

Maywan Krach

From: troy caldwell <troy.caldwell@att.net>
Sent: Friday, July 17, 2015 4:08 PM
To: Placer County Environmental Coordination Services
Cc: Troy Caldwell
Subject: Comments on Draft EIR

Dear honorable Board of Supervisors,

Thank you for the notification and opportunity to comment on the Draft EIR on the Village at Squaw Valley. I represent the property on the south border of the applicants properties.

Thank you to you, your staff and all the consultants contributing to the reports. Also thanks to all that have participated in this process and the applicants willingness to listen and respond.

I offer my support of the Draft EIR document, as presented, with no reservations to its accuracy. Having no expertise beyond that of your consultants, I believe and trust in the document and the proceedings set forth in this application process as well as the right to comment on the document and applicants rights to use their properties in a lawful manner.

Sincerely,

Troy Caldwell

Maywan Krach

From: Peter M. Callahan <PCallahan@ctsclaw.com>
Sent: Thursday, July 16, 2015 4:35 PM
To: Placer County Environmental Coordination Services
Subject: Squaw Valley Village construction plan

I am and for several decades been a homeowner in the Alpine Meadows area of the Tahoe basin, and I am emailing in complete opposition to this money grab at the expense of our recreational area.

The proposed *Squaw Valley Village Specific Plan* includes a series of highrise condo projects with more than 1,500 new bedrooms and a massive indoor amusement park with waterslides, fake rivers, arcades, and simulated sky-diving. **THIS IS A TERRIBLE DESTRUCTION OF A BEAUTIFUL, HISTORIC FAMILY RECREATIONAL AREA! PLEASE REJECT THIS SELL-OUT OF OUR GRANDCHILDREN'S FUTURE.**

Thank you!



Peter M. Callahan | Partner | Cell: (714) 264-5594

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Maywan Krach

From: Mary <marycamel@earthlink.net>
Sent: Wednesday, July 15, 2015 12:55 PM
To: Placer County Environmental Coordination Services
Cc: Mary Camarillo
Subject: Squaw Valley Expansion Project

Dear Placer County Officials,

I have just heard about the Squaw Valley Expansion Project in the Sierra Sun regarding the expansion project planned for the Squaw Valley area.

As a resident of Southern California that needs a place like Squaw Valley to escape to, I am emailing today to express my concern and disapproval of this project. The addition of shops and restaurants and hotels have already started to diminish the region's peaceful quality. Further expansion would turn Squaw Valley into one of the many generic and soulless shopping and dining destinations that we have too much of all ready.

I urge you to stop this expansion project!

Thank you,

Mary Camarillo
16192 Brent Circle
Huntington Beach, CA 92647

July 8, 2015

Re: DEIR Village at Squaw Valley

To: Placer County Planning Commission and the Board of Supervisors

I have been a Squaw Valley resident since 1985 and know the culture and legacy of this pristine mountain valley. I am a Doctor with a full-time medical practice in Tahoe City and my husband is the local Placer County Senior Deputy District Attorney. I am a member of the North Lake Tahoe Kiwanis and Tahoe City Downtown Association. Having lived and skied at Squaw Valley for the past 45 years, I have seen many development changes including The Resort at Squaw Creek, the golf course, Squaw Valley Lodge, and the existing Village at Squaw Valley. I am not against productive and environmentally sound growth, but I am against the irreversible, serious environmental impacts the massive Village at Squaw Valley project imposes on our small valley.

In reading the DEIR, I have found multiple errors in calculations and conclusions within the numerous sections of the 23 “significant and unavoidable impacts”. These impacts are unacceptable and will cause extreme degradation of the environment and the quality of life for residents and visitors. I would like to comment on two of these significant and unavoidable impacts: traffic and noise.

The traffic analysis should be redone to simulate an average non-drought year experience because it currently understates the congestion impacts. Traffic analyzed from the 2011-12 ski season’s peak hour and day traffic volume is NOT reflective of actual conditions. This is because lack of snow in that season created less skier traffic. The consultants need to re-evaluate the traffic on an average year, not a dry winter year with decreased skier volume. Even with 4 years of drought conditions, the intense amount of traffic driving into Squaw Valley during peak periods backs up for miles and effects my business in Tahoe City as patients cannot reach Tahoe City from Truckee due to lengthy backups at Squaw Valley. Furthermore, the traffic impacts need to be accurate to effectively understand the noise impact and greenhouse emissions.

With the traffic study significantly inaccurate, the noise will exceed the allowed threshold volume much more than currently projected in the DEIR. Additionally, the number of hours construction is allowed (6am-8pm or longer, on most days of the week) and the unbelievable 25 year length of construction is unacceptable. Squaw Valley is a narrow box valley with granite walls. Noise reflects and amplifies tremendously within our valley. The mitigation to this solution is to decrease the massive project to half the size (which still makes it double what exists today), and allow an ample 5 -10 years to build...not 25 years of excessive noise pollution. Summer visitors relish in the peaceful quietness Squaw Valley has to offer. This will be ruined for a quarter of a century, and perhaps for all time, if the current proposed project is not denied and mandated to adopt a more reasonable, reduced scale alternative project.

Do you remember the world 25 years ago? How can there be approval for a massive 25 year construction project when we don't even know what the world and its demands will be like in 2040! The project should be reduced in scale and given a more realistic 5-10 year time frame.

I honorably ask the Placer County Planning Commission and the Board of Supervisors to **reject the proposed Village at Squaw Valley Project** because it has too many unacceptable and serious impacts. The project has excessive objectives. It does not have to meet all of these objectives! The mitigation to all of these issues is to require the applicant to resubmit a 50% reduced scale version with 50% or fewer bedrooms and lower heights on building structures to reduce the impacts on traffic, noise, visual beauty, water quality, aquifer safety, and pollution.

Squaw Valley has been my home for 30 years. My concern is if this massive, irreversible project is allowed to destroy our environment and quality of living, I will leave. Squaw Valley, one of Placer County's jewels, cannot handle the environmental abuse and mistreatment.

Thank you for your time, your understanding, and for allowing me to address these important concerns. Please forward me all future notices related to the project and EIR.

Very Sincerely,

Dr. Christina R. Campbell

530-583-0002
1750 Navajo Court
PO Box 2743
Olympic Valley, CA 96146

doctorcampbell@sbcglobal.net

To: Placer County Community Development Resource Agency
Attention: Maywan Krach Email: cdraecs@placer.ca.gov

Subject: Comments regarding Village at Squaw Valley Specific Plan

I would like provide my comments on the Village at Squaw Valley Specific Plan as delineated in the draft Environmental Impact Report (dEIR), dated May 2015.

By way of introduction, my family and I have resided at 1560 Squaw Valley Road, Unit 2 since 1996. As such, we are no more than 50 feet from Squaw Valley Road. Our family (along with 15 other unit owners) will be adversely affected by the construction that is expected to last 25 years. We will further be impacted by the increased traffic on Squaw Valley Road that this plan will produce during and after construction is completed.

In summary, I am concerned that the County is allowing the applicant to violate many of the County's regulations - as according to the dEIR there are no feasible mitigating solutions for a large number of the items detailed in the plan (cultural, visual, transportation, noise, climate change and greenhouse gasses).

dEIR 2.2.1

Implementation of the proposed Specific Plan would result in the following significant unavoidable environmental impacts, following implementation of feasible mitigation measures:

The County's regulations were enacted for a reason – to protect its citizens and its environment. The Applicant should not be allowed to violate them.

Regarding the plan, here are additional comments and concerns relative to the proposed plan:

1. **Noise Levels exceeded for Valley Residents on Squaw Valley Road**

The plan provides for no mitigation of noise levels that exceed County standards for residents located within the 60dBA average noise level. The plan specifically notes this impact will be significant (for 25 years!).

dEIR Page 18-34, 18-35

noise would exceed applicable noise standards on roads that currently comply with Placer County noise standards. Therefore, project operation would result in a considerable contribution to long-term noise. While implementation of Mitigation Measure 11-5 would reduce interior noise from Squaw Valley Road at new sensitive receptors, no feasible mitigation exists to reduce the project's impacts to existing sensitive land uses (i.e., residences located within the 60 dBA day-night average noise level [L_{dn}] noise contour of Squaw Valley Road), which would be exposed to exterior noise levels that exceed applicable Placer County noise standards, although only during a select number of days during summer. Therefore, this cumulative impact would be significant and unavoidable.

The noise level standards as defined by Placer County should be enforced!!!

2. Permitted Construction Hours

Given the length of time construction (25 years), the County should shorten the allowable construction hours during which time building is permitted. This change should also dictate that construction vehicles are not allowed on Squaw Valley Road before or after said revised construction hours and that the noise ordinance standards be enforced for all construction equipment.

dEIR Page 11-14

According to Article 9.36.030, "Exemptions," some noise-generating activities are exempt from the above noise ordinance standards, including construction that is performed between 6:00 a.m. and 8:00 p.m., Monday through Friday, and between 8:00 a.m. and 8:00 p.m. Saturday and Sunday, provided that all construction equipment is fitted with factory-installed muffler devices and maintained in good working order.

3. Maintenance and plowing of bike path

There is an assumption in the plan that the bike path will be maintained all year, but no statement of responsibility. We should expect Squaw to pick up this activity and/or expense as funding for plowing the path is always in question - particular as the East Parcel will be connected to the existing bike path and will increase the use of path by corporation employees.

dEIR Page 9-36

- ▲ Year-Round Bicycle and Pedestrian Trail Network – A comprehensive network of multiuse paths and sidewalks would be provided throughout the Village Area and maintained year-round by providing snow removal.

dEIR Page 9-37

- ▼ Provide continuous Class I Multi-Purpose Path linkage between the East Parcel (employee housing) and the Village.

As relief, the bike path plowing cost should count toward the Corporation's recreation funding commitment.

4. Extend use of Employee Shuttle

The proposed Employee Shuttle from the East should be accessible for Valley residents from 2-3 designated stops on Squaw Valley Road (Post Office for example) to and from the Village. In the past this service was provided by the Corporation as well as the Resort, but in recent years has been discontinued. This would reduce the use of cars by local residents and their guests.

dEIR Page 9-37

The majority of new employees (both residing on the East Parcel and outside of Olympic Valley) would be transported between the East Parcel and the Village Area by shuttle during peak winter conditions. However, some employees (estimated at 10 percent of hospitality staff) are expected to drive to the project site due to the need to have a car during their work shift.

5. Dust Management

During the last Village construction, the dust for residents near the construction zone was so bad you could not open your door during the day. Control of dust needs to be addressed in the dEIR.

6. Performance Bonds

There is no reference in the dEIR on how the County will insure that all the mitigation, and other commitments (parking structure, creek restoration, recreation etc.) as listed in plan are completed. There should be a specific requirement by the County that requires the posting of guarantee bonds in order to proceed with any development of this time duration (25 years).

7. Lack of a Broadband and Internet Service Plan

The Plan is silent about broadband services. Currently Olympic Valley is without an internet provider. The only provider, AT&T has recently stopped providing new DSL connections. And while it is believed that Suddenlink will install a fiber link for the Valley, Suddenlink has recently been purchased by a French company and the new owner's priorities may change this plan. The County needs to consider internet access like any other utility and demand that the developers address the provision of broadband services for the Valley in its development plan.

8. Offsite Snow Removal

The dEIR allows Squaw to remove snow to offsite storage areas. This means residents will continue to contend with the noise of large trucks using Squaw Valley Road during the early morning hours.

dEIR Page 14-41

Active snow melt practices, such as heated walkways, may be used in areas that are determined to require high accessibility. The option of off-hauling of snow may be utilized when warranted and would be highly dependent upon the snow conditions within any given snow season. Due to the extra expense associated with off-hauling, it would typically only be used during exceptionally heavy snow conditions when on-site storage options have reached their maximum capacity. If off-hauling is used, snow would be transported by truck to various available off-site locations within 20 miles of the plan area that comply with Lahontan Regional Water Quality Control Board standards and properly impose appropriate Storm Water Pollution Prevention Plan and water quality BMP programs.

Further, taking the snow up to 20 miles away from the Valley can only increase the carbon footprint the Corporation brags so much about reducing!

Simply put, no offsite snow removal should be permitted. There is plenty of land within the development footprint for the developer to designate for on-site snow storage.

9. Location of Fire Substation

The plan is silent as to where the new fire substation will be located. The dEIR also implies that the old station will be used as the new substation. At a recent SVPUD meeting, the Olympic Valley residents and the SVPUD Board made it clear they did not want to use the building for that purpose and to hold it for future community use.

The fire substation issue is noted in

dEIR Page 14-44

The project applicant may provide land within the main Village area to the SVFD for construction of the substation. The substation may also ultimately be constructed outside the VSVSP, or the "old" fire station on Chamonix Place could be renovated to serve as the substation. The potential impacts of a new fire substation within the plan area are addressed in this DEIR. Separate permitting and environmental review would be required if the substation were built outside the plan area, as indicated in Section 3.4.3, "Public Services and Utilities." If the new substation were established at the old station on Chamonix Place, renovations would likely be relatively minor, resulting in few environmental effects. Construction of a new facility would have similar environmental effects to other relatively small development projects in Olympic Valley, including construction and operational traffic, air emissions, and noise (see Chapter 11, "Noise," for a discussion of noise impacts from emergency facilities).

Definitive plans delineating the specific location of this substation should be included in the dEIR so residents can review and comment on the proposed location. It should not include use of the old fire station.

10. Parking on Squaw Valley Road

During the peak ski days at Squaw, the ban on parking on Squaw Valley Road is constantly violated and enforcement of the winter parking ban is never enforced. This is a particularly dangerous situation when the cones are placed on the road to allow for 2 exit lanes. Further, unless you are a resident of the Valley, most out of town day skiers are not even aware that there is a parking ban in the winter on this road.

As Day Skier parking use will be reduced in the proposed plan (during and after construction), we can expect more days where parking on Squaw Valley Road will be done.

I would ask that the County (1) post no parking signs on Squaw Valley Road from Christy Hill Road to the Queen of the Snows Church and (2) enforce the no parking rule in this area by ticketing and towing.

11. Cultural Issues

County should require that the 1960 Olympic A-frame (old movie theater where Cornice Cafe is located) be save and relocated. It should be converted into an Olympic/Valley museum and community center. This conversion should count toward the Recreation Funding requirements required by the County.

12. Size, scale and environmental impacts of Village

I am concerned over the negative effects that the development will have on the visual appearance of Olympic Valley (10 story buildings and water park grossly out of proportion to existing village, concrete parking garage at entrance to Village) as well as the potential water supply issues that the development might create, I would ask that the County be diligent in its stewardship of the land and our environment.

In summary

Finally, when considering the proposed development, I would ask each County employee charged with determining the final outcome of this development, view the proposal as if they were in my family's situation – living 50 feet from Squaw Valley Road during a construction that is expected to last 25 years.

There is only one Olympic Valley and the proposed changes will alter it forever. Please be mindful of this when making your final determinations.

With regards,

Michael Carabetta & Family
1560 Squaw Valley Road, Unit #2
Olympic Valley, CA 96146

My name is Judy Carini. I have lived on the Squaw Valley main road since the summer of 1975. Over the past 40 years, I have witnessed firsthand the increases in noise, traffic and congestion. I feel strongly about all the impacts from the KSL Specific Plan, but today, I would like to talk to you about population and views.

The SVGP indicates that there are limits to the optimum development of the Valley and allows for growth to reach a seasonal-peak, overnight residential population of about 11-12,000 people. The Plan states that the quantity of housing units must be balanced between the year around resort demand, including employees, and the permanent population, and the number of housing units must not exceed the ability of the environment and public facility infrastructure to accommodate the peak population.

According to the 1983 Plan, in 1972 housing accommodations provided space for approximately 2800 people. 43 years have passed and the number of units in the Valley has increased considerably.

Placer County has estimated the current peak overnight population at 5,858 people. They applied the occupancy rate assumptions developed in the Water Study Assessment, which used occupancy rate percentages to develop an assumption on the average yearly population, not the peak seasonal overnight population. The WSA admitted that the actual overnight peak occupancy is unknown.

So, with all that in mind, I decided to calculate the current seasonal- peak overnight residential population. I felt that the only way to develop an accurate estimate was to count units and bedrooms. I established parameters and stayed as conservative as possible.

My calculations indicate that the current potential peak overnight population is almost 12,000, and with the projects that have not yet been built, that population could go over 17,000. Overpopulation in this small valley of 2.06 square miles will create not only intolerable impacts but actual damage to the delicate environment. I ask you to help us and ask KSL to re-think the size of their project and come back to the County with a smaller and less impacting proposal.

So far, development in Squaw Valley has not seriously impacted the views and panoramas. This will change if the Specific Plan is approved.

The projects DEIR has determined that landscaping would satisfactorily screen the proposed 108' structures, and while impact would be significant to permanent residents, the view impact will be less than significant to occasional visitors. Therefore, the proposed project would not substantially detract from or degrade scenic vistas. I find that offensive on two levels. First, the residents are taxpayers in Placer County so one would think their quality of life is more important than an occasional visitors, and second, if an impact is significant, it is significant to all who come into the Valley whether resident or visitor. Looking at tall buildings and the skyline in New York City is beautiful. Looking at tall buildings in a beautiful alpine valley like Squaw Valley, no matter what the architecture, is not beautiful.

Placer County is blessed with many beautiful scenic vistas. If we were to list the top five, it would include the view from the east end of the Valley looking west, especially the morning after new snow has fallen. There are three parts to a scenic composition. The fore ground, the middle ground and the back ground. Tall buildings will forever impact 33% of that composition. What a tremendous loss for Placer County, the Squaw Valley community, and for all the visitors who come to the Valley with cameras and artist brushes in hand.

How can Placer County support destroying 33% of the iconic, historic, widely photographed and painted panoramic view of the meadow and mountains in Squaw Valley? You can stop this from happening. You can require that views be protected and that the proposed heights of the buildings be reconsidered.

Submitted by
Judy Carini
6/25/15

Date: July 16, 2015

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

From: Judy Carini - Squaw Valley Property Owner - squawhouse@att.net
PO Box 2419
Olympic Valley, CA 96146

RE: Village at Squaw Valley Specific Plan Draft Environmental Impact Report Dated: May 2015

I want to first apologize for responding with such a long letter. I had a lot to say and didn't know what to eliminate. I have been a resident and property owner in Squaw Valley since 1975, and have always lived on Squaw Valley Road. I have served on the MAC and on the SVDRC for a number of years. I understand the complexities of developing here in the Valley. I have seen first-hand the increases in traffic, dust and noise from the construction of the Village at Squaw Valley and the Resort at Squaw Creek. I believe the Valley should not be overdeveloped, and if an impact is unavoidable, then it should not be allowed. If the Specific Plan is approved, the impacts could degrade the Valley to such an extent that no one will want to live here. That would be financially devastating to everyone who owns property in the Valley, not just the homeowners. Your efforts to protect the Squaw Valley environment and the Valley we call home are greatly appreciated. Thank you for giving me the opportunity to respond to the Specific Plan DEIR and thank you in advance for addressing my concerns.

Judy Carini

The Draft EIR has correctly addressed many of the important impacts that will result from the KSL Specific Plan and its proposed development. There are, however, a number of impacts that have been either completely overlooked or have not been fully addressed. This project is extremely large, many of the buildings are too high and the construction related to its full implementation will last, for some, a lifetime. Your efforts to evaluate all the potential impacts are critical. The areas that I found inadequately addressed, or not addressed at all are the following:

1. The DEIR failed to address important impacts that will result from the approval of the Specific Plan itself. The DEIR states: "The proposed Specific Plan is designed to be consistent with the overall development intensity and the goals, objectives and policies of the SVGPLUO." The reality is that numerous land re-designations and amendments to the SVGPLUO and to the Placer County Zoning Ordinance will be necessary to make the Specific Plan consistent with the SVGPLUO, and those changes will significantly alter and degrade the purpose, principles and goals of the SVGPLUO. To avoid this impact, the developer should be required to re-submit the project in the form of a Planned Unit Development and comply with all the development limitations, as suggested in the SVGPLUO.
2. The DEIR failed to consider the fact that if the Specific Plan is approved, Placer County will have unilateral control over the future of not only the Plan area, but also, because of the significant impacts, the entire Valley. The SVGPLUO, along with the MAC and the DRC, were formed to ensure a high degree of local home rule. Over time, the Specific Plan can be changed and altered, but the community will not have a voice and will not have an opportunity to address these changes. Democracy will be gone. The future of the property owner's investment, along with their quality of life, will be in the hands of Placer County. To avoid this impact, the developer should be required to re-submit the project in the form of a Planned Unit Development and work with the MAC and SVDRC, as advised in the SVGPLUO. The DEIR incorrectly took the position that a specific plan was a more appropriate process, rather than a PUD. That line of thinking is flawed because the PUD process allows for better control over

population growth and density. Through the PUD process, new projects can be analyzed one at a time through the MAC and DRC, keeping them compatible with the growth and development of the entire Valley and with the needs of the community as a whole.

3. The DEIR has not adequately taken into consideration the age of the SVGPLUO and Placer Counties failure to make appropriate updates. Placer County has been asked many times for an update, but that request was always denied. The 1983 Plan was meant to serve the Squaw Valley community for about 10 years. Now, 32 years later, KSL is using the Plan to justify their massive development. There have been many changes in the Squaw Valley and the North Lake Tahoe area since the 1983 Plan was written, including substantial development in Squaw Valley and the Truckee area. Adjustments have not been made to the 1983 Plan addressing these changes. Placer County should be required to allow the Squaw Valley community time to update the SVGPLUO prior to approval of the KSL project.
4. The DEIR has failed to consider that the development in the North Tahoe area, including Squaw Valley, over the past 32 years should have compelled the need for an adjustment to the development goals in the 1983 Plan, consequently making the development goals stated in the Specific Plan unrealistic today, and 25 years from now. One could argue that the North Lake Tahoe area is now the destination resort area and that Squaw Valley is only a small part of it. The fact that the SVGP has never been updated creates a flaw with the DEIR because it is based on assumptions that are out of date. Placer County should be required to allow the Squaw Valley community time to update the SVGPLUO prior to approval of the KSL project.
5. The DEIR has not addressed the potential impacts resulting from the approval of a 25 year massive development Plan in a very small community with no options included to protect the Squaw Valley community should it become obvious that the Plan is no longer viable. Placer County should require that the developer include a plan that would protect the Squaw Valley community against the impacts from the financial failure of the project.
6. The DEIR has not adequately taken into consideration the effects global warming will have on the Specific Plan and the fact that the Specific Plan does not include a global warming alternative plan. Placer County should require that a global warming plan be included.
7. The DEIR failed to adequately protect the Valley against the abandonment, foreclosure and neglect of buildings due to vacancies and financial losses. The developer should be required to put up a bond with a guarantee that there are adequate funds available to completely remove buildings that are no longer used/useful and/or are not being maintained.
8. The DEIR does not address the fact that a Specific Plan goes against the SVGPLUO and the Placer County Zoning Ordinance. The SVGPLUO states, "Areas which were previously within a Development Reserve Zone District, which require Specific Plans or Rezoning are now in Districts which eliminate the Specific Plan Process." The Placer County Zoning Ordinance states, "In order to classify and regulate the use of land, buildings and structures, and to establish appropriate minimum regulations and standards for the development of land within Placer County that will consistently implement the general plan, the unincorporated areas of Placer County (except for the area covered by the Squaw Valley Land Use Ordinance) shall be divided into zone and combined districts." The SVGPLUO also states, "Sections 200-300 of this Ordinance establish a number of Land Use Districts as a part of the 1983 SVGP. The Land Use District on any given parcel in the plan area shall also be the General Plan Designation for that parcel. Only those uses listed under each Land Use District are allowed in such district." The developer should be required to stay consistent with the SVGPLUO, eliminating the need for numerous amendments. If the Squaw Valley community was and is not given an opportunity to amend and update the SVGP, then it is unfair that a developer should be given that privilege.

9. The DEIR has not adequately addressed the impacts related to the proposed relocation of the Heavy Commercial Land Use District, which is currently and appropriately located close to the ski area. The proposed new location is on land designated as Forest Recreation and Conservation Preserve. The proposed location is close to residential areas and adjacent to Squaw Creek. The noise and traffic this facility will generate will impact the immediate area and the entire village with trucks and equipment needlessly traveling through the Village complex in order to get to and from the ski area. With all this activity so close to Squaw Creek, contamination to the creek is likely. The proposed relocation should be denied.
10. The DEIR did not adequately address the impacts from the proposed placement of 6-30,000 gallon propane tanks at the proposed Heavy Commercial location. Every lot in the Specific Plan will need propane, requiring a massive network of piping, with numerous connections, elbows, etc. This will create a high likelihood that leaks will develop. The leaks will not only contaminate the aquifer and Squaw Creek, but could potentially cause a massive propane explosion. This is a threat to the immediate area and the entire Valley should a leak develop either at the tank site or somewhere along the pipeline. This plan needs to be reevaluated and the location of propane tanks should be re-considered.
11. The DEIR failed to notice that five of the parcels listed in the Specific Plan and in the Notice of Preparation are not in or anywhere near the Plan area. This should be addressed and corrected.
12. The DEIR did not adequately address the Mountain Adventure Camp. Recreation, other than skiing, is discussed in the SVGP. However, the suggested activities for the MAC do not comply with the recreational atmosphere that is encouraged in the SVGP. The DEIR needs to determine if a MAC is appropriate for Squaw Valley, considering all the outdoor activities that are already available. The location, size and height of the MAC should also be reconsidered because the present proposed location will greatly impact the view corridor and the Valley's iconic panoramas.
13. The DEIR did not address and should determine if KSL's goal to develop Squaw Valley "With sufficient size and services to be on par with peer world class North American ski destinations" is realistic. With only 94 acres to develop, who is Squaw Valley trying to be on par with?
 1. Whistler Blackcomb – population 9,824, approximately 62.44 square miles, 8000 acres of skiable area
 2. Keystone – population 1079, approximately 40 square miles, 3148 acres of skiable area
 3. Vail – population 5305, approximately 4.5 square miles, 5289 acres of skiable area
 4. Mammoth Lakes – population 8234, 25.3 square miles, 3500 acres of skiable area
 5. Breckenridge – population 4500, 14 square miles, 2880 acres of skiable area
 6. Aspen – population 6680, including Snowmass, Aspen Highlands and Buttermilk, 5547 acres of skiable area
 7. Squaw Valley – population of 926, 2.06 square miles, 3600 acres of skiable area (not including Alpine Meadows)
14. The DEIR does not address the impact to the ski mountain from the loss of a large, open, flat land area, now the surface parking lot, that can be used for lift maintenance, vegetation and erosion control on the mountain and installation of new lifts and towers. The parking lot also provides valuable open space that is needed to attract desirable events like the Ironman Competition, Wanderlust, the Tough Mudder, the Kids Adventure and others. The loss of these large events would be a great financial and recreational loss to the Valley and the North Lake Tahoe area. Parcels 096-221-017-000, 096-221-029-000 and 096-221-021-000 should be permanently set aside as surface parking to allow for these activities to continue.



15. The DEIR did not consider the impact of a parking structure on the view of the Village itself. While parking structures could be considered in some areas, they should obstruct the view corridor and they should not impact the views of the Village or the mountains. First impressions are critical. A parking structure should not be the first thing a visitor sees when driving into the Valley or to the Core area. The DEIR should place a height limit of 20' for all structures in the VC zoning of parcels 096-221-013-000, 096-221-018-000 and 096-221-016-000. This would protect against future view impacts and still allow for parking structures.
16. The DEIR has failed to recognize the importance of the California and Nevada buildings. They are not only historically important because of the 1960 Olympics, but also because they are a classic example of Mid-Century Modern architecture, which is an important part of the world wide architectural history of the mid-20th century, from roughly 1933 to 1965. Allowing either of these buildings to be torn down is an injustice to our California architectural heritage and our local legacy with the Olympics. They should instead be brought back to their original glory.
17. The DEIR incorrectly addressed view impacts. It is still possible to take a wilderness panoramic photo in Squaw Valley. That will change if the Specific Plan is approved. There are three parts to a scenic composition. The foreground, the middle ground and the back ground. The DEIR has stated that the foreground will be blocked with buildings, but there will still be the middle ground and the back ground (middle to upper mountains), and has determined that "landscaping would satisfactorily screen the proposed 108' structures, and while impact would be significant to permanent residents, the view impact will be less than significant to occasional visitors". "Therefore, the proposed project would not substantially detract from or degrade scenic vistas." This statement is flawed and offensive. The Squaw Valley residents are taxpayers in Placer County so one would think their quality of life would be more important than an occasional visitor. Also, if an impact is significant, it is significant to all who come into the Valley whether resident or visitor.

Placer County is blessed with many beautiful scenic vistas. If we were to list the top five, it would include the view from the east end of the Valley looking west, especially the morning after new snow has fallen. Allowing tall buildings on the eastern side of the Plan area will forever impact 33% of the panoramic, iconic, historic and widely photographed and painted views of the meadow and mountains in Squaw Valley. That is a tremendous loss for Placer County, the Squaw Valley community, and for all the visitors who come to the Valley with cameras and artist

brushes in hand. This is a significant and un-mitigatable impact and the DEIR has not given this the consideration it deserves. View impacts can easily be mitigated simply by restricting the maximum heights of all the buildings in the Village Commercial Land Use District. The DRC Guidelines state that the height of buildings should be compatible with buildings in the area. The average height of the existing Village is approximately 61'. The maximum height of all the buildings in the Specific Plan proposal should be limited to a maximum of 65', with lower height limits in areas where views are most impacted. This simple mitigation would result in a smaller project with fewer impacts.

Below is an example of panoramic views, the first without foreground and the second with foreground, middle ground and background. The difference is obvious. The loss of the foreground due to tall buildings cannot be mitigated and is not acceptable.



18. The DEIR has, because of obsolete information, failed to appropriately address the traffic and circulation impacts within Squaw Valley. The SVGPLUO states: “Assuming that present types of development continue and that the

Squaw Valley Road/State Highway intersection is signalized, the level of service during peak hours will fall below an acceptable “C” level before even half of presently allowable development has occurred. Squaw Valley has developed more than half of the allowable development of the SVGP, and Placer County has neglected to update the SVGPLUO. Therefore, critical information on the current peak population and the current traffic trends, which is needed to appropriately address traffic and circulation in Squaw, is not available. It is important for the DEIR to correctly understand the current traffic trends in order to determine if the current traffic impacts are substantial enough to warrant asking the developer to reduce the size of the project.

19. The DEIR failed to require that Placer County review and update their policy for coning, including the use of professional traffic personnel at the residential intersections rather than ski employees. A number of years ago, Placer County widened the Squaw Valley main road and the Squaw Creek Bridge. This made coning on busy ski days easier and safer. Ski Corp was able to successfully cone and lowered the ski traffic impacts in the Valley. But coning didn't solve all the problems. One of the conditions was for Ski Corp to man each intersection with a 'traffic controller', whose job it was to make it easier for cars coming from the subdivisions to access the main road. That condition did not work. There are still complaints from the community that it is difficult to get onto the main road when coning is present. The other problem with coning is that it only works when you actually do it. Now that KSL has taken over, they seem to have changed the policy on coning. Ski Corp was very consistent with their coning, whereas KSL appears to have a 'let's wait and see policy' and typically does not cone the entire road to the entrance. The policy on coning needs to be revisited updated and enforced.
20. The DEIR failed to adequately address traffic unrelated to ski traffic. Day skiers are only a small part of the traffic picture. Traffic in Squaw can come from a variety of sources, from skiers, employees and locals traffic to visitor and vacationers, from school busses and school related traffic to delivery trucks, from construction projects and workers to special events. There could be over 200 days a year with moderate to heavy traffic, depending on the length of the ski year and the summer activities. Although a transit system is in place, there are too many areas where transit busses do not travel for it to ever work well. For the DEIR to assume the only traffic impacts are in the winter, and for the DEIR to say that a successful transit system would solve the traffic congestion problems is unrealistic. Traffic and related congestion needs to be revisited and re-addressed, and a plan needs to be proposed that will protect the Valley against intolerable traffic noise and inconvenience.
21. The DEIR has underestimated, and should reconsider the importance of a two lane rotary at the intersection of Squaw Valley Road and Squaw Creek Road, plus a two lane rotary at the intersection of Squaw Valley Road and Christy Lane. Rotaries in these two areas could greatly improve the flow of traffic in and out of the Valley.
22. The DEIR has not adequately addressed noise impacts. The County has stated that some of the 25 years of construction will be done at night. The DEIR correctly identified concern about that, stating that noise will increase significantly during the evening and nighttime hours. Placer County has apparently already decided that this is of no concern. Alex Fisch was quoted saying that the construction during the evening hours would not be for 25 years straight. The DEIR should respond to this apparent disregard to the well-being of the community of Squaw Valley by prohibiting nighttime construction. Allowing construction at night will be a tremendous impact to the Valley, whether for one year or 25 years.
23. The DEIR failed to consider the noise impacts from the equipment needed to operation HVAC systems, pools pumps and filtration systems, hot tubs and the MAC. During the EIR process for the Resort at Squaw Creek, the noise impact from these systems was thought to be an insignificant impact. Now some areas in the Valley are living with a constant hum. It is most noticeable at night and is sometimes loud enough to make one think it is right outside the door. The Specific Plan is more than 10 times larger than the Resort at Squaw Creek. How much noise will be

generated from the equipment needed to support the hotels, condos, etc., along with the commercial businesses and the MAC? This very important impact has not been addressed by the DEIR.

24. The DEIR has failed to recognize that important updates have not been made to the SVGP, and if the Specific Plan is approved, the Valley will become overpopulated. The 1983 SVGP allowed for '0' bedrooms on the Forest Recreation land where the Resort at Squaw Creek is now located. The SVGPLUO states that Forest Recreation Land "is not intended to allow commercial uses permitted in VC, EC, HC, or AC Land Use Districts." This development should have been built on land designated as Village Commercial. Placer County should have, but never did, adjust the allowable density of the Village Commercial Land Use District to reflect the impact to the Valley from the Resort at Squaw Creek, Phase I and II. So far, only phase I has been completed, but Phase II is approved and could be built at any time. It's important for the DEIR to work with accurate numbers and to properly address impacts. The density and bedrooms from this and other developments, along with the square footage of commercial uses, needs to be subtracted from the allowable densities of the SVGP, which would result in a reduction of the size of the KSL proposal.
25. The DEIR did not address major weather related catastrophes. The biggest event in recent years was the snow and rain storm of 1997-98. It snowed heavily just before Christmas. Then, on December 26th, heavy rain moved in. The heavy rain continued, and on Christmas Eve, the disaster began. At 3AM, the Squaw Valley Firemen were rescuing people trapped in homes on the east side of the Truckee River. It was extremely dangerous because there were trees, bridges and propane tanks floating down the river. (By the end of the day, 8 bridges had been destroyed and/or washed away.)

By sunrise everyone could see the water, mud, and devastation, and it stretched about 100 miles north and 100 miles south of Tahoe, including Reno and eventually the greater Sacramento and San Joaquin County areas... In Squaw Valley, mud and water was rushing down through the streets and homes, carrying propane tanks with it. Waterfalls were cascading over retaining walls and the meadow was a lake. The Squaw Valley Lodge, Ales Cushing's home and a number of other homes were literally filled to the ceiling with mud. The south fork of Squaw Creek, at the point where it was diverted and re-directed around the village for the 1960 Olympics, reclaimed its original course and flowed directly into and onto the village and parking lot area. (Fortunately, this was before the Village at Squaw Valley was built.) Many other buildings in the area had various amounts of damage due to rocks and mud. Many of the roads in the Valley were washed away or covered with mud and rocks and were impassable. As the rain continued, visitors and homeowners were scrambling to get out. The Fire Department was overwhelmed with calls and rescues, and there was no help from the outside because all the other fire departments were dealing with the same problems. For a short time, it was still possible to go toward Tahoe City, but eventually Hwy 89 was closed in both directions due to 16 mud slides in the canyon. People around Lake Tahoe also wanted to get out. The West Shore was also impacted with mud slides. Hwy 267 was the only route out of the area. There was so much traffic that cars were at a dead stop, in the pouring rain, for hours. Once they finally got to Truckee, it was the same scene.

The news is already talking about the potential for a repeat of the 97-98 event. If the Specific Plan is approved, and this type of event happens again, which it probably will, what is the plan? How will this community handle the additional problems from increased population, more congested, more cars and panic?

The locals have jokingly referred to Squaw Valley as Disaster Valley, because of all the horrible things that have happened here. But it's really not a joke. It's important for the DEIR to understand the risks and offer a plan for the next tragic event. Since 1975, the Valley has seen numerous flooding events, mudslides that damage homes, roofs and decks that collapse from too much snow, a 30,000 propane tank fire, the tram falling, avalanches that damage homes, skiers hit and buried in avalanches, and a helicopter crash. The only thing we haven't experienced yet is a wildland fire here in the Valley.



26. The DEIR should take another look at the projects proposal for Lots 16, 17, 18 and 19, and recommend that there be no development on these lots. There is great concern within the Valley that our aquifer could be impacted if development is allowed. Here is a quote from David Brew, a longtime resident of Squaw Valley.

“All the water in the aquifer comes from precipitation within the Squaw Valley/Squaw Creek watershed, rain and snowmelt together. Here's what happens:

The precipitation contacts the ground; some evaporates, some gets taken up by plants, some runs off as surface water into the creeks and some replenishes the soil moisture. But most penetrates through the soil and travels downhill by gravity; both at the contact surface between the soil and the underlying bedrock, and in fractured bedrock.

About 80 to 85% of the precipitation that falls in the Squaw Creek watershed is never seen. It follows the above paths to the Truckee River. The remainder stays in the valley. Some runs off as surface water in Squaw Creek and gets measured by the three gauging stations. Essentially all the rest moves on the bedrock contact on the sides of the valley into the aquifer where it is "stored" in the sand and gravel of the aquifer. The aquifer usually fills to an elevation of about 6,181' above sea level. If more water comes in than can be "stored" (it's really moving in different ways and to different places in the aquifer, and at different rates—but always towards the Truckee.), the surplus water is "rejected" and some of it makes its way to Squaw Creek to become surface water, and most moves in the sand and gravel to the Truckee. This latter water has a tough time because the glacial moraine material at Meadow's End, etc., is not as permeable as the rest of the aquifer. I surmise that most of it goes down lower there and moves at the top of the bedrock and in fractured bedrock just below.

The water that is stored in the aquifer gets pumped for domestic and snow-making purposes, and we know how much the PSD and MWC pump (plus some others, but some entities are pumping and not reporting). So, by knowing the total precipitation, and subtracting what is pumped and what is measured in Squaw Creek we know that 80-85% Of the precipitation gets out of the valley without being stored or tapped.

Now back to recharge: Dr. Jean Moran of Lawrence Livermore Labs and CA State University Hayward has concluded (on the isotopic composition of the water: higher-elevation water has a different composition than lower-elevation water) that what is in the aquifer comes mainly from the sides of the valley below an elevation of about 6200-6300' above sea level. I judge from my observations that the main recharge area is the undisturbed relatively flat sloping area just north of the mouth of Shirley Canyon. This is exactly where KSL/SVSH/SVRE proposes to put their "neighborhoods". There are also seasonal rivulets along both sides of the valley that bring surface water from the slopes to the aquifer.”

"D.A. Brew, 2015, written comm."

27. The DEIR was given incorrect information therefore did not correctly address population. Squaw Valley hasn't reached its maximum population in years due to the lack of snow. That could change in a matter of hours. Therefore, it is very important that the peak population be properly addressed, using correct numbers and information, to accurately determine the population impacts from the Specific Plan. The SVGP indicates that there are limits to the optimum development of the Valley and allows for growth to reach a seasonal-peak, overnight residential population of about 11-12,000 people. The Plan states that the quantity of housing units must be balanced between the year around resort demand, including employees, and the permanent population, and the number of housing units must not exceed the ability of the environment and public facility infrastructure to accommodate the peak population. According to the 1983 Plan, in 1972 housing accommodations provided space for approximately 2800 people. 43 years have passed and the number of units in the Valley has increased considerably. Placer County has estimated the current peak overnight population at 5,858 people. They applied the occupancy rate assumptions developed in the Water Study Assessment, which used occupancy rate percentages to develop an assumption on the average yearly population, not the peak seasonal overnight population. The WSA admitted that the actual overnight peak occupancy is unknown.

Included below is a spreadsheet listing all the condos, homesites, hotels and other living units in Squaw Valley. This detailed research indicates that the current potential peak overnight population is almost 12,000, and with the approved and pending projects that have not yet been built, that population could easily go over 17,000. Overpopulation in this small valley of 2.06 square miles will create not only intolerable impacts but actual damage to the delicate environment. The DEIR needs to take a closer look at the current potential peak population. The only conclusion that can be drawn is that Squaw Valley has reached its potential peak overnight population. Therefore, the DEIR has no option but to address the impacts from overpopulation, which have not been addressed.

On the spreadsheet below, to avoid criticism that the numbers are overstated:

1. All condos have been calculated with 2 bedrooms and a sofa bed, even though there are a number of 3 and 4 bedroom units.
2. The older subdivision has been calculated with 3 to 3.5 bedrooms and no sofa beds. While some of the older homes are smaller, this is a ski area and there are very few homes in the Valley with only 2 bedrooms. The newer homes were calculated with 4 bedrooms and no sofa beds.
3. Non-conforming apartments were not included in the calculations. In 1983 it was estimated that there were over 100. Now there could be as many as 150, or more.
4. Some of the Resort of Squaw Creek units sleep 8. In this calculation, all 405 units are calculated at sleeping 4.
5. Under the SVGPLUO, employees are not exempt from being added to the potential maximum peak overnight population; therefore employees are included in the calculation.
6. The SVGPLUO does not separate the types of housing that are to be included when calculating the maximum peak. It simply says, "The Plan allows growth in Squaw Valley to reach a seasonal-peak, overnight residential population of about 11-12,000," Therefore, every potential sleeping area must be counted to accurately determine the existing potential maximum peak overnight population.
7. The USW census uses 2.09 people per residential unit. Census numbers are not a realistic measurement for a peak population.

8. The SVGP said that in 1972, there was enough housing to accommodate 2800 people. Below is a partial list of development in the Valley since 1972 which proves that the Counties current estimate of 5858 is far from accurate.

Again, thank you for taking the time to read my response to the DEIR and to address my concerns.

Judy Carini

Existing properties, approved and active projects that will contribute to the Squaw Valley seasonal peak overnight population	Existing, Active or Approved	Total Units	Bedrooms Per Unit	Total Bedrooms	Peak overnight population, condos calculated with 2 bedrooms plus sofabeds, homes calculated without apartments
Squaw Ridge Meadow Court Condos	Existing	16	2 and 3	40	96
The Aspens	Existing	16	2 and 3	36	96
Tavern Inn Condos	Existing	56	2 and 3	112	336
Valley View Townhomes	Existing	22	2	44	132
Christy Hill Condos	Existing	32	2	64	192
Tram Condos	Existing	13	2	26	78
Squaw Valley Meadows	Existing	36	2	72	216
1800 Squaw Valley Road	Existing	16	2	32	96
Squaw Valley View Condos	Existing	22	2 and 3	44	132
Squaw Valley RE Building Units	Existing	4	1	4	8
Squaw Valley Bear Pen Apartments	Existing	1	2	2	4
SVPSD Firestation Lodging	Existing	1	4	4	4
Squaw Valley Academy	Existing	1		25	100
Christy Inn Lodge - Grahams	Existing	1	8	8	16
Hostel	Existing	1	4	4	18
Employee Housing behind OVI	Existing	6	2	8	24
1920 Chamonix - Ski Corp Guest Apartments	Existing	4	2	8	24
OVI	Existing	90	1	90	360
Plumpjack	Existing	56	56	60	240
Squaw Valley Lodge	Existing	210	Studio to 3	240	600
Red Wolf Lodge	Existing	32	Studio to 2	36	136
Village @ Squaw Valley - First Ascent	Existing	139	1 to 3+	266	671
Village @ Squaw Valley - 22 Station	Existing	157	1 to 3+	255	662
445 Squaw Peak Road - Squaw West A & B	Existing	4	2+	9	26
450 Squaw Peak Road	Existing	4	2+	9	26
435 Squaw Peak Road	Existing	4	1	4	16
440 Squaw Peak Road	Existing	35	1 and 2	43	156
415 Squaw Peak Road - Squaw Creek Villas	Existing	27	2	54	162
410 Squaw Peak Road - Avalanche Condos	Existing	17	2 and 3	37	108
Granite Chief Homesites	Existing	28	3.5	98	196
Squaw Valley Homesites	Existing	274	3.5	959	1918
Hidden Lake Homesites	Existing	38	4	152	304
Painted Rock Homesites	Existing	42	4	168	336
Forest Glen Homesites	Existing	208	4	832	1664
Squaw Ridge Homesites	Existing	5	5	25	50
Truckee River Homesites	Existing	22	3	77	132
Olympic Estates Homsites	Existing	16	4	64	128
Creskide Homesites	Existing	25	4	100	200
Squaw Creek Homesites	Existing	48	4	192	384
Squaw Summit Homesites	Existing	8	4	32	64
Resort at Squaw Creek Phase 1	Existing	405	1 and 2	405	1620
Total Existing Peak Overnight population:		2142		4740	11731
Resort at Squaw Creek Phase 2	Approved	270	2 to 4	675	1350
Plumpjack Addition and Remodel	Active	94	1 to 5	194	550
Village at Squaw Valley Specific Plan	Active	750	2	1660	3320
Squaw Valley Ranch Estates	Active	8	4	32	64
Palisades at Squaw	Active	63	3,4 and 5	250	572
Potential Peak Overnight Population:		3327		7551	17587

June 25, 2015

Public Comment Submission: By Andrew A. Carrier, a Sierra Nevada College student majoring in Sustainability

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

RE: The Draft Environmental Impact Report for the proposed Village at Squaw Valley

Attention: Maywan Krach

Purpose: To create responsible development and preserve the natural environment and culture of Squaw Valley for future generations.

Need: Due to the sensitivity of the Tahoe region and the potential massive overreach of proposed development for the Village of Squaw Valley by KSL Capital Partners, a Denver private equity firm. New scaled back innovative and more sustainable ideas need to be considered; along with agreement and community support.

Response to the request to approve entitlements not yet afforded to Squaw Valley Real Estate, LLC. A request has been submitted for a multitude of projects consisting of commercial, resort residential, employee housing, parking and amenities. Authorization is being submitted for a project that is to be continuous until the year 2041. Terminology of the projects consists of Aquatic facility, Mountain Adventure Camp, Timeshares, Fractional units, forest recreation use, employee dormitories to name a few. Further comments on and reflection of the history including the need to honor the past culture as well as the present culture. The need for balanced information in the face of a multi-million dollar company vs. local community concerns. Known unavoidable affected environmental impacts include but are not limited to: visual scenic vista obstructions. including destruction and damage to trees, rock outcroppings, and historic buildings. Reduction of night views due to artificial light and glare of new construction. Loss of present culture, negative impact on transportation, noise pollution and water concerns. Also, concerns of greenhouse gas emissions significantly rising after 2020. Unknown or not mentioned is the negative impact to wildlife, community, and other sensitive areas of the region in particular Lake Tahoe with possible further loss of the ability to control runoff and pollution. KSL Capital Partners have created mailers under the pretence called "Save Olympic Valley" creating confusion for locals. Over 100,000 has been sent to influence the community under this name creating distrust and concern.

Alternatives:

In the face of the most severe drought California has ever seen and the undeniable fact of our changing climate we as Californians have a chance to lead in new development. Consumers especially the ski and board communities who think of Tahoe as home would more likely want a destination in which they feel is being sensitive to the ecosystem and one in which sustainability is at the forefront. The mountain calls to people who are deeply concerned with keeping to its natural state and being able to enjoy what nature has spent billions of years creating. The development of Squaw Valley could be one of the most successful ecotourism destinations on the planet. Developers could commit to building only sustainable buildings with architectural designs that flow with the existing landscape keeping them low as to not obstruct views, using only renewable and sustainable products. There are examples of destination luxury resorts who have pulled off the balance of creating new development, jobs and recreation. One such place is in the Swiss Alps, Whitepod Resort has embraced a way to create family experience in a responsible way. Their high tech eco pods can be used in summer and fall offering sustainable accommodations. Other such resorts have won many awards blending full scale accommodations with nature and protecting the environment around it. We have such an opportunity here to scale back a pollution making theme type park destination and make it into a world class ecotourism destination that will bring development into the 21st century. Squaw Valley's community is dedicated to a vision of responsible development. We need to think ahead, the next frontier is designing environments that not only protect the environment but create individual wellness a building standard that is concerned with the inside as well as the outside. This is happening now through companies such as Delos experiencing huge success stories and a growing demand for this market IS the future. The ecotourism market is large and growing, with eight billion ecotourist visits a year worldwide, according to the Center for Responsible Travel. Ecotourism is travel that minimizes negative impact on a location and seeks to preserve its natural resources.

Conclusion:

It is important for the future that we honor the past. "For 9,000 years, American Indians from the ancient Washoe tribe summered at Squaw Valley, which they considered a sacred place. Tribal women also used the large granite boulders nearby to grind their harvest of seeds. The first Euro-Americans to pass through the valley observed that there were only women and children in the meadow (braves were away hunting), so they named it Squaw Valley. The valley itself was scoured by glaciers that advanced and retreated in successive waves. These powerful geologic and climatic forces left behind, "The most beautiful valley the eye of man has ever beheld," as Placer County surveyor Thomas A. Young described it in 1856." (McLaughlin)

The DIR for Squaw Valley states several areas of concern not only for the environment but also for the preservation of one of California's most beautiful natural areas. Tahoe and particularly the area around Squaw Valley with its majestic mountains is one of a

kind. Its natural beauty may be why investors want to capitalize on it by creating what they feel is a destination area for increased tourism. More rooms an indoor aquatic center with video games. It is unfathomable to me how someone would encourage build more tall building which would ubtruct the amazing views Squaw has. I grew up spending the majority of my free time skiing Squaw which later progressed me into the backcountry skier I am today, without access to the incredible terrain Squaw Valley has to offer I would have never reached the level of talent I'm at today. Squaw is real it is not manmade it takes you to places that challenges every muscle in your body and takes your mind to a place in which you can experience true freedom. Freedom away from the capitalistic, commercialism, and pseudo adventure ski parks. Are we to submit to an amusement like theme park in a comparative way as a theme park constructed in Santa Cruz blocking the natural beauty of the ocean and replacing it with eventually poorly run rides and dilapidated buildings. What will become of all the construction if we don't solve our water crisis. If traffic congestion and pollution and destruction of the natural environment only creates a place of fleeting and short cheap fun like a video game or waterslide. Isn't it like the fantasy of wanting a big playground in your backyard only to find years later no one is using it as it gets old, gets run down and becomes an eyesore. Why would we do that to natural beauty? It is also like taking a natural acre with its own ecosystem and cutting down the trees and planting grass that dies and you have to put chemicals on it and use more water to sustain it -- It will never be as beautiful as if you had just left it alone. Yes, lets upgrade what we have. Lets make it a safe and an inviting place by reducing the plan keeping the buildings low and sustainable, We are California not Denver we should be the leader in green development and good stewards of one of the most beautiful places on earth and investing in the winter activities. Summer in Tahoe has always been about the lake how and why would we try to create an environment that would try to compete with the recreation on the lake. We do not need a year round amusement park. For summer a pool with natural features and music venue. Along with star watching and backcountry trails would draw people to Squaw. It is important to remember this plan is for the future for people all over the world to come to and reflect on what Tahoe has always been -- one of the top ski zones on the planet. We need to see other visions of what this place could be through the eyes of forward thinkers from expert consultants like Delos, the pioneer of Wellness Real Estate and founder of the WELL Building Standards. The people deserve competition when it comes to deciding the future of our home. Squaw Valley and its surrounding mountains belongs to all of us not just one corporation who has a bottom line to meet.

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Maywan Krach

From: Casey <azurejones15@gmail.com>
Sent: Sunday, July 12, 2015 7:47 PM
To: Placer County Environmental Coordination Services
Subject: Stop Andy

Stop Andy
Stop KSL
Stop squaw
It's all about \$ money for a few at the expense of the environment and many

Sent from Casey's I phone

Maywan Krach

From: Gerri Cassinelli <gerri.cassinelli@cbnorcal.com>
Sent: Sunday, June 21, 2015 12:42 PM
To: Placer County Environmental Coordination Services
Subject: OPPOSITION to KSL Capital Parnters Development

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

Dear Mr. Maywan Krach:

I am opposed to the huge/large/overwhelming development planned by KSL Capital Partners.
Why?

1. KSL Capital Partners could care less about the fragile environment of Squaw Valley; they will develop, sell and leave. The property owners, community will be left with the problems!
2. Sensitive Alpine locations can not accommodate Noisy Urbanized Type Developments.
3. Significant impact to Squaw Valley such as: Overwhelming traffic with the present road conditions, destruction of the beautiful views in Squaw Valley (reason for people coming), overall noise, water sources with a huge dam or whatever somewhere (not enough water now), and waste.

Placer County MUST THINK ABOUT THE HIGH COUNTRY ENVIRONMENT AND NOT WHAT THE TAX BASE WILL BE! PLACER COUNTY'S UNIQUENESS (FROM ROSEVILLE TO KINGS BEACH HAS ALOT OF DIFFERENCES. THE COUNTY OFFICIALS SHOULD SEE THE TOTAL PICTURE FROM SQUAW VALLEY NOT AUBURN; KNOW THE DIFFERENCE BETWEEN ALPINE AND URBAN ENVIRONMENTS IS **YOUR RESPONSIBILITY.**

Gerri Cassinelli
gerri.cassinelli@cbnorcal.com
530-412-0721

Maywan Krach

From: Carolyn Chambers <carolynchamb@gmail.com>
Sent: Friday, July 17, 2015 1:49 PM
To: Placer County Environmental Coordination Services
Subject: Feedback on Olympic Valley EIR - proposed KSL development.

I have been enjoying Squaw Valley for over 35 years. I owned a home in Squaw for the last 21 years. I have a deep love of Squaw Valley and have spent many memorable days ski-ing in winter and hiking or biking in summer and fall.

I am alarmed by the 23 **significant and unavoidable** environmental impacts identified by the EIR document. It is of a size, scale, and scope that is completely inappropriate for the small box canyon that we all know and love as Squaw Valley. It would transform Squaw Valley into an ugly, urban environment whose main goal is transfer dollars from visitors pockets into KSL's corporate coffers.

It would be a travesty to approve such a project.....and in my opinion anyone who approves it should be prosecuted for dereliction of duty, conflict of interest and for accepting favors from the developer of the proposed project.

I do understand that Squaw Valley will be developed in some way but this ugly project is massive and will forever destroy the character of Squaw Valley. And, it will have negative impact on numerous North Lake Tahoe businesses because visitors will be less inclined to spend their time and money outside of Squaw Valley.

Furthermore, a 25 year build out it also totally unacceptable. I KNOW OF NO OTHER COMMUNITY IN California that would be asked to endure 25 years (**a quarter of a century**) of construction. It is a disgrace.

There are far too many significant and unavoidable impacts. The proposed project is of a size and scale that cannot be mitigated. *From the perspective of the EIR, this project is a complete failure and must not be approved.*

My view is that the Reduced Density Alternative, which cuts the project in half, would resolve many of the significant and unavoidable impacts. I understand that this alternative does not include restoration of Squaw Creek. I don't agree that the creek restoration necessarily goes away, as some have asserted. I would suggest that the restoration of Squaw Creek be handled via a combination of Placer County, Federal, State and private funds. After all, the creek was destroyed by actions taken by the State of California and the Federal Government to prepare for the 1960 Olympics. Surely, restoration of the creek should be handled by those entities who were originally responsible for its degradation? Let some of the tax monies that Placer County and the State of California will collect from the proposed project be set aside for restoration of the creek.

The Reduced Density Alternative make much more sense - I beg you - please advise the developer to move forward with that.

And, if the Reduced Density Project "will not fly with the developer" as Placer County Supervisor Jennifer Montgomery asserts, then let the developer leave Squaw Valley and take their hideous development project elsewhere.

I have observed that Jennifer Montgomery is consistently closely aligned with Andy Wirth - he has gone out of his way to court her favor and I suspect that many others in Placer County who are involved in the approval process for this project have also fallen under the influence of Andy Wirth. It has been heartbreaking to witness.

Public officials (whether they are elected or appointed) are supposed to take the long view; to act as a counter-balance to a developer's short-term view. In the case of this proposed project, the North Lake Tahoe community has been forced to act as the counter-balance to the developer's demands, in an attempt to fill the void left by the Placer County bureaucracy, which, from my observations, is heavily under the influence of the developer.

Sincerely,

Carolyn J. Chambers

Resident of North Lake Tahoe and Silicon Valley.

Maywan Krach

From: Allison Chapas <allison@allisonchapas.com>
Sent: Thursday, July 16, 2015 3:35 PM
To: Placer County Environmental Coordination Services
Subject: Comments on the Village at Squaw Valley Specific Plan Draft Environmental Impact Report (DEIR)

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

July 16, 2015

Dear Placer County Community Development Resource Agency,

My name is Allison Chapas and I am a long time Squaw Valley skier and a recent 2nd homeowner. I have skied Squaw for over 20 years, starting at age 15, and am thoroughly distraught by the planning committee's outline to expand the Valley floor, and have concerns in particular about the draft EIR.

After following the discussion and drafts, looking at models of the proposed development, and truly considering the impact of the planning on the environment, traffic, vistas, and resources, I am very much against the current proposal's scale. Primarily, we don't need that much additional housing the Valley. Given the lack of expansion in terms of ski terrain as well as weather trends and actual lodging vacancies already in Squaw, this just doesn't make any sense. Where will all these new village renters ski? The mountain is already crowded enough as it is, the traffic a terrible 50% of the year in and out of the Valley, and there is no need to build more lodging than we already have as it is seemingly empty. Also, why do we need an indoor water / adventure park when the area in general already provides that *for free* and via it's natural beauty?

Additionally, as a homeowner near SV Road, I am incredibly concerned about the construction noise, air pollution, environmental impact and general mess that will ensue *over a 25 year period*. I am not happy about obstructed views or the Tram Face or even the main part of the hill for that matter, plus I am not pleased with the level of light pollution that will result from the proposal monstrosity.

We go to the mountains to escape all the crap you are trying to bring in - noise, traffic, overly-large crowds, pollution and general upkeep that will not be maintained once the developers just sell off all the units then pack up and leave it to the Valley residents to deal with. So I am pleading with you to reconsider the entire proposal and do further studies to prove or research a real need for development, then come back to the community that values the character, openness and beauty that is SV, once you can build out a smaller plan with real data behind it. Until it begins to snow like it used to, and folks are breaking down then current Village condo rental doors, please table the planned mess for now.

I stand in support the ideas proposed by Friends of Squaw Valley.

Sincerely,
Allison Chapas
PO Box 2957
Olympic Valley CA 96146

July 15, 2015

Placer County Community Development Resource
Agency

Attention Maywan Krach

3091 County Center Drive Suite 190

Auburn, Ca 95603

Hello my name is Debora Chapman. I am a long time resident of Nevada City and we frequent the beautiful Tahoe area a lot.

I am deeply concerned about your proposed development in Squaw Valley. The plan of high rise condo project with an indoor amusement park.

Our family has enjoyed the Tahoe area for more than 50 years and building such a " amusement park" would be a HUGE mistake. Not only for the Tahoe area but for our family and the environment!!!!!!

**PLACER COUNTY PLEASE DENY THE
PROPOSAL OUTRIGHT!! IT IS SIMPLY WRONG
FOR TAHOE**

Thank you to the Placer County Board of Supervisors for taking the time to read and listen to my concerns. I am hopeful you will make the right choice for my family, and yours for YEARS to come.

Sincerely,

A handwritten signature in cursive script that reads "Debora E. Chapman". The signature is written in black ink and is positioned below the word "Sincerely,".

Debora E. Chapman
P. O. Box 478
Nevada City, CA 95959

Maywan Krach

From: Mark Childress <mark@markchildress.com>
Sent: Wednesday, July 15, 2015 5:01 PM
To: Placer County Environmental Coordination Services
Subject: To the commissioners of beautiful Placer County

Dear Commissioners,

I am not a resident of your beautiful county but I have been teaching at the Community of Writers in Squaw Valley every summer for 26 years. I would respectfully like to add my voice to all those protesting the plans for massive development in the Olympic Valley. Plainly Placer County has two choices: deny the permission to develop, which will reap lower tax benefits in the short run but ensure a prosperous future for all by protecting the Valley's most important resource, its serenity and natural beauty, or approve the development, which will bring the county more tax money in the short run but will kill the "goose that laid the golden egg." I request that you deny permission for this development to take place.

Best regards,
Mark Childress
1507 Fifth St
Key West FL 33040

Maywan Krach

From: Samuel Clark <sam.a.clark@gmail.com>
Sent: Thursday, June 18, 2015 12:55 PM
To: Placer County Environmental Coordination Services
Subject: Comment to Placer Country: Reject KSL Proposal

Dear Placer County,

KSL's proposal for Squaw Valley is awful. I urge you to reject it.

I have come to ski and relax in Squaw Valley for many years. I come for the natural beauty, world-class snowsports, and the great atmosphere. KSL's proposal would lessen all of these, irrevocably, making Squaw Valley just another copy of Aspen or Vail. If I wanted to go to Aspen or Vail, I would go there. I don't. I go to Squaw Valley. And KSL's proposal would ruin the Squaw Valley that we have now and should treasure, preserve, and in turn develop responsibly.

KSL's proposal is wrong for Squaw Valley. There are lots of ways to develop the valley without destroying it. Have KSL come back with a plan that does so.

KSL's proposal should be rejected.

Sincerely,
Sam Clark

Samuel Clark
443.223.5588

July 9, 2015

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

RE: Squaw Valley Draft EIR

To Whom It May Concern:

My name is Kathleen Cohen. I am a homeowner at 301 Indian Trail Road in Squaw Valley, directly next to the East Parcel. I have lived there for almost 20 years and occupy my residence both summer and winter. I am a Registered Nurse and have worked at Tahoe Forest Hospital and in the North Lake Tahoe area since that time. I've worked night shift for much of my career in nursing. I spoke at the draft EIR public hearing in Kings Beach on June 25, 2015 and commented specifically on issues related to the planned shipping and receiving facility on the East Parcel. In this letter I would like to elaborate my concerns regarding the excessive noise, toxic air quality, and negative traffic patterns as a result of the planned shipping and receiving facility on the East parcel, within 75 FEET of my home.

While the EIR is truly a daunting document for a layperson to understand, the issues and potential mitigating strategies related to the shipping and receiving facility received very minimal attention in the document. For example, Table 2-1 (Summary of Comparison of Alternatives) indicates that even under the "Reduced Density" alternative, the shipping and receiving would still be built in the proposed location. Thus it is unclear what alternatives were really considered for this facility. Moreover, the EIR completely fails to address in a meaningful way the specific impacts from the proposed facility. For example, Impact 11.3 (Noise) includes the following:

"Noise sources associated with loading dock and delivery activities can include trucks idling, on-site truck circulation, trailer-mounted refrigeration units, pallets dropping, and the operation of forklifts. Based on reference noise values and accounting for typical usage factors of individual pieces of equipment, such activities could result in noise levels of approximately 82dB Lmax 86 dB Lmax at a distance of 50 feet."

Based on these reference noise levels, the County's daytime noise standards would be exceeded within approx. 200 feet, and the County's nighttime noise standards would be exceeded within 300 feet.

"The proposed shipping and receiving dock located on the East Parcel could be located within approximately 200 feet to the east of the existing residences located on Indian Trail Court and therefore loading activities at this location could exceed Placer County's daytime and nighttime noise standards. However, under the anticipated configuration for the East Parcel (see Exhibit 3-6 in chapter 3, "Project Description"), the Shipping and Receiving building would be located between the loading dock and the nearby residences, providing a barrier to loading dock noise. Under this configuration, it is far less likely that Placer County's noise standards would be exceeded at the residences located on Indian Trail Court"

The EIR is concluding that the loading dock is likely to produce noise in EXCESS of both daytime and nighttime standards. The unsupported assertion that the placement of a busy shipping and receiving building (Exhibit 3-6) would somehow mitigate the noise seems absurd. No data is provided in support of this.

As a nurse who frequently works night shift I know that disturbed sleep from excessive noise will interfere with my ability to function in my professional capacity. It will essentially rob me of my livelihood.

I will hear every truck, every “beep beep beep” that comes into Squaw Valley FOREVER. This borders on abusive. I don’t know who could tolerate that and function under those noise conditions.

Similar concerns apply to the air quality impacts and proposed mitigation related to shipping and receiving. There are no continuous diesel engines currently operating in the vicinity of my home and I have noted no noxious odors in all the years I’ve lived there. Yet this is what the EIR says about Impact 10-5 (odors):

“The project would introduce new odor sources into the area (e.g. diesel exhaust emissions from delivery trucks and snow removal equipment). However, these types of odor sources already operate in and near the plan area and do not result in odor complaints. Also, the Specific Plan would not locate land uses in close proximity to any existing odor sources. This impact would be less than significant.”

Given that the proposed loading dock will be in very close proximity to my home and my neighbors, I do not believe that the impact will be “less than significant.”

The ARB (2005:9) stated “the majority of the estimated health risks from toxic air contaminants (TAC’s) are attributed to relatively few compounds, the most prominent being diesel PM, which is a complex mixture of hundreds of substances.” Other contaminants mentioned in the draft EIR, within a 75 ft. proximity to our homes, are carbon monoxide, nitrogen dioxide, and particulate matter. This is toxic. Period. Between the noise and the toxic fumes, we won’t be able to open our windows for air.

Besides the noise and the toxic air, the third problem with shipping and receiving on the East Parcel is the negative traffic pattern and congestion it will create. Every single semi truck and trailer that comes into the valley is then going to have to make a LEFT hand turn onto Squaw Valley road to get out of the valley. With the millions of deliveries this project will require for 25 years, it is going to create such a clot of traffic and congestion it is insane to contemplate. Every semi, every truck must make a left hand turn to get onto Squaw Valley road to get out... imagine all the semis making a left in front of the blind curve at the East Parcel onto SV road. Talk about a traffic pattern from hell. The shipping and receiving facility could be in Truckee next to the freeway. Another option is rather than renting/buying all of the East Parcel acreage, reduce the amount and use the money to buy/rent the land around the entrance (7-11 area) and put the shipping/receiving station there, behind attractive planting/screening. It would remove the noise problem, the toxic air next to homes, and a better traffic flow in and out.

The bottom line is this: the East Parcel abuts a quiet residential neighborhood with working people, young children, and retirees. The proposed construction of a day/night shipping and receiving facility and loading dock, essentially in our back yards, will have more than significant impacts. The mitigation strategies considered in the draft EIR are superficial at best and highly conjectural in any event (e.g. the shipping and receiving building placement will “make it far less likely” that noise standards will be exceeded and the impact of odors would be “less than significant”).

Rather than trying to placate homeowners with nonsensical mitigation arguments, SV/KSL should have rigorously considered alternatives to these plans. A shipping and receiving facility does not belong on the East Parcel. It would constitute noise abuse and a toxic air quality of the highest degree, and will create a horrible traffic pattern for all of Squaw Valley FOREVER.

The homeowners in our neighborhood, and all of Squaw Valley deserve a much more carefully considered, accurate proposal that would allow the commission to make decisions in an appropriate context. In the absence of a genuine discussion of alternatives, with the faulty assumptions made in the EIR document, and with impacts that are significant and devastating for the homeowners and all of Squaw Valley, I urge the commission to reject the draft EIR.

Thank you very much for addressing these concerns, and for your consideration. I would like to be sent all future notices related to the project and the EIR.

Sincerely,

Kathleen Cohen
heligirlsv@aol.com
Physical address: 301 Indian Trail Road
Olympic Valley, CA 96146
Mailing address: 409 Avila Road
San Mateo, CA 944
Home phone: 530-583-8053
Cell phone: 650-773-4849

Maywan Krach

From: Ed Colloff <ecolloff@gmail.com>
Sent: Wednesday, July 15, 2015 12:16 PM
To: Placer County Environmental Coordination Services
Subject: KSL Capital Partners "Squaw Valley Village Specific Plan"

July 15, 2015

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

Dear Ms. Krach,

I understand that Placer County is about to make a decision regarding expanded development in Squaw Valley. While I am not a resident of Squaw Valley, I feel I have a close connection there I learned how to ski at Squaw **before** the 1960 Olympics. I skied there (a well as at Alpine and Heavenly!) during high school and college and continue to ski there as an adult with my family.

Squaw Valley is a place of special beauty. I can well understand why Wayne Poulsen fell in love with it. Unfortunately, over development tends to ruin that beauty. If KSL is allowed to go ahead with its proposed development, Squaw will look more Disneyland in the mountains than the truly beautiful place that it is.

Moreover, it will aggravate the already (in my opinion) problematic traffic in and out of the Valley. It will place more of a strain on the utilities needed to provide our already limited water and manage waste removal/treatment.

In short, I do not think this kind of development is in keeping with environment of Squaw or the needs of the greater Tahoe community.

Sincerely,

Ed Colloff MD

San Mateo, CA

Maywan Krach

From: Lee <plcopeland@sbcglobal.net>
Sent: Wednesday, July 15, 2015 1:42 PM
To: Placer County Environmental Coordination Services
Subject: Squaw

No more development. Enough already!
Thanks,
Lee Copeland

Sent from my iPhone

Maywan Krach

From: Alysson Coulter <alyssonc@yahoo.com>
Sent: Friday, July 17, 2015 10:36 AM
To: Placer County Environmental Coordination Services
Subject: Lake Tahoe squaw valley building

To whom it may concern,

I love Lake Tahoe. My family owns a house there, and prior to that we spent many a family vacation enjoying the beautiful scenery. This building sounds atrocious and wasteful, not to mention an eye sore. There is already limited water for the current residents, and more development is the last thing we need. The environmental effect will be great and for generations to come. Please do not allow this building to come to fruition.

Best regards,

Alysson

Maywan Krach

From: Peter J Crosby III <papaebe@icloud.com>
Sent: Friday, July 17, 2015 7:02 AM
To: Placer County Environmental Coordination Services
Subject: Comments on dEIR

Thank you for the opportunity to comment on the draft EIR relating to SVSH's application seeking adoption of "The Village at Squaw Valley Specific Plan". My name is Peter J Crosby and I and my family have been full time residents of Alpine Meadows for 36 years. I first fished Squaw Creek in 1946 with my Dad and have been skiing at Squaw since 1949 so I have seen significant change in the valley over the years. However the scope and density of this proposed project truly alarms me. We have plenty of areas suitable for high rise developments and "Disneylands). Squaw Valley is not one of them.

While I have a number of concerns and comments regarding the environmental impacts of the proposed project and the conclusions arrived at in the Draft EIR I will limit them to the following:

--Traffic

I do not agree with the selection of the 2011-2012 year for the traffic analysis. I cannot understand why that year chosen as it certainly does not represent a typical winter even by a long shot. Given that fact I believe that the Traffic Analysis should be completely redone using a typical year or average of one or more reasonably typical years. Of course there is the trickle down effect of the faulty traffic analysis e.g. parking, noise, air quality etc. For me this unbelievably glaring error tends to casts suspicion on the sourcing of much of the other data used in the Draft EIR. I note that the traffic, parking and visitation data was collected by the project applicant team and independently reviewed (verified ?) by Fehr & Peers. Are you convinced that the data is reliable when it is provided by the Applicant?

--Parking

I do not agree with the notion that there is a 22% turnover during the day. How was that number arrived at? I suspect that it was provided by either the applicant or their consultants. The dEIR should be required to substantiate it and If it cannot be verified then the entire parking analysis needs to be redone.

--Visual Impacts

108' tall buildings in an environment as beautiful as Squaw Valley? They will obstruct views, create shadows, and increase night light through winter reflectivity. We here in Alpine Meadows lost our beautiful, starry nights when High Camp, was developed and this proposed development will certainly exacerbate the problem.

WSA

Why didn't the 2014 recalibration include the precipitation numbers for the drought years of 2012-2014?

--Alternatives

I don't believe one of the most viable of the alternatives has been adequately analyzed in the dEIR. The applicant should be required to submit an alternative plan that reduces density by 50% and maximum building heights to 72' in order to reduce or eliminate the substantial unavoidable impacts outlined in the dEIR.

--Conclusion

In my opinion Placer County should not approve this overly massive project in its present form because it clearly violates Placer County's code 1.G.1 as the project's significant and unavoidable impacts, as enumerated in the dEIR, cannot be adequately mitigated. Why have a policy if you don't adhere to it.

Thank you again for allowing me to provide my comments on the dEIR

Cordially
Peter J Crosby

Sent from my iPad