scenic vistas.”

It is also worth noting certain information and impacts *not* included in the Draft EIR. For example, assessment of local water supplies is based on a study that does not include records

from the current, record-breaking drought.

Simply put, please deny this development proposal and ask KSL and Squaw Valley Ski Holdings to submit a reasonable proposal.

Sincerely,

A handwritten signature in black ink, appearing to read 'T Baird', written in a cursive style.

Thomas Baird

TO: Placer County Community Development Resource Agency, Environmental  
Coordination services  
3091 County Center Drive, Suite 190  
Auburn, CA 95603  
ATTN: Maywan Krach  
SUBJECT: Comments on Draft Environmental Impact Report (EIR)  
FROM: Nicholas and Doris Bajka (dkbajka@gmail.com)  
415 Squaw Peak Rd.  
Olympic Valley, CA 96146

Ms. Krach,

Attached are comments on the Draft EIR for proposed project "Village at Squaw Valley Specific Plan (PSPA 20110385, State Clearinghouse No. 2012102023)." The public review and comment period is designated as May 18, 2015 – July 17, 2015.

It is understood that KSL Capital Partners (KSL) is in business to make a profit. Generation of the level of profit desired by KSL includes tremendous expansion that will produce "significant or potentially significant effects associated with population, employment... climate change" (EIR). As such, this is the time to address ANY issues that 'we' have control over and can possibly eliminate. At a minimum, the County should ensure any and all foreseeable HEALTH & SAFETY issues are addressed before allowing this project to continue.

Comments:

- 1) Squaw Valley Rd. South (section of county road as designated in the Draft EIR) is identified as an area "Not a Part" of this project. This is a serious issue not only because there is signage proposed in this area under the EIR which will encourage and promote additional pedestrian and vehicular traffic, but also because this area currently presents a tremendous **HEALTH AND SAFETY** issue that can only be expected to get worse with an increase in traffic and patronage. **Both the intersection at Squaw Valley Rd. South and Squaw Peak Rd. and the sections of each of these roads leading up to the intersection should be included in this project.**

This intersection and the sections of each road leading up to it have been an ongoing issue for years. Even during the past 3 years of drought, the safety issues persist and the "habits," of both the County and Squaw Valley Ski Resort haven't improved. Neither takes ownership of the issues nor take action to control the situation. Both seemingly point fingers (SV Ski Resort – 'it's a county road we have no jurisdiction' and the county – 'we have no manpower or funding to address the situation with citations or oversight of any kind'). This is inexcusable and here is the opportunity to address it.

With normal snowfall, the existing safety issues will only be exacerbated. Add to a normal snowfall year the desired increase in traffic (pedestrian and vehicular), and serious HEALTH and SAFETY issue(s) are imminent. The STOP sign at the

tram building (Squaw Peak Rd) is frequently not visible. It is blocked by delivery trucks parked at the corner (photos are available upon request). In addition to the delivery trucks, SV patrons elect to load/unload at this corner and in this general area. At peak times, patron vehicles double park next to the delivery trucks leaving visibility of the STOP sign impaired and only one open lane for both directions of traffic. Patron vehicle doors are open during unloading, their gear is being removed, and often children are present (and unloading). Parents/patrons are distracted and other motorists (including thru traffic) are jockeying for position to safely pass on the roadway. This same section of roadway also contains an entrance/exit to the thru-way for Plump Jack Inn, an exit for SV staff at the rear of the tram building, and within an estimated 100 ft of the same STOP sign, exists for SV Lodge parking on the south and Plump Jack parking on the north. This same section of roadway approaching this STOP sign (along the north side of the tram bldg.) is notoriously the iciest location possibly in all of Squaw Valley. The ice situation seriously impacts a motorist's ability to STOP in what would be considered a normal/safe distance even when driving at what would be considered a conservative and 'safe' speed. This grouping of environmental, traffic and pedestrian issues in combination with no 'ownership' of the problem – presents a serious threat to locals, patron, employees, and CHILDREN that are most likely distracted by the excitement of the day or activities in the village. and this description only applies to traffic approaching the stop sign on Squaw Peak Rd along the tram building.

In addition to the Squaw Peak Rd. STOP sign not being visible, a lane being blocked, patrons unloading, and the presence of children, SV Ski Resort has valet parking 'drop-off' immediately in front of this same STOP sign. SV employees DO NOT manage the patrons on the county road as they wait for access to valet parking or when these patrons start to unload in the intersection. This intersection also has the entrance and exit to a small Squaw Valley Village parking area containing about 5 spaces.

Add to this, the STOP sign on the corner of Squaw Valley Rd South in front of Plump Jack Inn. This is where Squaw Valley Rd. ends – at the tram building and the same corner with impaired visibility of the STOP sign on Squaw Peak Rd. The cross section of this roadway is included in the EIR (Figure 5.7-Section C) and appears to be unchanged from its current configuration. The 10' bike & shoulder is an invitation to load and unload. This current configuration allows patrons to stop at the STOP sign and start unloading – doors open, gear being removed, children present, etc. Patrons line up along both sides of Squaw Valley Rd South (many 'attempting' to contain themselves in the bike & shoulder lane but failing) to drop-off or pick-up which contributes to already impeded traffic flow and further increases the HEALTH & SAFETY issues for all. Add to this, the other entrance/exit to Plump Jack Inn thru-way is in this same section.

Additional serious contributors to the HEALTH & SAFETY issues present at this intersection include the exit from Plump Jack parking on Squaw Valley Rd South

and multiple entrances/exits (FIVE) to the large SV public parking area. This entire section of roadway from the SV Bridge to the tram building continues to present a serious HEALTH & SAFETY issue to all who utilize this section of public roadway. Patrons, locals, service vehicles, emergency vehicles, etc. utilize this section of roadway. It is the main thoroughfare to OVI, multiple lodging facilities, the Village, local homes, and hiking trails for pedestrians and vehicular traffic. Many patrons passing through this intersection are distracted. If emergency vehicles need to provide services to residents at the end of Squaw Peak Rd or to any of the lodging facilities along Squaw Peak Rd, their response time could very likely be seriously impeded. This is the time to fix the HEALTH & SAFETY issues that currently exist at this intersection BEFORE there is any additional planned increase in traffic.

- 2) Delivery entrances and a designated unloading/loading space along Squaw Peak Rd. should be provided for the Squaw Valley Lodge and Plump Jack. Delivery trucks block safe and consistent passage for residents and emergency vehicles along this roadway especially during storms. Delivery trucks get stuck trying to turn around making the roadway impassable at times. This presents a HEALTH & SAFETY issue for patrons and residents at the west end of Squaw Peak Rd.
- 3) Fencing or screening should be included around the Heavy Equipment Storage Area (EIR Lot 19). This area is not currently designated for this purpose so the views for hikers and residences should be protected on the west side of Squaw Creek. Additionally, noise and air pollution from maintaining, relocating, or use/traffic of heavy equipment staged in this area should also be considered. This increase in noise and pollutants will affect residence on the west side of the creek. If this is now to be the designated area for heavy equipment for Squaw Valley, an increase in the noise and air quality issues is impossible to avoid. This could impact property values and health of residents on the west side of the creek as well. Has consideration been given to this issue?
- 4) A plan for using re-claimed water for ALL irrigation associated with this expansion should be REQUIRED – and not just implemented “when feasible” as stated in B.4.6 Irrigation App B, p. B-55. Additionally, re-claimed water should be required for all existing and any new snow making operations AND golf course irrigation. While the golf course and snow making are pre-existing, both are considered ‘draws’ to fill the proposed increase in available lodging so the environmental impact of these resources should be a consideration or a trade for other environmental impacts that are considered ‘significant and unavoidable.’ With all the other foreseeable significant environmental impacts this expansion is expected to generate, this is a chance to set an example of good stewardship and environmental responsibility with regard to water usage for the Tahoe Basin as well as the state of California.

- 5) Has enough consideration been given to the needs of residents in the proposed employee housing area with regard to parking, fuel, grocery, health care, etc. It appears they will need to commute to Truckee or Tahoe City increasing the traffic and environmental impacts.
- 6) Where are patrons of all the proposed new lodging (hotel accommodations, shared ownership or neighborhood options) expected to acquire basic groceries and sundry items? It is unrealistic to assume ALL occupants will eat at local establishments in the SV Village area – especially not for 3 meals per day. Thus, this increase in patrons to the SV Village area population will inevitably create additional environmental and traffic considerations along routes to Truckee and Tahoe City during more than just the normal high traffic entrance and exit times.
- 7) Has consideration been given to eliminating some of the proposed lodging to provide space for an adequate grocery store? This may eliminate some of the traffic on Squaw Valley Road and Highway 89.
- 8) There should be some form of a guarantee that the water pressure, cost (other than average inflation), and/or availability of water will not be impacted by this project to existing residents.
- 9) Is adequate consideration being given to local residents (including traffic impacts to Highway 89 for Truckee and Tahoe City residents) for time lost, inconveniences experienced (traffic, noise, utility service interruptions etc.), or possible health impacts (dust, air quality issues from equipment/traffic) generated during the various construction phases of the project?
- 10) Will fiber optics and cell service be improved with the increased population and draw on these services? What will the impact be to residents during any necessary expansions/upgrades? Is there any consideration for loss of service to existing residents if/when service is interrupted due to the expansion?
- 11) What will the directional signs say in Lot 22, Forest Recreation Area?
- 12) What are the specific improvements or structures proposed (besides signage) on EIR Lots 20 and 22? What are the exact locations and proposed schedule for these improvements? Will the public have an opportunity to comment on any proposed improvements before they are approved and/or construction begins? Please provide a public comment period specific to these improvements once they are clarified.
- 13) With KSL promoting the hiking trail at the end of Squaw Peak Rd. there is an increase in both foot and vehicular traffic. What is being done to address issues

associated with the increased vehicular traffic, parking, noise, pollution, etc. With continued promotion, these issues are only expected to increase.

- 14) KSL's promotion of the hiking at the end of Squaw Peak Rd. has created a pet waste issue on the hiking trail (EIR Lots 20, 21 and 22), along Squaw Peak Road, and Squaw Peak Way. This is a clean, quiet residential area and the impact of the KSL expansion should not adversely affect this established neighborhood. The pet waste issue can only be expected to increase. Pet waste stations with appropriate signage (instructions) and waste receptacles should be provided and maintained.
- 15) Pet waste stations with appropriate signage and waste receptacles should be provided and maintained throughout the entire expansion area but most importantly in the Village-Conservation Preserve and Forest Recreation areas. A dog park should be considered near the village area. It should be accessible and conveniently located near the public parking lot in an effort to promote proper care and cleanup of pets.
- 16) With KSL's promotion of the hiking trails in Squaw Valley, increased patronage is expected (and the desired outcome for KSL). Trail maintenance should be considered. It seems reasonable to expect a minimum of signs instructing patrons to carry out what they carry in (including pet waste). Receptacles should be provided and maintained. Optimally, the 'Leave No Trace' protocol should be implemented.
- 17) EIR Figure 4.1 "Village Open Space Network" designates Squaw Valley Rd South as a Primary Pedestrian Corridor and Squaw Peak Rd as a Secondary Pedestrian Corridor. How is it that these areas are designated as "Not a Part" of the EIR? Please also refer to Comment #1 and #2 above regarding this area and include the area for official comment.
- 18) Where is there serious consideration given to emergency egress from the most westerly points in the valley should an emergency occur? Access to Alpine Meadows via a two lane path (dirt, gravel or paved) from the east end of the valley isn't a realistic solution for the density of proposed patrons and residents at the west end. While a fire is less of a possibility in the winter when the highest patronage is estimated to occur, the EIR clearly indicates KSL's desire for a year round resort. IF Squaw Valley Road were blocked by a traffic accident, natural disaster, emergency, or infrastructure failure at the half way point between the west end and Highway 89, how would the majority of the patrons and residents escape the valley?
- 19) Traffic consideration during peak periods for residents along Squaw Valley Rd is not adequately addressed. The current level of traffic poses a challenge for

vehicles and pedestrians trying to cross, merge or make a left into or across traffic along Squaw Valley Rd. Without any change to the current traffic configuration, the increase in traffic that will result from this this proposed expansion presents a grave HEALTH & SAFETY issue for pedestrians and motor vehicle operators for the entire length of Squaw Valley Rd. This increased traffic creates an impossible situation during peak periods and increases risks during all other times. Is there a proposed fix for this situation?

- 20) Consideration should be given to funding a county position that is both qualified and authorized to issue parking and traffic impedance citations for violating designated traffic and parking laws. KSL funded perhaps? Given the sizable proposed expansion, and limited available space for parking and roadway expansion – enforcement of traffic laws shouldn't be optional or based on available manpower or funding constraints. It should be a requirement for the HEALTH, SAFETY, environment and general well-being of the patrons, residents, employees, and visitors to this beautiful valley.

Thank you for your consideration of these issues.

Doris and Mik Bajka

## Maywan Krach

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**From:** Reteyedoc@aol.com  
**Sent:** Sunday, June 14, 2015 5:29 PM  
**To:** Placer County Environmental Coordination Services  
**Subject:** Fwd: Squaw Valley Traffic

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From: [Reteyedoc@aol.com](mailto:Reteyedoc@aol.com)  
To: [cdracs@placer.ca.gov](mailto:cdracs@placer.ca.gov)  
Sent: 6/14/2015 4:58:20 P.M. Pacific Daylight Time  
Subj: Squaw Valley Traffic

Placer County Community Development Resource Agency  
Environmental Coordination Services  
Attn: Maywan Krach

Dear Sirs;

Recently an article appeared in the Moonshine Ink concerning studies about the traffic problems in and out of Squaw Valley on peak weekends and holidays. The article stated this would not be a problem and that additional steps would not be required beyond the three lane division of Squaw Valley Road which exists presently. Apparently data for these opinions were based on studies conducted during the 2013- 2014 ski season, which we all know is NON representative of a typical winter ski year.

I have been skiing at Squaw Valley since 1968 ( 47 years), I am a season pass holder and currently live in Truckee, California. Thus I feel I have a great deal of experience and knowledge about traffic conditions entering and exiting the valley. What my experience has taught me is that this is a huge problem now, which will become a much larger issue as time proceeds; especially if the Village area is allowed to enlarge with more housing units and loss of existing parking spaces.

Currently traffic is backed up routinely to Truckee on Hwy. 89. The parking lot is filled by early morning on holidays and peak weekends, resulting with parking along Squaw valley Road. These conditions result in compounding a bad problem to chaos. I do not understand how the planners for this logistical nightmare can say there will be no problem by adding more people and cars into an already nightmarish situation. With all due respect, I believe your planning agency should take another more realistic appraisal of this very serious problem.

Sincerely,

Terry R Baker, MD  
Truckee, Ca.

## Maywan Krach

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**From:** mark tele <telecranker@yahoo.com>  
**Sent:** Tuesday, June 16, 2015 9:26 PM  
**To:** Placer County Environmental Coordination Services  
**Subject:** Squaw Valley

As a 60 year resident of Northern California that has lived in Tahoe (worked as a fire fighter stationed on Brockway Summit), and a skiing fanatic, I am totally against this massive development of Squaw Valley. It will destroy the reason I venture up to Tahoe. This project needs to be scaled waay back and designed to be compatible with it's alpine setting.

Thank you for listening.

Jeff Ball

## **Maywan Krach**

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**From:** Marleen Barnett <marleenbarnett@hotmail.com>  
**Sent:** Friday, July 17, 2015 7:41 AM  
**To:** Placer County Environmental Coordination Services  
**Subject:** dEIR

Attention Maywan Krach

**Thank you for the opportunity to respond to the Squaw Valley Specific plan. I have been a permanent resident of Squaw Valley for the past 52 years. I am a 77 year old retired teacher in the district. My three children were all born here and two of the three still reside in Placer County.**

**In regard to my response to the d EIR forgive me if I go too long since I am without skill to be brief. Late yesterday when the Wanderlust yoga group began to gather with the pounding of their music resounding through this valley I wished that all concerned with the EIR could have been present to experience the din and reminded that this noise is what the KSL Corporation would wish for throughout the year, an ongoing carnival ,the more the better. If I understand it correctly this noise disruption is what the dEIR terms "unavoidable".**

**Would that all could experience the noise pollution and wish that all could experience beautiful Shirley Canyon in the mornings as the revelers frolic in the creek with the music blasting alongside. This is what the KSL would have more of.**

**Yesterday morning I had to remind myself this would be my last daily walk up the canyon given the disruption in the days ahead. Yoga classes up on the granite without negative impact? This is what is being promoted.**

**Throughout the year when I have called the Placer County Sheriff's Dept. re all-night celebrations I have been reminded that there is limited personnel in the large North Tahoe area to deal with noise violations and complainants to be patient. I'll spare you the all night nightmare with the Burning Man "wanabees".**

**I am not writing selfishly: At age 77 I won't be here to suffer the negative impacts or to witness the continuing degradation of the natural beauty of what was once was Squaw Valley, but I am speaking for the future. For the EIR to suggest negative impacts to the area minimal cannot be accepted. I ask that you recognize that once again it is a "little by little" situation of eroding the quality of the Sierra and ask for another venue for such a huge development. At what price growth?**

**Thank you so much for your time and attention. Any an all welcome to my home to experience what is really happening.**

**Regards,**

**Marleen Barnett**

**Olympic Valley**

To: Placer County Planning Commission

Address: attention: Maywan Krach  
Environmental Coordination Services  
Placer County Community Development Resource Agency  
3091 County Center Drive, Suite 190  
Auburn, Ca. 95603

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

Date: July 13, 2015

My name is Marcia Barnett.

I have had a home in Squaw Valley for 25 years.

I am a retired psychotherapist and have had 46 years of experience in clinical practice. I understand the impact architectural and environmental planning can have on psychological well being.

As a long time resident of Squaw Valley I have enjoyed the recreational opportunities the area offers: skiing in the Masters Race Program, mountain biking, hiking and golfing. I am a season pass holder at Squaw Valley and at the Resort at Squaw Creek golf course.

I have also traveled extensively in mountain areas in Europe, Australia, New Zealand and Japan. I have enjoyed the village experience at these locales and am aware that the emotional impacts of village experiences are very different from city experiences. Both city and village environments can be stimulating and inspiring, but I contend that they need to be different. Mountain villages are most pleasing when they have relatively low density, preserved views, low buildings which are proportionately sized to pedestrians, and welcoming open plazas which serve as gathering centers.

My concern is specifically with two chapters of the DEIR: views and shadowing.

This project has considerable environmental impacts, as delineated by the DEIR, and I ask that the Planning Commission and Board of Supervisors follow the Placer County Policy 1.G.1. that requires that environmental impacts are adequately mitigated.

**VIEWES:** I believe that there are errors in the conclusions.

1.) The DEIR concludes that only long term residents will be impacted by the changed views. The long term pass holders (20,000 to 30,000) will also be impacted by the

changed views. If they ski 10 days per year then there would be 300,000 days of viewers who would remember the way it used to look and be distressed by the impaired views.

2.) The DEIR concludes that the natural terrain dominates the view and therefore the structures in the foreground are not visually prominent. In fact, from the golf course and on entry from Squaw Valley Road the views would be substantially diminished by the tall buildings.

3.) The architectural and landscape design guidelines which allowed the tall, dense buildings cannot be mitigated by landscaping as the buildings are too tall and the passageways between buildings are too narrow.

4.) There are no mitigation measures available that would reduce the effects of sky glow from night time lighting. I live on a street above the height of the village buildings and the skyglow would forever take away the beauty of the night sky for me.

**SHADOWING:** I believe there are errors in the conclusions.

The DEIR only focuses on shadowing existing structures. My concern is the shadowing effect from these very tall, closely spaced buildings on the public spaces and open areas. None of the mitigation measures would work to reduce the shadowing and make the public areas more usable. In the reduced density alternative the gathering area could be open to the south and building 1A and 1B could be redone to reduce shadowing. I would like to see this alternative analyzed.

**CONCLUSION:**

Alternatives for reduced density could significantly reduce the impacts on Views and Shadowing. A 50% reduction in density would be environmentally superior and could lessen the significant adverse impacts of the project. This could be achieved by reducing the height of the buildings and increasing the space for passageways, open areas and distance between buildings. This would significantly improve the character and visual quality of the village, especially for pedestrians. It is a village, not a city, and needs to be proportioned accordingly.

There are too many significant and unavoidable impacts from the current plan and these outweigh the benefits which this project would provide. This should preclude a Finding of Overriding Considerations by the Board of Supervisors.

Therefore, I ask the Placer County Planning Commission to reject this proposed project because it has too many significant and unavoidable impacts, and to require the applicant to submit an alternative with 50% fewer bedrooms, reduced heights, and larger spaces for passageways and open areas between buildings. I propose that finding a balance between development and acceptable, mitigable impacts should be the overriding consideration. The benefits that such a project would accrue would be substantially greater than the currently submitted project.

I would appreciate being notified of any future notices related to the project and the EIR.

Thank you for your attention to this matter.

Respectfully submitted,

*Marcia Barnett*

Marcia Barnett  
1799 Sandy Way  
P.O. Box 2004  
Olympic Valley, Ca. 96146

email address: [barnettfamily@comcast.net](mailto:barnettfamily@comcast.net)

July 12, 2015

To: Placer County Planning Commission  
c/o Maywan Krach  
Environmental Coordination Services  
Placer County Community Development Resource Agency  
3091 County Center Drive, Suite 190  
Auburn, Ca. 95603

Re: Comments on the Village at Squaw Valley Specific Plan Draft Environmental Impact Report

I have been a property owner in Squaw Valley for 25 years. I am a full time resident. I ski here, use services in the existing village and hike all the trails in the valley.

I have skied and stayed at all the major ski resorts in the West including Vail, Beaver Creek, Aspen, Snowmass, Park City, Deer Valley, Alto Snowbird, Jackson Hole and Mammoth. I have taken multiple art/history/architecture trips to Europe and stayed in European ski resorts like Chamoniz, Hintertux and Zurs, and Lech.

*I have studied architecture and design as a human environment since college.*

CONCERNS ABOUT VISUAL RESOURCES IN VILLAGE CORE (VC-C):

1. 25 years of construction
2. View corridors are too narrow to provide pedestrian users in the village core adequate views of the natural terrain and not lined up with the most scenic areas of the mountains.
3. The buildings in the village core are too tall in comparison to the distance between them infringing on a comfortable sense of place and space for the humans.
4. The proposed plaza in the village core is too small to accommodate views by the pedestrians as they are relegated to the outside of the plaza by the skating rink and as such give no indication they are in a mountain environment. Scenic views are thereby cut off.
5. The height and crowding of the buildings in the village core result in shadowing of the people areas depriving them of sun which results in excessive icing and difficulty of snow removal and drives people indoors giving giving the area a deserted feel.
6. The density and height of buildings dramatically increases night time lighting which diminishes capacity to see the night time sky. Starry heavens are one of the defining characteristics of a mountain as opposed to an urban environment.

Squaw Valley's draw for visitors and residents is its scenic beauty. Enjoyment of the confined meadowlands set against forested and steep rock walls are unique among Western Ski resorts and distinguish Squaw Valley from almost all other resorts which are in big open valleys. All of the 6 above impacts detract from a scenic mountain experience and urbanize this natural setting.

Visitors come to this mountain meadow valley to get away from the urban experience of walled in buildings, traffic, noise, and seek the scenic visual experience. But the village core has too many significant and unavoidable visual impacts. There is too much building crowded into too little space in the village core.

THERE IS INADEQUATE MITIGATION PROPOSED FOR THE SCENIC IMPACTS

The design guidelines are not adequate mitigation of the scenic impacts (Impacts 8-1, 2, 3, 4). Proposed guidelines would allow height from 96 to 108 feet high. This is incompatible with the existing Intra-west village which is only 65 feet high. Existing general plan guidelines call for building design to "complement and harmonize with neighboring buildings". Guidelines also call for a building to "be in scale with its immediate surroundings".

CURRENT CONCLUSIONS ARE WRONG ABOUT BUILDING HEIGHT, VISUAL CORRIDORS, SHADOWING, NIGHT TIME LIGHTING AS IT RELATES TO THE HUMAN VISUAL EXPERIENCE

To reduce the visual impacts to an acceptable level requires height limited to 72 feet in the village core so it fits with the Intra-west buildings and reduces the other described impacts. Space between buildings should be 40 feet to address items 1-5 above. Reduced upper lighted floors would reduce

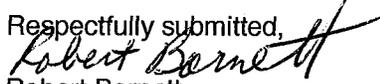
night lighting to an acceptable level.

Reductions as requested are the only way to allow visitors to feel and see the natural scenic environment. This is mandated by Placer County general plan policy 1.g.1 which supports ski area expansion ONLY where environmental impacts can be ADEQUATELY mitigated. No over-riding considerations are part of this policy. Item 1-6 listed above are unmitigatable without reducing building height, size and spacing in the village core.

Maximizing this visual resource is the key to a successful tourist draw. It is important to Placer County. Squaw Valley road is a designated scenic highway by Placer County. Indeed, the Placer County policy is defined in General Plan policy 1.K.1. which states in scenic areas "development will maintain the character and visual quality of the area." Only by reducing the size and crowding of buildings in the village core as specified above can this policy be achieved.

I sincerely hope you will change the DEIR and entitlements to preserve the scenic environment so that visitors and residents for decades into the future can enjoy relief from urban environments in this beautiful valley.

Respectfully submitted,

  
Robert Barnett  
1799 Sandy Way  
Olympic Valley, Ca, 96146  
email: barnettfamily@comcast.net

## Maywan Krach

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**From:** John Barnhart <jbarnhart1@frontiernet.net>  
**Sent:** Monday, June 22, 2015 6:57 PM  
**To:** Placer County Environmental Coordination Services  
**Subject:** Fw: Village at Squaw Valley Specific Plan

----- Original Message -----

**From:** [John Barnhart](mailto:John.Barnhart@placer.ca.gov)  
**To:** [afisch@placer.ca.gov](mailto:afisch@placer.ca.gov)  
**Cc:** [planning@placer.ca.gov](mailto:planning@placer.ca.gov)  
**Sent:** Monday, June 22, 2015 6:13 PM  
**Subject:** Village at Squaw Valley Specific Plan

Alex Fisch and Placer County Planning Department,  
Please accept this comment on the Draft EIR for the above referenced project.  
(State Clearinghouse # 2012102023).

The Draft EIR seems to neglect a significant potential impact :  
Impact of the proposed project to existing recreational users.

The Squaw Valley Ski Resort is predominantly located on public land (USFS lease).

Therefore, the public recreational impacts should be assessed.

The project proposes to add bedrooms, guests, and consequently day users of the recreational facilities (ski lifts, ski runs, hiking trails, etc.).

If the proposed project is allowed, it follows that there will be increased user traffic, longer ski lift lines, etc.

This impact should be recognized in the Draft EIR.

Mitigation in the form of additional ski lift capacity should be required Mitigation.

This Mitigation could be phased.

However, the initial project phase should be mandated to replace the existing Red Dog Chairlift with a high speed detachable chair.

Thank you.

John Barnhart.

201 Squaw Peak Road Unit 3352

Olympic Valley, CA. 96146

## Maywan Krach

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**From:** John Barnhart <jbarnhart1@frontiernet.net>  
**Sent:** Thursday, July 16, 2015 6:09 PM  
**To:** Placer County Environmental Coordination Services  
**Cc:** Placer County Planning; Alexander Fisch  
**Subject:** Village at Squaw Valley Specific Plan

Placer County Planning Department,

Please accept this comment on the Draft EIR for the above referenced project.

(State Clearinghouse # 2012102023).

Please note two distinct traffic impacts anticipated to worsen without sufficient appropriate mitigation should the above referenced project be approved :

1. Intersection of Squaw Valley Road and Squaw Peak Road (ie adjacent to the Squaw Valley Ski Area Cable Car Bldg). Visitor vehicles block the intersection to unload skiers and equipment. Visitor vehicles make a U Turn in the intersection. Visitor vehicles park in the intersection to hand over their vehicle to the Valet Parking (may need to be relocated). Pedestrian traffic both to and from the Ski Area is crossing the road in continuous movements not allowing vehicles to pass. This can be a very congested intersection with multiple conflicting vehicle and pedestrian movements occurring simultaneously. Congestion seems to directly correlate with Village occupancy and skier count. Access to and from Squaw Peak Road can be blocked for minutes at a time and moving through the intersection can be very hazardous. This situation will only worsen with additional Village units and vehicles. Please require appropriate mitigation to improve this situation.
2. Intersection of Squaw Valley Road and Hwy 89. Traffic can be backed up for MILES in either direction depending upon time of day. In the afternoon on busy weekend or holiday ski days, traffic exiting the Ski Area parking lots is blocked from merging onto Squaw Valley Road because traffic is backed up to the above referenced intersection (and sometimes all the way to Truckee or Tahoe City). In the morning on busy weekend or holiday ski days, northbound and southbound traffic on Hwy 89 turning west onto Squaw Valley Road can be backed up several miles due to insufficient vehicle capacity of Squaw Valley Road. This situation will only worsen with additional Village units and vehicles. Please require appropriate mitigation to improve this situation.

Thank you.

John Barnhart.

201 Squaw Peak Road Unit 3352

Olympic Valley, CA. 96146

Thank you.

John Barnhart.

201 Squaw Peak Road Unit 3352

## VILLAGE AT SQUAW VALLEY SPECIFIC PLAN PROJECT DEIR COMMENT

Att: Maywan Krach

We are Bruce and Ingeborg Bartlett, land owners in Squaw Valley since 1949 and second homeowners since 1964, located on 1670 Christy Lane. In that time period we have witnessed many changes and we are not opposed to a reasonable and sustainable development in the Valley. We have also skied and visited many winter resorts both in the US, Canada, and overseas.

In reference to the Project Objectives (2.1.3,) we believe this Valley is unique and should not try to compete with many of the larger and overdeveloped resorts, such as Whistler/Blackcomb (Canada,) Park City (Utah,) or even Vail or Aspen (Colorado.)

Therefore, we feel compelled to comment on the DEIR before it is too late to change the scope of this project.

The County has identified 13 major resources (1.2) where the proposed project has the potential to result in "significant environmental impacts." All of these impacts will have an even larger cumulative negative effect than if considered separately.

The DEIR also identifies 23 "significant and unavoidable environmental impacts" (2.2.1) following the implementation of feasible mitigation measures. The staggering number of all these existing unavoidable impacts should be reason enough to reject the Specific Plan as presented.

Under "Alternatives to the Proposed Project" (2.3) it would be opportune to include a total revision of the 1983 SVGPLUO in order to address present-day environmental concerns and facts, which have changed significantly since 1983, before any sizable specific project is considered for approval.

The "Background" description (2.1.1) of the DEIR states that the proposed Specific Plan would amend the permissible land use previously approved for the plan area in the SVGPUO. Therefore, if one developer can have such impact on the 1983

SVGPLUO, would it not be more appropriate at this point to involve the public to redefine the SVGPLUO?

Also, one important feature which should be considered for this project is the financial stability of the applicant. History has shown that unexpected financial and economic upheavals can detrimentally affect even the largest entities, and how would the County deal with half-finished projects and buildings? Smaller projects can more easily be rescued by someone else. An eye-sore could possibly remain for years to come. What assurances does the County have that each phase of this project will be completed as permitted?

A Placer County Policy, 1.G.1, states that "The county will support the expansion of existing winter ski and snow play areas and development of new areas where circulation and transportation system capacity can accommodate such expansions or new uses and where environmental impacts can be adequately mitigated." Since none of the 13 resource impairments, plus the 23 impacts, can adequately be mitigated, it would appear that this project needs to be downsized and re-adjusted. 1.G.1. seems to preclude the implementation of this oversized project as presented.

Under "Areas of Controversy" (2.4,) the water supply is still an open question. There is only one aquifer and water studies need to include a progression of draught years. Also, we did not find a mitigation measure related to the SVMWC (the very first water company in the Valley) on impact 6-13 (mitigation 13-4.) Who will be responsible if their well runs dry or is contaminated by additional drilling and establishment of wells to the west?

The "Visual effects of tall buildings" (impact 8-1) cannot be mitigated with merely planting trees. If the project is permitted, the total heights of the buildings should not exceed the heights of the Intrawest buildings.

Impact 9-8 (Construction on Squaw Valley Road) should include a request for a deposit of 100% of road repair during the projects duration. This cost should not be paid for by the County, and ultimately the tax payers. A sufficient enough bond should be posted.

Impact 11-1 (Construction Noise) - The mitigation measure is inadequate and the work hours need to be changed to a more acceptable time, maybe 8:00AM - 5:00PM on weekdays with limited work on weekends. Occasional exceptions could

be granted when proven necessary. Impact 18-31 & 32 (cumulative shortterm construction and ambient long term noise levels) state that there are no additional feasible mitigation measures available to reduce this cumulative impact to less-than-significant levels. Therefore, the Placer County construction hour policy should not apply to such a large project, especially at the end of the Valley where the noise level is enhanced from three sides by the surrounding granite formations.

There are still a number of erroneous assumptions in the DEIR, such as the choice of years for an average snow year in the traffic study, the total population count, and the total disregard of day skiers and the pass holders, among others.

Considering the CEQA requirement (PRC Section 21002, CCR Section 15093,) it would be impossible for us to understand the approval of this project by the County with a "statement of overriding considerations."

We suggest the County recommend that the applicant re-evaluates the project under the "Reduced Density Alternative" with 50% or fewer bedrooms, lower heights, and shorter work hours.

And just one more question before closing, why does Squaw Valley have to absorb the entire expansion desires of a large developer who also has the opportunity to engage Alpine Meadows in his plans?

Thank you for all your time and effort to not only read and respond to our concerns, but also for your public devotion to do the right thing for all of us and generations to come.

Sincerely,  
Bruce and Ingeborg Bartlett  
1670 Christy Lane, Squaw Valley  
530-581-4235 email:  
[bearpen2@gmail.com](mailto:bearpen2@gmail.com)

*Ingeborg Bartlett*  
*B H Bartlett*

*Mailing Address:  
46 Vill. Way, PMB 111  
Port Ludlow, WA 98365*

## Maywan Krach

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**From:** Nancy Bartusch <njrygg@gmail.com>  
**Sent:** Friday, July 17, 2015 11:02 AM  
**To:** Placer County Environmental Coordination Services  
**Subject:** Draft EIR for the proposed Village at Squaw Valley

Placer County Community Development Resource Agency  
Attention: Maywan Krach

I have owned a house at 1480 Squaw Valley Road in Squaw Valley since 1979. It was for a long time a second home but is now my primary residence. The "significant and unavoidable impacts" of the proposed Village at Squaw Valley described in the Draft EIR would affect me greatly, but would also have an extremely negative impact on the entire North Tahoe region. I believe the Draft EIR has not adequately addressed the affect of the project on our water aquifer, traffic, views, and noise. I particularly object to the proposal that a 109 foot high, 90,000 sq. ft. "Mountain Adventure Center" might be approved without an examination of what it might contain (artificial water features?). The entire project is way too big for our fragile valley, and should be scaled back.

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

This project does not meet those criteria.

### Water Aquifer:

The Water Supply Assessment for the project was done in 2011 before the current 3 year drought. I understand a reassessment is due this July and should be included in an amended EIR. The draft EIR also did not address the water quality impact of the proposed development. I understand they will need to drive pilings into the aquifer to support the village buildings. What impact will that have? Also not addressed was the potential for toxic spills from the maintenance area proposed at the west end of the village near Squaw Creek, or the piping that will carry propane from there to the village buildings.

### Traffic:

The studies included in the draft EIR were made during a drought year and not at peak times. Having owned a home in Squaw Valley since 1979, I have observed extreme traffic congestion for considerably more than the few days cited. This problem has not been successfully mitigated by cones that turn a two lane road into a, probably illegal, three lane road (there is insufficient room on either side). Traffic control at a few intersections also does not mitigate the back up. Snow days make conditions worse. Emergency vehicles have difficulty entering and exiting the valley during those times. Unlike Vail, Park City, or other resorts located on multi-lane roads or highways or in larger valleys, we cannot accommodate the increase in traffic a development of this proposed size will bring. The EIR needs to reassess this.

### Views:

According to the draft EIR "Squaw Valley Road is a designated Placer County scenic route and is considered a scenic highway". It goes on to state that "Views from Squaw Valley Road of the meadow and surrounding

peaks, would not be blocked or altered with project implementation." I think this statement is made in error. The very large Mountain Adventure Center, in particular, located right at the entrance to the Village area and adjacent to Squaw Valley Road, would massively obstruct views. The two story parking lot, along with its lighting, will also obstruct the scenic view along Squaw Valley Road.

The statement in the draft EIR that "The natural terrain dominates the view, and as a consequence, the structures in the near foreground are not visually prominent" is not true if you are a pedestrian or traveler along Squaw Valley Road. It is also not true that "the visual impact from ongoing operation will impact only the long term residents". Visual impact will affect all of the 20-30,000 season pass holders and every visitor to the valley.

I would request that a village plan of reduced density, and lower building heights be considered. The draft EIR considered a lower density alternative, but did not consider a plan with lower building heights. The MAC should be scaled down. Perhaps some low profile hotel/condominium units could be built above some of the massive area designated as two story parking? Parking could remain on the first two floors, but something more attractive above that?

Noise:

As a resident along the Squaw Valley Road close to the project, I am going to be affected more than many by the "significant and unavoidable" impact of construction noise day, and sometimes night. I am also affected by increased truck traffic passing close to my house. The draft EIR addresses the fact that "Project-generated traffic noise levels during the summer peak would cause noise levels to exceed the Placer County exterior noise level of 60dB for transportation noise sources along the segment of Squaw Valley Road located between SR 89 and Squaw Creek Road." It goes on to say "Existing residences in this area likely already have dual pane windows and insulation that effectively attenuates noise to below the 45dB noise standard for interior spaces, and therefore impacts to interior spaces is not expected to occur." This statement uses an unexamined assumption and makes a flawed conclusion regarding interior space noise levels.

Not all of my windows are double pane on the side of my house facing the road. I am quite sure other houses along Squaw Valley Road may have inadequate sound insulation for the increased project-generated traffic noise. A possible mitigation might be to require the applicant to assist in providing sound insulation (double pane windows, for example) for "existing sensitive receptors". A project of smaller size would create fewer noise impacts over a shorter period, but mitigations should still be required.

In Summary:

Thank you for allowing me to share some of my concerns about the Draft EIR for the proposed Village at Squaw Valley Specific Plan Project. I think the many "significant and unavoidable" impacts identified in the draft EIR argue against a project of this size and scale. I could possibly support a Reduced Density Alternative, but with lower building heights, and continued examination in the final EIR of water and traffic issues.

Please send me all future notices related to the project and EIR.

Kind regards,

Nancy J. Bartusch  
P.O. Box 2165  
1480 Squaw Valley Road  
Olympic Valley, CA 96146

email: [njrygg@gmail.com](mailto:njrygg@gmail.com)

## Maywan Krach

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**From:** Stan Bennett <bennett1280@gmail.com>  
**Sent:** Friday, July 17, 2015 2:00 PM  
**To:** Placer County Environmental Coordination Services; Alexander Fisch  
**Subject:** "Village at Squaw Valley Specific Plan Project DEIR Comment"  
**Attachments:** Comment Letter.pdf

Please **VERIFY** that you received my Comment Letter.

Thank you

Mary Bennett

**Stan Bennett | Partner/Betmar Construction** 

**Betmar Construction | WBE/DBE/SBE/WOSB**

PO Box 3757 | Olympic Valley, CA 96146

T: [530/583.9363](tel:5305839363) | F: [530/583-9364](tel:5305839364)

**Website:** [www.betmarconstruction.com](http://www.betmarconstruction.com)

**E-mail:** [bennett1280@gmail.com](mailto:bennett1280@gmail.com)

**PRELIMINARY COMMENTS ON THE  
DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE  
VILLAGE AT SQUAW VALLEY SPECIFIC PLAN PROJECT, SCH NO. 2012102023**

**1.0 Authority to Comment**

I have received a copy of the Draft Environmental Impact for the Village at Squaw Valley Specific Plan, dated May 2015 (DEIR or EIR) for the proposed Village at Squaw Valley Specific Plan. Pursuant to Sections 21082.1(b) of the California Environmental Quality Act, as amended (CEQA), codified in the Public Resources Code (PRC), and Sections 15044, 15084(c), and 15201 of the Guidelines for the Implementation of the California Environmental Quality Act (State CEQA Guidelines), codified in Title 14 of the California Code of Regulations (CCR), I am submitting the following comments to the County of Placer (County), in that agency's role as Lead Agency, in response to information presented in the DEIR.

These comments are submitted to the County within the public comment period established by the Lead Agency and shall become part of the environmental review record for the proposed project.

**2.0 Lead Agency's Response to Comments**

In undertaking its review of the DEIR, I have not independently conducted focused technical studies to validate (or invalidate) the conclusions and assertions presented therein. The requirements of CEQA and its implementing guidelines and related laws and authorities place the obligation for the adequacy of the technical analyses on the Lead Agency, and not on the affected public. As a result, the focus of these comments are intended to direct the Lead Agency toward those issues where further technical review is required or deemed appropriate to ensure a full disclosure of this project's direct, indirect, and cumulative environmental implications.

Referencing the Discussion following Section 15088 of the State CEQA Guidelines, the evaluation and response to public comments is an essential part of the CEQA process. As required under Section 15002(j) of the State CEQA Guidelines, under CEQA, an agency must solicit and respond to comments from the public and other agencies concerning the project. Referencing the Discussion following Section 15088 of the State CEQA Guidelines, the evaluation and response to public comments is an essential part of the CEQA process.

Section 21091(d) of CEQA mandates that the Lead Agency shall consider any comments it receives on a draft environmental impact report and shall prepare a written response thereto. Based upon that obligation, I am formally requesting that the County provide written response to each comment it receives, and to any and all additional comments which have been previously submitted or which may be subsequently submitted by the public concerning the proposed Village at Squaw Valley Specific Plan (VSVSP) and its potential environmental impacts.

One of the stated objectives of the VSVSP is to "Provide a cohesive building design and circulation patterns that integrate project elements with each other, existing development, and the mountain/ski facilities," (VSVSP, p. 3-8). Therefore, one would assume that existing development would include recognizing the importance of existing relationships with neighbors who live and work in Squaw Valley. Since it is the stated purpose of the VSVSP, I believe that in order to demonstrate that commitment the Lead Agency should solicit and maximize opportunities for existing residential and commercial owners located in proximity to the project site to fully participate in the environmental review and decision-making process.

Section 21092.5 of CEQA requires that at least 10 days prior to certifying an environmental impact report, the lead agency shall provide a written proposed response to a public agency on comments made by that agency which conform to the requirements of this division. Proposed responses shall conform with the legal standards established for responses to comments on draft environmental impact reports. Although I acknowledge that I am not a “public agency” within the meaning of the above excerpt, I am formally requesting that the Lead Agency provide me with a minimum ten day opportunity to review the County’s draft responses to the comments included herein or subsequently submitted during the project’s public comment period. Following my review of the Lead Agency’s draft responses and based on the adequacy of the County’s responses in addressing the issues raised herein, I am reserving my right to submit additional comments to the Lead Agency and requests the inclusion of those additional comments, if any, into the project’s administrative record.

### **3.0 Time Extension Request for Additional Public Comment**

As authorized pursuant to Section 15087(c) of the State CEQA Guidelines, “review periods for draft EIRs should not be less than 30 days nor longer than 90 days from the date of the notice *except in unusual situations*” (emphasis added). Based upon both the size and complexity of the DEIR, I believe that the current review period is insufficient to complete provide for a thorough review of the DEIR and to formulate a comprehensive set of comments for submittal to the Lead Agency.

Based on the long-term nature of the project and the project proponent’s request to make certain discretionary actions ministerial, resulting in a minimization of future CEQA review requirements for the project, it is imperative that both the public and affected public agencies be provided with sufficient opportunity to thoroughly review the all volumes which comprise the DEIR. As a result, I am formally requesting that the review period for the DEIR be extended for an additional 60 days.

### **4.0 Future Comments**

I reserve the right to submit subsequent comments to the County resulting from further review of the information contained in the DEIR. I also further reserves the right to submit additional comments to the Lead Agency based on the County’s draft responses to those written comments submitted by myself or by others and included as part of the administrative record for the project. Although subsequent comments may be submitted following the close of the public and agency review period as established by the Governor’s Office of Planning and Research (OPR) and/or the County, I am formally requesting that the County consider all written comments received by the Lead Agency prior to the publication by the Lead Agency of the draft Final Environmental Impact Report (draft FEIR) and to include both the comments and the County’s draft responses to each of those written comments therein.

### **5.0 California Public Records Act Request**

Since certain information critical to the understanding and assessment of the project has not been disclosed and access to that information has been denied, pursuant to the disclosure provisions of the California Public Records Act, I am requesting all copies of the previous draft documents, submitted by consultants or their representatives which were utilized by the Lead Agency to form the basis for the analysis as contained in the May 2015 DEIR.

The Lead Agency, in the DEIR, has made certain assumptions about the efficacy of the standards and guidelines presented in the 1983 Squaw Valley General Plan and Land Use Ordinance and the DEIR’s preliminary conclusions are based upon specific performance in accordance with those standards and

guidelines. The County's reliance on a **32-year old** General Plan and Land Use Ordinance for a project of this magnitude is considered "ill-advised." As noted in Placer County's General Plan (pg. 2), "Community and area plans (hereafter referred to as community plans), adopted in the same manner as the Countywide General Plan, provide a more detailed focus on specific geographic areas within the unincorporated county. The goals and policies contained in the community plans supplement and elaborate upon, but do not supersede, the goals and policies of the Countywide General Plan." Moreover, "Unincorporated territory covered by a community plan is subject to the specifications of the *land use and circulation plan diagram* (emphasis added) contained in the applicable community plan" (pg. 2).

Based upon the significance of the Squaw Valley General Plan and Land Use Ordinance to the understanding of the project's potential impacts, it is imperative that the County first update the 1983 General Plan and Land Use Ordinance, with rigorous public review before an DEIR for the VSVSP is prepared and presented to the public.

As required under Section 15084(e) of the State CEQA Guidelines, before using a draft prepared by another person, the Lead Agency shall subject the draft to the agency's own review and analysis. The draft EIR which is sent out for public review must reflect the independent judgment of the Lead Agency. The Lead Agency [and not the project proponent] is responsible for the adequacy and objectivity of the draft EIR.

In order to determine whether the project proponent was provided unreasonable access in the drafting of the DEIR, I am requesting copies of all correspondence between the County and the project proponent relative to the information, analysis, and preliminary findings as contained in the DEIR. That documentation should include, but is not limited to: (1) copies of any and all technical reports submitted to the County directly by the project proponent or by any consultants operating under contract to the project proponent; (2) informational requests submitted to the project proponent by the County or by technical consultants operating directly under contract to the County, including the applicant's written responses to those requests; (3) copies of any earlier screencheck draft versions of DEIR documents prepared by or on behalf of the County; (4) any written comments concerning those screencheck draft DEIR documents, including red-lined copies and copies containing margin notes authored by the applicant or the applicant's technical consultants, submitted to the County or the County's consultants; and (5) all correspondence submitted to the County by the project proponent's legal counsel.

It is very difficult to believe that a project of the magnitude does not have the **legally-binding** Development Agreement proposed between the Project Applicant and the County as part of this Project, included in the DEIR for the public's review. Since a Development Agreement would further serve to implement the VSVSP and would contain long-term commitments on both the part of the applicant and affected public agencies, it is imperative that a draft agreement be prepared, and fully disclosed and considered concurrently with the project's CEQA documentation.

In all probability, the Development Agreement between the project proponent and the County would be executed concurrently with the adoption of the ordinance. Since the Development Agreement provides assurances to both the County and the property owner regarding the regulations applicable to the property, it is important to ensure consistency between those regulations and the assumptions presented in the DEIR. Therefore, the public has the right to review that document with the DEIR. Similarly, whether through the Development Agreement or through other proposed financing actions and/or infrastructure implementation agreement, a mutual commitment must be made by the Lead Agency or other public entities concerning the actions by all parties. Those actions may include, but are not limited to, the provision of any public subsidies (e.g., reduced development fees; public financing of

requisite infrastructure improvements), the commitment of public financing, and the phasing of public and private improvements. Again, the public has the right to know what potential infrastructure subsidies are being planned by the County, as part of the analysis in the DEIR.

Referencing Section 65865.2 of the California Government Code (CGC), a development agreement shall specify the duration of the agreement, the permitted uses of the property, the density or intensity of use, the maximum height and size of proposed buildings, and provisions for reservation or dedication of land for public purposes. The development agreement may include conditions, terms, restrictions, and requirements for subsequent discretionary actions, provided that such conditions, terms, restrictions, and requirements for subsequent discretionary actions shall not prevent development of the land for the uses and to the density or intensity of development set forth in the agreement...The agreement may also include terms and conditions relating to applicant financing or necessary public facilities and subsequent reimbursement within a specified time.

Since a development agreement is required to specify the duration of the agreement, the permitted uses of the property, the density or intensity of use, the maximum height and size of proposed buildings, and provisions for reservation or dedication of land for public purposes and may include conditions, terms, restrictions, and requirements for subsequent discretionary actions (Section 65865.2, CGC), *it is imperative that the full text of the proposed Development Agreement be provided for review to allow the public to independently verify that the stipulations in the VSVSP, the Land Use Ordinance, and that the Development Agreement is internally consistent* (emphasis added). The EIR would then need to fully examine not only each of the project components but also the environmental effects associated with each of the commitments being made by the applicant and obligations of the Lead Agency thereunder. In addition, since the development agreement is required to include provisions requiring periodic review at least every 12 months, at which the applicant...shall be required to demonstrate **good faith compliance** with the terms of the agreement (Section 65865.1, CGC), the public must be provided an opportunity to review the performance standards against which the applicant's compliance efforts will be judged.

## 6.0 General Comments

As required under Section 15088.5(a) of the State CEQA Guidelines, Aa lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review under Section 15087 but before certification. As defined therein, significant new information includes a disclosure that: (1) *A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented;* (2) *A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance;* (3) *A feasible project alternative or mitigation measure considerably different from other previously analyzed would clearly lessen the significant impact of the project, but the project's proponents decline to adopt it;* and (4) *The draft EIR was so fundamentally and basically inadequate and conclusionary in nature that meaningful public review and comment were precluded* (emphasis added).

Based on the comments submitted herein, significant new information has been introduced or will be introduced in response to these comments warranting recirculation of the EIR. Additionally, the document presented for public review is inherently biased toward the proposed project and is replete with substantiated, conclusionary comments which are not supported by factual information now in the project's administrative record. In order to cure the EIR's technical deficiencies, substantial new

information will be required and the document must, therefore, be recirculated for additional public review.

Under CEQA, the public and affected agencies are to be presented with an EIR prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of the [project's] environmental consequences (Section 15151, State CEQA Guidelines). By failing to accurately and consistently describe the pending project, the DEIR presents an incomplete assessment of the project's direct, indirect, and cumulative impacts. In order to correct the document's analytical defects, the DEIR necessitates major revisions to both fulfill minimum standards of adequacy and facilitate informed decision-making in a manner consistent with CEQA and its implementing guidelines.

Referencing Section 15003(f) of the State CEQA Guidelines, ACEQA was intended to be interpreted in such manner as to afford the fullest possible protection to the environment within the reasonable scope of the statutory language. As required under Section 21061 of CEQA, an environmental impact report is an informational document. Pursuant to Section 21005 of CEQA, it is the policy of the state that noncompliance with the information disclosure provisions of this division which precludes relevant information from being presented to the public agency or with substantive requirements of this division may constitute a prejudicial abuse of discretion within the meaning of Section 21168 and 21168.5, regardless of whether a different outcome would have resulted if the public agency had complied with those provisions.

By failing to accurately and faithfully describe the project's potential direct, indirect, and cumulative effects, the Lead Agency has produced a document which fails to fulfill the intent of CEQA (i.e., fullest possible protection to the environment).

As indicated in Section 15064(e) of the State CEQA Guidelines, *some examples* of consequences which may be deemed to be a significant effect on the environment are contained in Appendix G (emphasis added). As further indicated under the Discussion following that section, this section provides *general criteria* to guide agencies in determining the significance of environmental effects (emphasis added). General criteria, absence of measurable yardsticks against which to objectively evaluate residual impacts, should not be utilized as the basis for a project-level approval.

By failing to formulate a reasonable set of performance standards for each of the topical issues presented in the DEIR, the Lead Agency has both ignored the precedent which both the County has established on previous environmental studies and has presented affected agencies and the general public with an incomplete and artificially limited basis to evaluate the significance of identified environmental effects.

In order to ensure that a complete and accurate set of standards are represented in the DEIR, the Lead Agency should identify those additional or alternative threshold criteria (if any) which were either initially considered and subsequently rejected or which have been utilized to assess project-related and cumulative impacts associated with other recent projects processed by those agencies. The County should examine other related and previously certified document to ascertain whether any of the threshold standards contained therein are applicable to the pending project. Each significance thresholds identified in the DEIR should be restructured in a fashion conducive to an objective assessment (e.g., contain precise performance standards) of each identified impact relative to the stated standard. Definitive, measurable threshold standards should apply.

As required under Section 15064(b) of the State CEQA Guidelines, the determination of whether a project may have a significant effect on the environment calls for careful judgement on the part of the public agency involved, *based to the extent possible on scientific and factual data* (emphasis added). CEQA mandates that the Lead Agency shall determine whether a project may have a significant effect on the environment based upon substantial evidence in light of the whole record (Section 21082.2, CEQA). An accurate depiction of significant or potentially significant environmental effects is, therefore, of paramount importance in the DEIR. As indicated in the Discussion following Section 15064 of the State CEQA Guidelines, the determination of significance is one of the key decisions in the CEQA process since it will direct agencies to explore feasible alternatives and mitigation measures to reduce or avoid those significant effects.

As discussed herein, the DEIR fails to accurately describe the significant impacts associated with the proposed project, **underestimates** the significance of many of the impacts identified, **overestimates** the effectiveness of mitigation measures to reduce or avoid those effects, and **fails** to examine feasible alternatives and mitigation measures which would accomplish the project's objectives but at lesser environmental costs. In light of the entire environmental review record, it is evident that the Lead Agency has **failed** to consider factual and authoritative data concerning the project's potential environmental impacts and has failed to address many of the substantive issues raised in correspondence submitted to the County in response to the dissemination of CEQA notices.

In an effort to assist the Lead Agency is formulating a reasonable definition of significance, specific information contained in the guidelines which accompany the National Environmental Protection Act (NEPA) are directly applicable. As indicated in Section 1508.27 of the Council on Environmental Quality (CEQ) Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act (40 CFR Parts 1500-1508) (CEQ Regulations), the term significant requires consideration of both context and intensity. In defining context, Section 1508.27(a) indicates that the action must be analyzed in several contexts such as society as a whole, the affected region, the affected interests, and the locality...in the case of a site-specific action, significance would usually depend upon the effects in the locale rather than in the world as a whole. Both short-term and long-term effects are relevant. As indicated therein, it is the effects upon the *local community* which should influence the Lead Agency's determination of significance.

In defining intensity, Section 1508.27(b) states that a number of factors should be considered in evaluating project-related impacts, including: (1) the degree to which the effects on the quality of the human environment are likely to be highly controversial; (2) the degree to which the possible effects on the human environment are highly uncertain or involve unique or unknown risks; (3) the degree to which the action may establish a precedent for future actions with significant effects or represents a decision in principle about a future consideration; (4) whether the action is related to other actions with individually insignificant but cumulatively significant impacts (i.e., significance exists if it is reasonable to anticipate a cumulatively significant impact on the environment); and (5) whether the action threatens a violation of federal, State, or local laws or requirements imposed for the protection of the environment (e.g., exceedance of local air quality standards).

Based upon the above outlined federal definition of significant effect, the DEIR should reexamine the threshold criteria presently outlined in the DEIR and formulate additional standards which present a reasonable basis for the evaluation of project-related and cumulative environmental effects. Each of the qualitative threshold standards contained in Appendix G of the State CEQA Guidelines, which are referenced in the DEIR, should be revised to contain **specific quantitative values** which can then be used by the Lead Agency to evaluate the significance of the pre- and post-mitigated impacts.

For each of the threshold standards presented in the DEIR, what is the precise quantitative measure which the County has formulated to evaluate project-related impacts? To evaluate cumulative impacts? For each of the qualitative terms contained therein (e.g., substantial), what exact criteria or performance standard has been developed to ensure an objective evaluation of the project's environmental consequences?

In *Concerned Citizens of Costa Mesa v. 32nd District Agricultural Association* (42 Cal. 3d 929) the court held that the EIR must contain facts and analysis, not just the agency's bare conclusions or opinions. In citing *Laurel Heights Improvement Association v. Regents of the University of California* (47 Cal. 3d 376), the Discussion following Section 15126 of the State CEQA Guidelines indicates that this Court, therefore, held that under CEQA an EIR *must include a meaningful discussion of both project alternatives and mitigation measures* (emphasis added). As drafted, the DEIR fails to provide a reasonable analysis (e.g., **rigorous analysis** and concrete substantial evidence) of both a reasonable range of alternatives and mitigation measures.

The Lead Agency is obligated under CEQA to describe measures which could minimize significant adverse effects...This discussion shall identify mitigation measures for each significant environmental effect identified in the EIR (Section 15126(b), State CEQA Guidelines). By failing to include feasible mitigation measures for each significant effect, the DEIR has failed to comply with this mandatory obligation.

Referencing the Discussion following Section 15093 of the State CEQA Guidelines, the court in *Citizens for Quality Growth v. Mount Shasta* (1988) 198 Cal. App. 3d 433, held that when an agency approves a project that will significantly affect the environment, CEQA places the burden on the approving agency *to affirmatively show* that it has considered the identified means [mitigation and/or alternatives] of lessening or avoiding the project's significant effects (emphasis added). Based upon the Lead Agency's failure to prepare a technically adequate EIR which is responsive to the comments received by the Lead Agency and its failure to seek to mitigate the significant environmental effects of the project and those related project activities identified in the DEIR, the County is precluded from adopting a statement of overriding considerations accepting on behalf of the affected public the deleterious environmental impacts resulting from project implementation.

Based upon the Lead Agency's current failure to prepare a thorough, objective analysis of the proposed project's direct, indirect, and cumulative environmental effects, both the general public and affected public agencies have been required to submit a significant body of comments for the purpose of soliciting from the County full environmental disclosure of the project's potential effects. In accordance with Section 21005 of CEQA, the County's noncompliance with the informational disclosure provisions of CEQA has precluded relevant information from being presented for public review. This noncompliance constitutes a prejudicial abuse of discretion within the meaning of Sections 21168 and 21168.5 of CEQA.

When making those findings required under Section 15091 of the State CEQA Guidelines, the Lead Agency must: (1) make the ultimate finding called for in the statute; (2) support the finding with substantial evidence in the record; and (3) present some explanation to supply the logical step between the ultimate finding and the facts in the record (see Discussion following Section 15091, State CEQA Guidelines). The DEIR contains unsubstantiated and unsupported suppositions concerning the effectiveness with which the identified mitigation measures will reduce environmental impacts. In most instances, the identified measures will have limited effectiveness in reducing or avoiding the identified

environmental impact. Notwithstanding that lack of effectiveness, the DEIR concludes that, for many impacts, the recommended measures will reduce the identified environmental effect to a less-than-significant level. There is presently no information in the record that supports that conclusion.

As indicated in Section 15148 of the State CEQA Guidelines, the EIR shall cite all documents used in its preparation including, where possible, the page and section number of any technical reports which were used as the basis for any statements in the EIR. Over 100 reference sources have been cited in Section 20 (References) in the DEIR (DEIR, pp. 20-1 to 20-26); however, few footnotes or document citations (i.e., source; page number) appears throughout the entire document. As a result, it is not possible for a reader to independently determine the accuracy of any of the information included in the environmental analysis since no opportunity has been provided to cross-check any of the data or assumptions presented therein.

Additionally, many of the technical reports cited in the DEIR are unpublished studies which are not presently in the public domain. The location of these materials has not been referenced nor have their relevancy (i.e., what information has been extracted from each document) to the analysis been provided.

As indicated in Section 15002 of the State CEQA Guidelines, the basic purpose of CEQA is to inform and disclose. By creating a highly complex document which draws extensively from the technical studies, the Lead Agency has failed to demonstrate to an apprehensive citizenry that the agency has, in fact, analyzed and considered the ecological implications of its actions (Section 15003(d), State CEQA Guidelines).

Pursuant to Section 15141 of the CCR and the Placer County Code, Chapter 18, Section 18.20.030, the text of draft EIRs should normally be less than 150 pages and for proposals of unusual scope or complexity should normally be less than 300 pages. Section 15123(c) of the CCR further states that the summary should normally not exceed 15 pages. As presented in the DEIR, the summary is 94 pages, the text of the DEIR is 437 pages, and the entire document comprises numerous separate volumes and appendices, comprising an over 1,000 pages. Based upon the size and complexity of the DEIR, and the **limited period** provided under the Notice of Completion for the submittal of comments, the public has been **unreasonably deprived** the opportunity to provide meaningful comments concerning the proposed project and its potential environmental impacts.

## **7.0 Village at Squaw Valley Specific Plan**

The following comments are submitted in response to the VSVSP. Since the VSVSP constitutes a component of the project which is the subject of the DEIR and since the project, as defined in Sections 15357 and 15378 of the CCR, constitute the basis for the environmental assessment as presented in the DEIR, the following comments relate directly and indirectly to the potential environmental effects of the project.

As mandated under Section 65454 of the California Government Code (CGC), no specific plan may be adopted or amended unless the proposed plan or amendment is consistent with the general plan. As further required under the CGC, after the legislative body has adopted a general plan, the planning agency may, or if so directed by the legislative body, shall, prepare specific plans for *the systematic implementation of the general plan* for all or part of the area covered by the general plan (emphasis added). As indicated in the VSVSP, the project site exists within Placer County. Absent from both the DEIR and the VSVSP is an analysis addressing how the VSVSP accomplishes the systematic implementation of the general plan. Again, the Squaw Valley General Plan was prepared in 1983, 32-years ago. This Plan and Land Use Ordinance must be update first, under the full scrutiny of public

review. Placer County has instead utilize an outdate and antiquated document and Land Use Ordinance to “the shoe-horn” in an new Specific Plan for Squaw Valley, along with a manufactured DEIR. Procedurally, and legally this is not the correct way to proceed, and gives general public limited access to their input into a General Plan that will affect their lives and potentially their livelihoods. It should also be noted, the Specific Plan itself further divorces itself away from addressing the fact that the Squaw Valley General Plan and Land Use Ordinance was prepared in 1983, for example: “The Plan Area lies within the Squaw Valley General Plan and Land Use Ordinance (SVGPLUO) area. This Specific Plan builds upon the goals and policies set out in the SVGPLUO as well as the 1994 Placer County General Plan (General Plan) to provide a coherent road map and an implementation strategy to direct growth within the Plan Area consistent with environmental, physical, social, and economic constraints.” It’s very difficult to build upon the SVGPLUO, when the General Plan is 32 years old, and is inherently out of date guidance document for the Squaw Valley community.

Alternatively, since project implementation will necessitate adoption of General Plan Amendments and Zone Changes, the document as currently drafted fails to fulfill the stated intent of a specific plan, as defined in the CGC.

The project is, therefore, incorrectly defined. The initial action that must occur prior to the adoption of the VSVSP (this proposed amendment would establish the required consistency between the County’s Land Use Policy Map and the proposed Project. Only limited reference is, however, provided in the Notice of Preparation (NOP), included in Volume I, Appendix A and B (revised) of the DEIR, concerning the proposed General Plan Amendment (GPA) to the Squaw Valley General Plan. As indicated in the NOP, the proposed project is a Development Program Plan that will facilitate future development of the Squaw Valley property for approximately 20-25 years (NOP, pg. 10). If construction could start (as noted in the NOP) in year 2016; then buildout would be Year 2016. The only reference to a GPA is found in the accompanying Initial Study which states that approvals to be requested from the County may include, but are not necessarily limited to, the following: general plan amendments (Initial Study, p. 12). It should also be noted that the NOP is dated October 10, 2012; and since that time period the Squaw Valley Specific Plan has gone through subsequent changes. Therefore, the

Based upon the sequence and significance of those discretionary actions which are requisite to project approval, the Lead Agency (through the CEQA process) has failed to both accurately define the project and provide sufficient and appropriate notice about the precise nature of the pending entitlements. This failure constitutes a defect with the DEIR.

Implementation of the Specific Plan entitles certain activities which would usually require a conditional use permit or other discretionary review. As a result, implementation of the VSVSP (as now drafted) will remove the public agency’s ability to impose specific conditions upon those uses identified therein eliminate further discretionary review by the permitting agency, and preclude both the Lead Agency and other Responsible Agencies from requiring any additional environmental documentation for those activities.

Additionally, as presently drafted, neither the VSVSP, the Applicant’s Specific Plan Land Use Ordinance, nor the DEIR provide the County or the affected public with a comprehensive set of conditions which substitute for those which would be imposed by the County should the CUP process be retained. As a result, the Lead Agency is failing to fulfill the stated purpose of the CUP by both removing that submittal obligation and by failing to compensate for that action through the imposition of similar conditions and development constraints. This action imposes a significantly greater obligation on the County, through the CEQA process, to fully address the precise characteristics of each of the proposed uses and to

formulate substitute conditions (i.e., mitigation measures; conditions of approval) which fully demonstrate that those actions are equal to or in exceedance of those which would be imposed upon those uses should the VSVSP not be approved, as now proposed.

Under the CUP process, what conditions have historically be imposed by the County for projects involving the sale of alcoholic beverages for on-site consumption? For public dancing? For live entertainment with the sale of alcoholic beverages? For the removal of native trees? For the establishment of helistops? For grading activities? For shared or reduced parking? For hotels located within 500 feet of residential uses? For telecommunication facilities? How do the mitigation measures contained in the DEIR fully compensate for the elimination of those conditions?

As indicated in the VSVSP, the pending Specific Plan is a two part document which together constitutes the Village at Squaw Valley Specific Plan. The Specific Plan describes the basic intent of the Specific Plan and contains the written regulations and standards that will govern future development within the Specific Plan area over the next 20 to 25 years. The document further states that it permits by right certain uses or activities which now require a conditional use permit or other discretionary action...As individual projects submit applications for development permits, each will be reviewed by the County or City to verify that it complies with all regulations and operational requirements of the Specific Plan Ordinance. In addition, the Specific Plan Ordinance - includes the detailed Development Standards and Design Guidelines that will control development within the Specific Plan (VSVSP, Appendix B). Notwithstanding the importance and role of the ordinance, its adoption by the County is not specifically included among the list of discretionary actions outlined in either the NOP or in the DEIR (DEIR, p. 3-39).

Since the adoption of the ordinance constitutes one of the major discretionary actions required for project approval and since the ordinance contains extensive land use development regulations affecting the physical development of the project site, its non-inclusion in either the VSVSP or DEIR results in a **failure to disclose** material information concerning the pending project. Pursuant to Section 21005 of CEQA, it is the policy of the state that noncompliance with the information disclosure provisions of this division which precludes relevant information from being presented to the public agency or with substantive requirements of this division may constitute a prejudicial abuse of discretion within the meaning of Section 21168 and 21168.5, regardless of whether a different outcome would have resulted if the public agency had complied with those provisions.

## **8.0 Squaw Valley General Plan Land Use Ordinance (SVGPLUO)**

The Lead Agency's failure to provide the public reasonable access to the Squaw Valley General Plan Land Use Ordinance (Ordinance) has prevented the public from fully understanding the precise nature of the proposed project and pending application and has deprived the public of a meaningful opportunity to comment upon the potential significant environmental impacts of that action.

Since the updated Ordinance constitutes significant new information within the meaning of Section 15088.5(a) of the State CEQA Guidelines, the Lead Agency is obligated to recirculate the DEIR and again provide notice pursuant to Section 15087 and consultation pursuant to Section 15086 of the State CEQA Guidelines. Only through recirculation and re-noticing can the public and affected public agencies be assured of adequate opportunity to compare the information in the DEIR with the efficacy of the standards and guidelines presented in the draft Ordinance.

Should the Lead Agency elect not to recirculate the DEIR, that decision must be supported by substantial evidence in the administrative record (Section 15088.5(e), CCR)? Should the County decide not to recirculate, what evidence can the Lead Agency provide supporting that determination?

By identifying the Specific Plan Ordinance (update), what agency, individual, or entity prepared the Ordinance? Why has public access to document been restricted? How does the current document differ from any previous drafts of that ordinance? Where can evidence of the County's independent review of be reviewed and what documentation of that review exists in the project's administrative record?

## 9.0 DEIR Comments

According to the DEIR, "accordance with CCR Section 15168, this document is a **program EIR**. A program EIR is one type of EIR that can be prepared for planning projects, as well as a variety of other project types (State CEQA Guidelines Section 15168). A program EIR enables a lead agency to examine the overall effects (direct, indirect and cumulative) of a proposed project or course of action and to consider broad policy alternatives and programwide mitigation measures at an early time in the decision-making process when the agency has greater flexibility. The subject of the agency's approval decision is the overall program addressed in the EIR. When subsequent activities in the program are proposed, the agency must determine whether the environmental effects of those activities were covered in the program EIR and whether additional environmental documents must be prepared. If a later activity would have effects that were not examined in the program EIR, a project-specific CEQA document must be prepared. The project-level CEQA documents may incorporate by reference general discussions from the broader EIR and focus on the impacts of the individual projects that implement the plan, program, or policy" (DEIR, p. 1-2). In addition, "This EIR will evaluate the environmental effects of the Specific Plan at a **program level**. Prior to approval of entitlements to develop each phase of the Specific Plan, each phase will be reviewed to determine if it is within the scope of the **program EIR**, or if additional CEQA analysis is required (DEIR, p. 1-2). It would seem illogical for the NOP to state that construction will potentially start in 2016 (NOP, p. 10), without some future level of project-level environmental review and technical analysis of the projects that will be designed and constructed within the Specific Plan.

GHG Emissions and Climate Change (DEIR, Section 16). This section of the DEIR fails to include Executive Order B-30-15, which provides for a new and stricter Statewide GHG Reduction Target for Year 2030.

Governor Brown's Executive Order B-30-15 (EO) states a new statewide policy goal to reduce GHG emissions 40 percent below their 1990 levels by 2030. The Governor's Office website's also included a statement accompanying this EO that calls this "the most aggressive benchmark *enacted by any government* in North America to reduce dangerous carbon emissions over the next decade and a half." (Emphasis added) It adds: "This executive action sets the stage for the important work being done on climate change by the Legislature." The EO also asserts that while California is currently "on track" to meet AB 32's 2020 reduction goal (i.e., reduction to 1990 levels), the "new emission reduction target of 40 percent below 1990 levels by 2030 will make it possible to reach the ultimate goal of reducing emissions **80 percent under 1990 levels by 2050**. This is in line with the scientifically established levels needed in the U.S. to limit global warming below 2 degrees Celsius – the warming threshold at which scientists say there will likely be major climate disruptions such as super droughts and rising sea levels." Is lack of inclusion and technical analysis of the GHG Emission Goal is a substantial failure on the part of the DEIR.

Placer County needs to describe the net effect of tree loss (over 800 trees) since trees reduce carbon dioxide in the air, thereby reducing the warming “greenhouse” effect of the gas.

Hydrology and Water Quality (DEIR, Section 13). Placer County needs to demonstrate, using prospective future (not historical), internationally accepted future-based climate forced and hydrological data for the specific watershed your evaluation of the following potential impacts: 1) water supplies to development on an “evolving” WY type basis; 2) anticipated quantitative reductions in snowpack accumulation and runoff, 3) extreme event hydrology including probabilistic statistics to document future riverine and beneficial use threats, 4) effect of future hydrology on existing instream standards, and 5) a future-based water balance for the watershed (e.g., what are the anticipated flux differentials, driven by climatic forcings, that skew the change in storage across future WYs)

Transportation and Circulation (DEIR, Section 9). Placer County states, “SR 89/Alpine Meadows Road Intersection – the side-street stop-controlled Alpine Meadows Road approach operates at LOS F during the winter Sunday p.m. peak hour due to the heavy eastbound traffic flow. Traffic control personnel are occasionally stationed at this intersection to manage traffic, but were not present during the 2012 traffic counts. This intersection features a receiving lane on northbound SR 89 for eastbound left-turns, which creates two-stage gap acceptance (i.e., cross southbound traffic into the receiving lane, and then merge with northbound traffic). Side-street delays at this intersection are in the LOS F range” (DEIR, p. 9-14). We believe that this is an understatement to the people that reside within Alpine Meadows. For example on heavy traffic days there are at least four (4) Highway Patrol officers directing traffic out of Alpine Meadows. We are suggestion that your traffic consultant consult with the local CHP officers and their historical backlog of data information concerning this and other intersections that are already impacted during winter ski season. It would seem logical that even with the widening of the new bridge and stop light being planned for this intersection at the bottom of Alpine Meadows Road, that even more traffic will be accumulate going up Alpine Meadows. Obviously, traffic accumulation due to vehicular queuing will create additional air population and the inability to have adequate protection for emergency vehicles to utilize the narrow roads going up Alpine Meadows Road. This is a potential direct effect of the Village at Squaw Valley project that the DEIR needs to analyzed for health and safety reasons to the homeowners that reside within the Alpine Meadows community. The consultant’s statement that, “It is anticipated to be constructed by the County and Caltrans in 2015 and be completed in one construction season. Once this traffic signal is in place, operations would improve to an acceptable LOS D or better during all three analysis periods, and **no mitigation** would be required of the project.” We are requesting that this entire analysis be investigated by the County’s Traffic Engineer, and that credible information be obtained to substantiate this consultant’s claims, since he obviously “lacks” local knowledge and does not live in the area of concern.

Visual Resources (DEIR, Section 8). The DEIR states, “This chapter describes laws, ordinances, regulations, and policies applicable to visual resources, and existing conditions regarding visual quality. Potential short-term and long-term visual impacts that could result from project construction and operation are discussed and mitigation measures are recommended as necessary to reduce potentially significant adverse effects (DEIR, p. 8-1).

As indicated in Section 21001(b) of CEQA, it is the declared policy of the State to take all action necessary to provide the people of the State with...enjoyment of aesthetic, natural, scenic and historic environmental qualities. Appendix G of the State CEQA Guidelines further indicates that a project will normally be judged to have a significant environmental impact if the project will: (1) conflict with adopted environmental plans and goals of the community where it is located; and/or (2) have a

substantially, demonstrable negative aesthetic effect. Since CEQA does not explicitly define a substantially, demonstrated negative aesthetic effect, the Lead Agency has attempted to manipulate the DEIR's by instead using methodologies of the U.S. Forest Service (USFS) and Federal Highway Administration (FHWA) (USFS 1995, FHWA 1981), both federal agencies.

No information, evidence, or supporting documentation is provided which substantiates a more reasonable assessment would conclude that if one or more of those factors (i.e., contrast; prominence; coverage) were to occur, the resulting impact would be deemed significant. What documentary basis can the Lead Agency cite for its selection of its threshold criteria? Can the Lead Agency definitively conclude that there do not exist any situations or conditions when a physical change would be deemed significant in which that change did not concurrently affect two or more of the stated factors (i.e., contrast; prominence; coverage) within the affected viewshed?

Absent from either the VSVSP or the DEIR is a three-dimension drawing or computer simulations which attempts to translate the design and development policies outlined in the VSVSP into a graphic depiction of what the project may look like when ultimately developed in 25 years. In the absence of that rendering or computer simulation, it is difficult to understand how the Lead Agency undertook and completed its analysis of aesthetic and visual impacts. Why did the County not request a visual representation of the project? Has the project proponent prepared or is the project proponent preparing such a graphic, if not; then, I'm suggesting that one be prepared.

Under CEQA, the effects of an action must be evaluated in the context of the existing conditions that exist prior to project approval. As a result, it is not merely sufficient to compare one set of existing zoning policies against a set of proposed standards and define the resulting impact as the difference between those two standards. Based on this approach, the visual effects of the post-project environment must be evaluated relative to what now exists upon the project site and not the hypothetical future condition that could exist should development proceed in accordance with existing zoning authorization.

The visual quality of a landscape may be magnified or diminished by the visibility of the landscape from any given observation point. As a result, a landscape scene can be divided into three basis zones: foreground, middle ground, and background. Typically, objects in the foreground are more apparent to an observer and, as distances increase (i.e., as objects move toward the background), a viewer's awareness of those objects decreases. The level of significance of a modified landscape may, therefore, be dependent upon the distance from which it is viewed.

Significant impacts could result from Project signage, which is not even discussed within this section. As indicated under Section 21002 of CEQA, a public agency shall not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects. The Lead Agency has failed to fulfill its obligations under CEQA in not addressing this potential impact or failing to explore a reasonable range of alternatives and mitigation measures which, if adopted, would result in the avoidance of that deleterious effect.

For each of the significant impacts identified in the DEIR or subsequently added thereto following the Lead Agency's response to those comments submitted thereupon, do there exist additional mitigation measures and/or project alternatives (e.g., revisions to the design and development standards contained in the VSVSP) which could result in the reduction or avoidance of those impacts?

In discounting the significance of construction-term (in some instances) aesthetic impacts, the DEIR concludes that these impact would be temporary and thus less than significant. Where in CEQA is there a specific reference to duration as a condition for the establishment of a significant adverse impact? Where in the Lead Agency's own significance threshold, as contained in the DEIR, is there a statement that an impact must be permanent in order to make that impact significant? What is the minimum time period an impact must exist before that impact would be deemed to be significant?

Since the VSVSP constitute a 25-year development site plan for the project, the environmental analysis must evaluate not only existing land uses but also future uses which are authorized in accordance with adopted County development policies. As a result, Off-Site Shadow-Sensitive Uses Shaded in the Future by On-Site Development during Winter and the corresponding text should be modified to identify any other sensitive uses upon which a significant adverse shade/shadow impact will occur. At what maximum height limit will no adverse shade/shadow impacts occur?

This section of the DEIR fails to no reference or provide an analysis of the potential aesthetic impacts associates with the elimination of trees on each of the subject lots. Additionally, under the Biological Resources Section of the DEIR, the "The project applicant or its selected vendor will either conduct a tree survey or use recent tree surveys to determine the number and size of trees to be removed. The number of trees to be removed will be minimized to the extent feasible." Placer County should have conducted a tree survey for the VSVSP DEIR. This type of survey should not be deferred until construction starts.

As further noted in the VSVSP, "As indicated above there are approximately **10 acres** of conifer forest within the Plan Area, which represent the densest concentration of native trees. There are also small stands of trees scattered throughout the developed portions of the Plan Area. An arborist report identified approximately **800 trees** over 6 inches at breast height (dbh) within the Village areas planned for development. In addition, approximately **350 trees** over 6 inches dbh were identified within the development portions of the East Parcel."

Additionally, "The project applicant or its selected vendor will obtain a tree permit from Placer County, as per the County's Tree Ordinance. As stated in the Tree Ordinance (12.16.080 Replacement program and penalties), the County may condition any tree permit or discretionary approval involving removal of a protected tree upon (a) the replacement of trees in kind, (b) implementation of a revegetation plan, or (c) payment into the County's tree preservation fund. Because a project site may not support installation of all replacement trees or the implementation of a revegetation plan, the project applicant or its selected vendor could either replace trees at an off-site location or contribute to the County's tree preservation fund; this will be determined by the County." (DEIR, p. 6-71).

Although the DEIR contains recommended mitigation measures which states, in part, that trees meeting certain size requirements will be replaced at on- or off-site locations acceptable to the governing jurisdiction, the measure further states refer to the Tree Ordinance for details of tree removal requirements. As a result of both the precise language of the Ordinance and Mitigation Measure, no assurances are provided that even one tree will be replanted to compensate for the loss of a total of trees. The payment of an undisclosed fee into the Placer County Tree Preservation Fund clearly does not constitute like-kind compensation for the loss of that significant historical, aesthetic and ecological resource within the Squaw Valley area.

"Each project that removes commercial-grade trees shall be responsible for preparation of a Timber Harvest Plan (THP), THP exemption, and/or compliance with a master THP if one is enforced. Preparation of a THP does not exempt tree removal from the County Tree Ordinance (VSVSP, 7-14).

How does the County even know if there is commercial-grade trees without conducting a tree survey within the areas being proposed for development? It would seem logical that if there are 10 acres of conifer forest within the Specific Plan area, that some of those trees may be considered commercial grade. If so, where is the County's THP?

As defined under Section 15370 of the State CEQA Guidelines, mitigation includes: (a) Avoiding the impact altogether by not taking a certain action or parts of an action; (b) Minimizing impacts by limiting the degree or magnitude of the action and its implementation; (c) Rectifying the impact by repairing, rehabilitating, or restoring the impacted environment; (d) Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action; (e) Compensating for the impact by replacing or providing substitute resources or environments. Which of the above definitions of mitigation is the payment of in-lieu fees? How is the payment of a fee full compensation for the loss of a significant historical, aesthetic and ecological resource? How many birds can nest in a fee?

What implementation plan exists to ensure that trees are actually planted rather than the funds being either retained in the Placer County's special fund or diverted for other public uses? What agency and/or department administers the special fund? How is the replacement fee to be established? Will the fee be adequate to not only compensate for the loss of each tree but to also replace the 10 acres of conifer forest potentially lost through project implementation?

#### Soils, Geology, and Seismicity (DEIR, Section 12)

Placer County please define the term "recent movement," as indicated by your technical consultant, "These fault traces have been mapped (Saucedo 2005, Jennings and Bryant 2010, Sylvester et al. 2012) as approximately located (dashed) and/or concealed (buried beneath alluvium, alluvial fan, and glacial till deposits). The *Placer County Local Hazard Mitigation Plan* (Placer County 2010: Annex M) indicates that one of the four unnamed faults crossing the Olympic Valley floor has documented evidence of "recent" movement ("**recent**" is not defined in the document). (DEIR, p. 12-5). How does the County not know the slip rate or potential maximum displacement if no further studies are conducted? Seismic trenching analysis should be conducted, prior to the issuance of any building permits.

#### Public Services and Utilities (DEIR, Section 14)

The accelerated invasion of non-native annual grasses, along with drought, and the effects of climate change, created conditions that are leading to increased threat of wildland fires to the landscape and the more than hundreds of species of birds, plants, and animals that rely on this critically important ecosystem. It is imperative that Placer County perform a full investigation and analysis of the potential for wildland fires. The DEIR provides limited data regarding wildland fires that have occurred proximate to Squaw Valley, and what real effect (if any) could occur if a Wildfire from surround Forest Service land crossed into the valley. This issue is of tantamount importance, and needs to be adequately addressed by the County, because this issue has the potential to affect property and lives.

## Maywan Krach

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**From:** Julie Bernyk <jbernyk@gmail.com>  
**Sent:** Friday, July 17, 2015 9:39 AM  
**To:** Placer County Environmental Coordination Services  
**Subject:** Concerns over Squaw Valley Development

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

July 16, 2015

To Maywan Krach:

I moved to Tahoe 30 years ago to ski at Squaw Valley because I had skied there since I was a child and fell in love with it. This coming season will be my 31<sup>st</sup> consecutive pass at Squaw and 20 plus years a locker member. It hurts me to the core that the place I know and love will be changed so drastically. I am concerned with the overwhelming plans for development at Squaw Valley, and with KSL in general as a company. Other concerns I have are water, construction for 25 years, environment and the scope of the project

I have never been a very good writer or at expressing how I feel in the way I would like it to come across, but here it goes. I have looked at the plans for Squaw Valley development and know enough to be very concerned, partially because KSL strikes me as the type of company who will sell their ownership of Squaw and leave the community as soon as they get things set up with permits etc and make money, that's what they are in it for. I have never gotten a genuine or honest feeling from Andy Wirth; he seems to be a wolf in sheep's clothing. Between the fight against the incorporation of Olympic Valley to the false letters of praise about Andy Wirth in the Sierra Sun, which were written by Andy Wirth, makes it difficult to trust him. As soon as they get what they want they will be gone, that is business, not a company interested in community.

Water studies have been done to assure that there is enough water in SV to sustain the number of beds that are to be constructed, how can we be sure there will be enough water with the continuing drought. Nobody knows how the weather pattern will continue, and studies are good but honestly a guess. Water is definitely something to deeply consider as you decide to approve the KSL plans. Water is more important than money.

The thought of 25 years of construction is unthinkable. The delicate balance of the valley and meadow will be disrupted and possibly be irreversibly damaged. I know that every Christmas week and every 4<sup>th</sup> of July I see damage done to our environment with trash & cigarette butts, in which 4,000 butts were cleaned off Tahoe beaches after this last 4<sup>th</sup> of July holiday. This is two exceptional weeks of the year stretched over the entire area. If we allow Squaw to develop as planned and bring more people into the valley on a more regular basis it could be as disastrous to the environment as Christmas and 4<sup>th</sup> of July, but on a year round basis. I am very aware of the value of our visitors and realize we need them to survive up here, they are why we can live here, but too many at once is destructive. Trust me I've seen it over and over.

Finally, the scope of the project is just too big! We want our children to be able to drive into the valley and see the mountains, not buildings. Why would you construct a fake river when there is a natural river just 5 minutes away? It doesn't make sense except if you want to control the money coming into the area. I am also concerned about sustainability for the long run, what if the opposite happens of my concerns stated above, and we build all these buildings and create this mess and then no one comes, or not as many come as planned, that would be a big problem in a whole different way.

This letter may not be as technical as some you will read but it truly comes from my heart and soul and love for Squaw Valley. How extraordinary would it be if Placer County paved the way to a new way of responsible development starting here in Squaw Valley, it would be a precedence that hopefully many other new development areas could and maybe would follow, it's exciting to think about. **Please do the right thing and tell KSL to submit new plans that are significantly scaled back, environmentally responsible, and appropriate for the culture and community you find in Squaw Valley.**

Thank you for your time and consideration,

Julie Bernyk

Carnelian Bay, CA

## Maywan Krach

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**From:** Elaine Binger <souptonuts@binger.com>  
**Sent:** Wednesday, July 15, 2015 1:45 PM  
**To:** Placer County Environmental Coordination Services  
**Subject:** Squaw Valley developments

The beauty and open environment of Squaw Valley and the whole Tahoe North Shore area is a gift to all people. Therefore, I request of you to consider not allowing the building of high rises and amusement parks that will severely increase traffic and visitors to the area. We need to be responsible to future generations by continuing the purity of the land and the clarity of the water and air. Please do not approve the development of Squaw Valley!

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Elaine Binger  
Soup To Nuts Catering  
Home: 510.527.2176  
Kitchen: 510.528.3332  
Cell: 510.418.1992  
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July 17, 2015

Dear Placer County Board of Supervisors,

My name is Michael Blanchard. I am a resident of Mill Valley, CA and have been a regular visitor to north Lake Tahoe over much of the past 10 years. I ski Squaw Valley and Alpine Meadows regularly and make frequent summer trips to the area to enjoy the various outdoors activities that make Tahoe so great.

Over the course of the last few years, I have been enjoying introducing my daughters (ages three, three and six) to Tahoe with both winter and summer trips. My 6-year old has now skied Squaw enough to begin to learn some of the mountain and share the love for the area that I have.

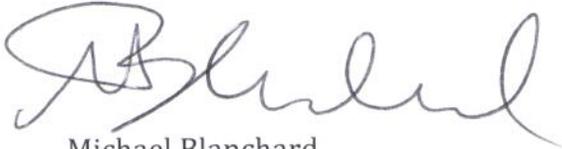
I am writing to express my concern over specific deficiencies with the draft environmental impact report (DEIR) submitted by Squaw Valley Ski Holdings/Squaw Valley Real Estate/KSL to the board of supervisors. While I am concerned about the manner in which the DEIR addresses several areas of concern – noise/air/light pollution, water usage, disruption of view shed – I am going to focus on the one that means the most to me and my family: traffic. More specifically, I am referencing the “unavoidable” impacts referenced in sections 9-2 through 9-5 of the DEIR.

I have a young family and both my wife and I work. This makes our free time preciously limited and therefore invaluable. At this point in time, most of our Tahoe trips are limited to the major holiday weekends, which obviously expose us to the peak traffic times in the region. While I understand this is the nature of the beast to a certain extent, exacerbating an already horrendous traffic situation is a potential deal-breaker for young families in the region who frequent the area during peak holiday times.

The cost in dollars of a Tahoe get away for a family of five is already significant. However in order to measure the total cost of such an endeavor, one must add the opportunity cost of travel time, time lost exploring other attractions in the region as well as the various challenges of vacationing with a family of five. Is it all worth it? Of course, that’s why we do it. Sharing a place that I care deeply about with my family is an absolute priority for me. However, *adding* to this considerable cost with ‘unavoidable’ traffic impacts in an already over-congested area? Unacceptable for me, unacceptable for my family. If this is what the future holds, I will be forced to consider exploring one of the many other outdoor treasures that grace this part of the world (not the least of which are comparable ski resorts that are closer to the bay area, with cheaper lift tickets, and no multi-year developments underway).

I would like to thank the Planning Department for addressing my concerns and would appreciate being sent (via email, below) all future notices relating to the project and/or the DEIR.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "M. Blanchard". The signature is fluid and cursive, with a large initial "M" and "B".

Michael Blanchard

231 Richardson Drive  
Mill Valley, CA  
94941

415-517-0370  
mfblanch@gmail.com

July 17, 2015

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

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

Dear Ms. Krach,

My name is Pete Blanchard. I am a current resident of Truckee, CA and have spent the majority of the last 10 years living in different parts of north Lake Tahoe including: Alpine Meadows, Homewood, Tahoe City and Truckee. Prior to living in Tahoe full time, I spent 8 years living and working in San Francisco, visiting Tahoe year round on a regular basis.

Professionally, I spent 8 years on Wall Street working as an institutional trader, three of those at Thomas Weisel Partners, a San Francisco-based investment bank. After my career in finance, I went on to get my masters in Sustainable Management from the Presidio Graduate School. With my background in finance and business degree, I began working with the Mountain Rider's Alliance, a start-up dedicated to protecting the unique character of our mountain communities. I think my background provides me with a strong foundation and unique set of skills with which to address the Squaw Valley Village development plan and to provide educated and insightful feedback.

In summary, I have a deep understanding of the capital markets, including private equity and real estate (especially ski area) development principles, a graduate degree in sustainable business, a long history of visiting, living, working and playing in the region and above all, a passion for the natural environment, especially Lake Tahoe, which is my home.

I attended the Placer County Planning Commission meeting on 6/25 and rather than speak, I listened and paid close attention to the commentary, trying to draw common threads and gain a better understanding the public concerns regarding the draft environmental impact report (DEIR). The one concern that I heard several times that resonated with me was concerns over the loss of "culture" due to the proposed development. The speakers at the Planning Commission referring to the potential cultural degradation focused on the destruction of historically significant buildings used during the 1960 Olympic games, as well as potential disruption of significant Native American sites. These are addressed in the report under impact 7-1: demolition of historically significant buildings.

While I both respect and recognize the importance of preserving these important aspects of the cultural heritage of Olympic Valley, the cultural loss that rings true in my heart is something quite different. I was born and raised in New Jersey, making the weekly trek to southern Vermont where I learned to ski at Stratton Mountain.

From the first time I clicked into my bindings at age three, I knew I had found one of my life's passions. My newfound passion for skiing went far beyond the physical act of sliding down a hill on two planks. The mountains, their natural beauty, the challenges they presented; these are a few examples of the deep connection I felt when I was fully present in my mountain community. I also, at this early age, began to identify with people who shared my passion and connection with the mountains. One group in particular was the locals. My instructors, the servers in the restaurants, the people in the season pass office; I began to detect a bond that we shared, an energy that these folks possessed that I wanted to be close to, to be part of.

Skiing in California was something that was so foreign to me, so exotic; I only saw it in movies. One such movie was *Hot Dog: The Movie*, famously filmed on site at Squaw Valley. One of the main reasons for me choosing to move to San Francisco after college in 1999 was to explore the Sierra Nevada.

Before this letter is dismissed as another party guy stuck in a lost era let me elaborate. The premise of the movie, the hard-charging skiing, partying, life lived on your terms and on razor thin margins, this is exactly what draws so many people like myself to the great ski towns of the US. As with any town anywhere in the world, with time comes change and Squaw Valley is no different. But as the Valley has encountered change, it has maintained its core identity, that as a Mecca for serious skiers and people who like to enjoy life. Is this Squaw's core money-making business segment? Absolutely not. Most of these people (present company included) find a way to get someone else to pay for their pass, usually bring their own beer and food to the hill and if they don't rarely pay full price for those services on the mountain. However, this group that I am now proud to call myself part of is *critical* to the culture of Olympic Valley; that work hard, play hard ethos that is increasingly lost in today's super-charged economic machine of a society.

Having spent several years living in the Bay Area, living a very similar 'weekend warrior' existence to that which I was raised in, I recognized this group immediately. They were the same passionate people I connected with in Vermont when I was a kid. The locals, the dirt bags. They lived day-to-day making a fraction of what the wealthy out of state visitors did, and yet they were happier. This is exactly what I saw at Squaw and the greater north Lake Tahoe region; and the single biggest reason I moved to the basin full time in the fall of 2006.

Having been raised as a visitor to a ski town, then having experienced again as an adult living in northern California, and then moving to Tahoe full time, I feel that my perspective is somewhat unique. While living in San Francisco, my friends and I did whatever we could to spend as much time in Tahoe as possible. We were drawn to the culture and vibe of Squaw Valley. We looked at the locals, as I did as a kid in Vermont, and wondered "what are they doing right that I'm not?" We just wanted to be around it.

The scale and scope of this development severely threatens the viability of this group of locals' existence in and around Olympic Valley. We don't come for water slides, time shares, paid parking and luxury hotels. In fact, we disdain these modern

“marvels” and are rather drawn to the beauty of nature, the challenge of the Sierra Nevada and the camaraderie that develops between those that truly appreciate this place for what it is. Sadly, as has been the case in several other major US ski areas, the development goes in and the locals are pushed out. What the developers don’t realize (and if they do, they absolutely don’t care) is that as those locals are pushed out, much of the culture that is indigenous to that region is pushed out as well. And with those people and their culture goes the draw for so many visitors who share that a similar passion for the mountains and the natural beauty and challenges they present.

Will this development bring more people to the Tahoe basin? Absolutely. But it will be people who are looking for indoor amusement parks, luxury hotels and high-priced amenities. People who tolerate hellacious traffic, rampant disregard for the natural environment and have a fraction of the knowledge and more importantly *respect* for nature. Look at the growing problems of traffic, trash left on beaches and other problems associated with major holiday weekends in north lake. This is only going to get worse, as the DEIR clearly states.

But my number one concern and focus of this letter is the irreparable damage to the culture of both Olympic Valley and the greater Tahoe City/Truckee corridor. Once the buildings go up and the ‘new’ crowd fills in, the old crowd will be mostly gone and not looking back. And gone with them will be the customs, practices and *culture* that make this place so special. The visitors who value this culture, the people who appreciate what north lake is, will move elsewhere to find the same experience. The make up of the community, both residents and visitors will shift from one that is characterized by the quest for an authentic mountain experience and a true appreciation for the natural beauty of the region and the various *outdoor* opportunities it furnishes, to one that is determined by disposable income, man-made attractions and activities, and a general lack of understanding and respect for the natural characteristics of the land.

I would like to thank the Planning Department for their consideration and would like to be updated (via email) any updates regarding the EIR or the plan itself.

Respectfully Submitted,

A handwritten signature in black ink, appearing to read "Pete Blanchard". The signature is fluid and cursive, with a large initial "P" and "B".

Pete Blanchard  
11463 Silver Fir Drive  
Truckee, CA  
96161

Peteb Blanchard31@gmail.com  
415-254-4503

## Maywan Krach

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**From:** Judy Bloch <theblochs@gmail.com>  
**Sent:** Tuesday, July 14, 2015 8:04 PM  
**To:** Placer County Environmental Coordination Services  
**Subject:** dEIR for KSL SV proposal

July 14, 2015

Re: dEIR for KSL proposal for Squaw Valley ATT: Maywan Krach

Dear Ms. Krach:

Identifying ourselves: We, Spencer and Judy Bloch, have owned a dwelling at the head of Squaw Valley for 44 years, before the birth of our children. Original owners of a Squaw Peak Condo, after the birth of our 3rd child, we traded up to a larger, Squaw Tram Condo when they were built.

Why we are writing: 1) For ourselves, our children and their spouses, and now even our school age grandchildren, SV has been a place cherished by all 3 generations for its unsurpassed tranquility, beauty, and restful ambience during non-winter months, and beauty, comfort and full satisfaction of the extant winter activities--in all seasons an absolutely remarkable and unparalleled refuge of solitude and fun from all manner of the proverbial "slings and arrows" that complicate daily living.

a) What does that have to do with critically assessing errors or omissions in the dEIR?

i) In letters responding to NOPs in August and November of 2012, we emphasized that this unique ambience is what draws homeowners and visitors alike in all seasons—of whom we have known many in 44

years of paying property and transient occupancy taxes. Despite having been “modestly revised several times” (2.2.1) since January 2014, the dEIR’s enumeration of 23 “significant and unavoidable negative environmental impacts” (Section 2.2) persuasively attests to the inadequacy of revisions, essentially by highlighting the basic problem of this proposal. That is to completely change the longstanding ethos, respect for and quality of life into the opposite, in KSL’s words, by creating a “world class vibrant village” with “high energy offerings”. Yet those 23 impacts bespeak the overriding magnitude, if not impossibility, of reconciling these two models. It is because of the size and orientation of the proposal that we began this letter with our overview of SV as it relates to the dEIR. For we feel it is vital to always keep the big picture in mind, so as not to lose sight of the woods for the trees when requested to focus on a myriad of details. A representative of KSL may have underscored this point best at a presentation to the SV Property Owners Association on January 18, 2014. He candidly observed that if their project is successful, the only potential advantage to current homeowners is increase in their property values. That would hardly seem sufficient justification for changing the whole character and nature of Squaw Valley, so that the developer can make a financial killing and then get out of town. (Parenthetically, at the outset, is it possible that incompatibility between the SVGPLUO and Specific Plan regarding jurisdiction, and Placer County Policy 1.G.1, that expansion of existing and development of new areas will be supported “where environmental impacts can be adequately mitigated”, represents grounds for rejecting this dEIR outright?

ii) KSL has addressed visual impacts, e.g., on scenic vistas (2.2.1) and degradation of the visual character and quality (2.2.1). But perhaps by focusing on the subjective aspect of this type of impact (8.1), the dEIR did not give sufficient attention to the integration of the individual elements and their coalescence into their ultimate effects. Doing so would clarify how completely opposite are these two models, and how KSL’s “concessions” regarding population density and height of buildings have been more token offerings than substantive reductions. Their intention of mimicking and competing with other destination resorts (located in significantly larger areas) remains unmodified. In fairness to KSL, we should perhaps be charitable with such observations, or ones like that quoted in the dEIR regarding visual impacts, namely that only homeowners would be negatively affected. Stipulations that the ambience not be significantly altered (SVGP 1983/4), have not been sufficiently heeded with respect to density of population and reduced height and scale of buildings. Yet these would seem the only ways to reconcile their wishes with those who are already here; and at least some, if not most of the 23 unavoidable negative environmental impacts (Section 2.2) would become avoidable and more readily reconciled. But to this point KSL still seems incessantly preoccupied with trying to jam a large, square peg into a smaller round hole.

2) Turning now from the overview to specific elements of the dEIR, we will focus only on a couple, realizing how many more could be commented upon. The issues involving visual/scenic damage and cumulative degradation of the environment were addressed in what we have covered above (1). We will focus most briefly on only a couple of others.

3) Ref: Lots 16/17/18/19

a) re: legality.

i) Is it within stipulations of the SVPLUO to trade lots and to trade uses of these lots, HC for CP and FR as proposed?

ii) Is it in compliance with the SVGPLUO to allow lots 17 & 18 to encroach upon and carve into the steep hillside at an area of entry into the east side of the Shirley Canyon wilderness directly adjacent to/north of those lots?

b) re: safety.

i) I don't think that the dEIR has paid sufficient attention to the significant risks to residents and the Creek if great quantities of propane are stored on Lot 19. The humans risk significant physical danger from explosions and the Creek risks contamination by toxic materials.

3) The current conception of the MAC (Mountain Adventure Camp) appears to replicate indoors many of the 22 recreational activities identified and recommended out-of-doors in the SVGP (p. 30). I'm not sure the dEIR has given sufficient attention to the justification for that huge, controversial, view blocking and distracting structure in the center of an outdoor world of wonders. Also, is it truly in compliance with the letter and intent of the SVGP, or with County Policy (1.G.1) , whichever has precedence?

Lastly, the magnitude of this sea changing project and KSL's response to the views of the community (characterized more by pleasant lip-service than significant actions), plus the length for its build-out and fact that the dEIR relates the latter to market forces, as well as KSL's lack of vested interest in staying the course, all incline us to urge you not to grant KSL any entitlements, and most especially ones that would in any way reduce the influence of the homeowners regarding decisions that are important to their welfare. As sociable as KSL may have been to work with, and no matter how much money they have spent in trying to win over SV, we owe them nothing and we hope you'll never forget that as you analyze this dEIR.

We certainly do thank you for your attention to and consideration of our comments.

Sincerely,

Spencer and Judy Bloch

Squaw Tram Condominiums #6, Olympic Valley, CA 96146. Tel: (530) 583-6046.

54 Reed Ranch Rd, Tiburon, CA 9492-2083. Tel: (415) 388-2696.

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## Maywan Krach

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**From:** Emily Boronkay <eboronkay@gmail.com>  
**Sent:** Friday, July 17, 2015 3:14 PM  
**To:** Placer County Environmental Coordination Services  
**Subject:** KSL Capital Partners development of Squaw Valley

Dear Placer County officials,

I am writing to express my concern over the environmental impact of the proposed development. I moved to this area from San Diego for the quiet, reduced traffic, air-quality, water quality, and a way of life that has long disappeared in San Diego.

In my short year here, living on Squaw Valley Road, I have experienced traffic that creates horrible black dust. Fortunately that is mostly on weekends and holidays. The proposed development would increase traffic, reduce air quality, put the life of Lake Tahoe itself at risk with run off from traffic and sewage and increased trash and everything else that comes with this sort of project.

The silica dust that it will put in the air will put at risk the health of people who live along Squaw Valley Road. Let us not forget that Squaw Valley Academy boarding school students and staff will be put at risk by all the effects of increased traffic.

KSL Capital Partners wants to put in a 10 story building with a footprint the size of a large Walmart with an indoor waterpark, amusement park, 1500 bedrooms. They want to widen the entire road up into Squaw to four lanes. The construction itself will disrupt life up here in a way that is antithetical to Tahoe life.

We also don't have the aquifer in Squaw to support this. Water is already an issue up here. Have you seen the Truckee River up here with grass growing in it?

On Sunday, July 5, my 20 minute trip out of Squaw to get to church took 45 minutes, at 9:30 am! Friends trying to go to Truckee later in the day reported it taking over an hour just to get to I 80. Can we really afford to increase traffic beyond what we already sometimes have?

I apologize if this is a little rambling. I only just learned about this project this week and I'm still a little in shock that I may have uprooted my entire life to come somewhere where I'm going to have to watch it be destroyed in the way that I saw San Diego eaten away until I could no longer stand to live there.

Please do not approve this project.

May Love and Blessings fill your life,

Emily Boronkay  
Director of the Academic Support Program Squaw Valley Academy  
235 Squaw Valley Road  
Olympic Valley, Ca 96146

Grateful & Loved follower of Jesus Christ

## Maywan Krach

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**From:** Lauren Bosche <laurenbosche@gmail.com>  
**Sent:** Tuesday, June 23, 2015 3:17 PM  
**To:** Placer County Environmental Coordination Services  
**Subject:** Comment Letter

June 23, 2015

Placer County Community Development Resource Agency

Attention: Maywan Krach

3091 County Center Drive, Suite 190

Auburn, CA 95603

COMMENT LETTER FROM:

Lauren Bosche [laurenbosche@gmail.com](mailto:laurenbosche@gmail.com)

Dear Placer County Community Development Resource Agency,

I would like to stand up for Squaw Valley and the Tahoe Sierra and ask that you please deny the KSL Capital Partners development proposal. Regarding KSL's Squaw Valley proposal even a quick read of the draft EIR makes it clear that the proposed development would transform Squaw Valley into a noisy, urbanized place. In the terminology of the draft EIR, the proposed development would have "significant" and "unavoidable" impacts on Squaw Valley – and beyond. For example:

- *Traffic:* According to the document, development would add to area traffic and "exacerbate unacceptable operations" on Squaw Valley Road, on Highway 89 in Tahoe City, in Truckee, and in between.
- *Views:* To Squaw's iconic mountain scenery, the project would make a "substantial contribution to the cumulative degradation of the existing visual character or quality of the site and its surroundings" with a "significant and unavoidable impact on scenic vistas."
- *Noise:* The project would generate noise louder than "applicable Placer County noise standards", especially for the 25 years it would be under construction – even at night.

I disagree strongly with KSL's development plan. Thank you very much for denying it.

Best Regards,

Lauren Bosche

[laurenbosche@gmail.com](mailto:laurenbosche@gmail.com)

July 17, 2015

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

Sent by email to: [cdraecs@placer.ca.gov](mailto:cdraecs@placer.ca.gov)

Dear Ms. Krach,

As full time residents of Alpine Meadows we have serious concerns about the proposed Village at Squaw Valley Specific Plan (PSPA 20110385, State Clearing House No. 2012102023) (VSVSP). We have lived in Squaw Valley, Alpine Meadows or at the Lake for 29 years. We built a home in Alpine Meadows, work in Tahoe City and Truckee and our children attend school in Tahoe City. These valleys, mountains, and the Tahoe Basin are our home. We have seen many changes to the area in the past 29 years and strongly feel that the area is reaching its carrying capacity and cannot undergo any further environmental and social impacts that will forever change the experience of living in and visiting Squaw Valley, Alpine Meadows and the Lake Tahoe basin.

The 23 Significant Environmental Impacts that cannot be mitigated, according to Placer County's Draft EIR, are staggering. The County can NOT allow such extensive social and environmental impacts to occur. The sheer number of significant environmental impacts would without question cause irreparable damage to Squaw Valley and Alpine Meadows and the greater Lake Tahoe area.

The EIR fails to address the cumulative impacts of the proposed Alpine Sierra development in Alpine Meadows (the Draft EIR is under preparation by the County), when those impacts are added to the impacts of the Squaw Village proposal. Additionally, there is the recently announced White Wolf housing and resort development in Alpine (38 houses, small resort, more chairlifts), and the recently announced KSL gondola connecting Squaw and Alpine. The cumulative impacts of all these projects increase and exacerbate the following:

- The scale of the proposed buildings in Squaw Valley is beyond anything else in the North Tahoe area. Buildings of this stature will irrevocably change the character of Squaw Valley. We will see the buildings and not the mountains.
- **light pollution** We have experienced light pollution from Squaw Valley since we moved to Alpine in 1996, which has never been addressed by the County. The DEIR does not address the night sky pollution but in a cursory manner. Night sky, the ability to view our galaxy, is a particularly valuable component of the Tahoe environment. The night sky has been degraded over the past 50 years by increments of development. The Squaw project would have major and lasting impacts not only to Squaw residents and visitors, but to all of Alpine Meadows and other nearby communities. The analyses of offsite impacts has not been addressed, omitting the analysis of a potentially significant impact to the social and cultural environment. This development will erase any chance to ever sleep out on the deck and watch the stars under a dark sky.
- **water quality** degradation and further regulatory noncompliance in the Truckee River, Bear Creek and Squaw Creek
- **water supply** for Alpine Meadows and Squaw Valley
- **roads** with the increase in volume of visitors does this mean highway 89 will be slated to become a 4 lane highway? This will gravely impact the people living in the Truckee River corridor, as well as all of us that live here.
- **Impact on Granite Chief Wilderness**—light pollution, noise, visual impact
- **loss of Critical Habitats**-- As described in the DEIR, the Five Lakes Subunit (Subunit 2D) is a critical habitat for the Sierra Nevada yellow-legged frog, which the U.S. Fish and Wildlife Service (USFWS) listed as an endangered species in April 2014. The Five Lakes Subunit (Subunit 2D) intersects the project site as it follows

Squaw Creek from the upper watershed into the Village Core area. The development clearly impacts Critical Habitat, a natural resource that must be protected.

The management plan for the Loyalton-Truckee Deer Herd (CDFG 1982, 2010b) documents the Olympic Valley as part of the Loyalton-Truckee Deer Herd summer and migratory range. The 1982 Loyalton-Truckee Deer Herd Management Plan is 30 years old, and deer migratory and fawning patterns have shifted over time. Climate change is putting additional stresses on these mammals. Migratory habitat losses and fragmentation have increased throughout the herds' range because of residential development. Given the age of the Loyalton-Truckee Deer Herd Management Plan (Deer Herd Plan), the increased development in the area, and the current knowledge of climate change impacts to wildlife habitats and wildlife needs, the potential impacts of the proposed project are not adequately evaluated.

The DEIR does not adequately address the impacts to black bear habitat. There are many bears living in this general area and the development over a 25 year period would not only irreparably damage their habitat, but would also cause additional risks of human-bear encounters.

- **Visual impacts**

- Impact 18-14: Substantial adverse cumulative effect on a scenic vista.
- Impact 18-15: Substantial contribution to the cumulative degradation of the existing visual character or quality of the site and its surroundings.
- Impact 18-16: Substantial cumulative contribution to damage to scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a scenic highway.
- Impact 18-18: Contribute to cumulative light and glare or skyglow effects in the region.

- **25 years of construction**

Why do people come to Tahoe? Why will they return if it is just like every other ski/resort town with gridlock traffic and city amenities? What are we doing to Squaw Valley and the great natural resources of the Tahoe Basin. We want our guests to get out and explore and experience the things we all moved here for...hiking in the Sierras, exploring canyons, swimming in rivers and lakes and skiing.

Thank you for your consideration of these comments. Please feel free to contact either if desired.

Sincerely,

Ingrid and David Bourke  
1941 Cub Lane  
Alpine Meadows, CA 96146  
530.583.1842

## Maywan Krach

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**From:** David Brew <dabrew30@gmail.com>  
**Sent:** Friday, July 10, 2015 3:49 PM  
**To:** Placer County Environmental Coordination Services  
**Cc:** David Brew  
**Subject:** Comment on Draft Environmental Impact Report, Village at Squaw Valley Specific Plan, State Clearinghouse # 2012102023  
**Attachments:** 15.07.10 dab's dEIR recharge comments

Maywan Krach;

The subject comment is attached. It is also pasted in below.

David A. Brew Ph.D.  
2015.07.10.1735

**¶ SECTIONS 13.1.3, 13.3.1, and 13.3.2; Groundwater, pp. 13-13 to 13-14, 13-43; Exhibit 13-7: This Draft Environmental Impact Report has a glaring omission in that it does not recognize appropriately THE CRITICAL ROLE OF THE VALLEY-SIDE RECHARGE AREAS, especially the one close to the mouth of Shirley Canyon, have in maintaining the abundance and quality of water in the Squaw Valley aquifer. THE PROPOSED PLAN WOULD HAVE A SIGNIFICANT, UNAVOIDABLE, AND NONMITIGATIBLE IMPACT.**

There is a glaring omission in this section, which purports, in part, to describe the sources and characteristics of the recharge to the Squaw Valley aquifer. That omission is, although many obfuscating words are used that concern wells, that the authors neglect to fully describe the recharge areas, nor the negative effects that the proposed development would have on them.

The authors admit that the recharge areas have not been fully studied; therefore their conclusions are at best tentative and incomplete. *Exhibit 13-7 (Recharge zones)* is especially misleading in that the studies of Moran (ref) clearly indicate that the major recharge is coming from about the 6300-foot contour and lower, the exhibit shows recharge areas only up to about the 6200-foot contour; a small but critical failure. Further, that exhibit does not show what is likely the most important recharge area: the relatively undisturbed and topographically flat area north of the head of Shirley Canyon.

The “*Significance Criteria*” (p.13-43) are clear that development must not substantially deplete groundwater supplies, yet the proposed “neighborhoods” structures and roads would more than substantially interfere with the natural recharge and thus deplete the Squaw Valley aquifer.

The *Methods and Assumption/Policies... section* (p. 13-44) does not even mention the recharge areas! The *Impact Analysis* (p.13-45 et seq.) also does not anywhere mention protection of any kind for the recharge areas.

The *Mitigation Measures section, Groundwater recharge and storage* (p. 13-53) uses an weak and confusing argument based on percentages of impervious areas to avoid discussing the real effects that structures and roads would have on the prime Shirley Canyon recharge area. Even so, I have checked their percentages and found them spurious, mainly because they have incorporated large areas that are not part of the recharge area into their calculations, and in part because of discrepancies between my smaller estimates of undisturbed land and their smaller estimates of

impervious areas in the vicinity of this prime recharge area.

***THESE ARE SIGNIFICANT, UNAVOIDABLE, AND NONMITIGATIBLE IMPACTS. The developer must re-design the proposed development in the Shirley Canyon area to eliminate all of the so-called "neighborhoods" and their appurtenant roads, propane tanks, and all other infrastructure.***

(This comment is from **David A. Brew Ph.D.**, U.S. Geological Survey Senior Research Geologist, Retired; State of California Licensed Professional Geologist No. 2716. I have been a Squaw Valley homeowner since 1964 (with one interruption) and currently live at 1540 Lanny Lane in the valley. As a USGS Geologist I have had a great variety of field geologic and also administrative experiences. For over 15 years I have regularly attended Squaw Valley Public Service District, Squaw Valley Mutual Water Company, Squaw Valley Municipal Advisory Council, and Squaw Valley Design Review Committee meetings. I currently represent the Squaw Valley Mutual Water Company of the Technical Review Committee that monitors the quality of water in the aquifer below the golf course at The Resort at Squaw Creek.)

## Maywan Krach

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**From:** David Brew <dabrew30@gmail.com>  
**Sent:** Sunday, July 12, 2015 1:55 PM  
**To:** Placer County Environmental Coordination Services  
**Cc:** David Brew  
**Subject:** Comment on Draft Environmental Impact Report, Village at Squaw Valley Specific Plan, State Clearinghouse # 2012102023  
**Attachments:** 15.07.11 dab's dEIR comments on re-zoning

Maywan Krach:

The subject comment (on re-zoning) is attached. It is also pasted in below.

David A. Brew Ph.D.  
2015.07.11.1555

**¶ SECTIONS 4.1.6, 4.1.7: This Draft Environmental Impact Report proposes to PERPETUATE AN EGARIOUS PRESENT ZONING VIOLATION AT THE MOUTH OF SHIRLEY CANYON BY RE-ZONING TO MEET THE DEVELOPER'S HEAVY COMMERCIAL NEEDS. Shirley Canyon is a critical part of the Squaw Valley environment, and the re-zoning WOULD BE SIGNIFICANT, UNAVOIDABLE, AND DEFINITELY NONMITIGATIBLE.**

Shirley Canyon is one of Squaw Valley's most important natural areas, and one that hosts much of the hiking in and around the valley. The past and present ski corporations have seriously violated the existing zoning regulations at the mouth of the canyon, they continue to do so, and they propose to continue to do so by re-zoning the violated area in order to continue their illegal usage and violation. They propose this in spite of the recognized environmental importance of Shirley Canyon. They appear to have two main reasons: 1. Their re-zoning would relieve them of having to vacate the illegally occupied area, and, 2. They wish to vacate the approved "HC" (*Heavy Commercial*) area near Red Dog in order to use that land for their "VC-C" (Village-commercial-core) development. (See *p. 4-8 and 4-10* for definitions.) Their proposal clearly sacrifices an environmentally sensitive and public use area for profit for their distant and unconcerned investors.

Specifically, the area in question is currently zoned "VC" (Village Commercial) (*Exhibit 4-1*) and "FR" (Forest Recreation) (*Exhibit 4-1*). Although they do not (conveniently for them) provide an exhibit, their actual use now covers all of the FR area and part of VC. That actual use includes a permanent large workshop building, heavy equipment storage, and maintenance and construction supply material storage. In addition they have paved the ground surface all the way to the very edge of the Shirley Creek stream bank.

The developer proposes (*Exhibit 4-3*) to continue those uses and expand them farther south by re-zoning the area as "HC" (Heavy Commercial). They also intend (according to public presentations by the developer) to transfer some of the heavy commercial operations that are now near Red Dog to the re-zoned Shirley Canyon site.

In summary: How bad can things be? Already there's an illegal occupation of "FR" (Forest Recreation) and "VC" (Village Commercial = Housing). The developer proposes to continue the illegal uses and to cover his culpability by re-zoning the area to fit his desires. And, in the process, totally ignoring the environmental values as well as the existing zoning.

***THESE WOULD BE SIGNIFICANT, UNAVOIDABLE, AND NONMITIGATIBLE IMPACTS. The developer must both re-design the proposed development in the Shirley Canyon area to honor the existing “FR” (Forest Recreation) and “VC” (Village Commercial) zoning classifications and thus eliminate any and all “HC” (Heavy Commercial) operations and designations from his plan for that area.***

(This comment is from David A. Brew Ph.D., U.S. Geological Survey Senior Research Geologist, Ret.; State of California Licensed Professional Geologist No. 2716. I have been a Squaw Valley homeowner since 1964 (with one interruption) and currently live at 1540 Lanny Lane in the valley. As a USGS Geologist I have had a great variety of field geologic and also administrative experiences. For over 15 years I have regularly attended Squaw Valley Public Service District, Squaw Valley Mutual Water Company, Squaw Valley Municipal Advisory Council, and Squaw Valley Design Review Committee meetings. I currently represent the Squaw Valley Mutual Water Company of the Technical Review Committee that monitors the quality of water in the aquifer below the golf course at The Resort at Squaw Creek.)

## Maywan Krach

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**From:** David Brew <dabrew30@gmail.com>  
**Sent:** Tuesday, July 14, 2015 2:06 PM  
**To:** Placer County Environmental Coordination Services  
**Cc:** David Brew  
**Subject:** Comment on Draft Environmental Impact Report, Village at Squaw Valley Specific Plan, State Clearinghouse # 2012102023  
**Attachments:** 15.07.14 dab's dEIR comments on climate

Maywan Krach;

The subject comment (on GHG Emissions and Climate Change) is attached. It is also pasted in below.

David A. Brew Ph.D.

2015.07.14.1600

**¶ SECTION 16.3, GHG EMISSIONS AND CLIMATE CHANGE; IMPACTS; SECTION 16.3.1 Significance Criteria, et seq.: This Draft Environmental Impact Report does not fully recognize the global importance of small GHG emissions, even though they meet arbitrary governmental standards; does not deal with the ground-level effects of all construction- and built-out emissions on individuals; does not adequately evaluate THE POTENTIAL EFFECTS OF CLIMATE CHANGE IN THE SIERRA NEVADA ON THE PROPOSED DEVELOPMENT as part of the Feasibility Analysis, nor does it analyze emission and climate-change alternatives that would be associated with the Reduced Density Alternative. SUCH EFFECTS COULD BE SIGNIFICANT, UNAVOIDABLE, AND NONMITIGATIBLE.**

To begin with, I judge that every GHG emission, and every contributing factor in climate warming, is significant; even my almost-zero-emission car. So all of the well-based assumptions and calculations in this report that give results that are interpreted to be “less than significant”, I discount. Little bits add up to big pieces, and so it is with global warming.

What’s more, it is significant to me that after all of the calculations and protestations, that on p. 16-19 (*Significance after mitigation*) the conclusion is that the GHG emissions would be “*potentially significant and unavoidable*”. No other “*unavoidable*” precedes that conclusion, so I wonder if the authors suddenly realized the reality of what they had written.

Back to the effects on individuals at ground level during construction in particular, with dust, vehicle emissions and construction equipment emissions combining to produce a noxious air quality. This is not even mentioned in the main section on emissions, but it does emerge at *pages 18-31 and 18-32 under Section 18.1, Cumulative Impacts, Mitigation Measures, Impact 18-28*, where cumulative exposure to mobile sources are described. This is an **omission**.

Further, items 16.1.2 and 16-3 *Effects of Climate Change on the Environment*, pages 16-2 and 16-20, makes it clear that the now-generally-accepted climate modeling indicates that the Sierra Nevada and

the Squaw Valley area will experience seriously significant changes in temperature and precipitation patterns in the future. Simple reasoning suggests that this will have a tremendous and devastating effect on the winter sports operations and tourist visits. But, because this is a “climate on environment and development” rather than a “development on climate” factor, it is both difficult to treat and not treated adequately. The “*less-than-significant*” conclusion on page 16-21 really just dodges the issue.

The only attention to this important factor is in Section 17.0 (*ALTERNATIVES, page 17-1*) where “economic viability” is cited as a factor in determining the feasibility of a project. There the ball is passed to the Placer County Board of Supervisors, which may or may not have other-than-applicant information on long-term economic viability (Appendix K, a “Competitive Marketing Analysis” is unfortunately not included in the Draft EIR, nor is a link to it). Whatever analyses the developer provides to the Board, there will still remain serious questions to all but the developer as to whether a large expanded Squaw Valley village is appropriate for a future of diminished winter sports activity and tourist visitation.

Finally, the most important alternative ((17.3.4, *Reduced Density Alternative, p. 17-24-17 to 17-27*) has not been subjected to the same degree of analysis the plan proposed by the developer. This, to me, is a startling **omission**, because it is the alternative that has been most widely discussed by the environmentally protective group in and around Squaw Valley.

***THESE ARE SIGNIFICANT, UNAVOIDABLE, AND NONMITIGATIBLE IMPACTS. The developer must acknowledge that the GHG emissions, whether they meet arbitrary State standards or not, will contribute in an important way to global warming. Likewise the developer must admit that the effects of construction and build-out will seriously affect the now-pristine air quality enjoyed by the resident of and visitors to Squaw Valley. The developer needs to prepare alternative scenarios reflecting the likely changes in climate on the economic aspects of the feasibility of its proposed project. The developer must prepare a more complete analysis of all aspects of the environmental impact of the Reduced Density Alternative.***

(This comment is from David A. Brew Ph.D., U.S. Geological Survey Senior Research Geologist, Ret.; State of California Licensed Professional Geologist No. 2716. I have been a Squaw Valley homeowner since 1964 (with one interruption) and currently live at 1540 Lanny Lane in the valley. As a USGS Geologist I have had a great variety of field geologic and also administrative experiences. For over 15 years I have regularly attended Squaw Valley Public Service District, Squaw Valley Mutual Water Company, Squaw Valley Municipal Advisory Council, and Squaw Valley Design Review Committee meetings. I currently represent the Squaw Valley Mutual Water Company of the Technical Review Committee that monitors the quality of water in the aquifer below the golf course at The Resort at Squaw Creek.)

## Maywan Krach

---

**From:** David Brew <dabrew30@gmail.com>  
**Sent:** Wednesday, July 15, 2015 8:35 AM  
**To:** Placer County Environmental Coordination Services  
**Cc:** David Brew  
**Subject:** Comment on Draft Environmental Impact Report, Village at Squaw Valley Specific Plan, State Clearinghouse # 2012102023  
**Attachments:** 15.07.15 dab's dEIR comments on Sq Creek

Maywan Krach:

The subject comment (on Squaw Creek "restoration") is attached and is also pasted in below.

David A. Brew Ph.D.

2015.07.15.1035

***SECTION 3.4.5, PROJECT DESCRIPTION, DESCRIPTION OF THE PROPOSED PROJECT, SQUAW CREEK RESTORATION, p. 3-33: This Draft Environmental Impact Report presents a misleading and probably ineffective, or perhaps even environmentally destructive plan for modification of the course and flow of Squaw Creek in what is called the "trapezoidal channel". It is NOT "restoration" at all, but is a lame effort to improve the trapezoidal channel and incorporate it into a environmentally insensitive real estate development plan. THE PROPOSED PLAN COULD CAUSE MORE SQUAW CREEK ABUSE, RATHER THAN "RESTORATION". If implemented, the plan would result IN UNAVOIDABLE IMPACTS, BUT IT COULD BE MITIGATED BY NOT IMPLEMENTING IT, AND INSTEAD DOING A REAL RESTORATION TO NEAR ITS PRE-RESORT CONFIGURATION.***

Squaw Creek is the artery that supports the scenic and aesthetic, as well as some of the hydrologic values of the Squaw Valley environment. It has been abused by human intervention in almost all of its reaches, but the trapezoidal channel is the worst. The developer proposes to "restore" the channel and the creek, but their plan is a farce compared with what could and should be done. A real restoration is possible, and doing so would not only repair the damage, but would also have the creek provide almost-pre-resort hydrologic and biologic conditions, and provide a truly scenic corridor. Doing this would clearly make any real estate development more appealing and environmentally friendly.

The proposed Squaw Creek modification plan (incorrectly called a "restoration") consists of three parts: 1. Constructing a small artificial floodplain at the confluence of the South and North Forks of Squaw Creek; 2. Constructing stream quasi-meanders within the narrow confines of the downstream trapezoidal channel; and 3. Constructing a small artificial floodplain downstream below the easternmost vehicle bridge near the confluence of the main creek with a small side tributary from the south.

The proposed upstream confluence artificial floodplain area would be located at or near creek level. The creek is now incised below what would be a natural floodplain. Excavation of thousands of cubic

yards of sand and gravel would be required to build the floodplain, and the area is predicted to require dredging every few years (by unspecified parties, and paid for by unspecified parties). The construction and maintenance would be unavoidable impacts. Further, the artificial floodplain might not work at all.

The proposed downstream artificial floodplain would also require excavation of thousands of cubic yards of sand and gravel because the stream is deeply incised there also. This would be an **unavoidable impact**.

The proposed meanders between these two localities would be confined within a less-than-150-foot straight channel. As proposed, the meanders (Exhibit 3-19) would in no way resemble natural meanders and would probably be ineffective in containing the high-volume stream flows that occur in the creek (e.g., the 1997 extreme storm event). I judge this to be an **unavoidable impact**. Figure 4 (Historical channel planform, Squaw Creek) of the Balance Hydrologics, Inc. June 2014 report titled "Design Basis Report: Squaw Creek Restoration..." shows the 1939 configuration of Squaw Creek in the area of what is now the trapezoidal channel. The natural meanders in that photo are what the creek should be restored to, and not the slightly sinuous plan proposed by the developer.

***The developer should be compelled to implement a real restoration of the trapezoidal channel reach of Squaw Creek, instead of the presently proposed band-aid. The proposed plan may likely exacerbate the effects of the high volume stream flows that occur infrequently. This would be a SIGNIFICANT, UNAVOIDABLE, AND NONMITIGATABLE IMPACT. But doing it right instead would be good for the creek, for the whole valley, and even for the real estate development itself.***

(This comment is from David A. Brew Ph.D., U.S. Geological Survey Senior Research Geologist, Ret.; State of California Licensed Professional Geologist No. 2716. I have been a Squaw Valley homeowner since 1964 (with one interruption) and currently live at 1540 Lanny Lane in the valley. As a USGS Geologist I have had a great variety of field geologic and also administrative experiences. For over 15 years I have regularly attended Squaw Valley Public Service District, Squaw Valley Mutual Water Company, Squaw Valley Municipal Advisory Council, and Squaw Valley Design Review Committee meetings. I currently represent the Squaw Valley Mutual Water Company of the Technical Review Committee that monitors the quality of water in the aquifer below the golf course at The Resort at Squaw Creek.)

## Maywan Krach

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**From:** David Brew <dabrew30@gmail.com>  
**Sent:** Wednesday, July 15, 2015 3:30 PM  
**To:** Placer County Environmental Coordination Services  
**Cc:** David Brew  
**Subject:** Comment on Draft Environmental Report, Village at Squaw Valley Specific Plan, State Clearinghouse # 2012102023  
**Attachments:** 15.07.15 dab's dEIR comments on earthquakes

Maywan Krach:

The subject comment (on seismicity and earthquakes) is attached and also pasted in below.

David A. Brew Ph.D

2015.07.15.1730

***SECTIONS 12, 12.1.5, Mitigation Measure 12-1 (FAULTS AND SEISMICITY): This Draft Environmental Impact Report does not adequately analyze THE POTENTIAL DEVASTATING EFFECTS OF EARTHQUAKES on the fault system that crosses Squaw Valley. SUCH EFFECTS WOULD BE UNAVOIDABLE AND NONMITIGATIBLE.***

Note that the factual statements that follow, unless otherwise attributed, can be corroborated by going to the Geological Survey's official earthquake and seismicity website <[earthquake.usgs.gov](http://earthquake.usgs.gov)>.

This Draft Environmental Report makes a fairly decent effort at discussing the probability of earthquakes in the Squaw Valley area, but it falls short in not including all of the available information on the regional tectonic and seismic factors that strongly influence what could happen locally in Squaw Valley.

One important factor that has been **omitted** is the current seismicity on the Polaris fault zone, which is several kilometers to the east of the Sierra-Tahoe fault zone (which includes the faults crossing Squaw Valley, and others). Both zones are part of the regional fault system that bounds the Sierra Nevada. The Polaris zone is currently active, with earthquakes of M3.0 to M4.0 occurring every few months. On April 14, 2015, there was an M3.4 about 10 km north of Stateline, CA. On September 12, 1966, there was a M5.4 earthquake close to Stateline, CA, only about 20 km northeast of Squaw Valley. Although the zone's earthquakes are currently small, there are reports of an estimated M6.0 in the 1860's, not far to the north. Current calculations do not suggest a large earthquake is soon, but the potential is there, and is not recognized in the Draft EIR. (Note that the authors, on Table 12-1, chose to use different names for some of the faults in the Polaris zone.)

The nexus of faults that crosses Squaw Valley (Exhibit 12-4) is part of the regionally significant Sierra-Tahoe fault zone (as it is often called). As noted above, it and the similar Polaris fault zone several kilometers to the east define the eastern steep front of the Sierra Nevada at this latitude. One report (Schweickert, R.A., Lahm, R.E., Smith, K.D., and Howle, J.F., 2000, Preliminary map of Pleistocene to Holocene faults in the Sierra-Tahoe Basin, California and Nevada: Nevada Bureau of Mines and Geology Open-File report 2000-4, 1:100,000) indicates that one of the local Squaw Valley faults has moved within the past 10,000 years. This citation is **not mentioned** in the Draft EIR, but it is significant. Overall, the regional references used are all original mapping, or even revised original mapping; they have all been copied from "Harwood, D.S., 1966, Geology of the Granite Chief Wilderness Study Area, Calif.: U.S. Geological Survey Miscellaneous Field Studies Map MF-500, 1:50,000 scale."

Map MF 1273-A; 1 sheet, scale 1:62,500". The fault locations on that map are yet to be revised in any reviewed publication, although Harwood (oral commun. 2014) suggests that more detailed studies can improve the data.

Although the Sierra-Tahoe fault zone containing the Squaw Valley faults is currently not active, a recent study of the data and literature (Brothers and others, 2009, New constraints on deformation, slip rate, and timing of a recent earthquake on the West-Tahoe-Dollar Point Fault, Lake Tahoe, California, Bulletin of the Seismological Society of America, v. 99, n. 2A. p. 499-519) suggests on page 518 that this fault system "...has the potential to generate  $M \geq 7.0$  ruptures." This is a significant conclusion in a recent peer-reviewed article, and it has been **omitted** from the Draft EIR.

Altogether, this information indicates that the authors of this section of the Draft EIR have underplayed the risk of a serious magnitude earthquake and accompanying ruptures on the faults that cross Squaw Valley locally or within 10's of kilometers.

The impact analysis section (12.3.4) tries hard to minimize the significance of the faults, but admits that the risk is poorly understood. The USGS shaking maps show this to be an area of potentially great shaking, where a major earthquake could occur. This alone is a warning. The idea that 200' setbacks (**Mitigation Measure 12-1**) from faults serves to protect buildings from serious damage is almost laughable, as anyone who has lived through and localized-fault-proximity-related damage of the 1979 Loma Prieta earthquake will tell you. Additional setbacks are a good idea, but they will not afford protection. The only way to avoid this risk is to not construct anything anywhere near the fault traces.

This section of the Draft EIR seriously underestimates the potential for damage from an earthquake on the Squaw Valley-Tahoe fault system, and also from the distant effects of a quake on the Polaris fault system. **The problem is small, but the risk is great; IT IS SIGNIFICANT, UNAVOIDABLE, AND NONMITIGATABLE. THE DEVELOPER SHOULD SIMPLY FOLD HIS TENT AND LEAVE! BARRING THAT, I LOOK FORWARD TO SEEING THE DEVELOPER PROPOSE TO POSITION ALL OF THOSE BUILDINGS 200' AWAY FROM THAT NEAR THE FAULTS THAT FILLS THE WEST END OF SQUAW VALLEY'S FLOOR--**

(This comment is from David A. Brew Ph.D., U.S. Geological Survey Senior Research Geologist, Ret. State of California Licensed Professional Geologist No. 2716. I have been a Squaw Valley homeowner since 1964 (with one interruption) and currently live at 1540 Lanny Lane in the valley. As a USGS Geologist I have had a great variety of field geologic and also administrative experiences. For over 15 years I have regularly attended Squaw Valley Public Service District, Squaw Valley Mutual Water Company, Squaw Valley Municipal Advisory Council, and Squaw Valley Design Review Committee meetings. I currently represent the Squaw Valley Mutual Water Company on the Technical Review Committee that monitors the quality of water in the aquifer below the golf course at The Resort at Squaw Creek.)

## Maywan Krach

---

**From:** David Brew <dabrew30@gmail.com>  
**Sent:** Thursday, July 16, 2015 6:34 AM  
**To:** Maywan Krach  
**Cc:** David Brew  
**Subject:** Comment on Draft Environmental Impact Report, Village at Squaw Valley Specific Plan, State Clearinghouse # 2012102023  
**Attachments:** 15.07.15 dab's dEIR comments on cumulative

Maywan Krach:

The subject comment (on cumulative effects) is attached and is also pasted in below.

David A. Brew Ph.D.  
2015.07.16.0835

***SECTION 18-1, CUMULATIVE IMPACTS, P. 18-1: This Draft Environmental Impact Report does not in any way evaluate THE CUMULATIVE EFFECTS OF ALL OF THE DIFFERENT ENVIRONMENTAL IMPACTS TOGETHER. It even appears that the authors misunderstand what “cumulative” means in an environmental impact analysis and report. They apparently consider each impacting element as a separate entity. That is not the usual understanding of the word; it really means that every impact works together with every other impact and they not only sum up to a whole, but also the whole is usually greater than the sum of its environmental parts. CUMULATIVE EFFECTS WOULD BE SIGNIFICANT, UNAVOIDABLE, AND IN TOTAL, NONMITIGATABLE EFFECTS WOULD BE UNAVOIDABLE AND NONMITIGATIBLE.***

Behind much of the developers (KSL CAPITAL PARTNERS/SQUAW VALLEY SKI HOLDINGS/SQUAW VALLEY REAL ESTATE) proposed plan is the belief that Squaw Valley could be a world-class destination resort such as Sun Valley, Vail, Beaver Creek, Park City, Whistler, or Aspen in North America, or such as Val d'Sere, Chamonix, St. Moritz, Zurs-Lech, St. Anton, or Kitzbuehl in Europe. I have skied all of these resorts and there is no way that Squaw Valley can ever reach their status. The reason is that Squaw Valley is too steep, and the snow (usually) too deep for the vast majority of skiers. Squaw does not have enough beginner and intermediate skier terrain to attract a world-wide clientele as do the resorts listed above. It is clearly a niche resort, and can never measure up to those others. So, in my opinion, the whole proposed development is founded on a shaky premise, and KSL Capital Partners/Squaw Valley Ski Holdings/Squaw Valley Real Estate should be ready to write off a big part of their \$127,000,000 (to date) investment.

The cumulative environmental impacts described in all of the comments submitted, including those that I myself have submitted, all together would constitute an enormous and devastating environmental impact on sub-alpine Squaw Valley. The valley is known far and wide for its remarkable visual combination of nearby high peaks and the open valley. The valley is unique in the Sierra for having maintained within its narrow box canyon a semblance of how the landscape appeared at the end of the glaciations that shaped the mountain range. The existing Squaw Valley Resort is the only Sierra resort that is situated at the head of a box canyon nestled up against high peaks. The impact of the proposed mega-resort development would forever alter this unique aesthetic and natural setting.

Said another way, the proposed development, with the bulk of its over-size structures, increased tourist population, and years-long disruption during construction, would forever change the valley far, far beyond its already disturbed state.

Is this development needed to provide profits to the developer and its investors in KSL Fund II, none of whom know anything (or much) about the Squaw Valley that is so important to us who live there? The environmental degradations and costs would be borne by us, while the developer and its investors would not care a bit. This is a California and Placer County environment that would be forever degraded, and not Colorado or wherever those investors are located.

Whatever the potential financial benefits to Placer County might be, IT IS JUST NOT WORTH IT!

It's really not necessary to list, in a table or otherwise, all of the negative impacts that the proposed project would have on Squaw Valley and its neighbors. If you have read all of the comments carefully, you already know.

Thank you for your attention! And do the right thing!

(This comment is from David A. Brew Ph.D., U.S. Geological Survey Senior Research Geologist, Ret.; State of California Licensed Professional Geologist No. 2716. I have been a Squaw Valley homeowner since 1964 (with one interruption) and currently live at 1540 Lanny Lane in the valley. As a USGS Geologist I have had a great variety of field geologic and also administrative experiences. For over 15 years I have regularly attended Squaw Valley Public Service District, Squaw Valley Mutual Water Company, Squaw Valley Municipal Advisory Council, and Squaw Valley Design Review Committee meetings. I currently represent the Squaw Valley Mutual Water Company of the Technical Review Committee that monitors the quality of water in the aquifer below the golf course at The Resort at Squaw Creek.)

## Maywan Krach

---

**From:** David Brew <dabrew30@gmail.com>  
**Sent:** Thursday, July 16, 2015 2:11 PM  
**To:** Maywan Krach  
**Cc:** David Brew  
**Subject:** Comment on Draft Environmental Impact Report, Village at Squaw Valley Specific Plan, State Clearinghouse # 2012102023  
**Attachments:** 15.07.16 dab's dEIR comments on water

Maywan Krach:

The subject comment (on water issues) is attached and also pasted in below.

David A. Brew Ph.D.  
2015.07.16.1610

**¶ SECTION 13.0, et seq., This Draft Environmental Impact Report contains a *FATAL FLAW* because all of the discussions regarding water rely on the WATER SUPPLY ASSESSMENT (WSA)(APPENDIX C) and that document contains FABRICATED DATA that are used to support the developer's contention that the Squaw Valley aquifer can supply adequate water to both the existing development and the proposed development. Careful reading clearly indicates that THERE IS NOT ENOUGH KNOWN WATER SUPPLY IN THE SQUAW VALLEY AQUIFER TO SUPPORT THE PLANNED DEVELOPMENT. (There may be enough water, but it has not yet been quantified and is not known well enough to predict its actual volume.) This report and its main support, the Water Supply Assessment, use fabricated data in an effort to disguise this reality. This alone should cause rejection of this report and requiring the developer to produce a scientifically and engineering-wise unbiased report that correctly states the relation between the available supply of water in the Squaw Valley aquifer and the existing water demand plus that projected for the development.**

Much of the discussion of groundwater in this Draft EIR, and all of the data used here are repeated from the Water Supply Assessment (WSA).

The WSA referred to above and below is the one dated July 3, 2014, prepared for Placer County and Squaw Valley Public Service District (SVPSD) by Farr West Engineering, Hydrometrics WRI, and Todd Groundwater. My understanding is that this report was never approved by the Board of Directors of the SVPSD, nor by any agency or office of Placer County. I understand that the SVPSD did hire another consultant to review the report.

As shouted-out above, the WSA contains **fabricated data**, the sources of which are described below. Those fabricated data are used in the WSA's analyses and likely appear to the non-critical reader as being reasonable.

The purpose of the following sections is to convince you that the developer's using **spurious, pretend/imaginary well information is non-scientific and constitutes a "fatal flaw"** that should cause this Draft EIR to be rejected as both inadequate and purposely dishonest in trying to cover up the present groundwater supply situation.

Basically, available present information shows that there is not enough water to supply both the KSL Capital Partners/Squaw Valley Ski Holdings/Squaw Valley Real Estate proposed village expansion and the existing domestic and commercial demand in Squaw Valley.

The Executive Summary states the situation succinctly:

The existing water demand in the valley is 842 acre-feet per year (AFY)(p. ES-1). The total future demand from all sources at the full KSL Capital Partners/Squaw Valley Ski Holdings/Squaw Valley Real Estate in 2040 is estimated to be 1,205 AFY. This is an increase of 363 AFY, or about 43%.

The Executive Summary does not put a number on the existing water supply, except to assume that it will continue to be the historical level of 842 AFY, or its capability of serving this increased demand; instead it offers these words:

“The existing municipal water supply wells are capable of producing more water than is currently used in Olympic Valley, but not enough to meet the projected demands at 2040. Therefore, an expanded wellfield with new wells will be required to meet these projected demands. The projected new well sites were identified...” (Page ES-2).

These are sites for new wells, not existing wells. They are at this point sites of potential wells, and are not production wells. Their possible production capabilities are not known, but are only surmised; they are imaginary production wells.

The Executive Summary goes on, treating these imaginary production wells as if they are real:

“All of the new wells were used in conjunction with the existing wells in assessing the sufficiency of supply.”

So, presumed production from these imaginary wells has been combined with the existing production capability in order to close the 43% gap between the existing supply and the projected demand. Thus the solution to the shortfall has been to use production from imaginary wells, not real, known-production wells.

Page 4-4, ¶ 3 provides the basis for estimating how many new wells would be required to meet existing demand, growth of non-project demand, and project demand:

“To estimate the number of wells required to meet this demand [1,205 AFY, an increase of 363 AFY] MacKay & Somps assumed that each well could produce a maximum of 200 gallons per minute (gpm) at a duty cycle of no more than 70 percent per day ... results in the need for at least two new wells for non-project water demands in addition to the four [this number not mentioned previously, except briefly on p. 4-3] required for the Project demands. These six new wells ...”

Page 6-1, ¶ 5 contains an interesting sentence justifying the use of more than four imaginary wells to cover future demand:

“Limiting the potential new well sites to only the six new SVPSD wells required to meet demand at 2040 would have shown the ability of a specific wellfield to meet demands, not the Basin as a whole.” Figure 6-1 shows locations for nine (9) now-as-yet-imaginary wells.

Page 6-2, ¶ 2, states that these now-as-yet-imaginary wells [and the pumping capabilities assigned to them as described above] are included in the supply modeling efforts, per “ These well locations were

included in the Model to perform simulations of pumping to meet total water demands for 2040.”

One factor not treated here is the possible effect of pumping the upstream imaginary wells on the existing downstream wells. Conceivably those existing production wells might receive a diminished flow, and thus yield less water than they now do.

**In summary, this is a real boot-strap scenario: There is a supply-demand gap, you fill it by estimating the pumping capacity of some now-imaginary wells, and that tells you how many wells you need to close the gap, you then bump that number up to cover possible wellfield limitations, then you use all those fabricated data for nine imaginary wells, as if it were real, in the pumping simulations.**

**This is not science; this is straightforward willful deception intended to accomplish the developer’s goals. The whole Water Supply Assessment should be rejected on this basis alone. And because the Draft EIR uses this fabricated information in its treatment of water pumping and the demand-supply calculations, it, too should be rejected.**

Moving on a bit: Section 6.3 evaluates “Sufficient Water Supply” using a concept called “Saturated Thickness”, which is a measure of the variation of the depth to water in wells over time. The figure of 35% below average is selected as the critical amount that the thickness should not drop below. It is not clear why 35% was selected (p. 6-5) when the measured maximum historical drop has been about 21%, and the overall average only about 15% (Figure 6-1).

It is hard to tell exactly how useful this measure is; one other problem is that the calculations, although stated to represent a function of aquifer thickness, actually do not. Although it is not stated, the calculations are based on well depth, and not depth to the base of the aquifer fill. None of these wells extend to the underlying bedrock, and there conceivably may be a significant thickness of water-bearing aquifer below the well bottoms. Depending on what material might be present, each well’s figures might change, probably towards reducing the individual well’s percentage drop. And anyway, all those nine imaginary wells are included in these calculations, too.

And now moving back to Section 13.1 et seq. in the Draft Environmental Report:

13.1.3, Groundwater, page 13-11, ¶ 4: The model results deviate from the actual data enough to make one wonder. Further, the model is based on well data from a small part of the aquifer, and the results for any actual wells in the westernmost part of the valley might differ, plus it is clear from public presentations that the model does not apply to any area in the eastern part of the valley.

Exhibit 13-8: The 1992 to 2011 groundwater elevation data can be interpreted to indicate an overall decrease in average elevation from about 6,188” in j-92 to 6,184’ in j-12. To me this is a significant trend that is not discussed on page 13-13.

Exhibit 13-10 The Squaw Creek snowmelt duration from 2003 to 2010 is interesting, but nowhere did I find precise information on how the data were obtained. I judge that the stream gauge data were somehow used by identifying stream flow changes.

13.1.5, Groundwater Quality, page 13-25, ¶ 3: I frankly judge that bringing in the specter of undiscovered leaking underground pollution sources is a red herring tactic. Not only have all the former sites been remediated, there are years of water quality monitoring since that time, and not contaminants have been detected. Why do this?

Impact 13-4, Groundwater Pumping, page 13-35, ¶ 2; here we have the **pretend/imaginary** “six (6) new wells”, the nine (9) “simulated” wells, and the “saturation index” being used as if they reflected real data. These are all discussed above regarding the Water Supply Assessment.

Thank you very much for your attention to this important, indeed critical, part of the Draft Environmental Impact Statement.

**THE BOTTOM LINES ARE THAT, FIRST, THE WATER SUPPLY ASSESSMENT MUST BE REVISED TO TREAT THE DEMAND-SUPPLY GAP IN AN HONEST WAY, WHICH IS TO SAY THAT HOW THE GAP CAN BE FILLED IS NOT YET KNOWN; SECOND, UNTIL THAT IS DONE, ALL ENVIRONMENTALLY RELATED AND DEVELOPMENT RELATED DECISIONS ARE ON HOLD; AND THIRD, THE DEVELOPER MUST TURN THOSE IMAGINARY WELLS INTO PRODUCTION WELLS, AND THE WHOLE YIELD FROM THE WESTERN END OF THE AQUIFER TESTED THOROUGHLY BEFORE ANY FURTHER ACTION IS TAKEN.**

(This comment is from David A. Brew Ph.D., U.S. Geological Survey Senior Research Geologist, Ret.; State of California Licensed Professional Geologist No. 2716. I have been a Squaw Valley homeowner since 1964 (with one interruption) and currently live at 1540 Lanny Lane in the valley. As a USGS Geologist I have had a great variety of field geologic and also administrative experiences. For over 15 years I have regularly attended Squaw Valley Public Service District, Squaw Valley Mutual Water Company, Squaw Valley Municipal Advisory Council, and Squaw Valley Design Review Committee meetings. I currently represent the Squaw Valley Mutual Water Company of the Technical Review Committee that monitors the quality of water in the aquifer below the golf course at The Resort at Squaw Creek.)

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

Date: July 1, 2015

I would like to address a number of the consequences of the proposed Village at Squaw Valley as stated in the Specific Plan and the DEIR. My first point is that the proposed development could affect the economy of Squaw Valley. In Section 1.4, "a social or economic change related to a physical change may be considered in determining whether the physical change is significant." I would argue that the entire development is making a huge physical and social change to the current village in all aspects such as parking, sense of personal space, crowds of people, views, skiing/hiking enjoyment. These physical and social changes could decrease the economic viability of Squaw Valley.

I believe that a number of factors will impact the number of visitors, especially skiers and snowboarders. One factor is climate change, the effects of which are spelled out in Chapter 16." Governor Arnold Schwarzenegger in 2005, proclaims that California is vulnerable to the impacts of climate change." (Executive Order S-3-05) One effect, as stated by DWR, is that the "the sierra snowpack will experience a 25-40% reduction from its historic average by 2050." (16.1.2). Table 9.1 shows that the number of skier visits to Squaw Valley Ski Resort has dramatically decreased from 713,393 to 389,395. Thus a decrease in the number of visitors to Squaw Valley will certainly impact the economic vitality of the valley.

Stated in Impact 4.5, (Section 4, Land Use and Forest Resources) the Economic Impact and Urban Decay Analysis (EIDA) has suggested that the project would not add to an oversupply of land uses within the North Tahoe area. Demand for housing in the Tahoe market area is expected to outpace the increase in supply. However this figure does not necessarily relate to Squaw Valley specifically. Squaw Valley historically has not had full capacity in bedrooms. My argument is that with a decrease in number of skiers, winter visitors will not seek out Squaw Valley, but chose to stay in less expensive lodging in Truckee and Tahoe City. (Also more activities are available in Truckee and Tahoe City.) Skiers, who do not live in Squaw Valley, may also turn to Utah and Colorado where the snowpack is more predictable. Visitors from other countries may choose not to ski at Squaw with years of low snow pack. Again a decrease in the number of visitors will affect the economic vitality of Squaw.

Although the use of the MAC might attract more visitors, the developer (Section 9.3.2) states that visitors probably will not come to just use the MAC. The MAC visitors are "expected to be skiers already staying on site or extending the length of a day skier visit." (To be noted also that Plumpjack, the Resort at Squaw Creek, and the Squaw Valley Estates also plan to expand number of rooms available for visitors.) One last point is that if construction does take 25 years, visitors may be turned off by cranes, trucks, and general construction noise and inconvenience. If the developer created fewer rooms, the

number of years for construction would decrease. Thus the economic viability of adding 1493 bedrooms in 850 units in Squaw Valley, especially in the winter, may be questionable. A specter could be raised of an over-built village with many empty rooms.

SVRE states as an objective to to be a world-class resort ...to be on a par with peer world class North American ski destinations and be economically sustainable." (2.13, Section 2, Executive Summary) The ski terrain of Squaw Valley and Alpine Meadows can in no way compete against Vail and Whistler, which are world-class ski areas. Much of the vaulted skiing at Squaw Valley is for experts on K-T, Headwall, Granite Chief and the Palisades. Shirley Canyon, Mountain Run, Big Blue runs are for intermediate skiers. Unless one is an expert skier/snowboarder, Squaw Valley is limiting especially compared to the expanse of slopes at Vail and Whistler. SVRE should look to creating a smaller truly unique Alpine ski area, a special niche, with fewer hotels and condos. Obviously a smaller ski area has much less environmental impact over-all such as related to noise, views, light, water consumption, and general energy consumption.

Section 8, Visual Resources, has shown well the impact of the proposed buildings on the views. Exhibit 8-11 clearly shows the 90,000' foot print and 108' height MAC dominating the view. As stated in 8-1, the impact of the proposed buildings (especially the size of the MAC) to occasional visitors is less than significant because they have no expectations what the view was previously. However the greatly altered view as one enters Squaw Valley would be "significant to permanent residents of the Valley." I would add that not only for the Squaw Valley residents is the altered view significant, but also to the 1400 Squaw Valley property owners (who pay Placer County taxes) and hundreds of locals who have skied Squaw Valley for many years. Condo owners, such as those in Olympic Village Inn, will be hugely impacted by the buildings shown in Exhibit 8-19. They clearly lose views of the mountain. The screening of the buildings by trees, Exhibits 8-11 and 8-12, do mitigate the impact of the views. If the 7-8 story buildings, which may be built in the new Village, were 4 stories high, planted trees could help soften the visual impact.

Over-all, the proposed buildings give an urban feel to this mountain village. The term "pedestrian friendly pathways" tries to soften the effect of corridors between multi-storied buildings. Table 3.3 and Exhibit 3-16 (Section 3, Project Description) show "open space network" including a 150-200 foot-wide conservation corridor along the creek. Interpretive stations will be built along the creek. These open spaces and walkways are an added attraction for visitors, but hardly take away the large visual impact of the proposed hotels and condos. One more point, in this programmatic proposal one cannot be assured that the architecture, as shown in the Specific Plan and the visuals in Chapter 8, will be how the Village will really look.

The developers do not seem to take into account that Squaw Valley is a box canyon with limited space to expand. Compared to resorts such as Vail, Sun Valley, Jackson Hole, Whistler, Squaw Valley does not have the room to expand without filling up the end of the valley. The very large MAC does not fit into the environs of Squaw Valley. The MAC is simply too big a building. The environmental impact on such a small valley is

huge. Again the developer's proposal, as stated in the Specific Plan, will greatly alter the natural beauty of Squaw with its surrounding mountains and granite peaks.

Among the benefits touted by the developer (Section 3) are improved hiking and biking trails in Squaw Valley. Flush toilets would be added to the park. However as true bikers and hikers know, there are ample trails around North Tahoe to enjoy. The SVRE plans for a very large development with significant environmental impacts related to views, water, noise, lights, traffic are a large price to pay for a few improved hiking and biking trails. Especially significant to hikers is the environmental impact of the fractional homes and resident roads at the bottom of Shirley Canyon. Much is given up forever in these 8.8 acres in Shirley Canyon (Lot 19) for the enjoyment of a few home-owners.

The impact of increased traffic cannot be mitigated as stated in the DEIR (Section 9) especially on big ski days. However currently the proposal has no plan, except for cones which are already used and traffic information on one's phone, to mitigate the traffic jams on Highway 89 and also into Alpine Meadows. Potentially skiers from the Bay Area and Sacramento on holidays and week-ends will be turned off by traffic jams. An argument consistently used by SVRE is with increased number of rooms, people will stay rather than leave the valley. Since currently not all beds are filled in the valley, how can SVSH prove that statement? Consequently if the number of skiers decreases because of traffic (as well as climate change), are all the proposed 1470 rooms needed in the valley?

Above I have commented on some of the analyses of the DEIR. Over-all the SVRE proposed village for Squaw Valley has too many significant and unavoidable impacts to overcome to truly benefit future visitors as well as for those who have enjoyed Squaw for many years. We therefore ask the Placer County Planning Commission and the Board of Supervisors to reject the proposed project because of its significant and unavoidable impacts, and require the applicant to submit an alternative with fewer bedrooms, lower heights and revised project features

.....  
Written by Sally Brew, PhD. I have taught at San Jose State for 20 years, worked at Lockheed for 10 years, and NASA for 4 years. My working years have made me aware of dealing with facts, not suppositions. I first came to Squaw Valley in 1956. Since then I have come to Squaw regularly with my husband, Dave, and four daughters to enjoy its natural beauty, as well as opportunities for hiking and skiing. I have been a property owner in Squaw Valley, off and on, since 1964. Obviously much has changed as the resort has developed over the years.

Thank you for the opportunity to address the above issues. I look forward to receiving any future information about the SVRE Squaw Valley village development.

Sent by: Sally (Alice) Brew  
629 Benvenue Ave.  
Los Altos, Ca. 94024  
sdbrew1@ mindspring.com

Maywan Krach, Community Development Technician  
Environmental Coordination Services  
Placer County Community Development Resource Agency  
3091 County Center Drive, Suite 190  
Auburn, CA 95603  
Sent by email to: [cdraecs@placer.ca.gov](mailto:cdraecs@placer.ca.gov)

June 14, 2015

Dear Ms. Krach,

We are homeowners on John Scott Trail in Alpine Meadows, owning two properties (1743 John Scott Trail and 1751 John Scott Trail) for more than 15 years. We have reviewed the Draft EIR (DEIR) for the Village at Squaw Valley Specific Plan (PSPA 20110385, State Clearing House No. 2012102023) (VSVSP). Our comments follow.

Summary:

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

Population, Employment, and Housing (Chapter 5):

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

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

Biological Resources (Chapter 6):

Impact 6-9 Tree Removal – The project proposes removing trees to make room for new construction and mitigating the impact to the environment by replanting trees in an alternate location on an inch-for-inch basis. The DEIR finds this mitigation effort to be acceptable; however, it would take decades if not a century for newly planted trees to truly replace the large mature trees that would be removed by the

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

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

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

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

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

#### 6.1.8 Critical Habitat:

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

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

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

### Visual Resources (Chapter 8):

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

As summarized in the DEIR:

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

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

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

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

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

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

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

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

### Transportation & Circulation (Chapter 9):

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

### Noise (Chapter 11):

According to the DEIR, despite substantial efforts to mitigate construction noise, "... construction activities would continue to produce disruptive daytime noise over an extended period. Thus, this impact would remain significant and unavoidable." Given the very long-term nature of the proposed project, local residents would likely be subjected to the noise of on-going construction for a significant portion of their residency in Squaw Valley. Escaping the noise associated with many of California's major cities is a primary factor for many residents who call Squaw Valley home. A construction project of this size over an expected 25 year period essentially destroys the peaceful environment which was a key reason most residents purchased their Squaw homes, and it does so for the remaining life of many residents.

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

Hydrology & Water Quality (Chapter 13):

To satisfy water demands for the proposed project, new groundwater wells and sewer systems/lines will need to be constructed, and some existing wells and sewer infrastructure may need to be destroyed or decommissioned. If a well or sewer component is not correctly constructed or if the proper procedures are not followed during destruction/decommission, there is a significant chance for contaminants to enter the groundwater. The project will also increase the total volume of water needed by the Squaw Valley community/resort. This could lead to a shortage of water for local wildlife, as well as for the purpose of fighting forest fires. Utilizing more groundwater in this sensitive area, particularly during a serious California drought, has consequences which have not been adequately studied in the DEIR.

For example, the DEIR indicates that “Potential loss of nesting yellow warbler habitat due to operational groundwater impacts would be significant.” But no solid mitigation plan is presented.

Additional Concerns:

Forest Fire Risk: Construction activities which can produce extreme heat and airborne embers/sparks, pose an increased risk of forest fires. Considering the current extreme California drought conditions, which environmental experts expect to persist given trends in climate change, we should be highly conscious of allowing any activities that could lead to an increased risk of starting forest fires. A few of the construction activities that pose extreme risk include the use of welding torches, as well as concrete, tile, and masonry saws.

Conclusion:

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

Thank you for your consideration of our comments. Please feel free to contact us at any time.

Sincerely,  
Judy Bruner and Mike Bruner

Mailing Address:  
14072 Okanogan Drive  
Saratoga, CA 95070  
Judy’s Work Phone: 408-801-1516  
Judy’s Cell Phone: 408-772-7599  
Email: [judy.bruner@sandisk.com](mailto:judy.bruner@sandisk.com)

Alpine Meadows Property:  
1743 and 1751 John Scott Trail  
Alpine Meadows, CA

## Maywan Krach

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**From:** steve buich <sbuich@gmail.com>  
**Sent:** Wednesday, July 15, 2015 2:15 PM  
**To:** Placer County Environmental Coordination Services  
**Subject:** Proposed KSL Squaw Valley Development Project

Before going any further this one question should be answered and resolved: Highway 89 is and always will be a 2 lane road and currently has difficulties digesting the traffic ... how will the KSL project further impact this situation?

STEVE L. BUICH  
3738 Meadow Lane  
Lafayette, Ca. 94549  
(925) 284-7660  
273 Basque Drive  
Truckee, Ca. 96061  
(530) 562-0141

## Maywan Krach

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**From:** Elizabeth Burch <elizabeth.burch@sonoma.edu>  
**Sent:** Monday, May 18, 2015 3:04 PM  
**To:** Placer County Environmental Coordination Services  
**Cc:** Sierra Watch  
**Subject:** Squaw Valley Development

Hello,

As a long time tourist to the area I want to tell you that I oppose these plans for development. If implemented, they would be the exact reason why I and other loyal tourists to the area would not return.

If losing my business along with 1000s of other tourists like me is what you would like to do, this project accomplishes that plan perfectly.

I urge rejection of this plan.

Please protect the natural beauty of the Sierras we love so dearly.

Dr. Elizabeth Burch  
Professor, COMS, SSU  
<http://www.sonoma.edu/communications/>  
My office is closed for the summer.

Typos courtesy of my phone

"Hope relentlessly."  
Dr. Lamont Hill

## Maywan Krach

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**From:** Melissa Burroughs <melissaburroughs@gmail.com>  
**Sent:** Friday, July 17, 2015 9:37 AM  
**To:** Placer County Environmental Coordination Services  
**Subject:** Proposed development at Squaw Valley

Good Morning,

This email is in regards to the proposed development at Squaw Valley mentioned in the following article:

<http://www.sacbee.com/news/business/real-estate-news/article23293791.html>

I love Tahoe for the place it is - a natural, rustic, beautiful-beyond-words sanctuary. Not a corporate-worshipping, greedy, make a man richer at any costs wasteland. Tahoe is not Aspen and I would hate to see it become Aspen. Once this type of development is completed, Tahoe will never be the same and the environmental footprint left behind will be devastating.

Adding 10, 100-foot-tall buildings? You have got to be kidding me. The only skyline I want to see in Tahoe is the majestic peaks at the top of Siberia, the spine down KT-22, the ridges at Granite Creek. Not some yuppy, latte sipping millionaires.

Think of all the construction runoff that will end up in our beautiful lake (which is having a hard enough time maintaining its beauty given the drought). Think of the massive influx of cars that will create backups up and down 80 and 89. Think of the chill, relaxed Tahoe culture that will be lost in favor of millionaire CEO's in their hummers.

Please, please PLEASE for the love of Tahoe do NOT move forward with this development.

Thank you for your time,  
Melissa

## Maywan Krach

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**From:** Michael Bush <skidad63@gmail.com>  
**Sent:** Friday, July 17, 2015 10:25 AM  
**To:** Placer County Environmental Coordination Services  
**Subject:** Squaw Valley

To whom it may concern,

During the last 30 years I have been a loyal patron to both Squaw Valley/Alpine Meadows ski areas. During this time my family has also had a home in North Lake Tahoe. I am very concerned about the proposed "New Village" at Squaw Valley. My concerns are that I don't feel that the ends of this project justifies the consequences that will be felt not only in Squaw Valley, but in the whole Tahoe basin. My family uses the resources of the Tahoe Basin to escape from the urban life of the Bay Area, and introduce our up coming generations to the wilderness, fresh air, and the jewel we call Lake Tahoe.

I feel that the proposed plan at Squaw Valley, will deteriorate something that can never be replaced. I also feel that there really is no need for this village, or the indoor amusement park. As it stands now, how often is the current village actually "sold out"? I don't see the need to build more for something that is all ready sufficiently accommodating the demand of its patrons.

I feel that if this proposal is accepted that it will destroy something that man can never restore. It will cause too much traffic for the current infrastructure to handle. It will create smog inversions that will effect the whole basin. I also feel that the basin, in the natural state that it is now, provides plenty of recreational resources for the people that use these resources. Do we need to create artificial things to do, in an area that is so abundant in recreation in its natural state? The things being proposed does not belong in such a place, they belong in a place that has already been urbanized. Would we build Disneyland in the middle of Yosemite, just so we can make a profit? Do we want to ruin the majesty that Mother Nature has provided us with views of buildings? Do we want to deplete lakes and rivers, and the wild life that goes a long with it, to supply such a monstrosity in an area that is currently struggling with drought? Do we need 25 years of construction and the noise and congestion that goes all long with it? When will this project end? The echo systems of the Tahoe Basin are all ready hard enough to balance, without this kind of a development.

I do feel the development at Squaw should be done to improve an already deteriorating infrastructure that is all ready in place, while making it possible for the sensitive echo systems of the Tahoe Basin to survive.

Placer County has been blessed with the resources it has now. Places like Lake Tahoe are unique in their own right, and should be preserved, not modernized beyond the regions capabilities. The people that frequent Placer County in whole, for the most part, do so to escape the exact kinds of things being proposed at Squaw Valley. There are plenty of places all ready in place for people to find huge hotels and amusement parks.

In conclusion, as someone who's family has been attracted to Placer County, and the Tahoe Basin for decades, I would hope that the planners and developers would look at the long term goals of the County, and to protect a place that is very unique.

Sincerely,  
Michael Bush  
Martinez Ca

## Maywan Krach

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**From:** Alexander Fisch  
**Sent:** Friday, July 17, 2015 4:55 PM  
**To:** Maywan Krach  
**Subject:** FW: re Development Proposals by Squaw Valley Ski Holdings and KSL

FYI

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**From:** Kally Keding-Cecil  
**Sent:** Friday, July 17, 2015 4:53 PM  
**To:** Alexander Fisch  
**Subject:** FW: re Development Proposals by Squaw Valley Ski Holdings and KSL

The below email was sent to the general Planning email.

Thanks,

Kally

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**From:** sandra butler [<mailto:sandranbutler@yahoo.com>]  
**Sent:** Friday, July 17, 2015 3:44 PM  
**To:** Placer County Planning  
**Subject:** re Development Proposals by Squaw Valley Ski Holdings and KSL

Board members:

We are long time vacationers in the North Lake Tahoe area and are now full time residents. The current proposal for the development of Squaw Valley is way out of sight for this area. The magnitude and time scenario for completion of such a giant undertaking is going to eliminate the environment we taught our children to expect when coming to the mountains. Squaw Valley is unique. Please, please, don't approve plans to make it another Vail or Beaver Creek.

Respectfully,  
Sandra and Tim Butler  
Truckee