

Andrew G. Lange
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July 15, 2015

Placer County Community Development Resource Agency
Environmental Coordination Services
by E-mail to: cdraecs@placer.ca.gov; and

by USPS to:
3091 County Center Drive, Suite 190
Auburn, CA 95603

Attention: Maywan Krach, Community Development Technician

Re: Village at Squaw Valley Specific Plan Draft Environmental Impact Report (DEIR)

Ladies and Gentlemen:

I am a resident of Squaw Valley, at 206 Trails End, Olympic Valley, CA, directly across Squaw Creek from the property referred to in the Specific Plan as the East Parcel. We have owned this property since 1997, have been a regular day skier since 1975, and purchased a second home at 209 Forest Glen, Olympic Valley in 1985 in which house my son and his family now live. My wife has lived at our home at 206 Trails End most of the year since 1997, and this home became our primary residence in 2008. I am on the board of the Squaw Valley Property Owners Association and on the board of the Squaw Valley Municipal Advisory Committee.

My concerns about the Draft EIR relate primarily to the proposed development of the East Parcel by Squaw Valley Real Estate, LLC.

The developer proposes 4 different and inconsistent uses on the East Parcel: (a) employee housing, (b) a two level parking structure for employee and overflow day skier parking, (c) a shipping and receiving station, and (d) a grocery store.

The East Parcel is immediately adjacent at the west end and the south side to long established single family home neighborhoods. At the east end, the east parcel bounds Olympic Estates, a 16 lot single family home subdivision development by Lance Poulsen recently approved by Placer County. All infrastructure is in place and no construction of houses has commenced.

1. The DEIR fails to address the following impacts of the proposed East Parcel development and available mitigation measures:

- a The impacts on the adjacent single family home neighborhoods resulting from proposed employee housing.
- b The impacts on the adjacent single family home neighborhoods resulting from operating a two level parking structure on the East Parcel.
- c The impacts on the adjacent single family home neighborhoods resulting from operating a grocery store on the East Parcel.
- d The impacts on the adjacent single family home neighborhoods resulting operating a shipping and receiving system - receiving goods delivered in large trucks and moving those goods out to the developer's operations at the west end of Squaw Valley.
- e The impacts on the adjacent single family home neighborhoods resulting from constructing and maintaining a bicycle path on the north and west edges of the East Parcel.

2. The above impacts include but are not limited to:

- a Noise from the reversing warning beeps in connection with operating the shipping and receiving station and in connection with plowing the upper level of the parking structure and driveways and paths.
- b Noise from the recreational activities of the employee housing residents;
- c Light pollution from the vehicle parking on the parking structure, the night lighting of the parking structure and adjacent driveways;
- d The blocking of the sunlight from the south especially during the winter months by the employee housing buildings (if the currently proposed configuration does not change) which abut the north side of the East Parcel,
- e The litter from bags, containers and wrappers discarded by customers of the grocery store,
- f The additional crime and violence resulting from convenient liquor sales to employee housing residents and transients at the grocery store.
- g The effect on Squaw Valley Road traffic of the entering and exiting of the vehicular, bicycle and pedestrian traffic into and out of the East Parcel generated by each of the proposed uses, and the cumulative effect of all of them, including but not limited to:

- i employee housing residents and guests,
- ii overflow day skier parking,
- iii delivery and transshipping trucks from the shipping and receiving station,
- iv grocery store patrons
- v pedestrian and bicycling residents and guests of the employee housing (who are expected to cross Squaw Valley Road near the intersection of the Squaw Creek Road and Squaw Valley Road).

The dEIR did not adequately address East parcel traffic. The dEAIR assumes that the shipping and receiving station will decrease traffic. Maybe not. The same amount of goods still needs to be delivered to the village from the shipping and receiving station. Instead of a few larger trucks, applicant will need to use more smaller delivery trucks up and down Squaw Valley Road, each of which, small and large, will have to cross Squaw Valley Road on entering when coming from the Village area and on exiting when coming from Route 89.

3. At a minimum the following mitigation measures should be required:

a Most Effective Mitigation of Impacts from the employee housing:

- i locate the employee housing facilities at the west end of Squaw Valley;
- ii locate the employee housing facilities in Tahoe City
- iii locate the employee housing facilities in Truckee (for example, there is currently a motel for sale on Deerfield Drive)

b Most Effective Mitigation of Shipping and Receiving Impacts:

i Locate the shipping and receiving arrangement to an appropriate location at the west end of Squaw Valley (this will produce more “large” truck traffic on Squaw Valley Road, but eliminate the many more frequent trips of smaller trucks on the same route)

ii Alternative Mitigation of the Reverse Beeping Noise: Requiring developer to have a warehouse receiving system which allows the delivery trucks to effect deliveries and transshipping without having to back up

c Most Effective Mitigation of Impacts from the Grocery Store:

i Locate the grocery store at the west end of Squaw Valley;

ii Alternative Mitigation Measure: forbidding sales of any alcoholic beverages at the proposed grocery store

d Most Effective Mitigation of the Impacts from the Proposed Employee Housing:

i Locate at the East Parcel the single family homes and condominiums which would otherwise be located as part of the development at the west end of Squaw Valley thus making room for the employee housing, parking, grocery store and shipping and receiving station at the west end of Squaw Valley.

e Other Mitigation of the Impacts from light, noise and general compromising of the mountain setting by the planting and maintaining, including a watering system and replacement of any plants which die, of an effective line of trees and other plant life along the west, north and east sides of the East Parcel, which should begin immediately upon the approval of any specific plan which includes development of any portion of the East Parcel.

The only apparent mitigation measure, quoted below, proposed by the applicant is not adequate:

The buildings would screen views for the parking area from nearby residences. The shipping/receiving building would be located in the western portion of the parcel, and would be buffered from residences to the west and north by a landscaped berm and grade change. [Village at Squaw Valley Specific Plan, Conceptual Employee/Workforce Housing Plan, Revised–July 14, 2014, Conceptual Housing Plan, p. 3, 3rd ¶]

The buildings would be more intrusive than the parking structure because of their height. The nature of the landscaping is not defined, and needs to include rows of trees which will grow to a height of at least 35 feet.

Thank you for addressing the above concerns.

Very truly yours,

S/ Andrew G. Lange

Andrew G. Lange

Maywan Krach

From: Brady Larsen <brady.larsen.esq@gmail.com>
Sent: Friday, July 17, 2015 4:41 PM
To: Placer County Environmental Coordination Services
Subject: Do not expand Tahoe!

Dear Placer County Community Development Resource Agency:

I am sending this e-mail on behalf of myself and many others who have memories of Tahoe. We wish to be able to share the same memories with our own children and for them to do that with theirs. The planned projects for expansion will irrevocably ruin Tahoe as we know it and have ecological impacts that will make it impossible for future generations to enjoy this natural wonder. Please consider me one of a large number of Tahoe enthusiasts who are firmly opposed to this course of action. Thank you.

Best,

Brady T. Larsen, Esq.
70 Doray Dr., Suite 16
Pleasant Hill, CA 94523
(925) 324-6662
Brady.Larsen.Esq@gmail.com

July 17, 2015

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

Dear Ms. Krach:

My family has owned a home in Alpine Meadows for 47 years, and I have been going there for almost 44 years. I grew up ice skating in Squaw Valley at the ice rink, home to the first "miracle on ice" where the USA beat the Russians for the 1960 gold medal in ice hockey. That historic building was allowed to fall into disrepair so it could be torn down to make way for additional parking in the 1980s. I recall the ski jump on the south-side of the valley, which was taken out to make way for runs off of Red Dog. While I recognize the need to make changes to Squaw Valley to make it a viable destination, I have serious concerns about the proposed Village at Squaw Valley Specific Plan (VSVSP) [PSPA 20110385, State Clearing House No. 2012102023] not only for the continued loss of cultural resources related to the 1960s Olympics but also for the environment.

Placer County Policy 1.G.1. states: **"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."** I don't believe the numerous significant and unavoidable environmental impacts identified in the draft EIR (DEIR) have not been adequately mitigated; therefore, the County should not approve the currently proposed project. Please see my comments below:

Transportation & Circulation:

First, I would like to express concerns about the year (2011-12) that was analyzed for this study. It is readily acknowledged that 2011-12 is considered one of the years in our current multi-year drought so analyzing it would not provide a "normal" year perspective for the number of visitors to Squaw Valley and the north Lake Tahoe region. This analysis underrepresents the amount of visitors we have during an average snow fall year. I would recommend analyzing an average ski season to get a better approximation of the number of skier visits to the region.

That said, it is clear in the DEIR that VSVSP will result in an increase in traffic and roadway congestion, particularly on Squaw Valley Road and SR 89. While the project plan does suggest some mitigation efforts, including having staff manage traffic control as well as monitoring average traffic speeds, these measures will fall short of preserving existing transportation and circulation conditions, especially for current residents. According to the draft EIR "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.” Level F conditions are not acceptable. If traffic conditions cannot be improved over existing or mitigated to acceptable levels, the identified potential impacts must not be allowed. This negative impact needs to be considered carefully before approving VSVSP.

It is noted in the DEIR that the planned traffic signal at SR 89 and Alpine Meadows Road intersection will mitigate traffic congestion at this intersection. I would like clarification as to whether or not the draft EIR addresses the cumulative effect of projects already in some planning stage with Placer County such as the Alpine Sierra Subdivision and the Stanford Chalet redevelopment in Alpine Meadows, the PlumpJack Squaw Valley Inn, the Homewood Mountain Resort Master Plan, and the Tahoe Basin Area Plan including the Tahoe City Lodge Pilot Project. All of these projects have the potential to significantly increase the number of visitors to Squaw Valley, Alpine Meadows and north Lake Tahoe impacting SR 89 and SR 28 as well as the intersection at SR 89 and Alpine Meadows. I would like to see the cumulative effect of development addressed in the DEIR.

In addition, I would like further study on the impacts of Alpine Meadows Road. During the winter, it already is difficult to turn left from the subdivisions onto Alpine Meadows Road to west to the Alpine Meadows Ski Area parking lot. It is particularly dangerous when there is snow and/or ice on the road and the cars on Alpine Meadows Road are trying to keep a constant speed given the grade of the road as it approaches the ski area. (Sometimes cars are unable to get the necessary traction to proceed up the hill once they've stopped.) With more traffic as a result of the increased visitors to the region, this will be even more difficult and dangerous to pull into the long stream of cars. This situation is only exacerbated on days when Squaw Valley has limited lifts open due to weather/avalanche conditions and Alpine Meadows has more terrain available.

Population, Employment, and Housing:

The project anticipates creating an additional 574 new FTE, resulting in a significant increase in local population which impacts traffic, water consumption, waste production and treatment, air quality, and noise pollution. To meet Placer County policy, VSVSP would need to provide housing for 386 employees. However, under the current plan, a maximum of 300 employees would be housed in units (of different bedroom and dormitory configurations). This is less than the required beds to meet Placer County General Plan policies for new employee housing. Since there is no recommendation in the draft EIR for achieving compliance with County policy, the ultimate environmental impact of employee housing cannot be assessed adequately. I would like more information about how VSVSP will meet County policies for new employee housing and have this information reviewed for inclusion in the EIR.

Visual Resources:

VSVSP will permanently obstruct or alter scenic views that we all currently enjoy within Squaw Valley. The draft EIR indicates on numerous occasions (e.g., Impacts 8-5, 18-14, 18-15, 18-16) that “there is no additional feasible mitigation measures available to reduce this cumulative impact to a less-than-significant level.” Could the height of the buildings in the Village be reduced?

I would like to indicate that the “region” referred to in Impact 18-18 (“contributes to the cumulative light and glare and skyglow effects in the region”) includes Alpine Meadows, along the Truckee River and likely will stretch towards Tahoe City and Truckee. As a homeowner in Alpine Meadows, we already experience skyglow effects in our valley from light pollution in Squaw Valley on cloudy nights. One of the extraordinary experiences we currently enjoy in many of our communities in the Sierra Nevada is the ability to view our galaxy with the naked eye because of the lack of light pollution. It would be a shame for future generations not have this same experience. The draft EIR needs to better address the night sky pollution impact and indicate ways to impose “dark sky” best practices. It also needs to provide additional analysis about the off-site impacts of skyglow on the surrounding communities.

Hydrology & Water Quality:

VSVSP will permanently increase the water needs in Squaw Valley. As the community draws more water from groundwater and up-hill resources will further deplete the hydrology of the valley. This likely will lead to Squaw Creek experiencing more below-normal flow conditions. This has numerous impacts: less-resilient aquatic systems; shortage of water for local wildlife (including for the endangered mountain yellow-legged frog); elevated water temperatures; and further degraded water quality. Squaw Creek is already considered heavily sedimented and does not meet federal water quality standards. The planned restoration actions for the creek may not adequately mitigate for these impacts, particularly if the future of hydrology of the watershed is in question.

I am concerned about Squaw Valley’s anticipated water needs if the community is currently seeking to secure water and water storage in Mardis Valley. It indicates the water district is concerned about its ability to meet its need for water. One way to mitigate this problem is to reduce VSVSP. I would like to see further studies on Squaw Valley’s water resources and the number of beds it can satisfy from its own resources within Squaw Valley.

I have only highlighted a few of the numerous impacts discussed in draft EIR. I hope further study of these issues will more seriously promote a less dense project to mitigate some of the issues while still allowing the applicants to meet their goals as the current VSVSP does not adequately mitigate its environmental impacts. Thank your consideration of these comments.

Sincerely,

Rachelle Latimer
2027 Bear Creek Drive, Alpine Meadows

Maywan Krach

From: Robin Lavery <robin@waste101.com>
Sent: Thursday, July 16, 2015 3:09 PM
To: Placer County Environmental Coordination Services
Subject: KSL proposed expansion

Dear Placer County Community Development Resource Agency,

I am reaching out to your agency to ask that the KSL expansion project approval be denied. As a local resident of Squaw Valley and the North Shore area since 1981, I feel that the proposed SV development will have too many environmental impacts on our beautiful valley. 10 story buildings, huge inside recreation building in our area? Water usage, that we don't have and a giant footprint that we don't need? That's not appropriate for Squaw Valley. Please, listen to your community in regards to expansion in Squaw Valley. Placer County's main objective should be listening to the residents/taxpayers wants and not a payoff from a giant corporate real estate developer's checkbook. Thanking you in advance for Placer County denying the KSL expansion proposal.

Sincerely,

Robin Lavery
PO Box 2301
Olympic Valley, CA

Evan Lawley
PO Box 11798
Zephyr Cove, NV 89448
Evan Lawley evan.lawley@gmail.com

July 17th, 2015

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

Subject: Village at Squaw Valley Specific Plan Draft EIR (DEIR)

Dear Mr. Krach:

Good day. My comments on the Village at Squaw Valley Specific Plan Draft EIR concern Chapter 5 of the report: Population, Employment, and Housing.

After careful review of the DEIR, I've come to the conclusion that the information provided in Chapter 5 is inadequate for 2 main reasons: 1) If current housing needs are not met through company resources, especially for year-round residents and employees, then it's also unclear at best how the proposed changes will meet the needs of employees and their families; and, 2) the DEIR outlines a plan for a maximum of 300-employee residences (specifically beds within "dormitory-style housing") which is insufficient to meet the project's regulatory requirements—a specific plan is not outlined to mitigate CEQA requirements to the extent required—at the end of the chapter a paragraph alludes to a future unspecified Squaw Valley plan to meet the shortfall or to pay the county in-lieu of Squaw Valley's responsibility to meet the requirements.

In Section 5.1.1, the current housing situation in Olympic Valley is discussed, and the lack of attainable housing for low-income employees (which is the vast majority of employees who work for the company) is expressly stated. Weekenders and vacation rental companies have consolidated housing in the valley, leaving low-income employees and other residents without year-round affordable options in Olympic Valley, or within the corridor of Squaw Valley. The housing is simply unaffordable for single low-income residents, and raising a family is not possible on intermittent wages the ski resort provides. Buying a house is not even a consideration by anyone I know who works for the resort.

As stated in Village at Squaw Valley Specific Plan DEIR (April 2015) Section 3.5 (http://www.placer.ca.gov/~media/cdr/ECS/EIR/VSVSP/DraftSpecificPlan/Combined%20April%202015%20SP_Highlights%20Pgs1-141.pdf):

Squaw Valley provides a range of residential and lodging types, but as a mountain resort oriented community, much of the housing is not affordable to many resort employees,

particularly seasonal employees. This creates not only a hardship for those working at the resort facilities, but may have adverse environmental consequences if employees have to drive long distances between work and home.

I've lived in Tahoe for 6-years and have worked for local ski resorts during that time. Affordable housing has been a real struggle to find for me. The last 15-months, I've lived homeless, camping in the Tahoe National Forest at the base of Alpine Meadows to meet some level of my housing requirements while working nearby. This is specifically because housing is scarce at this time, and housing units are ridiculously expensive or require 1-year leases and massive deposits to move in, especially if one has a pet. As a year-round resident, I have certain needs for housing, which have not been addressed by my employer in any way that I've found. Living in a barracks-style hostel like outlined in the DEIR does not meet my needs, or anyone I know that lives here year-round.

The DEIR outlines a plan to have a maximum of 8-16 employees in 6-studio apartments, 20-employees in 3-"dorms" (barracks), and 16-employees in 9-bedrooms dorms, for a total of 252-300 employees housed. First, this does not meet the demand of the growth in FTE employees outlined in the DEIR. Second, no one I know who is a year-round resident would want to live in this barracks-style housing, or crammed into a studio with another person. The plan is entirely insufficient for the growth expected. The additional housing plan that the project is required to supply (the 86-phantom or missing employee beds from this project) was not discussed except to outline the county and CEQA requirements and an illusion of a plan to meet these regulatory requirements, which in my opinion reads like Squaw Valley intends to pay the county to escape this employee-employer promise. Third, current housing is insufficient because of the housing type, and its an issue a lot of people in the area are familiar with, so it is disturbing that Squaw Valley proposed to meet regulatory requirement with a barracks-style plan.

Policy 1-M.1 (Job-Housing Balance) states that,

...new growth must be concentrated so... individual communities become more diverse, complete, and balanced.

A complete and balanced community would not be loads of strictly seasonal employees crammed into a "dorm" for 6 to 8-months a year. A complete and balanced community includes families. Our employees have children they provide for. Outside of the Village at Squaw Valley, locals who live in Olympic Valley have children, our visitors bring their children, so why then is this demographic neglected in Squaw Valley's plan to meet CEQA requirements for employee housing? Also, as the plan for the east parcel indicates, privacy will be at a minimum in this new employee housing. Privacy is a right to everyone, including our international seasonal employees. Fitting 2-employees in a studio apartment to meet these regulatory requirements is, in my opinion, an insult to how Squaw Valley sees its employees and their basic rights and dignity.

It is therefore my opinion that the employee housing plan must show housing for all 386-FTE employees that this project proposes to dislodge and hire (99 employees currently housed + new 287 FTE employees expected from growth). A diversity of housing should be outlined to include

multiple-bedroom units, pet-friendly units, family-friendly units, and needs for the seasonal J1-visa international employees and other strictly high-season employees (those hired during the busiest times and highest demands on the resort and local retail, i.e. “holiday help”). Sawmill Heights provides a reasonable example for this (though limitations exist in using Sawmill housing as a sole model). At Sawmill Heights you rent an apartment where you can raise children (with pets) and work the available low-wage intermittent-schedule jobs ski resorts provide in our area.

Apartments at Sawmill Heights range from studios to 4-bedroom units with single occupancy per-bedroom. That is an important distinction because Squaw Valley’s DEIR outlines mostly double-occupancy per bedroom or studio, and dorm-style units. The plan is entirely inadequate to meet the needs of my fellow employees and their families (and pets) and should be updated to reflect the environmental and social impact on all 386-FTE employees that require mitigation, and for a sizable portion of that mitigation to include family and pet-friendly housing options.

The Village at Squaw Valley’s Specific Plan DEIR perpetuates a real and significant problem in Olympic Valley and nearby. Housing is in short supply, especially for families and year-round residents, even more so if you have a pet. The Draft EIR does not meet requirements to help diversify and balance the community; the plan is more of the same, cramped dorm-style housing to meet the demands of the strictly seasonal employee and temporary resident, not full-time or year-round residents. Future environmental and cultural impacts of the missing 86-employees not outlined in this plan must be included to show the public where these employees will live and what kind of community that would then resemble. Employees are too often short-changed in Squaw Valley’s current employee-employer relationship. Budget cut-backs, insufficient hours (the promise of a 40-hour work week when hired not kept), regulatory short-changing on overtime (we cannot earn overtime until 48-hours are worked in the week), lay offs and the lack of notice for getting cut for the day or season, and less-than adequate training opportunities and advancement training is par for Squaw Valley—perpetuating a deepening housing crisis is like dropping the floor out from under employees that already struggle with KSL/Squaw Valley as employers. While these aren’t topics that are addressed in this DEIR, they are serious contributing factors to the financial insecurities of our locals and result in Squaw Valley relying more-heavily on J1 Visa foreign workers to meet the shortfall of local workers. These circumstances create a positive feedback loop of more of the same, and housing needs stand as the crumbling foundation for locals who are having their livelihoods slowly chipped away. This is why I argue so strongly that the needs of the 86 employees not given a specific plan for housing within this document be addressed, because they are real people who will need housing.

In my years of local experience, I haven’t met any operations employees at Alpine Meadows or Squaw Valley that live in employee housing. This is specifically because of reasons I discussed earlier in my comments. My experience working for Northstar and living at Sawmill Heights has shown me that while it is quite the trip to a grocery store, and public transit gets dropped during the shoulder seasons along the CA-267 corridor, it still helps house low-income employees (especially with families and pets) where no reasonable alternatives might exist. This same problem is happening right now in Olympic Valley and only seems not only perpetuated, but aggravated by this plan.

Because the analysis of employment and housing was inadequate and flawed in this DEIR, Squaw Valley should conduct a new analysis and recirculate the DEIR taking into account the needs of local, year-round residents. This analysis should look at the provision of more private accommodations where employees and residents can feel more safe and secure than is possible in dorm-style living with unfamiliar roommates, and it should show how Squaw Valley plans to encourage diversity in its employee housing population including age—and all this should be done for at least all 386-employees this project displaces or brings on following build-out. These are real people we are discussing and planning to employ and house with real needs like privacy and a secure and stable living environment to reach their true potential and live peaceful and fun lives.

Judy Layton

P.O. Box 39
Kings Beach, CA 96143

T 530 546-8400

June 30, 2015

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

To: Maywan Krach.

This letter is written in response to K.S.L. Capital Partners Development proposal presented at the planning commission hearing June 25th. Myself and my friends are not residents of Squaw Valley, but are residents of Tahoe City and Kings Beach of 25 + years.

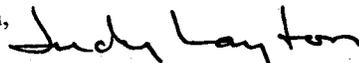
All comments made by the public were valid concerns about the K.S.L. valley development that is absolutely too huge. This is a beautiful fragile valley environment which will be destroyed. This monster project will affect the whole area: Tahoe City, Truckee, Highway 89 and Interstate 80 east, Kings Beach and the West Shore of Tahoe. You seem to forget the impact of such a large commercial development...it ruins retail everywhere. Already Tahoe City and Kings Beach are having problems with the developments in Squaw Valley and Northstar. These destination resorts destroy not help economically and the tax payer pays The traffic on our roads during the development with construction people commuting for 25 years Then you have to consider all the support traffic for the existing and new businesses, homes, condos, timeshares. conference meetings, and lastly special events and skiing.

There is now a problem with water that won't be solved by drilling more wells. Pollution is a serious matter. Water quality and supply.

You don't touch the topic of wildlife, birds, native plants. Do you just destroy it all and pave it over? The light pollution, migration trails, food, habitat, drinkable water, noise, air pollution are huge subjects that should not be ignored. This would be tragic. Right now you are creating islands of habitat for the animals trapping them in by fast moving traffic on highways surrounding the areas. The wildlife needs preserved corridors for safety and sustainability.

You need to protect the area keeping it beautiful and a unique place to visit and enjoy. We all lose if you approve of the gigantic development. You think it will create jobs, taxes "growth" but these are false goals. Please listen to the comments and concerns of the public especially the people who live in Squaw Valley. Do not approve any more development; this would be a fatal decision. Squaw Valley does not deserve this destruction, we all loose.

Thank you for your consideration,



Judith Layton commercial / business and resident property owner. Resident of Tahoe City and Kings Beach of 61 years if that helps validate my opinions and valid concerns for our total area with the KSL development proposal for Squaw Valley.

Maywan Krach

From: Harald Leventhal <harald@lkmi.com>
Sent: Wednesday, June 17, 2015 1:54 PM
To: Placer County Environmental Coordination Services
Subject: Comments: Squaw Valley Village Specific Plan

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

Dear Maywan:

I am writing as a Dollar Point/Placer County homeowner and taxpayer for over 25 years to express my outrage at the overreaching plans proposed for the development of Squaw Valley. I have skied Squaw Valley for 43 years and it is a part of my life. I like to call it my happy place and I am far from happy with the scale and scope of the plans proposed by a bunch of "build it and flip it" developers with no stake in the community (their protestations to the contrary ring false after having examined their so called scaled down plans). I am not against responsible development that is within the capacity of both the site and region to support it. I am against out of state investors coming in a trying to turn Squaw Valley into another overdeveloped, high density resort without regard to the impact on the resort or the region. I do not have the technical skills to pick apart the DEIR so I will limit my comments to my sense of bewilderment and concern over this project:

- 1) Traffic, Quality of Life and the Environment: traffic along SR89, in Tahoe City and Truckee is already at often intolerable levels on a typical weekend morning or afternoon. Where will all the additional cars go? There are not alternative routes to Squaw Valley or Alpine Meadows. Instead we will be facing monstrous traffic jams with more cars idling and spewing exhaust with visitors and local spending their time in traffic rather than going about their lives. This, in and of itself, should be enough for the County to drastically scale down their plans.
- 2) Sightlines and Views: do we really want to see Olympic Valley turn into a jungle of highrises? Is this the High Sierra we are stewards of? The plans need to be scaled down and not be an exercise in piling on as many stories as they can get away with. The only high rise that we should see at Squaw Valley are the majestic peaks and mountains that surround this High Sierra gem.
- 3) Construction Impact: I cannot even conceive of 25 years of construction in the Valley. The dust, the noise, the impact on parking, the impact on roads and so on. Not to mention the capacity to sell all this real estate – they will turn the valley into a year-round real estate pitch.
- 4) Water: I understand that the DEir assessment of local water supplies is based on a study that does not include records from the current drought. Really???? A water pipe from Martis Valley. Really???? The aquifer, as I understand it, is already very stressed and they are proposing development well beyond what any reasonable person would conclude is responsible.

I implore you to think about the whole region and not roll over and acquiesce to the proposed development at Squaw Valley. I beg you to focus on significantly scaling back the size, scope, height and extent of the proposed development and act on behalf of your residents and taxpayers. Let's get this one right. We only have one chance!!!

Hal

Harald Leventhal
162 Roundridge Road

Dollar Point, Tahoe City

Placer County Community Development Resource Agency, Environmental
Coordination Services, 3091 County Center Drive, Suite 190, Auburn, CA 95603,
Attention: Maywan Krach
fax (530)745-3080
cdraecs@placer.ca.gov

re: Village at Squaw Valley Draft EIR

Dear Placer County Community Development Resource Agency,

My spouse and I own a 2 bedroom condominium at the Village at Squaw Valley at 22 Station East, purchased upon construction in 2003. The area is wonderful, the skiing and hiking world-class, and my family has many happy memories there. In the last five years I have rented the unit in addition to my own use.

From personal experience, travel out of Squaw Valley can be completely immobilized during peak hours. Shown on page 9-14, the traffic performance for Squaw Valley intersections level-of-service rates at C or much worse during peak periods (winter Saturday, Sunday peak hours). No data was provided showing the wait time to leave from the Squaw Valley parking lots, or travel times from the Squaw Valley parking lots to SR89 during peak hours. Nor were new travel times estimated given the density of the proposed development. The widened road alternative (sec 2.3.4) should not be an alternative, but a required mitigation measure for traffic on Squaw Valley Road while at the same time the density of the development should be reduced to meet practicalities of traffic.

Current access to the Medical Facility and shuttle turn-around is along Squaw Valley Road (South) and Village East Road through the parking lot. Access to this area will be restricted due new Lot 3 structures. Traffic will then have to pass by the conference center and Village at Squaw Valley parking entrance, a very heavily used area (buses, shuttles, temporary parking). No analysis was given of the impact of narrowing access to this area. The plan appears to disrupt the circulation pattern by creating a long cul de sac leading to a major drop-off point. Lot 3 should be eliminated from the plan.

The siting of Lot 3 in close proximity to the existing structures of the Village at Squaw Valley will have a significant negative impact on the visual quality and line of sights from the main entrance to the Village at Squaw Valley and the main conference facility at the Village at Squaw Valley. Lot 3 should be eliminated from the plan.

The siting of Lot 3 in close proximity to the existing structures of the Village at Squaw Valley and height of new structures will severely limit sunlight incident on the main entrance to the Village at Squaw Valley and the residences along the east side of Building 22E. The degree of shadowing of existing structures appears to be severe. Lot 3 should be eliminated from the plan.

Finally, reference materials presented in the draft EIR (Chapter 3 of reference materials) do not present data for the specific Squaw Valley market. Occupancy at the Village at Squaw Valley last year was 26%. This should be considered a saturated market. Real estate values of that development have decreased 25% over the past decade.

I am concerned that the survey information on traffic did not adequately consider peak travel times from the existing parking lot, nor calculate the expected peak travel times with the proposed density, the new circulation patterns around the Village at Squaw Valley and drop-off points, the shadowing of existing structures and vistas, and the market analysis does not look at the specifics of Squaw Valley but only other areas. These short-comings need to be rectified.

It would seem unlikely to me that the traffic circulation, shadowing, and visual quality problem I have noted can be resolved given the proposed density, height, and close proximity of the new development to existing structures. I therefore urge the County to reject the draft environmental impact statement. A new plan would have to reduce density to 50% or less, reduce the average height to the same as Village at Squaw Valley, eliminate lot 3, and require widening of Squaw Road to four lanes.

Please accept my appreciation for having the opportunity to comment on the draft environmental impact report.

Michael Levi
melevi@lbl.gov

Maywan Krach

From: Lawrence Le Vine <lmlv@earthlink.net>
Sent: Thursday, July 16, 2015 3:29 PM
To: Placer County Environmental Coordination Services
Cc: Sierra Watch
Subject: Squaw Valley plans

Chevis Hosea said “you will not prevent us from maximizing our profit”. He said nothing about keeping the current ‘vibe’ in the valley or willingly working with the SV property owners. If you agree with him, the valley, as we know it, is lost forever. I have no problem with development but expected it to be along the lines of the original plans per Intrawest. The ball is in your court, will you hit a home run or strike out? LMLV

Sent from Windows Mail

Maywan Krach

From: Bonne Lewis <bonspawprint@gmail.com>
Sent: Thursday, July 16, 2015 10:12 AM
To: Placer County Environmental Coordination Services
Subject: Squaw Valley Expansion Objection

To: Placer County Supervisors:

There's not much we can say to add to the many, many comments you have already received. We most definitely and emphatically do agree with all comments objecting to the KSL Capital Partners' proposed project for Squaw Valley.

Squaw Valley is a gem of nature that should be treasured and preserved, not squandered by expanded development of any kind.

The entire proposed project should be stopped!

Respectfully submitted,
Bonne & David Lewis

Linda Lipnosky
P.O. Box 111
Kings Beach, CA
96143

May van Krach
Placer County Community Development
Resource Agency
3091 County Center Drive, Suite 190
Auburn, California 95603

Dear Madam:

Deny this development application of KSL
Capital Partners. Too much damage has
been done already.

Sincerely,
Linda Lipnosky

Maywan Krach

From: Susan Lisagor <sblisagor@gmail.com>
Sent: Friday, July 17, 2015 2:34 PM
To: Placer County Environmental Coordination Services
Subject: Public Comment re Village at Squaw Valley Specific Plan Draft Environmental Impact Report

To Whom it May Concern:

I am writing to request that the Placer County Planning Commission and the Board of Supervisors reject the proposed Village at Squaw Valley Specific Plan Final EIR as presented to them by the planning staff. It is my contention that the DEIR for this project results in too many significant and unavoidable impacts that do not outweigh the benefits the project would bring to Squaw Valley and Placer County. Though I believe the impacts to cultural resources, visual resources, transportation and circulation, noise and greenhouse gas emissions are all too great given the scope of the project, I will limit my discussion to transportation and circulation, and visual resources.

I am a retired staffer for US Senator Harry Reid and have a working knowledge of the EIR process, having worked as the rural outreach representative in his Reno district office for several years. I have also been a Squaw Valley homeowner since 1977 and lived full time in the valley for fifteen years over this time span.

Like I was 40 years ago, people are drawn to Squaw Valley because of the stunning and majestic landscape of the valley meadow and the mountains which frame it. Ten story structures compromise those views; the power of its attraction will disappear, and with it, the tourism dollars. I maintain that the height of the buildings needs to be reduced to the height of existing structures to maintain the character and visual quality of the resort. Lower building elevations will also reduce the shadow effect. The DEIR states that there is no sun on the village during certain winter months so it doesn't matter how tall the new structures are, they will not change how much sun hits existing village structures. This is not accurate and needs to be reviewed. The applicant should revise the building elevation to maintain what sun is now striking the village buildings, so as not to lose solar energy and to preserve the vistas. The contention that only the homeowners will be affected by visual changes because they are the only ones who remember what it used to look like is patently incorrect. Half the winter day traffic in Squaw is from pass holders who have long term relationships with the ski area. Again, this is an error in the EIR which needs to be corrected.

As to transportation and circulation (going forward, I will use the term traffic), the DEIR uses incorrect data in its evaluation. The traffic should be reanalyzed, using a traffic simulation for an average winter ski season, as the analysis was not done for an average winter season. The DEIR uses a maximum population estimated at peak of 11-12 thousand, but this doesn't take into account other already approved projects which would bring the peak population up to 17 thousand. Again, this traffic study needs to be redone with accurate data collection.

Faulty traffic and population number data makes the whole EIR suspect. If these numbers are wrong, then noise and greenhouse gas emissions are incorrectly figured as they are tied to population increases.

Finally, I request that Policy 1.G.1 be adhered to. That means the significant impacts, cited here and acknowledged in the DEIR, must be adequately mitigated. The proposed mitigations for traffic and visual resources are not adequate to overcome the impacts and therefore the county cannot approve this expansion as proposed. The traffic plan is skimpy, not offering a good public transportation system around the entire valley

community and beyond to Truckee and the Lake. At minimum, there should be free buses circulating throughout all roads in the valley, operating from morning till 10 pm, scheduled every 10 minutes, as well as on call. The valley ingress/egress road is not improved in any significant way to prevent 2-3 hour traffic jams with cars idling along it. And there just is no way to mitigate a 10 story building blocking views and sunlight. Even the Resort at Squaw Valley, a structure more suited for an airport hotel than Squaw's meadow, was moved back into the side of the hill to mitigate its visual impact. That cannot be accomplished in the village.

In conclusion, I want to make it clear that I want to see a robust village in Squaw Valley. I think the parking lot is an eyesore and would benefit from a complete buildout of the village, but this has to be achieved in a way which respects the character of the landscape and gives access not just to village hotel guests but to day skiers and homeowners. I maintain this can be achieved by building structures with parking garages on the lowest level, and heights in keeping with the existing village. It may be in the interest of a real estate developer like KSL to get the most rooms the space can hold, but it is not in the interest of residents, tourists, and the county which stewards the land. We must consider all factors, including the green house gases which settle and concentrate on valley floors, expected to quadruple with a project of the proposed size. By halving the size of this project, I contend this can be a successful development. The project also seeks permission to extend construction over a 25 year period, which is an unreasonable time frame, and I request this be reduced to 10 years. The impact on tourism (to cite an instance, the scenic pleasure experienced by families bicycling on the valley bike path) is just too great to extend over an entire generation.

I appeal to you as stewards of this county land and its natural resources, that you reject the proposed project because of its significant and unavoidable impacts and require the applicant to submit an alternative with 50% or fewer bedrooms, lower heights, and revised project features. I understand that this alternative proposal will not address all the project proponents' objectives, but I truly believe that finding a balance between development and acceptable, mitigated impacts should drive this decision and the process going forward. I ask that you gather accurate and relevant data when making your final decision on any future proposed projects. Please consider the long term impacts of your decision on the county's valuable scenic resource.

Thank you for taking the time to review and address my concerns. Please keep me in the loop by emailing me all future notices related to the project and the EIR.

Sincerely,

Susan Lisagor
sblisagor@gmail.com
775-250-4223
202 Forest Glen Road
Olympic Valley, CA 96146

Maywan Krach

From: Robert Loarie <rloarie@comcast.net>
Sent: Thursday, July 09, 2015 5:23 PM
To: Placer County Environmental Coordination Services
Cc: Squaw Valley Lodge - Evan Benjaminson
Subject: Village at Squaw Valley Specific Plan

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

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

As a homeowner at the Squaw Valley Lodge (two units) for more than fifteen years, I have rounded the corner of Squaw Valley Road South where it intersects with Squaw Peak Road scores of times and have nearly always encountered congestion including foot-traffic from skiers walking in the middle of the road to the Tram from their cars, delivery trucks maneuvering into the Tram loading dock and day skiers stopping at the Tram curb to load and unload. These are safety and traffic congestion issues that will only get worse with the new development and the addition of hundreds of new homeowners and skiers. I am concerned that there is no mention of this impact in the dEIR and believe strongly that it should be disclosed and addressed with appropriate mitigation measures before the dEIR is accepted. We have heard "assurances" from Squaw Valley Real Estate that this will be a "Low Impact Development", but as you well know, assurances are no substitute for specific, written, agreed-upon measures to deal with significant project impacts

Also, with construction comes the inevitable noise and traffic necessary to create such a major new development. I am also quite concerned Placer County regulations notwithstanding, there will be unavoidable and excessive noise and traffic. With this in mind, I further request that Placer County review their regulations specifically as they apply to this project and recognize that we are a vacation and resort community that values peace and tranquility, as well as natural beauty. I am sure that there are specific limitations that could and should be imposed to limit the construction noise and traffic, at least during reasonable times of day, days of the week and periods that in any case would normally have high traffic and congestion such as holiday and weekend periods.

Thank you.

Robert J. Loarie
201 Squaw Peak Road Unit #612 and Unit #622 Olympic Valley, CA. 96146

Maywan Krach

From: Jenny Loda <jloda@biologicaldiversity.org>
Sent: Friday, July 17, 2015 7:30 AM
To: Placer County Environmental Coordination Services
Cc: aeberle@endangereearth.org
Subject: Comments on Village at Squaw Valley DEIR
Attachments: Cntr for Bio Div Squaw Valley DEIR Comment.pdf

Please accept the attached comments submitted on behalf of the Center for Biological Diversity. In addition to the comments in the attached .pdf file we have sent a disc via fedex that contains references cited in our comments, as well as another copy of the attached comments. Please do not hesitate to let me know if you have any difficulties with these files or if you have any other questions or concerns.

Thank you,
Jenny Loda
Amphibian and Reptile Staff Attorney
Center for Biological Diversity
1212 Broadway, Ste 800
Oakland, CA 94612
(510) 844-7100 x 336
JLoda@biologicaldiversity.org
<http://www.BiologicalDiversity.org>

Maywan Krach

From: Timothy Lord <tjlord10@gmail.com>
Sent: Thursday, June 25, 2015 12:12 PM
To: Placer County Environmental Coordination Services; Brennan Lagasse
Subject: Attn: Maywan Krach - Village at Squaw Valley DEIR
Attachments: Final Paper

To Whom it May Concern,

The Preservation of Community Character at Squaw

Squaw Valley is and has been a Mecca of skiing and riding since its beginnings in 1949. From the start, Squaw's beautiful peaks have served as a training ground for countless Olympians as well as a welcoming space for the pioneers of our sport to evolve and thrive. Squaw Valley is also called home by many dedicated people and families who love and respect their backyard playground. More than anything, this community has created a culture that is unique and valuable. It's this community character that is being jeopardized by the development plans proposed by KSL. Within their proposal of up to 850 hotel, condo, and time-share units and a 90,000 square-foot mountain adventure camp, KSL also proposes to demolish historically significant buildings. Further this development will have "significant or potentially significant effects associated with...biological resources, cultural resources, visual resources, and air quality..." as is outlined in the most recent environmental impact report . With an understanding of KSL's development, it is evident that the community and culture of squaw do not align with such proposal.

The preservation of community character is an integral part in the success and survival of Squaw Valley. Factors such as "architectural style, buffers, scale...accessibility, authenticity, or whether something is distinguishable or not" contribute to this notion. This applies to both local and tourist alike who cumulatively form the lifeblood of Squaw. The characteristics that define Squaw Valley specifically can be described as "historic", "unique", "genuine", and have a strong focus on the environment and being outdoors. These qualities are manifested in the general aura of the resort as well as the people. Along with Squaw's unrivaled terrain, it's

the atmosphere that is the major draw. With the proposed expansion, the community character that generates this atmosphere will be hindered.

Many facets of KSL's proposal lie in direct opposition to the principles that form Squaw's community character. Central to this opposition is the notion of "authenticity". Squaw has embraced this notion since its early days. The mountain has a reputation as a real skiers mountain and prides itself on being distinguishable. If KSL's development is passed, it is fair to say this "authenticity" will fade. Squaw's village will likely emulate Vail's, a contrived European village. The environmental effects are also paramount in this opposition. Squaw Valley, both the people and the resort, are dependent on the environment to maintain a livelihood. This fosters a natural respect for the land and a desire to act appropriately. This feeling is not embodied by the KSL's development, whose plans will have significant impact the environment. This includes potential issues with the watershed that would be tapped in order to supply the mountain adventure zone. The mountain adventure zone is also problematic in that it promotes an indoor culture. Squaw and the Lake Tahoe area are historically known for the outdoor activities they provide. Whether it's skiing, mountain biking, or swimming in the lake, our home is the outdoors. This aspect of Tahoe and Squaw Valley is unique and important in maintaining the individuality of the area. The community also sits on the chopping block with the proposal of this plan. Mainly focused on increasing real estate and attracting tourist, the plan does little to support the people that define and give color to Squaw. This breaks the trend of Squaw valuing their community, which has traditionally facilitated a healthy relationship between the mountain and the people that call it home. This bond is vital to the preservation of community character in Squaw Valley and is jeopardized by the current KSL proposal.

With an understanding of Squaw's community character and importance, it is possible to find common ground and move forward with some form of development. The community does acknowledge the necessity of attracting tourist to fuel the economy but the way in which it is done needs to accommodate the culture. Moving forward, I propose that the development proposal should reflect the interests and character of the community. The incorporation of the triple bottom line would do well to employ this notion. Encouraging a focus on economic, environment, and social aspects of Squaw would provide a holistic guideline to making decisions. In

a sense, the characteristics that the community of Squaw values should be used as a filter in the decision making process. Further, in making these decisions it's critical that the community is allowed to stay involved and engaged in the issues that are impacting them. An example of this application can be applied to the current proposals 90,000 square-foot mountain adventure zone. As this portion of the proposal does not align with the environmental and outdoor culture of the Squaw community, it should be adapted to such needs. This might take the form of lessening the square footage of the project or changing the proposed indoor activities to outdoor activities. There must be accommodation from both parties to find what is truly appropriate for the long-term survival of Squaw. Finding this middle ground is often difficult but important in ensuring stability in social, economic, and environmental realms. This relationship would be viable and advantageous for both KSL and the Squaw Valley. However, until this relationship is formed, going forward with the development proposed by KSL would be detrimental to the overall health of Squaw Valley.

Thanks for your consideration,

Timothy Lord

Maywan Krach

From: Karen Loro <nettlesk@me.com>
Sent: Wednesday, June 17, 2015 12:21 PM
To: Placer County Environmental Coordination Services
Subject: KSL Capital Partners Squaw Valley Plan

I am writing today to comment on the KSL Squaw Valley Village Specific Plan :

In reading thru the Draft EIR , it is clear that the proposed Development would have Dramatic and Significant Impacts to Squaw Valley .

This Development looks to have many more Negative effects than may be apparent , from increased water usage in an already drought stressed environment, to degradation of Water quality , to Environmental Impact including traffic , which is Already Challenging , degradation of air quality ,increase in noise pollution ,increase in light pollution , among other factors.

In addition , enjoying Winter sports on the mountain would not be enhanced with the addition of more traffic , people , and impacts that would extend to small details such as trash removal .

What brings me to Squaw Valley as a tourist is not More Development It is seeking being in Nature , gazing at dark skies ,quiet trails in the back-country , enjoying views , clear , clean water , all of which would be permanently compromised by this project.

I encourage a denial of this proposal and a re-submission of a reasonable proposal.

Karen Loro
18221 Nubian Way
Nevada city ,Ca 95959

Maywan Krach

From: Park Loughlin <ploughlin@blackdogtech.us>
Sent: Saturday, June 27, 2015 6:57 PM
To: Placer County Environmental Coordination Services
Subject: Squaw Valley

Please, Do not let KLS destroy Squaw Valley. The concept is overwhelmingly inappropriate. Just the traffic conditions would be mind boggling. P.Loughlin, san Francisco

Maywan Krach

From: Park Loughlin <ploughlin@blackdogtech.us>
Sent: Wednesday, July 15, 2015 2:56 PM
To: Placer County Environmental Coordination Services
Subject: Squaw valley

More ten story buildings in Squaw Valley make no sense. How about an indoor amusement center with water slides
They make even less sense. 25 years of construction? How about the folks who have property in Squaw being subject
this sort of thing? It is all a very bad idea. P. L. Loughlin

Sent from my iPad

Charles E. Luckhardt

LAW OFFICES OF

Charles E. Luckhardt, Sr. (1904-1987)

Charles E. Luckhardt

2515 Westgate Avenue
San Jose, California 95125
Telephone (408) 264-2343

6/9/ 15

Placer Co community development resource agency, environmental coordination services

3091 County Center Drive, suite 190

Auburn Ca. 95603

Re: Squaw Valley Specific Plan DEIR

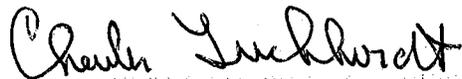
I am a resident and voter in Squaw Valley since 1989 and have skied here since the '50s. I am a former member and vice chair of the Squaw Valley MAC serving multiple terms. I belong to several local organizations.

Helicopter Landing pad: I can not find this mentioned in the DEIR. It is in the specific plan. I believe its use is to be strictly limited to medical emergencies, which in my opinion is sufficient mitigation. In the past, the Resort at Squaw Creek has abused helicopter flights to ferry vips for sight seeing. Noise from mutiple flights can not be mitigated.

Mandatory Sequence of Construction: The DEIR contains a provision allowing the developer to pick and choose what and how much they build. It is important to schedule the development so as to trigger needed items, such as parking structures, pathways, and infrastructure improvements.

Traffic: The three lane use of the two lane road is dangerously unsafe. Pedestrians cannot safely cross the road to access the bike path. When the shoulders are used for travel, vehicles entering have line of vision obstructed. The mitigation measure of flaggers does not work. The Ski corp has been under the requirement of providing flaggers during 3 lane use, but disregards the requirement and has discontinued the use. On the few occasions when flaggers were present, they have been untrained and never used the stop sign paddles. They just sat on the bank and watched the traffic go by. Flaggers are needed at all intersections, not just two. Victor and Winding way, for instance have no access to Wayne nor Christy. Mitigation that might help would be to extend Sandy into the road serving the cabins at the Ropes Course.

Very Truly Yours



Charles Luckhardt

RECEIVED

JUN 11 2015

ENVIRONMENTAL COORDINATION SERVICES

July 17, 2015

SENT VIA E-MAIL CDRAECS@PLACER.CA.GOV

Placer County
Planning Services Division
Attn: Maywan Krach
3091 County Center Drive
Auburn, CA 95603

**Re: Draft Environmental Impact Report for Village at Squaw Valley Specific Plan
(PSPA 20110385, State Clearinghouse No. 2012102023)**

Dear Maywan Krach:

The following contains our comments on the Draft Environmental Impact Report (“DEIR”) for the proposed Village at Squaw Valley Specific Plan (the “Project”). We are owners of Unit 331 in the Squaw Valley Lodge located at 201 Squaw Peak Road in Olympic Valley. We support the comment letter filed by the Squaw Valley Lodge Owners Association. We also want to describe our personal experiences with traffic and noise in the Project area and ask that additional noise and traffic analyses be completed.

Traffic

The intersection of Squaw Valley Road and Squaw Peak Road can be very challenging. During both summer and winter the intersection can be filled with pedestrians. The pedestrians take whatever path suits them. They often cross Squaw Peak Road in a somewhat random fashion from the edge of the existing village at any point between the tram building and the village entrance. At times they walk right down Squaw Valley Road with only a general effort to walk down the right side of the road. A few actually try to use the sidewalk by Plump Jack, but most end up walking down the road because there are simply too many people to fit on the sidewalk. In the winter the pedestrians can be burdened with skis and walking in ski boots making their travel slower, more cumbersome and including large blind spots. In most instances it appears the pedestrians are unaware that they are walking in a lane of traffic. The pedestrians also often travel in groups of several individuals taking up large sections of roadway.

Many drivers also respond in a random fashion because they are unfamiliar with the intersection or where to go. Some drivers simply stop their cars while going into or out of the intersection until they figure out where they want to go. Some stop and park or wait along the edge by the village adding to the congestion. There are also some impatient drivers who do know where they would like to go. But, it is very difficult to get through the intersection quickly because of the number of pedestrians and vehicles taking random paths through the intersection. As a result, some drivers opt to use the Plump Jack drive-through in an effort to bypass the intersection adding to the confusion and danger posed to pedestrians. These individuals can use a bit more gas than those attempting to use the intersection. Thus, these drivers add more speed to the somewhat slower but chaotic situation in the intersection itself. The addition of more traffic whether it is pedestrian, bus or vehicle will only create more opportunities for unfortunate accidents or angry individuals, and could make the intersection completely nonfunctional. Therefore, it is imperative that the County evaluate and the Project propose mitigation measures or a better design for this intersection.

Noise

We have concerns about the application of the construction noise exemption, the lack of quantitative analysis of Project noise, the use of only one day during the ski season as a representative background noise measurement, the failure to talk about high sound transmission weather conditions, and finally, the poorly worded mitigation measures.

Construction Noise

We also find application of the “construction” noise exemption from the County noise ordinance disingenuous. In general, construction noise is considered a temporary impact occurring for at most a year or two. Construction of the Project is expected to go on for two and a half decades. Construction of this Project cannot be classified as temporary and should in no way be subject to the exemption in the code for construction noise. The purpose of the noise ordinance is stated as: “Excessive sound and vibration are a serious hazard to the public health and welfare, safety, and the quality of life. The people of Placer County have a right to and should be ensured an environment free from unnecessary, offensive and excessive sound and vibration that may jeopardize their health and welfare or safety or degrade the quality of life.” (Placer County Code Section 9.36.010.) By applying the exemption to decades of construction noise, the County is essentially holding the Project to no noise standard and failing to protect the people near the Project from unnecessary, offensive and excessive noise.

Project Noise

The DEIR contains no comparison of the background noise levels with the noise levels expected after completion of the project (See Impact 11.3). The DEIR simply compares the Project to the noise standard. It simply calls noise significant, adds minimal mitigation measures and moves on. The DEIR needs to include a table like the one prepared for transportation noise showing the

increase in noise levels as compared to background -- both during a busy ski day and a quiet midweek day in October. Without this analysis it is very difficult to design feasible mitigation measures. If the sound is coming from sound bouncing off of the buildings and surfaces, a mitigation measure requiring sound absorbing surfaces could be added. But at this point we have no way of knowing if that measure would address a problem.

Baseline/Background Noise

There are times of year when the valley is very quiet in the fall and the spring during such months as May, early June, September, October and early November. This is the time when we can go to the valley and be assured of quiet days – no snowmaking, no crowds, and no lifts operating. And yet, the background noise measurements were taken during a day when the ski area was operating in late March and early April of 2013. These measurements do not accurately reflect background noise conditions during other times of the year when the ski area is not operating. Thus, the baseline conditions are not reflective of over half the year when the ski area is not operating.

High Sound Transmission Conditions

Furthermore, there is no consideration of the impacts of weather on the transmission of noise. There are certain weather conditions that allow conversations to be heard a great distance away. I have experienced these conditions in the Project area where I am hearing parts of conversations taking place across the valley. Noise from the Project will travel across the valley on those days too. The DEIR makes no mention or analysis of these weather conditions.

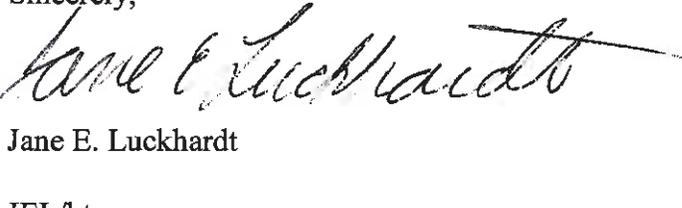
Mitigation Measures

Many of the mitigation measures are insufficient. The construction noise mitigations measures contain many words like when “feasible” that make the mitigation measures unenforceable. Who and what determines feasibility? The construction contractor? Noisy construction equipment that is not moving should be enclosed within sound curtains for both existing and new sensitive receptors regardless of when it is operating. Mitigation measure 11-1b should apply to all hours, and protect existing and new receptors. Mitigation measure 11-3 talks about equipment “designed to meet” noise standards. Design does not always work. This mitigation measure should be changed to require the equipment operating noise levels meet the County standards, not simply be designed to do so.

Conclusion

We look forward to seeing the requested additional noise and traffic analyses and corresponding consideration of mitigation measures to address the impacts.

Sincerely,



Jane E. Luckhardt

JEL/bt

Maywan Krach

From: June Lund <junelund@aol.com>
Sent: Tuesday, July 07, 2015 1:12 PM
To: Placer County Environmental Coordination Services
Subject: Village at Squaw Valley Specific Plan

TO: Project Manager Alex Fisch and Placer County Planning Department

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

My husband John and I have been property owners in Squaw Valley for over 25 years. We are a homeowner at the Squaw Valley Lodge. Over this period of time, we have driven around the corner of Squaw Valley Road South onto Squaw Peak Road many, many times. In winter and summer, there is much foot-traffic at this corner. In winter, skiers walk in the middle of the road to the Tram from their cars, delivery trucks turn here to reach the Tram loading dock, in addition to day skiers who stop at the Tram curb to load and unload. These are safety and traffic congestion issues that will only get worse with the new development and the addition of hundreds of new homeowners and skiers. There is NO MENTION OF THIS IMPACT in the dEIR. Please ensure that this issue is addressed at this time.

Also, with this construction inevitable noise and traffic will necessarily occur to create a future Village. This is a small community that greatly expands with seasonal property owners and visitors as you are aware. We ask that Placer County review their regulations specific to this project and recognize that we are a vacation and resort community with very different and specific needs from other areas in Placer County. Thus, we ask that the county create specific guidelines regarding the construction, noise, and traffic for this project.

Thank you.

June and John Lund
201 Squaw Peak Road Unit 302
Olympic Valley, CA. 96146

650-740-7771 cell

July 11, 2015

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

Re: Squaw Valley Village Specific Plan

Dear Sirs:

As a property owner in Placer County, we are opposed to the referenced expansion plan for the following reasons:

1. Water resources. Water rationing is in effect in the County now, how can such a massive expansion be approved without adequate water resources and infrastructure at present?
2. Utility resources. Who would pay for additional capacity and infrastructure for the significant additional power and sewer resources that would be required. It would be unfair to burden existing ratepayers with these additional costs.
3. Traffic congestion. Traffic is already unbearable during certain high tourist periods. Such expansion would exacerbate existing problems.
4. Views. Degradation of the existing visual character and quality of world famous views, including stars at night, would harm the unique quality of life issues that exist.

A massive expansion of hotel and condo units and huge amusement park is not advisable, and would cause significant, irreversible harm and degradation of the quality of life of this unique area. Consequently, we are opposed to this plan and urge its disapproval by applicable agencies.

Sincerely,



James and Jennifer Lynn
P.O. Box 7022
Tahoe Valley, CA 96158

SLT