

## Maywan Krach

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**From:** Marleen Barnett <marleenbarnett@hotmail.com>  
**Sent:** Thursday, March 13, 2014 7:14 PM  
**To:** Placer County Environmental Coordination Services  
**Subject:** Attention Maywan Krach

Dear Maywan Krach,

I am a 75 year old resident of Squaw Valley. I have been in Squaw Valley for 50 years and have witnessed the eroding of a beautiful environment not for the gain in quality of life and increased recreation but just the opposite: I have witnessed change initiated by those that would gain financially and with no concern for the well being of the community and respect for this wonderful part of the Sierra.

Water is important and I have observed over the decades that the ERIs always seem to report enough water after -all. We were told we needn't worry that the horses and stable would disappear, (the meadow a wetlands forever"). Lo and behold, it wasn't a wetlands after all . Great work by the ERI people and great victory for the golf course builders.

Clean air? Twenty years ago warned by the MDs not to cross-country out in the meadow on weekends given the polluted air from arriving and departing traffic. Great that the bike trail is kept plowed in winter for pedestrian traffic. I would ask you to walk the path mid the noise and congestion not to mention foul air.

I have watched the money prevail again and again and I am cynical, yes. Where does the line get drawn? Ever? Beautiful places are always particularly sought after and when I was a younger adult hoped that Shirley Canyon and meadow would just, at least, outlast me. I am up in the canyon probably more that any local resident May into November. I've sort of taken ownership and when I see transgressors there I try teaching them "leave no trace." I would ask that you visit in May. Not much water in the falls this spring but enough to impress you and I'd love to be your guide. I've taken my classes up into that canyon for many years and since retirement go into the classrooms of friends first for the lessons in the classroom and then up into the canyon. It is a rare and magnificent spot.

Now, in my "maturity" I am thinking less selfishly and speaking for future generations. I always thought that sounded corny but I get it now. Please, please consider the right thing.

Sincerely,

Marleen Barnett

## Maywan Krach

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**From:** Dawn <dawnbenson79@hotmail.com>  
**Sent:** Sunday, March 02, 2014 9:23 AM  
**To:** Placer County Environmental Coordination Services  
**Subject:** comment on NOP for Squaw Valley specific plan

Squaw Valley road needs a cross walk between Christy Hill Road and the entrance to the parking area. It is almost impossible to get safely across the street on weekends. The ski area uses the centre lane as an additional driving lane, therefore, one cannot cross to the centre lane and wait for a clear spot to continue crossing. This is very dangerous with cars racing to get in and out of the lot.

Dawn Benson  
650 388-6266

## Maywan Krach

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**From:** Julie Bernyk <jbernyk@gmail.com>  
**Sent:** Monday, March 24, 2014 8:35 PM  
**To:** Placer County Environmental Coordination Services  
**Subject:** Comments on the Revised NOP

Dear Maywan,

My husband and I have lived on the North shore of Tahoe since 1985. We both moved to Tahoe City to ski at Squaw Valley and we were both drawn to Squaw for its skiing and beauty. When Squaw was purchased we were both heartbroken because we realized things would change for us and the community and alter our way of life here in the mountains. For the first time in 29 years I have thought about moving out of the area and it is because of the proposed development in Squaw Valley.

I'm not ignorant to the fact that development is unavoidable but hope that a tremendous amount of thought goes into it. We hope that planners like yourselves can look past the initial revenue the development will bring in, but hope you will be deeply thoughtful and consider the future of the area and what kind of legacy we will leave for future generations who will visit Squaw Valley.

I fear that this development will be out of scale and mostly vacant. Do we want to leave future generations a shell of an outdated village that will contain very few, if any, locally owned businesses? You have the unique opportunity to set precedence against a large developer getting their way at the expense of the surrounding community. The outcome of this proposed project will be the Tahoe-Truckee area's legacy. Sensible development could be a great thing for Squaw Valley, but the size and scope of the proposed project is out of scale to the area. Let's make sure that we get it right.

Sincerely,  
Julie Bernyk and Greg Spencer

## Maywan Krach

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**From:** Maywan Krach  
**Sent:** Wednesday, March 12, 2014 8:09 AM  
**To:** Maywan Krach  
**Subject:** FW: Proposed rezoning of the Stables property to allow for a residential development

**From:** Alexander Fisch  
**Sent:** Thursday, March 06, 2014 1:56 PM  
**To:** Maywan Krach  
**Subject:** FW: Proposed rezoning of the Stables property to allow for a residential development

Please add this to the NOP comments for the Village at Squaw Valley Specific Plan project as I can only guess that was the intent of the sender. Thanks!

----- Forwarded message -----

**From:** Judy Bloch <[theblochs@gmail.com](mailto:theblochs@gmail.com)>  
**Date:** Thu, Mar 6, 2014 at 1:39 PM  
**Subject:** Proposed rezoning of the Stables property to allow for a residential development  
**To:** [abreuch@placer.ca.gov](mailto:abreuch@placer.ca.gov)

Dear Mr. Breuch,

As you know, the KSL project is intent upon desecrating everything about SV that has been good, quiet and peaceful there for decades--all in the name of making piles of money for that company and its investors while trying to convince long-time property owners that SV wants to compete with Vail and other such "destination resorts" by creating a mini-city with more unneeded amenities.

This proposal adds insult to that proverbial injury. Rounding the bend in Squaw Valley Road, one sees the stables with the first glimpse of the head of the Valley past it. This is fast becoming the last or a last vestige of the unhurried, bucolic aspect of the ambience there that so many have appreciated for so long. But in addition to actually communicating this nostalgic view of the area, it has now taken on symbolic significance as well, given what KSL is trying to do to the valley.

We urge you to not permit this rezoning, under any conditions.

Thank-you,

H. Spencer and Judy H.Bloch  
(Property owners in SV since 1971)

## Village at Squaw Valley Specific Plan Project NOP Scoping Comment

To whomever it concerns:

These comments are from David A. Brew, Ph.D.; 1540 Lanny Lane, Olympic Valley, CA 96146; they are in response to the "Revised Notice of Preparation of a Draft Environmental Impact Report" (State Clearinghouse No. 2012102023)

### INTRODUCTION TO THESE COMMENTS:

It is difficult to comment effectively on this proposed project, because there actually is no real project. The programmatic processing procedure is inappropriate to a proposed project of this scale and type. I judge that it was not intended for proposed projects that have the complexity or potential broad regional effects of this one.

The Specific Plan and NOP that we are to comment on consists of conceptual plans, diagrams, and documents that do not bind the developer to any of what is presented. Appendix B of the Specific Plan is supposed to contain the design guidelines that would have to be adhered to, but it is a compendium of "encouraged to", "should", and similar statements that would not require compliance if and when the Specific Plan were to be approved and the Design Guidelines converted to Ordinances. What are needed are "shall" and "must" statements. This must be done if the Draft EIR and Final EIR are to provide the environmental protection that is needed.

The NOP unfortunately does not recognize that this is actually an entirely new proposed project, and the references to the previously proposed project are inappropriate and superfluous. All of them only serve to confuse the real points of concern.

The NOP also unfortunately scuttles many points where more information would now be appropriate with the repetitive canned statement: "These issues will be evaluated in the EIR".

My overall judgment about this NOP is that it is deficient in so many ways that it should be scrapped, in its entirety and re-done. I also suggest that Placer County require the developer to re-apply for this essentially new proposed project and process it as a specific, and not a programmatic EIR project.

The following comments are keyed to the NOP document and conform to its structure.

*Previous Notice of Preparation and Initial Study:*

§ 1-3: There is but little in these paragraphs that speak to the preparation of the Draft EIR, so why is it here? (Page 1)

*Purpose of this Revised Notice of Preparation:*

No Comments

*Project Location/Proposed Land Uses:*

§ 2: This section is deficient in that it mis-states the location of the ski area, which is to the west and south, not just south of the proposed project area; and it ignores the presence of Red Wolf and PlumpJack among existing developments. (Page 2)

§ 4: I judge that the statement should read: "... and up to either 264 bedrooms or 21 units ..." (Page 2)

§ 5: I wish that the authors had provided a reference to an article describing "traditional North American mountain architecture" because I don't believe that there is such a thing. I've see everything from shepherders stone huts to giant-log mega-condominium structures in the mountains. This statement is a smokescreen for lack of specific environmental information. (Page 2)

I propose that the architecture of the proposed project closely resemble that already present in the IntraWest Village. I further propose that the maximum building height be no more than that in that village. I propose also that buildings be both "stepped" and of different heights.

§ 6: It is interesting that Exhibit 4, conceptual as it is, does not show any real plazas, no attention to an appropriate architectural gateway to the village, nor the footprint that a real-life Transit Center would necessarily occupy. Further, the buildings are bulked together massively and the walks and passageways are very narrow. (Page 6)

This being just a scenario, it's not worth suggesting how these aesthetic and functional deficiencies could be altered to constitute an environmentally appropriate village layout.

Table 1:

The 4,000 square feet proposed for the Transit Center seems much too small to me, knowing that a single bus has a footprint of about 240 sq ft, and that the developer has stated that regional busses, shuttle busses, and village busses would all be using the space together with their passengers and some in-house amenities. Air quality is an environmental consideration in this planning, and I haven't found it as it relates to the Transit Center.

I propose that the developer provide a conceptual diagram showing vehicle and pedestrian flow, as well as the footprint of the Transit Center itself.

§ 1: This paragraph is totally irrelevant to the Draft EIR. (Page 7)

Table 2:

Contrary to footnote 3, it appears that the east parcel employee housing is in the table under Entrance Commercial. But that 20,000 sq ft could be the proposed transfer station and propane tank site?

*Parking and Circulation:*

This section cries out for an Exhibit showing proposed vehicle and pedestrian circulation routes. The proposed access to the existing preferred-parking structure is of special interest. Methods of clearing vehicle exhaust from the underground parking facilities are not described.

§ 3: The part of this paragraph devoted to changes from the previous project is almost totally irrelevant to environmental impact discussion. The proposed EVA route is not shown on any map, nor is it obvious where it would connect to the conceptual village given the tightly grouped buildings at the south end of the proposed project area. (Page 8)

*Public Services and Utilities:*

§ 5: There would be demonstrable environmental impacts from the location, construction, and operation of the possible new additional fire station, drinking water treatment plant, and 1,000,000 gallon water storage tank, but no details are given regarding their proposed location. (Page 8)

§ 6 and 7: The environmental impact of the perhaps-to-be-proposed water company in the valley would be invisible but potentially very serious. Any new wells would be within the developer's project area, which means that they would be upstream from the well field that now supplies the valley. Thus the possibility of diminished flow to the existing well field would have to be evaluated.

### *Water Supply*

Further, the valley has but one aquifer that contains a single water resource. That resource should be managed as a single entity, and an additional water company would make effective management more unlikely. This is an environmental concern, as would be the proposed waterpark/activity complex that was reported to use 15,000 gallons of water per day. (Page 8)

### *Wastewater*

§ 2: This section should be specific enough to mention the possible need for additional wastewater lines because of the development, and the resulting full array of related environmental impacts during construction (air quality, noise, truck traffic, holes-in-the-ground, etc.) (Page 9)

### *Storm Drainage*

§ 3: Stormwater usually contains debris and other material that is not usually disturbed; thus it may convey environmentally degrading substances into Squaw Creek. The creek is not systematically monitored for toxic or potentially toxic substances. (Page 9)

I propose that the developer be required to have a long-term sampling program designed to detect environmentally degrading substances in Squaw Creek

### *Snow Removal*

§ 4: Snow removal has the same problems as described above, plus the vehicle traffic adds additional materials to the snow. Its disposal should be monitored as proposed above. Any meltwater from the melting bunkers may contain environmentally degrading substances, and it two should be monitored. One would hope for some energy-use calculations for this proposal. (Page 9)

*Village Open-Space Network:*

§ 5: The ideas here are fine, but any depiction of the corridors, etc. is missing. Does this require a reference here to the Specific Plan? (Page 9)

The concept plan for the proposed village expansion, for what it's worth, does not show any real gathering places such as real plazas designed for people, courtyards, or satellite smaller plazas. But then, nothing of all this is real.

*Squaw Creek Restoration:*

§ 4 and 5: Nothing here or elsewhere in this document seriously discusses the restoration of Squaw Creek. There is no real "restoration" proposed, only modifications of the North and South Forks of Squaw Creek confluence, broadening of the channel where the stream is confined within the straight trapezoidal channel, and modifications of the Squaw Creek and "Olympic Channel" confluence area. These measures would not come close to "restoring" Squaw Creek. That would take a much more ambitious effort. (Page 10)

I propose that the trapezoidal channel be completely abandoned, and that one reach of the creek be reestablished mainly in the area of the north parking lot with a flood plain and meanders. The reach above the westernmost bridge and below the South Fork-North Fork confluence would be reestablished on the area of the present employees housing. The reach between the western and middle bridge would also be reestablished in the east parking lot. The reach between the middle bridge and the eastern bridge would be reestablished in the eastern parking lot. These measures would ensure a long and relatively trouble-free life for these reaches of Squaw Creek. This proposal is much more far-reaching (and expensive) than the minor changes proposed in glowing terms in the NOP.

*Project Phasing*

§ 6: It's pretty clear that the main concern of the developer is the ability to sell units and make money. Is this what the expansion of the village should be all about?

The proposed 20-25 years of construction amounts to almost half of a whole human generation; children born to Squaw Valley parents at the start of construction would never know a Squaw Valley without all the environmental disruption and impacts that would accompany it. (Page 10)

§ 7: This paragraph has nothing to do with the presently proposed project.

*Potential Environmental Impacts:*

This is an impressive list, but it lacks any discussion of the need for, and plans for emergency vehicle access and or for evacuation. Detailed comments follow.

*Land Use and Forest Resources*

§ 2: This speaks to re-zoning, and, inasmuch as the NOP has a re-zoning map in it, why cop out here with another weasel statement? Ditto the number of trees that would (conceptually) be cut. They must know where every tree is, and where every conceptual building is-- (Page 11)

*Population, Employment, and Housing*

§ 3: More weasel statements. But there's an interesting nuance. The on-site employees would become part of the "Squaw Valley Community", but all of the transients would not. This is an interesting way for the developer to foster the growth and vitality of the community. (page 11)

*Biological Resources*

§ 4-6: This all ignores the fact that the "Village Neighborhoods" would be located in one of the least disturbed area on the valley's side, and that that specific area is perhaps the most important recharge area for the aquifer.

I have not be able to find a developer's map that shows the "wetland, swale, seep, meadow, perennial stream, intermittent stream, and ephemeral streams" in the plan area, nor a map of which ones could be filled, etc.

Finally, what is this "discretionary project" referred to? (Page 11)

*Cultural Resources*

§ 7: No comment. Whatever pre-historic relics that may have been there are long gone-- (Page 11)

### *Visual Resources*

§ 2: This is "carte blanche" for very high (6-8 story) buildings in all of the plan area. This is unacceptable, even though this is all smoke and mirrors conceptual. Much of the rest of the paragraph smells like "this is the way it's going to be", without any mitigation. There's no mention of setbacks, building spacing's, street and passageway widths, massiveness, and the like, all of which are critical to visual/aesthetic environmental impacts.

I propose once again that there be no buildings higher than those already in the IntraWest Village, that some be lower or stepped, that the exterior finishes be compatible with those of those buildings, that all streets and passageways are as wide as the adjacent buildings are high, and that buildings be spaced apart, rather than constructed end-to-end. (Page 12)

### *Transportation and Circulation*

§ 3: All is fine and good, except that the "detailed traffic analysis" is apparently not going to be available to the public before the Draft EIR is prepared. It should be, otherwise it will be the developer saying once again (without any references) "our experts say that ..."  
(Page 12)

### *Air Quality*

§ 4: Again no mention of mitigation. of environmental impacts. And the local Charter School, which is now in the plan area, but may be elsewhere in the valley, isn't mentioned. (Page 12)

I propose that the developer be required to install, use, and report the results of an array of air quality monitors in and around the construction areas, roads, and residential areas. A baseline study should be done in advance.

### *Noise*

§ 4: Much of this paragraph smells like "this is the way it's going to be", without any mitigation measures. Each and every one of the cited noise sources can be mitigated.  
(Page 12)

I propose that the developer be required to install, use, and report the results of an array of noise monitors in and around the construction areas, roads, and residential areas. A baseline study should be done in advance.

### *Geology, Soils, and Seismicity*

§ 1: I look forward to reading the developer's evaluation of all these factors in the Draft EIR, in particular that related to seismicity. It is known that the valley and the plan area are located in what the U.S. Geological Survey has determined to be an area of potentially high seismic shaking. This, together with the following synopsis describing the local faults, should make the developer employ stronger than usual construction techniques and design buildings to minimize the risk from falling ledges and the like. The environmental risks are appreciable.

Squaw Valley is crossed by several faults belonging to the Tahoe Sierra Frontal Fault Zone. Published mapping shows that there are more in the vicinity of the plan area than down valley. Their locations are quite well known, contrary to the statement made here. To date none have been identified as active, but Schweichert and others (2000) identified a fault strand not far north of Squaw Valley as active. (Page 13)

### *Hydrology and Water Quality*

§ 2: This is all very nice, but I wait to read a discussion of potable water supply, as well as some mention of the possibility of hazardous spill material contaminating the groundwater. Further, there should be mention that the location of buildings as shown on the conceptual plan would require abandonment of existing domestic water production wells, and the resulting requirement to find other wells to replace them. All of these carry environmental impacts. (Page 13)

### *Public Services and Utilities*

§ 3: Whoever writes the Draft EIR should be aware that the WSA will determine not only if there is sufficient supply for the whole proposed conceptual project's demands, but also the existing demand and other potential demand from other projects that could be developed in Squaw Valley. This is an absolutely critical environmental factor. (Page 13)

### *Hazardous Materials and Hazards*

§ 4: This is a comprehensive list. It should be noted that the conceptual proposed construction would include the "Village Neighborhoods", which are proposed for perhaps the area most vulnerable to an urban-interface wildfire. This is a difficult-to-quantify potential environmental impact. (Page 13)

I propose that the "Village Neighborhoods" be totally removed from any plans, conceptual or otherwise. As noted previously, that area is one of the most important recharge areas for the aquifer, as has been established by a study of the isotopic ages of water in the aquifer. The wildfire risk is in addition to this--

### *Greenhouse Gases and Climate Change*

§ 1: The increase in ambient temperature over the proposed construction area is not mentioned. It could conceivably extend over other parts of the valley causing environmental degradation. Here again a baseline study should be done in advance of a monitoring program (Page 14)

### *Cumulative Impacts*

§ 2: This is probably the most important, and the most difficult environmental impact to evaluate. The whole is greater than the parts. Were I to have the task, I would set up a weighting system in consultation with some knowledgeable scientists. And then there would be the giant question of how much environmental degradation and impact is too much? Some pilot/beta testing would be needed! (Page 14)

I'll be very interested in how the Draft EIR team handles this one. And how they apply it to the various alternatives (see below).

### *Alternatives to be Evaluated in the EIR:*

§ 3: The sick spot here is the quote "... alternatives to the proposed project that are capable of meeting most of the projects" objectives, ..." This assumes that there are environmentally acceptable alternatives that further the developer's aims, and does not admit that there are border-line alternatives, nor does it recognize the "No project" alternative. (Page 14)

I hope to read a whole array of alternatives!

*Potential Permits and Approvals Requested:*

§ 4: My evaluation of the current Specific Plan is that it is inadequate and should never have been released in its present form. So I hope that it gets improved before if and when it makes it to the BOS. Appendix B in particular is a disaster as far as providing mandatory procedures for any actual development that might occur. As it now stands, the Specific Plan does not follow all of the direction given in the State of California document titled "The Planner's Guide to Specific Plans".

It would be good to know and publicize any hearings that are required for any one of the requested permits. Likewise for the Specific Plan itself and the re-zoning that it requests.

3/14/14

To: Placer County, Planning Services Division  
Attention: Maywan Krach  
From: Sally Brew, Squaw Valley Resident

Following are comments to be considered in the Revised NOP for the proposed Village at Squaw Valley:

Water: Although the supply of the water needed will not be clearly identified until the WSA study is completed, one use of water is not identified in the specific plan. That is the water needed for the Mountain Adventure Camp. The Specific Plan states that there will be many wet uses for recreation within the MAC. For instance, stated in the Specific Plan, the MAC will potentially include action river, water skiing, water slides, water falls, and a wave pool. The MAC is one of the largest features of the Village plan. The amount of space, energy, water needed should be stated in the draft EIR especially for such a major building proposed in the Village.

Pedestrian Corridors and Plazas: An important aspect of the proposed Village plan are plazas and walk ways. The draft EIR should ensure that ample walkways, corridors, plazas, and open spaces do exist. From the current plan, the buildings seem to tower over any open space.

Employee housing: Although employee housing will be provided in the east parcel for 250 employees, if the Village is fully built out, the proposed housing will not be adequate. No mention is made in the Specific Plan of how future housing needs of employees will be met.

Parks and recreation: The developer proposes to have multiple recreation amenities and attractions built into the Village environment. Such amenities would include play grounds, ice skating on central ice rink and ice trails, swim and fitness center. Included in the draft EIR should be specifics of where these amenities will be placed, potential impacts on the environment, and resources needed to provide.

Visual Impact: Throughout the Specific Plan is stated the importance of the mountain environment. The draft EIR should have evidence of how the mountain views are sustained in the Village...and not blocked. The Specific Plan states that the Village is anchored to the mountain environment through a "diversity of architectural expression, cohesive integration of lodging and new amenities with the mountain." The Specific Plan states there will be established a "robust open space network." Much is said about the mountain vistas, but the proposed plan must include ample open space to see the surrounding mountain vistas.

*Sally Brew*

RECEIVED

MAR 17 2014

ENVIRONMENTAL COORDINATION SERVICES

629 Benvenue Ave  
Los Altos CA 94024

## Maywan Krach

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**From:** Steve Bridges <steve96158@excite.com>  
**Sent:** Wednesday, March 12, 2014 1:54 PM  
**To:** Placer County Environmental Coordination Services  
**Subject:** Input from Citizen - Notice of Preparation, Squaw Valley Specific Plan

March 12, 2014

Maywan Krach, Community Development Technician  
Placer County Planning Dept.  
3091 County Center Drive, Suite 190  
Auburn, CA 95603

Dear Placer County Planning Department,

It is my understanding you plan to review and possibly make changes to the Squaw Valley Specific Plan in considering the addition of some 1,700 bedrooms and an amusement park (water park) at Squaw Valley.

I have several concerns:

1. Long range drinking water supply. Are adequate drinking and irrigation water supplies available, guaranteed, and in place prior to approval for something like this?
2. Traffic congestion. Highway 89, especially during weekend, holiday, peak, and seasonal periods is already beyond reasonable capacity, generating unwanted and unnecessary air pollution and motorist frustration. How would these proposed developments affect existing overcrowded traffic conditions?
3. Night light pollution. One of the benefits and joys of Lake Tahoe and its surroundings is the absence of urban light pollution, enabling residents and visitors to enjoy the stars in a perspective that cannot be found in most places elsewhere in California. Let's not ruin or adversely affect a good thing with enjoying night views and unimpeded enjoyment of the stars.
4. Natural, mountainous views. The fantastic natural views in the Lake Tahoe region are legendary. Let's keep them legendary, not wreck or adversely impair them by replacing these outstanding vistas with buildings and views of buildings.
5. Impact on other infrastructure, including utilities and sewer treatment capacity. Who will pay for the cost of necessary upgrades to the area's infrastructure, including utilities and sewage treatment. Will additional sewage loads run a higher risk of unwanted and hazardous sewage spills, especially near Lake Tahoe? Will increased utility load affect existing utility capacities, reliability, safety, and rates?

Thank you.

Steve Bridges  
P.O. Box 7022  
Tahoe Valley, CA 96158

Thank you,

## Maywan Krach

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**From:** Paul Butterweich <pibutter@yahoo.com>  
**Sent:** Sunday, March 23, 2014 11:01 PM  
**To:** Placer County Environmental Coordination Services  
**Subject:** Squaw development

Here are a few issues that I feel need to be addressed before any project at Squaw Valley is approved:

- With the current "village" rarely at anywhere close to maximum capacity, and more often than not mostly vacant, why are new hotel rooms needed? Who will fill these rooms, considering skier numbers nationwide, as well as Lake Tahoe visitation, have been relatively stagnant for decades despite numerous attempts both here and elsewhere to draw more people in while at the same time pricing most of them out?
- What effects will this have on the local North Lake Tahoe and Truckee economy, both in terms of effects on business as well as the addition of more seasonal jobs, thus more people trying to survive in Tahoe without ample work to support themselves?
- What will be the effects of construction lasting until the year 2040? Who will see this project through, keeping in mind that KSL has made no secret of their intent to one day sell out?
- How will the people that live, work and play in the area continue to enjoy this spectacular valley if views are blocked, parking eliminated, roads congested, and businesses not affiliated with KSL negatively impacted?
- Where will the water come from and where will it go?

## Maywan Krach

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**From:** Elizabeth Burch <elizabeth.burch@sonoma.edu>  
**Sent:** Tuesday, March 11, 2014 7:05 PM  
**To:** Placer County Environmental Coordination Services  
**Subject:** KSL Capitol Partners NOP

Hello,

As a regular and long term tourist to the beautiful Sierras, I would like to say I am against this development. It sounds totally inappropriate for the Tahoe area.

I'm very concerned about this project for a whole host of reasons.

I do expect to see reference in the EIR to water use sustainability, traffic congestion, air quality, lights, noise and most importantly the preservation of aesthetic and natural beauty and charm that I associate with the Sierras.

Please limit unnecessary development. I don't visit your county for the development. I visit to get away from development.

Thank you,  
Dr. E. Burch

Elizabeth Burch, Ph. D.  
Chair & Internship Coordinator  
Dept. of Com Studies, SSU

Typos courtesy of iPhone.

Spring 2014 office hours:  
Tues: 12:15-2:30; Thurs: 1:15-2:45  
Documents can be left at N-328

For help contact Coms office: N-330  
(707) 664-2149  
[Testerb@sonoma.edu](mailto:Testerb@sonoma.edu)

For internship or dept. info see:  
[www.sonoma.edu/communications](http://www.sonoma.edu/communications)

## Maywan Krach

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**From:** David Butze <dmbutze@gmail.com>  
**Sent:** Tuesday, March 11, 2014 3:02 PM  
**To:** Placer County Environmental Coordination Services  
**Cc:** dmbutze@gmail.com  
**Subject:** Squaw NOP

Placer County, Planning Services Division  
Attention: Maywan Krach, Community Development Technician  
3091 County Center Drive Suite 190  
Auburn, CA 95603

Mr. Krach,

I am writing as a concerned party in the development of Squaw Valley and the recent Notice of Preparation. I have a home on 1743 Christy Lane in Olympic Valley.

My areas of concern which should be included in the EIR are:

Adequate drinking water is important to all of us. Please include a comprehensive water supply assessment that takes into account long-term availability of water supplies.

Traffic is a growing concern. Please provide clear numbers on how much traffic more than 1,700 new bedrooms — and an indoor amusement park with 300,000 annual visitors — would add to Highway 89.

No one wants to lower the quality of Squaw's legendary terrain. The EIR should consider, in cultural terms, what this development would do to "The Soul of Skiing."

We all enjoy the tremendous sky at night and our children are in awe at the celestial brilliance. The EIR should calculate cumulative increases in light pollution and how it would impact the night sky.

The High Sierra view should include mountains instead of buildings. The EIR must analyze the impacts of the proposed project and its multiple 108-foot tall buildings on scenic vistas in Squaw.

Thanks in advance. I look forward to a comprehensive EIR.

David M. Butze

## Village at Squaw Valley Specific Plan Project NOP Scoping Comment

Michael Carabetta  
1560 Squaw Valley Road, Unit 2  
Olympic Valley, Ca 96146-3531

As abutters to Squaw Valley Road, we have major concerns relative to traffic, pedestrian and vehicle safety, construction noise, air quality, impacts on Squaw Valley Road due to parking overflows as well as Village snow removal given the reduction in storage space for storm snows.

### Traffic and Pedestrian Safety

Over the years the use of the “three lane road” configuration that is allowed on busy ski days has becoming an increasing dangerous situation. In the past, when this configuration was implemented, the previous Corporation posted traffic people at each intersection in order for traffic to exit local roads and/or to enable walkers to cross the street. For some reason KSL have either reduced this staff or in some cases eliminate these “crossing guards”.

Further, the speeds of cars exiting the Village have increased dramatically over the years – including the days where the “three lane” configuration is deployed.

#### Actions Required:

It should be a requirement that whenever the “three lane” configuration is used “crossing guards” at every local road intersection be mandatory (including the entrance/exit to the Post Office).

Proper safety training and monitoring of these guards should be required (not random workers as is now the case).

A local shuttle by KSL for skiers and walkers should be re-instituted and made mandatory (both directions). Currently the shuttles between Squaw and Alpine do not stop to allow drop offs or pickups on Squaw Valley Road.

KSL should be required to plow the bike path to facilitate walking to the Village (reducing traffic at same time). This will become increasing more important when KSL moves “employee housing” to the lower valley and its “non vehicle” employees become more reliant on the path.

Several solar-powered, radar speed signs should be installed on Squaw Valley Road (both directions) to insure that the current speed limits are complied with.

As noted in the previous KSL plan, the bike path should be extended into the Village.

### Construction Noise and Air Quality

When Phase One of the Villiage was being built, large construction trucks were using Squaw Valley Road very early practically every morning (sometimes as early as 6AM). Not only was noise a factor, but the dust created by these trucks was unbareable for the houses abutting Squaw Valley Road.

Further the KSL plan specifically states:

***Construction noise levels could potentially exceed the daytime hourly and maximum standard of 55 and 70 A-weighted sound levels (dBA), respectively, and/or the nighttime performance standards defined by the Placer County Code.***

Further.....

***The project long-term operations could result in the exposure of people to long term operational noise levels and additional noise levels may exceed the applicable County noise standards.***

Actions Required:

Construction Trucks, including building material deliveries, should be prevented from using Squaw Valley Road before 8 am and after 4 pm. No construction or construction delivery vehicles should be allowed on weekends and holidays.

A temporary parking lot should be built for construction workers in the lower valley (where employee housing will go) and a shuttle provided by KSL. A “No Parking” ban for construction workers in the Village should be enforced by KSL.

Every effort to reduce dust on Squaw Valley Road and Village parking lots should be taken including mandatory daily sweeping on the road and parking lots at the end of each day.

The County should not permit the construction noise levels to exceed the daytime and night time performance standards as defined by the Placer County Code.

The County should not permit long term operational noise levels that exceed the applicable County noise levels.

A phone number should be posted (by KSL and/or the County) to call - should these traffic, dust control and parking restrictions be violated. Fines should be vigorously enforced by the County.

### Parking Overflows

On peak ski days (and often days when the “three lane” configuration is used) and the parking lots are filled, cars are allowed to park on the sides of Squaw Valley Road. This is a very dangeous situation – particularly for walkers. The frequency of “overflow parking” on Squaw Valley Road will increase as the day parking lots are reduced.

Action Required:

No parking signs should be posted on both sides of Squaw Valley Road from the Church (Queen of the Snows) to the entrance to the Village Parking Lot (across from Christy Hill Road). Parking fines and towing should be enforced.

The right shoulder of Squaw Valley Road where the brook crosses under the road (opposite Valley View Condos) should be widened to facilitate pedestrians. When the "three lane" configuration is deployed, the current right hand road shoulder is completely taken up by cars (heading up the road toward the Village) and there is no room for pedestrians.

Future Snow Removal

Currently large construction trucks are used by KSL to transport "overflow" snow from the Village to the lower valley. These trucks are used throughout the night. They are quite large and the road noise is unbearable. As the new development is built, most of the current "on-Village" snow storage will be eliminated and increased use of Squaw Valley Road by these trucks is feared.

As noted in the KSL plan....

*Snow storage bunkers may also be constructed within the podiums of new buildings to store snow until it can be moved to another location.*

Action Required:

Adequate snow storage space for snow that is removed from the proposed parking lots and roads within the Village should be required and adequate space allocated during the review phase of this plan.

Trucks using Squaw Valley Road for "overflow" snow removal from the Village should be eliminated.

Squaw Valley Road Abutters

The KSL plan is calling for a 15-25 year construction time period. This is going to be an enormous hardship - particularly for Squaw Valley Road abutters. Abutters will not be able to open their windows in the spring, summer and fall during peak construction periods due to construction noise, increased traffic and air pollution (dust). Most abutters do not have air conditioning.

Action Required:

KSL should be required to provide Squaw Valley Road abutters with compensation in the form of free or reduced-cost season passes, daily ski and tram tickets, free use of water/pool facilities, skating, health and gym facilities during the construction period.

Date: March 24, 2014  
To: Placer County Planning Services Division  
3091 County Center Drive Suite 190  
Auburn, CA 95603  
Attn: Maywan Krach, Community Development Technician  
RE: Notice of Preparation, Specific Plan, Village at Squaw Valley

The purpose of this letter is:

1. To suggest that Squaw Valley is, as per the terms of the 1983 SVGPLUO and 1983 SVGP Final Environmental Impact Report, currently at its maximum peak and year around population.
2. To object to the numerous amendments to the 1983 Squaw Valley General Plan that will be necessary for approval of the Specific Plan.
3. To object to the use of a Specific Plan process when it clearly states in the 1983 SVGPLUO that Specific Plans are not acceptable.

The 1983 Squaw Valley General Plan and Land Use Ordinance document was prepared by Placer County along with the help of a few select local residents, for the purpose of establishing a plan for growth in the Valley that would create a healthy ski area resort without adversely impacting the environment, the dramatic views and the residential community. Although the 'Plan' was generous with upper limits of development, both the 1983 SVGPLUO and the 1983 GP Final Environmental Impact Report clearly states that the projected 100% build-out was unlikely, due to a variety of potential impacts and concerns.

With few exceptions, the 'Plan' is still meaningful today. Yet, KSL has been allowed to present a plan that attempts to capitalize on the upper limits of development without any concern for the impacts on the Valley or the Ski Hill. **Not only that, the County has allowed KSL to present their proposal in the form of a Specific Plan when it clearly states in the 1983 SVGPLUO, on page 56, "Areas which were previously within a Development Reserve Zone District, which required Specific Plans or Rezoning (even if the project was consistent with the 1972 General Plan), have now been placed in districts which will eliminate the Specific Plan Process."**

The State of California's Planners Guide to Specific Plans states that, "a Specific Plan should implement general plans without substantial legal challenge to the nature of their use, and must be consistent with the adopted general plan (community plan) of the jurisdiction within which it is located."

If the KSL proposal is approved, how many amendments will be necessary for it to be consistent with the 1983 Squaw Valley General Plan and Land Use Ordinance?

**The 1983 Squaw Valley General Plan and Land Use Ordinance:**

On page 5, "allows growth in Squaw Valley to reach a seasonal-peak, overnight residential population of about 11-12,000".

On page 7, says: "In an ecologically sensitive area such as Squaw Valley, development beyond a certain capacity will damage the recreational and living experience of current and future users."

On page 25, the plan goes on to say: “**The quantity of housing units must be balances between the ski hill capacity, year around destination resort demands (including employees), and the permanent population.** At the same time the number of housing units must not exceed the ability of the environment and public facility infrastructure to accommodate the peak population. For the reasons stated earlier, the Plan does not attempt to allow for 100% of the living units necessary to support the potential day-time population of the Valley.”

On page 5, it says: “maximum skier capacity would be 17,500 people per day.” However, the Squaw Valley Ski Corp, on page 28, indicates an existing daily ski capacity of 15,000 skiers.”

On page 36, it says: “One basic assumption of this Plan update is that no additional routes into the Valley will be constructed”

On page 41, it says: “Improved roadway connections shall not be allowed on the southeasterly side of the meadow between the Glenborough (Squaw Creek) property and the ‘core’ area.”

On page 38, “Assuming that present types of development continue and that the Squaw Valley Road/State Highway intersection is signalized, the level of service during peak hours will fall below an acceptable “C” level before even half of presently allowable development has occurred.” Build-out of either of the following would result in undesirable levels of service:

- a. Approximately 1700 additional occupied residential units, **or**
- b. Approximately 500,000 square feet of additional commercial gross floor area.

**The 1983 SVGP Final Environmental Impact Report, on page 103,** states that “there are presently 400 occupied residential units in Squaw Valley.” Adding the 400 existing units to 1700 additional units brings the allowable total occupied units in the Valley to 2100. There are approximately 2050 units in the Valley today.

#### **The 1983 Squaw Valley General Plan Final Environmental Impact Report:**

On page 106, says, “Build-out of 80% of the General Plan density is assumed for residential uses. Although very large areas (80+/- acres) are designated for commercial use, the maximum likely build-out is assumed to be 350,000 square feet of gross floor area (approximately 30 acres of land). Ski area build-out is assumed to be 100% of that allowed in the General Plan).

On page 114, says: “the General Plan emphasizes and encourages the ‘destination resort’ concept which theoretically, could reduce projected traffic. However, the ‘destination resort’ management techniques suggested applies only to visitors accommodations, not to ski hill operations.”

**Note:** In past years, there were days when the ski hill population reached about 18,000 people per day. The ski hill can handle a large number of people from time to time, but the adverse effects from those big days were:

- long lifts lines
- long wait times for services
- unsafe skier conditions on the hill
- Hours’ of stop and go traffic congestion going in and out of the valley.

In recent years, the maximum skier capacity appears to have stabilized at around 14,000 skiers. There are a number of reasons for this, including the high cost of skiing and the competition from other ski areas in the Truckee and North Tahoe region.

**To calculate the peak population, I have estimated 5.0 people per unit. However, I believe this is underestimating the probable existing peak overnight population.** The trend in the residential community in recent years has been to either remodel existing homes, increasing their size and bedroom capacity or to tear down existing homes and replace them with large new homes with a bedroom capacity in excess of 5 bedrooms per unit. Many of the condominiums have also been remodeled, focusing on adding areas, lofts etc., that would allow for more bedroom capacity. Also:

- **The 1983 SVGPLUO states, “It has been found by the County that the total number of bedrooms in a project is a more accurate determinant of potential impacts on public services and resources than are dwelling units due to the wide variations in size of a single dwelling unit. For the purpose of calculating the number of bedrooms in a project, rooms which potentially serve as bedrooms shall be counted as such (including dens, studies, libraries, lofts, etc.).”**

As per the 1983 SVGPLUO, ‘In 1972, the peak residential population in the Valley was estimated at 2800, and the ski hill peak capacity was 7,500 skiers.’ Assuming about 60%, or 1680, of the resident population were skiers, then 80% of the ski hill capacity, or 6000, was used by day skiers. The resulting skier population was 7680.

In 1983, there were approximately 1200 units in the Valley and at 5.0 people per unit, the estimated peak resident population was 6000 people, and the ski hill peak capacity was 15,000 skiers. Assuming about 60%, or 3600, of the resident population were skiers, and 80% of the ski hill capacity, or 12,000, was used by day skiers. The resulting skier population was 15,600.

In 2014, there are approximately 2050 units in the Valley, at 5.0 people per unit the current peak residential population is estimated at 10,250, and the ski hill peak capacity is 15,000 skiers. Assuming about 60%, or 6150, of the resident population are skiers, and about 80% of the ski hill capacity, or 12,000, is used by day skiers, the resulting skier population is 18,150.

On page 1-2, The Village at Squaw Valley Specific Plan, January 2014, it states: “Ultimately, the SVGPLUO allows for growth that reaches a seasonal peak of an overnight population of 11,000 to 12,000 people, and a maximum skier capacity of 17,500 persons per day within the Valley. The ultimate build-out of this Specific Plan is consistent with this future growth level anticipated in the SVGPLUO.

Apparently, KSL has only read what suited their plans. The 1983 SVGPLUO does not attempt to allow 100% build-out, and the 1983 SVGPFEIR considers 80% of build-out more likely, which would be a maximum peak population of 9600 people. It’s important to note here that **KSL is proposing to increase the year-around, not seasonal peak, population of the Valley.** Their plan, if approved, would increase today’s residential units by 771, bringing the total units in the valley to approximately 2821. Their plan, if approved, proposes to increase the number of bedrooms in the Valley by 1757, assuming there are no studies, family rooms, libraries, playrooms or lofts, and there are no bunk beds in any of the bedrooms. Their plan, if approved, proposes 2.28 bedrooms per unit, which equates to 4.5 people per unit. At 4.5 people per unit times 771 new units, the **year around** population in the Valley would increase by 3,470 people.

- Adding the 3,470 people to the estimated 10,250 current peak resident population would increase the peak resident population to 13,720 people.

If the peak residential population is 13,720 people, and the ski hill peak capacity is 15,000 skiers, and assuming about 60%, or 8232, of the peak residential population are skiers, and 80% of the ski hill capacity, or 12,000, is used by day skiers, the ski hill is unacceptably overcrowded at 20,232 skiers.

The 1983 SVGPLUO says: “Squaw Valley is located within easy driving distance of 7 million potential skiers in the Northern California and Reno areas. It is located within a short distance of nearly a dozen other ski areas and only 6 miles from Lake Tahoe. With all of the other attractions so close, it is not reasonable to expect all visitors to use commercial and overnight accommodations exclusively within Squaw Valley. Because of this and the continuing large number of day skiers, the demand for hotel-motel units and other types of visitor accommodations in the Valley is not easily determined.”

The day skier percentages were set at 80% for 1972 and were reasonably accurate in 1983. Judging from current information, the 80% is also accurate for 2014. There is no reason to think this will change. Since the adoption of the 1983 SVGPLUO, there has been significant development outside Squaw Valley. The residential population of Truckee and Northstar has grown substantially and there have been many new homes built around the North and West shores of Lake Tahoe and Incline Village. If we add to that the incredible growth in the Reno/Sparks area over the past 30 years, it is safe to assume that there will continue to be a large day skier demand, probably 80% of the ski hill capacity, in Squaw Valley.

**Note:** There are other areas of potential growth in the Valley that have not been included in the calculations above, such as

- Undeveloped parcels that are currently zoned for development will eventually be developed
- Undeveloped lots in the existing subdivisions that will eventually be built on
- Approved phases of large developments that have not yet been acted upon

The year around and peak population today looks and feels appropriate for the size of Squaw Valley. Placer County's first priority should be the well-being of the Valley residents and the preservation of the Valley environment. KSL will seek their entitlements, build and/or sell the ‘project’ and move on. Their needs are not and should not be prioritized over the needs of the residents. Placer County should not consider sacrificing any part of Squaw Valley for the potential revenue a large development like this could provide. It’s their job is to protect Squaw Valley against overcrowding, not just for the residents and the visitors, but also for the delicate and beautiful place it is and should remain.

Thank you,

Judy Carini  
Resident, Squaw Valley

Date: March 17, 2014  
To: Placer County Planning Services Division  
3091 County Center Drive Suite 190  
Auburn, CA 95603  
Attn: Maywan Krach, Community Development Technician  
RE: NOP, Specific Plan, Village at Squaw Valley

I am a 43 year resident of Squaw Valley, and have lived on the Squaw Valley Main Road for 35 years. I have seen many changes in the Valley, from the condo craze of the 70's and 80's to the Resort at Squaw Creek and the existing Village at Squaw Valley. With all that development, a few things come to mind about our special community and our ski area.

A number of projects throughout the valley with a 2<sup>nd</sup> phase or more stalled, and the added phases were never built. A couple of examples are the Resort at Squaw Creek, the Red Wolf Lodge and Squaw Ridge. A more recent example is the Intrawest two remaining phases that may be replaced by whatever KSL proposes. Why did this happen? My thought is because the units did not sell easily, and their rental potential is seasonal.

This valley is a great place with a great ski area. It attracts many people living within a few hours' drive who have no desire to own or stay in a condo. This is a skier's mountain. When there is snow it's one of the best ski areas in the west, maybe the entire US. I have noticed that the valley is very crowded for about 20 to 25 days a year, so rentals are probably full or close to full on those days, but the remainder of the year is less busy and less crowded.

If the KSL proposed village is approved, it will not only displace all the day skiers that keep this ski area alive, but will also turn the Valley into a ghost town during the slower months, creating an unwelcome and uncomfortable environment for both the residents and visitors. The "off season" can last for 8 months out of a year, depending on the snow and the ski season. This year the "off season" will probably last for over 9 months.

KSL should consider all this before going ahead with their plan. Their proposal is still too massive for our community. With Lake Tahoe, Truckee and now Northstar, the proposed development in Homewood and the plans for development in Tahoe City, Squaw will never be the destination resort they are planning for. Their proposed waterpark may be good for 3 years, but then it will just become a maintenance and financial burden. And, the area it consumed is far more valuable as a parking lot.

Remember Blyth Arena. Ski Corp tore it down because the land was more valuable to them for parking.

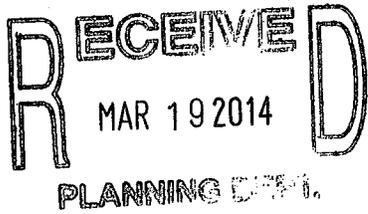
Alex Cushing ran a good ski area but some of his development ideas were not that successful, like High Camp. KSL should learn from him and realize that when they bought into Squaw Valley, they bought into the business of running a ski area. If they can't run a good ski area, their development business will not succeed.

Thank You,

William Carini  
Resident, Squaw Valley  
Retired 25 year Volunteer, Squaw Valley Fire Department

Cc: Placer County Board of Supervisors  
Squaw Valley Municipal Advisory Committee

March 10, 2014



## My Comment

It was not so long ago that the nearby city of Reno Nevada lost it's gift of looking up into the night sky to see the beauty of our constellations. This is a gift for future generations, not ours alone. Please don't take that away with overdevelopment in Squaw Valley, a valley many nearby city-peoples come to in order to get a release from their city life and to enjoy nature. Please don't turn it into a mini-city so that developers can enjoy a high-high profit on their investment.

- Secondly -

It is 2014, how much longer must we wait before acting responsibly on building on top of an aquifer. Please encourage the developers to at least build on the perimeter. In this way we will not only give our aquifer a chance... but also maintain the wonderful view →

corridor → all people enjoy.

Thankyou,

Liz Day

Box 2151

Olympic Valley CA.

96146

ph.# 530-583-1510

## Maywan Krach

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**From:** Kevin Dielissen <kdielissen@empirera.com>  
**Sent:** Saturday, February 22, 2014 9:44 AM  
**To:** Placer County Environmental Coordination Services  
**Subject:** Squaw Valley's revised plan

Dear Placer County Planning,

I have gone to Base Camp and reviewed Squaw Valley's revised plan and also attended a presentation on the subject. I'm in favor of this plan and think it will be good for Squaw Valley and the North Lake Tahoe region. It will bring more employment, help traffic, improve housing and transportation and over all will be very good for both Squaw Valley and the surrounding communities in both Placer and Nevada counties.

I encourage you to approve this plan. I have been a Squaw Valley skier for over 40 years and I own a home in Truckee. I have been working part time at Squaw Valley for the last 7 years and have seen many good improvements in every department and I believe that this modified plan will help Squaw Valley become what it has been struggling to become for many years. The plan makes more sense than the original plan submitted, which I was not in favor of.

Thank you,

Kevin Dielissen



**Kevin Dielissen**, "The Neighborhood Expert" | BRE #00772759 | (925) 963-7681  
[Kevin@FindDublinHomes.com](mailto:Kevin@FindDublinHomes.com) | [www.FindDublinHomes.com](http://www.FindDublinHomes.com)

## Maywan Krach

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**From:** John Eckhouse <john@eckhouse.com>  
**Sent:** Sunday, March 23, 2014 4:53 PM  
**To:** Placer County Environmental Coordination Services  
**Subject:** Proposed Squaw Valley Specific Plan

Placer County, Planning Services Division

Attention: Maywan Krach, Community Development Technician

3091 County Center Drive Suite 190

Auburn, CA 95603

Dear Maywan Krach:

I am writing to comment on KSL Capital Partners' proposal to build a major development in Squaw Valley.

While I am pleased that the overall project development has been reduced by approximately one-third since the October 2012 NOP was released, I still feel this project is too large and will have too many negative impacts. Among them:

- The supply of adequate drinking water given repeated droughts in California.
- Traffic that more than 1,700 new bedrooms would add to Highway 89.
- The impacts of the proposed project and its tall buildings on scenic vistas in Squaw Valley.

As a condo owner in Northstar for more than 20 years, I know the positives and negatives of expansion. I think this proposal has too many negatives.

Sincerely,

John Eckhouse

## Maywan Krach

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**From:** Roy Farrow <rfarrow2@gmail.com>  
**Sent:** Friday, February 21, 2014 3:11 PM  
**To:** Placer County Environmental Coordination Services  
**Subject:** Squaw Village Expansion

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

We are 100% in favor

Be as honest as you can in a world where it is going out of style. Raymond Chandler