

## Maywan Krach

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**From:** Benjamin Hatchett <benjamin.hatchett@gmail.com>  
**Sent:** Friday, July 17, 2015 9:18 AM  
**To:** Placer County Environmental Coordination Services  
**Subject:** Comments on Squaw Valley Draft Environmental Impact Report  
**Attachments:** SquawEIRcomments\_bh.docx

Please find attached some comments on the Squaw Valley Draft Environmental Impact Report.

Thank you for considering these.

Sincerely,

Benjamin Hatchett

1780 Uplands Ct

Reno, Nevada 89523

1. Section 2.3.4

*The widening of Squaw Valley Road would produce significant, unavoidable, and irreversible changes to the Squaw Creek fluvial and meadow system. Negative impacts on the fishery, riparian, and meadow habitats through erosion, compaction, channel alteration, and loss of natural flow regimes would further degrade this already disturbed system. This alternative would require a separate EIR, correct?*

2. Section 2.3.7

*In an era of over-exploitation of natural resources in the interest of short term capital gains and characterized by regional, state, and global economic instability, this alternative is clearly the most sustainable choice for maintaining the existing natural resource value and ecosystem services provided by Squaw Valley. The financial feasibility would be difficult to characterize, as often natural and ecological resources are not properly valued, nor are the costs of negative impacts of develop. This alternative would promote long-term viability of Squaw Valley as an outdoor recreation destination and location to enjoy and learn about the natural world. With this viability would come significant and enduring economic benefits to the region. Such language should be added to the existing text to better reflect the immediate, short, and long-term benefits of this alternative and economically superior outcome.*

3. Section 3 overview

*The text currently poorly characterizes the irreversible damage that will be caused to the lower Squaw Creek watershed by construction disturbance (e.g., noise, air and water pollution, soil compaction, and addition of impermeable surfaces), increases in water use, and increases in population. The text should be revised to state that “unavoidable negative impacts to natural resources in Olympic Valley will occur with this project. Mitigation techniques such as habitat restoration will be implemented in an attempt to minimize damage to Squaw Creek’s natural functions.”*

4. Section 3 overview

*What is a “peer world class North American ski destination?” Please provide examples and further details, including details about how such “peer world class North American ski destination(s)” have negatively changed their natural environmental settings.*

5. Section 3.1

*The following statement must be quantified in both in units of acres and as a unitless fraction multiplied by 100 (to yield a percentage) to allow characterization of the meaning: “Most of the plan area has been previously developed or disturbed”. What is “most” of 94 acres? 51%? 98%? These differences are important to be able to correctly estimate the magnitude of significant and unavoidable impacts.*

6. Exhibit 3.1

*The location of the Reno Airport is incorrect. It is not located on the edge of the urban area in the Virginia Mountains. Please use correct coordinates when producing maps.*

7. Exhibit 3.1

*The location of the Carson City place name should be shifted to the southwest to more accurately represent the actual location of the Carson City urban area.*

8. Exhibit 3.1

*If Placer County is named and shown, why is Nevada County named and not shown? In addition, why are other counties not shown (e.g., Washoe, Douglas, Sierra, El Dorado, etc.?).*

*Similarly, why is Grass Valley shown but not Placerville, South Lake Tahoe, or Tahoe City? What is the significance of Grass Valley in the map's purpose? The map (Exhibit 3.1) must be made to conform with basic cartographic standards which include consistency in place names and map symbology.*

9. Exhibit 3.2

*Based upon this map, it appears that significantly more than "most of the plan area has been developed", in particular, the East Parcel and the western and northern portions of the plan area. Just because there is a road developed within the section of the plan area (e.g., northeast of Olympic Valley Lodge), this does not constitute most. The importance of proper quantification is necessary; see also comment 5.*

10. Exhibit 3.2

*An inset map must be provided to give the reader proper context as to precisely where the developments are located. As it stands, one cannot glean such information from either Exhibits 3.1 or 3.2 without prior knowledge.*

11. Exhibit 3.2

*The color selection of red for the plan area is a poor choice against a generally green background. This represents poor cartography as it presents challenges for the fraction of the population who suffer from red-green color blindness (deuteranomaly and protanomaly). The plan area line color selection must therefore be changed.*

12. 3.2.2 paragraph 2

*A plain is by definition flat, therefore the more accurate landform term should be used (piedmont). The first sentence should be re-written as "The topography of the main Village area is a gently eastward sloping piedmont with a topographic gradient of x ft / 1000ft".*

13. Exhibit 3.3

*Same comment as number 11, do not use red with green on maps. The map symbology must be changed accordingly.*

14. Exhibit 3.3

*Why does this map have a legend but the previous two (Exhibits 3.1 and 3.2) not have a legend? All maps must be consistent for clarity; please add legends to Exhibits 3.1 and 3.2.*

15. Section 3.4.1 Design Concept Paragraph 1

*How would the natural landscape be extended into the Village, and how would this create a strong sense of place? This language needs to be quantifiable or at the very least made more descriptive. The "sense of place" concept has its roots in geographical thought and thus the language in the text should be clarified to characterize this concept.*

16. Section 3.4.1 Design Concept Paragraph 1

*The language as it stands of "A coherent mix of building masses, heights, and materials..." is ambiguous and must be clarified. What constitutes "coherent"?*

17. Exhibit 3.4

*See above comments about cartographic consistency; why does this map have a locator inset map while others do not? The lack of consistency in the mapping exhibits is deeply concerning and must be addressed in the final EIR. These comments apply to all map exhibits hereafter.*

18. Section 3.4.1 Design Concept Paragraph 2

*The geometric aspects of building heights appear inconsistent with aesthetics of aforementioned 'view preservation'. A diagram showing how the views will be preserved for buildings of such height must be added, particularly in light of how closely spaced the buildings will be as diagrammed in Exhibit 3.5.*

19. Section 3.4.1 Design Concept Paragraph 3

*The statement that the "maximum building heights...would not be exceeded" lies in stark contrast to historical Squaw Valley development behaviors, which completely neglected to remain consistent with prior acknowledgements to established law (recall the removal of fir trees along Red Dog or channel alteration of Squaw Creek...).*

20. Exhibit 3.5

*It appears from the figure that significant channel constriction of Squaw Creek will occur and that the creek will not be allowed to naturally meander through its reaches passing through the Plan Area. This would result in higher flow velocities and promote channel incision, bank erosion, loss of habitat, and contribute to a lowering of the shallow aquifer's water table. As a result, reduced in-stream flows, higher water temperatures, and loss of aquatic habitat and species would be expected. Has a hydraulic model been implemented to address these concerns?*

21. 3.4.1 Mountain Adventure Camp

*It is unclear to me why a need exists for extensive indoor/outdoor water based recreation when the Truckee River and Lake Tahoe are so close. This indoor/outdoor water based recreation would require significant energy and water resource consumption and produce pollution of freshwater resources via chlorination. How will consumptive water use for this facility be treated prior to return the Squaw Creek and eventually to the Truckee River where the requirements of Clean Water Act must be met? Will this facility jeopardize the existing Truckee River Operating Agreement? What is the justification for the construction of such a camp when natural recreational water opportunities exist in such proximity? What is the expected cost of this facility? Would the money spent on these indoor/outdoor water based recreation facilities not be better spent on restoration and environmental education efforts to promote long-term environmental sustainability and public enjoyment?*

22. Section 3.4.1 Parking

*The 10,663 daily skiers for whom parking exists appears to be low by a factor of two to the total capacity of the mountain and additional village tourists. What is the total skier capacity of the mountain (in units of people)? What is the estimated number of people expected to visit the Village on any given day? What are the ranges (please report +/- two standard deviations of the mean expected value) of skier visitors and tourists expected for a holiday weekend versus "any ski day"?*

23. Section 3.4.1 Parking

*The phrase "any ski day" is ambiguous; from personal experience and statistics of ski resort visitors, the day before Christmas is completely different from the second Tuesday in April. This phrase must be clarified.*

24. Section 3.4.1 Parking

*The offsite overflow parking locations are not defined, just ambiguously referred to as "other facilities". Where are these specifically? What is their capacity (in units of vehicles or skiers,*

please)? It is stated that out-of-valley parking is not proposed and is not needed to satisfy County or Specific plan requirements. However, this would present an undue burden on existing resources outside of the valley when parking fills up within the valley and likely will contribute to significant and avoidable impacts, such as traffic congestion, interference with snow removal, environmental degradation, and clear and present dangers to public safety (should emergency access be limited due to traffic and/or pedestrians on Highway 89, for example). These negative impacts will be absorbed by County and State resources with no monetary compensation from Squaw Valley Real Estate et al.

#### 25. Section 3.4.3 Storm Drainage

*In a future characterized by climatic change and uncertainty, a 100-year design flow is insufficient to convey stormwater and mountain runoff. The design should be changed to at least a 200-year (if not 500-year) design flow. Overwhelming scientific consensus exists that suggests increased frequency of high impact weather events, such as rain on snow events, increased mean temperatures, and likely longer drought periods. The hydrological implications of these changes will be increased overland flow and higher streamflow volumes resulting in the need for more robust conveyance systems for runoff. The text and design must be changed to highlight these factors in future planning to ensure sustainable development practices.*

#### 26. 3.4.3 Fire Protection and Emergency Services

*Further building along the urban-wildland interface and increased population density will certainly increase fire risk in the Village. How will the Plan Area incorporate increased future fire danger in light of enhanced risks of extreme and persistent drought (e.g., Cook et al. 2015 Sci. Adv.) which produce higher fire danger?*

#### 27. Section 3.4.4 Village Open Space Network

*How will the Village Open Space Network contribute to maintaining and increasing native biodiversity along the open space network? Will the Landscape Corridors and Buffers be composed of native or non-native plant species?*

#### 28. Exhibit 3-16 (see also Exhibit 3-14)

*If the snow storage area is considered a Landscape Area & Buffer, what will this area be composed of during the snow-free months? Bare soil? Revegetated meadow? If this is to be a vegetated surface in the snow-free months, how will the vegetation and soil function be preserved during the snow-covered months from negative impacts of compaction from overland snow removal equipment? A bare soil area would be inconsistent with an area defined as a "Landscape Corridor" as it is not a visual buffer nor does it provide ecosystem function, rather it would provide a source of sediment, visual blight, and likely a host region for invasive plant and animal species. These numerous ambiguities must be clarified in the text.*

#### 29. 3.4.5 Squaw Creek Restoration

*The creation of a low-flow meander channel in the bottom of a larger channel will not be a sustainable means to restore the functionality of Squaw Creek; although the effort should be applauded. Examination of historical maps (e.g. Wheeler Survey 1879 Map) shows broad sinusoidal meanders that span nearly the breadth of the valley. The present plan would likely only marginally, if at all, improve the fluvial system temporarily until a high volume event results in significant channel incision and loss of restoration efforts. A larger scale, and certainly more costly effort would be required to properly restore the channel morphology; however this cost is still fractional compared to overall costs of the complete project.*

#### 30. Exhibit 3-18

*This figure requires a scale bar to comply with cartographic standards and for correct interpretation. Just because this is a 'concept plan' image does not exempt it from maintaining a high standard for correct interpretation.*

31. Exhibit 3-19

*See above comment regarding the need for a scale bar; furthermore, this image depicts a stream system that cannot meander on the order of naturally occurring streams. The meander length should be on the order of <10x the channel width, which is clearly not the case. The image, conceptual and restoration plans must be altered accordingly.*

32. Exhibit 3-20

*See above comments regarding a scale bar.*

33. Exhibit 4-1

*How is the snow storage area to be both a Landscape Area and Buffer (See section 3.4.4) and a newly-defined Conservation Preserve and function as a location for snow storage where heavy equipment will be frequently traveling and compacting?*

34. Section 4.1.8 Village Commercial-Core

*How will a "connection to the mountain environment" be ensured by 108 ft tall buildings and impervious surfaces? Will bird-friendly glass be used on these buildings? Furthermore, as the text stands, it implies that the "tourist commercial uses" listed in the subsequent sentence are consistent with a genuine "connection to the mountain environment", which they are not. The text should be revised to separate this paragraph into two to avoid consistency issues.*

35. Section 4.2.3 Squaw Valley General Plan and Land Use Ordinance

*The current project scope, due to the large buildings (108 ft tall) and number of bedrooms (up to 1,493) as well as the "mountain adventure center" are totally inconsistent with plans to "conserve, protect, and enhance the aesthetic, ecological, and environmental aspects of Squaw Valley. On the contrary, and as identified throughout the EIR and other impact reports, the current scope of the plan will irreversibly damage aesthetic, ecological, and environmental aspects of Squaw Valley. These losses must be more completely quantified in the next version of the present EIR.*

36. Section 4.2.3 Squaw Valley General Plan and Land Use Ordinance

*The development goals as listed lie in broad contrast to the scope of the project, which clearly will damage existing vegetation, does not guarantee restoration and revegetation of disturbed areas to their natural state, and will damage stream environment zones. The text should clearly state that these goals are not consistent with the current project as sub-points in the text, but I apologize if this is done later in the document.*

37. Policy CP-1 (page 4-23)

*The "relatively small number of days per year" in which peak periods of traffic occur is an ambiguous statement that does not reflect the actual impact on traffic flow patterns and delays caused to those wishing to navigate state and federally funded roadways (Highway 89 and Interstate 80). This statement must be revised to state "Peak periods at Squaw Valley occur on weekends between November and March and present traffic delays and congestion for multiple hours during both the morning and afternoon periods.*

38. Exhibit 12-2

*A correctly annotated geologic map will include a legend with all geologic units defined and ordered chronologically. Please add a legend with all geologic units defined and described (usually one sentence each). The body text refers to volcanic rocks and then cites the figure (Exhibit 12-2) however nowhere is Tsd, Tsp, Tsha, etc. completely defined.*

39. Exhibit 12-2

*The geologic map must be altered to correctly display faults to conform with geologic mapping standards. Are these strike slip faults, normal faults, thrust faults? The purpose of a geologic map is to convey and characterize the geology and regional tectonics; as it stands this map only serves to confuse. What do the dotted blue lines represent? Are these moraine crests? What do the purple lines represent? Furthermore the map symbology is inconsistent. Concealed and approximate faults have a different line spacing in the legend than they do in the figure. Please alter the map and use correct annotation and symbology that is consistent with geologic mapping standards.*

40. Section 12.1.2

*Where on the map are the lacustrine deposits (no geologic unit given) located? If lake sediments are mentioned, where are these and what is the lacustrine history? Was this lake found in the valley during the Little Ice Age, during Heinrich Stadial 1, when? The text needs to be altered to resolve this ambiguity.*

41. Section 12.1.2

*Please define Tioga and Tahoe ages.*

42. Section 12.1.2 Local Seismicity

*The Holocene is not technically defined as beginning 11,000 years before present. Most define it as 11,700 years before present (e.g., Walker et al. 2009 J. Quat. Sci doi:10.1002/jqs.1227) or ca 11,500 years before present (e.g., the peer reviewed journal The Holocene). Please select a proper definition and alter the text accordingly, or add “approximately” or “ca” to the statement. This would make it consistent with the approximate definition given for the Quaternary Period.*

43. Exhibit 13-3

*The data used to create the climograph is likely of insufficient length to compose a climate average or normal based upon World Meteorological Organization standards, which require 30 years. Please utilize other methods to incorporate longer duration climate data to develop a more robust curve.*

44. Section 13.1.3

*Please add “represent” to fix the grammar in this sentence and report the bias (in %): “The calibration statistics show a slight bias towards underestimating average groundwater elevations, but **represent** an improved calibration relative to previous model iterations (HydroMetrics WRI 2014).”*

45. Section 13.1.3

*Add a space between “wells” and “(i.e., the simulated...).*

46. Section 13.1.3

*The period of record (1992-2011) is too short and does not include periods characterized by extended drought conditions (e.g., 1987-1991) for the current wording to be valid. Groundwater elevations may not recover to within 15 feet in extended drought periods and the text should be altered to reflect this fact. Better yet, a new water supply assessment should be performed*

*including water years 2012-2015 to be able to make these statements robust as these years were characterized by significant below normal precipitation (and recharge) departures. Until this is done, the findings of the EIR are not sufficient to robustly project future water supply or characterize the significance of impacts under various scenarios of changing demand or climate.*

#### 47. Section 16.1.3

*The installation of electric car charging stations cannot be used as a way to suggest reductions in CO2 loading. Electricity must be generated somewhere and this measure only shifts the source of CO2 elsewhere. Globally, CO2 is a well-mixed gas and therefore this measure makes no difference to radiative forcing and atmospheric greenhouse gas loading. The line should be removed.*

#### 48. Impact 16-3

*It is unclear how changes in water supply due to climate change will result in a less than significant impact. The scientific consensus overwhelmingly points towards reduced water availability in midlatitude mountains and increased 20-50 year severe drought risks. The water supply assessment does not sufficiently address climate change through either a satisfactory past-dry year analysis or through possible future extended drought analyses. These factors combine to make the statement that climate change impacts would be less than significant on the project null and void, pending more detailed and robust analyses of climate change impacts. Such robust assessments would likely, but not certainly, result in more significant impacts than "less than". Should the conclusion stand, the project can more confidently move forward knowing that it has assessed its vulnerabilities and established adaptation and mitigation plans for climate change impacts.*

#### 49. Appendix C

*The water supply assessment (WSA) is currently insufficient to estimate future water supply. It utilizes a period of time characterized by many wetter than normal (compared to 1981-2010 averages) water years and too few drier than normal water years. The modeling methodology is sound, although a distributed surface water model would be recommended for use as well to better characterize runoff production and groundwater capture. However, the bias towards wet years in the simulation period reduces the likelihood that water supply is accurately estimated during extended (>5 year below normal) drought periods. The WSA would be made far more robust by including water years 2012-2015 (even up to June of 2015) and re-performing the model simulations. Since the model is already calibrated, this effort should require relatively little additional human and computational time inputs. A future 20 year drought scenario should also be included to ensure that water supply is sufficient under a 'megadrought' scenario. This would ensure that significant and unavoidable impacts on drinking water supply and ecological water supply will not occur.*

Placer County Community  
Development Resource Agency  
Attn: Mywan Krach  
3091 County Center Dr.  
Suite 190  
Auburn, CA

July 2, 2015

To Whom It May Concern:

This letter is sent to you to express my unequivocal objection to the development of Squaw Valley as explained in the Auburn Journal. Approving such development would be irresponsible stewardship of one of the most beautiful natural wonders on this planet. Once taken, no amount of money or persuasion can return it to its present state.

Squaw Valley is not ours! It is for us to experience and appreciate while on this earth. With our right to enjoy it now, we also bear the responsibility of preserving it for our children and grandchildren.

Very sincerely,  
Layne C. Hackett  
231 Merrow St.  
Auburn, CA 95603



## Maywan Krach

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**From:** Becca Hall <happyluckyfool@gmail.com>  
**Sent:** Thursday, July 16, 2015 3:04 PM  
**To:** Placer County Environmental Coordination Services  
**Subject:** Squaw Valley Development

To Whom it May Concern,

I have come to the Squaw Valley Writer's Conference for two years, and find the valley to be a completely magical place. I am very concerned about the proposed developments. I think the valley is erring on being overdeveloped as it is. The magic of Squaw Valley has to do with how wild it is. There is plenty of human comforts already there.

I realize that communities grow and change, however, good change is change that works to keep what is special about a place alive.

Please act with caution, and preserve the character and wildness of Squaw Valley.

Sincerely,  
Becca Hall  
Seattle, Washington

## Maywan Krach

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**From:** Sands Hall <sands@sandshall.com>  
**Sent:** Friday, July 17, 2015 10:03 AM  
**To:** Placer County Environmental Coordination Services  
**Subject:** Regarding KSL's proposed Squaw Valley development

To the members of the Placer Community Development Resource Agency:

I am writing to vehemently protest the proposed development in Squaw Valley.

I grew up in Squaw Valley — my parents built a house there in 1958, which we still own — and while I have lived all over the country during the ensuing decades, I have returned every year for several weeks to enjoy what I think of as my home. I have watched with dismay the changes that have been made to the Valley over these many years, but what KSL is proposing is of a whole new magnitude.

There is much to say about the details of the proposed development, but I will limit myself to one point. Where does KSL plan to get the water to sluice through the water slide, to power all those showers and dishwashers and restaurants — the water needed to construct the 25-year development at all?

While all of California is experiencing the results of the drought, if you have travelled to our region and seen for yourselves the steady drop in water levels of Squaw Creek, of the Truckee River, of Lake Tahoe, you will appreciate my concerns. If you haven't travelled up here, do. The effects of the drought are visible, and devastating. Where does KSL plan to get the water to run this massive project? And what will be damaged, *irrevocably*, as a result?

When individual citizens are being asked to curb their water use, how can the Placer County Development RESOURCE Agency even think of approving such a massive and ongoing squandering of water? How will the State allow it? One has only to look at the history of California to see how stupidly we have managed and do manage water use. Please do not contribute to another disaster.

Your agency is in place to steward the *resources* of this region. Approving this development will change the face of Squaw Valley forever. I beg you to carefully consider your actions and what you would visit on this beautiful, natural place with these very unnatural plans.

Sincerely yours,

Sands Hall

TO: Placer County Community Development Resource Agency

ATTENTION: Maywan Krach

3091 County Center Drive, Suite 190

Auburn, CA95603

[cdraecs@placer.ca.gov](mailto:cdraecs@placer.ca.gov)

RE: Squaw Valley proposed redevelopment

Dear Maywah,

As a long time resident who has skied at Squaw Valley since 1959 and attended the 1960 Winter Olympics I feel compelled to give you my input regarding this proposed development in Squaw Valley. Over the years this beautiful Valley has had enough abuse, the former owner, Alex Cushing did as he pleased, blowing up hillsides, removing old growth trees without permission, contaminating soils etc. etc. etc. It's all there in the Placer County records. While I agree that rejuvenation and restoration are very needed in the Valley a proposed project such as this one is definitely not what the Valley needs. We have some very spectacular natural features in this area for tourist and locals to enjoy without building water parks etc. Lake Tahoe and the hundreds of small Lakes and streams that exist naturally in the area will suffice. Twenty five years of construction, noise, pollution and ultimately increased traffic is not what Squaw Valley or the surrounding area needs. If they want to build an amusement park/destination resort there are plenty of areas that will accommodate them as a matter of fact Nevada is very close by. Let's appreciate what nature has bestowed on us and not create a polluting disruptive mega project. Thank you for listening, it's time that we start preserving, restoring and nurturing what nature has given us, it is not time to destroy it further.

Chris Hanna

  
PO BOX 330

Tahoma, CA 96142

530-412-1654

[Chris.hanna@camoves.com](mailto:Chris.hanna@camoves.com)

## Maywan Krach

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**From:** Kelli Hare <kelli.hare@gmail.com>  
**Sent:** Monday, June 22, 2015 2:20 PM  
**To:** Placer County Environmental Coordination Services  
**Subject:** Squaw Valley expansion comment

Hello,

I have one major issue with the proposed expansion of Squaw Valley Ski Resort, traffic impact. Until there is some solution to increase the flow of vehicles on Hwy 89 it does not seem feasible to me to approve an expansion for Squaw Valley. The highway is already overloaded and the ski traffic gets crazy now, I cannot imagine the gridlock that would ensue if a major expansion were to happen.

Don't get me wrong, I'd love to see Squaw Valley's plans come to fruition as I think the expansion would be great for the North Tahoe area as a whole. However, until Hwy 89 looks like Hwy 50 on the east shore (4 lanes) or there is some sort of heavy traffic lane switch (like on the Coronado Bridge) we would be irresponsible to clog Hwy 89 further.

I have read about some people's ideas to create a bus lane or make Squaw expand the bus system, these ideas seem totally pointless and the people suggesting them are painfully unaware of what actually happens up here and who causes the horrible traffic. A bus offering helps defray a few cars, but not at all enough to make any impact in keeping traffic flowing.

The personal vehicle capacity of Hwy 89 must be expanded before any ski resort expansion can be feasible. My recommendation, do not approve the Squaw Valley expansion until the traffic impact on Hwy 89 is solved.

Best,  
Kelli Hare

10735 Red Cedar Dr.  
San Diego, CA 92131

July 15, 2015

Dear Placer County Community Development,

I am a two week owner at Olympic Village Inn in Squaw Valley. I regularly come to Squaw Valley, due to much of the preserved natural beauty of this area.

The KSL Capital Partners project would damage the environment of this valley of scenic wonder. Please stop KSL's negative impact on a place of tranquility in Placer County.

Sincerely,  
Mary Ann Harper  
(Mary Ann Harper)

10735 Red Cedar Drive  
San Diego, CA 92131  
July 15, 2015

Attn: Maywan Krach  
Placer County Community Development Resource Agency

To Whom It May Concern:

I am concerned over how KSL Capital Partners' Squaw Valley Village Specific Plan will negatively impact the natural beauty of Squaw Valley due to the Specific Plan's inappropriately immense scope.

I have been coming to Squaw Valley, where I own a 2-week time share at the Olympic Village Inn, for 25 years. The Specific Plan's 10-story tall buildings and the addition of 1,500 bedrooms will degrade the valley's naturally scenic environment. The density and height of the Plan's proposed buildings and beds compete in size, bulk and numbers against Squaw Valley's geographic beauty.

The Specific Plan's proposed indoor amusement park, appropriate to an urban setting, is what we leave the city to get away from, and why we come to Squaw Valley with its natural resources and many year-round outdoor sports activities.

I ask that the Specific Plan, and any plan with a scope of take 2 - 25 years to construct, be denied as inappropriate for Squaw Valley.

Yours,

A handwritten signature in cursive script that reads "Hilliard Harper". The signature is written in black ink and is positioned above the printed name.

Hilliard Harper

## Maywan Krach

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**From:** C Harris <artecmh@aol.com>  
**Sent:** Thursday, July 16, 2015 12:07 PM  
**To:** Placer County Environmental Coordination Services  
**Subject:** Squaw Valley

Frequently, I realize how lucky we were as citizens to have Teddy Rossevelt, John Muir and others protect our environment for the future. Now it is our turn to also be aware of environmental demands for future citizens. Developers can often look the other way! Please do all you can to insure future citizens the great natural beauty we have so enjoyed and appreciated!! It is our legacy! LEAVE IT BE!

Carole Harris  
Truckee, CA

Sent from my iPhone

## Maywan Krach

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**From:** Andrew Hays <squawlyhood@yahoo.com>  
**Sent:** Friday, July 17, 2015 4:47 PM  
**To:** Placer County Environmental Coordination Services  
**Subject:** Squaw Valley dEIR Attn: Maywan Krach

July 17, 2015 Andrew Hays  
8755 River Rd  
Cabin #3  
Truckee Ca, 96161

Honorable Members of the Placer County Planning Commission,  
As prepared the draft environmental impact report outlines and highlights 23 individual significant and unavoidable impacts of the proposed village development at Squaw Valley. The bulk of these identified negative impacts will unquestionably play a major role in altering the character and dynamic of the communities of the North Lake Tahoe region with the potential to dramatically change the experience of both full time residents and visitors alike. The scale, scope, and urban nature seem in glaring contrast to the ideals that draw most residents to the region creating homes and deeply entrenched roots. Visitors too have traveled from afar to the region for over a century searching for the cures provided by nature. Does the character of this project appropriately carry on the spirit of that history?

Despite this project being directly on private land the vistas of the valley as viewed from the surrounding community of Olympic Valley and the adjacent National Forest lands are more of a shared experience. The glaciated valley of its nature is a rare example in the West. While it is undeniable that the valley floor has been severely impacted by past development, does that thereby mean that we should allow its complete destruction to take place? I believe that the final environmental draft should address more fully the geological significance of the site.

The dEIR raises the issue of negative visual effects in: "Impact 8-2: Substantially degrade the existing visual character or quality of the site and its surroundings." It is my opinion that the visual qualities of the area are an inextricably deep seeded aspect of the character of Olympic Valley. For more than six and a half decades Squaw Valley has provided an escape from the urban environment. Multiple generations have chosen to make there permanent home surrounded by the natural splendor. Many families have chosen to purchase second homes as an escape from their week spent in the cities. Will a project of this scale and density meet the needs of the community? Is a historic small town surrounding a pretend city a mutually beneficial situation? Will watercolorists still flock to the far end of the valley to paint scenes featuring the rooftops of 110ft buildings? Would the lives of many of the thousands of homeowners be unavoidably altered by this proposal? How wise is it to allow one singular project instantly and permanently reshape the character of a vibrant preexisting community? I strongly believe that the County Planning Commissioners require that a closer look be taken with the potential sociological impacts before this project proceeds.

This proposal also includes the permanent loss and destruction of important historic cultural resources. The 1960 Winter Olympics famously were the first to be televised. The event marked not just a vast achievement for the region but represented a coming out of sorts for the state of California to the world. It is impossible to overstate the historical relevance of 1960 Olympics to the region. The post war years saw an enormous era of growth for the state of California, this growth was punctuated with the esthetic of the mid-modern architectural style. This school of architecture would spread beyond the west to influence the world. The structures built specifically for the event are prime examples of the movement. Presently only three of these significant structures remain, this project proposes to demolish two of those remaining three. The Athlete's Center (Olympic Valley Lodge) is highly notable for being the only fully communal athlete housing center in the long history of the games. The Nevada Visitor's Center (Far East Building) is a very notable example of an A-Frame structure. The most publicly unpopular aspect of this project is the behemoth Mountain Adventure Center. This historical and irreplaceable artifact is slated to be leveled to make way for the aspect of the project that the public is most significantly united against. This is in no uncertain terms an unacceptable trade. To submit a proposal for a project of this scale and size with no contingency to save these unique and important buildings is simply unimaginative and arrogant. The project should not be allowed to proceed including the destruction of these valuable cultural resources.

The mitigating efforts provided in the dEIR paint a pessimistic vision of the future. These effects are indeed significant and unavoidable. The dEIR provides little direction for compromise. At times the report seems to unintentionally devolve into dark humor suggesting that

the destruction of the historic structures could be mitigated by "taking photographs" of them. Is this a substitute for our public history that we are willing to make? Is this what we owe our future generations? It is our collective responsibility to be curators of our history. I strongly believe that the final Environmental Impact Report must look much more deeply into the impacts identified as Significant and Unavoidable. These require a deeper level of study than presently provided in the dEIR. It is our responsibility to understand that in this present moment all of the proposed significant impacts are in fact quite avoidable indeed.

Sincerely,  
Andrew J. Hays

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

July 12, 2015

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

Dear Ms. Krach,

As a homeowner in Alpine Meadows I have serious concerns about the proposed Village at Squaw Valley Specific Plan (PSPA 20110385, State Clearing House No. 2012102023) (VSVSP). Specific comments follow.

### **Summary**

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.

Placer County Policy is clear:

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

As a cabin owner in Alpine Meadows for 52 years I am deeply concerned about the range and degree of these significant impacts. As just one example, traffic conditions are already poor on Highway 89, as demonstrated Sunday July 5, 2015 when the traffic was bumper to bumper, crawling from Tahoe City to Truckee. Level F conditions, identified as one of the significant project impacts, are not acceptable. If the traffic conditions can not be improved over existing, or mitigated to acceptable levels, the identified potential impacts must not be allowed.

**Cumulative Impacts at Alpine Meadows:** 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:

- traffic and transportation degradations in Squaw, Alpine, Tahoe City and Truckee; on Highway 89 from Tahoe City to Truckee; and on I-80W and I-80E.
- fire risk and management for Alpine and Squaw
- water supply for Alpine Meadows and Squaw Valley
- aesthetics, both valleys
- potentially significant impacts to the Granite Chief Wilderness Area
- night sky (light) pollution in Alpine, in Squaw, and in the Granite Chief Wilderness Area which deserves full protection from light pollution
- emergency vehicle access to both valleys and along Highway 89
- water quality degradation and further regulatory noncompliance in the Truckee River, Bear Creek and Squaw Creek
- loss of Critical Habitats
- twenty five years of construction nuisance in Squaw (and in Alpine with the new proposals), along Highway 89 and in Tahoe City.
- the cumulative impacts to the quality of life

### **Population, Employment, and Housing:**

If allowed, the population growth demanded by the project would result in an unavoidable increase in street and pedestrian traffic, water usage, waste production, air quality degradation and noise pollution.

The project is expected to generate an additional 574 new FTE employees annually, needing housing for 386 employees (287 new employees plus 99 replacement housing facilities) to meet the Placer County policy. The project housing proposal is less than the required number of beds necessary to meet Placer County General Plan policies for new employee housing. A plan for achieving compliance apparently has not been defined in this DEIR.

## **Biological Resources**

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....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. These impacts should not be allowed without meaningful mitigation.

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 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.

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

These impacts beg the question- What are we doing to Squaw Valley and the great natural resources of the Tahoe Basin? These levels of significance in visual impacts are not acceptable.

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.

### **Transportation & Circulation:**

The DEIR concludes that we will experience substantial degradation of transportation conditions in Squaw, in Alpine and on Highway 89 from Truckee to Tahoe City. There are no additional feasible mitigation measures available to reduce the significant traffic impacts to a less-than-significant level, per the DEIR. Given our experience Sunday July 5, 2015 on Highway 89 with bumper to bumper cars, trailers and trucks crawling from Alpine to Truckee, then 30 mph conditions on I-80W, it is clear the County has a real and unavoidable obligation to the public to not allow any further degradation of our transportation system from North Lake Tahoe through Truckee.

## **Noise:**

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:**

The project will permanently increase the water demands of Squaw Valley. Water supplies are clearly uncertain for the future of the high Sierras. Squaw drawing more water from the groundwater and up-hill resources will further deplete the hydrology of the valley. Squaw Creek will experience more below-normal flow conditions, resulting in less-resilient aquatic systems, reduced habitat quality, elevated temperatures and further degraded water quality. Squaw Creek already does not meet federal water quality standards. The planned restoration actions for Squaw Creek may not adequately mitigate for these impacts, given the uncertainty of the future hydrology of the watershed.

Drawing water from Martis Valley is contrary to responsible water management. There can be no doubt that taking water from Martis Valley will at some time bring unacceptable impacts to the groundwater and surface resources in that valley.

Pumping more groundwater and tapping more springs in the Squaw Creek Watershed has not been sufficiently analyzed, particularly concerning recent climate models and changing precipitation conditions in the watershed. Long term impacts to Squaw Creek and its aquatic resources require deeper analysis. The cross-basin transfer of Martis Valley water to Squaw Valley has received, apparently, only passing analysis and deserves an objective 3rd party technical review. Utilizing more groundwater in this

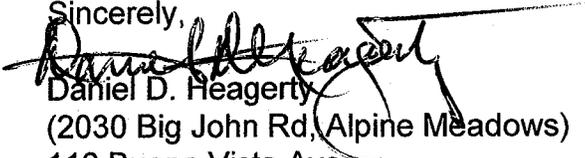
sensitive area, particularly during a serious California drought, has consequences which have not been adequately studied in the DEIR.

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.

The DEIR, though very thick, is insufficient in its analysis of cumulative impacts, water resources, traffic, night-sky pollution, social and real estate impacts due to 25 years of construction and North Tahoe Quality of Life. The project clearly would result in excessive significant and unavoidable environmental and social impacts. For the county to address PRC Section 21002; CCR Section 15093, and approve the project as now described, the "statement of overriding considerations" could only be wishful thinking.

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

Sincerely,

  
Daniel D. Heagerty  
(2030 Big John Rd, Alpine Meadows)  
116 Buena Vista Ave  
Mill Valley, CA 94941

## Maywan Krach

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**From:** Lauren Heagerty <laurenheagerty@gmail.com>  
**Sent:** Thursday, July 16, 2015 7:07 PM  
**To:** Placer County Environmental Coordination Services  
**Subject:** Draft EIR Comments: Village at Squaw Valley

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

Dear Ms. Krach,

As a member of a family who has owned a home in Alpine Meadows for three generations now, my family and I are deeply concerned about the proposed Village at Squaw Valley Specific Plan (PSPA 20110385, State Clearing House No. 2012102023) (VSVSP). Below are comments prepared by members of my family.

Summary:

The 23 Significant Environmental Impacts that cannot be mitigated, according to Placer County's Draft EIR, are staggering and simply unacceptable. 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.

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

Sincerely,

Lauren Heagerty (& Heagerty Family)

## Maywan Krach

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**From:** Lee Heagerty <leeheagerty@gmail.com>  
**Sent:** Friday, July 17, 2015 3:17 PM  
**To:** Placer County Environmental Coordination Services  
**Subject:** Proposed development for Squaw and Alpine Meadows

I would like to voice my deep concern regarding the proposed development for Squaw Valley and Alpine Meadows. As a homeowner in Alpine Meadows and former owner of a home in Squaw Valley (8th home built in Squaw in the 50s), the idea of the population growth resulting from this sizable project as well as increased traffic on hwy 89, availability of water given our drought, a tram traveling over the 5 Lakes trail (one of the most heavily travelled hikes in the area) all add up to a project that should proceed with caution, public hearings, and the determination as to whether this a project truly benefits the future of this wilderness and those of us who have come here for years to hike, enjoy the peace and beauty, and remove ourselves from the crowded life of the City. When I think of a tram going over 5 Lakes, i could cry.

Hopefully public comment and a willingness on the developers part to minimize the size and impact will ensure a positive result.

Thank you, Lee Heagerty

Sent from my iPad

## **Maywan Krach**

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**From:** Jackson Heath <jacksonh91@gmail.com>  
**Sent:** Thursday, June 25, 2015 11:58 AM  
**To:** Placer County Environmental Coordination Services  
**Subject:** ATTN: Maywan Krach - Village at Squaw Valley DEIR

### **My Proposal**

To whom it may concern,

As it stands currently, KSL owns the land that they plan to develop on and the locals that live there have little to no say in what happens to the land. The gap between KSL and Olympic Valley residents is concerning for both the environment, the rich history of the area and the overall sense of a world-class ski area rooted in community. The IOV wants to take matters into their own hands and become a city, which would provide them with stronger voting power over any new developments in the area. Both the EIR and CFA have many concerned with the numbers provided in each. While opponents of the IOV say the CFA is sound and provides accurate numbers for the low profit margins projected, the IOV feels that these numbers are false and need a second opinion. Regardless of who is correct in the situation, the level of development in the area already would place the proposed city in the red. I propose that instead of fighting each other (KSL has already spent \$500,000 in doing so), both sides need to check their ego and come together in developer and cooperative relationship. Cooperatives have been a newer trend in small ski areas such as Mad River Glen in Vermont where the community owns and runs the mountain operations entirely. However, like stated before, the magnitude of the Squaw Valley area would leave the town completely bankrupt in the all the finances needed to run such a large operation. However, there is another alternative: a shared ownership between KSL and the locals. KSL would continue to provide money and support for the entire infrastructure while the locals put up their money to essentially have stock in the mountain. The only example available of something similar to this can be found in the small town of Bear Valley, California just off of highway 4. Bear Valley was once one of the most popular destinations for skiing in the west. But as resorts in Tahoe became more abundant, the traffic began slowing

down at this small mountain and the decline in numbers have made running operations difficult. Jumping from several different investors, the future of Bear Valley has been in question since 2005. Last year, the community decided that were tired of working with developers that had little to no vested interest in the mountain and the community and decided to go for one last ditch effort to keep things running. The community banded together and each put forth a one-time fee of \$2500 of their own money to help support operations. They made the quota needed to provide the services that they originally provided under major developers and this got the attention of Skyline International. Skyline is a development company out of Canada that noticed this small towns passion for the area and decided to purchase ownership of the mountain. But rather than taking away from the success of the community, they instead decided to collaborate, allowing the members who had put their own money forward a spot on the committee to vote and discuss the future of the mountain. This collaboration is rare between developers and communities and while this coop/developer relationship is only a year old, the town has already become far more positive about its future and has no intentions of changing the new format any time soon. Squaw Valley and KSL should work together on a similar plan to help keep the locals who have a stake in the mountains livelihood in the loop. Preserving the authenticity of Squaw Valley takes both the capitol to keep operations running and local knowledge of the history and environment. This idea is my proposal for the future of Squaw Valley.

Jackson Heath

I have provided some articles and websites regarding the CO-OP idea.

<http://www.bvmcoop.org/>

<http://www.businesswire.com/news/home/20140820006079/en/Skyline-Acquires-Bear-Valley-Mountain-Resort-Northern#.VYxO5RNViko>

<http://www.prnewswire.com/news-releases/skyline-international-development-inc-completes-purchase-of-bear-valley-mountain-resort-300019516.html>

## Maywan Krach

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**From:** PATTY HECK <heck.patty@gmail.com>  
**Sent:** Tuesday, July 07, 2015 2:33 PM  
**To:** Placer County Environmental Coordination Services  
**Subject:** Draft Environmental Impact Report - Village at Squaw Valley

As a homeowner in Squaw Valley since 1999, I am seriously concerned about the effect that the development by Squaw Valley Ski Holdings will be having on the quality of my life.

In 2001 when Intrawest began construction on the village, I was not opposed to it. I welcomed it! The idea of an attractive area offering new restaurants, shops and a theatre was very appealing. The size of the original plan was compatible with the character of this valley.

Unfortunately, due to the economic downturn, that plan was not completed. Subsequent to the sale of Ski Corp. to KSL, a new proposal by SVSH - vastly larger than the Intrawest Village, was presented.

That new plan infringes upon, not only the life style, but more importantly, upon the basic needs of the residents.

With the increased population, and all that it entails, come new demands on the valley's services. In addition to the removal of the sewage and the crowded roads, there will be new demands put upon the aquifer. I know water was not mentioned as one of the significant and unavoidable impacts, but I find it hard to believe, with the possibility of an ongoing drought, that water will not be a factor.

If groundwater throughout the state is diminishing - why not Squaw Valley? Add to this the increased use of water for the Mountain Adventure Camp, plus the need for additional snowmaking, and I fear our vital resource will be compromised.

My other concern as a valley resident is the effect of increased traffic. We all know, given certain conditions, that the backup can be major. If an emergency should occur: avalanche, flood, earthquake, fire, what is the alternative emergency exit route? I have been told that The Resort at Squaw Creek will not permit egress through their land. How will all of those new homeowners exit this narrow valley?

How will I exit this narrow valley?

Hopefully, common sense will guide you to recognize the need to downsize this unrealistic plan, and be wise enough to choose the reduced density option.

Patricia C. Heck  
370 Winding Creek Road  
Olympic Valley, CA

## Maywan Krach

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**From:** Skier Guy <skier\_guy77@yahoo.com>  
**Sent:** Friday, July 17, 2015 3:54 PM  
**To:** Placer County Environmental Coordination Services  
**Subject:** East Parcel EIR

Maywan Krach,

My wife and myself live at 294 Indian Trail Rd in Olympic Valley. We are trying to raise our 3 young children here, fulltime. Our backyard is the "East Parcel" which is proposed to have the employee housing and new shipping and receiving.

In 2014, we paid \$30,209.84 in property taxes to Placer County. If KSL builds what they want on the East Parcel, it would destroy our property value, as well as everyone else's home value surrounding this parcel. Go check out Northstar's employee housing, would you want that in your backyard??? Northstar employee housing has been a complete disaster, I will not allow this in my backyard. It would also be ridiculous to put it on the main road in town for all the visitors to see, as well.

Olympic Valley cannot handle what KSL wants to build in town. Yesterday, it took me 9 minutes 24 seconds (I timed it) to be able to make a left turn from Indian Trail Rd onto Squaw Valley Rd. How many more cars and trucks will come into town if KSL builds what they want???

KSL should put any employee housing and there new shipping & receiving together where it is not adjacent to any "existing paying property taxpayer" in this town. I would be in support of putting it where they have a bunch of existing decrepit buildings adjacent to the hiking trail going up Shirley Canyon. I can only imagine what harmful chemicals are presently going into our Squaw Creek from those buildings. KSL would object to this because that land is too valuable for real estate. Well, if KSL needs employee housing and a new shipping & receiving buildings, they should have to shoulder the burden of it, not individual people paying there property taxes for living in Olympic Valley.

If KSL builds out the parking lot at the base of the ski resort, then KSL should build ample parking at the same site for all the local residents who have been skiing here for years before KSL showed up.

Please make it clear to anyone, and I will find out who, who votes in favor of KSL building there "proposed" East Parcel: You ruin my backyard, I'm going to make it my life mission to ruin your backyard as well!!!

Feel free to contact me anytime,

Thank you,

Jeff Hekemian

[skier\\_guy77@yahoo.com](mailto:skier_guy77@yahoo.com)

Cell: (530)388-8038

## Maywan Krach

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**From:** Rachel Hekemian <skier\_grl@yahoo.com>  
**Sent:** Friday, June 12, 2015 10:54 PM  
**To:** Placer County Environmental Coordination Services  
**Subject:** Olympic valley development

I'm a full time resident of Olympic Valley ca. I have three small children and live on Indian Trail rd. We are a young family We take a lot of pride in where we live. In this town we already don't have enough full time residents. Try trick or treating here. Home values are high here. We bought our home hoping that it would be our forever home, that we would create our family memories in. Now a few years later, there's a new reality.. If we even came to the idea to sell bc of the east parcel development, our house value is going to change dramatically.

How would you feel if this was going on, in your backyard. Especially knowing the land and hearing the wildlife. Every spring we have croaking frogs. The tadpoles right now are abundant. We have two coyotes living next to our house and several bunnies. The birds that fly through here are amazing. We often see an eagle.

Impact this great will lessen this type of wildlife and completely change the animals lives none the less our pleasure of enjoying these animals.

What's the percentage of the people with all these ideas for Olympic Valley that actually live and pay taxes in this valley??? Our property owns two lots. Taxes here are not cheap. KSL has a school in their parking lot, Creekside / Squaw Prep. Hopefully by having a school in your community your taxes will lower. The fire dept had no idea they didn't even have a sprinkler system.. Try pulling in and out of Indian trail during 8:20 am on a school morning or 2:35 in the afternoon. On heavy ski days, I can't cross the street with my kids to get to the bike path. They make extra lanes and no one cares about us locals.. How would a five year old on a bike get through all the extra lanes you make? They don't care They care about the money they are making. I know Andy Wirth lives in Lahaton. He doesn't live in Squaw. He's no long term resident. If he gets the approvals it's a matter of time before they sell out to another corporation.

Joni Mitchell has famous lyrics that say "They paved paradise and put up a parking lot. "That's what is proposed to happen to Olympic Valley. That's not okay to me. Think about how it would be for you? KSL Killing Squaw Locals..

Sincerely, Rachel Hekemian Sent from my iPhone

RECEIVED

JUL 06 2015

To the Placer County Planning Commission,

ENVIRONMENTAL COORDINATION SERVICES

My name is Gretchen Heneveld and I have been a Truckee resident for 37 years. I taught at Truckee Elementary for 20 years and skied at Squaw during those years and well before - traveling to and from the Bay Area with throngs of others.

"Build it and they will come." Well, they haven't built it yet but they have already come - way too many! Traffic is a huge problem in the Tahoe Basin!!! It is a well known fact that locals regulate their schedules around Squaw's opening and closing on ski days, but also around all SV events. All try to avoid going to Safeway mid-day during X-mas break, MLK, Spring Break, etc. And this traffic congestion goes all the way to the Bay Area! Friday and Sunday evenings are very frequently slow going along Hwy. 80 due to the popularity of the Tahoe Basin.

There is one road in and out of SV. Once out of the valley, it's #89 either North or South along the Truckee River Corridor. This corridor is already very busy and congested frequently. There is not enough room to expand the SV road - even the dEIR admits this. And adding "three lane operations with cones, signage and traffic personnel" is NOT going to solve the problem! Just too many people love this area (understandably so!) Horror stories abound regarding traffic delays and many times with no weather complications. The quality of any Tahoe experience is diminished by traffic delays and obstructions.

"Peak periods at SV occur for limited periods of time during a relatively small number of days per year." Well, if you live in the area and are impacted every weekend and every day during holiday periods, this doesn't seem like a "relatively small number of days."

I applaud the "specific plan" for supporting transit services which, if people used them, would be an assist to helping solve this traffic problem. But, from my experience, often times these buses are running empty or nearly so. We are just too in love with our vehicles!

25 years of road construction and destruction, pollution of air and noise to draw more people into an area that is already over crowded makes no sense to me!

Thank you for reading my comments. I appreciate your attention to this matter!

Gretchen Heneveld



10061 E. River St., Truckee, CA 96161  
(530) 386-4921

## Maywan Krach

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**From:** Trevor Heneveld <trevor.heneveld@gmail.com>  
**Sent:** Friday, July 17, 2015 1:04 PM  
**To:** Placer County Environmental Coordination Services; Maywan Krach  
**Subject:** Letter on proposed development in Squaw Valley

Dear Placer County (Attention: Maywan Krach),

I was born in Truckee; I was raised in the same house my parents still occupy; it is on the main road into Squaw Valley. I still remember playing on the far side of the meadow when the Resort at Squaw Creek didn't exist and was only a series of beautiful mountain trails. I acknowledge that some development is inevitable, but when it comes to one of the most special valleys in the Sierra, we must take a critical eye to new development. I have many concerns on KSL's proposed project.

First, to request entitlements for development for the next 25 years is ridiculous. No one can predict what will happen that far into the future. Looking back at the changes of the past 25 years, we can only expect exponential changes in the next 25. I believe rights to development 10 years in the future is more than enough to allow so we can adapt future development plans to this dynamic valley and community.

Secondly I am concerned about noise. As a child I played on my 3 wheeler in our driveway that connected to the main road with only the occasional car passing by. Now the constant roar of the road makes it unpleasant to sit outside our house and enjoy the amazing mountain views. I know the days of serenity along the main road have passed, but KSL should be held accountable to noise regulations that already exist. This is especially true if the community of long time local residents who live along the main road have to listen to huge trucks rumble down the road for the next 25 years. Additionally KSL has stated that the, "Project construction would require night time construction work that would exceed applicable Placer County noise standards." This is unacceptable. There needs to be stricter regulations on noise and more mitigation than simply stating this is "significant and unavoidable". One possible helpful mitigation could be to slow traffic speeds, especially on big trucks. Another way to lessen this impact would be to have KSL be required to have electric shuttles that bring people into the valley cutting down on noise and green house gas emissions.

John Muir inspired millions to, "Climb the mountains and get their good tidings." Without the foresight of people like Muir the Sierra today would look much different. I don't think it is in the spirit of the mountains or the spirit of Squaw Valley to have an enormous indoor amusement park located in our special valley. With one of the most beautiful alpine lakes in the world only a few miles away, do we really need an indoor water park? When people come to the mountains, they need to get outside and breath the fresh mountain air, not choke on the chlorine fumes from an indoor pool.

I believe what draws people to the mountains is to escape the city and its urban noise, congestion, high rise buildings, and concentrated humanity. I think few would argue this point. Let's not change Squaw into a urbanized city of 100 foot condominiums and water parks.

Sincerely,  
Trevor Heneveld

## Maywan Krach

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**From:** Marilyn Henriques <mhenriqu4@hotmail.com>  
**Sent:** Friday, July 10, 2015 7:53 PM  
**To:** Placer County Environmental Coordination Services  
**Subject:** Development at Squaw Valley

I am opposed to the proposed development of Squaw Valley. We do not need, nor want anything that resembles Vail, Beaver Creek, or any other Colorado mega Resort. The valley is too fragile to accomodate any such development. Lake Tahoe needs to be preserved, not exploited to make a few rich. Please say no to this development.

I live in Tahoe City, my husband and I have raised our four children here. We have been permanent resedents for 37 years. I fear that the development planned for Squaw Valley will will permanently and negatively affect this beautiful Lake Tahoe environment. Please protect it for future generations to come. Vote no to the proposed development.

Marilyn Henriques  
[mhenriqu4@hotmail.com](mailto:mhenriqu4@hotmail.com)  
(530) 386-2192

## Maywan Krach

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**From:** Michael Henriques <henriques.michael.j@gmail.com>  
**Sent:** Tuesday, July 07, 2015 9:24 AM  
**To:** Placer County Environmental Coordination Services  
**Subject:** Squaw Valley Proposal

The development proposal for Squaw Valley is super sized to a fault. The plan, as proposed, creates far too many impacts that are mitigable, if only the scale were reduced.

The developers have no right to extract every last dollar in their effort to maximize ROI. The valley, its residents and the region will be negatively affected, forever more, if allowed to proceed as they propose.

I am a 35 year, full time resident of Tahoe City. I don't deny the owner's right to develop their land. I do object to their collateral impacts, that will negatively impact my quality of life.

Scale back this proposal.

Michael J. Henriques  
(530) 583-0696  
[henriques.michael.j@gmail.com](mailto:henriques.michael.j@gmail.com)

To whom it may concern,

The purpose and need for the expansion of the Olympic Valley is the following of the other big ski 'resorts'. There is a difference between a ski area, and a ski resort; a ski area is not really catered to tourists, it is typically smaller, without a village, and is just a area for locals or ski activists to come and ski. A ski resort is catered to tourists and has many more amenities like villages, hotels, snow making equipment, and activates other then skiing for people who aren't really there for the mountain. According to Colorado Ski Blog; "The overall consensus is that a ski area is little more that that: an area where one can ski. Ski areas have no condos, no shopping, no glamor. OK, so what do ski areas have? The answer: really great skiing" Squaw is trying to separate themselves from this as much as possible and they are aware that they are tourist driven, so they are trying to build more places and attractions to bring in more revenue. The proposed action is to build as many attractions as allowed and try to bring in as much revenue as they can to try to compete with resorts like Northstar, Homewood, and Heavenly.

"Although the plan has gone through many scaled-down revisions, the Village at Squaw Valley Specific Plan still calls for construction of up to 1,493 bedrooms in up to 850 hotel, condo, and timeshare units. The development also proposes almost 300,000 square feet of commercial space that will be the heart of a new retail and restaurant base for Squaw. And while the much-maligned 132,000-square-foot aquatic park has been downscaled to a 90,000-square-foot Mountain Adventure Camp, the latest environmental impact report details just how significantly the 94-

acre project would impact Squaw Valley” (ski curbed). As we deal with drought, habitat destruction, the environmental impact of destroying wetlands (like the Tahoe keys), I’m personally not really sure why anyone thinks that destroying the Olympic valley to make squaw bigger, is a good idea. In the submitted environmental impact draft, squaw states; “significant or potentially significant effects associated with population, employment, and housing; biological resources; cultural resources; visual resources; traffic and circulation; air quality; noise; soils, geology, and seismicity; hydrology and water quality; public services and utilities; hazardous materials and hazards; air quality; and greenhouse gases and climate change, even with the application of feasible mitigation measures, some impacts would be significant and unavoidable.” So really their mitigation proposals aren’t doing enough because the environment is going to be negatively impacted in one way or another, and while we are working so hard to pull back on our eco-footprint, squaw and KSL is basically saying, we are going to do this, we are going to do some things to help the environment and ecosystem not completely collapse, but, some of the things we are going to do are going to fuck up the Olympic valley anyway. Sorry. When KSL did their water report it was in 2011 after one of the biggest we have seen in recent years. Since 2011 however, we have had nothing but drought and KSL continues to refer to these numbers to say they don’t have any water issues. I challenge them to re-do their water report and try to say they don’t have a problem with water. This is just one example of how KSL is knowingly disregarding the environment in favor of capital gain.

In terms of alternatives, if KSL offered a permanent mitigation plan where the mitigations would be permanent and could not be changed and offered mitigations that wouldn't just stop harmful effects on the environment, but helped the local ecosystem grow and flourish with the presence of these new buildings. I don't think that this project can be stopped all together, but if it was scaled back more, that would make a lot of people feel better. If Squaw was to start small and build into the mountain and build as a community instead of a village I believe that this would be a better use of the place.. Build a place more catered to locals and build community values, more people will come to live then to visit and they will still make money. If people would actually take the environmental impact into account and not just do the bare minimum of what they have to put on paper people would be more open to ideas. If I were them I would still try and make It have that small town feel to it and maybe partner with a wildlife organization or a pro-environmental group to show that the project actually cared about the wildlife and ecosystem and not just about the money. KSL and Squaw are just disregarding these peoples concerns instead of working with them and hearing them out. That is the most important change they could make, actually showing that they care about squaw valley and its ecosystem and the local people. In my opinion this would move their process along faster and get them going and support from people but they are doing the bare minimum and are clearly showing that all they care about is the paycheck they are going to get out of it.

From what I have read and heard about this project, I think it is in KSL's best interest, and their plan to at lease get the plans passed and then sell. That will make

them the most money. In terms of Squaw itself, I think that some new attractions on a smaller scale could potentially bring in more revenue and help them and still not be too harmful to the environment. In a perfect world, Squaw could make enough money to not have to put in all these attractions and go from owner to owner, they could just stay the same and maybe update what they have to be more eco-friendly and tourist friendly. I think the Squaw is beautiful just the way it is and doesn't need changing, but from an economic standpoint, this might not be the situation which is sad, but it is my hope that the locals will stand up and say that this project is too much and has too much negative impact on the environment to go any further and something needs to be done to halt it and shut it down. If Squaw were to close that would really be a shame, but if KSL destroyed the Olympic valley that would be a bigger shame and I would rather see Squaw close and be taken over by the land and wildlife, then overrun with people and pollution.

Regards,

Danielle Hicks

## Works Cited

Barber, Megan. "New Report Details Potential Environmental Impact of Proposed Squaw Valley Base Village." *Curbed Ski*. Ski.curbed.com, 29 May 2015. Web. 20 June 2015.

Fisher, Mark. "Squaw Valley: Green Or Greenwashing?" *UnofficialAlpine.com*. Unofficial Alpine, 04 Jan. 2015. Web. 20 June 2015.  
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Trousdale, John. "Is Loveland a Resort or Ski Area? - Club Colorado Ski Blog." *Club Colorado Ski Blog*. N.p., 30 Nov. 2011. Web. 20 June 2015.  
<<http://blog.coloradoski.com/2011/11/30/is-loveland-a-resort-or-ski-area/>>.

## Maywan Krach

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**From:** Dave Higgins Jr. <klondike15@gmail.com>  
**Sent:** Friday, July 17, 2015 4:21 PM  
**To:** Placer County Environmental Coordination Services  
**Subject:** Village at Squaw Valley Specific Plan EIR

Please accept my comments regarding the draft **EIR** for the Village at Squaw Valley Specific Plan.

I have been visiting Squaw Valley since the mid 1970's for recreational purposes. I was a lift operator there during the 1982-83 ski season. I have been visiting Squaw Valley annually since then.

I have a degree in Civil Engineering from Santa Clara University and am a **Leed** Accredited Professional. I am a resident and homeowner on the West Shore at 2670 Rustic Lane.

I take exception to the following mitigation measures:

**Traffic** - Squaw Valley is a dead end. That means all of the vehicles have one way in and one way out. All of the other resorts I have visited such as Aspen, Mammoth, Whistler, Snowbird, Alta, etc can be characterized as small towns at the base of a mountain with multiple points of access. Those areas have a base environment with all of the lodging, food and retail in a consolidated cluster. The Tahoe basin has all of those amenities, but spread out between Truckee, Tahoe City, South Lake Tahoe, Incline Village, and Reno. Accordingly, our region is much more dependent on vehicle traffic to get around from place to place.

Increasing the density of Squaw Valley will add to the already horrible traffic that is experienced between Truckee and Tahoe City. Currently during certain holiday periods we don't leave our home to avoid the gridlocked traffic. Adding more traffic in the Highway 89 corridor won't help. No matter what Squaw Valley does to become a destination resort, it is still a local ski area that attracts visitors from Northern California, that come and go on a daily basis. The mountain can't be expanded, so you can only handle so many visitors on a daily basis. It is unreasonable to assume that visits will ever "level out" so their customer base will be normalized, there will always be times of high demand and periods of lower utilization during the week. The overlap of the new visitors with the weekend peaks will overload the Valley with vehicles.

Per the Executive Summary Impact Items 9.2, 9.4, and 9.5 show significant and unavoidable impacts after mitigation. This should be an obvious red flag this project is too big for the existing valley. I object to the size of the project and these impacts it will bring to an already stressed roadway infrastructure.

**Hydrology** - Water is a precious resource, irregardless of the current drought. The additional occupants will place more demand on an aquifer that has a limited ability to store water and recharge itself based on the rock basin. What will happen if the water tank fails? Shouldn't there be two of them for redundancy? What will they do during years of low or no snow?

Per the Executive Summary - I believe the classification of Impact Items 13-4 and 13-5 as Less than Significant after mitigation is in error. If the **WSA** is in error, there will be significant impacts to all of the residents of Olympic Valley.

The visual impacts described in 8-1 Adverse effect on a scenic vista are very real. The elevations shown in the renderings show nothing more that cookie cutter architecture that is boring and uninspiring. Use the Resort at

Squaw Creek as an example. Black curtain wall? Not very complementary to the existing scenery. Please don't let something like that happen again.

The 90ksf "Mountain Adventure Camp" is totally inconsistent with the whole Squaw Valley experience. People that come to Squaw Valley should be outside enjoying mother earth. Otherwise they shouldn't waste their time and our natural resources and the corresponding impacts to visit. At a minimum this portion of the project should be eliminated.

The theme that appears to run through the recommendations is "oh well, there is nothing we can do about it, so let's approve this project anyhow". The other theme is if all of the assumptions provided in the mitigation measures work out, everything will be great. But if they don't, there will be significant impacts. There is no Plan B.

This re-development of Squaw Valley has the potential to achieve the applicant's goal of making Squaw Valley a world class destination resort. The submission in its current form would deliver a Wal-Mart type maximum build out focused on maximizing their profits. Please bring this project in alignment with the reality of what really makes sense for the ultimate development of Squaw Valley. The residents of Olympic Valley and Placer County deserve better than this.

Dave Higgins Jr

## Maywan Krach

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**From:** Gail High <mtnjoy@jps.net>  
**Sent:** Tuesday, June 16, 2015 10:28 PM  
**To:** Placer County Environmental Coordination Services  
**Subject:** Proposed Squaw Valley development

To whom it May Concern,

PLEASE, PLEASE, PLEASE don't allow this completely out of scale, unnecessary development which will destroy all that's precious about this unique site! This is NOT an appropriate place for such a huge development ---& I can't even begin to imagine what it will do to the traffic and therefore the air pollution in the area. It's unfathomable that a development of this scale has been allowed to even be considered. Please don't let the monetary gain of a few destroy for many, this precious asset!!!! Make the developers decrease the size to something that's reasonable.

Most sincerely,

Gail and Ken High

Kings Beach, CA

## Maywan Krach

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**From:** Dan Hikel <1artisan@sbcglobal.net>  
**Sent:** Wednesday, June 10, 2015 2:26 PM  
**To:** Maywan Krach  
**Cc:** Jennifer Montgomery; Alexander Fisch  
**Subject:** Squaw dEIR comments  
**Attachments:** SV Development NOP Comments dEIR June 2015.pdf

Dear Maywan,

Please note attached letter in .pdf document form as my public comment for the Squaw Valley Development dEIR during this public comment period.

Quite baffled as to why Squaw Valley's designation as State Historical Site number 724, Pioneer Ski Area, is not even mentioned in the dEIR but had been mentioned in a Northstar dEIR previously in 2013.

I had originally brought this issue up w supes Montgomery and Fisch in January of 2013 during the NOP comment period and it has not been addressed in the dEIR whatsoever.

Please see attached .pdf document though quite long it details the importance of Squaw as a culturally and historically significant designated site as following proper guidelines under the California Environmental Quality Act, and Appendix F, there in proper mitigation measures to conserve energy, which this proposed project will not in its current scope and protect culturally significant buildings such as Nevada and California buildings from demolition. The aforementioned Northstar dEIR is also part of this submission as it details Squaw's designation as Pioneer Ski Area, Historical Site number 724 and provides much detail all mitigation measures of their proposed project for comparison to the current Squaw dEIR which does not.

Thank you for your attention to this matter.

Sincerely,

Dan Hikel  
Truckee, CA

To Placer County Board of Supervisors, Jennifer Montgomery, Alexander Fisch, et al.

Subject: Squaw Valley real estate development proposal, dEIR

After reading the dEIR on the proposed Squaw Valley development specific plan there are major omissions that are quite troubling in regard to the State Historical Designated Site no 724 Pioneer Ski area. This illustrates intent to purposely omit from section 7, Cultural resources of the dEIR.

Below are excerpts from CERES and CEQA specific to the Squaw Valley development proposal which is omitted from the dEIR specific plan.

California Environmental Resources Evaluation System

A division of California Natural Resources Agency

### **California State Historical Landmarks in Placer County**

Properties of historical importance in California are currently designated as significant resources in three state registration programs: State Historical Landmarks, Points of Historical Interest, and the California Register of Historic Places. Below is a list of the State Historical Landmarks for Placer County. This data is provided by the [Office of Historic Preservation - California Department of Parks and Recreation](#) and is also available in the [California Historical Landmarks Book](#).

**NO. 724 PIONEER SKI AREA OF AMERICA, SQUAW VALLEY - The VIII Olympic Winter Games of 1960 commemorated a century of sport skiing in California. By 1860 the Sierra Nevada-particularly at the mining towns of Whiskey Diggings, Poker Flat, Port Wine, Onion Valley, La Porte, and Johnsville, some 60 miles north of Squaw Valley-saw the first organized ski clubs and competition in the western hemisphere.**

**Location: Squaw Valley Sports Center, NE corner of Blyth Olympic Arena Bldg, Squaw Valley Rd, Squaw Valley**

This may have major legal implications for both the developer and Placer County board if this proposal is approved without proper evaluation and consideration as a State Historical Registered site under the California Environmental Quality Act, "Substantial Change to a Historical Resource"

“Substantial adverse change includes demolition, destruction, relocation, or alteration such that the significance of an historical resource would be impaired (PRC Section 5020.1(q)).

While demolition and destruction are fairly obvious significant impacts, it is more difficult to assess when change, alteration, or relocation crosses the threshold of substantial adverse change. The CEQA Guidelines provide that a project that demolishes or alters those physical characteristics of an historical resource that convey its historical significance (i.e., its character-defining features) can be considered to materially impair the resource’s significance.”

State Codes and Regulations Related to CEQA and Historical Resources 1

### **California Code of Regulations, Title 14, Chapter 3**

#### **15064.5. Determining the Significance of Impacts to Archeological and Historical Resources**

(a) For purposes of this section, the term "historical resources" shall include the following:

(1) A resource listed in, or determined to be eligible by the State Historical Resources

Commission, for listing in the California Register of Historical Resources (Pub. Res.

Code SS5024.1, Title 14 CCR, Section 4850 et seq.).

(2) A resource included in a local register of historical resources, as defined in section

5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements section 5024.1(g) of the Public Resources

Code, shall be presumed to be historically or culturally significant. Public agencies must

treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

(3) Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency’s determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code SS5024.1, Title 14 CCR, Section 4852) including the following:

(A) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

(B) Is associated with the lives of persons important in our past;

(C) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

(D) Has yielded, or may be likely to yield, information important in prehistory or history.

(4) The fact that a resource is not listed in, or determined to be eligible for listing in the

California Register of Historical Resources, not included in a local register of historical resources (pursuant to section 5020.1(k) of the Public Resources Code), or identified in an historical resources survey (meeting the criteria in section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code sections 5020.1(j)

or 5024.1. (b) A project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.

(1) Substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired. State Codes and Regulations Related to CEQA and Historical Resources

(2) The significance of an historical resource is materially impaired when a project: (A) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources; or

(B) Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or

(C) Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

Also under CEQA guidelines for a State Designated Historical site are as follows:

#### **15126.4 Consideration and Discussion of Mitigation Measures Proposed to Minimize Significant Effects**

(a) Mitigation Measures in General.

(1) An EIR shall describe feasible measures which could minimize significant adverse impacts, including where relevant, inefficient and unnecessary consumption of energy.

(A) The discussion of mitigation measures shall distinguish between the measures which are proposed by project proponents to be included in the project and other measures proposed by the lead, responsible or trustee agency or other persons which are not included but the lead agency determines could reasonably be expected to reduce adverse impacts if required as conditions of approving the project. This discussion shall identify mitigation measures for each significant environmental effect identified in the EIR.

(B) Where several measures are available to mitigate an impact, each should be discussed and the basis for selecting a particular measure should be identified. Formulation of mitigation measures should not be deferred until some future time. However, measures may specify performance standards which would mitigate the significant effect of the project and which may be accomplished in more than onespecified way.

(C) Energy conservation measures, as well as other appropriate mitigation measures, shall be discussed when relevant. Examples of energy conservation measures are provided in Appendix F.

(D) If a mitigation measure would cause one or more significant effects in addition to those that would be caused by the project as proposed, the effects of the mitigation measure shall be discussed but in less detail than the significant effects of the project as proposed.

And further, Appendix F, of the CEQA for State Designated Historical Sites:

#### **CEQA: California Environmental Quality Act**

##### **154 • APPENDICES**

##### *Appendix F*

##### **ENERGY CONSERVATION**

##### **I. Introduction**

The goal of conserving energy implies the wise and efficient

use of energy. The means of achieving this goal include:

- (1) decreasing overall per capita energy consumption,
- (2) decreasing reliance on natural gas and oil, and
- (3) increasing reliance on renewable energy sources.

In order to assure that energy implications are considered in project decisions, the California Environmental Quality Act requires that EIRs include a discussion of the potential energy impacts of proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful and unnecessary consumption of energy.

Energy conservation implies that a project's cost effectiveness be reviewed not only in dollars, but also in terms of energy requirements. For many projects, lifetime costs may be determined more by energy efficiency than by initial dollar costs.

## **II. EIR Contents**

Potentially significant energy implications of a project should be considered in an EIR. The following list of energy impact possibilities and potential conservation measures is designed to assist in the preparation of an EIR. In many instances, specific items may not apply or additional items may be needed.

A. Project Description may include the following items:

1. Energy consuming equipment and processes which will be used during construction, operation, and/or removal of the project. If appropriate, this discussion should consider the energy intensiveness of materials and equipment required for the project.
2. Total energy requirements of the project by fuel type and end use.
3. Energy conservation equipment and design features.
4. Initial and life-cycle energy costs or supplies.
5. Total estimated daily trips to be generated by the project and the additional energy consumed per trip by mode.

B. Environmental Setting may include existing energy supplies and energy use patterns in the region and locality.

C. Environmental Impacts may include:

1. The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project's life cycle including construction, operation, maintenance and/or removal. If appropriate, the energy intensiveness of materials may be discussed.
2. The effects of the project on local and regional energy supplies and on requirements for additional capacity.
3. The effects of the project on peak and base period demands for electricity and other forms of energy.
4. The degree to which the project complies with existing energy standards.
5. The effects of the project on energy resources.

6. The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

D. Mitigation Measures may include:

1. Potential measures to reduce wasteful, inefficient and unnecessary consumption of energy during construction, operation, maintenance and/or removal. The discussion should explain why certain measures were incorporated in the project and why other measures were dismissed.

2. The potential of siting, orientation, and design to minimize energy consumption, including transportation energy.

3. The potential for reducing peak energy demand.

4. Alternate fuels (particularly renewable ones) or energy systems.

5. Energy conservation which could result from recycling efforts.

E. Alternatives should be compared in terms of overall energy

consumption and in terms of reducing wasteful, inefficient and unnecessary consumption of energy.

F. Unavoidable Adverse Effects may include wasteful, inefficient

and unnecessary consumption of energy during the project construction, operation, maintenance and/or removal that cannot be feasibly mitigated.

G. Irreversible Commitment of Resources may include a discussion of how the project preempts future energy development or future energy conservation.

H. Short-Term Gains versus Long-Term Impacts can be compared by calculating the energy costs over the lifetime of the project.

I. Growth Inducing Effects may include the estimated energy consumption of growth induced by the project.

For reasons of comparison, the Northstar Mountain village development dEIR clearly states under Cultural Resources heading, that Pioneer Ski Area was within the vicinity of their development in Placer County. For Squaw Valley developers to ignore the significance of this state designation is in my opinion a purposeful intent to deceive and dis-inform Placer County and the public about this important designation of Squaw and the implications it obviously has with wise and efficient use of energy in regards to development plans.

For Placer County officials to allow this glaring omission can also be seen as abetting the developer's intent to deceive and dis-inform.

As public officials, the board should be representing the public as much as required by law in this matter.

Mitigation measures mentioned in the dEIR pertaining to the issue of energy conservation for this proposed development are currently considered not feasible. Yet energy conservation is feasible under a smaller proposed development plan, less construction, smaller footprint and the use of renewable energy sources such as roof top solar panels, graywater collection facilities and L.E.E.D. certified building design.

A project of this proposed size that will only experience full occupancy no more than and estimated 8 total weeks out of a calendar year as historically proven in this type of development, is very wasteful in energy consumption and does not fall within the CEQA appendix F guidelines of conserving energy in it's long term useful lifespan.

For the Board to not address these issues as well seems like a purposeful omission of process as well.

I hope I am incorrect in this statement but the dEIR as submitted is incomplete and flawed in regards to the State Historical Designation of Squaw Valley as Pioneer Ski Area and should be disallowed and resubmitted with proper inclusion and re-design and effective mitigation measures within the specific plan to accommodate the CEQA under Appendix F for State Designated Historical Sites.

Below is the attached Northstar dEIR from November 2013 for reference to the State Historical Designated site of Pioneer ski area no. 724 located at Squaw Valley.

Thank you for the opportunity to address this issue.

## **Appendix**

Northstar Mountain Village Development dEIR for comparison

### CULTURAL RESOURCES

#### 7.0 Cultural Resources

#### 7.0 CULTURAL RESOURCES

This section considers and evaluates the potential impacts of the proposed project on historical, cultural, and paleontological resources. Cultural resources are defined as prehistoric and historic sites, structures, and districts, or any other physical evidence associated with human activity considered important to a culture, a subculture, or a community for scientific, traditional, religious, or any other reason. Paleontological resources include fossil remains, as well as fossil localities and formations which have produced fossil material.

For analysis purposes, cultural resources may be categorized into four groups: archaeological resources (prehistoric and historical); historic properties, buildings, and districts; areas of importance to Native Americans; and paleontological resources (fossilized remains of plants and animals). Cultural resource impacts include those to existing historic resources (i.e., historic districts, landmarks, etc.) and to archaeological and paleontological resources.

#### 7.1 CONCEPTS AND TERMINOLOGY FOR EVALUATION OF CULTURAL RESOURCES

The following definitions are common terms used to discuss the regulatory requirements and treatment of cultural resources:

Cultural resources is the term used to describe several different types of properties: prehistoric and historical archaeological sites; architectural properties such as buildings, bridges, and infrastructure; and resources of importance to Native Americans.

Historic properties is a term defined by the National Historic Preservation Act (NHPA) as any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places (NRHP), including artifacts, records, and material remains related to such a property.

Historical resource is a California Environmental Quality Act (CEQA) term that includes buildings, sites, structures, objects, or districts, each of which may have historical, prehistoric, architectural, archaeological, cultural, or scientific importance, and is eligible for listing or is listed in the California Register of Historical Resources (CRHR) or a local registry of historical resources.

Paleontological resource is defined as including fossilized remains of vertebrate and invertebrate organisms, fossil tracks and trackways, and plant fossils. A unique paleontological site would include a known area of fossil-bearing rock strata.

## 7.2 EXISTING SETTING

### 7.2.1 CULTURAL SETTING

#### Prehistory

In the broadest terms, the archaeological signature of the Truckee Basin consists of a trend from hunting-based societies in earlier times to populations that were increasingly reliant on diverse resources by the time of historic contact. The gradual shift in characteristics may be attributed to factors such as paleoclimate, a shifting subsistence base, and demographic changes.

Some of the oldest archaeological remains reported for the Tahoe Region have been found in the Truckee River Canyon near Squaw Valley. These Pre-Archaic remains suggest occupation about 9,000 years ago. Other Pre-Archaic to Early Archaic occupation was documented at Spooner Lake near Spooner Summit overlooking Lake Tahoe, dating from about 7,000 years ago. The most intensive period of occupation in the region may have occurred at varying intervals between

500 and 4,000 years ago. The protohistoric ancestors of the Washoe, also of Late Archaic times, may date roughly from 500 years ago to historic contact in the early 1800s.

Archaeological research relevant to the project site began in the early 1950s when Heizer and Elsasser presented the first cultural chronology for the Sierra Nevada. The chronology was based on survey work conducted to the east of the crest of the Sierra Nevada around Lake Tahoe and parts of the drainages of the Truckee and Carson rivers. In their work, Heizer and Elsasser identified two “complexes.” The earliest cultural group, named the Martis Complex, was followed by the King’s Beach Complex. Both complexes were defined on the basis of surface material. Heizer and Elsasser did not excavate either of the “type sites” for these complexes (Placer County 2004).

Heizer and Elsasser defined the Martis Complex based on nine criteria derived from data obtained from 13 sites. These nine criteria are (1) the use of basalt as the preferred lithic material for tools; (2) the rare use of chert and obsidian for tool production; (3) the use of roughly chipped, large, heavy projectile points in a variety of forms; (4) the use of the mano and metate; (5) the use of bowl mortars with cylindrical pestles; (6) the use of boatstones and atlatls; (7) an economy primarily based on hunting and supplemented by the gathering of seeds; (8) the use of large numbers of basalt flake scrapers; and (9) the frequent use of expanded-base, finger-held drills.

Heizer and Elsasser highlighted the use of basalt as the preferred material for tools as the most distinguishing characteristic of the Martis Complex. They also suggest that the Martis Complex, based on this characteristic, may be related to other basalt-using complexes in the Great Basin, the Mojave Desert, and the Early Horizon in the Central Valley of California. Boatstones from the Martis Complex type site, CA-PLA-5, resemble those from the Central Valley of California, reinforcing the contention of Heizer and Elsasser that the Martis Complex may be related to the Early or Middle Horizon of the Central Valley (Placer County 2004).

Elsasser continued research along both the east and west sides of the Sierra crest and provided additional data to aid in characterizing the Martis Complex and defining its possible relationships to other cultural manifestations. In 1960, he published the results of excavations at three Martis Complex sites: CA-NEV-15, CA-SIE-20, and 26-DO-12. The excavation of these sites expanded the “territory” of the Martis Complex to include the upper elevations of the western slope of the Sierra Nevada. Elsasser suggested that Martis people most likely hunted large, seasonally migratory animals, such as deer and antelope, which they followed between the lower and higher elevations of the Sierra Nevada. Elsasser also emphasized the expanding and apparently widespread distribution of the Martis Complex across the mid-elevations of the Sierra Nevada (Placer County 2004).

Elsasser presented three possibilities for the areal distribution of the Martis Complex:

It was a high altitude or summer manifestation of a culture that was centered farther out in the Great Basin, to the east; this perhaps had ultimate roots in the Southern California deserts.

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The same as above, except that the center or point of origin was in Central California, during Middle Horizon times.

It was an essentially autochthonous culture, i.e., one that developed in the Sierra Nevada without strong reference to cultures on either side of the Sierra (Placer County 2004).

Elston et al. augmented the work of Heizer and Elsasser by exploring the relationship between the Martis Complex, the Kings Beach Complex, and the historic Washoe. The Kings Beach Complex is commonly divided into two periods: Early Kings Beach (1,300–700 BP), characterized by Rosegate Series points; and Late Kings Beach (700–150 BP), characterized by Desert Series Points. Early Kings Beach is thought to represent the initial phase of the Washoe ethnographic pattern (Placer County 2004).

### Ethnography

Before the arrival of Euro-Americans in the region, California was inhabited by groups of Native Americans speaking more than 100 different languages and occupying a variety of ecological settings. Kroeber and others recognized the uniqueness of California Native Americans and classified them as belonging to the California culture area. Kroeber further subdivided California into four subculture areas: Northwestern, Northeastern, Southern, and Central. The Central area encompasses the current project area, but does not include the Washoe, who are considered to be members of the Great Basin culture area. Kroeber however, states that California and the Great Basin are regions of close cultural kinship that should be joined into a larger culture area (Placer County 2004).

The Washoe historically inhabited the region east of the crest of the Sierra Nevada into the Carson Valley, extending from the Walker River in the south to Honey Lake in the north, with peripheral territory extending to the mid-elevations of the west Sierra slope. The Washoe speak a Hokan language and are the only Great Basin group to speak a non-Numic language. Kroeber and Downs postulate an early relationship, prior to 4,500 years ago, between the Hokan-speaking Washoe and other Hokan-speaking groups in California (Placer County 2004).

The contemporary Washoe have developed a Comprehensive Land Use Plan. It includes goals of reestablishing a presence within the Tahoe Sierra and revitalizing Washoe heritage and cultural knowledge, including the harvest and care of traditional plant resources and the protection of traditional properties within the cultural landscape. The Washoe regard all “prehistoric” remains and sites within the Truckee Basin as being associated with their history.

### Social Organization

The basic social and economic group for the Washoe was the family or household unit. Washoe households were somewhat loosely combined to form villages, referred to as bunches by Downs. The size and composition of bunches varied considerably, depending on environmental and interpersonal conditions. Downs states that the winter camp or village of several households seemed to be the basis for the bunch, but several villages located in close proximity to one another might also be considered a bunch. Each bunch had a headman or chief, which seems to have been a hereditary position passed on through either parent. During prehistoric and early historic times, however, there was never a single chief for all Washoe (Placer County 2004).

### Settlement and Subsistence Patterns

The Washoe practiced seasonal transhumance, moving from one area or elevation to another to harvest plants, fish, and hunt game across contrasting lifezones that are in relatively close proximity to each other. The Washoe ranged

across a rather extensive area that included jointly shared territory (e.g., areas claimed by both Nisenan and Washoe) whose entry was subject to traditional understandings of priority of ownership and current relations between groups (Placer County 2004).

### Material Culture and Technology

The Washoe built two basic structures: the winter house, which consisted of a conical framework of poles covered by overlapping slabs of cedar and/or other conifer bark, with a short covered doorway or vestibule; and the summer brush house, which varied from a simple low enclosure resembling a windbreak to a completely covered, dome-shaped house. They also constructed covered fishing platforms over streams that were often described as floating houses by observers. In addition, the Washoe built sweat lodges and large earth-covered dance houses, but there is disagreement regarding whether or not these structures were regularly constructed before the historic period (Placer County 2004).

The Washoe commonly used flaked and ground stone tools including knives, arrow and spear points, club heads, arrow straighteners, scrapers, rough cobble and shaped pestles, bedrock mortars, and grinding stones (metates). Wood was also used for a variety of implements including both simple and sinew-backed bows, arrow shafts and points, looped stirring sticks, flat-bladed mush paddles, pipes, and hide preparation tools. Cordage was made from plant material and was used to construct fishing nets and braided and twined tumplines. Soaproot brushes were commonly used during grinding activities to collect meal and/or flour. Baskets were also manufactured and used for a variety of purposes from carrying items to storing food resources (Placer County 2004).

### Intergroup Relations

The Washoe frequently interacted with the Nisenan and Northern Sierra Miwok as trading partners, at communal ceremonial gatherings, and in armed conflict (often as a result of perceived territorial encroachment). In fact, the ethnographic literature, particularly in reference to the Nisenan, reports rather regular hostilities between Hill and Valley Nisenan, Nisenan and Washoe, and Nisenan and Sierra Miwok. Most interactions among the three ethnographic groups, however, appear to have been civil and friendly in nature. For example, Beals states that the Nisenan and Washoe along the South Fork of the American River frequently interacted and often met for "Big Times" near Kyburz and Myers Station. The Washoe also traveled to Miwok territory during the summer, and often wintered on the west side of the Sierra Nevada. This scenario is not surprising considering the extreme mobility of the Washoe during their seasonal subsistence patterns. Indeed, Downs states that the Washoe often made long trading trips to the Pacific Coast and San Diego to obtain shellfish and particularly fine obsidian knives (Placer County 2004).

## History

### Early Settlement

The history of the Truckee community began with the arrival of Joseph Gray, who built a stage station near the present-day downtown in 1863. Gray was soon joined by a blacksmith named

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S. S. Coburn, and the fledgling settlement of Gray's Toll Station was renamed Coburn's Station. This tiny way station grew from two structures into a thriving town that accommodated emigrants, stagecoach travelers, and freight wagons en route westward to California's gold fields and eastward to the Comstock Lode in Nevada. In 1868, Coburn's Station burned and the name was changed to Truckee. The completion of the transcontinental railroad in 1868 gave rise to other developments in transportation, lumber, ice, agriculture, and tourism, which were to become the essential economic bases of Truckee (Placer County 2003).

Throughout most of the nineteenth century, Truckee thrived on the related fields of lumber, railroading, and ice. By the 1920s, this industrial economy and society had largely disappeared, due to the relocation of the train-switching yard to Roseville, the depletion of local timber supplies, and the development of mechanical refrigeration. In its place, the community began to develop a recreation-based economy, boosted by the completion of a good state highway over Donner Summit. The 1960 Winter Olympics at nearby Squaw Valley secured Truckee's position as a center point for year-round recreation. In 1993, Truckee was incorporated as a town (Placer County 2003).

Virtually all of the Town of Truckee is considered moderately to extremely sensitive with regard to the presence of cultural resources. The downtown is home to a high concentration of structures that have historical significance. The area consisting of Donner Pass Road, Jibboom Street, Bridge Street, Church Street, and East and West River Street comprise the commercial and early residential area of Truckee. The downtown area is formed around the Southern Pacific railroad line that runs through the heart of the town. The Truckee station was an integral part of the first transcontinental railroad and became an important hub of train service for the western United States (Placer County 2003).

## Transportation

Some of the first Euro-American visitors to the Truckee area were members of the Stephens- Murphy-Townsend Party, who ascended the Truckee River in mid-November of 1844. Subsequent emigrant travelers followed an alternate route to avoid the rugged Truckee River Canyon, leaving Nevada in the vicinity of Dog Valley and then angling back down to the Truckee River east of the route of present-day State Route 89. This route later became known as the Truckee Route of the Emigrant Trail (Placer County 2003).

The Emigrant Trail was a route that thousands of people followed in order to reach California or Oregon. Between the years 1841 and 1869, it is estimated that 300,000 to 500,000 individuals traveled 2,000 miles across the continent to California or Oregon in search of a new life or gold. A portion of the Emigrant Trail follows a route through the Truckee Basin. The trail passes through Truckee and continues toward Donner Lake. This area is where the ill-fated Donner Party was stranded during a harsh Sierra winter from 1846 to 1847 (Placer County 2003).

In 1864, the Dutch Flat and Donner Lake Wagon Road (DFDLWR) was opened over Donner Pass. The road followed basically the same route through Truckee that the earlier emigrants had followed, entering the northeast end of the town along a present-day dirt road that runs between the Old Truckee Cemetery and the Old Catholic Cemetery. This freight and passenger wagon road was situated near the proposed alignment of the Central Pacific Railroad, as it was designed to aid in transporting supplies to points along the line. It formed the final link in a continuous freight and passenger road from Dutch Flat to the Comstock mines near Virginia City. Used as a wagon haul road until 1909, the DFDLWR was rebuilt as an auto and truck road between 1909 and 1915. This new road was renamed the Lincoln Highway in 1915, forming the Verdi-Truckee

link in the nation's pioneer transcontinental automobile highway. In the 1920s, the Lincoln Highway was redesignated the Victory Highway, which subsequently became US Highway 40 in

1925. Travel along Highway 40 was short-lived, as later that year the route was moved into the Truckee River Canyon. Today, Interstate 80 provides a vital east-west route over the Sierra Nevada range (Placer County 2003).

### Logging

Logging was first initiated in the Martis Valley area after the discovery of the Comstock Lode in 1859. The Martis Valley area soon became one of the major lumbering centers. Intensive cutting in the project area commenced in 1863. Lumber mills were prevalent throughout the area with lumber mills located at Hobart, Truckee, the Martis Valley, and the Squaw Valley area. Sawmills owned by George Schaffer were scattered throughout the Martis Valley. Railroad lines were constructed to connect Truckee with the Hobart lumber mill. A narrow gauge line was also constructed between Truckee and Tahoe City to haul freight, forest products, and tourists. Logging continued to be a major industry in the area until the 1920s (Placer County 2003).

### Grazing

The Martis Valley Community Plan area has historically been used for cattle grazing. The meadows provided feed for cattle herds from the Sacramento Valley during the hot summer months. The historic Joerger Ranch is located between Schaffer Mill Road and State Route 267 north of the Lahontan development (Placer County 2003).

### Charcoal Production

Charcoal production formed an important adjunct to the lumber industry. The organization of Sisson, Crocker & Company was created in 1866 at Truckee exclusively for the purpose of importing Chinese labor for railroad construction. With the completion of the railroad, the Chinese immigrants were channeled to the lumber industry, among other occupations. Such engagement forced immigrant Chinese into direct competition with Euro-Americans. Subsequent anti-Chinese sentiment resulted in the initial expulsion of Chinese from Truckee in 1878 and the ultimate demise of Truckee's Chinese community in 1886. Between those dates, the project area and adjoining lands were apparently under the ownership of Sisson, Crocker & Company, who employed large numbers of Chinese in the production of charcoal to supply the railroad and the smelting works of Nevada and Utah (Placer County 2003).

### Ice Production

Truckee played an important role as an ice production area for the transcontinental railroad from the 1880s until the early 1900s. Truckee was a vital railroad switching yard, and the cold climate of the Martis Valley allowed for

perishable goods on board trains to be packed with ice before being shipped east across Nevada or west toward Sacramento. The ice industry came to an abrupt halt with the introduction of mechanized refrigeration (Placer County 2003).

## Recreation

Skis, which were once the only available means of winter transportation, are now a major form of winter recreation. "Snowshoe" racing, on skis 14 feet long, first became a popular sport during the 1860s. The Truckee Basin contains several winter recreational resorts. Squaw Valley, the oldest ski operation in the area, was started in 1947 and was the home of the 1960 Winter

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Olympic Games. The Martis Valley Community Plan area contains the Northstar California resort that provides skiing as well as year-round recreational opportunities (Placer County 2003).

## Known Cultural Resources

### Prehistoric Resources

While several prehistoric sites and resources have been identified, there is a high probability that many additional cultural resources remain undiscovered in the project region. A comprehensive cultural resources inventory was completed by the Placer County Department of Museums. Phase III of the Placer County Cultural Resources Inventory focused on unincorporated areas of the county, including the Martis Valley. While this survey did not indicate that prehistoric resources had been located in the Martis Valley Community Plan area, it is a well-known fact that the Martis Valley was home to the Washoe people. Prehistoric campsites, lithic scatters, and bedrock milling stations are known to be present throughout the area. Many sensitive resource sites are adjacent to waterways and meadow areas (Placer County 2003).

A cultural resources record search was requested of the North Central Information Center (NCIC) at California State University, Sacramento. Using the information from the NCIC record search, the following prehistoric cultural resources have been identified in the project area.

The Cultural Resources Baseline Data for Northstar-at-Tahoe (KEA 2001) indicated eight prehistoric sites in the Northstar California project area. Most of the prehistoric remains consist of isolated artifacts such as single projectile points or flakes. The sections where the prehistoric resources were discovered exhibit relatively level ground and close proximity to at least seasonal water sources. Both of these features are consistently present on most prehistoric archaeological sites. Most of the terrain on the Northstar property is steep, rocky slope that is not attractive for a living environment and consequently was most likely infrequently occupied or visited by prehistoric peoples (Placer County 2003). The following resources were found to be prehistoric in nature near the proposed Northstar Mountain Master Plan (NMMP) project- and program-level components:

(NS-32) Sawmill Flat Site I

(NS-35) Sawmill Flat Site II

(NS-36) Sawmill Flat Site III

(NS-38) Sawmill Flat Prehistoric Isolates

(NS-29) Sawmill Flat Site IV

(NS-16) Middle Martis Creek Site I

(NS-18) Middle Martis Creek Site II

(NS-20) Middle Martis Creek Site III

(NS-21) Middle Martis Creek Site IV

(NS-43) Backside Prehistoric Site

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(NS-44) Backside Prehistoric Isolate Flake

(NS-46) Backside Prehistoric Site

(NS-47) Sawtooth Ridge Isolate Flake

## (NS-48) Mount Pluto Isolate Flake

### Historic Resources

Properties of historical importance in California are currently designated as significant resources in three state registration programs: State Historical Landmarks, Points of Historical Interest, and the California Register of Historic Places. Below is a list of three State Historical Landmarks in the region (Placer County 2003).

No. 134 Donner Monument (or) Pioneer Monument: Located at Donner Memorial State Park, Old Highway 40 at Interstate 80 and Truckee exit, Truckee, the memorial commemorates the ill-fated Donner Party of California-bound emigrants, who wintered here in 1846–1847. Many of the party died of exposure and starvation.

No.780-6FirstTranscontinentalRailroad,Truckee: While construction on Sierra tunnels delayed the Central Pacific Railroad, advance forces at Truckee began building 40 miles of track east and west of Truckee, moving supplies by wagon and sled. The Summit Tunnel was opened in December 1867. The line reached Truckee on April 3, 1868, and the Sierra was conquered. Rails reached Reno on June 19, 1868, and construction advanced eastward toward the meeting with the Union Pacific Railroad at the rate of 1 mile daily. On May 10, 1869, the rails met at Promontory, Utah, to complete the first transcontinental railroad. The site is located at the Southern Pacific Depot, 70 Donner Pass Road, Truckee.

**No.724 PioneerSkiAreaofAmerica,SquawValley: The VIII Olympic Games of 1960 commemorated a century of sport skiing in California and took place at Squaw Valley Sports Center, northeast corner of Blyth Olympic Arena Building, Squaw Valley Road, Squaw Valley. By 1860, the Sierra Nevada, particularly at the mining towns of Whiskey Diggings, Poker Flat, Port Wine, Onion Valley, LaPorte, and Johnsville, some 60 miles north of Squaw Valley, saw the first organized ski clubs and competition in the western hemisphere.**

There is one National Historic Landmark in the region: Donner Camp located at Donner Memorial State Park, National Register Number 66000218. This site is a memorial to the Donner Party. In the winter of 1846–1847, a group of 89 California-bound emigrants led by Jacob and George Donner was trapped by the heavy snows of the High Sierra. Bitter cold and dwindling food supplies reduced the wagon train to a group of desperate individuals unable to cooperate, driven to terror and degradation. Four relief expeditions eventually rescued 47 of the party (Placer County 2003).

The Northstar-at-Tahoe North Lookout Ski Pod Project Final Environmental Impact Report indicates that the project area's likelihood to contain historic resources is considered moderately high. Sawmills, logging roads, skidways, and wood camps associated with logging are the principle historical sites. The Cultural Resources Baseline Data for Northstar-at-Tahoe prepared by KEA Environmental (2001) identifies historic resources on the Northstar California property. In general,

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these features are located in two main areas near the eastern extent on Northstar property. One group of resources is located near the Middle Martis Creek drainage, which includes several sections of logging roads, a cabin site, and sections of the Richardson Brothers railroad grade, which would have been associated with the Richardson Brothers logging operations. The second cluster of sites is found on Sawmill Flat near the Sawmill Flat Reservoir. Present in this area is a large section of the Richardson Brothers log chute, associated supply depots, and two structures that may have been related to the logging operation or served as hunting cabins in the early years of the twentieth century (Placer County 2003). The following are the identified historic resources near the proposed NMMP project- and program-level components:

(NS-1) Richardson Brothers Log Chute

(NS-1 contd.) Richardson Brothers Log Chute & Railroad Grade

(NS-2) Beaver Pond Aspen Carvings

(NS-7) Richardson Brothers Railroad Grade

(NS-4, NS-9) Logging Road Sections

(NS-11) Terry's Cabin

(NS-12) Terry's Cabin Stone Wall

(NS-13) Sawmill Flat Cabins

(NS-29) Sawmill Flat Historic Scatter, Site IV

(NS-50) Backside Mine

(NS-27) Middle Martis Mining Feature

(NS-8, 9) Middle Martis Logging Roads

(NS-24) Old Brockway Road

(NS-42) Schaeffer Log Chute and Cabins

(NS-45) Backside Carving

(NS-51) Sawtooth Ridge Tree Blazes

The Historic Brockway Road Grade has partial pavement remaining. It runs parallel to the present-day State Route 267 for approximately one-half mile before disappearing in road fill from the present route (Placer County 2003).

#### Native American Coordination

A sacred lands search and a list of Native American contacts were requested from the Native American Heritage Commission, and formal requests for Native American consultation (as required under Senate Bill 18) were made on April 29, 2013.

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#### 7.1.2 PALEONTOLOGICAL SETTING

Paleontology is defined as a science dealing with the life of past geological periods as known from fossil remains. Paleontological resources include fossil remains, as well as fossil localities and formations, which have produced fossil material in other nearby areas. This resource can be an important educational resource for the reasons mentioned before and is nonrenewable once destroyed. CEQA offers protection for these sensitive resources and requires that they be addressed during the EIR process.

The Martis Valley area has been under study from universities and academics from all over the country. The area consists of mostly volcanic flows that have been carved out by glaciation. The glaciation that occurred in the area thousands

of years ago provides academics with potential for paleontological finds in the area. These finds are of particular concern and of great value since they contain data about the geologic past.

Two specific geologic units in the Martis Valley area are considered to have a high sensitivity regarding paleontological resources.

Pleistocene nonmarine sedimentary rocks—Prosser Creek Alluvium (Qc, Qos, Qlpc): This is a sedimentary unit composed of multiple facies including sandstones, siltstones, and mudstones and was deposited in river-stream and lake environments. A record search of the paleontologic collections of the Museum of Paleontology at the University of California, Berkeley, indicated that no fossils have been collected from deposits mapped as Prosser Creek Alluvium or Pleistocene nonmarine in the project area. However, two terrestrial fossil vertebrate localities are recorded in the Martis Valley area to the north of the Truckee River.

Quaternary alluvium: This unit consists of unconsolidated gravels, sands, silts, and muds that have accumulated in Recent to sub-Recent time. No fossils or localities have been discovered in these deposits in the project area.

## KNOWN OCCURRENCES OF PALEONTOLOGICAL RESOURCES IN THE REGION

Within Placer County, there are more than 30 localities where substantial fossil specimens of paleontological significance have been found. These localities have been discovered in the western part of the county, where it is more urbanized. The urbanization and development of this area is the impetus to these finds. While there have been some paleontological finds in the region, there have been no finds to date in the Martis Valley Community Plan area. In 1993, a mastodon was found just north of the Martis Valley Community Plan area near Boca Reservoir in Nevada County. The mastodon is hypothesized to have originated from a more northerly location and was relocated in a glacier that slowly moved into the region.

## 7.2 REGULATORY FRAMEWORK

### 7.2.1 FEDERAL

#### National Register of Historic Places

The National Register of Historic Places (NRHP) is the nation's master inventory of known historic resources. The NRHP is administered by the National Park Service and includes listings of buildings, structures, sites, objects, and districts that possess historic, architectural,

engineering, archaeological, or cultural significance at the national, state, or local level. Structures, sites, buildings, districts, and objects over 50 years of age can be listed in the NRHP as significant historic resources. However, properties under 50 years of age that are of exceptional importance or are contributors to a district can also be included in the NRHP. The criteria for listing in the NRHP include resources that:

- a. Are associated with events that have made a significant contribution to the broad patterns of history;
- b. Are associated with the lives of persons significant in our past;
- c. Embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- d. Have yielded or may likely yield information important in prehistory or history.

The Section 106 review process for cultural resources under the NRHP is required for any federal action or permit approval associated with a project. The review process is implemented using a five-step procedure:

1. Identification and evaluation of historic properties.
2. Assessment of the effects of the undertaking on properties that are eligible for the National Register.
3. Consultation with the State Historic Preservation Office (SHPO) and other agencies for the development of a memorandum of agreement (MOA) that addresses the treatment of historic properties.
4. Receipt of Advisory Council on Historic Preservation comments on the MOA or results of consultation.
5. Implementation according to the conditions of the MOA.

Depending on the circumstances, the Section 106 compliance process may not consist of all five steps noted above. For example, if the identification and evaluation process results in a conclusion that the properties are eligible for the National Register, further implementation of the above steps is required.

## 7.2.2 STATE

### California Environmental Quality Act

Under CEQA, public agencies must consider the effects of their actions on both “historical resources” and “unique archaeological resources.” Pursuant to Public Resources Code (PRC) Section 21084.1, a “project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.” Section 21083.2 requires agencies to determine whether proposed projects would have effects on unique archaeological resources.

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“Historical resource” is a term with a defined statutory meaning (PRC Section 21084.1; determining significant impacts to historical and archaeological resources is described in the State CEQA Guidelines, Section 15064.5[a], [b]). Under State CEQA Guidelines Section 15064.5(a), historical resources include the following:

1. A resource listed in, or determined to be eligible by, the State Historical Resources Commission for listing in the California Register of Historical Resources (Public Resources Code Section 5024.1).
2. A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the Public Resources Code or identified as significant in a historical resource survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, will be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
3. Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the

architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be a historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource will be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing in the California Register of Historical Resources (Public Resources Code Section 5024.1), including the following:

- a. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- b. Is associated with the lives of persons important in our past;
- c. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- d. Has yielded, or may be likely to yield, information important in prehistory or history.

4. The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to Section 5020.1(k) of the Public Resources Code), or identified in a historical resources survey (meeting the criteria in Section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code Section 5020.1(j) or 5024.1.

As noted above, CEQA also requires lead agencies to consider whether projects will impact unique archaeological resources. Public Resources Code Section 21083.2, subdivision (g), states:

"Unique archaeological resource" means an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- a. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.
- b. Has a special and particular quality such as being the oldest of its type or the best available example of its type.
- c. Is directly associated with a scientifically recognized important prehistoric or historic event or person.

Treatment options under Section 21083.2 include activities that preserve such resources in place in an undisturbed state. Other acceptable methods of mitigation under Section 21083.2 include excavation and curation or study in place without excavation and curation (if the study finds that the artifacts would not meet one or more of the criteria for defining a unique archaeological resource).

Section 7050.5(b) of the California Health and Safety Code specifies protocol when human remains are discovered. The code states:

In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined, in accordance with Chapter 10 (commencing with Section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of Section 27491 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of death, and the recommendations concerning treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code.

State CEQA Guidelines Section 15064.5, subdivision (e) requires that excavation activities be stopped whenever human remains are uncovered and that the county coroner be called in to assess the remains. If the county coroner determines that the remains are those of Native Americans, the Native American Heritage Commission must be contacted within 24 hours. At that time, the lead agency must consult with the appropriate Native Americans, if any, as timely identified by the Native American Heritage Commission. Section 15064.5 directs the lead agency (or applicant), under certain circumstances, to develop an agreement with the Native Americans for the treatment and disposition of the remains.

In addition to the mitigation provisions pertaining to accidental discovery of human remains, the State CEQA Guidelines also require that a lead agency make provisions for the accidental discovery of historical or archaeological resources, generally. Pursuant to Section 15064.5, subdivision (f), these provisions should include “an immediate evaluation of the find by a qualified archaeologist. If the find is determined to be an historical or unique archaeological resource, contingency funding and a time allotment sufficient to allow for implementation of avoidance measures or appropriate mitigation should be available. Work could continue on other parts of the building site while historical or unique archaeological resource mitigation takes place.”

Paleontological resources are classified as nonrenewable scientific resources and are protected by state statute (Public Resources Code Chapter 1.7, Section 5097.5, Archeological, Paleontological,

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and Historical Sites, and Appendix G of the CEQA Guidelines). No state or local agencies have specific jurisdiction over paleontological resources. No state or local agency requires a paleontological collecting permit to allow for the recovery of fossil remains discovered as a result of construction-related earth-moving on state or private land in a project site.

#### 7.2.2 LOCAL

##### Placer County General Plan

The Placer County General Plan Policy Document was adopted by the Placer County Board of Supervisors in 1994. Table 7-1 lists the General Plan policies that relate to cultural resources and the proposed project and provides an analysis of the project’s consistency with these policies. While this Draft EIR analyzes the project’s consistency with the Placer County General Plan pursuant to State CEQA Guidelines Section 15125(d), the determination of the project’s consistency with this General Plan rests with the Placer County Board of Supervisors. Any environmental impacts associated with any inconsistency with General Plan policies are addressed under the impact discussions of this EIR.

TABLE 7-1

## PLACER COUNTY GENERAL PLAN CONSISTENCY ANALYSIS – CULTURAL RESOURCES

Policies Consistency  
Determination

### Analysis

Policy 1.I.1: The County shall require that significant natural, open space, and cultural resources be identified in advance of development and incorporated into site- specific development project design. The Planned Development and Commercial Planned Development provisions of the Zoning Ordinance can be used to allow flexibility for this integration with valuable site features.

Policy 5.D.6: The County shall require that discretionary development projects identify and protect from damage, destruction, and abuse, important historical, archaeological, paleontological, and cultural sites and their contributing environment. Such assessments shall be incorporated into a Countywide cultural resource data base, to be maintained by the Department of Museums.

Policy 5.D.7: The County shall require that discretionary development projects are designed to avoid potential impacts to significant paleontological or cultural resources whenever possible. Unavoidable impacts, whenever possible, shall be reduced to a less than significant level and/or shall be mitigated by extracting maximum recoverable data. Determination of impacts,

Consistent This EIR utilized the 2001 Northstar-at-Tahoe Expansion Projects Cultural Resources Study to evaluate potential impacts. A cultural resources record search was requested of the NCIC at California State University, Sacramento, in order to identify any known cultural resources in the project area. The results of these searches are summarized in this section. The proposed NMMP project- and program-level components largely avoid these resources.

Consistent This EIR utilized the 2001 Northstar-at-Tahoe Expansion Projects Cultural Resources Study to evaluate potential impacts. A cultural resources record search was requested of the NCIC at California State University, Sacramento, in order to identify any known cultural resources in the project area. The results of these searches are summarized in this section. The proposed NMMP project- and program-level components largely avoid these resources, and mitigation measures 7-1 and 7-3 would ensure these resources are not impacted.

Consistent The proposed NMMP project-level and program-level components largely avoid these resources, and mitigation measures 7-1 and 7-3 would ensure these resources are not impacted.

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Policies Consistency  
Determination

Analysis  
significance, and mitigation shall be made by qualified archaeological (in consultation with recognized local Native American groups), historical, or paleontological consultants, depending on the type of resources in question.

#### Martis Valley Community Plan

Table 7-2 lists the Martis Valley Community Plan policies that relate to cultural resources and the proposed project and provides an analysis of the project's consistency with these policies. While this Draft EIR analyzes the project's consistency with the Martis Valley Community Plan pursuant to State CEQA Guidelines Section 15125(d), the determination of the project's consistency with the Community Plan rests with the Placer County Board of Supervisors. Any environmental impacts associated with inconsistency with Community Plan policies are addressed under the impact discussions of this DEIR.

#### TABLE 7-2 MARTIS VALLEY COMMUNITY PLAN CONSISTENCY ANALYSIS – CULTURAL RESOURCES

Policies Consistency  
Determination

#### Analysis

Policy 1.G.2: The County shall require that significant natural, open space, and cultural resources be identified in advance of development and incorporated into site-specific development project design. The Planned Development and Commercial Planned Development provisions of the Zoning Ordinance can be used to allow flexibility for this integration with valuable site features.

Policy 8.A.5: The County shall require that discretionary development projects identify and protect from damage, destruction, and abuse, important historical, archaeological, paleontological, and cultural sites and their contributing environment. Such assessments shall be incorporated into a Countywide cultural resource data base, to be maintained by the Department of Museums.

Policy 8.A.6: The County shall require that discretionary development projects are designed to avoid potential impacts to significant paleontological or cultural resources whenever possible. Unavoidable impacts, whenever possible, shall be reduced to a less than significant level and/or shall be mitigated by extracting maximum recoverable data. Determination

Consistent This EIR utilized the 2001 Northstar-at-Tahoe Expansion Projects Cultural Resources Study to evaluate potential impacts. A cultural resources record search was requested of the NCIC at California State University, Sacramento, in order to identify any known cultural resources in the project area. The results of these searches are summarized in this section. The proposed NMMP project- and program-level components largely avoid these resources.

Consistent This EIR utilized the 2001 Northstar-at-Tahoe Expansion Projects Cultural Resources Study to evaluate potential impacts. A cultural resources record search was requested of the NCIC at California State University, Sacramento, in order to identify any known cultural resources in the project area. The results of these searches are summarized in this section. The proposed NMMP project- and program-level components largely avoid these resources, and mitigation measures 7-1 and 7-3 would ensure these resources are not impacted.

Consistent The proposed NMMP project- and program- level components largely avoid these resources, and mitigation measures 7-1 and 7-3 would ensure these resources are not impacted.

of impacts, significance, and mitigation shall be made by qualified archaeological (in consultation with recognized local Native American groups), historical, or paleontological consultants, depending on the type of resources in question.

## 7.3 IMPACTS

### 7.3.1 STANDARDS OF SIGNIFICANCE

Following PRC Sections 21083.2 and 21084.1, and Section 15064.5 and Appendix G of the State CEQA Guidelines, cultural resource impacts are considered to be significant if implementation of the project considered would result in any of the following:

- 1) Cause a substantial adverse change in the significance of a historical resource as defined in Public Resources Code Section 21084.1 and CEQA Guidelines Section 15064.5, respectively.
- 2) Cause a substantial adverse change in the significance of an archaeological resource as defined in Public Resources Code Sections 21083.2 and 21084.1, and CEQA Guidelines Section 15064.5, respectively.
- 3) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature.
- 4) Disturb any human remains, including those interred outside of formal cemeteries.

State CEQA Guidelines Section 15064.5 defines “substantial adverse change” as physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource is materially impaired.

State CEQA Guidelines Section 15064.5, subdivision (b)(2), defines “materially impaired” for purposes of the definition of “substantial adverse change” as follows:

The significance of an historical resource is materially impaired when a project:

1. Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources; or
2. Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical

resources pursuant to Section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or

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3. Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

CEQA requires that if a project would result in an effect that may cause a substantial adverse change in the significance of a historical resource, or would cause significant effects on a unique archaeological resource, then alternative plans or mitigation measures must be considered. Therefore, prior to assessing effects or developing mitigation measures, the significance of cultural resources must first be determined. The steps that are normally taken in a cultural resources investigation for CEQA compliance are as follows:

Identify potential historical resources and unique archaeological resources;

Evaluate the eligibility of historical resources; and

Evaluate the effects of the project on eligible historical resources.

### 7.3.2 METHODOLOGY

Efforts to identify cultural resources that could be affected by the project included review of the 2001 Northstar-at-Tahoe Expansion Projects Cultural Resources Study, a records search completed by the North Central Information Center at California State University, Sacramento, and review of cultural resource assessments performed for previous projects in the project area.

The potential impacts of the proposed project on cultural resources were evaluated by considering both construction and operational activities of the proposed project.

The analysis evaluates both project- and program-level components identified in Section 3.0, Project Description.

### 7.3.3 IMPACTS

IMPACT 7.1: Potential Destruction or Damage to Known Cultural, Prehistoric, or Historic Resources

The following prehistoric and historic resources have been identified near the following project- and program-level components of the proposed NMMP:

#### Project-Level Components

C lift base and associated lower trail improvements (NS-13, NS-31, NS-34, NS-36, NS-37, NS-38, NS-39)

V and W lift associated lower trail improvements and bridges (NS-42, NS-43, NS-44, NS-45, NS-46)

Top of V lift (NS-47)

#### Program-Level Components

Cross-country center relocation and skier services near C lift (NS-13, NS-31, NS-34, NS-36, NS-37, NS-38, NS-39)

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The project design appears to avoid these resources; however, there is potential that these resources would be impacted by project construction. Therefore, the proposed project could have a potentially significant impact on historic or prehistoric resources.

MITIGATION MEASURE 7-1 Mitigate for Known and Potential Cultural, Prehistoric, and Historic Resources

In order to ensure that no unanticipated disturbance occurs to sites NS-13, NS-31, NS-34, NS-36, NS-37, NS-38, NS-39, NS-42, NS-43, NS-44, NS-45, NS-46, and NS-47 during project construction, protective orange field fencing will be installed around the site perimeters to keep construction debris and construction support vehicles from impacting the resources. This shall be included on improvement plans for the following project components:

C lift base and associated lower trail improvements

V and W lift associated lower trail improvements and bridges

Top of V lift

Cross-country center relocation and skier services near C lift

Potential Prehistoric and Historic Resources: Final improvement plans approved by the County shall include a note that states: If, during the course of construction cultural resources [i.e., prehistoric sites, historic sites, exotic rock (non-native), or unusual amounts of shell or bone, isolated artifacts, or other similar features] are discovered, work shall be halted immediately within 50 feet of the discovery, and the Placer County Community Development Resource Agency shall be notified. A professional archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards in archaeology shall be retained to determine the significance of the discovery. Determination of impacts, significance, and mitigation shall be made by a qualified archaeologist (in consultation with recognized local Native American groups). Mitigation for significant cultural resources located on-site shall consist of one or more of the following to ensure protection of the resource consistent with Public Resources Code Section 21083.2:

Redesign of improvements to avoid the resource.

Capping or covering the resource in a manner that protects the resource.

The Placer County Planning Department and Department of Museums shall also be contacted for review of the archaeological find(s). Prior to the commencement of project excavations, all construction personnel shall be informed of the potential to inadvertently uncover cultural resources and human remains, and shall also be informed of the procedures to follow should an inadvertent discovery of cultural resources or human remains occur. The County Coroner shall be notified, according to Public Resources Code Section 5097.98 and Health and Safety Code Section 7050.5, if human remains are discovered. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage Commission and the procedures outlined in CEQA Section 15064.5(d) and (e) shall be followed.

## SIGNIFICANCE AFTER MITIGATION

Implementation of mitigation measure 7-1 would reduce this impact to a less than significant level by avoiding the identified resources during project construction as well as evaluating resources inadvertently discovered during construction.

### IMPACT 7.2: Potential Destruction or Damage to Undiscovered Cultural, Prehistoric, or Historic Resources

As described previously, the region surrounding the project site was home to the Washoe people, and prehistoric campsites, lithic scatters, and bedrock milling stations are known to be present throughout the area. The locations of these discovered resources generally exhibit relatively level ground and are in close proximity to waterways and meadow areas. However, most of the terrain on the Northstar property is steep, rocky slope that is not attractive for a living environment and consequently was most likely infrequently occupied or visited by prehistoric peoples. Regardless, numerous prehistoric sites have been identified within and adjacent to the proposed NMMP project- and program-level components, and there is potential for undiscovered cultural resources in the region. Construction and operation of the proposed NMMP components could result in the accidental discovery, destruction, damage, and/or disruption of previously undiscovered cultural resources and/or human remains. Therefore, the proposed project could have a potentially significant impact.

Mitigation measure 7-1 includes measures to evaluate and mitigate potential cultural resources discovered during construction activities.

## SIGNIFICANCE AFTER MITIGATION

Implementation of mitigation measure 7-1 would reduce this impact to a less than significant

level.

**IMPACT 7.3: Potential Destruction or Damage to a Unique Paleontological Resource or Geological Feature**

As described previously in Section 7.1.2, there have been no paleontological finds to date in the Martis Valley Community Plan area. Two geologic units in the project area are considered to have a high sensitivity regarding paleontological resources (Pleistocene nonmarine sedimentary rocks-Prosser Creek Alluvium and Quaternary alluvium); however, according to the geotechnical studies prepared for development in the project area, the Northstar property does not contain either of these geologic units. Regardless, construction of the proposed NMMP project- and program-level components would have the potential to destroy or damage previously undiscovered unique paleontological resources or geologic features. Therefore, the proposed project could have a potentially significant impact on paleontological resources.

**MITIGATION MEASURE 7-3 Mitigate for Potential Disruption of Paleontological Resources**

Final improvement plans for the project components shall include a note that states: If paleontological resources are discovered on-site, the applicant shall retain a qualified paleontologist to observe all grading and excavation activities throughout all phases of project construction and shall salvage fossils as necessary. The paleontologist shall establish procedures for paleontological resource surveillance and shall establish, in cooperation with the project

developer, procedures for temporarily halting or redirecting work to permit sampling, identification, and evaluation of fossils. If major paleontological resources are discovered that require temporarily halting or redirecting of grading, the paleontologist shall report such findings to the project developer and to the Placer County Community Development Resource Agency and Department of Museums. The paleontologist shall determine appropriate actions, in cooperation with the project developer, that ensure proper exploration and/or salvage. Excavated finds shall first be offered to a State-designated repository such as the Museum of Paleontology, University of California, Berkeley, or the California Academy of Sciences. Otherwise, the finds shall be offered to the

Placer County Department of Museums for purposes of public education and interpretive displays. These actions, as well as final mitigation and disposition of the resources, shall be subject to approval by the Department of Museums. The paleontologist shall submit a follow-up report to the Department of Museums and the Community Development Resource Agency that shall include the period of inspection, an analysis of the fossils found, and the present repository of fossils.

#### SIGNIFICANCE AFTER MITIGATION

Implementation of mitigation measure 7-3 would reduce the impact to a less than significant level by evaluating and mitigating the impacts on discovered paleontological resources.

## Maywan Krach

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**From:** Dan Hikel <1artisan@sbcglobal.net>  
**Sent:** Thursday, June 25, 2015 9:22 AM  
**To:** Jennifer Montgomery; Alexander Fisch; Maywan Krach; Laurie Oberholtzer; Tom Mooers  
**Subject:** Fw: Squaw Notice of Preparation

Dear Ms. Montgomery,

It is with concern that the issue of State Historical Designated Site No 724 Placer County, Pioneer Ski Area is not mentioned in the current Squaw Development plan dEIR.

Because the marker is located near the tram building, does not indicate what the actual designation of the site or area is intended.

Alarming is that in a previous dEIR filed with Placer county officials by Northstar in 2013 that dEIR mentions specifically the state designated historical site 724 as a cultural resource.

For Placer County officials to ignore this matter and not investigate what the actual historical documents entail and pass off as inconsequential as in the below email thread from late 2012 and early 2013 on this matter shows intent to dis inform the public on this matter and also possible collusion with the developer due to the implications regarding development in State historical designated sites and the CEQA.

If due diligence is properly performed by Placer County Board of Supervisors on this matter it will be shown that the marker was originally placed at the NE corner of the old Blythe Area and the original intent of the designation was to preserve the natural beauty of Squaw Valley and prevent gross over development by developers as we see being proposed today.

Thank you for your attention to this matter and performing diligence on the historical document designation for Squaw and the definition and scope of what that covers and protects.

Please see thread below.

Sincerely,

Dan Hikel

Truckee CA

----- Forwarded Message -----

**From:** Alexander Fisch <AFisch@placer.ca.gov>  
**To:** 'Ed Heneveld' <doced@att.net>; Jennifer Montgomery <JenMonten@placer.ca.gov>; Dan Hikel <1artisan@sbcglobal.net>  
**Cc:** Maywan Krach <MKrach@placer.ca.gov>; jamie schectman <shecky@mountainridersalliance.com>  
**Sent:** Thursday, January 3, 2013 2:18 PM  
**Subject:** RE: Squaw Notice of Preparation

A quick clarification: These issues will be detailed in the EIR, but for now I can offer that the historic marker for the 1960 Winter Olympic Games is located just outside the Tram Building entry and, as of this time (2013), the Tram Building does not meet the criteria for historic listing though it does have some historic association with the resort. The stone monument and historic marker are located at the southeast corner of the building near the steps.

There are three buildings within the plan area that meet criteria for listing in the State and National Register of Historic Places. Those include the California Spectator Center (locker rooms), the Nevada Spectator Center, and the Athlete's Center. Detailed descriptions of those buildings, their historic significance, project impacts to those resources, and

mitigation measures will be detailed in the EIR. The EIR is being prepared now and is tentatively scheduled to be circulated for the 45 day public review period in late spring, assuming of course that the production schedule is able to be maintained and there are no delays.

Thank you all for your interest in this project and your continued patience while the EIR is prepared.

Alex Fisch  
Senior Planner  
Placer County Planning Services  
530.745.3081  
[www.placer.ca.gov](http://www.placer.ca.gov)

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**From:** Ed Heneveld [mailto:[doced@att.net](mailto:doced@att.net)]  
**Sent:** Thursday, January 03, 2013 2:01 PM  
**To:** Jennifer Montgomery; Dan Hikel; Alexander Fisch  
**Cc:** Maywan Krach; jamie schectman  
**Subject:** Re: Squaw Notice of Preparation

It seems odd that the tram building would be 'historic' in that it was not (to my knowledge) part of the Olympics but both the locker room and opera house (Nevada building) were part. I certainly would like this confirmed. Besides, as Dan notes: "*The fact that a resource is not listed in, or determined to be eligible for listing in, the California Register of Historical Resources, not included in a local register of historical resources, or not deemed significant pursuant to criteria set forth in subdivision (g) of Section 5024.1 shall not preclude a lead agency from determining whether the resource may be an historical resource for purposes of this section.*"

~Ed

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**From:** Jennifer Montgomery <[JenMonten@placer.ca.gov](mailto:JenMonten@placer.ca.gov)>  
**Date:** Monday, December 31, 2012 9:12 AM  
**To:** Dan Hikel <[1artisan@sbcglobal.net](mailto:1artisan@sbcglobal.net)>  
**Cc:** Maywan Krach <[MKrach@placer.ca.gov](mailto:MKrach@placer.ca.gov)>, Ed Heneveld <[doced@att.net](mailto:doced@att.net)>, Jamie Schectman <[shecky@mountainridersalliance.com](mailto:shecky@mountainridersalliance.com)>  
**Subject:** Re: Squaw Notice of Preparation

Dan I have personally reviewed the historic designation and it appears to apply only to the actual original tram building and not any other buildings, areas or structures. If you have discovered anything different than that please let us know as the village proposal currently leaves the tram building untouched.

Happy new year,

Jennifer

Sent from my iPhone  
Jennifer Montgomery

On Dec 29, 2012, at 3:06 PM, "Dan Hikel" <[1artisan@sbcglobal.net](mailto:1artisan@sbcglobal.net)> wrote:

Dear Maywan,

I wanted to respectfully request that representatives of Placer County please obtain and review the Historical Designation records of Squaw Valley and its determination under the CEQA prior to making a decision on the Squaw Valley proposed development project prior to allowing them to proceed to the EIR phase of their planning during this extended open comment period of the NOP on this project.

This is from the California Public Resources Code;

21084.1. Historical Resources Guidelines.

A project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.

For purposes of this section, an historical resource is a resource listed in, or determined to be eligible for listing in, the California Register of Historical Resources. Historical resources included in a local register of historical resources, as defined in subdivision (k) of Section 5020.1, or deemed significant pursuant to criteria set forth in subdivision (g) of Section 5024.1, are presumed to be historically or culturally significant for purposes of this section, unless the preponderance of the evidence demonstrates that the resource is not historically or culturally significant. The fact that a resource is not listed in, or determined to be eligible for listing in, the California Register of Historical Resources, not included in a local register of historical resources, or not deemed significant pursuant to criteria set forth in subdivision (g) of Section 5024.1 shall not preclude a lead agency from determining whether the resource may be an historical resource for purposes of this section.

I believe it is in the best interest of all parties involved that Squaw Valley's state designated historical resource documentation is made available for proper review under state CEQA guidelines.

Thank you for your attention.

Best wishes for a safe and prosperous new year.

Sincerely,

Dan Hikel  
Truckee, CA

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**From:** Maywan Krach <[MKrach@placer.ca.gov](mailto:MKrach@placer.ca.gov)>  
**To:** Dan Hikel <[1artisan@sbcglobal.net](mailto:1artisan@sbcglobal.net)>  
**Sent:** Thu, November 29, 2012 8:21:43 AM  
**Subject:** RE: Squaw Notice of Preparation

Your comments have been received and forwarded to the planner.

Thanks.

.....  
Maywan Krach  
Community Development Technician  
Environmental Coordination Services  
Placer County Community Development Resource Agency  
3091 County Center Drive, Suite 190, Auburn, CA 95603  
530-745-3132 fax 530-745-3080  
8am-4:30pm, Mon-Fri  
.....

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**From:** Dan Hikel [<mailto:1artisan@sbcglobal.net>]  
**Sent:** Wednesday, November 28, 2012 10:53 PM  
**To:** Jennifer Montgomery  
**Cc:** Ed Heneveld; Placer County Environmental Coordination Services; [jme96160@yahoo.com](mailto:jme96160@yahoo.com);  
[info@mapf.org](mailto:info@mapf.org)  
**Subject:** Squaw Notice of Preparation

Dear Jennifer,

I wanted to contact you after reading the notice of preparation for Squaw Valley's proposed village development plans.

As you may or may not be aware, Squaw Valley was designated a historical landmark in 1960 following the Winter Olympic Games of that year.

From California Environmental Resources Evaluation System, CERES site "Properties of historical importance in California are currently designated as significant resources in three state registration programs: State Historical Landmarks, Points of Historical Interest, and the California Register of Historic Places. Below is a list of the State Historical Landmarks for Placer County. This data is provided by the [Office of Historic Preservation - California Department of Parks and Recreation](#) and is also available in the [California Historical Landmarks Book](#)." No. 724 Squaw Valley.

This designation brings up alarming concerns that the NOP from Squaw has serious deficiencies in regards to the proposed EIR in regards to the California Environmental Quality Act. State Codes related to CEQA mandate any commercial development in or around an historical resource follow specified guidelines for energy conservation, 15126.4 Consideration and Discussion of Mitigation Measures Proposed to Minimize Significant Effects CCR Title 14 Chapter 3, under Appendix F, Energy Conservation, the goal of conserving energy means the wise and efficient use of energy.

The means of achieving this goal include:

- (1) decreasing overall per capita energy consumption,
- (2) decreasing reliance on natural gas and oil, and
- (3) increasing reliance on renewable energy sources.

In order to assure that energy implications are considered in project decisions, the California Environmental Quality Act requires that EIRs include a discussion of the potential energy impacts of proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful and unnecessary consumption of energy.

Energy conservation implies that a project's cost effectiveness be reviewed not only in dollars, but also in terms of energy requirements. For many projects, lifetime costs may be determined

more by energy efficiency than by initial dollar costs.

## **II. EIR Contents**

Potentially significant energy implications of a project should be considered in an EIR. The following list of energy impact possibilities and potential conservation measures is designed to assist in the preparation of an EIR. In many instances, specific items may not apply or additional items may be needed.

A. Project Description may include the following items:

1. Energy consuming equipment and processes which will

be used during construction, operation, and/or removal of the project. If appropriate, this discussion should consider the energy intensiveness of materials and equipment required for the project.

2. Total energy requirements of the project by fuel type and end use.

3. Energy conservation equipment and design features.

4. Initial and life-cycle energy costs or supplies.

5. Total estimated daily trips to be generated by the project and the additional energy consumed per trip by mode.

B. Environmental Setting may include existing energy supplies and energy use patterns in the region and locality.

C. Environmental Impacts may include:

1. The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project's life cycle including construction, operation, maintenance and/or removal. If appropriate, the energy intensiveness of materials may be discussed.

2. The effects of the project on local and regional energy supplies and on requirements for additional capacity.

3. The effects of the project on peak and base period demands for electricity and other forms of energy.

4. The degree to which the project complies with existing energy standards.

5. The effects of the project on energy resources.

6. The project's projected transportation energy use requirements

and its overall use of efficient transportation alternatives.

D. Mitigation Measures may include:

1. Potential measures to reduce wasteful, inefficient and unnecessary consumption of energy during construction, operation, maintenance and/or removal. The discussion should explain why certain measures were incorporated in the project and why other measures were dismissed.

2. The potential of siting, orientation, and design to minimize energy consumption, including transportation energy.

3. The potential for reducing peak energy demand.

4. Alternate fuels (particularly renewable ones) or energy systems.

5. Energy conservation which could result from recycling efforts.

E. Alternatives should be compared in terms of overall energy consumption and in terms of reducing wasteful, inefficient and unnecessary consumption of energy.

F. Unavoidable Adverse Effects may include wasteful, inefficient and unnecessary consumption of energy during the project construction, operation, maintenance and/or removal that cannot be feasibly mitigated.

G. Irreversible Commitment of Resources may include a

discussion of how the project preempts future energy development or future energy conservation.

H. Short-Term Gains versus Long-Term Impacts can be compared by calculating the energy costs over the lifetime of the project.

I. Growth Inducing Effects may include the estimated energy consumption of growth induced by the project.

As you can see, for the record, the Squaw Valley Development NOP falls far short of these goals and should not be accepted under the CEQA guidelines pertaining to Squaw Valley's historical designation.

Hope to hear you speak about this in particular on Saturday at the Resort at Squaw Creek.

Sincerely,

Dan Hikel  
Truckee, CA

## Maywan Krach

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**From:** Dan Hikel <1artisan@sbcglobal.net>  
**Sent:** Monday, June 29, 2015 3:32 PM  
**To:** Maywan Krach  
**Subject:** Squaw Valley dEIR environmental benefits

Dear Maywan,

To Placer County Planning Commission and Placer County Board of Supervisors

I would like to respectfully request to add to my previous public comments on the Squaw Valley development project dEIR.

After attending the Placer County Planning Commission meeting in Kings Beach last Thursday, June 25, Mr. Hosea, Vice President of Development for Squaw Valley, made available for viewing a document stating the favorable environmental benefits of this large and environmentally adversely effecting project.

After reading this document my comments to add about this document during this public comment period on the Squaw dEIR are as follows.

### **Air Quality**

There is no mention of adverse effects to air quality during construction of this project requiring many thousands of heavy diesel construction and transport vehicles and the amount of greenhouse gas and carbon emissions that will be released into the environment. Though the adverse effects may be mentioned in the dEIR the mitigation measures are considered "not feasible" by the developer. This raises concern as the underlying meaning of "not feasible" means not able to, or impossible, yet mitigation is feasible and possible by greatly reducing the size, scope and duration of project.

How can this project in any way, shape or form be beneficial to the environment when tons of carbon particulates will be spewed from heavy diesel construction and transportation equipment into the clean mountain air of the area? Diesel fuel is composed of benzene molecules among other chemical compounds and is very high on the human toxicity scale when combusted and those fumes are inhaled through normal breathing. When there is a naturally occurring weather condition called inversion, common to the mountain environment, when ground temperatures are colder than upper level temperatures a situation occurs where airborne particulates from vehicle exhaust and other airborne particulates like wood smoke from wood burning stoves, are trapped in the low level cold air and visibly resemble a 'brown-like' fog that is extremely toxic to humans. How can this be environmentally beneficial to the area in any way? Will the developers and Placer county officials make available and mandate bio-fuel powered construction equipment? This is a feasible mitigation suggestion.

What are the projected carbon and greenhouse gas emission amounts due to this project? What significant adverse effects of this project going to be in said greenhouse gas emissions and carbon emissions on surrounding counties that these vehicles will need to travel through to arrive in Squaw Valley such as Nevada and El Dorado Counties? What mitigation measures are going to be used to combat this adverse effect? What monitoring equipment if any is planned to be in place and utilized to measure the level of greenhouse gases and carbon particulate emissions?

### **Traffic**

What is the traffic mitigation plan and contingency for emergency, first responder vehicles when needed during maximum congestion times, during peak traffic conditions at holidays during whiteout, blizzard conditions when first responder aircraft are not able to fly? Peoples lives will matter and are most at stake in this type of scenario, though chances are rare but definitely possible. Why is this scenario not being considered?

### **Green Building Design**

Why are the development plans of this project not incorporating the use of gray water and rain water collection facilities in the design and construction of these buildings? How can not recycling used bathing and dish-washing water on site for reuse add to an environmental benefit during prolonged drought periods such as the drought cycle currently affecting California? Why is there not a contingency for such an incorporated collection system in the design of this project? Why couldn't this gray water be transferred to

snow making collection ponds, when snow making for on mountain purposes are a major source of consumption for a ski area to operate when natural snowfall is scarce as it has proven to be?

If the developer claims this project is environmentally sensitive and has environmental benefits, then why are the proposed buildings not designed using **L.E.E.D.** --leadership in energy and environmental design--, a United States Green Building standard and criteria for design?

### **Cultural Resources -- State Historical Designation**

Under Cultural Resources, again there is no mention of the State Historical Designate Site of Squaw Valley as Pioneer Ski Area No. 724. Under current CEQA Appendix F this project would not meet the standard for "energy conservation", "reducing the use of fossil fuels", wise and efficient use of energy" and protection of the culturally significant Nevada and California Olympic era buildings.

Are the developers purposely avoiding addressing this issue because of the significant implications under the CEQA Appendix F for the "wise and efficient use of energy" criteria cannot be met in its current scope?

The dEIR as it stands and the additional environmental benefits paper produced by the developers of the Squaw Valley project do not meet the criteria for environmentally sensitive design, air quality protection, traffic mitigation and energy conservation within the CEQA. The claim by the developer that these adverse effects are not feasibly mitigated in the dEIR is an attempt to push their plans through without considering the complete and overall negative and adverse effects that a project of this size creates on the environment.

Mitigation measures for these adverse effects are quite simple, reduce the size, scope and term of this project to meet the threshold levels as required by the CEQA.

Thank you for your attention to this matter.

Sincerely,

Dan Hikel

## Maywan Krach

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**From:** Ursula Hirsbrunner <casparh.ursulah@gmail.com>  
**Sent:** Thursday, July 23, 2015 8:43 PM  
**To:** Placer County Environmental Coordination Services  
**Subject:** Re: Draft EIR for Village at Squaw Valley Specific Plan

This is the resend.

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,

We are full time residents and property owners in Alpine Meadows for 26 years. We have reviewed the Draft EIR (DEIR) for the Village at Squaw Valley Specific Plan (PSPA 20110385, State Clearing House No. 2012102023) (VSVSP). Following are our comments.

### 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):

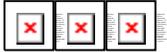
The proposed project would result in a significant increase in local population, with an emphasis on seasonal resort workers, resort visitors, and construction workers (up to 136 according to the EIR). Transient populations, lacking a vested interest in the long term effects they impose on the Squaw 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.

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.

#### Transportation & Circulation (Chapter 9):

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

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

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

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

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, 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):

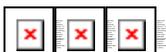
According to the DEIR, despite substantial efforts to mitigate construction noise, “... construction activities would continue to produce disruptive daytime noise over an extended period. Thus, this impact would remain significant and unavoidable.” Given the very long-term nature of the proposed project, 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. Furthermore, the community as it exists now will be seriously impacted and there cannot be a “village” where beds stay empty (cold) for a number of months due to the down time of the season (mid-April to mid- June, mid September to mid-December).

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.

#### Conclusion:

Based on the findings presented in the DEIR, we believe that this project would result in significant and unavoidable environmental impacts (i.e., significant effects that cannot be feasibly mitigated to less- than-significant levels). 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.



Sincerely,

Ursula and Caspar Hirsbrunner

1309 Mineral Spring Place, Alpine Meadows



On Jul 21, 2015, at 8:14 AM, Placer County Environmental Coordination Services  
<[CDRAECS@placer.ca.gov](mailto:CDRAECS@placer.ca.gov)> wrote:

Good Morning, please re-send your comment letter. We could not open the attachment. You can also try to paste the letter in the email and resend your email, if that's easier.

Thanks.

.....  
Maywan Krach  
Community Development Technician  
Environmental Coordination Services  
Placer County Community Development Resource Agency  
3091 County Center Drive, Suite 190, Auburn, CA 95603  
530-745-3132 fax 530-745-3080  
Monday 8:30-5 (every other Monday off)  
Tuesday-Friday 7:30-5  
.....

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**From:** Ursula Hirsbrunner [<mailto:casparh.ursulah@gmail.com>]  
**Sent:** Friday, July 17, 2015 8:21 PM  
**To:** Placer County Environmental Coordination Services  
**Subject:** Draft EIR for Village at Squaw Valley Specific Plan

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

Attached are our comments on the proposed project: Village at Squaw Valley Specific Plan (PSPA 20110385, State Clearinghouse No. 2012102023).

Regards,  
Ursula and Caspar Hirsbrunner

## Maywan Krach

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**From:** Steve Hoch <shoch58@gmail.com>  
**Sent:** Wednesday, July 15, 2015 10:04 AM  
**To:** Placer County Environmental Coordination Services  
**Subject:** Feedback On Squaw DEIR

15 July 2015

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

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

Dear Ms. Krach

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

I have been a full time resident of Alpine Meadows since 2007 and skiing at Alpine and Squaw since 1972. My background is in business and I was the Executive Director of the Downtown Tahoe City Association.

The draft Environmental Impact Report is materially deficient in analyzing the damage that may occur to Alpine Meadows and the N. Tahoe as a result of the KSL development plan.

Traffic - Specifically while the dEIR purports to analyze traffic at the intersection of Highway 89 and Alpine Meadows Road and places the traffic problems as SIGNIFICANT and UNAVOIDABLE and grades the LOS as a F the dEIR fails to analyze the traffic problems that KSL's plan will cause within Alpine Meadows. And, with the addition of a base to base gondola people going to ski at Squaw Valley coming from the Tahoe City area will now avoid the Squaw Valley Road gridlock and drive up Alpine Meadows Road to access Squaw Valley. Circulation of traffic within Alpine Meadows must also be analyzed.

This impact must be addressed by in the EIR process.

**Greenhouse Gases** – The dEIR says that greenhouse gases will increase by over four (4) times their current level. How will greenhouse gases increase in Alpine Meadows and will the Squaw Valley greenhouse gases encroach into Alpine Meadows. What will be the impact of the increase in greenhouse gases in Alpine Meadows?

Greenhouse gas increases in Alpine Meadows must be studied and addressed including hydrocarbons, NOx, and PM10.

**Light Pollution** – The dEIR says that light pollution within Squaw Valley will be SIGNIFICANT and UNAVOIDABLE. How will this light pollution impact the night sky for Alpine Meadows residents and visitors? The effect of light pollution on Alpine Meadows must be studied and addressed.

**Noise Pollution** – The dEIR states that noise in Squaw Valley will be in excess of Placer County regulations. How will that noise effect Alpine Meadows? The effect of noise pollution in Squaw Valley must be studied and addressed as part of this process.

**Cumulative Effects** – The cumulative effects of these SIGNIFICANT and UNAVOIDABLE impacts must be addressed within Alpine Meadows.

Sincerely,

A handwritten signature in black ink, appearing to read 'S. Hoch', written in a cursive style.

***Electronically sent, no signature***  
Steven Hoch

## Maywan Krach

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**From:** Katie Hughes <katie@dfj.com>  
**Sent:** Wednesday, July 15, 2015 2:23 PM  
**To:** Placer County Environmental Coordination Services  
**Subject:** Keeping Squaw True

To whom it may concern,

Just another voice of opposition to the proposed Squaw Valley Village Specific Plan. Squaw is a place that we come to escape the mega hustle-and-bustle of the city and we usually spend two weekends a month in the winter there. I cannot imagine wanting to come there over Heavenly or other ski areas if the proposed amusement park is built. We're just a tiny piece of the overall economic pie, but I know many of the other working professionals I visit with there feel the same way.

Thanks for your consideration,

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Katie Hughes  
Talent Partner @ DFJ  
[Connect with DFJ Companies](#)  
C: (919) 593-2815

## Maywan Krach

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**From:** Bruce & Libby Hutchinson <gybe@jps.net>  
**Sent:** Tuesday, July 14, 2015 10:47 AM  
**To:** Placer County Environmental Coordination Services  
**Cc:** Maywan Krach  
**Subject:** Village at Squaw Valley Specific Plan DEIR

PO Box 3707  
Olympic Valley CA 96146  
July 13 2015

As a property owner in Squaw Valley for more than 46 years, I and my family have enjoyed the unique natural setting of this valley, its recreational attractions, and its special community. As second-home owners at first and now, for decades, permanent residents, we have always been keenly interested in preserving as much as possible the fragile eco-system of this small valley while recognizing the ski area as a premier winter sports venue.

In reading the DEIR I find a number of environmental impacts incompletely addressed or their "mitigations" insufficient. For example, in the topic of "Transportation & Circulation" the analysis of several impacts of increased traffic is either missing, faulty, or incomplete:

1) Missing from the DEIR is an analysis of the impact of substantial increased traffic throughout the year, not just during the winter months. This year-long increased traffic will be due to the proposed "Mountain Adventure Center" attraction. Spokespersons for the project have indicated in their presentations to the community that they anticipate a large increase in visitors to Squaw Valley in all seasons who will be coming to the "MAC". It is very likely that this additional traffic will occur not only during the day, but also at night. It will occur in all seasons. The DEIR should consider this impact and what possible mitigation there could be for this traffic and its accompanying increased noise and light levels.

2) There is insufficient and faulty analysis of peak hour and day traffic conditions in the winter season. The 2011-12 season was not a typical winter with typical peak traffic days. It is not an appropriate model for peak traffic conditions. Therefore the traffic analysis should utilize instead an average winter season for its model & simulation.

3) The proposed mitigation for the impact of increased traffic on S.V. Rd between SR 89 and the Village area is not sufficient. Specifically, the mitigation described in 9-2a/b is not a new program nor is it an effective mitigation; both visitors and residents have commented over the past number of years that the "extra 3rd lane" designated with cones and monitored with traffic personnel in heavy traffic times is both dangerous & ineffective much of the time. The "lanes" are too narrow for safety (especially during normal snow conditions) and even with traffic control personnel it is difficult to drive safely on the Main Road and enter and exit to & from the side neighborhood roads.

4) One of the main significant impacts of increased winter traffic on S.V. Rd is the dangerous air pollution caused by silica dust coming from the sanded S.V. Rd. This is a major environmental public health hazard whose impact needs to be addressed by the DEIR.

Because of the above mentioned issues it appears to me that the proposed project certainly does not fit into the County's policy 1.G.1; the Squaw Valley Specific Plan is not a proposed development "where circulation and transportation system can accommodate such expansion or new uses."

I recommend that the Planning Commission & the Board of Supervisors reject this DEIR. The proposed project has too many significant and unavoidable impacts that cannot be mitigated and has many impacts that cannot yet be accurately analyzed. I request that the applicant be required to submit a revised project proposal with significantly reduced density, lower building heights and far fewer significant impacts that cannot be mitigated.

Thank you for considering these concerns and recommendations. Please send me all notices related to this project and the EIR,

Elizabeth L Hutchinson  
PO Box 3707  
Olympic Valley CA 96146

email: [gybe@jps.net](mailto:gybe@jps.net)